[redacted]

[redacted]

RECORD

[redacted]

[redacted]

[redacted]

OPERATIONS
DUTY [redacted] 1973
OFFICERS

Log

7530-222-3525
FEDERAL SUPPLY SERVICE
[illegible]

——x—— 7 MAR73 ——x——

Duty Officer - 1600 thru 0400 8MAR73. Time in 1600.
1Lt J.D. Stout-

1235Z - Capt Rossi on J.G. 52 landed from air abort due to yaw kicks and numerous other write ups
1530Z - ENG RUN 358. OPS CHECKED GOOD.

Jerry D. Stout

——x—— 8 MAR 73 ——x——

DUTY OFFICER - 1600-0400 9MAR73 Time in 1630
1LT J D Ackerson

1830 MAINTANENCE CALLED CHANGE TO SCHEDULE FOR 9MAR. AIRCRAFT 794 WILL FLY AT 1730 MAINTANENCE REQUEST AN AFCS AND DOPPLER MAN RIDE ALONG.
1825 Com CENTER CALL MASSAGE TO PICK UP.
1915 Scrambled B crew MED EVAC.
1900 JOLLY 60 DOWN LT STICE AC.
2007 JOLLY 53 DOWN MAJ THACKER AC.
2010 JOLLY 30 OFF TIME FOR MED EVAC.
2355 JOLLY 30 DOWN CAPT GEMLICH AC.
0030 DUTY OFFICER SIGNED OUT

John D Ackerson

——x—— 9 MAR 73 ——x——

Duty officer 1600 thru 0400. Time in 1600. Thacker, L.W. MAJ.

1730 - Jolly 53 Airborn.
1825 - Jolly 52 Down. Doppler & fuel prob write up.
1820 - ordered Fried chicken from U.S.O.
1985 - Jolly 63 on the deck.

SHRIMP CALLED 1425 STATED He CAN PERFORM LBR
WITH FM RADIO. He HAD COORDINATED WITH
TOWER. (UHF RADIO STILL INOP)

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17 APR 73 1600-0400 Lt Stout

J.G.'s 32 & 60 come off Alpha Alert

J.G.'s 66 & 52 launched for Ubon. LANDED UBON, 652 Cocke
on alert.

J.G.'s 64 & 71 landed from Ubon at 89 with J.G 71 remain
on alert

19 MAR 73 - DUTY OFFICER, 1600-0400 TIME IN: 1600
CAPT TONN

1745L - J.G. 53 OFF
1800L - PEDRO OUT OF COMMISSION FOR INVERTER
CHANGE. NOTIFIED ~~TO~~ C.P. ETIC 1900L
1815L - J.G. 63 DOWN
1905L - PERRO BACK IN COMMISSION. NOTIFIED C
1910L - DET 10 PASSED US FORSTAT/V-9. PASSE
TO JOKER
1945L - J.G. 52 GIVEN OK TO T.O. FROM N.E. REMOT
AREA AND R.T.B.
2000L - J.G. 52 DOWN. REQUESTED JOKER TO PASS
TO 41ST THAT J.G. 52 WAS BACK
SAFE & SOUND.
2118L - J.G. 53 DOWN
2000L - SIGN OUT

26 MAR 73 RABAJA - NIGHT DUTY OFFICER

1600 - Briefed by Maj Furman

1730 - RABAJA to chow, Maj Furman takes control

1815 - RETURN FROM CHOW

1845 - JG 63 RTB FROM UBON ALERT - CAPT SHAPIRO (AC)

1900 - JG 53 (CAPT BRADLEY) TAXIS BACK TO VALLEY - HAS YAW & COMPASS PROBLEMS

1935 - JG 53 AIRBORNE WITH AFCS MAN ON BOARD

1945 - COL BERTHOLD LEAVES

2155 - JG 71 DOWN (~~CAPT~~ LT STICE)

2305 - JG 53 DOWN (CAPT BRADLEY)

2340 - GOOD NITE!

- T Rabaja

28 March

1030L PEDRO 64 ARRIVED NKP FROM UDORN AT THIS TIME

INFO → TAIL # 592.64

ATD UDORN → 0840L

ATA NKP → 1030L

LOGGED → T3 + 1.7 HRS

1930L CAPT BOYD Sign-in for D.O. Briefed by Van Wagenen.

2100L JG 53 shut down - not able to cock on due to high oil pressure.

30 MAR 73: NIGHT DUTY OFFICER LOG

1830 L - R.P. Tipp (NDO) SIGNED IN.
1850 L - ENG RUN ON 785, 794, 358, & COCK 793 due.
2215 L - ENG RUNS AND COCKING COMPLETE ON ALL BIRDS.
2230L - GAVE ALERT FLIGHT ORDERS TO SECURITY POLICE
TO GUARD ALERT A/C (793).

2239 - CHECKED SECURITY OF BLDG, & OF CLASSIFIED
MATERIAL.

2240 - SIGNED OUT. R.P. Tipp

2 Apr 73: Night Duty OFFICER LOG
1600 - Signed in Lt. FRANK R. MASON, Jr
1820 - PEDRO 26 LANDED
1800 - Lt ROVITO & CREW LANDED FROM UBON
2055 - CAPT RISH LOGGED DOWN, NRS inop
2120 - CALLED TUOC AND PASSED FLYING TIME & SORTIES
2140 - Signed out Frank R. Mason Jr

3 4 5 Apr. - NO LOG DUE TO LACK OF INTEREST AND NUMEROUS
OTHER UNSUNDRY REASONS!

6 APR 73 Night Duty OFFICER Log.
1600 - Signed in LT John D. Ackerson
1730 - 794 Cocked on
1814 - JOLLY 60 Down
1930 - 792 CANCELLED MAIN GEAR BOX Chip Light.

1950 Closed down Ops For Night
LT ACKERSON USAF. John D Ackerson

12 APR 1600 - SIGNED IN LT W.L. REESE
1857 JG 66 LOGGED DOWN
1930 SIGNED OUT W.L. Reese

14 APR 1600 - CAPT. ALLISON SIGNED IN
1900 - METWATCH RECEIVED, VALID 1920 to 2200 LOCAL. THUNDERSTORMS WITHIN 5NM of NKP WITH LIGHTNING & WINDS GUSTING (PEAK) TO 25 KTS.
1902 - NOTIFIED MAINT (HGG). OF METWATCH & HAD JOKER PASS INFO ON WX TO Jolly 64.
1917 - NOTIFIED PEDRO (HH-43's)
1920 - COMM CNTR CALLED (Sgt. SIMPKIN - 2830) WANTED TO KNOW IF MSG 141000Z ON RADIO FREQ USES HAD BEEN DELIVERED B COURIER TO 3 ARRGP - MSG HAD THE LETTERS MSGNR FOLLOWING 3 ARRGP - AND COMM CNTR IS CONFUSED.
1940 - JG-64 DOWN N.K.P. (HAD DEPARTED UBON 1645 L)
2010 - SGT QUILLIAN PICKED UP RETURNING PJ's & HM. SgT Quillian was ON Alert AND should not have been called. REQUEST'S THAT WE FIND BETTER METHOD OF TRANSPORT FOR THE

RETURNING CREWS.
2015 - CHECKED SECURITY OF BLDG AND
CLOSED DOWN OFFICE - CALLED
JOKER & MAINT.
2025 - SIGNED OUT Mark L. Allison
16 April 73 1600 SIGN IN Steven H. Van Jepmond
1620 Jolly 62 flight (Jolly 62 & 60)
logged off Ubon at 1600L
1735 Capt Kish calls - both birds
cocked on at Ubon
1803 Joker advises Jolly 62 Flight
estimating home at 1915 L
1921 Joker advises Jolly 62 Flight
new est. 1950L
1958 Jolly 60 on deck
2136 Check building security, called
Joker & Maintenance
2140 SIGNED OUT Steven H. Van Jepmond
20 APR 73 1540 CAPT ALLISON SIGNED IN
1630 ENGINE RUN (FCF) CREW REPORTS
795 STILL "TITS-UP" WITH A
TORQUE PROBLEM.
1715 2 A/C DOWN AT UBON (362,
792) CAPT BROWN (792) HAS MAINT
PROBLEMS W/ GYRO.
1740 CALLED LT. STICE & CREW TO STAND
BY FOR POSSIBLE LAUNCH TO UBON
WITH MAINT. ASSISTANCE FOR 792

1855L 794 Airborne to VTUU.

1920L Joker calls A/C 358/784 ESTIMATING BACK AT 1945 "IN COMMISSION" FOR ALERT.

2000L JG 71/60 logged down at 1955.

2010L JG 52 ON FINAL TO VTUU AT 2005.

2100L JG 32 (Furman) DOWNLOADED AND JG 71/60 ASSUME HOME ALERT.

2230L Lt. Stice REPORTS 792 SHOULD B IN COMMISSION AT VTUU, but 794 IS UNABLE TO START #2 ENG SEEMS TO BE IGNITION PROBLEM, FUEL FEE IS O.K., BUT STARTER IS GETTING WEAK, 30% IN 12 SEC ON 3RD START ATTEMPT.

2235L NOTIFIED OPS DUTY OFFICER, CAPT VAN WAGGENEN, AND MAINT. MAINT TO CONTACT LT. STICE. AT UBON TO DISCUSS PROBLEM Ph. 3310/2380.

2245 BRIEFED MAINT TO SEND 793 South SAT. IN PLACE OF 794. WILL SEND SPECIALISTS ON 793 TO FIX 794. NORMAL DEPARTURE. ~~TALKED TO LT. STICE AND INSTRUCTED HIS CREW TO RON AT UBON.~~ LT. STICE RETURNED TO A/C TO MAKE A ADDITIONAL START ATTEMPT BASED ON INFO PASSED BY MAINT.

2325 CALLED Sgt. TROTTER, ENGINE RU ON 795. NOTIFIED JOKER.

2340 - TOLD CREW OF 794 TO RUN AT UBON. PROBLEM SEEMS TO BE ELECTRICAL.

2345 - CLOSED OUT LOG. CHECKED SECURITY OF OFFICE AND NOTIFIED JOKER & MAINT. WENT OFF TO RUN 795 AND HOPEFULLY GO TO BED FOLLOWING!

Mark J. Allen - SIGNING OUT

1600 Sign in Steven H. VanJepmond

1715 Both south A/C at Ubon in good condition

1900 A/C #362 down at NKP

2000 JG 52 down " "

2015 JG 62 " " "

2100 Checked Security, Called maint & Joker

Sign out Steven H. VanJepmond

22 APR 73 1545 - SIGN IN - R.F.

1600 - JG 32 + 30 departed Ch. 93 at 1551.

1712 - JOKER REPORTS JG 71 + 52 LANDED 1700 at Ch. 93.

1730 - JG 32 + 30'S ETA TO Ch. 89 IS 1945L.

1731-1800 - TOOK A NAP.

1805 - GOT A drink of H_2O.

1815 - SWIVEL-CHAIR fell over WITH ME. NO INJURIES.

2000 - JG 32 + 30 down at 2000 hrs. NKP.

