

Please type or use pen to provide the requested information. This data will be used for the Ranch Hand History Project and then placed in the Archives at Texas A&M. It is your information. If you wish to restrict any part of this material, please indicate so.

I hereby authorize the scholarly use of the following information, except as indicated.

[10 Nov 1981] (Postmark)

Name (last) WILHOUGTHBY first DAVID middle JACOB signature David J. Wilhoughby date _____

Specific Information

Please answer the following questions in the spaces provided. Be specific.

1. Ranch Hand service: From 10 Mar 1968 to 2 Mar 1969. Where? BIEN HOA / DANANG
C-123 AIRCREW BUCKBURN FLD 12 Nov 67 - 13 Jan 1968
2. RH/C-123 training: Where/when? VC 123 SPRAY LAOS AFB 30 Jan 68 - 12 Feb 68
3. Rank while in RH? LT Col Present/retired rank? Colonel Retired 1976
Pilot - 1000+ IP
4. Duty(s) while in Ranch? "D" SHT CDR dates? 10 Mar 68 - 15 Jun 68
Abot 044 Maint Staff Officer 15 Jun 68 - 29 Feb 69
5. Other Vietnam service? Where/when? NONE
6. If aircrew member:
 - a. Number of missions: RH 355 Other (specify) 76 - Protect
 - b. Combat flying hours: RH 508.2 Other (specify) 70.3 - Protect

Narrative Information

On a separate sheet(s) of paper, please answer the following questions with as much detail as possible. Write too much, rather than too little. Use names and dates, if possible. If you want a name "blacked out" before this goes in the archives, just circle the name. On the sheets, indicate the number of the question you are answering, and put your last name and the form number in the upper right-hand corner of each sheet.

7. Special missions/operations participated in? (name, when, where, what, who else)
8. Decorations? (If Purple Heart, DFC, or above, give date and details of the act. If you have a copy of the narrative justifying the medal, please attach a copy.)
9. Were you present during an attack against the base, Ranch site, or quarters? Explain.
10. Were you present when a Ranch aircraft was shot down or crashed? Give all details.
11. Were you present when a Ranch crew member was killed or wounded? Give as much data as possible, even if you didn't directly observe it or are not sure of date or names.
12. Did you ever see or repair unusual battle damage (more than routine skin holes)?
13. Did you ever help plan RH missions? If so, what was the procedure?
14. How did you get into the Ranch? What did you know about the mission beforehand?
15. What were you told about the chemicals used? In Vietnam? Before Vietnam?
16. Other than something already discussed (or going home), what is your happiest memory of the Ranch (or Vietnam)? What is your unhappiest (saddest)?
17. What unusual, odd-ball, weird, funny, etc., thing happened to you in VN or training?
18. Same as question 17, but you saw it happen to another person(s).
19. What were your quarters like? Your routine day? Your parties? Anything else?
20. We know that the Ranch was unique. What should I tell the reader that will help him understand why this was a special outfit of special people? What or who should I not talk about?

Other data: Do you have any good pictures (especially of RH members), any journals, notes, diaries, letters, briefing notes, maps, etc., that I could copy? If so, DO NOT SEND THEM with this form. Repeat... DO NOT SEND THEM!!!! Describe the items on a separate piece of paper, with your name and form number on it. I will write and give you instructions on when to send them, or how to get them copied, at a later date. All materials will be protected and returned to you!!! Thank you for your help and time.

Please return this form and the narrative sheets in the enclosed envelope to Texas A&M.

WILHOUGHBY

Form 7861

7. FLEW DEPUTY TAN IN THE OUT COUNTRY ROAD TRAILER MISSION ON 17 OCTOBER 1968. MISSION CONSISTED OF 6 BOMBERKERS PLUS 1 MARINER SPRUCE (UO-123C), 1 FAC (COVEY) AND SIX A-1 FIGHTERS (SPAD) FOR HARVEY'S EXPRESSION. WE TOOK HARVEY AROUND FDO DOME WHICH 5 BOMBERKERS STUCKED WERE HIT, ONE BOMBERKER HIT IN BUNKER LOCATED ON THE SIDE OF RIVER BUT CANCELLED THE MISSION.

8. AWARDS RECEIVED DURING THIS TOUR WERE: DFC W/10C; AIRMED W/120HC; PRESIDENTIAL UNIT CITATION W/10C; RVN GALLANTRY CROSS W/PLATE (VNU) AND 4 BATTLE STARS. BOTH DFC'S AND TWO AIRMEDS WERE FOR SPECIAL MISSIONS. ONE DFC WAS FOR A MISSION ON 2 JULY 1968 NEAR CP MAR IN IV CORPS. I WAS LEADING A 6 SHIP AREA MISSION IN WHICH WE RECEIVED HARVEY'S HARVEY FIRE. THE FORMATION TOOK 29 1425 WHICH WAS THE SECOND HIGHEST IN PLANE HISTORY. THE SECOND DFC WAS FOR A MISSION ON 22 JULY 1968 NEAR TAN AN IN IV CORPS. I WAS DEPUTY TAN IN #2. WE GOT HIT JUST BEFORE "SPAD OFF", HAD A MOMENTARY FIRE AND THE PLANE FILLED WITH SMOKE. WE WENT "PIGGY BACK", DUMPED AND CIRCLED THE RIVER.

①

WILHELMSBY

Form 7861

9. Based on my DIARY, I was present during 20 rocket/mortar attacks at Biar Hot on 8 April 1968 at Da Nang. These occurred during the periods 7 Apr - 29 May 68; 22 May - 5 Oct 68 and Feb 69. Most many 14000 13000 more which weren't in the DIARY. The most significant at these were:

a. 7 Apr 68 - Project 140F two shootdowns, the NCO club and a Bunker in the Quang Cam compound. There were some casualties. However NO fatalities or deaths were 140T.

b. 5 May 68 - Rockets hit the Da Nang Ramp as crews were bombing accret. 3 aircraft were hit with shrapnel and the 315th with D/m who was unable to fly a mission with wood.

c. ²² ~~22~~ May 68 - During one rocket/mortar attack the VNAF bomb dump on the North side of Biar Hot blew up. It was estimated that there were 800-1000 750th bombs involved. The blast blew open doors up in our hangar and put shrapnel in the Quang Cam aircraft ramp area approximately 2 miles from the B/H. During a second attack, four rounds hit between the runways just as we parked a 3 ship formation onto the runway for take off.

d. 30 May 68 - A large napalm strike had went up on the North side of Biar Hot but did not affect the runway area.

(W/locally)

Form 7861

E. 23 Feb 69 - One of the heaviest Rocket/mortar strikes at the base since 5/68 at Bien Hoa. The attack lasted about 4 hours and left an estimated 300 rounds. There were no hits in the Ranch Area but 1-F100 - 1-410 several vehicles and buildings were damaged in the 3rd REC HQ area.

