



NAVAL AIR FACILITY CAM RANH BAY
DETACHMENT TSN

SEAL #1 248



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TAXI "WHITE HAT AIRLINES" 923 6278
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Location : TSN Air Base

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FAMILYGRAM

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

Det Gets New Bird



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

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

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

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

Record Set

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

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

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

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

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

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

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



The accused, Sam Monkey.

Monkey Business

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

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

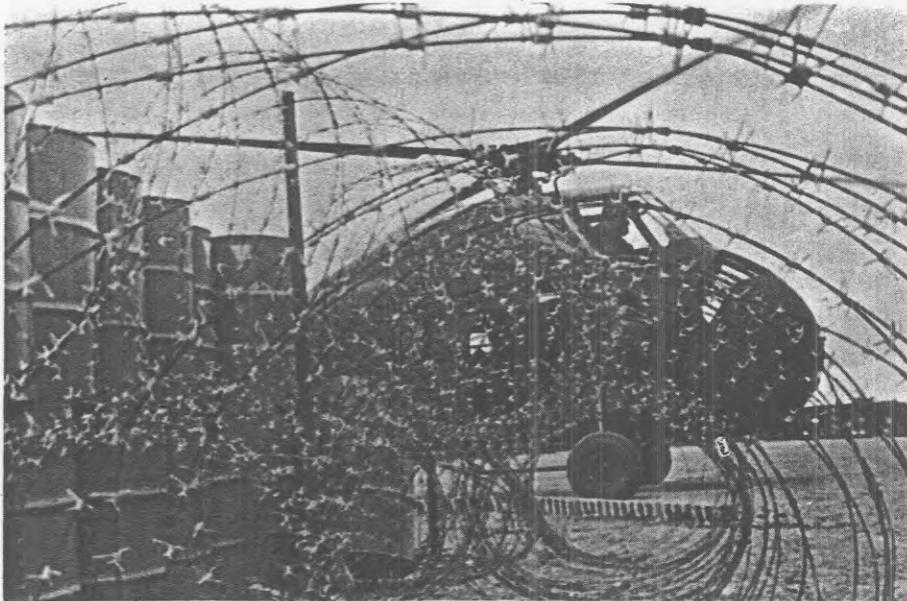
Upon questioning the subject officer observed that the subject's eyes were bloodshot and his breath reeked of an alcoholic beverage. In the opinion of the arresting officer the subject was drunk in public and disorderly.

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

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

How to

Win A



Transportation Award

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

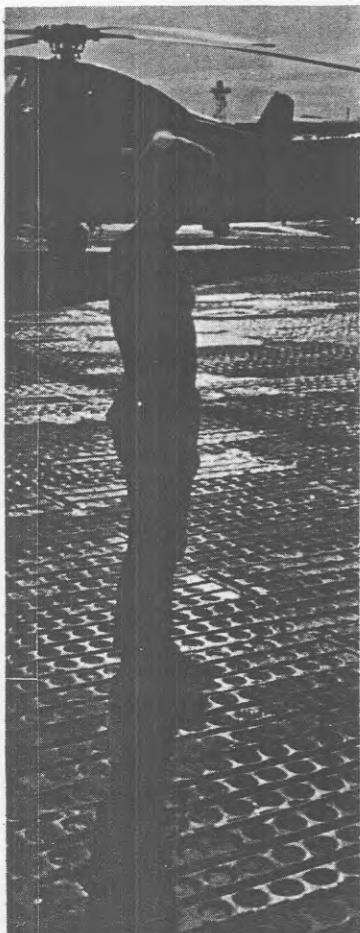
Statistics can be impressive, with flight hours, miles flown, cargo carried and passengers transported. But the real story behind "White Hat Airlines," as it is affectionately called, is the men who perform under adverse conditions to get the job done.