2045 - SIGNED OUT - R.F.

Reviewed — 1600, 7 May 73

23 April 73

1600 - Sign in Lt. Everitt

1630 - Jolly Green 792 down with #1 AFCS

1800 - Crew of Jolly Green 792 transfers to Jolly Green 30.

1915 - Jolly Green 30 airborne to UBON VIA W12.

1920 - Lt. Scasny reported Pedro 41 down after .3 with high oil temp. Alert bird changed to Pedro 42.

1950 - Jolly Green 52 lands Alpha 1! Wonders never cease!...

2000 - Jolly Green 71 down.

2015 - Jolly Green 52 assumes alert at NKP

2100 Signed out Me. Everitt

26 APR 73 1625 - SIGN IN FOLLOWING AIRCREW MEETING - BRIEFED BY CAPT. VAN VWAGENEN. Mark J. Allen

1715 JG - 53 (Rovito) DOWN AT ~~VTU~~ VTUU.

1750 - Sgt Criswell will be at outdoor movie if needed later on.

2000 - RELIEVED BY AND BRIEFED MAJ. BARTLETT WENT TO CHOW!

2100 - BACK FROM DINNER. SOUTH BIRDS PLAN TO

TAKE OFF ABOUT 2145.

2200 - PASSED WORD TO CREWS TO RON AT UBON DUE TO WX BETWEEN 93 + 89. - THUNDERSTORMS TOPS TO 25,000. WILL PLAN FOR AN EARLY RECOVERY TOMORROW. HOME ALERT CREW (GEMLICH) INFORMED.

2215 - CLOSED UP SHOP - BUILDING SECURED AND JOKER AND MAINT. NOTIFIED.

Mark J. Ullman

2 MAY 1600 SIGNED IN Lt. W.L. Reese
1845 Received word crews were RUN AT UBON BECAUSE OF WX BETWEEN 93 + 89. HOME ALERT CREWS NOTIFIED TO STAY ON ALERT.

1930 CLOSED UP. BUILDING SECURE.
W.L. Reese 1LT

5 MAY 1600 Signed in
2005 AP'S PICK UP CREW VOCHER FOR JOLLY 62 + JOLLY 71
2006 71 APP problems ON RAMP
BOTH Birds DOWN. AND OK.
2100 CLOSED UP
John J Atkinson 1LT

Sign in Steven H. VanJepmond — 1600, 7 May 73

Joker & Teepee advise:

JG-60 $\overset{\text{down}}{1005}$/JG-30 $\overset{\text{down}}{1010}$ — 1715

1745 — Capt Stroul calls in following data:

JG-60 1300-1715 4.3 20 Lds A1
JG-30 1415 1715 3.0 8 Lds A2 Nose Gear

1750 Order dinner from USO

1800 Maj Reeves calls from Ubon to sign out

1820 Food arrives

1825 Pedro 61 airborn at 25

1945 South birds JG-64 & 32 coming in

1945 Pedro dwn at 45

1950 South birds on the deck

2045 Checked Security, Called Joker & Maint

2050 Sign out S. VanJepmond

8 MAY 1600 signed in

Pedro 61 off at 1825
Pedro 61 down at 1955
Jolly 60 down at 2000, return from UBON
Jolly 30 down at 2005, return from UBON
Jolly 60 4.3, A-2 for minor problems
Jolly 30 4.2, A-2 for minor problems
2050 checked security, called Joker & Maintenance SI
2055 signed out D. Chandler

15 MAY 1600 signed in

Jolly 64 Down at 2000 from UBON, A-2

Jolly 62 Down at 2025 from UBON, A-2

2150 checked Security, called Joker, Maintenance, & SP's

2200 Signed OUT D. C[illegible]

19 MAY 1645 HRS Capt Allison signs in and Capt Strahl departs - on call ops officer.

1700 HRS Dee + Rick at VTUU + "A-1"

SGT TURNBULL chx in for night engine runs, can be reached at 3884

JG 53 down A-1 at 2015

JG 30 down A-3 at 2015, TO TAKE over JG 64 for tonight.

26 MAY 1600 signed in

Jolly 62 Down at 1840 from Don Muang.

Jollys 30 & 64 Down at Ubon at 1850 & 1855.

2010 checked security, called Joker, maintenance & SP's

2020 Signed out D. C[illegible]

27 MAY 1600 Arrived

1610 30 RTB 93 #2 engine torque meter, Jolly 64 holding fence, Jolly 66 enroute fence.

1555 Jolly 60 back for R+R Bangkok.

1628 Jolly 30 on ground 93 with fumes in cockpit IE electrical fire.

1632 Base Comm Secret flash in

HELL BROKE LOSE

2020 CLOSED OPS John J Ackerson LT

6 JUNE 1600 - SIGNED IN

1920 - INFORMED BY JOKER THAT ETA FOR JG 32/62 TO 89 IS 2010L.

1910 - SP'S PICKED UP ACCESS ROSTER FOR RETURNING JG'S.

1930 - REVISED ETA 1940, DOWN TIMES EST. 1940 FOR 32, 2000 FOR 62.

A-2 AFCS 1 AMP } JG 32
RHAW INOP }

A-1 FOR JG 62 ETA NOW 2020

1950 - JG 32 DOWN AT [illegible] mgt 1950.

6 JUNE 1600 Signed in

JG30 ok to Ubon

JG53 broke at NKP

JG66 left Ubon, held at JA, rtb NKP ok on alert

JG52 broke Ubon, awaiting parts & maint, shipped on JG53

JG53 arrived Ubon

Day alert birds listed as 66 and 32 with Joker for report to blue chip. 32 will have to fly late to Ubon and must be replaced to meet frag requirements.

Notified SP's, maint, & Joker, completed security check.

2400 Signed out.

[redacted] D. [illegible], CAPT

8 June Sign in 1600 S.H. VanEgmond
JG 52/794 Berthold } ETA
32/793 Brown } 1950
Ogden & Long dwn at Ubon
1835 Receive wx warning - Call
Sgt Nichols at Maint Control
1848 Joker calls ETA 1905
32 dwn 1905
52 dwn 1915
2030 Sign Out

9 JUN 73 Signed in 1600 JJ Ackerson
TIME FOR PARTY
EVERYONE HOME SAFE + SOUND(?)
1945 closed up.

19 June/ Joker + TUOC notified 794 to assume
HA ~~until~~ upon RTB NKP until Wed evening.
(2) AC 786/794 A-1 $\frac{\text{FRAG}}{\text{on}}$ alert at UBON. Wed - only
one Day alert A/C at present time. Will
cock-on 2nd A/C when released by MX.
(1745L) WBA

20 June Re-informed - Same Info as above
786/794 - Ubon Alert 785 - WM
358/793 - So. Dispt. 792 - phase 25th
784 - Home Alert
364 - WM TCTO out today
795 - WM TCTO in today WBA

20 June (cont)

358 1345-1600 & 1610-1715 TOTAL 3.4 2 SORTIES T-
793 1315- 1530 & 1545-1655 " 3.5 2 " "

786 out for MX - damper problems
794 will maintain night alert until
tomorrow morning and another bird comes
in commission, MX shuffle!
NRS system of 786 inop - Collins off alert.
May have problems in morning if parts
unavailable for 786. Wait and see.
Joker and TUOC notified that 794 on HA.
HB

21 June
358/793 Ubon alert 785 WM
794 HA 792 phase
784 NORM 795 WM - TCTO
786/364 So deploy
364 has a cracked damper - parts plus 2 - 0900
364 back OR at 1145

21 JUNE
1700 Signed In
JG32 ~~Stuck~~ landed at Ubon with utility hydraulic
pump shaft sheared internally.
JG60 returned to NKP, A-2 situation, on alert
until 0800 tomorrow morning, then download
and stay on alert
[illegible]

maintenance will try to get utility pump for 32 on scatback A tomorrow.

2040 Checked safe, notified S.P.'s, locked building, notified maintenance at Joker.

D. [illegible] CAPT

22 JUNE

IN 0700

UTILITY HYDRAULIC PUMP TO UBON ON SCATBACK

JG 60 DOWN LOADED 08 15. CREW STILL ON ALER

BUT NO AIRPLANE

JG 32 Estimating Uban departure 1100

Pedro 42 off & down.

Jollies at Uban pulled 5 min alert for Non-OR Pedro for a few.

Jolly Green 32 off at 1105, down NKP 1250.

Flores being transferred to JG 52, causing late T/O for 52. Insufficient safetying pins.

Jolly Green 60 off at 1300

Pedro 42 off at 1330

Jolly Green 52 off at 1440

Pedro 42 down at 1445

Jolly Greens 66 & 30 airborne 1555. Wx bad from fence south, might cause problems.

Jolly Green 60 down at Uban at 1605

1700 - Gave Maj Furman the good deal.

D. [illegible] CAPT

23 June 73 SOF Capt. Mitchel

1) On duty at 1700
2) 1715 - A/c 358 called in with a torque problem - MX coordinated with.
3) 1730 - (a) A/c 358 called in with a 1st Stage out. - MX coordinated with.
(b) Flying Safety - contacted.
4) 1800 - Both Jollies on the gnd. (Safe) at Ubon
5.) 1900 - Locked bldg. -
6.) 0630 (24th) - Re-opened Office
7.) 0730 - BRIEFED H-43 Alert Crews
8.) 0800 - Told Jollys ON HOME ALERT TO DOWN LOAD
9.) 0900 - ENGINE Run on 784 (crews notified)
10) 1100 - Briefed South Crews
Planned launch at 1430
11) 1200 - Call from Takhli Com. Post concerning F-111 Tech Order 1F-111A-2-10-1-1. Checked with PJ's - we don't have this T.O. and so advised Takhli.
12.) 1425 - Both DEPLOYING South BIRDS - OFF (O.R.)
13) 1605 - A/C 30 down - Ubon
14) 1605 - A/c 52 Airborne
15) 1610 Jolly Green 71 - back from FCF - O.R.
#784 tail Number.
16) 1630 - Both South birds OR on Alert Ubon
17) 1640 - Jolly 52 - called A3 for Rotor tach
18) 1650 - " " - on the gnd.
19)
20) David F. Mitchell, Capt

26 June 73 CAPT MITCHELL

Assumed SOF duties at 1700
Recovered South birds at approx 1800
Launched Jolly 71 @ 1930 hrs. (Lt. Long)
Put Jolly 66 ~~on~~ in a cocked configuration
with crews on standby at 1940
{F-4 crashed near Udorn RTAFB in a
village.}
2000 hrs. – Notified that both crew members
of the F-4 have been picked up.
2130 – Jolly 71 released from mission to
return NKP ETA 2220
2215 – Jolly 71 – Down NKP Cocked on Alert
Alpha One Status

29 JUNE 73 CHADSEY
ON DUTY 1700
52 RTB 89, Download
71 Stayed on alert at 93 until 53 RTB 89 A-2
66 RTB 89, Download
53 RTB 89, On Alert.
SP's, Joker, maintenance called, security checked,
building closed 2050
D. Chadsey CAPT

30 JUNE 73
0700 SHOW
0730 PEDRO BRIEF
0800 BRIEF AIRCREW MEETING
1100 BRIEF SOUTH CREWS
1430 SOUTH BIRDS OFF
1530 CARRIT BIRDS CALLED IN TO TAKEOFF

30 June JRCC advised at 0930 of alert status 795/Olsen on alert (only one) A/C) Omlick is other crew on alert. 795 will unmask late this afternoon.

