

**374th Tactical Airlift Wing, based at Naha Air Base, Japan, and at Ching Chuan Kang, Taiwan,
and its involvement in Vietnam**

Extract, 374th Tactical Airlift Wing, August through December 1966 (AFHRA Call Number K-WG-374-HI, Aug-Dec 1966, IRIS Number 456652):

Page 10:

By order of the Secretary of the Air Force, 27 June 1966, the Headquarters, 374th Troop Carrier Wing was activated on 8 August 1966, at Naha Air Base, Okinawa, and assigned to the 315th Air Division. The following units were assigned to the 37th Troop Carrier Wing effective 8 August 1966:

21st Troop Carrier Squadron

35th Troop Carrier Squadron

41st Troop Carrier Squadron

817th Troop Carrier Squadron

By far the most significant aspect of the activation of the 374th Troop Carrier Wing was the transfer of the aircraft maintenance responsibility from the host 51FIW to the 374TCW.

Page 12:

The 374th FMS would gain maintenance personnel from the 51st A&E and FMS Squadrons and the 51st Organizational Maintenance personnel were to be divided among the four Troop Carrier Squadrons.

Page 14:

Since the C-130 maintenance functions were transferred from the host base to the 374th Troop Carrier Wing, the first major task for the Wing Personnel Office was the reassignment of over 1,800 maintenance officer and enlisted personnel. This project required several conferences with the 51st Fighter Interceptor Wing to insure equitable distribution of skills common to both units and establish processing procedures. The reassignments were accomplished in phases, requiring four weeks to complete all actions.

The Wing was given the responsibilities of operating and supporting Det 6, 315 Air Division at Cam Ranh Bay AB, RVN and the flare mission at Ubon RTAFB, Thailand; and furnishing additional maintenance support for Det 4, 315 Air Division at Don Muang AB, Thailand. These responsibilities involved furnishing over 300 personnel on continuous TDY rotation. The Wing furnished commanders, staff personnel, aircrews and maintenance personnel at Cam Ranh Bay AB and Ubon AB, and provided a maintenance augmentation force at Don Muang AB.

Page 15:

In September, Headquarters, 315th Air Division levied the Wing to provide 32 pilots and 2 airmen for 120 days TDY to Vietnam to assist in operating an emergency airlift request system. With approximately 2 weeks advance notice, the personnel were selected and assigned to various Army field units throughout Vietnam. Most of the personnel were released from this commitment within 45 to 60 days, with a few completing the full 120 day tour.

Page 20:

During this reporting period, 8 Aug 66 to 31 Dec 66, the 374th Troop Carrier Wing maintained a command cadre, maintenance personnel and equipment, 12 flight crews, and 6 C-130A aircraft on a continuous basis at Ubon Air Base, Thailand, to perform night aerial reconnaissance of selected target areas of Laos and North Vietnam as directed by 7th Air Force.

Page 26:

Between 8 August and 5 November, the operational commitment at Cam Ranh Bay remained constant. Ten aircraft and seventeen aircrews were assigned, with eight aircraft and thirteen aircrews provided by the 374th Troop Carrier Wing. Thirteen fragged missions were scheduled each day. On 6 November, the commitment was increased to thirteen aircraft and twenty aircrews, with ten aircraft and fourteen aircrews provided by the 374th Troop Carrier Wing. Fragged missions were increased to sixteen a day. This commitment remained constant for the remainder of the reporting period and should continue until adequate operational facilities and aircrew quarters are completed on the west side of Cam Ranh Bay Air Base.

Page 41:

When the 374th Wing was established, there was 64 C-130A type aircraft assigned. The maintenance functions contained a total of 1,453 personnel, which was 303 less than [what] the UMD [unit manning document] authorized strength [allowed]. With the establishment of the 374thTCW the added responsibility for TDY maintenance support of three SEA activities was assumed. These activities were located at Cam Ranh Bay, RVN, Ubon RTAFB, Thailand, and Don Muang RTAFB, Thailand. Initially, there were 5 aircraft at Don Muang, 6 at Ubon and 7 at Cam Ranh Bay. The 374th acquired the 58 TDY maintenance personnel at Cam Ranh Bay, 63 personnel at Ubon, and 23 personnel at Don Muang. The detachments at Cam Ranh Bay and Don Muang were under operational control of 315th Air Division with 30 PCS personnel on duty. The activity at Ubon was under operational control of 7th Air Force, but manned entirely by the 374th Troop Carrier Wing. From August through December, the number of TDY personnel, and number of aircraft, increased as more requirements were levied on the mission. By the end of December, Ubon had 7 aircraft and a maintenance crew of 68 personnel. Cam Ranh Bay had 13 aircraft and 73 maintenance personnel. Don Muang was reduced to three aircraft and 23 maintenance personnel.

Page 43:

The detachment at Cam Ranh Bay averaged five hours per aircraft per day from August through December. The flying schedule was arranged for 10 missions taking off between 0700 and 0900 and eight missions taking off between 2030 and 2230 hours. Maintenance facilities were extremely limited, with no hanger space and only limited parking space. All maintenance performed had to be done out in the open as weather permitted. Jacking of aircraft was delayed due to excessive winds. Blowing sand also inhibited many maintenance operations. Aircraft were rotated and replaced at the rate of one per day with aircraft remaining at Cam Ranh Bay for an average of seven days.

Extract, 374th Tactical Airlift Wing, January through June 1967 (AFHRA Call Number K-WG-374-HI, Jan-Jun 1967, IRIS Number 456653):

Page 8:

The majority of the Wing's efforts were directed to Southeast Asia airlift. Daily missions transported cargo and passengers between Okinawa and Southeast Asia and shuttle missions operate from Cam Ranh Bay AB within South Vietnam, and Don Muang Royal Thai Air Force Base in Thailand. In addition to the logistical support missions to SEA, the Wing has logistic and tactical operations within Vietnam, Thailand and Laos.

Cam Ranh Bay, Republic of Vietnam Shuttle: For the period 1 January 1967 to 1 May 1967, the normal operational commitment to 315th Air Division Operating Location Alpha Charlie (OLAC) was thirteen C-130 aircraft and twenty-two crews. Of these, ten C-130A aircraft and sixteen crews were provided by the 374th. On 1 May 1967, the operation at Cam Ranh Bay was increased by nine C-130E aircraft and sixteen crews which formerly operated from Nha Trang Air Base. During this period the aircraft commitment was frequently increased for special operations.

On 17 January, OLAC ceased operation on the east side of the field and moved to the newly completed west ramp. This movement alleviated aircraft parking problems, but created an increased need for base transportation since living quarters and messing facilities are located on the east side. Sixteen TDY airmen with specialists in maintenance, operations and administration were utilized as drivers. This will continue to be a problem as long as operation is separate from the base facilities. The CRB transportation office has alleviated the problem to some degree by scheduling shuttle buses closer together.

Page 30:

The maintenance concept of the 374th Troop Carrier Wing is as prescribed in AFM 66-1, as supplemented by PACAF. This manual outlines the procedures for squadron type maintenance, which is the concept employed by the 374th. There are four tactical troop carrier squadrons, each with two maintenance officers and authorizations for maintenance personnel as follows: 21st Troop Carrier Squadron – 202; 35th Troop Carrier Squadron – 186; 41st Troop Carrier Squadron – 186; 817th Troop Carrier Squadron – 202.

From 1 January – 30 June the 374th Troop Carrier Wing furnished an average of 160 maintenance personnel on TDY to Southeast Asia. These personnel augmented the PCS deployment at 315th operating locations at Cam Ranh Bay, Ubon, and Don Muang. TDY periods vary from 29 – 60 days for a specified number of maintenance personnel, with temporary augmentations for 29-day TDY personnel.

Total assigned aircraft as of 30 June was 71. Three squadrons (21TCS, 35TCS, and 41TCS) are assigned 18 aircraft, with 817TCS assigned 17.

Page 31:

The three operating locations are assigned aircraft as follows:

Cam Ranh Bay, RVN: 11

Ubon, Thailand: 6

Don Muang, Thailand: 3

Appendix 3, 35th Troop Carrier Squadron Key Personnel Listing:

LtCol J A Poulson, Commander

LtCol F F Tolle, Executive Officer

MSgt L R McCloskey, First Sergeant

Capt E J Deville, Administrative Officer

TSgt C M Du Pont, Chief Clerk

LtCol V R Hardisty, Operations Officer

TSgt J K Finger, NCOIC Operations

Maj H L Mallard, Chief of Navigators Section

Capt F D Dailey, Chief of Training

SMSgt E P Annis, NCOIC, Flight Engineer Section

TSgt F E Gehrke, NCOIC, Logistics

1Lt R J Lee, Fight Maintenance Officer

SMSgt L Kinney, NCOIC, Maintenance

Appendix 5, Squadron Histories. History of the 21st Troop Carrier Squadron for the Period 1 Jan 1967 to 30 Jun 1967:

Page 1, Mission and Organization:

Stationed at Naha AB, Okinawa, the 21st Troop Carrier Squadron flew C-130A aircraft. These aircraft were maintained by both 21st Troop Carrier Squadron maintenance personnel and personnel of the 374th

Field Maintenance Squadron. During the period 1 January 1967 through 30 June 1967 the squadron's airlift capabilities were used almost exclusively for logistical support of Southeast Asia.

[NOTE: Operation Cedar Falls: An operation directed against the previously un-cleared Iron Triangle from 8 to 26 January 1967. Two divisions were employed but no major battles with communist forces ensued. The area was thoroughly searched and purged of an extensive network of enemy base areas, supply complexes and training camps. Several Major enemy headquarters were ferreted out of the dense jungle. To facilitate the re-entry of friendly troops for future operations, numerous landing zones were bulldozed out. To deprive the enemy of any population control and to qualify the area as a free fire zone, its 6,000 civilian inhabitants were evacuated for resettlement elsewhere and their villages and crops were totally destroyed.

[NOTE: Iron Triangle: A one-time VC stronghold in an area of dense jungle, about 209 miles north-northwest of Saigon.]

[NOTE: Operation Junction City: The massive two and one-half month seep of War Zone C, aimed at opening the area of clearing operations which would eliminate this major enemy sanctuary. The plan was to root out the Central Office for South Vietnam (Viet Cong Headquarters—COSVN) and cripple the 9th Viet Cong Division. Under 2nd Field Force, Vietnam (IIFFORCEV), 35,000 troops were deployed. The result was 2,700 enemy KIA, hundreds of base camps, defensive positions, supply depots and training areas uncovered and destroyed. Several main base camps for COSVN were located and destroyed, and large quantities of arms, ammunition, supplies and equipment were captured.]

Page 2 Operations:

Crews and aircraft of the 21st Troop Carrier Squadron played an important role in all Southeast Asia operations requiring airlift and logistical support. Of special note are Operation Cedar Falls and Operation Junction City. During Operation Cedar Falls, C-130's of the 21st Troop Carrier Squadron joined other C-130's of the 315th Ari Division to fly 90 sorties, airlifting over 2,000 troops, and 554.6 tons of equipment and supplies during the first day of the operation alone. In March, the 21st Troop Carrier Squadron participated again with the 315th C-130 aircraft in Operation Junction City, contributing a substantial portion of the 1,084,000 pounds of supplies delivered during the first day.

Crews and aircraft of the 21st Troop Carrier Squadron have also been employed in another unique and vital direct combat role during his period. This role, that of a "hunter," involved the selection, identification, and illumination of targets and target areas, and the coordinating and directing of fighter bomber strikers against those targets.

Additionally, the 21st Troop Carrier Squadron has supplied mission commanders and TMC [Transport Movement Control] duty officers for duty at bases in Vietnam.

Appendix 5, Squadron Histories. History of the 35th Troop Carrier Squadron for the Period 1 Jan 1967 to 30 Jun 1967:

Page 2:

The 35th continued to take part in the normal "shuttle" operations at Cam Ranh Bay and Bangkok as well as providing aircraft and crews for the flare drop mission and for leaflet drops. In addition, crewmembers were active participants in several special operations. Included in these were two operations which involved the transfer of several hundred troops into a combat zone. In late February, a massive personnel drop opened "Operation Junction City." The operation was intended to clear several sectors north of Saigon of Viet Cong and North Vietnamese regulars who had been entrenched in the area for months.

Three of the five 374th Troop Carrier Wing crews participating in the first day's mission were from the 35th Troop Carrier Squadron. Several 35th crews received enemy small arms hits on their aircraft during the operation. One crew experienced ten hits, seven on the first drop and three more on the second day of the operation. In all cases, however, damage was not serious and the crews brought their aircraft home safely.

On 15 May, PACAF C-130 units (including the 35th) airlifted a battalion of marines and their combat essential equipment into the battle zone area of South Vietnam. Marines of the 3rd Battalion, 4th Regiment were moved from Okinawa to Dong Ha Air Base in the area of active combat just south of the Demilitarized Zone.

Appendix 5, Squadron Histories. History of the 41st Troop Carrier Squadron for the Period 1 Jan 1967 to 30 Jun 1967:

Page 4, Operations:

Operations continued as normal during January. The Cam Ranh Bay shuttle took four to six crews from the squadron. 41st crews at Cam Ranh helped support all facets of the Armed Forces in Southeast Asia.

In Thailand, the squadron had two crews operating on the Bangkok shuttle. Barrel Roll [southern Laos] missions continued with the squadron providing three crews on a 179 day TDY.

In February, the 41st supplied six crews for the Cam Ranh Bay shuttle. Operation Junction City included the first combat parachute jump since the Korean War. The 41st had crews involved in the air drops, and also followed up with supply drops to the Army using the new CDS [Container Delivery System] system of Aerial Delivery. 41st crews were also involved in supporting the regular mission at Cam Ranh Bay.

In March, Squadron operations continued as usual, with six crews at Cam Ranh Bay, three crews on Barrel Roll, two on the Bangkok shuttle, and mission commanders at Cam Ranh Bay.

In April, the 41st had the normal six crews at Cam Ranh Bay, plus four more crews to move the U.S. Army's 196th light infantry brigade from Tay Ninh to Chu Lai. Crews, flying around the clock, took this extra commitment in stride, and the operation was completed in the minimum amount of time.

May and June saw little change as the 41st continued with six crews at Cam Ranh Bay, three crews at Ubon, and two crews at Bangkok. For the rest of the squadron it was business as usual. It must be remembered that in any given month the squadron also provided long term mission commanders, operations officers, clerical workers, and extra crew members to the missions at Cam Ranh Bay and Ubon.

Top Secret [declassified] Appendix to Chapter III, Operations and Training, to the 374th Tactical Airlift Wing's January through June 1967 official history (AFHRA Call Number K-WG-374-HI, Jan-Jun 1967, Appendix, IRIS Number 1036286):

Page 1:

On 10 May the 374th was notified that it would supply three airplanes and crews for a test project, exercise Commando Lava I, to be held 14-17 May.

[NOTE: Commando Lava was an air-delivery of chemicals to destabilize roadbeds and surrounding terrain, thereby disrupting enemy truck traffic.]

