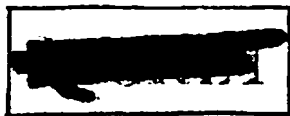


360TH TACTICAL ELECTRONIC WARFARE SQUADRON

QUARTERLY HISTORY FOR

JULY - SEPTEMBER

1967



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HISTORY

OF

360TH TACTICAL ELECTRONIC WARFARE SQUADRON

JULY - SEPTEMBER 1967

(Unclassified Title)

PCS: AU-D5

Assigned to:

460TH TACTICAL RECONNAISSANCE WING, SEVENTH AIR FORCE,

PACIFIC AIR FORCES

Stationed at:

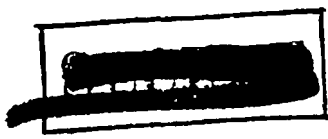
Tan Son Nhut Air Base, Republic of Vietnam

George L Van Buskirk
GEORGE L. VAN BUSKIRK, Major, USAF
Unit Historian
360th Tac Elct Warfare Squadron

Joseph P. Marsiglia
JOSEPH P. MARSIGLIA, Lt Col, USAF
Commander
360th Tac Elct Warfare Squadron

DOWNGRADE INSTRUCTIONS FOR
GROUP 3 AS SHOWN IN
AFR 205-2

Copy No. 1 of 5 cys



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360-67-1078

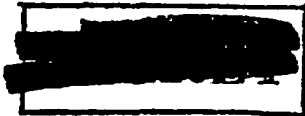
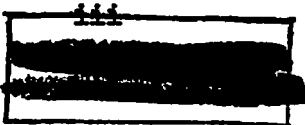


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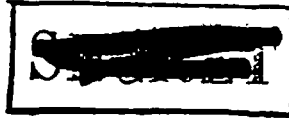
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FOREWARD

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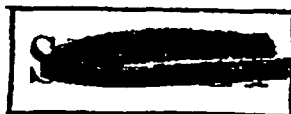
In order to provide a highly sophisticated type of data gathering in support of the Vietnam conflict, the old C-47 aircraft was revamped and made into an electronics intelligence gathering tool. Two types of configurations were developed to provide related but different functions. The JC-47, designated "Drill Press" aircraft performed airborne intelligence interception operations. The EC-47, designated "Compass Dart" aircraft performed airborne radio direction finding operations.

The 360th Tactical Electronic Warfare Squadron was formed 8 April 1966 and equipped with two "Drill Press" aircraft and scheduled to build up to seventeen "Compass Dart" aircraft as the aircraft completed modification and reconfiguration. By the end of March 1967 full aircraft strength was reached.

Since that time a remodification has been in progress to further the capability of the "Compass Dart" aircraft to include the "Drill Press" operation and some other highly classified capabilities.

Although the aircraft and basic crews belong to the 360th Tactical Electronic Warfare Squadron, the radio operators and "back end" technicians are assigned to the 6994th Security Service Squadron. The combined efforts of these two squadrons provide the highly sophisticated technical electronics system under a highly classified project for gathering intelligence data for use by battlefield commanders and for high staff planning purposes.

This history cannot cover all parts of the outline provided by PACAF for the preparation of the quarterly historical report, PCS: AU-D5. The parts omitted were not applicable to the mission of this squadron.



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CHRONOLOGY

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360th Tactical Electronic Warfare Squadron

