UNCLASSIFIED

HISTORY OF THE 6994TH SECURITY SQUADRON

January – June 1973



The EC-47 History Site

W REP

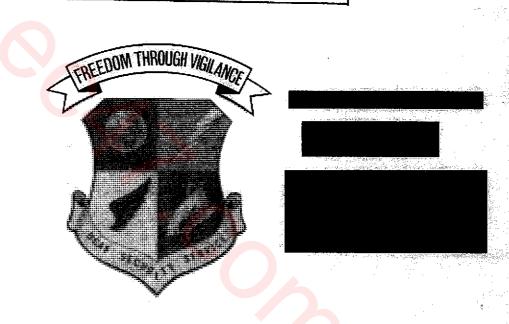
HISTORY

08

6994TH SECURITY SQUADRON

1 JANUARY 1973 - 30 JUNE 1973

RCS: USS-HO(SA)6901



6 OCTOBER 1973

UNITED STATES AIR FORCE SECURITY SERVICE

COPY 2 OF 5 COPIES

HISTORY

OF

6994TH SECURITY SQUADRON

1 JANUARY 1973 - 30 JUNE 1973



PREPARED BY

SGT ARTHUR E. BAILEY SSGT STEVEN L. SPIRRA UNIT HISTORIANS

APPROVED BY:

ROGER H. BISHOF, Major, USAF

Commander

UNITED STATES AIR FORCE SECURITY SERVICE

TOREWORD

THIS DOCUMENT WAS PREPARED TO PROVIDE A HISTORY OF THE 6994TH SECURITY SQUADRON FOR THE PERIOD 1 JANUARY THROUGH 30 JUNE 1973.

MOST SIGNIFICANT DURING THIS PERIOD WAS THE CONTINUING SHIFT OF SQUADRON OPERATIONS FROM SOUTH VIETNAM TO THAILAND. EVEN THOUGH HOSTILITIES IN VIETNAM OFFICIALLY CEASED, THE MEN OF THE 6994TH SECURITY SQUADRON CONTINUED TO FLY IN A HOSTILE ENVIRONMENT, NOT ONLY IN VIETNAM, BUT IN LAOS AND CAMBODIA AS MELL. THIS CHRONICLE COVERS THE CHANGING NATURE OF THE SQUADRON'S MISSION AND HIGHLIGHTS THE SIGNIFICANT EVENTS WHICH OCCURRED DURING THE FIRST HALF OF 1973.

TITLE PAGE			1
FORWARD			ii
TABLE OF CONTENTS			iii
LIST OF ILLUSTRATI	ONS		v .
CHRONOLOGY			vi
Chapter I -	Mission and Organization	· .	1
	Mission Organizational Structure Internal Organizational Structure Operations Airborne Operations Awards and Decorations Training Standardization/Evaluation Mission Management ARDF Coordination Center		• 1 2 3 4 4 5 6 8 9
Chapter II -	STGINT Tasking and Collection		. 12
Oh a sub page TTT	Basic Missions Combat Cross Combat Cross Zulu Combat Cross Maxi SIGINT Tasking and Collection Tasking Reduced by High Threats Tasking Cycle ARDF Accomplishments Mission Effectiveness of 6994th Sct Accomplishments of 6994th Sct Brown Boaver ARDF Mission Against NVA Tank Project Altitude	ty Sq	12 12 13 14 14 15 16 18 19 20 20 21 22
Chapter III	- SIGINT Processing and Reporting		24
	Radio Telephone Reporting Analysis Traffic Identification Aids		24 25 26 27
Chapter IV	- Mission Support		29
	Administration		29

And the second of the second o	Personnel Communications	e de la companya de La companya de la co	30
	Security Police	in the second second	30 33
	Maintenance/Supply	en e	35
•	Zonal Maintenance		36
Chapter V -	Special Interest Items		38
	Mircraft 304 - "Super Goon"		38
·	Less of Baron 52		47
`	Deactivation of Det 2 at Danang	•	43
	Baron 48	•	43
	Project Vagabond Clipper Follow Up		44
	ARDF Mission Against Suspected Chinese Baron 53 Down at Pleiku	e insurgency	4.5
•	paron 30 nown at treasu		46
C EETCHTOOT		· · · · · · · · · · · · · · · · · · ·	48
HOSSARY OF TERMS	AND ABBREVIATIONS		54
APPENDICES			58
IST OF SUPPORTING	DOCUMENTS		• 75
DISTRIBUTION PAGE			

LIST OF ILLUSTRATIONS

1.	MAP	<u>P.</u>	AGE
	Southeast Asia ARDF Areas		72
2.	CHARTS		
	Organization of the 6994th Security Squad	ron	61
	ARDF Technical Control		67
	ARDF Command Control	•	6 8
	ARDF Operational Control		69
3.	PHOTOGRAPHS		
	BARON 52	following page	îv
	Major H. M. Watts	facing page	58
	BARON 48 Battle Damage	following page	61
4.	<u>DRAWINGS</u>		
	Combat Cross Zulu/Combat Cross Maxi		73
	Combat Cross		74

CHRONOLGY

9 January

General William W. Momyer TAC/CC, Major General William P. McBride DCS/OFS TAC, Brigadier General Gavin TAC/LG, Brigadier General Archer TAC/DP, and Lieutenant Colonel Brown CCE visited and were given a joint ops briefing by the 361st TEWS and the 6994th Security Squadron.

9-11 January

Lieutenent Colonel Steffey Director of Security Police, HQ USAFSS, and Captain Rivers Chief of Installation Security Division, HQ USAFSS, visited for the purpose of coordination and update of security practices.

13 January

ARDF efforts located the HQS, 361 st. EN, B-3 front two kilometers South east of Yali Falls, 607B area.

13 January

ARDF efforts located unidentified NVA Regt 27 Kilometers North of Saravane, 610 area.

15 January

EC-47 acft flying 610A area received an unknown number of AAA 23 mm rounds.

15 January

ARDF efforts located the 39th Regt, 968th NVA Division five kilometers Northeast of Saravane, 610 Area.

23 January

(escort),

visited for short ops briefing lasting approximately 20 minutes...

7/4/7 PONUMA	27-29	January
--------------	-------	---------

EC-47 Problem Solving Conference held at NKP.

28 January

Cease-fire in RVN went into effect.

28-31 January

Captein Golden TDF to Udorn/Remasun Station

29 January

EC-47 Acft flying 607B received 25 rounds of 23mm AAA fire

31 January

ARDF efforts located Hqs NVA 355th Independent Regt approx 20NM North of Kieng Khoang in the Lactian PDJ.

February

10 DaNang based EC-47s were turned over to the VNAF

4 February

EC-47 Acft flying 607B received four tracers of AAA fire.

5 February

Acft SN 48636, staged from Det 3 using call sign BARCN 52, failed to return from a night mission to 610G area. Acft wreckage found three days later almost totally destroyed with no known survivors. Reason for loss not known, AAA suspected.

6! February

Det 2 begins drawdown and removal of personnel/equipment from Danang

11 February

EC-47 Acft Flying 607B received 30-50 rounds of 23mm AAA fire.

15 February

USSAG/INCC took over operational control of ARDF missions as MACV was closing out its operations in Vietnam.

17 February	Det 2, 6994th Security Squadron personnel flew their last mission from Danang.
28 February	Det 2, 6994th Security Squadron inactivated at Danang AFD, RVN.
	Trial period for acft 76304 ended this date.
 1 March	Project Altitude task to 6994th Security Squadron.
10 March	The 6994th Security Squadron began weekly fragged missions to Cambodian areas.
12 March	Aircraft 76304 obtained an ARDF out on a Spoonrest Radar located in vicinity of Kne Sanh which was photo confirmed on 19 March.
13 March	Operating location LA, 6994th Security Squadron, is inactivated at Tan Son Nhut AB, Viet Nam.
13 March	Operating location FD, 6970th Air Base Group, is inactivated at Tan Son Nhut AB, Viet Nam.
15 March	Major General Wolff, Deputy Chief CSS, visited and was given operations briefing.
1 April	Captain Golden made Major.
1-4 April	NAP runway was being resurfaced. As a result, all aircraft recovering at the base landed on the taxiway.
and the control of th	

The second

Lt Col Marshall and Major Reiner, USAF, CINCPAC J-2, visited 6994th Security Squadron.
Major Golden gave operations briefing while Major Watts hosted and Captain Marek explained/discussed NKP Ops.

3-6 April

Captain Rife, MSgt Bainbridge and Mr. Lee Jewitt made a staff assistance visit to Det 3 at Ubon.

4 April

The two van complex arrived from the 6926th Security Squadron. Work to install the vans began hext day.

4-11 April

Arrival and installation of two-van complex.

6 April

Major Golden attended 56 SOW quarterly Stan/Eval Review panel presided over by Col Wayne.

10 April

Major Golden gave two briefings to 56 SOW, OMS, FMS, AMS, and MA/CTL Officers, NCOs,, and Airmen.

10 April

The 607B mission aircraft received two bursts of possible 23 mm fire near Kontum RVN.

11 April

Mr. John Elliker, GS-15, D/Chief, B13 visited and discussed requirements for faster and more Tech support for Cambodian problem - VC in Cambodia.

12 April

DIRNSA reported the existence of Chinese Authority in the Thai/Lao border area and requested to pursue with USSAG/7AF possibility of flying EC-47 ARDF MSNS against target comms.

16 April

USAFSS STAN/EVAL Team arrived to inspect and evaluate the 6994th Security Squadron. The Squadron received a rating of excellent.

16, 18, 20 April

Aircraft 76304 flew missions against Chinese targets in 614W area.

18 April

Major Devoss, U.S.A., USSAG/INCC visited to discuss Ident Rate.

21 Apr 11

Major Golden, SMSgt Mudd, attended meeting at 7AF/D000, USSAG/INCC to discuss more realistic standards/language to be used for reporting of operational accomplishment.

24 Apr11

Aircraft 16029 flying in 610A area sustained one AAA hit in left wing tip.

24 A**pril**

All problems with installing new comm wans rectified.

30 April

USA-561 began flying SEA Area 7A.
The results of the 6994th Security
Squadron missions into this area
from this date thru 6 May resulted
in relocation of six units which
had not been located in two or more
months. Those units were:
HQ NVA 2nd Div, HQ NVA 2nd Regt.,
HQ NVA 21st Regt., two NVA 3rd
Div associates, and the GIA LAI
provincial unit.

2-4 May

visited for quarterly ops orientation/discussions. Emphasis was on squadron use of hi-speed I.D. aids from DIRNSA. 14 May

17-18 May

19 May

21 May

22 May

23 May

23 May

29 May

Project Altitude was terminated with aircraft 704 flying its last mission on this date.

Col Novy, USAFSSPAC/CC, Col Brown, 6970 Air mass Group/CC, Col Benson, NCPAC/DO, Col Gallagher PACAF/DAC, and party visited. Semi-annual trip for Col Novy and members of USAFSSPAC.

analyst, visited and received an Ops briefing and tour by DO. He visited ACC and had Tech discussions with MSgt Naab, DORP. Also he was shown through an EC-47 by MSgt Smith.

DIRNSA in a message to USAFSS citing our message of 8 May evidently refused to believe that landline comms and AAA threats are indermining ARDF effort. DIRNSA requested specifics on all instances.

Captain Marek was TDY to 7ACCS, Korat RTAFB and Det 3 Ubon. Purpose was ABCCC/Baron secure comms and TAC (Brown Beaver) support discussions intended to improve results/improve procedures.

AFSSO PACAF provided Cambodian AAA operating areas to NCPAC.

Mr. Ron Hunt, DODSPECREP Seigon, Unit 12 Advisor, visited for informal tech discussions/orientation.

MSgt Wilkins, from HQ USAFSS/DOKI visited the 6994th Security Squadron to review current PCSP listing.

8 June

Aircraft 48153 flying 607E mission lost one engine and was forced to land at Pleiku RVN.

9 June

NSA proposed the establishment of a new traffic ident aid that would: combine the present daily changing and fixed rota aids.

9 June

USSAG proposed the establishment of procedures whereby COMBAT CROSS missions in Cambodia can provide close support during troops-in-contact and tactical emergency situations.

23 June - 5 July

CMSgt David, USAFSS, and MSgt Kingsley, 6940th TTG visited during these dates. Purpose of the visit was to discuss the ARDF training program and other operational matters of interest to USAFSS.

MISSION AND ORGANIZATION

This introductory chapter covers the mission and organization of the 699hth Security Squadron (Scty Sq). Included is an overview of how the 699hth Scty Sq provided intelligence support to tactical units in the Republic of Vietnam, Cambodia, and Laos.

MISSION

Phanom Royal Thai Air Force Base (RTAFB), Nakhon Phanom,
Thailand. The Operational Mission of the squadron was to
conduct Airborns Radio Direction Finding (ARDF) operations
and Airborns Commentations Intelligence (ACI) collection
against enemy targets in Vietnam, Cambodia, and Laos in
direct support of the United States Support Activities
(1)
Group (USSAG). In addition, the 699hth Scty Sq
provided command, operational, and administrative control
for two subordinate detachments; one at Danang airfield,
Republic of Vietnam (RVN) and the other at Ubon RTAFB,
Thailand.

- The command, personnel, and Orderly Room functions were located in building 200, while the operations, administration, and security police functions were run from building 218. Both of these buildings are located on the flight line in close proximity to the 361st Tactical Electronic Warfare Squadron (TEWS). Squadron logistics functions, both maintenance and supply, were conducted from building 193, which is three blocks down the flight line factor the combined building 200/building 218 complex.
- The 361st TEWS directly supported the 6994th Scty Sq by operating the EC-47 aircraft on which the USAFSS ARDF/ACI equipment was mounted. The 361st TEWS was subordinate to 56th Special Operations Wing (SOW), located at Nakhon Phanom RTAFB.

ORGANIZATIONAL STRUCTURE

The 699hth Sety Sq remained directly subordinate to Headquarters USAF Security Service Pacific Office (USAFSSPAC) and Headquarters USAF Security Service (USAFSS). The squadron, located at Nakhon Phanom RTAFB, was tasked against enemy targets in Military Region (MR) II, Republic of Vietnam (RVN), Laos, and the Khmer Republic (Cambodia).

There were two subordinate detachments. Detachment 2, located at Danang airfield, which was tasked against enemy targets operating in MR I and MR II, RVN, operated until 28 February, when it formally and officially ceased operations as part of the Vietnemization of the RVN ARDF program. Detachment 3, located at Ubon RTAFB, was tasked against enemy targets operating in MR II, RVN, Laos, and Cambodia. The operating location, OL-LA, which was located at Tan Son Nhut, RVN to provide administrative support to diminishing USAFSS activities, was inactiviated on 13 March 1973.

INTERNAL ORGANIZATIONAL STRUCTURE

- (U) Major Holbrook M. Watts continued as Commander

 throughout the period of this report. Captain James B.

 Golden, Jr. was the Squadron Operations Officer. Captain

 Edward S. Marek served as Local Operations Officer until 6

 June 1972. On this date, Captain Dick E. Coburn took over

 this duty. Captain William H. Smith was Chief of Maintenance

 until 1 March 73, when he was replaced by Captain Patrick D.

 Rife. There were four officers assigned.
- * See Appendix 1 for the Commander's Biography.

(U) The internal structure was divided into two basic functions; operations and mission support. The operations function consisted of Airborne Operations, Training,

Standardization/Evaluation, Mission Management, and Analysis and Reporting. The support functions consisted of Administration,

Personnel, Orderly Room, Maintenance, Material Control,

Zonal Maintenance, Communications and Security Police.

OPERATIONS

(U) The squadron operations section (DO) was responsible for the overall management of mission resources within the entire 6994 Scty Sq complex. During this period, this function continued to direct personnel and mission equipment towards achievement of maximum mission effectiveness.

AIRBORNE OPERATIONS

Airborne Operations (DOR) was responsible for efficient management of both material and personnel resources. This local operations function continued to direct, coordinate, and control airborne personnel and mission equipment to ensure maximum mission effectiveness. The scheduling section was primarily responsible for coordination of all duties performed by airborne personnel. Working closely with the

requirements for each AMDF/ACI mission, but also provided maximum opportunity for each radio operator, linguist, and analyst to broaden his knowledge and increase his technical experience. Through this concerted effort, local operations was able to maintain a steady flow of personnel being upgraded to Airborne Mission Supervisor, thus ensuring high quality and mission continuity. Local Operations also maintained a close interface with the 56th Special Operations Wing (SCW), the 361st Tactical Electronic Warfare Squadron (TEWS), the US Support Activities Group/Cryptologic Support Group (USSAG/CSG). Statistical records and mission evaluations were compiled as required.

AWARDS AND DECORATIONS

(U) The Awards and Decorations (A&D) headed by SSgt Johnny
T. Fuller, maintained all A&D records, orginated and
coordinated actions required within the squadron complex in
accordance with the 13th Air Force Awards and Decorations
program. The Awards and Decorations section also maintained
statistical records as required. During the period 1 January
1973 through 30 June 1973, recommendations were submitted for
the awards found in appendix 13for personnel assigned to the

6994th Security Squadron at Nakhon Phanom Royal Thai Air
(3)
Force Base, Thailand.

TRAINING

- During the period 1 January through 30 June 1973, the Squadron Training Section (DORT), under the direction of its NCOIC, TSgt Ronald L. Schofield, continued to accomplish its basic three-fold purpose:
 - (1) Career Development Training
 - (2) Weighted Airman Promotion System (WAPS) Training
 - (3) ARDF Proficiency Training
- (U) During this period 23 persons were enrolled in Career Development Courses. The Training Section maintained a CDC study library for the use of these persons and administered 23 phase tests and 19 end of course (ECC) examinations to these people in carrying out its obligations in the career development training of squadron personnel.
- (U) WAPS Training duties included the notification of SKT/
 PFE testing for 113 persons, special test scheduling,
 maintenance of study aids (done in conjunction with the CDC
 library maintenance), and distribution of the new AFM 50-34,
 MTS/PFE Study Manual, to all personnel assigned to the unit.

- aspect of DORT's responsibilities was ARDF proficiency training.

 The Unit's instructors conducted ground training classes for

 82 newly assigned personnel; eight in the 202XO career field,

 fifteen 203X1s, fourty-five 207X1s, six 328X1s, and eight

 207X1s enrolled in a special category IV seminar program. The

 instructors were responsible for reviewing the training received

 in the basic course at Goodfellow AFB, Texas, and for bringing

 the students up-to-date on the latest operational and

 administrative changes in their job responsibilities.
- With the cear fire in the Republic of Vietnam in January and in Laos in February, new changes in operational activities brought out a need for more intensive and coordinated training of mission personnel. To best accomplish this goal, DORT and the Squadron Standardization/Evaluation Office (DORV) hosted a special Training/Stan-Eval Coordination Workshop at the Squadron from 11 through 13 March. Representatives from the Squadron, Detachment 3, Hq USAFSS/DOR, and 6940th TTGp met for the purpose of standardizing administrative and instructional material and procedures. This conference, along with staff assistance visits between the Squadron and Det 3 and the continuous exchange of information between the

6994th SSq/DORT and 6940th TTGp/TTG-A, enabled the units involved to greatly enhance their ARDF training programs. The importance of this improved, standardized training is reflected in the ability of ARDF operators to maintain high productivity despite the continuing curtailment of the program. The reduced mission provides less opportunity to develop and maintain the proficiency required to in the operation of the sophisticated releasionic surveillance equipment.

STANDARD IZATION/EVALUATION

The Standardization/Evaluation Section (DORV) was responsible for the aircrew evaluations and categorization of all personnel performing aircrew duties for the 6994th Scty Sq. The NCOIC of the Section was TSgt Donald G. Whitman. SSgt Fred J Daring and SSgt Paul Weyandt were the 207X1 examiners, Sgt McGee was the 203X1 examiner, and SSgt Craig G. Lewis was the 202X0 examiner. The USAFSS Stan/Eval Team, which performed an evaluation of the Standardization/Evaluation Sectionfrom the 16th to the 25th of April 1973, awarded the DORV Flight Examir an excellent rating in all phases of (6) their operation.

MISSION MANAGEMENT

The Mission Management Office (DORM) of the 6994th Scty Sq handled two functions; management of local operations and the overall staff management of the squadron. This office prepared the Daily Unit Resource Management Report (DURMR), the ARDF Feedback Report; the Weekly Combat Cross Operations Report, and all Position Status Reports. (PSR). They also prepared and forwarded all changes to 6994 Scty Sq distribution lists. This office was responsible for the staff supervision of all ANDF and Communications Intelligence (COMINT) Collection Missions at the subordinate detachments. DORM evaluated all management summaries and Position Status Reports submitted by the detachments. They also maintained a statistical data base which was used to identify/locate all trends and problems in mission productivity for the entire squadron. These statistics were used not only by the 6994 Scty Sq, but by HQ USSAG and HQ USAFSS for staff-level planning purposes. Mission Management also maintained the Plans and Programs function for the Squadron, the Memorandums of Understanding between the 6994 Scty Sq and the 56th Special Operations Wing, and the Master MUSSO/USSID file. DORM also issued appropriate weekly and monthly Programmed Action Directive (PAD) progress reports. The Master

Program and UDL were monitored, changes submitted and posted, and quarterly Program Working Groups were conducted, as (7) required.

ARDF COORDINATION CENTER

The ARDF Coordination Center (ACC) function was manned end operated jointly by members of the 509th Radio Research Group (RRG) and the 6994th Scty Sq in accordance with Military Assistance Compand Vietnam (MACV) directive 381-23, until 15 Feb 73. ACC was located in the offices at the MACV Headquarters building. The relocation of ACC to the area moved operational control from the joint control of the 65 with Security Squadron and the 509th RRG to MACV-J2. ACC was moved from Saigon to Nakhon Phanom RTAFB beginning on the 10th of February and completing on the 15th. During the time of this move, all tasking was still made from Saigon. As soon as ACC was operational at NKP it became a part of USSAG/CSG, operationally subordinate to USSAG/INCC, with administrative functions being handled by the 6908th Security Squadron and 7th Radio Research Field Station (RRFS). Following this date, only connection ACC had with the 6994th

Scty Sq was its location within the latter's operations facility.

and later USSAG/INCC coordinated all ARDF operations in Southeast Asia (SEA). ACC provided coordination, control, and evaluation of all functions connected with the ARDF program and coordinated the scheduling of missions as directed by MACV and USSAG/INCC. ACC continued its functions of amassing the inputs/requests of the field commanders, known enemy target locations, and aircraft assets in order to provide MACV-J2 and USSAG/INCC the proposed tasking of all available assets.

CHAPTER II SIGINT TASKING AND COLLECTION

BASIC MISSION

the 6994th Scty Sq at Nakhon Phanom RTAFB, Thailand, was tasked with missions in SEA Areas 607 RVN, 610, 611, 612, 613 614, 615 (Laos), 602, 606, and 620 (Cambodia). The primary objective of all these missions was to obtain accurate locations through ARDF of known and suspected enemy forces (1) operating in the Republic of Vietnam, Cambodia, and Laos. The secondary mission was to collect target communications in order to derive exploitable intelligence.

COMBAT CROSS (CC)

was to fix enemy transmitters, especially those designated as priority targets by ACC and USSAG. This platform had two signal intelligence positions; "X" which provided the DF capability, and "Y", which served as the target acquisition capability necessary to support "X", and also served as an actual intercept position. When time permitted, "Y" performed ACI collection, operating within a frequency range of 0.2 to 30.0 MHZ. These GC configured aircraft were

equipped with the AN/ALR-35 ARDF system, which was essentially an improved, computerized version of the older AN/ALR-34 system.

COMBAT CROSS ZULU (CCZ)

The CCZ mission aircraft, also configured with the AN/ALR-35 system, had four signal intelligence positions. In addition to "X" and "Y", there were two positions dedicated solely to search and collection. The voice position was designated "Z1", while the manual morse position was designated "Z2". These positions were equipped to intercept both HF and VHF signals. Tasking requirements were levied so as to utilize CCZ configured aircraft in the SEA areas where they would collect the most voice and morse intelligence. The ARDF capability of the AN/ALR-35 ARDF system remained, 2 to 16 MHZ. Three gircraft gained and increased capability through the "Mini-Mod" modification. These aircraft were fitted to use R2000 engines, vice the R1830 engines. The rest of the CC AN/ALR-35s were down-loaded, and operated with only the ARDF capability ("X" and "Y" positions). With these modifications, the CCZ mission flying time was increased to seven hours.

