360TH TACTICAL ELECTRONIC WARFARE SQUADRON

QUARTERLY HISTORY FOR

JANUARY - MARCH

1967

SECRET

(3)

HISTORY

OF

360TH RECONNAISSANCE SQUADRON

JANUARY - MARCH 1967

(Unclassified Title)

Assigned to:

460TH TACTICAL RECONNAISSANCE WING, SEVENTH AIR FORCE,

PACIFIC AIR FORCES

Stationed at:

Tan Son Nhut Air Base, Republic of Vietnam

Dewey K K Lowe

DEWEY K K LOWE
Major, USAF
Historian

Roland P Hall LTCOL

for JAMES D JELLEY
Lt Colonel, USAF
Commander

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

Copy No. 1 of 5 cys

SECRET

360 TEWS 67-0473

FOREWORD

The 360th Reconnaissance Squadron was activated on 8 April 1966 at Tan Son Nhut Air Base, Republic of Vietnam, and assigned to the 460th Tactical Reconnaissance Wing. This organization was established as the result of a Headquarters, United States Air Force directed classified project involving airborne radio directional finding operations in Southeast Asia.

The mission of the squadron is the performance of two classified airborne reconnaissance projects under the code names PHYLLIS ANN and DRILL PRESS. Unit aircraft assigned under Project PHYLLIS ANN are designated RC-47 type aircraft and JC-47's under Project DRILL PRESS. The number of aircraft authorized includes seventeen RC-47 and two JC-47 aircraft.

Although direct accomplishments of the unit's operational activities, their nature and extent, are not normally available because of the highly sensitive nature of mission results, highly significant intelligence data, in both qualitative and quantitative terms, are being gathered both for immediate use by battlefield commanders and for high level staff planning purposes.

Operation and maintenance of airborne electronic reconnaissance equipment are provided by the United States Air Force Security Service.

TABLE OF CONTENTS

CHRONOLOGY

360th Reconnaissance Squadron

January - March 1967

Date	Class	Significant Event
January		
24	(C)	RC-47 acft 43-48153 flew first combat mission after arriving from ZI on 23 Jan 67.
25	(C)	RC-47 acft 43-49679 flew first combat mission after arriving from ZI on 24 Jan 67.
31	(S)	A 360 RS aircrew, Dragon 94, located downed US Army helicopter using ARDF procedures 18 miles west of Phan Rang AB, RVN. Their professional action resulted in the subsequent timely rescue of ten personnel about to be subjected to hostile enemy action.
February		
4	(C)	RC-47 acft 43-48402 flew first combat mission after arriving from ZI on 1 Feb 67
6	(C)	RC-47 acft 42-24313 flew first combat mission after arriving from ZI on 3 Feb 67
19	(C)	RC-47 acft 43-49009 flew first combat mission after arriving from ZI on 17 Feb 67
18	(U)	A parked 360RS RC-47 aircraft 43-49679 received major damage when a China Airlines C-46 under subcontract to Air America, experiencing brake failure after turning off the runway at Tan Son Nhut AB, ran into it when the C-46 ground looped. There was no injury to personnel.
March		
4	(C)	RC-47 acft 42-93814 flew first combat mission after arriving from ZI on 2 Mar 67.
5	(C)	RC-47 acft 42-24300 flew first combat mission after arriving from ZI on 2 Mar 67.

CHRONOLOGY

360th Reconnaissance Squadron

January - March 1967

Date	Class	Significant Event
March (Contd)		
12	(C)	RC-47 acft 43-49260 flew its first combat mission after arriving from ZI on 7 Mar 67.
31	(S)	A 360RS aircrew, Dragon 08, while on an ARDF reconnaissance mission fixed the location of four unfriendly sampans on an inland waterway in RVN and maintained visual contact until relieved by a FAC. The FAC subsequently called an air strike which resulted in the destruction of all four enemy sampans. Secondary explosions were observed by the aircrew.

INTRODUCTION

The close of the first quarter of the 1967 calendar year saw the full maturing of the 360th Reconnaissance Squadron. At full personnel strength for the first time in its history and lacking only one of its nineteen authorized aircraft, this professional organization is settling down to perform its assigned missions in a methodical, workmanship manner. Although the standards of operations previously established were high and the results achieved significant, new techniques and tactics are constantly being investigated, studied, and refined to improve mission effectiveness. The 360th Reconnaissance Squadron has earned the reputation of being a highly professional outfit that is manned and run by professional people.

Because the squadron flies the aged but venerable C-47 "Gooney Bird," its personnel, a great many of whom veterans of World War II, have affably dubbed the squadron the "Antique Airlines." Its pilot force is composed almost entirely of field grade officers. During the period, over eighty percent of the officers in the squadron were field graders. They came from practically all walks of the Air Force - from SAC aircraft commanders to weapon system engineers to Pentagon staffers.

