

SOF RECORD LOG

VOL II

7530-222-3525
FEDERAL SUPPLY SERVICE
(GPO)

1400 2 Nov 73
SOF starts a new log
Blue Max

FCF 784 TO 1.1

1725 2 Nov 73
SOF change over
Max

3 Nov 73

11/6 Local WX ADVISORY: WINDS OCCASIONALLY OVER 15 K.
CALLED CAPT SCASNY & SGT RAN RBF

4 Nov 73

1700 LT TERRY NEW SOF

5 Nov 73

0645 - SHOP IS OPEN FOR BUSINESS

385 - OR

364 - OR

784 - OR

786 - NORM PARTS + 2 1/2 HRS.

792 - OR

793 - OR

794 - OR

795 - NORM

560 - OR ALERT

508 - OR

4 Nov

12

5 Nov

6 Nov

13

6 Nov 1700 Blue max has got it
792 NRS Late T/O for max

14

2200 SOF closing shop
J mafam

7 NOV 0700

Blue Max opens shop

1700 Blue Max signs off

10 NOV

0745 358 NORM ECTIC 1300 TRANSMISSION ~~SA~~ LEAKING

364 WORS PARTS + 3 HR 1ST NYD PUMP CHANGE

784 OR SOUTH ALERT

785 WM

786 NORM PHASE 1700 17TH

792 OR

793 OR

794 OR SA

795 OR FCF

508 OR ALERT

560 OR

13 NOV - 1700 NEW SOP

14 NOV - OPEN SHOP AT 0700

FCF 364 1430

15 NOV 0600 UBA

C.S. Execute msg read at 0645

C.S. Launch msg @ 0951 LCH

6 Nov

7 Nov SOF Opens 0645 Capt Maxam

Tolly 52 Off for Ubon at 0900

Tolly 66 T/U as of 1000

1005 Met Watch

wind 0-15+ kts Till 1600

18 NOV 1700 Kramer SOF
0630 open house
Jolly 60 off 0900 } for UBON
Jolly 62 off 0900 }

0915 a/c status
358 OR
364 OR
784 PJ
785 WM
786 NORM Phase
792 OR
793 OR
794 OR
795 OR
508 alert

1700 - off TERRY ON

20 NOV 73

0705 - OPEN SHOP	793-OR
358-OR	794-NORM
364-OR	795-OR
784-PJ	
785-RAM	508-OR
786-NORM. PHASE	560-NORM-ETC 1700
792-OR	

1700 TERRY-OUT

21 Nov 0700 Capt Chadsey SOF

2000 Capt Maxam SOF

All planes down

Closed Shop 2030

Blue flag

22 Nov

Assumed SOF duties last night from Blue team.

Briefing for south deploy was at 0500 due to my skating.

793/364 going South

793/794 RFB

Another exciting day in the tropical paradise
all I can say is **SHORT!!!**

24 NOV 1700 TERRY-OUT

25 NOV 0645 - OPEN SHOP

0700 - BRIEFED SOUTH CREWS

1400 - ALL BIRDS ARE RESTING - SHOP WILL
CLOSE SHORTLY

26 Nov

26 NOV
0900 LCL ACFT STATUS
358 NORM, PHASE INSPECTION
ETIC 30 NOV/1800
364 NORM, HYD HAND PUMP
ETIC 26 NOV/1200
785 WIA ETIC 8 DEC
786 NORM ETIC 27 NOV/1200
792 OR
793 OR
794 OR
795 OR
508 OR
560 OR

27 Nov 73 Blue Max LO2
Alert birds off at 0900 Jolly 32 & 66
Training Sortie of at 1300
Jolly 32 & 66 off on SAR
Jolly 66, Survivor on board To Korat 1750
Jolly 66 with Survivor Landed at Korat 1830
Survivor DOA
Jolly 32 & 66 back on Alert at 2100 at Ubon
Lt McCracken SOF at 2130
Jolly 52 "COCKED" FOR ALERT AT 2130
2145 ALL MACHINES ON DECK, SHOP CLOSED

28-NOV 0700 McErmack SOF, OPENED SHOP

ACFT STATUS

358 NORM 792 OR

364 OR 793 OR

785 NORM 794 OR

786 OR FCF 795 OR

0925 JOLLY 62 ABN. FOR TRAINING

1115 JOLLY 62 ON DECK NKP

1130 JOLLY 30 ABN. FOR FCF

1340 JOLLY 62 ABN. FOR TRAINING

1345 JOLLY 30 ON DECK NKP.

1445 PEDRO 560 OFF ALERT, PEDRO 508 ON ALERT

1550 JOLLY 62 ON DECK NKP.

1700 CLOSED UP SHOP, SOF TO LT KRANIER
JMMcErmack

29 NOV - 1700 TERRY ON AS NEW SOF

30 NOV - 0630 OPEN SHOP

0705 BRIEFED TNG FLIGHT CREWS?

0845 - BOTH TNG FLIGHTS GO TITS - UP

792 - AFCS PROBLEMS

364 - LOW OIL PRESSURE IN #2 NOSE GEAR BOX

TRY - TRY AGAIN.

1150 - 794 DECLARES A GND EMERGENCY, NOTHING FOUND
WRONG.

1300 ALL BIRDS DOWN, BACK TO NORMAL.

1 Dec 73

1 Dec Kramer SOT

2 Dec 73 Sunday No Flying

2 Dec 1700 Capt Maxam becomes SOT

2 Dec 2130 Capt Maxam takes slides
to weather & signed flight
orders

2 Dec 2135 closed shop

3 Dec 0630 Capt Maxam SOT opens Shop

3 Dec 0900 both South Deploy birds
off on the hour

1100 - 1158 FCF 792/62

3 Dec South Returns

Jolly 792/32 1045 1215

" 794/52 1120 1305

1700 Capt Maxam - Off SOT Jim

1700 - LT. TERRY NEW SOF ON DUTY
CAPT MAXAM IS OFF THE HOOK FOR NOW

1720 - LT. DEPARTS FOR HOUTCH

4 DEC 73 - 0640 - SHOP IS OPEN

0650 - CALLED FOR NOTAMS - NONE

0705 - BRIEFED TWO LCL TNG CREWS

358 - Norm 0900 4 DEC

785 - Norm

786 - OR

792 - Norm

508 - OR

793 - OR

560 - OR

794 - OR

795 - OR

0905 - KORAT CALLED TANKER AIRBORNE

JG 66 OFF AT 0255 Z

JG 32 OFF AT 0355 Z

0910 - FCF DUE ON 358

1100 - LATEST PLAN: ON 358 FCF 1300?

ENGINE RUN DUE SOMETIME TODAY 785

1125 - OFF TO LUNCH

1210 - BACK FROM LUNCH

1220 - JG 66 DROPPED LT COOPER

1230 - NO FIRM TIME FOR FCF, BIRD HAS APP TROUBLE

1405 - JG 66 LOGGED DOWN

1455 - JG 32 LOGGED DOWN

1530 - NO FCF TODAY - ALL BIRDS DOWN

1700 - TERRY SIGNING OUT

1700 - KRAMER SIGNING IN & HEADING FOR HOOTCH

0745 - WED 5 DEC BUILDING OPEN SDF IN

0710 - CREWS BRIEFED

0715: CALLED MX FOR FOLLOWING LIES:

358 OR

785 NORM

786 OR

792 NORS

793 OR

794 OR

795 OR

364 OR

508 OR

560 OR

0905 66 OFF ATC DELAY

0910 32 OFF ATC DELAY (SURE)

1000

MOTOROLA RADIO NET (BRICK/RELAY/TOKER/AERIAL
PORT) PROBLEMS RESOLVED.

1015 FCF 358 AFCS LINE CHECKING

1100 AFCS STILL PLAYING W/358

1130 APP ON 358 WON'T START (AGAIN)

1155 JOKER: Jolly 53 off 0425Z to Hoeng Nck Tha
for about 2.5 hrs

1200 Mitchel called from UBL

66 off 0905 down 1035 for 1.5, 1 Lndg, 1 sortie

32 0910 " 1100 " 1.8 2 " and "

MITCH cont'd:
364 attitude display device inop (locked
bottoms up in flight) Req. permission
to track indicators w/ 786 — granted
by MX.

1205 JOLLY 60 off @ 1150

1215 SOF TO LUNCH

1300 SOF BACK

1315 JG 60 must FCF NR (again)

1320 JG 30 @ LAWNA NAWHK TAW for 2.5

1325 JG 53 on the deck in 15 minutes A-2

2nd Stg flux

Secure Voice Inop

Ramp door won't open

Left main

UHF/ADF

hydraulic back

slow back behind pilot's rudder pedals

1340 JG 53 down

1410 JG 60 OFF

1425 JG 60 DOWN A-2 NR 103 fuel fuel/Hover

Taken inop

HF inop

1455 JG 30 AZ in local area next 1.5

1640 JG 30 DOWN 4.0 15 landings

UHF squelch

Attitude Indicator

1700, KRAMER OFF THE BLOODY HOOK
TAG! JORDAN IS IT.

06 Dec

0415 JOKER - Need four PJ's To
assist in a Knife Medevac of a
stab victim.

SOF - Called TSgt Smith who
Rounded up three others and
reported to the Hospital

0615 Shop opened once more

0700 Crews briefed

0755 358 OR

364 OR

785 NORMAL

786 OR

792 NORMAL

795 NORMAL

793 OR

794 OR

508 OR

560 OR

0955 JOKER - TANK BROKEN at KORAT

will still try for the same ARTC
However they still have no
ETIC.

1015 New ARTC 1200h. 794 will have
to fly 5.0 hours to complete

Since ol' damper aint doing his job properly
the ol' Ghost SOF of days past ALA's "CYA"
will fill in for a moment:

Time 9:50

Met watch ad visory

0950 to 1250L

Gusty surface winds

080° 10 to 20 kts.

Time 9:51

MX $\frac{1}{3}$ Pedro Notified

Time 9:55

JG 786 went Tango Uniform for
advisory panel lights

JG 794 (52) is taking place of 786.

GEE I thought all our AC were OR
Maj Worthington ?!!

Time 9:58

Base ops notified as to A/c change
away departure time of 1030 was
passed also

Jolly Greens 30 and 60 OR at Ubon.

Jolly Green 32 estimating NKP at 1720

Jolly Green 66 dropped pax at 1630,
estimating down at 1900.

1700 SOF/7 Dec WBA

1945 Closed/Locked/Latched/Caged

WBA

9-DEC-73

0645 — LT McCORMACK SOF OPENED SHOP

0700 — AIRCREW BRIEF FOR CREWS DEPLOYING
SOUTH

0715 — 358 OR 795 OR

364 OR 794 OR

785 NORM 793 OR

786 OR P. 508 OR

792 NORM-9 P. 560 OR

0855 JOLLY 32 HAVING PRESSURE SWITCH
PROBLEMS, T/O DELAYED APPROX 0145,
NOTIFIED BASE OPS.

0845 - JOLLY 52 ABN FOR UBON

0940 - JOLLY 32 ABN FOR UBON

0955 - CALL FROM UBON, BOTH CREWS
READY TO COME HOME WITH
4100 ENROUTE.

1105 JOKER REPORTED THAT:
 JOLLY 52 ARR UBON 1045
 JOLLY 32 ARR UBON 1112
 JOLLY 60 ABN ENR NKP 1025
 1130 CALL FROM CHAN AT UBON CONFIRMED
 BOTH 52 + 32 ARE A-1 AT UBON
 AND BOTH 60 + 30 ARE ABN
 ENROUTE NKP
 1131 JOKER GAVE US ETA OF J-60 OF 1155
 AND ETA OF J-30 OF 1520.
 1150 JOLLY 60 + 30 CONFIRMED THERE
 INTENT TO GET 4+00 FLIGHT TIME
 TODAY, JOKER NOTIFIED SHOP CLOSE
 UP, TO BE REOPENED ABOUT 1415.
 1410 BACK AT DESK - ALL QUIET
 1430 JOLLY 60 ON DECK NKP, A-2, AFCS
 1527 JOLLY 30 ON DECK NKP, A-1.
 1600 CLOSED & LOCKED UP SHOP.

10 Dec 73 0645 opened the store for business - Cpt Jordan
 0800 Two crews briefed.
 0820 785 will be ready for another
 run this afternoon.
 0815 MX debating the TO Times. Referred them
 to scheduling.
 0825 Maj Worthington debating TO Times.
 Referred him to Ops

0847

364 NORM 1800 15

785 NORM 1800 10

792 NORS RTs+6

786 OR

794

358

793

795

508

560



X
795 had

oil leak on

SOF inspection

786 replaced 795

358 had oil

leak on SOF INSV

358 cleared to

fly - ~~WBA~~

1700

JORDAN OFF

ILKRY ON

1725

CLOSE SHOP TO THE HATCH

11 DEC 73 0640 - OPEN SHOP - PICK UP WEATHER SLIDES

0700 - BRIEFED SOUTH CREWS

358 - OR

364 - NORTH PHA PARTS+6

785 - NORTH ETC 1400

786 - OR

792 - NORS

793 - OR

794 - OR

795 - OR

508 - OR

560 - OR

0800 - BRIEFED LCL TING FLIGHT

0835 - DEPART FOR WALK AROUND ON AIRCRAFT

0940 - 786 A OKAY OFF AT 0215 Z

358 - MAY GET OFF TODAY, A FEW MORE

9. ON WALK AROUND DISCOVERY LEAKS ON BOTH
SIDES OF AIRCRAFT. LEAKS PROVED TO BE LOOSE
DIP STICK. HOWEVER, #1 ENGINE FUEL PUMP LIGHT
REMAINS LIT. MORE TO FOLLOW IN THE
CONTINUING STORY OF SOUTH DEPLOY.

0945 - AND ALL ISN'T WELL.

358 HAS DEVELOPED A BAD DAMPER, THEY WILL
SWITCH TO 795. NOW, WHAT WILL BECOME OF
NELSON'S LCL FLIGHT?

1025 - LATEST WORDS FOR ALL TO HEAR. PLAN ON FCF
ON 785 FOR ABOUT 0900 ON 12 DEC 73.

1030 - WHAT A BUSY DAY

1220 - ALL IS WELL, ALL BIRDS OFF FROM NKP.

JOLLY 60 - OFF AT 0445 FOR 2 HRS ENROUTE TO UPO

JOLLY 53 - OFF AT 0510 FOR 4 HRS LCL

1400 - JG 60 DOWN AT 0643 Z

JG - 30 DOWN AT 0430 Z

1615 - JG 53 DOWN AT 0910 Z

1640 JG 32 OFF 093 @ 0539 DN 0940 for 4.7
6 LNDG 1 SORTB

1700 JULY 03 = KRAMER 01 → TERRY 01

1755 JG 52 CALLED TO SAY HI. DOWN IN SMITH
A-2 AFCS, RAD, ALT., SECURE VOICE

1756 MXCONTROL NOTIFIED OF ABOVE

1800 SAWADEE KHRAB 52 (DOWN ON
THE HOUR FOR 4.0) NOW IF THEY
HURRY IN HERE I CAN GO EAT
DINNER.

1850 CLOSE THE HOUSE. GO FOR DIN-DIN.

12 DEC 0645 SOF BACK ON THE ROAD AGAIN

0700 LCL TNG BRWS BRFD

0715 CALL MX FOR ZE FOLLOWING:

358 OR

364 NORM PHASE

785 NORM

786 OR

792 NORM

793 OR

794 OR

795 OF

508 OR

560 OR

188

3030

0720 MX CONT ADVISES NO EXPECTED ENGINE
RUNS TODAY

0830 MX CONT SEE 1100 ETIC 785

0900 JG-53 AIRBORNE FOR LOCAL TRAINING

0930 JG-52 " " " "

1115 SOF GIN KHAU

1200 SOF RTB

1240 JG 53 DOWN IN 20 A-2 GAGE FLUX UTIL & 2nd STG

1245 JG 52 LCL AREA NEXT 0+45

1300 JG 53 DOWN

1330 JG 52 ON DECK IN 0+05

1335 JG 60 ON THE DECK, SO TO SPEAK

1350 MORSE CRYING HE CAN'T BE SOF TOMORROW BECAUSE
HE HAS TO FCF 785 (TRY AGAIN)

1630 CREWS ON FLT LINE FOR 785 ENGINE RUN

1700 KRAMER'S REPRIEVE SIGNED BY GOVERNOR

13 DEC 73

1700 NELSON TAKES OVER AS SOF

1745 SOF CLOSING SHOP

14 DEC 73 NELSON SOF

0700 - BRIEF SOUTH CREWS 793, 794

0940 - BOTH 793 & 794 OFF LATE DUE TO

TAKEOFF JG 32 0228 Z RADAR MAINT

JG 52 0205 Z

11C

12

17C

1020

358 012

364 NORM

785 NORM

ENG + 6 hrs.

- NO ENG RUN TODAY

786 DR

792 NORM

793 012

794 012

795 012

PLDROS OR

1100 795 NORMAL TAKEOFF

TAKEOFF 0345 Z

JG 30 0410 T.O. FROM UBON

1200 JG 53 DOWN AT NKP 2ND HYD FLUX

TANKER MISSION CANCELED - NO SPARE JG'S

1345 JG 30 declared IFE DUE TO NOSE
GENIC CHIP LUT IN #1 ENG. JG 30 landed
NKP WITHOUT FURTHER INCIDENT
TERMINATION OF IFE AT 1352

1700 NELSON RELIEVED BY MITCHEL

Briefed Crews 0700 - No HAB SOF Book!

SOF'ED 2-0900 Sorties - ^{WAS A WEAK BRIEF} Both off late due to MX.

SOF'ED 785 - Oil leak - determined to be OK.
63 of 1305 2ND Sortie

1630 Relieved CAPT Dave MITCHELL, U.S.A.F.

1645 Present for launch of Jolly 53

1730 Present for recovery of Jolly 53

1815 Secured Jolly Ops for night

15 DEC 73

0700 * 5786 OR 10364 NOKM

5794 OR 5793 OR

5795 OR (FCF)** ~~4508~~

* 10358 OR ~~4500~~

5792 NOKM

5785 NORM * To go south if FCF OK

0715 Held brief - no SOF book; tried and hacked it.

0830 Relieved by MAJ. BURNETT in order to fly FCF

0945 Maj Burnett present for launch of Jolly ~~60~~⁵³.

1000 Maj Burnett present for launch of Jolly 60.

1035 Maj Burnett present for recovery of Jolly 53.

1045 Relieved Maj Burnett.

1320 Present for launch of Jolly 53.

1

JK.

1620 RELIEVED LT COOPER, DIETZ HAS GOT IT

1640 RECOVERED JOLLY GREEN 32

1755 JOLLY GREEN 52 2ND STG HYDRAULIC FLUX 300^{lbs}

47 NM FROM UBON GOING BACK TO CH 93

MX ADVISED OF SITUATION.

1819 JOLLY GREEN 52 SAFE & SOUND AT UBON

1835 NO SCATBACK TO UBON SO WE SEND A JOLLY.

TOMORROW AT 0800

1910 NOT MUCH MORE I CAN DO TONIGHT

ALL SET FOR PARTS MISSION TOMORROW

BRIGHT & EARLY. JOLLY OPS SECURE.

16 DEC 73

1100 OPENED SHOP TO PREPARE FOR JG 52's

FCF. A DAY OF REST?

1240 JG 52 HAD A GOOD FCF NO PROBLEMS, SHOULD

BE COMING HOME SOON. MX & JOKER ADVISED

1245 MX WANTS 52 TO FLY 2.0 FROM UBON TO

NKP. FAGAN GRANTS PERMISSION BOEHME LUCKS

OUT.

1250 TIME FOR LUNCH WONDER WHATS NEW

AT THE CLUB.

1330 OPEN FOR BUSINESS SAME OLD STUFF AT THE

CLUB 52 SHOULD BE IN THE AREA AT 1405

1355 JG 52 CALLED A-1, ETA 1445

1405 MX SAYS ENGINE RUN AROUND 1530

1450 JG 52 HOME AT LAST AND A-1 TOO.

1520 ENGINE RUN AT 1600

1530 SHOP SECURE

16 Dec 73 BOEHME

0640 SHOP REOPENED

0700 BRIEF CRESS GOING SOUTH

0710 Engine Run crew for 793

FAGAN; ADRIAN

0730 358 OR

364 NORM

785 OR

786 OR

792 NORS

793 OR

794 NORM

795 OR

508 OR

560 OR

0750

785 T.V. for fuel leak

cancelled flight

sent chan back to bed

0855

JG 30 (786) so Fed $\frac{3}{1}$ Departed for Ubon
on time

JG 32 (793) Blade tracking AND PARACHUTE
checked

1000 JG 32 SOFED $\frac{1}{2}$ Departed for Ubon
1 hr late maintenance delay.

1130 SOF TO LUNCH

1230 SOF BACK AT OPS

FLASH real SALADS (AMERICAN STYLE)
AT THE CLUB.

JG 32	LANDED AT	0500 Z (NOON)	2.0 hr
JG 30	" "	0355 Z (10:55)	2.0 hr

1330 JG 53 will land at ~~1600~~ 1600 Z App.
JG 53 departed UBON 1207 Local

1615 Jolly green landed A-3 fuel sensor
right maintank - (shot off sensor)
1607 4 hrs 12 lds 1 Sortie

1650 Briefed New SOF AND about to
BOOK - BYE FOR NOW!

1700 NELSON TAKES OVER AS SOF
17DEC73

JG 60 ETA Ch 89 @ 2130 hrs LOCAL

2230 CLOSED SHOP

0700 18 DEC 73 NELSON SOF.

358 OR

364 OR

795 OR

786 OR

792 NORS G

793 OR

795 NORS^M - ~~PHASE~~ 1900 19 Dec 73

794 PHASE

PEDROS OR

1602 AIRCRAFT STATUS

792 NORS

794 NORM

785 NORM

all REST OR

ALL FLTS TAKE OFF AS PER USUAL - LATE!

1700 SOF TURNED OVER TO CHADSEY. 1 NIGHT RE BIRD

JG 60 - 358

1415 JG 63 WILL BE DOWN @ 1500L DUE TO
FUEL (DUE TO MX THIS AM)

JG 63 A-10RZ ENGINE MAY NEED TOPPING

1440 JCRC Capt Strickland 140445Z DEC 13th AF
ROTARY WING A/C TRAINING AREAS
- 2829 or 3176. Request copy

1700 SHOP CLOSED

20 DEC OPENED 40 Acres OPS. WBA

0700 CREWS BRIEF TANKER WAS CALLED
STILL SCHEDULED FOR 1000 ARCT.

0730 RECONFIRMED TANKER ARCT TIMED
CHANGED TO 1100.

1620 T.O. FCF-795 Morse, Cooper, DUARTE

1700 - The Coasty' has it !! WBA

1720 - Jolly Green 53 (795) on DECK

1745 - 1 NER ON 786, CLOSED UP SHOP

21 DEC 73

HO-HUM AND GOOD MORNING

0640	UNLOCKED DOORS, OPENED SHOP	15
0700	BRIEFED DEPLOYMENT CREWS	J
0805	BRIEFED Jolly 30 CREW FOR TRAINING.	16
0855	JOLLY GREEN 60 ABN FOR URBON	2
0900	JOLLY GREEN 53 DELAYED FOR MAINTENANCE	
	358 OR	0
	364 OR	
	785 NORM	
	786 OR	
	792 NORS	
	793 OR	
	794 NORM	16
	795 OR	
0925	JOLLY GREEN 53 ABN FOR URBON	17
1000	JOLLY GREEN 30 ABN FOR LOCAL TRAINING	
1050	JOKER REPORTED THAT J.G. 66 WAS ABN	23
	FROM URBON AT 1030 ESTIMATING A/KP 1430	
1135	JOKER REPORTED THAT J.G. 32 WAS ABN	
	FROM URBON AT 1110 ESTIMATING A/KP 1510.	
1210	SOF to Chow !!	
1300	SOF BACK AT IT.	
1330	MET WATCH RECEIVED: WINDS 15 KTS OR	
	GREATER FROM 1330-1600	
1355	JOLLY GREEN 30 ON DECK A-2, TRANSPORTATION CALLED	
1432	JOLLY GREEN 66 ON DECK A-2, TRANSPORTATION CALLED	
1505	JOLLY GREEN 32 ON DECK A-1, TRANSPORTATION CALLED	
1540	SOF SWAP FROM COASTIE TO COASTIE SHOP CLOSED.	

MR. McEnroe

1545 Departed Ops For Commander's Call, notified
JOKER.

1615 Returned from Commander's Call, checked OPS,
all secure.

22 Dec

0715

358 OR

364 OR

785 NORM

786 OR

792 NORS

793 OR

794 NORM

795 OR

1655 Relieved of SOF by 1/LT TERRY.

D.F. Cooper, LT

1700 - CLOSED SHOP

23 DEC 73

0935 - OPEN SHOP

1000 - BRIEFED SOUTH CREWS

1220 - ALL BIRDS OFF 364 - LATE BECAUSE OFF BY TROUBLES

786 - OFF AT 0455

364 - OFF AT 0520

1240 - OFF TO LUNCH

1320 - BACK FROM LUNCH

364 - LANDED AT UBON TITS UP

1420 - POWER FAILURE ON BASE, LIKE THINGS WEREN'T BAD

ENOUGH ALREADY

1435 - HOW ABOUT THAT POWER IS BACK

358 - Down at 1515 LCL

364 HAS SCREW & SPINDLE LEAK & SLIGHT, SO --- -- 08

364 WILL FLY BACK & 795 WILL ASSUME ALERT.

364 - OFF AT 1511 BOUND FOR NKP

364 - Down AT 1630 LCL

1705 - CLOSING SHOP

1100

163

165

26

06

1700 Relieved CAPT CHADSEY as SOF. Two aircraft south. No others flying. Ops secured. 08

2300 Retired early so that Santa could come, but I think we're out of luck because Santa doesn't have an instrument card and MAC won't let him file VFR.

