# 361ST TACTICAL ELECTRONIC WARFARE SQUADRON QUARTERLY HISTORY FOR

OCTOBER - DECEMBER

1968



#### HISTORY OF THE 361ST TACTICAL ELECTRONICS WAREFARE SQUADRON

1 OCTOBER 1968 - 31 DECEMBER 1968

PREPARED BY:

James R. BURNETT
LT COL USAF

RAYMOND R. CHAPPELL, Jr. CAPT USAF

APPROVED BY:

HAROLD J. SULLIVAN, Lt Col, USAF COMMANDER





# TABLE OF CONTENTS

FOREWARD	PAGE	iv
CHAPTER I, Missions, etc.	<b>11</b>	1
CHAPTER II	11	2
CHAPTER III	ti .	3
CHAPTER IV	11	8
CHAPTER V	n	10
CHAPTER VI	11	11
FOOTNOTES.	11	16
APPENDIXES		
APPENDIX I	Units As	signed
APPENDIX II	Special (	Orders
AFPENDIX III	Roster o	f Key Personnel
APPENDIX IV	Unit Data	a Section
APPENDIX V	Supporti	ng Documents

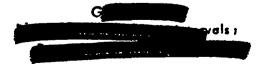


#### FORWARD

Development of Airborne Radio Direction Finding (ARDF) equipment to locate enemy radio transmitters in Southeast Asia was started in 1962. The outgrowth of this development project, originally called Compass Dart, was the EC-47 equipped to obtain bearings to an enemy transmitter using the AN/ALR-34 ARDF system, display the position of the aircraft to within 0.1 mile using the AN/AFN-179 doppler equipment and the C-12 compass systems, and processing this data through a line printer for instant plotting by the crew navigator.

(U) The 361st Tactical Electronic Warfare Squadron was activated on 8 April 1966, and the first personnel arrived at Nha Trang AB, RVN on 24 April 1966. Air operations began on 15 October 1966.

iv







#### CHAPTER I

#### MISSION, ORGANIZATION AND ADMINISTRATION

#### MISSION

The mission of the 361st Tactical Electronic Warfare Squadron is to conduct day/night, all weather ARDF operations against low powered enemy operated transmitters in the RVN, and other permissive areas of Southeast Asia in support of requirements established by COMUSMACV and Commander 7 AF. Information collected will be used as a basis for tactical exploitation, and further processed for intelligence value.

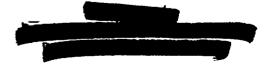
#### ORGANIZATION

(U) No changes have occurred in the Unit Manning Document (UVD) for this period.<sup>2</sup>

#### ADMINISTRATION

(U) No changes occurred in squadron administrative procedures for this period.





#### CHAPTER II

#### PERSONNEL

#### PERSONNEL

(U) At the end of this reporting period the squadron had 102 officers and 126 airmen. Authorized manpower versus assigned manpower is shown in appendix 4. The squadron mission is being accomplished despite a shortage of experienced personnel in the maintenance section. For example, the section is authorized eight Technical Sergeants but only five are assigned; eighteen Staff Sergeants are authorized, eight are assigned. The mission has been accomplished because of an excellent training program, hard work on the part of the men assigned, and high morale in the squadron.



#### CHAPTER III

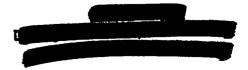
#### OPERATIONS AND TRAINING

#### **OPERATIONS**

Flying Activity: During the reporting period 907 missions were flown for a total of 6496:25 hours of flying time. In addition, 123 functional checks and calibration flights were flown for a total of 164:30 hours. The squadron had 47 non-effective missions and 67 air aborts; 27 due to weather. For details see Appendix 4.

Mission Results: Data acquired were 4863 fixes; 925 of which were priority 1 or 1A. Further details are contained in Appendix 4.

Mission Effectiveness: The 361st Tactical Electronic Warfare Squadron received thirteen reports from the 6994th Security Squadron citing hundreds of retaliatory actions taken by friendly forces resulting from intelligence information furnished them by this squadron. On fourteen occassions B-52 strikes were called as a direct result of intelligence information gathered. One significant operation was initiated on 18 October 1968 as a result of an ARDF fix from this unit which involved numerous B-52 strikes and ground actions by the American Division. This operation was of prime importance in the defense of Quang Ngai City. 1







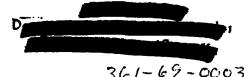
Twin Coverage Concept: This concept was implemented during the reporting period with no major problems despite the fact that a great deal more coordination with two other Tactical Electronic Warfare Squadrons was required. Under this plan some aircraft patrolled large areas, approximately 76X94 miles, where theoretically a target anywhere in the area could be fixed by an aircraft starting from the centerpoint. In these areas a low density of enemy targets was anticipated, and this type of coverage, called Effective Coverage, was considered adequate. Other aircraft patrolled much smaller areas, approximately 40 miles in diameter, where theoretically any target in the area could be fixed by an aircraft anywhere in the area. This coverage, called Absolute Coverage, was used where a high density of enemy activity was expected. 2

Special Coverage: On 16 Nov 68 this squadron was assigned to fly along the Cambodian border within the buffer zone to better fix targets in Cambodia. Only a few selected minimum crews were allowed access to this phase of the mission.

checking the accurracy of the ARDF equipment on each mission using a ground calibration site. 4

crew Upgrading: At the close of the reporting period the squadron had 40 pilots, 19 co-pilots, 31 navigators, and 31 flight mechanics that were combat ready. Of these, 9 pilots, 3 navigators, and 5 flight mechanics were instructors; and 4 pilots, 3 navigators, and 3 flight mechanics were SEFE's. (for details see Appendix 4.)





All crew upgrading was conducted in accordance with instructions in 460th TRW letter to the 361st TEWS dated 3 Nov 68, subject: Standardization and Evaluation. 5

- (U) Runway Closure: Closure of the main runway (12-30) at Nha Trang for resurfacing from 0700-1800 daily during the period 1 Oct - 15 Nov required extreme changes in the normal mode of operation. Aircraft departing on missions prior to 0700 landed at staging bases such as Pleiku. Tuy Hoa and Cam Rahn Bay to await opening of the main runway. This resulted in a near 16 hour duty day for the early crews. length of runway 05-23 limited take-offs to 24,000lbs or approximately 200 gallons of fuel. Aircraft on late missions utilizing 05-23 refueled at Tuy Hoa or Cam Rahn Bay before proceeding to their target areas. Landing on 05-23 was restricted to a few critical FCFs and operational checks. The overall result of the runway closure was a vast increase in the number of sorties required to accomplish the fragged mission. The delay in return of completed missions until 1800 reduced the maintenance time available for turn around of aircraft and precluded repair or relaunch air aborts. Extraordinary effort by all personnel, however, resulted in very creditable performance during this period. 6
- (U) Calibration: The arrival of the NE monsoon brought generally poor weather to the calibration site at Cam Rahn Bay and essentially precluded most calibration activity. A ceiling of 5000 feet and good visibility to enable tracking of the aircraft by the ground site was required but seldom available. 7

- (U) Weather Problems: The arrival of the NE monsoon in early November brought increased rain and low ceilings to the Nha Trang area. The squadron was twice alerted for possible typhoon evacuations and all flying was cancelled on 22, 23, and 27 Nov 68.
- (U) Safety: There were no flying accidents or incidents during the reporting period. The squadron is approaching the 50,000 accident free hour mark. 9
- (U) Four safety meetings were held during the reporting period; highlighted by, a briefing at the 4 December meeting by Portcall traffic
  control personnel on some peculiar Nha Trang/Cam Rahn Bay traffic
  control problems. A study is in progress to find ways to increase the
  amount of IFR traffic that can be handled in this area through improved
  procedures. Expansion of the communications capability between the GCI
  and GCA facilities is planned.
- (U) During the reporting period the squadron initiated new VFR approach and departure procedures to provide better aircraft separation.
- (U) Plans and Operations Orders: A tabulation of the 361st TEWS plans is shown in Appendix 4. The following additions and changes were made during the reporting period: One, new squadron implementing instructions provide current alert definitions and outline the actions required of 361st TEWS supervisors and assigned personnel.

