

39TH AEROSPACE RESCUE & RECOVERY SQUADRON AS OF 30 SE 1971

<u>GRADE/NAME</u>	<u>DUTY/TITLE/QUAL HC-130P</u>	<u>DAFSC</u>	<u>DEROS</u>	<u>REMARKS</u>	<u>EOR</u>	<u>DUTY/QTRS</u>
<u>LT COLONEL</u>						
Benson, Edgar C. Jr	Acft Commander	1035B	5Dec71	Scheduling Off	18Jun71	3588/2374
Klingenberg, Irvin L. Jr.	Sq Commander	A1035B	9Mar72	Acft Commander	17Jun68	3656/2752
Paradis, Clarence L.	Ops Officer	1035B	6Oct71	Acft Commander	28Aug69	3854/2752
Soroka, Ronald J.	Acft Commander	1035B	4Oct71	Asst Ops Off	20Jun70	3854/3982
<u>MAJOR</u>						
Delaney, James F	Nav	1535Z	30Jan72	Disaster Cont	13Oct66	4261/3572
Doherty, Thomas E.	Nav	1535Z	25Jul72		20Dec69	3855/2086
Gealta, Thomas S.	Acft Commander	1035B	23Nov71	Equal Oppor- tunity	18Jun70	3658/3574
Katz, Stephen E	Nav	1535Z	6Jan72	Exec Off	4Dec66	3656/2773
Kelly, James J	Nav	1535Z	12Apr72	A&D Off	18Sep70	3855/2150
Koshak, Arthur E	Acft Commander	1035B	19Nov71	Asst Scheduling	11May67	3855/2374
McDonald, Patrick J.	Nav	1535Z	26Jan72	Asst Exec Off	6Oct69	4524/2230
McGill, Bernard G.	Nav	1535Z	5Dec71	Intell Off	24Sep67	4261/4187
Metz, Robert E.	Nav	1535Z	29Oct71	Plans & Programs	18Oct66	4261/2230
Regele, Harold M.	Acft Commander	1035B	18Nov71	Asst Scheduling	13Feb70	3855/4187
Rust, James W.	Nav	1535Z	1Aug72	Staff Nav	8Jun68	3855/2150
Sharpe, Jimmie H	Nav	1535Z	5Dec71	Staff Nav	9Aug66	4261/3496
Siegel, Russell A	Nav	1535Z	29Aug72		3Mar70	3855/3572

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Browning, Robert W. Jr.	Acft Commander	1035B	9May72	GBF Officer	29Sep70	3255/2287
Constant, Dennis L.	Acft Commander	1035B	21Jun72		7Mar66	3854/2773
Condie, Dale M.	Nav	1535Z	28Jul72		10Feb67	3855/2670
Freisinger, John J.	Nav	1535Z	29Aug72		3May67	3855/2670
Futey, Andrew J.	Acft Commander	1035B	1Apr72	FCIF Off	1Jun69	3855/2394
Hager, Robert J.	Acft Commander	1035B	1Aug72		5Jun71	3855/2670
Hancock, Joel F	Nav	1035B	1Aug72		5Jun71	3855/2192
Hassell, James A.	Acft Commander	1035B	3Sep72		13Jun69	3855/2685
Hora, William H	Acft Commander	1035B	4Oct71	Flying Safety	13Mar67	4261/2185
Hulse, Charles A. Jr.	Acft Commander	1035B	4Jul72		22Dec70	3855/2685
Knuth, Dale E.	Nav	1535Z	9Jan72	Spec Projs	4Jun69	3855/2394
Levka, Simon E.	Acft Commander	1035B	30Aug72		1Jan69	3855/2185
Morrow, James B. Jr.	Acft Commander	1035B	25Nov71	Info Off	9Jan67	3855/2880
Nelson, Phillip H.	Nav	1535Z	7Mar72	Staff Tng Off	30Jan67	3855/2394
Owen, Don H.	Acft Commander	1035B	31Mar72	Plans & Programs	7Jun70	3855/2296
Parker, John T. II	Acft Commander	1035B	21Jun72	Explosive Safety	11Sep70	3854/2670
Pearman, Charles B.	Acft Commander	1035B	31May72	Asst Scheduling	15Jul70	3855/2185
Preston, David J.	Acft Commander	1035B	30Aug72		27Jun71	3855/3943
Salsbury, Richard W.	Maint Officer	4024	22Mar72	Fire Marshall	28Mar71	2333/2361
Rennaker, Robert L.	Nav	1535Z	18Oct71	AMC Tng OIC	20Jan67	3855/2291
Skinner, Rondall E.	Acft Commander	1035B	17Nov71	Ch of Safety	28Feb66	4557/2880

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CAPT CONTINUED						
Thomas, John C.	Nav	1535Z	4Jan72	Adm/Pers Off	17Mar70	3658/2670
Thompson, Thomas M.	Staff Maint Off	4011	23Jun72	Pride Off	15Jun70	2333/2361
Waldren, Robert J.	Acft Commander	1035B	3Jun72	Flying Tng OIC	29Sep70	3855/2287
Williams, Robert T.	Acft Commander	1035B	6Jul72		5Jun71	3855/2685
Young, Frank W.	Nav	1535Z	3Jul72		26Mar67	3855/2287
<u>1st Lt</u>						
Barker, William G.	Co-Pilot	1031B	19Nov71		15Nov70	3855/2685
Bedwell, James S.	Co-Pilot	1031B	19Nov71	Asst R&R Off	15Nov70	3855/2685
Howard, Dennis M.	Co-Pilot	1031B	31May72	Asst Admin & Historical Off	15Jul70	3855/2670
Howlett, Jeffrey A.	Co-Pilot	1031B	9Mar72	Asst A&D Off	29Mar71	3855/2685
Johnson, Ronald H.	Co-Pilot	1031B	21Nov71	Asst A&D Off	30Nov70	3855/2685
Jordan, James V.	Co-Pilot	1031B	2Jun72	Historical Off	8Jun71	3855/2685
May, James F.	Co-Pilot	1031B	19Apr72	R&R Officer	13May71	3855/2192
Roberts, Claude F.	Co-Pilot	1031B	31May72	Asst A&D Off	8Jun71	3855/2296
Stewart, Randall T.	Co-Pilot	1031B	5May72	Civic Actions	4Jun71	3855/2192
<u>CHIEF MASTER SERGEANT</u>						
Allen, Ben F. Jr	Maint Superintendent	43191	30Aug72		1Dec70	2333/3057
Bleamer, Dante G.	Avionics Maint Supv	30194	5Nov71	Retention Counselor	1Jul71	4242/3558
Brothen, Arthur D.	NCOIC, OMS	43191	10Mar72		1Mar71	3735/3558

