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HISTORY
OF THE
THIRTY-NINTH AEROSPACE RESCUE AND RECOVERY SQUADRON

1 APRIL 1971--30 JUNE 1971

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30 June 1971

Copy 2 of 6 Copies
39th ARRSq

3rd Aerospace Rescue and Recovery Group, 41st Aerospace Rescue and
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39th AFHQ History, Apr-Jun 1954

SECURITY NOTE

The overall classification of this history is SECRET, Group 4, to uphold the classification of the documents and information used in the preparation of the history. The following pages are classified as indicated:

~~SECRET: 1, 5, 6, 12, 16-19, 31, 35, 37, 38, 59-63, 65-67, 70, 71~~

~~CONFIDENTIAL: 10, 45, 64, 68, 69~~

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FOREWARD

The format of this history identifies seven major areas associated with squadron activities. The areas are identified by chapters and include Command, Operations, Training/Standardization/Safety, Intelligence/Security, Maintenance, Personnel/Administration, and Additional Duties. Although each major area is treated independently, this report should be read through in sequence for greatest continuity. It is suggested that a person not already familiar with our mission read the selected mission narratives before beginning the body of the history in order to acquaint themselves with the type of mission we fly here in SEA.*

Both local and Greenwich time have been used in the history. Local time can be derived from Greenwich time by adding eight hours to Greenwich time.

During the period of this history, the 39th ARRSq was based at Cam Ranh Bay Air Base, Republic of Vietnam as a tenant unit with the 483rd Tactical Airlift Wing.

* The mission narratives may be found in the Supporting Documents, pages 59-71.

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MISSION OF THE 39TH ARRSQ

The mission of the 39th Aerospace Rescue and Recovery Squadron is to search for, locate and assist in the recovery of distressed personnel engaged in combat operations in Southeast Asia; provide an Airborne Mission Commander (AMC) when the SAR Task Force (SARTAF) is deployed; refuel ARRS helicopters during combat recovery and other SAR missions; and provide a ground alert capability (aircraft and crew) at home station and a forward operating base.

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Chapter I

COMMAND¹

Colonel Sidney M. Spilseth assumed his new rank 1 May 1971 and continued in command of the 39th ARRSq until his departure on 18 June 1971. His tenure as Commander spanned one of the most interesting and challenging periods for the 39th. Highlights featured the Tuy Hoa-Cam Ranh move, the Son Tay POW rescue attempt and a prolonged period of operation with absolute minimum aircraft and personnel resources. Throughout all of these times "Stoker Lead" led his officers and men in a truly memorable fashion. It was a distinct pleasure serving with him and all the King men wish him luck and good fortune in the future.

Lt Col Irvin L. (Roy) Klingenberg, 39th Operations Officer, assumed command upon Col Spilseth's departure and what appeared to be an interim command duty may become a full time job. For when Lt Col Walter L. Riley arrived to take over the reins of command, he was on the new Colonel's promotion list and Hq ARRS directed him to delay his formal acceptance of command. We are presently waiting a final decision as to our new commander, but under either alternative we will acquire an outstanding individual.

Distinguished visitors during the quarter were Colonel Franklin R. Roberts, Director ARRS Maintenance, in mid-April, Colonel Allan Vette, 1. Information for this portion of the history was supplied by Maj Jerry J. Felmley, Executive Officer.

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41st ARFWg Deputy for Operations, in War and Rescue One, Brig Gen Frank K. Everest Jr in June. We were pleased to have these gentlemen with us and enjoyed their company and the opportunity to discuss our operation as well as the future of Rescue.

Generally better stability in personnel and aircraft resources marked this quarter and allowed us a little more time for self-help projects. We still had to live with badly deficient vehicle support and our enlisted aircrew made yet another move (their third since arrival at Cam Ranh) so our problems were not completely resolved. However, we reduced the scope of our difficulties and we worked hard on the remaining tasks.

COMMANDER'S BIOGRAPHICAL DATA: Lt Col Klingenberg was born in Baltimore, Maryland in 1929 and after attending public schools in that city moved with his family to Linthicum Heights, Maryland where he attended and graduated from Glen Burnie High School in 1947. He worked for a year as an assistant surveyor before entering the University of Maryland in 1948 where he majored in sociology and earned an ROTC commission in 1952. His first Air Force duty was as Air Police Officer at Bolling Field just prior to entering pilot training at Stallings Field, North Carolina. He was awarded his wings after completing courses at Reese AFB and James Connally AFB, Texas. He then flew T-29's at Mather AFB in support of Navigator Training. A C-119 flying tour followed at Sculthorpe Royal Air Force Base, England.

50th ARRS history, April 1971.