Two, Squadron operations Plan 441-69, Typhoon Protection and Evacuation of aircraft was written and published. The squadron plans section has the following work in progress: One, required squadron actions. Two, a review of the Squadron Disaster Preparedness Plan to determine the need for updating. 10



#### CHAPTER IV

#### MAINTENANCE AND SUPPLY

#### MAINTENANCE

- (U) During the month of November two additional aircraft were assigned raising the total inventory to seventeen aircraft. All aircraft continued to operate above the USAF Aircraft Operational Standards. <sup>2</sup>
  Furthermore, none of these aircraft exceeded the Air Force standard for Not Operational Ready Maintenance (NORM) and Not Operational Ready Supply (NORS) rates. <sup>3</sup> The Operational Ready (CR) rate averaged 78%, the NORS rate 2%, and the NORM rate 16%. <sup>4</sup>
- (U) During runway closed operations, 1 October 15 November, the majority of maintenance was accomplished at night. The OR rate dropped some, and preventive maintenance had to be neglected. For example, two missions were cancelled in November. The direct cause was NORM, the indirect cause was the runway being closed during daylight hours for repairs. 5 Support provided by the host wing, the 14th Special Operations Wing (14th SOW), was excellent. 6 Manhours per flying hours averaged 9.4 for the quarter covered by this report. 7

#### UNIT TRAINING SECTION

(U) The squadron On-the-Job training (OJT) program was evaluated by representatives of Hq 7AF, between 5 and 9 Nov 68. The report of visit gave the squadron an excellent rating. 8 A letter of appreciation was received from Colonel Poe, Vice Commander of the 460th Tactical Reconnaissance Wing. 9

#### SUPPLY

(U) Last quarter's shortage of doppler computers (CV-2232) and airborne weather radar received/transmitter units (IDIA-28) continued. 10 Four aircraft do not possess operational weather radar and cannot be used on some missions. Doppler components are easily switched from one aircraft to another, thus this shortage has not affected our mission adversely. 41



#### CHAPTER V

#### **FACILITIES**

#### **FACILITIES**

(U) Recreation facilities are adequate. The base Recreation Center has been refurnished and airconditioned. Other recreation facilities include a miniature golf course located at the beach, an outdoor theater, golf driving mats, and a tape center. The base has clubs for officers, non-comissioned officers, and airmen. Other facilities include the Base Chapel, Snack Bar and Base Exchange. 1

#### HOUSING

(U) 361st airmen are billeted in barracks 1458 which consists of 8X10 cubicles for two men. Each cubicle contains two beds, two wall lockers, one desk and one chair. <sup>2</sup> These cubicles are being boxed in with plywood to give the men more privacy, comfort and less noise. It has been repeatedly recommended that modern barracks be built as soon as possible. Construction is scheduled to start 1 June 1969 and is supposed to be completed in 120 days. <sup>3</sup> At the present time 60% of the officers and 35% of the airmen occupy quarters off base. <sup>4</sup>

#### CHAPTER VI

#### SPECIAL ACTIVITIES

#### SECURITY

- (U) During this reporting period the following people were assigned duty in squadron security. Squadron Security Officer Major R.J.

  Curley; Alternate Security Officer Major C.F. Smith Jr.; Security

  NCOIC TSgt L.K. Rice. During this period the main emphasis of the security section was on training. All personnel in squadron accomplished their yearly communications (COMSEC) training. Appropriate entries were made on AF Form 572, General Military Training Record. In addition at the squadron commander's call held on 10 & 11 Dec all personnel were briefed on AFR 205-57, Reporting and Investigating Espionage, Sabotage, and Subversion. The above two items will now be accomplished during initial in-processing of squadron personnel. This will satisfy their yearly requirements. 1
- (U) On 26 Nov 68 a staff assistance visit to the squadron was made by personnel of the base security police. Numerous errors were discovered in the classified handling procedures. A followup inspection was conducted on 3 Dec 68 at which time all discrepancies noted on first visit were corrected. 2

#### AWARDS AND DECORATIONS

(U) One hundred fifty three reommendations were submitted during this period. Details are shown in appendix 4.

#### DRIFTMETER PROJECT

(U) On 9 Dec 68 the 14th SCW submitted a SEAOR to 7th AF requesting a new driftmeter for all EC-47 aircraft assigned to the 361st TEWS. It requested that the Pioneer B-3 driftmeter be replaced immediately with FRIDEN B-6A as an interim measure and that a new driftmeter be developed for the EC-47 aircraft. <sup>3</sup> Hq 7th AF indorsed the 14th SOW request to the 460th TRW and requested their comments. <sup>4</sup>

#### LORAN C

(U) During the reporting period this squadron performed numerous tests in an attempt to utilize LORAN-C equipment for accurate aircraft fixing. The results were unsatisfactory. The squadron maintenance office is preparing a letter to the 460th TRW asking permission to remove this equipment from our aircraft. 5

#### AIRCRAFT DAMAGE

(U) On 18 Dec 68 AC 668 received minor damage at Pleiku when the base took several mortar rounds. The right aileron was removed and replaced and the rudder was repaired. The plane returned to its home station on 22 Dec 68.

#### CIVIC ACTION PROGRAM

(U) Squadron Civic Actions have been directed toward the refugee centers in the vicinity of Nha Trang. In the district of Cam Lon, with headquarters located mid-way between Nha Trang and Cam Rahn Bay, a small group of

(U) American Advisors work with the District Chief in support of two camps of Montagnards and, from time to time, large groups of transient refugees. The district of Dgien Chan is located approximately eight miles west of Nha Trang. There the 46th Advisory Group works with the Provience Chief in support of refugees and several local schools. 7 (U) In October, before being transferred back to the United States, Lieutenant Beam delivered lumber and cement to build a four bed dispensary in Cam Lon. The position of Civic Actions Officer was then assumed by Lieutenant Millhone, assisted by Lieutenant Clinton. During the remainder of this reporting period, these two officers, assisted by Sergeants Monroe and Hehmeyer supplied many more needed items to the district of Cam Lon. These men averaged one trip per week, using a ton and a half truck, they delivered the following items: two bunk beds, ten gallons of paint, 80 man tents, 150 feet of sewer pipe, and 30 assorted fittings to lay out and construct a new sewer system. Four sheets of FSP metal planking were also furnished to repair the bridge between Cam Lon and Nha Trang. 8

Perhaps the most rewarding accomplishment was in support of the district of Dgien Chan. There Viet Cong terrorists had burned to the ground a refugee camp, leaving the inhabitants homeless, and without food or clothing. The following morning the 361st delivered 800 pounds of clothing, ten five gallon cans of cooking oil, ten fifty pound bags of rice, ten fifty pound bags of wheat and ten fifty pound bags of flour.