D. F. Cooper, □

CHRISTMAS DAY

0800 'Twas the morning of Christmas, and all 'cross the base
 Not too many were stirrin', most were drunk on their face.
 Toilet paper "decked the halls" of banana and palm,
 Tho' the wind it blew strong, still there seemed a great calm.
 A sign on the v-ball net, for all to see,
 Wished all a "Christmas (comma) f---ing (comma) Merry,
 Thus began our Christmas for seventy-three
 In A R R S number forty.
 And the only thought that could cheer us today,
 "Next Christmas we'll be home in the old USA!"

1100 Inspected OPS, all secure

1635 Reinspected OPS, all secure, night lights on.

1655 Relieved OF SOF By 1LT RON DIETZ

D F Cooper, LT

26 DEC 72

0650 OPENED UP & ITS MIGHTY COLD

0730	358	OR	
	364	OR	
	785	NORM	FUEL CELL
	786	OR	
	792	NORS -G	
	993	OR	
	794	NORM	
	795	OR	
	PEDROS	OR	

cured.

it
have
le

0900 SOUTH CREWS BRIEFED
0930 JOKER VHF DOWN FOR REPAIRS
OH WELL THEY DONT LISTEN ANYWAY
1050 JG 32 OFF & WELL
1130 JG 60 OFF LATE DUE TO MX
1135 SOF TO LUNCH
1215 BACK AT IT
1430 JG 30 & 53 DOWN & LOCKED BOTH A-2

1530 26 Dec 73 Lt. Nelson is SOF
Weather slides to weather. All ready for
a big day tomorrow.
1730 closed shop

27 Dec 73 0700 Briefed 4 crews 1.5 hrs flts with
changeovers JG 66 & JG 53

~~786~~ 358 OR

364 OR

785 OR

786 OR

792 NOR3 & PARTS +8

793 OR

794 OR

795 OR

Pedros OR

0900 launched JG 06 & 53

1030 Advised crews to remain clear of the bomb dump.

1245 All birds are down.

A-2

JG 66 accessory chip lgt

JG 53 intermittent nose gear box hot lgt

1134 JG 30 off to Ubon est 1249

~~1134~~

1430 JG 60 DOWN

28 DEC 0700 Brief for 2 South Crews

JG 60 off on time

JG 52 broke, became JG 30. made it to Ubon.

JG 60 and 32 back from Ubon.

1654 KRAMER PICKS UP THE DIRTY BALL

1655 JG 32 will land in 15 min A-2

HF won't Xmit

C.P. attitude indicator sticks

#1 oil level light on intermittantly

1715 JG 32 down 4.0

1745 SOF BYE LAO

29 DEC

0715 LONG DISTANCE CALL FOR LT WOLFE (NOT HERE)

0730 LT WOLF TOLD

29 DEC 73

0730 A/C STATUS

792 NORS PARTS +8

EVERYTHING ELSE IS O.R. (SURE)

0735 SGT SHORE @3494

0745 LT WOLFE WAITING FOR HIS CALL

0750 " " " " " "

0755 " " " " " "

0800 " " " " " "

0805 " " " " " "

0810 " " " " " "

0815 " " " " " "

0820 " " " " " "

0825 " " " " " "

0830 " " " " " " DECISION

MADE TO TERMINATE REPORTS UNTIL POSITIVE
ACTION IS ACCOMPLISHED.

0945 TUOC REQUESTS # AIRCRAFT CREWS AVAILABLE
FOR EXERCISE PURPOSES

1010 TUOC RECEIVED ABOVE INFO

1025 INTEL & TARGET MATERIALS NOTIFIED

1026 LT WOLFE HASNT RECEIVED HIS CALL

1040 EXERCISE TERMINATED

CREWS LISTED AS FOLLOWS

MORSE FAGAN LEARNING NARDI FARRERI

DIETZ GRIFFIN TRASMUSSEN BRADY AUSTIN

BOEHME STENDAHL RCHIRBACH SCHNEIDER KINSER

CHADSEY KENNUN PITTMAN LITE BATESON

TERRY GILBERT SHORE, HERNANDEZ MCCANN

EXTRA CREWS MEMBERS

OGDEN MIRINDA

KRAMER NASTASI

WHITTAKER

PARKER MURD

KRAFT MIZE

PEARSON

LIMITING FACTOR: HM'S

PERSONNEL MISSING:

M'CORMACK

RYAN, TASKER, DUARTE, HOWARD, DEJESUS, EMOU

BROWN, DRAKE, ZARNOWSKI, VOGEL, FITCH, SMITH

SO BE IT.

1500 LT Boehme takes over as SOF

10 Dec 73

1630 Shopé Opened

looked for the "comet" on the way
to work but no luck. For such a
BIG comet/EVENT it sure is HARD TO
SEE!

0700 Briefed crews NO PAX's

0755 Crew taxi

OR STATUS 'the Big Lie'

786 OR

794 OR

795 OR

358 OR

792 NORS

785 OR fuel leaks and all!

364 OR

793 OR

0852- Wake Brad Up making a Jolly call!

0900 JG 53 T.O. enroute VBoN

0900 JG 60 T.U. for AFCS

0930 JG 60 T.U. for APP

Switch a/c

0940 JG 60 → JG 32

0945 Dietz's Bag drag in progress

1030 32 Ready to TAXI

1045 32 IFE # 1 engine chip

1050 32 Terminated safely Yea Dietz!

1130 JG 32 → JG 52.

I thought all the AC were
OK !

1140 Need engine run crew on
793 Thank you Chn !

Dietz on way to third Aircraft

if he breaks another Aircraft
he'll have used almost half
the fleet up today !

1239 JG 30 landed

1250 JG ~~66~~ ~~32~~ (52), (almost forgot
which Aircraft Dietz had) departed
for Ubon - all fingers are crossed.

1255 truth came out on where the
LPUs were 30 lied - they had 'em

1310 KNIVES BEAT US BAD 3 17-8 !!!

1400 SCF WATCH TO LT McCormick

1515 ADVISED BY JOKER THAT J.G. 66 HAS
NKP ETA OF 1620

1620 J.G. 66 on DECK NKP, A-2, TRANSD
TATION CALLED.

Dietz !

1710 ALL AIRCRAFT SAFELY ON DECK
ALL PERSONNEL CHECKED BACK IN, SHOP
BEING LOCKED UP FOR THE NIGHT

31 DEC 73

1700 LT. TERRY NEW SOF ON DUTY
(WHAT A NIGHT TO BE SOF!)

1745 - SIGN OFF FOR TONIGHT

1 JAN 74 - 0845 - SHOP IS OPEN

0900 - BOTH CREWS BRIEFED ON ALL GOOD THINGS TO KNOW

1050 - JG. 30 OFF

1100 - JG GO OFF

1105 - A/C STATUS

786 OR

794 OR

795 OR

358 OR

792 NO RS

785 OR

• 364 OR

793 OR

1110 - OFF TO LUNCH WE GO

1210 - BACK FROM CHOW

358 0400 0530 1.5 2 1 sorties

786 0500 0520 1.5 3 1 sorties

1335 - DET 5 CALL TO ASK WHAT THE STORY WAS FOR FLYING
TIME. THEY WANT TO FLY TODAY SO, WHY NOT.

1435 - BOTH SOUTH BIRDS ARE DOWN

1515 - BLDG SECURE

1545 - SOF IS OFF HELLO SUN

1545 Relieved Lt. TERRY of SOF, notified Joker.

2 JAN 73

0700 Obtained weather slides, held briefing for JOLLY 52.

786 (South)

792 NORS

794

785

795

364

358 (South)

793 NORM (Foot ck)

0730 Lt. GILBERT took SOF truck to get auxillary generator installed to operate radio and lights. SOF on foot.

0800 Held brief for JOLLY 63 and JOLLY 66. Gave name of Tanker's AC to CAPT MORSE.

0850 Walk around on JOLLY 52 prior to takeoff.

0910 JOLLY 52 return due to AFCS #2 amp out.

1005 Walk around on JOLLY 63 prior to takeoff.

1020 Walk around on JOLLY 66 prior to takeoff.

1050 Walk around on JOLLY 52 prior to takeoff. Hope it makes it this time.

1115 JOLLY 52 in chocks again, picked up AFCS man; back out to trouble shoot.

1233 JOLLY 52 in chocks one more time, shutdown - NORM, notified JOKE.

SHOP

HT

R. FLYING

1245 SOF to Lunch

1340 SOF returned. (sure wish I had a truck)

* 1430 JOLLY 66 returned, A-3 for sprung crew door,
sanded ramp skids, and ~~SIX~~ ^{someone was pulling my crank (or were they)} blown dampers. Good
going KEN.

* 1420 JOLLY 63 returned, A-2 for #1 fuel pressure
light on in idle range.

1600 Properly relieved of SOF duties by Lt.
DIETZ. Ron, hope you get the truck back soon.

David F. Cooper LT

0645 LT KRAMER GETS IT FROM DIETZ

0700 CREWS BRIEFED

0900 52 OFF

0915 66 "

0920 32 "

1015 66 WILL BE DOWN IN 5 MINUTES AT UBL

1030 560 ASSUMES ALERT BECAUSE OF RADIO PROBLEMS

1100 304 WILL RETURN TO NKP w/ LT BOEHME

358 WILL REMAIN AT UBON w/ CPT MORSE

CHANGE ^{OF} CONTROL OF THE RESPECTIVE A/C DULY NOTED E.I.

1115 32 WILL BE DOWN IN 05 w/1 SMALL WRITE UP

1120 32 DOWN

66 A-3 1:1 lateral 25 miles out

HF won't XMIT

safety wires broken

1400 66 DOWN

1415 30 DOWN IN 15 min.

1430 30 Down A2 For TV CAMERA INOP

UHF ADE INOP

Minor Doppler write up

Crew doing
they
Good

pressure

Lt.

ack soon.

T

1600 3 Jan 74 Nelson - SOF

I have no luck, I'm out of luck

But I will continue to function with ease

SOF want a job, it's a social disease

1700 Closing up shop

4 Jan 74 Nelson is SOF

0700 Briefed JG 53, 63 & 32

0800 63 replaced by 30

1130

786 OR

794 OR

795 OR

358 OR

792 NORM

785 NORM

364 NORM

793 OR

0800 ETIC 5 Jan 74

1900 ETIC

PEDROS 508 low power - NORM

560 OR

1700 NELSON RELEASED FROM DUTY

SBLEWS

TE UP

*

1701 BOEHME picks up the bill

5 JAN 74

0645 opened the circus tent doors

0650 - 1 FAX from Arenal Telt

0700 Briefed circus going South

795 / 53 Ogden - Wolfe / Brown / 122 - Office

786 / 30 Lester - Widney / Brown / 122 - Office

0710 - 1 more FAX (M. DOE)

0730 OR STATUS

786 OR

794 OR

795 OR

358 OR

792 NORM

785 OR

369 NORM

793 OR

508 FCF ing today

560 OR

08:00 confirmed 2 FAX ON 795

0920 Both A/c SOFed
786 FM ANT in extended position
while taxi - 1 save for the SOF

0925 786 Takeoff for Ubon

0940 795 Takeoff for Ubon

1100 JG52 1300 T/O JG-60 10:45 T/O
1230

JG 60: Morse 1250 EST

JL 52 Cooper 1300 EST

1245

60 A-2 (358)

inter com

heater in op; Aircraft logged down

52 A-2 (794)

UOR TAC NEED REALIGNMENT

ETA ON HOUR

Down times

JG 60 1245 ACTUAL DOWN time

52 1300 " " "

1615

Pedro

MSN 08/0300-0330/0.5-1ld 1Sortie

Pedro:

MSN 08/0815-0845/0.5-2lds 1Sortie

1630

Safes are Safed

1700 Boehme is Safed; Kramer is Armed

INTENTIONALLY

LEFT

BLANK

(DIETZ WAS SDF)

170

300

I

2h

VH

1700 Relieved Lt. DIETZ as SDF.

2330 Inspected OPS, all secure. Set night lights.

7 JAN 74

0700 Inspected SOF truck. Radiator Low, Filler same.

0715 Obtained weather slides, told intell that their brief would be about 0930.

786 - SOUTH

792 - NORM

794 - OR

785 - OR

795 - SOUTH

364 - OR

358 - OR

793 - PHASE 1700 12th

med 0745 Gave JOKER aircraft status.

0900 Held brief for crews of JOLLY 52 and JOLLY 66

1100 Present for inspection and launch of JOLLY 66

1105 Present for inspection and launch of JOLLY 52

1140 Present for return and shutdown of JOLLY 66 for gear and other problems. Aircraft to be swapped for JOLLY 60.

right 1345 Present for inspection and launch of JOLLY 60.

1400 Relieved as SOF by Lt. Boehme who wanted the truck to work on radio.

1405 JG 52 ~~110L~~ 1240 1.5 4 by 1 sortie A1
w/ 786 swap.

1450 Reassumed SOF duties.

1615 Present for inspection and lunch of JG 62

1635 BSG 52 & JG 53 BOTH ON THE WAY HOME
JG 52 TO PICK UP DON BACKLUND FOR AUTOS

1700 Present for JOLLY 52 landing to pick up
Lt. Backlund.

1710 Observed takeoff of JOLLY 52.

1715 Relieved of SOF by Lt Ron DIETZ.

Three aircraft Flying (JG 52, 53, & 62)

David F. Cooper LT

1820 - 0920 TO 1015 1.4 1 LNDG 1 SORTIE JG 62

1900 - JG 52 AFCS TROUBLES CAUSING EARLY
TERMINATION.

1935 - JG 52 0845 Z TO 1200Z 24 LNDGS 1 SORTIE

1955 - JG 53 DOWN A-2

2040 - JG 53 0925 - 1255 (3.5) 1 SORTIE 3 LNDGS

2055 - JOLLY OPS SECURE

8 JAN 74

0655 - OPENED THE GATES FOR A NEW DAY.

0716 - 358 OR

364 NORM 1200 ETIC

785 OR

786 OR

792 OR

tie A1

793 NORM PHASE

794 OR

795 OR

2

IE

508 OR

560 OR

TOS

4 up

STATUS TODAY BELIEVE IT OR NOT.

0825 - LT BOEHME TALKS TO KING 37 FOR PRE-A/R
BRIEFING

0945 - JG 52 TRADED FOR JG 53 DUE TO MX,

1020 - JG 63 OFF LATE T/O DUE TO MX.

1045 - JG 53 OFF LATE T/O A/C CHANGE.

1105 - SOf TO LUNCH

1145 - 794 ETIC 1400 OVERSPEED INSPECTION

ONE DISTORTED THOMAS COUPLING

~~PULL~~ PULL ONE BLADE TIP CAP *gyp*

1155 - SOf BACK

¹⁴²⁰
~~1430~~ - JG 63 DOWN ALPHA 1.

¹⁴⁴⁵
~~1445~~ - JG 53 WILL BE DOWN ALPHA 2

1455 - NITE CREW HAS BEEN BRIEFED

1545 - JG 66 GETS TO FLY 2.0 OPS CHECK
AT 0900 TOMORROW. MUST FIND A CREW.

1635 - JG 53 OFF FOR NIGHT FLIGHT.

1720 - DIETZ BREAKS A BAD HABIT - SOf

1721 - Boehme picks up Dietz's bad habit
and checkin with Joker

0700 Shop opens

0730 Need ENGINE run crew on 785
for 0800

(STAND-BY-LEARNING)

OR STATUS

786 OR

794 OR

795 OR

358 OR

792 OR

785 OR

364 OR

793 NORM

508 OR

560 OR

170 0745 - Barron's have drift meter
(wt less than 50lbs) they want transported.

2300 0812 - Joker called wants us
I to stoker up a 53
24 to get a cut on a beeper
VI - 785 notified

0815 - Joker notified us beeper transmissions
have terminated - 785 notified

0915 SOUTH BIRD REACTION TIME 13 MINS
IAW SGT ROBERTSON MX CONTROL BYN

0915 South birds scrambled ch 86/80
F-4 down. _{South}

0916 JG 66 SOF and TO @ 0915
JG 63 Blade track complete.

0930 Joker Terminates scramble.

1040 JG 52 OFF > UBON SD

1055 JG 63 OFF

1250 JG 52 DOWN 1213L BYN

JG 63 DOWN 1225L

JG 52 A-1

JG 63 A-3 FOR RADIOS + VERTICAL GYRO B.

1320 IAW CAPT PRIEST: TAKE PARTS FROM 358
TO FIX 785. BYN

1600 - 785 has fuel leak so parts taken from
358 are being replace.

1615 - 1610 JG 30 TOOK OFF

1615 - 358 will remain on alert with
LT KRAMER and crew

MISSIONS

785 will be taken by LT Nelson & crew

1630 LT Kramer is called and will inform MAINTANCE. + LT Nelson.

- a) have maintance defuel bad tank to Approx $\frac{1}{2}$ level.
- b) wait 30 min + check for leaks
- c) if leak persists CONTACT NKP for further instructions
A/C will probably be grounded
- d) if fuel leak stops HAVE Nelson bring the aircraft back to NKP using good tanks for fuel

1703 - J.G. 30 WILL BE DOWN

1706 - 785 - STILL HAS POSSIBLE FUEL LEAK + BAD GYRO
NELSON TO REMAIN AT UBSN - MORE LATER
1020Z

1720 - MX WANTS TO WAIT + CHECK 785 IN THE MORNING FOR CONTINUED FUEL LEAK, IF NO. LEAK FLY BIRD HOME.

1728 - JUST FOR INFO LT. TERRY NEW SOP AS OF 1700

1820 - BRIEFED NELSON ON LATEST - HOPE FUEL LEAK IS OKAY TO GET BIRD HOME.

1920 - AND ALL IS WELL, FOR NOW

1935 - J.G. 30 DOWN

2015 - CLOSING SHOP FOR THE EVENING, SEE YA'LL TOMORROW!

2911

10 JAN 74

0710 - SHOP OPEN - SOUTH BIRDS SCRAMBLED HIRE LATER

0725 - 358 CHANGED TO 795

0730 - BRIEFED HURNING LCL FLIGHT

0740 - TANKER BRIEFED JOLLY

794/52 2312 0100 1.8 2 A-1 1

358/60 2312 0042 1.5 1 A-1 1

TIMES FOR PRACTICE SCRAMBEE THIS MORNING

1020 - JG 62 - 0315 Z BASIC DOWN FOR AFCS

1030 - UNTIL FURTHER NOTICE TODAY'S NIGHT

LCL'S ARE ON HOLD

1130 - 43'S HAVE ADD-ON FLIGHT #560 FOR 1400 TAKE
OFF 30 MIN FLIGHT

1220 - JG 66 OFF

1238 - JG 66 DOWN WITH DAMPER PROBLEMS

1430 - CANCEL NIGHT FLIGHTS - BIRDS ARE
HURTIN

1540 - ALL IS WELL - CONSIDERING THE DAY

1620 - MIX CALLED TO EXPLAIN NO DETAILED WRITE UPS
ON RHAW GEAR

358 - OR

93 - NORM

364 - NORM

794 - OR

785 - NORM

795 - OR

786 - OR

560 - OR

792 - OR

508 - OR

SO FAR SO GOOD TO DAY

1645 - GOOD BY TODAY, SEE YA TOMORROW

CAPT JORDAN - YOU GOT IT

11 JAN 74

0615 Hours Open for business

0645 MX 786 to replace 792 for South
deploy 0700 Crews briefed

0720 3 par for 795

JG 30 OFF 0910

53 OFF 0915

JG 53 LANDED 1045 A-1

JG 30 LANDED 1040 A-1

1130 LT KRAMER - Can not launch until he
has completed a 365F estimates T.O.
at 1200L.

1210 Joker received new estimate on Kramer
to 1215L for 2 hour.

1510 - Lt KRAMER ARR NKP.

1530 A1 A/C down

785 still out for fuel leak

364 for Main Rotor head change

1700 Lt McCormack SOF

12 JAN 74

0650 OPENED SHOP

0900 CR REPORT FROM MAINTENANCE

358	NORM	1500	793	1700
364	NORM	1600	794	OR
785	NORM	2400	795	OR
786	OR		560	OR
792	OR		508	OR

1500 All Quiet, SOF TO LT NELSON
WPM Enrback

358 OR

12 Jan 74 1500 Nelson checks in & out

13 Jan 74 0650 Nelson was SOF

0700 Briefed JG 62 & 60 for South Alert

358	OR	785	NORM	1200	14 JAN
786	OR	364	NORM	1200	14 JAN
792	OR	793	NORM	1600	14 JAN
794	OR				(will go WORKS G)
795	OR				

508 OR

560 OR

1100 JG 60 off 0915L

JG 62 GROUND ABORT FOR #2 engine torque
GUAGE / replaced aircraft with JG 52

JG 52 off at 1040L

ENGINE RUN ON JG 62 AT THIS TIME

1510 JG 53 DOWN AT 1335L

JG 30 DOWN AT 1500L

1600 CLOSING UP. TURNING SOF OVER TO
LT. TERRY

14 JAN 74 - 0640 SHOP OPEN -

YESTERDAYS EVENTS - AT 1705 KNIFE 392 HAD #2 ENGINE
CHIP LIGHT, 40TH SOF CALLED TO TOWER, ALLS WELL THEN
ENDS WELL - SCHEDULE CHANGE AT 1600.

0700 - BACK TO TODAY - BRIEFED CREWS

0905 - J.G. 30 OFF AT 0200 Z 560 - OR

358 - OR

792 - NORM

508 - OR

364 - NORM

793 - NORM

785 - OR

794 - OR

786 - OR

795 - OR

0915 - PEDRO OFF AT 0215.

1035 - TWO PAX FOR TOMORROW REFER PAX TO PAX
SERVICE

1100 - OFF TO CHOW

1205 - BACK FROM CHOW

1305 - J.G. 30 DOWN AT 0505 Z

1330 - J.G. 63 OFF AT UNKNOWN TIME

SO FAR 4 PAX FOR TOMORROW

NOTE: FOR OFFICERS \$2.50 DINNER AT UBON
\$1.80 LUNCH

15-

C
O
1

1515- BUSY DAY

ENGINE RUN ON 792 THEN FCF FOR ENGINE CHANGE
MAYBE, MAYBE NOT

NOW ON 364 - WHO KNOWS IF THERE WILL BE A
ENGINE RUN FOR BLADE TRACK ~ NO ONE.

785 - MAY OR MAY NOT HAVE ITS USUAL FUEL LEAK.
YEP OVERALL A FUN DAY.

1645 - NO FCF ON 364 OR 792 TODAY

NOW FOR LATEST

4 PAX GOING SOUTH

ALL IS WELL THAT ENDS WELL

1700 - TERRY OFF, COOPER ON

1700 Relieved Lt. TERRY of SOF

1905 SOF departed OPS for quarters, JOKER
notified.

15 JAN 74

0700 Obtained weather slides, held briefing
for crews of JOLLY 53 and JOLLY 30.

0730 Obtained replacement for bald tire on SOF
truck. Not exactly the same size, but has tread.

0800 Held briefing for crew of JOLLY 63.

0830 Departed OPS for flightline.

0856 Present for inspection and launch of JOLLY 30.

0901 Present for inspection and launch of JOLLY 53.

0943 Present for inspection and launch of JOLLY 62.

0957 Present for inspection and launch of JOLLY 63.

1058 Observed recovery of JOLLY 62.

1255 Present for recovery of JOLLY 63, and washdown of GOODLETT.

1340 Present for JOLLY 52 taxi in to pickup CAPT KEEFER.

1401 Present for recovery of JOLLY 52.

1415 Finally got time to log aircraft status:

358	OK	792	OK
364	OK	793	NORM
785	OK	794	OK
786	OK (south)	795	OK (south)

1420 WARLOCK called to say the UBON alert crews have a hotline now for scrambles.

1507 Present for inspection and launch of JOLLY 66 for FCF.

1510 Present for recovery of JOLLY 60.

1557 Present for recovery of JOLLY 66.

1653 Present for inspection and launch of JOLLY 66.

1725 Present for recovery of JOLLY 66

1735 Inspected OPS, all secure.

1900 Relieved of SOF by CAPT MAXAM.

D. F. Cooper, LT

15 Jan 74

1900 Capt Maxam SOF

16 Jan 74

0700 crews briefed for the days missions

0900 aircraft off on time

1000 Aircraft Status

786 OK

794 OK

795 OK

358 OK

792 OK

785 OK

364 OK

793 NORM

508 OK

560 OK

1400 794, Jolly 52

#1 Engine chip light

Plug checked, herun no more problem

1600 all flying done for the day

1700 Capt Maxam briefed Lt Kromer

J Maxam

1700 Lt Kromer SOF

0700 CREWS BRIEFED

0745 AERIAL PORT HAS 7 PAX - 3 ON EA, 4 ON 794

0905 JG 52

1005 JG 62

1015 JG 66 OFF (FINALLY)

LET IT BE KNOWN, AERIAL PORT SENT 8 PAX BUT CALLED IN 7 @ 0745 (LATE AT THAT). ALSO, 66 RECEIVED CARGO THAT DIDN'T GO THRU AERIAL-PORT (SUPPLY DID A NAUGHTY).

1505 JG 62 DOWN

1520 JG 66 in local area

1540 JG 53 will be down in 50 minutes A-2 rotating beacon, broken runway line, blade w/ small nicks

1630 JG 53 DOWN

1700 JG 66 WILL BE DOWN @ 1715

1715 JG 66 DOWN A-2 TURN-RATE

1720 L/CPL KENVIN IS THE MAN & 1LT KRAMER IS A FREE MAN.

1745 KENVIN IS SOF AND SPLITTING TO THE HOOTCH, ALL AIRCRAFT ARE DOWN AND SECURE. GOOD NIGHT BOSS! CHARLIE FAGAN TOLD ME THAT THE CREWS KNOW THEY ARE TO BRIEF AT 0600 (L)

18 JAN 74

0600 Briefed all three crews for the CS deal. Need some coffee to knock the edge off. Capt Findeiss not

Present at brief. Lt. Gilbert not present either.
0625 But they don't have to be here till 8 anyway.
AIRCRAFT STATUS:

786 OR

794 OR

795 OR

358 OR

792 OR

785 NORM

793 NORM

Pedro 508 OR

500 OR

0633 Put coffee in pot & plugged in, Sharpened pencil so
maybe it will last all day. Lots of early birds
this morning but somebody scarfed up the worms.
Still dark out - Mornin' book! Haven't told you yet
this morning but I hate this — place. Talk to ya later.

