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Author

Corporate Author

Report/Article Title Typescripts: Special Aerial Spray Flight Information from 4500 Air Base Wing History 1962, 1963; History of C123B, Serial Number 56-4362

Journal/Book Title

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Description Notes Item includes routing and transmittal slip, Aircraft Record Request Form, History of C-123B, Serial Number 56-4362, and Special Aerial Spray Flight from 4500 ABW History Jan-Jun 1962, Jul-Dec 1962, Jan-Jun 1963, and Jul-Dec 1963

ROUTING AND TRANSMITTAL SLIP

Date *23 Apr 77*

1376 MS ENDICOTT

TO: (Name, office symbol, room number, building, Agency/Post)	Initials	Date
1. <i>16 mm microfilm</i>		
2. <i>reader</i>		
3. <i>4500 AB Wing history</i>		
4. <i>315th</i>		
5.		

Action	File	Note and Return
Approval	For Clearance	Per Conversation
As Requested	For Correction	Prepare Reply
Circulate	For Your Information	See Me
Comment	Investigate	Signature
Coordination	Justify	

REMARKS *Patches 4500 AB wing*
JAN 62 Jun 63
7 AC
3 in VIETNAM
1 calibration
2 Available in U.S.
1 GRANULAR
Jul 63 315
JAN 64 2 ADIU HQ
Apr 66 377 CSGP
SEP 66 315 ACOM Squa

DO NOT use this form as a RECORD of approvals, concurrences, disposals, clearances, and similar actions

Feb 77

FROM: (Name, org. symbol, Agency/Post)	Room No.—Bldg.
	Phone No.

SUBJECT: Request for Material

DATE:

Aircraft record request

24 April 1979

TO: USAF/OEHL/EC
Attn: Capt Livingston
Brooks AFB, TX 78235

FROM: The Albert F. Simpson Historical
Research Center, USAF
HO A
Maxwell AFB, AL 36112

- X 1. Material requested will have to be compiled. is being forwarded under separate cover.
 is attached. will be distributed automatically. will be sent as soon as possible.
2. Material requested cannot be provided because it cannot be loaned. cannot be reproduced.
 is not available. is in single copy. is classified.
3. Material requested is available on 16 mm microfilm, roll number(s) _____
 Although the Research Center maintains rigid microfilm processing quality controls, readability of offered microfilm cannot be guaranteed. While most is highly readable, some is not because of the poor quality of the original document and inherent limitations in all copying processes, as well as some reading equipment.
4. Material requested may be purchased for \$_____. Make check or money order for exact amount stated and payable to AFO, Maxwell AFB, AL 36112, and send it to AFSHRC/HOA.
5. Because of backlog of work, a delay of _____ is anticipated in providing the material.
6. A large backlog of official requests makes it impossible to provide the material requested.
7. Forwarded to you for appropriate action and direct reply to the requestor, who (has) (has not) been notified of this referral.
8. Suggest you submit your request to:
9. Information concerning unit emblems may be requested from AFMPC (DPMASA) Randolph AFB, TX 78148. See AFR 900-3 for emblem procedure.
10. For availability of photography submit request to:
 1361 AVS, ATTN: Photo Depository Section, 1221 S. Fern St., Arlington VA 22202.
 Audiovisual Records Div, National Archives, Washington DC 20408.
11. Suggest you visit our Center at Maxwell AFB to do your research. See attached brochure.
12. Before coming to Maxwell AFB for research, contact the Office of the Secretary of the Air Force (SAFOIP), Washington, D.C. 20330, to obtain proper authorization for access to our documentation collection.
13. Please refer to:
 Maurer (ed.), Air Force Combat Units of World War II (Washington: USGPO, 1961; New York: Franklin Watts, 1963). New out of print.
 Maurer (ed.), Combat Squadrons of the Air Force, World War II (Washington: USGPO, 1969). Available from Superintendent of Documents (D 301.26/6:C73/2), \$8.25.
 Craven and Cate (eds.), The Army Air Forces in World War II (Chicago: University of Chicago Press, 7 vols., 1948-1958). Vols II, III, V, VII are available from publisher, \$20.00 a volume.
 Futrell, The United States Air Force in Korea (New York: Duell, Sloan and Pearce, 1961). Out of print.
 Creswell & Berger, United States Air Force History, An Annotated Bibliography (Washington, D.C.: Air Force Office of History, 1971), Supt of Documents, GPO (0870-0307), 50 cents.
 Mueller & Carson, The Army Air Forces in World War II: Combat Chronology, 1941-1945 (Washington: USGPO, 1975). Available from Superintendent of Documents, GPO (0870-00334), \$14.30.
 Item 16 for list of references on your subject.
 Your local library for these or other published materials.
14. Request for extension granted. New suspense date will be:
15. Request return of material forwarded on Document Receipt Number _____ dated _____ with a suspense date of _____

