



THE AIR FORCE RESERVE IN VIETNAM

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Special Study

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Front Cover Photo:

The last c-119 *Flying Boxcar* built, 58-8156, flown by the 902nd Troop Carrier Group, The Air Force Reserve training unit for the C-119 at Grenier AFB, NH. (Photo: Tom Hildreth, 1984)

THE AIR FORCE RESERVE IN THE VIETNAM WAR
WRITTEN BY GERALD T. CANTWELL
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By the beginning of the 1960s, the country had become deeply involved in Southeast Asia. When he took office in January 1961, President John F. Kennedy believed that the United States must shoulder the burden of resisting communism as one of the world's superpowers. The other superpower, the Union of Soviet Socialist Republics (USSR), was actively encouraging communist-led insurgency wars to expand communism. On a tour of Southeast Asia in May, Vice President Lyndon B. Johnson promised the United States would support those who would resist communism. On his return, he recommended that the country take prompt action to help the people of Southeast Asia. The geopolitics of the Berlin crisis and the revitalization of conventional military forces distracted the administration from giving its full attention to Southeast Asia. President Kennedy, and after his assassination President Johnson, approved only limited military assistance. The Vietnam War was a watershed in how the United States conducts war.

For the next thirteen years, the Air Force would be actively engaged in combat operations. However, the United States did not mobilize reservists prior to 1968 and then it mobilized relatively few. By refusing to make extensive use of reserve forces during the Vietnam War, it created a perception that they were a draft haven and the active force came to distrust their availability in a crisis. Partly this was an effort to prosecute the war as quietly as possible without jeopardizing the administration's domestic programs. Partly it was in response to Department of Defense officials being unwilling to assure employers that mobilization would significantly affect the outcome of the war. Both reasons became less important when Congress passed the Gulf of Tonkin Resolution in 1964 granting President Johnson broad authorization to escalate ground, naval, and air forces to South Vietnam and Thailand. The United States then began full-scale combat operations against North Vietnam and the Vietcong insurgents in South Vietnam relying heavily on rigorous air campaigns. The Air Force Reserve's role in the first years of the war consisted of inactive duty contributions to the Air Force mission. After 1965 the Air Force Reserve began direct contributions to operational missions. Three years later, the administration authorized partial mobilizations and the Air Force Reserve became a full partner through 1975 when the US disengaged from the region.ⁱ

AIR FORCE RESERVE C-124 GLOBEMASTER II OPERATIONS

On 23 January 1965, Continental Air Command (CONAC) committed the Air Force Reserve to conduct 13 missions to Saigon, South Vietnam over two months. Within 20 days a C-124 *Globemaster II* from the 935th Troop Carrier Group (935 TCG) flew to the city from Richards-Gebaur Air Force Base (AFB), Missouri. This deployment signified the beginning of the Air Force Reserve's involvement in operations over Southeast Asia, which continued until the Communist conquest of South Vietnam in 1975.ⁱⁱ The 935 TCG was one of five C-124 groups in the Air Force Reserve during the Vietnam War. Until January 1965, all five had been assigned to the 442nd Troop Carrier Wing (442 TCW). The 935 and 936 TCGs were collocated at Richards-Gebaur AFB, Kansas. With the reserve C-124 force due to expand that month, the 512 TCW headquarters moved from Willow Grove Naval Air Station, Pennsylvania to Carswell AFB, Texas, where it joined the 916 TCG as a second C-124 wing. A few weeks later, the 917 and 937 TCGs also transferred from the 442 TCW to the 512 TCW.ⁱⁱⁱ

The mission of the Air Force Reserve C-124 units was to train themselves to full operational readiness. In the process the troop carrier units developed experience in useful

airframe hours. The Air Force commonly capitalized on this advantage by arranging for reservist units to carry passengers and cargo on training flights. For a long time the resulting airlift usually known as “the training by-product accomplishment” became an unwritten secondary mission for the troop carrier units. Each reservist assigned to a troop carrier group received an annual authorization of 24 days of inactive duty and 15 days of active-duty training. In addition, aircrews had 36 days per year to keep their flying skills sharpened. The Military Air Transport Service (MATS) wished to use this training availability and airlift capability for possible operations. In addition, reservists participated in “manday” status, which were days of duty for which reservists were paid for training requirements from the reserve personnel appropriation (RPA). For Air Force requirements over and above reserve proficiency needs, reservists received pay from the military personnel appropriation (MPA).



CAPTION NO. 6 . . . Final Preparation for South Viet Nam Tour. Flying crews charting course for C-119 "Flying Boxcar" delivery to Vietnam.

Maj. Boyce H. Pinson completed 13 trips to Saigon in February and March 1965. In mid-April the airlift command again called for assistance, requesting all of the C-124 assets that CONAC could spare. Because the Air Force Reserve had exhausted its RPA mandays for airlift,

the Air Staff authorized a sufficient number of MPA mandays to support the MATS request. CONAC subsequently generated 30 additional flights to Saigon by the end of the 1965 fiscal year (FY).^{iv}

By this time, Western Transport Air Force (WESTAF) was making maximum use of the Air force Reserve that it had gained upon mobilization as well as those gained by Eastern Air Transport Air Force (EASTAF). The channel traffic carried through the port at Travis AFB by the reserves therefore increased from 440.6 tons in January to 1,148.6 tons in July. However, WESTAF's reliance on reserve support continued unabated. In an effort to reduce the growing cargo backlog and reduce overall airlift expenditures, MATS used every reserve training flight to carry opportune cargo at the maximum aircraft cabin load from established MATS ports. As a result, the Air Force Reserve C-124 groups flew 41 additional missions to Saigon and Tachikawa, Japan during the first six months of FY 1966.^v

JANUARY 1966 – NOVEMBER 1972

The Air Force Reserve C-124 force flew 1,252 missions into Southeast Asia for MATS and Military Airlift Command from January 1966 through November 1972, when the last C-124 left the reservist inventory. The force expended 95,395.2 aircraft hours on these trips and carried a total of 27,125.7 tons of cargo and 3,435 passengers. At its peak this Air Force Reserve airlift service consisted of 19 groups equipped with 158 airframes.^{vi}

The peak inactive duty contribution of the C-124 units occurred in FY 1967 when they flew 20,922.5 hours in 264 missions, carrying 7,031.5 tons and 1,238 passengers. FY 1968 figures were comparable despite the fact that in the middle of the year five C-124 groups transferred to active military service: 228 missions, 17,571 hours, 4,255 tons, and 397 passengers. These statistics did not include 422 missions into Saigon.

YEAR	FLIGHTS	HOURS*	TONS	PAX
Jan-Jun 65	43	**	**	**
Jan-Jun 66	64	4,619.1	1,916.2	361
FY 1967	264	20,922.5	7,031.5	1,238
FY 1968	228	17,571	4,255	397
FY 1969	181	14,415	3,309	188
FY 1970	210	17,884	4,981	572
FY 1971	183	14,178	4,057	488
FY 1972	118	5,473	1,526	191
FY 1973	4	332.6	40	**
TOTAL	1,295	95,395.2	27,115.7	3,435
* Includes positioning hours.				
** Data unavailable.				

Between May and October 1969, 51 Air Force Reserve C-124 pilots participated in Operation COLD SHAKEY. They served tours of varying length as crewmen to help relieve MAC's critical shortage of experienced Globemaster II specialists as the command phased the aircraft out of its strategic fleet.^{viii}

THE POSITION OF THE AIR FORCE FROM 1965 TO 1967

Air Force Reserve units proved capable of contributing substantially to the war effort while on inactive duty. Because of this capability and contribution the Air Force was able to take something other than an either-or approach to the question of recall. Air Force Chief of Staff Gen. John P. McConnell articulated this view during an address in June 1966:

Our Reserve Forces can best serve the nation in a conflict of this type [the Vietnam War] by remaining in an inactive status but performing genuine 'active duty' functions as part of their training programs. . . . Pending the decision to bring them to active duty, the Reserve forces must fill the gap left by those regular forces which have been assigned to combat. . . .^{ix}

Writing in *Foreign Affairs* magazine a few months later, Secretary of the Air Force Harold Brown elaborated on this perspective. Discussing the importance of flexibility to the Air Force's total force at all levels of conflict, he alluded to the Reserves:

Flexibility is improved by the existence of competent, well-equipped and readily available reserve forces. Whether or not they are activated in a given crisis, their availability provides greater leeway in the employment of active forces. As in the 1961 Berlin crisis, they also serve to reinforce the known U.S. strategy, lending credence to a position which it is most important for the opponent to comprehend fully.^x

As the Air Force command primarily responsible for the Reserves, CONAC participated in a decision process throughout 1965 and 1966 that confirmed the Air Force public stance on the mobilization issue. In May 1965, in response to an Air Staff request for a position on a proposal to recall reserve troop carrier units to support contingency airlift operations, the command recommended against recall due to the substantial expenses that such an action would require. As an alternative to mobilization, CONAC offered a system of volunteer aircrews to guarantee 60 aircraft on a daily four-hour utilization basis for 30 days that would produce 7,200 flying hours. The total cost for aircrews and support personnel under such a system was 10,160 mandays, or \$235,000, according to a command estimate.^{xi}

In the case of the C-124 units, the expense of recalling one unit was the equivalent of 20,000 mandays, which amounted \$500,000. However, with a voluntary approach, the command was able to provide four C-124s per day at a cost of 1,760 mandays, or \$33,600. By this time, five C-124 groups each possessed four aircraft. For these reasons, CONAC strongly recommended an authorization to continue the existing mode of operation and the mandays required to support it.

