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11 NOV 1971

Commander's Letter, October 1971

3ARHDP/CC

1. The typhoon of 22 - 23 Oct caused us to evacuate our aircraft to Udon and Korat. Lt Col Benson planned the operation well, and all aircraft departed and returned safely. A change of scenery at Korat was most welcomed by the aircrews and maintenance personnel.

a. On 23 Oct, I presented a short briefing to Col Fitzgerald, 483 Combat Support Group Commander. I also gave him a walk through of all our facilities and a look inside an airplane. Hopefully he was impressed. He was mainly interested in how we could assist if a DC-8 full of people were to crash in the water just after takeoff. I explained our capabilities for such a disaster.

b. Maintenance is continuing to work hard to give us the necessary airframes to carry out the mission. If the MARS time could come down we'd be in the ball park on all standards.

c. I attended a short MAC family meeting 8 Oct, presented a newcomers briefing 13 Oct (my second of the month on 27 Oct was cancelled due to no available newcomers). Commanders Call was presented on 26 Oct.

d. On the personal side, a card from my career advisor at NPC indicated I have been allocated to MAC with assignment in the 66XX career field - Logistics Plans or Deputy Commander for Material. A real switch, but definitely career broadening. Don't know how firm it is as of this date.

2. Operations:

a. Flying Hours.

(1) Programmed - 1100.

(2) Plans - 838.8.

(3) Distribution

(a) Operational orbits - 88%

(b) PCF - 1.5%

(c) Training - 1.0%

(d) Command directed - 9.5%

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b. Flight valuations.

- (1) Pilots - 8
- (2) Navigators - 2
- (3) Flight Engineers - 8
- (4) Radio Operators - 3
- (5) Loadmasters - 2

c. Mission Simulators - 19 missions flown.

- (1) Qualifications
 - (a) AWC's - 1
 - (b) Copilots - 3
 - (c) Navigators - 0
 - (d) Radio operators - 0

d. Upgrades.

<u>POSITION</u>	<u>AWC</u>	<u>FIRST PILOT</u>	<u>INSTRUCTOR</u>	<u>FLT EXAMINERS</u>
PILOTS	1	4	2	0
NAVIGATORS			0	0
RADIO OPERATORS			0	0
FLIGHT ENGINEERS			3	1
LOADMASTERS			1	0

e. Sorties Flown - 182

- (1) Saves - 0
- (2) Air Refuelings - 55
- (3) Fuel Transferred - 193,900 lbs.

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f. A crew manning problem has arisen in the Loadmaster position. At present time we are down to 14 qualified vs 17 authorized. One of these 14 is DMIP until Nov DEPOS. Personnel projects the following figures:

<u>MONTH</u>	<u>AUTH</u>	<u>ASSGN</u>	<u>LOSSES</u>	<u>GAINS</u>	<u>END OF MONTH</u>
NOV	17	14	4	7	17
DEC	17	17	0	1	18

Hopefully all these inbounders will arrive. If they do, we should start getting well during the first part of Dec.

3. Maintenance:

a. October showed continued improvement in the maintenance area. A total of 838.8 flying hours were supported with an average of 8.0 aircraft on station. The OR rate for the month was above the standard and stood at 72.8% as the month ended. The NORM rate was 20.7%, also within the standard. TOTO 10-130-817 was completed on two aircraft during the month, thus completing this TOTO on all 39th aircraft.

b. The NORMS rate for Oct was 6.5%. This figure is above the Air Force standard for the second month in a row. The prime contributors to this high rate were: 2 ea. A1M's and 3 ea. C-12 Gyros. The items accounted for nearly 900 NORMS hours. As the month ended, no help in the Supply area was in sight.

c. With the departure of 991 to Center Wing Mod on the 30th of October, we again had four aircraft in the C NUS. One of Clark's aircraft, 65-992, was returned during the month. This leaves two Clark aircraft loaned to support the 39th mission. The return of 66-217 and 66-219 from the C NUS during the month of November will allow these two aircraft to return to Clark.

d. Manning is, on the whole, very good. There is a problem in the 43111F area but programmed inputs should keep our heads above water. Present manning is adequate in this area.

e. The wash rack at Udorn is still a problem. It has become nearly impossible to schedule one of our aircraft on the rack due to the increase in the base activity at Udorn. The 432nd is cooperating, but not much progress is being made. Emphasis on washing aircraft and the corrosion control program are items of special interest to maintenance.

