

Cambodians airlifted From Camp Enari

The Vietnam Airlifter



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834TH AIR DIVISION

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12th Special Operations Sq.

Inactivated Recently

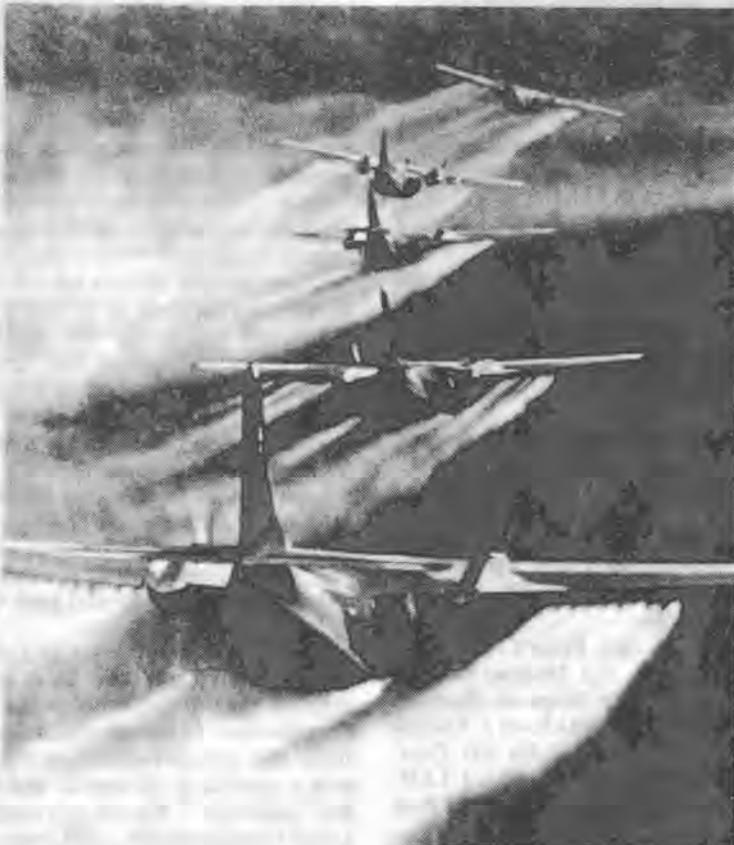
The 12th Special Operations Squadron, which operated from Bien Hoa AB and Da Nang AB, has been one of the units designated to be inactivated as part of the fourth increment redeployment from the Republic of Vietnam (RVN).

This inactivation with resulting cuts in supporting elements will reduce manpower authorizations in RVN by approximately 166 manpower spaces.

Some personnel in the inactivated unit, which is commanded by Lt. Col. Ben V. Walker, will be transferred to other units to complete their Vietnam tours. The remainder will be returned to the U.S. using normal returnee procedures. Elements of this squadron have been flying C-123s in Vietnam since Dec. 19, 1961. During most of this period their main mission has been aerial spraying operations.

During the nine years of service in the Republic of Vietnam, the squadron has been awarded the Presidential Unit Citation, the Air Force Outstanding Unit Award and the Vietnamese Cross of Gallantry with Palm.

12th SOS "Ranchands"



PLEIKU AB - More than 5,000 Cambodian refugees were airlifted from Camp Enari near here to Binh Thuy AB in a two-day operation by C-130 crews of the 834th Air Division.

Nineteen aircraft flew 21 sorties July 4, moving 4,138 refugees, according to Army Captain Valentine J. Pisarski, of the traffic management agency's liaison element at the 834th ADIV.

The airlift was completed July 5 when seven aircraft flew seven sorties to move the remaining 873 refugees. The operation began at 8 a.m. the first and ended at 8 p.m. the following day, the captain added.

The refugees, mostly women and children, came to Camp Enari from Labansiek and Bo Kheo in northeastern Cambodia.

Air Force Major Charles C. Hines, an air liaison officer working with the II Corps Tactical Zone headquarters, explained that the refugees were being moved to a holding area near Binh Thuy and would eventually be returned to Phnom Penh by Vietnamese Navy boats. Meanwhile, men from these families will receive combat training from the Army of the Republic of Vietnam (ARVN).

ARVN personnel from the II CTZ headquarters had overall responsibility for the move. Thirty ARVN trucks continuously carried groups of refugees from Camp Enari to Pleiku AB where the C-130s waited.

A mixed group of Vietnamese, Cambodian and U.S. Army and Air Force personnel assisted in the loading operations. Many of the women and children were carrying large bags, boxes and suitcases on their heads and in their arms as they walked from the trucks to the loading area.