WBH

1550 ORBIT BIRDS OFF, ONE BIRD DOWN @ UBON FROM NKP (66)
1625 52 DOWN AT UBON
1700 GOODBYE (BOTH UBON BIRDS OR 52 ON ALERT MAINT)

CAPT

June 30

1700 - checked in as SOF
- orbit birds due in at 1945
TG 52 on alert all night at Ubon
- return crews will be on alert w/o aircraft.
1945 - can expect an FCF on 792 tomorrow according to MX.

- TG 30 A-1
TG 71 bits up for numerous things

2100 allswell and I am RTH. See you bright and early in the morning.
GLB

July 1

0115 Good morning book. First crises of the day handled - security police wouldn't let MX on 784 or 795 after being informed last night that no birds would be on (ah, a unit of morons).
0730 Pilots briefed - Scheswerf / Lout

36-[illegible]/794 south   792 norm - may be ready for FCF late today
794/795 Ubon display   785 - TU ferried
[illegible]   793 Wx status   78[illegible] OR?

1100 Briefed south deploy crews - usual gaggle.

1110 MX notified me that 784 had a soap sample and #2 eng soap came up w/numerous particles - flushed system and engine run to be performed and then another sample. Run crew went out at 1130 and instrument people were changing gyros and said they would be done in about an hour - which means a possible ready time of 1330

1230 784 ready for engine run crew .

1340 784 soap samples check good - OK at last

---

795 will be on alert tonight - at Lisbon
786/364 go south tomorrow
ADKINS & McDaniel crews will be on alert but without any visible means of transportation, turn birds into MX for their amusement - notify security police that no birds on alert here. However, if one of the south birds crump then one of the return birds will have to remain on alert here until about noon tomorrow

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1405 Wx warning 07-01
valid 1445L - 1600L TS w/o surface hail
w/in 10 NM occasionally over the field
winds 99 15 G 30 min condition 010 ⊕ 1 TS
— appropriate agencies notified

1430 795 on its way to Ubon.
1435 784 on " " " "
1500 784 RTB 89 with loose cowling (engine?)
1510 784 landed 89 - loose fastener - alls well
1535 784 tries again - servo stuck/thumbs Bochum strike again
1545 Joker called and said JG 52 could not get his generators on the line. JG 66 sent to hold at the fence. May send JG 53 down to meet him if 52 goes undiagnosed.
1557 JG 66 airborne
1605 JG 53 sent to meet up with JG 66
1620 JG 52 problem apparently solved - not quite sure how yet and neither is MK; they are checking w/ electrician. So JG 52 airborne to join up w/ 66 and JG 53 will be going into 93 as planned.
1625 JG 52 problem was APP started, #2 generator sw on, no power - then went to reset and smoke started happening - JG 52 called from the air that they had adjusted the APP clutch and all was as it should be. So ends another thrilling saga of the Jolly Greens. Be sure to tune in tomorrow for the continuing thrill packed adventure series.
1700 What a day! Good night book.
Love,

P.S. (JG53) ATD 1430 ATA 1610 TIME 1.7
3 landings O-2 mission [illegible]
LB

1 July 1700 - Capt Mitchel assumed SOF duties
after reading my predicissors
Noval.

(JG-71) 2.1 2 sorties O-2's (OR)
1430 - 1516 0.8 1 landing
1530 - 1635 1.3 1 landing

JG-53 On Alert all night at Ubon
JG-71 Off alert at 1830, back on at
daybreak.
Both Aircraft O/R

1800
Checked weather and found that a
small line of thunderstorms is about
70 miles South of NKP but should
pose no problem to the returning
aircraft.

1900 - Notified Joker that JG-53 ~~on~~ will be on
alert tonight at Ubon.
Also, passed weather to our returning
birds thru Joker.

1910 - Notified Air Police that no aircraft
guards will be required tonight.

1915 - Received an ETA of 2000 from returning
birds.

1935 – Notified by Joker that both birds are coming ~~in~~ A-1

1952 – JG-66 on the Gnd. (OR) A-1
2010 – JG-52 down 3 write ups A-3
Passed to MX

2040 – Debriefed JG-66 crew (crew on Alert)

2050 – informed Joker of our Alert Posture.

0700 – (2 July 73) – Picked up Weather Slides
0720 – Briefed Pedro Crews
0900 – ENgine Run JG-62 at 1000
FCF later today
1130 – Notified No King-Bird today. Possibly one in commission by 1600
1100 – Briefed South Crews.
1400 – No King Available. Advised by Joker to launch South crews at 1700 to points KM then to KO then depart fence at 1815. Back here on time.
1500 – Both South Birds off for Ubon after training here at 89 and picking up passengers
1610 J.G. #792 – FCF couldn't get off.
1620 – Informed South birds to launch and fly as programed by the 1400 Joker telecon.

4th July   Capt Mitchel

1700 hrs.   Signed In SOF

1705 - checked on South birds - off at 1553 as scheduled both in commission

1710 - began a look for the SOF book with no luck. Also weather slides were gone. Capt Adkins has the truck and radio and as soon as I find him I'll find the SOF book + Slides most likely.

1715 - Lt. Longs ~~Maj. Longs~~ crew: Bryant can't fly.
Roback will fly on Longs crew.

5 July - 1625 - South Birds Off 25 mins late due to Lion being tits up.

1700 - Signed Out

5th July   Lt McDaniel

1700 Signed on SOF.

1840 - notified by Lt Nelson that sq. was being moved to new quarters due to a/c insp.

1850 - notified by Joker (Maj Walton) that [illegible] for Jollys [illegible] 3445

1950 #2 door [illegible] (NRS) insp.

1150 6 Jul Jolly Green 71 terminated FCF flight due to smoking brakes on parallel. SOF unable to check a/c prior to TO or after landing due to Ops Officer utilizing SOF vehicle

6 JULY

1525 - TUOC CALLED - WORDS FOR TOMORROW HAVE CHANGED. PLEASE ADVISE SO. CREWS. E. Johnson —

1700 - Good evening book. I see people have been neglecting you.

1730 Joker called to say weather was D.S. from here to there and beyond. Birds left orbit early due to wx. ETA 1900L.

792 Ubon alert tonight
Home alert - 3 crews Ogden / Cheadsey / Bradl

364 / 794 to go south tomorrow

364 called in w/ the same control problem from earlier in the week.
A-3

2100 Closed shop - Good night book!

7 July

0700 - Good morning book! Picked up wx slides at Deck and then shot the breeze at Joker for a few minutes.

0730 Pedro's briefed.
Will need FCF on 364 about 0900.

358 NORM / PHASE 1700 11 JUL   784 / 792 SOUTH
364 OR FCF SOUTH DEPLOY   795 OR
794 SOUTH DEPLOY   793 NORS G   786 WM 1700 12 JUL

1100 - South crews briefed

1215 - 794 has cracked tip cap - found greater damage which requires blade change. ATD 1545

795 minor AFCS problem - black box changed. ATD 1500

1530 South crews called prior to launch

1645 here it comes. - Joker called to say that JG 71 lost utilities hyd. and both he and JG 62 were RTB 93 w/ JG 62 RTB 89 when 71 safe and sound on deck.

1700 JG 52 on deck at 93, 62 on the way home. JG 53 landing in a few minutes. JG 71 safe on deck.

1915 All good and taken care of

Good night

Sun 8th 784 @ 93 - needs UTILITY Pump CHG

(0800) 358 NORM - 1700/11th

364 NORM - UM - 0800 9th

785 UM - RAM

786 UM TCTO - 1700/12th

793 NORS - Parts + 3 dys - Rotor Hd + Gear Box

✓ wx for South RTBs - OK

(1030) BOYD + Crew (+ Furman) to 93 on Brad's bird (792) to cock 784 for normal alert. Furman to Cemlich, 794 for A/R ✓. ~~Chastley down to board Long's (755) bird for alert RTB/NKP~~ CNX

Rohrback stay extra day - RTN TUES
Everitt - 3492/3445
Long will pick-up Everitt + crew enroute for RTB/NKP
Call Cemlich @ Furman

OP Rep 4 to INTELL - now to TUOC at night
✓ Format   Call - Cpt Hudson !!

Need 55-2 Incident RPT Fm Everitt on SAT IFE

WBA

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9 July   Brown 364 CNX, chg to A/C 794
〃 Dept @ 1905 for 1.1

794
795
792 } OR
784

786 - TCTO / 785 - WM (?) / 793 NORS-G parts + 3 dys
358 - Phase / 364 - AIR Abort /

WBA

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10 July   Bradley and Boyd's crew on alert
784
792 } South deploy
364 FCF for servo - did not complete check

due to 1st stage servo out caution light
FCF not completed as of 1530.
Blade track on 784 - OR
1630 Continuation of JG 66 FCF Gemlich & Ock.
Jollys 52 & 53 holding near fence - will not
A/R due to weather -
52 & 53 returned NKP @ 2015 Both OR -

358 Phase
785 WM RAMA/Depot
793 NORS G Parts + 3 dys
786 RAM
792 NORM @ 93 parts + 2 hrs
794 / 364 }
795 / 784 } OR

11th 786 + 364 Fly lcl, then → 93
786 - Furman
364 - Everitt
784/71 + 792/62 RTB to 93, @ 1640, 71
has Flt control problems. 62 returned to fence.

364 }
784 }
786 } OR
792 }
794 }

358 - RAM/TCTO
785 - WM Depot
793 - NORG Rotor head + 3 dys
795 - NORM - WASH

12 July

0700 Good morning book! Took over SOF this morning due to shortage of personnel. No Wx slides at TUOC. Stopped in at Joker for a cup of coffee.

0730 gave Pedro's brief

0830 Roger Bradley called from Ubon. They are still working on 784 - not sure when they will have it ready.

1100 Lantu crews briefed. Wx D.S.!

1215 Daily Wx warning is out - TS w/o hail w/in 10NM occ over fld - winds 99 max 25 min cig 400'

1230 Canceled training portion of flight for 792 due to weather.

1325 784 OK - will TO about 1400

1500 792 off for Ubon - Wx much improved
794 hyd problems ETIC 1700

1615 792 on deck at Ubon
736/364 off for orbit

1645 794 back in - crew out running

1650 794 has nose gear box chip light
ETIC 1815

1815 794 back in - crew will run for 30 min.

1840 364 35 miles out w/ MGB chip light - ETA 1900

1905 364 safe & sound

1930 794 WBA has done it again - will let him quit for the night but will plan 8AM TO tomorr and keep doing it until he gets it right - it takes every system on every a/c.

2000 786 landed!

