

Caribou Courier

483rd TROOP CARRIER WING

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WING LOGS 500,000TH PASSENGER 17 JUNE

Another milestone in C-7A Caribou operations was passed on 17 June when the 500,000 passenger since 1 Jan 67 was transported on this aircraft. SP4 Roy M. Jones of Company C, 5th Special Forces who boarded the Caribou aircraft at Da Nang AB Vietnam was picked for this honor by Col N.T. Lawrence, 483d Troop Carrier Wing, Deputy Commander for Operations.

Day-in and day-out the flight crews of the six troop carrier squadrons have carried a daily average of 3,000 persons. Whether it be fully equipped combat troops, air evacuation of wounded personnel from airfields in the battle zones, Vietnamese military personnel and their families or USO shows and personnel changing stations, this operation has been carried out under conditions that often precluded the use of any other type of aircraft.

During this same time the C-7A has transported over 100,000 total tons of cargo of all types, flown over 70,000 sorties and logged more than 45,000 flying hours.

On the occasion of being picked as the half-millionth passenger, SP4 Jones was presented with an honorary pass signed by Colonel Paul J. Mascot, 483rd Troop Carrier Wing Commander, to ride on the Caribou anytime during his remaining tour of duty in Vietnam. He arrived in-country on 7 Jan 67, is married and has four children waiting for his return to Fayetteville, North Carolina.

AKIN RECOVERING FROM COMBAT WOUND

Lt Colonel James F. Akin is at Fitzsimmons General Hospital in Denver and is showing good progress recovering from a leg wound he received on a Special Forces airdrop mission in the IV Corps area on 13 May 67. Colonel Akin was wounded when his aircraft came under heavy ground fire after passing through a drop zone.

Colonel Akin served as 537TCS Commander from October 1966 to January 1967, after which he served as Operations Officer. His leadership helped the squadron lead the wing in total airlift during four of the first five months of USAF operation of the Caribou.

AIR DROP EARNS CAPT. SILVER STAR

One of the 459TCS has one of the highest honors possible, a Silver Star winner. We'll have to claim this "first" that should stand for some time to come.

Captain Peter J. Morant distinguished himself by gallantry in connection with military operations against an opposing armed force at Tri Bi Special Forces camp, RVN, on 30 August 66. On that date, Capt Morant volunteered to participate on an emergency resupply mission of ammunition to the besieged Special Forces camp, Tri Bi. The aircraft departed Nha Trang Air Base, RVN in adverse weather conditions, requiring skill and keen judgement by Capt Morant to penetrate the hazardous mountain terrain and an 8,000 foot thick overcast with limited navigational aids. Tri Bi was located despite weather conditions. Radio contact was established with friendly forces and drop instructions requested. Friendly ground forces informed Captain Morant that the entire area was surrounded by unfriendly forces and that all areas were extremely hot with intense automatic weapons fire and small arms fire expected along all approaches to their drop zone. Capt Morant learned that for the drop to be effective, he would be required to position the ammunition on the entrance gate. The only possible way for Capt Morant to accomplish the task, would be from an extremely low altitude and a completely defenseless airspeed of 100 knots. Positioning his aircraft on final approach a mere 300 feet above the tree tops, the initial drop configuration was established and the load declared hot by the Crew Chief. During the final stage of the approach, the aircraft was laced by automatic weapons fire and the Crew Chief wounded and disabled. Preserving his skill and judgement, Captain Morant quickly and meticulously explained drop procedures over interphone to another crew member available in the cargo area. The approach was continued despite the intense hostile fire and the drop executed perfectly with the ammunition landing only feet from the requested position. Altitude was gained and Captain Morant directed first aid procedures that were applied to the Crew Chief. With unparalleled loyalty for mission accomplishment and insurmountable courage, a second trip was

"CARIBOU ROUNDUP" SET FOR JULY 4TH

About 90% of you have the word now about the 1st Annual Caribou Roundup Picnic that will be held at Baker Beach on the 4th of July. This announcement is therefore directed at that 10% who never seem to get the word.

We're starting off about 1300 with the drinking, sunburn and swimming. The squadron volleyball teams will have a go at each other starting at 1330. The big sports program gets underway at 1430 with the sack races, three legged races, relay race, and the grandest, most spectacular tug of war ever.

The boys in charge of the food will have prepared the most lip-smackinest dinner this side of Mess Hall 4. Rolled beef, steaks, chicken and all the other goodies traditional to a picnic will be yours for the asking.

Finally, toward dusk, when you're all worn out from games and horse play and have settled down to the sand dunes with a cold drink, the Wing Commander, Col Mascot, is going to present the awards to those who were valiant in the sports. After that there will be musical entertainment sure to be to your liking. Maybe even a sing along.