Staff Sergeant Seymour F. Burgdorf, NCOIC of the 15th Aerial Port Squadron's air cargo section here, said his people were doing an excellent job of handling the extra workload. His section was handling normal cargo flights in addition to unloading the C-130s and preparing them to carry passengers.

ISN'T THIS FUNNY? GUESS THEY NEVER HEARD "THE RANCH RIDES AGAIN!"

309th inactivated

The 309th Tactical Airlift Squadron at Phan Rang Air Base was inactivated July 15 as part of the fourth increment of U.S. troops redeployment from the Republic of Vietnam (RVN).

This inactivation, with resulting cuts in supporting elements, reduced manpower authorizations in RVN by approximately 280 spaces. Some personnel in the inactivated unit,

which was commanded by Maj. Earl J. Dunn, Jr., were transferred to other units to complete their RVN tours. The remainder were returned to the U.S. using normal returnee procedures.

The squadron, which was activated April 1, 1963, at Pope AFB, N.C. has been flying C-123's in RVN since Nov. 7, 1963.

C-133A airlifts anything

Inbound from Clark Air Base, Republic of the Philippines, the Douglas C-133A, a long range heavy duty, logistic cargo aircraft was headed for Da Nang Air Base, Republic of Vietnam with a 31,000 pound load of five HU-1E helicopters.

The C-133A transport is designed to haul anything from

general cargo to ballistic missiles. It has a payload capability of 85,200 pounds with a range of 4,100 nautical miles.

After this aircraft completed its delivery of the HU-1E's, four "Cobra" helicopter gunships were then loaded on for return to the United States for maintenance.

A typical C-133A load



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by Colonel Howard E. Bettis

Commander

2nd Aerial Port Group

Author's Note: The "Airlifter" provides a means whereby information of mutual interest concerning our jobs as airlifters can be informally exchanged. With this in mind, I would like to discuss 834th Aerial Ports in general with emphasis on support provided by Mobility Teams.

Generally our aerial ports fall into two categories. The first are fixed aerial ports ranging from large complexes serving MAC and the In-Country Common Service Airlift System to small operating locations at forward airfields. The second category is an extension of an aerial port in the form of a Mobility Team. These teams are capable of deploying to any of approximately 100 airfields in the Republic of Vietnam (RVN) where a fixed aerial port unit does not exist and where 834th aircraft may be required to operate. The basic mission of all aerial port units is essentially the same, that of cargo processing and on-load/offload of transport aircraft. The function of the larger fixed ports with as many as 850 personnel assigned is of course considerably more sophisticated and complex than that of the mobility team which may vary in strength from four to 15 personnel.

The mobility team operation is unique, however. Each member is selectively assigned and must not only be highly experienced in operating materials handling equipment, he must also be hardy, highly motivated individual capable of surviving and performing in the environment of a foot soldier in the field. In the field he performs many tasks; some are not necessarily associated with his specialty, but at times are vital in getting the job done. (For example, he will probably be the individual who directs the aircraft to the off-load point.) He will do all possible to expedite the off-load, (often with aircraft engines running) in order to minimize ground times and reduce exposure of the aircraft to enemy action. Between aircraft arrivals he will be busy clearing an area so the next aircraft can off-load, or he may be gathering pallets for recovery.

He will remain on the site from one to several days, usually existing on "C" rations. His "crew rest" is obtained by sleeping on the ground or in rat infested bunker. Following a dawn to dusk work day he has often pulled guard duty during the night to assist in airfield security. The closest thing to a bath he might get during his tour will be a rain shower.

Like the aircrews operating in and out of forward airfields he cannot compromise safety, but initially he may have to forgo full cargo documentation in order to meet operational requirements. He may have to call on any amount of good old American ingenuity in order to handle an unusual load with the limited equipment available to him.

At the end of his tour in field he will have been dusted with a sizeable amount of the local terrain, slightly gassed from aircraft exhaust fumes, and overdue for a bath. He will have made a major contribution to successful mission accomplishment, and judging from the complimentary correspondence we receive, he will have won a great deal of respect and appreciation from the aircrews and the "customer." We are extremely proud of his accomplishments as a vital member of the airlift team.



TAKE TIME FOR SAFETY

ARE YOU A FALL GUY?

By Lt. Col. Wayne A. Jepson

Flying Safety Officer

In the last three weeks the 834th Air Division has suffered three serious disabling injuries resulting from falls. Two of these were instances of falling through a railing of a second story balcony and the other was a case of falling from a maintenance stand.

Next to traffic accidents more people are killed annually by falling than any other kind of accident. On the job falls result in nearly 3,000 fatalities every year. Of all work injuries, 20 per cent are the result of falling. How many is 20 percent? At least 400,000 every year.

