360TH TACTICAL ELECTRONIC WARFARE SQUADRON

QUARTERLY HISTORY FOR

OCTOBER - DECEMBER

1968

[redacted]

HISTORY OF THE

360TH TACTICAL ELECTRONIC WARFARE SQUADRON

1 OCTOBER 1968 - 31 DECEMBER 1968

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360th Tactical Electronic Warfare Squadron

Approved by:

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Lt Colonel, USAF
24 January 1969

460TH TACTICAL RECONNAISSANCE WING
7TH AIR FORCE
PACIFIC AIR FORCES, UNITED STATES AIR FORCE

[redacted]

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CONTENTS

APPENDIX

LIST OF ILLUSTRATIONS

[redacted]

[redacted] The EC-47's used by the 360th Tactical Electronic Warfare Squadron contain sophisticated equipment for locating and listening to enemy radio transmitters. Some C-47D's were used for listening only. The EC-47 and C-47 missions were called Combat Cougar Sentinal Sara respectively.

[redacted] The 360th was formed 8 Arril 1966 and by the end of March 1967 its full strength of seventeen EC-47's and two C-47D's was reached. On December 1968 the last C-47D was returned to the states and its duties taken over by the EC-47's. Since the organization's birth there have been many improvements in tactics and equipment to get better results.

[redacted] The history of the 6884th Security Service Squadron must be read to get the complete picture of the Airborne Radio Direction Finding(ARDF) since the radio operators and technicians who operate the back end equipment are from that unit. Together the two squadrons gather intelligence for battlefield commanders and staff planning.

(U) This history omits parts of the outline in PACAF Manual 210-1 covering HCS: AU-D5. The omitted parts don't apply to the squadron or haven't changed since last quarter.

[redacted]

CHAPTER I

MISSION AND RESOURCES

Mission

(U) The mission of the 360th Tactical Electronic Warfare Squadron (360 TEWS) remains unchanged.[1]

Organization

(U) The squadron's organizational structure remains unchanged.[2]

Personnel *

The 360th authorized and assigned strengths are below:

	Officers		Airmen	
	Actual	Auth	Actual	Auth
30 Sep	103	114	140	145
31 Dec	102	114	160	145

(U) Key personnel who changed this quarter were the commander and the operations officer. When Lt Col Gordon D. McBain rotated on 14 Oct 68, Lt Col James E. Bauer stepped up from operations officer to commander.+ Lt Col Clifford A. Wiggers became the new operations officer on 14 Oct 68.

Facilities

(U) The housing and welfare committee formed last quarter outlined its duties and assigned the duties among the committeemen. The duties include maintenance-monitor for assigned quarters, supply, maid service, room assignments, sponsor program and special projects. The committee's goal is to make living conditions and assimilation of newcomers better.

(U) One incident in the quarter frustrated the committee's goals. The housing facilities and rooms allotted to the squadron were revised twice during this period. The inconvenience was minimized by the close cooperation of the squadrons affected.

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*See roster of key personnel, Appendix 1, Page
+Commanders' biography, Appendix 2, Page

[redacted]

(U) Plans were drawn up for the self help construction of a recreation room in the officer's quarters area. Our actions in this regard have been approved by the commander of Seventh Air Force.

(U) Under the guidance of Lt Col Norman A. Stout, a civil engineer in his last assignment, several projects were completed on a self-help basic around the squadron offices. One outdoor latrine was filled and the other made less foul by the liberal use of lime. The duty officer's desk was made more accessible, yet out of traffic, by cutting a window in a wall through which to transact business. The mortar shelter was demolished and the sandbagging around the building was removed to allow access to the surface so that the area could be paved.

(U) The paving project was not started at the quarter's end and had no date projected for completion.[3]

Transportation

Thirteen trucks, three tugs, and one water trailer are assigned to the squadron. One of the trucks was salvaged and replaced by a new one this quarter. The overall in commission rate is about 75 percent and for the first time in six months the tug in commission rate climbed above 50 percent. The trucks have, on the average, travelled 42,000 miles. They are driven about 1000 miles per month.

(U) Six 6-pax, two 3-pax, and two metros are controlled and used by operations for crew transportation and administrative trips around the base. One of the metro's driven by the flight mechanics is operated as a shuttle bus having a fixed route and schedule. The rest of the vehicles are controlled by maintenance.[4]

Aircraft And Crews

[redacted] The squadron's aircraft status was

	Authorized	Assigned	Available
30 Sep	16	15	14
31 Dec	18	16	14

During the quarter one C-47D was ferried to Clark AFB for pickup by a crew to ferry to the states, three were ferried to Taipai for IRAN, and two returned from Taipai. The average number of aircraft on hand during the quarter was 17.

[redacted]

[redacted]

[redacted] The combat crew status was

	Crews Authorized	Crews Formed	Combat Ready Crews[6]
30 Sep 68	30	27	27
31 Dec 68	34	27	27

History, 360th TEWS, Jan-Mar 1967, p 2.
History, 360th TEWS, Jul-Sep 1968, p 11.
Interview with Lt Col Robert M. Stine (FR42034), Housing Committee
irman, 7 Jan 69.
Interview with Major Lloyd B. Moon (FR46789), Transporation monitor,
1 69.
nterview with Captain William N. Cueal III (FR3157991), Maintenance
r, 8 Jan 69.
terview with Lt Col Tom F. Petrus (FR49134), Operations Officer,
69

[redacted]

SECTION II

OPERATIONS AND TRAINING

Operations

[redacted] The concept of operations changed this quarter and has resulted in a significant increase in the number of enemy transmitters fixed. At the quarter's start we flew areas shown on map 1. One airplane would be assigned to cover an area and be allowed to leave the area by only five nautical miles to fix a target. Army aircraft would fly in a small area within the larger areas assigned to the 360th.

[redacted] On 4 October 1968 a new set of areas was outlined(map 2). In these there was often an assigned roaming airplane that could pursue a signal far enough to fix the transmitter. The five mile limit still remained on excursions outside the assigned area, but with less boundary fewer targets were dropped.