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<u>SENIOR MASTER SERGEANT</u>						
Austin, Arthur W. Jr.	First Sgt	10090	2Dec71	Amn of the Quarter Rd Enlisted- Billeting Fac Custodian Senior NCO Advis Council Weapons NCO Top-3-Council	1Feb71	4556/3057
Ellis, Morton D. Jr.	Flt Engineer Supv	43590	18Nov71	Staff Chief Flt Eng	1Jun71	4458/3943
Englett, Levi Jr.	NCOIC, C&E	43191	23Oct71		1Jun69	4213/3558
Erickson, Carl W.	NCOIC, Fld Maint	43191	25Nov71		1May68	4419/3558
Silvis, Glenn W.	NCOIC, Job Cont	43191	7Sep72		1Jul69	4419/3057
Sparks, Clifford J.	NCOIC, OMS	43191	20Aug72		1Nov70	3735/3057
<u>MASTER SERGEANT</u>						
Bender, Thomas G.	Acft Elect Nav Eqp Tech	30171	16May72	NCO/Amn Advis Council	1Apr68	4213/3057
Burden, Jerry	Acft Maint Tech	43171F	21Jun72		1Jun65	3735/3987
Contreas, Baltazar S.	Acft Maint Tech	43171F	19Apr72	Ground Safety	1Jun68	3854/3057
Durbin, Lawrence	NCOIC, Acft Loadmaster	A60770	20Oct71	Alt Disaster Control	1Jun66	4242/3943
Gunn, James M.	Acft Elec Rep Tech	42370	21Jan72	Alt Disaster Cont/Human Relations Council	1Jun66	4242/3057
Keel, Holly V.	Flt Eng Tech	A43570A	13Oct71	OJT Supv	1Dec64	4458/3943
Kimbrill, Thomas R.	Abn Radio Tech	29372	10Mar/2		1Aug71	4458/3943

<u>GRADE</u>	<u>ME</u>	<u>DUTY TITLE/</u>	<u>HC-130P</u>	<u>DE</u>	<u>SC</u>	<u>DEROS</u>	<u>MARKS</u>	<u>DOR</u>	<u>DUTY, YRS</u>
MASTER SERGEANT CONTINUED:									
	Kinsey, Joseph W.	Acft Maint Tech		43171F		20Feb72		1Nov68	3735/3057
	Lyles, Dulan E. Jr.	NCOIC, Abn Radio Section		A29372		17Jun72		1Dec64	4458/3987
	Riddle, Robert E.	Acft Maint Tech		43171F		1Apr72		10Oct68	4249/3057
	Simshaw, Phil W. Jr	Aerosp Gnd Eqp Rep Tech		42173		29Nov71		10Oct68	4249/3057
<u>TECHNICAL SERGEANT</u>									
	Alarcon, Ruben F.	Flt Engineer Tech		A43570A		23Jan72		1Nov69	4458/3943
	Chesney, Glenn E. Jr.	Acft Prop Tech		42171		31Mar72		1Jun69	4249/3057
	Bateman, Lee E.	Abn Radio Tech		A29372		21Jun72		1May69	4458/3943
	Carmack, Leroy	Flt Eng Tech		A43570A		9Jul72		15Sep70	3855/3943
	Crawford, Donald R.	Flt Eng Tech		A43570A		29Apr72		1Feb67	4458/3943
	Crozier, Walter H.	Flt Eng Tech		A43570A		30Jan72		1Jun66	4458/3943
	Farr, Raymond	Abn Radio Tech		A29372		29Apr72		1Aug71	4458/3943
	Ferrand, Claude R. L.	Acft Loadmaster Tech		A60770		21Mar72		1Feb67	4458/3943
	Fielder, Harry E.	Flt Eng Tech		A43570A		18Jan72		1Dec68	4458/3943
	Francis, Harold B.	Acft Radio Tech		30170		10Jun72		1Aug68	4242/3057
	Freeman, Jimmy N.	Abn Radio Tech		A29372		26Apr72		1Jul69	4458/3943
	Glenn, James R. Jr.	Acft Maint Tech		43171F		2Feb72		1Nov69	3735/3057
	Gleaser, Richard D.	Flt Eng Tech		A43570A		13Oct71		1Aug70	4458/3943
	Hanson, Troy W.	Flt Eng Tech		A43570A		24Mar72	Standardization	1Jun66	4458/3943
	Johnson, Vernon L.	Acft Maint Tech		43171F		28Jun72		1Nov69	3735/3057
	Jones, Donald R.	Acft Loadmaster Tech		A60770		21Mar72		1Jan71	4458/3943

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TECHNICAL SERGEANT CONTINUED:						
Jordan, Samuel J.	Flt Eng Tech	A43570A	20Oct71		1Mar71	4458/3943
Lamb, Kenneth A.	Flt Eng Tech	A43570A	28Jan72		1Jun66	4458/3943
Hartz, John J.	Abn Radio Tech	A29372	10Dec71	Standardization OJT Supv (RO)	1Sep67	4458/3943
Mayweather, George	Acft Maint Tech	43171F	30Nov71		1Jun69	3797/3057
McCall, Thomas D.	Flt Eng Tech	A43570A	6Jul72		1Aug71	3855/3943
McLeod, Paul	Abn Radio Tech	A29372	29Apr72	Tng NCO	1Jun66	4458/3943
McPheeters, Robert H. Jr.	Acft Loadmaster Tech	A60770	19Nov71	Flying Tng	1Aug69	4458/3943
Meeks, Ernest P.	Avionics	30174	7Sep72		1Feb68	4242/3057
Mullins, Johnny B.	Acft Loadmaster Tech	A60770	29Mar72		1Apr71	4458/3943
Pike, Edward L.	Flt Eng Tech	A43570A	29Jun72		1Jun65	4458/3943
Robinson, Alan W.	Acft Loadmaster Tech	A60770	20Oct71	Standardization	1Feb71	2794/3943
Smith, Thomas M.	Acft Maint Tech	43171F	1Jul72		1Mar68	3797/3057
Stone, Alfred W.	Acft Loadmaster Tech	A60770	28Nov71	Manuals Cont	1Aug69	4458/3943
Tatum, Jerry D.	Sq Tng NCO	75172	16 May72		1Feb68	4578/3057
Trout, Edgar L. Jr.	Flt Engineer Tech	A43570A	16May72	Flying Tng	1May67	4458/3943
Webster, Robert H.	Flt Engineer Tech	43550	29Aug72		1Aug71	4458/3943
Wiggington, James D.	Flt Eng Tech	A43570A	17Nov71		1Sep68	4458/3943
Wilmoth, Carral W.	Flt Eng Tech	A43570A	9Jun72		1Mar66	3855/3943
Wilson, James E.	Flt Eng Tech	A43570A	8Dec71		1Dec65	4458/3943
Wilson, Robert	Acft Maint Tech	43171F	28Jun72		1Sep68	3797/3057