2130 Good night book!

13 July

1530 Bradley took SDF for me today until now. He ignored the poor little green bottle but did manage to give me a brief before he left.

786/364 on their way. 364 will get to 93 about 1715L. 786 dropped off a part for "Disaster" Atkins bird. 786 also dropped off Bouterse & 2 P.J.'s who just happened to be on the bird. They will be coming back on one of the orbit birds after orbit flown. Seems that Atkins lost hydraulic fluid. Wayne is beginning to establish a record like Babe Ruths which may not be broken for decades. Congrats Wayne!?

1615 794/792 headed to the fence but no further - usual D.S. Wx.

1715 794/792 breaking for home - seems like the weather at Ubon is really D.S. and the birds seem to feel they may not be able to get in to pick up the stowaways from Bradley bird. Will loiter the birds until 1815 at 93 in hopes that they can get in.

1810 792 landed at Ubon 5 min. ago to pick up people.

2050 All birds safe and in bed. Steve Boyd is going to get wet

2145 Good nite Boot

3d ARRS?

14 July

0130 Good morning again book! Permanent Super SOF is here again to coordinate massive aircraft movements and ward off all accompanying catastrophies. The people of SEA can rest easy once again now that the 40 ARRS nerve center, and sometime funny farm people supplied, is opened and manned. The question of the day is: "who will rescue the rescue unit"?

Pedros briefed

1130 South crews briefed 792/784.

Can't believe nothing has happened in the last 4 hours, although the day is young. Biggest event of the day was Lt. John Ackerson's revealing lecture and exposé of the HH-53 lighting system. Very good John.

As of yet I can see no adverse side effects of being SOF for 3 days in a row in a row in a row in a row in a row. Recommend that "SOF for a week" replace all existing survival schools in the AF Ceas.

1340 792 airborne

1430 784 has problems w/ probe & refueling panel

1440 794 OR

1606 364 off from Ubon 786 AFCS prob.

1610 possible SAR! motion 04 - false call.

1615 786 problems - 364 will hold at fence waiting

for 786 [illegible]

Apparently 786 is off but is getting no amp inputs into the servos and is flying AFCS off. JG 62 is almost refueled and will be taxiing off to join 66 at the fence in about 20 minutes.

JG 30 has servos on and the problem is both pitch and roll amps are inop.
ETA 89 1050Z
Enough is enough - Maj Truman penned it. 1700

17 July 73 Capt Mitchell
1700 - Assumed SOF Duties
1800 - Both South Birds Alpha One
and on Alert. (JG 30/32)
2000 - Both Home Alert birds landed
A/c went into MX.
Crews placed on Alert.
2030 - Checked Crew forms + secured bldg.
18 July - 0700 - Picked up WX slides
0730 - Briefed Pedro
0745 - Eng Run Crew
1100 - Briefed South Crews
1300 - Watched (52) launch
1330 - Watched 53 launch
1430 - JG - 52 - coming back with a
damper out.
JG - 53 - coming back with Eng Prob

1435 MX was coordinated with for the A/C problems
1510 — JG-53 launched for Ubon
1600 — Orbit birds both airborne (O/R)
1800 — JG-52 ready for a crew (Dampener Change)
1830 — JG-52 launched for Ubon
1940 — JG-52 landed Ubon
1955 — JG-30 landed NKP } Down loaded A/C
2010 — JG-32 landed NKP } crews on Alert

19 July 73
1100 — Briefed South Crews
1200 — OR status updated
358 - NORM Parts + 3 days
364 — OR
784 — WM
785 — WM
786 — NORS Parts + 1 hr.
792 — OR
793 — OR (unscheduled MX)
794 — OR
795 — OR
1400 JG-66 Airborne
1410 JG-62 Airborne
1618 Both Orbit birds Airborne
1556 JG-62 landed Ubon
1620 JG-66 landed Ubon
1700 Hi book! Here again but not for long since I have to go south. Quiet nite.
2020 Birds down and safe. 794 tits up
795 A-2 in turn
2130 Good nite

21 July 1700 On Duty.

794 needs damper at Ubon. to go down on scallback A.

795 landed at Ubon 1840 suspected damper problem

784 norm for fuel leak. was supposed to go south tomorrow.

793 back from Ubon 1943

795 back from Ubon 2105

RS reports to go easily if all goes as programmed, but SOF can't handle, he expect enough to fill them out if mission goes away.

2200 closed out. D Cloday, [illegible]

1700 23 July – Hi y'all. Just assumed the "position" of SOF fm Capt. ComLich Both display Birds (Chadsey + CV) on the Gnd A-1 at ~~87~~ (BLEEP!!) 93! Both orbit folks got into the atmosphere, however JRCC (That's "Joker" for "Joker") laid out the sound that there would be no A/R due to Delta Sierra WX – I concur! A/R with a fling-Wing ————S! any-way. Schedule remains Tango Uniform due to parts, people, planes + partial obscuration. Operational Ready (???) Status for Today: follows in one minute after this brief Comm-X (PAUSE + FADE-OUT). – Had to call MX Cont – They're beligerent, as usual!

795 – OR

367 – OR

794 – OR – (USM)

784 – OR

793 – OR

786 – Phase

358 – NORM MRA + MGB

785 – WM forever

792 – NORM parts + 1hr AFCS

We'uns + JRCC agree on above fairy tail!

WX WARN – Same Same 1900–2000 TSTMS W/I 10nm of 89, OCAS over 89, W/V Gust 30KTS, Cig 1500 + 1 mile TSTMS passed to MX.

1910 - Roger does it again! #1 engine Chip lite + engine shut down. IFE declared + landed at 1930L - No major problems. AC #795

Both crews download but still on alert! Tried to contact Jollys 1-2-6 on the bricks - No voice contact - Called Party Hootch + O'Club + Quarters - No contact - Where the fuck is everybody ??? Normal amount of Baker Sugar during De-breeding.

Nitol!
UBA

Mawning! (24th)

0730 - Pedros Breeded -
0800 - Homeroom
0810 - Home Room Complete

WX Warn 1420 — 1425-1800 TSTMS 10nm 89, Ocsn. over 89, Surf W/V 99/15+30 Min Cond 500 + ½ in TSTMS. Called to MX

Southorchit Birds - No A/R - WX

364 Cocked on at 2200 - Everitt A/C
Pedros - Tits-up at UBON - Jollys covering!
~~[illegible]~~ fm JRCC @ 2100

Nitol
UBA

Aircraft OR status @

793 norm – aux tank leak
784 norm – Doppler
786 phase
775 nrm
364 OR
792 OR
794 OR
358 NORM MRH+MGB
795 OR Bat needs pre flt

Nitzel
WBA 2233Lch

25th July – Maj Furman – SOF

OR Status as of 1645

25 Jul
1800 Joker Notified SOF to make sure were ready to go due to increased Activity down South.

2010 VG 794 Landed NKP tits up for Dampers. ETIC 2250 Plan to Down load VG 32 when 794 come in.

26. 0900 Morning ya'll – As usual it was only a big scare last night. Everyone

27 July 73

2000 OR Status informed Joker & Tone

786 - Phase 31/1200
794 - OR
795 - OR
357 - NORM 1000 HRS 28 Jul 73
792 - OR
735 - WM
364 - OR
784 - OR
793 - OR

Night Home Alert MAXAM - #784
ADKINS - #793

UBON CHADSEY - #794
STRAHL - #795

28 July 73
0730 - Pedro Brief
1100 - Briefed South Crews
(JG 784) 1300 - Furman launched
(JG-792) 1315 - Jordan's Bird launched
(JG-792) 1500 - Jordan's Bird Broke (Radios) fixed and launched for Ubon at 1546
1600 - Jordan (792) landed Ubon - 4 Dampers Out
1605 - Strahl (#795) engine chip light
1610 - Furman notified to fly orbit

Chadsey #794 - notified to hold at fence for Furman

Whole Fleet rolled TITS up!

STATUS as of 1800 hrs.

#794 - Chadsey - RTB - Ch 89
#784 - Furman - RTB - Ch 93
#792 - JORDAN - Alpha 3 - 4 dampers blown
#364 - KEEFER - Alpha 3 - Ng. Problems
#795 - STRAHL - Alpha 3 - Chip light
NKP #358 - parts + 6 days

1830 hrs. - coordinated with MX and 361ST TEWS and made arrangments to put parts on a C-47 ~~to~~ CH. 93
#784 - Furman - landed Ubon @ 1225 Z (O/R)
#794 - Chadsey - landed NKP @ 1325 Z (O/R)

2030 hrs - Johers said all parts & maintence men were on the way to Ubon.
2100 hrs - O/R Status of all birds.
#795) 2110 Strahl - O/R - placed on Alert - Ubon.
Furman - O/R - Alert - Ubon

Complete Rundown of O/R Birds

358	Norm P + 6 day
364	Norm trouble shooting
784	O/R South
785	WM
786	Phase
792	Norm P + 3 hrs
793	O/R
794	O/R
795	O/R

Phone hasn't rang in 2.312 min
Closing Shop - Fast.

29 July 73
0730 - Pedron Briefed
0735 - Notified #793 + #794 to download
0740 - O/R STATUS

H-53's
- #358 - NORM Parts + 6 days
- #785 - WM
- #786 - Phase 1700/31
- Rest All O/R

H-43's
- #543 NORM P + 3 hrs
- All O/R

0930 - #795 (STRAHL) + #364 (KEEFER) INFORMED TO COME HOME.
1030 - #364 - Lost Utility Hyd System - when [illegible] to [illegible]
1130 - Briefed [illegible]

1135 Weather Warning
Valid 1200-1400 L
TRW 10 NM NKP
VAR 15 G 30
MIN 1000 ceiling, ½ mile

Notified Jolly + Pedro MX
Notified CSC to put a guard on #795

1300 Joker Notified 41st of precautionary landing at Ubon.
1315 - Jolly #794 - coming back to NKP with Pitch + Roll problem.
1330 - Jolly #794 landed O.K. - MX troubleshooting
1400 - WX warning is extended 2 more hours
1700 - Quit !!!

1700 29 July 73
Capt Maxam came on as SOF for the first time.

Call MX
Jacker
Tudoe

1700 30 July 73 On Duty
1835 JG 53 Depart for Ubon
1927 JG 71 Depart for Ubon
1956 JG53 Arrive Ubon, A-1
2015 JG52 Down here, Downloaded 794, uploaded 364, became JG66.
2057 JG71 Down at Ubon, A-1
2105 JG32 Down here, Downloaded
2205 Closed Up Shop
0730 31 JULY 73 ON DUTY
0800 Homeroom in TCOC (Lovering, Marine)
JG32 off at 1405, down almost immediately with bad torquemeter. Kicked into air again at 1430. Relayed to contact pedros on arrival by Brown.
JG62 off at 1425 for local training
JG32 down at Ubon at 1532.
JG62 down, offloaded locals, off again to Ubon about 1540.
Pedro 42 up and down
1700 out [illegible]

1 Aug 73 –

1730 – Called Joker with O/R status of birds
Called Air Caps – to ✓ on guard for 364

358	Norm	2400 ETIC	
364	O/R	Alert	
784	Norm	2100 ETIC	
785	RAM		
786	O/R	FCF	0800
792	Norm	2400 ETIC	
793	O/R	South	
794	Phase Dock	1700/6 Aug	
795	O/R	South	

1800 Thasker – called about swapping maintenance men at Ubon.

2 Aug Many changes to flying schedule

1650 – #358 declared IFE 1st stage Hyd. System out.