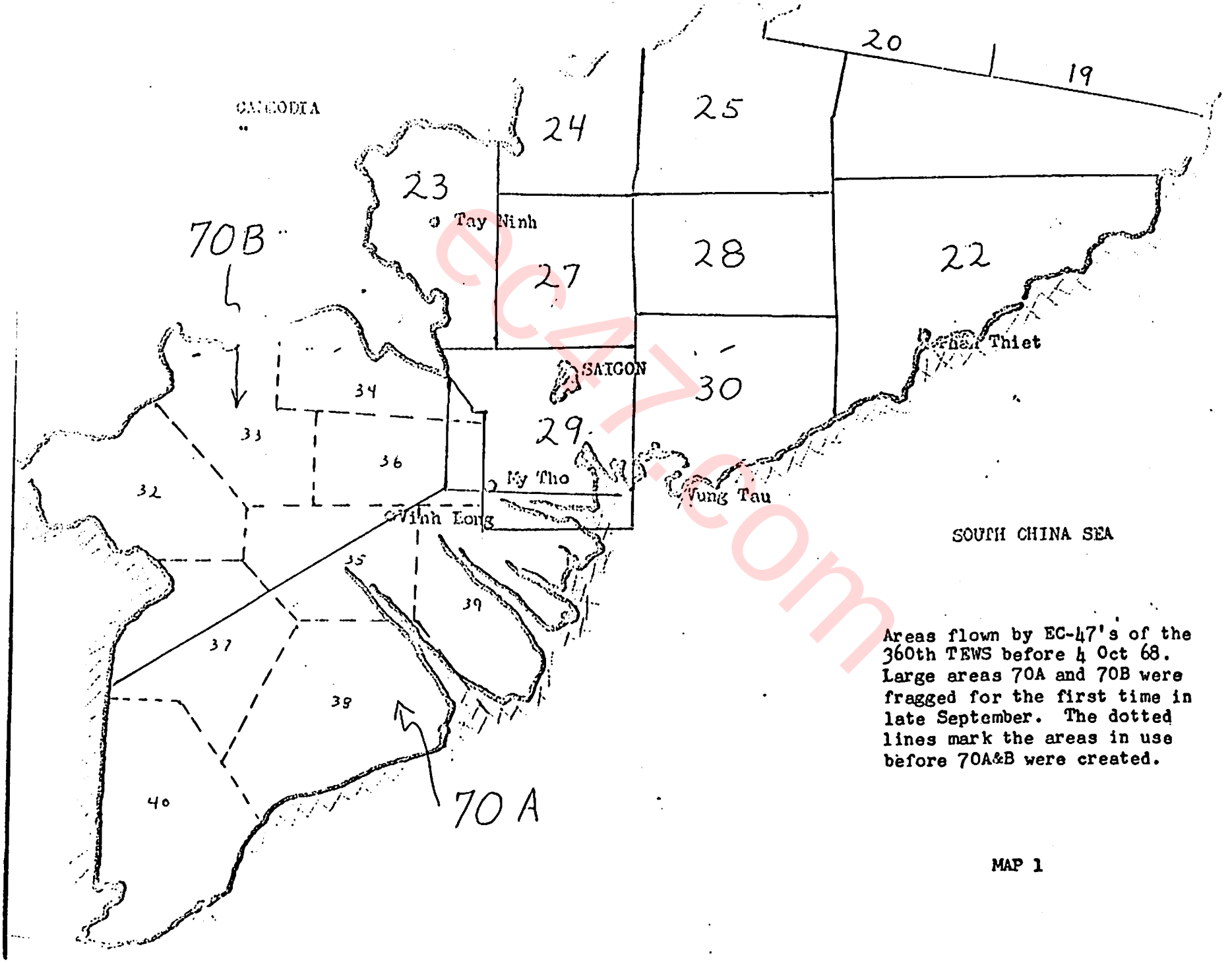
[redacted] Within the large areas were drawn circular areas of 20 nm radius. An airplane assigned to the smaller areas could give intensive coverage to that area. Any one point in the area would be covered about 25% of the time on target since the effective radius of sensitivity is only about ten miles. The circular areas were moved about to suit the tactical situation.

[redacted] On 15 November 1968 two border areas were included in the frag order and on 7 December a third border area was added. These areas are more aptly described as lengths because they are defined as the Cambodian border between two points selected to meet tactical demands and the ability of the aircrew to fix targets rapidly. These areas produced almost half of the target fixed by the squadron.[1]

[redacted] Flying the border areas was limited to select aircrews at first. The instructions used to emphasize the need to stay close to the border were, "keep the shadow of the airplane in Cambodia."[2*] To do this and still remain in Vietnam took the complete cooperation of all crewmembers. After operational techniques, knowledge of boundary characteristics, and pre-flight requirements became more refined additional crews were authorized to fly the boundary missions. Additional impetus to allowing more crews to fly the border came from the scheduling problem inherent in having special crews for some areas. By the end of the quarter a majority of the assigned crews had flown these missions.