COMBAT CROSS MAXI (CCMX)

COMBAT CROSS ZULU. The primary difference was the DF capability of the computerized AN/ALR-38 ARDF system. The CCMX aircraft all used R2000 engines, which increased payload capacity, service ceiling, and airspeed. It used the computerized AN/ALR-38, which was similar to the AN/ALR-35 ARDF system, but had an increased direction finding spectrum of 2 to 190 MHZ. This increase made it (5) possible to DF VHF targets.

SIGINT TASKING AND COLLECTION

The Commander, United States Military Assistance
Command, Vietnam (COMUSMACV) exercised operational control
of the ARDF/ACI activities performed by the 6994th Scty Sq
until the 15th of February 1973 when control was transfered
to USSAG/CSG headquarters at NKP Thailand. Technical control
of assigned ARDF/ACI activities was exercised by the Director,
National Security Agency (DIRNSA).

The 6994th Scty Sq was tasked with Airborne Radio Direction Finding (ARDF) and/or Airborne Communications
Intelligence Collection (ACI) of Southeast Asian Communist
High Frequency (HF) and Very High Frequency (VHF) Manual

Morse (MM) and Tactical Voice Communications (RT).

The contingency was held that applicable authorities had the prerogative for tasking against any entity deemed necessary. ARDF and aCI Collection were accomplished through the use of the EC-47 platform equipped with either an AN/ALR-35 or AN/ALR-38 system and manned by Manual Morse (207X1), Voice Systems (203X1), and Radio Communications Analysis (202X0) Specialists.

TASKING REDUCED BY HIGH THREATS

Throughout the months of January through June, the 6994th Security Squadron air operations were constantly under threat of attacks. During this period one loss was probably due to enemy hostile fire. The primary threat to the EC-47 was Anti-Aircraft-Artillery (AAA) and on several occasions The Strella (SA-7) hand held, firings were reported. heat seeking rocket used by NVA infantry also constituted a growing threat in ARDF mission areas. With the squadron's relocation to Nakhon Phanom Royal Thai Air Force Base two new threats were encountered that were unique to operational (SAM) and Mig-21 These were Surface-to-Air Missiles There were no known encounters with the aircraft. SA-7, SAM, or Mig-21 during the period. The threat of AAA to

^{*} See Chapter 5; Baron 52

^{**} See Chapter 5: Baron 48

ARDF/ACI platforms often required that desired targets be worked from a greater than normal standoff range. At one time USSAG did consider an F-4 escort for ARDF aircraft through AAA (11)
High Threat Areas (HTA), but this never materalized.

TASKING CYCLE

The tasking cycle for ARDF/ACI missions flown by the 6994th Sety Sq was unique in that our mission schedule was extremely flexible in order to provide timely intelligence support to field commanders in South Vietnam, Cambodia, and Laos. Tasking procedures were established both for weekly (*) tasking and special missions as tactical situations required.

Friday, was later changed to start Monday and end Sunday.

On Mondays the combined intelligence requests from the U.S. senior advisor for each Military Region, from the collection management authorities, and from the consumers were reviewed to determine what ARDF coverage would be required for the forthcoming cycle. This information, along with forecast aircraft capabilities, was provided to ACC in weekly sortic capability reports. In this way ACC was able to derive a preliminary basic allocation for ARDF/ACI coverage for the following week. This preliminary weekly frag was provided to

USSAG Intelligence Lranch (INCC) for assessment on Tuesdays.
They in turn presented it on Tuesday afternoon's as the proposed weekly tasking to the ARDF Coordinating Committee.
The committee was comprised of representatives from various elements of the SEA Cryptologic and Intelligence Communities.
Their final recommendations were passed to the USSAG Director of Intelligence (DI) for approval. Then, ACC would issue the weekly tasking to the Army and Air Force ARDF/ACI Units, collection management authorities, and appropriate consumers.
Simultaneously, USSAG/DO would issue a "Sanitized" version of the weekly tasking to the appropriate aviation units.
Daily Frag orders were then issued by the USSAG/Frag Shop (DOCO).

Prior to each day's missions, the appropriate CMA was responsible for providing the majority of the Technical Data Lists (TDLs). These TDLs, along with supplemental data produced locally by the 6994 Scty Sq, assisted each Airborne Mission Supervisor (AMS) and the analysts to plan aircraft flight patterns that would provide maximum ARDF/ACT effectiveness.

See Chapter V. "Chinese Insurgency"
 7th Radio Research Field Station (RRFS), Ramasun Station,
 Udorn, Thailand

ARDF ACCOMPLISHMENTS

During the first six months of 1973, local operations

ARDF accomplishments rates were under constant observation.

Local operations performed 1,191 of the 1,451 missions

tasked for a completion rate of 82.0%. Mission accomplishments

ranged from a low of 75.8% in January (255 accomplished of

336 missions scheduled) to a high of 88.3% in March (182

accomplished of the 206 missions scheduled). The low in

January was primarily due to a combination of weather and

maintenance problems. The ratio of hours flown to hours

fragged, reflected a similiar pattern. Local Operations flew

8,209 hours of the 10,150 hours fragged, for a mission effective—

ness of 80.8%. The lowest month was January with 75.6% while

*(13)

the highest month was March with 90.4%.

Of the 8,209 hours flown during this period, local operations logged a total time on target (TOT) of 4,490 hours for 54.6% of the total flying time. The reason for this low percentage of time on target verses total flying time was that the squadron was fragged into areas 607, 615, and 602 where it took more than half of the actual seven hours fragged to travel to and from these areas. (14)

* See Appendix 4 for Statistics

MISSION EFFECTIVENESS OF THE 699ATH SCTY SQ

Mission Management (DORM) compiled statistically pertinent information on the effectiveness of the ARDF/
ACI program for the entire squadron. Out of 13,801 targets worked in the first six months of 1973, the number of fixes totalled 10,338. This represented a fix ratio of 74.9 percent. The total number of targets cut was 2,075, or 15.0 percent of the targets worked. Thus, 89.9 percent of the targets worked or cut.

Taking total flying time and comparing it with the total number of targets resulted in 1.03 targets worked per flight hour, and 0.76 targets fixed per flight hour. When a comparison is made between only total hours on target and total number of targets, the rates improve to 1.87 targets worked per hour on target and 1.37 targets fixed per hour on target.

The difference in these rates indicates the significance of the time wasted traveling to and from target areas, especially from Nakhon Phanom (NKP) to the 607, 602, and 620 areas.

ACCOMPLISHMENTS OF 6994th SECURITY SQUADRON

(squadron local operations and Det 3 operations), had

2,308 missions scheduled for the first six months of 1973,
of which 1,899 were accomplished. This was an overall
accomplishment rate of 82.2%. Mission effectiveness for the
squadron as a whole was 79.3%, (12,706 hours flown for 16,009
hours fragged). The 6994th Security Squadron and Det 3 spent
a total of 7,123 hours on target. Percentage wise the 6994th
had 54.6% time on target (TOT) as compared to 56.0% time on
target for Det 3. The larger percentage of time on target,
compared to actual flying time, for Det 3 was due to the shorter
flying time from Ubon to and from the 20 area where all their
*(18)
missions were flown.

BROWN BEAVER

The Brown Beaver program was established by 7AF to enable ARDF crews to pass enemy target locations to the Airborne Battlefield Command and Control Center (ABCCC).

Upon notification, ABCCC would direct Forward Air Controllers (FACs) to the area for a visual reconnaissance (VR) of the fixed target location to determine whether or not an air

* See Appendix 5 and 6 for Statistics

strike was needed. The program originally operated in Laos, but was shifted by USSAG/7AF to Cambodia when the Laotian cease-fire caused the withdrawal of U.S. FACs and TACAIR. The 6994th Security Squadron and Det 3 continued to fly BROWN BEAVER missions in Cambodia providing several lucrative targets for TACAIR strikes. The major problem hindering the effectiveness of this program was the inability of the USAFSS crews to pass the information to ABCCC via secure communications and the shortage of FACs to VR targets. The KY-8 secure voice system did not function as intended and because of the restriction of not passing the necessary information in the clear mode the mission was severly hindered.

ARDF MISSION AGAINST NVA T<mark>A</mark>NKS

At the end of January the 6994th Scty Sq was tasked to fly night missions in the 11D area to obtain ARDF on NVA tanks moving down the Ho Chi Min trail. One AN/ALR-38 equipped platform, usually aircraft SN76304, arrived in the mission area between 2200L and 2300L and departed between 0300L and 0400L for a period of two weeks. The productivity of these missions was virtually nil with the exception of one night when a convoy of approximately nine tanks were fixed

within a CEP of 3300M. This mission was discontinued when Baron 52 was lost because it was felt that the results obtained did not warrent the presence of an EC-47 aircraft in the high threat area where the missions were being flown. There was some discussion of flying this type of mission again with an F-4 escort for AAA and SAM suppression, but nothing further developed.

PROJECT ALTITUDE

On 1 March 1973 the 6994th Security Squadron was tasked to deconfigure a ZZ console and reconfigure it with Radio Fingerprinting (RFP) equipment which was loaned to this unit from the Army Security Agency (ASA). The purpose of this project was to identify specific targets by a known transmitter, regardless of the callsigns the target might (22) be using.

The EC-47 aircraft SN93704, chosen for the project,
was an AN/ALR-35 equipped platform and required no modification
to the airframe other than the installation of the reconfigured
(23)
Z2 console. The new equipment arrived on 9 March and was
installed on the aircraft by 15 March. The first
operational mission was flown on 18 March to the 7B area,

(25)
but was aborted for bad weather. The first mission to
obtain satisfactory results was flown on 24 March to the
(26)
78 Area.

The project was terminated as scheduled with the last (27) mission flown on 14 May 1973. A total of 99 RFP shots (85 in 7B, 12 in 7E, 1 in 11A, and 1 in 12B) were compiled during the project period, all of which were forwarded to (28) DIRNSA B62.

CHAPTER III

SIGINT PROCESSING AND REPORTING

The processing, reporting, and analysis functions all indicated a continuous decline in productivity throughout the first half of 1973. This is primarily attributed to the Vietnamese ceasefire, flight restrictions which were imposed around AAA/SA-7 historiat areas, and an overall decrease in the number of COMBAT CROSS missions flown by local operations. Other factors affecting productivity were stand-off ranges from International Commission for Control and Supervision (ICCS) flights, increased enemy use of landlines, and deteriorating weather during the period with the coming of the monsoon season.

RADIO TELEPHONE (RT) SECTION

Voice processing at 6994 Scty Sq NKP (USA-561) was limited to rescan to meet ARDF, exploitable message, and TACREP reporting requirements. Formal transcription and reporting was done by the 6908th Scty Sq (USA-523). Voice operators copied 3,311 minutes HF intercept, 11,273 minutes WHF intercept, and 1,158 messages. Voice copy decreased from a January level of 855 minutes HF copy, 3,152 minutes WHF

copy, and 361 messages to a June level of 148 minutes HF copy, 501 minutes VHF copy, and 47 messages. This decrease was due to the Vietnam cease fire and a decrease in 203 missions.

Voice operators were tasked to fly on night smoker missions in search of VHF communications associated with tank activity, but this effort resulted in very little copy. The voice section required TDY manning assistance in February and March and received sid in the form of 2 airborne 203s and 1 ground type from OLEB, 6948th Sety Sq and 6970th Sety Sq. The voice section was authorized 16 airborne 203s from January to April. This number was decreased to 12 airborne 203s for May and June.

REPORTING

The reporting function of the 6994th Scty Sq consisted primarly of disseminating technical extracts of raw intercept to higher echelon processing agencies and, in some cases, directly to selected consumers. The data in a majority (99.8%) of all reporting consisted of producing predesignated computer formats which the more sophisticated processing agencies' computors utilize for preliminary analysis. This unit amply demonstrated it's reporting

^{*} See Chapter 2 on "Tank Activities"

versatility by compiling a 99.5% error-free rate despite a rapid turn-over of personnel. In addition, of the 32 Tactical Reports (TACREPs) issued to selected Tactical Commanders Southeast Asia, only one contained a minor error and that was subsequently corrected. During this period, two Airborne Incident Reports (AIRs) were issued with a total of six follow-ups detailing the situations/actions involved when one of our aircraft Baron 48 was fired at on 24 April 1973 and another one, Baron 53, was forced to make an emergency landing at Pleiku AB, RVN on 8 June 1973. The only other report which this unit was authorized to issue was the SIGINT Critical Intelligence Report (CRITIC), of which none were issued during this period.

ANALYSIS

This unit was tasked with performing preliminary analysis of all intercepted communications acquired aboard the Combat Cross missions. As such, primary emphasis was placed on maintaining a technical data base that was comprehensive yet simplistic enough to allow rapid identification of all ARDF/ACI targets. Unfortunately, due to the continually

* See Chapter V for a complete resume of these incidents

changing Standard Operating Procedures of the targeted entities, the data base system required constant revision to maintain currency. During this period only 39.7% of all intercepted communications could be identified. However, during the April to June period the identification rate was raised to 44.6%.

TRAFFIC IDENTIFICATION AIDS

Following an initial evaluation of the Hi-Speed Traffic Identification (T/I) Aid in late 1972, NSA began producing this aid in a format more compatible with the airborne mission requirements. After this newly formatted aid became thoroughly familiar to all concerned agencies, After much discussion another evaluation was requested. among the airborne units (USA-561 and USA-564), the CMA and DIRNSA, it was determined that (USM-7). the usefulness of this aid did not justify the hi-speed circuit required to maintain its currency. This sid was adjudged by the users to be much too voluminous to allow rapid, positive sirborne identification of targets. a result of these discussions along with suggestions NSA decided to abandon submitted by the sirborne units, the ass of a hi-speed circuit for producing the T/I aid.

NSA announced plans to develop a new generation and that would combine the currency and inclusiveness of the Hi-Speed T/I Aid with the ease of production and management of the hard-bound "Q" Series List.



INCLOSED.

CHAPTER IV MISSION SUPPORT

(U) One cannot give all the credit for this unit's mission accomplishment to those personnel working in the operational areas. Without the men who perform the combat support function, the success of the 6994th Security Squadron mission would not have been possible. Throughout the months of January through June, each section witnessed change. With the squadron's relocation to Nakhon Phenom Royal Thai air Force Base, the workload constantly increased due to the withdrawal of Security Service personnel from South Viet Nam. The 6994th Security Squadron also provided management support for its Det 3 at Ubon while it was going through a relocation phase.

ADMINISTRATION

(U) The Administration Section continued to maintain all publications, reproduction, special orders, distribution, forms, and current documentation files as required by the squadron. This section also provided clerical typing support to the other sections as required.

UNCLASSIFIED

(U) The 6994th Scty Sq also provided administrative support to the Electronic Warfare Liaison Officer (EWLO) to the United States Support Activity Group (USSAG), Nakhon Phanom RTAFB,

(1)
Theiland.

PERSONNEL

(U) The assigned strength of the squadron at NKP increased in January, February, and Merch 1973 to 180 airmen and 4 officers. The increase in strength of the squadron was due to the deactivation of Det 2, 6994th Security Squadron at DaNang AB RVN in February 1973 with the reassignment of a large number of the Det personal to Nakhon Phanom. The DP section's (2) manning was brought up to 100% in January 1973.

COMMUNICATIONS

(U) The communications section provided mission supporting communications facilities and service with direct OPSCOM circuits to the 6908th Security Squadron (NKP), Det 3 6994th Security Squadron (UBON), and USM-7 (Udorn). In addition to the above, communications had direct access to AFSSO, NKP through the 6908th Security Squadron. This allowed unlimited access to the CRITICOM net. Co-located with the 6994th Security Squadron is the USSAG/ACC which enabled direct use of the AUTOSEVOCOM net.

UNCLASSIFIED

- (U) During the period 1 January 1973 through 4 April 1973
 the communication section (DCC) made all of the
 necessary arrangements for accommodating the arrival of
 the 6994th Security Squadron Det 2 DCC personnel. During
 this period of time all circuits were fully operational and
 operations were normal. To accommodate increased circuit load
 it was necessary to obtain from the 6925th Security Squadron a
 two comm van complex and ship the H1 van that was being used
 (4)
 to Det 3, 6994th Security Squadron, located at Ubon.
- (U) On 4 April 1973, the two van complex arrived from the 6926th Security Squadron. The following day the old H1 van was removed and all necessary arrangements made to install the new two van complex. Numerous problems were encountered and which caused the new communications facility to experience delays before becoming fully operational. All problems were finally rectified on 24 April 1973. During the period of trouble shooting, this station used an alternate communications route and experienced very little delay on mission traffic.
- (U) The problems with the communications wans were mostly encountered in the wiring complex. The wiring was for "Polar" operation and was not compatible with the local

UNCLASSIED

"Neutral" operation utilized at NKP RTAFB. The 1987th Communications Squadron (AFCS) rewired the vans and finally completely overhauled the cables by re-aplicing. This action cleared all circuit problems. There was also a problem on the patching capabilities but on 29 May 1973 a maintenance technician, who was TDY at the 6903th Security Squadron, installed a new DL-2070 patch panel which cleared up the patching problems.

- (U) The overall affect on the unit's communications capability during this period of difficulty was minimum.

 On occasion it was necessary to establish a courier system between this unit and the 6908th Security Squadron and this only caused minor delays. Since all the discrepancies were corrected, this station has experienced excellent communications capabilities.
- (U) On 15 June 1973, MSgt Patterson, NCOIC Communications, departed PCS and his duties were assumed by TSgt Overmiller. Additionally one 291 was sent TDY to assist Det 3 to balance out manning.

- (U) The administrative telephone located in the two van complex on 16 June 1973 had an alert buzzer system installed on a self-help project. Lines emanating from comm van were enclosed in conduit pipe to comply with USAFSSM 100-7. This unit requested a breezeway between the operations building and the communications vans. This will be completed as soon as they receive required material and Base CE has the required man hours to complete project. Approximately 274 man hours will be required to complete project.
- (U) The operations of the DCC facilities during this period of time, taking into consideration the problems that were encountered with the installation of the two van complex, were excellent. All circuits were either operational or an altroute was in effect which allowed no or minimal delay. No security violations were committed and communication operations in general were normal.

SECURITY POLICE

The primary function of the Security Police Section at NKP was to provide around-the-clock protection of the operations compound during normal and emergency security operations and to assist this unit and other units with security matters not falling within the normal day to day security posture. The

section maintains an up to date access list of cleared navigators assigned to the 361st Tactical Electronic Warfare Squadron (TEWS). Due to enemy action or mechanical problems, some of our ircraft have had to go down in non-friendly areas. On one such ocassion, one of our aircraft made an emergency landing at Pleiku AB, RVN, on 8 June 1973. Sgt Chilcoat, Lee B. was dispatched from our section to provide security for the aircraft until it could be repaired and (6) returned to friendly territory.

Again on the phase down of the detachment at Danang AB, RVN, and the implementation of Det 3, 6994th Scty Sq, Ubon Thailand, our unit was called upon to assist on a matter out of the normal. SSgt McKeithen was sent TDY to Det 3, 6994th Scty Sq on 2 February 73 to give assistance to that unit on insuring that their facilities were COMINT Certified on schedule. With our assistance, the unit was able to become operational as a COMINT operations along with the shut down of Det 2, Danang AB, RVN. Both of these ocassions are noteworthy because of the knowledge and professionalism displayed by (7) each NCO involved.

MAINTENANCE/SUPPLY ACTIVITIES

- (U) The Maintenance and Supply section of the 6994th
 Security Squadron provided guidance, management techniques,
 along with technical and logistical support to the parent unit.
- In January of 1973, increased emphasis on the productivity of the EC-47 program in Southeast Asia (SEA) was expressed at all levels of command up to and including the Chief of (8)

 Staff, USAF. In order to resolve the problems that were reducing the effectiveness of the mission, as reflected in numerous complaints from the consumers about lask of ARDF (9)

 coverage, a joint PACAF, USAFSS, 13AF, 56 SOW, and USAFSS (10)

 PAC conference was held at Clark AB, Philippines.
- Several management improvements were initiated at the conference and these were reflected in significant changes in this unit's maintenance operation. One of these changes resulted in maintenance increasing the forward supply point assets for the AN/ALR-35 and AN/ALR-38 Line Replaceable Units (LRU). The increased capability of the forward supply point reduced the mean time required to repair or replace USAFSS systems thereby increasing mission (11) effectiveness to in excess of 95%. Further management

improvements were implemented by the movement of the maintenance facility from building 200 to building 193 which combined the supply sections of both the 6994th Security Squadron and the 6908th Security Squadron. This move provided for a more efficient operation and better (12) utilization of Supply personnel. The actual move was made without loss to the mission effectiveness of the unit.

With the changes in the unit's Maintenance and Supply procedures it became apparent that the manning authorization for 328XX personnel (USAFSS equipment maintenance specialists) was inadequate to support the mission. It was believed that a 1.0 manning factor per AN/ALR-35 and AN/ALR-38 systems was adequate, however, after a visit from the USAFSS Procedures Team the manning factor was raised to 1.5 per AN/ALR-35 system.and 2.0 per AN/ALR-38 system inorder to provide the (13) technical support required.

ZONAL MAINTENANCE

(U) Zonal Maintenance continued to provide support to the Squadron. They provided electrical, carpentry, and refrigeration support as required to maintain the mission

and improve the unit's appearance. Repairs they affected, maintained and improved squadron facilities at NKP, thus improving mission capabilities and the health, morale, and welfare of the personnel assigned to the unit. They also provided their unique manning assistance to other Security (14) Service Units within Southeast Asia.

<u>CHAPTER V</u> SSPECIAL INTEREST ITEMS

AIRCRAFT 304 - "SUPER GOON"

The EC-47Q (SN76304) was added to the squadron's inventory on the 14th of December 1972 and flew its first combat mission on the 26th of December 1972. The aircraft, originally configured as a MAXI AN/ALR-38 ARDF system, was modified to enable direction-finding capabilities on SPOON REST type Alpha and Charlie radars which are used in support of SA-2 Surface-to-Air Missle (SAM) sites in Southeast Asia. The equipment was later modified to handle a variant of the Alpha and Charlie SPOONREST radar systems designated the RMN-514. The basic ARDF system modification was called CORONET GUARDRAIL MODIFICATION and consisted of the addition of three, horizontally polarized antennas down the aircraft centerline, a situation display (cathode-ray tube or T.V. set) on the navigator console, and a pulse modulator which enables the precise measurement of incoming pulse radar signals. The modified system was tested and evaluated by the USAF Tactical Air Warfare Center (TWAC) and found to be of mationally suitable for employment in Southeast Asia.

when the aircraft was introduced into the squadron's inventory it was placed on a sixty day trial period which (2) ended on the 28th of February. For this trial period, two hard crews were assigned with TSgt Ronald L. Schofield and SSgt Johnnie T. Fuller as the AMSs. The only problems encountered during this period were with the Cal gates, antenna elements, Navigator converters, dopplers, and airframe. There were no problems with the actual systems equipment, with the exception of the situation display on the Navigator console which was non-operational for the first month of the aircraft's operation.

The results of the test pariod showed that the modifications to the AN/ALR-38 system had greatly increased the capability of the Security Service equipment. The improved preamplifers greatly increased the range of intercept for both the G133 and G175 receivers by providing a better signal-to-noise ratio. The situation display unit on the navigator console provided the navigator with the ability to work targets with greater ease; the display unit showed both the aircraft position and probable target location, and therefore eliminated the need for manual plotting of the (4)

of the test period that mamual morse targets had a CEP of 1700 meters with a standoff range of 5.3NM, multichannel targets had a CEP of 4,230 meters with a standoff range of 124NM, pulse targets had a CEP of 2,000 meters with a stand off range of 53NM, VHF voice targets had a CEP of 1,900 meters with a standoff range of 9.2NM, and HF voice targets had a CEP of 2,600 meters with a standoff range of 16NM. The large CEPs were due to the fact that the greater stand off ranges combined with the slow airspeed yielded ellipses with large eccentricities.