The project involved airdropping highly sensitive palletized loads on pre-selected targets in Laos, North Vietnam and South Vietnam.

The 41st Troop Carrier Squadron supplied all airframes and crews.

The test was staged out of Udorn RTAFB, Thailand against roads in Laos. The test was successful and a further large scale test was planned for July.

Page 2:

The basic tactic was a variation of CDS [Container Delivery System; one of several systems of airdropping cargo by parachute] procedures. Aircraft fly at 200 feet absolute altitude with 100 foot spacing between aircraft. Airspeed is 140 KIAS [knots indicated air speed].

The Operations Plan called for ten aircraft flying two sorties a day for ten days against 39 targets in South Vietnam and 20 targets in the Barrel Roll area of northern Laos. Each aircraft would carry 44 25-pound bags or 22 50-pound bags of agent loaded on 12 wooden pallets.

Extract, 374th Tactical Airlift Wing, July through September 1967 (AFHRA Call Number K-WG-374-HI, Jul-Sep 1967, IRIS Number 456654):

Page 6:

Cam Ranh Bay Shuttle. Operational and maintenance control of the Cam Ranh Bay shuttle was maintained by the 315th Air Division, operating location Alpha Charlie (OLAC), until 15 August 1967. The 834th Air Division assumed control of the shuttle on that date, and the unit was redesignated Detachment 2, 834th Air Division.

The programmed manning of Det 2 was as follows:

Command and Operations – 21 PCS and 17 TDY
Maintenance – 30 PCS and 180 TDY

At this time the number of TDY operations personnel provided by each Wing has not been determined. Therefore, the 374th provides 16 TDY operations people. Some are filling future PCS slots and as the permanent people arrive the TDY personnel will return to their home stations. The Wing will continue to fill 105 TDY maintenance slots.

The normal operational commitment to OLAC during the reporting period was 29 C-130 aircraft and 49 aircrews, provided by the 374th TAW, the 314th TAW, and the 815th TAS. The average participation by the 374th TAW was 13 aircraft and 22 aircrews. The crews were normally rotated after 15 days TDY, and aircraft were rotate every nine days.

Pages 20 and 21:

30 July 1967 – Cam Ranh Bay, RVN – 55034. On take-off roll, the right aft main gear shelf bracket failed. Primary Cause: Material failure (shelf bracket). 700 manhours to repair aircraft.

7 August 1967 – Quang Ngai, RVN – 56496. Left wing tip struck parked helicopter rotor blade. Primary Cause: Helicopter parked too close to runway with rotor not tied down. Contributing Cause: Pilot error. 20 manhours to repair aircraft (Note: 56496, a 374th TAW aircraft was being flown by a crew from the 815th TAS).

20 August 1967 – Cam Ranh Bay, RVN – 56496. Taxied into fire extinguisher. Primary Cause: Loadmaster error, in that he left the fire extinguisher in front of the aircraft under the radome. Contributing Cause: Pilot error, in that he condoned deviations from existing procedures. 4 manhours to repair aircraft.

1 September 1967 – Bien Hoa AB, RVN – 55048. Left forward main wheel came off of the axle on landing roll. Primary Cause: Material failure of the retaining nut locking bolt. 50 manhours to repair aircraft.

5 September 1967 – Bung Bung, RVN – 56471. Shelf bracket broke on landing. Primary Cause: Pilot error – hard landing. Contributing Cause: Possible fatigue of shelf bracket. 45 manhours to repair aircraft.

16 September 1967 – Cam Ranh Bay, RVN – 56472. Flap jackscrew failed during flap retraction on the ground. Primary Cause: Material failure. 60 manhours to repair aircraft.

Page 23:

There are four tactical airlift squadrons, each with two maintenance officers and manning authorizations as follows:

21 st Tac Alft Sq	204
35 th Tac Alft Sq	188
41 st Tac Alft Sq	188
817 th Tac Alft Sq	204

From 30 June – 30 September 1967, the 374th TAW furnished an average of 168 personnel TDY to SEA. These were divided between Cam Ranh Bay (85), Don Muang, Thailand (23), and Ubon, Thailand (60). TDY periods were stabilized at 60 days as a result of a manning conference at HQ PACAF on 29 July 1967.

Page 24:

Effective 15 July 1967, the 374th TAW was attached to the 313th Air Division for maintenance supervision. The purpose of this action was to effect a closer supervision of maintenance activities through the senior command channels currently responsible for support of field units.

Effective 15 August, OLAC, 315th Air Division, was converted to Detachment 2, 834th Air Division, to improve local supervision of C-130 activities in RVN. Realignment of certain maintenance responsibilities were discussed at the 315th Air Division scheduling meeting on 19 July and PACAF C-130 Maintenance Management meeting on 20 and 21 July.

The unit equipment authorization for the Wing remained at 64 during this period. Total assigned aircraft was reduced from 71 to 70, due to the loss of an aircraft at Da Nang in July, during a mortar attack.

The Wing has three forward operating locations until 15 September 1967 at which date the Don Muang shuttle was taken over by the 314th TAW (C-130E). The remaining two operating locations had assigned aircraft as follows:

Cam Ranh Bay, RVN – 16
Ubon (Thailand) – 6

Page 25:

Sixteen aircraft of the 374th TAW have been painted black underneath to support the flare-drop mission at Ubon. The increased vulnerability to ground fire of the aircraft performing this mission has made this action necessary, and the results have proven highly satisfactory.

Page 28 and 29:

In addition to the normal support of our own aircraft, the 374th furnished support as indicated to other units and/or projects:

Gunship II: This aircraft is a C-130A equipped with armament used primarily in ground fire suppression for ground and air units. Its mission is much the same as the AC-47 except that its equipment is more refined and more extensive. The 374th TAW furnishes engine and propeller support for this aircraft with additional Field Maintenance Support as required, including phased inspections.

Combat Look: Three C-130A aircraft of the 1370th Photo Mapping Wing are engaged in a classified project in RVN. The 37th TAW furnishes engine, propeller, and required Field Maintenance support for these aircraft.

Appendix 6, Squadron Histories. History of the 21st Tactical Airlift Squadron, 1 July 1967 – 30 September 1967:

Page 3, Operations:

During the period, the squadron's airlift capabilities were utilized almost exclusively in Southeast Asia. During this period, 21st participation in the Bangkok Shuttle, along with its sister squadrons in the 374th TAW, was discontinued. This left our major operational concern the Cam Ranh Bay Shuttle. The time in the shuttle averaged around 17 ½ days. Between these shuttles, crews could expect an average time of 10 to 12 days at Naha. Between shuttles, individual crewmembers spent the majority of this time period accomplishing extra squadron duties, flying continuation or upgrading training, or completing check rides. Crew inputs into the "Blind Bat" mission in Thailand averaged one crew per month for a temporary duty period of 84 days. Additionally, the 21st Tactical Airlift Squadron has supplied mission commanders and duty officers for base or activities in Vietnam.

Appendix 6, Squadron Histories. History of the 35th Tactical Airlift Squadron, 1 July 1967 – 30 September 1967:

Page 1:

The 35th Troop Carrier Squadron was redesignated the 35th Tactical Airlift Squadron on 1 August 1967. The parent wing was also redesignated the 374th Tactical Airlift Wing. The squadron continued its activities in the Cam Ranh Bay AB shuttle. The squadron averaged eight aircrews at Cam Ranh Bay and three crews on the flare mission at Ubon, Thailand. In addition, Jil-Li and Fact Sheet altitude leaflet drop missions were flown on an average of four per month. During the quarter approximately 200 million leaflets were disseminated over Communist controlled areas of North Vietnam and Korea.

Appendix 6, Squadron Histories. History of the 41st Tactical Airlift Squadron, 1 July 1967 – 30 September 1967:

Page 4, Operations:

During the three months of this report the 41st TAS was involved in extensive operations in Southeast Asia. The Cam Ranh Bay shuttle took nine crews continuously, and at certain times the 41st TAS had twelve crews at Cam Ranh Bay.

From 20 July to 7 August the 41st TAS had three extra crews assigned to a highly classified mission "Operation Commando Lava." [Commando Lava was an operation that dropped palletized supplies and equipment to undercover operatives in Laos.] The crews worked out of Cam Ranh Bay and were very successful. For meritorious achievement everyone on the crews was submitted for the Distinguished Flying Cross.

[NOTE: In the Oct-Dec 1967 41st TAS history, the following decorations are noted for participants in Commando Lava:

Silver Star	Capt John D. Butterfield
DFC	Lt Col William J. Flaugher
	TSgt James L. Meredith Jr
	SSgt John P. Kilcher
	SSgt Nelson C. Drew
	Capt Gary H. Saban
Air Medal	Capt Calvin L. Chasteen
	A1C Jimmy K. Claborn
	Capt Harold D. Craig
	MSgt John D. Fogle
	Capt Thomas W. Fullick
	TSgt Herbert C. Hauls
	Capt Thomas D. House Jr
	TSgt Edward D. Jones Jr
	Capt Joel R. Morris
	Capt Richard D. Paprowicz
	Maj Raymond C. Posey
	Maj John N. Schofield Jr
	TSgt Lawrence M. Shea
	Lt Col Ferdinand J. Winter]

We did have three crews per month involved in the Bangkok shuttle. This was out pride and joy. However this mission was turned over the "E" models on August 15 as they needed the flying time.

Operation Blind Bat at Ubon still continues. [A forward air controller unit (374th TCW, Okinawa) stationed at Ubon RTAFB that provided flare illumination support, visual reconnaissance, forward air control, and command and control. Missions conducted in Laos, North Vietnam, and in the demilitarized zone (DMZ) of Vietnam. Call sign for the C-130s flareships from Ubon RTAFB in the Tiger Hound area.] We have three crews a month participating in this assignment. They are TDY for 179 days at a time. It must be remembered that in any given month, the squadron also provides long term mission commanders, operations officers, clerical workers, and extra crew members to the missions at Cam Ranh Bay and Ubon.

During the three months of this report the average crew member in the squadron spent 46 days TDY. Average number of days away from home per month was 15.3.

Appendix 6, Squadron Histories. Unit Historical Report, 374th Field Maintenance Squadron, 1 July 1967 – 30 September 1967:

Page 3:

Avionics Branch: The Avionics Branch has maintained the UMD manpower allocation over the course of this report period. However, the TDY commitment has limited the availability of manpower resources to an average of 70%. Both sections within the Avionics Branch have had to; as a result, work on a twelve hour per day rotating schedule. The Instrument and Autopilot Shops have continued to support the heavy SEA commitment.

Page 6:

Aerospace Systems Branch: The Repair and Reclamation Shop repaired two aircraft, 56-471 and 55-034, which returned from operation in Southeast Asia with extensive landing gear damage. The shop also provided its required manning for two forward operating bases.

Page 7:

Propulsion Branch: The Propeller Shop has changed a total of 154 propeller assemblies between Southeast Asia and Naha Air Base of which 118 hub and blade assemblies were repaired, bench checked, and returned to service. The personnel manning situation in the Propeller Shop has remained at a very critical stage with an average of only 31% of authorized NCO's assigned. Another contributing factor is the increase in the TDY UMD for Southeast Asia. Due to these factors, the Propeller Shop has remained on 12 hours shifts for the past 15 ½ months. The UMD was recently cut from 50 to 41 personnel.

Page 8:

The Jet Engine Shop's workload and skilled personnel losses through normal rotation and TDY commitments have progressively increased. However, production levels have been maintained and efficiency has increased.

Extracts, 374th Tactical Airlift Wing, October through December 1967 history (AFHRA Call Number K-WG-374-HI, Oct-Dec 1967, IRIS # 456655):

Page 1:

PCS personnel have arrived at Cam Ranh Bay, Vietnam which has reduced our [the Administrative Services Division's] TDY commitment, however we continued to provide the administrative support for the C-130 mission at Ubon RTAFB, Thailand.

Page 5:

By far the largest commitment of the Wing in terms of flying time and man hours is the logistical and tactical operations within Southeast Asia, primarily Vietnam. Logistical support missions are flown daily between Okinawa and Southeast Asia bases and an extensive shuttle operations is based at Cam Ranh Bay in South Vietnam. Several specialized tactical operations are also performed by the Wing. These logistical and tactical missions are detailed as follows:

(1) The Cam Ranh Bay shuttle continued under the operational control of Detachment 2, 834th Air Division with the 374th providing a proportional share of aircraft, aircrews, maintenance and operations personnel.

The normal operational commitment to Det 2 was 29 aircraft and 49 aircrews provided by the 374th, 314th TAW and 815th TAS. Average participation by the 374th was 18 airplanes and 29 crews. Crews rotated every 15 days and aircraft every nine days. The maintenance complex of Det 2 included 141 of our personnel. Sixteen 374th people served in the operations section.

In late December PACAF tasked the Division with seven additional airframes at Cam Ranh; the new commitment to begin in January 1968.

Page 6:

During the period the TDY maintenance personnel who had been serving at Det 2 as operations drivers were replaced by 7AF personnel and were returned to home station. The 374TAW had eleven airmen engaged in this function.

Page 18:

The number of aircraft deployed to Southeast Asia (SEA) was as follows:

Cam Ranh Bay 18
Ubon 6

Maintenance personnel committed to SEA were :

	Cam Ranh Bay AB, RVN	Ubon RTAFB, Thailand
Oct	115	56
Nov	119	51
Dec	102	52

Appendix 6, Squadron Histories, History of 35th Tactical Airlift Squadron, 1 October 1967 – 31 December 1967:

Page 1:

The 35th Tactical Airlift Squadron averaged 16 crews at Cam Ranh Bay, Republic of Vietnam and three crews at Ubon RTAFB, Thailand during this reporting period.

Appendix 6, Squadron Histories, History of 41st Tactical Airlift Squadron, 1 October 1967 – 31 December 1967:

Page 3, Operations:

During the three months of this report the 41st TAS was involved almost exclusively in Southeast Asia operations. The Cam Ranh Bay shuttle accounted for nearly all of the squadron's flying. The squadron provided 15 shuttle input crews per month and these crews were instrumental in setting 315th Air Division's all-time-high records for tonnage hauled by air.

Aircraft assigned to the 41st TAS flew a total of 4,053.2 hours during the last quarter of 1967. During this same period, the Flight Line Maintenance Section recorded a reliability rate of 91.6% with 131 of 143 scheduled missions blocking on time.

Twelve 41st personnel were upgraded to the 5 skill level, and six people were upgraded to the seven skill level.

Two crew chiefs assigned to the squadron won the crew chief of the month award and one won the crew chief of the quarter award. One of our maintenance personnel was awarded the 313th Air Division Semi-Annual Outstanding Tactical Squadron Mechanic Award.

Appendix 6, Squadron Histories, History of 817th Tactical Airlift Squadron, 1 October 1967 – 31 December 1967:

Page 1-2:

The 817th continued to provide combat support for all service units in Southeast Asia at about the same level as in the previous reporting periods, however, increased use was made of tactical airlift capabilities during this period, as the 817th, functioning as part of the 834th Air Division at Cam Ranh Bay, Vietnam, participated in numerous combat air drop missions in addition to the normal combat airlift missions. The 817th continued to provide crews and aircraft for operation "Barrel Roll," a classified operation in SEA [Laos] as well as maintaining readiness for support of the Army Airborne Operations and for support of the 18th Tactical Fighter Wing at Kadena Air Base, Okinawa.