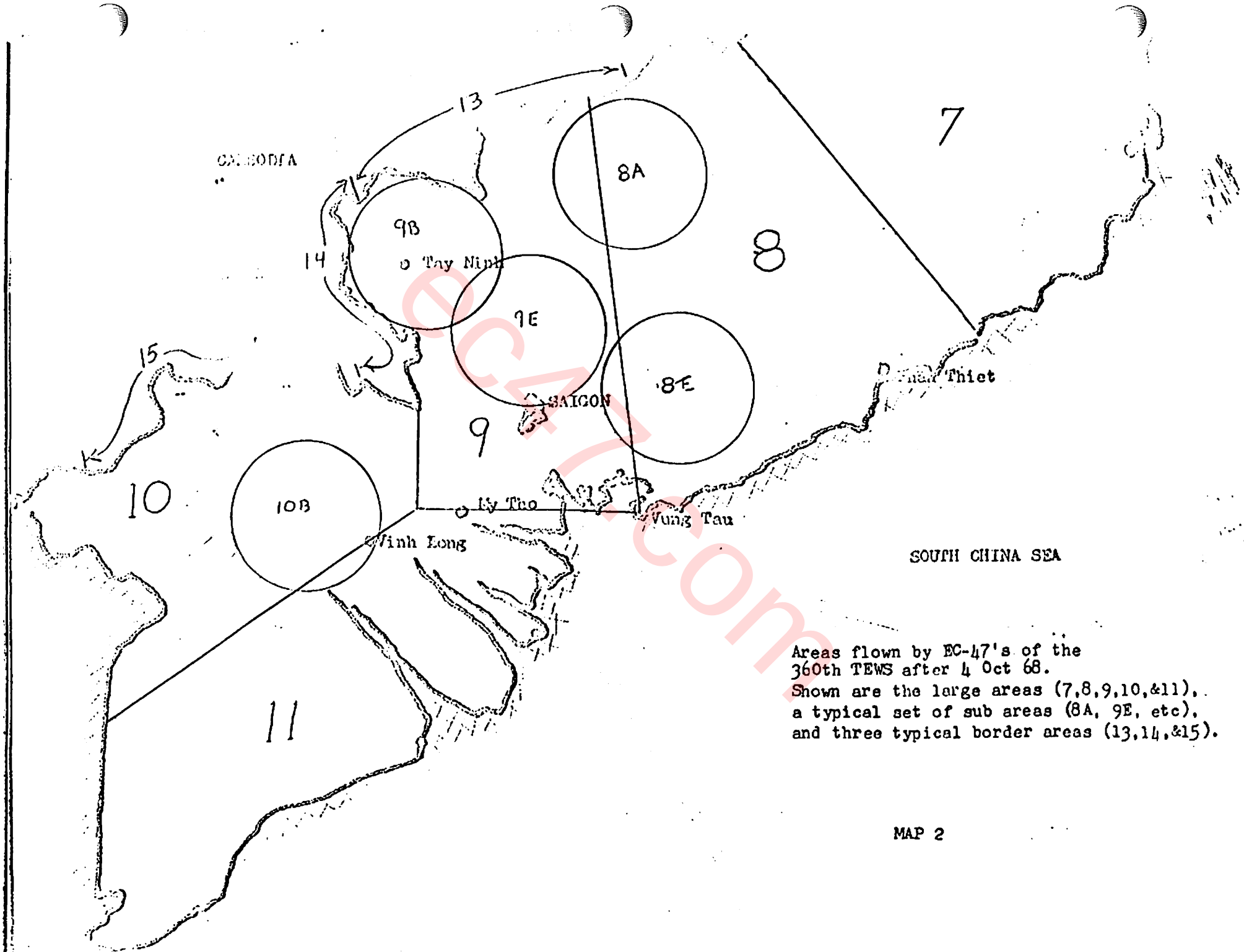
[redacted] The potential hazard in this area is the possible presence of 37 mm anti-aircraft guns near the border. Two tactics are used to reduce the danger: (1) The minimum altitude along the border is pegged at 5000 feet and (2) high threat areas are briefed before each mission and every effort is made to skirt probable gun sites by two and a half miles.

*This phase was not meant to be taken literally, but to emphasize the mission requirement.



Areas flown by EC-47's of the 360th TEWS before 4 Oct 68. Large areas 70A and 70B were fragged for the first time in late September. The dotted lines mark the areas in use before 70A&B were created.

MAP 1



Areas flown by EC-47's of the 360th TEWS after 4 Oct 68. Shown are the large areas (7,8,9,10,&11), a typical set of sub areas (8A, 9E, etc), and three typical border areas (13,14,&15).

MAP 2

[redacted]

[redacted] There are three nominal rates of fixing that can be estimated for various areas: twenty fixes per mission along the border; fifteen fixes per mission in an circular area and eight if assigned as a roaming airplane. A mission with no fixes can be significant but these are rare.[3]

([redacted] The unit's cover story, leaflet drops, is given credibility by dropping about 40,000 leaflets each daylight mission. The leaflets are dropped most heavily when a single area is worked for a long time or if telltale manuevers must be used to enable a transmitter to be fixed.

([redacted] Minor changes in procedures occurred this period. For a short time after the cease fire (around 31 October) no EC-47's were allowed within 5 nautical miles of the border. After about a week this was changed to five kilometers. Later all restrictions were dropped. The long stand off ranges had hampered our ability to fix transmitters but didn't prevent it. A post mission test was initiated this quarter to detect AADF equipment that wasn't operating properly. This test consisted of getting an airborne fix on a transmitter located at the maintenance shops, and finding the average error in the radio lines of position. The use of loran-C for resetting the doppler navigator continued to simmer on a back burner this quarter. It shows promise providing a reasonable wealth of data can be assembled to make it useable.

([redacted] Combat damage to the booth was negligble this quarter.[4] At 0115 on 1 Nov 68 schrapnel from a brief mortar attack put a 2" hole in the left flap of aircraft 254 and nicked a tire. The flap took two hours to repair. On 29 Dec 68 aircraft 153 was hit in the left main fuel tank by a .30 caliber bullet, probably while at 1000 feet in the traffic pattern. The slug was found in the gas tank.

([redacted] On 2 Nov 68 a warning of a probable rocket attack caused a flurry of measures to limit damage. C-47's were put in alternate revetments with jet reconnaissance aircraft between to prevent the destruction of all of one type of aircraft. Crewmembers were restricted to quarters and all got their flak vest, etc., ready--but it was a false alarm.[4]

([redacted] Several "red option two" practices kept the squadron familiar with its response to an attack which threatened to overrun the base.[4]

[redacted]

[redacted]

Quality Control*

[redacted] During this quarter the squadron average 154 missions each two weeks, an increase from the 151 of the preceding quarter. Non effective missions decreased from an average of 0.8 to 0.7. At the quarter's beginning the squadron was averaging 961 fixes per two week period; beginning with the 26 Oct-8 Nov period the squadron set new highs each of the next four periods. The last period of the quarter saw 1,944 targets fixed.

[redacted] The best measure of our effectiveness is the percentage of scheduled (fragged) target time that we deliver. The percent increased to 97%, a gain over the previous high, 94 percent, reached last quarter.