The system was designed to handle targets from 2 MHZ to 190 MHZ. The computer can handle 99 active targets and store 125 targets. The time required for one DF measurement varies according to the frequency range.

The 2-16 MHZ range requires 40 milliseconds, the 16-22 MHZ range requires 50 milliseconds, the 22-32 MHZ range requires 120 milliseconds. The system takes a series of measurements, the minimum being 2, the maximum being 50, for each Line Of Positions (LOP) which take from between 80 milliseconds to 6 seconds. The computer requires less than one second to compute the FIX once the required number of LOPs have been (6) taken.

bue to greater capabilities of aircraft "304",
this aircraft became the primary ARDF platform used in
obtaining FIXs on North Vietnamese tank communication
and radar sites. Also, because of the importance in
obtaining information on these sources, special operating
procedures were issued which allowed "304" to fly closer to
the North Vietnamese border and inside the 5 NM stand off
(7)
barrier around known high threat areas. These two facts
show the importance placed on the new modifications and the
effort being put into obtaining maximum effectiveness from
the new equipment.

LOSS OF BARON 52

On the morning of 5 February 1973, while flying the 11G area "tank smoker" mission, Baron 52, aircraft SN48636, was lost the to probable enemy AAA. Baron 52 had reported to MOONBEAM ABGGC the presence of 37MM AAA at XB975710, but called in an OPS Normal report at 1830Z. At 1900Z when Baron 52 failed to make it's OPS Normal report, MOONBEAM ABGGC made a normal communications check, but got negative results. A SAR effort was immediately started as well as a recon effort to help locate the crash site.

The crash site was finally identified and located on the 8th

of February.

A rescue force was sent in on the 9th of February to investigate the crash site and recover any bodies and/or classified material that might have been left. TSgt Schofield, and Sgt Keen of the 6994th Security Squadron accompanied the rescue force to aid in the recovery of all classified material and equipment that was on board. TSgt Schofield was the third man on the ground, preceeded by two Pararescue men who established a perimeter. It was observed by TSgt Schofield that the main cabin must have suffered intense heat because all the consoles were completely burnt. Of the remains of the three bodies found at the site, none were believed to be those of the Security Service crew. USAFSS crew was listed as MIAs until 23 February 1973 when their status was changed to KIA inspite of the fact that certain intelligence reports from the National Security Agency (NSA) had reported the capture of four fliers in the vicinity of the Baron 52 crash site.

^{*} See Appendix for Photograph of Crash site

DEACTIVATION OF DET 2 AT DANANG

Service Detachment left in the Republic of Vietnam was (12) inactivated at Danang AB, RVN. This completed the withdrawal of all USAFSS ARDF personnel from the country.

On 17 February 1973 USAFSS personnel flew their last ARDF missions from Danang. The EC-47 sircraft, equipped with the AN/ALR-34 system, were turned over to the VNAF after these missions were completed. VNAF personnel manned all fragged (13) missions from Danang from 18 February on.

Originally, the ten EC-47 sircraft, slated for transfer to the VNAF, were to be transfered on 1 February. However, due to lack of a sufficient number of trained VNAF personnel to man the aircraft, the date for the turnover was pushed (14) back to 17 February on the request of VNAF Brigider (15)

General ARVN SIGINT Commander.

BARON 48

On the 24th of April at 0510Z(1210L), while flying a COMBAT CROSS ZULU mission in area 610A, aircraft 6029 was fired on by a possible 37/57MM AAA in the vicinity of coordinates XC425053 (15-27N 106-20E). Major battle damage was caused to the aircraft in the form of a large hole through the left wing tip and numerous shrapnel holes

in the fuselage. There were no injuries or loss of life sustained by the crew of 10 and the aircraft returned without further incident to NKP. The 6994th crew members on board were: SSgt Beaty, William F. (AMS), Sgt Leto, Gregory M., SSgt Greene, Timothy H., SSgt Gorman, Larry J., Sgt McGee, (17)

James D. and SSgt Solko, Michael D.

PROJECT VAGABOND CLIPPER FOLLOW UP

In July of 1972 the 6994th Security Squadron was tasked by MACV to provide ARDF assistance for a sensitive project involving the trafficking of drugs between Bangkok and Hong Kong. The 6994th Security Squadron, then based in Vietnam, deployed one AN/AIR-38 system equipped platform with two experienced crews to Fly missions over the Gulf of Thailand in support of the project. Due to the sensitivity of the project, the results of the effort was not known until 20 April 1973. As a result of the support given by the 6994th Security Squadron, the trawler Phaskorn Sumuth was seized with a cargo of six tons of opium and an additional ton of morphine based drugs. The Squadron received the thanks of the American Ambassador, Mr. Unger, from Bangkok. This result established the precedent for using the ARDF program

in suppressing drug trafficking which could lead to future (18) projects.

ARDF MISSION AGAINST SUSPECTED CHINESE INSURGENCY

Radio Direction Finding (ARDF) missions were flown against suspected Chinese insurgent targets in the 614W area. Aircraft SN76304, a specially modified EC-47 AN/ALR-38 equipped platform, was flown on these missions because of its ability to D.F. targets with a greater standoff range.

The orbit flown was over Laos in the vicinity of the "Chinese Road" bounded by the coordinates 19-50N 100-36E, 19-30N 100-55E, and 19-50N 101-38E with variations when working targets. The mission of the 16th had negative ARDF results. The mission of the 18th resulted in one fix and one cut on a Chinese VHF target while the 20th of April mission resulted in two fixes, two cuts, and one LOP on Chinese voice targets.

The increased productivity was due to the presents of a Chinese linguist. The 6994th Security Squadron was able to take advantage of a USAFSS Stan/Eval Team member, MSgt Riley Flynn, a Chinese linguist, to fly on two of the

missions. MSgt Flynn flew the 21 position and was the prime contributor in the mission's ability to work the Chinese targets. If future missions were going to be flown, it was deemed necessary that a Chinese linguist be included in the (19) Security Service crew.

BARON 53 DOWN AT PLEIKU

on the 8th of June 1973, while flying the 607E mission, sircraft SNA8153 was forced to make an emergency landing at Pleiku RVN. At 0310Z the number two engine began vibrating excessively and emitting grey and white smoke. A fire then erupted in the engine and was immediately extinguished. The emergency call was made by the aircraft commander (AC) followed up by communications with "Cricket" and ABCCC. The aircraft commander decided to land at Pleiku because of the aircraft condition and the fact that he could not maintain altitude. The aircraft landed at 0357Z and was met by VNAF base operations personnel at 0410Z. The aircraft was parked at the east end of the runway and a VNAF security craw was provided to guard the aircraft. All USAF markings and tail numbers were covered with paper and tape to conceal the identity of the aircraft and the crew members were provided

with civilian clothes. This concealment was possibly due to the expected arrival of an I.C.C.S. team later in the day. The I.C.C.S. team did appear in the area around the EC-47 twice, the second time with camera equipment, but they did not approach for a closer inspection.

At 0015Z on 9 June, a C-130 aircraft with maintenance crew and new engine arrived at Pleiku. The engine change was completed and a functional flight check was performed by 0735Z on 10 June. All systems checked out and the aircraft, with crew intact, departed Pleiku for NKP at 1225Z on 10 June. The 6994th Security Squadron crew members were: TSgt Pearson, Thomas H. (AMS), and Sgt Miller, (20) Gregory A. (Student).

Footnotes completely redacted. Five pages removed to reduce file size.



GLOSSARY OF TERMS AND ABBREVIATIONS

Anti-Aircraft-Artillery AAAEΑ Airborne Battlefield Command and ABCCC Control Center Air Base Wing ABN ACC ARDF Coordination Center Airborne Command and Control Squadron ACCS Airborne Communications Intelligence ACI AF Air Force Air Force Commendation Medal AFCM Air Force Specialty Code AFSC AGZAerospace Ground Equipment Airborne Incident Report ALR Air Medal MAirborne Mission Supervisor AMS ARDF System; 2 SEAT; 2-16 MEGAHERTZ AN/ALR-34 AN/ALR-35 ARDF System; 4 SEAT; Computerized 2-16 MEGAHERTZ ARDF System; & SEAT; Computerized 2-190 MEGAHERTZ AN/ALR-38 B-52 Operations in Southeast Asia ARC LIGHT ARDF Airborne Radio Direction Finding ARVN Army of the Republic of Vietnam Aviation Unit Daily Status Report AUDSR U.S. Air Operations in Leos North of 18-30 North BARREL ROLL BLUE BEETLE Project for passing limited ARDF Data to direct air support centers at Tan Son Whut BROWN BEAVER A Project for passing limited ARDF Data to ABCCC for visual reconaissance by forward air controllers from NKP Bronze Star Medal BSM CAT Category Ground FAC Controller at Pleiku, provided FACS CARBON OUTLAW to pass limited ARDF Data to for VR CDC Career Development Course CEP Circular Error Probability CMA Collection Management Agency COMBAT APPLE RC-135 Airborne Communications Reconnaissance Platform operating in Southeast Asia, manned by 6990th Security Group Personnel COMBAT CROSS EC-47 Airborne Radio Direction Finding Platforms operating in Southeast Asia COMFY GATOR C-130e remotely controlled collection operation operated by 6908th Security Squadron

COMUSVACV

Commander, United States Military Assistance

Command, Vietnam

Cryptologic Support Group

CSG

Direct Air Support Center

DASC DET

Detachment

DFC

Distinguished Flying Cross

DIRNSA D00

Director, National Security Agency

D000

USSAG Current Ops.

DSU DURMUR USSAG Frag Order Branch of Current Ops.

Direct Service Unit

Daily Unit Resource Management Report

EMR

Exploitable Massage Report

FAC

Forward Air Controller

FIX/FAC

A program for passing ARDF Data to FACs

International Commission for Control and

for Visual reconaissance

GDRS

General Direcorate of Rear Services

ΗF

High Frequency (3-30 MEGAHERTZ)

ICCS

Supervision Instructor Analyst

ΙA IMI

Instructor Maintenance Technican

IRO

Instructor Radio Operator

JOA

Joint Operating Agreement

KC

Khmer Communist (Cambodia)

LOP

Line of Position

MAC

Military Airlift Command

MACV

Military Assistance Command, Vietnam

ZHM

Megahertz

MR

Military Region

MSK MSM Mission Spares Kit

Meritorious Service Medal

NCOIC

Noncommissioned Officer In Charge

NXF

MORS

Nakhon Phanom RTAFB, Thailand

Not Operationally Ready, Supply

NSA

National Security Agency

North Vietnamese Army

NVA

Operating Location OPSCOM Operational Communications PACAF Pacific Air Force Pacific Security Region PACSCTYRGN PADProgram Action Directive PAR Processing and Reporting PDJ Plaine Des Jarres, Laos PL Pathet Lao PSR Position Status Report RRFS Radio Research Field Station RRG Radio Research Group RTAFB Royal Thai Air Force Base RVN Republic of Vietnam S_{MM} Surface to Air Missle SAR Search and Rescue Security Squadron SCTY SQ SEA Southeast Asia SEATS Southeast Asian Technical Summary SEFE Standardization/Evaluation, and Flight Examiners SOW Special Operations Wing SPO Saigon Processing Center (USF-794V) SSO Special Security Office/Officer SSTB Special Security Technical Branch, ARVN STAN/EVAL Standardization/Evaluation STEEL TIGER U.S. Air Operations in Laos South of 18-30 North TACREP Tactical Report TDL Technical Data List TDY Temporary Duty TEMS Tactical Electronic Warfare Squadron T/ITraffic Identification TOT Time On Target TSN Tan Son Nhut Air Base, RVN CDL Unit Detail List USA-523 6908th Security Squadron USA-561 6994th Security Squadron USA-563 Det 2, 6994th Security Squadron JSA-564 Det 3, 6994th Security Squadron USAFSS United States Air Force Security Service USF-794V Saigon Processing Center, Joint US/ARVN Ops. USM-7 7th Radio Research Field Station

Det J, 7th Radio Research Field Station

175th Radio Research Field Station

USM-7J

USM-626

USM-808 USSAG USSAG/INCC

VC VHF VNAF VNN VR 8th Radio Research Field Station
United States Support Activities Group
USSAG/Intelligence Collections Branch,
Collections Division
Vietnamese Communist
Very High Frequency (30-300 MEGAHERTZ)
Vietnamese National Air Force
Vietnamese National Navy
Visual Reconnaissance



APPENDIX 1

BICGRAPHY OF MAJOR HOLBROOK M. WATTS

On 1 December 1972, Major Holbrook M. Watts assumed command of the 699kth Security Squadron, Nakhon Phanom Royal Thai Air Force Base, Thailand. He has previously served in the capacity of the Squadron Operations Officer at Tan Son Nhut AB, Republic of Vietnam. At the same change of command ceremony held on the flight line adjacent to the Operations Compound, the 699kth Security Squadron was activated at NKP RTAFB, Thailand.

Born 18 May 1937 in Portland, Oregon, Major Watts attended the University of Portland, Portland Oregon. He received his B.A. Degree in Political Science in 1959. In 1967, he received a Masters of Business Administration from the University of Syracuse.

Upon receiving his commission into the United States.

Air Force in 1959, Lt Watts attended the Communications

Intelligence Officers School at Goodfellow AFB, Texas. His

first duty assignment with USAFSS was in 1960 as a Flight

Commander with the 6933rd Security Group at Karamursel, Turkey.

In 1962 he served as the Exploitation Officer at Chicksands,

England. Between 1963 and 1965, he was stationed in Verona,



Italy; here he served as the Air Force Special Security Officer. He spent the following eighteen months at Syracuse. In 1967, returning to USAFSS, he was assigned to the 6937th Communications Squadron in Peshwar, Pakistan in the capacity of Electronics Officer. Then in 1969, Major Watts became Director of Systems Management, Headquarters, European Security Region, Frankfort, Germany. In June 1972, after attending the required Aircrew Survival Schools, Major Watts was assigned to the 6994th Security Squadron, Tan Son Nhut Air Base, RVN. Here he served as Squadron Operations Officer until December 1972 when he succeeded It Col David H. Eddy as the Squadron Commander.

Major Watts' decorations include the Meritorious Service Medal, the Air Medal, the Army Commendation Medal, the National Defense Service Medal, the Air Force Outstanding Unit Award (2) with the Combat V, and the Navy Meritorious Unit Commendation Award.

He is the father of three children, residing with his wife Stephanie P. Watts. They are: Page, age 8; Molly, age 6; and Rian, age 3 months.

INCLASSIE I



APPENDIX 2

Major H. M. Watts

Major J. B. Golden

Captain E. S. Marek

TSgt J. W. Bainbridge

CMSgt E. E. Motes

MSgt K. B. Smith

TSgt D. L. Whitman

TSgt R. L. Schoffeld

MSgt J. G. Martin

TSgt H. J. F. Borja

MSgt D. J. Naab

SMSgt J. E. Decker

SMSgt L. L. Cox

MSgt E. R. Patterson

MSgt R. Ozee

SSgt R. E. McKeithen

SSgt K. M. Wilson

Commander

Operations Officer

Squadron Airborne Operations Officer

First Sergeant

MCOIC Operations

NCOIC Airborne Operations

NCOIC Standardization/Evaluation

WCOIC Training

NCOIC Mission Management

NCOIC Plans & Programs

NCOIC Analysis Reporting

NCOIC Maintenance

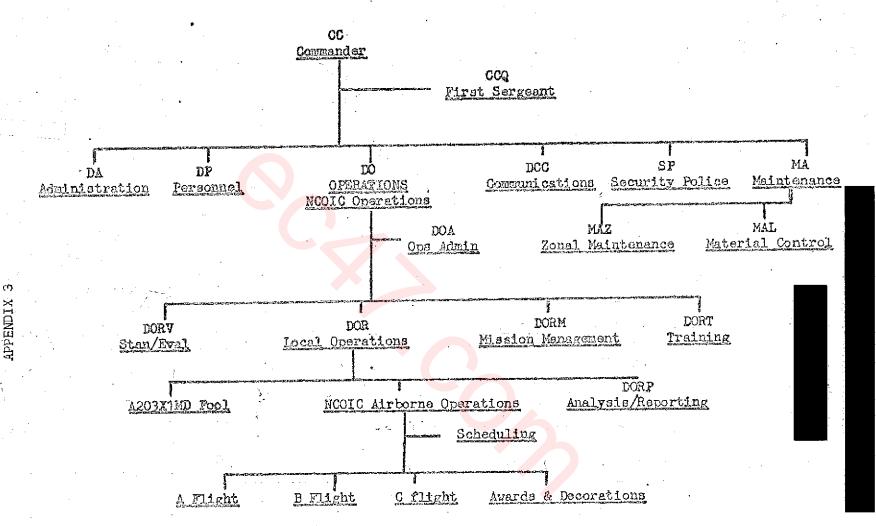
NCOIC Material Control

NCOIC Communications

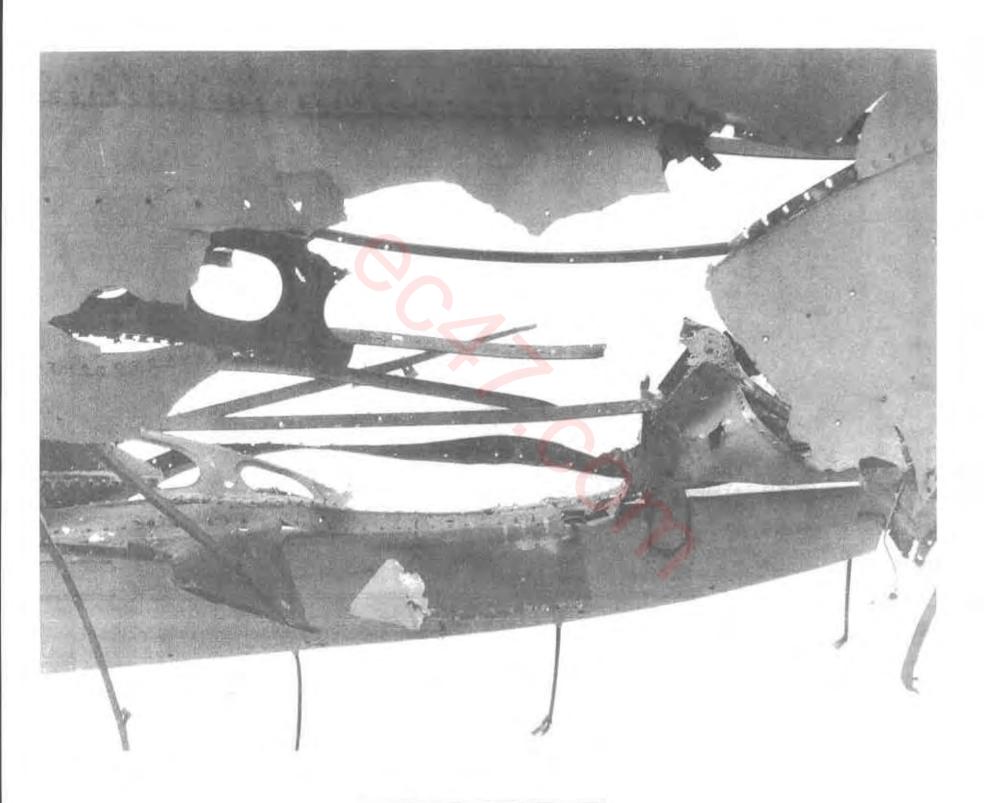
NCOIC Administration

NCOIC Security Police

NCOIC Personnel







NKP MISSION ACCOMPLISHMENTS

MONTH	SCHEDULED/HOURS	FLOWN/HOURS	TOT*
JANUARY	336/2352	255/1779	1 082
FEBRUARY	230/1610	195/1305	760
MARCH	206/1442	182/1305	629
APRIL	180/1267	156/1048	574
MAY	212/1484	163/1148	602
JUNE	287/1995	240/1624	843
TOTAL .	7451/10150	1191/8209	4490

* - TIME ON TARGET

MISSION ACCOMPLISHMENTS

6994th Scty Sq, Detachment 2*, and Detachment 3

	JAN	FEB	MAR	APR	MAY	JUN
MISSIONS SCHEDULED	647	371	301	274	308	407
MISSIONS FLOWN	52L	306	250	230	243	3l ₁ 6
HOURS FRAGGED	<u>1</u> ,1,18	2561	2107	1932	2156	2835
HOURS FLOWN	3401	1986 .	1763	1544	1678	2334
TIME ON TARGET	5579	2269	854	808	844	1202
FLYING RATE	80.9	82.4	83.0	83.9	78.8	85.0
PE P**	76.9	77.5	83.6	79•9	77/48	82.3

^{* -} Detachment 2 ceased operation in February 1973, stats reflect up to 17 February 1973.