817th crews and aircraft operating from Cam Ranh Bay provided support of all US Forces under conditions which are hazardous and demanding. During this period the 817th had 7 to 9 crews committed to the shuttle operation as well as a like number of aircraft and maintenance teams. TDY periods remained at 15 to 18 days with longer periods resulting from build-ups due to special operations and requirements. The nature of the shuttle missions varied, however, conditions during the reporting period were more demanding due to the seasonally bad weather which made it more difficult for flight crews and maintenance personnel to accomplish their missions. During this period several new runways were opened and operations continued into existing fields which frequently required take-offs and landings in conditions less than ideal and under constant threat of ground fire. Crews also participated in moves involving the First Ari Cavalry Brigade from An Khe to Chu Lai and the 173rd Airborne Brigade move back to Dak To II from Kontun and Tuy Hoa, and on extremely short notice movement of troops of all services to Cam Ranh Bay for the visit of President Johnson. 817th aircrews participated in numerous missions to Dak To II and Loc Ninh. Most challenging however, were air drop missions using CDS procedures at Khe Sanh. 817th crews participated in the largest CDS paradrop in aviation history during October and was an example of their performance one crew flew three sorties dropping over 60,000 pounds of supplies. Often, drops were made using ground radar facilities and under extremely demanding conditions. In addition to drops at Khe Sanh, CDS drops were made at Tam Ky and at the end of the period at Special Forces camps southwest of Pleiku near the Cambodian border.

Page 3:

During the quarter, the 817th continued to provide TDY personnel to act as duty officers and loadmasters for duty with the 834th Air Division detachment at Cam Ranh Bay.

Page 4, Maintenance:

During the months of October, November and December, the most noteworthy facts surrounding the maintenance section were an increased emphasis on the quality and timeliness of Cam Ranh Bay shuttle inputs, and the increased amount of maintenance resulting from battle damage both at Cam Ranh Bay and Ubon [Royal Thai Air Force Base, Thailand].

The maintenance section had 170 personnel during these three months, of who an average of 20 were TDY at all times.

Extracts, 374th Tactical Airlift Wing January through March 1968 history (AFHRA Call Number K-WG-374-HI, Jan-Mar 1968, IRIS # 456656):

Page 9:

Cam Ranh Bay Shuttle: The Cam Ranh Bay Shuttle continued under the operational control of 834th Air Division with the 374TAW providing a proportional share of aircraft, aircrews, maintenance and operations personnel.

The normal operational commitment of the 374TAW to Det 2 during the reporting period was twenty aircraft and twenty-eight aircrews. On 13 March the commitment was changed to 19 aircraft and 28 crews and on 19 March it was further decreased to 18 aircraft and 27 crews. Aircrews continued to rotate

very fifteen days. Since 1 February aircraft have been rotated every fifteen days. Sixteen personnel of 374TAW served TDY on the operations staff of Det 2, and the maintenance complex included 158 of our personnel.

On 12 February 1968 the Cam Ranh Bay Shuttle was augmented by 16 C-130E aircraft and 25 aircrews from the Tactical Air Command. This augmentation far exceeded the Available air conditioned crew quarters and necessitated aircrews spending approximately half of the fifteen day shuttle in non-air conditioned quarters.

On 12 February the 374TAW was tasked to provide an additional operations officer, duty officer, three duty loadmasters and an additional mission commander to be sent TDY to Det 2 to support the buildup of shuttle aircraft. The requirement for the operations officer was terminated on 2 March 1968; the duty officer on 26 March 68; and the mission commander on 1 April 1968. The requirement for the three loadmasters continues.

On 18 March 1968 the 374TAW was tasked to provide three pilots in the grade of Major to serve as scheduling/duty officer in the newly formed 315th Air Division Task Force Bravo at Nha Trang AB, RVN.

The Cam Ranh Bay Shuttle provided airlift support for the U.S. Marines at the Khe Sanh RVN during the VC Tet offensive campaign. When the condition of the airfield deteriorated to the extent that C-130's could no longer land with supplies, the defenders were supplied by airdrops. Aerial modes of delivery employed were the Container Delivery System (CDS), Low Altitude Proximity Extraction System (LAPES), and Ground Proximity Extraction System (GPES). Adverse weather conditions fostered the development of IFR aerial delivery techniques. A total of 112 drops and extractions were conducted by 374TAW aircrews in this resupply effort. General Westmoreland, Commander, USMACV, recognized this outstanding airlift support:

I would like to extend my appreciation to the members of the 834th Air Division for the outstanding airlift support they provided during and after the recent Tet offensive. . . . Throughout the period the men performing the tactical airlift mission maintained the lifeline of support for our combat ground forces. This was especially true at Khe Sanh where courageous aircrews delivered vitally needed supplies under precarious conditions. A further tribute to their unchallenged professionalism was the ingenuity used in developing all weather aerial delivery techniques, thus assuring continued resupply of Khe Sanh when weather would not permit air/land operations.

Page 12 [Note: The call sign for the C-130 flareships is Lamplighter]:

Flare Mission: The Wing maintains a detachment at Ubon RTAFB, Thailand to perform night reconnaissance and target illumination of infiltration routes in Laos used by unfriendly forces. The detachment consists of six aircraft, twelve aircrews, a command element, and 62 maintenance personnel, and under the control of 7th Air Force. The mission is known as "Blind Bat."

Page 16:

Leaflet Drop: The aerial delivery of political warfare leaflets over North Vietnam and North Korea is a specialized tactical mission of the Wing. We are the only 315th Air division unit involved in psychological warfare. These missions are code named "Frantic Goat" and "Focus Truth" (formerly Jil-Li). Frantic Goat mission, conducted along the infiltration routes of North Vietnam, are programmed for complete leaflet saturation of a relatively small area. As an example, a mission of 3 January 68 covered an area of 360 square miles with an average density of 21,840 leaflets per square mile.

During this reporting period, Frantic Goat activity was significantly increased. Seventeen missions dropped a total of 145,869,000 leaflets. On 18 February 68, a Rivet Wagon modified C-130 aircraft was utilized on the leaflet dispensing mission for the first time. Previously the mission had relied solely on EB-66 aircraft for vital ECM support.

Focus Truth missions are conducted along the Korean DMZ and adjacent territorial waters, and are designed to cover an extensive area with a relatively sparse density of leaflets on each mission. A recent mission covered 9,100 square miles of territory with an average density of 1,100 leaflets per square mile. Shortly after the capture of the USS Pueblo in January by North Korean naval forces, higher headquarters directed temporary cancellation of our psychological warfare operations in that area. Consequently, no Focus Truth missions were conducted during this reporting period.

Page 32:

The TDY commitment to Southeast Asia for the 374th TAW maintenance personnel was as follows:

	Cam Ranh Bay	Ubon
Jan	108	42
Feb	118	49
Mar	127	55

Page 46:

Aerospace Ground Equipment Branch. Eight individuals were TDY in SEA and eight were TDY in Korea during this period.

Avionics Branch. TDY commitments to SEA have limited the availability of manpower to an average of 73 percent. The communications shop has continued to have seven personnel committed to TDY in SEA reducing the manpower availability to 80 percent. The Autopilot Section TDY commitments to SEA has been reduced from four to three personnel, resulting in 70 percent available for duty. The Instrument Section has 26 personnel assigned and six TDY to SEA resulting in 68 percent available for duty. The Navigation Section had TDY commitments to SEA upped from eight to thirteen personnel, leaving an average of 71 percent available for duty.

Appendix 2, Squadron Histories, History of 41st Tactical Airlift Squadron, 1 January 1968 – 31 March 1968:

Page 3, Operations:

In January, SSgt Richard A. Taylor was designated Crew Chief of the Month. SSgt Patrick R. Alvarez received the same honor for February and SSgt Richard D. Stillman maintained the 41st domination of the award by winning in March. NCO of the Month honors were accorded to SSgt David S. Norton for February and to SSgt Jerry L. Dewberry for March. Sgt James C. Little received the Maintenance Man of the Month award for February, and A1C Thomas E. Rodgers won the Airman of the Month award for March. SSgt John M. Reves received the honor of Crew Chief of the Quarter.

Page 4:

During the first quarter of 1968 the airlift operation at Cam Ranh Bay acquired a distinctive “new look.” Crew members of the 41st TAS participated heavily in the massive air drop resupply effort at the surrounded Marine stronghold at Khe Sanh. Because of the irregular terrain and the almost constant bad weather, most of the drops were made with the aid of a ground controlled approach (GCA). In addition the crews faced heavy ground fire and rarely escaped without receiving several aircraft hits. To date, the container delivery system (CDS) and the low altitude extraction system (LAPES) have been the primary methods employed for delivering the supplies. Several crews of the squadron experienced the additional

challenge of air landing cargo at Khe Sanh. Notable among these missions was one commanded by Captain Ernest Guenther. As sixteen tons of 105mm ammunition were rapidly offloaded and emergency air evacuation patients were unloaded, an enemy rocket attack began striking the field. An immediate maximum effort assault takeoff was successfully accomplished as the aircraft was shaken by nearby exploding rocket fire.

Page 5:

The squadron continued to furnish their aircrews to the flaring and FACing missions flown from Ubon Air Base, Thailand. 41st TAS crewmembers distinguished themselves by directing the aerial destruction of vast quantities of enemy supplies during these night time, hunter-killer missions. Significant among these missions was a January flight, commanded by Captain James P. Morgan. While directing the destruction of numerous enemy vehicles, the aircraft received a direct 37mm hit, which resulted in igniting the flare load contained in the cargo compartment. Heroic actions by the entire crew resulted in the jettisoning of the burning flare load and a successful return to home base by the aircraft.

Although most of the combat missions flown by squadron personnel can be minimally described as “exciting,” a flight commanded by Major Robert E. Paterno is worthy of special mention. Prior to departing the airstrip at An Khe, RVN, the base came under heavy enemy mortar and small arms attack. The crew and aircraft were immediately surrounded by enemy forces carrying automatic weapons and satchel charges. Miraculously, all crewmembers were able to avoid capture or major injury during their efforts to reach a secure area.

Triggered by the Korean “Pueblo” crisis, the squadron once again demonstrated its quick reaction capability to provide vital logistical support to tactical air operations. Within hours of the Pueblo seizure in January, 1968, squadron crews were carrying tons of ordnance, spare parts, communications systems, food and personnel into the complex of operational bases in Korea. The squadron has continued to meet this additional airlift requirement while also providing personnel to the Airlift Control Center.

Appendix 2, Squadron Histories, History of 817th Tactical Airlift Squadron, 1 January 1968 – 31 March 1968:

During the first quarter of 1968 personnel of the 817 Tactical Airlift Squadron were affected significantly by the crisis created in South Vietnam by the Tet offensive as well as a large scale buildup of US Forces in South Korea generated as a result of the North Korean capture of an American ship. As a result, the mission requirements were primarily operational in nature with little or no training accomplished solely on training missions. The 817th devoted most of its efforts to combat support of units in Southeast Asia and continued to function under the operational control of the 834 Air Division at Cam Ranh Bay AB, Vietnam.

Crews of the 817th continued to provide combat support for all service units in Southeast Asia at a somewhat higher level than in the past. Operating under hazardous and demanding conditions, crews participated in numerous combat airdrops, primarily in support of Khe Sanh, which was under siege during most of the period. In addition, combat airlift sorties were flown which surpassed in scope of operation those of past quarters. During the period, the 817th had 7 to 9 crews committed to the shuttle at Cam Ranh as well as having additional instructor crews in country to act as flying supervisors for crews of other C-130 units which had been deployed in response to the Tet offensive. A like number of aircraft and maintenance teams were also TDY to Cam Ranh Bay. During the period the 817th furnished two officers to the 834 Air Division as Mission Commanders in Vietnam. Both Lt Col Donald E. Girton and Major Robert B. Christensen were TDY for over 30 days to the Khe Sanh and Hue respectively.

The most significant operation, and the most demanding, was the resupply of Khe Sanh. Using newly developed radar drop techniques, LAPES, GPES and CDS procedures, crews flew through intense enemy fire during the height of the siege to drop supplies. Some landings were made and cargo and personnel were unloaded and loaded with engines running as the aircraft were frequently the target for incoming hostile fire while on the ground. As an example of the effort, during the last week of January, C-130s from the 834th Air Division had made approximately 75 landings and delivered almost 1,000 tons of cargo. On one day alone, 305 tons were airdropped and 14 tons were airdropped. In addition, more than 2,810 Vietnamese refugees were airlifted from the battle area.

Crews also participated in operation San Angelo, which was the largest operation of the Vietnam conflict to date. San Angelo was conducted in February and was in support of the 1st Brigade of the 101st Airborne Division. During the 12 day operation over 6,900 tons of equipment and cargo were moved into Song Be. As airborne troops were moved from Bao Loc some 55 miles northwest, all takeoffs and landings were made under marginal conditions and required the utmost of crews and aircraft. In addition, numerous other operations were supported as a part of the increased activity associated with the Tet offensive, primarily in the northern I Corps area. As an example, nearly 82,000 combat troops and other passengers and more than 21,000 tons of cargo, supplies and equipment were delivered in one week in early March. Techniques used in addition to LAPES and CDS were PLADS drops into the area around Kontum.

Page 4, Maintenance:

The 817th Maintenance Section continued to emphasize quality and timeliness of Cam Ranh Bay shuttle inputs, however, due to the Korean crises maintenance problems were compounded as aircraft and personnel were not available at Naha for maintenance. The Maintenance Section had an average of 175 personnel assigned, of which 50 were generally TDY at all times in support of the missions in Southeast Asia.

Extracts, 374th Tactical Airlift Wing April through June 1968 history (AFHRA Call Number K-WG-374-HI, Apr-Jun 1968, IRIS # 456657):

Chronology:

- 12 May Lieutenant Colonel Daryl D. Cole and crew chopped a blown tire from their C-130 aircraft while under direct enemy fire at Kham Duc, Republic of Vietnam. He then departed and landed the battle damaged aircraft at a friendly base. Lt Col Cole was recommended for the Air Force Cross.
- 12 May Lieutenant Colonel John R. Delmore's aircraft received extensive battle damage on final approach to Kham Duc, Republic of Vietnam, and he was forced to shut down all four engines. He then successfully "deadsticked" the C-130 onto the runway, saving the entire crew. Lt Col Delmore was recommended for the Air Force Cross.
- 12 May Lieutenant Colonel Franklin B. Montgomery witnessed two [sic-only one] C-130's shot down attempting to evacuate besieged Kham Duc, Republic of Vietnam. Despite the perilous situation he heroically landed, loaded over 150 people onto his aircraft, and departed minutes before the base was overrun. Lt Col Montgomery was recommended for the Air Force Cross.