You ask, do you, just who are the guys making these preparations for your enjoyment? Well, Major Ralph Brown is in charge of overall coordination until he goes on R&R. Then Major Cliff Kiah gets that pleasure as well as being Director of Sports. Doc Kugler, otherwise known as Bandaaid 3, is also helping to set up the sports program. 1st Sgt Keltner is getting together with entertainment. MSgt's Crawford and Burrell are gathering together all that fine food, CMSgt "Ironman" Hentz in riding herd on the liquid refreshments.

535TH "REC" HOOTCH HAS GRAND OPENING

The long awaited moment has finally arrived for the personnel of the 535TCS. After long months of waiting, sweating, purchasing, and scrounging, the recreation hootch was opened on 10 June 67.

Probably the most talked about thing around the rec hootch is "Big John" Garczynsk. To walk into the hootch for that pause that refreshes and see Big John there all smiles and wearing his "Yung Tau Terror" shirt, southern colonel tie, white apron, handle-bar moustache, and hair neatly parted down the middle, is enough to make everyone forget his troubles.

This unit owes much to the individuals who have spearheaded this drive. Special thanks go to 1st Sgt Camp, A1C "Big John" Garczynski, and Maj Bannerman. All personnel have expressed an extra special "thank you" to A1C "Hollywood" Holloway for his untiring efforts in this project and his many hours of long, hard work.

BEEF ON THE HOOF CAUSES PROBLEMS

You might say a new "FIRST" was scored by the 457TCS at Pleiku AB Saturday by having to chase a 400 pound Special Forces "fresh meat" load down the ramp. The 400 pounds of "fresh meat" consisted of one each, four-legged, two-horned, ill-tempered brahma bull, and when that much bull gets going, look out!

STAMPEDE BEGINS

It all started when he disagreed with the proposed air shipment to Mang Buk. He rapidly departed the Caribou loading area heading east down the ramp. As he picked up steam through the ALCE area hundreds of passengers tried taking-off without the aircraft and wide paths appeared without hesitation. It was in the A-1 area that the one-bull-stampede was turned by the "jeep riding" Special Forces Cowboys. The stampede was only turned however, not corralled. He continued westbound with new vigor. The tower refused to give departure clearance, and crash vehicles offered to cool him down, but still he traveled. The "follow-me" truck tried their luck but either the bull couldn't read, or he didn't know the phrase "Di Bo Cung Toi".

WESTBOUND HAMBURGER

Still westbound through the Caribou area at about 20 MPH he let himself get cornered. Have you ever seen Sergeant Johnson (5 SF) leading a bull with a tie-down strap, trying to break the 100 yard dash record? You can't imagine human speed until there's 400 pounds of rapidly gaining bull right behind.

BULL, DOWN NOT OUT

Needless to say, bully was soon loose again, and proceeded to demonstrate how to go through concertina wire barriers. From all appearances the Air Force compound was his next frolicking area. At this time you might say our "load" was seen going over the hill -- and next seen coming back tied to a jeep. The rest of the loading consisted of brute force and tie-down straps.

Seems the coach is down the ramp now signing up track teams, broken field runners and bull fighters. A2C Gordon of the 457TCS got the first "Ole" with only 20 feet warning notice and a moment of stark terror with the right leg of his fatigues ripped!

FROM THE STANDS

Lt Col Russell L. Hobbs, Aircraft Commander, said that he and Lt Nathan S. Smith, Pilot, SSgt James R. Martin, Flight Mech and A2C Edward L. Gordon watched this whole show from a vantage point near the Caribou.

"When we finally unloaded that mean mother at Mang Buk, the last we saw of him he was going away fast with two Montagnards in tow."

WING PRESENTS AWARDS TO 458TH, 535TH & HQ.

During a ceremony at the 458th Troop Carrier Squadron on Sunday, 4 June, Crew Members were presented with a number of awards.

Majors who received Air Medals were - Herbert Dagg, 2, 3 & 4th OLC; Hugh Savage, AM; Bernard Oden, AM, 1, 2 & 3 OLC; Robert Willoughby, 2nd OLC; Bob Wann, 1, 2, 3, 4, and 5th OLC; Daniel Lorch, AM, 1, 2, & 3rd OLC; Bruce Roberts, 2, 3 and 4th OLC; Ronald Holly, AM, & 1st OLC and Fernie Walker, AM, 1 & 2nd OLC.