^{** -} Mission Effectiveness Percentage

MISSION ACCOMPLISHMENT RATES

MONTH	MISSIONS FLOWN/SKED	hours flown/sked	TOT FLOWN/SKED
JANUARY	75.8	75.6	. 46.0
FE BRUARY	84.7	81.0	47.2
MARCH	88.3	90.4	43.6
APRIL	86.6	82.7	45.3
MAY	76.8	81.4	111.07
JUNE	78.9	82.2	43.9

MISSION EFFECTIVENESS

TARGETS WORKED	13801
TARGETS FIXED	10338
TARGETS CUT	2075
FIX RATIO	74 . 9
CUT RATIO	15.0

TARGETS	WORKED/FIXED	ÆŖ,	FLIGHT	HOUR
WORKED			•	1.03
				0.76

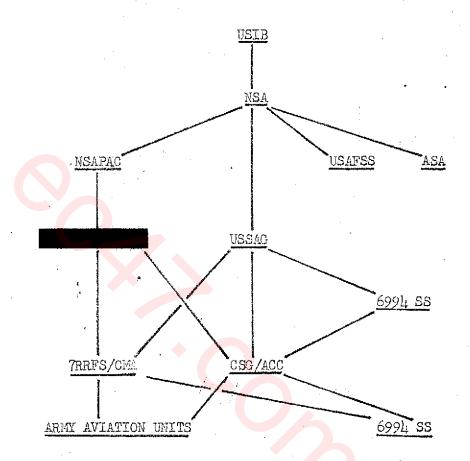
TARGETS WORKED/FIXED HER HOUR ON TARGET

WORKED 1.87

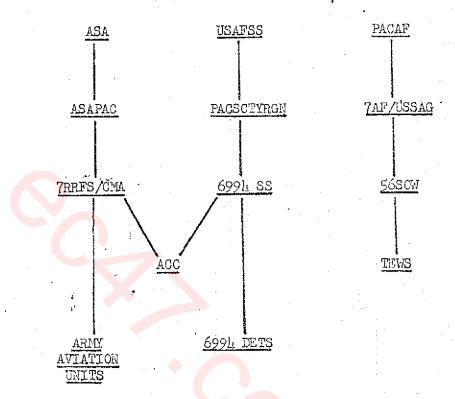
FIXED 1.37

APHENDIX 9

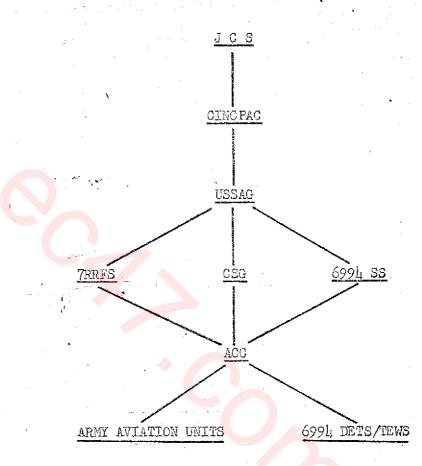
ARDY TECHNICAL CONTROL



ARDF COMMAND CONTROL



ARDF OPERATIONAL CONTROL



STANDARDIZATION/EVALUATION

1 JANUARY - 30 JUNE 1973

AFSC	CAT II	CAT III	CAT IV	IRO/IA	AMS
207 X1	8	30	27	10	20
203X1	1	. б	5	3	_
20 2X 0	2	; 9 .	ļį	2	-
TOTAL	11,	45	36	15	20

UNCLASSEELD APPENDIX 13

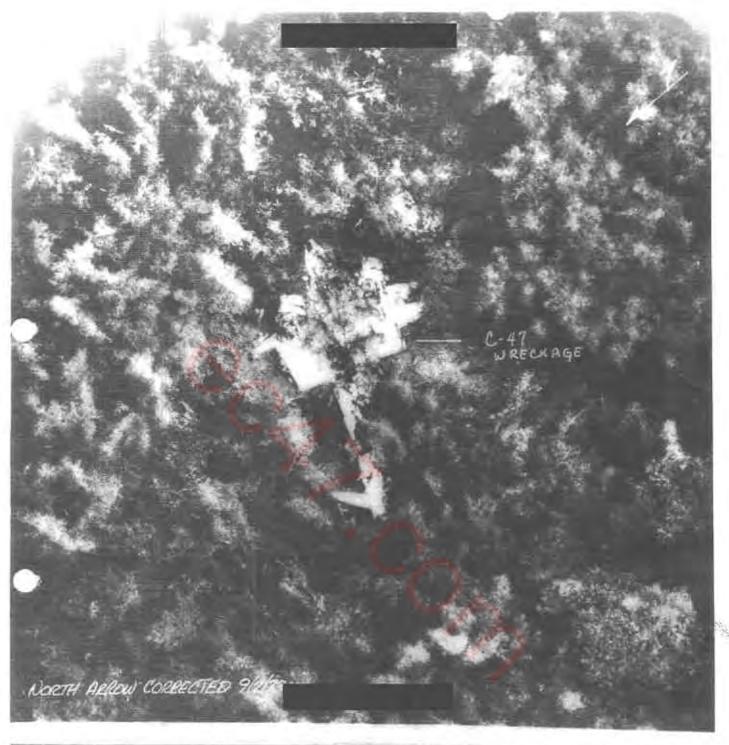
AWARDS AND DECORATIONS

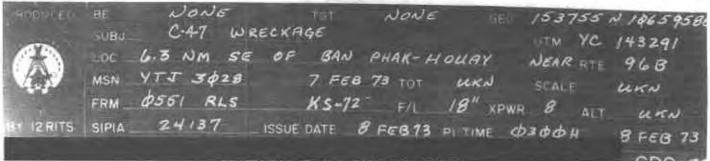
AWARD	SUBMITTED	APPROVED	PENDING	DISAPPROVED
AM		97	68	0
DFC	314	15	19	0
BSM · ·	21	Ļ*	. 12	0
AFCM	25	10	15	0
PURPLE HEART	1	o	0	1.1
AIRMAN'S MEDAL	2	0 ***	. 0	0 ,

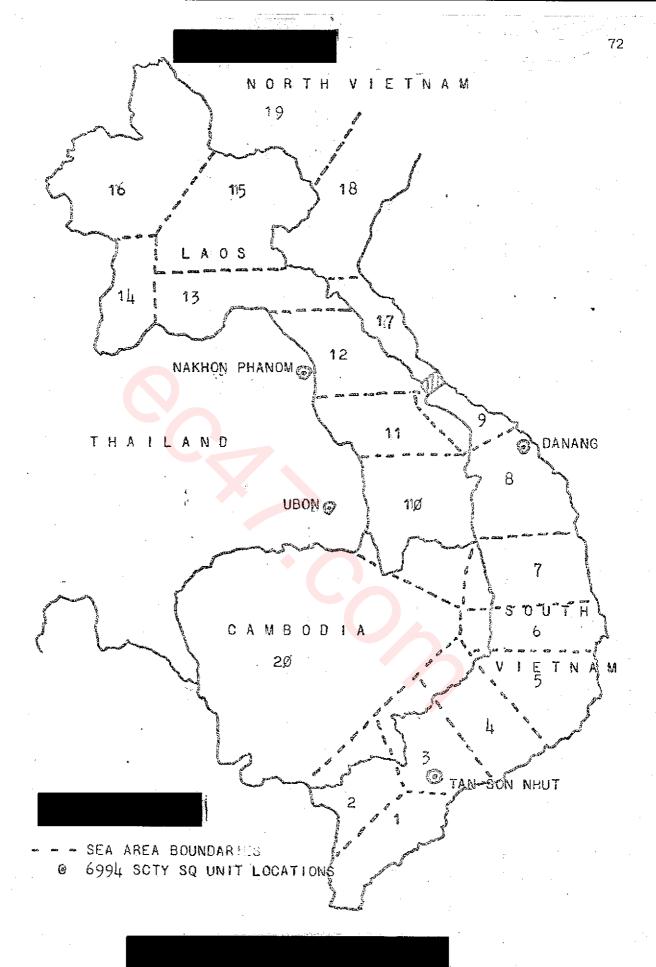
* Five were downgraded to Air Force Commendation Medals

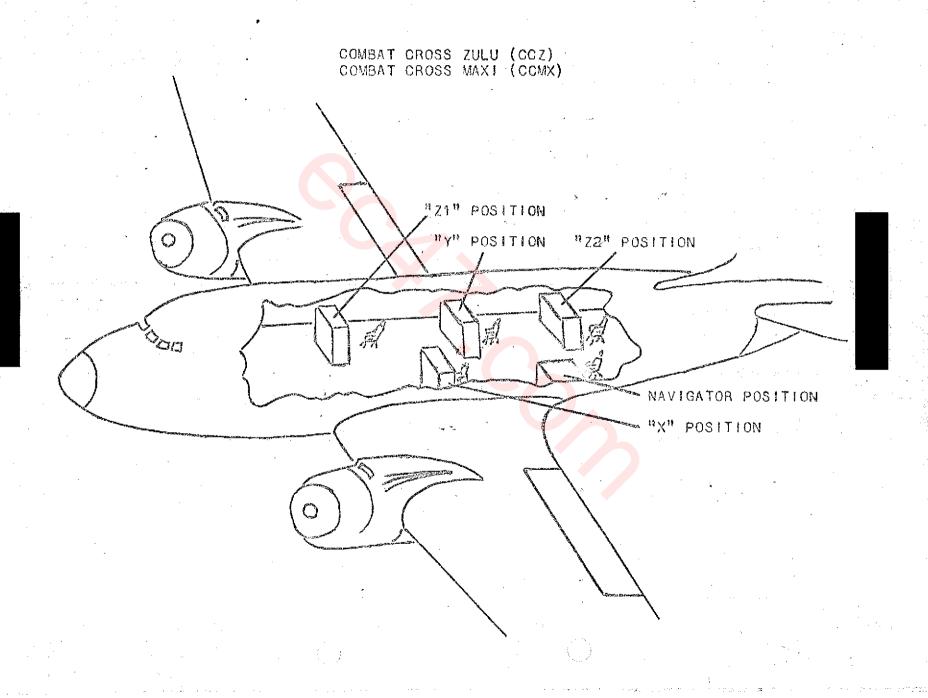
** Awarded Bronse Star Medals in lieu of Airman's Medals

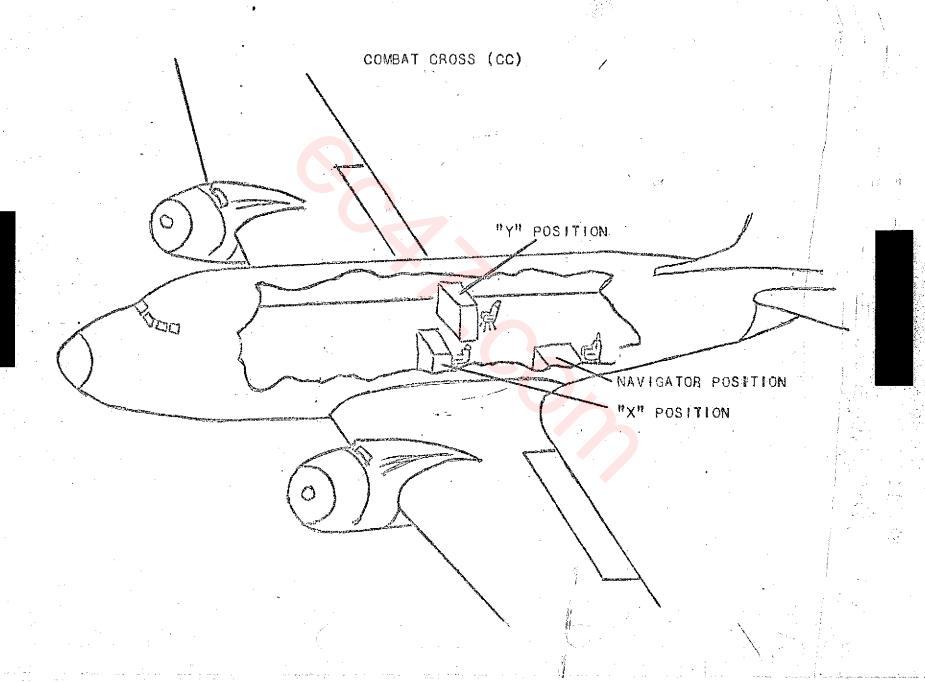
INCLASSIED











List of Supporting Documents an several pages of documents are completely redacted. To reduce file size, these have been removed .



40020 0531060 SN 4 BE METATING TO PERS THURTED FOR TOUR LANGE IN STRAFF COLUMN Maria agrained. RECUEST FOR THE PROPERTY FOR CONTINUENCE OF CONTINUE OF STREET en on a trestrict tell page fortune to the confidence A THE METER AT FOR L. 20 APPRINT MARKET PIPE SHEET HAR MEDICAL OUTS OF THE SHEET Constitute room reclinate the residence of POTHE TENST ALC: "MILLOT " NAY MENNERCY SVE LA LIE MARK ALLIER PROGRAMMENT GOVERNORS LEVEL . THE CATE DEAT THE ALL EDITIONS AND THEF ENGLS AND NO. (+5). APPROX STUDY FIVE DELITIESE WILES FROM THE CHIEF A THE TUBERT PATH OF GREEN PRO AS HOLD AS FIRST SELTERE OFFERS CALL PASSERS COULT HAVE HALLED FREE OF THE CHAPA SITE. SECTION AND THE SECTION ALCO COMPANY IT THE OCTUBE. THIS COLUMN AJCANUT POINT CONSTITUTOR OF THE AND T ALL THE THE POLICE HE SEE THE POLICE HE SEE THE SEE THE SEE PALIFOR THE NEW PALACHERS E REPORT OF THE PROPERTY OF THE PROPERTY OF THE LAND THIS REPORT WALLIZE THAT HE ASSEMILITY AND VAL

NULYS TEX. THIS MIGHT.

TE BROOK ITEMS ARE ADELTEDLY RENGULATION, HE TEEL THAT MANTHE OF A LONG HAND LOOK. THEREFOLE, REVUSE CONTRACT YOU MAVE THAT " LAT SUPPOST OR PHILLS THE TO SERVICE LIGHT E STAFFETT, PUBLIC 20.27.00.00.00.00.00.00.00 COUNTEREDUCATION WERY INTERESTING MICHAEL MARCH HAT THE MAYE MAILER OUT AT A POINT OLUSER TO HE GA BANN CITE, CONSIDERING THE TIME FACTOR OF FOUR AND ONE HALF WOULS BETWEEN TIPE OF LAST MARY THE A PERSON AND ITHE DESTROYER OF THE MEDIAGE PHE POLIN PRINCHERS, SAME SUBSCIENTING THAT VEHICLE THE THE THE PRINCIPLE WAS IMPICATED IN THE RESSAUL. THAT THEY JAG THE LITEN OF THE MOTALL PERSONAL VENT BY THE WATCH IT COMMODILL VENT 64 THE PARTY TO A THE CHARLE KENDER'S TALL OF THE A TELL OF LOT AND THE USE OF THIS TORY IN THIS "ESSALE LIES NOT MATELIA TO THE THE FOLL PRISONERS OF SELECTION PUT PUT STATE AND AND AND STATE OF THE STATE THEO PERS USED TO REFER COLLECTIVES TO CASE THE PROPERTY OF THE NORTH YET WAY. THE PRESENT OF THE PRESENT OF THE INTERSORT MATERIAL PROPERTY ACCOUNTS AND MEETING ALCOHOLD AREAS THE PERSONS OF THE LIBERT OF THE SECTION OF THE SEC THE WHICH MATTERIALITY 1-3 SUT BINCLEMENT SEPECT OF A THE THE PERSONAL LAKEA WONTH A POONS HOW IN THE BY SO dian to the places. The first were in our teams as a W MILE NET BEFORE A CONTROL OF THE REST OF THE PROPERTY OF THE PERSON TO THE A PROBLE REFERENCE TO AN ALL OF HOLLS 132 THE THE DET THE CONT. THE LACE, THE UNITERSTITE PROSERVED IN PAREA MENT TO BE CONTACTED CONCENTED STATES IN THE MOVEMBER. MEANS WERE ENGLISHED IN COMEN HOS IN THE TO THE STATE OF THE THE CALL AND UNIDERSITED WAS TO BE STORY OF THE STORY BROUGH ALTO, OF GRIDER ELMAN PROBLEMENT TO MORTH VIETMAN. HE HAD MORE SOME OIPPICULITED IN TRANSPORTING YOU WINTERPORT OF A PROBLEM IN THE CHECK TO SET IF THE SE

ENGLY ASSESSED THE MOVEMBLY COULD CONTINUE. THE RESULT

MY LICEN ACCESS THAT HE HE NOTIFIED A

AN BAT WALLSTON FOR THE !!

DEPARTMENT OF THE AIR FORCE HEADQUARTERS UNITED STATES AIR FORCE SECURITY SERVICE SAN ANTONIO, TEXAS 78243

SPECIAL ORDER GB-6

8 February 1973

- 1. Operating Location LA, 6994 Scty Sq. is inactivated at Tan Son Nhut ABS, Viet Nam, effective 13 March 1973. Personnel will be reassigned per special instructions issued by HQ USAFSS. Supplies and equipment will be returned to supply channels in accordance with current directives or as may be directed by HQ USAFSS. Organization Identification Number is voided on the inactivation date. Organizational records will be disposed of per AFM 12-50. Funds will be disposed of and final reports submitted in accordance with current directives. Authority: AFM 26-2.
- 2. Operating Location FD, 6970 Air Base Group, is inactivated at Tan Son Nhut ABS, Viet Nam, effective 13 March 1973. Personnel will be reassigned per special instructions issued by HQ USAFSS. Supplies and equipment will be returned to supply channels in accordance with current directives or as may be directed by HQ USAFSS. Organization Identification Number is voided on the inactivation date. Organizational records will be disposed of per AFM 12-50. Funds will be disposed of end final reports submitted in accordance with current directives. Authority: AFM 26-2.
- 3. This special order becomes UNCLASSIFIED, FOR OFFICIAL USE ONLY, on 14 March 1973.

FOR THE COMMANDER



MARY N TURNER, Captain, USAF Deputy Director of Administration

10

OL AG, HQ USAFSS USAFPCS Pacific Rgn 3651 N. Nimitz Hwy Honolulu, HI 96818 DISTRIBUTION:

X - Special as listed

Internal:

6970 AB Ca

THESTURE	
HQ USAFSS	
XRM	5
ACD	1
DAA	4
DAP	4
DOMSOD	ì
DOMS	2
DOMR	2
DOR	1
DOK	2
OI	1
XRPA	1 1
XRPO	1
LGX	5
LGSMP	3
LGSE	
DPXP	3 1 2 2
XRX	2
HO	2
IG	2
SP	l
OL LA, 6994 Scty Sq	5
6994 Scty Sq	5
OL FD, 6970 AB Gp	5.

DEPARTMENT OF THE AIR FORCE HEADQUARTERS UNITED STATES AIR FORCE SECURITY SERVICE SAN ANTONIO, TEXAS 78243

SPECIAL ORDER GB-4

6 February 1973

1. Det 2, 6994 Scty Sq, is inactivated at DaNang AFD, RVN, effective 28 Feb 1973. Personnel will be reassigned per special instructions issued by HQ USAFSS. Supplies and equipment will be returned to supply channels in accordance with current directives or as may be directed by HQ USAFSS. Organization Identification Number is voided on the inactivation date. Organizational records will be disposed of per AFM 12-50. Funds will be disposed of and final reports submitted in accordance with current directives. Authority: AFM 26-2.

2. This special order becomes UNCLASSIFIED, FOR OFFICIAL USE ONLY, on I March 1973.

FOR THE COMMANDER



ነቸር ጥቦ ቸው፤ የተተ ለፈና .

MARY N TURNER, Captain, USAF Deputy Director of Administration

DISTRIBUTION;	
X - Special as list	ed
External:	
HQ USAF	
DAA	1
ACS	1.
SCHXO	3
PRMMB	1
PRPOC	3.
ACMI	1
USAFMPC/AFPMSAU	1
USAFMPC/AFPMC	2
ARPC/RPCAS, 3800	. 91
York St, Denver, CO	7
HQ USA/ENGR-PR	1
NSACSS	2
USAFPCS Pacific Rgn	. 419
3651 N. Nimitz Hwy	
Honolulu, HI 96818	10
•	25.0

· <u>_</u>	
Internal:	
HQ USAFSS	_
XRM	5
ACD	l
DAA	4
DAP	4
DOMSOD	1
DOMS	2
DOR	I
DOK	2
XRPO	1
XRPA	1
LGE	5
LGSMP	3
LGSE	3 1
DPXP	1
XRX	2
но	2
IG	2
SP	ī
01	ì
Det 2, 6994 Sety Sq	5
6994 Scry Sq	5.
OL AG, HQ USAFSS	
Am um' IIA NOWEDD	2

USA-561

SCH

DIRNSA

INFO: NCPR VN

*>

NCPAC

USA-564

USM-7

USM-7J

ZEN/USA-523

DOR

SUBJ: ARDF ON TANKS

REF: B61-214-73 DTG 100143Z FEB 73

1. APPRECIATE VIEWS CONTAINED IN REF AND, AS TO FEASIBILITY,
POINT OUT Ø7 FEB 611D MISSION (ARDF RECOVERY REPORT ØØ68 NINE
FINAL). TANKS FIRST APPEARED ON FREQ 21.174 MHZ AT 1524Z WITH
TRAFFIC BY EIGHT TANKS CONTINUING ON A UP-DOWN BASIS UNTIL 1612Z.
CREW HAD BEEN BRIEFED UPON PROCEDURE SIMILIAR TO THAT RECOMMENDED
IN REF. MISSION DEBRIEFING REVEALED THAT APPROX 45 LOPS WERE

CC READ FILE DO READ FILE DORP FILE CY

DAVID J. NAAB, MSGT, DORP 3158

FOR: JAMES B GOLDEN, CAPT 3158 OPERATIONS OFFICER

DDI: RNI

6994TH SCTY SQ/NKP RTAFB THAI/CC

USAFSS/DO/KELLY AFB TEX/

INFO: USAFSS PAC/WHEELER AFBFHAWAII

DET 3 6994TH SCTY SQ/DO/UBON RTAFB/THAI



AFSSO/NKP RTAFB/THAI

(MESSANGER)

CC

SUBJ: EC-47 AAA SUPPRESSION

THE 56 SOW HAS VOICED THEIR CONCERN TO HQ USSAG OVER THE RISK VS
THE TAKE OF FLYING EC-47 MISSIONS IN THE 11 DELTA AREA OF LAOS. THE
LAKERN THIS WAS INSTIGATED AS A RESULT OF DIRECTION FROM PACAF TO
the 56 SOW WING COMMANDER TO TAKE A CLUSE LOOK AND PERSONAL INTEREST
IN THE OPERATING AREAS OF THE EC-47. THESE FLIGHTS ARE FLOWN AT NIGHT
AND ARE TASKED AGAINST TANK TRAFFIC. THE AREA IS HEAVILY DEPENDED WITH
37MM AND 57 MM AAA SITES. THERE HAVE ALSO BEEN RECENT RHAW INDICATIONS
OF FAM SONG RADARS IN THE AREA. THERE ARE ALSO RECENT INDICATIONS OF SA-25
IN LACS.

BARRY J BEVARS SSGT/DA/2020

H. M. WATTS/MAJOR/USAF/ Commander

- PAST SUCCESS AND PRESENT OPERATIONAL LIMITATIONS IMPOSED BY A HIGH THREAT ENVIRONMENT. THIS INFORMATION WAS PRESENTED TO GENERAL HUDSON; DI USSAC BY MEMBERS OF HIS STAFF, WAR MAJOR WATTS, OF THE 6994TH, COL REED 56 SON WITCH DEPUTY WING COM ANDER; COL BYRON WING DO, LT COL MOORE 361ST TEWS COMMANDER, AND LT COL NICKOLSON, 361ST TEWS NAVIGATOR. IT WAS DECIDED TO ASK GENERAL WORT FOR A DECISION OF WASTERS TO PRESS CLOSECINTO THE WAS OPERATING AREA TO IMPROVE CHANGES OF SUCCESS, TO LET THE EC-47 BE DENIED ACCESS TO THE AREA (SHIRTING KNOWN AAA SITES BY JOHN) TO BE UTILIZED IN A MORE PERMISSIVE ENVIRONMENT ELSEWHERE.
- 3. GENERAL HUDSON, COL REED, MAJ WATTS, LT COL NICKOISON, THEN BRIEFED

 GE. VOGT AND MAJ TALBOTT CS USSAG. IT WAS DECIDED THAT ARDF WAS A VERY

 VALUABLE INTELLIGENCE INPUT TO HELP LOCATE SOME 300-600 TANKS ENROUTE FROM

 VINH THROUGH LAOS TO VIETNAM. AS A RESULT, GENERAL VOGT DIRECTED THAT AIR
 CHAFT FLYING IN 11 DELTA WILL BE PROVIDED F-4 ESCORT FOR SAM RESPECTIVED ON

 TO TRY TO IMPROVE ARDF PERFORMANCE. THIS IS EXPECTED TO START IN THE NEXT

 SEVERAL DAYS. GENERAL HUDSON STATED THAT F-4 ESCORT FOR C-130S WORKING

BARRY J BEVARS/SSGT/DA

H. M. WATTS, MAJOR, Commander

THE TRAIL HAD COMPLETLY SUPPRESSED AAA ACTIVITY WHEN THE F-AS WERE IN THE ARLA. FREQUENT VOICE CONTACT BETWEEN THE F-AS AND THE EC-47 WILL BE MAINTAINED. SEVERAL FAS WILL BECOMMITTED DURING THE FIVE HOURS TIME ON TARGET. THEY WILL SHUTTLE BACK AND FORTH FROM A REFUELING AIRCRAFT.

4. GENERAL HUDSON IS GOING TO GIVE A TALK TO THE 361ST TEWS AND THE 699ATH SCTY SQ THIS WEEK, TO FURTHER MOTIVATE ALL CONCERNED AND TO EXPRESS SOME REAL CONSUMER INTEREST IN ABOF. WILL KEEP YOU INFORMED.

TAKEN BY "X" POSITION, ALL BEING FED TO THE COMPUTER, AND THE FINAL BEARING AT 1612Z PRODUCING THE 3300 METER CEP. WEAKNESS AND SHORT DURATION OF SIGNALS, THE INHERENT DIFFICULTIES OF ARDF'ING TANKS, NECESSITATED HIGH NUMBER OF LOPS.

2. WILL CONTINUE TO BRIEF CREWS IN SUGGESTED METHOD OF ATTACK.

U8A-561

DIRNSA

INFO: USAFSS/DOR

USAFSSPAC/DO

NCPAC

USH-7

ZEN/JSF-786

DOR

HUBS: ARRY MENS AGET CHINESE (SUSPECTED INSUBJENCY) AUTH, THAI/LAO BORDER AREA

HEF: A. DIRHSA P21-1147-73, DTO 110105Z AFR 73 (NOTAL)

B. DEG 120935Z AFR 73 (NOTAL)

1. REF ALPHA REPORTED THE EXISTENCE OF CHINESE (SUSPECTED INSURRENCY)

ADTROPITY IN THE THAI/LAC BORDER AREA AND REQUESTED

TO

HUBSUE WITH USSAO/7AF POSSIBLILITY OF FLYING EC-1.7 ARDF MSMS AGST SUBJ

COMMS. HEF ALPHA RECOMMENDED CRBIT HE FLOWN WITHIN THAI BORDER. REF

BRAVO ADVISED THAT COS BANGKOK INDICATED HIGHEST EMBASSY CONCERN OVER LOCA
TING THIS CHINESE AUTHORITY.