ESCALATING DEMANDS FOR MANPOWER, 1967-1968

In August 1966 Gen. William C. Westmoreland asked Secretary of Defense Robert S. McNamara to raise the troop level in Vietnam to 575,000 personnel by the end of 1967. A few weeks later, the Joint Chiefs of Staff urged “full-blown” mobilization for the war, requesting 688,500 Army, Navy, Air Force, and Marine reservists to contribute troops for Vietnam as well as other regions in the world. However, Westmoreland was still concerned that the war would last well beyond the year that reserve units might be employed without new legislation and accordingly wanted to avoid this mobilization.^{xii}

After President Lyndon B. Johnson had requested Congress to authorize a draft for new manpower in Vietnam, General Westmoreland increased his deployment request to a minimum of 670,000 troops in 1967. During discussions pertaining to this request, advisors to the President recommended avoiding a reserve call-up due to potential domestic fallout from such a measure.^{xiii} President Johnson therefore became wary of Westmoreland’s new troop request and resisted pressure from the Pentagon to initiate mobilization, which appeared to have become a “political sound barrier that President Johnson would not break.”^{xiv}

Later in the year, the disagreeing views on the Vietnam conflict within the United States government continued. Returning from Vietnam in October, Secretary McNamara saw “no need to call up Reserve personnel” and “no need for [an] increase in draft calls.” However, some sentiment for getting on with the war became pervasive in Congress. Sen. John C. Stennis, chairman of the Senate Preparedness subcommittee, declared that Gen. Westmoreland’s troop request should be met even if this measure required mobilization or partial mobilization to accomplish.^{xv} Westmoreland subsequently dropped his previous opposition to mobilization. Encouraged by the gains achieved in the previous 18 months with relatively limited military forces, he saw the possibility of stepping up operations and expediting an end to the conflict if additional troops could be obtained. He believed a limited reserve recall was worthwhile if it could accomplish this result, particularly if he could obtain the authorization to expand operations into Laos, Cambodia, and North Vietnam.^{xvi}

1968: THE PUEBLO CRISIS, THE TET OFFENSIVE, AND MOBILIZATION

On 23 January 1968, North Korea seized the USS *Pueblo*, a US Navy intelligence-gathering vessel in the Sea of Japan, and interned its crew. In response, the United States government initiated two actions. The first was to send about 150 aircraft of various types to South Korea to help defend this ally in the event of a Communist attack. The second was to mobilize approximately 15,000 air and naval reservists and their units primarily to replace those deployed from the strategic reserve, thereby enabling President Johnson to deploy air forces to Korea without reducing the number of personnel deployed to Vietnam.^{xvii}

The following week, the North Vietnamese armed forces and their Vietcong allies unleashed a well-coordinated attack that would be known in history as the Tet Offensive, striking 30 provincial capitals and other targets throughout South Vietnam, including the U.S. embassy in Saigon. As a result of the two crises in East Asia, Westmoreland requested the mobilization of more than 200,000 troops in February 1968. Moreover, he supported the assimilation of

mobilized reserve forces. Unlike many other observers of the Vietnam War at the time, the general perceived the Tet Offensive to be a decisive failure for the Communists and sought to “reinforce success” with additional manpower as quickly as possible.^{xviii} The Joint Chiefs of Staff also supported a mobilization of reservists from all military branches. The President himself considered seriously large-scale reserve mobilization and other “full war footing measures.” However, contrarian advice from his senior political advisors and growing domestic opposition to the war prompted Johnson to eschew such escalation. As a result, only limited reserve recalls occurred in 1968.^{xix}



JANUARY 1968 MOBILIZATIONS

In January 1968, the Air Force mobilized the following reservist C-124 units: 349th Military Airlift Wing (349 MAW), Hamilton AFB, CA; 938th Military Airlift Group (938 MAG), Hamilton AFB, CA; 921st Military Airlift Group (921 MAG), Kelly AFB, TX; 445th Military Airlift Wing (445 MAW), Dobbins AFB, GA; 918th Military Airlift Group (918 MAG), Stewart AFB, NY; 941st Military Airlift Group (941 MAG), McChord AFB, WA; 904th Military Airlift Group (904 MAG).

TABLE 2: MOBILIZED AIR FORCE RESERVE UNITS IN JANUARY 1968					
UNIT	OFFICERS	AIRMEN	PILOTS	NAVS	C-124
349 MAW	24	34	7	1	N/A
445 MAW	26	35	7	1	N/A
904 MAG	146	776	64	33	8
918 MAG	167	836	72	32	9
921 MAG	135	749	47	34	9
938 MAG	142	722	53	31	8
941 MAG	133	752	40	33	9
TOTAL	773	3,904	290	165	43

Another mobilizing reserve unit included the 305th Aerospace Rescue and Recovery Squadron (305 ARRSQ), which operated out of Selfridge AFB, lower peninsula of Michigan and utilized nine HC-97 *Stratofreighters*. These units possessed an aggregate strength of 4,851 Airmen and 52 aircraft.^{xx} The C-124 units initially mobilized in response to the *Pueblo* Crisis and quickly became integrated into the MAC global organization. The reserve crews subsequently commenced active-force missions quickly after being processed into active-duty status. Within four weeks, they completed 76 overseas airlift missions, 29 of which were in Southeast Asia, or three overseas flights per day, one of them to Vietnam.^{xxi}



CAPTION NO. 4 . . . The famous and reliable C-119 "Flying Boxcar" getting inspection prior to delivery to the South Vietnamese Air Force. Flying personnel from 514th TAW, 903rd, 912th and 913th Tactical Air Groups at McGuire AFB, N.J. and Willow Grove Air Reserve Facility participated in this program.

The mobilization of reserve Airmen sometimes engendered manpower issues as whole units recalled for active duty at their home stations where they had been tenants. Some bases seemed to have excess personnel with insufficient duties available to perform. In some instances mission-support reservists became assimilated into active-duty entities. Communications flights integrated the Air Force Communications Service while medical dispensaries joined base medical units in accordance with standing mobilization orders.^{xxii}

Although the 921st USAF Dispensary had integrated its personnel with the host unit at Kelly AFB, it provided 24 personnel on temporary duty elsewhere for periods up to 89 days. Most of the affected personnel went to casualty-staging flights at Scott AFB, Illinois and Travis AFB, California. Ultimately, these reservists received permanent change of station orders, most of them going to Hamilton AFB. Civil engineers went temporarily to Scott AFB, Eglin AFB, Florida, McGuire AFB, N.J., and Charleston AFB, S.C. while aerial porters relocated to McGuire AFB, Charleston AFB, and Norton AFB, California, where their skill sets were needed.^{xxiii}

Personnel from the support and supply squadrons also integrated into host base units. In July the 349 MAW received a provisional unit detail listing which effectively eliminated the 938th Supply and Support Squadrons and the 938th Aerial Port Flight. Meanwhile, MAC authorized the augmentation of 21 officers and 73 airmen to the wing headquarters. As a result, the 938th Group essentially inactivated and consolidated into the host wing. At this base and the other two operating locations only two reserve squadrons remained, the military airlift squadron and the consolidated aircraft maintenance squadron.

