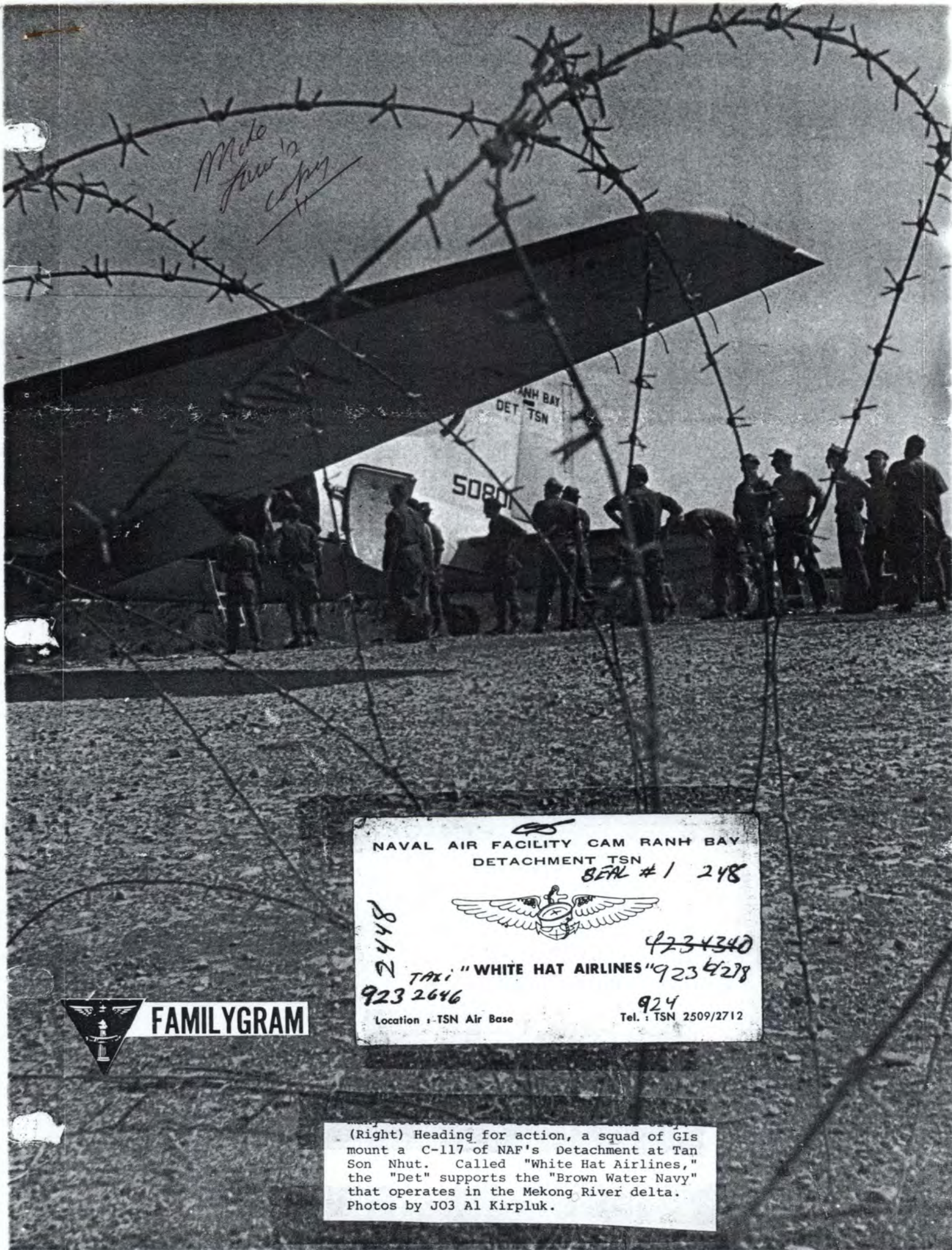


THIS MATERIAL CAME  
FROM EDWARD J. HINTZ

MØ81Ø9 IN 1995  
TO MIKE LAW



VERY SMALL HELICOPTER  
UNIT = NAVAL AIR FACILITY  
CAM RANH BAY  
DETACHMENT TAN SON NHUT



*Make  
this  
copy*

NAVAL AIR FACILITY CAM RANH BAY  
DETACHMENT TSN  
BEAL # 1 248

2448

4234340

TAXI "WHITE HAT AIRLINES" 923 4278

923 2646

924

Location : TSN Air Base

Tel. : TSN 2509/2712



**FAMILYGRAM**

(Right) Heading for action, a squad of GIs mount a C-117 of NAF's Detachment at Tan Son Nhut. Called "White Hat Airlines," the "Det" supports the "Brown Water Navy" that operates in the Mekong River delta. Photos by JO3 Al Kirpluk.

# Det Gets New Bird



New arrival, CH-46 Sea Knight joins the Det.

On June 15, a CH-46 helicopter piloted by LCDR G. M. Cleveland and LT A. M. Rist left the NAF Detachment at Tan Son Nhut Air Base on the first logistics mission flown by the "Det" in a "Sea Knight."

Carrying a load totaling 4231 pounds, the "Sea Knight" flew to Binh Thuy, Long Xuyen and Chau Duc. This was well over twice that which can be carried by the unit's other helo, the UH-34, and 2/3 of that which is carried by the C-117.

Other crew members on this "historic" flight were Loadmaster ADJ3 R. D. Palazzo, Plane Captain ADJ2 J. G. Delore and a Loadmaster-in-training ATN2 F.E. Dryden.

## Record Set

Since it's inception in June 1966, White Hat Airlines, officially known as Naval Air Facility Cam Ranh Bay, Detachment Tan Son Nhut has processed prodigious quantities of passengers and cargo through it's small terminal located on Tan Son Nhut Air Base in Saigon.

The small Navy airline with a total of three C-117D's and five UH-34D helicopters has again broken it's own monthly cargo and passenger carrying record during the month of May.

In logistic support of Naval forces in the IV Corps area and the upper Delta Region, White Hat Airlines carried more than 605,000 pounds of cargo and an unprecedented 5,226 passengers, an increase of nearly 1,000 passengers over the previous high.

This resulted in a total of 1,650,000 pounds of cargo and passengers, an all time high for White Hat Airlines.

When one considers the fact that all cargo must be moved by hand, both on and off the airplanes, 605,000 pounds becomes a staggering amount.

This, combined with the heat and the rain we are all so familiar with, spells a lot of hard work for the men of White Hat Airlines.

The Det will seek new records with the addition of CH-46 "Sea Knight" helos. They carry over twice the load of a UH-34, and about 2/3 that of the C-117.



The accused, Sam Monkey.

## Monkey Business

One of the NAF Detachment Tan Son Nhut "civilian" personnel was apprehended and imprisoned recently for damaging one of the unit's UH-34 helos, and other "dirty" work.