In 1958, he returned to the United States and the University of Maryland as an ROTC instructor teaching cadets. Another overseas tour followed with duty flying U-6A aircraft in Korea. In 1963, Lt Col Klingenberg was assigned to the 1st Air Transport Squadron at Charleston AFB, South Carolina where he first flew the C-130E transport and then transitioned to the C-141 Starlifter jet transport. In June 1968, he entered the Rescue Service through schooling at Eglin AFB, Florida and went to the 57th ARRS at Lajes Field, Azores as Assistant Operations Officer. He became Operations Officer in January 1970 and served in that capacity until January 1971 when he was selected to join the 39th ARRS at Cam Ranh Bay. He served initially as Operations Officer prior to assuming command on 19 June 1971.

Lt Col Klingenberg is married to the former Ruth Gatchell whom he met while a student at the University of Maryland. They have three boys whose ages are 16, 14 and 11. While he is overseas, Mrs. Klingenberg and the family reside in O'Fallon, Illinois near Scott AFB.



LT COL IRVING L. KLINCHEHLERG, COMMANDER

39th ARRG History, Apr-Jun 1971

Chapter II

OPERATIONS¹

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Rescue missions have shown a decline during this quarter mostly due to the onset of the rainy season but King has continued its mission of mercy effecting 27 combat and 3 non-combat saves.² Ninety per cent of the missions flown in support of a rescue resulted in the recovery of distressed personnel. Below are listed six typical missions for this quarter. It is suggested that the reader turn to these narratives at this time to acquaint himself with our most current operations.³

<u>DATE</u>	<u>MISSION</u>	<u>SAVES</u>	<u>PAGE</u>
9 Apr	Vietnamese Gnd Team	4 Combat	59
13 Apr	Blade 57	1 Combat	62
12 May	Charlie Horse 828	3 Combat	64
2 Jun	PFL	2 Combat	65
4 Jun	Covey 504	2 Combat	68
20 Jun	Covey 504	2 Combat	70

The entire squadron is dedicated to our mission and it is a matter of pride to have participated in the recovery of a downed crewman.

Change was the key word for the Operations Section during the quarter. Lt Col Irvin L. Klingenberg Jr. became the acting Squadron Commander when Col Sidney M. Spilseth rotated in June. Lt Col Clarence L. Paradis became the Operations Officer and Lt Col Ronald J. Soroka

1. Information for this portion of the history was supplied by Lt Col Ronald J. Soroka, Assistant Operations Officer.
2. The number of combat saves recorded here may vary from the figures recorded by 3rd ARRGp. The 39 ARRG claims a save whenever the King bird is involved with a recovery in spite of the type of aircraft making the actual pickup.
3. The mission narratives may be found on pages 59-71.

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the Assistant Operations Officer. A significant number of our most highly qualified AMC's, IP's, and FE's were also lost due to rotation and their loss was sorely felt. Incoming pilots were short on rescue and C-130 experience, but long on enthusiasm and eagerness to learn the King mission in SEA. The heavy workload imposed on the training and simulator section in upgrading AMC's and copilots demanded the cooperation of all concerned and the results obtained were outstanding. New copilots were upgraded in minimum time and quickly made a significant contribution to mission accomplishment. A shortage of AMC's and instructor personnel remains a continuing problem and requires the maximum utilization of those qualified in both mission flying and the upgrade program.

An additional commitment for the squadron was acquired when the Limited Night Recovery System (LNRS) was employed at Udorn. King crews now stand 24 hour alert at Udorn in support of the HH-53's. All crews were required to become requalified in night air refueling and this was accomplished under the direction of Major Lewis E. James. A night air refueling mission is now a quarterly currency requirement for aircrews.

Manning in the enlisted aircrew positions improved greatly especially among the radio operators. An aggressive training program resulted in minimum time qualification and permitted the release of four TDY radio operators to their home units.

Vehicles continue to be a tremendous problem. The "fleet" is in maintenance more than out and no additional support from the host base

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has been realized. It would appear we will have to continue to live with a bad situation.

Additional comments on each crew position follow.

PILOT ACTIVITIES:⁴ This quarter saw many changes and new faces in the pilot section. Eight of our highly qualified AMC's departed for stateside assignments and one experienced copilot. These losses were offset by eleven new arrivals, six of whom have the qualifications to upgrade to AMC and the remainder are new Undergraduate Pilot Training graduates with very little flying experience. At the end of June, we had 16 qualified AMC's and 16 qualified copilots; two of which were in the process of upgrading to AMC. Since nine new pilots arrived in June and there were still five copilots in training for initial qualification, the simulator has been working double shifts every other day since mid June.

The average pilot experience continues to show a steady decline, mostly due to the large number of UPT graduates. From a high average of 3444 hours last quarter, the average is now only 2815 hours. This will drop even further in the next few months.