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<u>TECHNICAL SERGEANT CONTINUED:</u>						
Williamson, Arthur J.	Intell Ops Tech	20470	9Dec71		1Jul67	2383/3789
Harris, Robert A.	Acft Elec Nav Eqp Rpmn	30171	17Nov71		1May71	4242/3057
Snyder, Robert J.	Avion Inst Sys Tech	32571	16Aug72		1Aug68	4242/3057
<u>STAFF SERGEANT</u>						
Allen, Roy M.	Airframe Repair Spec	53450	1Apr72	Fire Warden	1Jan68	3378/4489
Archuleta, Dan D. Jr.	Aerosp Gnd Eqp Rpmn	42153	4Jul72		1Jan69	4249/4489
Barnett, John S. Jr	Acft Loadmaster	A60750	21Apr72		1Feb66	4458/3943
Baskett, Henry R. Jr.	Chief Clerk, Sq Admin	70250	24Nov71		1Oct65	3657/4489
Berge, Robert T.	Avion Inst Sys Spec	32551	10Aug72		1Dec67	4242/3257
Berger, Richard J.	Acft Maint Spec	43151F	11Jul72		1Feb69	3854/3057
Borland, Louis W.	Abn Radio Opr	A29352	19Apr72		1Dec67	4458/3943
Brainerd, Arthur L.	Radio Operator	A29352	30Apr72		1Feb69	4458/3943
Brown, William Jr.	Maint Supply	64550	5Jan72		1Jun68	4103/4489
Chrisan, James	Abn Radio Opr	A29352	8May72		1Sep65	4458/3943
Cody, William E.L.	Acft Maint Spec	43151F	22Apr72		1Jun66	4419/3897
Cox, Jerry L.	Pneudralic Rpmn	42152	29Feb72		1Apr71	4391/4489
Farr, Raymond	Radio Opr	A29352	29Apr72		1Oct65	4458/3943
Fellows, Larry R.	Abn Radio Opr	A29352	17Jun72		1Dec68	4458/3943
Freeman, John E.	Abn Radio Opr	A29352	7Mar72		1Jun70	4458/3943
Fielder, Gerald A.	Acft Prop Mech	42151	2Feb72		1Dec70	4249/3354
Fischb. J., James E.	Acft Maint Spec	43151F	28Jun, 2		1May71	3854/4489

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SSGT CONTINUED:								
French, Robert E.	Acft Loadmaster			A60750	29Apr72		1Dec70	4458/3943
Fox, Dennis	Jet Engine Mech			43250	21Jun72		1Dec70	4319/4489
Cartland, Michael A.	Acft Loadmaster			A60750	25Jan72		1Jun70	4458/3943
Guy, William T.	Flt Engineer			A43550A	17Jun72		1Jun70	4458/3943
Hedwood, Gary L.	Acft Loadmaster			A60750	16May72		15Mar68	4458/3943
Hoover, Charles R.	Acft Loadmaster			A60750	5Dec71		1Dec68	4458/3943
Hudson, John A.	Flt Engineer			A43550A	10Oct71		10Oct66	4458/3943
Jennings, James R.	Invent Management Spec			64550	15Feb72		1Jun68	4103/3354
Jiskra, Francis D.	Acft Prop Spec			42151	29Jan72		1Jun64	4249/4489
Joplin, Wm C.	Acft Maint Spec			43151F	8Apr72		1Dec70	4419/3354
Kerlin, Wayne W.	Air Ops Spec			27150	25Oct71		1Jun69	3854/4489
Lovell, Junior R.	Flt Engineer			A43550A	8Aug72		1Jun65	4458/3943
Luss, Allen Jr.	Acft Envir Sys Spec			42251	20Dec71		1Jul70	4419/4489
Madden, Joseph K.	Acft Maint Spec			43151F	25Oct71	Crew Chief	1Jul70	3735/4489
Magoon, Richard W.	Acft Maint Spec			43151F	28Jun72	Crew Chief	1Aug69	3735/4489
McGhee, Joseph M.	Flt Engineer Spec			A43550A	18Jul72		1Jun66	3855/3943
McKay, Emmett C.	Acft Maint Spec			43151F	20Jun72		1Dec70	4419/3789
Moe, Blaine O.	Abn Radio Opr			A29352	24Mar72		1Jun66	4458/3943
Moon, Nelson B.	Acft Maint Spec			43151F	8Jul72	Crew Chief	1Aug70	4458/4489
Morken, Duane D.	Iner & Rad Nav Sys			30154	5Jun72		1Dec70	4242/3257
Mull, Johnny B.	Acft Loadmaster			50750	29M 72		10Oct65	4458, 43

<u>GRADE/ME</u>	<u>DUTY TITLE/QU</u>	<u>HC-130P</u>	<u>L</u>	<u>HC</u>	<u>DEROS</u>	<u>MARKS</u>	<u>DOR</u>	<u>DUTY/AS</u>
<u>STAFF SERGEANT CONTINUED:</u>								
Olah, George E.	Flt Eng Spec		A43550A		16Jul72		1Jun62	4458/3943
Oliver, Johnny R	Jet Engine Mech		43250		3Feb72		1Jan68	4319/4489
Owen, Paul W.	Acft Iner & Radar Nav Sys		30154		1Jun72		1Jan70	4242/3257
Parks, Ralph V. Jr.	Abn Radio Opr		A29352		6Jul72		10Oct65	4458/3943
Paulsen, Jackie E.	Abn Radio Opr		A29352		7Mar72		1Jun67	4458/3943
Payne, Louie B.	Flt Engineer Spec		A43550A		23Jan72	Disaster Cont	10Oct63	4457/3943
Pearson, Gregg M.	Acft Maint Spec		43151F		6Jan72	Crew Chief	1Jun70	4419/4489
Peaslee, Edward S.	Abn Radio Opr		A29352		12Jun72		1Jun68	4458/3943
Polito, Frank R.	Personnel Tech		73250		5Sep72		1Jan71	3658/3057
Randolph, Ralph V.	Acft Loadmaster		A60750		29Jun72		1Jun68	4458/3943
Ray, Earl C.	Abn Radio Opr		A29352		16Jul72		1Feb66	4458/3943
Rice, Ronald R.	Acft Pneudralic Rpmn		42152		10Jan72		1May71	3378/3258
Rivera, Jamie	Acft Loadmaster		A60750		30Nov71		1Aug70	4458/3943
Sare, Buster V.	Acft Maint Spec		43151F		29Nov71	Crew Chief	1Jan69	4419/4489
Seigler, Raymond M.	Flt Engineer Spec		A43550A		19Apr72		10Oct65	4458/3943
Stilson, Edwin E.	Acft Elect Rpmn		42350		19Jun72		1Dec68	4242/4489
Striegel, Christopher	Acft Envir Sys Spec		42251		5Dec71		1May71	4419/3354
Stubbs, Bobby E.	Flt Eng Spec		A43550A		29Apr72		1Jun69	4458/3943
Taylor, David P.	Asst Chief Clerk, Admin		70250		15Apr72		1Dec70	4478/3789
Terrell, David L.	Acft Loadmaster		A60750		19Jun72		1Jan69	4458/3943
Tye, Edward H.	Flt Engineer Spec		A43550A		29Mar72		1Jun66	4458/3943