He is Sam Monkey, the Det's pet. He was observed leaving the flight ramp around 1600 on May 18, and the next morning, the arresting officer, PR2 David Massimo, found one First Aid Kit completely strewn about the inside of the aircraft, and one large portion of the helos soundproofing torn down. He left other "traces" inside.

Upon questioning the subject officer observed that the subject's eyes were bloodshot and his breath reeked of an alcoholic beverage. In the opinion of the arresting officer the subject was drunk in public and disorderly.

After being sentenced to two weeks in the City Cage by presiding judge WO1 E.W. Anderson, he was reinstated after an appeal was submitted by the personnel of White Hat Airlines, because he provides entertainment to passengers awaiting flights in the Det's aircraft.

His past "clean" record and promise to walk a straight high tension wire were major factors in his release, but for a time he will be on a probationary watch just in case.

# NAF DET SUPPORTS

With a dramatic sweep over the muddy flats of the delta region, a Navy helicopter hovers near a makeshift field. Here, with the enemy only minutes away, the "chopper" sets down and unloads precious supplies for the men in swift boats, known as the "Brown Water Navy."

This is a service of "White Hat Airlines," the newly selected name of the Naval Air Facility, Cam Ranh Bay's Detachment at Tan Son Nhut Air Base, near Saigon.

They deliver the goods to the Brown Water Navy daily, all over the Mekong River Delta, providing a vital supply link for these combat forces in this enemy infested area.

The job is a big one. It takes many man hours in machines that have been outdated in this day of modern technology. But White Hat Airlines gets the job done.

They fly C-117s, a fixed-wing aircraft, and UH-34 helicopters dubbed the Jolly Green Giants. The "Det" is lead by Lieutenant Commander Donald H. Keith.

Every day including Sunday, the work begins shortly after dawn for this hardy crew. On a given day, they may be flying west from Saigon to Long Xuyen near the Cambodian border for support of operation "Giant Sling Shot." Or they travel south-southwest to Ca Mau to supply naval forces in operations "Barrier Reef," "Search Turn," "Tran Hung Dao," and "Breezy Cove."

The work is done in shuttles. Each C-117, carrying up to 30 men and supplies totaling 6,000 pounds, sets out for a landing field to unload.

The choppers, carrying as many as 10 men and supplies equaling 2,000 pounds, head for a rendezvous point with Navy Swift boats.

After dropping their load, the helos fly to the strip where the C-117 took its supplies, refuels and reloads for another trip. Each continues his mission throughout the day, shuttling between supply points until nearly dark.

Pilots and crews fly seven days a week, with helo crews consistently averaging in excess of 100 hours per month.

The job is a hazardous one. Although trained that they must not take chances with their hard-to-replace aircraft and precious supplies, each pilot knows he must complete his mission.

Recently, the work load has been increased for White Hat Airlines, because of the move by Allied forces into Cambodia.

In support of operation Giant Sling Shot, the NAF Det flew hundreds of reinforcements and tons of supplies to Brown Water Navy forces on the Mekong River.

White Hat Airlines also flies various runs to Binh Thuy, Ben Luc, Rach Gia, Ha Tien, Phu Quoc and Con Son Islands, and U. S. ships off the coast of Vietnam.



Seconds after the pilot gets the word "Go," the chopper lifts off with another load for the troops in the back country.



Transporting cargo is the name of the above. Chopper receives much needed troops and C-117 is boarded by troops.

# BROWN WATER NAVY

The job of supplying the men in the Delta is not the only mission for them. On each return flight, mail, cargo, PCS and R&R personnel are carried to Saigon.

The men of White Hat Airlines still remain unsung in their efforts except by those in the Brown Water Navy. Without NAF's Detachment Tan Son Nhut, their operations would practically come to a standstill.

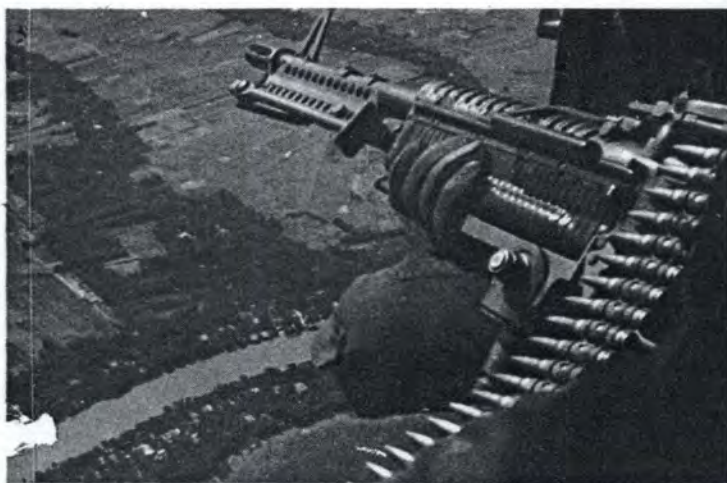
Photos and Story

By JO3 Al Kirpluk

& QM3 Bob Donald



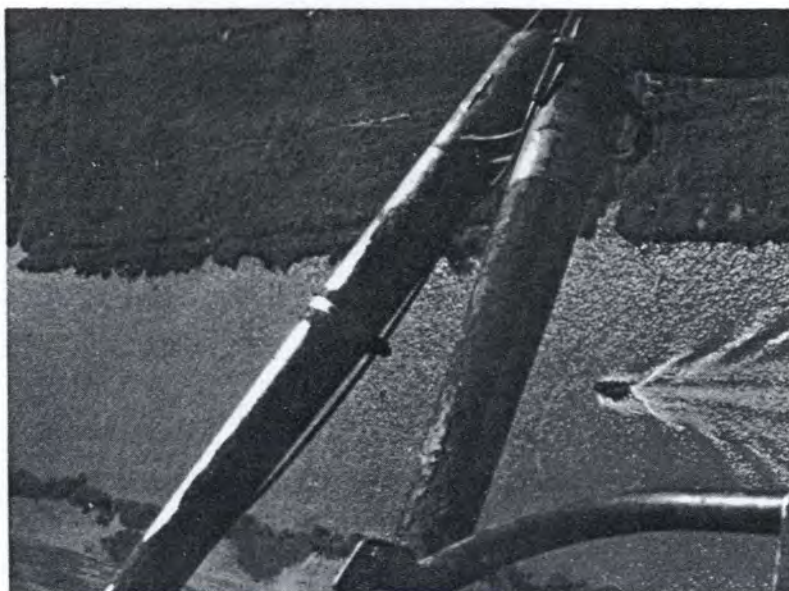
At Ca Mao, a C-117 is emptied. Tons of gear and supplies lie on the ramp waiting to be picked up by helo.



Over hostile territory, the helo crewman is prepared to defend his aircraft. Most of the time its only a precaution as little actual combat is encountered.



as shown at left and led supplies for back-country as heading for the action.



Heading for home, the chopper flies over a Swift boat with fresh supplies, heading upriver to operation "Giant Sling Shot."