(U) Since that time one and a half tons of lumber have been delivered for the construction of a new school building. Also eight more gallons of cooking oil and two 20 man tents. For perimeter defense, the squadron furnished barbed wire and miscellaneous survival gear. 9 Additionally, the squadron had delivered 72 gallons of milk to the Catholic orphanage in Nha Trang, and a ton of lumber to the leper colony north of the city. As new needs develop new projects will be started to assist the people of the local area. 10

On 21 Dec 1968 the Protestant Mens Group sponsored a Christmas party for the 250 orphans at the Evangelistic Protestant Orphanage of Nha Trang. Lt Col Binge and three other squadron officers participated in this worthwhile event; food and gifts were provided for all the children.

#### RATIONS

(U) In December, Major Frewen and Sergeant Taylor established a system to provide in-flight meals to squadron aircrews. Prior to this date aircrew personnel had to procure their own in-flight meals. Inflight meals are sold for 40 cents to officers and airmen on separate rations. The meals, consisting of meat, fruit and crackers, bread or cake, are procured through the base dining hall. They are then issued by the Supervisor of Flying (SOF) duty crew. Response to the new meals has not been as great as anticipated.

### MORALE

(U) Squadron morale remained very high during this period. Squadron parties were held monthly to honor arriving and departing personnel. Special Christman and New Years parties were also held for flight crews. These were sponsored by occupants of two of the Officer' Villas. The Squadron Mail Room and Crew Lounge continued to offer convenience and helped to keep morale high.



#### FOOT NOTES

#### CHAPTER I

- 1. 7th AF OPS ORDER 450-68, 7 Jan 68.
- 2. Extract, Unit Manning Document, 30 Sep 68.
- 3. Interview with TSgt Vanasse, First Sergeant of the 361 TEWS, 2 Jan 69.

#### CHAPTER II

- 1. 361st TEWS MANNING, Appendix 4.
- 2. IBID.
- Interview with First Lieutenant Adair, Maintenance Officer,
   Jan 69.
- 4. IBID.
- 5. Letter of Appreciation, 23 Nov 68.

#### CHAPTER III

- 1. Letters from 6994th Security Squadron (USAFSS) OPS -M dated: 3, 5, 7, 16, 26, 30 Oct 68; 14, 21 Oct 68; 5, 17, 24 Dec 68. Letters are classified secret and located in Squadron Intelligence safe.
- 2. 7th AF (DOCR) letter to 460 TRW dated 30 Sep 68. "Implementation Instructions for the Twin Coverage Concept". Classification secret, located 361st TEWS.
- 3. Interview with Lieutenant Colonel Burlingame, Operations Officer, 6 Jan 69.
- 4. IBID.
- 5. Interview with Lieutenant Colonel Howell, Chief, Sq. Stan/Eval, 3 Jan 69.
- 6. Lieutenant Colonel Burlingame, Op. Cit.
- 7. IBID.
- 8. IBID.
- 9. Interview with Major Brown, Squadron Safety Officer, 24 Dec 68.
- 10. Interview with Major Bracewell, Operations Plans Officer, 3 Jan 69.

#### CHAPTER IV

- 1. Doc. 1., 14th SOW Monthly Maintenance Summary November 68.
- 2. IBID.
- 3. <u>IBID</u>.
- 4. <u>IBID</u>.
- 5. Interview with Lieutenant Adair, Maintenance Officer, 23 Dec 68.
- 6. IBID.

#### (Foot notes Con't)

#### CHAPTER IV(CON'T)

- 7. Doc. 1., Op. Cit.
- 8. Doc. 2., OJT Evaluation Visit Report, 28 Nov 68.
- 9. Doc. 3., Letter of Appreciation, 23 Nov 68.
- 10. Interview with Lieutenant Adair, Op. Cit. Interview with Mr. Tipton, Tech. Rep., Bendix Co., 6 Jan 69.

#### CHAPTER V

- 1. <u>Doc. 4.</u>, Photos.
- 2. IBID.
- 3. Interview with Tech Sergeant Vanasse, Op. Cit.
- 4. Information derived from Squadron Locator Cards.

#### CHAPTER IV

- 1. Interview with Major Curley, Squadron Security Officer, 28 Dec. 68.
- 2. IBID.
- 3. 14th SOW message to 7th AF/OPCR dated 9 Dec 68, subj. Request for SEAOR, EC-47 aircraft.
- 4. 7th AF/OPCR letter to 460th TRW (DM) dated 15 Dec 68, subj. Request for SEAOR Class V Mod., Driftmeter for EC-47 aircraft.
- 5. Interview with Lieutenant Colonel Hannibal, Chief Squadron Navigator, 3 Jan 68.
- 6. Interview with Lieutenant Adair, Op. Cit.
- 7. Interview with Lieutenant Millhone, Civic Actions Officer, 2 Jan 69.
- 8. IBID.
- 9. IBID.
- 10. IBID.
- 11. Interview with Major Frewen, 3 Jan 69.