The pilot schedulers remained fairly stable during this period with one exception, Major John J. Fleck left for a stateside assignment in May. The schedulers remaining are Major Edgar C. Benson Jr., Chief,

4. Information for this portion of the history was supplied by Major Edgar C. Benson Jr., Chief Scheduler.

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Major Arthur E. Koshak, Major Harold M. Regele, Maj Thomas S. Gealta, and Capt John S. Parmeter.

The schedulers have had a shortage of AMC's to work with during June. Some of this was due to the change in the Udorn rotation which is now four days instead of three. In addition, we had five AMC's on leave in the states at one time, four in conjunction with IRAN deliveries and pickups.

The outlook for the near future promises a decrease in flying experience and a decrease in the total number of qualified AMC's. The training requirements have increased considerably during this quarter and will continue to increase during the next few months.

NAVIGATOR ACTIVITIES:⁵ During the past three months, the navigation section has enjoyed an ideal manning situation with an average of eighteen navigators assigned. Two losses and two gains were experienced. Major James E. Good, the unit standardization navigator has upgraded two navigators to instructor status for a total of four instructors and three flight examiners as of 30 June 1971.

Current additional duty changes and additions for the navigators include Major Patrick J. McDonald to Assistant Executive Officer; Major James E. Good to unit Standardization Officer; Capt Joel F. Hancock as Assistant Intelligence Officer; Capt James J. Kelly to Head Awards and Decorations; Capt Charles P. McNeff as Assistant Scheduling Officer; and Capt Phillip H. Nelson as Assistant Training

⁵. Information for this portion of the history was supplied by Major Jimmy H. Sharpe, Chief Navigator.

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Officer. Capt Robert L. Remaker was also assigned to training as the OIC of the King simulator.

The advent of the new requirement for night air refueling training has required additional training and emphasis be placed on intercept rendezvous techniques for navigators. The training has been accomplished with outstanding results.

Average flying time for the months of this quarter are: April 71.8; May 76.1; and June 72.3.

RADIO OPERATOR ACTIVITIES:⁶ The radio operators were faced with a critical shortage but still managed to do an outstanding job. There were four TDY radio operators to help out; one from Elmendorf AFB, Alaska; two from Woodbridge AB, England; and one from Lajes AB, Azores. Five RO's reported in April, two in May, and five in June to greatly alleviate the situation, as can be noticed in the drop of average flight time. (April 89.0; May 67.9; and June 59.6)

ENGINEER ACTIVITIES:⁷ During the period of 1 Mar to 30 Jun, the Flight Engineer Section finally received additional personnel PCS and consequently the individual flying time decreased slightly. The monthly averages for the quarter were: April 86.3; May 87.1; and June 75.3. A total of 6336.7 man hours were flown. The enlisted aircrews were finally moved to air conditioned quarters which was a lift to our morale.

6. Information for this portion of the history was supplied by Philip W. Jones, NCOIC Radio Operator Section.

7. Information for this portion of the history was supplied by Morton D. Ellis, NCOIC Engineer Section.

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Only one promotion was received. ~~CONFIDENTIAL~~ MSgt Morton D. Ellis was promoted to SMSgt and became NCOIC of the Flight Engineer Section replacing MSgt Holly V. Keel. MSgt Keel has done an outstanding job since his arrival last October and will continue as Assistant NCOIC so his talents will not be lost.

Numerous decorations were received during this period. Heading the list was SSgt Edward H. Tye when he was decorated with the Distinguished Flying Cross for heroism at Quang Loi, South Vietnam during a previous tour.

LOADMASTERS:⁸ The loss of four loadmasters through normal rotation this quarter and the arrival of four loadmasters kept the average strength at sixteen assigned against an authorization of seventeen. The Loadmaster Section flew an average of 84.1 hours per assigned loadmaster during the quarter.

The morale of all enlisted flying personnel improved during the quarter due to the move to air conditioned quarters.

All currency requirements were accomplished. Ground and air work was completed for subsequent upgrade of two Loadmasters to instructor and one to flight examiner loadmaster.

8. Information for this section of the history was provided by MSgt Lawrence Durbin, NCOIC Loadmaster Section.

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Chapter III

TRAINING/STANDARDIZATION/SAFETY

TRAINING:¹ During this quarter, the squadron training program was heavily taxed by an influx of young pilots and the continuing loss of our most qualified Airborne Mission Commanders, (AMC's). At the same time, an influx of twelve radio operators created problems as there were more who were not mission qualified than there were instructors. This produced a heavy load on our simulator since each pilot requires a minimum of four simulator missions and each radio operator requires two. Capt Robert L. Rennaker, the new simulator OIC, scheduled and conducted a very heavy load in a very efficient manner providing the squadron with a continuing flow of highly qualified crew members. Capt Phillip H. Nelson was appointed as Assistant Staff Training Officer and 1 Lt James S. Bedwell was added to the training staff. A new process for controlling training and standardization records was implemented and continued improvements in the management and operations of the training section were made.