# ***How to***

# ***Win A***

## ***Transportation Award***

When a combat support unit is as active as the Naval Air Facility's Detachment Tan Son Nhut, much can be written to glorify its accomplishments.

Statistics can be impressive, with flight hours, miles flown, cargo carried and passengers transported. But the real story behind "White Hat Airlines," as it is affectionately called, is the men who perform under adverse conditions to get the job done.

To win a National Defense Transportation Award, as NAF's "Det" has done, it takes many tiring, back-breaking hours by the four score men who toil under the leadership of Lieutenant Commander Donald H. Keith.

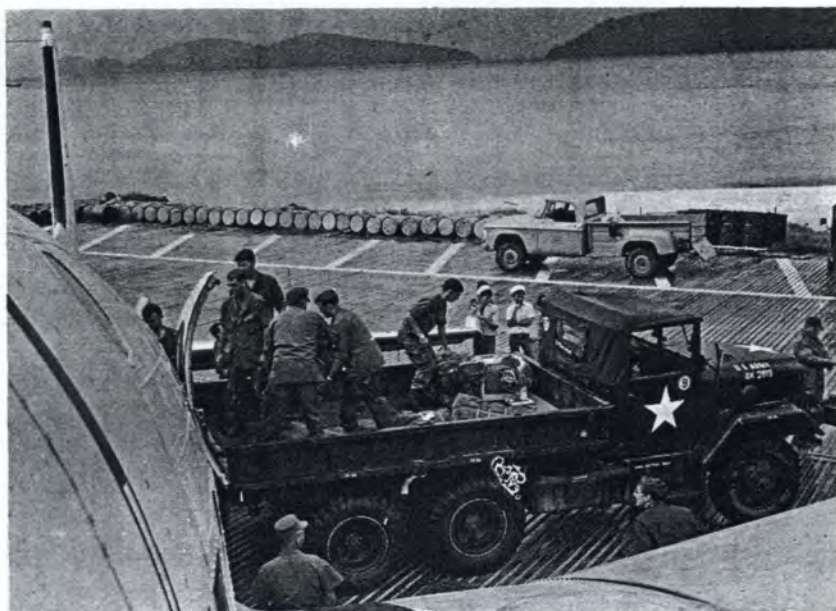
The "Det" is divided much the same as any aviation unit, but their personnel number less than 90.

Most of the men in White Hat Airlines toil under LCDR Henry G. Bozeman in the Maintenance Department. LCDR David E. Parsons is the Assistant Maintenance Officer, with LTJG Gary R. Thompson and WO-1 Edward W. Anderson handling Material Control. ADRC Raymond L. Kenny is the senior enlisted man in Maintenance.

The Operations Officer is LCDR David P. Wilson, and he is as-



The work goes from dawn to dusk, seven days a week.



Unloading supplies at "Operation Sea Float" in the southern Mekong Delta on a rainy Vietnamese afternoon.

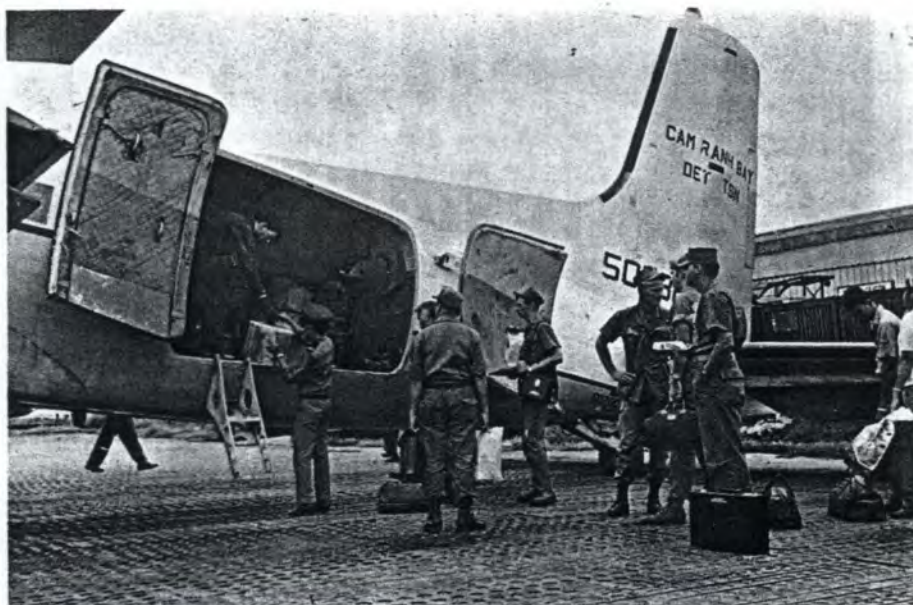
sisted by AN John G. Cozad. In Administration, LCDR Edgar L. Currie runs things, With LCDR Jerry M. McOlgan serving as Personnel and Public Affairs Officer. Working for them is YN1 John H. Stelling, YN2 Lorenzo Rubino and PN3 Sam H. Parkerson. The First Lieutenant is LT Lee R. Brannan.

The unit's Training Officer is LCDR David W. Mackay, with LCDR Joseph L. Kniely serving as Safety Officer. Air Intelligence is handled by LTJG Gene H. McKenna.

The Flight Officer is LT Philip M. Magill, with LCDR William C. Lucas controlling the Flight Schedules. Mr. Lucas is also the Det's NATOPS Officer. Logs and Records Officer is LCDR Leroy A. Clement. In control of the Line is LCDR Rodney R. Floyd, and the Quality Assurance Officer is LCDR John A. Fulford.

Leading Petty Officer of Avionics is AT1 Franklin J. Brock. Supervisor of Airframes is AMHC Duane R. Young. In charge of the Det's Supply Department is AK1 Monty E. Richardson, and Power Plants is managed by ADRC Gary Hampton.

The "OTHER" men who work in White Hat Airlines are too numerous to mention, but each performs a service that helps culminate in a successful mission, contributing to the unit's selection as top Transportation team for 1970.

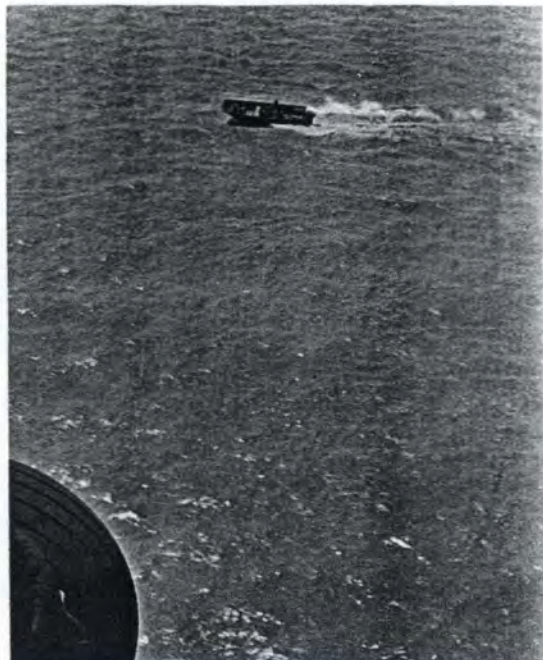


(Above) Men and supplies load up at White Hat Airlines in Tan Son Nhut.