ON THE LEVEL...

One always tends to associate falling with height - but it isn't necessary to fall off something to get hurt. It is a fact that more people get hurt falling on the same level than falling from high places. Why? Because we so often forget to take the time...time for safety...time to wipe up spilled liquids such as water, oil and grease; to get rid of tripping hazards such as tools on the floor; to repair uneven and worn floors; to wear proper clothing and anti-skid shoes.

Improper use of ladders, scaffolds and maintenance stands also makes a significant contribution to the injury statistics. Again, proper use takes a little time. Make sure that ladder is in good condition, that it is set on firm footing and has adequate support. Check those maintenance stands to be sure the castors are locked, that it is sitting level, that the guard rails are firmly in place and that the platform surface is clean and clear.

DON'T BE A FALL GUY!

Falls, like most accidents, can be prevented. It only takes a little concern, a little time and the application of the proper rules. These rules are few and simple:

- Wipe up spills
- Remove all tripping hazards
- Keep floors in good repair
- Use ladders the right way
- Follow the right procedures in setting up stands
- And if you still fall...relax and roll with it!

Simple rules...smart rules and they only take a few seconds to apply. Every job depends on safe practices to be effectively accomplished. Let's not fall down on the job. Take time for safety.

RTAF Squadron VI Aids 19th TAS mission

TAN SON NHUT -- Among the C-123 Provider aircraft parked on the flight line of this sprawling air base adjacent to Saigon are two with distinctive red, white and black markings--insignia of the Royal Thai Air Force.

These are the aircraft of Victory Squadron VI, a unit of Thai airmen who fly Providers with the U.S. Air Force's 19th Tactical Airlift Squadron, 315th Tactical Airlift Wing, and C-47 Skytrains with the 415th Air Transport Squadron of the Republic of Vietnam Air Force (VNAF) 33d Wing.

"We gain valuable experience in the combat zone," observed Captain Visawat Boonao of Bangkok, communications officer with the unit. "Landing on short, unimproved runways, using steep approaches to avoid enemy fire, polishes the abilities of our pilots and flight crews.

Like Capt. Visawat, the Thai airmen of Victory Squadron VI are proficient in English and fully qualified in their jobs. The volunteers usually pick up the Vietnamese language within a few months after their arrival in country.

The Thais are now in their sixth year in the Republic of Vietnam,

explained Capt. Visawat, and began operations to aid their Asian neighbor with the arrival of Victory Squadron I--seven pilots, seven flight engineers and two navigators in late 1964.

By 1966 the detachment expanded to include load masters and communications technicians. Two Providers were brought from Thailand and later modified by adding jet engines to increase their speed and load capabilities.

Victory Squadron VI is broken down into three flights: headquarters group and the crew flying the Thai C-123s, aircrews flying USAF Providers and airmen flying with the VNAF.

Crewmembers on a typical mission with the 19th TAS include a USAF aircraft commander and flight engineer, and RTAF copilot and loadmaster.

"Thai airmen in Vietnam are making a significant contribution to our airlift mission" commented USAF First Lieutenant William T. Ladd of Vineland, N.J., a C-123 pilot with the 19th

"We provide airlift support to fire bases and forward operating fields in addition we run passenger missions to main support airfields and resupply depots."

An RTAF C-123





Mission essential cargo is loaded aboard a C-123 for airlift to some remote site in the Republic of Vietnam.



The many various types of cargo carried livestock, here showing cattle being herded loadmaster. Little did he suspect he'd become

315th Tac Airlift Wing Establishes new records

by maj. jack slevin

PHAN RANG -- The 315th Tactical Airlift Wing commanded by Colonel C. S. Reed with headquarters at Phan Rang AB, RVN just established a record for the period January through June 1970.

During this six month period virtually all-previous established operational records were exceeded by the 315th TAW airlift crews flying the C-123K Provider aircraft. The 315th amassed a total of 41,758 flying hours with 53,511 sorties and flew 154 days without an aircraft accident.

The mission of the 315th TAW is to airlift all types of mission essential materials, including bombs, rockets and other ordnance, fuel and virtually all types of supplies, even livestock, to all points within the Republic of Vietnam. They also transport combat troops, Vietnamese national and air evac patients.

The C-123's often operate from short 2000 foot runways sometimes while under mortar and small arms attack. There are 104 different landing fields these planes fly to in Vietnam, some with dirt or steel planking for a runway surface. Additionally, the 315th crews airdrop supplies by parachute to outlying posts and firecamps under siege by enemy forces and cut off from normal supply channels. During these missions the Providers are prime targets for enemy ground fire. The aircraft also drop paratroops into combat zones.