#### FLIGHT CREWS

#### A FLIGHT

LT COL WOFFORD CAPT CAMPBELL LT COL WILLIAMS TSGT MONROE

MAJ FRAZIER CAPT TOMEI CAPT NAKAMURA TSGT RICE

1ST LT ZERBE 1ST LT BRISCOE 1ST LT FORSYTHE SSGT PARKER

LT COL STEFFENSON 1ST LT VAN DOREN MAJ SCIFRES

CAPT CRAWFORD CAPT KASHYNSKI SGT BLACK

1ST LT CASTONGUAY 1ST LT MILLHONE CAPT REBSCH TSGT REDMAN

MAJ LAVO 1ST LT ANDERSON SGT DELANEY

LT COL ROBISON 1ST LT BORDEN MAJ SMITH SGT HOLCOMB

LT COL ANDERSON 1ST LT SOLOMONSON 1ST LT PARSONS TSGT SHAY

#### B FLIGHT

LT COL KENNEDY 1ST LT ROLPH MAJ FREWEN TSGT LILLY

LT COL CALLANAN
1ST LT CROWNOVER
LT COL BURNETT
MSGT HORVAT

MAJ FISK 1ST LT DOLENSKY MAJ BOYETTE SGT THARP

LT COL GLESENER
1ST LT FADGETT
MAJ CURLEY
TSGT PRICE

1ST LT CORDOVA
1ST LT ALLEN
1ST LT HARPER
TSGT ADKINS
1ST LT PITTMAN

CAPT CHAPMAN
2ND LT SWEENEY
1ST LT JOHNSON
TSGT BOWERS

MAJ BRACEWELL 1ST LT BROWN, D. MAJ ROGERS, J. A1C GOGGINS

LT COL KITCHENS
1ST LT CLINTON
CATT TAMURA
TSGT TAYLOR

#### C FLIGHT

LT COL MILLER
1ST LT GOUTHIER
MAJ ROGERS, L.
SSGT SHORTELL

CAPT SANDERS
1ST LT CHERTOFF
1ST LT McEWEN
SSGT WEIJK

MAJ FITZSIMMONS MAJ BIRD TSGT RUTHERFORD

MAJ BROWN, W. 1ST LT MOSES MAJ PETRAK SSGT STRACENER

LT COL CHRISTENSEN CAPT KRAESZIG MAJ SUSKIN SSGT McGINTY

LT COL JONES 1ST LT MAGLIOLO MAJ JACKSON TSGT BLANCHARD

LT COL DOBYNS 1ST LT DUDA CAPT CHENEY SSGT CHERRY

MAJ RAEBURN 1ST LT VERNON CAFT MUCKLEBAUER MSGT NESSEL

1ST LT VAN ETTEN 1ST LT CRAWER 2ND LT HUBBARD SSGT BRUCE

#### FLIGHT CREWS

A FLIGHT	B FLIGHT
SPARES: LT COL BUIGE	LT COL ELTON
2ND LT BOUCHER	2ND LT AMUNDSEN
MAJ WALKER	1ST LT KNIGHT
	1ST LT WELCH
CAPT CHAPPELL	1ST LT ROSHAK
CAPT SCHWEERS	CAPT PARKER
MSGT WINBERG	TSGT MOSELY
TSGT LUJAN	TSGT FRANCE
TSGT BRIDGES	MSGT EVANS

# STAFF CREW MEMBERS

LT COL SULLIVAN
LT COL HOWELL
LT COL BURLINGAINE
LT COL FILLINGIM
LT COL HANNIBAL
SSGT COLLINS

# C FLIGHT

1ST LT HERNANDEZ MAJ BITTAKER CAPT TURK CAPT DRAUGHN MAJ HOHLE

# MAINTENANCE PERSONNEL

A FLIGHT	B FLIGHT	C FLIGHT
MSGT CLARK	MSGT WELCH	SSGT FOLEY
TSGT SPIVEY	TSGT GAVIDIA	SGT RINKER
TSGT BENOIT	SSGT UPHUES	SGT JENKINS
SSGT RICO	SSGT BARBER	A1C CHRISTIAN
SSGT DESHAW	SSGT SANDERSON	A1C ATTEBURY
SSGT SEFULVEDA	SGT SHAARSHMIDT	A1C DZIEWULSKI
SGT CHESTER	SGT ROWLAND	A1C WISKUS
SGT PALMER	SGT COX	A1C STROSSNER
SGT WHITAKER	SGT VAN EGDOM	
SGT ROSKOS	SGT STEELE	PHASE MAINT
SGT RICHARD	SGT MAY	
SGT BALDWIN	SGT LAUDERMILK	TSGT MUCKEY
SGT HARRIGAN	SGT KREGER	SSGT MULLIN
A1C ROGERS	SGT MAJOR	SGT DRAPER
A1C SERGENT	SCT WILLIAMS	SGT GIGLIO
A1C FRAZIER	A1C FULLARD	A1C BROWN
A1C HASLEY	A1C FORE	A1C DUESLER
A1C JOHNSON	A1C KRALL	A1C LINBERG
A1C DYKES	A1C RIDEOUT	A1C DOGAN
A1C RAMERES	A1C VIETH	A1C MCKENNA
A1C REESE	A1C MITCHELL	A1C MORGAN
A1C CAIN A1C KALIN	A1C HEYMEYER	A1C NEBBIA
A1C BECNEL	A1C RICHARDS A1C SCHAETZ	A1C BENTON
A1C MAES	A1C BOITNOTT	A1C CAYLOR A1C EDWARDS
A1C HERNANDEZ	NIC DOTINOTI	A1C FOLWEILER
A1C CAPRON		AIO POLMETIER
ATO UNITION		

# DEPARTMENT OF THE AIR FORCE HEADQUARTERS 361ST TACTICAL ELECTRONIC WARFARE SQUADRON (PACAF) APO SAN FRANCISCO 96205

SPECIAL ORDER 42

6 October 1968

Under the provisions of AFR 35-54, LT COLONEL HAROLD J SULLIVAN, FR14770 assumes command of the 36lst Tac Elct Warfare Sq., effective this date vice LT COLONEL EDWARD T FELS JR., FR37551.

AND SULDIVAN, Lt Colonel, USAF

Commander

DISTRIBUTION

12 Ea Indiv

2 460th TRW

2 14th CSG

1 DCMM

1 Ea Sec

1 Sq File

#### KEY PERSONNEL

COMMANDER Lt Col Harold J. Sullivan

FIRST SERGEANT TSgt Roger E. Vanasse

OPERATIONS OFFICER Lt Col William G. Burlingame

ASST OPERATIONS OFFICERS Lt Col William C. Robison

Lt Col Cletus E. Glesener

A FLIGHT Lt Col Kenneth O. Wofford

B FLIGHT Lt Col Dean L. Kennedy

C FLIGHT Lt Col Stanley W. Miller

'INTELLIGENCE SECTION Lt Hugh W. Lewis, Jr.

SQ CHIEF NAVIGATOR Lt Col Nicholas Hannibal, Jr.

OPERATIONS ADMIN SECTION TSgt Robert Cleckler

SCHEDULING Lt Col Stanley W. Miller

STAN/EVAL Lt Col Murrell M. Howell

SAFETY Maj William E. Brown, Jr.

MAINTENANCE OFFICER 1st Lt Harmon L. Adair, Jr.

NCOIC MAINTENANCE CMSGT LeRoy G. Gregory

NCOIC FLT ENGINEER SEC MSGT Walter F. Nessel

CONFIDENTI

₩ 37075A	PACI	FIC AIR F	ORCES	F	PART	Α	UNIT	•	PCN 37075A		
0361TEW SQ NHA	TRANG	API VI	ETS D	169	269	369	469	1	OB61TEW SO	ΝНА	TRANC
MOB FLIGHT OPERAT	IONS 311023	C-47 AIR	CREW						AUTH RECAP	169	26 <del>9</del>
FLIGHT ENGINEER SPE	C A43550	SGT	2KK	9	9	9	9		LTC	8	8
			OFF	90 30	90 30			:	LAM	6	6
a a a a a a a a a a a a a a a a a a a		A. T. C. (11)	AMN	30	30	30	30	•	CP1	3 წ	38
MYCC PERS + SURVIV					ā		•		LT	44	44
PROTECT EQUIP SPEC	92250 92250	SSG SGT	2KK 2KK	1 2 2	1 2 2	1 2 2	1 2 2		TUT OFF	96	96
APR PRO EQUIP SPEC	92230	AIC	2KK						CMo	1	1
			AMN	5	5	5	5		SMS	<u>.</u>	1
									450	5	4
									T50	13	13
									5 <b>8.</b> a	2.7	<b>3</b> %
									20.t	٤.	3.2
									1C	3 -	, is
										12	1 - 3