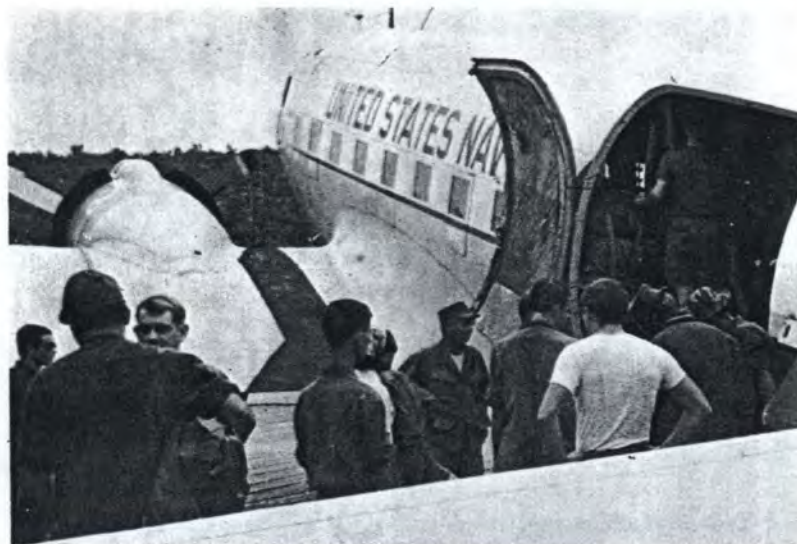
(Right) A small boat hurries back to camp after picking up supplies.

(Bottom) Waiting for their baggage, a dozen men discuss their flight to their ultimate destination.

(Left) A fork lift maneuvers into a C-117 so that aircrewman can secure the tires for the trip inland.



Photos by  
PH2 Kent Van Hoesen  
Story by  
JO3 Al Kirpluk





THE BIG SWEAT  
FRANK JENKS



911

WE STAYED AT  
FOTEMA TO PICK UP  
3 A/C 271, 958, 911

23 MAY - 30 MAY





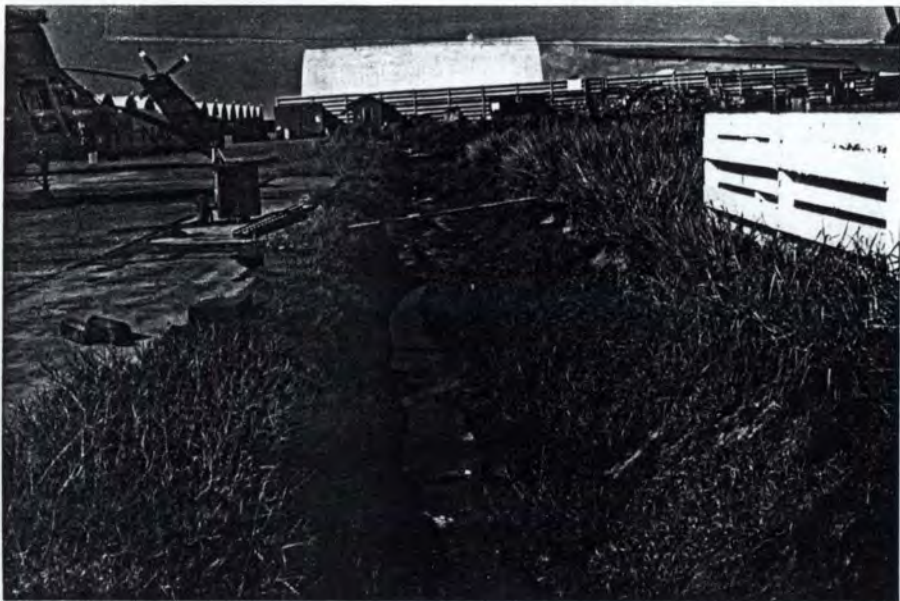
PALAZZO

GRICE



LT MIKE RIST  
DET 104 OIC





THE OLD "SHIT" DITCH  
WHEN ANYONE WAS ADVANCED IN  
RATE OR RANK HE WAS THROWN  
INTO IT

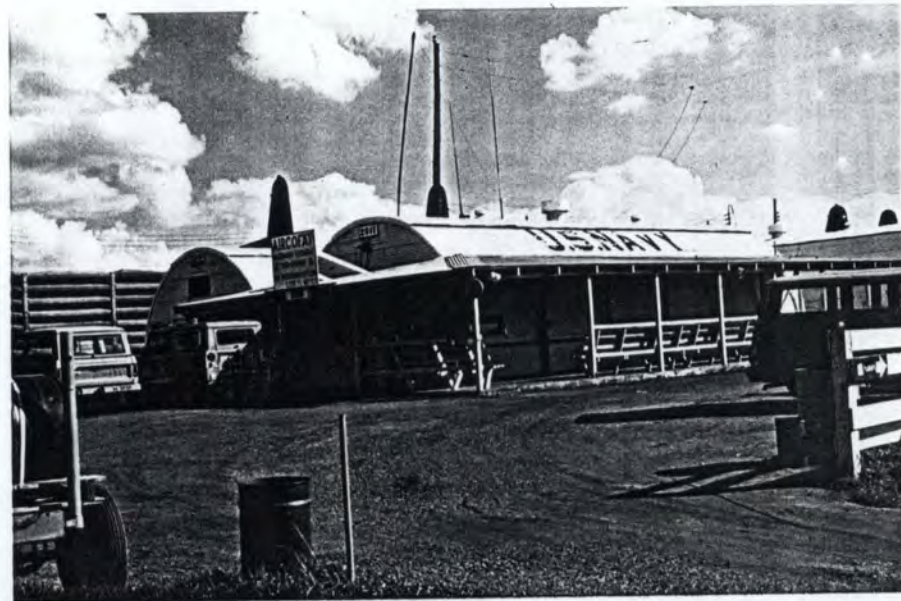


ONE OF OUR 4 DAY WEEKEND  
IN SUBIC BAY, P.I. THE FLIGHTS  
WENT ABOUT TWICE A MONTH.