Page 13, Capability:

The 374th Tactical Airlift Wing was authorized a complement of sixty-four C-130A aircraft.

Page 16:

Logistical support missions are flown daily between Okinawa and several bases in Southeast Asia. A large C-130 detachment at Cam Ranh Bay, South Vietnam provides intra-theater airlift for MACV.

Page 17:

Cam Ranh Bay Shuttle:

The Wing provides aircraft and personnel to Detachment 2, 834th Air Division, for the Cam Ranh Bay Shuttle. Our operational commitment during April and May was eighteen aircraft and twenty-seven aircrews. On 3 June this was reduced to sixteen aircraft and twenty-four aircrews. Aircraft and aircrews are rotated every fifteen days. Eleven Wing personnel served on the Det 2 operations staff, and two officers served as Mission Commander with the 834th Air Division ALCC. The maintenance complex included 158 of our personnel until 1 May, when the commitment was increased to 185, bringing the total maintenance complement to 550.

Pages 19-21, Types of Missions:

The 12th of May was perhaps the singularly most heroic day in the history of the 374TAW. On that day three crews from the 374TAW were diverted to Kham Duc. The Base was under attack and had been ordered evacuated. The following events took place:

Lieutenant Colonel Daryl D. Cole and his crew blew a tire on landing at Kham Duc. While under direct enemy fire, he and his crew chopped off the blown tire and heroically took off thereby saving the aircraft and crew from what would have proved to be certain capture at best.

Lieutenant Colonel John R. Delmore and his crew received extensive battle damage on final approach and were forced to shut down all four engines to prevent the spread of fire. He then successfully crash landed on the runway and saved the entire crew.

Lieutenant Colonel Franklin B. Montgomery after witnessing two [sic-only one C-130 was lost] C-130 aircraft shot down (one of which was Lieutenant Colonel Delmore's), elected to land despite the perilous situation. Lieutenant Colonel Montgomery landed, loaded, and successfully evacuated 150 people. It was estimated over 50 rounds of mortars and rockets were fired at Lieutenant Colonel Montgomery's aircraft while on the runway. Kham Duc was overrun by unfriendly forces within minutes after Lieutenant Colonel Montgomery departed.

For these actions all three aircraft commanders have been recommended for the Air Force Cross. Regarding the evacuation of Kham Duc, Brigadier General Burl W. McLaughlin, Commander, 834th Air Division, stated the following in a letter: "The performance of aircrews in the evacuation of Kham Duc was the finest display of courage and valor I have ever witnessed. Their actions will be a lasting source of pride for all of us..."

Lieutenant Colonel Robert B. Nelson, Commander 2nd Battalion, 1st Infantry, United States Army has stated in a letter that: "Were it not for the C-130 pilots of the 834th Air Division the ground elements would never have completed the extraction and many more American lives would have been lost."

Page 49:

An average of 18.0 aircraft were deployed to Cam Ranh Bay AB, RVN and an average of 6.3 aircraft were deployed to Ubon RTAFB, Thailand during the quarter.

Page 50:

In addition, the required number of skilled personnel the 374TAW had to send TDY to Southeast Asia increased as follows:

	<u>April</u>	<u>May</u>	<u>June</u>
Cam Ranh Bay	111	116	147
Ubon	58	50	53
Total	169	166	200

Appendix 3, 21st Tactical Airlift Squadron, April through June 1968 history:

Page 1:

During the quarter the squadron was used primarily in the shuttle operating from Cam Ranh Bay Air Base, Vietnam. We supplied an average of 11 crew inputs per month with six crews in Vietnam at all times. The squadron also supplied 80 airframes in the quarter. Both crews and airplanes remained at Cam Ranh for 15 days.

Page 2:

The squadron's Korea commitment dropped off considerably after the initial buildup following the Pueblo incident. During April and May we were committed for a Korea mission every fourth day but as the quarter ended this mission was dropped altogether.

The FAC/Flare mission operating from Ubon RTAFB, Thailand remains essentially unchanged. The squadron maintains three crews on an 84 day TDY to Ubon at all times. Crews have reported a significant increase in light and medium antiaircraft fire.

Appendix 3, 41st Tactical Airlift Squadron, 1 April through 30 June 1968 history:

Page 3, Operations:

Republic of Vietnam: During this Quarter the 41st Tactical Airlift Squadron continued its basic airlift mission in Southeast Asia. Although the mission remains essentially the same, the demands for airlift support have increased sharply with a consequent increase in the number of crews and aircraft committed. This squadron has averaged 15 input crews per month with a minimum of eight crews on station at Cam Ranh Bay at all times. Squadron Aircrews maintained their active participation in the final aerial supply drops to the strategic outpost of Khe Sanh. The large allied forces operation in the A Shua Valley also required 41st crewmembers to fly many hazardous aerial resupply missions into this heavily defended enemy stronghold. A special forces complex at Kham Duc was successfully evacuated involving one of the most hazardous missions ever performed by C-130 aircraft. Squadron crews contributed significantly to this operation involving the airlift of hundreds of allied troops and civilian dependents. Another C-130 aerial delivery tactic came into prominent use during this quarter and squadron crewmembers pioneered its operational development. The Ground Proximity Extraction Systems (GPES) was used as a major resupply technique to several besieged outposts in South Vietnam. The delivery involves the engagement of an arresting gear by an airborne hook extended from a C-130 aircraft. Flying at an altitude of six inches above the ground, many hundreds of tons of equipment have been precisely delivered by aircrews of the 41st Tactical Airlift Squadron

Page 4:

Southeast Asia Flare Mission: The "Blind Bat" FAC/Flare mission conducted out of Ubon RTAFB remains unchanged insofar as basic tactics and requirements are concerned. Hostile elements appear to be increasingly active in the areas which are encompassed by this mission. The number of light and medium anti-aircraft weapons encounter during sorties throughout this quarter has shown a steady increase. The volume of fire has intensified at a geometric rate implying an improvement in the communist logistical situation that permits an expenditure of ammunition which at times appears profligate. The squadron suffered its first battle loss in the "Blind Bat" mission when on 22 May 1968, crew number N421A,

commanded by Lt Colonel William H. Mason, disappeared in the operational area. Their last contact with command elements indicated no prior difficulties. At approximately 2230 hours radio contact was lost and shortly thereafter a "Blind Bat" aircraft working in an adjacent area was vectored to the last known location. Arriving on the scene the crew was unable to find any evidence that Col Mason's aircraft was in the area. A large fire on the ground could have indicated a downed aircraft, but could equally well have been caused by a number of other factors. Large fires are common in this area due to the nature of the conflict all along the infiltration routes leading to the Republic of Vietnam. At first light an intensive search was launched which, although initially hampered by bad weather, eventually yielded complete coverage of the entire area in which the aircraft could possibly have gone down. Results of this thorough and prolonged search were negative, an outcome to be expected, considering the topography of the area and the density of the vegetation. No emergency radio signals were received and no indication as to the fate of the crew has been discovered to date. All crew members are presently carried as missing in action. The roster of missing personnel is as follows:

Lt Col William H. Mason
Captain Thomas B. Mitchell
Captain William T. McPhail
SSgt Calvin C. Glover
Sgt Gary Pate
A1C John Q. Adam
A1C Melvin D. Rash

Page 5:

Korea: The leveling off of the Korean buildup has reduced some of the priority calls made on the squadron for airlift support. The 41st now has a Korean stage mission requiring one crew every four days for a two day mission. Squadron scheduling officers are committing as many different crews as possible to this effort in order to give all squadron members current experience in the Korean Area. In addition of the crew levy we are currently providing one mission commander and one duty loadmaster on special TDY to the Korean Airlift Mission.

Page 6:

Staff Sergeant John M. Reves was selected as the 313th Air Division Crew Chief of the Quarter.

Appendix 3, 817th Tactical Airlift Squadron, April through June 1968 history:

Page 1:

During the period the 817th had 7 to 9 crews TDY at Cam Ranh Bay, Republic of Vietnam, with a like number of aircraft and maintenance support crews.

Page 16:

Logistical support missions are flown daily between Okinawa and several bases in Southeast Asia. A large C-130 detachment at Cam Ranh Bay, South Vietnam provides intra-theater airlift for MACV.

Page 17:

Cam Ranh Bay Shuttle:

The Wing provides aircraft and personnel to Detachment 2, 834th Air Division, for the Cam Ranh Bay Shuttle. Our operational commitment during April and May was eighteen aircraft and twenty-seven aircrews. On 3 June this was reduced to sixteen aircraft and twenty-four aircrews. Aircraft and aircrews are rotated every fifteen days. Eleven Wing personnel served on the Det 2 operations staff, and two officers served as Mission Commander with the 834th Air Division ALCC. The maintenance complex

included 158 of our personnel until 1 May, when the commitment was increased to 185, bringing the total maintenance complement to 550.

Page 49:

An average of 18.0 aircraft were deployed to Cam Ranh Bay AB, RVN and an average of 6.3 aircraft were deployed to Ubon RTAFB, Thailand during the quarter.

Page 50:

In addition, the required number of skilled personnel the 374TAW had to send TDY to Southeast Asia increased as follows:

	<u>April</u>	<u>May</u>	<u>June</u>
Cam Ranh Bay	111	116	147
Ubon	58	50	53
Total	169	166	200

817th Tactical Airlift Squadron history (contained in the 374th Tactical Airlift Wing April through June 1968 history):

Page 1:

During the period the 817th had 7 to 9 crews TDY at Cam Ranh Bay, Republic of Vietnam, with a like number of aircraft and maintenance support crews.

Extracts, 374th Tactical Airlift Wing July through October 1968 history (AFHRA Call Number K-WG-374-HI, Apr-Jun 1968, IRIS # 456658):

Page 14:

Logistical support missions are flown daily between Okinawa and several bases in Southeast Asia. A large C-130 detachment at Cam Ranh Bay, South Vietnam provides intra-theater airlift for MACV.

Page 15:

Cam Ranh Bay Shuttle:

The Wing continues to provide a proportional share of aircraft and personnel to Detachment 2, 834th Air Division, in support of the Cam Ranh Bay Shuttle. During July our commitment was 16 aircraft and 24 aircrews. On 15 August the commitment was raised to 18 aircraft and 25 crews and later raised again (25 August) to 19 aircraft and 28 crews. However the crew level was maintained at 27 until 1 Sep because of critical aircrew manning in the Wing. Aircrews and aircraft continued to be rotated between home station and Cam Ranh Bay every 15 days. Nine personnel from the Wing served on the Det 2 operations staff. One of these positions was a temporary commitment for a duty loadmaster from 25 August to 15 September. In addition, two officers served as mission commanders with 834th Air Division ALCC. With the build-up of aircraft at Cam Ranh Bay the number of 374TAW maintenance personnel assigned TDY to Det 2 went from 170 to 208 and then back to 196 (when the commitment was returned to 18 aircraft) and further raised to 247 as the commitment was raised to 22 aircraft.

Page 41:

The average number of aircraft deployed to Cam Ranh Bay for this period was 19.2 aircraft.

Page 42:

The maintenance TDY commitment to Cam Ranh Bay was as follows:

July	138
Aug	170
Sep	160
Oct	203

817th Tactical Airlift Squadron history (contained in the 374th Tactical Airlift Wing July through October 1968 history):

Page 1:

AS in the past, 817 Tac Alft Sq crews and aircraft attached to Detachment 2 of the 834 Air Division at Cam Ranh Bay, Republic of Vietnam, continued to furnish combat support for various units in Southeast Asia. There continued to be an average of seven to nine crews TDY to Detachment 2 at all times, resulting in 16 to 18 crews per month furnished by the 817th to support joint operations in Vietnam.

Extracts, 374th Tactical Airlift Wing July through October 1968 history (AFHRA Call Number K-WG-374-HI, Apr-Jun 1968, IRIS # 456658):

Page 14:

Logistical support missions are flown daily between Okinawa and several bases in Southeast Asia. A large C-130 detachment at Cam Ranh Bay, South Vietnam provides intra-theater airlift for MACV.

Page 15:

Cam Ranh Bay Shuttle:

The Wing continues to provide a proportional share of aircraft and personnel to Detachment 2, 834th Air Division, in support of the Cam Ranh Bay Shuttle. During July our commitment was 16 aircraft and 24 aircrews. On 15 August the commitment was raised to 18 aircraft and 25 crews and later raised again (25 August) to 19 aircraft and 28 crews. However the crew level was maintained at 27 until 1 Sep because of critical aircrew manning in the Wing. Aircrews and aircraft continued to be rotated between home station and Cam Ranh Bay every 15 days. Nine personnel from the Wing served on the Det 2 operations staff. One of these positions was a temporary commitment for a duty loadmaster from 25 August to 15 September. In addition, two officers served as mission commanders with 834th Air Division ALCC. With the build-up of aircraft at Cam Ranh Bay the number of 374TAW maintenance personnel assigned TDY to Det 2 went from 170 to 208 and then back to 196 (when the commitment was returned to 18 aircraft) and further raised to 247 as the commitment was raised to 22 aircraft.

Page 41:

The average number of aircraft deployed to Cam Ranh Bay for this period was 19.2 aircraft.

Page 42:

The maintenance TDY commitment to Cam Ranh Bay was as follows:

July	138
Aug	170

Sep 160
Oct 203

Page 57:

Aerospace Ground Equipment Branch. Personnel TDY in SEA during this period were nine.

Aerospace Systems Branch. The Repair and Reclamation Shop has had two different supervisors assigned due to TDY commitments and transfer of personnel.

The Environmental Control Systems Shop had a TDY commitment to Southeast Asia increased from five to six people during this reporting period.

The Electric Shop had eight people TDY to Southeast Asia throughout this period.

The Fuel Systems Shop had their TDY commitment to Southeast Asia raised from two personnel to three.

Avionics Branch. The Communication Shop continued to average 10 personnel TDY in SEA. The Navigation Section averaged 10 to 12 people TDY in support of SEA. The Autopilot Shop has five people TDY to SEA. The Instrument Shop had 10 of its personnel TDY to SEA.

Propulsion Branch. The Engine Shop, was also critically undermanned with a large SEA TDY commitment.

Appendix 3, 21st Tactical Airlift Squadron July through October 1968 history:

Page 1:

The bulk of the squadron's airlift effort was used in Vietnam. We supplied both personnel and airframes TDY to Detachment 2, 834th Air Division at Cam Ranh Bay, RVN. Both crews and planes spend 15 days at Cam Ranh. We supplied an average of 11 crew inputs per month with six crews in RVN at all times. An additional five crews are always TDY in support of the Wing's Flare/FAC mission or the squadron's special mission. The average 21st crewmember spent approximately 19 days per month TDY during the period. For the crews flying exclusively in Vietnam the average stay at home between shuttles was 11 days.