F. 26 Feb 69 - At least near "The 24th Battle of Bien Hoa" Oregon. An estimated enemy force of two battalions hit ~~the~~ ~~area~~ ~~out~~ in just east of Bien Hoa. Friendly forces included the US 11th Cavalry, RVN marines, Ranger and cavalry units. Air support units initially provided by US Army Cobras and shucks. At about 1500 hours TAC MR strike started with ~~F-4~~ U.S F-100s and F-4s and VNAF A-1s. At dark the gunships took over. The 3rd REC ~~REC~~ WING, Da Nang Battalion and 28 REC gave enemy losses of 141 killed and 50 captured.

G. On 24 May 68, I was flying lead in a 3 ship BRAVO mission escorted by two A-37 fighters (RAP). During descent to target, just before spray on, RAP 2 crashed and burned. At about the same time the ALFA mission was on the west coast in IV Corps. They took ground fire and as they pulled up at the end of the aircraft road over and crashed in the water. All three crew were lost (Rucker, Gurnee and Schmidt). I was not on that mission.

WILLOWBROOK
Room 7861

11. on 16 Jun 68, I was in #4 on a 6 ship team suppression mission on the Sông Rô. The fighters had laid smoke on our right side which darted into us. As we came through the smoke we encountered B-57s. We took one shot and #5 got sever hits mostly in the cockpit area. It did ricochet with shrapnel no one AK-47 slug hit the cockpit (Jack Garry) in the throat. Luckily we had the New Ranch Hand FLAK jackets with the wide collar and the shrapnel was stopped by the collar so his injury was more like a minor blow. (The shrapnel was found imbedded in the collar at the hospital). He and the pilot (Dick Day) received some facial cuts from flying glass.

12. In addition to flying a normal attack tour, I had the additional duty of staff maintenance officer for 8 months during a period of high soaring rates and bombing accuracy. I saw a lot at B-57s. Other than the routine AK-47 skin holes which remained only a semi patch. This damage consisted of:

- Flight R-2 engine control cable severed by hydraulic lines ruptured.
- Front engine on intake/exhaust tubes powdered.
- One shrapnel went into a prop hub and hoisted up the blade so the prop could not be forward, luckily it was at 10° initial

WILLOWS 1974

FEB 1974

d. Several fuel cells were punctured by 30 mm 50 cal shgs
but thanks to the self sealing tanks, the aircraft recovered
airworthy.

e. On at least 3 occasions, 1475 in the cockpit had
lost windshields, radio and cockpit armor panels before the
pilot was ejection.

f. On two out country missions 37 mm and 14.5 mm ZPU fire
crossed from the SW. Damage to the wing and engine tract.

g. On one mission two 100 mm M-113s one of in the nose of
the aircraft. The last American Bell came was severed by the
A10s and went to the pull up position. It took Fuel Power on
the left engines, 104 on the right no Fuel American by both
pilots got control the M-113 to land where it broke
hose on landing due to broken damage. This M-113 was
out 25 days for repair.

13. I was not involved in mission planning except as lead pilot
for uneventful mission flights.

14. While in Europe assigned to the AF section USMILTFP, I planned
missions to the 309th ACS in Viet Nam with C-123 transport teams
AT short notice. Due to the fast current increase in the 6000

6/11/1981 May
Form 7861

at the March 1970 operation, a second mission for spring
operations was planned at Manley AB. Several sources indicate
my self was selected from the Strategic class to lead no
missions. We were briefed on the April mission and was
to hangup upon completion of the first mission.

15. I was sent, both in March and in Viet Nam that the
chemicals were a basic commercial herbicide and what the
differences was between orange, white and blue. I have used
2-4-D and 2-45-T commercial preparations before and after Viet Nam.
I also know about malathion (insecticide) from百姓 in
the POW zone.

16. My happiest memories of the March and the last flight,
interceptor missions and was with SICRAT Hotel fighter loops
and F-4Cs. My unhappiest memories are of ridiculous higher
headquarters decisions which provided us standards for armament
priorities (until April 68), pushed aside communication problems and
tried to run the administrative (paperwork) and inspection systems
in a combat zone as if we were in the states.

17 and 18 Nothing noteworthy

Our parties were at three basic types (1) ordinary parties were the most frequent. The individual(s) whose aircraft were hit by enemy fire for the first time (hence their "cherry") were obstructed to buy champagne for the punch. We also sent a few visitors who but no buy also included a Mrs. Gibson, a UPI reporter (2) Formal?? parties where the occasion called for a certain proposal such as a Firewall to a companion or an anniversary etc. If it was really formal we used Purple Flight suits or someth. (3) Impromptu parties either at the O Club, in a room or at a flight squadron "Hospitality Room". Usually, any reason was needed for this type. Parties generally centered on beer mats; scratch punch songs such as "Who's the last to the Rock Hounds know"; TUNES "TO THE RAVEN"! to Joyce Kilmer and to Hem; SLOWING; DRUNKS; SICKNESS; DRUNKS ETC ETC. Once in awhile there were feed at parties especially if it was a "drinking" one.

CONFIDENTIAL

Form 7861

At Base 1011, the first summer I was in Hootches
in the west camp was what was been built by the French.
2 or 3 of the other Hootches that been build out west
prior to my arrival so things were pretty crowded initially.
As some other units moved to new quarters on the base
side of the base we got additional Hootches and were able
to spread out and by self help (skill and initiative) got
them pretty well fixed up including air conditioners. There was
a few porta camps for senior officers the last about
6 months I got out of base. They were like a 24' trailer
with one man in each end, air conditioners and very
poor furniture. At O.A.N.A. Air crews were in 2 two
story concrete buildings with two man per room.

A routine day was to get up about 0300-0400, have
breakfast in the mess hall and go to Bunker. Take off
at about 0500-0600 depending on the distance to target, missions
averaged about 1 1/2 hours, upon return to base, the
aircraft were serviced and crews briefed for the second
mission and off again. Normally we were finished by noon.
If we had an additional duty, that took up the afternoon, if
not, later we would, shooting the bull or a nap was in order.
Depends on crew and aircraft availability we would fly two (2)

Days with the Three Days off however sometimes we work 16, as
long as six days before a day off. If we have a party
(we have lots of fun) it would start about 1700-1800 and finish
about 2100. There was no train into town as Pier 1801
was off limits so the bus to town was unsafe to be in.
We were authorized on R + R at about mid day.