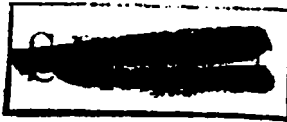
July - September 1967

<u>Date</u>	<u>Class</u>	<u>Significant Event</u>
18 Jul	(C)	EC-47 number 43-15603 arrived from CONUS and flew its first mission on 23 Jul 1967.
18 Jul	(C)	EC-47 number 43-16123 arrived from CONUS and flew its first mission on 21 Jul 1967.
28 Jul	(C)	EC-47 number 42-100513 arrived from CONUS and flew its first mission on 29 Jul 1967.
28 Jul	(U)	Major General Coira, Commander, Security Service was given briefing on 360 TEWS operation.
1 Aug	(U)	Major General Worley, Vice Commander, 7th Air Force was given briefing of 360 TEWS operation.
9 Aug	(U)	360 TEWS took over some of the 460 TFW parking revetments for better protection of aircraft and working ground crews.
10 Aug	(S)	"Compass Dart" mission was added to "Drill Press" at Hue Phu Bai and additional aircraft with this capability added at that location.
11 Aug	(U)	Brigadier General Waltz, Commander, Tactical Air Reconnaissance Center was given briefing on 360 TEWS operation.
14 Aug	(U)	Covered patio was completed as a day room and recreation area on the roof of the BOQ.
10 Sep	(U)	Lt Col William Horn Jr, Commander, 360 TEWS rotated to CONUS.
11 Sep	(U)	Lt Col Joseph P. Marsiglia assumed the position of Commander, 360 TEWS.

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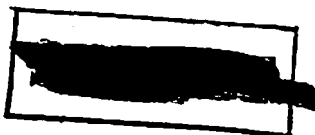
INTRODUCTION

At the outset of this quarter, a critical shortage existed in aircraft mechanics, technicians and supervisors. The problem was fully documented to the higher headquarters and a continual follow-up failed to bring relief throughout this quarter. In fact the personnel picture deteriorated, both pilots and navigators, during this period to the point where mission effectiveness was maintained only because of the extremely high caliber and complete dedication of those aircrews and maintenance personnel remaining.

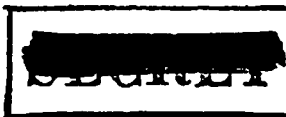
Some improvements were made in the aircraft maintenance working areas by moving aircraft into revetments, but even these improvements were marked by some serious limitations.

The venerable old "Gooney Bird" was already showing her age. With the further modifications and refinements of the latest equipment the EC-47 is starting to balk. More and more hours of maintenance are required per effective sortie but the personnel were still able to keep ahead and maintain an outstanding sortie rate.

All personnel of the 360th Tactical Electronic Warfare Squadron are justly proud of the job they are doing and of the "antique" aircraft they are doing it in. An outstanding job of supporting the war effort in this theater is more than a boast by the men of the 360th TEWS; it is a reality.



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CHAPTER I

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2

MISSION, ORGANIZATION AND ADMINISTRATION

Mission:

The mission of the 360th Tactical Electronic Warfare Squadron (TEWS) remained the same for this period as in the two previous quarterly reports.¹ The modification of the "Compass Dart" aircraft being performed during this and subsequent quarters will increase the capability of the aircraft and improve the mission in the near future. The modified aircraft received in the squadron during this reporting period were able to perform the combined missions of "Compass Dart" and "Drill Press."

Organization:

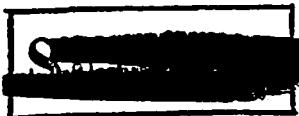
No changes occurred in the basic organizational structure of the squadron during this period.² However, as the quarter progressed, a shortage of pilots became more and more critical and caused a breakdown in scheduling by flights. By the close of the quarter, the flight system was still in being but was used only as an administrative organization to facilitate effectiveness rating and paper work processing.

Administration:

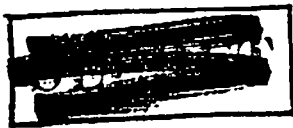
Although the problem of a mountainous workload and too few personnel to accomplish it continued throughout this period the procedures established during the last quarter to "get the job done," did just that. The operation was smooth and all tasks accomplished throughout the period.

1. Hist, 360th TEWS, Jan-Mar 1967, P2
Hist, 360th TEWS, Apr-Jun 1967, P2
2. Org. Chart, 360th TEWS

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CHAPTER II
PERSONNEL

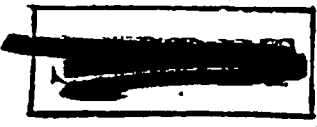
Strengths:

The quarter started with one overage in officer manning and dropped to six below by the end of July. By the end of the quarter, of the 107 officers authorized,³ 101 were assigned.⁴ Unfortunately this shortage of six officers does not reflect a true picture of the actual situation. Many of the officers assigned to the squadron perform duties at the Wing on an additional duty basis and are not available for their full crew duties on missions. The burden placed on the remaining crews make it essential that full strength be maintained and overmanning desired. The mission did not suffer from the shortage of officer personnel, but this was due to the highly motivated dedication of the officer personnel who were willing and able to meet the increased workload.