C-117



WHITE HAT AIR LINE HQ

GOOD OLD H-34



THE OLD WORK HORSE





MY FIRST  
FLIGHT IN-COUNTRY  
IN A H-34 TO  
LEARN THE AREA  
LASTED TWO DAYS  
BECAUSE OUR A/C  
BROKE DOWN AT  
THUONG THOU  
(1 MILE FROM THE  
CAMBODIA). I SPENT  
THE NIGHT IN A  
ARMY SPECIAL  
FORCE CAMP



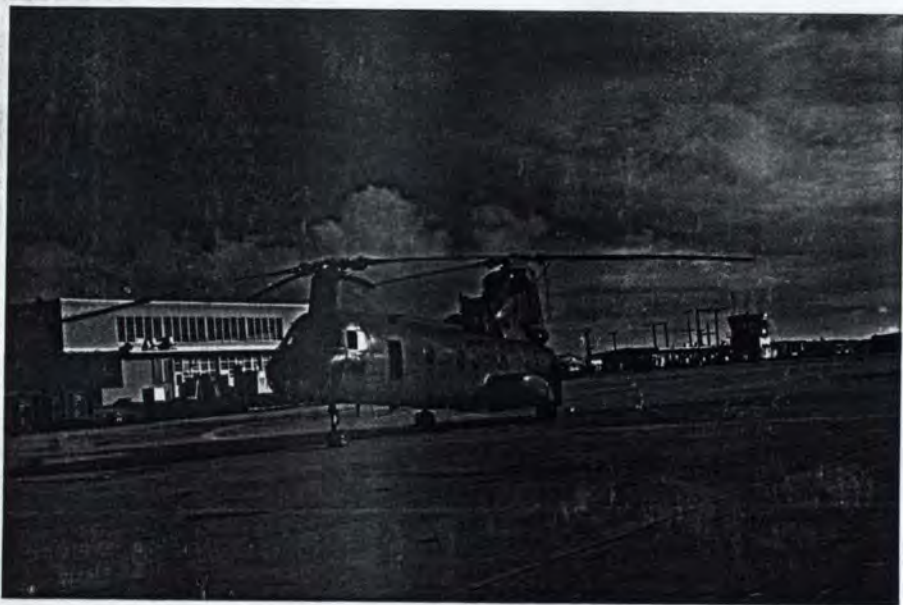
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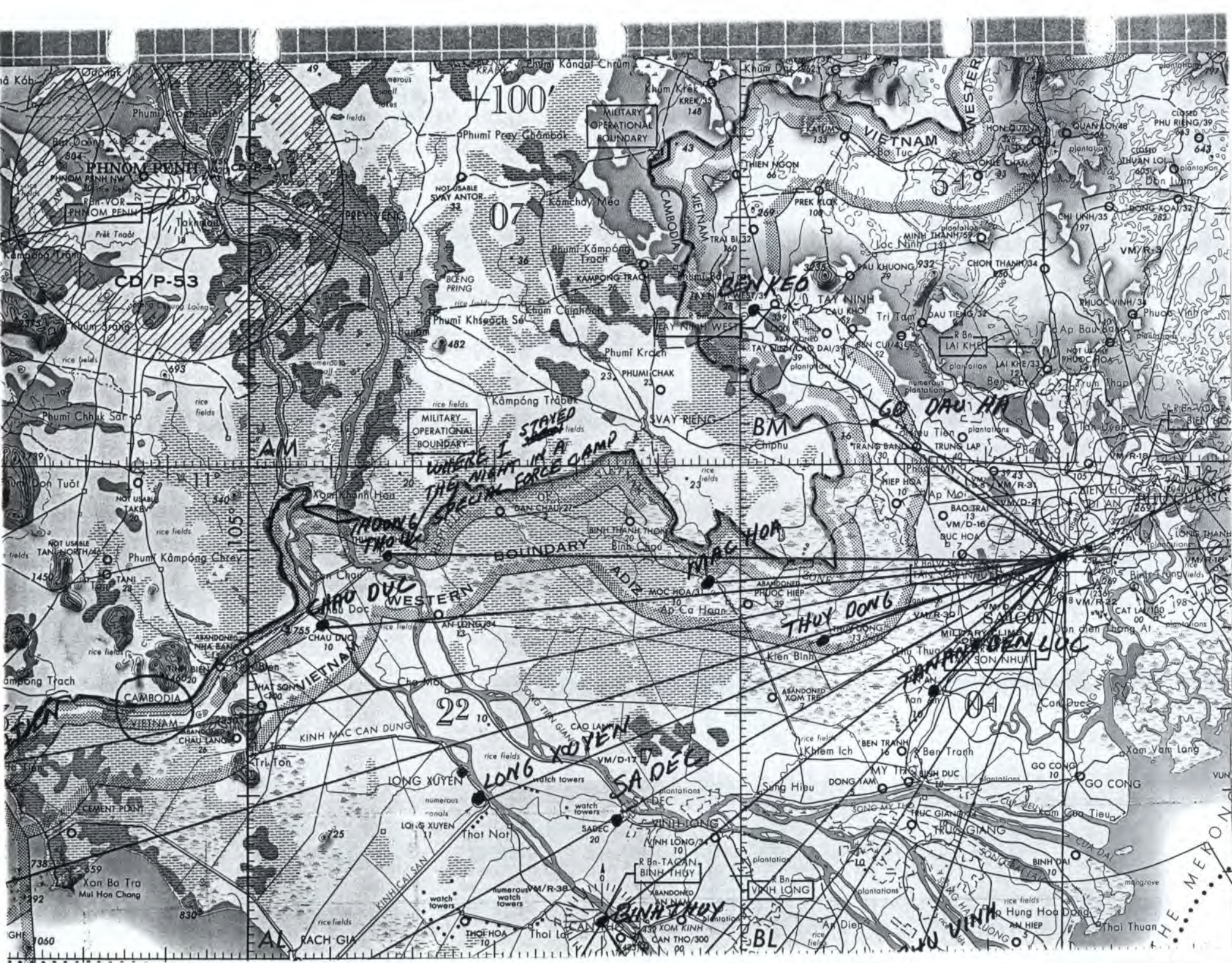