Parties were of three basic types (1) Cherry parties were
the most popular. Individuals whose names were hit by
enemy fire for the first time were obliged by tradition
to buy Champagne for the rest. (2) Formal 3rd parties
were for a special occasion such as retirement to a
Colonel or an anniversary. If it was really formal
we wore the purple flight suit with scarf. (3)
Impromptu parties were held at the 'C' club, in a hotel
or at a friend's outdoor "Recreational Room". Many
reasons were needed for this type party.

20. I believe the Rance was unique for several reasons:

1. It was the first time in military history that a major
assault had been made against modern nations in order to deny
enemy ground forces concealment from naval forces.

B. The mission entailed flying unarmed aircraft in formation at 100' at 120 kts over enemy terrain. The Rock B-57s 3000 hrs on 22 Feb 68. At 1000 hrs when 1665 hrs and 1825 hrs over 3200 hrs.

C. Our mission experience (AC, Service no flight hours) probably had the highest morale at any point in Viet Nam. Some of our crew members were flying on their third war. Crews were highly regarded by FACs and fighter pilots who flew our missions. They constantly expressed pride in the rockets and precisionism.

D. At a time when young people in the Corps were resistant to burnout, drain, drain and the American they our youth maintained people were bettering themselves and working their tails off. Seven days a week under very poor living and working conditions I cannot find words to adequately express my pride and admiration for all the NCOs and Airmen in the Southern during my tour.

E. All of these factors resulted in a squadron of high Esprit de Corps.

WILLOUGHBY

Form 2861

28. The following items cover subjects not included in your questions but should be considered as part of the RANCE HISTORY. You may or may not receive this information during your other research.

ot. I'll provide my own TAC history as a representative example of pilots in the RANCH during my tour. I was in the USMC in ECOMAR where I RECEIVED ORDERS (2 Jun 67) TO THE 309th ACS IN VIETNAM with COMUS TRAINING IN ROUTE. I attended the USAF SURVIVAL COURSE AT FORT RICHARD AFB IN NOV 67 AND C-123 AIRCRAFT TRAINING AT HUE HOA KHANH AFB FOR TWO MONTHS (1 NOV 67 - 13 JAN 68). Upon completion of survival training, I was sent to Langley AFB for 3 weeks of spruce training (6000 ft plus mass 15 hours). I departed TRAIN ACS 1 MAR 68 for CHARLE AFB where I attended the PACAF Spruce Survival School (4-8 MAR 68) and got TO YEN BON NHUT, VN ON 10 MAR 68. There were 9 RAND 1500s and 15 PACs in our group and we had a lot of trouble flying out when to get to BIAO 140A (only 35 miles). TET 68 was still under way and the RANCH was in TAC "E" HUE HOA KHANH. Finally found a RAND 140A which was to haul a TAC control team to the special forces bases at SONG BE. The 2nd of us (IN SUNFANS) piled our bags with our baggage and flew it out COMBAT mission. Both of us got to our unit, SONG BE

was under heavy pressure so we got to see the
targets we took at startouts - i.e. high speed approach,
short takeoff and combat off-road (open the ramp -
close the engine no let the tank roll out) we got
to Biau not just after dark.

Recent policy was to send Ward Aircrews to Phu Rieng
to fly attack missions with the 315 Wing the 14 Country and
Airfield Familiarizations. Nine of us went there on 11 Mar
for 18 days TDY. During 14 days at Fly Int, I got 70 hours on
76 sorties and took at 27 different Fields. Returned to Biau 18 Mar
on 30 Mar to flew my first Ranch mission (SDRDP) on
31 Mar. Flew another mission on 1 Apr 68 to won the
right to buy champagne at my birthday party. Became Phu Rieng
Qualifed as pilot on 21 Apr, became pilot 12 Jun, Flight Test
on 19 Jun and Instructor pilot on 9 Sept 68.

The return to Phu Rieng 16 Mar came with excellent
and I believe we had the highest award money, experience at
any unit in Viet Nam. When I arrived there were 16 Lt Col and
one 1st Lt - the others were Capt and majors. Due to the build up
in strength for the increase in targets we started receiving
some UPT targets in Jun 68. On 15 Oct 68 (I have no record
RPT) we had 111 major missions, 81 others no 30
brought (Flight engineers). The officers consisted of 11 Lt Col,
39 majors, 20 Capt no 11, 16 with ages 24 to 52. The
Flight Engineers consisted of 1 - 1/95, 23 - 6/95, 5 - 5/95 and 13

b. Upon my arrival in VNAF on 10 March 68, the ENEMY's TET 68. offensives were still going on. Convalescent fighter units were down in the areas S. of Da Nang. And B-57s that were down because regular pocket had taken down. The 12th Air Commando Squadron (CRAVEN 4102) was flight UC-123B aircraft and was authorized (V/E) twelve aircraft AD into B-57 at B-57 170.1 with a detachment at DA NANG. Operations and maintenance were located in the VNAF hangar on the west ramp. The supply room and dorms were in the old French compound south of the ramp. 2 or 3 officers who had been buried out by rocket attack and housing was very tight. At that time there were 1400 B-57s. No attempt to provide solid B-57 protection and the bunkers were manned and worked not with teams & direct hit. The old RONIN and CAV SIAN at "COWBOY" and B-57s changed to "HARDEE"

c. ORGANIZATION - The 12th ACS was organizationally assigned to the 315th Air Commando Wing which was located at Phuoc Rach with three separate squadrons. Operational control directly under 7th Air Force (TAC) and all supply missions (1606) directed by KRAM. Under this office, the squadrons were a TENTANT at B-57 170A under the 3rd TAC FTR wing which had 3 squadrons of F-100s and 1 squad of A-37 fighters (14)

This allowed excellent coordination and support for missions in III and IV Corps as the 34 TFW normally provided fighter support and escort missions. PRO missions became full B-57G support including flight level maintenance was provided by the 34 TFW. The 2D wing which had ~~been~~ ^{been} assigned PRO mission brackets when fighter support was provided by their F-4E aircraft and crews were rotated day to day with all inspections and heavy maintenance performed at Bearcat. The Squadron Commanders were administrative, operations and maintenance sections. Upon my arrival, Lt Col Donald S Stewart was the Commander, Lt Col Charles Avery was the operations officer and Lt Col Bert Kellogg was the maintenance staff officer (this was an additional duty for a senior officer (pilot) with maintenance experience). In August these people were replaced by Lt Col Arthur F McDonald, CDR, Lt Col William H Wildman, OPS, as Lt Col Davis L Willow Bay. Departures in December 1968 Lt Col Renshaw became CDR, Lt Col Dave Stoeckel, OPS, and Lt Col McDonald became CO. Lt Col Avery became the 315th special operations wing liaison with the 3d Special Operations Squadron the 12th ACS. Became 12th SOS.