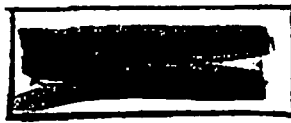
Airman strength hit its lowest level in early July and the shortage in aircraft maintenance personnel caused a slight dip in mission effectiveness. There just weren't enough maintenance personnel to keep the aircraft flying. On 1 July, of the 182 airmen authorized,⁵ only 138 were assigned. Although a slight increase in assigned personnel was experienced during the quarter, by 30 September the assigned strength was only up to 157.⁶ This shortage was continuing to effect the mission because of the lack of experience on the type equipment of the replacements.

3. UMD, located CBPO, Tan Son Nhut AB, RVN, 30 Jun 67
4. Personnel Strength Chart, 360 TEWS, Jul-Sep 67
5. UMD, located CBPO, Tan Son Nhut AB, RVN, 30 Jun 67
6. Personnel Strength Chart, 360 TEWS, Jul-Sep 67

App 4
App 4



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Key Personnel Changes:

Comparatively few changes occurred in key personnel during this period. The Commander, Lt Col William Horn Jr. rotated to the CONUS on 11 September and was replaced by Lt Col Joseph P. Marsiglia.⁷ The Flight Commanders of "C", "E" and "F" Flights rotated during this quarter and were replaced by Lt Col Edgar H. Albers Jr, Lt Col Raymond L. Horvath and Maj Roy L. Gentry respectively. The only other change was a correction of the position of Maintenance Officer. In the past, an aircrew member was named as additional duty in this position but actually was not performing the duties. Capt Carl H. Thresher who performed the duties of Maintenance Officer is now reflected properly in this position.⁸

OJT:

Improvements noted in the last quarterly report really got the OJT program rolling. In this quarter much greater emphasis was placed on producing the best possible training program and combining classroom work with actual job experience. The end results of the training program had begun to be felt in the improved work of the individuals and in the test results on the SKT passing rates. The July testing results showed an 80% passing rate and although the figures weren't in yet for the September testing, results were expected to increase. Upgrade training was being given to 34 in July, 39 in August and 38 in September.

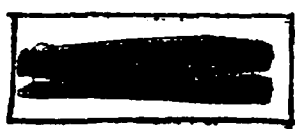
1098 Actions:

The Administrative Services section continued to do an outstanding

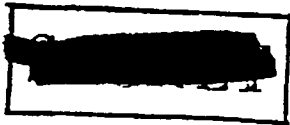
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- 7. S.O. 23, 360 TEWS, 11 Sep 67
- 8. Roster of Key Personnel, 360 TEWS, Jul-Sep 67

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App 3



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CHAPTER III

OPERATIONS AND TRAINING

The 360th Tactical Electronic Warfare Squadron continued to successfully perform combat missions unique to this theater for the period 1 July - 30 September 67.

System Inventory:

The number of tactical aircraft authorized, assigned, and available were:

<u>Authorized</u>	<u>Assigned</u>		<u>Available</u>	
	30 Jun 67	30 Sep 67	30 Jun 67	30 Sep 67
Compass Dart (EC-47) 17	14	17	14	17
Drill Press (JC-47) 2	2	2	2	2
Total 19	16	19	16	19

Crew Resources and Capability:

The combat crew status of the organization for the reporting period is reflected below:

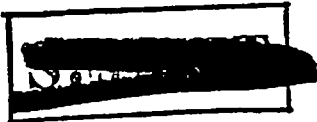
	<u>Crew Authorized</u>	<u>Crews Formed</u>	<u>Combat Ready Crews</u>
30 Jun 67	37	31	31
30 Sep 67	37	28	28

These figures reflect the downward trend in aircrew manning due to squadron personnel completing their obligated combat tour of one (1) year and returning to the CONUS or to concurrent PCS overseas tours.⁹