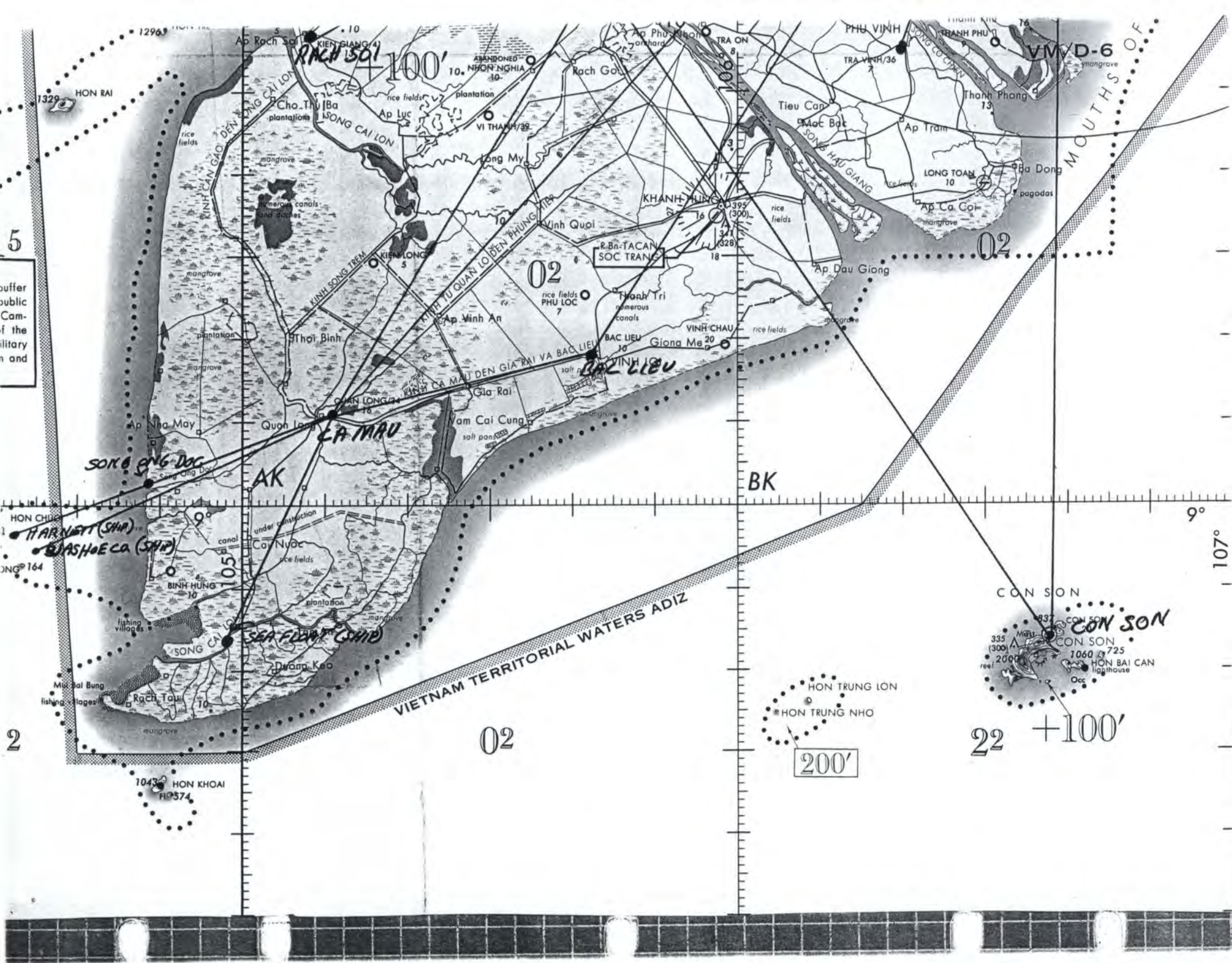
MCAF, FUTEAMA OKINAWA  
~~REDACTED~~

ME, JOHN MANN, MIKE RIST, FRANK VALQUEZ  
FIVE KILLERS FRANK JENK



STUMP





17 May 1970

Gentlemen,

This letter will try to give you as many facts about our operation and what to expect when you arrive. We can't possibly, in this short time, give you enough information to answer all of the questions you have, or to completely prepare you for your deployment. As we know, your Vietnam deployment came with little notice. We can say, though, that there are approximately 85 officers and enlisted personnel at this Detachment, plus the whole Delta Navy, looking forward to your arrival. The job ahead of you will be challenging and extremely important to the Navy and the Vietnamese Navy. I am the H-46 Project Officer, the C-117 NATOPS Officer, and a UH-34D Helicopter Aircraft Commander. For my first seven months I was the Operations Officer of the Detachment and did the staff study, with LCDR TODD, on the Navy's logistic air support in Vietnam.

As I am sure you have read in the newspapers the solutions to all of the problems confronting Indochina are not here yet. Vietnamization is here though and with this, there will be less air logistic support by Army H-47 helicopters. So, if you can visualize normal personnel, mail and cargo (999 and Pri 1) support to the boats, which includes YRBM's, LST's and a few assorted rice patties with 10 feet of PSP, you have an idea of the operation. The distances are long, up to 150 miles one way, with the possibility of up to 200 miles for less essential support. The temperature and humidity are both high. You aren't being shot at everyday, in fact, I've been here nine months, and we haven't taken a hole. Our operation is 99% day time; the monsoon season has just started to set in, and is here for seven months which will make the job a little tougher for the next six months. The UH-34D pilots average about 90 hours a month, in the first 15 days of May, two of our pilots have logged 70 hours. As you know UH-34's lift a small load and therefore we shuttle from secure outlying fields. Our biggest staging point is Long Xuyen, north of Bien Thuy on the river. The C-117s fly two or three loads in there from Saigon, and about three helos (we only have five) will leave Saigon grossed-out for the ships located up the river from Bien Thuy and Long Xuyen. After dropping their loads, they will shuttle the C-117 loads, and later during the day, the C-117 will return to Long Xuyen and pickup the back haul for Saigon, the center point of our operation. Most of our lunches are eaten in the cockpit! If you can read between the lines, you'll see that our Navy manpower is hand-lugging tons of supplies between C-117s and UH-34s at these staging areas in 115 temperature and rain, etc. It's sad at best, but yourselves, and the H-46 are the Detachment's answer to this problem.

There are some reservations concerning the aircraft and working area here in Saigon which we the Detachment, and Commander Fleet Air Western Pacific Detachment, Republic of Vietnam and Commander, U. S. Naval Forces, Vietnam are acquainted with and have initiated action to correct. For instance, the Detachment's home base, with our old Quonsets and PSP (with holes and FOD) is not the best area out of which to operate. However, we tend to

be compared to the Marines in I Corp who, we guess, don't even have that. We are sending an officer there to check these, and many other facets of the operation. He is an ex H-46 crewchief. Other areas are the lack of covered hangars, etc, within which to perform maintenance.

The airplane also has shortcomings which in some cases we have initiated action to change ie., 8F or 10 engines, Sigma II tails, droops snoop blades, full barrier filters, extended range fuel tanks, FM (we need the 54 or compatible gear, 44 is not acceptable), armament, emergency throttle, etc.,. Concerning the short legs, there is fuel for the H-46 all over the Delta and at just about every boat we'll hit. Whereas, for the H-34, we have 3 primary refueling spots, and some only pumped at the rate of 13 gal/min, if the pumps could be started at all. As for the shortcomings, every aircraft has some, however, we firmly believe the H-46 can do the job, but it is going to be a challenge for all of us. To support this I've enclosed parts of our staff study which will answer some of your questions.

We had concluded that the H-46 was out, although previously brought all the way up to, but not including the CNO. However the political picture has changed and the light is green. The lead time is short and now everyone is in the picture. Hopefully with your own, and the staff's support we'll have an outstanding medium support Navy logistic squadron here when you depart Vietnam.

At present the number of assigned aircraft is 3 to 4 C-117s and 5 UH-34Ds. We've had a rough time in the last two months with three UH-34D accidents; one carburetor failure, no injuries, one hitting the mast of the USS BENEWAH, and one undetermined (possible blade stall) with nine fatalities.