D. Operational Tactics and Procedures - Missions were directed by 7th AF (TAC) three flights each which specified the Target, Times, Forward Air Controller (FAC), Fighter support and whether Fighter escort or Heavy suppressed. Escort missions generally was two fighters which would maneuver places with us on the run down our side. No ordnance was used unless we took ground fire and the FAC with us to locate and mark the Target. On Heavy suppressed missions, the fighters dropped ordnance just ahead of the B-57 Formation. On a few occasions we had a PAF strike last 20-30 minutes around. These missions used 4 to 6 fighters and on at least one occasion with 10 fighters and 2 FACs. Initially the suppressed procedure was to beat sides down one side and PAF-2 down the other side. However after 3 or 4 incidents when the smoke screen was terminated, the fighters then had PAF-2 down both sides. Later on when we flew one especially hot target, the fighters would drop 750# bombs with fuse grenades 30 seconds in front of the formation in addition to laying CBW-2. Reconnaissance missions normally used a program of flights

targets (ALFA and CHARLIE missions) From B1000 1001 through
in March 1964 we started using 9 ship formations or some
targets. For mountain and crop targets we used 3 aircraft,
(BRAVO and DELTA missions from B1000 to 1001 to 1002
missions from D to NANG), initially all flights remained
to Hanoi B1000. For return round between missions. In mid
1968 we established 1000/1000 and fuel storage capabilities
at NHA TRANG and PHU CAT so we could run round for
long missions into Northern III Corps to Southern II Corps.

E. Equipment and problems - At the beginning of my tour
we were flying the UC-123B which had been in use for many
years with a U/E configuration of either 12 or 16 passengers. In May 1968
we started converting to the UC-123C with an authorization
of 25 aircraft. The modifications from B to C were done
in the CONUS with the aircraft forward back and forth
by CONUS flying crews (due to the great cruising speed
of the aircraft it required 60-80 hours flying time one-way)
The conversion maintenance work level was very high. Because
in addition to flying combat missions, the aircraft had to
be prepared for the flying flights, for B models planned to
CONUS we had to remove the starboard system to make place
to install the flaps and oxygen systems (which was built out
for years). In total we had pyrotechnics and packages full on out
(12)

Wilkoway

Report 7861

THREE AND ONE-HALF COMMUNICATE EQUIPMENT WAS OPERATIONAL.

UPON ARRIVAL AT THE IC MOBILE, THREE SYSTEMS WERE PLACED
AS THE SPRAY SYSTEM WAS DOWN. SINCE WE WERE INCREASING

THE NUMBER OF TANKERS ALSO, THERE WAS A SHORTAGE
OF SPRAY SYSTEMS AT TIMES AS WE WERE 14 TO 20 HOURLY

FIRE-DEPARTMENT AND INDIVIDUAL TANKER SPRAY SYSTEMS. IN ADDITION

TO THE BASIC MODIFICATIONS TO THE K MODEL, CERTAIN
OTHER MODIFICATIONS (T-60) WERE PERFORMED AND CONDUCTED AT
PHAR ROWG AND AN IRAN (INSPECT AND REPAIR AS NECESSARY)
PROGRAM WAS ESTABLISHED. 14 TANKERS.

THE K MODEL PROVIDED TWO J-85 POD MOUNTED JET
ENGINES, AN IMPROVED ANTI-SIGHT BRIDGE SYSTEM, A HARSH
WINDSHIELD WHICH PROVIDED IMPROVED RESISTANCE TO AIR STRIKE AND
A DUSTED UP NOSE HORN AND GUN. THE JET ENGINES PROVIDED
A TERRIFIC IMPROVEMENT IN SAFETY BECAUSE THE B MODEL, WITH
11,000^{LB} OF TERRICING ON THURS, WAS 1000^{LB} OVER GROSS WEIGHT

FOR SINKING TANKERS FASTER (IT TOOK 2 MINUTES TO DUMP). ALSO

THE AIRCRAFT COULD NOT MANEUVER AND TURN AT THIS WEIGHT IF
THE ENGINES WERE BEST AND COULD NOT BE CONTROLLED. WE SPENT AT

LEAST 4 HOURS DURING MY TOUR BY ITSELF.

OTHER MODIFICATIONS INCLUDED A CHARGE TO USE FUEL INSTEAD

FOR THE PUMP INSTEAD OF THE INOPERABLE OIL SUPPLY, INSTEAD OF

updated UHF as 1st systems, addition of IR for PROD
and insulation propeller reverse rates.

The first K model arrived in May 68. as the first K mission
(3 ship) was planned on 20 Jun 68. on K missions we used the
rate for take off no climb, may were shut down for climb
to target, start no set at 6000 for the target run, 10000 no
more power for acceleration no climb out at target was shut
down for return to base. the full operating at the jet
was demonstrated early one morning when an aircraft flew
a loop on take off as became at Cooper Courtney, B-57
Reops were postponed. the crew got the aircraft down
the first was made safely on take off! we had most
of our K models by the end of October 1968 although we
didn't see our first B model back until 3 Jun 69. it had
B6 used as the "bug bird". during the conversion, maintenance
was held at 3 RIN: DIAUS. as at one time we
had 33 aircraft on hand. didn't get to full maintenance
powered strength until Aug 68.

A special aircraft 172 becomes the famous "PATOK" (362)
it was never printed as what it was used with B6 used
as the "bug bird" because at first it had K modification
in mid 1968 as B6000 as my information is the only C-123
to fly around the world. it went west and flew spray
missions in IBA and AFGHANISTAN. it had 547 hrs (9)

what it lost and we got it back to a "K" on 21 Oct 1968. It was 9nd Silver (There was 2nd & 8th to 1000 hrs from B-57s patrol). We used her again as a Bug Bird. I flew her to IRW in Taiwan on 23 Dec 68 and she returned on 1 Feb 69. I understand she was put in the AF museum some time this year.

F. Facilities - Operations and maintenance facilities were assure and in some cases modified for combat operations. These facilities were located on the west ~~end~~ of the West Ramp at Bldg 1104 Air Base. The remainder of the ramp was used by the Aerial Port for cargo and passenger movement and Division Headquarters. There were no sheltered locations on Bldg 1104. Aircraft received shrapnel damage during rocket attacks on several occasions. On 5 January 68, Rockets hit the ramp as crews were boarding aircraft for a mission. (The 315 wing Dm, who was sent on a mission, was hit in the shoulder) Operations, personnel supply and the administrative offices were located in Bldgs 1104 and 1105. Initially we had use of the hangar for aircraft maintenance, however, in May 68 we lost part plus 40 rooms to a fire. The damaged building had sufficient electrical power for the hangar was provided by a VNG.

generator which was often out of service. On 26 Jun 68 we had to redo the concrete pierce plow to make room for a VNAC C-119 unit which moved in. On periodic inspections Doc was located on the north edge of the base. Next to the runway. The only electrical power was from aircraft start units and A-1 lighter units (batteries powered equipment). All tactical unit of the base was required to provide the security police some of these A-1 lighter units. At times we had to complete periodic inspections and other maintenance work by Flash light. Equipment to supply was kept in several GENEY containers, a trailer and one small sunset hut. It was necessary to do this from about 15 F-4 refueling stations located just off the west edge of the base and connected to ground with a pipe and pump system. RVN soldiers kept the refuelers filled from 55 gal drums. This was a continuous action since we normally used 18,000 gallons a day on about 360 flights. Maintenance of the system was difficult since parts were hard to obtain. There are 3 pipes to refuel 4 aircraft at a time.