Captains who also received the Air Medal were Paul Hodgins, 1, 2 & 3rd OLC; Lynn Buckner, AM, 1, 2, 3, 4 & 5th OLC; John Dates, AM; Arthur Oxley, AM; Harold Hoffler AM; William Munson, AM, 1, & 2nd OLC; Wayne DeLawter, AM and Joe Willis, AM.

Two Lieutenants also shared this honor, Michael Cooney, AM and Dean Johnson, AM.

Airmen also to receive the Air Medal were TSgt's Donald Briscoe, AM & 1st OLC; Howard Rozell, AM, & 1st OLC; SSgt's Joe Gardner, AM & 1st OLC; John Gartie, AM & 1st OLC; Allen Gustafson, AM; Guy Musser, AM; Dwight Patch, AM; James Martin, AM and ALC Velmer Hemstead, AM.

In addition to his other award Major Bob Wann was presented with the Air Force Commendation Medal.

In a similar ceremony in the 535th Troop Carrier Squadron on the 5th of June Col. Paul J. Mascot, Wing Commander presented Air Medals to Captains Kenneth Chrisman, William Hodge, Allan Stinson, Lieutenant David Lithgow, SSgt Paul Davis and ALC Rubel Jaramillo.

During Commanders Call on 21 June, the 535th Troop Carrier Squadron Maintenance Officer, Capt Baker presented TSgt Wells Akina with certificates as "Crew Chief of the Month" for both April and May 67. ALC Billy Colston was also presented with a certificate as "Mechanic of the Month" for the month of May 67.

During the Commanders Conference on 28 June Col Mascot presented the Air Medal to Major Donald Harz and the Air Force Commendation Medal to CMSgt James Collins. Both are assigned to Wing Headquarters.

DFC WINNER GOES BACK TO THE STATES

Major Phillip E. Anderson, 459th TCS departs Vietnam on 15 Jul 67, and he'll take his DFC home too. He earned the award for extraordinary achievement while participating in aerial flight at An Hoa Special Forces Camp. Major Anderson volunteered to participate on an emergency resupply of ammunition to besieged friendly forces, volunteering despite very bad weather and in complete disregard for his own safety from withering hostile fire which struck his aircraft repeatedly.

Major Anderson maintained his professionalism and skill by completing four emergency resupply sorties into the camp, assisting An Hoa in repelling the attack.

A TYPICAL DAY FOR A "BOU" OPS OFFICER

A typical duty tour for a 535th TCS Air Operations Officer and his assistant, an Air Operations Specialist, begins at 1215 hours. They are briefed by the outgoing Duty Officer and Specialist, and settle down for 24 hours of duty.

By the close-up time that evening, usually around 2100 hours, they have: received and checked the next day's missions for accuracy; coordinated with the Ops Officer the scheduling of the aircraft and crews for the missions; and recovered all aircraft and debriefed the crews.

The next morning, long before roosters start to crow, the AODO and his assistant can be found at work. Their duty requires them to be at work 1½ hours prior to the first scheduled take-off, so this means arriving at Operations usually around 0330 or 0400 hours. One of the Air Operations Specialist's first tasks is to insure plenty of hot coffee is available for the crews departing that morning.

During the time until relieved at 1215 hours they have: briefed crews as to weather, mission, intelligence, mission requirements, and suspected problems to be encountered; scheduled replacement aircraft, insured timely take-offs, coordinated each mission, and acted as the Supervisor of Flying and the Ops Officer during their absence.

Maj Clyde M. Decker, with 19 years and 7 months of service and who hails from Malibu, California, had this to say, "It's really nuts and bolts, but by 1100 hours we are really getting sleepy and looking forward to our reliefs walking through the door".

459TH, 536TH AND 535TH ANNOUNCE PROMOTIONS

459TCS Promotions:

To MSgt - David K. Simons

To SSgt - R. C. Parker

Royce D. Rogers

To ALC - William E. Guilford

Charles R. Henthorn

Elvin J. Herbert

William A. Higgins

Curry D. Pugh

Brent M. Reeder

Behnie J. Montgomery

To Senior Master Sergeant with effective dates to be announced are: James Cupit, Jr, Mike S. Donald and William D. Franley.

In the 536TCS new trax were put on by Captains Donald S. McClave on 12 June and Gerald C. Byers on 20 June.

In the 535TCS on 20 June Hugh T. Gunn became a Major and John J. Baker III a Captain.

CONGRATULATIONS

CAM Sq AGE BRANCH SPEEDY CAR WASH

MSGt Coats, NCOIC of the 483rd CAMRON AGE Branch, recently used his initiative and ingenuity to modify a condemned F-6 refueling trailer into a portable vehicle wash facility. This trailer was modified by SSgt Loose and A1C Whitten to allow two water hoses to be operated simultaneously, allowing expedient washing of aircraft.