The 360th's unofficial emblem is an old tiger, scarfed no less to keep out the chill, sitting in a rocking chair between the two roaring engines of the tried and true "Douglas Racer."

CHAPTER I

MISSION AND ORGANIZATION

MISSION

The 360th Reconnaissance Squadron has two missions as the result of the assignment of two classified projects - PHYLLIS ANN and DRILL PRESS.

PHYLLIS ANN MISSION:

"To conduct daily, day/night, all weather ARDF operations against enemy operated transmitters in the RVN and permissive areas of Laos as a basis for tactical exploitation in support of requirement established by, COMUSMACV and Commander of 7AF." [1]

DRILL PRESS MISSION:

"The employment of these aircraft will be directed by the 7th Air Force Deputy for Operations, under the nickname of "Drill Press". Frag Orders will be published by TACC. These aircraft and aircrews will be employed as Airborne Emergency Reaction Units (ABERU) on reconnaissance missions. The equipment and techniques for collection and data collected on these reconnaissance missions is classified Secret, Limited Distribution, NOFORN." [2]

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1. 7th Air Force Operations Orders 450-67, 31 Jul 66.
2. Hq 7AF OPORD 433-66, 31 Dec 65. "1. Situation: (S) Two C-47 aircraft (1624 and 49680) are programmed to arrive at Tan Son Nhut o/a 6 Jan 66 and will begin conducting classified missions o/a 11 Jan 66 for an indefinite period...."

ORGANIZATION

Unit organization manning is based on an approved flying hour program of 150 hours per aircraft per month and a crew ratio of 2.0 per RC-47 (PHYLLIS ANN) aircraft[3] and 1.5 per JC-47 aircraft.[4]

The squadron is organized into three major sections:

Administration

Operations

Maintenance

3. PACAF Programmed Action Directive 66-15 (Revised), 1 Nov 66.
4. Hq 7AF OPORD 433-66, 31 Dec 65.

CHAPTER III

OPERATION AND TRAINING

The 360th Reconnaissance Squadron continued to be combat ready during the period 1 January through 31 March 1967 and was effectively performing its assigned mission.

SYSTEM INVENTORY

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

	Authorized	Assigned		Available	
		31 Dec 66	31 Mar 67	31 Dec 66	31 Mar 67
Phyllis Ann (RC-47)	17	11	16	11	16
Drill Press (JC-47)	2	2	2	2	2
Total	19	13	18	13	18

CREW RESOURCES AND CAPABILITY

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

	Crews Authorized	Crews Formed	Combat Ready Crews
31 Dec 66	37[6]	28	20
31 Mar 67	37	35	31

Thus with the number of aircraft assigned (16 Phyllis Ann and 2 Drill Press), the squadron achieved 100% aircrew manning (2 crews per Phyllis Ann and 1.5 crews per Drill Press aircraft authorized) by the end of the reporting period.

6. See Notes 3 & 4

GENERAL

Complete implementation of a flight system for all aircrew members was accomplished during this period. Aircrews were assigned to four flights plus one standardization evaluation flight examiner (SEFE) flight. Individual flight commanders became responsible for the scheduling of their respective aircrews for combat missions and other duties. With the large number of aircrews assigned plus aircrew members attached to this organization for flying, it is expected that this flight system will enhance the operational control of assigned aircrews, generate esprit and thereby increase mission effectiveness.

The month of January 1967 saw the completion of a full month's distribution of "combat liquor rations" to aircrew members after each combat mission. This ration is dispensed at the centralized maintenance and intelligence debriefing following the completion of the mission flown. The liquor ration was obtained in coordination with the Flight Surgeon's Office. The squadron Intelligence Section controls the dispensing of the combat ration and also maintains the necessary records for control and requisition purposes.

During this reporting period, the installation of modification kits for the ARC-RT-10 personal survival radios was completed. This made possible the issuance of individual survival vests to all aircrews assigned to the squadron. With the individual assignment of parachute harnesses and survival vests completed, the pick-up of personal equipment at the Life Support Section became much more orderly and timely. Pick-up of personal equipment is accomplished by whole crews following mission briefing and prior to departure to the aircraft.

The squadron inaugurated a formal visual reconnaissance program during the month of February. A ground school for all aircrew members was established to provide an indoctrination into visual sighting. The course consisted of (i) a briefing on visual sighting techniques, (ii) a basic artillery spotting and adjusting briefing, and (iii) an orientation visit to the Combined Intelligence Center, Vietnam (CICV). It was felt that a working knowledge of certain aspects of visual redonnaissance would better equip our aircrews to cope with and respond to unusual situations and emergencies that may arise during the performance of their missions. The application of certain principles of visual reconnaissance would, in addition, fill the "activity gaps" so often associated with the long hours of the Phyllis Ann missions. While visual reconnaissance is important, it was clearly emphasized that it would not be allowed to interfere with or compromise the performance and accomplishment of the squadron's primary mission - ARDF reconnaissance.