At Hamilton AFB, 27 officers and 285 airmen were declared excess to requirements and reassigned. At Kelly AFB, the 921st Tactical Airlift Group (921 TAG) retained 428 of the 825 personnel it had mobilized in the previous six months. Collectively, 107 officers and 966 airmen from the three group locations experienced permanent changes of assignment: three and 202 to Korea, 71 and 344 within the United States, and 33 and 420 with permanent changes of assignment but no changes of station.^{xxiv} A group commander noted this situation at McChord AFB:

Everything except the 97th and CAM squadrons [was] superfluous to our mission. We had no mission *per se* for our support people, other than stay productive, be gainfully occupied and support the base. A few rare exceptions included Supply, where the base was critically short about as many people as were authorized, and Security Police, who became fully manned for the first time in memory. But it was pretty obvious something had to happen, and so the PCS/PCA of about half the 941st personnel was not totally unexpected.^{xxv}

The reservist groups at Dobbins AFB and Stewart AFB experienced less extensive temporary duty levies due to other mission requirements. The 918 MAG was the host unit at Dobbins AFB, and hundreds of its personnel moved into the detachment formed to operate the base. In addition, both groups had become heavily involved in operating rotational sites at RAF Mildenhall, England, and Rhein-Main Airbase (AB), Germany. However, 212 Airmen did go on temporary duty during the first six months of the mobilization, mostly civil engineers and aerial porters.^{xxvi}

Compiled flight statistics illustrated the extent of support provided by five reservist C-124 groups in support of the Vietnam War effort and other important operations. From January 1968 through May 1969, 349 MAW Airmen flew 1,092 missions while 445 MAW Airmen flew 387. The 349 MAW conducted 376 missions to Southeast Asia, and the 445 MAW completed 46 to the region. The total sorties completed by the 1648th Provisional Squadron from July 1968 through May 1969 reached 2,782.^{xxvii}

The 921 MAG historian summarized succinctly the extent of the group's involvement in the defense of South Vietnam:

Airlift operations to the Southeast Asia Theater began almost immediately following the active duty call-up. By the middle of February all nine assigned aircraft were out in the Military Airlift command Pacific area, and for the first time since receiving C-124 aircraft two years ago, the Kelly ramp was empty. Six aircraft and crews met at Wake Island, some eastbound and some westbound. It was almost like a regular UTA, although in the middle of the Pacific Ocean.^{xxviii}

Collectively, the 349th Wing had 22 of 26 aircraft in the mobilization system within two weeks. During the first six months of the mobilization period the wing flew 486 missions, expending 14,877.8 hours and delivering 1316.2 tons of freight and 1,452 passengers. This total included 172 missions to Southeast Asia that transported 2,754 tons of cargo. These figures declined during the following six months as the wing joined the 445 MAW in RAF Mildenhall operations. However, the three squadrons completed 366 missions, expending 10,239.8 hours and carrying 7,501.4 tons and 1,440 passengers, including 115 missions that carried 2,266.3 tons to Southeast Asia.^{xxix}



CAPTION NO. 3 . . . Colonel James R. Morrow, Commander, 326th Tactical Airlift Squadron and crew participating in delivering C-119 "Flying Boxcar" to the South Vietnamese Air Force at Tan Son Nhut Air Base. Fourteen crews from the South Vietnamese Air Force receiving training in C-119 at Willow Grove Air Reserve Facility.

Upon mobilization, the 941 MAG at McChord AFB originally concentrated on routine training activities. During the first two days of this period, one aircraft went into depot for IRAN (inspection and repair as necessary) and two other assets flew to Alaska for scheduled weekend training flights. However, the group soon received taskings for airlift missions to Korea and Southeast Asia.

Two channel missions departed at the end of January, and by the second week of February the six available aircraft were being for these actions. Minimum ground time became an important rule, "as missions poured in from Twenty-second Air Force [22 AF] as fast as aircraft could be turned around," according to the group historian. Four or five planes often occurred in the system simultaneously, and on two occasions in February all six aircraft were offshore.^{xxx} With seven aircraft on hand and one in IRAN, the 941 MAG attempted to fly 1,200 hours in June, which would have been a daily utilization rate of 5.0 hours for an eight-aircraft squadron. However, three mishaps at the end of the month thwarted this goal. The first was an engine failure in Korea, the second a sudden illness that debilitated a loadmaster in the Philippines, and the third a wing flap malfunction at the home station. However, the group still compiled an average daily utilization rate of 5.5 hours for the seven aircraft.



Reservists from 912th and 913th TAG flying personnel witnessed attack at Ton Son Nhut Air Base upon C-119 delivery.

Almost all of the channel missions followed the same route: McChord AFB – Hickam AFB, Hawaii – Wake Island – Tachikawa AB – Clark AB, Philippines – Vietnam. The return flight traversed across the mid-Pacific channel through Mactan AB, Philippines and Guam or Kadena AB, Japan. About half of the 941 MAG missions shuttled between Japan and Kimpo, South Korea before continuing to Vietnam. The most frequent terminus in South Vietnam was Tan Son Nhut AB in Saigon, but flights occasionally went to Phu Cat, Da Nang, and Bien Hoa in South Vietnam and Thailand.^{xxx1}

In August 1968, the five Air Force Reserve C-124 groups drew praise from Gen. Howell M. Estes, the MAC commander, who lauded their outstanding operational performance in July. The general noted that the five reserve units had experienced no home-station controllable delays during that month:

It is gratifying to see that when the need arose, these Reservists were equal to the challenge and immediately responded. In spite of the fact that the call to active duty imposed hardships on many of the people, they accepted the demand and performed in a most professional manner. Their high state of readiness is evidenced by the way they began operations immediately upon activation. It is obvious that they knew the job to be performed and were trained to do it.^{xxxii}

One of the 941 MAG's crewmen received accolades for a heroic act. Capt. Robert B. Hutchins, Jr. received a nomination for the Bronze Star and a Republic of Vietnam medal for his actions at Tan Son Nhut AB on 1 November 1968 during a rocket attack. At the request of the base command post, Captain Hutchins and his crew removed from a ramp 19,200 pounds of explosives that were vulnerable to detonation from an enemy-launched projectile. As the aircraft departed with this dangerous cargo, five rockets struck the base.

EUROPEAN DEPLOYMENTS

The five mobilized Air Force Reserve C-124 groups also provided European airlift augmentation out of RAF Mildenhall and Rhein-Main AB. This support enabled the Air Force to deploy a C-130 wing to Southeast Asia. In addition, the reservists augmented the airlift capability of the United States Air Forces in Europe (USAFE).^{xxxiii}

At RAF Mildenhall, MAC directed the organization of the reservists into a provisional squadron utilizing assets from the 445 and 349 MAWs. Five recalled squadrons contributed about 40 percent of the aircrews, maintenance personnel, and unit-equipped aircraft to form the 1648th Military Airlift Squadron (Provisional), which activated on 7 July 1968 and received its first C-124 and vanguard of personnel from Dobbins AFB the next day. The 445 MAW served as the continental U.S. (CONUS) headquarters for the organization and deployment of the squadron's personnel to England, who would serve a temporary duty (TDY) rotation ranging from two to six months. The squadron's complement consisted of 16 C-124s and 388 officers and airmen, including certain command and staff personnel to support the aircrews.

At RAF Mildenhall, the 513th Tactical Airlift Wing (513 TAW), 332nd Air Division (332 AD), USAFE exercised operational control over the 1648 MAS (P). Lt. Col. Griffin R. Beatty assumed his appointment the first commander of the squadron. By mid-July all 16 aircraft from the five groups along with 67 officers and 334 airmen were in place as planned. In September,

command of the squadron passed to Lt. Col. Cecil T. Jenkins, who held this post through the remainder of the mission. Before inactivating on 16 May 1969, the provisional squadron had flown 2,782 sorties in 10,475.1 hours and airlifted 10,122.8 tons of cargo and 15,370 passengers.^{xxxiv}

Other rotational crews from the mobilized reservist groups supported the 52nd Military Airlift Squadron (52 MAS) at Rhein-Main AB, serving tours lasting two to three months. The mission of this squadron was similar to that of the RAF Mildenhall unit. However, most of the 52 MAS personnel consisted of active-duty crews detached from their home stations, while the 1648 MAS (P) was an all-reservist entity.^{xxxv}

THE 305TH AEROSPACE RESCUE AND RECOVERY SQUADRON (305 ARRSQ)

Initially mobilized in response to the *Pueblo* Crisis, the 305 ARRSQ augmented the Aerospace Rescue and Recovery Service at locations throughout the world. The squadron's HC-97 crews deployed in one and two-ship elements to such places as Iceland, Spain, Okinawa, Libya, and the Philippines, standing alert and flying rescue missions as required. During the mobilization period, the 305 ARRS flew more than 850 sorties in 6,247.9 hours.^{xxxvi} The squadron's maintainers attracted praise for their diligence during mobilization:

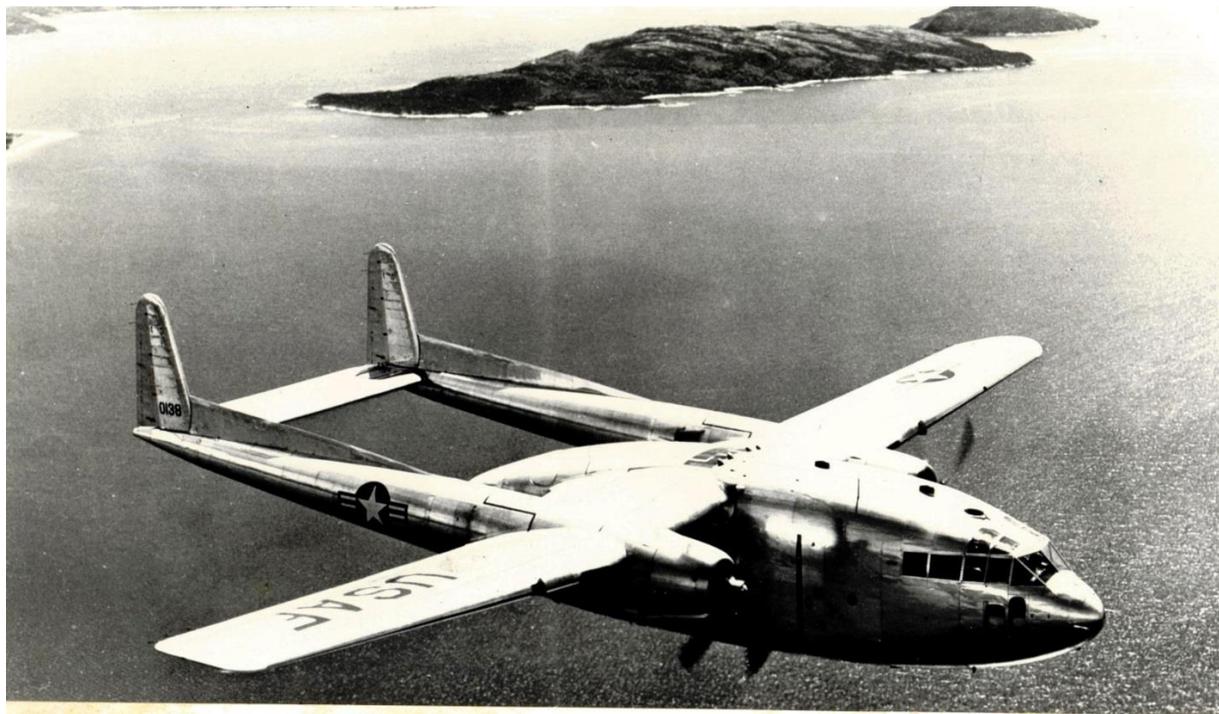
[This documentation] can never adequately nor completely describe the “gutty” effort extended by the maintenance men in their daily battle to keep the birds fit and ready, their adaptability at accomplishing engine changes in Iceland and North Africa, competing with the arid, hot and dusty conditions in Libya and at the same time accomplishing a 100% in-commission rate on the ramp at Keflavik Naval Air Station, Iceland.^{xxxvii}

Shortly after the squadron mobilized, it placed two aircraft and crews each at Keflavik NAS, Iceland and Wheelus AB, Libya. At Wheelus AB and Naha AB, Okinawa, mobilized 305 ARRSQ personnel supported active-duty squadrons that were transitioning to a new type of helicopter. The mission to Libya concluded in November 1968, after the rescue crews had conducted eight search missions and flown 467.3 hours. The squadron also dispatched a single aircraft each to Hickam AFB and Hamilton AFB from July through September.^{xxxviii}

In April 1969, 305 ARRSQ personnel deployed in Okinawa participated in the search for a U.S. Navy aircraft that had been shot down by the North Koreans over the Sea of Japan. This activity included night missions in which one of the squadron's aircrews operated as the communication controller and flare dropper. During one flight, Sgt. William C. Smolinski and SSgt. Jules C. Smith were dropping flares when one of the incendiaries blew back into the aircraft and landed next to a stack of flares. Smolinski immediately grabbed the flare and its magnesium residue with a glove and tossed out the volatile hazards before they could cause a catastrophe.

By May 1969, the 305 ARRSQ Airmen at Keflavik NAS had completed 79 search and rescue missions in 391.6 hours. When the squadron was released from active military service the following month, 26 of the reservists elected to remain on active duty for varying periods until

January 1970, when their mobilization order reached its 24-month limit. Detachment 6, HQ ARRS activated as the unit of assignment for these Airmen.^{xxxix}



WORKHORSE OF THE U. S. AIR FORCE RESERVE is this Fairchild C-119 "Flying Boxcar", shown in overwater flight. The Reserve will soon have more than 700 Troop Carrier aircraft employed by its 15 flying wings.

MAY 1968 MOBILIZATIONS

The second reservist recall of 1968 occurred in May, when the 82nd, 86th, and 88th Aerial Port Squadrons (82 APS, 86 APS, 88 APS), the 52nd Medical Service Squadron (52 MSS), the 34th Aeromedical Evacuation Squadron (34 AES), and most of the 930th Tactical Airlift Group (930 TAG) received orders to active service for a maximum period of 24 months. Unlike the units mobilized in January, these reservist entities received a 30-day alert notice to prepare for their deployments. The reservist units in the May mobilization brought many Airmen and assets to their deployed locations:

TABLE 3: RESOURCES MOBILIZED IN MAY 1968		
UNIT	OFFICERS	AIRMEN
930 TAG	78	241
82 APS	6	73
86 APS	6	75
88 APS	6	81
34 AES	29	49
52 MSS	9	102
TOTAL	134	621

The 930 TAG operational contribution to the mobilization consisted of 43 pilots, 20 navigators, and 18 C-119G *Flying Boxcar* platforms.^{xi} Collectively, the two incremental 1968 mobilizations recalled 5,606 Air Force Reservists from 14 units.

Commanded by Capt. Charles J. Kittell, the 34 AES deployed to Yokota AB, Japan for 179 days, where the squadron's personnel flew 948 medical evacuation missions between Vietnam and the CONUS. In addition, the squadron participated in 1,262 combat missions in Southeast Asia and attended to 90,444 patients, including personnel who had been imprisoned in Cambodia and sailors injured from an explosion aboard the aircraft carrier USS *Enterprise*. The 34 AES Airmen also cared for the crewmen of the USS *Pueblo* following their release from North Korea.^{xli}

The 52 MSS remained at Scott AFB, Illinois, its home station, in order to support the base hospital and cared for approximately 2,000 patients per month, most of them casualties from Southeast Asia. During the course of 1968, the average hospital and casualty staging flight workload doubled as the aeromedical evacuation arrivals from the Pacific region surged. However, the Airmen of the 52 MSS confronted this challenge with effective diligence, sharply reducing the patient backlogs at many important sections of the base medical center as the year progressed.^{xliii}

Upon mobilization, the 82nd, 86th, and 88th Aerial Port Squadrons assimilated into the MAC port operations at their respective home stations, Travis AFB, McChord AFB, and McGuire AFB. In July, members of the 88 APS deployed to South Korea. During the last half of the 1968 calendar year, the majority of aerial porters working in on the troubled peninsula were mobilized reservists.^{xliiii}

Based at Bakalar AFB, Indiana, the 930 TAG included the 71st Tactical Airlift Squadron (71 TAS), which was re-designated as the 71st Air Commando Squadron (71 ACS) after it mobilized and moved to Lockbourne AFB, Ohio for training in its new mission in gunship operations. This conversion included the acquisition of a new platform, the AC-119G *Shadow*, and the influx of additional reservist and active-duty Airmen reassigned to accommodate larger crews. Each crew consisted of a flight engineer, a loadmaster cross-trained as an illuminator operator, two gunners, two navigators, and two pilots. Under the command of Lt. Col. James E. Pyle, the 71 ACS later became the 71st Special Operations Squadron (71 SOS). In December 1968, the 71 SOS began deploying to Southeast Asia, when the first AC-119 travelled to Nha Trang AFB, South Vietnam. By the end of the year, the squadron aircrews had arrived in the region. This deployment represented the first time since the Korean War when Air Force Reserve personnel conducted flights inside a combat zone.^{xliv}

Combat gunship missions began shortly after the start of 1969, when the squadron had organized into three operational flights. One flight possessed six aircraft and two possessed five. During its six-month deployment in the theater as a component of the 14th Special Operations Wing (14 SOW), the 71 SOS completed 6,251 combat flying hours, 1,209 fraged missions, and 1,516 sorties, and fired 14,555,150 rounds of ammunition, and dropped 10,281 flares. These efforts resulted in 682 confirmed hostiles killed from the air and 43 confirmed vehicles destroyed by the squadron.^{xlv} By the end of their deployment, members of the 71 SOS had earned 117 Air Medals and one Purple Heart. Award nominations included 634 Air Medals, 143 Distinguished

Flying Crosses, 18 Bronze Stars, 47 USAF Commendations, an additional Purple Heart, and an Air Force Outstanding Unit Award for the squadron itself.