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

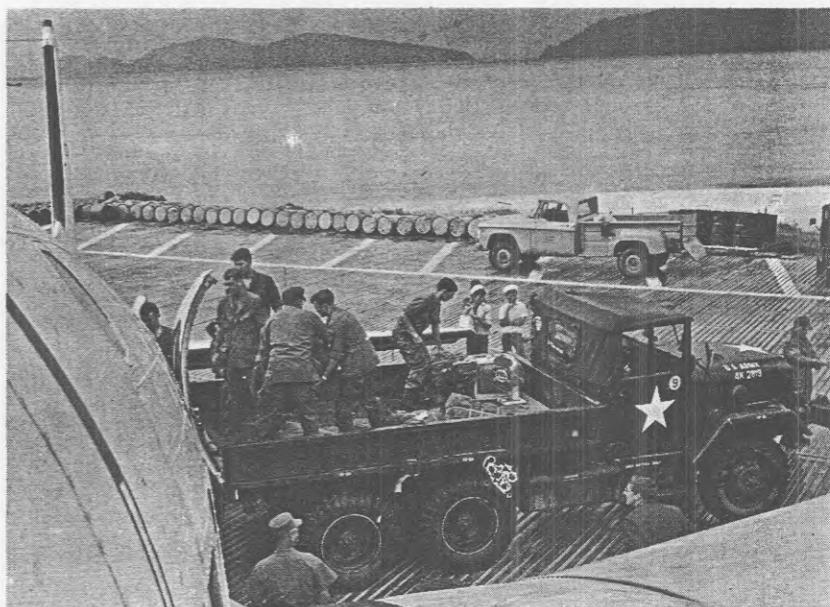
The "Det" is divided much the same as any aviation unit, but their personnel number less than 90.

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

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



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



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

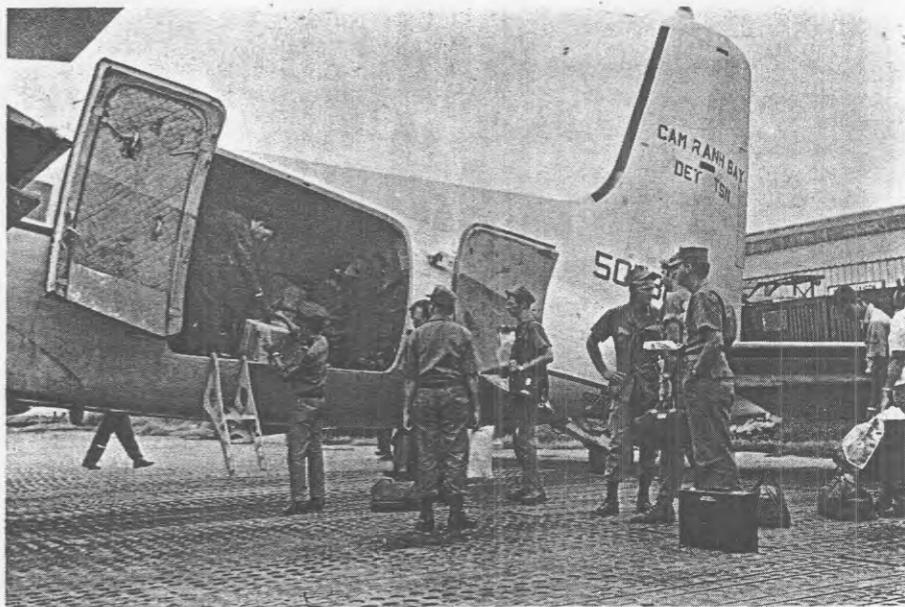
sisted by AN John G. Cozad. In Administration, LCDR Edgar L. Currie runs things, With LCDR Jerry M. McOlgan serving as Personnel and Public Affairs Officer. Working for them is YN1 John H. Stelling, YN2 Lorenzo Rubino and PN3 Sam H. Parkerson. The First Lieutenant is LT Lee R. Brannan.

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

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

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

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

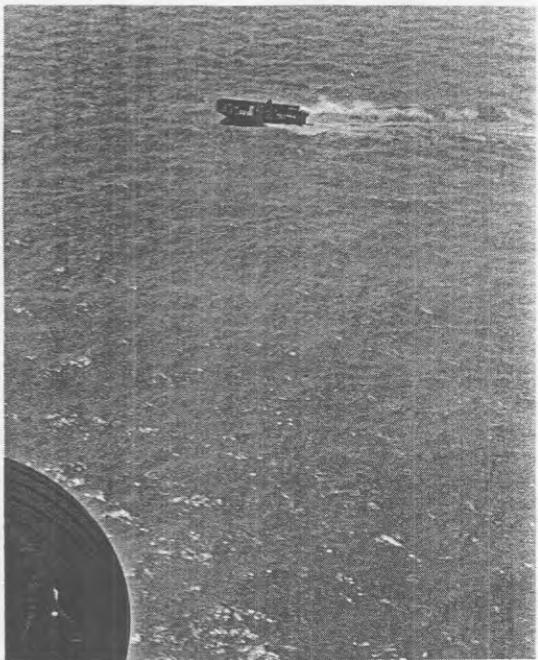


(Above) Men and supplies load up at White Hat Airlines in Tan Son Nhut.