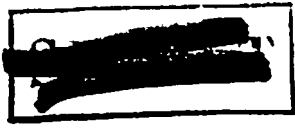
Change in Parking Plan:

On 9 Aug 67, the squadron took over some of the Wing parking

9. Charts, Operational Data, 360 TEWS, Jul-Sep 67



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revetments in lieu of parking in the pierced steel planking in the open parking hardstand formerly used. These revetments provided protection against terrorist activity as well as some degree of wind shelter for the maintenance crews. This was a mixed blessing to the squadron, because the revetments allocated were physically separated and caused a communication problem aggravated by a shortage of liaison vehicles.

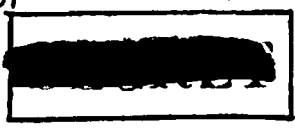
Compass Dart at Hue Phu Bai:

Two EC-47 aircraft from the squadron were detached to Hue Phu Bai on 10 and 14 Aug 67, respectively, to augment the present Drill Press operation there with ARDF capability. Since this time, and throughout the reporting period, the squadron maintained one to two EC-47 aircraft at Hue for this purpose. Maintenance, billeting, and crew resources were stretched somewhat in handling this requirement, but the squadron continued to accomplish these missions as directed. The flight commander regarded the increased committment as a personal challenge, and esprit de corps remained high.¹⁰

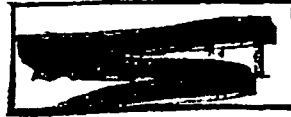
Scheduling:

The flight system of scheduling was continued, but due to the relative shortages in aircrew manning, an integrated squadron wide system of scheduling was adopted. This accomplished maximum utilization of aircrew personnel and it was anticipated that this integrated scheduling system would continue until the flights were once again fully manned and we were back up to strength with combat ready personnel.

10. Interview, Capt C.J. Tringali, Historian with Maj Roy Gentry, "F" Flt Cmdr, 1 Sep 67



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Sortie Completion Rate:

For the reporting period, the squadron achieved a 99.95 % successful Compass Dart sortie completion rate. The number of fraggged missions remained essentially consistent.¹¹

VIP Briefings

A number of briefings were presented to high ranking officials during the quarter under the supervision of Lt Col Bonanno and Major Chipman. These included an explanation of the mission, special equipment and a mission profile. On 28 July, Major General Coira, Commander, Security Service, was briefed. On 1 August Major General Worley, Vice Commander, 7th Air Force, was briefed and on 11 August Brigadier General Waltz, Commander, Tactical Air Reconnaissance Center was given a similar briefing.

Light Intensification Devices (LID's)

The Squadron Tactics Panel determined the LID's could not be used as an aid to sight settings of the doppler. Awkwardness due to the size of the instrument, lack of proper mounting facilities aboard the aircraft, and altitude as a limiting factor effecting range of operation were the preliminary eliminating factors.¹²

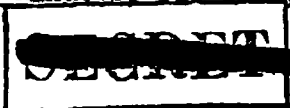
Ceileometer

The excellent test results obtained by this squadron from use of a ceileometer as an aid to set the doppler system were the basis for a requisition for six ceileometers for III corps. It is anticipated that

11. Chart, Average Flying Hours and Sorties Per Acft, C.D., 360 TWS, Jul-Sep 67

12. Extract, Tactics Panel Minutes, 360 TWS, 21 Jul 67

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the other corps area will be included in the project in the near future as the need arises.¹³

New ARDF Manual

The new ARDF manual covering mission, concepts, equipment and general procedures manual was received by the squadron. A panel was appointed to review this manual. A summary of their constructive critique was submitted during the reporting period.¹⁴

Loran-C

A wiring problem was holding up further use of the equipment. The Sperry people said the set should have three phase 115 volt, 400 cycle power. The aircraft is now wired for two-phase 115 volt, 400 cycle power. This problem was unresolved at the close of the period.¹⁵ Problems caused by the lack of test equipment, filter systems and defective couplers hampered the initial test program. A follow-on test program will be initiated in the near future when these problems are resolved.¹⁶

Modification MN-2000

This modification program was running smoothly. Aircrews and aircraft departed for and arrived from the Itazuka AB, Japan facility with no significant operational problems. Early delays experienced with the modification kits just received were resolved at depot level and largely eliminated at the close of the period.