(U) Continued emphasis and interest of the command section is the probable reason for the continued high performance. No small part of the credit goes to the maintenance men who kept the aircraft flying. Their contribution is reflected in the percentage increase of airplanes landing with no minor write-ups from 67% to 79%.[5]

*See "Quiet Cricket" statistic, Appendix 3, Page

Safety

(U) Several notable incidents served to bring safety consciousness to the squadron this quarter. A base flight C-47 crashed near Ban Me Thant and Major Jerry E. Marshall, who had successfully crash landed an EC-47 that he was ferrying from the states to Vietnam, signed in. Positive aspects of flying safety was our unit's unblemished record and the passing of two milestones: 55,000 safe flying hours on 1 Oct 68 and 60,000 safe flying hours on 5 Dec 68. Pictures of the two crews follow.

(U) Our safety record is good in spite of several factors that the venerable old C-47 and her pilots must contend with: (1) routine gross weights ranging up to 26,600 pounds which is only 200 pounds below the maximum gross weight; (2) landing with a tailwind, a notoriously dangerous thing to do in a heavy C-47; (3) flight and approaches in the congestion near Tan Son Nhut in the hazy weather present in the quarter; (4) training on flights to upgrade young pilots fresh from Undergraduate Pilot Training who have only flown the C-47 for 30 hours; and (5) the age of the C-47.[6]

Aircrew Training

(U) Training remained much the same this quarter as in the past. Evolutionary changes included the use of the new film on the role of electronic reconnaissance (FR10111, Combat Cougar) and the incorporation of the squadron's briefing team into ground school. The ground school's curriculum was expanded to cover more material and insure better retention of the myriad important details.[7]

(U) Thirty seven students attended the formal ground school. Standardization-Evaluation-Flight-Examiners certified the performance of 34 pilots, 12 navigators and 13 flight engineers in their crew position or as instructors or examiners.[7]

Briefings and Mission Feedback

(U) This quarter the 360th TRS was asked to brief several VIP's: General John N. P. McConnell, Chief of Staff, USAF on 31 Oct - 3 Nov; Major General David C. Jones, DCS OPS, Seventh Air Force, 12 Nov; Brig General Rockley Triantafellu, DCS INT, Headquarters, Pacific Air Forces, 10 Nov-15 Nov; Lt General Robert G. Ruegg, DCOS, Systems and Logistics, Headquarters, USAF, 17 Nov-20 Nov; and Colonel George G. Tillery, Military Assistance Command, Vietnam J211, Chief Air Reconnaissance, 9 Dec.

(U) There were no results of our efforts reported.

[redacted]

Security

(U) A new security officer, Captain Richard R. Schehr, FR59373, was appointed this quarter. Inventories and general tightening of security practices was observed in this period. Transmission security, of special concern to PACAF this quarter, hasn't been a problem in this squadron. To prevent it from becoming a problem, special emphasis is planned in this area for the next quarter.

Life Support

[redacted] The Life Support section is authorized to provide for 145 men, but provides for 290. The overload stems from the fact that the 360th's Life Support section supports the crewmembers from the 6994th Security Squadron who fly with the 360th. In addition to the many pieces of survival and emergency gear for the flight crews, life support stores and maintains some 230 M-16's. Some of the M-16's are carried on the aircraft but most are stored for use by squadron personnel in the event the base is overrun. In October all the ACR RT 10 survival radios were replaced by new or rebuilt radios. In December these radios were subjected to a time-compliance-tech-order.[8]

[redacted]

1. Interview with Major Lloyd B. Moon, Quality Control Officer, 9 Jan 69.
2. Briefing by Lt Col Clifford A. Wiggers, Operations Officer, Dec 68.
3. Interview, Major Moon.
4. Duty Officer's Log Book, 360 TEWS, August 1968 thru Dec 68.
5. Interview with Major Moon.
6. Interview with Lt Col Russell A. Harmon Jr. (FR37130), Safety Officer, 6 Jan 69.
7. Interview with Lt Col Nicholas Grammas (FR41428), Training Officer, 8 Jan 69.
8. Interview with 2nd Lt Howard W. Deputy, Life Support Officer, 11 Jan 69.

[redacted]

CHAPTER III

MAINTENANCE

Performance

[redacted] The measures of maintenance's effectiveness varied in this manner during the quarter:

The air abort rate decreased, only one was lost for maintenance;
The operational readiness rate increased to above 80 percent;
The NOR operationally ready-maintenance (NORM) rate was essentially unchanged;
The not-operationally ready-supply (NORS) rate continued to decline.

All the measures were better than the Air Force goal but the figure that really stands out this quarter is the 99% mission effectiveness achieved in the two weeks reporting period from 9-22 November. This was the best rate ever achieved by any of the EC-47 squadrons in Vietnam. Lt Col James E. Bauer said, "The improved aircraft maintenance was due to the aggressive maintenance management carried out by Captain Queal (William N. Queal III, FR315799) and Sergeant Ruebman (CMSgt William T. Ruebman, AF12298093) and some darn devoted effort by the airmen."

*See charts 1-6 in Appendix 4, page , for Flying Hours, Sorties Flown, NORS Rate, NORM Rate, Operational Readiness Rate, and Air Aborts.

1. Interview with Capt W. N. Queall III, Maintenance Officer, 10 Jan 69.

[redacted]

CHAPTER IV

SPECIAL ACTIVITIES

Awards and Decorations

(U) Awards and decorations saw 40 Distinguished Flying Crosses, five Bronze Star medals, 11 AF Commendation Medals and 25 Air Medals or clusters approved during the quarter.

Civic Action Program

(U) The 360th TEMS continued to pay the tuition of 10 Vietnamese children attending Sao Mai School. At total of 17,780$VN was paid to cover remainder of 1968.[2]

(U) In addition the Sao Mai School was given 480 square feet of scrap plywood and 100 board feet of lumber to be used for tables and chairs.[2]

(U) Father Crawford's refugee center received 7660$VN this quarter.