The 71 SOS fleet sustained relatively little damage during its six-month deployment and did not lose a single aircraft. Only six AC-119Gs sustained any damage, mostly from small-arms fire. One strike from 12.7-mm rounds punched several holes into the fuselage of one aircraft and caused minor wounds to a gunner, who became the first Air Force Reserve combat casualty since 1952.^{xlvi}

Aircraft damage also occurred on the ground due to enemy attacks on the airbases utilized by the squadron. During their deployment in Southeast Asia, the Airmen of the 71 SOS endured eight ground attacks at three stations. Their tour of duty ended in June 1969, when they returned to the CONUS while their aircraft remained in the theater of operations for incoming military personnel to use.^{xlvii} At the end of this deployment, the reservists received favorable attention from Maj. Gen. Royal N. Baker, the Seventh Air Force commander. They've come in from civilian life," he noted, "worked into a new weapons system, brought it into the country, and have done a tremendous job since they've been here."^{xlviii}

Ten of fourteen recalled Air Force Reserve organizations earned the Air Force Outstanding Unit award during their respective overseas tours of duty. Recipients included the two military airlift wings, the five C-124 groups, the 305 ARRSQ, the 34 AES, the 52 MSS, and the 71 SOS.^{xliv} In addition, several members of these organizations received prestigious medals for their actions while deployed:

TABLE 4: AWARDS EARNED BY AIR FORCE RESERVE PERSONNEL DEPLOYED OVERSEAS, 1968-1969	
AWARD	NO. OF RECIPIENTS
Distinguished Flying Cross	147
Airman's Medal	7
Bronze Star Medal	18
Air Medal	752
Meritorious Service Medal	1
Air Force Commendation	233
Republic of Vietnam Campaign Medal	75
Vietnam Service Medal	331
TOTAL	1,564

The three aerial port squadrons were the first reservist units to be released from active military service, demobilizing in December 1968. Several other Air Force Reserve organizations followed suit in June 1969.¹

OTHER AIR FORCE RESERVE ACTIVITIES DURING THE VIETNAM WAR

Air Force Reserve personnel supported overseas operations directly and indirectly in several other capacities during the 1960s. During the U.S. intervention in the Dominican Republic that had begun in 1965, reservists participated in Operation POWER PACK, an

emergency airlift initiated to support Marines stationed in the country and to provide humanitarian assistance to struggling local nationals during the political upheaval that had provoked the intervention. Air Force Reserve crews flew more than 1,800 missions in nearly 17,000 hours for the operation on behalf of the Military Air Transport Service (MATS) and Tactical Air Command (TAC). Half of these flights went directly into the Dominican Republic, most of them carried out with C-119 assets.ⁱⁱ



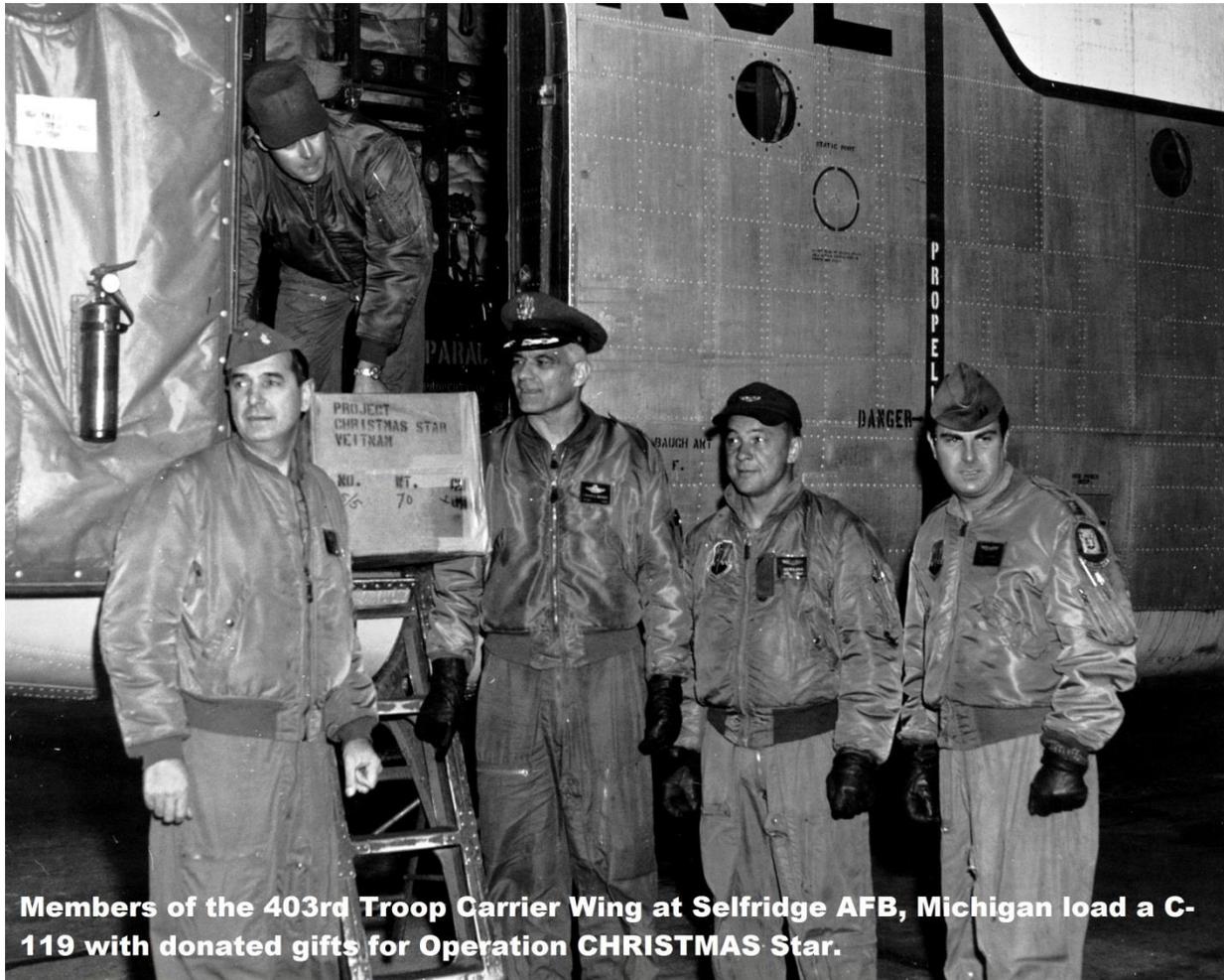
CAPTION NO. 2 . . . (Colonel Richard J. Boyle) bidding "Good Luck" to 912th and 913th TAG Flying Crews on way to deliver C-119 "Flying Boxcars" to the South Vietnamese Air Force.

The effectiveness demonstrated by Air Force Reserve personnel in Operation POWER PACK prompted MATS to utilize these "part-time" Airmen in other actions, enabling the command to commit its four-engine platforms to the war effort in Vietnam. From the fiscal years 1966 through 1973, reservist C-119s conducted 3,648 offshore missions, flew 27,138 hours, delivered 8,418 tons of cargo, and ferried 3,155 passengers. During the peak period of 1966-1967, these aircrews completed 16 offshore cargo missions per week to destinations ranging from Newfoundland to Argentina and several other locations throughout the western hemisphere.ⁱⁱⁱ In March 1966, this diligence drew praise from Gen. Estes, the MAC commander:

Let me also take this opportunity to commend the real job the Air Force Reserve C-119s have been doing for us the last six months. Their missions in support of MAC fulfilled a sizeable portion of near off-shore responsibilities and have

accounted for almost 100% support of the recent airlift requirements to the Dominican Republic.^{liii}

Air Force Reserve personnel also participated in morale airlifts during this time period, including Operation CHRISTMAS STAR. This activity was an effort coordinated with CAC in December 1965 to deliver holiday gifts to U.S. military personnel deployed to Southeast Asia. This operation transported 745.2 tons of cargo, which included 67.18 tons carried by reservist crews.^{liv}



Members of the 403rd Troop Carrier Wing at Selfridge AFB, Michigan load a C-119 with donated gifts for Operation CHRISTMAS Star.