1700 – New SOF

0800 4th - SAT

Maxam 784 > orbit RTB NKP
Keefer 793

Furman 786 > ~~D~~> NKP ASAP
Reese 795

Brown dwn load @ 0800 792
Morse " " " " 364
Brown up load @ 1100 364

WX Warn - 1130/1430

JORDAN / 792
STRAHL / ~~358~~ or ~~786~~ 795 TO Ubon

795
792
793 } OR
784
364

as of 1530
794 Phase
786 NORM Ubon 1900 ETIC
385 WM
358 NORM ETIC ? TRIM

Jordan (792) to Ubon @ 1450 Late for WX—
795 RTB @ 1600 with Hydraulic problems - My My!!

795 - Tits up 2nd stage pump inop !! ETIC - 2300L
784 - to NKP - MAXAM
793 - RON Ubon - Keefer
786 - OR @ 1730
793 - LANDED UBON 1910 OR
786 - Landed NKP 1835 OR
784 - LANDED NKP 1945 OR
SCF DEPARTED AT 2115L

0730 5AUG - SUN

786
795
792
364
784
793
} OR @ 0730

794 - PHASE ETIC 06/1700
358 - NORM - TRIM
785 - WM

ADKINS / 795 - TO UBON
REESE / 786 - " "

TNG ON 786 CNX DUE TO HYD. LEAK
795 T.O. 1415 w/ ADKINS TO UBON
786 T.O. 1430 w/ REESE " "

792 T.O. 1345 ORBIT & RTN NKP
793 " " " " " "

1700 6AUG Hi book! Long time no see. Here's the line up for the moment 792/794 to S. but 784 TN at moment. 796/795 orbit OR 364/ HA.
1830 The usual afternoon shuffle is in progress. 784 TN will stay here for 3 day alert 786/795 back in 93 for weather 792 at Ubon. 364 HA. 786 has gone TN for 1st stage hydraulic reservoir diaphragm. Good going gang! Ground free of fleet.
1930. Good night book. See in morn'

0800 - 8 Aug (7 days of WAR Left!)
Joker called and set up a med EVAC to UDORN. Lt Reede's crew took the mission because his crew was still up loaded on 364 EVERITT is Papa OSCAR Because his crew didn't get to go. SOF is Papa OSCAR Because EVERITT's crew TOOK until 0930 to down load — thus causing Late take off for South deploy BIRDS.
CHADSEY (DAMPER-DAVE) Felt a Damper Ailment COMING ON LAST Night consequently he RTB 93 for some medical treatment. As it turned out Dave's sensitive rearend didn't let him down his damper needed Bleeding because it had air in the line. Chadsey RTB 89 Today - ETA 1045L.
OR Status to follow Col Muirhead went on 364. J.

OR 785 FOREVER
786 NORM ETIC 1200 BLADE change
794 1700 to Phase Nors 6
795 NORM TCTO UNSC ~~[illegible]~~ 1700
Rest OR

1200 Hot FLASH - DAMPER DAVE Sensitive Ass still says there's air in ~~his~~ 792's Dampers. STATUS A-2

1300 8th

792 - OR
358
364
784 (Rem)
793

785 am
786 - norm P+4400 ETIC 2000
794 - Phase 1700 ETIC 8th, then USM
795 - norm TCTO + USM 1700 8th

WBA

1500 785 - Soap Samples to Udorn on 792

[redacted] Reese, Stanfield, Duarte, [illegible]-Gonzalez
Elmore, Med. EVAC to 0310-0405
Udorn 0425-0530

1700 - Capt Mitchell - SOF
1730 - Notified that A/c 784 Down and A-1 at Ubon
1810 - Notified that A/c 792 Down and A-3 at Ubon
for a blown damper
checked on transport for part - Seat Back
& coordinated with mx.
1900 - Notified returning birds will be down
at 2000 - Both O.K. at this time
1950 Notified of possible Med Evac out of T-209 Site
1930 - gnd. emergency on #364 JG 66 - a fuel
leak. Terminated at 1945
(55-2 report)
1940 - Airborne Emer. on #358 JG 60 - over
temp on nose gear box + shut the
engine down in flight (IFE)
(55-2 report) (Terminated at 1950)

2000 - Notified Maj. Gee that fleet is
Dog Shit - received sympathy!

2010 - Notified Capt Bradley + Capt Maxam
that a 55-2 report will be required

784 - O/R
793 - O/R
358 - Norm trouble shooting
364 - " " "
785 - WM
786 - Norm P + 4 hrs
792 - Norm P + 1½
794 - Phase 1200/9th
795 - Norm 1700/9th

2100 hrs
Sgt Lowery at Hickam talked to
ARRS headquarters and said that 55-2
reports would not be required for
these 2 emergencies.

9th 1700 WBA-50F

792 - DWN @ 93 @ 1725 for JKCC
Possible Dampner!

786 - Monseiwer Brown broke his
pig's back again - 2 pumps
down - so far!

Brown's "____" is too weak + he checked
out. ~~Will not~~ go to Ubon
refuses to

A/C Status as of 0730 the 10th, A.D.

358
793
795 } OR
784

786 - Press Sw ETIC-1200
364 - NORM 18th/1700 Phase
785 - T.U. forever (wm)
792 - at 93, ETIC-1100/dampeners
794 - NORM 11th/1200 Hydpump + Misc USM

792 - Still broke but RTB to 89 @ 1335

KING-22, went T.U. before any A/R could
be accomplished — DAMN HATE HELL
WRONG - Chadsey got some - A/R!! — " " "

784 - RTB dwnld USM
358 - RTB " South Sat
786 - Cock-on til Sunday

1700 AMF you degenerates

2000 10 Oct -

Diverted Reese 358 to Udorn with A medevac. Everything went as planned tonight.

Morning - Reese kept the SOS up All hours of the Night 2000.

OR Status For today is as Follows

11 Aug -

358 OR 1400 T/O
364 NORM Phase
784 OR South maybe
785 WM Forever
786 OR
792 NORM unknown

793 OR South on Alert
794 NORM
795 OR South on Alert

11 Aug

1630-784 Flew .2 and aborted for AFCS
1800-358 Ground Aborted - blew 1st Stage Hyd Line.
1830-Sent 793 + 795 back to Ubon to remain on alert.
1930-Closed for Night.

12 Aug SOF - Capt Bouterse

0715 A/C Status

786-OR
785-RAM
364-Phase
792-NORM 12/0900
784-OR (FCF 12/0900)

794 - 12/1200 FCF
358-OR (Home Alert)
793-OR (South Alert)
795-OR (South Alert)

0930 FCF on 784 1145 T/O, LANDED 1245 OR

1415 786 off for Ubon, 1500-1530 792 local - out for Lateral Beat. 1530 784 off for Ubon. 1555 793 + 795 departed Ubon. 1700 departed.

13 AUG 1330, 358 AFCS Problem 792 not fueled
delayed TO on 792 - 358 NO ETIC
1500 Still NO ETIC for 358
792 AIRBORNE
1530 NO ETIC for 358 - Both UBON Birds
OR

13 Aug Capt Mitchell SOF

A/c 792 - recovered Ubon OR
A/c 358 - tits ups! Parts + 4 hrs. - crews held on home Alert. Will Not Go South

A/c 786 - Recover Ubon - Stay on Alert
A/c 784 - Return NKP - with Col. Owens

- 2ND Stage off - servo out { Co-Pilot goes out / Pilot comes on }

A-53

358 Norm unk. Hyd
364 Norm 1700/18th Phase
784 OR Alert
785 WM
786 Norm Parts + 2 hrs.
792 OR South
793 NORS PARTS + 30 AFSC Assy.
794 OR
795 OR - South 1300

Pedro

508 - Alert 0930/1330 Lcl.

15.th #794 – Nors for sleeve + spindle
#793 – OR
→ #792 – (Khrs) Alert at Home
786 – OR
785 – WM
784 – Norm (left ld gear strut)
364 – Phase
— 795 – Nors – AFSC Arng. (Hyd Parts)
358 – OR

17TH 1030 786 + 794 Alert, 358 NORM ETIC Unknown
792 NORM ETIC 1900(?), 793 + 784 OR, 795 NORS G,
785 RAM, 364 – Phase
784 LCL TNG – Air Aborted (3 bad dampers)
792 LCL TNG CNX for NORM
1600 784 NORM ETIC UNKNOWN, 358 NORM ETIC
UNKNOWN, 792 OR
Bouterse SOF @ 1700
785 – Ram, 364 – Phase, 792 + 793 – OR, 786 + [illegible]
794 – OR on Alert, 784 Norm ETIC 2100 (Damper
and Oil Leak #1 Engine, 795 – NORS Parts + 48 hrs.,
358 – NORM ETIC UNKNOWN, 792 – off @ 1055 Z
Local NRS Tng. 792 Down at 2130 Local.
Departed 2200 L.

18 SOF BOUTERSE

0730 358 OR FCF 0930 CREW – [illegible]

364 [illegible] PHASE 1700 TODAY [illegible] 6 PARTS

784 OR

785 WIN

786 OR ALERT

792 OR

793 OR

794 OR ALERT

795 NORS G PARTS + 48 HRS. AFOS AMP

560 ALERT

508 OR UN SCHED. MX.

358 – 2000 18th ETIC } 7000
364 – 1700 20th ETIC }

1930 786 794 792 784 793 – OR, 358 – OR for FCF, 795 NORS G Parts + 48 hrs, 785 – Ram, 364 – Phase Closed at 1930 hrs.

19 Aug Sunday UBA 0845 (Got to sleep in ?!?)

358 FCF off @ 0308 Z

Sunday SOF is a bummer!

1130 – Coordinating with DOD to cnx mon. for LOI!

RTH @ 1200 UBA

20 SOF REESE

0730 SIGNED IN

358 - OR ALERT - COCKED ON
364 - NORM
784 - OR
785 - WM
786 - OR
792 - OR ALERT - COCKED ON
793 - OR
794 - OR
795 - NORS

793 AIRBORNE AT 1055L FOR SCHEDULED 4.0 T-3 MISSION. 784 AIRBORNE AT 1310L FOR SCHEDUED 4.0 T-3 MISSION. 793 LANDED AT 1455L. WX WARNING ISSUED AT 1700L VALID 1015-1300Z, T/S WITHIN 10NM OF BASE, OCCASSIONALLY OVERHEAD. MINIMUM CONDITIONS 2000-2. WINDS V10G20. 784 LANDED AT 1735.

