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No. 35 SQUADRON

OPERATIONAL OFFICER'S REPORT

FEBRUARY 1969

File No.

Introduction

1. This report covers the activities of No 35 Squadron during the month of February 1969.

Operational Achievements

2. Work Done. Following are the statistics of the work done for the month:-

Sorties	1,146
Hours	490.25
Passengers	9,685
Freight	1,384,062
Mail	203,738

3. Hours Summary. The following table sets up the flying hours:-

	February	1968/69
Planned	451	3994
Achieved	490.25	4022.20

Operations

4. General. February was again a very busy month for the squadron. In addition to the standard scheduled services, 40 missions were flown on over 500 sorties providing air supply of PG and ammunition to forward airfields in the IV Corps area, and 30 sorties were flown in support of 1422 operations at Long Binh.

5. Efficiency of High Sortie Rate. The statistics at parts 2 and 3 do not adequately convey the intensity of activity of these operations. An average mission in IV Corps involves 12 hours of aircraft operation for a total of only 3 flying hours. Apart from the initial positioning and the return to base, the average sortie length is only 15 minutes. The aircraft is loaded and unloaded at least 10 times, it is refueled and serviced four times. The daily mission in support of the AIF equipment at Long Binh is equally demanding, involving 8 sorties and only 2 1/2 flying hours. The high sortie rate is accompanied by a disproportionately large and unaccounted ground running time, and it causes the engines to be run at either take-off or 112% power for some 25% of the time airborne. For a given number of flying hours, all aircraft systems are operated more often: tyres, brakes, and undercarriage are subjected to abnormal wear and tear from very frequent use. In sum, the nature of these operations places strenuous demands on aircrew, aircraft, and on technical and general parts support.

6. Communications Problem. Now that all USAF Fairbairns have been equipped with the AN/ARC 24 RV installation, nearly all the airfield operating agencies in IV Corps are working 24 hours outside the range of No 35 Squadron's AN/ARC 22. During February the squadron had to reject a number of tasks ordered by the 7th Air Force because of this problem, but on numerous missions the squadron did fly it remained in operational form. No 35 Squadron 2544/3/7000 dated 6th February 1969 to RANZAF details this operational difficulty.

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Aircraft

7. Proficiency. Two pilots were upgraded to Category 3, bringing to seven the number of squadron pilots so graded. A Category 3 pilot is deemed worthy to be authorized to carry out any operational task the squadron may be called upon to do.

8. Work Load. Host aircraft flow will over 100 hours again this month. On an average, this entailed working five 12 hour duty days each week, plus one day on standby. All members are being closely observed for signs of strain or fatigue, but no adverse effects have been noted to date.

Technical

9. The average serviceability was 76.5%. The serviceable and not flown percentage was 15.8%. On four days, five aircraft plus a standby were ordered, and on six days four aircraft plus a standby were ordered. All these demands were met; and in addition, three 'D' Survicings and two engine changes were carried out.

10. Radio Servicing. TACAN unserviceabilities have almost disappeared since 403rd TIS took over repair and overhaul of this equipment at the end of January. As a result of arrangements made by SAAPHQAPV in February, all radio equipment is now being serviced by 403rd TIS. The benefit of this arrangement will not be evident until next month, but a vast over-all improvement is expected.

Equipment

11. It is becoming increasingly difficult to obtain technical spares from USAF sources. There are two main problem areas:-

- a. Supply Point Holdings. Supply point holdings of certain items are inadequate in the airframe and engine range, occasioning COMS and ALOS demands with delays of up to fourteen days to satisfaction. 53 COMS demands were omitted; this did not assist the average serviceability rate.
- b. Bench Stock. Bench Stock items gradually were reduced in range until in the middle of the month it was necessary to request that 148 items be re-included in the stock. At present only 277 of 333 authorized items are held, and 15% of all demands in February were for bench stock. These problems have developed since mid-January; prior to this supply was excellent. The matter has been taken up with 336th TIS, the supply agent.

B. Stockman
(B. 31-0344)
Squadron Leader
Commanding Officer

030460

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7. Return of Missions. The scheduled missions 003, 005, and 006 continued normally. The 002 and 001 missions were devoted to short sorties giving logistic support for forward airfields in the delta region. This resulted in a record for the squadron in Vietnam as to freight carried and total sorties flown.

Aircraft

8. Flying Training. Operational activity precluded specific flying training missions. Some training in emergencies and instrument flying was carried out during recovery sorties, however, and it was possible to carry out three instrument rating tests. Three pilots were upgraded from White to Green instrument rating.