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<u>STAFF SERGEANT CONTINUED:</u>						
Underwood, Robert B. Jr.	Flt Engineer Spec	A43550A	29Apr72		1Dec67	4458/3943
Ward, Clyde V.	Flt Engineer Spec	A43550A	5Apr72		1Feb67	4458/3943
Washington, James O.	Acft Maint Spec	43151F	15Apr72	Crew Chief	1Jun71	3735/4489
Whitlow, George T.	Flt Engineer Spec	A43550A	9Jan72		1Dec67	4458/3943
Zirkle, Thomas N.	Air Ops Spec	27150	19Apr72		1Feb71	3854/3354
Zook, Ronald E.	Inflt Refuel Spec	42451	11Jan72		1Oct66	3378/4489
<u>SERGEANT</u>						
Baisch, David G.	Acft Radio Rpmn	30150	27Nov71		1Dec70	4242/3354
Batchelder, Frederick C. Jr.	Maint Anal Spec	32150A	21Mar72		1Jun68	4458/4489
Beckstead, Kenneth G.	Acft Prop Spec	42151	24Mar72		1Jun71	4249/4489
Belcher, James W.	Maint Analysis Spec	32150A	30Aug72		1Dec70	4213/3257
Bessinger, Danny W.	Envir Sys Spec	42251	27Jan72		1Apr71	3378/4489
Blanco, Roberto M.	Airframe Rpmn Spec	53450	14May72		1Jul70	3735/4489
Boelsma, Wayne	Acft Elec Nav Eqp Rpmn	30151	25Apr72		1Nov70	4242/3257
Bunch, Billy	Inflt Refuel Rpmn	42451	22Apr72		1May70	3378/4489
Cooley, Roger C.	Acft Prop Rpmn	42151	4Dec71		1May71	3797/4489
Dean, Glenn R.	Acft Elec Nav Eqp Rpmn	30151	4Nov71		1Feb67	4242/4489
Dickerson, Timothy R.	Acft Elec	42350	19Jan72		1Dec70	4242/3257
Simmick, Thomas G.	Auto Flt Cont Sys	32550	30Aug72		1Dec70	4242/3257
Doyle, Thomas P.	Acft Maint Spec	43151F	6Oct71	Crew Chief	1Nov70	4391/4489
Dreiblois, Kurt D.	Acft Maint Spec	43151F	14Jan72		1Sep70	3735/3354

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Duncan, Carl E.	Acft Maint Spec	43151F	27Apr72		1Feb71	4249/4489
Durr, James G.	Acft Radio Rpmn	30150	18Oct71		1May71	4242/3354
Edwards, Don C.	Acft Elec Nav App Rpmn	30151	14Nov71		1Oct68	4242/4489
Fisher, Jack J. III	Aerosp Gnd Eqp Rpmn	4215	24Jul72		1Jul71	3735/4489
Friedhoff, Delford H.	Acft Maint Spec	43151F	13Jan72	Crew Chief	1May71	3735/4489
Friskey, Reginald L.	Acft Maint Spec	43151F	14Nov71	Crew Chief	1Dec70	4419/4489
Garcia, Arturo Jr.	Acft Pneumatic Rpmn	42152	20Jan72		1Jun71	3378/3354
Goodman, Harry H.	Acft Pneumatic Rpmn	42152	26Feb72		1Aug69	3378/3354
Goodrum, Claud L. Jr.	Avion Ins Sys Spec	32551	5Feb72		1Jan70	4242/4489
Gresley, Robert W.	Acft Elect Rpmn	42350	8Jan72		1Dec70	4242/3354
Harden, Larry C.	Acft Elect Rpmn	42350	27Jan72		1Jan70	4242/3257
Heck, Robert R. Jr.	Acft Radio Rpmn	30150	10Nov71		1Jan71	4242/4489
Howard, Earl C.	Acft Maint Spec	43151F	24Nov71		1Sep70	4391/4489
Ingram, James L.	Avion Ins Sys Spec	32551	12Aug72		1Jan71	4242/4489
Jenkins, Frederick L.	Acft Radio Rpmn	30150	25Nov71		1Aug70	4242/4489
Johnson, William A.	Jet Engine Mech	43250	31Dec71		1Jun71	4249/3257
Kozack, Gerald W.	Acft Maint Spec	43151F	16Jan72	Crew Chief	1Sep70	3735/4489
Leatherman, Andrea	Jet Engine Mech	43250	21Sep72		1May70	4249/3257
McElroy, Neal F.	Acft Radio Rpmn	30150	21Nov71		1Jul70	4242/4489
Marshall, Michael D.	Acft Maint Spec	43151F	8Oct71		1Apr71	3735/3257
McGetrick, Thomas D.	Jet Engine Mech	43250	14Jun72		1Nov70	4242/4489
Parri, Robert G.	Acft Maint Spec	43151F	4 Oct 71	Crew Chief	1Apr70	4391/4489