1800 SIGNED OUT AND OVER TO CAPT STRAHC FOR REMAINDER OF NIGHT WHILE 793 FLIES T-3 MISSION.

20-0
Gemlish & Crew got off on Nite Flt Late Due to TSW IN Area. They Flew 1.7

21 Aug Good morning - well Capt Weird Action Did it to me again. He's misplace Tuesday's schedule - wish some people would get [illegible] Sierra together.

21 -

0720 OK Status

792	OK	ALert	795	NORSG
358	OK	ALert	793	NORM. Brake, Hover Tr
784	OK	TRNG	364	NORS. Parts
786	OK	TRNG	785	RAM
794	OK	Back up		

CAPT FLIGHT CHK ENROUTE [illegible] E[illegible]
THE AR[illegible] ON 784 [illegible] [illegible]

21 AUG 1700.

Only had one training flight to get off, but couldn't even handle that. NRS upgrade for Maxon and Meranda, but no TV on 786. Switched to a new ~~stand~~-aircraft, 794, which promptly went tits up. NRS scrubbed, and back to alternate mission on 786. Alternate mission student ran non-stop from track to airplane in time to witness #1 ~~eng~~ nose gear box chip light. Fall back and regroup again. No, fall back further and punt. Backup student and HM out of crew duty because of homeroom. Turn it over to engine run. Have fun, Mark. Good night, 40th.

Morning again. Briefed alert crews who uploaded 786 and 793. Old alert crews downloaded. Found a replacement for the colonel (DNIF after getting into a dog fight and bumping into a paddleball racket). Lt. Van-ah-ah-popped off OK on first AC ride. (794) Had peter problems after a couple hours refueling, landed got it ~~and took~~ checked, and took off again. King 45 RTB with bad left hose after W.D. Reese declined the right hose. Reese off O.K. in 784. Went to see Ack off - two good flybys, but the smoke went bad into the aircraft on one. Mike (Short) Everitt gets a good deal - ops check 795 after hydraulic system change. Pedro 71 rediverse estimating BKK 0940. 794 down safe - Stretch survived his ferry. 795 had electrical problems and didn't get off. 784 down O.K. Brother town complete 1700.

D. [illegible] CAPT

Woops - Pedro 71 had to RON at Bangkok due to bad WX at Takhli (Do you believe that?)

22 Aug 1700 Capt VonDan assumes SOF.
1740 MX installing Airspeed Indicator on 794 will have Mx delay.
1830 794 airborne, Mx delay pitot static system
2125 794 ON GND A-2 NRS WRITE UPS
2135 Cannot find engine run crew
2200 found eng. run HM, Capt Adkins will run for missing pilot.
2217 Closing Shop for the evening

23 Aug 0645 Briefed TUOC on yesterday's flight
Those people are really with the program

0730 A/C Status

786 OR Alert
794 NORM sleeve & Spindle/ PARts + 30m
795 OR
358 OR
792 NORM ETIC 0815 OR AT 0830
785 WM OCTOBER
364 NORM PARts + 8hr AFCS SERVO
793 OR Alert
784 OR

0745 792 to replace 795 for 1030TO

1600 [illegible] WX [illegible]
STAS - 5nm [illegible], [illegible] overhd
WIN VAR 15+32
MIN Cond 1000/[illegible]

UBA on SOF now for your edification
792 NRS LOCAL CNX for WX @ 1830

Remainder of today CNX for LOI.

UBA

0730 - alert crews briefed
792 - Chadsey
784 - Reese

-Departed the premises at 1701. WBA

27 AUG 0730 A/C STATUS
358 OR Alert
364 NORS AFCS SERVO
784 OR 1100 & 1830
786 OK
792 OR 1100 & 1830
793 OR Alert
794 NORS-G PARTS + 30 AFCS AMP.
795 OR BACKUP

508 OR FCF
500 ALERT

1200-792 NORM 1155 NO ETIC.
RTB w/ UT. HYD. HOT LIGHT.

W.W. 1415-1715 - TSTMS w/in 10 NM NKP

28 AUG
0730 AIRCRAFT STATUS
786 OR
794 NORS PARTS + 0:30 MIN AFCS AMP
795 OR
358 OR ALERT
792 NORS PARTS + 1.5 2ND STAGE HYDRAULIC PUMP
785 WM
364 NORES PARTS + 8 HRS. AFCS SERVO
784 OR UNSCH: MX 0945 LOCAL NORS ETIC 1+0
793 OR ALERT

WX warn 0300 - [illegible]

① 1020 TSTMS [illegible]

Wind [illegible]

500 + ½ [illegible] TSTMS

29 Aug 0720

I'm not the SOF but I'll do it for him

793 OR alert

794 NORS P+30 AFCS trips

795 OR (backups)

358 OR

✓784 NORM ETIC 0930

✓786 OR

✓792 OR

364 NORS parts + 4 AFCS [illegible]

785 - WM 1985

508 OR alert

560 OR FCF

795 replaced 784 for Reno local.

29 Aug 73

29/0230 Z – Fast Reaction
Part I – Practice Scramble
Part II – Call Joker Eng Start
Neg. Authenication
Neg Launch

29/0230Z – All crews Notified
29/023[illegible]Z Mx. Notified of Practice Scramble

29/0238Z JG 32+60 STARTED ENGINES
29/0240Z JG 32 +60 SHUTDOWN ENGINES

29 /1313L 784 BECAME OR

30 AUG 73
0720 SIGNED IN REESE
358 OR COMING OFF ALERT
784 OR
786 OR GOING ON ALERT
792 OR
794 NORM 1300 ETIC
793 OR COMING OFF ALERT
795 OR GOING ON ALERT
364 NORM 2000 ETIC
785 NMI

358 + 792 LAUNCHED ON TIME
793 LATE T/O BECAUSE OF MX. T/O 1240L
358 LANDED AT 1520L 4.2 HR. ALPHA 2

1550 Assumed SOF [illegible]

31 Aug73 0305 L notified by Joker of possible emergency medevac of one E-7 Stewart stab victim. Proceeded to TUOC checked weather.

0315 Notified pilots to report for possible medivac

0317 Opened shop at 40th ARRSq began coordinating Medevac check List

0320 MX (Capt Priest) notified

0321 Ops officer notified

0326 Enlisted flight crew notified delay caused by phone refusing to switch properly.

0330 Joker notified us that launch would be needed

0334 notified LtCol Berthold

0336 notified Col Zender

0355 delay Med tech returned to hospital for additional equipment

0410 Jolly Green 30s airborne for UDorn, crew, three medical personnel and one patient.

Previous coordination on part of SOF had obtained IFR Clearance with WX.

Mission #03-058

0535 Patient delivered to UDORN
Crew will refile and return wx permitting

0650 Jolly Green 30 RTB ETA 0735

0720 Jolly 30 reports bad damper

0740 Jolly 30 on ground with damper and trim problems.

0741 A/C status
786 OR/
794 OR
795 OR
358 OR
792 OR
785 WM October
364 NORM 1100 ETIC
784 OR
793 OR
508 OR
560 OR

0840 786 NORM ETIC 0930 CYCLIC + COLLECTIVE TRIM DRIVE

0930 786 STILL NORM (MX WAS OVERCONFIDENT) NEW ETIC 1000
SAME PROMBLEM

(?) 786 BECAME OR (WONDERS NEVER CEASE)

0217 364 OR/ENG. RUN + FCF. MX. INTERPETATION (?) SAY'S WE
HAVE 8 out of 8 BIRDS OR, NOT COUNTING 785 of COURS

01 Sep 358 OR
364 FCF
784 OR
786 OR
792 OR
793 OR
794 OR
795 OR
Pedro 508 OR
560 OR

784 NORM ETIC 1500 #2 engine oil system
784 - OR - 1430

all Lcl Trng - CNX - WX

Closed out - Sat 1730

Sun - 2 Sept

786/795 - scrambled @ 0200

	off	dwn
~~[illegible]~~ JG 30	0213	0252
JG 53	0215	0245

3 Sept — 0845

0358 - OR

364 - OR for FCF

784 - NORS P+30 2nd Stg

786 - OR

792 - OR

793 - OR alert

794 - NORS P+1:00

795 - OR

508 - OR Alert

580 - OR

[illegible] Sun - 4 - Sept

JG 52+30 Returned to base at 1135L
364 FCF broke + did not get airborne.

Closed out at 1500.

SOF

358	OR	(1300 local flight)
364	OR	FCF About 0900
528	Norm	1600 L 10 Sept
786	OR	1300 local
792	OR	0900 XC
793	OR	Alert
794	OR	
795	OR	0900 local
508	OR	
60	OR	

0740 – Col Morse wants ~~all~~ Both Alert crews at a briefing at 0800

08 – 10 L
Ceiling $\overline{1500}$ } 0850 MET WATCH

0830 – Crews came back from the meeting with notice to launch on Buffalo Hunter support at 0940

0940 – 2 Alert Birds launched

1000 – #792 – ETIC changed to unknown

364 @ 1110 FCF unable to get airborne – AFCS problems – No ETIC!

358 @ 1350 NORM – Shuffle – ETIC (?)

4 Sept 1815 Capt Maxam Takes Over,
2100 Closed Shop

5 Sept 358 7-1000
364 [illegible] UHF
784 [illegible] hose phase
786 OR @ Camp Holding
792 Abort ~ 0[illegible]
795 Abort ~ 0900
793 OR

508 [illegible]
560 OR unsched MX

508 T.U. till 1300 - UHF Radio

6 Sept -

358 OR 10
364 OR FCF 0900
784 norm phase 1600/10th
786 OR
792 OR
793 OR
794 OR
795 OR
560 OR
508 OR

2330

6 Sept 1700 Capt Jordan SOF
1710 794 off
7 Sept 1510 Jolly Green 60 Hydraulic fluid spilling from bottom of A/C at Hunky
Hydraulic people already at Hunky think reservoirs over filled will check.
1525 Jolly Green 52 Chip light #1 Eng. IFE. Down safe at 1530.

1700 - New SOF, LT. Morse
1830 - JG32 returned to pattern from Ubon.
JG'S 32 & 60 ARE DOWN FOR THE NIGHT.
2010 HOME LOCK

8 Sept 0700

364 Late T.O. - AFCS / Coll stick trim

0745 358 OK alert
364 OK
784 Norm ETIC 1100 10th plane
786 Norm ETIC 1400 Hunky
792 OK
793 OK alert
794 OK

795 - OK
508 - OK
560 - OK alert

1100: 795 WORM ETIC 1500 FOWARD PRIMARY SERVO LEAKING.

10 SEPT

0730 358 OR ALERT
364 OR
784 NORM ETIC 1600 TODAY
786 OR
792 OR
793 OR
794 OR
795 OR UNSCHEDULED MX.
508 OR ALERT
560 OR UNSCHEDULED MX.

1150 786 CHIP LIGHT NO. 1 NOSE GEAR BOX. LA
WITHOUT FURTHER INCIDENT.
1225 786 STARTED ENGINES TO CK OUT SYSTEM, IF
OR THEY WILL FLY THE REST OF THEIR
4 HRS.