16. Remarks: Reference our several telephone conversations, attached are the following items: Aircraft record data for S/N 56-4362 and extracts from the 4500th Air Base Wing histories, January 1962-December 1963.

16mm microfilm copies of the 315th Special Operations Wing will be forwarded as soon as they are processed.

I still cannot identify the other serial number. During 1966, S/N 54-568 was at Davis-Monthan and England AFB; S/N 55-4568 was stationed at Eglin AFB.

TYPED NAME AND TITLE
JUDY G. ENDICOTT
Chief of Circulation

SIGNATURE
Judy G. Endicott

C-123B, Serial Number 56-4362

13 Sep 57 Delivered to the USAF
Sep 57 To 463d Troop Carrier Wg (TAC), Ardmore AFB, OK
Jul 58 To 464th Troop Carrier Wg (TAC), Pope AFB, NC
Dec 61 To 346th Troop Carrier Sq (9AF, TAC), Pope AFB, NC
Mar 62 To 347th Troop Carrier Sq (9AF, TAC), Pope AFB, NC
*May 62 To 4500th Air Base Wg (TAC), Langley AFB, VA
**Jul 63 To 315th Air Div Hq (PACAF), Tan Son Nhut AB, RVN
**Jan 64 To 2d Air Division Hq (PACAF), Tan Son Nhut AF, RVN
**Apr 66 To 377th Combat Support Gp (PACAF), Tan Son Nhut
AB, RVN
**Sep 66 To 315th Air Commando Wg (later designated Special
Operations Wg, then Tactical Airlift Wg), stationed
various times at Tan Son Nhut AB, Bien Hoa AB, and
Phan Rang AB, RVN

Aircraft record indicates that 56-4362 was modified to UC-123B in Nov 1967. The record also indicates that this aircraft returned to the States in Jun 1968 and was modified to UC-123K, returning to the 315SOW in Sep 1968.

Feb 72 To Hayes Aircraft Corp, Dothan AL for contract
work
Aug 72 To 911th Tactical Airlift Gp (AFRES), Pittsburgh
PA
Dec 72 To 901th Tactical Airlift Gp (AFRES), Laurence G.
Hanscom AFB, MA
Sep 73 Assigned to same unit, but moved to Westover AFB,
MA and "U" dropped from UC-123K
Apr 74 To 731st Tactical Airlift Squadron (AFRES),
Westover AFB, MA
Nov 77 To Hayes Aircraft Corporation, Dothan AL
last entry as of Oct 78

*Probably used for aerial spraying or defoliation
**Possibly used for spraying/defoliation

*From 4500 ABW history,
Jan - Jun 1962*

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Foreign Clearance:

The foreign clearance section of base operations provided briefings for 233 flights to foreign destinations. The number included, 15 B-57 aircraft to Bermuda on 2 and 3 June; 20 F-100 aircraft to France on 11 and 12 June; 35 high flight aircraft; 18 T-29 navigator training flights; and, 180 other departures. It provided additional support in cooperation with the Coast Guard for the air search for the missing KB-50 discussed previously in this chapter.

Special Aerial Spray Flight

The Special Aerial Spray Flight was a section of the non-O/T authorization of the 4500th Air Base Wing. Its purpose is to perform aerial spray missions in conformance with AFR 90-3, dated 21 March 1958, and TAC Supplement 90-3, dated 15 March 1961. The policies and responsibilities are outlined in these regulations.