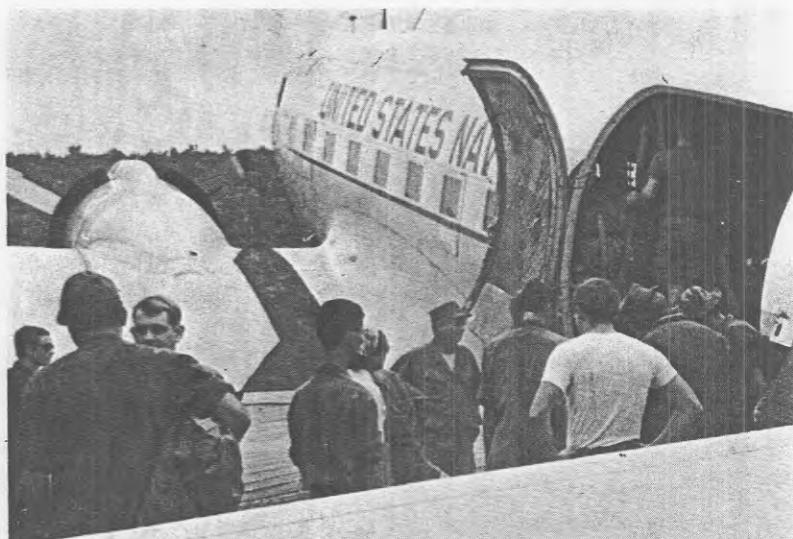
(Right) A small boat hurries back to camp after picking up supplies.

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

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



Photos by
PH2 Kent Van Hoesen
Story by
JO3 Al Kirpluk



NAF DET SUPPORTS

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

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

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

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

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

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

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

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

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

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

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

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

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

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



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

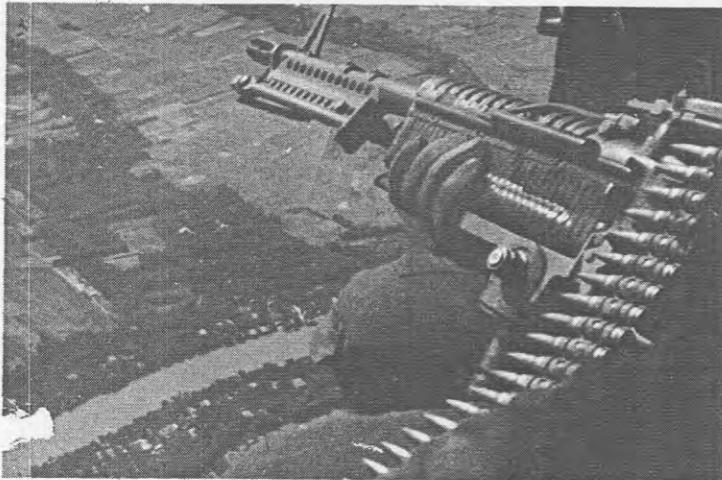


Transporting cargo is the name of the game above. Chopper receives much needed supplies and C-117 is boarded by troops.