0700 KING 24 is on station (info passed via Col Dillo's [unclear])

0705 Maj Worthington called and said he didn't know
anything about the CS. None of his people were notified —
He talked to Maj Burnett. — Don't know what happened
but there may be some unhappy crews. MX is already
tickled green. Sorry 'bout that, Bill, but I'm just
the Ops Weenie of the Day.

0730. Sgt Roberson at MX called an unstrung our guitar he
needs an FCF on 793 at noon. No chance, cup, don't
have anyone to do it 'cause all the experienced
spokes are flying. So he was congenial — he settled
for about 1400. Wants an engine run at
1000.

- 0755 - JG 53 & 60 Cocked on A-1 and ready
- 0830 - Called control tower and advised them of a possible scramble about 1000 or a little thereafter. They said "Roger"
- 0830 - Notified Joker that the Aircraft are cocked on and ready. Hope they get my hamburger before 62 launches.
- 0850 - Got hamburger - Great for breakfast.
- 0930 - 50F'd JG 62 and he was off at 0925(L)
- 1035 - Engine run on 793 was no good. Still have no oil press. on #2 eng FCF later is doubtful. Everyone sure wishes Joker would call to start C.S. Got a beer and a bottle of apple wine but no 8 min response. Boy are we organized. Worried about JG 53
- 1038 Notified to launch
- 1044 Chan (JG 60) is off. Tony was 50 seconds later. Won apple wine from Ditz and an ody from Tom at Joker. Whoopie.
- 1057 Going to chow.
- 1106 JG bingo 0645 (Z) Tom Edwards at Joker.
- 1205 Hello book! More broke now than I was before. Our illustrious assistant scheduler loaned me some money so I could have liver & onions. I only eat it because it's not to have black turds. Thanks, Charlie. Didn't miss anything while I was gone.
- 1245 JG 62 will be down in 15 min A-2 for collective bias and EAPS light. Sorry 'bout that,

MX,

1255 SOf'd 62 in and when they shut down they really crumped. Had relay circuit troubles and no caution lights came on on shut down. That's the stupid time MX took it in the shorts.

OPS-3, MX-0. Gig 'em Aggies.

1355(L) (1:55 PM) (5 min till 2) Joker phone line malfunction. Phone rang and it was a mistake. Charlie Fagan caught it - Thanks Charlie - yours doing a fine job.

1402 Joker's phone screwed up again - no sweat

1420 Received notification of FLASH msg at Com center, classified about C.S. Told Capt Adkins and Sgt Tribble. Tribble gave me the song and dance about just coming back from there and they didn't have it then. But he got it.

1430 SOf'd JG 53 and 60. Both are down and put to rest - night.

1455 - Notified engine run crew of engine run on 792 (generator problem).

1505 - Went to Continuation Tug. - see ya later.

1530 - Have another engine run on 793 at 1615. They think they will be done with 792 by then so the same crew can run it.

1630 - Briefed our new ops Weenie of the Day for tomorrow - - - Capt America - Tony Jordan

1640 - Notified Joker, Tusc and MX of the changeover of SFO. 793 is being run for the no-oil pressure problem. 792 will probably be run tonight

1700 Bye back

19 JAN 74

0630 - OPEN

0705 - Crews briefed

0745 - Called 2946 three times for
Crewbus, no answer.

0757 MX 0900 FCF ON 793

0820 Aircrow for FCF complete.

0855 364 ^{AIR} aborted for FIT Control Problem

0855 792 stopped by SOF Tayung with
TANK pin installed.

0900 364/66 (keeper) made precautionary lndg
for FIT control problems

1010 SREC notified to telecon 41st on
364/66 Precautionary landing

1025 364 - NORM - FIT controls

785 - NORM - Fuel leak - ETC RT MAIN 1700

793 - FCF

All others OK

MET WATCH ADVISED BY TUGG

1106 SFC OFO 10617 KNOTS ^{VALID TILL} 1500 L

1400 - 560 now Pedro Alert

1400 60 Airborne for Uban.

785. NORM 1500 20 Jan - leak ck

364 FCF 1100 21 Jan

786 OR

794 OR

795 OR

798 OR

792 OR

785 OR

793 OR as of 1730 19 Jan

1730 - WBA took SOFT FOR stretch - 01 (to play ball - ^{I regret} THAT I ^{HAVE ONLY} ONE!!)

1800 - Lt Blowme on the Deck 786/30

1801 - Called wheels for Lt Blowme + gagg le.

1828 - Crew in the bldg. - wheel!

1832 - RT. STENDAL (wow) signed in mmmm

1840 - Goodnight - Goodnight - Sleep tight WBA

20 Jan 74 BACKLUND SOF

0741 - Ops Open - Briefing for all aircrews at
TUOC at 0800

0905 - Orders cot for ops check on 364

AC - Capt Morse

CP - Lt Cooper

FM - Sgt Shore

0907 - My call - ready for the crew at OC
at approx 0925

0950 - Updated grease board - All birds OR
except 785 (Fuel Cell) and 364 (Ops
check)

0952 - Joker Call -> looking for speed into

Action Draham. located his copilot, Ballard at 0953, and told him to find his AC and call Joker

0954 - Draham called, wanted to know what we knew about the Buffalo Hunter Support Mission. Referred him to Warlock (2737).

0958 - Draham called, will launch Pedro 61 for a Buffalo Hunter Support mission west of the field for approx 30 min.

1017 → Pedro 61 off at 10 after the hour

~~LAUNCHED~~ JOLLY GREEN 66 AT 1045.

1120 → ^{Right Position light burned out.} Reconfirmed OR status with Joker → All but 785 and 364 are OR.

1121 → Buffalo Hunter Ops called; Pedro 61 is on his way in to refuel, and will go right back out to the Buffalo Hunter Area

1130 → Relayed message from Joker to Maintenance (PEDRO) that PEDRO 61 would be in shortly for gas. and turnaround

1137 → Draham called - turnaround for Buffalo Hunter support.

1145 → JG 66 DOWN AT 1145, A1, 3 Landings, logging 1.0 hrs.

1200 → Reconfirmed a 1500 ETIC for 785.

1213 → Departed for the club for lunch
Sgt Norris still in building.

1330 → Back from lunch

364 no longer OR - #2 Engine

chip light came on while maintenance was refueling the aircraft.

PEDRO 61 times off 0300 #1 Sortie
down 0430
off 0440 #2 Sortie
down 0525

1 mission A7P

2 Landings

1400 → Brought engine run crew (Lt Bodine + Sgt Emora) from Hootch to 364.

1440 → Maj. Madden called from Ubon - would like a representative down tomorrow to hassle with 8CSGP CE on laying down TSP. Relay message to Maj. Burnett who will brief Capt Maxam.

1500 → Took run crew back to hootch. 364 is OR, again.

785 is being towed out of the fuel cell and will need a fuel system calibration before it can be labeled OR.

1645 → Picked up SSgt Mens, a new hydraulic man, at the Aerial Port and took him to Bldg 2950. He will begin in-processing tomorrow.

1737 → 785 still needs a ~~anti~~-leak check - should be OR by 1800, at which time the whole fleet will be OR. Will brief Lt Griffin on the situation when I turn over SOP later on this evening.
Goodnight

21 Jan 74

Good Morning Charlie!

0645 - Thanks and good morning to you. No airplanes yet, Mr will call.

0711 - Briefed S deploy crews. Max's PSs & Hm decided to sleep in this morning. still no airplanes

0712 - Max is pissed.

0712 - supplementary - Aircraft number 794 is Max's (NRS) and 795 is Jerry.

0747 - A/C status

SOULTS 786 OR

794 OR DEPLOY

795 OR DEPLOY

358 OR RTB

792 OR RTB

785 OR

364 OR

793 OR

PEDRO 508 NDRM (Phase 6) ETIC 1700 25 JAN 74

560 OR

0916 The birds have departed Max on time Jerry - ATC delay. Erle called from Woon and I told him to come home and not to dally around on the way. Should depart around 10:40.

0926 South crews notified to fly 2.0 during RTB.

1040 - Pedro's alert just went TU. Rotor drop ETIC - unknown.

1050 - Tried to contact 60/62 RTB both airborne. Jaker no contact. They Jaker will tell them

to come straight home to cover for the
pedros. 60 had to go back to Ubon to pick-up
4 beatbacks who broke their airplane at Ubon
and need a lift. 62 is guessing & This way
some where.

3) 1055 Gully 62 mfg Ubon at 1030. ETA
local area 1140. Pedro estimate in commission
at 11:30, FCF to follow shortly.

1100 going to lunch

1150 back from lunch. 62 will be down at
~~1245~~ 1245 got to go put the wind indicator up
in the remote area.

1305 (transcription from Bernie's scribbling)

1215 Rex and Ralph called from S ^{JG 53} to 0210 L 0335 1.4 1.5

JG 52 T/001152 L 0325 2 1.5 (Landing
enter)

1220 JG 63 called A₂ down in 10 min

1230 Pedro 560 finished FCF OR (about
reestablished - way to go pedro)

1245 JG 60 L 0525 2 2.0 hr. A1

1245 Pedro 560 T/0 0500 2 L 0530 2.5 2 and 0-8m

1310 - Tagger and Reefer are chomping
at the bit to go "do" it.

1305 - (addition) Wind indicator placed near bunker
in remote site.

1315 - Mx estimates 2 hrs work on RTB
birds until OR (cross your fingers)

1500 - Alls well, one problem with 792,
APP overbusts, still Mx calling it OR.

1515 - Ops bodies thinning out rapidly. What
is everyone?

1542 - next paper started

1641 - clim leavin' for home. Got my
port call today 18 march, a 2 day rollbook.

1655 - clim really leavin this time.

NOTE: Ron, the slides are at weather for
you 0745 Pedro, the gas in the truck is
getting low, 792 had a small APP problem
at 1600. Other than that the fleet is OK.

Have a nice day Ron this is a great
job.

22 Jan 74 Chien ma Seaton Laguna, Ron!

0700 - OPS OPEN

0715 - 358 ALL JOLLY'S OK

PEDROS

560 - OK

608 - NORM

0850 - PEDRO 61 UP FOR 1.5 LOCAL

1630 - CHAN(who?) JUST GOT IT

23 JAN 74 - MORSE

0630 - HELLO WORLD.

0640 - All Jollys OK, Pedro's 508-NORM, 560 OK

SOUTH BIRDS DEPLOYING ARE: 358 & 793

LOCAL TRAINOR: 364

0710 - SOUTH DEPLOY BRIEFED - SCHEDULE TANGO CANTON

0805 - Local TRAINOR BRIEFED

1110 - ALBAT & TRAINOR FINALLY LAUNCHED.

1130 - LUNCH LAUNCH

1126L → Joker called - JG 53 estimating CH89 at 0520Z.

1245 - LUNCH RETURN.

1400 - JG 62 called with busted APP accumulator hand pump. Chaos - awaiting decision on parts and fix - JG 52 standing by at Ubon.

1408 - JG 53 Landed from Ubon A-3 for RMI.

1425 - JG 66 landed from local trainer A-2 for sticking parking brake

1445 - Hand pump acquired at Ubon for JG 62.

1600 - JG 62 doesn't fit Ubon pump - looks like ferry to Ubon w/ parts

1610 - REX IS GO ON SOF -

1640 - LOOKS LIKE A LONG DAY!

794 ON 792

0900 - 785, 786, 795

795 FOR 1530

793 - FCF - 0900

1855 - 792 IS NOW OR + 794 IS COMING HOME.

1845 - UDORN ALERT 43'S TITS UP.

1915 - 793 - NORTH 0900

795 - NORTH

ALL OTHER BIRDS OR

2015 - ALL BIRDS DOWN

2100 - CLOSE SHOP - TOMORROW WILL COME EARLY

24 JAN 74 -

0645 - SHOP OPEN

0705 - BRIEFED CREWS FOR LCL FLIGHTS.

0720 - 795 - OR

792 - OR

794 - OR

785 - OR

793 - NORTH

1100 FCF

786 - OR

364 - OR

358 - OR

508 - NORTH

560 - OR

0730 - PATCHED THROUGH JOKER TO TANKERS - ALL SET
FOR ARCT 1000

0930 - KING BIRD IS TITS-UP, MAYBE LATER.

TIT PROBLEMS

1035 - MAYBE AR THIS AFTERNOON

1315 - ALL BIRDS DOWN ALPHA-1, ANOTHER 1ST

1330 - BRIEFED AFTERNOON LCL CREW

TANKER ARCT 1545 - NOW WHAT WILL HAPPEN?

1430 - TANKER TITS UP, WE'LL TRY ANOTHER DAY

1530 - J.G. 53 OFF FOR 4.0

1630 - TERRY OFF SOP MIKE "YOU GOT IT"

1630 - MCCORMACK ON SOP MCCORMACK

1730 - J.G. 53 ON DECK FOR CREW CHANGE

1750 - J.G. 53 REAIRBORNE ON 2ND HALF OF FLIGHT

24-JAN-74

1925 - J.G. 53 REPORTED ON DECK NKP
FOR TERMINATION, MAINTENANCE AND AIRCREW
TAXI ADVISED.

2000 - EVERYONE BACK O-K, LOCKING UP
THE SHOP AND HEADING HOME FOR THE NIGHT

25-JAN-74

YAWN-YAWN 0640 - GOOD MORNING WORLD!!
SHOP OPENED.

0700 2 CREWS GOING SOUTH - BRIEFED.

0730 CAPT. KEEFER TALKED TO THE KING N/C
VIA JOKER SO IT LOOKS LIKE WE'LL
GET IN SOME A/R THIS MORNING.

0745	795	OR	792	OR
	794	OR	785	OR
	793	OR	786	OR
	364	OR	508	NORM
	358	OR	560	OR

0750 ADVISED BY INHINT. CONTROL THAT
A "BROKEN ARROW" DRILL IN MIDDLE OF
OUR JOLLY RAMP. MORNING FLIGHTS
CAN EXPECT A DELAY.

0800 BRIEFED THE 1000 T/O CREWS.

0910 JOLLY GREEN 66 ABN FOR UBON

0913 JOLLY GREEN 30 ABN FOR UBON

1035 SOF WATCH TO BECOME WHILE I
GO A/RING IN J.G. 53

47 1108 JOLLY GREEN 53 ABN FOR LOCAL TRAINING

1208 JOLLY GREEN 53 BACK FOR CREW
CHANGE, LT McCLIMACK BACK ON HIS
SOF... LT BOEHME GOING FLYING.

1330 - SOF GOING TO CHOW!

1405 - J.G. 60 ON DECK NKP

1410 - J.G. 62 ON DECK NKP

1525 - JOLLY GREEN 53 ON DECK NKP FOR
FINAL LANDING, ALL AIRCRAFT ON THE
GROUND & TUCKED AWAY FOR THE NIGHT.

1700 - SOF WATCH TO THE BLUE MAX AS
THE DAY OFFICIALLY ENDS ~~MM~~ ~~Clairmont~~

1700 Capt Maxam Assumes SOF.

1800 closed shop

0645 26 Jan SOF Opens Shop

0700 Two local crews briefed.

0800 Aircraft Status

785 NORM for Fuel leak

358 NORM for Tip Cap change

786 OR

794 OR

795 OR

792 OR

364 OR

793 OR

Both locals off at 0900, 0920

Both locals recovered 1240

1700 New So F Lt Nelson

J. Makana Capt 1705

0700 27 JAN 74 Nelson

Briefed 53 & 32 for South Deploy

785 Norman 27 Jan 1900

786

794

795

358

792

364

793

OR

Pedro 508 IN PHASE

560 OR

1030 53 off at 0220Z

32 off at 0310Z

par + probe troubles
accessory chip lgt delay

1530 Both JG's 30 & 66 receive information
When

1600 - Closing Shop @ 1700 known will be
SOF.

0700 H-53 CREWS BRIEFED

0745 H-43 CREW BRIEFED

0850 JG 62 OFF LOCAL AREA

0855 JG 52 OFF " "

0900 JG 30 OFF " "

1250 JG 62 DOWN H.O A-2 12 LDG 1STIE

1255 JG 52 DOWN H.O 13 1

1300 JG 30 DOWN H.O A-2 18 2

1400 JG 62 CREW BRIEFED WILL REMAIN LOCAL

1615 JG 62 OFF MX DELAY (APP PROBLEMS)

2015 JG 62 DOWN A-2 4.0

0630 Open

0715 Crew briefing completed Pax service
says no pax (at this time)

0745 Pedro's briefed in

0935 794 Gnd Abort Leaking Tail Rotor

0940 T-3/OPS ✓ 785 Leaking Fuel TANK.

1240 JG 63 DOWN A-3 1.3 1 Indg 1 Sortie
#2 Engine low power

1630 - New SOF now on station.

JG 52 still flying.

1650 - AIRCRAFT FOR 30 JAN 74:

785 4.0 0900 & 1600

786 4.0 0900

794 4.0 0900

1730 - J52 down - 4.0 A-1 (FNU)

1800 - Closed for another day -
30 JAN 74

0650 - HELLO WORLD -

0700 - TIME TO BRIEF.

Jolly's OR

PEOP

358

508

364

560

785

786

792

793

794

795 NORM

0745 - T.O. slipped to 1000 for
tanker on JG 52, 30.

0810 - Tanker tits-up. JG 30
going for 0900. Standby for
cancellation of ops.

0900 - 786 w/ maintenance problems.

0930 - 785 broke ground

1030 - 785 returns to earth broken.

1115 - 785 needs engine run and hover
check.

1300 - 785 engine run w/ bad #2
engine fire extinguisher. Flight
crew gone to lunch awaiting
call for hover check.

1400 - Crew briefed for 1600 flight.

1555 - JG 52 off for 4 hrs. ugh!

30 JAN:

1547(L) LT. Kanam standing by to take over the massive responsibility of Ops Weenie of the day (or Supervisor of Flying). Thought I'd get here a little early to catch up on what's happening. Not too much but looks like a 9 o'clocker tonight. Sure feel like I'm getting short. Chan is due back shortly to give me the business (SOF)

1605 - I got it.

1720 - JG 52 called and will be in in 10 min because of a rotor tach fluctuation.

1800 - Mx couldn't find a tach generator and besides Sgt Howard was scheduled for a night flight and he's going South tomorrow - Oops! Scheduling bought it. The remainder of the flight was scrubbed because of crew duty time.

1820 - Good night book! Told Joker & Tusc I am splitting. Will drop weather slides off on the way.

31 JAN

0640 - Picked up WX and ordered 175-1's for the airplanes going south. Checked w/PAX service & \$500 per jet today.

0700 - Briefed the crews for the deploy. Sgt's Uigari, Zarnowski and Vogle were a few minutes late. Lt Griffin didn't make it yet (0710). His PC called him.

0715 - Baron WRM called and have a 15-20 lb package of parts. It will go on 358. Griffin made it.

0720-OK Status - Jolly's:

785 - Fuel cell for foam installation 1900 ETIC

795 - NORM (FCF 0930)

786 - OK

794 - OK - (South deploy back-up)

358 - OK

792 - OK

364 - PR

793 OK

Pedro's:

508 - OK

560 - OK

0725 - Turned on the air conditioner in the building.
First chance I had this morning but good morning back!

0735 - Sgt Learning borrowed the scheduling reg and will read it in the HM section.

0745 - Briefed the Pedros.

There will be a real FCF on 795 at about 09:30.

0800 - Briefed the local 53 flight. It's a real FCF on 795. When FCF is completed they will do the scheduled training mission of FCF profile. They have a QC brief at 0900 w/ a 930 take off.

0815 - Gave Joker the OK status.

Sgt Learning brought back the reg.

His
in
OK

1055 Boy, a lot has happened! JG 60 had altitude indicator, AFS, and cyclic trim trouble, they were fixed and got off about 1000. The Blue Max (JG 62) got off but came back because of RMI problems.

He was on the ground about 5 min and off again - never got the whole story on that.

The FCF on 795 crumpled because there was still no fuel flow. Was going to lunch but got my truck ripped off by the Asst Cpl Officer.

1105 - Pedro 560 ETIC 1600 5 Feb, Sgt Roberson. Notified Joker.

1120 - Joker called and said JG 66 (Boehme) at Ubon has a black Bim indicator. Talked w/ Sgt Roberson at MX and they are waiting on a call from Sgt Reedy @ Ubon. They are thinking about just re-charging it but are waiting to hear from Reedy.

1150 - Talked to Boehme down south and told him to alert McCormock (JG-32) to be ready to launch to come back here, direct, to pick up a blade and all the jazz that goes with it and/or bring back Boehme's crew or whatever MX decides they want to do.

1215 - Went over and talked to Maj Worthington & Priest and told them we could help out in any way because the birds south are not scheduled to leave till 1600.

His 6120 was
in JG! instead
of "MAB"! →

They told Reedy to look around for a pressure tester to see if the BHM indicator is bad, or the blade is T/U. Worthington said there are no blades in supply and we will have to use the WPSK kit. Standing by. The Pumpkin didn't bring me a hamburger — Thanks, chief. Hot dogs again, cup.

1300 — Blue Max called in his aid Ditz's time from Nbon. I asked about 66. They said they got a press. gage and the pressure is down in the blade and the indicator is good. The MX wheels are madly checking their books and searching their minds. I am eagerly awaiting a decision — a decision that could change the course of human events and alter the orbit of the earth. I can't stand it. But this section of Ops is shining and ready for anything. WNW.

1325 — The decision has been made! McCormack is on his way back to pick up the blade and stuff to haul back to Nbon. They say it will take about 2 hrs to change the blade. You're in good hands with the good guys.

1335 — ETIC on 795 is 1600

1405 — Lt Fagan and myself were flagrantly accused of "fucking with" TSgt Nardi — Completely true, KMK.

1530 — SG 32's down — lost a bar to Charlie Fagan because I bet him that they would be here on their ~~ETA~~ (1520)

1625 — SG 32 is off and he is going to wait at Nbon till they get the old blade off of 66 and bring it back. He will get some gas too. That will give him

enough time to see that things are going OK w/66.

Whoop-d-doo. And McCormack is supposed to be
SOF in 20 min. Where's the clock? Need some overtime pay

1700 - Things are rapidly deteriorating. The other
Pedro (508) can only be used on a life or death
mission - no trainers -. We forwarded down
to Ubon for Maxam to leave word to McC
Cormack not to RTB - that came from
Maj Barnett after a consultation w/ the big
wheels. Something might be up!

1730 - McCormack & Boehme can come home as
soon as they are done. Tried to check w/
Boehme about crew rest but Maxam said
the whole crew went downtown - I left word
for Boehme to call me back.

1745 - J632 is down @ Ubon.

1750 - Boehme just checked in and I re-explained
the plan that the hold is off and they
will book back. Boehme will fly 1.7 night
for currency.

1830 - Well, book, we got it. Everybody left about 30
minutes ago and I had a meal that will take
a long time to forget. The USO used to make fair
hamburgers, but they (like the 40th today) have gone
fritz up. The dude that cooked 'em must have been
talking to one of his buddies while he was putting
salt on them - UGGGHH! Thought I'd have a good
old-time large chocolate shake (just like they made
back in high school, remember?) Well I should

have cugged brain before putting mouth in motion and I'm glad everyone was gone 'cause, you got it, it came in a Gower thermos (plastic bag - you know, no deposit, no return). But it was pretty good - not quite like the old days though. You don't make too good a conversationalist, book.

1915 - MX called and said Beedy said both JG 32 & 66 were off at 1900 after a 45 minute blade change! Good work, Jonesie! First thing good that happened all day - Hurry up, guys. Notified Joker.

1945 - Time sure flies when you're having fun. Reading back over this pornographic masterpiece of today's blow-by-blow description, I neglected to inform all of my patient subscribers of the reason why the ex-chief of scheduling and, more currently, NRSFEACABCDFGZ or something; anyway he came back back after five minutes after launch because of a bad RMT. Well, he was only on the ground five minutes (didn't even shut down) so I wondered why it got fixed so fast. But it seems that the Blue Max didn't make sure that the switch was in MAG instead of DG - Well Done Max

2020 - Engine run on 786

2025 - Called crew taxi for 66532 - Goin' sof'n.

2045 - Both are down safe & sound JG 32 A-2 for doppler, CP TV, Ramp and #1 Eng low oil level light flashes all the time. JG 66 A-2

2251/785

785 TH FCF Eng. rig ✓
785 Methyl

for RHAU. Times are as follows:

JG 66 off 1200Z down @ for 4 lds

JG 32 off down @ for 1 lds

My, My, My, what a fun day. Oh! I've been so busy today, look, that I missed telling you I hate this f-in place.

2120 Briefed Lt McCormack

2130 SHOP CLOSED UP BY LT MFM

McCormack

0645 SHOP OPENED UP - Good Morning

0745 LT Cohen Spoke THE PEOPE CREW

0800 ALL PILOTS/CREWMEMBERS MEETING
HELD

0815 OR STATUS

785 NORM ETIC 1400

795 NORM ETIC PARTS + 3

786 OR

794 OR (FCF 1000)

358 OR

792 OR

364 OR

793 OR

508 OR

560 OR (FCF @ 1300)

J.G. 52 ABN ON FCF

1031 J.G. 52 LANDED MKP, A-1

1035 MAINTENANCE REQUESTS AV FCF CREW FOR

JG. 785 AT Q.C. AT 1300.