INITIALLY there was only one runway at Bien Hoa which caused considerable delay on recovery and take off for the second mission about 1 July 68. A second runway with a paved which helped considerably.

Without ADV

Form 2861

The Base master plan for Bear Hora called for all USAF operations
to be on the ~~west~~ ^{EAST} side of the field with the VNAF ~~over~~
the ~~west~~ ^{EAST} side. This involved a new fuel post RAMP
by Tuananh Factory at the ~~extreme~~ ^{EAST} end of the field as
the RAMP was at about mid field. I started working on
the project in July 68 and although we knew what type
factory we needed, it took a lot of coordination, requiring
the selling down machines were T-6, B-57, 315th Wing and 7th PAF
plus. On 26 Sept 68 I made a list of all planes I was drawn
to the PAF Design Conference in SAIGON AFROE / DICC. The planes
called for an Operators Building, a maintenance building, a garage
RAMP with RAMPERS for 25 AIRCRAFT, probe inspection
and other 100000 square. It also called for an Engineering
Supportable Aerobics Service System - work started in
late 1968 no operations moved over their walls in Jan 69.
When I left on 2 May 69, some work had been done on
the ramp but we were still in a split operation. I don't
know if the factory was ever completed or not. I understand
the PAF moved to Phu RAMP sometime in 69-70.
Factories for the Damnhuat at DA NANG were fairly bad.
They were located at the North end of the air force RAMP.
Recent work in RAMPING and adjacent buildings were ~~fairly~~ ^{good}

For the Dardanel Command, operators are instructed. Initially we kept 4 aircraft ^{more} with aircraft on cranes rotated, on 2 July, 68 we put 7 aircraft there with maintenance personnel and Aircrews PEG. During the remainder of my tour we operated 7 to 12 aircraft depending on weather and mission requirements.

21. No source of data provided Korean consists of my Daily Diary (abbreviated) orders, Form 5, crew reports and articles from incoming magazines, news papers and Army bulletins. I have some photos mostly Black + white some of which I took my other official AF 8x10 prints.

ORIGINAL
PAGINATION
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77 Flew deputy lead in an out country road target mission on 17 October 1968. Mission consisted of 6 Ranch Hands plus 1 airborne spare (UC-123K), 1 FAC (Covey) and six A-1 Fighters (Spad) for heavy suppression. We took heavy ground fire during which 5 Ranch Hand aircraft were hit. One aircraft had an engine knocked out at start of run but continued the mission.

8. Awards received during this tour were: DFC w/1 olc; Air Medal w/ 12olc; Presidential Unit Citation w/1 olc; RVN Gallantry Cross w palm (unit) and 4 battle stars. Both DFCs and two air medals were for specific missions. One DFC was for a mission on 2 July 1968 near Ca Mau in IV Corps. I was leading a 6 ship Alpha mission in which we received heavy ground fire. The formation took 29 hits which was the second highest in Ranch History. The second DFC was for a mission on 22 July 1968 near Tan An in IV Corps. I was deputy lead in #2. We got hit just before "spray on", had a momentary fire and the aircraft filled with smoke. We went "piggy back", dumped and completed the run.

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9. Based on my diary, I was present during 20 rocket/mortar attacks at Bien Hoa and 8 at Da Nang. These occurred during the periods 7 Apr-29 May 68; 22 Aug-5 Dec 68 and Feb 69. There may have been more which weren't in the diary. The most significant of these were:

a. 7 Apr 68 - Rockets hit two hootches, the NCO club and a bunker in the quarters compound. There were some casualties, however, no Ranch Hands or quarters were hit.

b. 5 May 68 - Rockets hit the Ranch Ramp as crews were boarding aircraft. 3 aircraft were hit with shrapnel and the 315th Wing DM who was visiting to fly a mission was wounded.

c. 22 Aug 68 - During one rocket/mortar attack, the VNAF bomb dump on the north side of Bien Hoa blew up. It was estimated that there were 800-1000 750# bombs involved. The blast blew doors open in our hanger and put shrapnel in the quarters and aircraft ramp areas approximately 2 miles from the blast. During a second attack, four rounds hit between the runways just as we pulled a 3 ship formation onto the runway for take off.

d. 30 Aug 68 - A large napalm storage area went upon the north side of Bien Hoa but did not affect the Ranch area.

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e. 23 Feb 69 - One of the heaviest rocket/mortor attacks hit the east side of Bien Hoa. The attack lasted about 4 hours with an estimated 300 rounds. There were no hits in the Ranch area but 1 F-100 - 1 U1D, several vehicles and buildings were damaged in the 3rd TAC FTR Wg area.

f. 26 Feb 69 - At about noon "the 24 hr Battle of Bien Hoa" began. An estimated enemy force of two battalions had dug in just east of Bien Hoa. Friendly forces included the US 11th Cavalry, RVN Marine, Ranger, and Cavalry units. Air support initially provided by US Army Cobras and Slicks. At about 1500 hours TAC air strikes started with US F-100s and F-4s and VNAF A-1s. At dark the gunships took over. The 3rd Tac Ftr Wing Daily Bulletin dtd 28 Feb gave enemy losses at 141 killed and 50 captured.

10. On 24 May 68, I was flying lead in a 3 ship Hades bravo mission escorted by two A-37 Fighters (RAP). During descent to target, just before spray on, Rap 2 crashed and burned. At about the same time, the Alpha mission was on the west coast in IV Corps. They took ground fire and as they pulled up at the end one aircraft rolled over and crashed in the water. All three crew were lost (Rucker, Shanks and Schmidt). I was not on that mission.

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11. On 16 Jun 68, I was in #4 on a 6 ship heavy suppression mission on the Saigon River. The fighters had laid smoke on our right side which drifted into us. As we came through the smoke we encountered ground fire. We took one hit and #5 got seven hits, mostly in the cockpit area. Their windshield was shattered and one AK-47 slug hit the copilot (Jack Goury (?)) in the throat. Luckily we had the new Ranch Hand flak jackets with the wide collar and the slug was stopped by the collar so his injury was more like a hard blow. (The slug was found imbedded in the collar at the hospital). He and the pilot (Dick Shay) received some facial cuts from flying glass.