BROWN WATER NAVY

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

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



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

Photos and Story

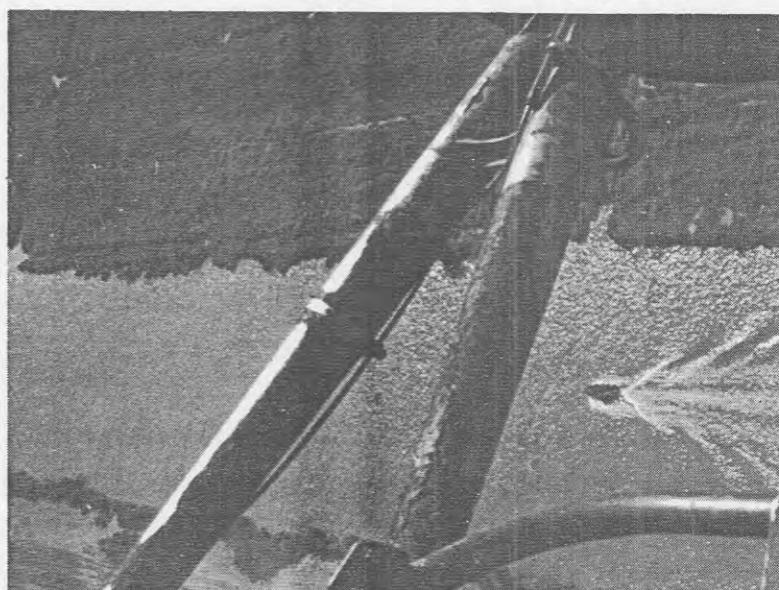
By JO3 Al Kirpluk
& QM3 Bob Donald



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



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



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