Coordination was affected with the 361st Reconnaissance Squadron at Nha Trang Air Base, the 362nd Reconnaissance Squadron at Pleiku Air Base, and the 4440th Aircraft Delivery Group (TAC) to have RC-47's assigned to these two squadrons enroute from the continental United States routed directly to their respective bases. All RC-47 aircraft have heretofore been routed through Tan Son Nhut Air Base where aircraft operational checks and aircrew combat readiness training and upgrading were accomplished by this organization before aircraft delivery and aircrew assignment to the other Phyllis Ann units. This changed procedure was made to shorten

the operational readiness time span of both aircraft and aircrews. The other two squadrons are sufficiently established to provide their own Phase II aircrew combat readiness training and upgrading.

MISSION ACTIVITIES

PHYLLIS ANN Activities

The Phyllis Ann combat sortie rate increased almost concurrently with the arrival of newly assigned aircraft from the United States. During the month of March the number of sorties increased by over 35% when compared to the month of February. For the reporting period the squadron achieved a successful Phyllis Ann sortie completion rate of 99.5%. Phyllis Ann Combat mission activities are summarized below.

PHYLLIS ANN COMBAT SORTIES

	TOTAL Previous Qtr	This Qtr	Jan67	Feb67	Mar67
Fragged Sorties	781	877	257	263	357
Sorties Completed	758	873	254	262	357
Air Aborted	5	2	2	0	0
Ground Aborted	3	0	0	0	0
Cancelled	15	2	1	1	0

In conjunction with ARDF missions, and as a cover for the mission, the squadron dropped psychological warfare leaflets during the performance of regular missions.

PSYCHOLOGICAL WARFARE LEAFLETS DROPPED
30 Dec - 30 Mar 1967

Corps Area	Number
I	130,000
II	7,360,000
III	23,658,000
IV	1,676,000
Total	32,824,000

At 1620 hours on 31 January 1967, while engaged in a routine reconnaissance mission in their assigned area, a Phyllis Ann crew, Dragon

94, received an emergency beeper signal over UHF Guard frequency. Using ARDF procedures in establishing lines of position, the crew fixed the exact location of the beeper signal as 18 miles west of Phan Rang. They immediately notified Phan Rang Air Base tower who dispatched a rescue helicopter (Pedro 44) to the scene. Dragon 94 then established contact with what turned out to be a downed helicopter #868. Proceeding to the downed helicopter, Dragon 94 observed red smoke flares and a red panel marking 868's position. Orbiting over the downed helicopter which was under hostile enemy fire, Dragon 94 directed Pedro 44 in for rescue pick-up. Sidewinder aircraft (armed Huey helicopters) arrived in the area to provide cover and to suppress hostile fire. At 1650 hours, five persons were observed to have been picked up by Pedro 44. An additional five persons were rescued by 1700 hours. A total of only forty minutes had elapsed from the time Dragon 94 first received the emergency beeper signal to when all personnel in the downed helicopter were recovered. The quick rescue of these personnel were attributed to the outstanding professional skill of the Phyllis Ann crew. These downed personnel might not have been otherwise timely rescued and consequently might have been subjected to capture or hostile enemy action.

On 31 March 1967, while flying a routine ARDF reconnaissance mission, a Phyllis Ann crew, Dragon 08, picked up a fix and located its position as being on an inland waterway. The crew confirmed this fix by visual sighting. The target located turned out to be four sampans proceeding down a river. Orbiting these vessels to maintain contact, Dragon 08

radioed their report to the "Game Warden" Navy policeman for that area. Dragon 08 was subsequently relieved by a forward air controller who determined the vessels to be unfriendly. The FAC called in an air strike which resulted in the sinking of two sampans, one of which exploded; and two beached and destroyed while secondary explosions were observed.

Aware of the necessity for setting the present airborne doppler equipment, the accuracy of which is essential to the establishment of an ARDF fix, under day, night, all weather conditions, the squadron began experimentation on a system for so doing by use of the LORAN C, AN/ARN-78 system. The LORAN (Long Range Navigation) system enables accurate determination of the geographical location of the aircraft for navigational purposes. The system operates with the LORAN C band which consists of a ground master station and two or more ground slave stations situated at different geographical locations on the ground. For the South Vietnam areas of operation the master station is located at Utapao, Thailand, with slave stations at Muang Lampang, Thailand and Con Son, off the southeast coast of the Republic of Vietnam. Transmission from the master station, when coupled with a slave station, is known as a pair. The LORAN system simultaneously and automatically searches and tracks two LORAN station pairs. The LORAN receiver measures the amount of time difference between reception of signals from the pairs, and displays the information in the form of a microsecond readout. By determining the time difference between two pairs, the navigator is able to fix a position along two LORAN lines of position. Where the lines of position intersect represents the geographical position of the aircraft.