CONFIDENTIAL

73

COIAL.	IVLIV	140
--------	-------	-----

PCN 37075A	PACIFIC A	IR FORCES	PART	Α	UNIT D	PCN 37075A
0361TEW SQ NHA T	RANG AP	T VIETS	D 169 269	369	469 17	0361TEW SQ NHA TRANC
PILOT TRANSPORT NAVIGATOR OTHER AIR OPER SUPV AIR OPER SPEC	1045Z LTC 1535Z MAJ 27170 TSG 27150 SSG 310100 OPR	3 2KK 3 2KK 2KK 2KK VNIT ADMIN	2 2 1 1 1 1 1 1	2 1 1 1	2 . 1 1 1 .	ACFT MAINT OFFICER ACFT MAINT SUPT ACFT MAINT TECH ACFT MAINT TECH ACFT MAINT TECH ACFT MAINT SPEC 4
FIRST SERCIANT ADMINISTRATIVE SPEC ADMINISTRATIVE SPEC	01070 MSG 70250 SSG 70250 SGT	2KK 2KK 2KK	1 1 1 1 1 1 3 3 5 5	1 1 1 3	1 : 1 : 1 : 1 : 1 : 1 : 1 : 1 : 1 : 1 :	ACFT MAINT SPEC 4 APR ACFT MAINT SPEC 4
JOH INTELLIGENCE INTELLIGENCE OFFICER INTEL OPRS SPEC	351000 INTE 8054 CPT 20450 SSG	0 2KK 2KK OFF		1	1 1 1 1	MLI PERIODIC MAINT  ACFT MAINT TECH  ACFT MAINT TECH  ACFT MAINT SPEC  ACFT MAINT SPEC  ACFT MAINT SPEC  APR ACFT MAINT SPEC  4
ML COMMIZATION MA ACET MAINT OFFICER ACET MAINT SUPT ADMINISTRATIVE SPEC	4344 CPT 4344 CPT 43191 CMS 70250 SGT	AMN NIZATION MA O 2KK 2KK 2KK CHE COMPAN	PU 1 1 PU 1 1 2 2	1 1 1 2	1 1 1 1 1 1 1 1 2 2	MOB FLIGHT OPERATIONS  PILOT TRANSPORT PILOT TRANSPORT PILOT TRANSPORT RAVIGATOR OTHER PILOT TRANSPORT NAVIGATOR OTHER FLIGHT ENGINEER TECH 44 FLIGHT ENGINEER SPEC 44

CONFIDENTIAL

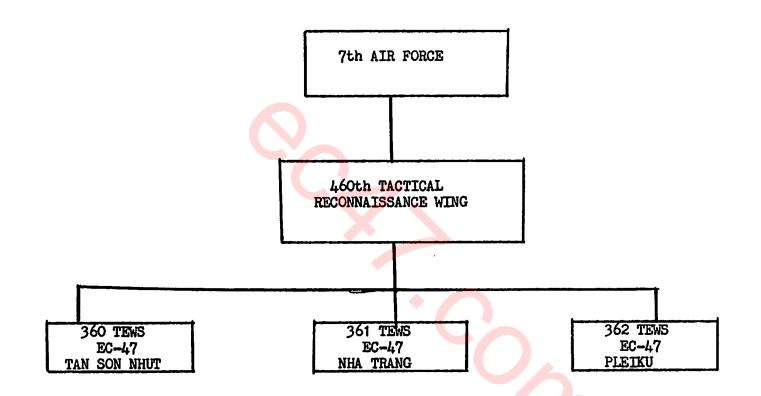
# 361st TEWS MANNING

	AFSC	AUTHORIZED	ASSIGNED
310000 Operations	1045Z 1535Z 27170 27150	2 1 1 1	2 1 1 1
310100 OPR Unit Admin	01070 70250	1 2	1 3
351000 Intelligence	8054 20450	1 1	1 1
220000 Organization Maj			
	43440 43191 70250	1 1 1	1 2 0
221000 Flt Line Maint			
	43440 43191 43171A 43151A 43131A	1 1 10 28 25	1 2 10 35 19
222000 Periodic Maint			
	43171A 43151A 43131A	3 9 7	3 9 4
311023 Flight Operation	ıs		
	1045Z 1535Z A43570 A43550	60 30 4 26	62 34 4 28
310200 Pers Survival Ed	92250 92230	3 2	2 _ 0
TOTAL	-	222	228

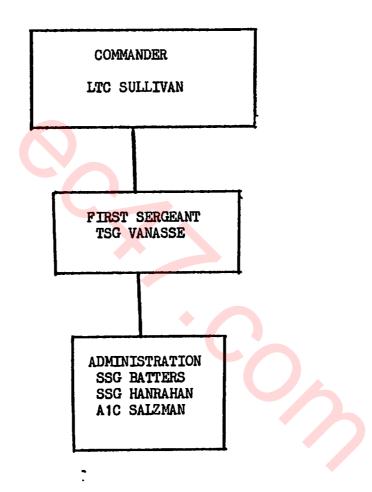
# AIRCRAFT INVENTORY

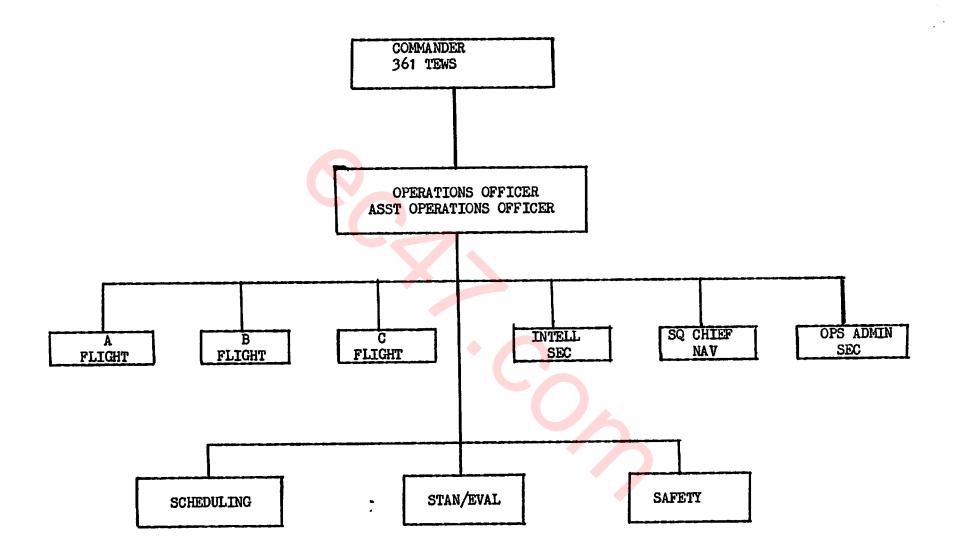
EC-47 P	45 - 1044
EC-47 P	43 - 49100
EC-47 P	43 - 49126
EC-47 N	43 - 15133
EC-47 N	43 - 93161
EC-47 P	43 - 48480
EC-47 P	43 - 49260
EC-47 N	42 - 23520
EC-47 N	42 - 100665
EC-47 N	43 - 15668
EC-47 P	43 - 48933
EC-47 P	43 - 48767
EC-47 N	42 - 23882
EC-47 P	43 - 48886
EC-47 P	45 - 48925
EC-47 N	45 - 108980
EC-47 P	43 - 49865