- 1145 - SCF to LUNCH ... Turnover
1230 - SCF RETURNED, LOADED UP A TRUCKFUL
OF TROOPS TO SEE REX CFF ON THE
DAILY KHONG.
1300 - MEETING IN THUC FOR ALL CREW-
MEMBERS.
1555 - JULY GREEN 53 ARR ON FCF
1605 - MAINTENANCE INFORMED US THAT THEY
NEED AN FCF CREW AT 1630 FOR JG63
1630 - JULY GREEN 53 ON DECK MP
1705 - LT BOEHME ASSIGNED "SOF" AFTER AN
INDEPTH, EAGLE SHOCKING BRIEFING BY
OFFGOING SCF. *W. McCune*

2 JAN 74

- 1750 JG63 T/O FOR FCF
1815 JG63 LANDED - ALPHA ONE
0630 Shoppe opened
0700 Both Crews briefed
0730 PAX service called 4 PAX
Manifest closed
PAX will be put on JG30
0745 Pedro Crews briefed
0800 Both crews driven to A/C
0815 Ops notifies us that 250 lbs
of parts (Barons) will be

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transported on our a/c = JG 52.

0820 - JG 52 is T.U. Two dampers
are being removed. ETIC 0915.

0830 - JG 30 STARTS ENGINES
AC was not signed off until 0840

0910 JG 30 SOFED
0915 JG 30 Departed for Ubon
Maintenance delay due to ICS cord
Gun problems, and aircraft was not
released (signed off) until 0840

1000 New ETIC ON JG 52 is NOW 1030

1030 Crew taken to A/c.

1050 SOFED JG 52

1100 JG 52 airborne for Ubon.

1105 - Crews at Ubon notified as to TO/Arrival
times of 30/52.

1106 - Forgot to give OR STATOS TO the
Book EARLIER.

358 - OR

786 - OR

795 - NORST+1

364 - OR

792 - OR

508 - OR

784 - OR

793 - OR

560 - OR.

785 - OR

794 - OR

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1215: JG 60 Takes off from Ubon at 0410Z

1350 JG 60 A-2

Doppler 40 sec +
wind blowing

Ramp is cocked when closed

1415 JG 60

T/O - 0410

LANDED - 0710

Landings - 10

Sorties - 1

T.T. 3.0 hr

1420 JG 62 departed Ubon 0610Z

1625 JG 62

Landed 0916Z

Sorties 1

Landings 12

ALPHA STATUS: 2

Doppler 3 TacAN inop

1700 Cooper is briefed at
assumes command of the circus!

10Z

1700 Assumed duties as SOF, (AVON relief)
2230 Checked OPS, all secure.

D.F. Coopa, LT

3 Feb 74

1700 Properly relieved by LT KENVIN.

D.F. Coopa, LT

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1700 I got you, book.

4 Feb

0630 - Picked up Wk's slides, and couldn't find out which airplanes were to go South. Called Capt Wonder and he didn't know either. Got someone at HK - it's 358/60 & 793/52.

0700 - Briefed crews for South deploy. Will leave one, maybe 2 pay - will go on 793. One crewmember was 5 min late due to no xpr.

0720 - MX Status:

358	OR	793	OR
364		794	
785		795	
786		508	
792		560	

Notified Jolier. He couldn't believe it either.

0745 - Briefed the Pedro crew SOP. No local trainers today. Sgt Jones showed up about 0750.

0800 - Com Sq called with an immediate frag to be picked up. Sgt Washington said Tribble is already over there.

0915 - Went SOF'n.

0930 - Both aircraft have MX delay. 358 had no master caution test feature. Got off 0246

JG-32 got off the first time at 0254Z and then the power went off on the base so we had no communications, in the meantime the NKS went tits-up. In ~~both~~ lower mode there was a driving cyclic to the pilots' crotch. In approach mod. nose pitched up violently twice causing master caution to illuminate w/ servo out lights blinking. Along with that the butterflies were born in Sgt Tomb's and Lt. Johnson's stomach. Nothing scares the AC though. Passengers didn't care for our \$5 million system. It's now 1100 and we're hanging around trying to look busy so Capt Sattler doesn't grab us for testing. He got everyone else.

1145 - Well, they said T93 was ready, but, as usual, we got out there and it wasn't. Told pilots to the club to eat because Maj Worthington said it would be 1300 before it was ready.

1230 - Dix called and wanted the pilots for T93 to go out and ops check the NKS system. They're at Chow. 358 is at Ubon with lateral cyclic trouble. Sgt Roberson said he had talked w/ Reddy and wanted Reddy to talk with the AFC's man who is working on T93. But he didn't want to pull the AFC's man off of T93 till he was done. Everybody is standing by.

1255 - New plan! T93 will take two MX men and an AFC's servo and a main/rotor servo down to Ubon for 358, after the crew ops checks T93 - WHEW! Everything sure goes to shit when the S.O.F.

1300 - Boy, it's getting good in here now, Ray Duane has

leaped on Stevie Wonder with both feet about 77
hours on alert. And now everyone is talking about it.
Boy, it's good! Bitch, bitch, bitch. Morale must be good.

1315- JG 32 is off for an ops check

1345- JG 32 is back down and ready for a quick turn-
around but MX decided on a hold because now they
are not sure that 358 at Ubon is busted or not.
Reedy is pressure testing the flight controls. Once
again, we are waiting on a decision - as usual,
we are preparing for the worse.

1415- There are more people ~~around~~ around here than
there has been in a long time. I guess that's cause
the General is coming. In any event, we have received
permission from the "wheels" to play the baseball
game tonight at 6. HOORAY!

1630- Soffed JG 32 and he finally got off. The new
plan calls for an FCF on 358 tomorrow morning. The
crew for 794 (Nelson & Fagan) will stay there tonight and
Jordan will come on back tonight

1700 - Sorry Dave, but you got it. (Ken Kewin)

1700 YOP, I Got It. But why did you have
to leave it in such a mess? Three birds
down at Ubon, 358 broke, and Cooper
is still up here trying to get down. Hee,
Cooper finally made it down to Ubon! Only 8
hours late. Kramer switched from his busted
bird to Nelson's good bird. Jordan starts
back to NKP. Whoops - Major B sends Jordan

back to Uban to pick up Nelson Jordan
very happy about all this as later expressed
in his epistle to the world. Meanwhile,
General Sullivan is having a good time at
the party. Keefer cocks on 795 (after
waiting an hour for an HM making him
very happy). Jordan finally makes it
back to NEP at 2045. Three birds (35 &
broke) and two crews at Uban. All returns
go to party.

0800 General Sullivan's being at base camp.

1000 Briet crews for Local and Uban flight.

Then follow general around to find
out when he will leave. Alas, he is
seated next to Max in a Solly
and it is ready for takeoff—
being a Solly, however, it promptly
develops a hydraulic leak
(ramp actuator) and goes tits up.

Change to Keefer's bird which
flies unnoted to Uban. Day
local scrubbed.

Meanwhile, grand clock of 358
at Uban looks good. Keefer FCF!
it after arrival down there, and
finds...

TO be continued by Charlie Griffin

D. Griffin

Goodbye,
General!

GRIFFIN IS SQF

1651 He gave me the book. now what?

1700 Keefer is giving 358 an FCF. if it checks out he'll fly it home and leave 795 at Ubon. ~~for the alert crew.~~ if 358 doesn't check out Keefer will leave 358 at Ubon and bring 795 home. 786 and 793 are also at Ubon, cooked on alert. So, if 358 doesn't check out how much total flying time is required to get all four birds home?

1730 (another pupple) if 358 checks out, and 795 is left at Ubon. The deploy tomorrow will consist of 1 airplane w/ 2 crews deploying to take the place of the 2 RTB crews. The 2nd crew on the deploy bird will take 795 and cook it on alert there at Ubon. In other words, we'll ~~will~~ have 1 crew on 2 planes coming home and 2 crews on 1 airplane going south.

1740 I'm all alone and no word from Ubon. There are a lot of things that go bump in the late afternoon around.

1747. Eile just called. He wanted me to check with the AFCS people to see if a jump slightly over $\frac{1}{4}$ " is OK. on AFCS Gnd ✓, AFCS people said it was OK and Eile is bringing 358 home (RTB).

1800. I'm here listening to the light buffy. I'm gettin' hungry.

1812. I'm eating my food from Thai Rest.

1824 I finished eating and went and closed the front door. Only 2 calls while I was eatin'.

1825 I called Joker. He's about as bored as I am. That buzzing light has got to go.

1850 Something clandestine is going on at Ubon. The gump caught a fellow crawling around on one of our airplanes, so they are going to pre-flight it and cork it on again. (Krome's bird 786)

1930 Joker called ~~said~~ JG-60 would be in the area at 50.

1945 Revised ETA for JG-60 is on the hour. Write-ups are all on the AFCS.

2000 Going to go pick up the crews

2044 Closed up, out and finished.

6 SEP 74

0700 Good Mornin' book. Crews are briefed

0725 Barons want to put 330 lbs on cargo on 785. That's 10 people, plus beds and cargo. Gonna be heavy!

0745 Pedras briefed

0800 LOCAL crews briefed. Anyone else want to get briefed.

0935 nothing

1000 Jolly 62 off on local

1100 Jolly 63 off to Ubon and clin' gain! to lunch

1145 Back from lunch, crews of JG 62 are about to switch positions.

1310 Charlie Fagan got back from lunch.

1312 Looks like a sun sortie this afternoon for the folks here, no one around. Maybe the "Rock Monster" scarfed everyone up as they left the O-Club.

1430 JG 62 is down. Mx A-2 JG 30 ETA is 1600

1445 We decided that JG 62 is really A-2. EAPS caution light comes on at 88 KTS. Bad Brit!

1535 JG 30 will be down on the horn with 3 units - up to A-2. All the birds are OK according to maintenance.

1620 Been loffin'. JG 30 is down with little or no assistance from the SDF. Fixin' to let Ditz have it.

1629 you got it. Clippie, 1LT, USAF

1930 - BEEN TRYING TO TALK TO ERIC THE RED IN JG-32 AND THE FM RADIO HERE DOESN'T WORK. COURSE WHAT CAN YOU EXPECT ITS IN OPS. JG 32 OUGHT TO BE DOWN AROUND 2030.

2000 - FM CAME TO LIFE JG 32 WAS AT SAKHON NAKHON AND EXPECTS TO BE DOWN AT 2025 A/2. Mx ADVISED OF 32's ETA.

2030 - JG 32 DOWN FOR THE NIGHT.

2100 - TRIM STICK #042 STICKS TO FULL RIGHT POSITION

2110 GONE FROM OPS

7 FEB

0640 - OPS OPEN & WX SLIDES PROCURED

0705 - TRAINING MISSIONS BRIEFED, 3 LOCALS

ARCT. IDIS

0710 - MX SAYS ALL 43 & 53'S ARE OR. WONDER
HOW LONG THAT WILL LAST?

0715 - CAPT KEEFER TALKED TO KORAT, ALL IS
WELL

0720 - AS USUAL A CHANGE IN THE SCHEDULE.
SATTLER HAS 786 KEEFER HAS 794 AND
McCORMACK HAS 792

0750 - PEDROS BRIEFED FOR ALERT & TRAINING FLIGHTS
792 IS SUPPOSED TO FLY NRS TONIGHT INSTEAD
OF 794.

0930 - ALL BIRDS AIRBORNE, SO FAR SO GOOD, TRUCK
IS FULL OF GAS.

1200 - SURFACE WIND 13 G 23

1250 - JG 62 DOWN A-1

1310 - 2ND STG FLUCTUATION AND FUEL FILTER BYPASS
MAKES JG 30 A-2 - BUT THEY'RE DOWN
& SAFE. 52 IS DOWN ALSO.

1540 - BRIEFED NRS CREW FOR THE NIGHT TRAINER

1600 - BOEHME IS ABOUT TO GET IT

1601 - Boehme GOT IT!

7 Feb 74

1730 LCL - JG-62 with Cooper and the Boys departed on time for another exciting NRS mission.

1735 LCL - Notified Joker that I was going to the club for dinner and that if JG-62 had problems I'd be on the brick

1930 LCL - called Joker - JG-62 was doing fine and should be down at 2030 hours

2015 LCL - faithful SOF (MC) drives out to ramp to observe the final landing and subsequent taxi back and shut down of JG-62 IAW AFM 60-4.

2030 LCL - JG-62 landed safe and sound

here are the numbers for 792/5667

TG 1030 Z

Landed 1332 Z

Time 3.0

Sorties 81

Landings 12

A-2 AFCS + blade track

2115: Cooper is still farting around at Maintenance - Hurry up Dave.

2120 Why is the Coast Guard such a problem child for the 40th. Remember Stice & Son now its Cooper & McCormick - You Coasties still waitin' Coop!

3346

7 Feb - 8 Feb

2130 LCL can't wait any longer closing up
shop. good night all -

8 Feb -

0630 - Shop opens

0700 - Crews briefing
NO PAX

0730 - Called Aerial Port - no PAX

0745 - Briefed Pedro crews flying today

0750 -

358 - OR

364 - NORM +11 NOB

785 - OR

786 - OR

792 - NORM A/Cs servo change

793 - OR

794 - OR

795 - OR.

508 - OR

560 - OR

8 Feb

0817 SOF Departs for flight to SOF
AC - 358 is tits up for driving
shock + radar alt.

0900 Things aren't going well for the Jolly
Both birds are broke JG 30's #1 eng
won't turn JG 60 has a popped
pin (fitter on 2nd stage).

0930 JG 30 looks ok now -

0945 JG 60 is TU. switching to 793

JG 32 - Base Ops notified / Joker

1000 JG 30 with Captain Adams in control
called for the gear up after take off
check and departed with his crew
to Ubon - please don't break enroute

1015 JG 32 is getting ready - hope
they've got there S--- Together this
time

1130 I knew it JG 32 had a way out
of limits drop during the flight
control check - down to 1600 to 1400 -
drop.

1200 New OR status

358 NORM ETICER + 2

364 0800 9 Feb 74

797 NORM Part + 6

8 Feb

793 NORM PARTS + 3.

Ped 10

508 1430 (NORM).

12:15 Maintenance does know how long it will be until 793 is ready looks like about 1500 hrs local.

12:16 The 1330 LCL tanker is cancelled 56th called and said tanker Krumped 0945 tomorrow morning is the new ARTC -

1315 - Nothing New

786 called and gave the following speak.

'Quote'	Take off	1000 L
	landed.	1215 L
	Time	2.3
	Sorties	1
	landing	1
end of quote		

1320 a new schedule is being drawn up for tomorrow. Hopefully it will go as follows

8 Feb. 79

at 0700	Sattler	IPFE
	Kamboot	CP
	Burnett	CP
	Jordan	AC
	Gilbert	CP
	FE (?)	
	Vigore	RS
	Aillett	RS.

will brief for a 0900 departure and
refuel with King - Please 56th don't
fall Denny now - He's got to get home
Sat!

1410 J63 is in the local area should
bedown around 1445 h.

1435 Maintenance said 793 is ready
- We'll see - Taking crew out into
book so will see ya in a few minutes

1525 - Back again and believe it or no
Steve and the boys actually took off
and departed the traffic pattern for
home.

T.O. @ 0815 z

8 Feb 74

also

JG 63

T.O. - 07:45Z

Landed - 07:45Z

landings - 12

Sorties - 1

Alpha.S. - A-2 -

panel light
rotating beacon
pilot's shoulder harness wouldn't release

1535 Now if I can convince Bill Kramer to take over I can book for home plate and hopefully some mail -

1540 - Bill said he's got it so here goes the op's lateral - You've got it Bill!!

1640 JOKE MX WARLOCK TOLD BILL HAS IT & IT IS DINNER TIME

1930 MX CALL FOR RUN CREW FOR 358/364

1945 JG COMING HOME

2000 JG HOME SAFE BUT THE SOF TRUCK FM IS 

2030 RUN CREW STILL WAITING FOR MX TO ARRANGE THEIR FEES AND PREPARE AN AIRPLANE (ANY AIRPLANE) FOR A RUN.

2035

JUST HEARD A HOT FLASH ON THE
MX RADIO NET — GET THIS! HOTEL II
SEZ: "CONTROL, YOU BETTER GET THE ENGINE
SHOP OUT HERE BECAUSE YOU GOT PEOPLE
SITTING IN THE COCK PIT," CONTROL,
WITHOUT A TRACE OF EXTRANEUS,
SUPERFLUOUS VERBOSITY, REFLECTS:
"LOOK AROUND, I THINK THEY'RE RIDING
AROUND IN THE COLEMAN." AND WITH
A BLURRING PROVOCATIVE DIGITAL GESTI-
CULATION RENDERED IN A RISING
EXTENSION OF HIS ELBOW, THE MIDNIGHT
AIRFREIGHT COMMAND SUPERVISOR OF
FLOGGING TERMINATES THIS RHETORICAL
OBSERVATION.

0640

TIME HACK GUYS AIN'T HOME

0645

56th SEZ TANK IS STILL GO

0650

DARCON 130.2 OUT USE 119.3 ASR/PIR OUT
FOR UNF ONLY AIRCRAFT — TIME HACK FROM
BASOPS WAS 4 MIN OFF THE 3 OF
US SITTING HERE — SO WE DON'T
BELIEVE THEM.

0715

CREW BRIEF COMPLETE, TIME HACK (2851)
GOOD — WE WERE RIGHT

0815 MX SEZ: 364 ENG RUN @ 0900 - IF OK,
FCF @ a later time. Run crew
notified (#1 G/b & Cargo Hook)

1015 PEDRO 61 OFF

1100 MET WATCH: 1200-1600L WIND 0910G20 PASSED
TO MX & JOKE FOR JG 52 & PEDRO

1120 MX PLANS 364 FOR FCF 1200QC
BRIEF: MORRIS/M'CORMACK/

1130 JG 66 CAN'T START #1 HA HA BIG
JOKE - DOES MX STILL CALL IT OR?

1215 52 CREW CHANGED / MX SEZ: NEW
CREW GETS 1.0 ONLY - SO I
TOL'EM,

1230 MX WANTS FCF CREW @ 1300
(FM) & 1315 (PILOTS) SO I TOL'EM

1235 JG 52 AIRBORNE

1245 JG 66 OFF FOR 1.0 FCF

1345 JG 66 DOWN FOR 1.0 A-1

1615 — JORDAN, TAG / YOU'RE "IT"

1620 — I Got it — I Got it — I Think

0620 — 10 Feb 74 No one present in the MX shop

0710 — Crew briefings completed.

0745 — Crews left for A/C

0905 795-794 both Airborne

1430 Both South birds have returned
to roost and both Alert birds
are cocked.

1500 WILL Brief Lt Nelson at 1700 — So far
I haven't dropped it.

0630 11 Feb 74 Nelson picked up SOF DUTY @

1700 10 Feb 74

0700 BRIEFED crews JG 30, 63, 60 for

0900 Local to drop

0710 All aircraft OK except 792 which is NORS
for an AFCS demo

0700 1 flt canceled JG 30 bird cancelled
crew to take JG 60's bird
Birds now flying JG 63 & 60

0930 Both Birds off OK

Advised both aircraft of mid watch 0930-1730 L
surface winds 080 10 G 20
also advised MX Sgt R

1330 Both JG 60 & 63 down after a complete flight

1700 Turn SOF over to Fin...
OK. At least til Beckman gets down.

1745 JG 32 off, NRS TING.

1820 Invert called. 30P radio is weak (UHF?) but DND U
OPS normal.

2130 JG 30 down 2100 - 3.5 hours A-2 for Doppler UHF receiver.
Turns SOF over to Don.

2130 Lt Beckman assumes SOF

2143 All offices secured, safe locked Goodnight

12/
12/

12/
12/
12/
12/
12/
12/

12/

12/

February 1974

~~12 Feb 74~~

Zulu times

- 12/ ²³³⁰ ~~0630~~ DB - Ops opened up
- 12/ ²³³² ~~0632~~ DB - Aircraft OR Status
- 358 OR - scheduled for deploy (Lt Dietz)
- 364 NORM
- 784 ACI
- 785 OR
- 786 OR
- 792 NORM
- 793 OR - scheduled for deploy (Mr McCormack)
- 794 OR
- 795 OR
- 12/ ²³³⁵ ~~0635~~ DB - checked with Pax service - no passengers.
- 12/ ²³⁴² ~~0642~~ DB - Notams checked
- 12/ ²³⁵⁰ ~~0650~~ DB - Truck checked - ready to brief
- 12/ ⁰⁰⁰⁵ ~~0705~~ DB - Crews briefed for South deploy
- 12/ ⁰¹⁰⁰ ~~0800~~ DB - Took Sgt Roden to Aircraft 358
- 12/ ⁰²⁰⁸ ~~0908~~ DB - Jolly Green 60 start, taxi, launch monitored. Launched at 0150Z. Jolly Green 32 start, taxi, launch monitored. Launched at 0200. Delayed entry
- 12/ ⁰²¹² ~~0912~~ DB - Returned Capt Carter's call (Base Flight) ²⁴²⁷ concerning taking supplies to Ubom. After coordinating with Maj. Burnett, told him we would like the material processed through the aerial port, if possible, and our operations notified by 0630 - 0645 on the applicable morning to give the engineers adequate time to fill out the 365F.
- 12/0245 DB - Crews at Ubom notified of local launch times (Lt Belk) and replacement requirements. Lt Boehme

will be launching approximately 1300 to work with Spectre at Haeng Nak Tha. Capt Maxam is aware of his requirement to pick up Capt Hunicutt (56 ARS) here at 1840 L.

12/0400 IRB - SOF departs for lunch

12/0506 IRB - Crews south called. Jolly Green 60 down at 1105 L, 2.3 hrs, 1 sortie. Sgt Roundtree developed an earblock enroute to Ubon, but is alright now; not DNIF. Jolly Green 32 down at 1100 L, 2.0, 1 sortie. He arrived at Ubon with an inop radar altimeter and a sick doppler (50 mi off). After coordinating with maintenance, Boehme will bring 32 home, and McCormack will cock 794/52 on alert. ~~32~~ Delayed entry; call took place at approx 0445.

12/0520 IRB - Joker advised of 52/32 shuffle.

12/0645 IRB - Picked up LtCol Neely and Capt Hunicutt from Korat - delivered to ops.

12/0724 IRB - Jolly Green 32 of at 0549 Z - maintenance informed.

12/0900 IRB - Monitored landing, taxi, and shutdown of Jolly Green 32 (Lt Boehme). 32 down at 0845 Z, 3.0 hrs, 6 landings, 1 sortie. Delayed entry.

12/1030 IRB - Capt Morse briefed on current operations status. Capt Maxam is due in approx 1840L to pick up LtCol. Neely and Capt Hunicutt to Air Refuel.

SOF signed over. ~~IRB~~ 1Lt, USAF

Fosewney 1974

with
12/1030 csm - I have it.

12/1040 csm - Joker called to confirm
JG 53 refueling with King 45.
Passed 1030 off time from JG 53
1140 ETA UKP.

12/1115 csm - MX PASSED AIRCRAFT for
tomorrow: 785 at 0900, 786 at 1730.

12/1150 csm - Jolly Green 53 picked
up 1 Capt. Huneycutt for night
air-refueling at 1145Z. Delayed
entry.

12/1205 csm - Joker called w/ the
news that King 43 shut down one
engine and went to Korat. Capt
Huneycutt will remain at UKP tonight.
53 will land at 1315 for crew
change.

12/1330 csm - 53 stopped for Chadsey
and Wolfe. Huneycutt and Cerney departed.
The Max stayed with it. Delayed
entry.

12/1415 csm - 53 ETA Finally at 1430 -
will be A2 for HF radio.

12/143500M-Jolly Green 53 is down
at last.

12/150000M-The night flyers are back in
Ops. Debriefing for departure.

12/153000M-The marathon debriefing is
about to terminate. Don't get stuck
with MAMA, CHADSEY & WOLFE on a
night mission together, not only
do they fly forever — they talk
forever. See you at 0630 tomorrow
if I can get this gaggle in gear.

12/223000M-40TH Ops opens for business.

12/234000M-OR Status for 13 FEB 74.

358-OR

364-~~NORM~~ TJ

785-OR

786-OR

792-NORM

793-OR

794-OR

795-OR

508-OR

560-OR

The
birds
is
in
1
1

FEBRUARY 1974

12/2355 csm - Mx changed the morning
lunch bird from 785 to 786.

13/φ012 csm - Crew briefed for φ9φ0
departure. ~~at~~ Delayed change.

13/φ057 csm - H-43 alert & flying crew
briefed. Need some kind of info
on their flights to make briefing productive.
Delayed entry.

13/φ113 csm - TUOC called — the FAR
is out...

13/φ116 csm - TUOC called — the FAR
is back in....

This SOF is really a professional character. Please note the DTG
for each entry, and the clarity and conciseness of each entry. There
is no doubt whatsoever who performed the function and what happened.
There is no extraneous B.S. to cloud the issue that duty is more
important than the valor attached to the mere title of Military
Airlift Command Supervisor of Flying — HIGHLY COMMENDABLE,
Capt Morse!

13/φ215 csm - 786 is busted with an
inop #2 overspeed protection system.
Mx is working and the crew is at
the aircraft. Delayed entry.

13/0385 CRM - 786 took off at 0330 only 1430 late after having his fast switch fixed. Delayed entry.

13/0415 CRM - Lunch Launch

13/0515 CRM - The SOF is back - The SOF truck is at the motor pool for rehabilitation. (Tune-up)

13/0715 CRM - JG 30 ETA 1430L. 4.0 hrs, 12 landings, 1 sortie, "A-1" w/ NRS write-up.
Y. G. Cooper

13/0732 CRM - Jolly Green 30 is confirmed down at 0730Z with remaining data unchanged.

13/0837 CRM - Night fly crew briefed at 0830Z. Delayed entry.

13/0920 CRM - Kramer & Kevin (Good Guys) departed to retrieve the SOF truck.

13/0945 CRM - The Good Guys returned w/ truck in hand.

13/1000 CRM - Night fighters called starting engines and MAX has not yet returned to assume his place as SOF so I am off to launch JG 30.

Feb

FEBRUARY 1974

Not with a happy face however.

13/1030 ~~0800~~ JG 30 launched for night.
Maxam briefed and has the ball.
30 off at 1025Z.

CHANNING MORSE
SSOF

13/1030 Capt Maxam is in command

13/1325 Jm JG 30 down Alpha #2

13/1400 Jm closed shop for today.