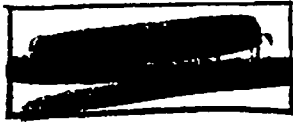
Aircrew Training

Ground training and flight training to upgrade aircrews took on added importance during the reporting period. The influx of aircrew

- 13. Extract, Tactics Panel Minutes, 360 TEWS, 21 Jul 67 Doc 1
- 14. Extract, Tactics Panel Minutes, 360 TEWS, 14 Aug 67 Doc 2
- 15. Extract, Tactics Panel Minutes, 460 TRW, 30 Aug 67 Doc 3
- 16. Extract, Tactics Panel Minutes, 360 TEWS, 14 Aug 67 Doc 2

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members increased, but was still not sufficient to improve the combat ready status of the squadron. For those new crew members who arrived during the quarter, few training problems were encountered because the experience level of incoming personnel remained high. Most had received Phase I C-47 flight and ground training in the CONUS prior to reporting to this unit. Upgrade flight training was again accomplished on fragged combat missions.

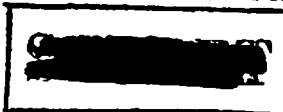
"Drill Press"

The aircraft ramp parking problem at Hue Phu Bai mentioned last quarter was partially resolved with the acquisition of a laterite-surfaced (unpaved), exclusively USAF parking area. Drill Press activities during the quarter continued to provide excellent results and the mission reliability of the flight continues to be outstanding.¹⁷

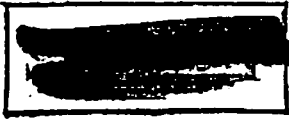
"Follow-On" ARDF Weapons System

A PACAF Required Operational Capability (ROC) study to determine requirements for a second generation ARDF system and advanced air frame was developed last Fall and this Spring by the squadron requirements group under Lt Col Roland Hall. The squadron project officer assigned was Capt Charles J. Tringali, who further refined the existing ROC through coordination with the PACAF Directorate of Requirements (Lt Col Van Savn). Subsequently, PACAF ROC No 9-67, dated 7 Aug 67 (Follow-on airborne radio direction finding capability) was released through command channels and reflected the latest thinking on an integrated ARDF weapons system.

17. Chart, Average Flying Hours and Sorties Per Acft, D.P. 360 TEWS, Jul-Sep 67



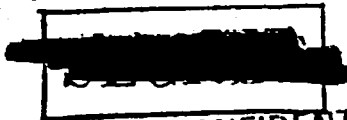
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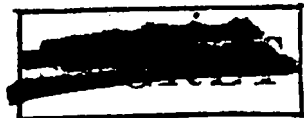
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Air Force Systems Command maintains a liaison office at Tan Son Nhut AB, RVN and their office was directed to share in development of the advanced system by providing engineering liaison between the squadron, 7th AF Directorate of Requirements and Hq AFSC. One of the military engineers assigned in this office was Capt Robert Nash. Capt Nash, while assigned to Rome Air Development Center (RADC), New York, had seen some of the early "breadboard" concepts of the ARD-18 equipment now installed in the squadron EC-47 aircraft. Colonel Robert G. Williams, Wing Commander, granted permission for Capt Nash to fly with the squadron to familiarize himself (under combat conditions) with the advantages and shortcomings of the present equipment. Capt Nash began flying with the squadron on 28 Sep 67.

While the present system is making an immeasurable contribution to military goals, it was assembled and deployed on a crash basis, as a near-time response to a Southeast Asia Operational Requirement (SEAOR). The aircraft lacks adequate survivability, endurance, precision navigation and growth potential. It is not designed for crew comfort. The mission systems lack a capability for automatic target fixing, are not optimized for handling RF emissions having other than vertical polarization, and lack a means for data transmission via high speed, secure digital data link. There is no capability for Radio Finger Printing (RFP), a method of spectrum analysis and automatic comparison techniques by which individual transmitters can be identified. The direction finding system itself must be operated at low altitudes at a short stand-off range. Its overall function is downgraded by inability to automatically detect and compensate for propagation anomalies.