9. Individual Efforts. One complete crew was detained in Manila on temporary duty for a full week. In addition the squadron was short one pilot for 17 days, owing to an unexpected posting; and one leadmaster for 14 days, owing to sickness and R & R leave. These shortages coupled with the considerable amount of operational work done, imposed an enormous load on the remaining aircrew. Six pilots exceeded 100 hours flying for the month. However, particular commendations are due to three leadmasters. Their individual efforts are recorded:-

		Hours	Sorties
A219151	Cpl GRACE R.T.	143.05	234
A218993	Cpl SLEWEN B.A.	134.35	238
A45006	Cpl LOWELL D.	135.45	245

These figures can only partly portray the work involved. Each of these airman willingly handled all manner of awkward, dirty, and heavy cargoes; and yet cheerfully played host to a multitude of passengers. They deserve more than 50 cents a day flying pay.

Technical

10. 14-173 returned from 'E' Servicing by Phillipines Air Lines, Manila. The squadron aircraft strength now stands at seven. This state should continue until May when the next 'E' Servicing falls due.

11. The average serviceability was 84.7%, with a serviceable and not flown figure of 23.1%.

12. The extensive repairs to the battle damage sustained by 14-208 were carried out in seven days. A first-class effort by Technical Flight; but particularly by the Aircraft Metal Workers. Unfortunately a number of spares have proved difficult to obtain, and the aircraft as a whole remains unserviceable.

Administration and Equipment

13. Equipment. Apart from one outstanding GOR's (AOC) demand, technical spares support from the USAF was satisfactory. The small number of demands through Australian sources were satisfactorily filled. A scaling review was initiated; it is expected to be completed by the end of February.

14. Malaya Visit by Commanding Officer. The Commanding Officer carried out a fifteen visit to Con Rumb Bay from 26 - 28th January 1969 at the invitation of the Commander No 43rd Tactical Airlift Wing. The 43rd Tactical Airlift Wing operates all USAF C-130s in Vietnam, and provides technical and general parts support to No 35 Squadron.

15. The visit achieved the following:-

- a. Established lines of communication on flying safety, operational procedures, and intelligence matters.

SIGROBFF
ROYAL AUSTRALIAN AIR FORCE

UNIT HISTORY SHEET

(AFO 18/F/51)

of (Unit or Formation) No 35 Squadron

Form A 50
(Revised May, 1951)

No. of Sheet.....

Place	Date	Summary of Events	References to Appendices																		
VUNG TAU	08MAR69	Sqn Ldr R.A. McINTOSH (037576) visited the squadron for discussions on Flying Safety.																			
	11MAR69	Flt Lt R.J. THOMPSON (0316968) GDPLT departed on posting to No 38 Squadron Vide P22659 dated 23DEC68. Flg Off I.G. JACOBSEN (015961) GDPLT departed on posting to No 38 Squadron Vide P22660 dated 23DEC68.																			
		Flt Off A.P. FRANKS (0113660) GDPLT arrived on posting from No 38 Squadron Vide P22657 dated 23DEC68. Flt Off D.A. THEODORE (0112550) GDPLT arrived on posting from No 38 Squadron Vide P23170 dated 30JAN69.																			
	17MAR69	Wg Cdr H.C. SMITH Provost Marshall visited the Squadron whilst on a Staff Visit.																			
	20MAR69	Air Care G.T. NEWSTEAD GDPLT COMRAAFV visited the Squadron on an inspection prior to relinquishing his command in VIETNAM																			
	24MAR69	Commonwealth Gazette 23/69 was received advising the promotion of Flg Off R.M. HENNESSY (044089) GDPLT to substantive Flight Lieutenant waf 4th November 1968.																			
	27MAR69	Air Care F.S. ROBEY GDPLT COMRAAFV visited the squadron for an inspection of aircraft and squadron facilities.																			
		During the month of March 1969 the Squadron was advised that Gp Capt J.D. BEPPE (033153) GDPLT Commanding Officer 35 Squadron 03FEB68 to 03DEC68 received the Distinguished Flying Cross for Vietnam Service with No 35 Squadron. It was also advised that Flt Lt A.J. PENNY (0216406) GDPLT and Flg Off I.B. COOPER (0316302) GDPLT were each awarded a Mention in Despatches for Vietnam Service with No 35 Squadron.																			
		The Establishment and Strength of Personnel, Aircraft and Mechanical Transport as at 31MAR69 is as follows:-																			
		<table border="1"> <thead> <tr> <th>Officers</th> <th>Sqn Ldr</th> <th>Flt Lt</th> <th>Flg Off</th> <th>Pit Off</th> <th>TOTAL</th> </tr> </thead> <tbody> <tr> <td>Establishment:</td> <td>1</td> <td>6</td> <td>8</td> <td>-</td> <td>15</td> </tr> <tr> <td>Strength:</td> <td>1</td> <td>5</td> <td>7</td> <td>2</td> <td>15</td> </tr> </tbody> </table>	Officers	Sqn Ldr	Flt Lt	Flg Off	Pit Off	TOTAL	Establishment:	1	6	8	-	15	Strength:	1	5	7	2	15	
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COMMANDING OFFICER'S REPORT