During this period the 315th was composed of the 309th Tactical Airlift Squadron (TAS), the 310th TAS and the 311th TAS all operating out of Phan Rang AB. A portion of the 311th TAS operates from Da Nang AB. The 19th TAS which is based at Tan Son Nhut Airfield near Saigon also is part of the 315th Wing, as was the 12th Special Operations Squadron (SOS) based at Bien Hoa AB. The mission of the 12th SOS differed from the other 315th squadrons in that they performed herbicide and insecticide aerial spray, psychological leaflet and flare drop missions.

The major maintenance on the Wing's C-123's to "keep 'em flying" is performed by the 315th Consolidated Aircraft Maintenance Squadron (CAMS).

Now for a look at the January through June accomplishments which set new records for the 315th. Colonel John T. Parish, Jr., Deputy Commander for Operations, enumerated the following.

From January 1st through the 30th of June 1970 the Wing airlifted 490,380 combat troops and passengers and 82,552 tons of

Three C-123 a
"Ranchands" eng
Republic of Vietnam





...y the C-123 include
board by a cautious
an airborne cowboy.

raft that were operated by the 12th SOS
in a spray operation somewhere over the



A C-123 lands at a remote site bringing mission essential supplies
in a matter of hours which would take days or be even impossible to
deliver by land.

A C-123 drops troops by parachute. The C-123 can carry 42 fully equipped paratroops at one time. Careful crew coordination and compensation for wind is necessary to drop the troops on target.



cargo for a total movement of 141,398 tons. They flew 1638 mission sorties in a 6 day period without a delay.

During March the Wing attained their highest launch reliability record of 97.6%. Also in March they had the least number of uncompleted sorties, 205, and established a controllable reliability record of 99.0% while flying 8254 sorties. This means that for every 100 sorties scheduled only one was unaccomplished due to controllable factors. In April an overall mission reliability record of 97.5% was attained.

During the month of June the section of the 311th TAS operating from Da Nang established a 100% controllable reliability record. The 311th TAS has led the Wing in reliability during the last six months. Also, one of the Da Nang crews airlifted a very impressive seventy plus tons of cargo on one mission day, the Wing general average being near twenty-five tons.

June was a very productive month for the 315th as they averaged flying 4.05 tons per hour, 3.06 tons per operational sortie (with

8221 sorties) and 24.92 tons per line (scheduled aircraft) with 1008 lines flown. During June the Wing flew 5929.9 operational hours. On the 26th of June the 315th Airlifted 1192.4 tons of cargo and passengers to exceed its previous single day's record of 978 tons set on June 3, 1970. In summary of June's tremendous accomplishments the 315th set a new Wing record for tonnage per hour of 4.05 and the best per day average of 837.4.

Col. Parish, the DCO, stated, "Although we have set new Wing operational records during the last six months the professionalism and 'can do' attitude of the aircrews and maintenance personnel of this Wing will doubtless continue to build even greater combat efficiency."

"All personnel of the 315th and its assigned squadrons have reason to be proud of their most impressive record during this last six months," said Col. Reed, Commander. "I am extremely proud of all who made these accomplishments possible through extremely hard work, long hours and a fine 'esprit de corps'."



**From
offloading...**



To onloading...



**To preparing
pallets...**

**The freight services
section keeps busy**

14th Aerial Port Sq.

A
**Vietnam
 Airlifter
 photofeature**

Freight Services busy

Freight Services is responsible for the handling and documentation of all cargo arriving or departing Cam Ranh Bay by air. This function includes the offload on onload of military and commercial contract flights. Cargo is on standard pallets, held in place by nets, straps or chains.

Once it is brought into the receiving warehouse all restraining devices are removed from terminating pallets and from pallets containing cargo for more than one destination. The cargo is then broken down and stored by destination pending repalletization and shipment to

the final user. Cargo terminating at Cam Ranh Bay is broken down and placed in the "local pick-up" area pending notification of the using organization and removal.

Cargo is also accepted from local shippers to be palletized after it has been approved for air shipment. When a sufficient quantity is on hand for any one destination, it is stacked on a pallet and restrained. It is then weighed, checked for proper documentation, and placed in a cargo holding area awaiting shipment.

Certain types of cargo require special handling, controls, and

expedited movement due to its sensitive nature or high priority. Such items include aircraft engines, registered mail, biologicals, human remains, and certain high priority cargo. Other cargo requires specialized equipment and storage due to its dangerous nature or large size.