In July 1966, the Air Force Reserve participated in a military airlift action that had to be initiated for deployed personnel taking combat leave due to a labor strike against five major airlines. Air Force Reservists with C-119s, C-124s, HC-97s, C-47s, and one HU-16 flew 6,638 hours on 2,774 Operation COMBAT LEAVE missions, transporting 44,917 passengers, which accounted for 36.5 percent of the total. In addition, five aerial port squadrons provided continuous support at Travis AFB assisting people en route to and from Southeast Asia to make transportation arrangements. These squadrons conducted their annual active-duty training tours at MAC ports to help the airlift command reduce the airlift backlog.^{lv}

During the fiscal years 1969-1972, Air Force Reserve crews supported TAC's 2nd Aircraft Delivery Squadron, ferrying 185 vehicles to and from Southeast Asia. These Airmen transported the following types of airplanes:

FISCAL YEAR	AIRCRAFT TYPE			
	C-119	C-130	HU-14	C-124
1969	17	65	4	-
1970	35	33	-	2
1971	10	15	-	-
1972	2	2	-	-
TOTAL	64	115	4	2

Air Force Reserve units also supported the war effort by training personnel from the Republic of Vietnam Air Force (RVNAF). From August to December 1967, the 514 TAW at McGuire AFB and its detached 913 TAG at Willow Grove, Pennsylvania educated 21 crews, consisting of a two-week curriculum on maintenance, operations, and detachment, 16 hours in a simulator, and 50 hours of flying. In 1971 and 1972, the 1st Tactical Air Training School trained 56 South Vietnamese pilots.^{lvii}

The Air Force Reserve training role expanded substantially in the spring of 1968, when the component acquired the responsibility of conducting all training in the C-130A for the U.S. Department of Defense and certain foreign nationals. Accordingly, the 705th tactical Air Training Squadron oversaw a school at Ellington AFB, Texas, which included simulator and field training detachment operations. By 1976, the squadron had trained more than 2,000 crewmen in basic flight and conversion training and about 1,500 refresher simulator exercises while the collocated field training detachment had processed about 7,500 students. In addition, the squadron provided C-130A training for thousands of RVNAF personnel in support of Project Enhance Plus.^{lviii}

Numerous Air Force Reserve Airmen trained in non-flying specialties also participated in the war effort. They included judge advocates, chaplains, medical experts, intelligence analysts, and counselors for prisoners of war (POWs) and their families.^{lix} Nurses and medical technicians provided assistance to deployed personnel struggling with addiction to narcotics. Many of these reservists performed this work at the David Grant USAF Medical Center at Travis AFB, California as individual volunteers or as members of one of six medical service squadrons carrying out annual active-duty tours at the base.^{lx}

The USAF became heavily dependent on reservist intelligence experts during the Vietnam War. In 1966, Air Force Reserve personnel began extended tours to augment the 7602nd Air Intelligence Group. Later in the war, these specialists augmented the National Military Intelligence center on a continuing basis and supported MAC's Indications and Warning Center. Late in the war reservists participated in work pertaining to POWs, interviewing released prisoners, analyzing prisoner experiences in captivity, collecting data, and producing useful studies that drew praise from USAF headquarters and the USAF Intelligence Service (AFIS).^{lxi}

WGARF FLYING CREWS AT TAN SON NHUT AB . . . (Left to r.) Major William Meehan, 327th Tactical Airlift Squadron, Lt. Col. Dikran Hazirjian, 326th Tactical Airlift Squadron, stationed at Willow Grove Air Reserve Facility, Willow Grove, Pennsylvania, arrive at Tan Son Nhut Air Base after delivering C-119 "Flying Boxcars" to Vietnamese Air Force. Vietnamese Air Force members gave a royal welcome to the Air Force Reserve crews who trained the Vietnamese crews at Willow Grove Air Reserve Facility and McGuire AFB, New Jersey, last year.



1968: PEAK FOREIGN AND DOMESTIC DEMANDS

Following the conclusion of Operation COMBAT LEAVE in the summer of 1966, Air Force Reserve aircrews largely settled into routine airlift actions until the great upheavals of 1968. In the aftermath of the *Pueblo* Crisis and the Tet Offensive, 18 Air Force Reserve C-119 and nine C-124 crews initiated support for TAC and MAC in Operation COMBAT FOX, delivering 35 passengers and 207.4 tons of cargo in 28 missions performed in 104 hours. These crews flew routes to Southeast Asia from MacDill AFB, Florida and Goldsboro, N.C. The C-124 units not mobilized to assist TAC in January supported MAC in February and March, furnishing 68 aircraft that flew 186 missions in 5,700 hours and moved 107 passengers and 1,204 tons of cargo in support of deployment actions carried out by the U.S. Army and Marine Corps personnel.^{lxii}

Several general officers from all branches of the U.S. DoD noted the valuable serves rendered by Air Force Reserve personnel for operations along the Pacific Rim during the tumultuous 1960s. General Estes of MAC was particularly emphatic in his praise of CAC Airmen:

I would like to extend on behalf of [MAC] my sincere appreciation and admiration for CAC's outstanding support of our recent and unprecedented combat deployment requirements. . . . I would also like to extend my congratulations for a job well done by your organization during a time of heightened tensions. . . . This professionalism and dedication of duty supporting the active duty Air Force is indicative of the spirit and caliber of the 'instant Airmen' in our Air Force Reserve today.^{lxiii}

Reservist crews also supported CONUS operations initiated in response to domestic unrest. In April, these Airmen participated in Operation GARDEN PLOT, transporting numerous Army personnel from Ft. Benning, Georgia, Ft. Knox, Kentucky, and other installations to areas embroiled in riots. Over ten days, the reservists flew 347 missions 3,292 hours, transporting 5,989 soldiers and 1,654 tons of equipment. Lt. Gen. Henry Viccellio, the CAC commander, described these efforts as "magnificent" and lauded the exceptionally high in-commission rate accomplished by skilled and dedicated personnel. Moreover, he noted, "in my entire career I have never seen a performance by any Air Force unit which exceeds the overall performance established by our reserve units during Operation Garden Plot. . . ."^{lxiv}

Air Force Reserve Headquarters eventually developed its own plan for this operation. By the summer, the reservists had committed themselves to a minimum of 50 C-119 and 30 C-124 assets for subsequent missions. When protest activities threatened to disrupt the Democratic National Convention in Chicago, these aircrews flew 80 missions in 416 hours, transporting 79 troops and 12 tons of equipment.^{lxv}

LATER OPERATIONS IN SOUTHEAST ASIA

Meanwhile, overseas activities continued for Air Force Reserve personnel. All-reserve associate units began flights to Southeast Asia in August with a C-141 *Starlifter* crew flying out of Norton AFB, California. These associate flights continued for the duration of the Vietnam War until the fall of Saigon in 1975. On the ground, associate reservist maintenance personnel accounted for 40 percent of maintenance capability for MAC.^{lxvi}

The level of associate unit participation in the Southeast Asia airlifts increased substantially in the spring of 1970. Crews from the 912 MAG (Associate) at Dover, AFB produced an average productive time of 39.06 hours per month and flew 49 missions to the theater. MAC-initiated reductions flying hours later in the year led to steady decreases in such activity for this and other units. Reserve associate participation in Southeast Asia airlift increased again in July 1971, when MAC conducted Operation COLD PORT to reduce backlogs of cargo in the Philippines and Okinawa, which tested the command's ability to surge operations at short notice.^{lxvii}

Another surge in air operations occurred in response to the North Vietnamese Easter Offensive in the spring of 1972. MAC transported thousands of personnel and tons of assets to the region to help South Vietnam blunt the attack. Reservist crews participated in this effort, working on 18-hour schedules with rest times reduced to ten hours. Lacking sufficient numbers of navigators, MAC turned to Reserve units for additional manpower. From the East coast, the 903 MAG and the 943 MAG received 135-150 mandays to render this service, while individual

navigators from the 349 MAW on the West Coast volunteered for tours of duty lasting up to 60 days.^{lxviii}

As the Communist invasion of South Vietnam fizzled and stopped, the Air Force Reserve began participating in the Enhance Plus Program, transferring some of its aircraft and equipment to the RVNAF. In June 1972, the 910th and 930th Special Operations Groups (SOG) each flew 10 A-37B *Dragonflies* to McClellan AFB, California for transport to South Vietnam. Later in the year, pilots from the 434th Special Operations Wing (434 SOW) delivered 40 additional A-37s to Kelly AFB. In November, reservist crews flew 16 C-130As to Tan Son Nhut AB, South Vietnam. Meanwhile, the 705 TATS sent an officer and noncommissioned officer to establish a C-130A training program in South Vietnam.^{lxix}



Approaching Tan Son Nhut Air Base - to deliver C-119 "Flying Boxcars" to members of the South Vietnamese Air Force members who trained at Willow Grove Air Reserve Facility, Willow Grove, Pa.