12. In addition to flying a normal aircrew tour, I had the additional

duty of staff maintenance officer for 5 months during a period of high sorties rates and enemy activity. I saw a lot of battle damage other than the routine AK-47 skin holes which required only a scab patch. This damage consisted of:

- a. Flight and engine control cable severed and hydraulic lines ruptured.
- b. Engine cylinders and intake//exhaust tubes penetrated.
- c. one slug went into a prop dome and locked up the gears so the prop could not be feathered. Luckily it was a K model.
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5 d. Several fuel cells were punctured by 30 and 50 cal. slugs but thanks to self sealing tanks, the aircraft recovered safely.
- e. On at least 3 occasions, hits in the cockpit area got windshields, radios and circuit breaker panels behind the pilot and copilot.
- f. On two out country missions 37 mm and 14.5 mm ZPU (?) fire caused spar and skin damage to the wing and empennage areas.
- g. On one mission lead took 18 hits in the nose of the aircraft. The left aileron bell crank was severed and the aileron went to the full up position. It took full power on the left engine, idle on the right and full aileron by both pilots to control the aircraft to landing where it ground looped on landing due to brake damage. This aircraft was out 25 days for repair.

13. I was not involved in mission planning except as lead pilot for individual mission tactics.

14. While in Ecuador assigned to the AF (?) USMILGP, I received orders to the 309th ACS in Viet Nam with C-123 aircraft training at Hurlbert. Due to the forth coming increase in the size of the Ranch Hand operation, a second location for spray training was started at Langley AFB. Several students including myself were selected from the airlift

class and asked to volunteer. We were briefed on the Ranch mission and went to Langley upon completion of airlift training.

15. I was told, both in training and in Viet Nam that the chemicals were a basic commercial herbicide and what the difference was between Orange, white, and blue. I have used 2-4-D and 2-4-5-T commerical preparations before and after Vietnam. I also know about malithon (insecticide) from briefings in the Canal Zone.

16. My happiest memories of the Ranch are the good flying. interesting missions, and working with Sierra Hotel Fighter Jocks and FACs. My unappiest memories are of rediculous higher headquarters directives which prevented using sandbags for quarters protection (until April 68), pushed base beautification projects and tried to run the administrative (paperwork) and inspection systems in a combat zone as if we were in the states.

17 and 18 nothing noteworthy

19. Our quarters were in the west compound of Bien Hoa which had been built by the French. The Hootchs were single story with wood roof over hangs with the upper half screened. Toilet facilities were in a separate building. After a while we got some of them pretty well fixed up through self help (skill and cunning) and some had airconditioning. After about 6 months, I got to move into a portacamper which was about (like?) a 24' trailer with one man in each end. They were airconditioned and very comfortable.

A routine day was to get up about 0300, eat breakfast at the mess hall and go to briefing about 0400. Takeoff would be about 0500-0600 depending on the distance to the target. Missions were about $1\frac{1}{2}$ hours. Some as short as 1 hr, others as long as 3 hours. Upon return to base, the aircraft would be serviced, crews briefed for second mission and off again. Normally we would finish about noon. If we had an additional duty, that took up the afternoon. If not napping, letter writing or shooting the bull was in order. If we had a party (and we had lots of them) they would start about 5 or 6 pm and finish about 9 pm. There was

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no going into town as Bien Hoa was unsafe to be in. I went to Saigon once by jeep on business. We were armed and had a guard with us. I went into Bien Hoa once when the squadron visited a girls school we were sponsering. We were authorized a two week R & R at the midpoint of the tour. Our parties were of three basic types (1) cherry parties were the most frequent. The individual(s) whose aircraft were hit by enemy fire for the first time (lost their "cherry") were obliged to buy champagne for the Ranch. We had quite a few visitors who got to buy also including a Mrs. Gibson, a UPI reporter. (2) Formal?? parties where the squadron chipped in for a common purpose such as a farewell to a commander or an anniversery, etc. If it was really formal we wore purple flight suits and scarves. (3) Imprompto parties given at the O club, in a hootch or at a fighter squadron "hospitallity room." Hardly any reason was needed for this type. Parties generally consisted of cocktails, singing Ranch special songs such as "where have all the Ranch Hands gone"; toasts "To the Ranch"! To Joyce Kilmer and to Him; singing; drinks; singing; drinks; etc. etc. Once in awhile there was food at a party especially if it was a "dining in" (had one).

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9 At Bien Hoa, the entire squadron lived in hootches in the west compound which had been built by the French. 2 or 3 of the officer hootches had been burned out just prior to my arrival so things were pretty crowded initially. As some other units moved to new quarters on the east side of the base we got additional hootches and were able to spread out and by self help (skill and cunning) got them pretty well fixed up including airconditioners. There were a few porta campers for senior officers and after about six months I got one of them. They were like a 24' camper with one man in each end, airconditioning and very comfortable. At Da Nang aircrews were in a two story concrete building with two men per room.

10 A routine day was to got up about 0300-0400, have breakfast in the mess hall and go to briefing. Takeoff was about 0500-0600 depending on the distance to target. Missions averaged about $1\frac{1}{2}$ hours. Upon return to base, the aircraft were served and crews briefed for the second mission and off again. Normally we were finished by noon. If we had an additional duty, that took up the afternoon. If not, letter writing, shooting the bull or a nap was in order. Depending on crew and aircraft availability, we would fly two days with the third day off. However, sometimes we would fly as high as six days before a day off. If we had a party

(we had lots of them) it would start about 1700-1800 and finish about 2100. There was no going into town as Bien Hoa was off limits and the entire area was unsafe to be in. We were authorized an R&R at about mid tour.

Parties were of three basic types (1) cherry parties were the most frequent. Individuals whose aircraft were hit by enemy fire for the first time were obligated by tradition to buy champagne for the Ranch. (2) formal?? parties were for a special occasion such as farewell to a commander or an anniversary. If it was really formal we wore the purple flight suit with scarf. (3) impromptu parties were had at the "O" club, in a hootch or at a fighter squadron "hopotitality room." Hardly any reason was needed for this type party.

20. I believe the Ranch was unique for several reasons:

a. It was the first time in military history that a major assault had been made against mother nature in order to deny enemy ground forces concealment from natural terrain.

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b. The mission envolved flying unarmed aircraft in formation at 100' at 120 knots over enemy terrain. The Ranch broke 3,000 hits on 22 July 68 and I believe when I left we had been hit over 3200 times.

c. Our aircrew experience (age, service and flying hours) probably had the highest range of any unit in Viet Nam. Some of our crewmembers were flying in their third war. Crews were highly respected by FACs and fighter pilots who flew our missions. They constantly expressed praise for the Ranch guts and professionalism.

d. At a time when young people in the CONUS were rioting and burning their draft cards and the American flag, our young maintenance people were behaving themselves and working their tails off seven days a week under very poor living and working conditions. I cannot find words to adequately express my praise and admiration for all the NCOs and airmen in the squadron during my tour.

e. All these factors resulted in a squadron of high esprit de corps.