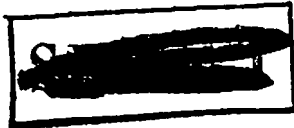


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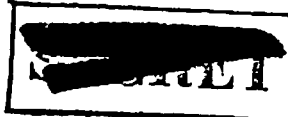


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There is a need for a follow-on tactical ARDF system, with a jamming capability, to be employed through the 1970-1985 time frame. The airborne platform must be capable of world wide long range deployment to operating bases. It will require a capacity to transit rapidly to designated mission sectors and must be able to loiter for periods up to eight hours while operating at any altitude dictated by the characteristics of target emitters, threat environment, and/or mission subsystems. When a target is acquired, the aircraft must be able to position itself in an optimum fix/jamming pattern. Since the target fix accuracy and CEP's obtained are a direct function of aircraft positional accuracy, the navigation system must render precise and immediate platform location throughout each mission. The crew operating environment must be totally human-engineered. The mission subsystems should be capable at long range of detecting signals from hostile transmitters, while fixing their position rapidly and automatically with extreme accuracy and capable of jamming these signals on a selective basis. Acquired data should be stored and/or transmitted immediately by secure means to using agencies. The system should be designed to operate day or night, in all weather, in the face of propagation anomalies; against HF, VHF, UHF emitters of all known modulations.



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CHAPTER IV **CONFIDENTIAL**
MAINTENANCE

Performance:

During the quarter, the squadron aircraft maintenance section completed a total of seventy-one (71) phase inspections. Twenty-two were completed in July, twenty-three in August, and twenty-six in September. This continues to reflect the high sortie rate experienced throughout the quarter.

The Operational Readiness (OR), Not Operationally Ready for Maintenance (NORM) and Not Operationally Ready for Supply (NORS) rates continued at approximately those of the previous quarter. The NORM rate continues to show problems with low mean time between failure (MTBF) rates on the sophisticated "back-end" equipment.

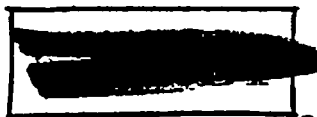
The Compass Dart aircraft NORS rate continued to remain below the 5% USAF goal, but again only reflect NORS-G, those supply shortages causing the grounding of aircraft.¹⁸

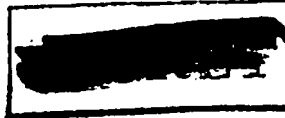
Manning:

The shortage of experienced maintenance manpower continued during the reporting quarter, with the maintenance section closing the quarter still thirty (30) men short.

The unit was most critically short of 43XXX "five-level" skilled specialists. These "five-level" airmen/NCOs are at the fully qualified point in their respective specialties, require the least supervision, and

18. Charts, Unit Data, 360 TEWS, Jul-Sep 67





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can be OJT instructors for the many entry-level (three-level) airmen the squadron receives. Discussions between the maintenance officer, the commander, and higher level personnel officers indicate some relief may be expected, but not prior to November of this year.

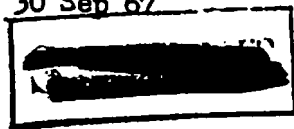
The Wing specialist support maintenance shops are themselves somewhat short of "five-level" personnel. To overcome a shortage of reciprocating engine specialists, the squadron itself cross trained eight of its own airmen as engine specialists so we could at least accomplish phase inspections unhampered by lack of support in this area.

At the close of the quarter, the maintenance officer stated that "his troops did a good job in spite of the handicaps."¹⁹

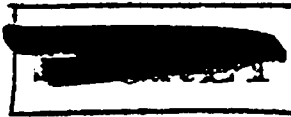
General:

Three new aircraft were received during the quarter. Aircraft 43-15603 arrived 18 July and flew its first mission 23 July. Aircraft 43-16123 arrived 18 July and flew its first mission 21 July. Aircraft 42-100513 arrived 28 July and flew its first mission on 31 July 1967.