These lines of position are identified as curves or hyperbolas on LORAN C charts. One of the problems encountered at the present time is that no LORAN C charts exits in the 1:250,000 scale for the operational areas covered by this organization. It is anticipated that these charts will not be available for several more months. Nevertheless the squadron is proceeding to calibrate the LORAN, and eight aircraft are presently so equipped, over numerous doppler set points in the areas which this unit operates. This project is to determine the exact LORAN readout over numerous pre-selected geographical points, to determine the direction of the LORAN lines of position, to develop techniques and procedures for obtaining full utilization of the LORAN equipment, and to train aircrews in the use of LORAN C homing procedures.

As a result of the acquisition of numerous ARDF targets during the performance of many missions, the squadron Tactics Panel considered the feasibility and desirability of training other crew members to assist the navigator in plotting and computing the fixes acquired. The Tactics Panel decided that other than an extra navigator aboard, extra crew members performing such duties would tend to complicate rather than simplify the navigator's job. The real problem was identified as providing the navigator with more efficient and effective working tools. At the present time, the navigator, in resolving his fix, has to use three separate pieces of equipment; namely, an overlay plotter, a weems plotter and a UTM grid overlay. It was felt that the required features of these three pieces of equipment could be combined into one efficient plotter.

The use of a one piece plotter would reduce plotting time and allow the navigator more time for positioning the aircraft and recording additional fixes. As a consequence, the 360th Reconnaissance Squadron Navigation Section designed a standard plotter to aid aircrew navigators to work more effectively. This standardized plotter of clear durable plastic material emphasizes accuracy. It incorporates a UTM grid to read out grid coordinates, a mileage scale for use on 1:250,000 scale charts accurate to the nearest two-tenths of a mile, and a compass rose which is accurate to the nearest degree. As time was deemed to be of the essence, a navigator was placed on temporary duty as project officer to assist in the procurement of these sorely needed plotters through Fifth Air Force Procurement at Tachikawa Air Base in Japan. After approval of a prototype, an order for 150 plotters was placed with the Tokyo firm of Chuo Bussan Co., Ltd. The order was in sufficient quantity to supply plotters to the other two Phyllis Ann units. Delivery was promised in the month of April and no delays are anticipated.

During the period, the squadron also investigated certain procedures in an attempt to improve and refine crew operating procedures to increase mission effectiveness. A standardization/evaluation aircrew experimented with the procedure of allowing the pilot to position the aircraft and fly the ARDF fix during target acquisition and to allow the ARD-18 operator (X operator) to take print-outs of the lines of position. The idea was that this procedure would allow the navigator more time to interpret the information and to plot the fix during periods many targets are being

acquired. It was reported that such a procedure is feasible only with a highly well coordinated and mission seasoned aircrew and during daylight hours when the weather is sufficiently good to permit the pilot to determine his exact geographical location by map reading. This procedure is considered to be an experimental effort and not an accepted general procedure.

During the reporting period, the minimum altitude during the performance of Phyllis Ann missions was changed from 1,500 to 2,000 feet above ground level.[7] This changed came about because nine Phyllis Ann aircraft, since the inception of the program, have received hits by ground fire while flying below 2,000 feet. Another operating procedure change was that when flying in a high treat area, no flight will be conducted below the altitude recommended in the pre-flight intelligence briefings.

A message[8] from J2 MACV provided the squadron and especially its aircrews with an enlightened summary of the use of ARDF results by U.S. tactical commanders. Although direct results of ARDF reconnaissance activities and accomplishments are normally not available to this organization because of its highly sensitive nature, this message reflected the importance and effective use of ARDF results by our field commanders.

During a visit to the 460th Tactical Reconnaissance Wing on 23 February 1967, Major General Thorne, Commander, 12th Air Force, Tactical Air Command, and his staff, received a briefing on the role and mission

7. Msg SECRET 460TRW DCO 00068 Mar 67
8. Msg SECRET/DCO 00090 Mar 67 from 460TRW

of Phyllis Ann. The briefing team consisted of Major James Sampson and Captain Paul Zdeb, pilot and navigator, respectively, of the 360th Reconnaissance Squadron. Again on 9 March 1967, the same team briefed General John D. Ryan, Commander-In-Chief, Pacific Air Forces, and his staff consisting of Major General John W. Vogt, Deputy for Plans and Operations, PACAF; Major General Charles G. Chandler, Jr., DCS Materiel, PACAF; Brigadier General Rockly Triantafellu, DCS Intelligence, PACAF; Brigadier General James M. Stewart, SAFOI; and Major Jimmy S. Lassetter, Aide to CINCPACAF. After reviewing the mission of Phyllis Ann, the briefing team provided the visitors with an overview of the specialized airborne equipment in the RC-47's used in ARDF reconnaissance. A vivid description of a typical mission profile describing various combat tactics for target acquisition was also included in the presentation.