14/0000 Jm open shop brief the crews to
go south

14/0030 Jm crews briefed

14/0208 Jm JG 53 off for Ubon

14/0220 Jm JG 63 off for Ubon

14/0505 Jm JG 55 off of Ubon

0805 Jm JG 55 Down at NKP

Feb 14/1630 - Max gave it to me & there we go again.
W. Kevin is the new Ops Wienie of the Day. Split
for chow.

1930 Maj Ogden Sof'd in JG 60 for me while we had
a Soft Ball game. We lost to the Nails.

15 Feb. Lt Dietz off 0955 ± down @ 1255 ± for 3+.

0645- Picked up ^{lux} briefing slides & put the coffee on.

0730- Briefed the crews for 786 & 794 for the simulated SAR. 793 is the back up. Lt Cerney was supposed to go ACM w/ Morse on 794 but wasn't there. Called him but couldn't get him.

0745- Briefed the Pedro alert crew (Capt Richardson) and A/C 560.

0750 - OR Status.

358 OR

792 ETK ^{NORM} parts + 7508

364- Torn Down for A/C 793

OR

560

OR ↓

785 OR

791

786 ↓

795 ↓

8000- Briefed crews for 793. Sgt Emond is replacing Sgt Long for some reason. I'll check on it and get back with you, when I get the info. Lt Cerney came in and split to get a flight suit on. Didn't know you were going to fly today eh, Ralph? Didn't check the schedule at 1700 eh, Ralph?

0830- Sof'd 786 & 794 while they cocked on. 786 had trouble with the hoist. It would not operate in the electric mode (but OK in emergency). It was repaired. Delayed entry.

0930- Sof'd 793 and was off on the horn.

Sof'd 794 & 786 both off at 1010 (L). Maxam

wait ready to go in time, clear way.
Notified ops of a B-29 aircraft being painted on
the line without the arrival of number being
marked. Nice to fly IFR all the time.

1035-1130 deal on the schedule - a mysterious red

"X" next to the scheduled flying time. An assistant
Ops officers says it's a call for "LOCKED IN" but
upon questioning, our tabular ops officer find that
it means that you can't get out. See, that's OK but
it's kind of hard for a lawyer to figure how
being unable to get out applies to the schedule.

I know how it fails to be locked in and can't get
out (every one is stuck here - but not for too much
longer). Oh yes! Ben Beloved, a scheduler, Steve
Wonder is out running 358 - something about
A9-T5 relationship on the engine on shut down.

1102 1/4 - Informed by Capt. L. E. Badger that he will be enroute
to JREC or JREC or JREC or something for approximately 10 seconds

Then he will be in the immediate area for a while (what area?)
Steve Wonder just arrived and noticed that I have on a
flight suit - good eye, just been here all morning!
Back, too bad I couldn't run that engine. The flaming
Red X means locked "on", stupid, not in "and that"
means that the flight orders have been/or are going
to be/or some thing. Every SOT should know
that!

1115 - Wonderful Wendell N. Babin Jr. called in with an
IFE on loss of utility and the rear gear was stuck
in-trout. He blew the gear down and away & was

He got words from the tower while on final that the rt main was not down then they said it was the left main. I coordinated with Maj Worthington and he said to send out the crew chief (who was a passenger on the aircraft) to get out and pin it down in a hover. Everything worked out fine as all wheels were down & locked. Good job Wendy.

1150 - Checked with MX and they are still going to try and check on 793 to see if it can still fly the 1700 mission tonight. Standing by. Checked w/ Capt Jordan on the miscellaneous reports due, he is taking care of it and said I didn't have to do anything.

1215 Went to chow

1300 Back from chow.

1330 JG 30 (Blue Max) called in for a 1.5 hr extension on his flight to complete 2 check rides. Checked w/ MX & they approved. Told Bas Ops & Joker. MX called and said 3793 is fit up and we will use 358 for the 1700 departure.

1425 - JG 52 will be in in 15 min A-2 for leaking ding dong (probe - maybe).

1430 - Sof'd in JG 52 and sure enough he had a leaky dong.

1500 - Sof'd in JG 30 and got Rockne on as a Sawadee flight - Sure sweats a lot.

1530 - ^{Briefed} ~~Sold~~ the crew of 358 (Sure is hard to write to you at a ~~crew~~ meeting)

1600 - Lt Kramer came back in and said MX men are looking for tools to change the tire on 358 and they can't pre-flight.

1605 - Talked to Sgt Svoboda @ MX control to see what the deal is as 358 was supposed to be ready for a 1700 T.O. He said he knew about the tire change but figured they would be done and wanted to know just how long it takes for an FE to pre-flight. Told him about 30 min, anyway, before the pilots do their thing. He said he was caught in the middle and I can appreciate that but I told him that they just bought a MX delay. He gave me an ETIC of 1630. Back to the meetin'.

1645 - The meetin's over & the crew is out @ the airplane but nothin's happenin' - nothin's movin' yet. Well, needs another tire change, some safety wire on a cannon plug and a leaky rotor brake. MX is workin' and our USCG Aviator Extraordinary Mike McCormack's got it. He's been briefed about the proverbial bucket of what? Worms, yes, worms.

1645 - I'VE GOT IT *McCormack*

1800 - J.G. 358 STILL NOT O.R. SO I TOOK THE CREW TO CHOW. THEIR FLIGHT WHEN NOW REVISED TO A 1900 T/O

AND 2+00 ETC WITH JORDON OFF
THE CREW.

1825 - CREW BACK OUT AT J6 358 +
SOF STANDING BY FOR A REAL
LIVE LAUNCH.

1845 - DROVE OUT TO SOF 358 AND
SEE THEM OFF.

1920 JOLLY GREEN 60 ABN FOR 2+C.

2120 JOLLY GREEN 60 SAFELY BACK ON
DECK AT MKP, A-2 FOR PILOT'S
TURN NEEDLE INTERMITTENTLY INOP.

2135 SHIP CLOSED FOR THE NIGHT, SEE
YALL BRIGHT AND EARLY IN
THE A.M.

16-FEB-74

0645 - GOOD MORNING WORLD - OPENED SHOP AND
PICKED UP MORNING WORLD

0700 OR STATUS:

358 CR 508 OR

364 Going By By 560 OR

~~784~~

785 OR

786 OR

792 NORM

793 CR

794 NORM

795 OR

0700 SOUTH CREWS SOFED AND SENT
TO TLUC FOR THEIR OTHER BRIEFING.

0725 PJ, BORROWED SOF VEHICLE, TO GET MED
KIT + WATER, TO BE RETURNED IN 0710

0750 PEDRO ALERT CREW SOFED AND OFF
TO BREAKFAST.

0753 COMM SEARCH COMMENCED FOR SOF
VEHICLE, NEGATIVE REPLYs!!!

0800 VEHICLE FINALLY RETURNED TO SOF.

0825 J.G. 32 CALLED FOR SOF TO CHECK THEM OUT
ON ENGINE - BOTH JOLLYS SOFED WELL
PRIOR TO TAKE OFF.

0900 JOLLY GREEN 32 ABN FOR UBCN

0900 JOLLY GREEN 30 ABN FOR UBCN, CREWS AT
UBCN NOTIFIED OF DEPARTURES AND ETAs

0905 JOLLY GREEN 32 REPORTED GEAR UNABLE TO
RETRACT, CHECKED WITH MAINTENANCE, THEN ADVISED
J.G. 32 TO CONTINUE SOUTH WITH GEAR
DOWN AND PIN IT DOWN WHEN THEY
GET THERE.

0920 AFTER SOME WORDS OF WISDOM FROM THE
BLUE MAX, J.G. 32 MANAGED TO GET THEIR
GEAR TOGETHER IN THE RETRACTED
POSITION. MAINTENANCE NOTIFIED.

1030 NOTIFIED BY CHADSEY THAT HIS MAXINE
(G.G. 53) WAS T.U. AT UBCN DUE 1ST STAGE
HYDRAULIC PUMP INOP. MAINTENANCE ADVISED
& PLANNING TO SEND MAN + PUMP SOUTH
ON THE NEXT FLIGHT TO REMEDY THE

SITUATION. SOUTH CREW ADVISED, NR5
BIRD WITH OPS. OFF. ABOARD IS ASSUMING
ALERT & LANDING UBCN.

1120 FINDEISS NOTIFIED US THAT HE HAD A
SUSPECTED BAD DAMPER SINCE HE LOST
ALL OF HIS DAMPER HYD. FLUID. SO-
MX WAS NOTIFIED ON THAT TOO.

PRESENT ALERT/MAINTENANCE SITUATION:

J.G. 30 (NEW NR5) + J.G. 63 (OLD NON NR5) ARE
ON ALERT AT UBCN.

J.G. 53 IS STANDING BY AT UBCN FOR
MAINTENANCE, MAINTENANCE HOPES TO HAVE
PERSONNEL & 1ST STAGE HYD. PUMP ON THE
KLONG THAT LEAVES HERE AT NOON.

J.G. 32 IS RUNNING DAMPER TEST AND
HOPEFULLY WE'LL GET THEM FIXED UP
SOMETIME - - - ??

1300 LATEST RUMOR ON THE C5 SUPER
KLONG IS THAT HE HAS RETURNED BACK
TO CLARK (CR HAD ^{TRY KADEMA} CADINA). A MSG.
WILL BE FORTHCOMING CONCERNING SAME
WITH NEW ETA OR WHATEVER... MAYBE!!!

1320 THE GANG AT UBCN ADVISES US THAT
THE DAMPER RESERVOIR ON J.G. 32 HAS
BEEN SERVICED AND CHECKED OUT, SO
THAT MACHINE IS OK. THAT MEANS
J.G. 63 CAN COME HOME. J.G. 53
IS STILL AWAITING THEIR HYDRAULIC
MAN.

1415 J.G. 63 ABN FROM UBCN FOR
NKP.

1525 J.G. 63 ESTIMATING CHOCKS AT 1610
IN AN A-2 STATUS FOR RANW AND
POSSIBLE ENGINE TOPPING. PASSED TO MAINT.

1550 J.G. 63 ADVISED THAT THEY WERE
HAVING TOPPING PROBLEMS AND MAINTENANCE
ADVISED THAT ALL ENGINE SHOP PERSONNEL
HAVE BI-LACED - SO... 63 WILL
BE LANDING IN 15 MIN, A-2 AND
TALK IT OVER AT MAINTENANCE DEBRIEF.

1555 NOTIFIED BY MAINTENANCE THAT J.G. 63
HAS THEIR HYDRAULIC PUMP CHANGED
AND TOOK OFF FROM UBCN AT
APPROXIMATELY 1545. YEA TEAM !!!

1615 J.G. 63 SHUTTING DOWN, TAXI PROVIDED.

1640 NOTIFIED BY MAINTENANCE THAT
ENGINE RUN CREW WOULD BE NEEDED
AT 1700. JOHNSON + TOMB NOTIFIED

1700 SOF TURNED OVER TO SUPER SAKRI
NELSON... ENJOY YOUR LAST OFFICIAL
DAY OF DUTY BILL !!

1700 16 Feb 74 LAST TIME AT SOF FOR

53 NELSON
SG down at 1730L A-1

WOP

1801

364 PJ

792 NORM

REST OR

1810 Closed Shop!!

18 FEB 74

1630 Relieved Lt. Ron DIETZ as SOF.

1800 Inspected OPS. All secure.

19 FEB 74

0650 Opened shop.

0700 Held briefing for crews of JOLLY's 60 & 52.

0715 OR STATUS:

358 - OR

793 - OR

784 - PJ

794 - OR

785 - OR

795 - OR

786 - OR

508 - OR

792 - NORM

560 - OR (Alert)

0745 Held briefing for crew of PEDRO 61.

0800 Held briefing for crew of JOLLY 53

0833 JOLLY 60 informed SOF they have no 1st stage press
Will swap for JOLLY 53 or change pump (?)
0843 Gave JOLLY 52 a last chance inspection. Informed
crew they will have to swap aircraft at UBON.
0923 JOLLY 52 returned, couldn't get through due to
Thunderstorms.
1202 Inspected JOLLY 52 a second time.
1217 Inspected JOLLY 53 prior to takeoff.
1508 Inspected JOLLY 60 prior to takeoff.
1655 JOLLY 53 on deck, taxi ordered.
1700 Signed off to Lt KRAMER

DT Cooper, LT

1700 SIGNED ON FROM MR COOPER

1705 794 OFF UBL @ 1610 (JOLLY)

1735 Jolly 52 landed dropped off PJs and
is returning to pattern of aerospace manipulation
for approx 45 min

1810 JG 60 CALLED FROM UBON OFF JG 52 DOWN 2.1.3, A-1, 1st stage

1815 JG 52 DOWN IN 15 minutes

1830 JG 52 DOWN

2.2 A-2 unsafe nose

gear in up position UHF channels

1845 MAT R. SEZ: we broke, wait for AAFES man
to give Rx to airplane, maybe cum home AAFES off,
probably see you to male.

1900-ANEWDAY

0700 JG CREWS BRIEFED

0745 PEDRO CREWS BRIEFED KAMHUT → UBL, MAX LCL

0800

358 OR (SOUTH)

364 BYE-BYE

784 PJ STATUS

785 NORM ETIC 1600 TODAY # ENG Q SKIPPED

786 OR

792 PHASE ETIC 1700 23 FEB

793 NORM ETIC UNKNOWN

794 OR

795 OR

508 OR

560 OR ALERT

0855 JG 53 OFF

0900 JG 52 BROKE 1030 ETIC

1000-1200 WX advisory
SFC W/V 330/10+26

1030 MX SEX 52 IS OK NOW

0315 1 HOUR

GAINES

SMITH

SMITH

1015 JG 52 OFF SKE

1250 53 - A-2 Doppler, windows down in 10min

1255 JG 53 DOWN 4.0 A-2

1300 JG 52 called - coming back with HF&FM
ONLY.

1510 JR 52 52 DOWNING A2 RADIOS: UHF,

PTCH

1535 JG 32 DOWN A-2 NRS

1700 TAG, MAX IS "IT"

20/1003 Capt Maxam is SOF

20/1030Z Jolly Green 795/53 off local 3.0

20/1330Z Jolly Green 795/53 landing Alfa #2
Logging 3.0 hr.

20/1430Z Blue Max goes home

20/2445Z Blue Max open the zoo for
another day.

21/0000Z Ubon Deploy crews briefed

21/0200Z Jolly Green 52 off for Ubon
Jolly Green 53 aborted for Torque
flux.

21/1330 Jolly Green 32 off to AR
with King 41

21/ Jolly Green 53 off for Ubon

21/ Jolly Green 32, off on VIP trip
at

21/0650Z Jolly Green 30 back from Ubon

21/0715 Jolly Green 63 on FCF

21/0720 The Zoo is really bad today

21/0835 Jolly Green 63 Sick engine

21/1010 Jolly Green 60 Down 3.0 H/La#1

21/1955 Lt Kevin has it the
Blue Max is out of the
Zoo.

22/0640 - ~~Got~~ the WX slides and sure enough, there's
WX out there today. Got a time back. Requested 175-1

22/0700 - Followed Wind Actions in briefing the crews.

~~0715~~ - Sgt Ferrari was not present and won't be
here till 800 because of crew rest, we didn't
get in from flying till 2000 last night
from South.

0715 - Checked the status of Chang Kurah (Sakon Nakhon,
for Charlie Griffin
OK Status:

358 OK	793 OK
784 PJ	794
785 OK	795
786 OK	508
792 Phase ETIC 1700/23 500	Alert A/C.

0725 - Checked the coffee situation. It's good.

0730 - Finally found the schedule slide & got it up to date.

0745 - Brief the Pedro crews. Col Burdett called & said
he couldn't fly with Speed-into-Action Joe Drahman.

0755 - Speed-into-Action didn't make it to the briefing -
he just came wandering in and said he was
right here talking to Sgt Bradley. But I looked
around for him before we started. Funny everyone
else including Ed Richardson was there, sorry
about that, Joe.

0800 - Sgt Ferrari arrived & split for 786, good work
Carlo!

0805 - Well, here I sit on the flight line ready to save
one of the crews from a catastrophic ~~sw~~ event that
may happen on start up, taxi, or take-off. As I
look across the great expanse of PSP I see Gonesie
and Ron Dietz discussing the intricacies and peculiar-
ities of 358; there's Sgt McCann and Learning taking
a smoke break in the middle of the ramp (watch
out, guys, here comes a tug pulling 2 MD-3's);
and then there's the ever-cheerful crew of Hotel

I bubbling over with the enthusiastic profanities that goes along with riding around in a truck with the hood up all day; wait! yes, it is! Wicked Willie Worthington standing on the matting outside of Bldg 211 wondering how bad ~~the~~ these three marvelous machines of aeronautical engineering expertise are going to roll over and die right here before his very eyes without even pulling the chocks. Rots of ruck, Bill.

0820 - Looks like a fight! Rex the rescue canine vs. Millie the Mauditions Mutt. Rex calmly saunters off, Discretion is, perhaps, the better part of valor, eh Rex? Or, maybe you got to be tough to fly the heavies.

0825 - Three AP's running. So far so good.

0835 - Six engines running. 793 is going to be an airborne spare in case 355 or 786 crumps. Hang in there, guys.

0910 - JG 60 off 0855 (L)

~~JG 32 off~~ JG 32 off 1045 (delayed entry)
JG 30 off 0910

JG 32 got a chip on #1 engine while on runway, they shut it down & are taking in. Notified Hotel 2.

0940 - MX found a little sliver of something on the plug. Removed it and checked the wiring. They're gonna try it again.

0955 - So f'd JG 32.

1000 - Poor Charley! At the intersection of the ramp & taxiway 4 right after he had completed the turn, the inside wheel on the left main gear blew the tire and the tire separated from the aircraft and beat Charley to the parallel. I told him to shut it down and coordinated w/ MX & Ops. The rim of the wheel broke in 3 pieces and

that evidently blew the tire. MX came out & R&R both tires and wheels. They're gonna give it another wheel.

1045 JG 32 is cranked and ready to go. Luck, charley!

JG 32 is off 1045

1055 Lunch ~~lees~~ launch.

1155 RTB from lunch.

1200 Took Sgt Stone (who is upgrading to instructor and just so happened to be hanging around when they needed an engineer for the FCF on 785) to PE, crap, then to the Section.

1220 JG 32 will be in @45 for an engine, running crew change. Can't find Wee Willie Kramer, though.

1225 Com Service called & said we have an immediate frag to be picked up. Can't find anybody, though. Eric Johnson found someone.

1250 - Took crew orders out to Channing Morse, Capt, USAF for 785 FCF.

1300 - Sof'd in JG 30 @ 60. Sof'd out JG 32 for 2.15. Sam said they're raising hell about the desk in Hotel 2 - "it's not professional" you know.

1350. Back inside Ops. Wow!! Nothing happening here. Started explaining to Stevie Wonder about what Sof's do as it's already his first time to be the Squadron Officer of Flying tomorrow.

1425 Sof'd in JG 32. Nuthin to do now till 3:30 when I got to brief a new crew. They're gonna turn around 793 (JG 32) to fly a little NRS. Weather is turning to the proverbial Delta Sierra

(That's what we used to call it when the war was on to try and screw up the SAC troops). RASH - Might make the banana trees grow fast for our SOWARDY party. Sure wish you could be there, book (not really - just said that to try and make you feel good. I'd sure hate to just be lying around all day on a deck with somebody writing all kinds of neat shit on me.)

1505 - Received MET WATCH from TVOC valid from 0745(Z) to 1100(Z): Thunderstorms within 10 NM and lightning within 3 NM. Notified Joker, Pedro, MX, and JG 63. JG 63 is coming back and will be on the deck at 1525.

1525 - Sof'd in JG 63 - A-2 for copilot's altimeter off more than 75 feet. Checked with Capt May if it was OK to go ahead: Sof in 785 and postpone the crew briefing for tonight's flight because we are on a WX hold anyway. Said OK

1540 - Briefed May's crew, aircraft was changed from 793 to 786. Everything is hunky-dory.

~~1610 - Briefed~~

1610 - Took crew to 786 & 1E.

1625 - Briefed Capt Funderis on the remaining OP's plans, and the Nit-Nogs left for today. You got it
Steve

Kurt Lewin (C)

1755 - JG 30 OFF. HAD TO HAVE CIL-A AFTER ENGINE-START

1810 - TAKING OFF TIL WE GET DOWN. LOCKING BLOC.

2100 - JG 30 DOWN. A-2 FOR APPROACH COUPLES & TV WRITE-UPS. MIX
NOTIFIED.

0700 - BRIEFED DEPLOYING CREWS

0705 - 358 - OR	793 - NORM, ETIC UNKNOWN 1 st FIGHT
784 - BEING ASSEMBLED	794 - OR
785 - OR	795 - OR
786 - OR	508 - OR
792 - PHASE	560 - NORM 1400 ETIC

0742 - BRIEFED PEDRO CREW

0942 - JG 60 BLOCKED OUT

0950 - " " T.O.

1010 - JG 30 BLOCKED. AIRBORNE 1020

1455 - JG 53 DOWN

1835 - JG 30 DOWN. GONG NAME WILL GIVE DIETE BRICK AT HATCH.

MONDAY, 25 FEB. CAPT. FINDEN'S LOG.

0700 - BRIEFED CREWS GOING SOUTH

0715 - AC SETUP

358 - OR	792 - PHASE
784 - PS	793 - OR
785 - OR	794 - OR
786 - OR	795 - OR

MIX WANTS US TO GIN UP A CREW FOR AN "OPS CHECK" - NOT AN
FCE - OF 786 FOR THE NRS SYSTEM.

0805 - BRIEFED KOOL CREW

0900 - LAUNCHED SOUTH AC

1000 - LAUNCHED LOCAL

1420 - LAUNCHED OPS CHECK ON 786

1520 - 786 DOWN WITH #2 SERVO LIGHT.

1700 - TURNED SOF OVER TO DAVID CHASEY

26 FEB

0630 - 12 DTG & DIETZ IS SOF. FIRST ORDER OF
BUSINESS TURN OFF AIRCONDITIONER. BOENME
& NELSON HAVE MY TRUCK.

0700 358 NORM FUEL LEAK WNK

784 PJ

785 OR

786 OR

JOKER ADVISED

792 PHASE

OF MX STATUS

793 OR

794 OR

795 OR

508 OR

560 OR

0705 - TRAINING CREWS BRIEFED KEEFER IS
PISSED AT THE SCHEDULER

0750 - PEDRO'S BRIEFED

0915 - ALL BIRDS OFF. JG-32 LATE DUE TO
MX

1150 - LT. COL KAMITOOT BOOKED FOR BANGKOK.
STAYING EITHER CHAO PHRAYA OR DUSIT THANI

1600 CAPT JORDAN SOF

1705 786 OFF FOR LURS Upgrade for two CP's

2005 786 Down A-2

27 Feb

0615 The SOF - ME - I am very upset. JEFF was not informed of anything that is happening today. I came in for a Normal Changeover day and everything is going to be different. Why the hell don't we get some communication.

0735 Crews Briefed -

0755 Pechos Briefed

1301

JG 32

2.5 tot 12:45 down

6 Landing A1 150ft/c

1015 off 1245 down

1650

63 Down A-1 53 enroute for night

crew change.

1655 I was handed the brick and the SOF truck key by 1/Lt Charles GRIFFIN who informed me that I was the new SOF. He said that he had been given them by Capt. JORDAN who had said that Lt GRIFFIN would have to be SOF unless he could find me and give it to me.

1730 Arrived at OPS and reconfirmed that I was on neither the monthly deployment schedule nor

On Capt. Steve (Stevie Wonder) Findeiss' magical mystery easily changed plexiglass covered schedule board. The former listed Capt. MORSE; the latter listed 1/Lt. GRIFFIN.

1735 Called Capt. JORDAN's room to try to straighten out the question of who is supposed to be SOF and why. His roommate 2/Lt. Robert GILBERT said he thought Capt. JORDAN was at the club.

1737 Called the O-club and tried to get the gomer who answered to page Capt. JORDAN of the Jolly Greens, (JORDAN J-O-R-D-A-N, JORDAN) Capt. DUNN answers, Asks who I want. I say, "JORDAN." He tells gomer. Wait 5 minutes then give up. DAMN.

1750 Return to Jolly Green Hooches to find Capt. JORDAN, see LT GILBERT who said that Capt. JORDAN had just departed for the club.

1805 Find Capt. JORDAN and 1/Lt Charles FAGAN who together explain what had happened. Seems that Capt. WONDER, er Findeiss, had scheduled Capt MORSE for a SAR tomorrow so he had put Lt. GRIFFIN on as SOF at last minute. Lt GRIFFIN protested as he had just returned from a SAR and was tired. Lt FAGAN said he would attempt to get me to volunteer to take SOF but couldn't get me. So Lt GRIFFIN decided to pass SOF on

to me when he saw me.

1807 Received SOF relief briefing from Capt. JORDAN. A 0730 brief tomorrow for SAR's and a 0800 brief for a 1000 local. Also JOLLY 53 will be flying a 2.5 night trainer when Capt MAXAM brings it back from UBON. (Already accomplished). Officially assumed SOF duties (might as well take it as it is one of the few useful things done around here).

2055 JOLLY GREEN 53 landed. Taxi called D.F. Cooper, LT

28 FEB 74

0700 On arrival at OPS was greeted by crews who said that SOF brief should be at 0700 as SAR takeoffs were to be at 0900. Told them I'd brief them at 0730.

0720 Aircraft Status

784	PJ	1700 28 FEB NORM	792	NORM	1700 28 FEB Phase
785	OR		793	OR	
786	OR		794	OR	
358	NORM	(Fuel tank 3400 1 MAR)	795	OR	

0730 Held briefing for crews of JOLLY GREEN's 63 and 30

0745 Held briefing for PEDRO's.

0800 Held briefing for crew of JOLLY GREEN 53.

0825 Proceeded to flight line.

0847 Inspected JOLLY GREEN 63 prior to take off.

0848 Inspected JOLLY GREEN 30 prior to takeoff.

0852 JOLLY GREEN 63 was airborne, logging off at 0153Z

0856 JOLLY GREEN 30 was airborne, logging off at 0155Z.

February 1974

- 1004 Inspected JOLLY GREEN 53 prior to takeoff. φ1
1011 JOLLY GREEN 53 was airborne, logging off at 10310 φ1
1035 Met JOLLY GREEN 53 with spare helmet for WHITTAKER.
1400 SOF on flight line to observe recovery of JOLLY GREENS 30, 63 and 53.
1435 SOF returned from observing multiple recoveries.
1500 Held briefing for JOLLY GREEN 53.
1530 SOF relieved by 1LT BACKLUND.