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21. The following items cover subjects not included in your questions but should be considered as part of the Ranch history. You may or may not receive this information during your other research.

a. I'll provide my own training history as a representative example of pilots in the Ranch during my tour. I was in the USMILGP in Ecuador when I received orders (7 Jun 67) to the 309th ACS in Vietnam with CONUS training in route. I attended the USAF survival course at Fairchild AFB in Nov 67 and C-123 airlift training at Hurlbert Field for two months (12 Nov-13 Jan 68). Upon completion of airlift training, I went to Langley AFB for three weeks of spray training (good old plum tree island). I departed Travis AFB 1 Mar 68 for Clark AFB where I attended the PACAF Jungle Survival School (4-8 Mar 68) and got to Tan Son Nhut, VN on 10 Mar 68. There were 9 Ranch Hands and 15 FACs in our group and we had a lot of trouble figuring out how to get to Bien Hoa (only 35 miles). TET 68 was still under way and the Ranch was in TAC "E" hauling trash. Finally found a Ranch aircraft which was to haul a TAC control team to the special forces base at Song Be. The 24 of us (in suntans) piled on board with our baggage and flew a hot combat mission before we got to our units. Song Be was under heavy pressure so we got to see the tactics we learned at Hurlbert - i.e., high steep approach, short field landing and combat off-load (open the ramp - goose the engines and let the load roll out). We got to Bien Hoa just after dark.

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Ranch policy was to send new aircrews to Phan Rang to fly airlift missions with the 315 Wing for in-country and airfield familiarization. Nine of us went there on 11 Mar for 15 days TDY. During 14 days of flying, I got 70 hours on 76 sorties and landed at 27 different fields. Returned to Bien Hoa on 30 Mar and flew my first Ranch mission (strap) on 31 Mar. Flew another mission on 1 Apr 68 and won the right to buy champagne at my cherry party. Became theater qualified as pilot on 21 Apr, lead pilot 12 Jun, flight test on 19 Jun and instructor pilot on 9 Sept 68.

The training provided to Ranch Hand crews was excellent and I believe we had the highest overall average experience of any unit in Viet Nam. When I arrived there were 16 Lt Cols and one 1 Lt - the others were Capts and Majors. Due to the buildup in aircrews for the increase in aircraft we started receiving some UPT grads in Jun 68. On 1 Sept 68

(I have an aircrrew roster) we had 111 aircrrew members. 81 officers and 30 enlisted (flight engineers). The officers consisted of 11 Lt Col, 39 majors, 20 captains and 11 lt with ages 24 to 52. The flight engineers consisted of 1 TSgt, 23 S/Sgt, 5 Sgt and 1 A/1C with ages 21 to 41.

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b. Upon my arival in VN on 10 Mar 68, the enemy's TET 68 offensive was still going on. Considerable fighting was going on in and around Saigon and Bien Hoa had been receiving regular rocket and mortor attacks. The 12th Air Commando Squadron (Ranch Hand) was flying UC-123B aircraft and was authorized (U/E) twelve aircraft and was based at Bien Hoa with a detachment at Da Nang. Operations and maintenance were housed in the VNAF hanger on the west ramp. The orderly room and quarters were in the old French compound south of the ramp. 2 or 3 officers hootches had been burned out by rocket attack and housing was very tight. At that time there had been no attempt to provide sand bag protection and the bunkers were marginal and would not withstand a direct hit. The old Ranch Hand call sign of "Cowboy" had been changed to "Hades."

c. Organization - The 12th ACS was organizationally assigned to the 315th Air Commando Wing which was located at Phan Rang with three airlift squadrons. Operational control directly under 7th Air Force (TRCC) and all spray missions were directed by Frag order from that office. The squadron was a tenant unit at Bien Hoa under the 3rd TAC Fighter Wg which had three sqdns of F-100s and 1 Sqdn of A-37 fighters. This allowed excellent coordination and support for missions in III and IV Corps as the 3rd TFW normally provided fighter support and could attend pre-mission briefings. Full base support including field level maintenance was provided by the 3rd TFW. The Da Nang detachment was a tenant of the 366th Tac Ftr Wg which also allowed premission briefings when fighter support was provided by their F-4s aircraft and crews were rotated TDY to Da Nang with all inspections and heavy maintenance preformed ~~at~~ at Bien Hoa.

The squadron consisted of the commander with administrative, operations and maintenance sections. Upon my arrival, LtCol Donald S. Stewart was the commander, LtCol Charles Avery was the operations officer and Lt Col Bert Kellogg was the maintenance staff officer (this

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was an additional duty for a senior officer (pilot) with maintenance experience). In Jun 68 these people were replaced by Lt Col Arthur F. McConnell, Cdr, Lt Col William H. Wildman, Ops, and Lt Col David J. Willoughby, Maintenance. In December 1968 Lt Col Rex Stoner became Cdr, Lt Col Dave Stockton, Ops, and I remained maint until my departure at the end of Feb 69. On 1 Aug 1968 the 315th Air Commando Wing became the 315th Special Operations Wing along with the other squadrons the 12th ACS became the 12th SOS.

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d. Operational tactics and Procedures - Missions were directed by 7th AF (TACC) thru Frag orders which specified the target, times, forward air controller (FAC), fighter support and whether fighter escort or heavy suppression. Escort missions generally had two fighters which made individual passes with us on the run alternating sides. No ordnance was used unless we took ground fire and the FAC was able to locate and mark the target. On heavy suppression missions, the fighters dropped ordnance just ahead of the Ranch formation. On a few occasions, we had a prestrike just a few minutes ahead. These missions used 4 to 6 fighters and on at least one occasion used 10 fighters and 2 FACS. Initially the suppression procedure was to run smoke down one side and CBU-2 down the other side. However, after 3 or 4 incidents where the smoke drifted the wrong way required us to fly thru it (IFR low level formation!) and got hit pretty bad the smoke screen was terminated. The fighters then laid CBU-2 down both sides. Later on when we flew on especially hot targets, the fighters would drop 750# bombs with fuse extenders 30 seconds in front of the formation in addition to laying CBU-2.