(U) The squadron sponsored a Chirstmas party for the maids and their children again this year. Games, favors, and refreshments costing $185 were given out. This entire affair organized by Lt Col William S. Reeve (FR52154) was well received and enjoyed by both the American sponsors and their Vietnamese guests.[2]

(U) In the future the squadron hopes to construct a basketball court for the Sao Mai School, instruct the children in basketball, collect more scrap lumber for more desks and chairs, and conduct a remunerative fund drive to provide continued tuition support for 10 children.[2]

Rest and Recuperation

(U) A squadron R&R library was organized to help those going on R&R plan for an enjoyable trip. Brochures, maps, and questionaires filled out by men returned from R&R are in the library. The questionaires help guide other to bargains, places to avoid, and places not to miss. Forty officers and airmen went on R&R last quarter. Twenty-four people on leave status were able to use seats on R&R aircraft.[3]

Morale and Athletics

(U) A monthly officer's hail and farewell beef and booze gathering has been a complete success. The combination of a short cocktail hour and a steak dinner allows a relaxed atmosphere for all yet safely allows even those crewmembers who fly early the next morning to enjoy the evening and camraderie. Giving a plaque to departing crew members was initiated this quarter and should become a tradition in the squadron. Decals, coffee mugs and beer steins with the squadron emblem on them are all on order and should arrive during the next quarter.[4]

(U) In athletics last quarter the '100 Area' Volleyball Team (from [illegible]'s 101, 102, and 113), whose members are primarily in the 360th, won the base wide volleyball tournament. In tennis, 1st Lt John Wiley III, FV3193774, was beaten in the semifinals by the eventual winner of the base tournament.

(U) Planned activities are a squadron ladder for tennis and handball, both doubles and singles in cash.[5]

1. Interview with Lt Col Robert C. Johnson (FR22648), Awards Officer, 8 Jan 69.
2. Interview with Major Charles G. Noe (FR57624), Civic Actions Officer, 7 Jan 69.
3. Interview with Major James C. Embry (RR65634), R&R Officer, 8 Jan 69.
4. Interview with Lt Ronald E. Ace (FV3206184), Morale Officer, 7 Jan 69.
5. Interview with Major Ted W. Jensen (FR62293), Athletics Officer, 6 Jan 69.

Appendix 1

ROSTER OF KEY PERSONNEL

360TH TACTICAL ELECTRONIC WARFARE SQUADRON

Commander

Lt Col Gordon D. McBain Jr., FR36714	17 Sep 68-14 Oct 68
Lt Col James E. Bauer, FR11237	14 Oct 68-

Operations Officer

Lt Col James E. Bauer, FR11237	17 Sep 68-14 Oct 68
Lt Col Clifford A. Wiggers, FR35058	14 Oct 68-31 Dec 68

Squadron Navigator

Lt Col Alfred J. Dreyer, FV2221581	15 Mar 68-

Maintenance Officer

Capt William N. Queal III, FR3157991	7 Sep 68-

Flight Commanders

'A' Flight

Lt Col Rueben Podonsky, FR34133	15 Apr 68-25 Oct 68
Lt Col Robert M. Stine, FR42034	25 Oct 68

'B' Flight

Lt Col Robert C. Johnson, FR22648	15 Apr 68-8 Nov 68
Lt Col Russell A. Harmon Jr, FR37130	8 Nov 68-

'C' Flight

Lt Col Clifford A. Wiggers, FR35058	14 Jul 68-14 Oct 68
Lt Col William S. Reeve, FR52154	14 Oct 69-

'D' Flight

Lt Col Alan B. Thomas, FR17721	10 Dec 67-19 Oct 68
Lt Col Williams S. Knowles, FR41604	19 Oct 68

'E' Flight (Standardization - Evaluation)

Lt Col Donald N. Shaw, FR37436	10 Dec 67-10 Oct 68
Col Eugene S. Howell, FR34448	10 Oct 68- 1 Dec 68
Lt Col Pierson, Edward L., FV2089294	1 Dec 68-

First Sergeant

MSgt James J. Fahey, AF17266037	14 Apr 68-1 Dec 68
TSgt James E. McMurphy, AF12383638	1 Dec 68

Appendix 2

James E. Bauer

Lt Col, USAF

Commander, 360th Tactical Electronics Warfare Squadron

(U) Lt Col Bauer was born 28 July 1919 in St. Louis, Missouri.

(U) Before entering the service, he attended the University of Missouri in 1938-39 where he was an electrical engineering student and ROTC cadet in the horse drawn field artillery. From 1939 to 1941 he attended the University of Alabama to study aeronautical engineering. There, he was in the engineering branch of the Army ROTC.

(U) Lt Col Bauer entered the service 25 Sep 41 as an aviation cadet at Thunderbird Field, Phoenix, Ariz. He graduated as a single engine pilot and on 24 Apr 1942 was commissioned a second lieutenant, USA. Between April 1942 and October, 1943, he first instructed in single engine aircraft and later, in four engine aircraft.

(U) During World War II, Lt Col (then 1st Lt) Bauer joined the 20th Bomber Command, the first B-29 outfit, in Oct 1943. In December 1943, he became the 676th Squadron's operations officer. He served overseas in China, India, and the Marianas from Mar 1944 to Jul 1945. He flew 35 combat mission in the B-29 and 89 in the B-24 to accrue 778 combat hours in WW II.

(U) In Jul 1945 he returned to the U.S. to be assigned to Eglin AFB, Florida as a test pilot in the Proving Ground Command. In Apr 1948 he transferred to Wright Patterson to attend the Test Pilot Performance and Stability Schools. He was a test pilot for the XB-36, XB-45, XB-46, XB-47, and the XF-82, XF-86 and others, including the XC-125. In Sep 1954 Lt Col(then Major) Bauer left test flying to attend Command Staff School.

(U) A variety of assignments followed: Jul 55-Nov 56; Technical Intelligence test pilot concerned with the Middle East(Soviet Block Aircraft); Nov 56-Sep 58, Air Attache to Egypt, Sudan, Ethiopia, and Syria; and Sep 58-Jun 60 chief of bomb test at Wright Patterson AFB.