THE BIG SWEAT
FRANK JENKS

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

23 MAY - 30 MAY



911



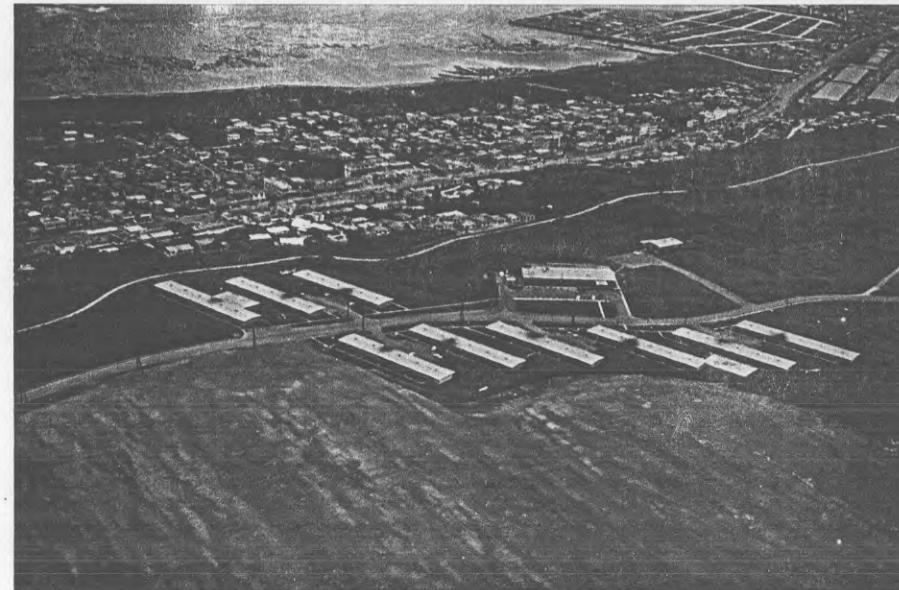


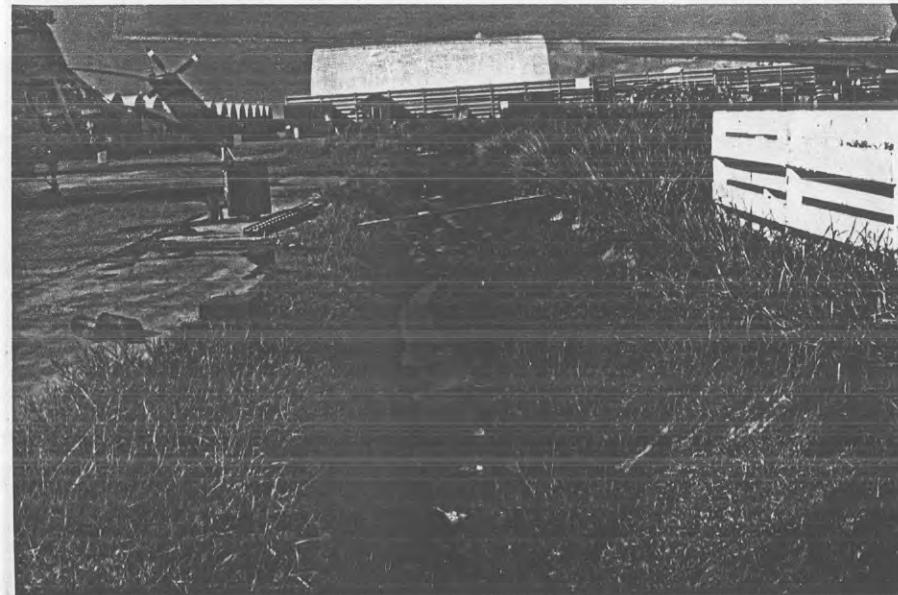
PALAZZO

GRICE

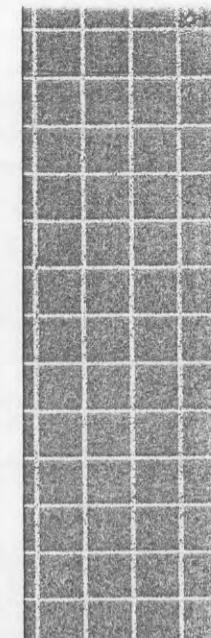


LT MIKE RIST
DET 104 OIC

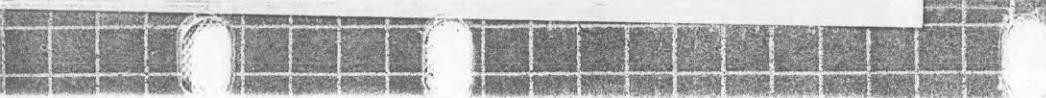
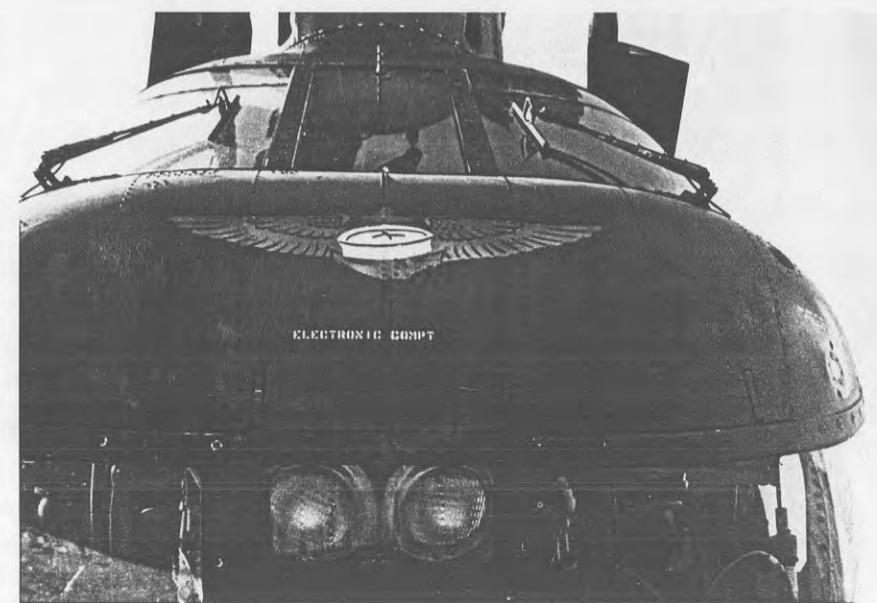
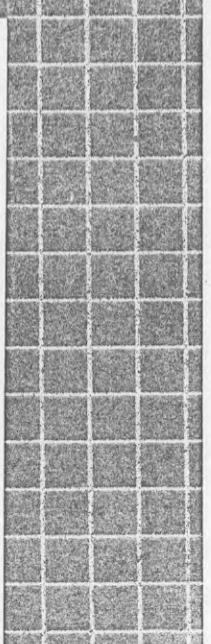