Electrical shock first aid training was conducted by Major Dryden, Chief Aeromedical Services, Cam Ranh Bay and TSgt Robert H. McPheeters conducted scanner techniques classes for our maintenance and crew chief personnel.

1. Information for this section of the history was provided by Capt Phillip H. Nelson, Assistant Squadron Training Officer.

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In this period, four copilots and five pilots were assigned, all Captains and Lieutenants. This further decreased the average experience level of the squadron pilots.

Since the test program of the LNRS has begun, the King crewmembers are now being requalified in night air refueling. The training was begun in late June under the supervision of Major Lewis E. James. All Airborne Mission Commanders are required at least one night of training and several potential AMC's are also being included.

Quarterly training accomplishments can be found in appendix 5 on page 41.

STANDARDIZATION:² This quarter was an extremely busy one for standardization with numerous flight evaluations, a visit from the 41st Standardization Team, and a complete turnover of squadron standardization personnel.

The current 39th ARRS Standardization personnel are as follows:

Major Robert A. DeLorenzo	Aircrew Standardization Officer
Major James E. Good	Navigator
TSgt Troy W. Hanson	Flight Engineer
TSgt John J. Martz	Radio Operator
TSgt Alan N. Robinson	Loadmaster

During the period 17-21 April 1971, the 41st ARRWg HC-130 Standardization Team performed an aircrew standardization staff assistance visit to the 39th ARRSq. The overall evaluation of the aircrew standardization program was excellent. It was also brought out that the standardization team felt that the 39th ARRSq crew members are the most proficient and capable of any unit in ARRS.

2. Information for this section of the history was supplied by Major Robert A. DeLorenzo.

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Due to rotation of instructor/flight examiner personnel, an extensive upgrade program was necessitated. Eighteen crewmembers were upgraded to instructor/flight examiner during this period. Continued emphasis was placed on no-notice evaluations and compliance with current directives.

Unit flight evaluations over the three month period totaled 82 and are listed in Appendix # 4 on page 40.

SAFETY:³ The safety staff had a complete change over this quarter. Capt Rondall E. Skinner took over as Chief of Safety; Capt William H. Hora as Flying Safety Officer; 1 Lt Gary E. Lorenz as Ground Safety Officer; and Capt John T. Parker II as Explosive Safety Officer.

During this period, we had 4 aircraft incidents reportable in accordance with AFR 127-4 and MAC Supplement thereto:

1. On 30 May 1971, the King 22 aircraft lost the tail cone assembly from the number two engine. This only required one man hour to return the aircraft to OR status, but it prompted a one time inspection of all unit aircraft. The tail cone was not recovered.

2. The King 26 aircraft on 30 May 1971 shut an engine down because of a prop malfunction caused by failure of the prop valve housing governor. The crew made an uneventful engine out landing back at home base.

3. On 31 May 1971, another tail cone assembly was lost (same crew, same aircraft, and same engine). As before, the part was not recovered.

3. Information for this section of the history was provided by Capt William H. Hora, Flying Safety Officer.

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4. On 1 Jun 1971, the King 92 aircraft had erratic engine indications and number three engine was shut down. An uneventful landing was then made at Udorn RTAFB.

The safety office in spite of the change of personnel has continued to function normally and complete all tasks successfully. The squadron has been maintaining a fine safety standard and consequently this makes our work easier. We continue to brief and are trying to make all our personnel more safety conscious.

Chapter IV

INTELLIGENCE/SECURITY¹

The intelligence personnel remained unchanged during this quarter with one exception, Capt Rennaker was upgraded to flight examiner navigator. Due to his excellent intelligence background and overall capabilities, both as a navigator and an organizer, he was appointed as simulator OIC. He was replaced by Capt James B. Morrow.

On 11 May, Lt Wright, the intelligence officer at 3rd Group, paid us a visit. I had left on IRAN two days previously. If I had known he was coming, I would have delayed my trip, but such is life. The duty officer was able to answer many of his questions. Since this was not an inspection, he didn't delve into our procedures as closely as he could have. He made several suggestions which we have since implemented. His visit resulted in TSgt Williamson's coming up to Cam Ranh Bay for a short TDY period. TSgt Williamson was a welcome addition to our section and greatly alleviated the burden of administrative work currently performed by our Intel Officer. His performance during his short visit was absolutely outstanding and pointed up our need for a full time Intelligence NCO. This concept would permit the necessary continuity and organization so vital to our function. TSgt Williamson is expected to return for a longer period of time in July.

1. Information for this section of the history was provided by Major Bernard G. McGill, Chief of Squadron Intelligence Section.