(U) In Jun 60 he commanded the B-52 system project office, aircraft test and structural divisions, for development of the B-52H. He returned to flight test as Director, Flight Test and Engineering Operations from Jan 62 to Aug 63. From Aug 63 to Dec 67 he served in the Pentagon as director of R&D programming for manned aircraft systems.

(U) Between Aug 1963 and Dec 1967 Lt Col Bauer earned three master's degrees by taking off duty courses. In Aug 1963 he earned a Master of Business Administration (MBA) from the U. of Dayton, Ohio, and while at the Pentagon he earned one masters in financial management and one in government administration from George Washington University.

(U) In Dec 1967 Lt Col Bauer transferred to Vietnam. There he flew 995 hours in 146 missions with the 360th TEWS before he extened his tour. He has extended to be able to return to flight test at Wright-Patterson AFB and retired 30 Jun 69 with 28 years total service.

											3 mos
Scheduled	11	147	1[illegible]	157	153	152	149	159	155	152	154
[illegible] flown	1	142	1[illegible]	159	143	1[illegible]	149	155	155	154	153
Aircraft launched	1[illegible]	1[illegible]	1[illegible]	157	152	1[illegible]	159	165	163	160	162
Effective missions	141	146	154	157	148	151	147	155	155	151	153
EFFECTIVENESS											
Time-On-Target se[illegible] (hours)	751	751	969	995	931	949	932	983	978	948	959
TOT delivered (hours)	933	858	940	982	871	910	906	945	959	910	929
Percent delivered	98	90	97	99	93[illegible]	96	97	96	98	96	97
Targets fixed	977	941	1115	1347	978	1077	1465	1925	1944	1190	1460
Priority targets fixed	78	65	80	101	114	77	111	124	149	102	105
Replot accuracy	100	99	99	99	99	99	96	98	95	9[illegible]	97
DEVIATIONS											
Total non-effective missions	0	11	1	0	2.2	2	0	0	0	.5	.3
Due to B (special equipment)	0	0	0	0	.3	0	0	0	0	.1	0
C (aircraft general)	0	0	1	0	.1	.2	0	0	0	.1	.2
D (doppler navigator)	0	0	0	0	.2	0	0	0	0	.2	0
E (C-12 compass)	0	0	0	0	0	0	0	0	0	0	0
W (weather)	0	11	0	0	1.2	1.8	0	0	0	.2	.2
O (other)	0	0	0	0	.4	0	0	0	0	0	0

SHEET

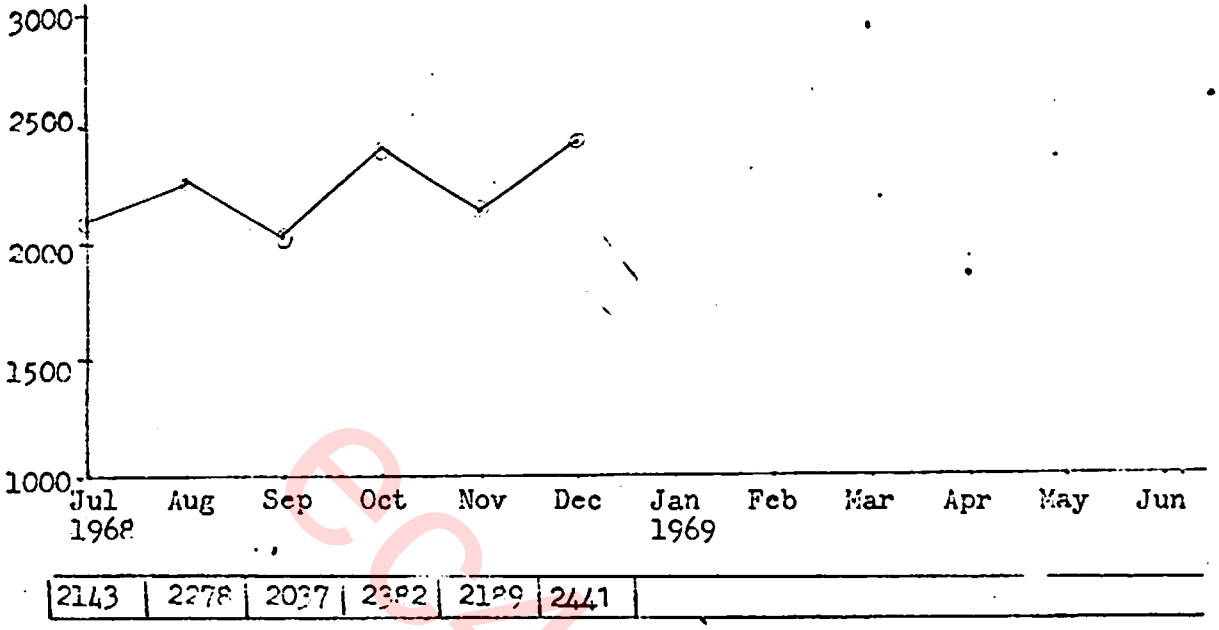
OPERATIONS (cont'd)	2XSq 11 Oct	12 Oct	20 Oct 2Nov	7 Nov	6	3	11 Dec 60 Dec	7-20 Dec	21Dec 3Jan	6	3
Late take-offs: Total	11	5	15	1	10.5	7.2	5	10	6	7.8	7
Due to: B	0	0	0	0	0	0	0	0	0	0	0
C	3	4	8	1	5.5	5	4.5	9	3	5.3	4.9
D	1	0	0	0	.4	.1	0	0	1	.3	.2
E	0	0	0	0	.5	0	1	0	0	.2	.2
W	0	0	4	0	2.3	1.7	0	0	1	1.2	.8
O	0	1	3	0	1.8	1	0	1	1	.7	1
Late arrival on tgt: Total	5	9	17	5	13.9	11	15	11	9	11.1	11
Due to: B	0	1	0	0	.2	.2	1	0	0	.2	.3
C	4	4	9	4	7.0	6.2	8	9	5	7.1	6.5
D	1	0	0	1	.9	.7	3	0	1	.9	.8
E	0	1	0	0	.7	.2	1	0	0	.4	.3
W	0	1	4	0	2.5	1.8	0	1	1	1.4	1.2
O	0	2	4	0	2.6	1.3	2	1	2	1.1	1.8
Scheduled Flying Time (hours)									1085		
Actual flying time(%)									102		
Actual night time (%)									40.5		
Extra TOT (hours)									26.8		