THE OLD "SHIT" DITCH
WHEN ANYONE WAS ADVANCED IN
RANK OR RATE HE WAS THROWN
INTO IT

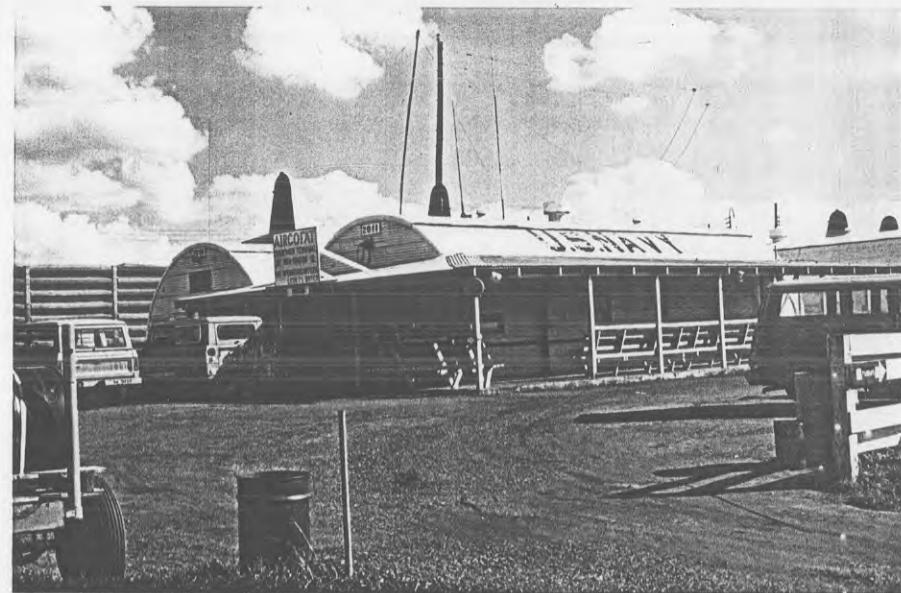


ONE OF OUR 4 DAY WEEKENDS
IN SUBIC BAY, P.I. THE FLIGHTS
WENT ABOUT TWICE A MONTH.





C-117



WHITE HAT AIRLINE HQ

GOOD OLD H-34



THE
OLD
WORK
HORSE





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

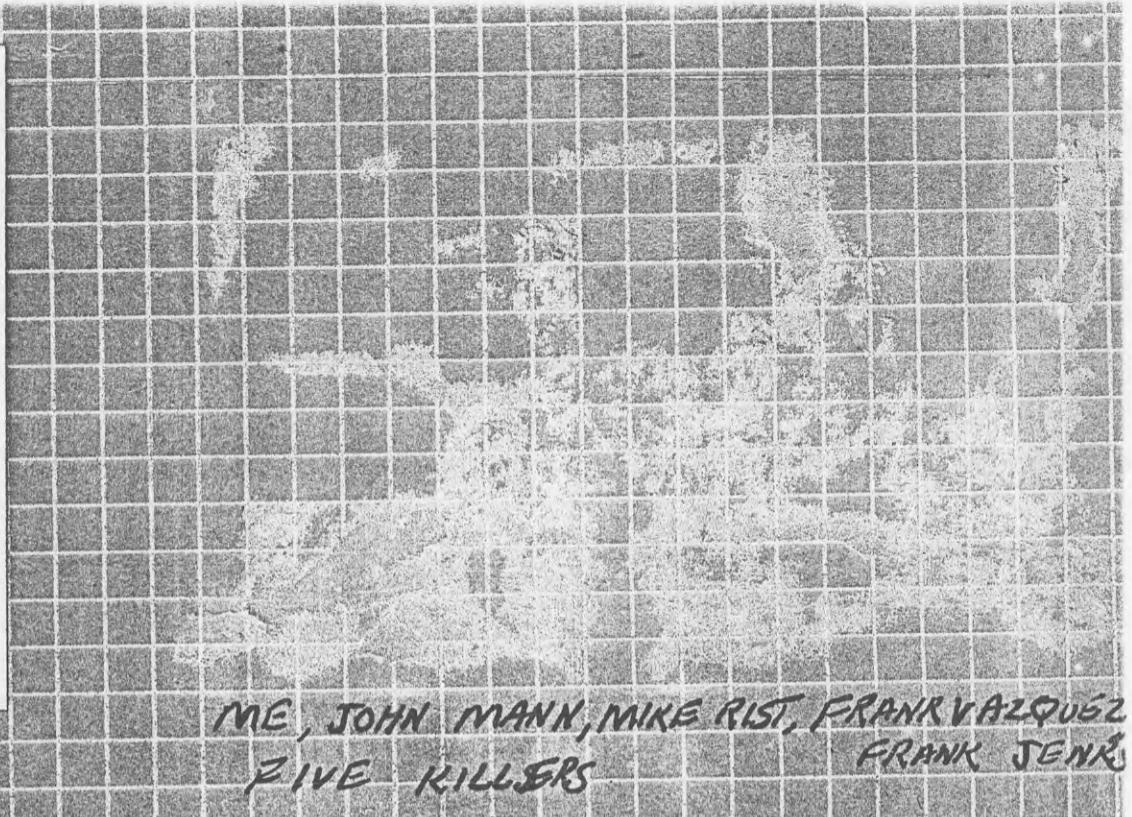


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MCAS. FUTEMA OKINAWA
~~REB~~



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



STUMP