MARCH 1969

Introduction

1. This report covers the activities of No 35 Squadron during the month of March 1969.

Operational Achievements

2. Work Done. Following are the statistics of the work done for the month

Sorties	1,333
Hours	538.30
Passengers	12,051
Freight	1,386,982
Mail	273,552

3. Hours Summary. The following table sums up the flying hours:-

	March	1968/69
Planned	509.30	4503.55
Achieved	538.30	4566.50

4. General. The nature of operations has been such that the upward trend in efficient aircraft usage continued this month. Although there was a slight overfly on hours, an all time record of sorties flown and total loads carried was achieved. Generally operations were similar to those of recent months, but with the addition of the air transport support of the 1 ATF deployment at Long Binh.

Operations

5. 1 ATF Support. The squadron flew 69 hours on 250 sorties in priority support of 1 ATF operations at Long Binh. 1 ATF was unable to forecast its probable withdrawal date at the beginning of the month, but some estimate had to be made in order to advise the US 7th Air Force of the air transport support it could expect for Mekong Delta Logistics. In fact 1 ATF maintained its deployed force at Long Binh throughout the month. However both commitments were met, with a resulting overfly of 29 hours.

6. Mekong Delta Logistics. The 7th Air Force 834th Air Division divides its Caribou air transport support into scheduled services, dedicated services, and common service. Scheduled and dedicated services are devoted to specific routes or organizations and support the bulk of users; but there are numerous small units and units requiring only occasional SRT support which must be specially provided for on demand. Out of 49 missions provided daily by the USAF, only six are allocated to common service to meet these specific demands. No 35 Squadron allocates one mission every day to common service, and where possible two. These missions are almost invariably employed in shuttling FOB and ammunition to forward

bases in the Mekong Delta. In February, an average month for common service, these missions accounted for 469 sorties, 207 hours, and lifted over one million pounds of freight. This contribution is a significant factor in common service logistics.

Technical

7. The effect on maintenance of the current high sortie rate was raised in the February monthly report; yet throughout March, Technical Flight has maintained the serviceability rate at an incredible 85.2%. Because of the nature of operations, flying time only is recorded; it is noteworthy that actual engine running times for the month totalled 708 hours. The serviceable and not flown figure was 27.7%.

8. FI Radio Modification. The lack of an adequate FI radio remains a communications problem and an operational hazard. If work does not commence on Caribou Modification No 79 almost immediately, the squadron will be saddled with the additional problem of having to operate one aircraft below strength while the modification is carried out. As detailed in our 2546/3/Tech(30) dated 8th February 1969, the squadron holds one additional aircraft on strength from late January until 25th May 1969 when A-193 is allocated off for 'E' inspection. This was the time within which the modification should have been completed. Already two of the four months available have passed and the squadron still has no indication as to when work may commence.

Equipment

9. The supply of technical spares through the USAF system improved notably during the month. Bench stock holdings increased to 83%, and the 148 additional items requested in February were supplied. Only 17 GPORE demands were submitted. This in itself shows that the supply point holdings have increased, and the GPORE demands were filled in an average of 1.9 days.