During 1969 a total of 251,488 tons of cargo were handled with a reliability rate in excess of 99.5%. Although often plagued with a lack of personnel and equipment, the policy of Freight Services is to always process and move cargo in a safe and professional way.

This building is home for Freight Services



Cambodians Airlifted to Training centers

NHA TRANG AB - More than 2,800 Cambodian soldiers have been airlifted here by C-130 aircraft of the 834th ADIV. as a part of a 10-day operation in which an estimated 10,000 soldiers have been flown here, according to a Republic Of Vietnam Air Force (VNAF) spokesman.

The soldiers are being brought here from Binh Thuy and Pleiku Air Bases. From here they will be taken by trucks of the Army of the Republic of Vietnam (ARVN) to Duc My, 60 miles north.

At Duc My the soldiers will be given combat training. Duc My is

one of three training centers for the Cambodian soldiers. All ground operations are being handled by the ARVN and VNAF.

Captain David R. Gamman, commander of Det. 1, 14th Aerial Port Squadron here, who observed the Cambodian's arrival, said, "The soldiers were all ages and sizes, and carried all types of Chinese and Russian weapons."

The airlift operation began July 4 with C-130s bringing 1,328 soldiers from Binh Thuy AB. During the next three days 1,503 soldiers were flown here from Pleiku AB.



WEATHER WISE

A special report on

THUNDERSTORMS

by Capt. Richard W. Kahler

(Editor's note: The following is a special report on a pilot's version of what he experienced on entering a thunderstorm in Southeast Asia just a few months ago in an F-100 from Tuy Hoa Air Base.)

He was in No. 2 aircraft and "lead" had decided to penetrate the "light" area at 19,000 feet between two large cumulonimbus with estimated tops at 55,000 feet.

Within 30 seconds after entering the clouds, he encountered heavy rain and severe turbulence with two to three G's both positive and negative. He immediately experienced great difficulty in controlling the aircraft and then experienced a severe compressor stall that drove both feet off the rudder pedals. After this violent shuddering of the aircraft, the pilot initiated a descending right turn with power back to "idle."

In this 180 degree turn to exit the storm, the pilot experienced subsequent severe compressor stalls whenever he attempted to advance the throttle.

Losing altitude fast and using both hands to maintain a thirty degree bank in the turn, the pilot estimates that the aircraft was thrown from inverted through 180 degrees roll to a left bank and back several times. He was aware of lights flashing and indicators changing rapidly but the turbulence was so extreme, he was unable to identify the flashing lights or read the dials or instruments with any accuracy. The accelerometer registered six positive G's and the pilot estimates he had three negative G's.

The aircraft finally emerged from the thunderstorm at 9,000 feet about a minute to a minute and a half later. The engine recovered from the stalled condition and ran amazingly smooth after approximately a dozen compressor stalls, most of which were severe. Although his radio was malfunctioning and his primary alternate base was reporting a thunderstorm at the field, the pilot successfully recovered at his second alternate airfield.

The aircraft was found to have the following damage: It had taken a lightning strike in the forward electronics bay that popped about 70 rivets and peeled back some sheet metal. There was hail damage to the slats and leading edges. With the exception of the canopy, the KB-18 camera cover, and the flush fuselage refueling light, all external glass on the aircraft had been broken. A shaft on the No. 1 flight control system's hydraulic pump had been sheared by the numerous compressor stalls. The engine accessory cover assembly was jarred loose.

The pilot walked away from this experience much the wiser and with infinitely more respect for the tropical thunderstorm. It is through his cooperation and encouragement that this information has been placed in your hands.

-TAKE HEED!

15th Aerial Port Sq.

Selected NDTA winner

The 15th Aerial Port Squadron has been selected as the winner of the fifth annual National Defense Transportation Association (NDTA) award for 1970.

The NDTA is a non-profit, professional organization, without any official sponsorship by the DoD. Its membership is composed of civilian and military transportation managers who meet regularly to pool and broaden their knowledge of transportation.

The main purpose of the NDTA is to establish contingency plans whereby transportation assets may be rapidly mobilized to alleviate hardships in the event of national or local catastrophes.

The 15th APSq is composed of an aerial port of embarkation and debarkation and is located at Da Nang AB. In addition it has 10 detachments and operating locations throughout I Corps and northern II Corps. The 15th competed with two other aerial port squadrons in the Republic of Vietnam as well as numerous other aerial ports located within PACAF, USAFE, USAFSO, ACC and the CONUS.

The award was based on a nomination which depicted the safety and efficiency with which the 15th APSq performed its mission during fiscal year 1970.

The award will be presented to a member of the squadron at the 25th annual NADTA forum in San Francisco, Sept. 21.