Appendix 3, 41st Tactical Airlift Squadron July through October 1968 history:

Page 3, Operations:

Republic of Vietnam: The 41st Tactical Airlift Squadron continued its basic airlift mission in Southeast Asia with an increased number of air drop resupply flights. The squadron has increased its participation in the Cam Ranh Bay shuttle and is now averaging seventeen input crews per month with a minimum of nine crews on station at all times. Squadron aircrews maintained their active participation in aerial supply drops with emphasis being placed on Special Forces Camps near the Cambodian border. The camps at Katum, Thien Ngon and Duc Lap were completely surrounded by enemy forces and could only be supplied by air. The mortar and rocket damaged airstrips precluded air landing the cargo and low altitude extraction systems (LAPES) was employed as the primary delivery method. Notable among these missions was one commanded by Major Ronald M. Dudley. Although cloud cover and low ceilings made fighter cover for FLAK suppression impossible, Major Dudley successfully delivered the critically needed supplies despite intense hostile fire throughout the maneuvers. A special forces new release stated that without resupply by air, the camps can "close up!"

Korea: The 41st TAS was relieved of its Korean stage mission due to the reduced airlift support required. The requirement to provide one mission commander and one duty loadmaster on special TDY to the Korean Airlift Mission has remained unchanged.

Southeast Asia Flare Mission: The squadron continued to furnish three airdcrews to the FAC/Flare mission conducted from Ubon RTAFB, Thailand. In addition the 41st TAS supplied the majority of the TDY staff members required to conduct this mission. During the period encompassed by this report, the staff navigator, assistant navigator, tactics and training officer, and staff flight engineer were members of the 41st.

Page 4:

Several 41st TAS maintenance personnel were cited for significant achievement during the past quarter. Sgt A.J. Green was ranked number one for July's listing of the 374th Tactical Airlift Wing's Top Ten Crew Chiefs, and SSgt Richard A. Stillman was selected 374th TAW Crew Chief of the Quarter. The 313th Air Division Maintenance Man of the Quarter award was presented to SSgt Richard A. Taylor by the Division Commander, Major General J.D. Page.

Appendix 3, 817th Tactical Airlift Squadron July through October 1968 history:

Page 1:

As in the past, 817 Tac Alft Sq crews and aircraft attached to Detachment 2 of the 834 Air Division at Cam Ranh Bay, Republic of Vietnam, continued to furnish combat support for various units in Southeast Asia. There continued to be an average of seven to nine crews TDY to Detachment 2 at all times, resulting in 16 to 18 crews per month furnished by the 817th to support joint operations in Vietnam.

Extract, 374th Tactical Airlift Wing, November through December 1968 (AFHRA Call Number K-WG-374-HI, Nov-Dec 1968, IRIS Number 456659):

Page 22:

Since the expansion of U.S. Forces in Vietnam, the airlift resources of the Wing have been almost totally committed to logistical and tactical support of operations in Southeast Asia. Logistical support missions are flown daily between Japan, Okinawa and various bases in Southeast Asia. The Wing contributes a proportionate share of aircraft and airdcrews to the large C-130 detachment at Cam Ranh Bay, South Vietnam, providing intra-theater airlift for MACV. At Ubon RTAFB, Thailand, the Wing maintains a C-130 detachment to perform night flare operation in SEA.

Cam Ranh Bay Shuttle: During this period the Wing continued to provide a proportionate share of resources to the 834ADIV, Det 2 at Cam Ranh Bay. Commitments of aircraft, airdcrews, maintenance and operations support personnel varied during the period as determined by the needs of MACV.

As a result of PAD 69-2 (reorganization of PACAF airlift) the 815th TAS was assigned to the Wing on 1 November.

On 1 November, the Wing commitment in Vietnam as 28 aircraft and 42 airdcrews. This was a result of the movement (beginning in late October) of the 1st Air Cavalry Division from the I Corps area to the IV Corps area and represented the Wing's heaviest commitment during this reporting period. Over 300 maintenance personnel were TDY in support of the move. On 8 November the level was reduced to 27 aircraft and 40 airdcrews. The commitment continued to decrease eventually reaching a level approximately equal to the previous reporting period.

During this period the Wing was tasked to supply additional personnel to supplement the 834ADIV Operations Staff at Det 1 and Det 2. On 1 November the 315ADIV Liaison Officer position at Cam Ranh Bay was redesignated 374TAW Liaison Officer (directed by PAD 69-2) and to assist him, a First Sergeant was added to the Staff. Until 8 November, two Mission Commanders from the 374TAW were required at Det 1, Tan Son Nhut. At that time the commitment was assumed by the 314TAW because of their temporary reduction in their number of possessed aircraft and excess pilot manning. With an improvement in the 314TAW aircraft possessed level in December, the Wing was again tasked to provide Mission Commanders. Starting on 26 December the Wing provided one Mission Commander in place at Det 1 (for a 30 day tour) and one in a standby status at Naha for deployment as needed. The Wing continued to provide two Duty Officers (for 60 day tours), three Duty Loadmasters (for 15 day tours), and one Administrative Specialist (for a 60 day tour).

Page 52, Maintenance and Material.

The TDY commitment to Southeast Asia was as follows:

	Cam Ranh Bay	Ubon RTAFB	Total
Nov	168	55	223
Dec	167	45	212

Page 70:

Aerospace Ground Equipment: Ten personnel were TDY in SEA.

Avionics Branch: The Comm/Nav section still maintained its heavy TDY commitment in support of SEA. The Radio Shop averaged ten people per month TDY; the Electronic Navigation Shop averaged six people per month TDY; and the Inertial Navigation Shop averaged five people per month TDY. The Instrument Shop's TDY commitments were cut from seven to six men at Cam Ranh Bay. There was still an additional two men at Ubon RTAFB for a total of eight men TDY.

The Engine Shop had a large SEA TDY commitment; and required to work twelve hour shifts.

Unit Administration of the FMS had two personnel TDY to SEA.

Appendix 3, 21st Tactical Airlift Squadron, November through December 1968 history:

Page 1:

The bulk of the squadron's airlift effort was used in Vietnam. We supplied both personnel and airframes TDY to Detachment 2, 834th Air Division, Cam Ranh Bay, RVN. Both crews and planes spend 15 days at Cam Ranh. The 21st was tasked for 13 crew inputs in November and ten in December. Six crews were in RVN at all times. An additional five crews are always TDY in support of the Wing's Flare FAC mission.

Average TDY days for crewmembers was 18.2 in November and 16.0 in December. For crews flying exclusively in Vietnam the average stay at home between shuttles was ten days in November and 13 in December.

Appendix 3, 41st Tactical Airlift Squadron, November through December 1968 history:

Page 3, Operations:

Republic of Vietnam: During this abbreviated Quarter the 41st Tactical Airlift Squadron continued its basic mission in Southeast Asia. The increased demands for airlift support, reported in the previous quarterly history, have remained unchanged with seventeen squadron crew per month being supplied to

the Cam Ranh Bay shuttle. Although enemy action decreased considerably during the period, the Thanksgiving/Christmas holiday season necessitated an enormous logistical flow of mail, packages, and food supplies. Additionally the harvest season for vegetables and fruits in the Dalat region of South Vietnam, required numerous sorties to be flown into this challenging and hazardous area.

A lessening of air drop resupply missions was also characteristic of the two month period. However, on 17 November 1968, four aircrews of the 41st TAS participated in the first allied paratroop drop since February 1967. Squadron aircrews commanded by Majors Dudley, Hagerty, Rissling and Schofield led an eleven ship formation to a landing zone at the base of Mt. Coto. U.S. bombers had worked over the area in advance, and helicopter gunships and fighter bombers provided excellent FLAK suppression throughout the troop drop. Frustrated in four previous efforts this year to take over the mountain sanctuary of the guerillas, the allied forces achieved complete success by late afternoon of the following day.

Korea: The requirement to provide mission support personnel to the Korean Intra Airlift Mission was deleted on 10 December 1968, when the Military Airlift Command assumed this responsibility. Lt Colonel Robert P. Reynolds of the 41st TAS served as Airlift Control Center Commander for thirty days prior to the command change.

Page 4:

Southeast Asia Flare Mission: The reporting period saw no change in the FAC/Flare mission flown from Ubon RTAFB, Thailand. The 41st TAS continued to furnish three aircrews and four staff personnel to the mission.

Maintenance: The following 41st TAS maintenance personnel received the respective squadron awards:

November

Sgt F.J. Gladish	NCO of the Month
A1C W.E. Greenlund	Airman of the Month
A1C G.E. Simpson	Maintenance Man of the Month
SSgt W.R. Lehman	Crew Chief of the Month

In addition, SSgt Walter R. Lehman and TSgt Bobby L. Phelps were rated numbers two and six respectively in the 374th TAW's listing of the top ten crew chiefs for the month of November.

Extract, 374th Tactical Airlift Wing, January through March 1969 (AFHRA Call Number K-WG-374-HI, Jan-Mar 1969, IRIS Number 456660):

Page 13:

This conflict in Vietnam has been unusual and one of the most unusual aspects for the 374TAW has been the continuous TDY to SEA. No C-130 airlift is based in-country. The management problems which accrued from this TDY operation are many. The airlift concept in SEA is unique in that one organization supplies the resources while another organization operates those resources.

Page 21:

Special Orders are being issued on an average of 300 per month: the majority being T series (TDY) orders due to the Wing's mission.

Page 26:

The future was undeniably set; we were committed to a long-term TDY requirement for sustained operation in SEA. Three separate major commitments were in being: airlift support in South Vietnam;

airlift support in Thailand; and a special mission based in Thailand. All personnel – aircrews, maintenance, and operations support – would be drawn from Wing resources. Certain negative factors were obvious: first, the high Dollar cost of maintaining such a force TDY; second the efficiency loss in positioning and rotation of deployed personnel; and third, the moral problems inherent in TDY operations.

The situation was aggravated by our unique position in the personnel priority system. On the one hand we were authorized a manning level based on a non-SEA PACAF unit status. On the other hand we were heavily committed to SEA operations. Personnel entitlements did not reflect the heavy TDY commitment nor the level of sustained operations within SEA. Authorizations did not recognize the disparity between the work week requirement of non-SEA and SEA work week where a large percentage of our manpower was expended. There was little adjustment in the level of activity carried on at the home base. Training, logistics, intra-service support, maintenance, tec., continued at the same level. We were caught between two forces; manning levels decreased while TDY and mission commitments continued to increase.

Page 32:

Necrology: On 13 Feb 1968 (Thursday), Sgt Robert J. Turner, a welder assigned to the 374FMS on TDY at Cam Ranh Bay, received fatal head injuries while attempting to weld a fitting on a 1,000 gallon fuel storage tank. The tank is assumed to not have been properly purged of fuel fumes as it exploded when Sgt Turner made contact with a welding arc.

Page 35:

The Cam Ranh Bay shuttle is an integrated operation of C-130A and C-130E aircraft. The 374TAW, 314TAW, and 815TAS provide mission capable aircraft and crews, maintenance and operations support personnel in Support of Det 2, 834AD. While in-country, these resources are under the operational control of 7th Air Force through the 834th Air Division. Det 2, 834AD, the C-130 command and control element at Cam Ranh Bay, provides the necessary planning, coordinating, reporting and controlling of the airlift operation. This extends to providing maintenance and arranging base support for the assigned C-130 shuttle aircraft and the transiting 315ADIV/DOAL C-130 scheduled and special project flights throughout RVN.

The limited PCS manning of Det 2, 834AD, requires major TDY augmentation with operations and maintenance support personnel. These personnel are TDY for 60-day periods to provide for job orientation and obtain an acceptable period of continuity and a high level of productivity. With these TDY periods, the duty schedule is more intense than normal which permits operation with few personnel.

Exchange aircraft and aircrews are rotated daily on flights between Naha AB and Cam Ranh Bay AB. These exchanges are designated to match aircraft outputs, provide each aircrew with 15 days TDY in RVN and to maintain the required in-country force level. During the 15-day period in the shuttle, the aircrews fly a more intense schedule than would be normal for a PCS unit. However, the 15-day period, while providing credit for SEA TDY, removes the crew from the shuttle before the stress and fatigue factors build p beyond safe levels. It keeps fresh crews operating on a mission where good judgment and reaction to situations can make the difference between a safe operation and one which becomes a dangerous operation.

In order to provide greater reliability, each aircraft is also rotated to home station after 15 days of in-country flying. These rotation flights are utilized on CHWTO fraged missions carrying cargo and passengers between RVN and the MSB [main support base—Naha AB].

Page 38:

The maintenance concept of operation of Det 2, 834AD, is to provide a self-sufficient organizational and field maintenance capability to perform all maintenance from phase-to-phase inspection with the exception of JEFM and propeller buildup which is accomplished at the MSB. The two C-130 models at Cam Ranh Bay are sufficiently different in systems and capabilities so that neither aircrews nor most maintenance personnel are interchangeable between the two. It is, therefore, necessary to maintain sufficient numbers of personnel qualified on a particular model aircraft. The limited TDY tours of 60 days for maintenance specialists allows a minimum of time to accomplish any cross training even in similar areas. Maintenance manning for Det 2, 834AD, including PCS and TDY personnel, is based on 12.5 men per assigned C-130A and 9.3 men per C-130E.

Page 130:

Maintenance personnel TDY to Southeast Asia was:

	Cam Ranh Bay	Ubon RTAFB	Total
Jan	155	43	198
Feb	149	42	191
Mar	148	42	190

Page 143:

374th Field Maintenance Squadron: The squadron also furnished field maintenance specialist support on a TDY basis to two forward operating locations in Southeast Asia, as well as technicians in seven different specialties in support of highly classified missions.

Page 152:

The Communication Shop had an average of 11 personnel TDY. The Navigation Section had an average of 15 personnel TDY. The Auto-pilot Section had five TDY commitments. The Instrument Shop had 10 personnel TDY.

Page 156:

The shortage of personnel and TDY commitments to Southeast Asia caused a hardship on the FMS Aerospace Ground Equipment Branch. Unit administration was assigned all 10 authorized clerks, but TDY commitments to Cam Ranh Bay AB and Ubon RTAFB limited the availability to seven or eight clerks on station at all times.

21st Tactical Airlift Squadron history (contained in the 374th Tactical Airlift Wing January through March 1969 history):

Page 1:

A basic organizational change occurred on 6 March. The Organizational Maintenance Squadron, Provisional, 374 was set up. The effect on the squadron was considerable. All squadron maintenance personnel were effectively transferred to the new squadron. While still officially assigned to the 21st all maintenance men are under the operational control of OMS. When the new organization becomes permanent the personnel will be assigned to it.

Extract, 374th Tactical Airlift Wing, April through June 1969 (AFHRA Call Number K-WG-374-HI, Apr-Jun 1969, IRIS Number 456661):

Page 17:

Since the expansion of U.S. Forces in Vietnam, the airlift resources of the Wing have been heavily committed to logistical and tactical support of operations in Southeast Asia. Logistical support missions were flown daily between Japan, Okinawa, and various bases in Southeast Asia. Until 5 May 1969, the

Wing provided a proportionate share of aircraft, aircrews, and maintenance personnel to Detachment 2 of the 834th Air Division at Cam Ranh Bay AB, RVN. Since 5 May, in accordance with PACAF PAD 69-7, the C-130B models at Tan Son Nhut were dispatched to Cam Ranh Bay while the 374TAW resources were transferred to Detachment 1, 834th Air Division at Tan Son Nhut to facilitate increased short field daylight landings by the more versatile C-130A models. At Ubon RTAFB, Thailand, the Wing continued to maintain a C-130A detachment to perform night flare operations in Southeast Asia.