Zulu Times

D. F. Cooper

- 28/φ93φ IRB 1Lt Backlund assumes SOF
28 1013 IRB Launched JG 53 for a 3hr Local. Delayed entry. φ1
28 ~~1130~~ IRB 795 is landing with a #2 AFSC pitch amplifier problem - intermittent off flag, they will try to get maintenance to fix it and launch again. φ1
28 1135 IRB JG 53 down at 35, 1.6, 6 landings, 1 sortie - maintenance problems. φ1
28 1140 IRB - coordinated with Barons - will be taking 3 people south tomorrow.
28 1215 IRB - Ops Closed up. 7a

1974

March 1974

2340
01 ~~7710~~ IRB - Operations opened up.

Aircraft OR Status for 1 March 0040Z

358 NORM - fuel cell

364 - ACI - off station

784 - PJ

785 OR

786 OR

792 - Phase

793 - OR

794 - OR

795 - OR

2355
01 ~~7710~~ - IRB - coordinated with Pax Services on getting passenger manifest for the 3 Barons.

010006 - IRB - Crews briefed for South deploy. Delayed entry

010045 IRB - Pedro 60 (508) crew, Capt Joe Draham in command, professionally briefed at 0745 L. Delayed Entry.

010100 IRB - JG 53 crew briefed for local training mission.

Today Uno MAR - Both Ubon birds RTB T-U !!



MASS CONFUSION EXISTS BETWEEN CREWS
Ops - MX - and THE ACTUAL WORK
AS IT TURNS. CHAN M - (JG-53), LCL
PATIENTLY WAITS ON GROUND FOR
FINAL DECISION (?) TO LAUNCH OR
STAY - BDA DA DA DUM !! APPOINTED
SOFT STEPS ON ORGAV WITH HIS
NON-STANDARD RADIO PROCEDURES (IE

NEXT PAGE
↓

March 1974

OFFERED PROFANE ASSISTANCE TO CHARLIE REDNECK) AND
IS PROMPTLY CORRECTED BY ACTING
Sqd. C.O. ACADEMY PUKES
SHOULD KNOW BETTER - Ching Ching?
EXPECT SITUATION TO DETERIORATE
TO AN EVEN LOWER LEVEL BECAUSE
THERE ARE 69 CHIEFS AND 2
INJUNS !! STRETCH 02 WALKS
IN AND UTTERS THE WORD -
"CHAOS". I CONCUR, BUT I STILL
RETAIN, THRU IT ALL, MY SPARKLING
PERSONALITY, SENSE OF HUMOR
AND BENEVOLENT ATTITUDE - BECAUSE
THEY ARE ROTOR HEADS AND
KNOW NOT BETTER - I FORGIVE
THEM -

010530 IRB - JG 63 off at 0445Z JG off at 0447Z
JG 53 off at 0525Z delayed
entry

010745 IRB - coordinating crews for two FCFs
tomorrow morning - 0700 brief, 0800 at
QC, and ETD 0900. Two HMs will
be Tomb and Adrian. Maxam/Jordan
will fly 792 (Adrian). ? / McCormack
will fly 784.

010850 IRB - JG 63 off at 0210, down at 0300, off
again at 0445, down at 0605, 1.3,
1 landing / 1 sortie. JG off at
0700, down at 0723 for .3, off
again at 0447, down at 0649 for

March 1972

2.0 7/1 sortie. Delayed entry.
 010938 DRB Monitored landing, taxi, and parking of
 JG 32 (down at 0910 for 3.0) and
 JG 53 (down at 0925 for 4.0).

1700 Took over for Don Backlund, who was not
 his usual smiling self after a day in
 ops. Mumbled something about how
~~Set~~ up ops was and left.

1730 Was notified of engine run at 2200.

011337 - DRB - Lt Backlund assumes SOF - again.
 Capt Maxam is going DUEF. Capt Jordan is scheduled
 to deploy Sunday, and that leaves Capt Chassey
 for the FCF tomorrow. Capt Atkins will be his
 copilot.

011348 - DRB - JG 52 called in - will be down
 shortly - A-2 for #1 AFSC Roll Amp -
 passed to maintenance. ATD UBON
 1055Z ARRIVED 1355Z BACK HOME.

011410 DRB - JG 30 off from Ubon at 1305Z on
 Medevac to Udorn. He will return to Ubon
 tonight to resume alert.

011556 - DRB - Ops locked up JG 30 still up.

012350 DRB - Ops opened up.

012354 - DRB Aircraft Status

358 - NORM - Fuel Cell

784 - Awaiting FCF - ETIC - 11-1300 2Mar

785 - OR

786 - OR

792 - out of phase lock - ETIC 0900 2Mar

March 1974

793 - OR

794 - NORS6 - AFCS Amp

795 - OR

Times for JG'30's Medevac to Udorn - off
Ubon 1314Z, down at Udorn 1456Z, off Udorn
1456Z, down at Ubon 1642Z. 1 Save - good
work Coastie! JG 30 is back on alert
at Ubon.

020125 - DRB - Out of Ops for Approx 45 min getting
a new bulb for overhead projector, gas for the
truck, and food for the bear.

020256 - DRB - Delayed entry. Took Boehme up to aerial
port with his baggage. Another good guy leaving.
The engine run and FCFs have been moved
back. Apparently, some additional problem has
cropped up on 784.

020435 - DRB - Delayed entry. 792 still planning FCF at
1300. 784 has a hydraulic filter problem,
and will need approximately an hour's work
before it is ready for a blade track/engine
run. FCF moved back again.

020605 - DRB Delayed entry. Ran 784. Will be greatly
surprised if it is ready to run again and
FCF today. 792 is ready for FCF, and crew
is going out now.

020807 DRB - Delayed entry. Attempted to launch
792 - no 1st Stage Hydraulic Pressure. They
are now changing the pump. Am cancelling
FCF on 784. ← Cancel that. Capt Priest
says they can still get it off, so

MARCH 74

we are standing by.

021015GMW The new cherry SOF is awaiting change of command at ORS.

021035GMW JG 62 A2 ADI STICKS INTERMITTENT
OPS NORMAL

021110GMW Jolly GREEN 62 LANDED AT 1055
1 landing TUE FOR NOSE GEAR BOX
PROBLEMS OVERHEAT. FCF COMPLETE.

LT WOLFE ASSUMES SOF AT 1030
Jolly 71 BLADE TRACK AT 1930 LOCAL
FCF AT 031500. MORSE, BACKLUND,
DUARTE FCF CREW. DELAYED ENTRY
CAPT MANDIESS ENGINE RUN TOMORROW

022340GMW SOF IS AWAITING MAINT CONT TO PASS
WORDS OF WISDOM ON AC STATUS.

022350 GMW MAINT STATUS UPDATED

030005 GMW Deploy CREWS BRIEFED

030010 GMW Pedro HAS BEEN BRIEFED.

030210 GMW DELAYED ENTRY JG 53 & 32 WERE OFF
AT 0145 WORD PASSED TO JCKER
AND SOUTH CREWS.

03520 GMW WX FORECAST UPDATE LIGHT WINDS
HIGH CUE SHOWERS LATE AFTER NOON POSS

March 1974

030710 GMW JG 30 & 63 are down SAFELY
after defending the Freedom Fighting Forces
at UBON

030810 GMW CREW DISPATCHED TO RUN 792
ORDERS & BRIEFINGS ALL IN ORDER

031400Z JNF RAN #2 ENGINE ON 792. CHECKED OK.

040000 JNF BRIEFED AIRCREWS FOR 0900, 0915 LOCALS

040046 SF BRIEFED PEDRO CREWS

040205 SF JG 52 OFF. JG 63 TAXIED BACK W/ J-4 INOP.
TAXIED OUT AGAIN, BACK AGAIN W/ ROTOR TAIL OUT.
BELK DROPPED FROM CREW DUE TO SHORTENED TIME AVAILABLE.

040315 SF JG 63 READY AGAIN

040330 SF 63 OFF 0330

040635 JG 71 OFF ON FCF. 52 & 63 DOWN SAFE.

040720 SF JG 71 DOWN A'Z IN WDR WRITE-UPS. FCF OK.

1700 GRIFFIN IS SOF

~~1700~~ JG 52 called in with one send-out
light - terminated w/ no problem.

0700 - crews briefed going south. Chelsey
doesn't have an airplane.

0745 It's fucked up here. Pedros briefed

0800 Jozal briefed

2424

0845

358 OR

784 OR South

785 OR

786 PHASE 10 MAR 0800

792 OR

793 OR South

794 NORS ~~E~~ G

795 OR

1200 ~~451A~~ NORM 1200

560 OR

0850 794 ETIC 1500

1015 62 OFF ON LOCAL. (NO TAVIC)

1700 Johnson; you got it! (Cheng SDF)
1630

051630: LT JOHNSON, UNITED STATES AIR FORCE ACTIVE RESERVE
ASSUMES THE POSITION. ENG

051705^{PM} LT JOHNSON, USAFAR BOOKS FOR HOME.

06045: " " " IN " DAY

ACFT STATUS 0706 HRS ENG

358 OR

793 OR

784 OR

794 NORMF - NITNONS + GEAR TCDO

785 OR

795 OR

786 NORM - PHASE

560 OR

792 OR

508 OR

SCHEDULED FLIERS: CHAS. FAGAN - 785 } LOCAL AREA FLIERS.
KEEFER - 358 }

PEDRO ALERT PILOT = SCHWARTZ @2584

060750Z ENJ BRIEFED PEDROS

RUMOR CONTROL IS SPREADING WORDS ON A POSSIBLE

MEDIVAC OUT AT SEA. ANOTHER JOB FOR THE SOF?

060917Z ENJ SOF'D OFF BIRDS. JG 63 OFF @ 08; JG 60 OFF @ 45

TWO MORE MIGHTY MAC ON TIME TAKEOFFS.

061026Z ENJ JG 358 CALLED IN AT 15 MI OUT WITH A FUEL LEAK

ON A MAIN TANK. SOF'D THE BIRD IN. CANX REST
OF MISSION

061225Z ENJ JG 785 CALLED: WILL BE DOWN IN 25 MIN ALPHA TWO

WITH FLUCTUATING TS GAGE & PROBLEM W/ AFCS ZAMP.

061600Z ENJ BRIEFED THE NIGHT FRIGHT FOLKS: JORDAN & THE

PUNNY COMPANY. TO FLY 795.

061700Z ENJ BRIEFED THE NEW SOF OUT.

Eric Johnson 1st Lt USAF

061805 SF JG 53 OFF. LEAVING FOR DINNER.

061820 SF NEGATIVE DINNER — 53 IS COMING BACK W/ "YAW-HUT"

AMP INOP. AND JOKER JUST CALLED, COMM CENTER HAS AN
IMMEDIATE FRAG FOR US.

061920 SF 53 IS CANCELLING. POSSIBLE YAW SERVO PROBLEM.

07 MARCH 74 0615 OPEN

0630 Crew Change KRAMER

Findeiss will deviate for KRAMER

0652 Aircraft Confirmed.

0705 NRS Crew briefed Non NRS Crew
awaiting briefing due to Crew Change.

0711 Non NRS Crew Briefed.

055 610 71

0920 785 Airborne at 0855 792 ETIC

1030-1100L 2nd stage Press Transmitter.

ONE Mighty MAC ON TIME the other a
Mighty Maintenance delay.

1010 792 2nd stage OR Unit AFCS has
problems.

1015 AFCS Problem fixed but Maintenance
can the APP too long will have to have
cool down period.

1155 Approach Computer problems with 792
will be troubleshooting on the ramp.

1250 792 Cramped crew with 794

1400 795 Airborne - Unbelievable

3rd ADRIAN HAS 43 days

1535 794 NO2 ignition circuit breaker will not
stay in. ETIC 1700.

1605 795 has base NO1 Eng Cowling and
has AFCS yaw kick.

1635 Met Watch Thunderstorms within
10 NM's of the field 1630-1900L VALID

27/1700 Im Capt Maxam L.O.L.

07/1805 The goo is about to close.

07/2350Z gm the zoo is open

08/0200 Jolly Green 792 T/U for fuel
+ for by pass

08/0155 Jolly Green 784 off for 4 hr
local

08/0335 Jolly Green 62 headed for Ubon.

08/0445 Jolly Green 71 landed short of
four hours for AFCS arriving
2.8 of four hours.

08/0930 Z Jolly Green 62 Landing
on base he made ahead engine
chip light

08/1100 Z Blue Max figure off.
New Zoo Keeper Lt Griffin.

1705 - I got it.

1715 - JG 62 had a piece of fuzz on the
chip detector. May Burnett says to fly it home
since there is no MX work to be done on
the eng there.

1730 - JG 71 is OFF FOR 3.0 52 & 62
are ~~off~~ on the deck at 10 and ~~30~~ 40

2030 - JG 71 says ~~lets down~~ hell be
down in 10 minutes

9 MAR 74

0630 KRAMER, THE GUY WHO WAS TAGGED FOR SOF AND ENGINE RUNS LAST NIGHT (BECAUSE HE IS DYING OF INFECTED EARS AND BRONCHITIS) AND STAYED UP RUNNING/BABYSITTING 792 UNTIL 0130 IS HERE TO BRIEF THE BOOKIN' CREWS; ONE OF WHICH HAS A SICK AEROPLANE. (792 IS STILL SICK). MX SEZ "TRY US AT 0730 AND WE'LL GIVE YOU MORE WORDS ON IT."

0705 CREWS BRIEFED

0730 CHARLIE FAGAN HAS TO CALL SGT UIVERETT AT THE BASE COMM SQUADRON RE A NASTYGRAM HE INITIATED

0735 MX SEZ: 792 IS STILL ILL, LIGHT FOR FUEL FILTER BYPASS STILL REFUSES TO GO AWAY, NOT ONLY THAT BUT IT IS .5 AWAY FROM A M/R, T/R TORK CHECK, SO NOW 792 STILL BELONGS TO MX AND WE GET 784. SINCE 784 IS NO PRS THE CREWS GET TO SWAP

0750 PEDRO CREWS BRIEFED

0835 MX WANTS A RUN CREW TOMORROW AFTER 1400 AND TODAY @ 0915

0855 JG 52 ROLLIN' DOWN DA RIBBA.

0858 JG 71 FOLLOWIN' DA LEADA.

0905 JG 71 CUMMIN HOME WIDDA RED
JUICE LEAK

1040 JG 71 GONE AGAIN

1155 JG 60 GONE FOR 1.0 LOCAL

1400 JG 32 DOWN 1400 1sortie

1600 JG 63 DOWN FOR 3.2, 12 LDR, 1 SORTIE, A-2

1700 KRAMER SIGNS OFF SEE YOU AGAIN

NEXT WEEK, SAME TIME, SAME STATION.

P.S. THE FOF TRUCK FM IS NOW SELF-SUSTAINING
(NO MORE BATTERIES - HOORAY!)

12 MARCH 1736 ^{Shir} OUT TO ENGINE RUL 792, 786

1905 - COMPLETED. TRUCKING WY SLIDE OVER. FOR CRAN,
WHO WILL GET BUCK TOMORROW AM. & TAKE OVER TRUCK.

MARCH 1974

110630L - CSM - I am now SOF - ACFT

STATUS: 358 - OR

364 - GONE

784 - OR

785 - OR

786 - NORM-F (FLYABLE) (FCF?)

792 - OR

793 - OR

794 - NORM-F

795 - PHASE

808 - OR

860 - OR

GONE TO GET THE WX SLIDES

110705 - CSM - South deploy crews briefed.

110745 - CSM - PERIODS BRIEFED.

110803 - CSM - LOCAL TRAINER BRIEFED

110858 - ~~OFF~~ MXP CALLED FOR ENGINE RUN on 786 PRIOR TO
THE 1300 FOR THEY REQUESTED 15 MINUTES AGO

110905 - ^{SOF} MET WATCH, VALID 0930-1230Z TSTING WITHIN 10 NM. N
WALL. WINDS 270 10 G 20.

111010 - CSM - SOUTH LAUNCHED AT 0900 IN JG 62
LOCAL OFF AT 1000 IN JG 32. TWO
ON TIME TAKE-OFFS!!!!? DELAYED EVERY.

11145-08M- LUNCH LAUNCH.

111230-08M- SOF RETURNS.

111845-08M- SOF IS BACK FROM SUCCESSFUL
PCF OF 786.

111615-08M- CHARLIE F. HAS THE SOF
BALL FOR TODAY - IT'S BEEN SHOT.

1630-08M- CLOSED UP FLYING PORTION OF SHOP. STILL SOME
DEDICATED SOULS WORKING ON THE DISINTEGRATION OF OPS.
DELETED ENTRY

0635-08M- OPEN 40TH EMBROID STANDING AROUND WAITING FOR
SOMEONE TO OPEN BUILDING.

0700-08M- BRIEFED CREWS, FINDEISS-NO SHOW-KRAMER NO-SHOW

0710-08M- KRAMER SHOWS UP, SINCE TAKING OFF AT 0715 FEELS HE DOESN'T
NEED TO SHOW TILL 0715 FOR BRIEFING. SEEMS TO NEED ~~THE~~ EVERY-
THING ON A SILVER PLATTER.

0715-08M- ALL CREWS BRIEFED FINDEISS WAKES UP-DUE TO PHONE CALL
FROM OPS. SCHEDULER FORGETS HE SCHEDULED HIMSELF FOR
FLIGHT. WHAT WILL OPS MEET OUTSTANDING ACHIEVEMENT BE? STAY TUNED
TO THE WONDERFUL WORLD OF THE SOF AND FIND OUT.

0745-08M- BRIEFED PEDRO CREW

0746-08M- WORKING WITH WOLFED TO FIX FM IN TRUCK. PUT NEW ANTENNA
UP HOPE IT WORKS. WILL FIND OUT WHEN FOR CREWS TODAY.

0900 off 505 AIRPLANE ONE GROUND ABAND, ONE
ON TIME TAKEOFF 50% NOT BAD. RADIO CK WAS
DYNAMITE

0900 off SOF'ED OFF 794 AIRBORNE 100% ALL SEEMS
WELL.

11:35⁺ LUNCH LAUNCH NOBODY AROUND TO TAG ALONG.

12:30⁺ SOF RETURNED TUMMY FULL.

1331⁺ SOF HARAZED BY BLUE MAX, SOF VOWED HE
WILL NOT GET OF THE GROUND CONCERNS SAYS
NOT GRUEL + UNFAST PUNISHMENT.

12¹¹ 1515⁺ BRIEF CREW FOR LAUNCH WHAT A GASSIE F_K. HOPE
EVERYTHING WORKS OUT ALRIGHT.

1640⁺ WENT OUT + SOF'ED WEROWENE CAME BACK + gave
McComarie BRICK, KEY + TRUCK. HAVE A NICE STAY IN
OPS C.F. OUT.

WELCH ON WATCH ALL TIMES LOCAL.

1910¹¹ RECEIVED PHONE CALL FROM "JOKER" ON HL41

THAT JOLLY GREEN 32 HAD A SECOND STAGE
SERVO OUT LIGHT AND WAS DECLARING AN
EMERGENCY AND RTTB. POSITION 23 MILES OUT

1911¹¹ RECEIVED PHONE CALL FROM "JOKER" ON HL41 THAT
JOLLY GREEN 32 HAD RESET C.B. AND CONDITION
DESCRIBED ABOVE DID NOT REOCCUR, HENCE NO
PRECAUTIONARY. CAPT JORDON NOTIFIED AND

RECHECKED WITH JG. 32 ON FM. THEY 01
DID NOT DECLARE EMERGENCY OR 02
PRECAUTIONARY WITH TOWER OR APP. CONT. 03
AND ARE CONTINUING FLIGHT.

2020 W AFTER MANY MANY DELAYS, J.G. 32 08
FINALLY GOT IN TO PICK UP THEIR
SECOND CREW AND GOT OFF AGAIN AT
2030. ETA 2145, MAINTENANCE ADVISED. 08
2200 W JOLLY GREEN 32 HAS TAKEN HIS G.D. 09
TIME, BUT IS FINALLY LANDING AFTER
4+30 HOURS OF HIS 3+00 SCHEDULED 09
FLIGHT. MAINTENANCE AND AIRCREW TAV
NOTIFIED. 09

2215 WAITING FOR IAW TO DEBRIEF 100

2220 " " " " " 1100

2230 " " " " " 1100

2240 " " " " " 1200

2245 W CLOSING UP SHOP AND GOING HOME 135

FOR THE NIGHT... NOT MUCH SLEEP

TONIGHT... HO-HUM FOR AN CAREY 140

MORNING BRIEFING.

13-MAR-74 140

0645 W SHOP OPENED UP

0700 W SOUTH CREWS BRIEFED INCLUDING NEW PARKING 141

FACILITIES AND RESPONSE TIME AT CACON. 142

0700 W 358 NORM PARTS + 7 bes 240

794 NORM 141

795 NORM ETIC 171200MAR 15

ALL OTHER AIRCRAFT ARE O/R 16

Y 0745 ^{MM} PEDRO ALERT CREW BRIEFED.
0820 ^{MM} LOCAL T-3 CREW BRIEFED.
NT 0815 ^{MM} MAINTENANCE CALLED TO FIND OUT IF
ANYONE IS GOING FLYING, SINCE NO ONE HAS
2 SHOWED UP ON THE FLIGHT LINE YET!!!
0820 ^{MM} J.G. 63 READY TO START ENGINES, SOF
AT HEADING OUT TO KEEP AN EYE ON THEM.
ED 0845 ^{MM} J.G. 63 OFF AND ON HIS WAY SOUTH
D 0850 ^{MM} J.G. 30 OFF IS MIN EARLY ALSO, AND
HEADING FOR LIBON.
0900 ^{MM} ADVISED WITH CREWS OF AIRBORNE TIMES, EACH
RETURNING CREW WILL BE USING 3.0 ON RETURN
0925 ^{MM} HEADING OUT TO SOF J.G. 32
1000 ^{MM} J.G. 32 DOWN FOR 4.0 OF LOCAL TRAINING
1000 ^{MM} SOF MAKING A LUNCH RUN THAN A
FOODLAND STOP TO REPLENISH REFUEL
IRON ^{MM} SOF BACK FROM LUNCH AND REFUEL FILLED.
1259 ^{MM} J.G. 62 LANDING, A-2. STATUS PASSED TO
MAINTENANCE AND CRE TAXI CALLED
1300 ^{MM} J.G. 71 WILL LAND AT 15, A-2. STATUS
PASSED TO MAINTENANCE.
1400 ^{MM} J.G. 32 LANDING, A-2 FOR GUNGE SCREW UP. STATUS
PASSED TO MAINTENANCE, TAXI CALLED.
1415 ^{MM} J.G. 71 LANDING, A-2. TAXI CALLED. ALL A/C
ON DECK, JORDEN NOTIFIED. SOF CAN RES
AGAIN AS WE'VE MADE IT THROUGH ANOTHER
OF SHAKY BUT SAFE FLYING.
1510 ^{MM} HCB0 LANDED AND WE GIVE THEM SOME FORMS.
1545 ^{MM} KEYS TRUCK + SOF ALL TURNED OVER TO
CAPT. TAYLOR JORDEN

0615 Capt Jordan - shop open
Confirmed 792 793 792 as aircraft
for TWO Missions.

0640 Informed Joker of A/c TO Dest Call
Signs onfo.

0705 Crews briefed for flight

0717 Capt KEEFER spoke with Korat to
coordinate Tanker Brief.

0740 Briefed with K9 45 for refueling

0745 Pedros briefed

0845 JG 62 Airborne

0905 JG 32 Airborne

1030 Moderation in All Things - Sure -
Things still running

1320 Both birds down - 62 on the horn
32

1605 Lt Cooper briefed; will brief 1615 crew
Capt Jordan Relieved.

140905Z MAR 74 LT COOPER relieved Capt JORDAN as
SOF

140915Z MAR 74 Briefed crew of JOLLY GREEN G2

141107Z MAR 74 Inspected JOLLY GREEN G2 prior to takeoff

141115Z MAR 74 JOLLY GREEN G2 airborne for 3+00.

141415Z MAR 74 JOLLY GREEN G2 logged back down, SOF present.

141451Z MAR 74 Secured OPS for night

142355Z MAR 74 Obtained time hack, obtained wx
slides, obtained notam information. OPS open.
Lt Cooper, Lt

SOAP

Mar 74 ^{down 1000} off after 2300

150000 Z MAR 74 Held briefings for crews of JOLLY GREEN 71 and JOLLY GREEN 52.

150015 Z MAR 74 Obtained aircraft status and passed to JONES

358 NORS G (Parts 27 days) 792 OR

794 NORS F (TV monitor) 786 OR

795 NORM G (Phase) 785 OR

793 OR 784 OR

150050 Z MAR 74 Briefed PEDRO crew for daily flights.

150100 Z MAR 74 Briefed crew of JOLLY GREEN 62.

150151 Z MAR 74 Inspected JOLLY GREEN 52 prior to takeoff.

150153 Z MAR 74 Inspected JOLLY GREEN 71 prior to takeoff.

150200 Z MAR 74 JOLLY GREEN 71 airborne for UBON, 2+00 enroute.

150200 Z MAR 74 JOLLY GREEN 52 airborne for UBON, 2+00 enroute.

150210 Z MAR 74 JOLLY GREEN 71 returned with nose gear problems.

150245 Z MAR 74 Inspected JOLLY GREEN 62 prior to takeoff.

150650 Z MAR 74 JOLLY GREEN 62 logging down. 3.9 hrs flown.

150835 Z MAR 74 JOLLY GREEN 71 became not operationally ready due to the nose gear strut's launching the nose of the aircraft several feet into the air while being serviced. "It's the sudden stop at the bottom that hurts." Luckily no one was injured. 695784 is NORS G.