1225 WX

1245L TO 1630L

THUNDER STORMS, WITHOUT SURFACE HAIL, WITHIN 10 NM OF NKP. OCC. OVER FIELD. WINDS SURFACE VARIABLE 15 PEAK GUST TO 25KTS. MINIMUM CEILING 1500 FT. VISIBILITY 2 MILES WITH THUNDER SHOWERS.

2000 792 - GND ABORT #1 ENGINE WOULD NOT START. 795 - LANDED EARLY. HM + PJ's OUT OF CREW REST.

2030 A/C STATUS: 786, 792, 793, 794, 795, 358 ALL OR; 364 ETIC UNKNOWN, 785 WM, 784 ETIC 11/1600. AMF.

11 SEPT 73 0700 - SIGNED IN LT W.L REESE

358 OR OFF. ALERT. FLY 1000 & 1600
364 OR ON ALERT @ 0900
784 NORM 1600 THEN NORS-6
786 OR
792 OR WASH RACK THEN PHASE TILL 17/16
793 OR OFF ALERT FLY 1000 1600
794 OR BACK UP
795 OR ON ALERT @ 0900

508 OR ON ALERT 0930 / 1330 FLY
560 OR UNSCH

WX WARNING 1030-1300 T/S WITHIN 10NM OF FIELD OCCASSIONAL OVERHEAD. SURFACE WINDS 10 G 25K. MINIMUM CONDITIONS 2000 @ 1 MILE VIS.

0900 795 + 364 COCKED ON FOR ALERT.

1000 358 + 793 ON TIME T/O FOR 4.0 HOUR T-3 MISSION.

1400 358 + 793 DOWN LOGGING 4.0 ALPHA ONE AND ALPHA TWO RESPECTIVELY.

793 + 358 T/O ON LOCAL.

784 NORS: Parts + 24 HRS APP, 2 AFCS TURN ON VALVES
4 Fuel filters.

11 SEP Bouterse SOF @ 1700
A/S Status at 2030 784 - NORS Parts + 24 hrs, 785 - WM, All others OR. Dynamite.

12 SEP 0700 SOF: Bouterse
AC Status 784 - NORS - Parts + 24 Hrs.
785 - WM, Others all OR.
0845 - 794 ground aborted - #1 engine would not start. 0910: 358 air aborted for copilots torque gauge (40% torque split)

13 SEP YEAR OF OUR Lord 0073 -

I am the SOFT now at 1700 - You b that book?

1815 - Gary Priest says "358 - NORM - ETIC UNK - Flt. controls "kick" — That's because the dumb propellar is attached to the airframe in a manner unbecoming to a flying machine - 'Nuff said!

Furman returns in 794 FROM NRS at L.N.T.

I'm a little torqued at something I read in one of the in/out boxes

Closed out at 2130

Night!

Good Morning World — Me again, your colorful (OOPS - EOT) on duty again at 0720!

Today's airchine fairy-tail follows:

358 - OR
364 - OR
784 - NORS P+24hrs
786 - OR
792 - NORM - Phase 1100/17R
793 - OR
794 - OR
795 - OR
508 - OR
560 - OR

13 Sept 73 Captain JorDan SOF

1915 WX reports Thunderstorms in Area of Loeng Nocta and Rain and Thundershowders To The East. Will advise Jolly 52 of situation. Jolly 52 will return To LCL Instrument pattern.

2105 All Birds Recovered.

14 SEP 73 / 0730

358 OR
364 OR
784 NORS P+24
786 OR
792 NORM Pp 1700/17th
793 OR
794 OR
795 OR
560 OR
508 NSM

1100 14 SEP 73

358 NORM ETIC 2000 TCTO # 549
1H-43 508 NORM " 1200 NOSE STRUT CHG

15 Sep

358 OR
364 OR 0900/1500
784 NORS APP P +24
786 OR ALERT
792 NORM PHASE 17/1700
793 OR ALERT
794 OR 0900/1500
795 OR BACKUP

560 OR ALERT
508 OR

WM
THUNDERSTORMS 1000' ceiling 5 miles vis.
VRB 15G30 WITHIN 10NM VALID 0630-0830.

0922 MET WATCH ADVISORY
1115 CALL
VALID 0905-1000L extended to 1200L
CEILING BELOW 1500'

17 Sep 73

358 ALERT
795 ALERT
786 LCL 1000
793 LCL 1000
794 LCL 1300
793 LCL 1630

17 SEPT

0730 358 OR ALERT
364 OR ~~BACKUP~~
784 NORM 1600 ETIC
786 OR
792 NORM 1700 ETIC TODAY WORS AT THAT TIME
793 OR
794 OR BACKUP
795 OR ALERT
560 OR ALERT
508 NORM 1600 19 SEPT FOR PHASE

786 AND 793 OFF ON TIME FOR 40 HR LOCALS. 364 OFF ON TIME BUT ABORTED BECAUSE OF LOW POWER INDICATIONS AND DRIVING CYCLIC. REPLACEMENT A/C WAS 784. 786 AND 793 DOWN, ALPHA 2 STATUS FOR SMALL WRITE UPS.

WX — 1600L T/S 15G24 2000' 2 MILES RAIN AND T/S WITHIN 5 NM OF BASE OCC OVERHEAD. NOTIFIED MY AT 1430

794 RETURNED IMMEDIATELY AFTER T/O BECAUSE OF
LARGE TORQUE SPLIT.
784 ETIC 0200 SEP 18
792 " 1700 " 18
793 NORM PARTS + 1½ 1st STAGE RES.
774 NORM UNKNOWN

1700 – ~~Mitchel~~
Buckland - library – 2516 / Rm 2
1900 – Notified Run Crew of Eng Run 364
2100 – JG 30 called down
2200 – Secured Bldg. – Notified JOKER + MAIN. OF CLOSING [redacted]

18 SEP. 73

358 OR Alert
364 OR 0900 local flight
784 Norm 1000 ETIC
786 OR 1300 local flight
792 Norm 1700 Phase
793 OR
794 OR 0700 / 1630 (locals)
795 OR Alert
(Pedro)
560 OR Alert
508 Norm 1600 19th.

974 - 2460 EARL

1020 364 NORM PARTS + 6HRS AFCS LATERAL
SERVO CHANGE

1024 PEDRO 560 NORM PARTS + 15MIN UHF RADIO INOP
PEDRO ALERT STATUS TANGO UNIFORM

1215 WW 1230-1430L THNSTMS W/O
SURFACE HAIL W/IN 10NM OCL OVER BASE
W VAR 10-G20 MIN 200 3MI TNDR SHOWERS

1830 - JG 52 Landed (dry sleeve + spindle)
Parts + 4 hrs

1930 - New SOF - (MAXAM)

0700 - WBA
0730 - OR STATUS
358 - OR
364 - NORM ETIC 1800/19th
784 - OR FCF 0900
786 - 0900 + 1600
792 - NORM MP no ETIC
793 - NORM ETIC [illegible] ETI 1100/26th
794 - OR
795 - OR
560 -
508 NMCM Phase 1600/18th

WX Warning - 1230-1500 TSTMS W/O SFR Hail
W/I 10NM / OCSN ovrhd
VAR 15+20 1000' + ½ nm TSTMS

1300
364 norm ETIC 1800
784 " " 1430 chips lite
786 " " unk
792 " [illegible] fuel cont. - APA
793 " " 1700 26th

1530 ! 784 OR

WX Warn -
1745 -2000 TSTMS W/I 10NM, OCS ovrhd
W/O hail
W/V 15+20 1500+1

2120 Blue Max closing up shop
All missions complete

09-25 0830 - 1030 TSTMS W/O SFR Hail
W/V - 24KTS 1500+2
TSTMS W/I 10NM, OCSN ovrhd

6-6

20 SEP

1000LL - 358
1000 - 795
1630 - 795
1300 - 784
0900 - 364 FCF
786 - ALERT
794 - ALERT

0958 792 NORS APP FUEL CONTROL PARTS + 3 HR
793 NORM PHASE 1700 LOCAL 26 SEPT
794 OR ALERT
795 OR
784 OR
785 WM FOREVER
786 OR ALERT
358 OR
364 OR FCF

0745 21SEPT
358 OR
364 OR
784 OR
786 OR
792 NORSG PARTS + 3hr APP Fuel Control
793 NORM ETIC 26Sept
794 OR
795 OR
508 OR
560 OR

0805 Mix-up between maintenance and Scheduling - Crew was scheduled for 795 but Maintenance had bird scheduled for a 1000 go and 784 for the 0900 departure. Changed XCountry Crew to 784 will probably have late T.O. ~~784~~

0830 784 NORM ETIC 0930

36[illegible] [illegible] ETIC 1600 -USM

15-1800 TSMS w/i 10NM, OCS ovrhd, w/o SFC HAIL
W/V 15+25

(1610) Lgt w/i 5nm of Fld

1830 JG 71 returning with Gear Pinned and broken attenna (HF)

0730 22 Sept
358 1000 4.0 OR
364 1000 4.0 OR
784 1000 - Etic Oil Pump Change NORM
786 Alert OR
792 Parts + 3.0 Norm
793 Etic 1700 26th Phase NORM
794 Alert OR
795 1000 4.0 OR
560 Alert OR
508 Etic 0900 engrun NORM

0730 23 Sept Sun UBA

Alert crews briefed - CPs late, as usual

Practice scramble @ 1144 (my time) + term
@ 04 (my time) Whoopee — — —

TPS

FCF 784 Chadsey & Maxam
0540 - 0635

Closed out at 1405 0

24 Sep 73 SOF Bourbonse
OR - 358, 364, 784, 786, 792 - Nors Parts + 3 hrs, 793 - Norm
ETIC 1700 26 Sep, 794 OR 795 OR
560 - OR 508 Norm ETIC 1200 24 Sep
358 @ 0900
794 @ 0900
784 @ 0900 + 1700

Pedro 508 new ETIC 24/1600

\\\

27 Sept 73	358 OR	793 Nors Pts+12h
	364 OR	794 OR
	784 OR	795 OR
	786 OR	508 OR
	792 NORS Pts+8hr	560 OR

28th Det 10 Down
5978 NORM ETIC 2200/28th Fuel control
0258 Phase " 1200/29th

1610 Tomorrows Alert (29 Sept 73)
364
794

---

29 Sept A/C status 0850L
358 OR VS
364 OR cocking on alert
784 OR VS
786 OR VS
792 NORS Parts +8 APP T5 harness
793 " Parts +12 " fuel control
794 OR cocking on alert
795 OR VS
508 OR alert
560 OR VS

795 ETIC 0930 1ST HYDRALIC STAGE
358 BACK UP

359 OR
364 OR ALERT
784 OR
786 OR
792 NORS PARTS + 8 APP + T5 HARNES
793 " " + 12 APP FUEL CONTROL
794 OR ALERT
795 NORM 0930 ETIC

560 ALERT
508 NORM ETIC 1030 MINOR MX

2 OCT [illegible]

358 -OR 0900
364 -OR 1000
784 -OR 1030 F&F
786 -OR
792 -NORS P+8hrs A&P + T-5 HARNESS
793 - NORS P+12hrs A&P fuel control
794 - OR 1000
795 - OR B/U
808 -OR
830 - OR F&F