Page 18:

The Wing continued to provide a proportionate share of aircraft resources to Detachment 2, 834th Air Division at Cam Ranh Bay, Republic of Vietnam, until 5 May. On this date, the Wing resources were changed over in one day to Tan Son Nhut AB at Saigon, with all missions originating from Cam Ranh Bay and terminating at Tan Son Nhut. Aircraft not scheduled for missions were used to transport equipment and personnel to the new location.

Page 22:

During this period the Wing was tasked to supply additional personnel to supplement the 834th Air Division Operations Staff at Detachment 1 (Tan Son Nhut) and Det 2 (Cam Ranh Bay). There had been a recurring requirement to provide a Lieutenant Colonel as 374TAW Liaison Officer. This officer worked at Cam Ranh Bay until 3 May when he transferred to Tan Son Nhut to prepare for the unit move to occur on 5 May. On 1 April only one Mission Commander was required by 834th Air Division. A second Mission Commander remained on standby status at home station during this period, except for the period 15 May to 21 May when he was required for duty by 834AD. The Wing provided two duty officers (60-day tour), three duty loadmasters (30-day tour), and one administrative specialist at Cam Ranh Bay. After the move to Tan Son Nhut on 5 May, all support duties at Det 1 were given to this Wing. For the remainder of the period, this Wing provided four duty officers, one Staff Navigator (until 26 Jun when the requirement was changed to standby status at home station until specifically needed), four duty flight engineers, four duty loadmasters who perform primarily as vehicle drivers for crew transportation, four life support personnel to provide four guarding of personal equipment because of inadequate storage facilities, and two administrative specialists who worked as mailroom clerks. In addition, 14 loadmasters were required to supplement the 2nd Aerial Port Squadron at Tan Son Nhut. All except one were returned to units by 31 May; the last loadmaster was released on 30 June. The above figures include the personnel provided by the 815th TAS: one each duty officer, duty engineer, duty loadmaster, staff navigator and life support specialist as well as six loadmasters for the Aerial Port duty. They also provided the primary Mission Commander for the month of June.

During this period, Life Support people had to be sent to Tan Son Nhut to guard personnel equipment stored on open shelves. Lockers were being built with completion expected in early July. This was expected to reduce TDY manning and prevent problems of lost or misplaced equipment.

Page 76:

The TDY commitment to Southeast Asia for Maintenance personnel was as follows:

	Tan Son Nhut	Ubon RTAFB	Total
April	152 (CRB)	55	207
May	152	55	207
June	150	55	205

Page 93:

The 374th Organizational Maintenance Squadron dropped its provisional status as of 1 June 1969. The 374th Tactical Airlift Wing's Southeast Asia commitment required approximately 23% of the OMS

personnel to be TDY at all times. During May all the Wing personnel and equipment at Cam Ranh Bay were moved to a new FOL at Tan Son Nhut AB.

Page 101:

The 374th Field Maintenance Squadron also furnished field maintenance specialist support on a TDY basis to two Forward Operating Locations (FOLs) in Southeast Asia.

Page 106:

A average of 119 [FMS] personnel was furnished on a continuing basis to two FOLs in SEA for aircraft maintenance support. Although an average of 16 personnel were TDY from the Propeller Shop, they accomplished a record amount of work.

Page 111:

The Communications Shop had an average of 12 personnel TDY. TDY commitments limited the Navigation Shop's availability to 64 percent of the assigned strength.

Page 113:

The Auto Pilot Shop had TDY commitments that reduced the manpower availability to an average of 74 percent during this period.

Page 115:

Shortage of personnel and TDY commitments still plague the Aerospace Ground Equipment Branch.

Page 117:

The present TDY commitments for the unit administration section were expected to be lowered in the coming months.

Extract, 374th Tactical Airlift Wing, July through September 1969, AFHRA Call Number K-WG-374-HI, Jul-Sep 1969, IRIS Number 456662:

Pages 15-22:

Tan Son Nhut Shuttle: The Wing provided airlift resources to Detachment 1, 834AD at Tan Son Nhut AB, RVN. Commitments of aircraft, aircrews, maintenance and operations support personnel varied according to MACV requirements. On 1 July 1969, the Wing commitment was 18 aircraft and 27 aircrews. The commitment varied up and down, but ended at the lowest level in recent months.

During this period the Wing was tasked to supply personnel to supplement the 834ADiv operations staff at Detachment 1. One lieutenant colonel served as 374TAW Liaison Officer. In addition, there was a continuous requirement to provide one mission commander to the 834th, with a second officer on standby at Naha. This second mission commander was utilized at Tan Son Nhut during the period 2 July through 5 September. The Wing also provided four duty officers, four flight engineers, four loadmasters, and two administrative specialists on 55-day tours with Detachment 1.

Part of the officer billets were removed from use by Detachment 1. Officer quarters were 2-men rooms, and the limit was 27 crews. Any additional officers had to be billeted at the Merlin Hotel off base, which was being used to house the enlisted crewmembers. Club facilities and dining areas were located within reasonable distances from the quarters. Transportation from quarter to C-130 Operations continued to be a problem for enlisted personnel since pick-up occurred at hourly intervals from the hotel to Operations and vice-versa. The self-help building of secure lockers for aircrew gear was completed in July and this eliminated the need for four life support personnel on TDY status at the Detachment to guard personal equipment.

Extract, 374th Organizational Maintenance Squadron history, 1 July-30 September 1969, Appendix II, 374th Tactical Airlift Wing, July through September 1969, AFHRA Call Number K-WG-374-HI, Jul-Sep 1969, IRIS Number 456662:

Page 6:

During September 1969, the 374th OMS re-evaluated its assignment of Temporary Duty Manning Slots for each section of the squadron. It was decided to have A Section fill all manning slots for the C-130 Mission, Ubon TRAFB. This decision developed from the exclusive control A Section has over the C-130 Mission aircraft. The remainder of the TDY slots at Tan Son Nhut AB, Vietnam, were divided equally among the remaining sections.

Page 7:

A crew chief, assistant, and three ground crew members are assigned to each aircraft for a total of five per aircraft. Each ground crew consists of a 7 or 5 level SSgt crew chief, 5 level Sgt assistant, 5 level Sgt, 5 level A1C, and a 3 level A1C. Each team is self-supported and has at least two 7 level crew chiefs. All crew chiefs 7 or 5 level are engine run qualified. The crew chief and the fourth man alternate ARVN shuttles with the assistant crew chief and the third man. The remaining three men, during an ARVN shuttle, are then assigned where needed.

The team system is unique in that it is flexible. For instance, normally each team has a minimum of one aircraft cross country, either a SEA shuttle or IRAN [inspect and repair as necessary]. This provides additional personnel for BPO's [basic post-flight operation], tows, refuels, defuels and lunches.

In some cases a team may have all four aircraft cross country. In this instance, that particular team is used to fill detail commitments. This period is also used to complete such training requirements as rifle range, MSET, OJT, crew chief tests and engine run schools.

Extract, 374th Field Maintenance Squadron history, 1 July-30 September 1969, Appendix II, 374th Tactical Airlift Wing, July through September 1969, AFHRA Call Number K-WG-374-HI, Jul-Sep 1969, IRIS Number 456662:

Page 3, Propulsion:

During this quarter CMSgt Cole was assigned as NCOIC of the Propulsion Branch. August and September saw Lt Evans, the assistant OIC, being sent TDY to South East Asia in support of our operations there.

The months of July, August and September each brought further refinements to the physical and personnel configuration changes that were instituted in May. The Support Section is now able to provide the shop with the needed serviceable gearboxes, QEC kits and other assorted plumbing that is necessary to place the raw engine on the spare line. To attest to the effectiveness of the new line-up, the end of September saw 7 spares still on the line, the highest end of month figure in some time. The level of spares has been constantly on the up swing, even allowing the Branch to have a few down days as a reward for the shop's effort.

Southeast Asia engine and propeller commitments are still the primary concern of the Branch. They have produced 73 built-up engines and 92 minor repaired engines, for an average production of 55 engines per month. Additionally, they have processed 62 engines for shipment to depot.

The two T-56 Engine Test Cell stands have been corrosion control treated by a local contractor and have been returned to full operational status. Both cells have also had an extensive re-wiring program completed as well as having sheet metal enclosure constructed for all exposed wiring. FOD incidents have been considerably reduced by the placement of steel plates over the concrete ramp immediately in front of the engine test stands. This item is also being considered by other bases as an excellent way of reducing the FOD hazard that is inherent in Test Cell Operations.

Extract, 374th Tactical Airlift Wing, October through December 1969, AFHRA Call Number K-WG-374-HI, Oct-Dec 1969, IRIS Number 456663:

Page 22:

Tan Son Nhut Shuttle: The Wing continued to provide a heavy percentage of aircraft and aircrew resources to Detachment One, 834th Air Division at Tan Son Nhut AB, RVN. Commitments of aircraft, aircrews, maintenance and support personnel varied during the period according to the requirements of MACV. On 1 October 1969, the Wing commitment was 5 aircraft and 22 crews and fluctuated irregularly.

Page 25:

Crews continued to perform rotation al TDY tours exceeding 15 days. During October and November runway construction at Naha made it necessary to close the runway between 2100 hours and 0900 hours local, thereby increasing the average shuttle tour for crews from 16 to 17 days. The input rotator departed at 1000 local causing the arrival time to be too late for the output rotator to leave on the same day and arrive at Naha before 2100 hours. On 1 December, runway construction was completed, and the input-output schedule returned to normal with the input aircraft departing from Naha at 0600 hours and the output rotator departing from Saigon the same day to arrive at Naha around 2400 hours.

The Wing continued to supply additional personnel to supplement the 834th Air Division Operations Staff at Detachment One. These personnel included one liaison officer, one mission commander (a second was kept on standby status at home station), four duty officers, four duty flight engineers, four duty loadmasters, and two administrative specialists. The loadmasters were used primarily as vehicle drivers for crew transportation, and the administrative specialists worked as mailroom clerks. In early November, a staff navigator, a pilot, and a loadmaster were additionally assigned when the 834th Air Division was tasked to support ARVN airborne training for a period of 90 days. Initially, four to six sorties per day, six days per week were scheduled for the 834th. Crews of the 374th TAW flew personnel drop sorties on 14 days during this period and dropped approximately 3,600 ARVN personnel on the Hoc Mon drop zone. Two Container Delivery System (CDS) drops of POL, ammunition, and rations were also made at Hue D.Z. No personnel drops by 374TAW crews were made after 2 December; however, the commitment of one aircraft, one crew, and three extra duty personnel remained in effect.

Crew facilities remained unchanged with one exception; the 24-hour mess hall near the flightline was closed because of its substandard messing facilities, and the airmen's dining hall near the crew quarters was placed on a 24-hour schedule. Transportation to and from quarters and between C-130 operations and the aircraft continued to cause some inconvenience to crews. Generally, crews had to walk and hand-carry their gear to nearby Rebel Ramp. Delays were often incurred in getting transportation to and from the more distant Charlie Row, especially during the peak block-out, block-in hours.

Extract, 374th Organizational Maintenance Squadron history, 1 October-31 December 1969, Appendix III, 374th Tactical Airlift Wing, October through December 1969, AFHRA Call Number K-WG-374-HI, Oct-Dec 1969, IRIS Number 456663:

Page 8:

Flight Line Branch--The OMS received an additional six TDY slots to Tan Son Nhut AB, formerly belonging to Maintenance Control. In addition to the TDY commitment, we received six personnel from Maintenance Control. Maintenance will no longer have any TDY commitments.

Extract, 374th Field Maintenance Squadron history, 1 October-31 December 1969, Appendix III, 374th Tactical Airlift Wing, October through December 1969, AFHRA Call Number K-WG-374-HI, Oct-Dec 1969, IRIS Number 456663:

Pages 2-3, Propulsion [Note: Since the 374th only had one Forward Operating Location in Southeast Asia, namely Tan Son Nhut Air Base, Saigon, Republic of Vietnam, all references referring to this unit's operations and deployments to SEA refer to Tan Son Nhut Air Base.]

The Propulsion Branch had 291 personnel assigned of 335 authorized. They underwent several key personnel changes during the quarter. CMSgt Todd stepped up to fill the position of Propulsion Branch NCOIC when CMSgt Cole returned to his former position of Propeller Shop NCOIC. This quarter saw one TSgt sew on MSgt stripes, one SSgt sew on TSgt stripes, one Sgt sew on SSgt stripes and numerous A1C sew on Sgt stripes.

The TDY commitment to SEA continues to be one of the driving forces within the Branch in regards to both personnel and equipment. An average of 36 people were in place in SEA, and the Branch supported 65 SEA engine changes and 71 SEA prop changes during the quarter.

SMSgt Dye made the move from NCOIC of flight line to NCOIC of the Jet Engine shop during the month of December. The quarter saw 80 engine changes at Naha and 65 engine changes in SEA, as well as the repair of 73 engines locally and the shipment of 59 engines back to depot for repair. The spare engine level hit double figures several times during the period, a feat which is indicative of the progress that has occurred within the shop. The T-56 Test Cell received favorable comments from both 5AF and PACAF in regards to the local program to rehabilitate their two (2) stands. Phase I of Pacer Twinkle, a SAAMA sponsored Test Cell IRAN program was completed in October, and it too praised the outstanding work done by MSgt Gilbert and his personnel. The scope of the engine stand maintenance was increased, and this section was substantially beefed up with personnel to insure successful completion of the program.

The Propeller Shop supported 71 prop changes at Naha and 55 prop changes in SEA and repaired 99 props locally and processed 50 props for return to depot. Overall the Prop Shop continue to perform at the high standards they have set for themselves in the past year.

Extract, 374th Tactical Airlift Wing, January through March 1970, AFHRA Call Number K-WG-374-HI, Jan-Mar 1970, IRIS Number 456664:

Page 18-27:

Republic of Vietnam Shuttle: The Wing continued to provide aircraft and aircrews to support airlift operations in Vietnam. From 1 January 1970 to 24 March 1970, Wing airlift resources in Vietnam were under the operational control of Detachment 1, 834th Air Division, at Tan Son Nhut AB, RVN. After 24 March 1970, operational control was assumed by Detachment 2 at Cam Ranh Bay AB. Commitment of aircraft, aircrews and maintenance and support personnel varied during the period according to the requirements of MACV. The move to Detachment 2 was necessitated by the impending inactivation of the 817th Tactical Airlift Squadron in the final quarter of FY70, and a stand-down for the squadron on 1 April 1970. The remaining squadrons would no longer be capable of supporting the number of fraged missions required at Tan Son Nhut.