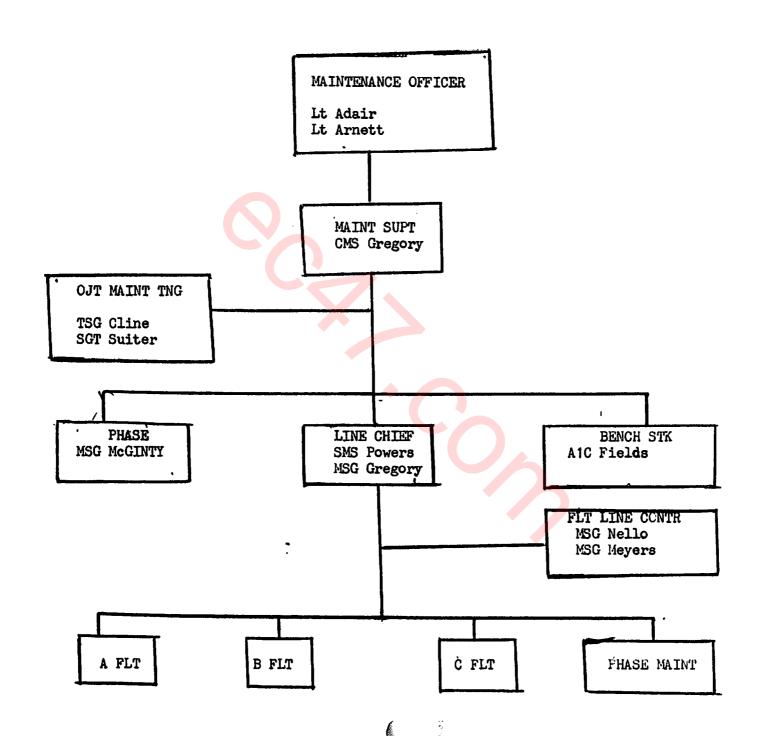
5. Les :



•





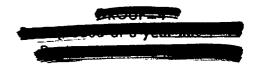




# APPENDIX 4

OPLAN/OPORD	ORGANIZATION	TITLE	PURPOSE
Emergency Actions Plan 1-67 SECRET NOFORM	Det.1, 6994th Security Squadron	Det. 1, 6994th Security Squadron of Emergency Actions Plan 1-67.	Protection of assigned person- nel, facilities, and materiel dur- ing emergencies.
OPORD 201-67 CONFIDENTIAL	Commander Coastal Surveilance Force.	Market Time.	Establishes basic organization, mission, and tasks of Market Time Forces in RVN.
OPLAN 207-69 SECRET	14th SOW	Aerospace Security Operation Plan.	To develop effect- ive security and protection opera- tions to insure Aerospace opera- tions resources and other USAF assets are provided maximum security under various con- ditions that might be encountered.
Implementing Instructions for 14th CSG OPIAN 207-69 and NHAR 207-3 (U)	361st TEWS	Implementing Instructions for 14th CSG 207-69.	To insure emergency security protection of Squadron Operational resources and other USAF assets, while supporting 14 CSG OPLAN 207-69 and NHAR 207-3.







# APPENDIX 4(Con't)

OPLAN/OPORD	ORGANIZATION	TITLE	PURPOSE
OPIAN 301-68 (U)	460th TRW	Mission quality control team "Quiet Cricket"	To establish a mission quality control team composed of members from each reconnaissance unit of the 460th THW for the purpose of improving collection, processing, interpretation, and dissemination of intelligence data based on mission review and analysis.
ANNEX E OPLAN 301-68 SECRET	460th TRW	EC-47 Mission Quality Con- trol Proce- dures.	Provide guidelines for the quality control evaluation of the effectiveness of the ARDP mission.
OPORD 439-69 SECRET NOFORM	7th AF	Combat Sky Spot	MSQ - 77 Operations
OPLAN 441-69 CONFIDENTIAL	361st TEWS	Typhooh Protection and Evacua- tion of Air- craft.	Provides guidance on aircraft evac- uation in case of severe wx conditions and for security reasons.
OPLAN 441-69 CONFIDENTIAL	14th SOVi	Typhoon pro- tection and Evacuation of Aircraft.	Provides guidance on Evacuation of Aircraft.

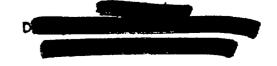






# AFFENDIX 4 (Con't)

OPLAN/OPORD	OR <b>GANI</b> ZATION	TITLE	PURPOSE
OPLAN 441-69 CONFIDENTIAL	460th TRW	Typhoon Protection and Evac- uation of Aircraft.	Provides guidance on the evacuation of Wing aircraft from Tan Son Nhut Air Base.
OFLAN 441-67	7th AF	Typhoon Protection and Evac- uation of Aircraft.	Provides guidance on aircraft evac-uation.
OPLAN 443-68 SECRET NOFORM	7th AF	Support of U.S. Special Forces camp.	Contains instructions and procedures for providing tactical air support to Special Forces camps, in the event of an enemy ground attack.
OPORD 450-67 SECRET	460th TRW	Phyllis Ann	Provides for train- ing and employment of ARDF units in SEA.
OFORD 450-68 SECRET	7th AF	Combat Cougar	Provides for support and employment of ARDF units in SEA.
OPLAN 105-69 (U)	14th SOW	Weather Sup- port Plan.	To consolidate weather support capabilities and procedures and eliminate the need for agreements.
OPLAN 302-67 (U)	460th TRW	Red Carpet	Briefings for visiting dignitaries.

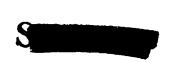


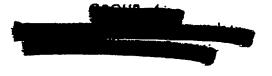




# APPENDIX 4 (Con't)

oflan/oford	ORGANIZATION	TITLE	FURPOSE
OPORD 303-67 (U)	460th TRW	Combat tactics review board.	Establishes a combat tactics review board for the evaluation and development of combat tactics for the 460th TRW.
OPLAN 304-67 (U)	460th TRW	Operational Mission Requirements.	Describes the duties and responsibilities of the requirements panel and subordinate wing activities in their attempt to improve the overall effectiveness of the reconnaissance mission in SEA.
OPLAN 355-69 (U)	14th SOW	Base Disaster Preparedness Plan.	Tasks 14th SOW agencies and attached units with certain responsibilities to insure that an operational capability is established and maintained, and that loss of lives, property and equipment are kept to a minimum.
OFLAN 355-68 (U)	361st TEWS	Disaster Preparedness Plan	To preplan those actions which will minimize the loss of lives, property, and maintain the operational readiness of the 361st TEWS.







# APPENDIX 4 (Con't)

OPLAN/OPORD

ORGANIZATION

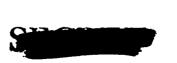
TITLE

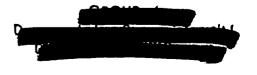
**PURPOSE** 

Mobility Plan 400-1 460th TRW

Mobility Plan

Provide detailed instructions to the 460th TRW staff agencies, subordinate units and Tan Son Nhut AB supporting activities for accomplishing the actions required to support wing mobility deployments.