<u>GRADE/NAME</u>	<u>DUTY TITLE/QUAL HC-130P</u>	<u>DAFSC</u>	<u>DEROS</u>	<u>REMARKS</u>	<u>DOR</u>	<u>DUTY/STRS</u>
<u>SERGEANT CONTINUED:</u>						
Patterson, Edwin L.	Acft Elec Nav Eqp Rpmn	30151	20Jun72		1May71	4242/4489
Rexford, Brent T.	Acft Maint Spec	43151F	18Dec71		1Sep70	4391/4489
Rice, Ronald R.	Acft Pneudralic Spec	42152	10Jan72		1Apr70	3378/3257
Rubble, Karl E.E.	Acft Maint Spec	43151F	80Oct71	Crew Chief	1Nov70	4419/3354
Rutter, Robert	Airframe Rpmn	53450	29Mar72		1Nov70	4242/3257
Schuster, William M.	Acft Elec Nav Eqp Rpmn	30151	23Jan72		1Jul69	4242/4489
Scott, Robert B.	Acft Elec Nav Eqp Rpmn	30151	10Nov71		1Feb69	4242/4489
Sivillo, William F.	Acft Radio Rpmn	30150	18Oct71		1May71	4242/3257
Skinner, Robert J.	Jet Engine Mech	43250	14Sep72		1Jan71	4249/4489
Sours, Gary L.	Aerosp Gnd Eqp Rpmn	42153	15Apr72		1May71	4249/3257
Straw, Donald L.	Acft Maint Spec	43151F	6Nov71		1Dec69	4319/4489
Spring, Judson V. Jr.	Acft Iner & Radar Nav Sys	30154	21Dec71		1May71	4242/3257
Surratt, Michael W.	Corr Cont Spec	53550	24Jan72		1Aug71	3378/4490
Troll, Michael E.	Ops Clerk	70250	5Sep72		1May70	3854/4489
Vancil, David	Acft Elect Nav Eqp Rpmn	30151	30Jan72		1Oct68	4242/3354
Varra, Michael R.	Acft Radio Rpmn	30150	25Nov71		1May71	4242/4489
Whitby, Harry G.	Acft Maint Spec	43151F	10Feb72		1Sep70	4391/4489
Woratschka, Steven	Acft Maint Spec	43151F	40Oct71	Crew Chief	1Nov70	4419/4489
<u>AIRMEN FIRST CLASS</u>						
Andrade, Antonio	Acft Maint Spec	43151F	4Jan72	Crew Chief	1Nov69	3735/ 39
Bell, Clent E.	Admin Spec/Maint Admin	70230	9May72		1Dec70	3333/3257

<u>GRADE/NAME</u>	<u>DUTY TITLE/QUAL HC-130P</u>	<u>DAFSC</u>	<u>DEROS</u>	<u>REMARKS</u>	<u>DOR</u>	<u>DUTY/CTRS</u>
<u>AIRMEN FIRST CLASS CONTINUED</u>						
Blackwelder, Dwight M. III	Abn Radio Opr	A29352	21Mar72		1Jun68	4458/3943
Collis, Edwin M. III	Acft Elec Nav Eqp Rpmn	30131	5Jun72		1Nov69	4242/4489
Faucher, Roger R.	Admin Spec/Sq Admin	70250	10May72		10Oct69	3735/4489
Heck, Raymond L.	Jet Engine Mech	43250	31Mar72		1Feb70	4249/4489
Hendrickson, Harry E. III	Acft Maint Spec	43151F	27Mar72		1May71	4735/4489
Iskra, James E.	Acft Radio Rpmn	30130	30Jul72		1Apr70	4249/3354
Jenkins, Jerry J.	Acft Maint Spec	43151F	7Jan72		1Feb71	3735/4489
Johnson, Larry C.	Inv Manage Spec	64530	6Jul72		1Sep71	4104/4489
Keirns, Henry A.	Acft Maint Spec	43151F	7Jan72		4Aug70	4419/4489
Malott, Michael C.	Jet Engine Mech	43250	29Mar72		10Oct70	4249/4489
Marsala, Charles Jr.	Acft Maint Spec	43131F	27Mar72		1May71	3735/4489
Mau, Francis C. K.	Acft Elec Nav Eqp Rpmn	30151	22Jun72		1Sep69	4242/4489
Opferman, Harry J.	Acft Maint Spec	43151F	4Jan72	Crew Chief	1Dec70	4419/3354
Parker, William E.	Acft Maint Spec	43151F	4Jan72	Crew Chief	1Feb71	3735/3257
Richardson, Brian T.	Acft Maint Spec	43151F	26Jul72		1Aug70	4419/3354
Roberson, Lannie D.	Acft Maint Spec	43151F	8Jan72		1Feb71	4242/4489
San Nicholas, George V.	Acft Maint Spec	43151F	30Aug72		1Dec70	4419/4489
Schofield, David L.	Acft Maint Spec	43151F	4Jan72		1Feb71	4242/4489
Schultheiss, Herman C. Jr.	Acft Maint Spec	43151F	7Jan72		1Feb71	4242/4489
Smith, William A.	Acft Maint Spec	43151F	17Feb72		1Jan71	3735/4489
Tallent, James A.	Acft Maint Spec	43151F	40c		1Mar70	2117/4489

<u>GRADE/NAME</u>	<u>DUTY TITLE/QUAL HC-130P</u>	<u>DAFSC</u>	<u>DEROS</u>	<u>REMARKS</u>	<u>DOR</u>	<u>DUTY/OTRS</u>
<u>AIRMEN FIRST CLASS CONTINUED:</u>						
Wall, Larry R.	Auto Flt Con Sys Spec	32530	19Jul72		1Feb70	4242/3257
White, Paul M.	Adm Spec/Maint Admin	70250	10May72		1Mar71	2333/3354
Zurn, Michael A.	Acft Prop Spec	42151	30Jan72		10Oct70	4249/3354
<u>AIRMEN</u>						
Miller, Glynn	Adm Spec/Sq Admin	70250	28Jun72		16Oct70	4478/3354

FROM: 3900

26 AUG 1971

SUBJECT: Commander Letter, July 1971

TO: 3rdGp (CC)

1. As I slowly get my feet on the ground in this job, there are several items I would like to pass to keep you informed. I have been expending much effort in trying to improve the individual rooms of the dormitories. They were in rather sorry condition when Colonel Bohle arrived, but through much effort, there has been marked improvement.

2. Operations: We continue to fly our programmed time and to cover our frags. The following information represents some of the areas of operations for July.

a. Flying hours.

- (1) Programmed - 1100
- (2) Flown - 1129
- (3) Distribution
 - (a) Operational Orbits - 90%
 - (b) FCF - .5%
 - (c) Training - 2.5%
 - (d) Command Directed (misc) - 7%

b. Flight Evaluations,

- (1) Pilots - 12
- (2) Navigators - 4
- (3) Flight Engineers - 2
- (4) Radio Operators - 2
- (5) Loadmasters - 6

c. Mission Simulators - 33 training missions flown. (32)

- (1) Personnel Mission Qualified
 - (a) ANCs - 1 (6)
 - (b) Co-pilots - 5 (2)

(c) Navigators - 1 (1)

(d) Radio Operators - 4 (2)

d. Personnel Upgraded.