150925 Z MAR 74 JOLLY GREEN 63 returned from alert at UBON.

151000 Z MAR 74 Relieved of SOF by 1/Lt BACKLUND.

D.F. Cooper, LT

151000 Z DRB Took over SOF from Mr Cooper.

151000 Z DRB Capt Chadsey called from Ubon. If he ~~is~~ leaves Ubon after 2130L, or is down before 2200, his crew rest requirements will be satisfied.

151007 Z DRB 792 has a bad hoist. They will try to

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repair it in time to deploy. Kramer has 14 hrs. of crew ~~duty~~ which will be up at 2100L.

151050 DRB Went out on ramp to check status of 792.

ETIC is 1830L for a hoist change.

151130 DRB Chadsey called - he is planning to stay at Ubon whether or not 792 launches. New

ETIC on 792 is 1850L. Maintenance Control (Sgt Tomey) notified that 786 will not be coming home.

151225 DRB 792 checked in - his hoist is OR and he is launching for Ubon.

151305 RGG 792 OFF AT 1300Z ETA UDORN AT 1400Z

Delayed entry.

151311 DRB Joker notified that 786 will remain on alert at Ubon until 0900L tomorrow. Ubon (Sgt Gaines) notified of status.

151330 DRB Joker and Ubon notified that Capt Chadsey is to return Direct tomorrow morning with an ETD of 0800L.

151417 DRB Aircraft Status

Tail 358 NORSG P+7

784 NORMG ETIC Unknown

785 OR

786 OR

792 OR

793 OR

794 NORSE P+2

795 Phase - out 17th

508 OR

560 NORMG 1200 16th

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152350 DRB Operations opened for business.

Aircraft status reconfirmed with maintenance control - same as last night. Joker advised.

150100 DRB Pedro Alert crew (Lt Lant AC) briefed. Delayed Entry.

160300 DRB Returned from intelligence training and servicing the truck. Called Ubon and talked to Capt Maxam. Capt Chadsey has departed Ubon. Joker called. 30 due in in 30 minutes - off at 0220Z. Maintenance informed. Delayed entry.

160320 DRB JG 30 checked in 22 miles out, A-1, RTB.

160349 DRB JG 30 set down at 0340, A-2, 1 sortie 1 landing. Delayed entry.

160824 DRB Called maintenance to check on engine run for 795 - 1500 Sunday.

160922 DRB Joker called - possible MEDEVAC to Udon. Will look for a crew.

160947 DRB MEDEVAC cancelled by Joker. - Acc'd out by the Scatbacks.

161039 DRB Joker, Maintenance, and Warlock notified that Capt Chadsey is assuming SOP locking up Ops.

170700 Briefed South Crews.

170735 Red Cross called for Sgt. Feracchi. Contact him and told him to call them.

170853 JG 63 Airborne for UBN.

170905 JG 32 Airborne " UBN

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171800 L&Y: TOOK OVER SOF FROM D. CHADSEY @ THE PARTY
HOOTCH WHERE FREE FOOD IS BEING SERVED. RECEIVED
EXTENSIVE BRIEFING FOR MISSION ACCOMPLISHMENT BY OLD
SOF. WATCHED 794 COME IN WITH COLLECTIVE AFCS
PROBLEMS. FURTHER MISSION FOR TONIGHT SCRUBBED.

BRIEFED JOKER ON TOMORROW'S FLIGHTS. WAITING FOR
THE CREWS TO COME IN. INASMUCH AS THIS IS MY FIRST
ENTRY I'LL SIGN MY NAME TO THIS *Chris Johnson*

171825 L&Y: GETTING THE FEU OUTA DOOGIE. JOKER INFORMED
OF SAME.

180645 ENJ: SLIDES ETC PROCURED. WX PREDICTS SHOWERS @
FIELD IN 1 HR. NOW @ 16M S&SW. THE SCHEDULE IS
SCREENED UP BEYOND ALL BELIEF. WHO'S FLYING WHAT?

180710 ENJ: BRIEFED CREWS. 794 BUDGE, BELK, JORDAN &
PITTMAN (0900 T/O) 792 KRAMER (FOR WOLFE) STENDALL,
FAGAN, HOWARD. KRAMER WAS LATE. LEE HOWARD WAS
IN HOSP TRYING TO GET BACK ON STATUS. LAMING MADE
OUT HIS WE&B & TOLD CARD. NOBODY HOME @ KCRAT.

AND NOW: THE OR STATUS

358: NORS-G

784: NORM-G PARTS+1

794: NORS-F (TV) PARTS+2

795: NORM-G 0700 on 20th. ETC (@1300 → BRIEF @ 1200¹¹⁴⁵)

ALL OTHERS = OR

GREASY BOARD UPDATED
ACCORDINGLY

180752: ENJ: BRIEFED PEDRO CREW. — WINGS ON TOP —

180820 ENJ: PRACTICE ALERT ON BASE: TUOC WILL NOTIFY US
IF WE ARE AFFECTED. DUMB! 180821: TUOC CALLED: ITS
JUST FOR THE 56 SOW. WHEE!!

180

181

181

181

181

1812

2M1

1813
MICKEY
MICKEY

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180907 ENJ: WATCHED 794 & 792 TAKE OFF @ 0900 & 0905 RESPECTIVELY.

181054 ENJ: JG 62 BACK ON THE HB TO PICK UP CHADSEY FOR
AR WITH KING

181110 ENJ: A LUNCH LAUNCH WAS BROUGHT FORWARD, CARRIED BY
VOICE VOTE, OFF TO LUNCH.

181150 ENJ: BACK FROM LUNCH. THEY WERE SERVING GREEN(?)
ROLLS. QUALITY CONTROL IS SLIPPING.

181159 ENJ: STEVE (AFM(?) 35-10) THE WONDER HAS SET ANOTHER TREND!
HE'S DISCOVERED THAT PARACHUTE WINGS LOOK BETTER ON
TOP OF AVIATION WINGS ON HIS 1505's. Q.C. IS ALSO
SLIPPING AT THE ZOO.

181219 ENJ: A HIGH WATER MARK: AS PER 40ARRS LTR 30 NOV
73 (OO: CPT ADKINS/3229) PARA. 3-b, "PERIODICALLY CHECKED
WITH MANUALS CONTROL (DOV) TO DETERMINE IF ANY
SAFETY/OPS SUPPL. INTERIM MSGS, ETC. HAVE COME INTO
EFFECT THAT OUR TDY CREWS ARE UNAWARE OF." LT
LANT, THE OIC SAID (AND I QUOTE!!) "NO, NOT AT
THIS TIME." (END OF QUOTE)



ENS: CALLED UP JOKER TO SEE IF WE HAD AN "OPERATION
SKYHOOK" CAPABILITY (AS PER MAC REG 55-3, VOL I) AND
AS PER: SCF MANUAL. JOKER DIDN'T KNOW. SAID THEY'D CHECK.

2 MIN LATER: ENS: JOKER CALLED UP (AND I PARAPHRASE!) "OPERATION SKYHOOK?"
THEY SAID. "RIGHT," I SAID, "DO WE HAVE IT OR THE CAPABILITY
THEREOF?" "JUST A MINUTE," SAID JOKER. (LONG PAUSE)
"NOPE" SAID THE J "WE CAN JUST TALK TO MAC COMPOST BY
AUTOVON." SO MUCH FOR THAT...

181343 ENJ: LEFT TO SEE WENDY OFF ON BUSM

MICKY'S HAND ON THE LITTLE HAND = 2
MICKY'S BIG HAND = 25

ENJ: Back from seeing Wendy off. His plane
was softed in by 26 Jellies & 3rd groupers.

181430 ENT: MX just called. 786 will replace 794 for tonight
Joker informed of same.

181505 ENT: JG 53 SOF'D OFF. DELAYED ON TAXIWAY MOMENTARILY
BY THE TOWER WITH THEIR ANTI-HIJACK SCREW YOUR
NEIGHBOR GAMES. UPON RETURN IMMEDIATELY DAZZLED
(DAZZELED?) (DAZZELED?) THE NRS CREW WITH A
BRIEF.

181705 ENT: SOF'D OFF JG 30. JG 53 CALLED IN THAT HE
WAS 20 MIN OUT. ERGO, I AM LEAVING THE
SOF SHOP & PASSING ON THE BRICK TO LT. KRAMER
WHO IS CATCHING UP ON SOME IMPORTANT BUSINESS
AT HIS HOOTCH. (AND SINCE HIS WIFE'S NOT HERE,
WHAT DOES HE DO IN HIS ROOM ALONE??)

SO, GOODBYE SOF BOOK ITS BEEN A BUMMER

Eric N. Johnson 1LT USAF

1930 MX WANTS (MAYBE) ENG. RUN TONITE — BUT NO CREW!

1955 JG 30 COMING IN A-2 DOPPER & ENG WRITE-UP

2030 STILL NO STEVIE WONDER THE ENGINE RUN
MAN

2100 TIRED AND GOIN' HOME.

0645 GOOD MORNING —

0648 MX CONFIRMED FLYERS & WANTS RUN

16 CREW @ 0730

0710 SOUTH CREWS BRIEFED

0715 RUN CREW A/C IS MISSING

0730 LT STENDAHL & SGT BALDWIN GOING TO RUN 794.

1013
1135

0745 TANK 10 ABOUT NOON

0900 JG 62 OFF

0915 JG 30 TAXLING

0925 JG 30 OFF DELAY DUE TO I.F.E.
JG 52 OFF

1415 JG 63 DOWN

1428 JG 32 DOWN

1505 JG 52 (OR IS IT 53, MAX?) DOWN

1630 CAPT FINDY WANTS IT - SO HE GOT IT!
wfr.

20 0720 SHE 358 NORS - G

508 - NORS - G

784 " F

560 - OR

85 OR

86

92

93

94 (NEEDS "ILLUMINATOR"
FOR NIRS)

95 V

0745 - SHE - BRIEFED PEDRO

0900 - SHE " JULES

1000 - SHE 2 JOLLIES

1100 - UNABLE TO CONTACT SOF FOR URGENT
SITUATION WITH JG 53. TRIED FM, FM BRICK,
O'CLUB ALERT & HOLICH PHONES... COME IN SOF."

1135 - JG-53 LANDED WITH AFCS YAW AMP
PROBLEMS, LOOKS LIKE MAINT WILL CHANGE
THE AMP.

TANKER GROUND ABORTED FOR ALTIMETER PROBLEMS

NEW!
E-UPS
2N

9A.

HOPE TO BE AIRBORNE J IN AREA BY 0530Z,
1150 - WELL JG-52 HAD 2 LOUSY AFCS AMPS
AND JUST LANDED AND THE TANKER IS
AIRBORNE WITH NO RECEIVERS.

1200 - JG-53 IS TAXIING FOR ANOTHER
LIFT ATTEMPT

1445 SRF JG 52 DOWN A-2 LACS

1450 SRF JG 53 DOWN A-2 TROUBLE

1615 SRF BRIEFED NIGHT CREW. MAINTENANCE BORROWED SRF TRUCK
BUT PROMISED TO HAVE IT BACK IN AN HOUR. THEY HAVE TO "LOAD IN
AIRCRAFT" & THERE IS PROBE OR SOMETHING.

1650 - SRF - RELIEVED BY CAPT JORDAN.

1 1705 Informed Airforce IG would inspect
1 Safety Office Friday - Lt MCCORMACK WILL
2 TAKE SRF while Capt JORDAN does his
own last minute inspections

7 1810 JG 52 Airborne

2110 JG 52 Down - A2

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0645 SOF AT OPS AFTER SHORT NIGHT ~~WALK~~

0703 BRIEFED TWO CREWS GOING SOUTH, DELAY
DUE TO INABILITY TO GET WEATHER OR
FIND SOF BRIEFING GUIDE.

0710 ALL AIRCRAFT OR WITH

: 358- NORS-G FOR FUEL CELL
ETIC PARTS PLUS 6 DAYS

295- NORS-F

508- NORS-G, PARTS PLUS 1.5

ABOVE INFORMATION PASSED TO JOKER, ALONG
WITH MORNING FLIGHT SCHEDULE.

0730 SOF DEPARTED TO "SOF" DEPARTING JOLLY

0707 J.G. 53 ARN FOR UZON, J.G. 63 DELAYED
DUE TO ISOLATION VALVE NOT OPENING

0745 J.G. 63 ARN FOR UZON, SOUTH CREWS NOTIFIED

1100 SOF MAKES LUNCH RUN

1130 SOF RETURNED- BRIEFED SAR EXERCISE CREW

1355 J.G. 32 BN ON SAR EXERCISE

1410 SOF TRUCK TO P.J. TSGT SMITH FOR OTIS

1445 ? PEDRO 61. REPORTEDLY HAS HOT BRAKES
AND IS BEING TOWED BACK TO PEDRO HANGER
REPORTED BY TOWER

1450 SOF AND SAFETY OFFICER (CAPT. DRAHAM)
DEPART TO CHECK OUT THE SITUATION.

CAPT. DRAHAM ASSURED US THAT THEY DID
NOT DECLARE AN EMERGENCY IN PEDRO 61,
BUT RATHER JUST WANTED SOMEONE
TO CHECK OUT WHAT COULD HAVE
BEEN A LOCKED BRAKE. IN ACTUALITY

THE AIRCRAFT HAD JUST CROSSED THE
A BIT, AND WAS SUBSEQUENTLY CLEARED
TO FLY BACK TO THE PEDRO PAMP.
1505 SGT AND CHIEF OF SQUAD RETURNED
1515 J.G. 30 WERE RETURNED FROM URBON
AT 1500 FOR SAR EXERCISE AND HOME.
JOLLY GREEN 63 HAS ENGINE PROBLEMS
AT URBON: WAYNE ADKINS WORKING ON
WHAT'LL TRANSPARE

1525 J.G. 30 WILL GO BACK TO URBON
AFTER SAR EXERCISE AND PICK UP
LT COL KAMHOUT, THEN PROCEED BACK HOME
1530 JOKER REPORTED J.G. 30 IS ENROUTE TO
PICK UP THE COMMANDER.

1625 PRESENT SITUATION CONCERNING J.G. 63

① ON TOMORROW'S FLIGHT OF J.G. 71, MAJANT
McCORMACK & 2 MAINTENANCE MEN &
MISC. PARTS/TOOLS WILL GO TO URBON
TO EFFECT REPAIR OF 63 & FLY HOME.

② SGT HOWARD WILL RON URBON TONIGHT
AND BE FCF HIM TOMORROW.

③ LT COL KAMHOUT AND HIS CREW (EXCEPT HOWARD)
ARE PRESENTLY RETURNING TO NKP ON
J.G. 30.

④ PRESENT URBON ALERT STATUS:

J.G. 53 (795) WOLFE/CHADSEY & NRS CREW

J.G. 62 (792) BURNETT/MINOR & NON NRS

J.G. 63 (785) NO CREW - CRUMPEAD

1700 J.G. 32 LANDING TO DROP OF P.J.

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PRIOR TO COMPLETION OF SECOND HALF
OF FLIGHTS WILL TERMINATE APPROXIMATE
1800.

211020 DRB Lt. D. Backlund assumes SCF. JG 32 is A-1
in the local area. JG 30 should be RTB from
Ubon.

211045 DRB JG 32 down at 1800L for 4.0, A-2 for a
doppler writeup. Delayed Entry.

211106 DRB - Checked with Joker - JG 30 was off from
Ubon at 1716 L.

211143 DRB - JG 30 checked in approx. 20 min out A-2 for
multiple writeups - Maintenance advised.

1830 LET IT BE KNOWN THAT TOMORROW MORN-
ING LT KRAMER IS GOING TO SCREAM
LOUD AND LONG ABOUT PEOPLE WHO
ILLEGALLY FORMATE W/O ANY BRIEFING
OR EVEN TELLING THE LEAD "IN LEFT"
OR "CROSSOVER" OR "IN RIGHT" AND PROCEED
TO PULL IT IN SO TIGHT THAT SCANNERS
BEGIN TO YELL. - noted DRB

211154 DRB - JG 30 SCF'd down at 4.0, A-2.

211245 DRB - Closing up operations.

212344 DRB - Operations opened.

Aircraft Status	358 - NORMS - G.	792 - OR
	784 - OR	793 - OR
508 - NORM - G	785 - NORM	794 - NORMSF
560 - OR	786 - NORM	795 - OR
	22-1100	

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Words on aircraft status passed to Joker

220004 DRB - Crews briefed for today's flights.

Capt Maxam and maintenance troops for 785
absent. Delayed entry.

220054 DRB - Pedros briefed on today's missions.
Delayed entry.

220246 DRB - JG 784 off at 0222. JG 794 off
at 0230. The tank will be late.
Delayed entry.

220320 DRB - Sgt Kraft called from his FOL - talked
to CMSgt Ugare.

220530 DRB - Back from lunch - the tank has
crumped and is on the ground here
at NKP.

220546 DRB - Tried to coordinate refueling with
King 41 for JG 71 and JG 52 - they
will coordinate with King once he gets
airborne.

Today's SOF - S - - - S! - noted DRB

220640 DRB - JG 71 and 52 are going to refuel with
King 41. Their flight time extension to
- 1400 L has been coordinated with maintenance.
No words from Joker on JG 63 at
Ubon.

220645 DRB - JG 52 is done on the Tank, and is RTB,
A-1. JG 71 is finishing off on the
Tank.

220659 DRB - JG 71 asked for ten more minutes
to complete his tanker requirements

March 74

- permission granted on my own authority.

220922 DRB - SOF'd JG 52 down at 0715Z. SOF'd

JG 71 down at 0800Z. Crew of JG 52 (night mission) briefed at 1615L. ~~Delayed~~ Worked from Ubon about 785 - cranking now, and will RTB if FCF checks out.

221114 DRB - SOF'd JG 52 off for Udon at 1805L.

JG 63 was off at Ubon at 1430Z and is now RTB.

221140 DRB - JG 63 called in - he has returned to the local area, will drop off the maintenance people, and fly for 15 more minutes. He is A-1.

221157 DRB - JG 63 has terminated with a fuel leak in the number one engine - he has shut the engine down, and is taxiing in.

221226 DRB - Maintenance called - they will probably need a run crew on 785.

221231 DRB - SOF turned over to Lt McCormack USCG
~~DRB~~ 1Lt. USAF

221241 ~~MM~~ - MAINTENANCE IS ROUNDING UP Lt Kraemer & Sgt Emond for ENG. RUN. SOF GOING TO DINNER.

221350 ~~MM~~ - SOF RETURNED FROM DINNER, DELIVERED WEATHER SLIDES AND TOMORROW'S FLIGHT SCHEDULE TO WEATHER BRIEFER

22-1405 ~~MM~~ - JCKER REPORTED THAT J.G. 52 HAD LANDED AND IS A-2 FOR F.M. INOP. INFO PASSED TO MAINTENANCE AND CREW TIKI CALLED FOR JG 52

22-1445 ~~MM~~ - OPERATIONS CLOSED UP FOR THE NIGHT.

MARCH 74

23 0645G ~~MM~~ OPERATIONS OPENED FOR THE DAY
OR STATUS FOR THE DAY:

358 NORS:G : FUEL CELL, PARTS Plus 70AYS

786 NORM:G : STROBE LIGHT INSTALLATION; ETC 231700N

794 NURS: F : T.V. ILLUMINATOR PARTS Plus 1

508 NRS:G : RELAY PARTS Plus 1/2

ALL OTHER AIRCRAFT OR. STATUS
PASSED TO JOKER. DAILY FLIGHT SCHEDULE
PASSED TO TOKER

23 0700G ~~MM~~ TWO JOLLY CREWS GOING SOUTH WERE BRIEFED.
BY SOf

23 0800G ~~MM~~ PEDRO ALERT CREW BRIEFED BY SOf.

23 0826G ~~MM~~ SOf DEPARTED OPS TO LAUNCH TWO SOUTH BARS

23 0845G ~~MM~~ JOLLY GREEN 63 ABN FOR UBN

23 0855G ~~MM~~ J.G. 32 ABN FOR UBN

23 1110G ~~MM~~ SOf DEPARTING FOR LUNCH AT O'Club

23 1115 JG-53 ABORN AT 0330 FROM UBN

23 1240G ~~MM~~ RECEIVED NOTIFICATION THAT J.G. 63 & J.G. 32 ARE
BOTH A-1, ASSUMING ALERT AT UBN

23 1250G ~~MM~~ J.G. 62 REPORTED THAT HE'LL BE LANDING
NKP AT 30, A-1, INFO PASSED TO MAINT.

23 1320G ~~MM~~ J.G. 53 WILL BE LANDING IN 10min, A-2 FOR
T.V., ABCS AND ARMOR PLATING REPLACEMENT. INFO
PASSED TO MAINTENANCE AND CREW TAKI CALLED

23 1328G ~~MM~~ J.G.'s 53 AND 62 ARE LANDED NKP

23 1415G ~~MM~~ SOf TRUCK TO MIST VIGABE FOR OT15

23 1430G ~~MM~~ SOf VEHICLE RETURNED.

23 1540G ~~MM~~ SOf TURNED OVER TO LT FAGAN.

[Signature] 1/4/74

231540⁰⁰ I HAVE TAKEN 80F. WORKED!!

231605⁰⁰ 80F DEPARTING AREA ALL FLIGHTS DOWN

231655⁰⁰ NOTIFIED NEED A CREW TO GO SOUTH ON ALERT.
AIRPLANES AT UPON GROUNDED. TIME ON TCTO RUN
OUT. COOPER/~~REN~~ WOLFE / RYAN / + MAX PEOPLE TO
GO. WILL MAKE ADJUSTMENTS TO SOUTH AIRCRAFT
+ COOPER WILL RETURN. ~~WEST~~ CREW REST WILL
RUN OUT AT 1600Z. THEN THEY WILL HAVE TO
FOR. DELAYED ENTRY.

231725⁰⁰ COOPER TOOK TRUCK TO GATHER HIS EQUIPMENT.
THEY WILL TAKE AIRCRAFT 795.

231736⁰⁰ CREW BLISS.

231840⁰⁰ 795 AIRBORNE DELAYED ENTRY

231843⁰⁰ CALLED JOKER TO KEEP ME INFORMED OF PROGRESS
+ WEST BIRD IS 10 MIN. OUT FOR LANDING BACK AT
NICKP.

231844⁰⁰ Cloud Shop Hope To See Down IN ABOUT
3 HRS.

232220⁰⁰ ¹ JG 53 IS ABOUT 25 MILES OUT. WENT TO FLIGHT
LINE. DELAYED ENTRY

232236⁰⁰ JG 53 LANDED. MISSION COMPLETED. DELAY ENTRY.

232305⁰⁰ CLOSER SHOT SECOND TIME TONIGHT. DELAY ENTRY

24 1610 of GAVE ~~THE~~ KRAMER BRICK + TRUCK. INFORMED HIM
HE WILL HAVE ENGINE RUN ON 786 + 795 AT 1800
TONIGHT. DELAY ENTRY.

Standing Out Chasing - W

24 1700 KRAMER SOF

24 1800 KRAMER DOING RUNS ON 784 & 795

24 2200 ENGINE RUNS COMPLETE / WX SLIDES AT WX SHACK
AND 175-15 FOR 25 MAR ON ORDER

25 0630 GOOD MORNING

25 0700 JG CREWS BRIEFED

25 0745 PEDRO CREWS BRIEFED

25 0847 JG 71 OFF SOUTHBOUND

25 0905 JG 53 OFF SOUTH BOUND

25 0910 JG 30 OFF STROBE TEST

~~25 0930~~ CREWS AT UBON NOTIFIED OF OFF TIMES

25 1020 JG 30 DOWN

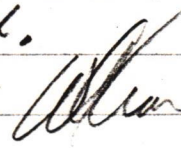
25 1050 JG 63 DUE IN @ 1230 (OFF UBON)

25 1120 JG 32 OFF UBON

25 14 JG 63 DOWN

25 1420 JG 32 DOWN 3+0 7 hrs A-2

25 1450 WX WARNING, Valid 1500-1700ZCL TSTMS
within 10nm of NKP, SFC W/ U VAR 8/+14
4BA passed to MX.

25 1700 ~~JG~~ CAPT CHADSEY IS "IT"  1KT/SAF

26 0645 REPORT IN

0700 BRIEF JG 32

0720 SG-32 CHANGED TO 62

0730 TANK AC BRIEFS ACS OF JG 62 & JG 30

0750 BRIEF PEDROS

0855 5662 TAXIS OUT, TAXIS BACK
WITH BRACE RELEASE PROBLEMS

0930 5662 TAKES OFF

0931 BRIEF 5630

1030 TANKER CRUMPS UNTIL LATER - SOUNDS
FAMILIAR. 5662 DECREASED TO 3.0 HRS
FROM 4.0 HRS. AND MINOR TAKEN OFF
JORDAN'S BIRD TO GO ON ADEINS TO
GET AIR.

1130 5630 AIRBORNE

1230 5662 DOWN 3.0 W/DOPPLER WRITTEN

1340 5630 DOWN EARLY - TANKER CRUMPS

1530 WX ADVISORY VALID 1530 - 1730 HRS.
NO HAIL, TSTMS WITHIN 10 NM OF NKP, SFC.

WINDS SW 10G15 2& V 3 RW.

(PEAK GUST 40 KNOTS)

1615 BRIEF NIGHT FLIGHT

COOPER, YOU'VE GOT IT, I!

D. Chodley, CAPT (SHORT)

26 0915Z MAR 74 Out of the kindness of my heart I have
Relieved Capt Chadsey of SOF Duties. However, I let
him have his last briefing prior to relieving him early.

26 1035Z MAR 74 Contacted Joker about any MET WATCH. They said
last one expired at 1000Z with no others issued.