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We are presently working toward the addition of a full time Intelligence Officer/NCO in our section. He would serve as a liason between the 39th and the 483rd, with the 483rd assuming the duties presently performed by the five additional duty officers and the Intelligence Officer/NCO insuring that we received the proper intelligence and also gathering the multitude of special information required by our mission.

With the advent of the rainy season, the war has become relatively quiet. In the beginning of this reporting period, the majority of the action in Barrell Roll took place around Channel 108. The bad guys consolidated their forces along a ridge line to the northeast of the station and mortar attacks and troops in contact (TIC) were the order of the day. The friendlies were able to hold their ground and at the end of June were moving east, meeting only light resistance. It appears that this will be the best season for the friendlies since 1967.

In the Steel Tiger area, we have seen a drastic decrease in the traffic through the passes. This is due primarily to the rainy season. The enemy has been working furiously, cordorouying the roads with logs in order to keep them open and Forward Air Controllers (FACS) have reported as much as nine inches of water stagnating in some areas.

As the enemy tried to move their routes further to the west to escape the rains, the area around Muong Phalene became increasingly active. Four friendly battalions did occupy the town but were forced

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to retreat when the govners decided they needed it. The friendlies withdrew west along route 9 and regrouped at Dang Hene. At the end of June, the bad guys still have control of Nuong Phalene but their resistance is wearing thin.

The Bolivans Plateau is now completely in control of the bad guys but the Pathet Lao/North Vietnamese Army (NVA) relations are still strained. The Pathet Lao are beginning to look on the NVA as foreigners trying to take control of their organization. During the last portion of June, the King of Laos had a meeting with his cabinet and enjoined the Pathet Lao

foreign invaders meaning, of course, the NVA. He also expressed his desire that Laos forget about trying to remain neutral and ally itself to South Vietnam, Thailand and the United States. His cabinet was in full concurrence with his proposals.

I am rather disappointed that there is still so much Anti-Aircraft Artillery (AAA) remaining on the trail in Laos. I felt sure that the bad guys would pull back their equipment prior to the rainy season. We had two reports of 57MM being active just southeast of the Bolivans firing on AC-130 gunships on the 24th and 26th of June.

Activity in Cambodia has increased. Although the period started out with the majority of the clashes (minor for the most part) centered around the Chip Plantation, in June, the fighting was centered in the marshlands just to the northeast of Phnom Penh. The bad guys want this area so they will be able to mortar the city. The situation is becoming somewhat

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frantic in that the friendlies have to evict them before the rainy season starts which is within a few weeks. If they are unable to drive them out, the capital will be under the threat of mortar attacks and general harassment for several months.

I am concerned about the reports that are trickling in about the large caches of the enemy equipment and supplies located in the Elephant Mountains in western Cambodia. This is usually the prelude to a large scale enemy offensive. All we need next dry season is a full scale war in Cambodia.

Thailand remains stable. There are some clashes up in the north in the vicinity south of the Chi Com Road, involving Thais and PL/NVA forces. I would imagine that the Thais are becoming more and more apprehensive as the Chi Com Road approaches their border.

The war in country (Vietnam) has been relatively quiet except for Military Region I in the north. The area just south of the DMZ has caught hell for the entire reporting period. Mortar attacks have occurred several times a day. The areas around Quang Tri and DaNang have received several heavy mortar attacks. Although Military Region 2 (MR 2) has been relatively quiet, there have been several TIC's northwest of Tuy Hoa. There is also the continuing threat of 122MM rocket attacks on Cam Ranh Bay. Dak To and Pleiku had some pretty good battles in their area in April and May, however, these areas have been quiet for the most part in June. There have been several clashes in MR 3 and 4, however terrorist attacks seem to take up most of the gomers time in these regions.

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The end of June marked the appearance of the Limited Night Recovery System in SEA. The Jolly Greens and the King birds have begun training in the system at Udorn. While it may have some drawbacks, especially in a hostile environment, it is a step in the right direction and I am sure that eventually it will be a welcome addition to our "bag of tricks."

SECURITY:² The security section saw a change of administration during this quarter. 1 Lt Gary E. Lorenz was promoted to Chief Security Officer and 1 Lt Jeffrey A. Howlett has been appointed his assistant. The normal but vital functions of safeguarding all classified material were accomplished through daily classifying and declassifying operations and an overall check was made by taking inventory of all documents under our control. The check showed that our security procedures are working well and that the daily accounting is accomplishing a proper safeguard. TSgt Samuel M. Hamilton has continued to monitor our squadron classified safes in an outstanding manner.

As has always been our procedure, each new man coming into the squadron was given a security test to familiarize him with the regulations pertaining to security.