I've talked about the OPS etc., but I know your officers and men are also interested in living conditions, uniforms, outside activities, etc.. There is very little I can say about the subject, the exception being that there are plenty of women and beer is available after hours if you are the type (right now there is a curfew on in Saigon). We'll assist you in getting side arms (do not bring personal weapons), combat green uniforms, and living quarters. I am going to suggest that your officers double up with ours (three to a room until rooms open up) and your men with ours. We live off base (in adequate hotel-like accommodations, costing about \$13.00 a month) and utilize Scout vehicles for the officers, and pickups and a bus for the men. A normal working day begins at 7:00 AM for officers, 6:30 for the men. Officers usually finish between 1600 and 1900 and enlisted at 1600 when night check (standard) comes on. There is a curfew at 2200 hours, which means everyone should be in an assigned military billet by that hour. We try to work six days a week, but end up working seven. For officers, you won't need anything except tropical khaki (wash or dry clean) long; enlisted, dungarees. Combat greens and flight suits are the working uniform here. A couple of sets of civilians casual attire would be nice, but can be worn in the hotel complex. There is an Armed

ces Radio and Television Network here, therefore small radios and TVs  
are desired items. These, plus a small refrigerator, room airconditioner  
(220 or ~~Hz~~), and fan are desirable itmes are not easily obtained locally.  
110

Bring a minimum of 2 flight suits and all personal and flight gear  
since they are at a premium here.

*G. M. Cleveland*  
G. M. CLEVELAND

CHAPTER I  
THE WAR STORY OF  
HC-3 DET 104

Hi folks,

After a good nights drinking and a morning of sun bathing we decided this would be a good time for a chat.

We have each been flying about 70 to 80 hours a month hauling pax, cargo, and mail to the "Brown Water Navy" in the Delta and III corps. Usually we launch about 8 AM and fly for the next 6 or 7 hours. Most of this flying is a long haul to the west or south of Saigon. When we get there we shuttle people and cargo to the ships, barges, and mud (land bases). To the west the area is fairly secure except when you fly across the Cambodian border, or fly too close to the mountains. Then it can really be fun. Down South most of the bases and ships are right on the edge of the U Minh Forest. Lt. Vazquez was tooling along with a Code 4 and seven Code 5's under the "Good weather" at 500 ft. when the whole world turned psychadelic - red, green, and white - tracers everywhere, but he had the luck of the "Wet backs" and didn't take a hit. All of us have seen a few tracers arching up at us, but haven't had a scratch yet. On our better days we attempt to show Charley we have a good defense: Chief Farina, Lopes, Delore, Mendenhall, Palazzo, Stumpf, and "The oil' gook killer" Huang grab the M-60's and "Test fire" about 5000 rounds into "Cleared" areas. Enough for the war stories.....

We had a party the other night and Grice, Pruitt, and Valentine were acting normal, grossing out the world. Grice got a gold star for kissing NAF's O-in-C. Before the night was over, our own "Bear" was caught throwing potatoes off the roof at the gooks on the street. "Crash" Jenks pulled off his usual, he was lying on the bench barfing on himself by 9PM. So far he has done real well. He has broken the Cardinal rule of driving in Saigon..."If it's bigger than you, let him go first", and a six by is larger than a scout. Ed and I hold the record for the fastest run in Saigon; we out ran the MP's doing 75 MPH early one morning after curfew. Vazquez has the highest body count while driving. In one day he got a motorcycle, a cyclo, a lambretta, a small truck, and a little old man trying to cross the street. Hell, back to the party. Bielejewski performed better than usual by being sober when he came to the party. Dawes and Hubbard caused most of the problems because they were mixing(?) the drinks. They were supposed to be the bartenders but neither one could see well enough to tend anything. McGirt and Beeter had a grand time stealing steaks off everyone's plates and sharing them with anyone who wanted a bite. Geddes, Brown, and Hopper arrived in fine shape. There is a rumor going around that they are trying to support the local NCO club by themselves. All in all everyone had a good time and there was only one fight. There were steaks and all the beer and booze you could want. There was band that arrived at ten PM. (I think). Anyway the party ended with almost all of Det 104 sitting or lying around planning a party for this weekend.

We almost forgot our greatest asset, the duty scrounge, Menser. So far he has managed to acquire "3000 worth of greens and enough boots to trade for ten years. Currently he is scouting a new supply of steaks for our next party.

To all our West-packers, we will be looking for you in port, in Po-Town, Bangkok, Hong Kong, Taiwan, and any place in Japan. If you get a chance to get to Saigon or some place close enough for us to pick you up, we will be glad to treat you to a night in the drunkest city in the Far East...THE PALACE GUARD CAN COME TOO IF YOU CAN FIND A RIDE OVER HERE.

*That all Folks*

LT JOHN MANN

THIS MESSAGE WAS SENT TO ANSWER A COMPLAINT  
FROM A SHIP ABOUT GETTING WET MAIL

NAVFORV FORM 2000/1 (1-70)

|                                   |         |      |                                   |  |                          |     |
|-----------------------------------|---------|------|-----------------------------------|--|--------------------------|-----|
| COMNAVFORV MESSAGE FORM           |         |      | RESERVED FOR COMMUNICATION CENTER |  | RESERVED FOR FLAG OFFICE |     |
| SECURITY CLASSIFICATION<br>UNCLAS |         |      | 07 45                             |  | 00                       | N-1 |
| SPEEDLETTER                       |         |      |                                   |  | 00A                      | N-2 |
| TYPE TRANSMISSION                 | TO      | INFO |                                   |  | 001                      | N-3 |
| ELECTRICAL                        | X       | X    |                                   |  | 001A                     | N-4 |
| AIRMAIL                           |         |      |                                   |  | 003                      | N-5 |
| COURIER                           |         |      |                                   |  | 005                      | N-6 |
| PRECEDENCE                        |         |      | DTG 000000Z JUN 70                |  | 01                       | N-7 |
| ACTION TO                         | ROUTINE |      |                                   |  | 01A                      | N-8 |
| INFO                              | ROUTINE |      |                                   |  | 02                       | NOC |

FROM: NAF, CAM RANH BAY DET, TSN  
TO: USS ASKARI (LST-90)  
INFO: COMNAVSUPPACT SAIGON  
BT COMNAVFORV

MAIL SERVICE

1. YOUR 031450Z JUN 70

1. WE HAVE DONE SO MUCH

FOR SO LONG WITH SO LITTLE

WE NOW CAN DO NOTHING WITH

NOTHING.