26 1110Z MAR 74 JOLLY GREEN 30 shot down due to
1st stage hydraulic pressure. Maintenance says 115
ETIC

261245Z MAR 74 JOLLY GREEN 32 tried again and again. Failed due to same problem. Flight cancelled.

261310Z MAR 74 Engine run on 793, SORRY BUCK.

261330Z MAR 74 OPS secure, slides to weather.

261450Z MAR 74 Retrieved engine run crew.

262350Z MAR 74 Obtained weather slides for briefing.

Duff Cooper, LT

27 MARCH 1974

270000Z MAR 74 Held briefing for crews of JOLLY GREEN 62 and 63.

270042Z MAR 74 Aircraft Status

358 - NORM G 281000

793 - OR

784 - OR

794 - NORM G 021100

785 - OR

795 - OR

786 - NORM F 270900

508 - OR

792 - OR

560 - NORM G 291600

270055Z MAR 74 Held briefing for PEDRO crew

270125Z MAR 74 Engine ran 786, Ops checks good.

270159Z MAR 74 Inspected JOLLY GREEN 63 prior to launch.

270205Z MAR 74 Inspected JOLLY GREEN 62 prior to launch.

270208Z MAR 74 JOLLY GREEN 63 logged off, delay due to Cal. A.

270218Z MAR 74 JOLLY GREEN 62 logged off, delay due to ATC.

270545Z MAR 74 Observed recovery of JOLLY GREEN 71.

270700Z MAR 74 Relieved of SOF by LT McCormack.

270744Z MAR 74 JOLLY GREEN 53 WORKING IN LOCAL

AREA, ETA 0820Z. PRESENTLY A-2 FOR REINLT

INTERMITTENT, DOWNED IN AREA & T.V. PICTURE UNRELIABLE

MARCH '74

- d
t
- 27 0810Z ~~MM~~ SOF DEPARTING OPS TO RECOVER J.G. 53
27 0820Z ~~MM~~ J.G. 53 ON DECK AND SHUT DOWN MKP.
27 0915Z ~~MM~~ J.G. 71 CREW BRIEFED FOR NIGHT FLIGHT
27 1015Z ~~MM~~ SOF DUTIES GO BACK TO LT COOPER, USCG
WHILE I TAKE OFF ON MY NIGHT FLIGHT.
THE COASTIES ARE KEEPING A TIGHT SHIP ~~MM~~ McEnroe.
27 1245Z ~~MM~~ I'VE GOT SOF BACK, EVENING FLIGHT
WAS HON AT 1110Z AND SAFELY RETURNED
AT 1217Z, ALL PILOTS GOT THEIR REQUIRED
LANDINGS.

27 1250Z ~~MM~~ CLOSING UP OPS FOR THE NIGHT

28 MARCH 74

0000Z ~~MM~~ OPENED UP OPS FOR THE DAY

0010Z ~~MM~~ FOLLOWING OR STATUS RECEIVED FROM LGW

358 NORMG ETIC 1000

786 NORMG ETIC 1000 APR FIRE BOTT

794 NORMG (PHASE) 29 1000 APR

560 NORMG (PHASE) 29 1600 MAR

THIS STATUS PASSED TO JOKER, DAILY FLIGHT SCHEDULE

~~PM~~ CONFIRMED WITH JOKER

0250Z ~~MM~~ SOF SCHEDULE FOR REMAINDER OF DAY IS

AS FOLLOWS DUE TO MY NUMEROUS MEETING

OBLIGATIONS: 0300 - 0500Z LT JOHNSON

0500 - 0730Z LT FAGAN

I EXPECT TO RETURN TO OPS AT APPROXIMATELY

0730Z ~~MM~~ McEnroe ^{LT} Fagan

0400Z ~~MM~~ SOF MAKING LUNCH RUN

0440Z ~~MM~~ SOF RETURNED FROM LUNCH

0445Z ~~MM~~ CAPT ADKINS SOF MISSION BRIEFED SAR EXERCISE CREWS

MARCH 1974

0515 ZMM TELEPHONIC BRIEFING CONDUCTED WITH KING 41 A/C CONCERNING SAR EXERCISE A-R.

0625 ZMM SOF DEPARTED OPS TO LAUNCH J.G. 30 & J.G. 32 FOR SAR EXERCISE

0655 ZMM J.G. 30 ABN

0700 ZMM J.G. 32 ABN

0745 ZMM SOF DUTIES TO LT JOHNSON U.S.A.F.

7 PM McCormack

1435 ENJ: LT JOHNSON AGAIN TAKES UP THE CROSS. COMING UP A BRIEFING FOR MAX & TWO T-3'S RETURN. NOTA BENE!! LT MCCORMACK (DEVIATE, COAST GUARD, 1 EA.) HAS NOTED ALL HIS TIMES ABOVE IN ZULU TIME. GROSS!!!

1528 ENJ: CHARLIE'S THROWING JUNK @ ME, SO'S I'M GOING TO BUST HIM ONE SOON.

1616 ENJ: EVERYBODY BUT WHITTAKER & ^{ATB} BEARSON LATE FOR BRIEF. 20 POINTS DEDUCTED PER MAN & LOSE A TURN...

1618 ENJ: BRIEFING COMPLETE: ENROUTE TO HOOTCH WITH TRUCK, BRICK & BIKE. INFORM JOKER.

1700 ENJ: BACK IN OFFICE.

1745 ENJ: JG 30 & 32 DOWN @ 45 & 50 RESPECTIVELY. JG 53 DELAYED FOR ACC GB DHP LITE

2103 ENJ: SOFTED JG 53 IN: HE HAD A BAD CO-PILOT GYRO & A BAD NO 2 AFCS. LOOKED TO ME LIKE HIS BLADE TIP LIGHTS WERE OUT. ANOTHER SOFOMORIC TRIUMPH! THINKING ABOUT GOING HOME.

2120 ENJ: THIS PLACE IS GETTING TO ME. MAXAM HASN'T SHOWN YET. I'M ABOUT TO DO SOMETHIN' VIOLENT. ON YOUR MARK, GET SET GO...

TH 2129 ENT: SIGNED OUT, NOTIFY JOKER, PUT BOOK TO BED.

29th OF MARCH

290655: (DELAYED ENTRY) ENT: OPENED UP, SLIDES READY,

290705 ENT: BRIEFED THE SOUTH CREWS.

290731 ENT: THE OR RATE FOR TODAY:

793: NORMG P-1 BLADE

560: PHASE

358: NORMG ETC 291200

794: PHASE

AND THE REST ARE OR

290743 ENT: PEDROS BRIEFED.

290906 ENT: SOF'D OFF JG 71.

291000 ^{of} MX CALL AND SAID AIRPLANE WAS READY. I ASKED WHAT HAPPENED TO 1400 ETC. SAID MAJ. WORTHINGTON SAID PLANE WAS READY. I SAID I THOUGHT SO SINCE IT ONLY TOOK ABOUT HALF HOUR TO CHANGE BLADE. HE SAID OR HAVE YOU WORKED ON HELICOPTERS BEFORE? (IN A SARCASTIC TONE) I SAID I'VE BEEN THERE WHEN THEY HAVE CHANGE SO. SWODA IS THE MAN. MAKING COMPLAINT TO OPS & NEED TO ~~BE TO~~ ^{MX.} OFFICER. SWODA'S ATTITUDE LEAVES SOMETHING TO BE DESIRED. SEVERAL OTHER PEOPLE HAVE HAD THE SAME PROBLEM WITH HIM.

291230 ENT: OUT TO LUNCH & BACK AGAIN. 785 CALLED OUT AS ALPHA-1 & 10 MIN OUT. GOING OUT TO WATCH HIM APPROACH IN THIS WIND.

291256 ENT: SOFTED IN JG 785.

291625 ENT: I AM GIVING THE SOFT TO JORDAN. E. Johnson.

30th MAR 0720 ENT: looking for sof to brief us, no hab. Briefed ourselves. Did a good job, too E. Johnson

31 MARCH 1974

310000Z MAR 74 Briefed crews of Jolly Green 62 & 53

310115Z MAR 74 Signed SOF over to Capt Jordan in order to give the Fortieth token representation in the three mile intramural race.

310145Z MAR 74 JOLLY Green 62 airborne for Ubon.

310205Z MAR 74 Jolly Green 53 airborne for Ubon.

310455Z MAR 74 Received call from Ubon that Jolly Green 71 had tack. generator shaft failure. Both aircraft remaining Ubon until 71 gets fixed.

310630Z MAR 74 Called Ubon. Part being installed.

310755Z MAR 74 Observed recovery of Jolly Green 32.

310920Z MAR 74 Observed recovery of Jolly Green 71.

311000Z MAR 74 Secured OPS, it's all yours DON.
D.F. Cooper, LT

April 74

312355Z DRB Ops opened for business. Ran 794 last evening - it will need to be run again before it can be FCFed.

010007 DRB Aircraft Status

358 - OR

784 - OR

785 - OR

786 - OR

792 - OR

793 - OR

794 - NORM - FCF for nose gear box change

795 - OR

010120 DRB - Truck gassed up. Pedros briefed at 0045Z. Delayed entry DRB.

010130 DRB - ETIC checked on 794. It will be ready for an engine run approximately 1100L. 1

010205 DRB - Crews of Jolly Green 32 and Jolly Green ~~74~~ briefed, Capt Adkins giving the SAR briefing.

010318 DRB - Maintenance will be ready for a run crew on 794 at 1300L, and FCF crew at QC at 1330L. Crews notified.

010435 DRB - Monitored Start, Taxi, and Launch of JG 71 and JG 32.

010605 DRB - ETIC FOR the engine run on 794 has slipped to 1400. Jacking problems.

010640 DRB - Reconfirmed engine run on 794 for

1400. Lt Whittaker and Sgt Emond notified.
010730 DRB JG 71 and JG 32 called in Ops normal
working with the tanker.

010845 W3A Called 56 ARPS for tankers:
① 1200 HCT Tues / 2 APRIL
②

010852 DRB - Monitored landing and taxi in, parking
of JG 71 and JG 32.

010923 DRB - Crew of JG 32 briefed for NRS training
mission. FCF crew has gone out to JG 52
to try and get the FCF off.

011018 DRB - JG 52 checked in with a leak in the nose
gearbox. Looks like the FCF is off for
today.

011035 DRB - SOF signed over to  Lt, USAF

011035 APR 74 Relieved Lt Backlund of SOF duties
Sorry about the long duty day, should have
known the FCF was an April Fool's joke by
maintenance.

011111 APR 74 Inspected Jolly Green 32 prior to launch.

011115 APR 74 Jolly Green 32 logged off for 3.0 NRS
training flight at Sahkon Nahkon.

011150 APR 74 Received call via L/L from Joker that JG-32
was aborting NRS trainer due to TV and Doppler
problems. told him to do currency training in
Coldwell.

local pattern back at home field

011250Z APR 74 Jolly Green 32 logged down with UTILITY
HYD HOT light illuminated.

011230Z APR 74 Secured OPS for evening.

011235Z APR 74 Obtained weather slides, aircraft status is as follows:

358 OK

792 OK

784 OK

793 OK

883 OK

794 NORM G

786 OK

795 OK

308 OK

560 NORM G

012355.99Z APR 74 Heard the good news, we're all
going home within 15 days. APRIL
FOOL. (last chance this year)

D.F. Coopa, LT

02 APRIL 1974

- ITY 020000Z APR 74 Briefed crews of Jolly Green 63 and 30.
020045Z APR 74 Briefed crews of Pedro 60.
020055Z APR 74 Briefed crew of Jolly Green 71.
bws: 020148Z APR 74 Inspected Jolly Green 63 prior to takeoff.
020150Z APR 74 Jolly Green 63 logging off for Ubon.
020218Z APR 74 Inspected Jolly Green 30 prior to takeoff.
020230Z APR 74 Jolly Green 30 logged off for Ubon. Late due maintenance.
torque gauge & parking brake problems
020236Z APR 74 Inspected Jolly Green 71 prior to takeoff.
211 020240Z APR 74 Jolly Green 71 airborne for a 3.0 local trainer.
L 020540Z APR 74 Observed recovery of Jolly Green 71.
020730Z APR 74 Observed recovery of Jolly Green 67.
020915Z APR 74 Observed recovery of Jolly Green 53.
021000Z APR 74 Relieved of SOF by Capt. Morse.

DT Cooper, LT

3 APR 74

030000Z-08M-The SOF arrives. WX slides
picked up. OK aircraft are:

858 - OK

784 - OK

785 - OK

786 - OK

792 - OK

793 - OK

794 - NORM-G - SEXVO OUT

795 - OK

508 - OK

560 - NOKS-G

030045Z-08M- Pedro's PREFEO. Delayed entry.

030200Z-08M- SAC Ex crews briefed
by SOF + Mr Cooper. Delayed entry.

030230Z-08M- SAC ex guys have left
to practice cooking for a practice
launch on a simulated SAR. Rescue
is real.

030345Z-08M- 784 & 795 are cocked
for their respective launch times
of 1110L & 1115L. I will return to
the line to monitor taxi/T.O.
Delayed entry.

APRIL 74

030415Z^{08M} Jolly Green 71 & 53 are launched — The SCF is launching for lunch — Delayed entry.

030515Z-C8M- Returned from Lunch & JG 71 is returning w/ Hyd bleed. ETA is currently 1300Z.

030650Z-C8M- JG 71 down & out with leaks & sleeve & spindle change. Delayed entry.

030730Z-C8M- Mx wants to make another attempt to FCF 714 so Keefer, Copper, & Baldwin are making preparations for an immediate (ASAP) QC brief.

030800Z-C8M- JG 53 requested to overfly scheduled 4 hrs — approved by ops & maint. ETA now 1530Z.

030825Z-C8M- JG 53 now estimates down at 1544 & will be AZ for #2 station intercom, Pilot's Seat wing and #3 gun safety sector. They seem to be procrastinating on their return to earth.

APRIL 74

030930Z - CSM - JG 53 returned at 1845L -
at last. MX needed a clip on Mars
take-off to 1900 because of late
landing on JG 53. T14 got hoarse engine
start on FCF but was stopped by
driving collective trim. They are changing
the trim sensor & will try again
tonight. Capt Buchanan is easing into
the SOF's shoes now. Delayed entry.

030940Z CSM - The SOF for 3 Apr is
rapidly fading

3 APR 74 1645L CAPT BUCHANAN ASSUMED DUTY AS SOF (T)
1710L GAVE JG 52 LAST CHANCE CHECK FOR FCF
1720 JG 52 LAUNCHED ON FCF
1820 JG 52 IN LOCAL PATTERN ON FCF
1830 JG 52 LANDED TERMINATING FCF
1845 GAVE JG 53 LAST CHANCE CHECK FOR NRS MISSION
1855 JG 53 LAUNCHED ON NRS TNG FLT - SOF LAUNCHED
FOR DINNER
1930 SOF FINISHED WITH DIN DIN
2000 JOKER RELAYED AN ETA OF 2015
2005 JG 53 REVISED ETA TO 2015 FOR 3.3 HRS
3 LANDINGS & A-1 MX STATUS
2015 JG 53 LANDED TERMINATING NRS MISSION
2045 SOF GONE TO HOOCH FOR NIGHT

4 APR 74

0100 SOF received a call from Jaker that AC 785 JG 63 was involved in an air evac mission to UDORN. SOF requested that Jaker keep him advised as to the status of the mission. (Delayed Entry)

0200 Lt Cramer called SOF via Jaker and said his aircraft was TITS UP with AFCS problems & prop vertical gyro and wanted to RON at Udon. SOF coordinated with Blue Chip thru Jaker and obtained permission for JG 63 to RON and have only one AC on alert. Blue Chip requested that we launch a South Bird ASAP to get two birds back on alert (Delayed Entry)

0700 Briefed Capt Keefe's crew for an 0800 launch to UBON

0715 Briefed Mr Cooper's crew for a 0915 launch to UBON

0730 Lt Cramer called from UDORN to advise us that he would take off from UDORN at 0745 with an 0845 ETA at NKP. SOF relayed info to MC.

0746 JG 60 starting engines

0800 SOF gave JG 60 last chance check

0805 JG 60 launched for South deploy

0845 JG 63 landed at NKP

0855 JG 32 cranking engines for South deploy - #2 engine didn't start?? JG 32 cranking #1 engine - it started #2 engine seems to have a bad igniter plug and will not start. MX is going to check it out ASAP #2 engine is now started - it's amazing what a little little ignition circuit breaker can do

0915 Have JG 32 last chance check

0925 JG 32 launched heading South

0945 JG 62 got last chance check & JG 32 RTB with imp RAD AL

0955 JG 62 airborne for local TNG

1015 JG 32 again airborne heading South

1250L JG 62 landed from TNG mission

1610L JG 60 landed

Sof of 4 Apr is fading away

1700 KRAMER HAS IT

5 APR 74 0645 OPEN SHOP 175-16 ON REQUEST

0700 CREWS BRIEFED

0745 CAPT PATURA/KING 34 REQUEST ARCT 1200

IF CREWS ARE AVAILABLE - YES! ROLK & MBI

W APPROVED T/O TIME SLIP TO 1000 AND

1100 AND MCCORMACK & BUCHANAN TELE

PHONE BRIEF W/KING AC.

0750 MX CONT NOTIFIED OF ABOVE

0905 JG 63 SEZ "795 IS SURROUNDED BY

FIRE ENGINES V(JG 53)

0910 SOF @ 795 - BATTERY BOX #3 GUN BURNED

CABLE WAS PINCHED BY RAMP

0915 CAPT JORDAN NOTIFIED

0920 MR MCCORMACK SEZ "PINCHED WIRES

SHORTED WHEN RAMP MANUALLY LOWERED

(NO POWER ON AIRCRAFT) BY ADRIAN &

CARPENTER, ADRIAN FOUGHT FIRE W/ AIRCRAFT

FIRE BOTTLE, NASTASI BROUGHT LARGE RA

BOTTLE, MIRE CALLED FIRE DEPT. ON

NEARBY PHONE; ADRIAN SUCCESSFULLY

EXTINGUISHED FIRE W/ SMALL BOTTLE.

388th Platoon Battery
Sgt Carpenter, Michael A.

ARMAMENT SHOP REMOVED #3 GUN
BATTERY, FLAVED CABLE & RATE CONTROL
BOX (SOURCE OF MOST SMOKE).

0936 JG 63 

0948 JG 53 "

0950 JG 63 AIRBORNE

0955 JG 53 AIRBORN

1050 JG 71  NOTE 71 FIRST CALLED SOF WHEN

1055 TAXIING - NOT STARTING ENGINES - A SLAP ON
THE HAND TO CAPT BUCK-BUCK

JG 71 OFF

1030 JG 63 DOWN

1140 JG 63 OFF ETA 1250

1255 JG 53 DOWN

1340 JG 63 DOWN

1350 JG 71 DOWN

1410 METWATCH 1445L-1600L TS 10NM NONAIL SW 240126Z A MIN 2500' 2mi.

1415 MX CONT (ROBERSON) TOLD OF METWATCH

1430 PEDROS (RODEI) TOLD

1615 NITE CREW BRIEFED

1700 YOU GOT IT, TONY.

05 1700 CAPTAIN JORDAN, SOF!

1720 Wx Check - TS in area tops 30 thousand
feet. Will take careful observation prior to
TO of

1905 JG 53 OFF

2135 JG 53 DOWN

0630 We're open

0715 All Birds OR with exception 794 which is NORSE and Pedro 560 which is NORSE

0717 Joke notified.

0920 Both South birds Airborne

1240 793 Over serviced head at UBON awaiting fittings to Ueed Reservoir.

785 had unsafe gear indication
Pinned his gear down.

1245 793 OR Airborne

1415 All AC Recovered.

07 ZERO HAPPENINGS

08 0630 OPENED SHOP Cygnet 10

0700 Battered CREWS

0130 A/C STATUS

793 NORMAN BLOTT Dampson CHARG 1600 TODAY

794 NORSE P+2 Copilot TV monitor

ALL REST OR

4560 NORMAN ETIC P+6 ~~FREE~~ FLIGHT CONTROL

0845 PEDRO (EOT) BATTERED

0800 / 0900 LUNCH CREW BATTERED

0840 BUCHANAN COMES IN OPS, 358 MAJOR. ^{FLY LEAK} SEND BOTH CREWS TO UBON ON 795. 785 WILL REMAIN AT UBON ON ALERT.

STEUBANL FIGHTING F. FOR HIS CHERY FLIGHT.

NEVER SAW ANYBODY WANT TO RISK HIS LIFE AND TACKLE F. ON THE SCHEDULE. ASKED MAXAM TO CALL CREWS AT SOUTH TO TELL THEM WHATS GOING ON. 3 TIMES. SAYS HE WILL DO IT. HE STILL HASNT DONE IT. HE IS

F---ING WITH THE SCHEDULE. PUTTING HIS X ALL OVER
THE BOARD. HE FINALLY CALLS, BUT DICKS EVERYTHING UP AS USUAL.
HE HAD TO CALL EVERYONE OVER AGAIN TO SREDIGOTEN THINGS OUT. <sup>THE "I" OF SCHEDULE
HE SAYS, PERFORMS.
ADVERTISED.</sup>

0910 X BY OFFICAL TIME HARRIED 20F WATCH JG 53
WAS OFF 10 PAST 0900. WOULD YOU BELIEVE A
COSTIE HAD A ON TIME TAKEOFF.

MR. COSTIE MUST THINK HE IS DRIVING A SPORTS-
MOBILE AS FAST AS HE TAKING. I THINK HIS
NICKNAME IS SPEED RACER.

0919 JG 53 CALLS OFF AT 10

0955 JG 30 OFF BT OFFICAL WATCH AT 51 PAST 0900.

1045 MA CALLED OF CLON 793 1600 BTIC CREW WILL
REPORT AT 1400 TO HEADPLANE.

1245 ABOVE MISSION SCRIBBED.

1250 JG 30 DOWN

1254 JAKEA CALLED JG 32 LAUNCHED OUT OF UZON 0525, BUT
IS HAVING FUEL PROBLEMS + IS RUNNING INTO THUNDERSTORM
HE IS TURNING AROUND HEADING BACK TO UZON.

1525 MET WATCH 1545 LOCAL - 1900 LOCAL

TS WITHIN 10 NM NO HAIL, WINDS V 106 24
MIN. CONDITIONS CEILING 3000 FT VIS 3 MILES
TS W. LIGHTNING POTENTIAL 3 MILES
MX CONTROL. (CSS) JOLFER (TE)

1740 STAFF JG 62 DOWN 3 LOG 3.7 HRS.

CLOSING.

0708 STAFF BRIEFED CREWS. 141X (0800 T.O.) IS ALREADY COOKED,
STAFF CREWS ARE ALREADY BRIEFED INDIVIDUALLY, SO EVERYONE
SETTLED ON 0700 STOW. AND MY ALARM DIDN'T GO OFF!

0715 CHANGE 1: MAX SAYS SUB 358 FOR COOPER'S 793 - THIS ONE
HR BEFORE TAXI-TIME. THEY WANT A 30-MIN ENGINE RUN
AND A 2 HOUR FLIGHT ON 793 AT 0900. GILBERT
NOTIFIED. CAN'T FIND KOEBERNIK. BUDDY FOR AC.

0730 MAX STATUS:
794 NORM-F SSG NORM-G ALL OTHERS 92.

0840 ALL MISSIONS OFF. ON TIME, EVEN, FOR TRAINING MISSIONS.

1045 JG 71 REMAINED W/ COL RILEY, 41ST WING VICE.

1230 JG 30 & 62 DOWN FROM STAFF

1305 METWATCH. WINDS 310 10 G 20 VARIOUS 1700 L. TOLD MAX

1440 JG 32 GOT OFF FOR 2 HR. OPS CHECK AFTER SEVERAL ENGINE
RUNS FOR BLADE TRACK.

1445 MAX WANTS AN ENGINE RUN ON 786 FOR "CHK-A". ENGINE-RUN
CREW IS FLYING THE OPS CHECK ON 793!! CASTING AROUND
FOR A PILOT. OF 12 COPILOTS, 3 ARE HERE. NO TAKERS?
ALL OF A SUDDEN MAX SAYS "I'LL TAKE IT." !!!

1635 JG 32 DOWN A2 DOPLER

1640 - MORSE / COEDERNIK COCK 794. THEY WON'T BE ABLE TO COCK 784, THE
BICKUP, 'CAUSE THEY'LL BREAK CREW REST. LOOKS LIKE I'M ELECTED.

1720 - NO ENGINEERS. ROUNDED UP EMMONS AT THE HOOTCH. ETIC 1900.

091300Z APR 74 Capt Findeiss decides to give up SDF. For
the day so I guess I've got it. 060000 brief
tomorrow. Terrific

092300Z APR 74 Briefed crew of Jolly Green 52.

092345Z APR 74 Aircraft Status:

358 OR

792

OR

784

OR

793

OR

785

OR

794

Nors F (TV illuminated)

786

OR

795

OR

092348Z APR 74 Finally obtained a time hack. Seems
the old number at Blue Chip switch is temporarily
out of order. Should be back OR today.

LT Cooper, LT

10 APRIL 1974

100000Z APR 74 Briefed crews of Jolly Green 62 and 32.
100057Z APR 74 Inspected Jolly Green 52 prior to takeoff.
100110Z APR 74 Jolly Green 52 logged off for round robin to Ubon.
100136Z APR 74 Inspected Jolly Green 62 prior to takeoff.
100145Z APR 74 Jolly Green 62 logged off for Ubon Alert.
100201Z APR 74 Inspected Jolly Green 32 prior to takeoff.
100205Z APR 74 Jolly Green 32 logged off for Ubon Alert.
100415Z APR 74 Jolly Green 52 logging down. SOF present for recovery.
100645Z APR 74 Jolly Green 63 logging down. SOF present for recovery.
100720Z APR 74 Called Ubon, Jolly 32 awaiting parts on the Klong
before they come back. ETD 0900Z
101000Z APR 74 Relieved of SOF by Lt Backlund.
10/1000Z DRB. Lt Backlund assumes SOF
DRB 1Lt USAF

Book closed out - new volume initiated.