The announcement in the previous quarter that the 817th Tactical Airlift Squadron would deactivate resulted in a thorough analysis by CINCPACAF of anticipated C-130 in-country resources in May 70. The conclusion was drawn that "A" models would have to be withdrawn from Tan Son Nhut, placed at Cam Ranh Bay and replaced with "E" models. Seventh Air Force was asked to draft and coordinate a Programmed Action Directive (PAD) relocating these resources prior to 1 April 1970. A coordination conference was held starting on 14 January 1970 at which time the draft PAD was reviewed by representatives from Fifth, Seventh and Thirteenth Air Forces. Following approval of the proposed PAD by PACAF, another conference was held on 14 February to resolve final details associated with the transfers. It was decided that 24 March would be "D-Day" for the relocation of A's" and E's." As a result of this thorough planning and coordination, the realignment was executed with exceptional smoothness, and at the end of the day, eight C-130A's were in place at Cam Ranh Bay.

During his quarter aircraft and aircrews of the 374th committed to in-country airlift fluctuated from as low as 14 aircraft and 21 aircrews, to as high as 16 aircraft and 24 aircrews. After 24 March, the required number of aircraft fell to 8 and 14 aircrews. As can be seen, the release of the 817th Tactical Airlift Squadron from operational commitments required a considerable reduction of 374th resources in RVN so that the Wing could continue to support its other operational commitments at prescribed levels.

Crews continued to perform rotational TDY tours exceeding 15 days. Crews were normally scheduled for 16 day tours with inputs scheduled to arrive in-country in the early afternoon and output rotators scheduled for departure in mid or late afternoon.

The Wing was required to provide TDY personnel in addition to aircrews to supplement the 834th Air Division. Two mission commanders from the 374th were TDY to the 834th Combat Operations Section at Tan Son Nhut from 1 January to 2 March. On 2 March, one of the mission commanders was released to return to Naha to be kept on standby status for possible recall. Det 1, 834th Air Division, manning included one liaison officer, four duty officers consisting of two aircraft commanders and two co-pilots, four duty flight engineers, four duty loadmasters and two administrative specialists. The duty flight engineers were utilized to perform early pre-flights in an effort to reduce late take-offs. On 1 February these people were released when it was established that early pre-flights did not increase launch reliability. The duty loadmasters were used as vehicle drivers for crew transportation and the administrative specialists were used as mailroom clerks. In addition, a staff navigator and an additional duty loadmaster were assigned to support ARVN airborne training drops. The requirement for a drop zone officer which had been in effect the previous quart was terminated on 2 January when mission commanders at 834th Air Division picked up the duty.

With the move to Cam Ranh Bay, some of the requirements for additional personnel were reduced. One liaison officer, three pilot duty officers, three duty loadmasters and one administrative specialist were required. Additionally, one senior NCO from the 374th was provided Det 2 to serve as first sergeant. At Cam Ranh Bay duty loadmasters were no longer utilized as crew-vehicle drivers; instead, they performed duties directly related to their crew specialty.

Crew facilities at Tan Son Nhut remained unchanged with the officers billeted in BOQ 112 and the enlisted crew members living off base at the Merlin Hotel. Transportation and messing continued to be something of a problem. Conditions were somewhat improved at Cam Ranh Bay. Crews were placed in relatively new quarters and shuttle busses were available at 15 minute intervals between the billeting area, known as "Herky Hill," and the C-130 Operations. Shuttle busses also operated at reasonable intervals between the billets and the east side of the field where the BX, clubs and other facilities were located.

Extract, 374th Organizational Maintenance Squadron history, 1 January-31 March 1970, Appendix III, 374th Tactical Airlift Wing, January through March 1970, AFHRA Call Number K-WG-374-HI, Jan-Mar 1970, IRIS Number 456664:

Page 1:

Introduction: The upcoming inactivation of the 817th TAS during April 1970, was the biggest news to hit the 374th OMS since its activation late March 1969. This inactivation has a very direct effect on our squadron as well as the rest of the Wing. Sixteen of the aircraft crewed by our squadron personnel will be transferred back to the CONUS. These aircraft will begin leaving Okinawa on 13 April 1970 with two leaving every other day.

Mission reliability and Operationally ready aircraft rates have also been on the rise. This has been particularly apparent in our Detachment at Tan Son Nhut AB, Vietnam. During the last quarter, this Detachment had its best days, since its establishment during March 1969. This Detachment's success reflects great credit upon our squadron for the outstanding support we have given them in aircraft and personnel.

Page 7-8:

The biggest management change in the Flight Line Section since organization of our squadron last year was the deactivation of C-Section. This managerial maneuver was used to ease the anticipated transition period in which 16 aircraft would depart Naha AB. On 9 February 1970 C-Section was divided evenly between B&D Sections and the letter "YP" soon disappeared from the flight lines. This move was very successfully accomplished and brought about more centralized control, which will definitely make the aircraft departures more orderly. Once the sixteen aircraft have departed both B&D Sections will be back to normal as for the workload goes, but the squadron will be in an over-manned situation for the months to follow. On 18 March 1970 the 374th Wing Detachment at Tan Son Nhut AB, Vietnam began moving to Cam Ranh Bay. It was just one year ago that the detachment had moved to Tan Son Nhut from Cam Ranh Bay.

The squadron has approached this change with mixed feelings. Some hate to leave since the detachment has done so well at Tan Son Nhut AB, since the first of the year. Mission Reliability has been very high and long strings of "on time" take offs have been made. Others are eager to make the change, always looking for something new. At any rate, the commitment has dropped from 15 aircraft to 9 aircraft, also the 52 day TDY commitment has dropped from 35 to 12 personnel.

Tragedy hit the squadron as Airman Joseph P. Soule of B-Section drowned while swimming at Cam Ranh Bay. Airman Soule joined the squadron during January 1970 and was on his first SEA shuttle. He is survived by his wife Sharon, who is living in Louisville, Ohio.

Extract, 374th Field Maintenance Squadron history, 1 January-31 March 1970, Appendix III, 374th Tactical Airlift Wing, January through March 1970, AFHRA Call Number K-WG-374-HI, Jan-Mar 1970, IRIS Number 456664:

Pages 3-4, Propulsion:

With a net gain of two (2) personnel during the quarter, an average of 289 personnel were assigned to the Propulsion Branch against an authorization of 268. There were an average of 33 personnel TDY on a continual basis throughout the quarter.

Lt. Evans, OIC, was promoted to the grade of Captain in January 1970. Lt. Smith, newly assigned from the DMM Training Section, assumed the duties of assistant OIC in March 1970. Four (4) senior NCOs

within the Branch were switched in position to improve their knowledge of the overall operation of the Branch.

Three (3) NCOs were promoted to the next higher grade. Six (6) airman were successfully upgraded to the 5-level and two (2) NCOs were upgraded to the 7-level in their respective AFSCs.

The Propeller Shop changed 68 propellers, deployed 73, and built up 135 during the quarter. There were 44 propellers which were sent to depot due to there not being repairable at this station.

The Engine Shop changed 141 engines, deployed 104, and built up 73. Seventy engines were not repairable at this station and were sent to depot. The Test Cell checked 201 engines during the quarter. A total of 153 were found to be serviceable and 48 were rejected.

Extract, 374th Tactical Airlift Wing, April through June 1970, AFHRA Call Number K-WG-374-HI, Jan-Mar 1970, IRIS Number 456665:

Page 21-29:

Republic of Vietnam Shuttle: The Wing continued to provide aircraft, aircrews, and maintenance personnel to support airlift operations in Vietnam. Resources sent TDY to Cam Ranh Bay were under the operational control of Detachment 2, 834th Air Division. Commitment of aircraft and personnel varied during the period according to the requirements of MACV. Through the month of April, the number of fraged missions varied between five and eight with an average of approximately seven. An average of 13 aircrews and maintenance personnel were TDY during this month. With the start of the Allied offensive against VC/NVA sanctuaries in Eastern Cambodia, the situation changed drastically. A rapid buildup of 374TAW resources occurred to support ten fraged missions per day. As of 1 May, 17 aircrews and 12 aircraft were at the FOL. On this date, two Blind Bat aircraft and three crews began operating temporarily from Cam Ranh Bay, and the 18 maintenance personnel who accompanied the flare-ship were integrated into the Det 2 maintenance function. On 7 May, one additional Blind Bat aircraft arrived and the 12 maintenance personnel accompanying this aircraft also joined the Det 2 operation. These Blind Bat aircraft and personnel remained at Cam Ranh Bay until 16 May when the requirement was cancelled. In early May, the most significant area of operation was near the Cambodian border with tactical airlift crews from the 374th operating into such airstrips as Katum, Quan Loi, Tonle Cham, and Bu Dop.

Crews continued to perform rotational TDY tours exceeding 15 days. Crews were normally scheduled for 15 days. Maintenance personnel, excluding crew chiefs, were normally assigned for 30 days TDY. Other TDY manning at Cam Ranh Bay included on liaison officer, three duty officers, and three duty loadmasters whose TDY tours were of 55 days duration. In addition, a first sergeant and a clerk were placed under the supervision of the liaison officer. The Wing was also required to provide one mission commander at all times to the 834th Air Division Combat Operations Section at Tan Son Nhut. A second mission commander remained on standby status at Naha in case an additional requirement was generated.

Base support at Cam Ranh Bay was generally good during this quarter. Aircrew quarters were air conditioned and considered adequate, transportation to and from the flight line and other areas on the base was good, and laundry facilities were adequate. Messing facilities were poor, but the quality of food service appeared to improve somewhat as the quarter progressed. Morale of TDY aircrew and maintenance personnel was generally high with most personnel preferring the operation at Cam Ranh Bay over that at Tan Son Nhut (that operation was moved from Tan Son Nhut to Cam Ranh Bay on 24 March 1970).

Page 30:

Personnel assigned to the Blind Bat [leaflet operations] mission consisted of the following:

Pilots	28
Navigators	28
Flight Engineers	28
Loadmasters	42
Operations Staff	12
Maintenance	70
TOTAL	194

The tour length changes for aircrew personnel from 84 days to 26 weeks TDY proved to be very beneficial to the operation. The increased stability from the change contributed significantly to increased mission effectiveness and crew proficiency. Another benefit derived from the change was improved scheduling which resulted in a considerable reduction in TDY away from the main support base (MSB) and reduced expenditure of TDY funds.

Page 35:

Starting on 1 May 1970 the Blind Bat operation moved from Cam Ranh Bay to Ubon RTAFB, Thailand. On 16 May 1970 three C-130's, four aircrews, and maintenance personnel were redeployed to Ubon.

Extract, 374th Field Maintenance Squadron history, 1 April -30 June 1970, Appendix II, 374th Tactical Airlift Wing, April through June 1970, AFHRA Call Number K-WG-374-HI, Apr-Jun 1970, IRIS Number 456665:

Page 1, Mission:

The Squadron furnished field maintenance specialist support on a TDY basis to Cam Ranh Bay AB, RVN, as well as technicians in seven (7) different specialties in support of a highly classified mission [Blind Bat operations].

Page 4, Aerospace Systems Branch:

An average of 21 personnel were TDY on a continual basis.

Page 6, Avionics Branch:

The TDY commitment was decreased considerably from 26 to 15 personnel. Six (6) personnel remained assigned to special projects with the 21st Tactical Airlift Squadron.

The Radio and Instrument Shops were both manned at over 100 percent of their authorization. Sgt Harrison of the Radio Shop received a letter of appreciation from the DO, Detachment 2, 834th Air Division, for a mission save while he was TDY to that station [Cam Ranh Bay Air Base, RVN].

Extract, 21st Tactical Airlift Squadron history, 1 April -30 June 1970, Appendix II, 374th Tactical Airlift Wing, April through June 1970, AFHRA Call Number K-WG-374-HI, Apr-Jun 1970, IRIS Number 456665:

Page 3:

Crew members from the 21st continued to provide major tactical airlift support in the struggle to halt armed aggression in Southeast Asia. Ten crews were provided during April, Twelve in May and eleven in June to the Republic of Vietnam. The operational location of in-country operations was moved from Tan Son Nhut AB, RVN, to Cam Ranh Bay AB, RVN, on 1 April 1970. This move of aircraft, crews, maintenance support, personnel and equipment was accomplished with no interruption in combat air operations.

Extract, 374th Organizational Maintenance Squadron history, 1 April -30 June 1970, Appendix II, 374th Tactical Airlift Wing, April through June 1970, AFHRA Call Number K-WG-374-HI, Apr-Jun 1970, IRIS Number 456665:

Page 8:

As of 1 July 1970, the squadron will be allotted 15 hazardous duty pay slots. In the past, the squadron had two slots per aircraft, one for the crew chief and one for the assistant crew chief. Obviously, this change in authorization was not very well liked by squadron personnel.

On 10 April 1970, the squadron lost two outstanding maintenance men, SSgt Argie Jones and A1C Walter F. Hailend, Jr., when their aircraft crashed into the East China Sea. SSgt Jones was selected in the top ten crew chiefs in both January and February 1970. He was just awarded the PACAF Master Crew Chief Award for a perfect 6 months launch reliability record and his demonstrated professionalism. A1C Hailend was selected to represent "D" Section as the February maintenance man of the month.

Extract, 374th Tactical Airlift Wing, July through September 1970 (AFHRA Call Number K-WG-374-HI, Jul-Sep 1970, IRIS Number 456666):

Chronology:

- 18 July Kham Duc Afd, RVN. C-130A's and aircrews of the 374TAW began operating into this historic location in support of elements of the Americal Division and South Vietnamese troops conducting a "clear and confiscate" operation in the surrounding area. The operation was concluded and the airfield closed on 26 August.
- 1 August Cam Ranh Bay, RVN. The wing's leaflet dissemination mission was relocated from Ubon RTAFB, Thailand, to this forward operating location. The first psy ops mission from this location was flown on 4 August.
- 30 August Cam Ranh. An enemy sapper and rocket attack resulted in the destruction or damage of several fuel storage tanks and bladders. No C-130 aircraft sustained damage and there were no casualties.

Page 8 (Organization):

On 10 July Detachment One, 374TAW, located at Kadena Air Base, Okinawa, was officially inactivated.

Page 18 (Operations):

Operational activities were sustained at near normal levels. These included in-country (Republic of Vietnam) shuttle operations at Det 2, 834th Air Division, Cam Ranh Bay AB, RVN; leaflet dissemination missions against Communist controlled areas in Southeast Asia and Korea....

Page 21 (Republic of Vietnam Shuttle):

The Wing continued to provide aircraft, aircrews and maintenance personnel to support airlift operations in the Republic of Vietnam. Wing personnel and equipment were assigned TDY to Cam Ranh Bay Air Base, RVN, and were under the operational control of Det 2, 834th Air Division. Commitment of aircraft and personnel varied during the period according to the requirements of MACV.

Page 22:

The increase in 374th TDY aircraft and crews at Cam Ranh Bay which occurred in late June and early July was reversed on 6 July as backlogs of cargo to be moved decreased considerably. The low point in aircrews and aircraft was reached on 23 August (8 aircraft, 14 aircrews). With the reduction in required

airlift caused by a drawdown of U.S. forces in RVN and with further reduction anticipated in the future, the question arose concerning what the desirable minimum number of C-130A aircraft in-country should be. The 374th and 5AF recommended that the minimum number of C-130A aircraft be set at nine which would require 15 aircrews.