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4. Safety:

a. One OMR was received during October concerning local CCA controller actions during an approach. The answer from the 1881st Comm Squadron was that controllers have been given additional training on the operation of runway alignment equipment and that an engineering study is in progress to correct a design safety deficiency in that equipment. An OMR submitted in August, concerning crew rest facilities at Udon has had action completed. 39th enlisted men in cooperation with the Udon billeting office have installed more sound-proof partitions in their quarters to reduce noise and distractions.

b. We experienced four aircraft incidents. Acft 820 developed a fuel leak in #1 dry bay necessitating a precautionary engine shutdown. The leak was traced to a hairline crack in the engine fuel feed line possibly caused by personnel factor (over torquing and/or use of improper tools) during original installation. Acft 820 experienced a shutdown of #4 engine due to a prop low oil warning. This condition was caused by a material failure of the prop breather cover of a newly installed prop which prevented proper pressure release and caused an erroneous indication of a prop low oil condition. Acft 994 lost a landing light inflight and cause could not be determined. Acft 820 experienced an engine shutdown due to loss of oil pressure on #4 engine. Suspected cause was material failure of the power section gearbox.

c. The 3ARMOP Safety Inspection Team conducted an in-depth inspection of the unit 1 Nov - 4 Nov. Written results have not yet been received but the unit received an overall rating of highly satisfactory with outstanding ratings in several areas. We feel the guidance received from this experienced team will greatly enhance our efforts to improve our safety program and operation in general.

5. Standardization:

a. Extensive upgrade training continued in October, particularly in the pilot crew position, in an effort to replace the exceptionally large number of Nov DEBOS personnel. The departure of five experienced Aircraft Commanders in Nov and still another in early Dec will reduce the average flying experience per AC to below 3000 hours. After 4 Dec, only the Commander, Operations Officer, and the Assistant Operations Officer will have over 2500 hours total flying experience. More than half of the assigned AC's were initially qualified less than three months prior to assignment to this unit. The real impact is not maintaining our qualified AC level, but drawing from this experience level the necessary Instructor/PE personnel to administer the unit Standardization Program.

6. Administration/Personnel:

a. The majority of problems that confronted this section in the past have been alleviated due to manning inputs and upgrading of personnel. We are now fully manned and able to take necessary time to iron out even the smallest problem at hand. Although we are losing our Chief Clerk this month, the newly appointed Chief Clerk has continued to maintain a smooth and efficient operation.

b. Steps have been taken to clear up the backlog of publications and forms that were ordered and never received. Coordination between our office, operations and maintenance has begun to facilitate ordering these publications to insure current files in the future.

7. Thoughts for the Future:

a. The briefing for General Everest is shaping up well. I intend to use the same briefing information for Col Keal and Col Dufontier, with emphasis on their particular interests. By the time Gen Everest arrives, it should be well polished.

b. I plan on having General Everest partake of Thanksgiving Dinner at Herky Hill dining hall with as many of the squadron personnel as possible. After dinner we will meet in Herky Hill Chapel for some words of motivation from the General and ask him to award some decorations.

c. We will have some tight scheduling with our loadmasters, but with our projected inbound, should start coming back up to authorized strength before too long.

d. Rumors fly fast regarding the status of Cam Ranh Bay in the future. I hope I will have as much as possible in advance, any information concerning our squadron.

e. I continue to check with Col Wiley at intervals regarding my signing orders for Clark isochronal trips. Having the authority to sign the orders within the squadron will make for a much smoother operation.

f. One thought that concerns me is the apparent gap of time from my scheduled D.E.O. and the arrival of Lt Col Hewitt (25 Apr) Ref my 040625Z Nov message. Maj Province will be the ranking major in command with 3 navigator Lt Col's in the squadron at that time. It is a possibility that a Lt Col could be the reporting official of an HQ with a major squadron commander writing an indorsement.

Irvin L. Klingenberg, Jr.
IRVIN L. KLINGENBERG, JR., Lt Colonel, USAF
Commander

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20 DEC 1971

39CC

Commander's Letter, November 1971

3ARRGP/CC

1. Operations

a. Flying hours.