CC	HRAD	71	À.	
DO	READ	VI	37.	O THE REAL PROPERTY OF THE PERSON NAMED IN COLUMN
DO	FUZ	G	Ÿ.	

SAME AND TELEPARTY

EDWALD S. MARSK, CAPT, DOR/2886

DDI: RNI

- 2. SPECIALLY MODIFIED EC-1.7 ACFT 76301. FLEW THESE ARDF NEWS TO AREA 6114W ON 16, 18 AND 20 APR. THE 16 APR NEW HAD NEGATIVE ARDF. THE 18 APR NEW FLEW 7 HRS, 27 MINS, SPENT 3 HRS, 25 MINS ON TOT AND OBTAINED CHE FIX AND ONE CUT ON CHINESE WHF VOICE TUTS. THE 20 APR NEW FLEW 6 MRS, 58 MINS, SPENT 2 HRS, 50 MINS ON TOT, FIXED TWO, CUT TWO AND OBTAINED ONE LOP ON CHINESE WHF VOICE TUTS AND OBTAINED ONE FIX ON AN UNIDENTIFIED MARUAL MORSE TOT. HEQUEST ANY FEEDBACK YOU MAY BE ARLE TO PROVIEW ON ABOVE ARDF RESULTS.
- 3. SUCCESTED CHAIT (19-21N 100-1,32/19-10N 101-06E) OVER THAILAND WAS NOT SUITABLE FOR LOCATING CHINESE TARGETS IN LAGS. TO ACQUIRE CHINESE TOTS FOR ARDY, ALL MENS FORCED TO FLY MAJORITY OF CREEK OVER LAGS IN VICINITY OF CHINESE ROAD. GENERAL CREET WAS BOUNDED BY 19-50N 100-36E, 19-50N, 100-55E, AND 19-50N 101-38E WITH VARIATIONS AS REQUIRED TO CHASE TOTS.
- 4. FOR USAFES: TOOK ADVANTACE OF USAFES STAN/EVAL TEAM MEMBER (CHINESE LIBROUST) TO ASSIST IN ANDF OF CHIDNESE TOTS. MEO RILET FLYEN FLEW ZI.
 POSETTOM ABOARD 18 AND 80 AFR MENS AND WAS PRIME CONTRIBUTOR IN OUR ABILITY

24 14502

TO WORK CHINESE TOTS. IF IN FUTURE WE SHOULD BE REQUIRED TO FLY MENS AGET CHINESE ENTITIES, CHINESE LINGUIST DEEMED ESSENTIAL. LODS-2.

DEPARTMENT OF THE AIR FORCE 6994 SECURITY SQUADRON JUSAFSS) APO SAN FRANCISCO 95310



REPLY TO ATTN OF:

MA/MSgt Bainbridge

21 May 1973

SUBJECT:

Project Altitude 1 March - 15 May 73 (Weekly Activities

Report (WAR))

TO:

_GC Squadron Historian IN TURN

- 1. On 1 March 1973 the 6994th Security Squadron was tasked to deconfigure a Z2 console and reconfigure it with RFP (Radio Fingerprinting) equipment which was placed on loan to this unit from ASA (Army Security Agency). The maintenance effort was accomplished by TSgt T. H. Flynn, this organization and Army Specialist 5 R. Penrod.
- The purpose of this project was to identify specific targets to a known transmitter, regardless of the number of times the target may change call signs.
- 3. #C-470 42-93704 was utilized as the platform for this project. No modification to the airframe was made other than remaning one normal Z console and installing a specially configured Z console.
- 4. The project was terminated as scheduled, flying its last mission on 14 May 73. GDS 31 Dec 81

WAYNE D. BAINBRIDGE, MSgt, USAF

Training NCO

6994 SCTY SQ

US AFSS/DOY/DOR

INFO: USAFSSPAC

DET 3, 6994 SCTY SQ/DQ

NSACSS/B6

NCPAC

NOPR VN

4 4 3

7RRFS

ZEN/CSG/USSAG (COURTER)

DOR

SUBJ: PRO JECT ALT ITUDE

1. RO-361 EQUIPMENT ARRIVED NKP 9 WAR AND ZULU CONSOLE CONFIG COMMENCED 16 WAR. ESTIMATE CONSOLE CONFIG COMPLETE BY 14 WAR AND CONSOLE INSTALL ABOARD ACFT COMPLETE BY 15 WAR.

2. INITIAL ACFT REQMT WAS TO INSTALL ARFP EQUIP ABOARD ZULU CON-FIGURED EC-47Q AIRFRAME AND TO LAUNCH MSNS TO B3 FRONT FM UBON. INTEND TO INSTALL ARFP EQUIP ABOARD ALR-35 ZULU CONFIG EC-47Q SINCE MAJORITY OF B3 FRONT ASSOC TGTS OPERATE IN HIGH FREQ RANGE.

20	Kri	. ()	No		
	1		- Fli	, ,	
$\tilde{\cdot}$) 0	A	r j)		

EDWARD S. MAREK, CAPT USAF DOR

EDWARD S. MAREK, CAPT USAF DOR

DDI: RNI

Marel

RECOMMEDD AGAINST USING ALR-38 EQUIPPED PLATFORM AS THEY HAVE HIGH-ER PRIORITY IN OTHER FRAG AREAS. ALSO, FEEL AREP CONFIG PLATFORM SHUD STAGE FM NKP VICE UBON FOR TIME BEING. UBON PRESENTLY FRAGGED STRICTLY FOR CAMBODIAN MISHS IN RESPONSE TO URGENT AMEMB PHINON PENH REGMTS. ALL PLEIKU/KONTUM MSNS PRESENTLY STAGING FM NKP AND THIS SITUATION EXPECTED TO CONTINUE FOR AT LEAST NEXT FEW WEEKS. IT IS POSS TO DEPLOY AREP EQUIPPED ACET TO UBON BUT WUD HAVE TO BE AS SEVENTH ACFT VICE EXCHANGING ONE FOR ONE DUE TO UBON CAM-BODIAN REQUITS. DO NOT RECOMMEND ADDING SEVENTH ACFT TO UBON IN-VENTORY AT THIS TIME DUE TO INHERENT PROBLEM S WITH RAMP SPACE. MANNING AND AIRFRAME MAINT AT USON. FEEL BEST CHANCE TO GET PROJECT ALTITUDE OFF THE GROUND IS TO BEGIN OPERATIONAL TESTING FM NKP. REQUEST YOUR COMMENTS/CONCURRENCE WITH THESE CONCEPTS. 3. FOR TRRES: IF CONCEPT OUTLINED PARA TWO ABOVE APPROVED, REQUEST IMMEDIATE TOY ASSISTANCE TO NKP OF RFP OPERATOR TO TRAIN 6994 SCTY SQ OPERATORS. EXPECT THE DURATION TO BE MINIMAL. IF ALL GOES WELL. CLD BEGIN OPERATIONAL FLTS AS SOON AS 16 MAR AND WUD NEED TDY RFP

Shaa

ANALYTIC ASSISTANCE AT THAT TIME. REQUEST YOU ADVISE.

4. FOR OSG/USSAG: REQUEST YOU CONTACT USSAG REPS TO COORD

APPROPRIATE ARFP MSN FRAGGING. WILL ADVISE WHEN READY TO

FLY OPERATIONAL SORTIES.

Silling

PP PP

6994 SCTY SQ USAFSS/DOR/DOY

INFO: USAFSEPAC

BET 3,6994 SCTY SQ

NSACSS/B6

NCPAC

NCPR VN

7RHFS

ZEN/CSG/USSAG (COURIER)

DOR

SIBJ: PROJECT ALTITUDE

REF USAFSS DOY MAXIMUX 012315Z MAR 73

- 1. FIRST PROJECT ALTITUDE MISSION FLOWN 18 MAR 73 XX TO 7B

 AREA ABOARD ACFT 3704, A ZULU CONFIGURED ALR-35 SYSTEM. MSN

 SKED FOR COOLZ ITOT BUT AIR ABORTED FOR BAD WEATHER AND DID NOT REACH TOT AREA. TOTAL FLIGHT TIME WAS 3HRS 49MIN.
- 2. TRRES ANALYST/OPERATOR ARRIVED TOY TO NEP ON 15 MAR AND

CC	READ	FII	1	1
DO	READ	FII	.B	- 7 P. V.
DO.	A FILI	\$	5. 3	

B.S.MAREK,CAPT, DOR 2886

W a CVADER



OPERATOR TRAINING BEGAN 16 MAR. RFP EQUIPMENT INSTALLED ON 17 MAR, REPLACING ZZ CONSOLE. 5680W AND USSAG VERY COOPERATIVE IN PROVIDING ASSISTANCE TO PROJECT. ACFT 3704 BRING FRAGGED TO FLY 7B 0001Z ITOT MSNS ON 20 AND 22 MAR AND WILL MOST LIKELY CONTINUE TO FLY SPECIAL ARFP MEN EVERY OTHER DAY THEREAFTER FOR TEST DURATION. 3. HOWEVER, EXPERIENCING SERIOUS PROBS WITH RFP EQUIP WHICH WILL SIGNIFICANTLY DEGRADE DESIRED MSN. EQUIP DOES NOT HAVE TEXTRONICS 321 A OSCILLOSCOPE AS SPECIFIED IN REF. INSTEAD, HAVE A RACAL RS6551A FREQ MEASURING DEVICE DESIGNED TO MEASURE MARKS AND SPACES OF FSK SIGNALS. WE ARE PRIMARILY SERVING CW SIGNALS VICE FSK SIGNALS AND RS6551 A NOT SUITABLE FOR TUNING CW SIGNALS, THEREFORE, PRESENTLY UNABLE TO PROPERLY CENTER FREQ IN RELATION TO VISICORDER. AND THUS UNABLE TO DETERMINE IN AMPLITUDE OF SIGNAL TO VISIC ORDER.

4. ALTHOUGH MEN AIR ABORTED, OPERATOR ATTEMPTED TO TAKE
OUT OF AREA RFP SHOTS BUT ALL SHOTS HAD NEGATIVE FM TRACE.
DISCRIMINATOR SENSITIVITY DETECTOR IS NOT ALIGNED AND WILL
NOT RECORD FM TRACE BELOW POSITION THREE ON DETECTOR.
POSITION THREE ON DETECTOR NOT OPTIMUM AS IT LIMITS FM SHIFT
FOR AWALYSIS. 7RRFS MAINT TECH UNABLE TO DETERMINE DETECTOR
PROB AS HE HAS NO SCHEMATICS AND DETECTOR NOT COVERED IN
VISICORDER MANUAL.

Skin

5. FOR 7RRFS: NCOS LACKEY AND PENROD HAVE PROVIDED INVALUABLE ASSISTANCE TO PROJECT ALTITUDE. HOWEVER, HAVE AN URGENT REQMT FOR 312A OR ANY OTHER SUITABLE OSCILLOSCOPE. ALSO REQUEST COMMENTS ON DETECTOR PROB DESCRIBED PARA POUR ABOVE. PLRASE ADVISE ASAP.

6. FOR ALL: IF 7RRFS UNABLE TO PROVIDE NEEDED OSCILLOSCOPE REQUEST COMMENTS AS TO MOST EXPEDITIOUS MEANS OF OBTAINING SCOPE.



RR RR

25 Mar 73 97 85

USA-561

NSACS S

INFO: USAFSS/DOR/DOY

USAFSSPAC/DO

USA ~56 4

GGUSASA/IACS-CR-S

USM-7

USM-7J

USF-786

NCPAC

NCPR VN

NCPO J

DOR

SUBJ: PROJECT ALTITUDE

1. FROJECT ALTITUDE MEN FLOWN TO AREA 78 ON 24 MAR 73 WAS FIRST ARFP MEN TO OBTAIN SATISFACTORY RESULTS. MEN FLOWN ON 20 MAR SPENT 3HRS 10MINS ON TOT WITH NEG RESULTS. MEN SKED FOR 22 MAR WAS CANX BY ACC DUE TO MAINT NON-DELIVERY OF ACFT.

		FILE			
00	READ	FILE			
DO A	FILE		(PROJ	ALT ITUDE	FOLDER

E.SCHAFEK/CAPT/DOR/2886

SAME AS DRAFTER

DD! : RN !

#5

2. 24 MAR MSN FLEW 7.5 HRS AND SPENT 3HRS 10MINS ON TGT. MORE
MSN OBTAINED ARDF RESULTS ON TWELVE TGTS (SEVEN FIXES, TWO LOPS)
AND NONE OF THE TWELVE ARDF TGTS WERE LOCALLY IDENT THRU
CALLSION ANALYSIS. OBTAINED REP SHOTS ON FOUR ARDF TGTS TWO
OF WHICH WERE SATISFACTORY. AS WE HAD BEEN EXPERIENCING
DIFFICULTIES OBTAINING GOOD RESULTS TO DATE, ABN OPERATOR
ALSO TOOK THREE REP SHOTS ON CAD TGTS, TWO OF WHICH WERE
SATISFACTORY. ONE OF THE CAD TGTS REP'D WAS IDENT AS RD MOROS
THROUGH LOCAL CALLSIGN ANALYSIS.

3. SATISFACTORY RFP RESULTS WERE OBTAINED ON THE FOLLOWING ARDF TGTS: (READ: RCVR CS/XMTR CS/FREQ/FIX UTM GRID/IDENT/TIME LAST LOP/FM SETTING/BANDWIDTH)

FNW/NLV/Ø58Ø9M/YA56579Ø/VCMB..../2351Z/8.7/2 UPZ/PQV/Ø5896M/YB8841Ø9/VCXB..../Ø218Z/8.7/2

4. ALTHOUGH EQUIP IS NOT YET OPERATING AS WELL AS WE WOULD LIKE, WILL CONTINUE ATTEMPTS TO MAKE ADJUSTMENTS. SIGNIFICANT FACTOR AT THIS POINT APPEARS TO BE INCREASING OPERATOR FAMILIARITY WITH RFP MSN AND EQUIP. 321A SCOPE RCVD FM USM-7 BUT IS NOT YET INSTALLED DUE TO REQMT FOR SHEET METAL WORK AND WIRING PROBS. ANTICIPATE GETTING SCOPE INSTALLED SOCNEST. INTERESTING TO NOTE THAT OPERATOR WORKED TOTS ON DETECTOR SETTING OF TWO WHEREAS PREVIOUSLY ONLY ABLE TO USE DETECTOR SETTING OF THREE. WORK CONTINUING TO RESOLVE DETECTOR PROBS.

5. ARFP RESULTS NOT REPORTED IN APPROPRIATE ARR DUE TO

SW

FACT THAT USM-7 ANALYST ACCOMPANIED USA-561 ANALYSTS TO PROJECT ALTITUDE CONFERENCE AT RAMASUN. USM-7 ANALYSTS RETURNED NKP LATE 24 MAR AND ANALYSED RESULTS ON 25 MAR. IF YOU DESIRE, CAN ISSUE CHANGE TO APPRORPIATE ARR. FUTURE RESULTS WILL BE REPORTED IN ARR AND WEEKLY SUMMARIES WILL BE ISSUED. ADDITIONALLY REPORT ON ALTITUDE CONFERENCE WILL BE FORTHCOMING.



AAA

14/ 07/ Z MAY 73

USA-561

NSACSS

INFO: USAFSS/DOR/DOY

USAFS SPAC/DO

USM-7

USF-786

USM-7J

NCPAC

NCPR VN

NCPOJ _

CGUSASA/1ACS-SR-S

DOR

SUBJ: PROJECT ALTITUDE (U)

To DURING THE PERIOD Ø7 - 13 MAY, USSAG FRAGGED ACFT 704 TO FLY FOUR PROJECT ALTITUDE MSNS (Ø7, Ø9, 11, 13 MAY). FOUR PROJECT ALTITUDE MSNS WERE LAUNCHED (Ø7, Ø9, 11, 13 MAY) BUT ONLY Ø9 MAY MSN OBTAINED RESULTS. Ø7 MAY MSN DID NOT GET INTO AREA AND RTB DUE TO ENGINE PROBLEMS. Ø9 MAY MSN OBTAINED SIX SHOTS WITH TWO

- 1 CY AFSSO COMM
- 1 GY GG READ FILE
- 1 CY DO READ FILE
- T CY DOR READ FILE

DAVID J. NAAB, MSGT DORP 3158

EDWARD S. MAREK, CAPT DOR 2886

DDI: RNI

Brust & motor

MATCHES. 11 AND 13 MAY MSNS DIVERTED TO OTHER AREAS.

- 2. RFP EQUIP DOWNLOADED ON 14 WAY AND UNDERGOING PACKING FOR SHIPMENT TO USM-7.
- 3. RFP LIBRARY CONTAINING 99 SHOTS(85 IN SEVEN BRAVO, 12 IN SEVEN ECHO, ONE IN ELEVEN ALFA AND ONE IN TWELVE BRAVO) BEING FORWARDED TO DIRNSA 862.

699ATESCTISA

USAFSS /DOR/DOK

NCPR VN WAF SSLO INFO

UST-794V/ACC

/DO.

SUDJ: ACC COM REQUIREMENTS.

REF A. TOTA DOR/DOM 0922192 JAN 73.

REF B. MI DO 0110002 JAN 73.

L ACC COMM REQUIREMENTS HAVE BREN RELCOCKDINATED WITH ACC AND PACY DI PERSONNEL AND A CLEAR PICTURE OF THEIR NEXUS HAS EMERGED AS FOLIOUS.

A. AUTOSECVOCOM (KI-3). THE ACC HAS BEEN PROCEAMED FOR CHE OF THE AUTOSECVOCOMS ALLOTED TO THE DI TO HE ESTABLISHED AT WITHIN 6994 SUTY SQ OPERATIONS IS ESTABLISHED.

HOT LINE. ONE MACH TO THE TELS OPERATIONS AT USON AND MAP. THE REQUIREMENT FOR THESE LINES HAS BEEN DOCUMENTED BY MACY PLANS AND THE MACY C AND E REP AT MEP FORESEES NO PROBLEMS IN GETTING THESE LIKES INSTALLED.

DO 11/F

CAS R/P

MACE MACK/DOLF/2020

JAMES B. GOLDES, JR., CAPT/DO/2020

HEP. INSTALLATION CAN SEGIN WHEN A FIRM DATE AND LOCATION

14/0,00 = JAN 73

C. OPSCOM. REQUIREMENTS STATED IN REF A, PARAS 2 AND 3 ARE
ESSENTIALLY CORRECT. REALIZE THAT CIRCUIT TO USA-523 WOULD HAVE
TO SERVE AS CRITICOMM ENTRY, USING THE TORN TAPE SYSTEM IN USE
PRIOR TO THE ACTIVATION OF THE UBON OPSCOMM CIRCUIT. AN OPS—
COMM CIRCUIT TO THE CSG (IN THE TFA BUILDING) WILL NOT BE REEDED
SINCE THE CSG WILL ALSO BE A SURSCRIBER ON THE AUTOSECVOCORM.
THE OPSCOMM CIRCUIT TO USA-523 WOULD ALSO REGATE THE NEED TO USE
THE KY-8.

2. IF THE ACC RELOCATES REFORE THE TWO VAN COMPLEX AT CLARE AB HAS BEEN REHARD AND PUT IN PLACE, THEY COULD OPERATE WITH ONLY MINOR MISSION DECRATION FROM THE PRESENT COMM RESOURCES AT 69%.

(102) 829 1929 R 29 1809Z JAN B MM 47 USA SS TO BE AFOSILGM INFO USAFSSPACILGM 5922 SCT YGP/LGM MZ 504 C/ 6926 SS (M) / MA 6994SS/LGM 7-11 SUBJ: MOBILE H-1 COMM MATINTENANCE SUPPORT (U). 1. AN EXPANDED COMMUNI ATTONS REQUIREMENT HAS BEEN DEMINISTED IN SUPPORT OF THE 6994 AT NKP. MAINTENANCE SUPPORT OF THE EXPANDED COMM FACILITIES WILL BEGIN APPROXIMATELY MID-MAR 73. A TWO VAN MOBILE H- 1 COMPLEX RECENTLY MAINTAINED BY YOUR COMMAND AT THE 327 AIR DIV TAIWAN WILL BE UTILIZED TO FILL THIS ADDED REQUIREMENT.

2. THIS TWIN VAN COMPLEX CONTAINS FIVE SETS OF KW-26
EQUIPMENTS AND FIVE SETS OF ASR/KSR TELETYPE EQUIPMENTS
TO ROVIDE A FOUR FULL DUPLEX CIRCUIT CAPABILITY WITH
SPILE CRYPTO AND TELETYPE.

3. THIS COMPLEX IS CURRENTLY UNDERGOING EXTENSIVE IRAN
THIS COMPLEX IS CURRENTLY UNDERGOING EXTENSIVE IRAN
TELETYPE AND ASSOCIATED EQUIPMENTS AT CLRK AB. IRAN
TELETYPE AND ASSOCIATED EQUIPMENTS AT CLRK AB. IRAN
THIS SYSTEM TO MKP WHEN IRAN IS COMPLETE, THE EXISTING
THIS SYSTEM TO MKP WHEN IRAN IS COMPLETE, THE EXISTING
THIS SYSTEM TO MKP WHEN IRAN IS COMPLETE, THE EXISTING
THIS SYSTEM TO MKP WHEN IRAN IS COMPLETE, THE EXISTING
THIS SYSTEM TO MKP WHEN IRAN IS COMPLETE, THE EXISTING
AT MP WILL BE REMOVED AND THE TWEN VAN COMPLEX INSTALLED.
AT MP WILL BE REMOVED AND THE TWEN VAN COMPLEX INSTALLED.