In addition to the aircrews and maintenance personnel, the Wing was required to main other personnel TDY to Cam Ranh Bay. These included one liaison officer, three duty officers, three duty loadmasters, a first sergeant, and a clerk. During July and August the 374th was required to furnish two mission commanders to the 834th Air Division at Tan Son Nhut. This was reduced to one mission commander in September.

Page 23(photo caption):

During the quarter aircraft were rotated back to the MSB [main support base] after 15 days in-country instead of 21 days, with a consequent improvement in OR [operationally ready] rates.

Page 25:

In addition to aircrews and maintenance personnel, the Wing was required to maintain other personnel TDY to Cam Ranh Bay. These included one liaison officer, three duty officers, three duty loadmasters, a first sergeant, and a clerk. During July and August the 374th was required to furnish two mission commanders to the 834th Air Division at Tan Son Nhut. This was reduced to one mission commander in September.

Page 27:

On 12 July advance elements of the Americal Division accompanied by South Vietnamese troops were moved into Kham Duc by helicopter to secure the airfield. Because of numerous bomb craters which pocked the landing strip, fixed wing aircraft could not be used until the runway was repaired. ON 15 July a mission commander from the 374th, Major Arvid Doucette, members of his combat control team, and a group of Navy Seabees were brought in by helicopter to prepare the field for aircraft scheduled to arrive on 17 July. Approximately 2,500 feet of usable runway were available on that date, and 27 C-123's landed with troops, equipment, and supplies. By the following day, 18 July, available runway had been increased to 3,500 feet and 12 C-130's were able to land. Five of these sorties were flown by C-130A's of the 374th. Hostile reaction to the operation was sporadic, but at times, intense. Mortar fire was particularly heavy on the first few days of the operation. At first, the C-130's carried general cargo including rations, ammunition, and fuel, but as the operation progressed, the C-130's were used primarily as bladder-birds, i.e., flying in fuel for the helicopters and motorized vehicles.

The operation continued until 26 August when it was successfully concluded. C-130A's participated in this operation up until the last day and assisted in the redeployment of the ground forces.

Page 28, Leaflet Drop Mission:

The Wing continued to support psychological warfare operations conducted by the U.S. Army. The missions, code named Frantic Goat, Fountain Pen, and Focus Truth, were flown by augmented crews assigned to the 35th Tactical Airlift Squadron. A fourth mission, formerly code named Commando Basket but renamed Switch Blade, was fragged with Frantic Goat and no special preparations were required other than a change of leaflet mixes. During this quarter over 712 million leaflets were dropped in SEA and Korea.

Frantic Goat:

The Frantic Goat mission was directed against enemy staging areas in RVN and the infiltration routes along border areas in Laos and RV. Four mission directed by USMACV were fragged weekly (including one Switch Blade mission). The Switch Blade missions were flown into Cambodia east of the Mekong

River from the Laotian border to near Phnom Penh and from that point 50 kilometers deep to the Gulf of Siam. A total of 52 Frantic Goat/Switch Blade missions were flown this quarter. Approximately 540 million leaflets were dropped with leaflet densities ranging from 8,000 to 48,000 per square mile. On 11 August, an important milestone was passed when a crew dropped the five billionth leaflet in support of the Frantic Goat/Fountain Pen operation.

Page 31, Fountain Pen:

The Fountain Pen Mission was directed against the Pathet Lao and North Vietnamese in Northern Laos, especially areas adjacent to an including Sam Neua and the Plain of Jars, except for a five mile buffer zone along the North Vietnamese boarder. All missions in Northern Laos were given fighter escorts and ECM coverage. Only one Fountain Pen Mission was flown each week for a total of 13 missions during the quarter. A total of 135 million leaflets were dropped.

Focus Truth:

The Focus Truth leaflet mission was flown in support of the United Nations Command in Korea. Target areas during this quarter were along the DMZ in North Korea. Only the overland route was authorized making missions impractical unless winds shifted to a southerly direction. The 374th placed one crew on standby status when a 24-hour alert notice was given that weather conditions were forecast to be favorable. Go-no-go messages were sent from Seoul so as to arrive at Naha at least seven hours prior to scheduled TOT [time over target]. The Wing was alerted twice during the quarter, but actually flew only one mission (two sorties). Approximately 37 million leaflets were dropped. Densities were computed as 11,000 per square mile of the first sortie and 26,000 for the second.

Movement to Cam Ranh Bay:

During the preceding quarter it was decided that because of the termination of the Blind Bat mission, it would be more efficient to operate the SEA leaflet mission from Cam Ranh Bay Air Base, RVN, rather than from Ubon RTAFB, and plans were made for relocating the mission to Cam Ranh Bay.

Page 32, Photograph Caption:

C-130A loadmasters of the 35TAS [tactical airlift squadron] and specialists from the 15th Physiological Training Unit [sic-Flight], Kadena Air Base, work together during a leaflet drop mission over the Republic of Vietnam. Note that the ramp is open but the cargo door is closed. This mission was flown at an altitude of 18,000 feet.

Page 33, Photograph for above caption:



Page 34:

The change-over was effected on 1 August and the first mission operated from Cam Ranh Bay on 4 August. The Frantic Goat aircraft was maintained at Cam Ranh Bay along with other airlift aircraft and no maintenance problems developed as a result of the change of location. The 483TAW [a C-7 tactical airlift wing that was the host unit at Cam Ranh Bay] received, inventoried, and stored the leaflets. The leaflets were delivered to 14APS [aerial port squadron] where they were palletized and loaded aboard the aircraft. The 483rd provided intelligence briefings and debriefed returning crews. All leaflet activities were coordinated by a Frantic Goat Mission Commander.

Even before the change of operating location, it was apparent that the Fountain Pen missions could not be completed without enroute refueling. Because Ubon had C-130A maintenance capability, Ubon was selected as a pre-strike and post-strike refueling base. The Fountain Pen Mission that operated from Cam Ranh Bay on 5 August experienced a maximum crew duty day of 16 hours which borders upon being excessive from a flight safety standpoint. For this reason, it was decided that future Fountain Pen Missions would recover at Ubon and RON [remain over night] before proceeding to Cam Ranh Bay.

Page 70 (Organizational Maintenance):

The 374th Organizational Maintenance Squadron was responsible for organizational level maintenance of assigned equipment, including aircraft phase, pre-flight, and post-flight inspections; aircraft servicing and general repair; and maintenance of aircraft dual-rail systems and non-powered AGE. The squadron was authorized 487 personnel with 447 actually assigned. The three main branches of OMS were the Phase Branch, Flight Line Branch, and Support Branch.

Appendix II, 35th Tactical Airlift Squadron History, 1 July thru 30 September 1970:

Page 8, Psychological Warfare:

Our exclusive leaflet dissemination mission continued to be an important part of the squadron's operations. Over one half billion leaflets were dropped during the quarter, making the total over five billion. The 35th received a Letter of Commendation from the Commander 7th Psy Ops Gp [a U.S. Army unit] stating:

“The spirit of cooperation demonstrated by the 35th Tactical Airlift Squadron is truly inspiring and one of the finest examples of inter-service teamwork I have ever seen. In order to support the psychological operations mission in Southeast Asia, the 35th Tactical Airlift Squadron has furnished aircraft and personnel to drop leaflets printed and packaged by the 7th PSYOP Group. Pilots and navigators have been particularly considerate of the various PSYOP aspects in flying their missions. This is especially noteworthy since the leaflet dissemination missions flown by the 35th involved long periods of hard work at high altitudes in an unpressurized environment.”

The mission stabilized at five sorties per week, which was a heavy workload to be accomplished in five days by one crew. The crew was scheduled into Cam Ranh Bay, Republic of Vietnam, on Monday with a refueling stop at Clark Air Base, Philippines. The crews showed at 0800 and normally arrived at Cam Ranh Bay at 1830, for a twelve and one half hour crew duty day. The mission was set up so that the crew flew two missions on Tuesday, being on the average a nine hour crew day.

Page 9:

On Wednesday the crew went to a forward staging base to refuel and obtain a current intelligence briefing. They launched from the staging base and flew a single mission that night. Wednesday was on the average a twelve hour crew day. Thursday the crew returned to Cam Ranh Bay and flew two more missions in a thirteen hour crew day. Friday the crew rotates back to Naha generally arriving at 1900. The normal total flying time for the work was thirty hours. The crew dropped fifty-one million leaflets in the average week.

Appendix II, 374th Organizational Maintenance Squadron History, 1 Jul-30 Sep 1970:

[No mention of deployments to the wing's forward operating base in Vietnam; however, see below in the Field Maintenance Squadron history, below, which mentions rotations with the OMS.]

Appendix II, 374th Field Maintenance Squadron History, 1 Jul-31 Oct 1970:

Page 1:

The Squadron furnished field maintenance specialist support on a TDY basis to Cam Ranh Bay AB, RVN, as well as technicians in seven (7) different specialties in support of a highly classified mission.

Page 2:

In support of Detachment 2, 834th Air Division [Cam Ranh Bay Air Base], Republic of Vietnam, the squadron provided 60 personnel TDY on a continual basis. This included not only maintenance personnel, but also the positions of First Sergeant, Mail Clerk and Field Maintenance Supervisor. The First Sergeant and Supervisor's slots are shared on alternating tours with personnel of the 374 OMS.

Page 3 (Propulsion Branch):

The Engine Shop had approximately 12 personnel TDY on a continual basis in support of the mission in SEA.

Page 4 (Aerospace Systems Branch):

The Aerospace Systems Branch averaged 25 personnel TDY on a continual basis in support of the SEA mission.

Page 6 (Avionics Branch):

The TDY commitment remained at 11 active line numbers. Six (6) men served in a TDY capacity with the 21st TAS [Tactical Airlift Squadron] Special Projects Section.

Page 8 (Fabrication Branch):

An average of five (5) personnel were TDY to SEA on a continual basis.

Page 9 (Aerospace Ground Equipment Branch):

Two (2) TDY commitments to Cam Ranh Bay AB, RVN, were deleted during the quarter, leaving a total commitment of five (5) to support the mission in SEA.

Extract, 374th Tactical Airlift Wing, October through December 1970 (AFHRA Call Number K-WG-374-HI, Oct-Dec 1970, IRIS Number 456667):

Chronology:

28 Dec Cam Ranh Bay AB, RVN. The Wing terminated its participation in the 834th Air Division's "in-country" airlift operations. The final mission was launched at 2145 (local) on the 27th and was recovered in the early morning hours of the 28th.

Page 14 (Operations):

Support of "in-country" airlift in the Republic of Vietnam (RVN) continued until the last days of December; the leaflet dissemination mission in support of Southeast Asia (SEA) psychological warfare operations was maintained at a characteristically high level with aircraft launching from Cam Ranh Bay AB against targets in RVN, Cambodia, and Laos.

Page 16 (Republic of Vietnam Shuttle):

The Wing continued to provide aircraft, aircrews, and maintenance personnel to support "in-country" airlift requirements in RVN throughout the quarter until the last week of December. The commitment was terminated on 28 December 1970 following announcement that the Wing would be inactivated. The final fragedged mission for "A" models was flown by Captain David C. Gorman (21TAS) and his crew; this ended a long period of service to U.S. and Allied combat forces in RVN which began in June 1965 when four aircrews, two aircraft, and one mission commander were deployed from Naha Air Base to Tan Son Nhut AB, RVN, to begin what came to be known as the "Saigon Shuttle." Their job was to provide heavy "in-country" airlift where and when needed. As the need continued to grow, additional crews and aircraft, along with maintenance support personnel, were committed. For a brief period "E" model C-130s replaced the "A" models, but because of the "Es" higher required utilization rates, the "As" were once again positioned at Tan Son Nhut. They remained there until Cam Ranh Bay AB was opened for airlift operations, and on 16 May 1966 five C-130As and eight aircrews began the "Cam Ranh Shuttle." The C-130Bs from Mactan Air Base, PI, were deployed to Tan Son Nhut to replace the "A" models there. Aircrews and support personnel were assigned TDY for periods of from nine days to two months. Operational control of this airlift force was exercised, at first, by Seventh Air Force through Det 6, 315th Air Division, composed of TDY personnel from the 374th. However, on 15 August 1967, responsibility for command and control was delegated to the recently established 834th Air Division. Personnel and materiel resources from the 374th remained on TDY assignment to Det 2, 834th Air Division, Cam Ranh Bay AB, from that point until mission termination, except for the period between 5 May 1969 and 24 March 1970 when the "A" models were located at Detachment 1, Tan Son Nhut Air Base.

Page 23:

In addition to aircrews and maintenance support personnel, the Wing provided other personnel TDY to Cam Ranh Bay. These included one liaison officer, three duty officers, three duty loadmasters, a first sergeant, and a clerk. With the withdrawal of the 374th from Cam Ranh Bay C-130 operations, the 463TAW, which had shared the overhead requirement, was directed to increase the number of duty officers and duty loadmasters to fill the void left by departure of the 374th.

Maintenance problems which had plagued the Wing at the home base were also manifested in the performance of the “A” models at Cam Ranh Bay. Although OR [operationally ready] rates remained at respectable levels, crews found it difficult to keep the aircraft operating through a complete frag. Consequently, the sortie completion rate for the quarter was unusually low.

Airlift operations for the C-130A at Cam Ranh Bay this quarter were routine with one exception. This exception was series of mission flown during the month of December from Cam Ranh Bay to Phnom Penh Aerodrome in Cambodia.

Page 69 (Maintenance TDY Commitment):

The commitment of maintenance personnel to TDY tours remained at characteristically high levels when viewed as a percentage of the total maintenance force. The total number of TDY personnel decreased, but so did the number of assigned personnel from which to draw. Termination of the “in-country” shuttle at Cam Ranh Bay occurred in the final week in December with the result that the majority of the maintenance force there could be withdrawn back to Naha, although several specialists remained to support the “Frantic Goat” [leaflet drop] missions. In addition, many personnel were deployed to various locations in the Pacific and at Ubon RTAFB to support the AC-130As. During this quarter, enroute support teams were deployed to staging bases to provide maintenance support for gunships being ferried from the U.S. to Ubon. ON 16 December, 30 personnel were sent from Naha to Ubon for a 60-day period of TDY to provide maintenance manning assistance to the 16SOS.

The figures below represent the average number of personnel TDY during each month of the quarter:

TDY Commitment

	Oct	Nov	Dec
CRB	105	103	107
Ubon/Other	17	24	21
Total	122	127	128

Page 73 (Organizational Maintenance):

OMS again placed personnel at TDY locations in SEA and elsewhere to support all aspects of the 374th mission. These personnel were returned to Naha upon the announcement of inactivation of the 374th and began preparing the aircraft for return to the AF Reserves and the National Guard.

Appendix II, 374th Organizational Maintenance Squadron History, 1 Oct-31 Dec 1970:

[No mention of deployments to the wing’s forward operating base in Vietnam.]