DRILL PRESS ACTIVITIES

Staginh of Drill Press airborne listening post reconnaissance operations with two assigned JC-47 aircraft continued from Hue Phu Bai Air Base, Republic of Vietnam. All Drill Press missions were flown in the vivinity of the Demilitarized Zone (DMZ).

The table below summarizes the combat mission accomplishments of Drill Press activities during the reporting period.

DRILL PRESS COMBAT SORTIES

	TOTAL Previous Qtr	This Qtr	Jan67	Feb67	Mar67
Fragged Sorties	112	102	29	26	47
Sorties Completed	109	99	29	26	44
Air Aborted	0	0	0	0	0
Ground Aborted	0	0	0	0	0
Cancelled	3	3	0	0	3

The fewer fragged sorties scheduled for the reporting period resulted from one Drill Press aircraft being in IRAN for part of the period. Aircraft #254 departed for IRAN on 17 January 1967 and returned on 25 February 1967. The IRAN was accomplished by China Airlines at Taipei, Taiwan.

TRAINING

Ground training and flight training to upgrade aircrews to combat readiness status continued to be a major operations activity during the reporting period. Although the influx of aircrew members remained relatively high during the period, no training problems were encountered principally because of the high experience level of the incoming personnel. As with previous aircrews, most of them had received Phase I C-47 aircraft flight and ground training at England Air Force Base, Louisiana prior to reporting to this unit. As had been the practice before, upgrading flight training was accomplished on fragged combat missions. Again no problems were encountered because of this.

The below table reflects the number of crew members in training during the period.

NUMBER CREW MEMBERS IN TRAINING

	Jan 67	Feb 67	Mar 67
Pilots	9	10	15
Navigators	1	10	6
Flight Mechanics	2	5	5
Total	12	25	26

STANDARDIZATION

Concurrent with the pace of training activities, upgrading of aircrew members to combat ready status provided the standardization/evaluation flight with a significant amount of activity during the reporting period. Written examinations and flight checks were administered to aircrews by the SEFE flight.

CHAPTER IV

MAINTENANCE

During the period 1 January to 31 March 1967, the squadron aircraft maintenance section completed a total of 58 phase inspections. Nineteen were completed during the month of January, sixteen in February, and twenty-three in March.

The squadron maintained Operational Readiness (OR), Not Operational Ready for Maintenance (NORM), and Not Operational Ready for Supply (NORS) rates as follows:

	Jan 67	Feb 67	Mar 67
Phyllis Ann			
OR	80.7%	79.7%	80.8%
NORM	11.1	12.0	13.6
NORS	8.2	8.3	5.6
Drill Press			
OR	95.8%	90.2%	94.1%
NORM	4.2	9.8	5.9
NORS	0	0	0

As noted above the unit's Phyllis Ann aircraft NORS rate continued at a relatively high rate (5% being the Air Force goal) especially during the months of January and February. Yet these rates were only reflective of the NORS-G rate; that is, supply shortages causing the grounding of aircraft. More significantly, aircraft were not operationally ready for many days and unable therefore to fly combat missions because of being NORS-N for shortages of back-end airborne electronic equipment component parts.

For example, during the month of February, the following situation existed:

Aircraft Number	Cause	Days Out
93-15112	NORS-G/NORS-N	15
93-49933	NORS-G/NORS-N	17
92-24313	NORS-N	4
93-49865	NORS-N	2
93-49126	NORS-N	6

Unschedulted maintenance activities continued to cause increased maintenance workloads during the reporting period. Principle categories of unscheduled maintenance for the months indicated are outlined below.

January

a. #1 engine change on aircraft #046 for excessive maintenance
b. Prop governor changes
c. Aileron changes
d. J-8 attitude indicators
e. B-16 compass
f. Seven C-12 compass swings
g. TACAN/DME
h. Weather avoidance radar
i. Doppler
j. ARD-18

February

a. ARD-18
b. Weather avoidance radar
c. Doppler
d. J-8 attitude indicators (16)
e. C-12 compass
f. Landing gear system
g. Cylinder change
h. HF transceivers
i. FM R/T units

March

a. ARD-18
b. Doppler
c. J-8 indicators
d. C-12 compass
e. Mag drop
f. Generators

In coordination with the 460th Tactical Reconnaissance Wing Chief of Maintenance, the 360th Reconnaissance Squadron inaugurated a centralized mission debriefing to include maintenance, intelligence and mission accomplishment. Immediately after turning in of personal equipment after completion of the mission, all crew members report to the squadron maintenance section for the centralized debriefing. Here all write-ups and aircraft discrepancies are related to maintenance personnel. At the same time, intelligence debriefing is accomplished with a representative from the intelligence section. The mission report worksheet is also then completed in full and turned in to intelligence. This centralized debriefing has thus far proved very effective and beneficial to all concerned.