19. Interview, Capt C. Tringali, Historian with Capt Carl Thresher, Maint Officer, 360 TEWS, 30 Sep 67



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CHAPTER V **CONFIDENTIAL**
FACILITIES

Self Help Projects:

Internal improvements to the operations/administration and briefing/intelligence rooms continued throughout the reporting period. Improved wall displays, simplification of scheduling boards, and painting were the major items accomplished. A roofed section was added to the roof of the officers billet, with all work required performed by the officers themselves on a volunteer basis.

Airman Billeting:

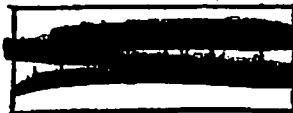
The airman billets were improved by internally rearranging the barracks floor plan to include only twenty-six personnel each. This meant larger room space and added convenience for each man, a large morale factor.

Rubber "non-skid" composition was applied to the barracks steps and balconies to provide safe footing, and numerous "live-in" projects were completed.

Officer Billeting:

With the squadron officer billet roofed over (see above) for use as an evening movie theatre or open air day room the billeting facilities seemed largely complete. Small improvements, on a self help basis continued to be made.

One major problem area presented itself with the coming of the "rainy" season....the new billet sits almost centered in a large depression adjacent to an open storage yard. During the extremely



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heavy rains experienced at the close of the quarter, this depressed area flooded heavily; the lower floor of the billet soon found itself under water. To add to the problem the sewers and showers backed up, adding fecal material to the flooded rooms. Those personnel living on the ground floor moved temporarily upstairs to occupy the rooms of those on TDY or R&R. Eventually, after several days, the water receded enough to allow the rooms to be cleaned and order was once again restored. To prevent future occurrence, a masonry wall was built around the billet above the water level experienced. How effective this single brick wall will be remained to be seen at the end of the quarter.

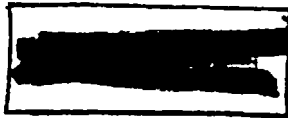
Some problems were experienced with the light diesel generator set supplied. A first failure was met with installation of a similar set and the Army Post Engineer responsible for the District stated that he would install a larger unit if a similar failure occurred.

The earlier problems with water pump failure were largely alleviated with installation of a third pipe filler to the water reservoir utilizing city water pressure to do the filling. This way our electric pumps run only on a stand by basis.²⁰

20. Interview, Capt C. Tringali, Historian with Lt Col Roland Hall, Housing Officer, 360 TEAS, 23 Sep 67

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CHAPTER VI

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SPECIAL ACTIVITIES

Communications:

The base telephone system continued to be inadequate to provide the squadron with the number of telephones required. No relief was in sight at the close of the quarter.

A local call box communications system for internal use within the squadron broke down early in July. It was sent to the base communications repair shop for repair and was not ready by the end of September. No target date was provided for the return of this vital squadron link.

A UHF radio was installed in the Supervisor of Flying position in operations in order to establish contact with the aircraft. This radio has not remained in operation for over one day out of ten.

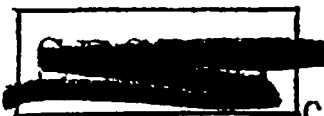
With all the modern communications systems of this day and age, it is appalling the inadequacy of the systems in use in this combat area.

Security:

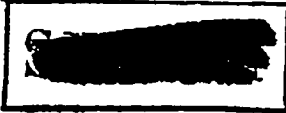
Rigid security was maintained in all areas throughout the period. No violations or incidents occurred.

Transportation:

Individually owned two wheel vehicles continued to provide the primary means of transportation in the squadron. The Air Force vehicles assigned had deteriorated to a degree where upkeep was exceeding utilization. Every effort to procure new vehicles and additional vehicles to meet the demands had failed. No relief was in sight.