Reserve augmentation for MAC operations in Southeast Asia ebbed for a few months following the Easter Offensive only to increase again during the last three months of 1972. Early the following year reservist associate units supported Operation HOMECOMING, which returned prisoners of war to the U.S. Like other branches of the U.S. armed forces, the Air Force Reserve subsequently disengaged from involvement in the wars of Southeast Asia. Some reserve units and Airmen participated in operations initiated in response to the 1973 Yom Kippur War in the Middle East.^{lxx}

Air Force Reserve C-141 associate crews participated in five HOMECOMING flights. On 16 February 1973, Capt. Ralph M. Utterback of the 944 MAG at Norton AFB commanded an all-reserve crew that transported 20 former POWs, escort officers, and five medical technicians from Clark AB, Philippines to Hickam AFB, Hawaii. The following month, another 944 MAG C-141 crew under the command of Maj. William R. Bowman flew 20 ex-prisoners from Clark AB to Kelly AFB. Reservist medics from the 68th Aeromedical Evacuation Squadron joined the crew to assist with the transport. Many individual reservists in various specialties also supported HOMECOMING operations in cooperation with active-duty counterparts.

Casualty service centers at five Air Force Reserve bases also supported Operation HOMECOMING. Minneapolis-St. Paul IAP, Minnesota, Ellington AFB, Texas, Pittsburgh IAP, Pennsylvania, O'Hare IAP, Illinois, and Dobbins AFB, Georgia provided the entire spectrum of casualty assistance. These services included telephone notification of relatives, coordination of dates and times of arrivals and reunions, arranging invitational travel orders and transportation requests, helping with civil homecoming ceremonies, transporting prisoners and relatives by government automobiles, arranging press coverage and public appearances for the prisoners, and providing family counseling.^{lxxi}



However, the withdrawal of U.S. forces from Thailand in 1974 left a manpower void in the aerial port at U-Tapao airfield, which was filled by 60 reservist volunteers serving tours ranging from 85 to 120 days to maintain key air freight and passenger service positions. A year later, the Air Force Reserve supported the evacuation of U.S. citizens and refugees from South Vietnam as Communist forces overran and conquered the country in 1975. In April and May, reservists flew 231 sorties for MAC as the command sought to fill an aircraft vacuum created by the dedication of its strategic forces to this evacuation. These sorties airlifted 517.9 tons of cargo and 170 passengers in 776 hours.^{lxxii}

Air Force Reserve personnel subsequently participated in the last major operation of the Vietnam, Operation NEW LIFE, the Indo-China refugee airlift in 1975. Associate unit flights took place from April through June 1975, including 108 completely reservist C-5 and C-114 crews, which flew 773 sorties. In addition, 197 individual crewmen and medics performed duties on 811 sorties augmenting MAC personnel, sometimes working up to 20 hours at a time in missions that ran as long as 14 days.^{lxxiii}

On the West Coast, the 40th, 65th, and 68th Aeromedical Evacuation Squadrons played an important role in NEW LIFE, and an associated action, Operation BABY LIFT, sending 40 flight nurses and 61 technicians to serve as medical crewmen in evacuation missions. One of the technicians from the 65 AES, SSgt James A. Hadley, was caring for orphan children when aboard a C-5A when the aircraft crashed shortly after takeoff. Although injured, he remained at the wreckage and administered oxygen to surviving passengers, earning the Airman's Medal for his selfless actions.^{lxxiv}



Delivery of C-119 "Flying Boxcars" arrive at Tan Son Nhut Air Base - with crews from Willow Grove Air Reserve Facility relating experiences encountered.

In a postscript to the U.S. intervention in Southeast Asia, the *Mayaguez* incident off the coast of Cambodia in 1975 provoked another temporary resumption of U.S. military deployments to Southeast Asia until the resolution of the crisis. Tensions in the region had reignited after Khmer Rouge forces had seized a U.S. merchant ship, the SS *Mayaguez*, in the Gulf of Thailand. On 14 May, a reservist C-141 crew from the 315 MAW transported the

vanguard of U.S. Marines to their staging bases. The following day, another reservist C-141 crew from the 349 MAW evacuated the first planeload of Marines from Thailand after they had rescued the American merchant sailors. Following this crisis, reservist crews participated in the return flights of aircraft from Thailand to the U.S.^{lxxv}

Air Force Reserve service in the Vietnam War and other conflicts in Southeast Asia included both reservist units as well as individual mobilization augmentees who utilized their skills and talents in support of the struggle against Communist aggression. Hundreds of these individuals served tours every year collaborating with active forces in command headquarters and units stationed at home and abroad. “Suffering a lack of unit parental care and the divided administrative interests of the Air Reserve Personnel Center and their command of assignment, they tend to be amorphous,” Gerald T. Cantwell observed, “and their very real contribution to the Southeast Asia mission difficult to measure.”^{lxxvi}

ⁱ Andrew A. Wiest, *The Vietnam War, 1959-1975*, Osprey Press, 2002; Leo Daugherty and Gregory L. Mattson, *Nam: A Photographic History*, Singapore, Metro Books, 2002.

ⁱⁱ MR, Maj. Boyce H. Pinson, Current Ops Div, HQ CONAC, subj: C-124 Overwater flights, 15 Jun 65; Intvw, Cantwell with Pinson, 9 Sep 74.

ⁱⁱⁱ CONAC Opnl Status Rprt, RCS:1AF-v21, a/o 30 Dec 64.

^{iv} Pinson MR, 15 Jun 65, msg WTODC 00753, 222205z Jan 65’ WESTAF to MATS [large backlog of cargo in WESTAF ports]; msg, WCP 02878, 192232Z Mar 65, WESTAF to 1501 ATW et al, subj: ANG and Air Reserve Operations in the Pacific.

^v Hist, WESTAF, Jan-Jun 65, pp 131-132; Hist, 442 TCW, Jan-Jun 65, p 6; Jul-Dec 65, p 7; hist, 512 TCW, Jan-Jun 65, p 6; Jul-Dec 65, p 9.

^{vi} Table 1, “Air Force Reserve C-124 Trips to SEA, February 1965 – November 1972.”

^{vii} SOURCES: CAC Alft Accom of AF Reserve Units, CY66, pp 1-6; CAC Msn Accom of AF Reserve Units, CY67, pp 1-6; AFRES Msn Accom of AF Reserve Units, FY68, pp 1-6; AFRES Msn Accom of AF Reserve Units, FY69, pp 1-6; AFRES, By-Product Accom of AF Reserve Units, FY70, pp 1-6; AFRES, By-Product Accom of AF Reserve Units, FY71, p 1-6; Annual Report of the AF Reserve, FY72, p 27; Annual Report of the AF Reserve, FY73, p 27.

^{viii} Hist, AFRES, FY70, p 118.

^{ix} McConnell address before the Reserve Officers Association National Convention, New York, 29 Jun 66.

^x Harold Brown, “Planning our Military Forces,” *Foreign Affairs*, Jan 67.

^{xi} Msg, DCS/O 00500, 112230z, May 65, Col. Hal E. Ercanbrack, Jr., Asst DCS/O, CONAC to HQ USAF [reserve troop carrier capability to support contingency operations].

^{xii} Hanson Baldwin, "To end the War in Vietnam, Mobilize," *Readers Digest*, Oct 66; *Pentagon Papers*, p 517; Clark M. Clifford, "A Viet Nam Reappraisal – The Personal History of One Man's View and How it Evolved," *Foreign Affairs*, Oct 70.

^{xiii} *LBJ Papers*, 1967, I, p 277ff; Asprey, II, pp 1208-1210.

^{xiv} *Pentagon Papers*, p 515-516.

^{xv} *Pentagon Papers*, p 525.

^{xvi} Westmoreland, p 227.

^{xvii} *Vantage Point*, pp 385, 535; Townsend Hoopes, *The Limits of Intervention*, David McKay Co., Inc., New York, 1969, pp 136-137.

^{xviii} Hoopes, p 162; Westmoreland interview.

^{xix} *Pentagon Papers*, pp 415, 595-596, 622; Westmoreland, p 359.

^{xx} Cantwell, *Summary of Reserve Unit Recalls*, pp 9-12.

^{xxi} Testimony, Gen. J.P. McConnell, Senate Committee on Armed Services, 21 Feb 68, *Authorizations for Military Procurement, Research and Development, FY 1969, and Reserve Strength*, 90 Congress, 2 Session, p 766.

^{xxii} Hist, 349 MAW, Jan-Jun 68, pp 9-10; AFCS SO G-45, 26 Apr 67; Hist, 941 MAG, Jan-Jun 68, p 14.

^{xxiii} Hist, 938 USAF Disp, 26 Jan-15 Aug 68, p 11.

^{xxiv} Hist, 349 MAW, Jan-Jun 68, pp 9-10; Jul-Dec 68, pp 5-12; Hist, 921 MAG, Jul-Dec 68, p 10.

^{xxv} Hist, 941 MAG, Jan-Jun 68, p 8.

^{xxvi} Hist, 445 MAW, Jan-Jun 68, p 3.