On 18 February at Tan Son Nhut Air Base, a China Airlines C-46 aircraft under sub-contract to Air America landed on runway 25. The C-46 made a normal turn-off on the west end highspeed taxiway. At this point the pilot experienced right brake failure. The aircraft left the highspeed toward revetment 10A located east of the taxiway making one complete ground loop to the left. The C-46 was entering a second ground loop when it struck a parked 360th Reconnaissance Squadron RC-47, 43-49679, causing major damage to both aircraft. Aircraft 679 received substantial damage to its front end and wings, and was dropped from the rolls of unit possessed aircraft on the same day. The RC-47 was parked with chocks and control locks in place. Fortunately, no Air Force personnel was aboard or in the vicinity of the parked aircraft. Although there were passengers aboard the C-46 aircraft, no injuries to personnel were sustained.

CHAPTER VII

OTHER

On 17 January 1967, CBS News, represented by its reporter Mr. Bill Plant, a photographer and a soundman, filmed and recorded a scenario of the "Antique Airlines" - the affectionate and unofficial designation of the 360th Reconnaissance Squadron. The film depicted the "old" yet ageless and venerable airplane, the C-47 "Gooney Bird" being flown by veteran aircrews, many of whom first flew the C-47 during World War II. The high experience and educational level of its aircrew members were emphasized. One law degree, 18 masters degrees, and 36 bachelor degrees are included in the squadron. Mention was made of the fact that over 80% of the officers in the squadron were field grade officers who came from practically all walks of Air Force life. From SAC aircraft commanders to weapon system engineers (nineteen) to Pentagon staffers, representing a tremendous concentration of talent.

Prominently recorded was the 360th's unofficial emblem - an old tiger, scarfed no less to keep out the chill, sitting in a rocking chair between the two roaring engines of the true and tried "Douglas Racer". The average age of the 360th's pilots is over 40 years - the age when, everyone insists, life begins for the old tigers.

This unclassified film and project was approved by Seventh Air Force and the 460th Tactical Reconnaissance Wing. Excerpts of this film were televised over CBS News in the United States during the week of 23 to 29 January 1967.

SUMMARY

During the period 1 January 1967 through 31 March 1967, the 360th Reconnaissance Squadron reached full maturity. Having attained full personnel strength, it has become a highly dedicated, highly coordinated, professional organization, performing a vital mission in the war in Vietnam. Through the use of both airborne emergency reaction units (Drill Press) for listening post reconnaissance and automatic radio direction finding (Phyllis Ann) reconnaissance techniques, the squadron is providing highly significant intelligence data to U.S. tactical field commanders for immediate battlefield use and to high level staffs for planning and targeting purposes. Although previously established standards have been high, the organization isnevertheless striving to improve and to refine operating procedures and techniques to increase mission effectiveness.

The squadron's maintenance section has been doing a truly outstanding job despite certain critical supply shortages. It has kept pace with heavy and demanding mission commitments and requirements as its high operational readiness rate would attest.

JOINT MESSAGEFORM

RESERVED FOR COMMUNICATION CENTER

47

SECURITY CLASSIFICATION: SECRET

TYPE MSG	BOOK	MULTI	SINGLE
		X	

PRECEDENCE

ACTION: OPS IMMEDIATE

INFO:

DTG: 12 MAR 67

FROM: 460TRW TAN SON NHUT AB RVN

TO: 361RS NHA TRANG AB RVN

362RS PLEIKU AB RVN

360RS TAN SON NHUT AB RVN (MSGR)

INFO: 7TH AF TAN SON NHUT AB RVN (MSGR)

SPECIAL INSTRUCTIONS

SECRET 460TRW DCO 00068 MAR 67. FOR Commanders all addressees.

Subject: (U) Minimum altitudes and combat tactics. Since the inception of the Phyllis Ann Program, 9 aircraft have received hits by ground fire while flying below 2,000 feet. Therefore the following procedures will receive appropriate action:

A. Effective immediately the minimum flight altitudes for Phyllis Ann missions will be 2,000 feet AGL. Particular attention will be given to the altitudes and proximity of surrounding terrain.

B. When flying in a high threat area, no flight will be conducted below the altitude recommended in the pre-flight intelligence briefings.

C. Aircrews will be briefed to fly random patterns, not to use the same doppler setting point consistently and avoid any flight pattern

DATE	TIME
12	
MONTH: Mar	YEAR: 67
PAGE NO.: 1	NO. OF PAGES: 2

DRAFTER

TYPED NAME AND TITLE: PAUL A. DAVIS, LT COL, USAF
Asst Deputy Commander for Operations

PHONE: 4156

RELEASER

SIGNATURE: /s/ Paul A Davis Lt/Col

TYPED (or stamped) NAME AND TITLE: DANIEL J. NELSON, Colonel, USAF
Deputy Commander for Operations

SECURITY CLASSIFICATION: SECRET

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REGRADING INSTRUCTIONS: GP-4

360RS67-0236

DD FORM 1 NOV. 65 173

REPLACES EDITION OF 1 MAY 55 WHICH MAY BE USED.