B. Spedman
 (B. SPEDMAN)
 Squadron Leader
 Commanding Officer

03APR69

72

SECRET
 ROYAL AUSTRALIAN AIR FORCE

UNIT HISTORY SHEET
 (AFO 18/F/5)

Form A 50
 (Revised May, 1951)

of (Unit or Formation) No 35 Squadron

No. of Sheet 35

Place	Date	Summary of Events	References to Appendices																		
YUNG TAU	10APR69	Wg Cdr A.J. READ (0312674) EQUIP and Wg Cdr G.R. HEWITT (032559) EQUIP visited the Squadron for discussions on Equipment matters.																			
	16APR69	Air Vice Marshal C.D. CANDY, CB, CBE Air Member for Personnel DEPAIR visited the Squadron on his annual visit to YUNG TAU.																			
	24APR69	Flt Lt G.M.N. CASSELLS (0316966) GDPLT, Flg Off J.C. GRIFFITHS (0316798) GDPLT in Caribou Aircraft A4-173 proceeded to centres in South Vietnam for the collection of the Australian Advisory Team to attend Anzac Day Dawn Service in DA NANG.																			
	25APR69	The Commanding Officer Sqn Ldr B.W. SPEDSMAN (032527) GDPLT proceeded on temporary duty to SAIGON to attend a Procedures Standardization Conference.																			
	26APR69	Flt Lt G.M.N. CASSELLS (0316966) GDPLT, Flg Off J.C. GRIFFITHS (0316798) GDPLT returned from duty in DA NANG.																			
	27APR69	Sqn Ldr B.W. SPEDSMAN (032527) GDPLT returned on completion of temporary duty at SAIGON Sqn Ldr T.J.C. LUSINK (0216807) Senior Legal Officer Headquarters RAAF Butterworth, visited the Squadron to assist members in the compilation of Wills and discuss any legal inquiries with members of the Squadron.																			
		The Establishment and Strength of Personnel, Aircraft and Mechanical Transport as at 30th April 1969, is as follows:-																			
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		SECRET																			

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- b. Established a personal working relationship with the staff officers who provide No 35 Squadron with direct technical and general parts support.
- c. Specifically, established a new and more satisfactory basis for the servicing of TACM. In the past this has created some considerable problems.

Morale

16. Hard work as a team is always conducive to high morale. Thus the extra work carried out by the squadron, both operationally and in the repairs to the battle damaged aircraft, can be seen reflected in the general squadron spirit.

17. Worthy of mention was the compassionate repatriation of a squadron member during the month. The officer concerned approached the Commanding Officer with a pressing personal problem. The circumstances were referred to Department of Air by signal, with a request for investigation and advice. Twenty-six hours later a signal containing a posting advice was received back at the squadron. Fourteen hours later again, the officer was on his way home. This sort of backing from the base front gives confidence and resolve to all members here, and is a significant factor in the maintenance of morale.

YONG TSM
4th February 1969

B. Sanderson
(B. SANDERSON)
Squadron Leader
Commanding Officer

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NO 35 SQUADRON DOCUMENT IS DECLASSIFIED AND AVAILABLE

FOR PUBLIC USE BY AUTHORITY, CHIEF OF THE AIR

CORRECTING OFFICER'S REPORT

File No. _____
JANUARY 1969

Introduction

1. This report covers the activities of No 35 Squadron during the month of January 1969.

Operational Achievements

2. Work Done. Following are the statistics of the work done for the month:-

Sorties	1147
Hours	499.55
Passengers	9472
Freight	1,447,172 lbs
Mail	290,491 lbs

3. Hours Summary. The following table sums up the flying hours.

	January	1968/69
Planned	510	3510
Achieved	499.55	3537.55

Operations

4. Harrassing tactics by the enemy using rockets and mortars have made January an uncomfortable month. Vung Tau itself was attacked by rockets; the 834th Air Division lost one C130 to mortar attack and one C7 received the equivalent of category 4 damage as a result of enemy ground fire. The No 35 Squadron Caribou sustained Category 2 damage from mortar fire.

5. Damage to A4-208. No 35 Squadron Caribou A4-208 was attacked by mortar fire as it entered the parking area of KATEI, South Vietnam. The aircraft was crewed as follows:-

Captain: 0316968 Flt Lt R.J. THOMPSON
Co-Pilot: 0314134 Flg Off R.J. McGREGOR
Loadmaster: A219151 Col GRAVE B.T.

The captain received two superficial lacerations, but after initial treatment his medical category remained A1-G1-Z1. The aircraft sustained 111 shrapnel holes in the wing and fuselage, both windscreen were badly damaged, two tyres were blown and a hydraulic line was holed. During a lull in the attack, the captain flew the aircraft off and landed at Bien Hoa. His skill in handling his damaged aircraft and in dealing with the hydraulic failures he encountered is commended.

6. Weather. The weather has remained fine and clear throughout January. Strong south-easterly winds prevail at Vung Tau, and this has frequently restricted operations to the short south-east runway. On these occasions ground traffic becomes confused through lack of taxiways, causing delays and extended ground running times.

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