^{xxvii} Cantwell, *Summary of Air Force Reserve Unit Recalls*.

^{xxviii} Hist, 921 MAG, Jan-Jun 68, p 17.

^{xxix} Hist, 921 MAG, Jan-Jun 68, p 17.

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- xxx Hist, 941 MAG, Jan-Jun 68, pp 29-30.
- xxxi Hist, 941 MAG, Jul-Dec 68, p 42.
- xxxii Msg, CCO 310300z Aug 68, 349 MAW to 941 MAG, et al, [reserve unit performance], Doc 32 in Hist, 941 MAG, Jul-Dec 68.
- xxxiii Hist, 445 MAW, Jul-Dec 68, pp 46-49, 65-67.
- xxxiv Hist, 445 MAW, Jan-Jun 69, pp 41-43, Doc A-6.
- xxxv Hist, 349 MAW, Jul-Dec 68, pp 48-49.
- xxxvi Hist, 305 ARRSQ, Jan-Mar 69; Apr-Jun 69; Hist, AFRES, Jan-Jun 69, p 107.
- xxxvii Hist, 305 ARRSQ, Jul-Sep 68, Forward.
- xxxviii Hist, 305 ARRSQ, Oct-Dec 68, pp 4-5.
- xxxix Hist, 305 ARRSQ, Apr-Jun 69, pp 6-9.
- xl Hist, AFRES, Jan-Jul 68, p 90; AFRES Input to SECAF Report, FY 68, p 29.
- xli Hist, 921 MAG, Jan-Jun 68, p 3; Annual Report, Air Force Reserve FY 69, p 26.
- xlii Annual Report, FY 69, p 27.
- xliii Hist, AFRES, Jan-Jun 69, pp 107-108.
- xliv Hist, 71 SOS, Jul-Dec 68, pp 5-6, pp 8-14.
- xlv Hist, 14 SOW, Jan-Mar 69, p 33; Hist, 14 SOW, Apr-Jun 69, p 3; Hist, 71 SOS, Jan-Mar 69, p 3.
- xlvi Hist, 71 SOS, Jan-Mar 69, p 2; Apr-May 69, p 2.
- xlvii Hist, 71 SOS, Jan-Mar 69, pp 2-3; Apr-May 69, p 3.
- xlviii PACAF MO 16, 27 Mar 69; Hist, AFRES, Jan-Jun 69, p 109.
- xliv DAFSO GB-303/69, 43/69, 234/69, 468/69.

¹ HQ AFRES Staff Digest No. 31, 23 Jul 69; MAC SO G-332, 6 Dec 68; DAF Ltr, AFOMO 048p to MAC, AFCS and AFRES.

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- ^{li} MFR, Pinson, Subj: Project Power Pack, 15 Jun 65; Intvw, J.A. Lichman, CAC Historian, with Capt. R. Oliver, Cmd Post, 30 Aug 65.
- ^{lii} Compiled from Semi-annual CAC/AFRES Mission Reports.
- ^{liii} AFA Convention, Dallas, TX, March 1966, Hist, CAC, Jan-Jun 66, pp 20-21.
- ^{liv} Msg, OOP-PC 00002, CAC to USAF & MATS, subj: Final Report on Operation “Christmas Star,” 3 Jan 66.
- ^{lv} Msg, VC 00089, Personal from Holtner, CAC to CAC Units [Operation Combat leave], 1 Sep 66; Memo, Lt. Col. Robert N. Cyzemoure, Dir/Ops to Trp car wgs et al, subj: CAC Accomplishments on Operation Combat Leave, 11 Oct 66; Annual Rpt, AF Reserve, FY 67, p 35; CAC Input to SecAF Annual Rpt, FY 66, p 1.
- ^{lvi} Hist, 446 TAW, Jul-Sep 70, p 4; AFRES Rpt, Msn Accomp of AF Reserve Units, FY 69, pp 7-12; SECAF Annual Rpt AF Reserve Forces FY 69, p 2; AFRES Rpt, By-Product Accomp of AF Reserve Units, FY 70, pp 7-12; SecAF Annual Rpt, FY 70, p 26; AFRES Rpt, By-Product Accomp of AF Reserve Units, FY 71, p 21; SecAF Annual Rpt, FY 72, p 29.
- ^{lvii} CAC Data for SecAF Annual Rpt, FY 68, p 41; Annual Rpt of AF Reserve, FY 71, p 23; Annual Rpt of AF Reserve FY 72, p 32.
- ^{lviii} Hist, 446 TAW, Jan-Jun 68, pp 42-44; Hist, 433 TAW, Apr-Jun 74, p 9; Hist, 433 TAW, Jan-Mar 76, p 3; Ltr, Brig. Gen. Billy M. Knowles, Cmdr 94 TAW to AFRES, subj: Monograph—AF Reserve and Southeast Asia, 20 Jul 79.
- ^{lix} AFRES Activity Input to Project Corona Harvest on AF Reserve in Support of Air War in Southeast Asia, 19 Dec 69, p 53; Ltr, Col. Lawrence H. Miller, Res Advisor to JAG, USAF to AFRES/ HO, subj: Draft – AF Reserve and Southeast Asia, 2 Aug 79; DAF Historical Summary, FY 69, p 62; HQ AFRES News Release, 52-68, Capt. Joseph J. McDonough, “The AFRES CHAPAR Program,” 15 Oct 68; DAF Historical Summary, FY 69, p 59.
- ^{lx} Hist, AFRES, FY 72, pp 186-187.
- ^{lxi} 1127 USAF Field Activities Group HOI 200-4, “Debriefing of Returnees,” 26 May 66, AFIS/HO Files; Ltr, Maj. Gen. George J. Keegan, Cmdr AFIS to AFMPC, subj: Recommendation for Award of Unit Decoration, 4 Nov 76; Hist, AFIS, FY 74, pp 234-235; Hist, 7602 AIG, 1 Jul 75-30 Sep 76, p 50; AFIS Reserve Detachment Commanders Conference Report, p 57.
- ^{lxii} Atch (Ltr, Col. C.C. Winn, Jr., DCS/Plans, CAC, to HW USAF, subj: Annual Report of SECAF for Period 1 Jul 67-30 Jun 68 (FY 68)) CACData for Annual Rpt to SECAF, pp 19-20.

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- ^{lxiii} Msg, OII 861620z Mar 68, CAC to all Alft Units for Cmdr [Msg from Cmdr MAC].
- ^{lxiv} Ltr, Col. J.D. White, Asst DCS/O to Vice Cmdr, subj: Operation Garden Plot, 10 Apr 68; Msg, DO 151845z Apr 68, from Viccellio to Commanders [Garden Plot Operation].
- ^{lxv} Memo, Lt. Col. Boyce R. Pinson, Ch, Strat Alft & Res Mans Br, to DCS/Plans, subj: Employment of CAC Reserve Airlift for Garden Plot, 18 May 68; AFRES rpt, Mission Accomplishment of Air Force Reserve Units, FY 69, 12-1; CAC Data for SECAF Rpt, FY 68, p 40, 43.
- ^{lxvi} Ltr, Col. J.D. White, Asst DCS/O to Cmdr & CS, subj: Daily Operations Activities, 14 Aug 68; Hist, 903 MAG, Jan-Mar 71, p 11; Oct-Dec 71, p 13.
- ^{lxvii} Hist, 912 MAG, Jan-Mar 70, p 2; Apr-Jun 70, p 2; Hist, 903 MAG, Jul-Sep 71, p 4.
- ^{lxviii} Carl Berger, *The USAF in Southeast Asia, 1961-1973*, p 198; Hist, 349 MAW, Apr-Jun 72, p 5; Hist, 903 MAG, Apr-Jun 72, pp 8-10; 943 MAG, Apr-Jun 72, p 5; Hist, 939 MAG, Apr-Jun 72, p 14.
- ^{lxix} AFRES Special Hist Rpt, Project Enhance Plus, pp 9, 12.
- ^{lxx} Hist, 938 MAG, Jul-Sep 72, p 8; Hist, 939 MAG, Jul-Sep 72, p 15; Hist, 903 MAG, Oct-Dec 72, p 11; Hist, 903 MAG, Apr-Jun 73, p 14.
- ^{lxxi} AFRES Medical History, FY 73, p 15.
- ^{lxxii} Hist, AFRES, FY 75, pp 143-144; Annual Rpt, AF Reserve, FY 75, p 25; Ltr, Col. Louis J. McKenna, Ch, Pers Div to Ofc of Info, Ofc of AF Reserve, subj: Draft – SF Reserve and Southeast Asia, 1 Aug 79; Hist, 514 MAW, Apr-Jun 74, p 40; Jul-Sep 74, p 30; Hist, 512 MAW, Oct-Dec 74, p 4.
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