<u>POSITION</u>	<u>FIRST PILOT</u>	<u>INSTRUCTORS</u>	<u>FLT EXAMINERS</u>
Pilots	4	3	2 (1)
Navigators		1 (1)	1
Radio Operators		1	
Flight Engineers		1 (1)	
Loadmasters		1	1

e. Sorties Flown - 241.

f. Aerial Refuelings.

(1) Transfers - 68

(2) Fuel Transferred - 179,000 pounds

g. At the end of July we had 13 AMC's. I forecast 4 AMC upgrades in August for a total of 17 by the end of the month.

h. Lt Col Paradis and Lt Col Soroka will both be departing in early October. I have decided to replace them with Major Benson and Major Kosnak. This in itself will be only a temporary measure, as Major Koshak departs late November and Major Benson early December. Their replacements at this time are non-existent, and I will be looking at senior major inbounds to cover this very important squadron function. There are no Lt Colonels inbounds forecast at all as of this time, but some certainly should be to maintain a reasonable rank structure.

i. The alert crew facility was disapproved by the Facilities Utilization Board on 31 July. I have requested identification of proposed existing space and availability date. (See Atch)

3. Safety: There were six reportable incidents under AFR 127-4 during July and reports forwarded.

a. Five engine shutdowns.

b. One landing gear malfunction - 819.

4. Maintenance:

a. During July the maintenance section completed more heavy unscheduled maintenance than in previous months. Aircraft 994 was in fuel cell for four days. This is only the second time that open fuel cell maintenance was performed on a King aircraft at Cam Ranh Bay. Also during July, TOTO 817 was accomplished on six aircraft. This was a major undertaking and the relocation of the TACAN antennas took an average of three days per aircraft. Aircraft 819 was sent in TDY from 31 ARRS to enable us to hold out one aircraft for scheduled maintenance.. Aircraft 994 returned from Iran. The aircraft was completely repainted at Hayes Intl Corp. Manning in general was good, except in the Auto-pilot (325X0) and Engine Shop (432X0). No PCS seven level engine personnel signed in even though three were programmed in during July. Six 431K's programmed in during July did not arrive as of 31 July. Aircraft washing is still a problem area and no aircraft have been washed at ORB or Udorn during July. A staff visit is planned to the 432 TRW in August and it is hoped that we will start washing aircraft at Udorn before the end of the month. At present we are getting only one half of the required washings, and these are done when the aircraft is at Clark. During July, JC put an emphasis on flight line safety. Many minor discrepancies were found but corrective action was taken immediately. The daily inspections improved our flight line Ground Safety Program and kept people aware of safety on the job.

b. During the period 14 Sep - 10 Oct 71, three aircraft will be at IRAN. If 216 does not go past its scheduled C/W output date of 9 Sep, this will leave eight aircraft remaining on station to support the mission. If 216 extends, we will then have seven aircraft until 216 gets back. We can increase the number of aircraft available by one if 819 returns or we get a replacement aircraft. This would give us either eight or nine aircraft, depending again on 216. We have operated with seven aircraft in the past, but often the alert status was adversely affected. I feel we require at least eight aircraft to adequately support the mission and perform necessary maintenance functions. I therefore suggest we need one airplane TDY, to cover the possibility of 216 extending in C/W. This extra aircraft could be 819 if it returns from Clark. If 819 does not return, we will need another aircraft.

c. Within the Administrative and Personnel areas there continues to be some problems. At the present time the need for a full time administrative officer is critical. We presently have three officers performing the administrative and executive functions in an additional duty status. Their flying commitment is 80 to 100 hours monthly which allows the administrative functions to deteriorate severely. The authorization to sign TDY orders for travel to Clark AB continue to be a problem area. Due to the short notice for delivery and pickup of aircraft at Isocronal Inspections, and the critical shortage of aircraft, we have had to publish orders for TDY with only a few hours notice. The requirement that 483rd Wing Commander sign these orders has caused delays.

Strongly recommend that 39AARS be given authority to issue orders for Clark out country TDY consistent with authorization given for TDY to Udorn. In the personnel area one of our problems is the lack of notification of assignment cancellations. In one case we had five pilots cancelled because the OAR course was moving to a new base. This makes future planning for manning and training extremely difficult. Also we have not received a MAC Feedback Report on Officers since 20 Aug 1966.

d. In the area of OAR/APR management, our squadron has the best submission rate and the highest quality reports among the units serviced by the 423 CBRG. We intend to keep up the good work. To insure the on-time arrival of all reports at your Hq, we have instituted procedures to maintain very close liaison with our host wing. As a further cross check, please continue to issue receipts on all reports to confirm arrival at the Group.

5. I will depart for HAN on 28 Aug for a drop off of 217. I will take my 14 day leave in conjunction and should return approximately 16 Sep. In my absence Lt Col Paradis will assume command and continue to keep the squadron functioning.



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

OPS

3900

17 AUG 1971

Commander's Letter, August 1971

3ARRCp/CC

1. In Lt Colonel Klingenberg's absence and to continue the policy of the Monthly Commander's Letter, I have the following information covering the month of August.

1. Operations:

a. Flying Hours.

- (1) Programmed - 1100.
- (2) Flown - 1084.
- (3) Distribution.
 - (a) Operational Credits - 96.5%.
 - (b) FCF - .5%.
 - (c) Training - 1%.
 - (d) Command Directed - 2%.

b. Flight Evaluations.

- (1) Pilots - 15.
- (2) Navigators - 7.
- (3) Flight Engineers - 5.
- (4) Radio Operators - 3.
- (5) Loadmasters - 0.

c. Mission Simulators - 32 training missions flown.

- (1) Qualifications.
 - (a) AMCs - 6.
 - (b) Co-Pilots - 2.

(c) Navigator - 1. 3

(d) Radio Operators - 2. 0

d. Upgrades.

<u>POSITION</u>	<u>AA2</u>	<u>FIRST PILOT</u>	<u>INSTRUCTOR</u>	<u>FLT EXAMINERS</u>
Pilots	0	0	0	1
Navigator	0	0	1	0
6N Radio Operators	0	0	0	0
Flight Engineers	0	0	1	0

e. Sorties Flown - 205.

(1) Saves - 7.

(2) Refuelings - 63.