2. Information for this section of the history was supplied by 1 Lt Jeffrey A. Howlett, Assistant Security Officer.

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Chapter V

MAINTENANCE¹

Fiscal year 1971 has ended and our Staff Maintenance Officer, Capt Dan L. Taylor departed being replaced by Capt Thomas M. Thompson. The accomplishments of the maintenance section during this quarter have been varied but trying times have continued. While certain goals were achieved, many of the frustrating shortcomings remain in the squadron. The number of aircraft available daily remained low throughout the quarter and impacted mission capability to the point that during the afternoon, we were often without an alert aircraft at Cam Ranh Bay. Due to the late output of aircraft 66-994 from IRAN, and the need to accomplish T.O. 1C-130-817, an additional aircraft was requested but the request was disapproved by the 41 ARRWg.

The maintenance men worked very hard to get the most from the assets available and as a result, the following improvements and accomplishments were made:

1. The 39th got an additional room in building 203 for the Organizational Maintenance Branch (OMB) office and aircraft bench stock.
2. The unsatisfactory and unsightly trailer that was being used by OMB was removed from the squadron area.
3. Coordination has recently been completed with DET 2, 834 Air

1. Information for this section of the history was supplied by Capt Thomas M. Thompson, Maintenance Officer.

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Division for an additional room in building 203. This room will be occupied by Field Maintenance Supervision and propeller, engine, hydraulic, mechanical accessories and inflight refueling specialists.

4. The Aerospace Ground Equipment (AGE) specialists will move into the Corrosion Control Shop eliminating the need for a separate AGE maintenance facility.

5. The Corrosion Control Shop continued its painting program on all AGE equipment and many compliments have been received from various levels of command.

6. Even though critically short of aircraft, not one fragged mission was dropped during this quarter. This alone reflects the PRIDE of every man who works on the King birds.

7. On time launch reliability has been outstanding.

8. Two King HC130P aircraft are approaching 6000 hours total time which is another testimony to the good work of the King fixers.

9. Operational Maintenance Section (OMS) is working on a self help project to complete their office.

10. The 780 Section is now in top notch order and the plan to tear down the building is being held in abeyance. All required mission essential equipment is on hand.

The avionics facility has been cancelled and there are no current plans or programs to develop another facility at the present time. Shortage of funds and the large work backlog in all the Base Civil Engineers shops brought about moratorium on all work orders

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not Priority I; therefore, the work order for the airconditioning has not been acted upon and will have to be justified next quarter.

The Maintenance Section provided aircraft in support of 3393 flying hours during this quarter. The average number of aircraft possessed was 8.6 compared to 8.7 for last quarter; average NORS rate was 1.6% compared to 3.4%; aircraft NORM rate was 15.9% compared to 17.3%; Man Hours/Flying Hour expenditure was 14.6 compared to 12.3.² Three aircraft were input to IRAN and two of these were input to Center Wing Modification. A large number of manhours were expended reconditioning aircraft interiors and general cleaning and a program of education and application of the principles of Maintenance Data Collection (MDC) was started so that a more accurate and realistic documentation was obtained. There were an average of 14 cannibalization actions per month for such items as T.D. Amp, C-12 Compass, Cyro and Amp, RT832, and pressure controllers.

Overall manning was 91.4% during this quarter with a 100% turnover. Manning in the Inflight Refueling (IFR) Section was boosted to 100% with the arrival of Sgt Billy Bunch. The manning in the 431X1F AFSC improved significantly with further improvement seen in the near future. The jet engine shop lost three 7-level technicians before their replacements arrived and TDY assistance was necessary and will continue for approximately 60 days. AGE manning was critical throughout the quarter with a low of 25%.

2. Please refer to Appendix 8 on page 44 for additional information.

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The FOD program has continued in an outstanding manner. The 39th has one of the cleanest ramp areas on the base. This is primarily because of the "pick it up" attitude of all maintenance personnel.

Safety has been outstanding in both the shops and on the flight line. Checklists and safety inspections are utilized daily and all supervisors brief safety at roll call.

TSgt Jerry D. Tatum was assigned as the new Training NCOIC and is well versed in all aspects of his job. The OJT program is showing outstanding results. There were no overtime trainees during this quarter. The large number of three level flightline personnel are proceeding on or ahead of their training schedules.

39th Maintenance has had a difficult quarter due mainly to the shortage of aircraft which were in IRAN or the Center Wing Modification Facility but the accomplishments made in spite of this were great and reflect the pride we have in our mission.