DEVIATIONS (cont'd)	[illegible]	[illegible]	[illegible]	[illegible]	6 [illegible]	3 [illegible]	[illegible] 30 Dec	27-29 Dec	21 Dec 3 Jan	6 Months	3 Months
Early departures from tgt: Total	8	11	8	7	19.5	11.8	11	17	11	15.4	11.8
Due to: B	2	3	4	5	4.2	3.3	0	4	5	3.6	3.5
C	3	6	2	1	2.3	3.0	5	5	2	2.9	3.5
D	0	2	2	1	5.1	1.3	3	5	4	4.0	2.8
E	0	0	0	0	1.7	0	1	1	0	.5	.3
W	2	6	0	0	5.9	4.0	2	2	0	4.1	1.7
01	1	0	0	0	.3	.2	0	0	0	.1	0
Aircraft landing condition: A (ok) Percent	85	78	82	87	71	79	82	79	81	75.1	81.5
B (back-end equip out) %	4	5	7	5	7.4	5.7	2	6	8	6.5	5.5
C (general aircraft out) %	9	11	8	6	8.4	9.0	8	5	6	8.3	7.3
D (doppler out) %	3	8	6	2	11.6	6.7	8	9	4	9.1	6.1
E (C-12 compass out) %	0	1	0	1	4.5	1.5	1	1	2	2.5	1
Leaflets dropped (x1000) Total	7483	7999	4774	6007	5059	6300	6408	5858	5226	4790	6010
Dropped in I Corps	0	0	0	0	0	0	0	0	0	0	0
II Corps	94	1040	272	139	202	289	63	0	0	154	252
III Corps	6197	5800	3653	4867	4185	4995	5241	4840	4167	3820	4755
IV Corps	1192	1159	849	1001	666	1048	1104	1018	1059	794	1031

Appendix 4

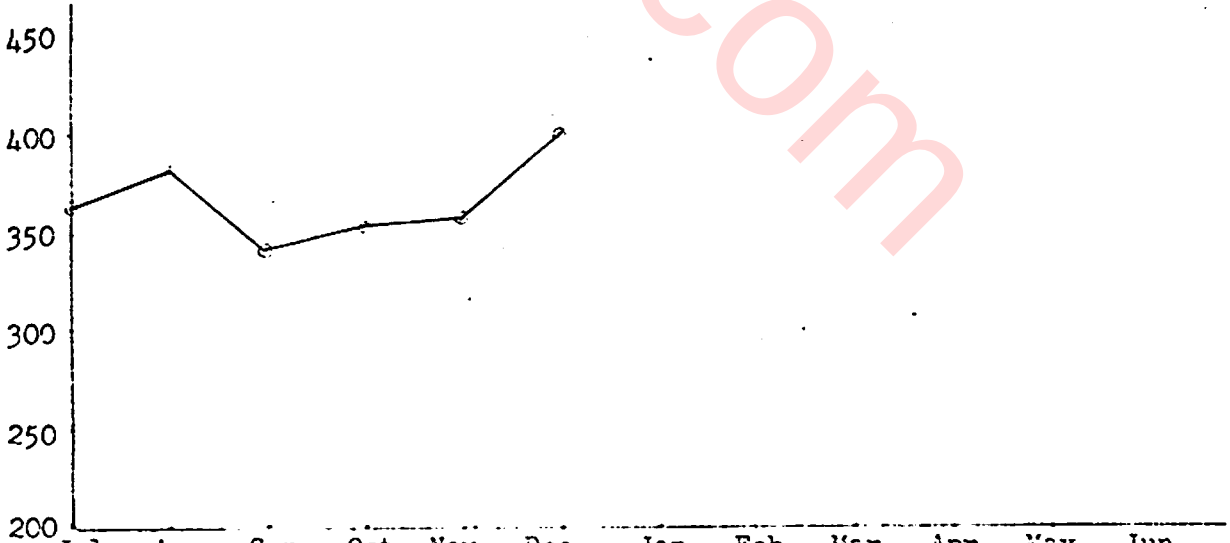
360th TACTICAL ELECTRONICS WARFARE SQUADRON