On 19 June 67, this unit was placed in an assembly line with a vacuum cleaner and solvent spray unit to set up a speedy car wash facility for the purpose of washing all vehicles belonging to the 483rd TCW at Cam Ranh Bay.

The speedy car wash utilized three stations and 11 men. The first station emptied ash trays, swept and/or vacuumed as required. The second station scrubbed the interior and exterior and sprayed cleaning fluid on the engine, and under the fenders, etc., then rinsed all the soapy water and cleaning solvent off. The third station then immediately dried the vehicle down, cleaning the windows, instrument panels, etc.

These men started to work at 0800 hours and completed at 1600 hours, taking an hour and a half off for lunch, thus giving them only six hours and thirty minutes to completely wash the interior, exterior, engine and underside of 57 vehicles ranging from jeeps, to forklifts, to a 5-ton M-246 wrecker. This was an average of 11.53 minutes per vehicle to completely clean the vehicles.

The following men participated in this project: SSgt Ellison, A1C Adkins, A1C Bagley, A2C Gage, A2C Conelly; 483CAM Sq; A1C Clouse, A2C Clark, A2C Streeter; 458th TCS; A1C Gordon, A1C Warga; 457th TCS; A2C Mobley, A2C Smith, and A2C Louthen; 483TCW.

SILVER STAR (CONT)

executed at the same low, vulnerable altitude and slow airspeed. This time the accuracy of unfriendly automatic weapons fire was immeasurable as five rounds entered the cockpit area. With unselfish consideration for his safety, Captain Morant continued his approach and with superb airmanship and mastery of airdrop techniques expertly placed the second load of ammunition on target. Completing the mission, Captain Morant diverted to the Saigon area to expedite medical treatment for the wounded Crew Chief. A precautionary landing was made at Tan Son Nhut AB, RVN and medical aid provided. An inspection of the aircraft found five hits in the cockpit area and numerous hits in the cargo area. By his gallantry and devotion to duty, Captain Morant has reflected great credit upon himself and the USAF.

Captain Morant has returned to the U.S. but he has provided other BOU drivers with something to shoot for -- Good Luck Troops.

536TH TCS GREET'S NEW COMMANDER

At 0800 hours on 22 May 1967, Lt Colonel Harold J. Zweifel succeeded Lt Colonel John F. Yelton as Commander of the 536TCS in a formal ceremony at Vung Tau.

Colonel Yelton played a key part in the Air Force takeover of the C-7A in his capacity as project officer for the "Operation Red Leaf" program. After the changeover was completed, Col Yelton came to Vung Tau and assumed command of the 536th. His new stateside assignment will be with TAC at Shaw AFB, S.C..

Colonel Zweifel brings a wealth of airlift experience to Vietnam. He served in MAC for more than 24 years and has logged more than 15,000 hours of accident free flying time. Colonel Zweifel and crew established a world speed record in a C-135B jet transport flying from Clark AB, Philippines to Travis AFB, California non-stop in 11 hours, 56 minutes with an overall average of 602 miles per hour. He is one of the few Air Force pilots that is a qualified FAA Airline Transport Pilot and FAA Flight Instructor in DC-3, DC-4, DC-7, Boeing 377 and Boeing 707/720 aircraft. Prior to his assignment Colonel Zweifel was Commander of Det 3, 22 Air Force (MAC) and Senior Air Force Advisor to the 137 Military Airlift Wing ANG, Oklahoma City, Oklahoma.

A squadron party welcoming Colonel Zweifel was held on 28 May at the Back Beach in Vung Tau.

I CORPS INFANTRY PRAISES 459TH TCS

TO: 459th Troop Carrier Squadron

The 459th Troop Carrier Squadron provided the I Corps Advisory Group and U.S. and Vietnamese forces within I Corps (Vietnam) Tactical Zone with direct support from 1 January 1967 to 30 April 1967. The manner by which your personnel accomplished their mission was outstanding.

Our entire organization desires to express sincere appreciation for your untiring efforts and request your continued cooperation in aiding us in the performance of our mission. The harmonious working relationship maintained by the 459th Squadron's operations personnel with the Army Aviation Element of I Corps Tactical Operation Center has been instrumental in reducing coordination and scheduling problems to near zero. The positive "can do" attitude of the flight crews has insured missions were completed. The completion of these missions during periods of adverse weather conditions while frequently encountering hostile ground fire is demonstrative of the dedication, professional attitude and high state of flying proficiency attained by your unit.

A.L. HAMELBN, JR.
Colonel, Infantry