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Chapter VI

PERSONNEL/ADMINISTRATION¹

In spite of many personnel changes, the 39th ARRSq Personnel and Administration Section continued to operate in an excellent manner. Capt John C. Thomas was appointed Squadron Administration/Personnel Officer after the reassignment of Maj Bruce J. Host. SSgt Henry R. Baskett continued to handle the responsibilities of Chief Clerk. His new assistants were SSgt David P. Taylor, Asst Chief Clerk; SSgt Alfred N. Watts, Personnel; ALC Roger R. Faucher, Publications Management; Ann Glynn Miller, Typist. It is significant to point out that during this period, the squadron lost three very experienced administrative specialists and replaced them with less experienced people. This placed a great workload on SSgt Baskett and SSgt Taylor due to the OJT requirements being added to the regular operations of the section. It is a pleasure to note that SSgt Baskett and SSgt Taylor performed in an exemplary manner. Their dedication plus the cooperation of all personnel involved made this transition period much easier than would otherwise have been possible.

Specific achievements during this period were the processing of over 180 TDY orders and the processing of over 120 personnel. Also the personnel manning problems continued to require the immediate attention of SSgt Watts. Through his dedication and rapport with the host CEPO and the 3rd ARRGp,

1. Information for this section of the history was provided by Capt John C. Thomas, Squadron Administration/Personnel Officer.

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many of these problems were solved before they became too serious.

The Executive Office continued to operate in an efficient manner under the leadership of Maj Jerry J. Felmley and his assistants, Maj Stephen E. Katz and Maj Patrick J. McDonald. Management of the OER and APR programs continued to be a heavy workload within the Executive Office. This squadron did not have any late OER's or APR's, and the host CBFO complimented the 39th ARRSq on the high quality of its performance reports.

Also highlighting this past three months was the visit of Brigadier General Frank K. Everest Jr., Commander ARRS, to the 39th ARRSq. A new squadron briefing was developed through the efforts of Maj McDonald, and the Executive Office coordinated all the details of General Everest's visit.

The Career Motivation and Counselling Program is an important part of the Executive Officer's duties. Maj Felmley counselled three officers and had informal talks with many other officers who had questions about the Air Force and its policies. This program did much to encourage young officers to consider an Air Force career more closely. This quarter saw the end of the "Palace Leader", "Palace Gold" and "Identification of Potential Reenlistees" command projects. During these programs, 28 airmen decided to reenlist and one officer withdrew his resignation.

SMSgt Arthur W. Austin Jr. continued to perform his duties as First Sergeant in a commendable manner. His firm but fair handling of discipline problems earned him the respect of his NCO's and airmen. He also coordinated

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the moving of the enlisted aircrew personnel twice within a period of less than a month. His cheerful approach to his responsibilities has aided in the rapport he has with his personnel.

In summary, the Executive Office and Orderly Room and all personnel working in them performed very admirably. Their performance and the results they obtained are highly commendable, considering the difficult conditions they had to work under.

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Chapter VII

ADDITIONAL DUTIES

VEHICLE CONTROL:¹ The 39th ARRS has 12 vehicles authorized and 12 assigned. Seventy-five per-cent of the vehicles are 1966-67 models. When all vehicles are in commission, we have enough transportation to accomplish our mission with the exception of crew transportation. We are plagued basically with two problems:

1. Unsuitable vehicles for crew transportation.
2. Old vehicles that are constantly breaking down.

We have had only one vehicle for crew transportation, (67B9967) a 1967 model metro step van. This vehicle has a badly worn front suspension and very loose steering. Even though it has been repaired for these discrepancies three times in the last four months, there has been very little improvement. The motorpool has spent 407.4 hours working on it in calendar year 1971. It is completely rusted through in the roof area and above the windshield and it is in such poor condition that it cannot be painted without major restoration of the body metal. The seating arrangement is also inadequate for the six to ten crewmembers we use on our aircraft.

The secondary vehicle, another 1967 metro step van (67B9944) has been in the Vehicle Down for Parts lot during the entire month of June. When it was returned, it still had the following major discrepancies:

1. Information for this section of the history was supplied by Major Thomas S. Gealta, Vehicles Control Officer.

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1. No brakes
2. Large radiator leak.
3. Engine would not start with gear shift lever in park position.
4. Very poor steering.

This vehicle had a front wheel come off while driving the alert crew to the aircraft. We were lucky no injuries were sustained. The vehicle has been in the shop 583.5 hours in the last six months and also has body rust as bad as the other step van. The front suspension is very worn and it becomes very difficult to control with nine crewmembers and their equipment on board.

The remaining possessed vehicles are composed of various old six passenger pick-up trucks and older step vans. The step vans are so worn that they are used exclusively for maintenance personnel to transport parts and tools for short distances. The pick-up trucks are used for distribution runs and to transport officer personnel to and from work; normally ten to twenty people.

In the last six months, we have attempted to solve this problem in the following ways:

1. The motor pool has been contacted and made aware of our needs, but due to the Vietnamization program, all newer vehicles and vehicles in very good condition have been delivered to the South Vietnamese Army and Air Force. The squadron vehicles were in too poor condition to make any trades for more suitable equipment.