(3) Fuel Transferred - 129,8 Olbs.

f. As of 31 August we had 17 AMC's including Staff assigned. We had two programmed losses for DEROS, Lt Col Palmley and Major DeLorenzo, both Flight Examiners. Two Aircraft Commanders, Captain Constant and Captain Parker have completed mission requirements for upgrade to AMC but are not air refueling qualified. Efforts to complete the syllabus requirements have been hampered by lack of aircraft dedicated for training, availability of IPs and lack of A/R training after orbits. It must be noted that both officers were shipped to the 39ARFSG as 1035Bs, fully qualified aircraft commanders, yet were not A/R qualified. We have the same problem with Captain Mager who arrived 1 August 1971, 1035B, not A/R qualified. In addition, Captain Williams arrived 6 July 1971, shipping also as a 1035B and has not yet met the requirement for upgrade to 1st pilot. As you well know, we do not have the resources and instructors to continue this type of upgrade training in addition to all our other requirements. The AMC program may become critical in 4/71 if this type of input continues. Five pilots are programmed gains for September 1971, which will require intensive efforts on the part of IPs and simulator instructors. Coupled with the impact of the projected IRAN inputs for September, I may need 125 hour/30 day flying time waiver for Instructor Pilots and Flight Examiners. We will try to avoid this. Five pilots currently meet flying time requirements for 1st pilot upgrade, and three are programmed for proficiency evaluations during September. All other crew positions appear to be stable for September.

g. One problem area currently existing is the increased Flight Evaluation workload that is required by paragraph 6-2g(2), AFM 60-1. This requires a flight evaluation at the end of a tour for those crewmembers who will arrive at their next duty station within 2 months of the due date of the evaluation. This evaluation is completely unnecessary for those crewmembers that are being reassigned outside of ARRS.

as they will probably be requalified in a different weapon system at their next base of assignment. Along this same line, new crewmembers have arrived this unit without total compliance of AFM 60-1. This has required an unnecessary flight evaluation to be administered by this unit. We believe the reason for this non-compliance is that the losing unit assumes we do not comply with AFM 60-1 requirements in SEA since crewmembers normally fall in the IN category for a SEA tour. It would be a great assistance to this unit if direction was provided by Hq AFRS, to all units, that strict compliance with all requirements of AFM 60-1 are being maintained in AFRS-SEA units and that all A/Cs be fully A/R qualified prior to assignment to 39AARRS. Attached is our letter of 6 July same subject to 3 DOF with our recommendations to improve this area.

3. Safety: There were seven reportable incidents under AFR 127-4 during August and reports were forwarded.

- a. Six engine shutdowns.
- b. One landing gear malfunction (819).

4. Maintenance:

a. August was another difficult month for the maintenance section. Maintenance supported 1084 flying hours and did this with an average of 8 aircraft on station. TUTO 817 was completed on two more aircraft. Aircraft 213 underwent major maintenance at Clark, including four engine and three prop changes. It was also NOB for a number of days for a flap gear box motor and a landing gear motor. It was at Clark a total of 27 days.

b. Maning continues to improve. Two 43191's arrived August with two more programmed in during the first part of September. Maintenance management should expand and improve considerably during the next 90 day. Both 43191's that arrived in August have considerable MAC experience. The engine shop and supply shop, however, are still undermanned.

c. Aircraft 820 and 992 arrived from Clark to help support the King Mission during the critical period in the IRAN schedule.

d. Our NOBS rate went up to 4.8% during August. This is under the MAC standard but it definitely had a detrimental effect to the mission effectiveness of the squadron. I feel that NOBS problems will get worse as fewer C-130's operate at Cam Ranh and the support levels decrease.

e. Capt Salisbury made a coordination visit to Clark during August. No major problems were noted. A formal letter of agreement was drafted between 463 TAW and 39 AFRS on prop support and methods of shipment.

f. A maintenance coordination visit was conducted with 432 TRW, Udorn AB, Thailand, by Capt. Thompson. The 432 TRW will try to accommodate us on their wash rack. No aircraft were washed at Udorn during August for the following reasons:

- (1) Their rigid wash schedule;
- (2) The wash rack is not accessible if a C-130 is parked in the adjacent area to the wash rack which is the only welding facility on base, and;
- (3) Our mission requirements at Udorn coupled with the August maintenance problems.

This matter is still open and so far, no satisfactory solution is in sight.

5. Administration/Personnel:

a. Our Administrative and Personnel Technicians have been doing a very commendable job over the past few months. We are understrength in the 702XO AFSC by assigned and grade authorization. We also have one airman who failed his 3 level S&T for the second time and will meet the classification board in September. The assignment of unqualified people in the AFSC has severely reduced our ability to handle the voluminous amounts of paperwork. The following statistics represent our 702XO manning situation.

AUTHORIZED	ASSIGNED
2 Tech Sergeants - 70270	1 70270 (DEROS 20 Sep - No inbound)
1 Staff Sergeant - 70250	2 70250 (1 DEROS 20 Oct - No inbound)
4 Sergeants - 70250	0 70250 (1 Inbound Sep 71) (2 Inbound Oct 71)
1 Airman 1st Class - 70230	4 70230 (1 meeting reclassification board)
TOTAL: 8 Authorized	7 Assigned

b. Our aircrew manning in pilot and navigator AFSCs will be a matter of concern in the near future. The end of November projections show 28 pilots assigned versus 36 authorized. The end of January navigator figures reveal 14 assigned versus 17 authorized.

c. Another area of continuing concern is the full time administrative officer. It is very important that we be authorized and assigned this officer before February 1972. During the month of January we will lose the Executive, Assistant Executive and the Administrative/Personnel Officers. We are training officers to fill these vacancies; however, the massive flying commitment that they will be required to fulfill will degrade these functions severely during the early months of 1972.

6. We have made many improvements in the maintenance living areas and the barracks are shaping up quite well. This will be a continuous improvement area receiving the 39th Commander's personal attention.

7. Overall, the squadron has been functioning very well and spirit is high in spite of the heavy workload. All fringed requirements have been met and carried out within airframe capability. I expect considerable increase on personnel workload due to the IRAN schedule and current maintenance trends, but we will keep the mission covered. Since this will probably be my last official correspondence to you as temporary 39th Commander, my regards to your staff for their outstanding support. It has been an honor to be a member of this Squadron and work with the SEA GAK Forces. Best of Luck to all and SAWADEN!

Clarence L. Paradis
CLARENCE L. PARADIS, Lt Col, USAF
Commander

39CC

14 OCT 1971

Commander's Letter, September 1971

3ARROp/CC

1. As I am again in the saddle after a most welcome leave with my family in September, I view what seems to me an upsurge within the squadron. Primarily, it is the maintenance section that is producing more OE aircraft, and giving the flight crews an airplane that is completely ready to fly. This has made the operations section happy, with fewer ground aborts and a more reliable, sound airplane. I am happy that Col Schie was pleased with his visit to our squadron, and am only sorry that I was not here to see him personally. I did have a nice talk with him in his office as I transited Hickam on the IRAN flight.