- (1) Programmed - 1100
- (2) Flown - 874.6
- (3) Distribution
 - (a) Operational Orbits - 84%
 - (b) PCF - 1%
 - (c) Training - 4%
 - (d) Command Directed - 11%

b. Flight Evaluations

- (1) Pilots - 11
- (2) Navigators - 7
- (3) Flight Engineers - 0
- (4) Radio Operators - 7
- (5) Loadmaster - 1

c. Mission Simulators

- (1) Qualifications
 - (a) AMC - 2
 - (b) Copilot - 2
 - (c) Radio Operator - 2

d. Upgraded

<u>POSITION</u>	<u>ARC</u>	<u>IP</u>	<u>INSTRUCTOR</u>	<u>FLIGHT EXAMINER</u>
Pilot	3	2	1	1
Navigator			1	
Loadmaster				1*
Radio Operator			2	1

*Flight Check administered by Hq ARAS Standardization Loadmaster.

e. Forties Flown - 183

- (1) Saves - 30
- (2) Refueling - 21
- (3) Fuel transferred - 55,065

f. The critical Loadmaster manning situation has improved somewhat. We had 15 assigned and 14 possessed as of 30 November 1971. A new Loadmaster arrived during the first week in December and the Loadmaster at IRAN will return in mid December. Our status will then be 16 assigned, 16 possessed and 16 qualified.

g. Problem with overmanning in Radio Operator field should resolve itself. Two Radio Operators have rotated and three have requested curtailments which would bring us down to authorized strength in January.

2. Maintenance

a. The month of November was a busy one for the maintenance complex. A total of 855.4 flying hours were supported with an average of 8.9 aircraft on station. The MORS rate of 18.9% and OR rate of 72.3% were within AF standards, but the MORS rate increased over last month to 8.8%. The primary contributor to this high rate was a butterfly valve, which took up a total of 21 MORS days. The supply problem 39th is experiencing were discussed in length with General Everest and his team while they were here.

b. Aircraft 60-215 was weighed at CCK near the end of the month and it's weight and balance problems were solved.

c. Aircraft 66-217 and 66-219 returned from the COMUS and the remaining Clark aircraft 69-5820 was returned.

d. Two TOTO's were completed on the rudders of all squadron possessed aircraft with no defects noted.

e. Guillotine cartridges were received and the system was activated on five possessed aircraft during the month. Estimated completion date for the remaining possessed aircraft is 10 December 1971.

f. There are no significant manning problems at this time.

3. Safety

a. Reportable aircraft incidents.

(1) On 1 Nov 1971, while on tactical orbit, aircraft 993 experienced an engine shutdown due to a visible oil leak on number 2 prop. Suspected cause factor was a leaking seal in the prop assembly and the entire prop assembly was replaced.

(2) On 10 Nov 1971, while on tactical orbit, aircraft 213 experienced a shutdown of number three engine due to loss of engine oil quantity and decreasing oil pressure. Cause factor was undetermined and the defective engine was returned to depot.

(3) On 27 Nov 1971, aircraft 211 experienced a shutdown of number four engine due to rapid loss of gearbox oil pressure. Suspected cause factor was material failure of an engine bearing seal.

(4) On 28 Nov 1971, aircraft 212 experienced a shutdown of number two engine due to a visible prop oil leak. Cause could not be determined and prop assembly is to be snipped to depot for TDR.

b. Two OHR's were submitted during November. One answer was received from base RAPCON concerning a previous OHR.

(1) The subject of enlisted quarters at Udorn was reopened with OHR 71-08. It is the opinion of many that Bldg 96 at Udorn does not provide proper crew rest facilities. Since previous channels have failed to alleviate the problem, we are trying to get action from higher headquarters to obtain better facilities.

(2) OHR 71409 was submitted to Clark AB Safety Office. This OHR concerns the non-availability of SID's at Clark AB Operations.

(3) OHR 71-07 submitted during October has received attention from local RAPCON facilities and base safety. Misalignment of GCA radar equipment and controller error were cited as causes of the incident and have been corrected by additional training and a design study of the equipment in question.

IRVIN L. KLINGENBERG JR., Lt Colonel, USAF
Commander

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11 JAN 1972

1972

Commander's Office, 11 JAN 1972

14801p/00

1. Overview

a. The month of January was a busy one for us. We were tasked with supporting the 11th Air Force's operations. All aircraft were launched with a relatively short lead time and all were standing ready to execute if required.

b. The squadron was again called on to support six targeted missions per day during the bombing raids on North Vietnam. All missions were flown as directed. Congratulations go to the maintenance personnel who supported this extensive mission with only the available aircraft.