★GPO 1965—761-988

DCO-67-0051-0

ABBREVIATED NT MESSAGEFORM and/or CONTINUATION SHEET	SECRET	SECURITY CLASSIFICATION SECRET

48

PRECEDENCE	RELEASED BY	DRAFTED BY	PHONE
ACTION OPS IMMEDIATE	COL D. J. NELSON	LC P. A. DAVIS	4156
INFO			

or mamuever that will enable ememy ground activity to effect a plan of action.

D. You are urged to take other necessary action to support 7AF policy that the safety of personnel is more important than any mission.

GP-4.

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CONTROL NO.	TOR/TOD	PAGE NO.	NO. OF PAGES	MESSAGE IDENTIFICATION	INITIALS
		2	2	460TRW DCO 00068 MAR 67	PAD

REGRADING INSTRUCTIONS	SECURITY CLASSIFICATION	
GP-4	SECRET	360RS67-0236

SECRET

JOINT MESSAGEFORM

SECURITY CLASSIFICATION: SECRET

TYPE MSG	BOOK	MULTI	SINGLE

PRECEDENCE

ACTION: IMMEDIATE

INFO

RESERVED FOR COMMUNICATION CENTER

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DTG

FROM: 460TRW TAN SON NHUT AB RVN

TO: 361RS NHA TRANG AB RVN

362RS PLEIKU AB RVN

360RS TAN SON NHUT AB RVN (MESSENGER)

SPECIAL INSTRUCTIONS

S E C R E T/DCO 00090 MAR 67. SUBJ: USE OF ARDF RESULTS BY TACTICAL COMMANDERS. THE FOLLOWING MESSAGE IS QUOTED FOR YOUR INFORMATION. QUOTE "SECRET MAC 2575 INTEL J2 MACV SENDS: FOR DI, DO 7TH AF AND COMDR 6994TH SCTY SQ: CO, 509TH RRG AND CO 224TH AVN BN (RR)

1. THE FOLLOWING IS A SUMMARY OF INFORMATION PROVIDED BY US TACTICAL COMMANDERS ON THE USE OF ARDF RESULTS.

2. G-2'S OF TACTICAL COMMANDERS REPORT 25 TO 40 PER CENT OF ARDF FIXES ARE USED FOR IMMEDIATE HARASSMENT AND INTERDICTION (H&I) OF THE ENEMY BY ARTILLERY, NAVAL GUNFIRE, AND TACTICAL AIR. TARGETS OF SUSPECTED MAJOR IMPORTANCE RECEIVE ALL TYPES OF FIRE OR A COMBINATION DEPENDING ON FORCES AND MEANS AVAILABLE. ARTILLERY EXPENDITURE USUALLY CONSISTS OF 25 - 100 ROUND ON EACH FIX.

3. WHEN ARDF FIXES ARE NOT ACTED ON IMMEDIATELY, IT IS USUALLY

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DRAFTER — TYPED NAME AND TITLE — PHONE: 4156

RELEASER — SIGNATURE: /s/ Paul A Davis

TYPED (or stamped) NAME AND TITLE: PAUL A. DAVIS, Lt Col, USAF
Asst Deputy Commander for Operations

SECURITY CLASSIFICATION: SECRET

Reproduced 15May67, 360RS
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REGRADING INSTRUCTIONS: 360RS67-0321

DD FORM 1 NOV. 63 173

REPLACES EDITION OF 1 MAY 55 WHICH MAY BE USED.

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BECAUSE THEY ARE RECEIVED LATE, THE RADII ARE TOO LARGE, OR THE FIXES PLOT OUTSIDE THE UNIT'S TACTICAL AREA OF OPERATION. HOWEVER THESE RESULTS ARE STILL USED FOR PLANNING AND TARGETING, AND SERVE TO FOCUS ATTENTION ON AREAS FOR MORE DETAILED ANALYSIS AND APPLICATION OF OTHER INTELLIGENCE RESOURCES SUCH AS RED HAZE, SLAR, VISUAL RECONNAISSANCE, PARTOLS, AND THE LIKE. RESULTS OF ARDF ARE CORRELATED WITH MATERIAL FROM THESE SOURCES, AS WELL AS PW REPORTS, RALLIER REPORTS, CAPTURED DOCUMENTS, AND TERRAIN ANALYSIS.

4. INFORMATION FROM TACTICAL COMMANDERS INDICATES USE OF ARDF RESULTS FOR H&I IS EXTREMELY EFFECTIVE, PARTICULARLY UNDER ONE OR MORE OF THE FOLLOWING CONDITIONS: RADIUS OF FIX IS LESS THAN 500 METERS; FIX IS RECEIVED ON A TIMELY BASIS; FIX IS IDENTIFIED, OR THE ENEMY UNIT IS KNOWN FROM OTHER INTELLIGENCE SOURCES TO BE IN THE GENERAL VICINITY OF THE FIX. CONSIDERATION IS GIVEN TO THE FACT THAT THE ENEMY USUALLY DISPLACES TRANSMITTERS 2 TO 6 KM'S FROM CP'S WHEN PASSING TRAFFIC.