Training pilots to qualify as both C-123 pilots and spray pilots was a primary problem. Pilots were either qualified in one phase or the other during the entire period and at the close of the reporting period no pilot assigned to the flight was a qualified spray pilot in the C-123 aircraft. Crews were being trained and plans indicated crews qualified in both phases would be available soon. Shortage of personnel in administrative and aircrew positions together with absence of personnel on TDY created problems in every area of this operation.⁶

At the close of the reporting period, tests were being conducted using herbicides with the Advance Research Projects Agency of U. S. Government.

During the period three spraying missions were conducted at Langley AFB. The statistics follow:

Area sprayed.....	36,414 acres
Insecticide used.....	13,970 gallons
Flying time.....	10:55 hours
Total cost.....	\$20,903.56
Cost per acre.....	\$0.61 average

Standardization Board

During the period of this report, the Standardization Board has given 200 pilot and navigator standardization checks. A new standardization program has been initiated for all multi-engine support aircraft. This program includes new written examinations and a more comprehensive flight check. The two assigned personnel of the Wing Standardization Board attended the TAC SEG School.

The Wing Standardization Board has only one major write-up during the IG Inspection. This write-up was for not being properly manned. All flight mechanics have been given a new written examination in their appropriate aircraft.

The Standardization/Evaluation Review Panel has held one meeting during the period of this report. Major Herbert W. Jones assumed the

the installation of a pony teletype circuit which speeds the delivery of NOTAMs. Plans called for a passenger lounge, an improved dispatch section, and an improved snack bar.

The Foreign Clearance section provided foreign clearance briefings to 233 flights clearing to foreign destinations. Of this number, 48 were high flight aircraft, 16 were T-29 navigation training flights, and 189 others which included many flights from the 4505th Air Refueling Wing.

The section was host in providing a four-hour navigation orientation program for 150 ROTC Cadets in August. In October and November, the Foreign Clearance section moved to temporary facilities to provide space for crews standing alert during the Cuban operation.⁸

Special Aerial Spray Flight

The Special Aerial Spray Flight, a section of the non Operations/ Training authorization of the 4500th Air Base Wing for the purpose of performing Aerial Spray Missions in accordance with AFR 91-22, was the responsibility of the Commander, 4500th Air Base Wing.

The responsibilities included development of aerial insecticide dispersal techniques in cooperation with other government agencies,

training aircrews for the performance of spray missions, and maintaining a repository of special flying and technical skills for expansion, disaster relief, and tactical operations. The spray flight also maintained, published and distributed to interested agencies biological and operational information concerning the aerial spray program.

During this period 16 bases were approved for aerial spray work; however, only 11 bases were serviced because modification of the aircraft for granular insecticide dispersal was not completed in time to service the 16 bases that were approved for spraying.⁹

Statistics for this period are as follows:

28 sorties were flown.

368,050 acres were covered.

33,484 gallons were aeriaily dispersed.

68:40 spray time was recorded.

75:10 ferry time to and from bases sprayed.

\$.33 average cost per acre for the period.

\$52,170.90 total cost for this period.

Sixteen missions were flown in support of the Advance Research Projects Agency (ARPA) tests conducted at Eglin AFB, Fla. The program began during the last week of June 1962. 33:40 hours spray time was recorded in dispersing 4,251 gallons of spray. Plans have been made to complete the ARPA test in the spring of 1963 at Eglin AFB, Fla.

Special Aerial Spray Flight

The special aerial spray flight continued operations providing aerial insecticide dispersal services for agencies of the Department of Defense and for other agencies as directed by Hq TAC. The flight continued development of aerial insecticide dispersal techniques in cooperation with interested government agencies; it trained aircrews; it maintained records of special flying and technical skills needed for expansion, disaster relief, and tactical operations; and it maintained, published, and distributed to interested agencies biological and operational information.