# MISSION SUMMARY

TOTAL FIXES	1349	1558	1956	4863
Priority FIXES	289	275	361.	925
High Activity	23/66(18 Priority)	13/85(16 Priority)	4/78(15	Priority)
Date/FIXES	4/64(15 Priority)	19/109(15 Priority)	12/85(12	Priority)

#### OPERATIONS SUMMARY

	OCT	NOV	DEC	TOTAL
Missions Fragged	290	311	353	954
Effective Missions	267	293	347	907
Mission Flying Time	1929:05	2090:15	2476:05	6496:25
Functional Checks				
Number Flying Hours	28 28:15	38 50:05	47 54:50	11 <b>3</b> 133:10
Calibration Flights				
Number Flying Hours	4 15:40	000	6 15:40	10 31:20

Non-Effective Missions 47
Air Aborts Total 67
Air Aborts Due To Weather 27

APPENDIX 4

Numbers of Squadron Personnel Recommended for Decorations

	OCT	nov	DEC
Distinguished Flying Cross	16	3	13
Bronze Star	0	0	0
Air Medal	19	39	27
Air Force Commendation Medal	17	9	9
Vietnamese Decorations	0	0	1

# CREW UPGRADING

·	PILOTS	NAVIGATOR	FLIGHT MECHANICS
TOTAL ASSIGNED	64	34	31
1st Pilot Upgrade	16	N/A	N/A
Right Seat Checks	12	N/A	N/A
Initial Check-out	n/A	13	19
Instruction Upgrade	4	6	3
SEFE Upgrade	1	2	1
No-notice Checks	22	6	8

\*As of 31 Dec 68

MAN TOO

FOR OFFICIAL USE CNLY



BPEBBBB

OPEBATIONS
WIDDES

MONTHLY SUMMARY

MAINTENANCE

Whatthang

RCS-I-PAF-U36

NUV. 68

# CONLLATS

ITEM	PAGE	ITEM	PAGE
1. Contents	1	7. Aircraft/Engine Utilization	7
2. Management Summary	2	8. AGF Summary.	8
3. Moster of Key Personnel	3	9. Jet Engine Base Maint	9
4. Aircraft Data	4	10. Training Summary	10
5. Maintenance Performance	5	11. Transient Landing Data	11
6. Base Self Sufficency	6	12. HI 10 Failure/Manhour Comp	12
		13. Maint Personnel Auth/Asgd	13

NOTE: All of pages 13 are classified "CONFIDENTIAL"

With pages 13 removed classification is "FOR OFFICIAL USE ONLY" PACAFR 56-12 par 3A.

#### MANAGEMENT SUMMARY

#### 1. HOW WELL DID WE DO:

- a. The 14th SOW and 361TEWS flew a combined total of 5,609 sorties and 8,945 hours. All aircraft continued to operate well above the USAF Aircraft Operational Standards. Furthermore, none of these aircraft exceeded the Air Force standard for NORS and NORM rates. The Wing Operational Mission was fully supported during this reporting period.
- b. Maintenance Performance: The most significant reason for the increase in manhours per flying hour in the last six months is that all MDC documents generated at the FOL's by 1450W personnel are now being forwarded to Nha Trang for processing. During the first five months of the year, no MDC documents were received from the FOL's. Another reason for the increase in manhour cost was a significant increase in wing structural repairs accomplished because of corrosion. This problem has been brought to the attention of WRAMA and IRAN QC personnel. Also in March maintenance personnel were not familiar with the documentation procedures outlined in the new T.O. 00-20 series Technical Orders. Continuing emphasis has been placed on accurate documentation.
- c. With the cancellation of the RCS: PAF-A-16 report, our U-36 contains some misleading information on the AC-47 aircraft. The deficiencies are within the following:
  - (1) Airc raft possessed
  - (2) Aircraft flying hours
  - (3) Total sorties scheduled
  - (4) Total sorties flown
  - (5) Manhours per flying hours

We feel that the above mentioned deficiencies would be eliminated if our recommendations in our classified message (C) DCHM #130355Z DEC 68 to 7AF are included in PACAFM 66-12 and PACAF Sup 1 to AFM 65-110. The deficiencies are caused by communication problems between stations of deployment of aircraft and home station. Specific deficiencies have been brought to the attention of the FOL involved.

2. OVERALL ANALYSIS: The Base Self Sufficiency rate remains well above the 95% standard. The AGE OR rate was 91.4% which is well above the established standard. Only one unit of AGE equipment did not attain the minimum 75% incommission rate for the month. A MA-1A Gas Turbine Compressor unit was AWP for the following items.

# ROSTER OF KEY PFTSONNEL

		ROSTER OF KEY PF	RONNEL				-	
DUTY TITLE	AUTH AFSC	NAME	GRADE	PAFSC.	DEROS	SYMBOL	PHONE	QTRS PHONE
Wing Commander	00066	Allman, C.S.	Colonel	00036	Mar 69	С	3315	3602
Deputy Commander for Mater	ciel 00046	Lewesque, J.B.L.	Colonel	00046	Jun 69	DCM	2962	3372
Chief of Maintenance	CO4316	Tyler, W.L.	Major	4351	Jan 69	DCMM	3930	3930
Maintenance Control OIC	04316	Hatch, P.J.	Major	4344	Dec 69	DCMMC	3930	3787
Workload Control NGOIC	43191	Gould, T.L.	SMSgt	4339	Sep 69	DCMMC	3930	None
Records, Reports & Admin N		Anderson, W.	MSgt	70270	Feb 69	DCMMR	2986	None
Training Control NGOIC	75172	Metts, R.L.	MSgt	75172	Nov 69	DCMMT	3782	None
Quality Control OIC.	F04344	Hollis, B.R.	Major	F4344	Jun 69	DCMMQ	3328	None
Quality Control NCQIC	43191	Rector, H.	CMSgt	43191	May 69	DCMMQ	3328	2465
Materiel Control NGOIC	64590	Kubena, E.	CMSgt	64590	May 69	DOMMCS	3966	
Analysis Branch NCOIC	43490	Cowden, G.C.	SMSgt	43490	Aug 69	DCMMA	3732	None
-	(E 1)	, a.c.		42490	Aug 07	DOMMA	2172	None
14th Field Maintenand Squa	adron							
Squadron Commander	4316	Smith, E.E.	Major	4316	<b>W</b> n= 40	PHEC	2014	2000
Maintenance Supervisor	4344	Garten, M.V.D.	Captain	4344	May 69	FMSC.	3048	3000
Maintenance Supt	43191	Hood, T.	CMSgt	43191	Aug 69 Mar 69	FMSMS FMSMS	3396	None
FAB Branch OIC	4344	Crosby, W.L.	2/Lt	4341	May 69	FMSFB	3396	None
FAB Branch NCOIC	53690	Jernigan, B.F.	MSgt	53470	Feb 69	FMSFB	3313	3000
Propulsion Branch DIC	4344	Malone, T.G.	Capt	4344	Nov 69	FMSP	3313 3007	None
Propulsion Branch NCOIC	43290	Johnston, F.H.	SMSgt	432 <del>9</del> 0	Jan 69	FMSP	3937	None
SOAP Laboratory	.,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	Briggs, D.	SSgt.	43251	May 69	FMSP	3937	None
Avionics Branch OIC	3234C	Arrison, J.	Capt	3234C	Nov 69	FMSCE	3937 2148	None
Avionics Branch NCOIC	30190	Richter, F.	SMSgt	30190	Jan 69	FMSCE	2148	2056 None
Aerospace Systems Branch C		Humphreys, E.C.	1/Lt	4344	Jul 69	FMSASSE		None
AGE Branch NCOIC	42173	Wallette, R.	SMSgt	43290	Jan 69	FMSAGE	3698	None
Munitions Branch OIC	4625A	McGowan, J.R.	Capt	4625A	Apr 69	FMSM	3356	2056
Munitions Branch NCOIC	46290	Calva, J.	SMSgt	46290	,pr 69	FMSM	3356	None
1st Flt Maintenance Supr	43191	Gunsser, H.A.	CMSgt	43191	Jan 69	ACEM	3313	None
4th SOS		<b>,</b>	0.25	421/1	0an 07	AODM	7717	MOHE
Maintenance Officer	04344	Harrison W.D. Tu						
Maintenance Supervisor		Hoover, T.R. Jr.	1stLt	04344	Apr 69	ACSM	3972	None
	43191	Ramsauer F.	CMSgt	43191	Nov 69	acsm	3576	None
5th SOS								
Maintenance Officer	04344	Lighter, G.	CWO	04344	Apr 69	ACSM	3978	None
Maintenance Supervisor	43191	McLain B.	SMSgt	43191	Sep 69	ACSM	3978	None
9th SOS			•	<b>, _</b>	· <del>-</del> ·		J/10	-10110
Maintenance Officer	04344	Foil	Ca <del>pt</del>	4344	Jan- 69	ACSM	3283	None
Maintenance Supervisor	43191	Pickering, G.D.	CMSgt	43191	Feb 69	ACSM	3806	None
			<b>J</b> -	·	,		J000	140116