5. WHEN USING ARDF FIXES FOR H&I FIRE, CONSIDERATION IS GIVEN TO LOCATION OF POPULATED AREAS AND POSSIBLE ADVERSE IMPACT ON CIVIL POPULACE.

6. FOLLOWING ARE TYPICAL EXAMPLES OF USE OR ARDF RESULTS:

A. ON 24 DEC AND 28 DEC 66 THE 22ND NVA REGT WAS LOCATED BY ARDF. 1LST CAV UNITS WERE ALERTED ON THE 24TH FOR AN OPERATION IN THE AREA OF THE FIXES AND WERE DEPLOYED ON THE 27TH OF DEC AFTER THE CHRISTMAS CEASE FIRE. AS A RESULT OF THE 28 DEC FIX, AN AIR ASSAULT WAS MADE INTO THE

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FIX AREA, PRECEDED BY AIR AND ARTILLERY STRIKES. APPROXIMATELY 30 ENEMY BODIES WERE FOUND IN THE IMMEDIATE AREA.

B. ON 2 AND 9 JAN 67 ARDF FIXES NEAR PLEIKU CITY RESULTED IN SMALL UNIT ACTIONS WHICH NETTED 15 VC CAPTURED. GP-1" UNQUOTE.

GP-1

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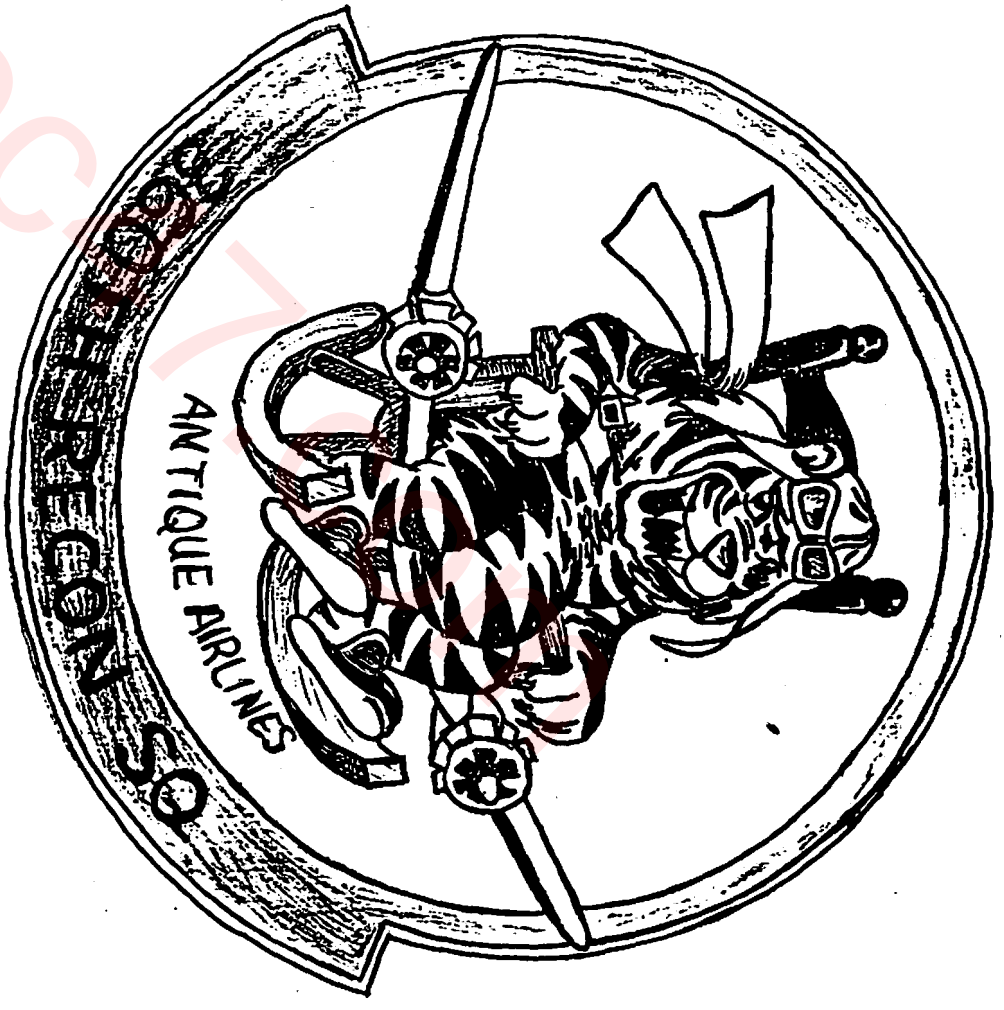
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