ALL ROUTINE JOBS WE

HAVE COMPLETED;

DIFFICULT ONES WE DO

AT ONCE;

THE IMPOSSIBLE TAKES

A LITTLE LONGER;

NECESSITATION THAT

MIRACLES BE UNDERTAKEN

BY APPOINTMENT ONLY

THE WEATHER WE REFER TO HIGHER AUTHORITY

MSG SENT TO  
A SHIP THAT  
THEIR MAIL GOT  
WET

|                                   |                                              |                                      |                                                                    |
|-----------------------------------|----------------------------------------------|--------------------------------------|--------------------------------------------------------------------|
| D<br>R<br>A<br>F<br>T<br>E<br>R   | TYPED NAME TITLE PHONE AND<br>OFFICE SYMBOL  | R<br>E<br>L<br>E<br>A<br>S<br>E<br>R | SIGNATURE                                                          |
|                                   | D. H. KEITH, LCDR, USNR<br>OFFICER IN CHARGE |                                      | TYPED NAME AND TITLE<br>D. H. KEITH, LCDR, USNR, OFFICER IN CHARGE |
| SECURITY CLASSIFICATION<br>UNCLAS |                                              | PAGE NO.<br>1                        | NO. OF PAGES<br>1                                                  |
|                                   |                                              | COPY NO.                             |                                                                    |

TAD ORDERS (Rev)

COMNAVAPAC/OP-112/2 (REV. 1-67) 7010010001

HC3 TADORD #41-70

From Commanding Officer, Helicopter Combat Support Squadron 3  
NAS Imperial Beach, California 92032

DATE (PREPARED)  
22 MAY 70

LT Austin M. RIST, USN, 704159/1310  
LT Frank X. VAZQUEZ, USNR, 711927/1315  
LT Frank W. JENKS, USN, 705706/1310  
LTJG John E. MANN, USNR, 716582/1315  
LTJG Edward J. HINTZ, USN, 731642

TAMPO RATES  
FY70 505703 FY71 500041  
FY70 505704 FY71 500042  
FY70 505705 FY71 500043  
FY70 505706 FY71 500044  
FY70 505707 FY71 500045

REFERENCE OF COMPAIRSDIEGO TADORD #08-71 OF 21MAY70

2 COMPAIRSDIEGO TADORD #2197 of 21MAY70 COMPAIRSDIEGO MSG. 211807Z MAY 70

THAT PORTION OF REFERENCE (a)&amp;(b) WHICH PERTAINS TO THESE ORDERS IS QUOTED

PROCEED TO NAF CAM RANH BAY DET USN FOR TEMADD IN CONNECTION WITH LOGISTICS OPERATION SUPPORT FOR APPROXIMATELY SIX (6) MONTHS. COMPRET:

PURSUANT TO THE PROVISIONS OF REFERENCE (a)&amp;(b) YOU WILL PROCEED TO THE PLACE OR PLACES LISTED BELOW IN SEQUENCE (Unless otherwise authorized hereafter)

PLACES

ON OR ABOUT

REPORT NOT LATER THAN

NORTON AFB FOR MAC FLT #22D5/413 TO TUTEMA,  
OKINAWA FTF NAF CAM RANH BAY, RVN

SHOWTIME NORTON AFB  
1330, 23 MAY 70

FOR TEMADD/TEMADDDET/TEMADDCH (as appropriate), FOR A PERIOD OF ABOUT 180 DAYS IN CONNECTION WITH LOGISTICS OPERATION SUPPORT.  
UPON COMPLETION THEREOF YOU WILL RETURN TO YOUR REGULAR ACTIVITY AND RESUME YOUR REGULAR DUTIES.

(X) TRAVEL IS TO BE PERFORMED VIA THE MODE(S) INDICATED BY "X" BELOW

☒ GOVERNMENT AIRCRAFT, IF GOVERNMENT AIRCRAFT UTILIZATION AIRCRAFT (MAC OUTUS/GOV'T TRANS IN CONUS)

☐ GOVERNMENT AIRCRAFT AND/OR SURFACE GOVERNMENT TRANSPORTATION DIRECTED (OBTAIN APPROVAL OF ORDER ISSUING AUTHORITY PRIOR TO UTILIZING ANY OTHER MODE OF TRANSPORTATION)

OTHER

GROUP TRAVEL DIRECTED

☒ YES ☐ NO

APPROPRIATION SYMBOL AND SUBHEAD

FIC

BUREAU CONT AND SUBALLOT NO.

AUTHORITY ACTIVITY

TYPE

PROPERTY ACCT'G ACT'Y.

COST CODE

1701804.702E

57025A

61754

2D

R09822/T5

ESTIMATED COST OF THESE ORDERS

TRANSPORTATION (a)

PER DIEM (a)

MISCELLANEOUS (a)

TOTAL (a)

FY70 \$241.00 ea

FY70 \$124.00

FY70 \$107.00 ZERO

FY71 \$124.00

FY71 \$115.00 ZERO

FY71 \$115.00 ZERO

FY70 \$241.00 ea

FY71 \$115.00 ea

FY71 \$115.00 ea

☒ IN ACCORDANCE WITH PARAGRAPH 441, UTR IF TEMPORARY ADDITIONAL DUTY IN EXCESS OF TWENTY-FOUR (24) HOURS IS TO BE PERFORMED AT AN INSTALLATION OF THE UNIFORMED SERVICES AND GOVERNMENT QUARTERS ARE NOT AVAILABLE, MAXIMUM PER DIEM IS PAYABLE. YOU ARE DIRECTED TO OBTAIN A CERTIFICATION AS TO THE AVAILABILITY OF GOVERNMENT QUARTERS, GOVERNMENT MESS AND (For Officers only) OFFICERS MESS (Open) FROM THE INSTALLATION COMMANDER, OR HIS DESIGNATED REPRESENTATIVE.

☐ UTILIZATION OF ANY AVAILABLE GOVERNMENT QUARTERS AND/OR MESS IS DEEMED IMPRACTICAL IN THAT SUCH UTILIZATION WILL ADVERSELY AFFECT THE PERFORMANCE OF ASSIGNED DUTIES WHILE IN:

IT IS CERTIFIED THAT YOU HOLD A

SI COMPLETED

BY

NA

MAC COMPLETED

BY

PLUS

CONTINUOUS HONORABLE SERVICE

SECURITY CLEARANCE BASED ON:

CHL/BUPERS RC COMPLETED

AS REPORTED BY

These orders will be presented to the Disbursing Officer for liquidation within three (3) working days following completion of the duty involved.

Bureau control copies of public vouchers resulting from these orders should be transmitted to Fleet Aviation Accounting Office Pacific (61754) US Naval Air Station, North Island, San Diego in accordance with NAVCOMP Manual Volume 4 Chapter 6.

SPECIAL ITEMS AND REMARKS

COMMAND INSURE THAT LEGIBLE COPY OF TRAVEL VOUCHER OR SUB VOUCHER (DD FORM 1351-2) IS FORWARDED TO COMPAIRSDIEGO CODE N12 UPON LIQUIDATION OF TRAVEL AND/OR PER DIEM CLAIM.

AUTH 165 LBS. BAGGAGE ALLOWANCE.

ACCOUNTING DATA FOR FY71: 1711804.702E 57025A 61754 2D R09822/8K

SIGNATURE

W. C. LAUER, Acting

COPY TO

COMPAIRSDIEGO (3)