2. Operations:

a. Flying Hours.

- (1) Programmed - 1100.
- (2) Flown - 1019.7.
- (3) Distribution.
 - (a) Operational Orbits - 86%.
 - (b) FCF - 1.5%.
 - (c) Training - 1%.
 - (d) Command Directed - 11.5%.

b. Flight Evaluations.

- (1) Pilots - 8.
- (2) Navigators - 4.
- (3) Flight Engineers - 6.
- (4) Radio Operators - 0.
- (5) Loadmasters - 3.

c. Mission Simulators - 17 training missions flown.

(1) Qualifications.

(a) AMCs - 1.

(b) Co-Pilots - 1.

(c) Navigators - 3.

(d) Radio Operators - 0.

d. Upgrades.

<u>POSITION</u>	<u>AMC</u>	<u>FIRST PILOT</u>	<u>INSTRUCTOR</u>	<u>PLT EXAMINERS</u>
PILOTS	1	0	0 0	1
NAVIGATOR			1	1
RADIO OPERATORS			0	0
FLIGHT ENGINEERS			0	0

e. Sorties Flown - 195.

(1) Saves - 2.

(2) Refuelings - 55.

(3) Fuel Transferred - 138,750lbs.

f. On 30 September there were 14 qualified AMCs including Staff. The programmed losses for October DEROS number three (3) which includes; Lt Col Paradis, Operations Officer and Instructor Pilot; Lt Col Suroka, Assistant Operations Officer and Flight Examiner; and Capt Hora, AMC and Safety Officer. One aircraft commander completed the simulator requirements for upgrade to AMC. There are four (4) aircraft commanders currently projected for upgrade in October to AMC, one (1) of which needs initial refueling training. There is one (1) aircraft commander currently qualifying as co-pilot, and five (5) co-pilots in training for First Pilot. The upgrade and simulator program was curtailed during the last two weeks of September due to the high security threat that preceded the local elections and our evacuation of most aircraft and crews to Udorn, Thailand. The training will resume with the return of crews to Cam Ranh Bay. All other crew positions appear to be stable for October.

3. Maintenance:

a. September showed an improvement in the Maintenance area. The flying program was supported with an average of 10.1 hours per aircraft on station. The CR rate increased to 76.3 and the NORM rate was down to 16.1. TC70 10-130-017 was completed on 65-012 which leaves two aircraft remaining to be modified before the expiration date of 13 Nov 1971.

b. The NORM rate for September was 7.6. This figure is well above the AF standard. The prime contributor to this percentage was a critical shortage of T-56A-15 engines. In fact, near the middle of the month, maintenance was forced to cannibalize an engine to prevent two aircraft from being NORM at the same time. A total of 5.5 NORM days was lost to engines. By the end of the month, the situation had improved considerably.

c. Another Clark aircraft, 69-5015, was loaned to the 39th during the month to insure availability of aircraft for our critical mission. As the month ended, consideration had already begun to return one of the Clark aircraft.

d. Manning continued to improve, especially in the supervisory areas. Two more L3191's arrived early in September bringing the number in this important supervisory area to 100%. Overall the manning picture looks favorable, with the only problem areas possible existing in the L3111 AFSC.

e. The wash rack problem continue to plague the 39th maintenance section. Extensive coordination was conducted with the L32nd TAWG at Udon. As the result of this, two aircraft were washed. The problem of the availability of the wash rack at Udon is still with us, but showed some signs of lessening. The matter is of special interest to maintenance.

h. Safety:

a. Two ORTs were submitted during September. They both earned the condition of our step vans. The answer from transportation was to send us two (2) new vans.

b. We experienced three aircraft incidents, one 213 shutdown an engine for an oil leak. The engine has a history of this type of malfunction. The reason for the malfunction is unknown. The engine and its history were returned to Queen Bee for TIR. Aft 050 experienced another failure of the nose gear uplock. The number of repetitions of this type incident was enough to get depot to authorize a field level modification of the nose gear system. An engine was shutdown on aft 992 for an oil leak, the trouble was traced to a ruptured rear turbine seal. The engine was replaced.

c. ALSAFECOM messages 04 and 05 were transmitted. We received only 05, and have requested that 04 be retransmitted. 05 deals with the dangers of trailer homes. The topic was addressed in the September APC.

d. The new Safety staff is as follows:

Chief of Safety	-	Capt Parker
Flying Safety	-	Capt Preston
Ground Safety	-	Capt Williams
Explosive Safety	-	Lt Stewart
Safety NCO	-	TSGt Bateman

e. The maintenance portion of our in-house safety survey has been compiled and should be published shortly. The operations inputs are still being gathered.

5. Administration/Personnel:

a. The Administrative and Personnel Technicians have maintained an outstanding work level despite the work overloads and undermanning. The recent authorization of an Administration Management Officer and the assignment of two additional clerks have aided the flow of paperwork management and record-keeping within the Squadron. One airman has passed his three level SKT and is now awaiting a typing test. Another has passed his five level SKT, and this now adds to the efficiency of the work crew. Work in planning includes; rearrangement of specific duties within the Admin area, and an item by item inspection of all phases of job responsibility.

b. Aircrew manning is no longer critical. Projected inputs for the coming months have relieved the original problem of personnel shortages. There are no major areas of concern at present.

6. Thoughts for the Future:

a. As the availability of aircraft becomes a daily reality, I have ordered more local training missions to be scheduled. One instructor pilot departs next month, and I plan to upgrade more ATEs to instructor to meet our changing demands and rapid turnover of personnel. I want to upgrade those pilots who will have as much retainability as possible.

b. In this light, Capt Skinner, the Standardization officer will rotate next month and we are now in the process of preparing a replacement for him. The transition should prove to be smooth with no problems anticipated.

c. I am facing a gap in the First Sergeant assignment. SSGt Austin will depart 2 Dec, and his replacement is not programmed in until Feb. A temporary replacement must be provided from Operations or Maintenance and neither section can really afford to place a man in this duty for that length of time. I cannot understand how this vital position was so overlooked in projecting replacement personnel. Any help you can give in this area will be appreciated.

d. We are starting well in advance of General Everest's visit to have the squadron ready to receive him when he comes through next month.

e. As you depart for the 39th ARWg on 27 Oct, I will take this opportunity to thank you for your support of the squadron in carrying out its vital SSM mission. May your next assignment be a fruitful one for you. Perhaps our paths will cross again.

Irvin L. Klingenberg Jr.

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