4. REQUEST YOU PROVIDE THIS HQS YOUR CAPABILITY OF
TROVIDING MAINTENANCE SUPPORT OF THIS SYSTEM. XGDS(2).

250 0020 TTEZYUW RUWTEJA3865 D312235-EEEE--RUMOREA, NY EEEEE

3122032 JAN 73

M USAFSS KELLY AFB TEX

O RUMORUA/DET 3 69945S/UBON RTAFB THAI/MA/CINFO RUMOREA/6984SS/NKP RTAFB THAI/MA

NFO RUMOREA/6984SS/NKP RTAFB THAI/MA

UHHWHA/USAFSSPAC/WHEELER AFB HI/LG

NOLAS E F T O LGX

UBJ! DET 3, 6994 SS STATUS (U)

3865

1

en in de la companya	ANGENERA MA AUTHORIZ Al more space is regul	(ATION FOR [EMPORE bad, was reseme, (dentifying			
		FROM:			
6994th Scty Sq/DA 6994th Scty Sq/DA 2020					
The Sullivaning Loder	ridual(s) will proceed on TDY:		•	D GOOD TO SLANGE	
2868 W P	LAST MANER FIRST, MIDDLE INTTAL	J. SSAN	4. 986481241888	PK-est Lateral	
1.00/21/04/05/12	MC KEITHEN, ROBERT E.	144111111111	6994th Sety Sq (USAPSS)	7///////	
		11111111111	711111111111111111111111111111111111111	1/11/1/4	
WARETINE ON OR	ABOUT 2 Feb 73 7. APPROX	XIMATE HO. OF DAYS (Include	travel (inse) 3 18	TARIATIONS AND HOSSING	
	ASON Z POO / J	13 ITIMERARY			
PACM: Nakhon Phanom RTAFB, Theiland					
TO: Ubon RTAFE, Thailand					
Andrews (Allegan)					
		RETURN TO:	10-1-1- 01 No	AND PLANTER	
	ion of Facility		TANKTIOUT PINGTON VIT		
The second second second	irty on more days duration, within the unit Price/Housing heferral office servicing you	LU STATES, THENT PURSUANT IN TOY STATION BEFORE ENTE	RING INTO LAY RESTAL SO LEASI	E ADREIMENT FOR OFF-COL	
	POC TRAVEL WITH	IIN CONUS DA MITHIN O	VERSEA ARKA		
DANS. MENTLY INE IN EXCESS IS CHARGES TO LEAVE AUTH IN ITEM S GOVERNMENT.					
	AUTHORIZED PER PERSONI 15. APPROVED.			17. BAS RATE (Alexand World) 1.65	
FOR REGISTRATION AND/OR ADMISSION FEES.					
[Items 18 Through 22 Apply For Overseas Travel] 18. HANGE # PERSONALED OFFICIAL COURSER [19. ASK MOVEMENT DESIGNATOR ASSIGNED IS 20 PROPER AREA CLEARANCES					
HAYE BEEN COSTAMMED					
BEOF LOBERT	MODES OF TRANSPORTATION AUTHOR		ROM, AND WITHIN OVERS	EA AR ea	
	8.	COMMERCI		Andrew Commencer	
MALITARY ATECNAPT	AIRCRAFT	AIRCRAFT (Firet Closs Acc		RAIL BOOM	
28 . PROOR TO TR	AVEL OVERSEAS COMPLY WITH THE FOREIGN CLE	CARANCE GUIDE FOR PASSPORT	, IMMUNIZATION, AND CLEARANC	E REQUIREMENTS.	
). RETURN AIR I	MOVEMENT BESISMATOR WILL BY OFTAINED FROM	M THE LOCAL AREA PRIORITY	ISSUINE ASENCY.		
23. SENATES	النظام المستخدم المس	24 4-3-		m , all + in diam + 55 %	
Daty and travel restricted per AFR 30-24, Code B. Submit travel voucher within 72 hours					
ter completing travel. If travel is not performed this order must be rescinded/voked. The carrying of any kind of explo dv in accomp or unaccomp baggage about wil					
acft is prohibited. Travel in the Utility Uniform is authorized. Priority I travel					
sutherised for round trip due to urgency of TDV and home station essential mission					
requirement	ts.		11L		
अः कीरः	25. ORDERS ISSUING/APPROVING OFFICIAL		6. SISHATURE		
: :	ROBERT CZEE, MSgt., US		/11/11	1000	
31 Jen 73	Administration Officer	28, SPECIAL ORDER HO.	Norw C	11.60.71	
AFM 39-1		TA-20	>	31 Jan 73	
	L NO LOCATION OF MEADQUARTERS		TO ACCOUNTING CLASSIFICATION		
DEPARTMENT OF THE AIR FORCE 5733400 303 7458 523500 03 407 409 (10) \$52					
6994,TH SI	ecurity squadron (usafes)	OR#1912	OR#1912		
APO SAN	Francisco 96310	cic 443	374 0335 52 7700 K	4%	
		32. TON	AN A 2017-1700		
M. DISTABLITION		FOR THE CO	TEN O DO A DES 2 TO 2	Clat	
H. DISTRIBUTION 34. SIGNATURE ELEMENT OF ORDERS AUTRENTICATING OFFICIAL					
- ALA					
1 x sint Ca					
ROBERT OZEE, MSgt., USAF					
·			tion Officer		
		-	•		

6994SCTYSQ NAKHON PHANOM RTAFB THAILAND USAFSS KELLY AFB TEXAS/DOROF

UNCLASSIFIED DO ACAPT GOLDEN FOR LT COL EDDY OR CAPT WALTERS)

SUBJ: PROPOSED EC-47 MAINTENANCE CONFERENCE CLARK

AFB - SQ/CC ATTENDANCE.

1. AS YOU KNOW THERE WILL BE A JOINT PACAF, USAFSS, 13TH AF, 56 SOW, USAFSS PAC, ET AL, CONFERENCE AT CLARK AFB REF GOON MAINTENANCE WITHIN THE NEXT WEEK - 10 DAYS (NKP RUMOR CONTROL SAYS 22 JAN).

HIGHEST USAF LEVEL INTEREST IS MOTIVATING FORCE.

2. MAJ WATTS PRESENTLY ON LEAVE IN CONUS AND IS EXPECTED BACK O/A 22 JAN. BELIEVE IT IMPORTANT THAT HE BE MADE AWARE OF CONFERENCE SO THAT HE MAY ATTEND IF IN WESTPAC AREA AT THAT TIME; I STRONGLY RECOMMEND HE DO SO IF AT ALL POSSIBLE AND WOULD APPRECIATE YOUR TELLING HIM SO.

CC READ FILE OO READ FILE FILE COPY

Same as below.

JAMES B GOLDEN, JR, CAPT, DO, 2020

SICHUD

SMS DECKER, SQ CHIEF OF MAINTENANCE, WILL BE THERE.

3. MAJ WATT'S LEAVE ADDRESS IS 7304 S. E. 36TH, PORTLAND, OREGON, 37202.



LAMES B GOLDEN, JR, CAPT, DO,

TO:

Det 3 CC Det 3 MA 69944A CC 69944A M

IN TURN

SUBJ:

Staff Assistance Visit

FROM:

USAFSS Procedures Team

1. The purpose of this visit was to assist the unit in compliance with action items identified by the Joint PACAP/USAPSS EC-17 conference and verify compliance with APM 66-1. Our findings and recommendations are contained in the attachment. The top part of each page of the attachment is our findings and required actions of agenda items for the parent unit. Bottom part of each agenda item contains our comments and actions required of the Det and parent unit.

5 Karck 1973

- 2. We noted with concern that the Det in many cases was deplicating actions of the parent unit on administrative maintenance procedures. The Det Maintenance Supervisor is commended for his aggressive action in this area since guidance apparently was not being provided by the parent Chief of Maintenance staff. We realise that the absence of the Chief of Maintenance and Maintenance Supervisor at the parent unit was a contributing factor, however, better communication and more direction from the Chief of Maintenance and staff of the parent unit is definitely required in the future. The parent unit must continually keep the Det awars of the high level BC-47 agends items.
- 3. The checklist from TIG Brief titled "Staff Visit 1 Help or Hindrance" was used as our guide. Not only did we provide on the spot assistance and guidance, we visited the OL of 56 50% in an attempt to obtain air conditioner support. All personnel contacted were friendly, professional and cooperative. We sincerely appreciate your acceptance of our constructive criticism and recommendations.

A Jan.

THOMAS F. SKITH CASCI, USAF Team Chief

J-1 - WATERIKL CONTROLS

Consolidation of the 6994th Material Control with the one operated by the 56th SOW is not feasible due to physical location and dissimilar mission. The 56th SOW Materiel Control is currently fragmented into many sub-sections with repair processing centers (RPC) in asjor repair organisations. The 6994th is now serviced by the consolidated RPC, however the 6994th Material Control also performs other functions such as AWP storage, NORS reporting and parts requisitioning. We do not favorably recommend consolidation of the Material Control section with the 56th SOW at this time. The 6908th Materiel Control is in the same building with the 6994th, and the Material Control sections are less than thirty feet spart. The 6908th Materiel Control already operates the consolidated FX account fer both units. There is adequate space in the 6908th Material Control portion of Building 193 to absorb 6994th assets. thus releasing approximately 170 square feet of floor space to the 6994th for Chief of Maintenance staff functions. Commodification of the two Material Controls would provide better utilisation of available floor space, provide a more efficient operation and provide better utilisation of essigned Supply personnel. Both units now work around the clock, seven days a week, while both Material Controls only work during the day, six days per week.

ACTION REQUIRED:

The USAFSS Procedures Team will staff this proposal with affected offices within DES/Logistics at Hq USAFS6 and edvice the units concerned of the final decision.

Det 3

COMMENTS:

Det 3 will be affected by above recommendation after DCS/Logistics completes action above. We have recommended deletion of the Det's FX account and combining with parent unit support. This will reduce accounting and provide flaxibility.

1-2 - AFTO Fora 701

Brave discrepancies are new being entered in the aircraft 1970 Form 781. This will eliminate deplication and provide the 56th 80W with detailed status of Brave equipment. Discrepancies entered in the AFTO Form 781 by operators were not always emplicit.

RECUIRED ACTIONS

Closer coordination is required with Operations to casere that all discrepancies noted in flight are entered in the AFTO Form 761 and reported to Debriefing. T.O. CC-20-5, pers 3-71 and 3-84 apply. Improvements were noted during the tenure of our IDY.

Det 3

CONSTT:

Bravo discrepancies are new being entered in the aircraft AFTO Form 781.

ACTION REQUIRED:

Continue to insure each Brave discrepancy is entered in the siroraft AFTO Form 761 so Brave and 36 SGW will be constantly assure of equipment status. Brave operators should emply with T.O. CO-20-5, pare 2-71 and 2-84.

1-3 and 3-4 - TRANSPORTATION/COMMUNICATIONS

A radio equipped vahiele is now assigned and contains spares required during launch. Genunications now include a hot line to the 56th 30W Job Control, an FM 622 receiver/transmitter between the shop and almoraft and a mock-up G-175J receiver tuned to haron Centrol frequency. Utilisation rate of the vehicle radio is low.

ACTION REQUIRED.

Unit should insure maximum spares are placed on the radio equipped vehicle. The radio vehicle and hot line should be the primary source of communication, vice the other two radios. The lamnsh truck should be on the flight line during vulnerable lamnsh periods equipped with personnel, equipment and aircraft status/flying schedule information to provide instant response to operator complaints during pre-flight. AFM 66-1 procedures must be followed in advising the 56th SOW of the status of Brave equipment. We must encourage the 56th SOW to provide us the same support as another avionics shop; on the other hand, we must keep the Crew Chief, Line Chief and the 56th SOW Job Control aware of our status as it changes.

Det 3

COMMENTS:

Transportation previded is good, but vehicles need padding or botter method to protest spares being transported. Comme are adequate. Hon-tactical radice are not required due to the current OL operation of 56 SCW.

1-5 DEBRISFING:

A consolidated debriefing is being accomplished. Several deficiencies were noted in caset of visit, however most were corrected prior to departure. Debriefing checklists are being constructed to ensure standardisation and that all discrepancies are fully decemented.

ACTION AROUTHED

Unit must ensure that a qualified maintenance technician attends each debriefing and that the debriefing forms are accomplished according to USAFSS Supplement 2 to AFK 66-1. Debriefing can be an additional duty of the personnel working at the 56th SOW Job Control. Accuracy of the debriefing form is utmost since it serves as the data base for equipment status reporting. Closer coordination with Operations is necessary to ensure the maintenance technicians are fully sware of each discrepancy that affects the operational mission. It is highly desirable that the operator experiencing the equipment malfunction attend the debriefing.

Det 3

COMMENTS:

A consolidated debriefing at the aircraft is being accomplished to a degree. Basically the same discrepancies noted at the parent unit exist and actions required are the same. The parent unit should provide copies of their debriefing checklist. The Det should transmit debriefing results to parent unit so it can be verified against the HAF-13Al Report.

J-6 SUPPLY SUPPORT:

The unit is working with base to identify equipment possiles to Snave. An applicability code of 37 was assigned to income resulving requisition code O2. Approximately 10 items were added to supply point and levels were increased on approximately 30 items. Priority O2 requisitions have been submitted to WRAKA to estisfy increased levels and added items. USAF35/WRAMA is primary OPR.

ACTION GENUIRED:

Buit should continue to review spare equipment requirements and strive to increase levels where possible.

Det 3

unt.ENTs:

bet 3 has not been provided instruction to assign applicability code 37 to all 6994th psculiar items.

ACTION REQUIRED:

by 94th PAL should provide Det 3 with same instructions as they have been given. When instructions are received, take action indicated under J-6 above. Bench stock is good. Since there has been only to 50 days of operation, levels will adjust as consumption dictates.

1-7 - 31HOLE HALFTENANCE APPORTS

Many steps have been taken by both the mait and the 56th 80% to treat the 30-47 as a single weapons system. That is debriefing, single AFTO form 761, common radio network, and communication. To accomplish this, the 6994th placed personnel in the 56th 30% Maintenance Control to provide coverage of Brave scheduling, status monitoring and debriefing. An additional authorization of three R32613 personnel in the FC2100, Chief of Maintenance work center is required to provide the above duties on a 24 hour basis. Evaluation of the manning factors as applied to the ALB-35/36 systems reflects that the 1.0 factor for small ALR-35 sireraft is not adequate to provide technicians for launch, in flight, recovery phase and in shop maintenance. Raising the manning factor to 1.5 will provide a more realistic authorization to satisfy the maximum operational commitment.

ACTION REGISED: Unit should provide a minimum of two technicians to the 56th SOW Job Control immediately with an increase to four as manning permits. The dispatch functions of Maintenance Control should be delegated to the shep chief. The Training Management MOIC can also assume the overall functions of Maintenance Control. The USAFS Procedures leas will prepare a manpower change request to support the above manpower requirements. This will include:

FC2100 - 3 personnel

FC2413 - 7 personnel

ADDED COMMENTS:

Additional spaces will be funded by resource savings throughout the unit and Det 3 as a result of previous equipment downloading and Master Program realignment.

Dot 3

COMMENTS:

Present manning is minimum to support existing flying schedule. The parent unit should monitor personnel rotations and transfer personnel as required, either PCS or TDI, to maintain a belance of skill and personnel. The 56 SOW provides maintaines support to the EC-47 with personnel TDY from MEP. The 56 SOW does not rely an bost base support except for limited maintenance support, therefore all Brave maintenance support should be requested thru the OL of 56 SOW, vice 6th TPW. The EC-47 is definitely being treated as a single weapon system.

. 8 - STICK REACTION LIST (ORL):

A will would not aid the unit maintenance effort. The majority of the ALH-() components are now located in the 6994th Sety Sq supply point, with common high failure items on the leasen truck.

ACTION AS ULTEDATED AND ACTION

None.

Det 3

COMMENT:

AME AS ADOVE.

LO - OF SMULTIME

A memorandum of moderstanding between 6994th/56th 90% is in final soordination. Job standards provided to the 56th 90% Job Control also specify an air conditioner is required for certain time consuming jobs.

ACTION ALUISED.

Equipment should not be operated without air conditioners when the temperature is high enough to cause damage.

Dot 3

CONSTITUTE:

Air conditioning support provided by the OL of 56th SON is non-existent. The procedures team sent a message to 56 SON LON requesting assistance in this area. Dot should advise parent writ of recults and any problems encountered. The 6994th should advise Eq USAFSS LORN if further problems arise in this area. Further recommend 6994th submit AFTO 22 on applicable tech data to include marning that equipment should not be operated above 90 degrees F, without air conditioning. This temperature is temperature limit on G-boxes in similar systems. Erratic readings are noted in ALR-() equipment during operation in temperatures above 90 degrees.

THE STATE OF THE PARTY OF THE STATE OF THE S

USAFES MIG 56-2, dated 4 Jan 7), was utilized to verify compliance with AFM 65-1. Based on our findings, the unit is operating at a sarginal lovel. Absence of the Chief of Maintenance and Maintenance Supervisor, esupled with the sove into Building 193, contributed to discrepancies noted above. Capt Rife is the is on 1 March 73. Major areas of consors are Maintenance Control, Material Control and work conter. The maintenance plan does not neet AFM 66-1 requirements and PMI schoduling procedures are inadequate. Material Control does not maintain positive control of stored assets, parts received for aircraft not on statics and does not have an internal NIFM system.

Safety coloractions, unsutherized capabilizations of monter, A copy of USAFES MIC 66-2 was left in the unit and each discrepancy was discussed with the Acting Chief of Maintenance.

ACTIONS ESQUIRED

Rach ocholes of supervision must assume responsibility for their cassigned area and make a coordinated effort to improve sanagement, safety and hausokseping, as required by AFN 66-1 and other particent directives.

Dot 3

COMMENTS:

Meintenance sanagement practices and besselveping standards are considerably higher than noted at the parent unit. This is especially noteworthy since unit has developed a total mintenance expability in less than 90 days. This included construction of a maintenance building. At present, the unit is operating at a matisfactory management level, and most of their discrepancies were already noted prior to team arrival and corrective autions were in progress. Lack of assistance from parent unit was very apparent and effort was being directed toward maintenance administrative functions that should have been accomplished at parent unit.

REQUIRED ACTION:

The Det Heintenance Supervisor should continue his aggressive efforts to establish the remote work center according to AFN 66-1, as supplemented by USAFSS. AFTO Form 3AFS abould be returned to parent unit for key punch. The parent unit should review Maintenance Operating Instructions and insure the Det is provided Chief of Maintenance staff support on some layer with work senter at parent unit. Staff functions and not

be accomplished at work center level when the capability exists within the Chief of Maintenance complex. The Chief of Maintenance and key staff personnel should make frequent visits to the Det.

INTEREST LINE 2: COMPASS SHIPS PACILITY AT MY

Verbal info from Col Kuhim, 13th AF LCM, advised us that money has been approved and the Compass Rose will be constructed in approximately 30 days.

ACTION RECGIRED:

6994th continue to advise any progress in weekly wrap-ups.

Det 3

COMMENI'S:

Unit was advised of status of Compass Rose.

INTEREST ITEM IN EXPEDITE

Expeditor track and personnel were in place and functioned as desired.

Launch was monitored and in one ease the malfunction was reported, corrected, and called in complete via radio in total time of 5 minutes.

ACTION REQUIRED:

Continue the efforts toward sero ground aborts if maintenance action can prevent it.

Det 3

CONMENTS:

Vehicles are leased Datsum pickups. Expediter vehicle is not deemed a requirement at this Det due to current operating precedures and number of platforms supported.

INTEREST LYDE AT VEHICLE OF MATION

Vehicle utilization of launch vehicle was good. Spares were in racks on the truck, but better security to preclude items sliding off the shelf when driver makes fast turns or rapid stope, is needed. Operator maintenance was not fally up to standard.

ACTION REQUIREDS

Provide a safety rail or method to secure spares carried in vehicle.

ADDED COMMENT

Vehicle operators were very responsive to maggestions. In one instance, a 3307 took immediate corrective action on all items identified and asked if we could add any other suggestions. Response of 6994th Maintenance personnel was apparent when a follow-up check was made the following day.

Det 3

COMMENTS:

As mentioned in another portion of this report, added sere should be taken to protest spares carried in vehicles, such as racks or padding for electronic equipment.

DEPARTMENT OF THE AIR FORCE

DETACHMENT 3, 6994TH SECURITY SQUADRON (USAFSS)
APO SAN FRANCISCO 96304

REPLY TO ATTN OF: MA

16 March 1973

SUBJECT: Review of USAFSS Staff Visit Items

то: CC 6994SS (CC)

Item J-6: Additional bench stock bins are on order. Present bins are over crowded and bulk items need adequate containers and space. We expect levels will fluctuate during the next three months as we "settle in." Support from the base appears good.

<u>Item J-7: Present UDL</u> is inadequate. Twelve (12) A328X's are required. Troops are now working 12 hours minimum shifts and frequently give up their "day off" to get the birds fixed. In order to give the first three day pass since our arrival, the troops are having to cover for one another. At present, the team is experienced and little training commitments exist. If a normal training program existed, as it must in June when replacements arrive, we could not maintain the present level of maintenance and the mission will surely suffer due to "shot gunning" personnel gains. Although Command is fond of using the term "limited functional responsibilities" for the Det, the time required to accomplish the function is every bit as necessary as at the parent unit. Manning must be adjusted to allow proper supervision on a management/technician level. The present UDL is for nine (9) each A326X3 personnel. USAFSS message O52000Z Jan 1973, subject: UDL Manning, admitted two more slots were justified but deferred changing the UDL until in country quotas were adjusted. This is great statistics wise, but it sure hasn't helped the mission at all. Promises will not repair the equipment. Warm bodies with tool kits are needed. TDY assistance from the parent unit has been requested to reduce work hours and allow our first RER.

Item J-9: CINCPACAF Hickem 150115Z Mar 73, subject: Equipment EC-47 Maintenance Support, has directed 56SOW to provide one (1) air conditioner to Ubon. Obviously one is not enough when the aircraft launch in close time frames as they frequently do. This also will not allow for repair of one aircraft while preflighting the mission bird. Expect we will survive because we can get some assistance from the local AGE Shop. But to do the job lst class, a minimum of two units are required. A running log of air conditioner requests/deliveries and non-availability will be maintained. The line chief

will be tasked to provide and operate the unit.

INTEREST ITEM 6: All NORS actions are coordinated with 361 TEWS and reported in the Daily Aircraft Status Report as directed by the parent unit. There does not appear to be a problem in this area.

EVANS J. GAUTHIER, MSgt, USAF

Maintenance Supervisor

TB 3

AVTO: 55 H V 00

STOLZABOZEBEVCE OD YERAAH YHLAHS YHLAHZ YMVARI YMVARN YMVIQD YMZIOD YMZKQK YNQVDK

DE YMRY 12 1 0896 0370913

ZNY MINSH

ZKZK OO RNI DE

0 968990Z FEB 75 ZYH

PM USA-564

to ho usafss/dor/dort

USAFSSPAC/DO

AFSSO TAF/DIOR

DIRNSA

MEAPAG

WAPAC REP VIETNAM

ZEN/USF =794/ACC

(SA-624A (BE)

ZENZUSA-961

TEN/USW-7

SUBJECT: AIR INCIDENT REPORT FOLLOW-UP NR FOUR TO DET 5, 6994TH SOTY SQ. AIR 81-75 (RGS-USSO-V5)

L THIS REPORT SUMMARIZES AVAILABLE INFO REGARDING SAR EFFORTS TO LOCATE BARON 52 ON A AND 5 FEB 73. AS OF DTG THIS REPORT, BARON 52 NEWALNS UNLOGATED.

2. BARON 32 REPORTED 37MM AAA AT XB975718 AND LATER REPORTED TO MAKE NORMAL TO THE MOONSEAM ABOOD AT 841838Z FEB 73, BUT FAILED TO MAKE T 1988Z OPS NORMAL CHECK, MOONSEAM COMM CHECKS HAD NEGATIVE RE-

S. THE AS ARRS WAS ALERTED AT SA1919Z. BML 5/6. 8 TFW F48, WERE DIVERTED TO SEARCH AT SA1953Z. SPECTRE 28, A 16 SOS AC-198, WAS DIVERTED TO SEARCH AT SA230SZ. RUSTIC 89. A 25 TASS OV-18 FAS. WAS REQUESTED TO VISUALLY RECDINACITER (VR) THE AREA AND WAS NOTIFIED THAT BARON 52 WAS LAST REPORTED AT YBROSS. RUSTIC 89 REPORTED WESTIVE INDIGATIONS OF CRASH OR FIRE AND NEGATIVE BEEPERS. RUSTIC 89 RECOMMENDED SAR CONTINUE DUE TO HEAVY FOLIAGE AND THAT THE MARA BE EXTENDED IN ALL DIRECTIONS DUE TO NEGATIVE INDICATIONS OF SARON 52.8 LAST HEADING.

A DIRING 5 FEB J75, SIX MORE RUSTIC FACS SEARCHED WITH NEGATIVE RESILES ADDITIONALLY, 14 TRS FLEW FIVE PHOTO RECON MINS, ESTI-MORING A 25-78 PERCENT OMANGE OF VR DUE TO TERRAIN AND JUNGLE

##86

DO GAM

NO 13

*>

699h SCIT SQ, NEF HTAFB, THAI
USAFSS, KEILH AFB, TI/DOR

INFO: DET 3, 6994 SCTI SQ, UBON RTAFB, THAI/DO
USAFSSPAC WHEELER AFB, HI

 \mathbf{n}

SUBJ: STATUS OF BARON 52 CREW
REF UR DOR, DIG 2822532 FEB 73, SAME SUBJ.