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Ranch Hand missions normally used 6 aircraft on flatland targets (alpha and charlie missions) from Bien Hoa. Although in early 1969 we started using 9 ship formations on some targets. For mountain and crop targets we used 3 aircraft (Bravo and Delta missions from Bien Hoa and hotel and India missions from Da Nang). Initially all flights recovered to home base for turn around between missions. In mid 1968 we established herbicide and fuel servicing capabilities at NHA Trang and Phu Cat so we could turn around for long missions into northern III Corps and southern II Corps.

e. Equipment - At the beginning of my tour we were flying the UC-123B which had been in use for many years with a U/E authorization of either 12 or 16 aircraft. In May 1968 we started converting to the UC-123K with an authorization of 25 aircraft. The modification from B to K was done in the CONUS with the aircraft ferried back and forth by CONUS ferry crews (due to the great cruising speed of the aircraft it required 60-80 hours flying time one-way). The squadron maintenance work hours was very high because in addition to flying combat missions, the aircraft had to be prepared for the ferry flights. For B models returned to the CONUS we had to remove the herbicide system and armor plate and install the heaters and oxygen systems (which had been out for years), install wing pylon tanks and fuselage fuel and oil tanks and insure all comm nav equipment was operational. Upon arrival of the K models, these sys systems were removed and the spray system installed. Since we were increasing the number of aircraft also, there was a shortage of spray systems at times and we had to locally fabricate additional armor plate systems. In additon to the basic modification to the K model, certain other modifications (TCTO) were performed in country at Phan Rang and an IRAN (inspect and repair as necessary) program was established in Taiwan.

The K model provided two J-85 pod mounted jet engines, an improved anti-skid brake system, a heavier windshield which provided improved resistance to bird strikes and a beefed up nose landing gear. The jet engines provided a tremendous increase in safety because the B model, with 11,000# of herbicide on board, was 1000# over gross weight for single engine performance (it took two minutes to dump) sic, not true, dump took 30 seconds approximately. Also the aircraft would not maintain altitude at any weight if an engine was lost and could not be feathered. We saved at least 4 aircraft during my tour by having jets.

Other modifications included a change to use engine oil for the prop instead of the independent oil supply, installation of updated UHF and IFF systems, additon of an FM radio and installation propellor reverse lites.

The first K model arrived in May 68 and the first mission (3 ship) was flown on 20 Jun 68. On K missions we used the jets for takeoff and climb, they were shut down for cruise to target, started and set at 60% for the target run, 100% and METO power for acceleration and climb out of target and shut down for return to base. The full capability of the

jets were demonstrated early one morning when an aircraft blew a recip on takeoff and because of cockpit confusion, both props were feathered. The crew got the aircraft around the field and landed safely on jets only! We had most of our K models by the end of October 68 although we didn't send our last B model back until 3 Jan 69. It had been used as the "Bug Bird." During the conversion, maintenance was like a 3 ring circus as at one time we had 33 aircraft on hand. Didn't get to full maintenance personnel strength until 4 Aug 68.

A special interest item concerns the famous "Patches," (362). It was never painted and when I arrived was being used as the "Bug Bird" because of that. It left for K modification in mid 1968 and based on my information is the only C-123 to fly around the world. It went west and flew spray missions in IRAN and Afghanistan. It had 547 hits when it left and we got it back as a "K" on 21 Oct 1968. It was still silver (there was quite a fight to keep her from being painted). We used her again as a Bug Bird. I flew her to IRAN in Taiwan on 23 Dec 68 and she returned on 1 Feb 69. I understood she was put in the AF Museum some time this year.

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20 f. Facilities - Operations and maintenance facilities were astute and in some cases marginal for combat operations. These facilities were located on the west ~~xxxx~~ end of the west ramp at Bien Hoa Air Base. The remainder of the ramp was used by the aerial port for cargo and passenger movement and transiet aircraft. There were no aircraft revetments and Ranch aircraft received shrapnel damage during rocket attacks on several occasions. On 5 May 68 rockets hit the ramp as crews were boarding aircraft for a mission. (The 315 Wing D/M, who was going on a mission, was hit in the shoulder). Operations, personnel equipment, and the maintenance offices were located in rooms in the hanger. Initially we had ~~the~~ use of the hanger for aircraft maintenance, However, in May 68 we lost that plus to [two?] rooms to contract teams modifying A-1 aircraft. Electrical power for the hanger was provided by a VNAF generator which was often out of service. On 26 Jun 68 we had to redo the complete parking plan to make room for a VNAF C-119 unit which moved in. Our periodic maintenance dock was housed on the north edge of the ramp next to the taxiway. The only electrical power was from aircraft starting units and A-1 lighting units (ground powered equipment). All tactical units on the base were required to provide the

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Security Police some of their A-1 lighting units. At times we had to complete periodic inspections and other maintenance work by flashlight. Equipment and supplies were kept in several Conex containers, a trailer and one small quonset hut.

Herbicide servicing was done from about 15 F-6 refueling trailers located just off the west edge of the ramp and connected together with a piping and pumping system. RVN soldiers kept the refuellers filled from 55 gal drums. This was a continuous effort since we normally used 18,000 gallons a day or about 360 barrels. Maintenance of the system was difficult since pumps were hard to obtain. There was space to refuel [reherbicide] 4 aircraft at a time.

Initially there was only one runway at Bien Hoa which caused considerable delay on recovery and take-off for the second mission.

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About 1 July 68 a second runway was opened which helped considerably. 22 The base master plan for Bien Hoa called for all USAF operations to be on the east side of the field with the VNAF using the west side. This involved a new aerial port ramp and terminal facility at the extreme east end of the field and the Ranch Hand at about mid field. I started working on the project in Aug 68 and although we knew what type facility we needed, it took a lot of coordination, arguing and selling during meetings with the base, 315th Wing, and 7th AF plans. On 26 Sept 68 I took a set of plans I had drawn to the (1) design conference in Saigon AFRCE/OICC. The plans called for an operations building, a maintenance building, a parking ramp with revetments for 25 aircraft, periodic inspection and herbicide servicing. It also called for an engineered supportable herbicide servicing system. Work started in Nov 68 and operations moved into their building in Jan 69. When I left on 2 Mar 69, some work had been done on the ramp but we were still in a split operation. I don't know if the facility was ever completed or not. I understand the Ranch moved to Phan Rang sometime in 69 or 70.

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Facilities for the detachment at Da Nang were fairly good. They were located at the north end of the Air Force ramp. Aircraft were in revetments and adjacent buildings were available for the detachment commander, operations and maintenance. Initially we kept 4 aircraft

there with aircraft and crews rotated. On 2 July 68 we put 7 aircraft there with maintenance personnel and aircrews PCS. During the remainder ~~f~~ of my tour we operated 7 to 12 aircraft depending on weather and mission requirements.

21. The source of data provided herein consists of my daily diary (abbreviated) orders, form 5, crew rosters and articles from incountry magazines, newspapers and daily bulletins. I have some photos mostly black and white some of which I took and other official AF 8X10 prints.

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