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2. The motorpool gave the squadron a very high priority at the maintenance shop to facilitate having the vehicles repaired; unfortunately, they break down very frequently.

3. We have contacted the Base Commander and the Wing Commander with requests for vehicle replacement based on the unsafe and unreparable condition of the aircrew transport vehicle. As a result, the squadron was given a 29 passenger bus for a short period which was an outstanding replacement. After one week of use, the bus was retrieved by the motorpool and given to the Vietnamese.

4. Through self help programs, many squadron members have spent long hours trying to assist the motorpool in repairing the vehicles and making them as safe as possible. As a result of this attention, the vehicles are at least running a majority of the time but remain essentially unsafe for the amount of use they receive.

5. The crew transportation vehicle covers 203 miles daily plus extra miles when the other vehicles break down. Consequently we rotate all our vehicles to provide the safest one for crew transport.

In summary, the squadron is tasked with a very large transportation requirement and has been given inadequate and very worn equipment to accomplish it.

CIVIC ACTIONS:² The squadron's civic action program was quite active this quarter. The main project undertaken by Capt John Fletcher and his

2. Information for this section of the history was supplied by Capt John P. Fletcher Jr., Civic Actions Officer.

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assistants, 1 Lt William G. Barker and ALC Paul M. White was the construction of a seven room school for the Buddhist community in Ba Ngoi, headed by Trich Tri Tong. Although the project was first considered last November and most of the designing, cost estimates and ordering of materials was accomplished early this year, the actual construction took place this quarter due to a long wait for needed construction materials, especially cement. As of 30 Jun, five of the classrooms were complete except for some final touches, and the other two still needed a roof and a floor which were still under construction. Trich Tri Tong already has teachers and has started classes in a makeshift classroom until construction is complete.

The primary reason this particular project was chosen is that the Buddhists have been in a definite minority, unable to obtain funds or support from the predominantly Catholic government or the U.S. government who, for convenience, worked through the English speaking Catholic missionaries. This school will greatly enhance the Buddhist community of Ba Ngoi by giving hundreds of children the opportunity for a good education they otherwise would never have. In the minds of this civic actions team, this education is the only real and lasting way to beat communism in that it shows the people of Vietnam that there is something better than communism and more important, how to obtain it.

AWARDS AND DECORATIONS:³ During this quarter, the Awards and Decorations Section continued to function at its peak level of efficiency, demonstrating

3. Information for this section was supplied by Capt John P. Fletcher Jr. Assistant Awards and Decorations Officer.

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a high level of dedication and professionalism. In between flights into hostile territory under threat of anti-aircraft fire and within MIG range, the officers of the A&D section continued in their efforts so that the meritorious achievements of the 39th ARRS will not go unnoticed. Under the competent leadership of Major David J. Schnegelberger, the A&D section demonstrated such attention to detail, courtesy and meticulous adherence to administrative procedures, that it served as an example for the rest of the squadron.

During the quarter, the A&D section processed and forwarded the recommendation for the Presidential Unit Citation for the heroic actions of the 39th ARRS during the Son Tay POW Camp Raid. Also information was forwarded for the Outstanding Unit Award for the calendar year 1970. There are rumors that the squadron has been put in for the Vietnamese Cross of Gallantry also. Among the outstanding individual accomplishments for which awards are being submitted are: the heroic Son Tay raiders whose Silver Stars were disapproved are being submitted for the DFC; secondly, Capt Hoover and his crew whose faultless actions in the face of immediate danger which threatened their lives and nearly destroyed their aircraft when their engine starter blew up are being submitted for the Air Force Commendation Medal; and finally the section received, after nearly a five month wait, the Sikorsky Winged "S" awards for the two crews who participated in the Son Tay POW Camp Raid.

It was with great remorse that the A&D section said goodbye to its leader, Major Schnegelberger, whose outstanding leadership has been the

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prime motivation for the outstanding morale of the section. He continued working and serving the squadron until the very end. Despite this loss, the section has rebounded under the able leadership of its new head, Capt James J. Kelly, who promises that the section will continue its outstanding service.

R&R:⁴ During this quarter, thirty-one people from the squadron took R&R. Sydney, Australia was the most popular sight and was visited by 14. The remaining sights, Hawaii, Taipei, and Bangkok were visited by 11, 5, and 1 persons respectively.

The base R&R officer has been very helpful in handling all problems and special requests. A new program now allows people to combine a week of leave with their week of R&R for those going to Hawaii. Once in Hawaii, servicemen are permitted to fly to the states if they have a confirmed round trip ticket for their return to Hawaii.

R&R continues to be a great morale builder offering a very needed and deserved break from the war. Problems in the past have been negligible and I anticipate none in the future.

4. Information for this section of the history was supplied by 1 Lt James S. Bedwell, R&R Officer.