- 1. SITH CC APRECIATED THE INFORMATION GIVEN HIMMENT FRUIT IT WAS VERY TEMUDES, AND THAT IF HE REEDED IT AGAIN HE COULD GET IT FROMM BS.
- 2. PROTOS FEQUESTED IN PARA 2 OF BEF WERE PORWARDED ON 28 FERULARY
 1973.
- 3. REPORT OF SAR EFFORT FOR ACFT 636 (TSGT SCHOFFELD/SGT KEEN) OF 6994 SS. ARRIVED AT THE CRASH SITE AT APPROXIMATELY 0620Z. TWO PJ'S WEST TO SHE GROUND FIRST IN CRUER TO ESTABLISH A PERIMERER. SOT SCHOFFELD WAS THE THIRD MAN ON THE GROUND FOLLOWED CLOSELY BY THE THIRD PJ. THE ACFT HAD HERN TOTALLY DESTROYED. BOTH WINGS (GUT-BOARD TIPS) HAD SEEN KNOCKED OFF. ONE WAS APPROXIMATELY 400 YEARS BORTH OF SITE WHILE THE OTHER ONE WAS WEST. IT APPEARED THE ACFT HAD

CCB/E

BOMALD L. SCHOFIELD, TSgt, USAF, DOT, 2020 JAMES B. GGLDEN, JR., Capt, USAF, DO, 2020

310011

IMPACTED JUST MORTH OF THE CRASH SITE BUT UNABLE TO COMPIEM THIS DUE UNENOWN PERSONNEL IN THE AREA (MORTH AND SOUTHWEST OF CRASH SITE) ALTHOUGH LOCATION OF OUTBOARD WING TIPS WOULD TEND TO PROVE THIS THEORY. THE MAIN CABIN MEST HAVE SUFFERED AN INTERSE FIRE BECAUSE ALL CONSOLES AND BODIES (ASSUMPTION) HAD COMPLETELY BURNED. FROMMTHE LATRING DOOR UP TO THE RADIO COMPARTMENT DOOR WAS TOTALLY DESTROYED. FOUND REMAINS OF THREE HODIES, THE PILOT AND BOTH CO-PILOTS. ONLY ABLE TO BRING ONE BODY BACK DUE TO THE HODIES FRIED SO DECOMPASED. BODY THAT WE DID BRING BACK WAS LATER IDENTIFIED AS ONE OF THE CO-PILOTS AND WAS FOUND IN THE CHORRAL VICINITY OF THE ENGINEERS COMMARTMENT. AIRCRAFT LOOKED AS IF IT HAD PALLEN OUT OF THE SKY AFTER POSSIBLY IMPACTING FURTHER MOUTH OF CRASH SITE SINCE THERE WASN'T ANY INDICATION IT HAD TRIED TO CRASH LAND (AIRCRAFT WAS LYING UPSIDE DOWN). MOTHING LEFT OF AIRCRAFT FOR IMENTIFICATION FURPOSES BUT THE PLATE ON THE BOTTOM OF THE NOSE WHICH HAD AIRCRAFT NUMBER ON IT AND WAS BROUGHT BACK FOR IDENTIFICATION PURPOSES. ONE PJ DID STATE THAT WHAT WAS

HOLES IN IT BUT SOME WHAT DOUBT THIS DUE TO CONDITION OF THE AIRCRAFT. AS STATED PREVIOUSLY, THERE WERE TERRE HODIES SKEW IN THE FRONT END. WERE ABLE TO RECOVER PART OF ONE (OTHERS TOO BADLY DECOMPOSED). TSUT QUILLIAN, WHO WENT DOWN WITH SOT SCHOPFIELD SAW ONE OTHER POSSIBLE, RPT POSSIBLE HODY IN GENERAL VICINITY OF AREA WHERE PARTIAL BODY RECOVERED. TSUT SCHOPFIELD DID NOT SEE IT, HOWEVER.

1 2

59948CTTSQ MAKEON PHANOM RTAPS THAT

HO USAPSSIDOR KELLY AFS TX

Det 3. 6994 A Sidy Se JCC Ubon, Their

*3

DELIVER DERING NORMAL DUTY HOURS

SUBJ: EC-47 (\$2.08-52)

REF: 18 1622422 FEB 73

- 1. THE STATUS OF ALL CREMERISES ABOARD BARON-52 HAS BEEN CHANGED FROM MIA TO RIA. BASED ON IMPOSESPORTED IN REF A, DET 3, 6994TH SS COMMANDER FRELS THERE IS SOME DOUBT AS TO RIA STATUS, PARTICULARLY SINCE THERE WERE NO BACKERD CREW MEMBERS BODIES SEEN/COLLECTED AT THE CRASH SITE, NOR WAS A THROUGH SIFFING OF THE DEBRIES NAME.
- 2. THE 8TH THUS COMMANDER, HAS ARRED IF THERE IS ANY SI
 INFO CONCERNING CRASH. HE APPARENTLY HELD SI BILLET DURING
 PAST ASSIGNMENT, BUT IS NOT CLEARED NOW. I HAVE TOLD THE
 COMMANDER AT DET 3 THAT REITHER HE NOR CLEARED HAVIGATORS
 AT THUS ARE PERMITTED TO SANITIZE INFO IN REF'D MESSAGE
 TO SECRET LEVEL, BUT THAT I WOULD PASS NATTER TO USAFSS FOR

CC R/F CCQ files

SAME AS RELEASED

H.M. MATTE, MAJ. CHER. CC. 2320

DECISION EXEXT ON RELEASE, OR AVAILABILITY OF NEW INFORMATION.

3. REQUEST EXE INMEDIATE RESPONSE ON ANSWER TO BE GIVEN TO

STPW COMMANDER TO AID HIM IN ELA/RIA DECISION. HE HAS BEEN
INFORMED TRAT A QUERY HAS BEEN SENT FORMED TO DETERMINE IF

ANY ADDITIONAL INFORMATION. CONCERNING THE CRASH IS AVAILABLE
IN ALL SOURCE ENTELLIBERCE.

SALANTA MONONY MAPER TATITÀ MONONY MARIEN MA 0578 #2

THE DIR COLORS HAR TO (NUTAL)

STREET FOR TO COLORS HAR TO (NUTAL)

STREET FOR COLORS HAR TO (NUTAL)

STREET FOR SERIOR TERMINATED 2" FEB HERORY IS DUE BY 15 MAR HOLED WERRESTON AS EARLY AN PORSIBLE WINCE IT MILE

STREET BASIS FOR SERVICE TO CASE OUT AS THAT CONTRACT PERIOD, AGET

STREET BY SEX HORSES BY ENOUGH THAT CONTRACT PERIOD, AGET

STREET BY DEMONIFIED OF RETAINED IN RESERT CONVIGURATION

STREET BY SEX HARBES TO FLAT TO AID US IN EVALUATING 76784

STREET BY SEX HARBES TO FLAT TO AID US IN EVALUATING 76784

STREET BY SEX HARE SERVICE TO FLAT TO AID US IN EVALUATING 76784

STREET BY SEX HARE SERVICE TO SERVICE TO THE COPIED.

STREET BY SEX HARE SERVICE TO SERVICE TO THE COPIED.

STREET BY SEX HARE SERVICE TO SERVICE TO THE BEEN CUPIED.

170% / MAR 73

1/4

6994 SCTY SQ, NEP RTAFE, THAI USAFSS/NCR

#33

DON

\$UBJ: EC-47Q, SI 44-76304 (U)

REF: A. GRAF WARR DC, XOOSW/XOOME, DTG 1223422 FEB 73

- B. M DOT, DEG 2006252 FEB 73.
- C. MY DOT, DTG 2010202 PEB 73.
- D. W. DCR, DTG 2620452 FEB 73.

AIRCRAFT 304 HAS FLOWN AS MISSIONS FROM 26 DEC 72 THROUGH 12

MAR 73. (THERE HAVE BEEN NO ABORTS DUE TO THE BACERNO EQUIPMENT.)

THE PULSE PORTION OF THE MID HAS HAD NO FAILURES. AT NO TIME HAS

THE AIR-38 PHASE MEASUREMENT CIRCUIT REEN REQUIRED. (THE GUARDRAIL,

MED EXPERIENCED ONE PAILURE AND THAT WAS AN INTERMITTERY GROUND ON

A MILES IN THE DISPLAY CHANNEL. ON THE FIRST 22 MISSIONS FROM 26

DEC 72 TO 30 JAN 73 THERE WERE ONLY MINE PLIGHTS WHICH WERE ROT

WAITTEN UP. (MISSION EPWECTIVENESS WAS REDUCED NINE TIMES IN THE HE

RAMME OF WHICH THERE WERE DUE TO CAL GATES AND THREE TO BAD ANTERNA

BLADENTS. THREE MISSIONS WERE NEDUCED DUE TO BAD NAV CONVERTERS WHICH

CC RIF

NOMALD L. SCHOPTEID, 18gt, USAF, DOT, 2020
JAMES B. GOLDEN, JR., Capt, USAF, DO, 2020

7/4

THROUGH 12 MAR, ONE PLICHT WAS REDUCED DUE TO AN INTERMITTENT

MAY CONVERTER. 20 MISSIONS WERE COMPLETED WITHOUT AND PROBLEMS.

THERE HAVE BEEN HO PREAMP FAILURES AND THE SELF-TEST READINGS

HAVE NOT SHOWE ARY SIGH OF DRIFTING. THE SITUATION DISPLAY HAS

OPERATED CORRECTLY SINCE IT WAS REJESTALLED ON 18 JAN. THE

RIGHT SIBE PREAMPS AND MULTICOUPLERS HAVE BEEN MAINTENANCE PREE.

2. REF PARA 3(A) SH REF MELTA. THE "COMBINATION TARGET 100"

AND THE "SUBSET" FEATURES OF THE OP MOD 1 PROGRAM READILY LEND

THEREELVES TO VISUAL DISPLAY. ALTHOUGH THESE FEATURES ARE PRESENTLY

USED INFREQUENTLY, THE VISUAL DISPLAY MAY ENCOURAGE INCREASED

UTILIZATION BY THE NAVIGATOR.

IN THE "COMBINATION TARGET 100" FRATURE, TWO OR THREE FIXES WHICH WHEE CRIGINALLY RECORDED AS DIFFERENT ARE COMBINED INTO ONE POSITION.

THE VISUAL DISPLAY OF ALL THE LOP'S HELPS THE NAVIGATOR TO DECIDE WHETHER SUCH A COMBINATION IS PROFER AND JUSTIFIED.

IN THE "SUBSET FEATURE", LOP'S FROM TWO OR MORE TARRESS ARE RE-

Mr.

3/

CONDED AS IF THEY WERE ALL PROM ONE TABLET (THIS IS SOMETIMES

HECRESARY). THEN THE NAVIGATOR IS FACED WITH THE PROBLEM OF

ASSIGNING EACH LOP TO A PROPER "SUBSET", SO THAT PIXES CAN HE

COMPUTED BASED EPON BACH INDIVIDUAL "SUBSET". WHEN SUCH TARGETS

ARE SEPARATED GEOGRAPHICALLY, THE VISUAL DISPLAY IS VERY HELPFUL

IN SORTING THE LOP'S INTO GROUPS W ICH CLUSTER ABOUT EACH TARGET.

3. REF PARA 3(B) OF REF DELTA. THE GENERAL CONSENSUS OF OPINION

OF THE NAVIGATORS IS THAT THEY REPRAT THEY DO NOT WANT TO SACRIFICE

SCREEN SIXE. THEY ALL AGREE THAT THE PRESENT LOCATION IS ADEQUATE.

- THE POLLOWING COMMENTS SUPPLEMENT SITUATION DISPLAY COMMENTS
 - A. CHARGES TO PAGE A:
 - (1) DISPLAY BOUNDARIES: I.E., RESTRICTED AREAS AND BORDERS.
 - (2) DIBPLAT STANDARD DEVIATION OF LAST LOP.
 - (3) DISPLAY LOP'S WITH 99 STANDARD DEVIATION AS A DOTTED
- LIE.
- (4) DO NOT USE FLASHING SIMBOLS FOR INACTIVE TARGETS.



B. CHANGES TO PAGE C. ADD PROBABILITY TO THE LIST OF PARA-PRIES AND DISPLAY A NUMBER ONLY IF ALL TARGETS HAVE THE SAME PROBABILITY.

G. OTHER PROGRAM CHANGES :

- (4) PULBE REFERENCE BEARING SHOULD HE INCLUDED IN REGULAR DISPLAY PUNCTIONS IN CASE SITUATION DISPLAY PAILS.
 - (2) AUTOMATICALLI DELETE LOP'S WITH 99 STANDARD DEVIATION.
- (3) APPLY A LINEAR CORRECTION, DERIVED FROM MAY UPDATE, TO THE POSITION OF THE LOP'S TAKEN BETWEEN MAY UPDATES. (THIS SHOULD BE FUT IN ALL BUAL-CPS PROGRAMS).
- S. THE POLLOWING COMMENTS SUPPLEMENT GUARDRAIL MED COMMENTS MADE
 IN REF HRAVO/GHARLIE. CONCERNING THE GUARDRAIL MED, THE ROVE MED
 MADES IT BETTER TO WORK TRGTS IN BOTH THE HP/VHF RANGE ON AGFT 304
 VICE OTHER AN/AIR-38 EQUIPPED ACFT. ABLE TO WORK HP/VHF TOTS WITH
 LONGER STANDOWPS AND GET RETTER FILES (I.E. WRKED A HP TOT WITH A
 AS MILE STANDOWP AND ABLE TO ACQUIRE 4700 METER FIX). THE AUDIO MED
 IS CHARRER WITH LESS DISTORTION.



6991, SCIT SQ, HEP HTAPS, THAI

IEAPSE/DOR

DOT

SUBJ: EC-L7Q, SW LL-7630L (U)

REF CRAF WASH DC, EDOSM/ROOMC, DTG 1223L2Z FEB 73.

#\$5

- 1. IMPROVED PRE-AMPLIFICAS.
- A. WHY MULTICHANNEL TARGETS WHE DY'D AT GREATLY INCHEASED
 RAMES (20-LORM). STEADY REARING INDICATIONS HERE OBTAINED AT
 THESE LARGE STANDOWY RAMES.
- B. TANK TARGETS (20-23 NHZ) WERE ACQUIRED AT RANGES OF 30 NHE. AND WIRED BASILY WITH A 15 NM STANDOFF DISTANCE.
- 2. SITUATION DISPLAY. IMPROVED RESULTS CHTAINED WITH THE ALD
 OF THIS DISPLAY SUDCEST THAT IT IS A HIGHLY DESIFICABLE FEATURE
 WHICE SHOULD BE ADDED TO ALL AN/ALR-35/38 STSTEMS.
- A. PACILITATES MAITING OF PIX. ENABLES QUICLER, MORE
 BELLARIE EVALUATION OF DATA OBTAINED. MAY FEWENT REPORTING
 OF QUESTIONABLE DATA, PARTICULARLY WHEN CALY A FEW LOP'S OF
 BOURTVEL QUALITY ARE OBTAINED.
 - D. SMANLES MAVIGATOR TO MORK ALL TARGETS WITH MUCH GREATER

ROSALD L. MEROFISID, TSgt, USAF, DOT, 1158
JAMES D. SCLARE, R., Copt, USAF, 2020, DOR

BASE AND BELLIABILITY OF RESULTS. THIS IS PARTICULARLY TRUE FOR SUPPLIES TABLE IS WHICH ARE SEPARATED CHOCHAPHICALLY.

C. TWO PRATURES OF THE OP HOD 1 PROGRAM CAN HE UTILIZED HORE.

PREQUENTLI AND EFFECTIVELY WITH THE AID OF THE VISUAL DISPLAY.

THESE AME THE "COMMINATION TARGET" PRATURE AND THE "SUBSET"

PRATURE.

D. IT IS THE THAT ALL OF THE INFORMATION PRESENTED ON THE VISUAL DISPLAY COULD BE PLOTTED MANUALLY WITHOUT THE ALD OF THE DISPLAY. THE PROSPECT OF A CONSIDERABLE MANUAL REPLOT BURIEN MANUAL DETER THE MAVIGATOR PROM OBTAINING AN ABUNDANCE OF LOP'S. THE PAILURE TO RECORD MANY LOP'S HEY RESULT IN DEGRADED BESULTS. THE SITUATION DISPLAY ALLOWS THE HAVIGATOR TO MORE FULLY UTILIZE THE PRESENT CAPABILITIES OF THE AM/ALR-36 SYSTEM ENCOURAGING HIM TO RESCEIVE MORE TARGETS WITH INCREASED ACCURACY.

R. THE INSTANT, HEAL-TIME DISPLAY OF THE DATA ENABLES THE
MAYIMATOR TO ALIER HIS PACTICS TO OBTAIN THE HEST POSSIBLE DATA.
WITHOUT THE DISPLAY, THE HAVIGATOR OBLY HOPES THAT A LATER

MANUAL REPLOT OF HIS DATA WILL PROVIDE THE RESIRED RESULTS. (THE BLAPLAY BRANCES THE HAVIGATOR TO MORE BASILY DIRECT THE AIRCRAPT TO THE PROPER POSITION SO THAT THE HEST DATA CAN BE OBTAINED.)

- P. RELIABILITY. EVALUATION WAS DELATED FOR CHE MONTH PECAUSE
 THE DISPIAL BECAME INOPERATIVE SPORTLY AFTER ABRIVAL AT MEP. AFTER
 REPAIR, IT EAS PERFURNMEN WITHOUT MELFUNCTION FOR ONE MONTH.
- 3. PULSED ENTIRE CAPABILITY. THIS SISTEMS WORKS WELL IN FIXING
 THIS TIPE TARGET.
- A. (EAST POSITIONS OBTAINED HAVE BEEN CIRCULAR CEP'S OF 1000 TO 1500 NETERS (50 PER CENT PROBABILITY) WITH AN APERATURE OF OWER 60 DECHERS AND A 35 TO 50 RM STANDOFF RANCE. RADARS HAVE BEEN WORKED WITH STEADY BEARINGS INDICATIONS AT STANDOFF RANCES UP TO 100 RMS. HOMEVER, THE LARGE STANDOFF RANCE TOCKTHER WITH THE LOW GROUNDSPEED OF THE BC-L7 EMEQUENTLY COMBINE TO YIELD BLLIPSES WITH LARGE ECCENTRICITY.)
- B. THE AMELOUITY IN TABORT LOCATION (RIGHT OR LEFT WING) CAN
 BE BASILY MESOLUED BY THE MANIGATOR THROUGH A CHANGE IN AIRCRAFT

MEADING, AFTER A STRADY HEARING INDICATION IS ACQUIRED.

- C. RELIABILITY. THIS SYSTEM HAS OPERATED WELL ON ALL MISSIONS WITHOUT MALFUNCTION.
- L. SUCCESTED CHARGES.
- A. PULSE EMITTER CAPABILITY. RIPANSION OF PREQUENCY RANGE TO INCLUDE OTHER BADARS OF INTEREST.
- A. SITUATION DISPLAY. PRESENT EQUIPMENT IS EXCELLENT. FOLLOW-ING MINOR CHANGES WOULD MADE IT EVEN HETTER.
- (1) OH "PAGE A"; SUCCEST DISPLAY OF AIRCRAFT HEADING, PERHAPS BY FLASHING BOT AT A DISTANCE EQUAL TO 1/10 OF THE SCALE DIRECTLY IN FRONT OF THE AIRCRAFT.
- (2) STROFE DISPLAY OF CURRENT HEARING TO SIGNAL (COMMESPONDING TO FEESENT DIGITAL DISPLAY PROVIDED BY "CLEAR" BUTTON).
- (3) SCALES OF 1, 2, L, 8, 512 AND 102L NN ARE USELESS.

 PARTICULARLY USEFUL ARE SCALES OF 6L HM, WHICH CORRESPONDS TO THE
 EAVIGATORS 1:500,000 SCALE MAP. AND THE SCALE OF 32 MM, WHICH
 COMMESSIONES TO THE 1:250,000 SCALE MAP.

- (L) PRESENT SIZE OF SCREEN IS LUBAL. LOCATION IS MAKINIMANNESSATISFACTORY. I WOULD NOT LIKE TO SACRIFICE SCREEN SIZE FOR A MORE CONVENIENT LOCATION.
- CALGRIATED FIX POSITION MEET THAN THE PRESENT CUT-OFF AT 1, MM.

 A 10 MM DISTANCE WOULD BE AN INDEOGRAPH.

 5. (INDEOWED PREAMPLIFIERS (COLLECTION). IMPROVED RECEPTION ON BOTH THE G-133'S/O-175J RECEIVES WITH REGATIVE DISTORTION OR STATIC. ON THE O-175J RECEIVER WHILE PLYING THE 612ALPHA COMAS

 (FRAG POINT M-7080) HAVE INTERCEPTED WOILE FROM MANATING FROM THE HANDI AREA. ALSO WHILE PLYING THIS SAME AREA HAVE INTERCEPTED REPRESENTED AND BOLOVENS PLATEAU AREAS

 ON THE G-133'S. HICRLY RECOMMEND THAT THE NEW IMPROVED PREAMES

 ME IMPRILIED ON ALL OTHER AN/ALR-35/38 SISTEMS.)

 6. AND CONTROL PAREL. MOULD SURGEST AN IMPROVED THE OF SMITCH TO REPLACE THE PRAGILE TORGLES WITCHES WHICH ARE NOW ON THE PANEL.

 HEREFERENAPS A TYPE OF WARR SMITCH WOULD BE MORE APPROPRIATE AND



AND HAVE MORE DURABILITY. AGAIN THIS MODIFICATION WOULD BE REMEDICIAL IF IT WOULD INSTALLED ON THE OTHER AR/ALR-38 SYSTEMS.



185=RUMOREA!

RTTBZYUN RUMTEJAGARD CA622441665611RUMOREA.
RM 1522122 FEG 73
RM 152122 FEG 73
RM 1521

3573

, Ø ·

FRED DISPLAY!

SOUR STATEM (U)
REFS: A. YOUR RECEPDS 3122467 JAN 73 (NOTAL)
B. YOUR RECEPDS 1323037 FEB 73 (NOTAL)
C. FIRAL REPORT, GRO 73-01/85-470. JAN 73 (TAB PRO).
784-1697)
D. MY DOR 1419482 FEB 73 (NOTAL)
1. FLAG INFO PROVIDED IN RESPONSE TO YOUR OURSTIONS ASSOUT FEB 18

PAGE 2 RURTBUASA20 ARE CONTAINED IN HER CHARLIE. IT WAS RECENTLY DISTRIBUTED AND RECENTLY RECENTLY SUBSYSTEMS FOR SUBSYSTEMS FOR SUBSYSTEMS OF SUBSY · 古李曲術院王曾日泰書台:黃貞台· 春貞台は四巻: RANGEL 2-172 MHZ OVERAL FRES 2532 MHZ IN FIFTERY 2 MHZ BANDS SELIZ MEZ IN EIGHT 30 MHZ BANDS

BY MCDULATIONS ACCEPTED OW, ICHT AMT FMT PE

C. ACTIVE TARGET HANCLING CAPACITY OF TARGET

C. FIX STORAGE CAPACITY 125 TARGETS

FIX FOR 1 DF MEASUREMENT (MILLISECONDS) AMT PMT PBKT 2010 -7 45 16-22 HZ 33 97 TOWERS MHZ 122 NUMBER OF MEASUREMENTS SER LOST BO MART A MIN TIME PER LOPI SO MILLISSCONDS! & BEU MAX TIME TO COMPUTE FIXE LEGS THAN

PAGE 3 RUWTEJAS420|

PASE 3 RUWTEUA 3420

2 ROWTEUA 3420

DIRRET COUNTY 188 MY

SEAS MHZ

TRANSLATED COUNTY 188 MY

PROPERTY MHZ

TRANSLATED COUNTY 1 MY

TRANSLATED COUNTY MARGAL REDUCTION! A. ELLIPSE DETERMINATION CONSISTS OF A COMPUTER ROUTING UTTER TO A COMPUTER ROUTING UTTER TO A COMPUTER ROUTING UTTER TO A COMPUTER ROUTING SAMPLES MISS ANGLE AND STANDORS RANGE FROM THE COMPUTED LOCATION. ANGULAR SERARITON SETTING.