The flight was a non operations-training section authorized by AFR 91-22, 10 September 1962, and it was responsible to the commander of the 4500th Air Base Wing. The flight was supervised by Capt. Carl W. Marshall and had a complement of 17 pilots, 10 flight engineers, one clerk typist, and one entomologist, Dr. (Capt.) Claude T. Adams.

Seven aircraft were assigned to the flight. Three of these were committed to Viet Nam, one was undergoing modification to a granular spray system, one was undergoing calibration tests

for a new and larger spray system at Eglin AFB, Fla., and two were available for spraying in the United States.

Headquarters TAC approved 21 government reservations for spraying. By the end of the period, only seven of these areas had been sprayed because of the unusually low temperatures experienced this spring.

Statistics covering the spray operations follow:

Sorties flown	85
Acres sprayed	209,720
Gallons sprayed	68,000
Hours flown spraying	59:05
Hours flown ferrying aircraft to spray sites	31:40
Average cost of spraying per acre	\$.36
Total cost of spraying operations	\$74,731.30

In addition to the spraying of government reservations, the flight was engaged in three other activities. The first was a calibration test conducted at Lackland AFB, Tex. in January. The 6570th EPI Laboratory at Lackland was to evaluate the dispersal techniques and procedures used by the spray flight. Even though the 6570th EPI Laboratory had the responsibility to set up the test program, their personnel were not familiar with the present day modern dispersal techniques. As a result, the evaluation program was of little value.

A second activity took place at Eglin AFB, Fla. A program began in May to test a larger spraying system. The test program was still underway at the end of the period and the final results may be available in July or August.

The last of the three activities took place in Viet Nam. Three crew and aircraft were committed to this operation during the entire period. The average length of tour for each crew averaged approximately four months, with the tours being rotated among the spray flight personnel. This rotation of crew personnel to Viet Nam caused an occasional temporary shortage of qualified spray flight crews in the United States. The mission in Viet Nam concerned defoliation activities.

Safety

The Office of Safety incurred three personnel changes during the period 1 January through 30 June 63. A civilian secretary to the Director of Safety was promoted and transferred to Hq TAC. Immediately following this action, a freeze was placed on hiring civilian personnel and as a result, the position was abolished to enable the Wing to meet a directed manpower cut.

*From 4500ABW history,
Jul-Dec 1963*

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over-water navigation proficiency flights during the period. Fifty-seven navigators used these flights to accomplish the AFM 60-1 flying requirements. Twenty-eight proficiency flights were scheduled during the six-month period. Eighteen were flown as scheduled and 10 were cancelled or aborted due to maintenance.

Special Aerial Spray Flight

The Special Aerial Spray Flight, authorized by AFR 91-22, 10 September 1962, was responsible to the Commander, 4500th Air Base Wing. The mission of the Spray Flight was as follows: To provide aerial insecticide dispersal services for all agencies of the Department of Defense (DOD) and other government agencies as directed by Headquarters TAC; to develop aerial insecticide dispersal techniques in cooperation with other government agencies; to train aircrews and maintain records of special flying and technical skills for expansion, disaster relief and tactical operations; and to maintain, publish and distribute to interested agencies biological and operational information.

During this reporting period there were 17 pilots, 10 flight

engineers and one clerk assigned with Captain Carl W. Marshall as OIC. Spray Flight was also authorized an Entomologist, Captain Claude T. Adams. Of the seven assigned C-123 spray aircraft, three were in Viet Nam conducting defoliation missions, one aircraft completed modifications to the granular system and underwent calibration testing at Macon Municipal Airport, Ga., and spent the remainder of the period conducting spray operations against fire ants at Liberty Field, Ga. This operation is still in progress.⁹

These figures do not include the granular dispersal now being conducted against fire ants, since this project is not completed, nor does it include our defoliation missions in Viet Nam or a special insecticide control mission against bombay locusts in Bangkok, Thailand.

No serious problems were encountered; however, due to the rotation system of personnel to the Viet Nam area, aircraft manning of crews suffered occasionally due to lag time between crews returning and replacement crews rotating.

Flying Safety

The Wing experienced no accidents during the reporting period