Total Flying Hours



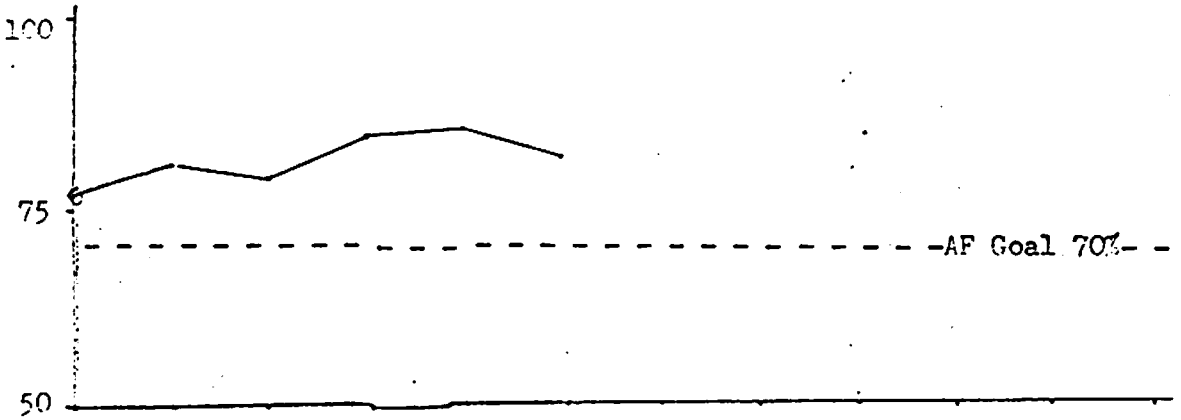
2143	2278	2037	2392	2189	2441

Sorties Flown



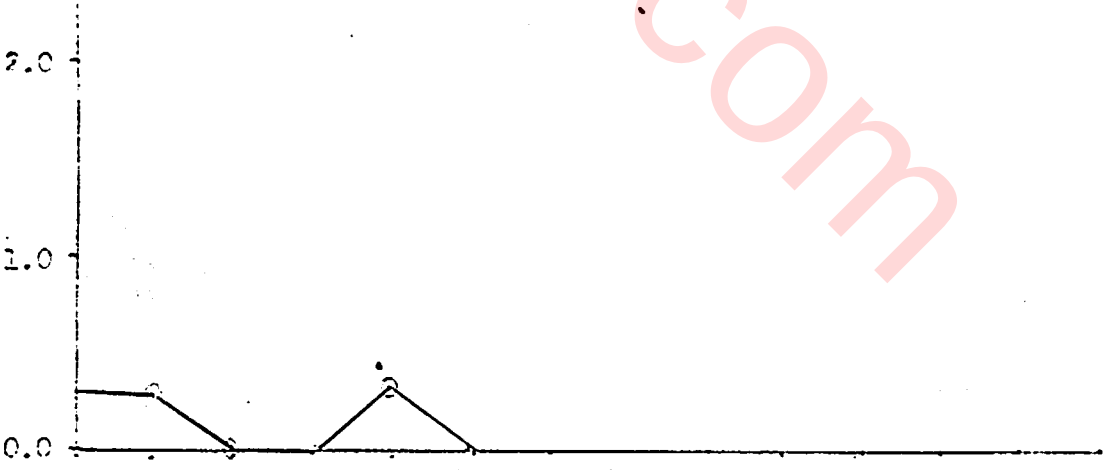
364	382	343	356	359	402

Operational Readiness Rate (%)



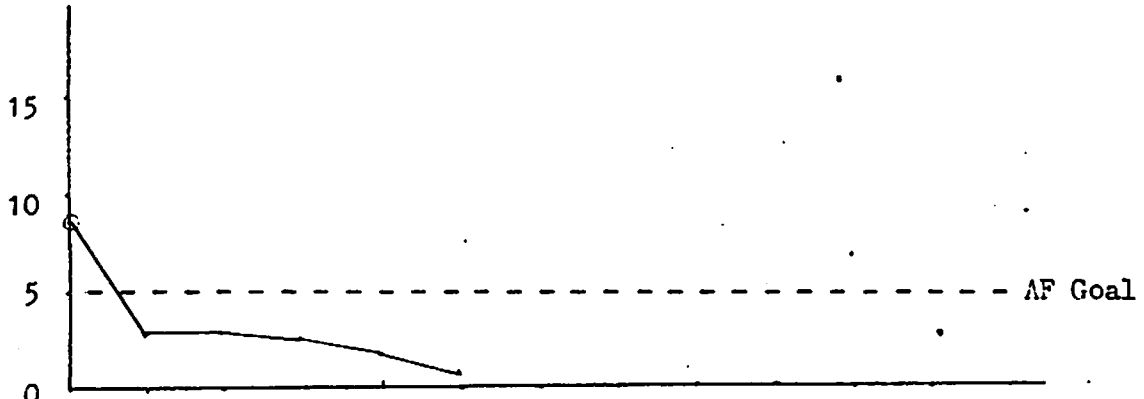
Jul 1968	Aug	Sep	Oct	Nov	Dec	Jan 1969	Feb	Mar	Apr	May	Jun
75.5	81.0	78.9	84.1	85.0	81.8						

Air Aborts (%)



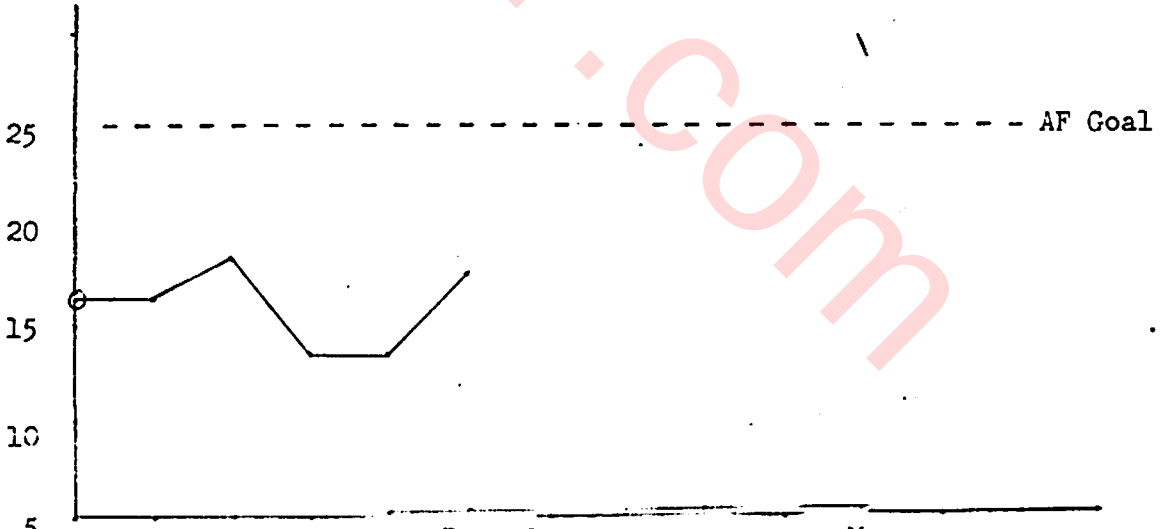
Jul 1968	Aug	Sep	Oct	Nov	Dec	Jan 1969	Feb	Mar	Apr	May	Jun
1	1	0	0	1	0						
0.27	0.26	0	0	0.3	0						

Aircraft NORS Rate (%)



2.4	2.7	2.8	2.3	1.5	0.5

Aircraft NORM Rate (%)



16.1	16.3	18.3	13.6	13.5	17.7