PAGE 4 RUNTEJARAZO BEARING SAMILES AND TIME SINCE LAST NAVIGATION UPDATES TO BE ACCOUNT INVALLY UPDATED SO THAT ACET POSITION WILL BE ACCOUNT INVALLY UPDATED SO THAT ACET POSITION WILL BE ACCOUNT IN ALLE OR LESS OPERATOR DANSELY NORMALLY DESCRIPTION A CONFIDENCE AREA OF 10.92 PEROBN-PROBABILETY NORMALLY BD PERCENT IS REPORTED. *0:2-5

NNAN

01 05

PP

AAAA

10/09/02JAN 73

YES

6994SCT YSQ

USAFSS/DOR

#7

DOR

(DELIVER DURING DUTY HOURS)

SUBJ: EG-47 5N 76304 EVAL PROGRESS REPORT (2-7 JAN 73)

1. DURING THIS PERIOD, ACFT 76304 FLEW A TOTAL OF
06 MISSIONS. EARLY IN THE WEEK PROBLEMS CONTINUED
WITH WORKING HF TARGETS, BUT THESE WERE APPARENTLY
RESOLVED ABOUT MID-WEEK. FEW HF TARGETS WERE
SUBSEQUENTLY WORKED HOWEVER, SINCE THE AREA BEING
FLOWN IS DESIGNED PRIMARILY FOR ACQUISITION OF PULSED
EMITTERS. FOLLOWING ARDF RESULTS WERE OBTAINED
DURING THOSE 96 MISSIONS:

MRKD	FIXED	CUT	LOPS	
0.8	03	04	01	HF
03	03	00	00	VHF (RT)
08	03	05	00	VHF (M/C)
77.7	Ven			

CC Read File

DO Read File

LUTHER M DAVID, CMSGT/DO/2020

JAMES B GOLDEN, JR, CAPT/DO/2020

SIGNED

33 11 16 06 PULSE 52 20 25 07

2. AS YOU CAN SEE THE FIX RATE IS SOMEWHAT LOW. MANY CUTS ARE OBTAINED AND THIS TREND WILL PROBABLY CONTINUE DUE TO THE LONG STANDOFF RANGE WHILE WORKING PULSE AND MULTICHANNEL TARGETS. THROUGH LOCAL COORDINATION, WE HAVE OBTAINED GLEARANCE TO FLY INSIDE THE 10NM BUFFER ZONE AND BY FLYING CLOSER TO THE NVN BORDER WE OBTAIN BETTER ARDF RESULTS. WITH SMALLER STANDOFF RANGES, LATER FIX RATES SHOULD IMPROVE SOMEWHAT OVER RESULTS FROM FIRST WEEK THE AGFT FLEW. IT ALSO APPEARS THAT SOME NAVE ARE WORKING AT TOO GREAT A STANDOFF. THIS MAY BE A SLIGHT MESUNDERSTANDING OF "LEARNING WHAT THE MAXIMUM STAND OFF CAPABILITY OF 76304 IS FOR WORKING PULSE TARGETS." INTEND TO DESCUSS

THIS WITH 361 TEWS BEFORE LEAVING HERE AND BELIEVE
WE CAN THEN GET BETTER FIX RESULTS.

DURING 02 - 07 JAN 73, WE OBTAINED 421 MINS. OF RT AND 1666 MINUTES OF MULTICHANNEL COPY. AVERAGE VHF VOICE TAKE ON 76304 IS OVER 100 MINUTES PER MISSION, A TOTAL OF 16304 VOICE COLLECTION TO THAT REPORTED IN COMPARED CROSS REPORT FOR PERIOD 30 DEC - 05 JAN 73 AND FIND THAT THIS ACFT COLLECTED 76.5 PERCENT OF THE TOTAL VHF ON 76304 IS THE TOTAL COPY BY THE UNIT FOR THIS PERIOD.

4. TWO AMS'S ARE FULLY TRAINED NOW AND THEY WILL SERVE AS CADRE TO TRAIN OTHER AMS' AND TO PREPARE THIS PROGRAM FOR FOLLOWON EFFORTS. THE TEWS NAVS

JAMES B GOLDEN, JR, CAPT/DO/2020

AND THE AMS' ARE WORKING WELL TOGETHER ON THE PROJECT. THE PANORAMIC DISPLAY FOR THE NAV POSN HAS NOT YET BEEN OPERATIONAL. AM STILL HOPEFUL THAT PARTS FOR IT WILL ARRIVE BEFORE MY DEPARTURE SO THAT I CAN SEE NAV REACTION TO ITS USE. ACFT WENT INTO PHASE DOCK 08 JAN AND MAY BE READY TO FLY AGAIN ON 10 JAN 73. FYI, ACFT HAS BEEN SKED DAILY SINCE 26 DEC AND THERE HAS BEEN NO LOST TIME DUE TO BRAVO EQUIPMENT.

5. MY GENERAL OBSERVATIONS OF THE FLTS SO FAR ARE
THAT THE SYSTEM PERFORMS QUITE WELL. FROM ARDF
RESULTS TO DATE IT APPEARS THAT ABOUT 60 NM MAY BE
THE MAXIMUM EFFECTIVE STANDOFF RANGE WE CAN USE
AND YET REALLY USEFUL DATH FOR WORKING PULSE AND
M/C TARGETS. THIS SHOULD BE FINALLY DOCUMENTED BEFORE
THE TEST CONCLUDES. COLLECTION ON ALL RIGHT SIDE PSNS

JAMES B GOLDEN, JR, CAPT/DO/2020

MUCH BETTER ON 76304 THAN OTHER ALR-38/35 ACFT
AND THIS IS TRUE FOR HF AND VHF RANGES, WITH THE
NEW PREAMPS AND MULTICOUPLES RECEIVER NOISE IS
MUCH LESS AND SENSITIVITY IS MUCH IMPROVED. Y AND
Z OPERATORS HAVE COPIED FROM AREA 12 TGTS KNOWN
TO BE IN THE PDJ. WE SHOULD EXPECT BETTER COPY
OF EXPLOITABLE TRAFFIC AND PROBABLY MORE OF IT
THAN WE OBTAIN ON OTHER ACFT DUE TO BETTER SIGNAL/
NOISE RATIO.

6. INPUT FROM TEWS LATE ARRIVING FOR THIS REPORT
AS THEIR CHIEF NAV IS FLYING ALMOST DAILY, THEIR
COMMENTS WILL BE FOR WARDED UPON RECEIPT BY SEPARATE
MSG. CMSGT DAVID SENDS.

ALAMES B GOLDEN, JR. CAPT/DOLLES

USA-561

HQ USAFSS/DOR/DOC USAFSS PAC/DO NCPAC

NCPR VN (PASS TO 13 ADVON/DOXRE)
AFSSO NKP FOR USSAG/INCC)
SSO SAIGON (FOR DAO/AOSOP-IS-S)
DIRNSA
USAFSS/FT NEADE
AFSSO USAF/INVSB
USN-7
USF-786
USA-564

DO APR 73

FOLLOW-UP NR ONE AND FINAL TO 6994TH SCTY SQ AIR NUMBER 73-Ø1 (RCS: USS-V3)

ACFT 6829 RETURNED SAFELY TO NKP AT 2486182/241315L FROM 618A MISSION AFTER HAVING SUSTAINED HIT BY 37/57MM AAA IN THE VICTIMITY OF XG425853 (15-10 188-28E) WHILE OPERATING AT 18,888 FEET WHICH RESULTED IN MAJOR BATTLE DAMAGE TO THE LEFT WING AND NUMEROUS SHRAPNEL HOLES IN THE FUSELAGE. NO AIRCREW MEMBERS WERE INJURED AND EMERGENCY DESTRUCTION OF CLASSIFIED MATERIAL WAS NOT ENVOKED. DELETE SGT LOESEL, JOHN C AS CREWMEMBER AS REPORTED IN AIR MR 73-81.

X1008 - 2

PETER C GOOD SOT, DORP, 3158

DDI: RNI

NAMES OF BOTTEN MANY TOWN DO SAISO

Shir

USA-561

HQ USAFSS/DOR/DOC USAFSS PAC/DO NCPAC

MGPR VN AFSSO UDORN (PASS TO 7/13 AF/DOXRE)
AFSSO NMP (FOR USSAR/INCC)
SSO SAIGON (FOR DAO/AOSOP-IS-S)
DIRNSA
USAFSS/FT MEADE
AFSSO USAF/INYSB
USM-7
USF-786

DO APR 73

- 1. 6994 SCTY SQ AIR NUMBER 73-81 (RCS: USS: 43)
- 2. COMBAT CROSS ZULU, 610A (1)
- 3. A. ONE EC-47, TAIL NUMBER 6929
 - B. FIRED ON BY UNIDENTIFIED AAA, HIT IN THE LEFT RING
 - C. TIME RECEIVED: 24/85187/241219L
 - D. N/A
- 4. SSGT BEATY, WILLIAM F. FREE /RA28771/g MOS/138/AMS

SST LETO, GREGORY M./FR

VRA2075121 WOS/166

SGT GREENE, MINI MOTHY H

/RA2Ø751/7 WOS/48

SSGT GORNAM, LARRY J/FR

/RA20270/3 105/15

Do LEAD FILE

PETER C GOOD SOT DORP 3158

DDIS RNI

MAJON JUNES A. POLDEN/DO/5659

SOT MCGEE, JAMES BYFF /RA26351/26 MOS/368M:

SGT LOESEL, JOHN C/FR /RA32853/5 MOS/7

SSGT SOLKO, MICHBEL D/FR /RA26371/18 MOS/UNK TDY

MAJ MARQUEZ, RAFAEL, NMI/ RA1RCRAFT COMMANDER

ILT SCHLESS, WILLIAM F/ FR/CO-PILOT

ILT SANGER, STEPHEN T/ FR/3RD PILOT

MAJOR MARSHALL, HARLEY NMI/ MAVIGATOR

P. MISSION 618A, BARON 48, WAS HIT BY UNIDENTIFIED AAA, INFO FROM
RECEIVED VIA A/G/A COMMSMEMBE BARON 81, MISSION ACFT RTB AT
THIS TIME. INFO TO FOLLOW.

U\$ A~561

HQ USAFSS/DOR/DOC USAFSS PAC/DO NOPAC

AFSO UDORN (PASS TO 13ADVON/DORXE ZEN/AFSSO MKP (FOR USSAS/INGC)
SSO SALGON (FOR DAG/AOSOP-IS-S)
DIRNSA
USAFSS/FT MEADE
AFSSO USAF/INYSB
USM-7
ZEN/USF-786

DO

FOLLOW-UP NR FIVE AND FINAL TO 6994TH SCTY SQ AIR NUMBER \$2-73 (RCS: USS-V3)

HEREWITH SUMMARY OF ACTIVITY WHEN BARON 53, EC-47 183, DEVELOPED THOUSE TROUBLE AT #8#31#Z JUN 73 AND WHEN THE AIRCRAFT DEPARTED PLEIKU AT 1##945Z JUN 73.

AT #863102 JUN 73, THE NUMBER TWO ENGINE BEGAN VIBRATING EXCESSIVELY FOLLOWED BY GRAY AND WHITE SMOKE TRAILING FROM THE ENGINE. A FIRE ERUPTED IN THE ENGINE AND WAS IMMEDIATELY EXTINGUISHED BY CLOSING THE FIRE WALL SHUTOFF VALVE. THE AIRCRAFT COMMANDER TRANSMITTED AN EMERGENCY RADIO CALL AND COMMUNICATIONS WITH CRICKET, ABOUT WERE

CC READ FILE

S.F.LUCAS, TSGT, USAF DORP/3158

JAMES B. GOLDEN, MAJ, USAF

DDI: PMI



ESTABLISHED. THE AIRCRAFT WAS LOSING ALTITUDE AND THE AIRCRAFT AND THE AIRCRAFT AND THE AIRCRAFT WAS NET BY YMAF BASE OPERATIONS PERSONNEL.

13. AT \$4182, THE AIRCRAFT WAS RELOCATED FROM A LOCATION NEAR BASE

OPERATIONS TO A NEW PARKING AREA AT THE EAST END OF THE RUNGAY, AND

AT 11892 A FULL YNAF SECURITY CREW WAS PROVIDED TO GUARD THE AIRCRAFT.

AT \$6152, \$69 JUN 73, A C-136 AIRCRAFT WITH MAINTENANCE CREW AND MEW

ENGINE ARRIVED. MAINTENANCE WAS COMPLETED AND AT \$7332, 16 JUN 73,

A FUNCTIONAL CHECK PLIGHT WAS PERFORMED. AT \$6452, THE AIRCRAFT WITH

CREW INTACT DEPARTED PLEIKU AND ARRIVED WAP AT 18252 ON 16 JUN 73.

THE CLASSIFIED MATERIAL ABOARD THE AIRCRAFT AND THE AIRCRAFT ITSELF

AS AFFORDED COMPLETE SECURITY PROTECTION AT ALL TIMES BY THE AIRCRAFT MEMBERS.

CLAMENTS: DURING THE PERIOD BARON 53, EC-47 AIRCRAFT BAS STRANDED AT PLEIKU, THE INTERNATIONAL CONTROL COMMISSION SUPERVISION TEAM (ICCS) APPEARED AT THE PLEIKU AIRFIELD. THE EC-47 AIRCRAFT BAS RELOCATED AS MENTIONED ABOVE TO EVADE THE ICCS TEAM. THE AIRGRED MEMBERS WERE

J.B. GOLDEN, MAJ, USAR

XXXX

ALFORNIT NAS

XX

THAT WHO APPEARED ON THE OCCASIONS IN THE AREA OF THE EG-47 ALACRAFT.

ALSO, THE UNITED STATES ALRCRAFT WARKINGS WERE CONCEALED BY THE VILLE
PERSONNEL THROUGHT THE USE OF PAPER, TAPE, AND GRAY PAINT. THE LOCS

THAT ON THE SECOND VISIT WERE NOTED WITH CAMERA EQUIPMENT, HOWEVER

ALACREM MEMBERS COULD NOT ASCERTAIN IF PHOTOGRAPHS OF THE ALRCRAFT

WERE OBTAINED.

AT THE EAS

THE FOLLOWING PERSONNEL AT PLEIKU WHO PROVIDED MAXIMUM ASSISTANCE TO THE EC-47 AIRCREW MEMBERS WERE:

CUL YO QUE, PLEIKU AIRBASE WING COMMANDER.

CAPI XEM THUONG VAN, SECOND DIRECT AIR SUPPORT CENTER.

WA GEORGE, NCPR REPRESENTATIVE - ASTD PLEIKU.

WE BARNES, KENTRON REPRESENTATIVE (POWER PLANT SUPERVISOR).

XQDS-2

6991SCTTEQ NAKEON PRABON RIAFS TRAILAGE

7ACCS/KOBAT REAFS TRAI/DO/INTEL

INFO: USSAS/7AF/RKP REAFS TRAI/DOCO/INCC (MASSEMBLE)

USAFSS/KELLI AFS TE/DOR

USAFSSPAC/ANDELIAN AFS HE/SO

DET 3 6991SCTTEN/USEN ATAFS TRAI/SO

3612BAS/EEP REAFS TRAI/SO (MASSEMBLE)

DOR

SUBL: BLOSH BEAVER REPORTING (U)

REF: MY BOR 1209082 MAR 73 (NOTAL USSAG)

- 1. SOME TIME AGO TAF ESTABLISHED A PROGRAM MERCHET USAFES CHAR ABOUND BARON EC-LT AIRBORNE RADIO DIRECTION FINDING (ANDF) MENS PASSED NEAR MALTING AMERICATION DATA ON EMERIC TACTICAL GROUND TRANSMITTERS TO ABOUT PLATFORMS FOR SUBSEQUENT RELAY TO BAVAN PAGE OPERATING IN LACE. THIS PROGRAM, MANED BROWN BEAVER, MAS DESTROND TO PAGE AREA FILES WITH ORPS OF 1000 METERS OR LESS AND WAS LIDITED TO THOSE FILES OF EMERICANCES.
- 2. THE 361THE, 699L SCTY SQ AT HEP AND DET 3, 699L SCTY SQ AT UNON
 JOINTLY FLY BARON EC-L7 ARIS' NEWS OWN LACE, SOUTH VISITEAN AND CAMBODIA.

CC READ FILE X
DO READ FILE
DOR FILE CY

EDWARD S, MADEK, CAFT, DOR/2886

IN THE PAST THIS PROGRAM WAS A LUCRATIVE SOURCE OF TIMELY TACKICAL DATA AND HART THE HESE SUCCESSIBILITY VETO AND MURROGENIUM RESERVATED BY TACAIR. HOWEVER, WITH US SEA DRAWDOMES AND SUBSEQUENT LAND CRASE-PIEC THIS PROGRAM LOST ITS TACTICAL VALUE. IN COCEDINATION WITH USBAD/7AF, WE HAVE DETERMINED THAT WE SHOULD DISCONTINUES THE BROWN REAVER PROGRAM IN LACE AS WE NO LONGER MAYE US PACE AND TACAIR AT CUR DISPOSAL IN THAT AREA. HOWEVER, HAVE DETERMINED THAT THIS PROGRAM.

CAN BE APPLIED IN CAMBORIA WERRE US AIR OPERATIONS ARE CONTINUED.

MET 3, 6994, SCTT SQ IN PRESENTLY BEING PRANCED BY USBAD/7AF TO PAX COVER TACHTY ARIF HUMICORSPIER WERK IN CAMBODIA WEAR SUCH AREAS AS DONFORD TROM, PIAR DEED MEAS, CHUP RUBBER PLANTATION, KAMPORD CHAM, PREN VANO AND PHICH PERM. THEREFORE, DAILY USBAD COMMET CROSS (BARON C/S, EC-47) PRAIS CROSES REQUIRE THAT ARRY MUSICIONS PLONE OVER CARROCKIA PASS BROWN BEAVER TARGETS TO THE ABOOK PLATFORM.

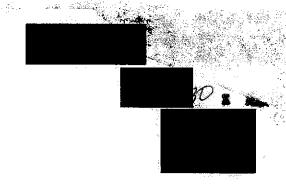
3. CIVEN PAST SUCCESSES OF THIS PROBLEM IN LACE, WE DESIRE TO HUT PORTER MARTHUM REPORT TO PROVIDE YOU WITH MEAR HEAL TIME LOCATION DATA FOR SUBSECUENT VR AND ATTACK. WE USE THE POLICHING PROCEDURES FOR

Mule

PASSIDE TOTS:

- A. FIX CREATED ON SERVE PARTICAL PROMOTER AND CAP IS 1980
 MEDICS OR LESE.
- P. ACHT CHER/CO-FILOT CONTACTS ANDCOL IN FLAIR HORE, AND REQUESTS
 OFFLY THAT WE GO SECURE WITH ABOUT. NO BRANCE SHIP BY CIVEN WOR
 ACKNOWLEDGED AS TO REASON FOR GOING SECURE.
- C. ABOXT ACENOMEDOES EXCUEST TOOO SECURE AND ADVIAGE SECURE
 FINE DESIRED (PRIDARY UNF/FM, ERC).
- D. USANOS BACKERD AND CREW DIALS AN JURE PREQ AND ATTEMPTS
 CONTACT IN SECURE HOLE WITH ESCOR. BASON TACTICAL CALLSION UNKN, E.G.
 CRICKET THIS IS BASON LL SECURA.
- A. ONCE SCOTE COME ESTABLISHED, DEAFER CREW PASS BROWN DELIVER.
 TARGETING TRAVEIO AS POLICIES:
 - (1) CRICKET THIS IS BARON LL SECURE AND I HAVE TRATTIC.
 - (2) OSCAR INDIA (IDENTIFIES TRAFFIC AS WIND PROPE BEATER DATA)
 - (3) UTH GRID OF FIX LOCATION
 - (b) GSP IN PRIMES





(5) TOP OF FIX

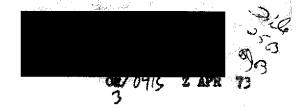
L. IN CROER FOR PROGRAM TO BE EVISCITYE, DATA MUST BE PARKED TO
A FAC FOR VR OF THE VICINITY OF THE COORDINATES. UNDERSTAND
BUSINESS OVER THE PARKED TO THEM. HOWEVER, MINE TO EMPLASTIZE MEED
FOR SECURITY. MEEN PASSING TARGET DATA TO FACE, DO NOT RET DO NOT
RESPECT THE SOURCE OF THE TARGET INFO AS THAT WOULD COMPROMISE THE
INSTILLIGENCE MISSION OF THE DARON SC-LT AND MOULD BENY US A INCRESTVE
SOURCE OF LOCATION DATA. PLE MILEY ALL OF TORS CRASSEMENS AND SEPTORS
MERCHINEL IN ANY MAY INVOLVED ABOUT THE SECURITY OF THESE REQUIREMENTS.

5. BELIEVE THE BROSE HEAVER PROGRAM TO BE A VALUABLE SOURCE OF BRIEF
MEAL TIME LOCATION DATA ON BERNY UNITS. REQUIRE AND DATA YOU CAN PROVIDE CONCERNING ABOOC CAMBORIA OPERATIONS THAT WOULD AFFECT THESE PROGRAM
(CREAT AREA, FREQ USEAGE, ETC).

6. FOR DET 3, 6994 SCTT SQI REQUEST YOU MAKE MAXIMIN SPFORT TO PASS BROWN BEAVER TOTS TO CAMBODIA ABOOD. IF YOU PROCESSER ANY PROMISES OR NEED ANY ASSISTANCE, PLA ADVISE. COS 31 DEC 81

Allend





69948CITTO UBAFSS/DOR ac 111/1. 25B

DO

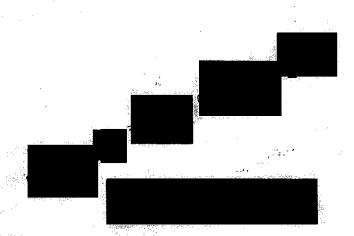
SUBJA ARUF TASKING

Nep: A. Unapes dor 3016602 har 73

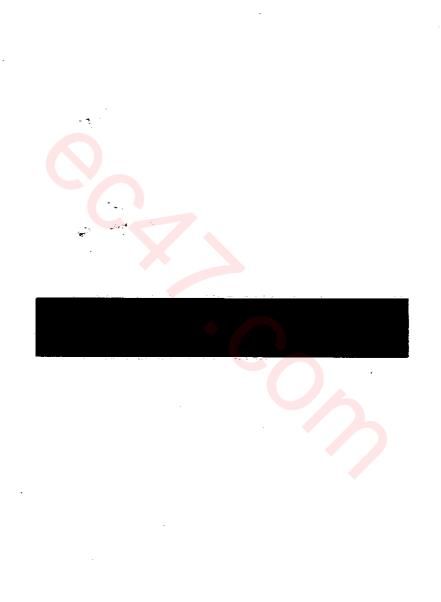
- B. 884-561/ACC 2006552 NAR 73
- C. USA-561/ACC 2001002 MAR 73
- D. 1884-562 DOWN 3007002 HAR 73
- 1. BEF ERATO TASKED MEP FOR A SCRIPE FOR A MINE DAY PERIOD (21, MAR 1 APR) WHEREAS MEF CHARGE TASKED OF TO PLY \$1 SORTIES FOR A SEVEN DAY
 PERIOD (2-8 APR). MEASON FOR MINE DAY TASKED PERIOD IN REF BRAYO WAS
 TO ALMON FOR CHARGE OVER TO MOMBAL THRU SUMDAY TASKED WEEK VICE SATURDAY THRU FRIBAY TASKED WHEK VICE SATURDAY THRU FRIBAY TASKED WHEK. THIS CHARGE OVER REPORTED IN REF DELITA.
 2. LEVEL OF SORTIES TASKED BY HEF CHARLE ALSO AFFECTED SEQUEPLY BY
 PACT THAT FOR MEP ACRY ARE IN IRAK. WE ARE PRACED AGAINST NUMBER OF
 POSSESSED ACRY. COMMENT REQUES HAVE NOT HERN LONGERED.

CO READ FILE SO READ FILE X MRR FILE GX

ERANGE AS RELEASED.



DISTRIBUTION		<u> </u>	opy Nr
usafss/ho			1-2
6940th Security V	Wing/TAL		3
6994th Security S	Squadron		4
DETACHMENT 3. 699	94th Security Sou	adron	5



1

À