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Safety:

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An accident free period was enjoyed by the squadron for the quarter. The hazards were vastly increased due to the increased wet weather but the challenge was met with an increased safety program. The safety board was used as a constant reminder to all and the safety bulletin produced in the squadron was distributed to all personnel.²¹ The squadron safety council met each month during this period.²²

Awards and Decorations:

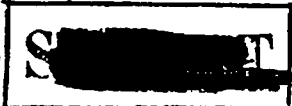
The squadron personnel continued to earn many decorations during this period. Air Medals and Oak Leaf Clusters to the Air Medal were presented to forty (40) individuals during the period and forty-four (44) men received the Air Force Commendation Medal. The above awards were presented by the Commander, 360 TEWS in five separate ceremonies.²³ One Legion of Merit was earned and was forwarded for presentation by the gaining organization. Sixteen Distinguished Flying Crosses and one Bronze Star were presented by the Commander, 460 TRW during this period. In addition, seventeen Distinguished Flying Crosses were received after the recipients had departed so were forwarded to the gaining organization for presentation.

Civic Actions:

The men of the 360 TEWS continued to lend outstanding support to the orphanage they are sponsoring in the Saigon area. As a result, many

- 21. Safety Bulletin, 360 TEWS, 24 Jul 67 Doc 4
- 22. Safety Council Minutes, 360 TEWS, 25 Jul 67 Doc 5
- Safety Council Minutes, 360 TEWS, 8 Aug 67 Doc 6
- Safety Council Minutes, 360 TEWS, 5 Sep 67 Doc 7
- 23. Award Ceremony Notes, 360 TEWS, 7 Jul 67 Doc 8
- Award Ceremony Notes, 360 TEWS, 24 Jul 67 Doc 9
- Award Ceremony Notes, 360 TEWS, 18 Aug 67 Doc 10
- Award Ceremony Notes, 360 TEWS, 6 Sep 67 Doc 11
- Award Ceremony Notes, 360 TEWS, 18 Sep 67 Doc 12

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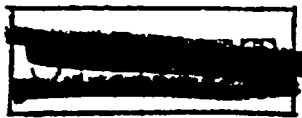
children were being adequately cared for and were given an opportunity to grow into productive and educated adults. The plan for the future support of this orphanage so it can continue after the 360 TEWS is gone from the area became a reality with the amount of support given by the personnel of the squadron.

Morale:

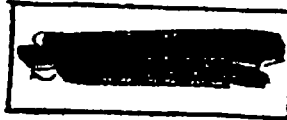
The welcoming briefings continued on an individual basis and was tremendously effective during this period. Each individual was personally met by the Commander and the Operations Officer. They were given a complete briefing on what to expect and advised that the Commander's and Operations Officer's doors are always open for the discussion and resolution of problems encountered.

The rest and recuperation (R&R) program continued to receive excellent support and participation. The R&R office and air carriers have made this an excellent morale booster for the men of SEA.

The promotion picture remained somewhat bleak during this period as in the past. The Air Force just doesn't keep pace with her sister services on either officer or airman promotions. Many deserving and actually highly outstanding personnel failed to be promoted. This acted as a damper on morale and carries a tremendous impact when personnel are having to face combat conditions, separations from family and loved ones, poor working and living conditions and all the other hardships of this area. Out of the entire squadron ten A3C were promoted to A2C, two A2C were promoted to A1C, one A1C was promoted to SSgt and one SSgt was promoted to TSgt. This was a very poor showing for the squadron and particularly with the high caliber men assigned and the outstanding job they performed.



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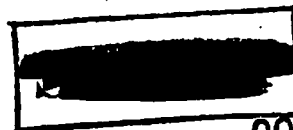
SUMMARY

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During the period 1 July to 30 September 1967 the 360th Tactical Electronic Warfare Squadron continued to perform the mission in an outstanding manner and provided all necessary support to United States tactical field commanders for immediate battlefield use and to high level staffs for planning and targeting purposes.

Buildings and facilities were under constant improvement in self-help projects but continued to be inadequate. Transportation, communications and a critical shortage of personnel presented the greatest problems in the squadron and these problems were no closer to resolution at the close of the period than at the beginning.

In spite of all the problems encountered, both "Compass Dart" and "Drill Press" continued to receive wide acclaim for the highly professional, outstanding support they provided. The men can well be proud of the high quality and quantity of work they are performing in this SEA Theater.



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