2. Operations

a. Flying Hours

- (1) Programmed - 1100
- (2) Flown - 800
- (3) Distribution
 - (a) Operational Units - 90%
 - (b) FOT - 0.5%
 - (c) Training - 1.5%
 - (d) Command Directed - 2.0%

b. Flight Evaluations

- (1) Pilots - 11
- (2) Navigators - 2
- (3) Flight Engineers - 10
- (4) Radio Operators - 4
- (5) Loadmasters - 3

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(1) Simulator - 21

(2) Qualifications

(a) Pilot - 2

(b) Co-Pilot - 2

(c) Navigator - 1

(d) Radio Operator - 1

(3) Training

Personnel 110 110 110

Personnel	110	110	110
Pilot	1		1
Co-Pilot		1	
Navigator		1	
Radio Operator		1	
Engineer		1	
Flight Engineer		1	
Loadmaster		1	

(4) Current Flow - 171

(1) Current - 12

(2) Refueling - 41

(3) Fuel Transferred - 220,000 lbs.

f. The Flight Engineer Field will become critical in January. Manning will drop to 25 qualified Flight Engineers assigned by 31 Jan 78. This, coupled with the loss of three Flight Engineers to the COMUS on HHS trials, will leave us short of Flight Engineers. A waiver to fly operational missions with one Flight Engineer and one Loadmaster may be necessary to meet operational commitments and to train four projected inbound engineers.

2. Maintenance

a. December was a very difficult month for the maintenance group. The MMR rate of 4.2 and the MRS rate of 30.3 were both above accepted Air Force standards. The MMR and MRS problems were mainly encountered in the first half of the month. The big problem areas were 214 with the landing gear beam and the 3 days MRS time for the 2- and 3- engines. This is the second time that we had to resort to cannibalizing engines during the last half of 1977. This is a critical problem and it was brought to the attention of 3rd ARMC IG staff and 4th ARMC IG staff.

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b. The maintenance personnel effectively and professionally supported two major highly classified missions during December. Supporting a five day operation with only six aircraft was possible because of the devoted effort of every man in the maintenance complex.

c. Maintenance personnel on all assigned aircraft was completed in December.

d. Organizational maintenance manning is going to be a problem for April 1971. Personnel is 75% manned.

e. Maintenance personnel effectively and professionally supported two major highly classified missions during December. Supporting a five day operation with only six aircraft was possible because of the devoted effort of every man in the maintenance complex.

4. Safety

a. Reported Aircraft Incidents

(1) On 5 Dec 71 while on tactical orbit, aircraft 219 experienced an engine failure due to loss of oil quantity on #1 engine. Suspected cause failed main oil pump failure and the engine was removed and replaced.

(2) On 13 Dec 71 while on short final for landing the runway trim on aircraft 219 malfunctioned. Maintenance was unable to duplicate the malfunction and the aircraft was returned for flight. There had been no recurrence.

(3) While on #1 during climbout, the #3 crew, aircraft 219 began fluctuating out of trim and was returned. Suspected cause failed valve housing failure.

(4) On 20 Dec 71, on the runway during a touch and go landing, when the flap lever was moved to the 30% position on aircraft 219 the flap didn't move, the takeoff was aborted. Suspected cause factor internal failure of the flap brake assembly.

(5) On 27 Dec 71 the #3 engine, aircraft 219, was shutdown when engine power could not be controlled. Extensive inspections failed to reveal any malfunction and the aircraft was returned to service with no recurrence.

b. New GMRs were submitted during December

(1) GMR 71-09 was closed out by the Clark Safety Office. GMRs are now available there.

(2) GMR 71-08 concerning crew quarters at Clark remaining open and is being staffed at 3rd AFHQ.

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1. The present meeting of the Joint Chiefs of Staff, held on 11 January 1964, was a very successful one. The Joint Chiefs of Staff have agreed to the recommendations of the Joint Chiefs of Staff regarding the proposed changes in the Joint Chiefs of Staff.

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John F. Kennedy
JOHN F. KENNEDY, JR., U.S. General, USA
Commander, 3d Army

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