Capt ~~Mitchell~~ on at 1700

1825 - Notified by Joker of 1st Stage Hyd Servo failure (in flight) on JG-71 #784. A/C position 1 mile from field.
1826 - Notified Mx.
1828 - Notified Major Ogden
1830 - Notified Major Furman
1831 - Confirmed with Joker that they would send the telephonic report ASAP.
1835 - JG-71 Landed (Safe) turned over to MX
1915 - Capt Chadsey went out to hover check the Latching relay on JG-71
2000 - JG-66 landed Alpha-2 for inop. doppler
2000 - JG-71 terminated hover check

Wed 3rd

358 OR
364 OR USM
784 OR ~~0900/1500~~
786 OR
792 NORS P+8h APP
793 NORM ETIC 1700 APP
794 OR ~~B/u~~
795 OR ~~0900/1630~~
560 OR ~~0930~~
508 OR

1700 3 Oct 73 SOF: BOUTERSE
OR: 786, 784, 358, 794, 795, 364 (USM)
785 - WM, 792 - NORS PARTS + 8 HRS APP + TS HARNESS
793 - NORM ETIC 4/1700 APP FUEL CONTROL
508 + 560 - OR

4 OCT 73 SOF: CAPT BOULTERSE 0515
786, 784, 358, 794, 795, 364 (USM) - OR
785 - WM, 793 - NORM ETIC 4/1700, 792 - NORS PARTS + 8 HRS
508 + 560 - OR

364 - NORM - ETIC 1200 Dampers

1900 795 landed early IFE engine torque split.
Otherwise no status change from 0515.

Fri Morn – UBA – 5 Oct

358 – OR 1000/1600
364 – OR ALERT
784 – PJ FOR ACI
786 – OR 1000/1600
792 – NORM HYD MULE +4HRS
793 – " " " "
794 – OR ALERT
795 – OR BACKUP

508 – NORM 05/1500 BATTERY
560 – OR

08 Oct UBA @ 0645

795 + 358 Cock-on alert @
Emerg Red Cross Msg for RYAN, SGT – Hm
RC Msg HOST 64-90 071254Z Red Cross Msg
Son born 7 Oct Fam request emerg lve due to
child's illness xfered to Univ hosp SLC
Dr. does recommend presence (Dr. Van Grone,
Hill AFB Hosp) Hylaine membrane disease.

09 October Blue Max
Open Shop at 0630 local
Metro WX 1000 - 1300 local winds 15-20kts

09 Oct Close @ 2105

10 Oct 0700

OR Rate

792 OR
793 OR
794 OR
795 OR
786 OR Ubon
785 WM
784 PS status
358 OR
364 OR - B/U
508 OR
560 OR

12 OCT CHAMSEY
784 BROKE AT 13. 792 SENT DOWN
WITH IGNITION EXCITER AT 1910, BACK 2145.

13 OCT CHAMSEY
ALL WENT ALMOST WELL TODAY - AMAZING.

15 OCT

11:26 786 NORM PARTS + 2HR NO. 1 ENG INL
DUCT CRACKED

15 OCT CHADS GY
MORNING BIRDS O.K
NIGHT BIRDS O.K
BANGKOK T.U.(CTS HAVE NOTHING ON STUDENTS
KENUIN STUCK IN HONGKONG COMING
BACK FROM LEAVE. POOR GUY - RIGHT?
MAJOR GEE DECIDED MAYBE HE'D
GET ON HIS FREEDOM BIRD. AND DID

1920 Blue Max Takes SOF
2030 Closed Shop

16 Oct
0630 Open for Business

0700 Alert Crews Briefed for Ubon
0810 Local Crews Briefed

1720 Closed Shop
Blue max

17 October 73 Nelson is SOF for the 1st Time

Took over command of the flying Sq at 1700 hrs.

Maram & Jolly G 60 #358 - air abort at 1745L due to a hydraulic leak

Hey! This just might turn out to be an exciting job after all

1840 JG 60's leak turns out to be from the nose gear box. Maintenance mistake because they knew a seal was missing from the reservoir and would leak some! They didn't tell anybody!!! It would have been all right if they had. Anyway, the flt was terminated. The 40th strikes again.

1850 JG 32 #793 lands for 4.0
A-2

1915 Goodnight!

18 Oct 73

0700 Briefed 786 & 358 for South Alert

0800 Briefed 795 & 793 for T-3 local

1035 JG 30/786 Off late for bad intercom

1055 JG 30/786 Abort for #1 nose gear box chip lgt

1200 JG 30/786 Off for South Alert

1230 SOF to lunch

1320 SOF Back on the job

1530 Status 786 & 358 Cocked on at Ubon
793 & 795 flts completed
364 - return from Ubon
792 - Still airborne at Stars Terrie

Aircraft Status TODAY

786	OR	
794	OR	
795	OR	
358	OR	
792	OR	
785	WM Oct	
364	OR	
784	PJ	for ACI
793	OR	
508	OR	
560	OR	

As luck would have it, the status changed the minute I wrote it down.

Change 1
794 NORM ETIC 19Oct73 1300L - Tail Rotor Head Change.

1600 - In one hour I will be very happy to turn this over to the Blue Max.

This is entirely too much writing. I guess I'm just too anxious to be thorough the first time!
Change 2 to the AC status

364 NORM Damper Change ETIC 1830

793 NORM 3 studs broken on ETIC parts + 6
left main gear

1640 Pedro 560 Cocked on alert.

1700 I'm turning the whole mess over to the Blue Max
— Wm. A. Nelson 1st Lt USAF
Sq Helicopter Pilot

18 Oct 73
1700 Blue Max Takes Over
2000 Close Shop.
J Maxam Capt

19 Oct 73
0655 Blue Max Opens Shop.
2150 Blue Max turns it over to
Brown & Beach.

Mon 22 Oct UBA - SOF

358 - OR 0800 A/C status
364 - OR
784 - PJ ETIC ?
786 - OR
792 - "
793 - "
794 - "
795 - "

23 OCT

358 OR 0900 - 1500
364 OR NORM TOTO
784 NORM APP ETIC 23/1600
786 OR
792 OR 0800/1500
793 OR
794 OR
795 OR

508 OR
560 OR

1700 Capt. Jordan SOF
2010 Bldg Secure Au Revoir la Bldg

24 OCT

0620 La Bldg est ouvre et preparé pour la jour fatigué. Je n'ai ce pas pense que "Je pense donc je suis" est un assumption verité. Et vous?

24 Oct 1700
Capt Morgan take SOF
closed Shop at 1730
J Morgan

24 Oct 1130
SOF called to lanch a
crew to Udorn on a
medevac for Sgt Scotti

25 Oct
1300 crew out at airplane
fixing to go rotate
1335 364 air born
1425 SOR RTBs

[0720] Lt. Nelson SOF since 1700 25 Oct 73
26 Oct 73 786 OR
794 OR (1215)
358 OR NORM - [illegible] 1[illegible]
792 OR NORM - Cooling 1400
785 WM DECEMBER
364 OR
784 OR NORM - FIC & NAB Shop
793 OR

508 OR
560 OR

all crews briefed JG 52, 66, 37, 71 [illegible]

1200 71 broken at (LNT) with nose gear box

JG 30 eng to the [illegible] [illegible] parts @ 1230

1330 71 [illegible] [illegible] - must coordinate
for position of the aircraft

1355 1310-[illegible] [illegible] 24

1500 [illegible] to send 786 JG30 to NLT with
parts & guards for Tonight ETD at 1630L
sending 3600# M-3, 100# Eng. tools & 2 PJ's
6 thai guards - normal crew

1540 Capt [illegible] called to have Air Conditioner
fixed - Work Order # A 9201

Mid watch Spam/1 > 15 + 28 1650 - 1930

28 Oct 73   Lt [illegible] SOF - [illegible]

[illegible]

- - [illegible] ???? 1st SGT Conrance.)

786 NORM   ETIC 2200 28 Oct 73
358 OR
364 OR
784 OR
792 OR
793 OR
794 OR
795 NORM   ETIC 5 NOV 73/1700
785 WM   DECEMBER
580 OR
560 OR

0700 Briefed 786 & 358

358 lands at Ubon - [illegible] Departure [illegible]

215 [illegible] 364 on stn and [illegible] [illegible] at 1345 [illegible] to Ubon
364 returns to NKP at 1415 with a possible fuel leak on left aux tank
Have 794 standing by to carry parts & maintenance if 364 can't make it.

Another Dynamite day for the 40th!!!

1420 364 needed an aux tank cap replaced. old cap was faulty

1425 JA66 off again to Ubon! Hoooraaah!

JA66 Down at 1755. Mission Complete

Lets go home!!!

[illegible]

358 OK
364 OK
784 OK
786 OK
792 OK
793 OK
794 OK Bd after over refu
795 mission 1100 Saw [illegible]
530 OK
535 OK

October 30

SOF open shop 0700

786 OR

794 NORM TCTO 548

795 NORM PHASE

358 OR

792 OR

785 WM

364 OR

784 OR

793 OR (FCF)

503 OR

560 OR

(2) Jollys [illegible]

2 A/C ON ALERT 1640

31 OCT 73

0358	Norm	ETIC	1600	TCTO 548 & 49
364	Alert			
784	OR			
786	Alert			
792	OR	unsch		
793	OR	"		
794	OR	2 flight		
795	Norm	1700	5 Nov	Phase

508	OR	Alert
560	OR	

NEW SOF ON DUTY 1700-LT. TERRY

JOLLY GREEN 60 - FCF FLIGHT OFF 1650 RETURNED ALPHA-2 AT 1736 — 1 LANDING

JOLLY GREEN 52 - NRS LCL TRAINING OFF AT 1725, LATE TAKE OFF DUE TO ATC DELAY., DOWN AT 2038

2135 CLOSED SHOP

1 NOV 73

0635 - OPENED SHOP - GOOD MORNING WORLD!

0705 - BRIEFED SOUTH ALERT CREWS

0735 - KING CALLED TO INFORM ALL CONCERNED THEY WERE EXPERIENCING MX PROBLEMS WITH AN ETD BETWE 1200-1300 LCL — CANX TANKER FOR TODAY

0800 - BRIEFED LCL TRAINING FLIGHTS

0845 - PERFORMED WALK AROUND ON SOUTH BIRDS

0930 - WALK AROUND ON LCL TRAINING FLIGHTS

358 - OR
364 - OR
784 - OR
786 - OR
792 - OR
793 - OR
794 - OR
795 - NORM

508 - OR ALERT
560 - NORM ETIC 1100

MET WATCH 1300 LCL — 1630 LCL WINDS 090/15G18
STATUS CHANGE
364 - OR
794 - OR
560 - OR

1 Nov 73 1700 Blue Max is L Oc
All flights for the day down.
J Mayhm

2Nov 73 0700 Blue Max open shop for the day.

2 Nov 73 1400 Retired Jm