#### ITEM NUMBER 4 AIRCRAFT DATA

PURPOSE: To reflect accomplished versus planned and status of assigned aircraft to perform.

- 1. All aircraft assigned and/or reported by the 14th SOW continue to achieve the Air Force Operational Standard.
- 2. Quality Control performed fourteen (14) ORI inspections this month on 14th SOW and 361TEWS aircraft. A total of thirty-four (34) Red Cross discrepancies were discovered during these inspections and are as follows:

10110#0		•
	WUC	EC-47
WUC 21HAA WUC 13133		Six (6) each intake reaking. One (1) each left main gear down and safe oleo switch sticking
WUC 13110		One (1) each left main gear positive lock out of adj. and excessively loose.
WUC 45132 WUC 45140 WUC 4211Y WUC 42213 WUC 42312 WUC 4211D WUC 21MCC WUC 49111		One (1) each Hyd. leak emergency hand pump fitting One (1) each no preload on hydraulic accumulator One (1) each lead loose on inverter. One (1) each FOD in AC Power panel Four (4) each Starter lead loose, wires deteriorated and chaffing. One (1) each FOD in main inverter elect. panel One (1) each mixture control arm not safetied. One (1) each C. B. fire bottle lead loose.
	<u>wuc</u>	<u>AC-47D</u>
WUC 46111 WUC 21QAA WUC 42118 WUC 21MAE WUC 21HAA WUC 21NRB	· ·	One each rt fuel tank leaking at sump One (1) each rt starter relay terminal strip loose One (1) each Gen light C/B lead loose and wring. One (1) each Primer line leaking at spider Two (2) each intake leaking One (1) each engine oil firewall shutoff value, out of adjustment One (1) each Elevator control cable turnbuckle improperly safetie
WUC 13FAE WUC 46DAC WUC 13FAM		One(1) each left brake leaking One (1) each Fuel Strainer leaking One (1) each Hyd brake excessively worn

A. 4. AIRCRAFT DATA	B. ORGANI 1450#	ZATION	•.			C. MDS	
FUNCTION	JUL	AUG	SEP	oct	NOV		D. 6 NO. AVERAGE
AIRCRAFT ASSIGNED	35	32	32	32	32		35
AIRCRAFT POSSESSED	30.6	30.2	30.4	31.2	33.9		30.6
OPERATIONAL READY RATE	91.1	92.1	91.2 .	92.8	94.1		92.4
PHASE INSPECTION RATE	3.2	3.0	2.5	3.4	3.0		2.9
UNSCHEDULED RATE	3.8	3.7	4.7	3.3	2.6		2.3
TCTO RATE	.04	0.4	0.5	0.03	0.1		0.03
ALLOCATED HOURS	3235	3235	3131	3200	3200	•	3200
TOTAL HOURS FLOWN	3084/3084	3046/3046	2988/2988	2332/2332	2465/ 2465		2972/2972
TOTAL SORTIUS SCIEDULED	904	838	853	742	699	·	931
TOTAL SORTIES FLOUR	<b>8</b> 91 ·	853	852	708	670		923
TOTAL MANUSCUS EXPENDED AIRCRAFT SUFFIX	51484	64006	53248	51417	45206	·	20320
HANDOURS PER FLYING HOURS	16.7	21.0	17.8	22.0	18.3		7.5
OTHER DEPLOYED TEMPOUR EXPERDITURES	0	0	0	0	0		123
TOTAL ACET QUI INSPECTED	6	5	1	6	3		5.3
TOTAL RED CROSS DISCREPANCIES	11	17	5	12	8		4
TOTAL RED DIAGONAL DISCRUPANCE	<del></del>	92	22	<b>7</b> 5	60		58.8
TOTAL OPEN/DELAY DISCRUPANCE OF	15/25	11/20	14/2	19/40	10/13		14.8/17.

A. 4. AIRCRAFT DATA	B. ORGANI	•				.C. 1008	
Function	JUL.	AUG.	SEP.	OCT.	NOV.		D. 6 NO.
ATRORAFT ASSIGNED	15	19	19	19	17		15.5
AIRCRAFT POSSESSED	20.9	18	17.8	19	18,6		14.5
OPERATIONAL READY RATE	86.8	89.6	88.8	89.6	87.6		84.4
PHASE INSPECTION RATE	3.6	4.0	3.7	2.9	4.4		3.5
UNSCHEDULED RATE	6.8	5.5	5.1	4:1.	4.2		7.7
TCTO RATE	. 0	0	0	O.	0		0.1
ALLOCATED HOURS	1274	1274	1 <b>23</b> 3	1260	1260		1013
TOTAL HOURS FLOWN /SUB TOTAL	893/ <sub>893</sub>	1026/1026	953/ <sub>953</sub>	979/ 979	1287/1287		<sup>775</sup> / <sub>775</sub>
TOTAL SORTIES SCHEDULED	1980	2195	1979	2128	2483		1878
TOTAL SORTING FLOAM	1981 .	2221	1977	2125	2468	·	1888
TOTAL MANDOWS EXPENDED AIRCRAFT SUFFIX	10648	17009	15733	14838	14491		6219
HANHOURS PER FLYING HOURS	11.9 .	16.6	16.5	15.2	11.3		8.2
OTHER DEPLOYED PARTIOUR EXPERDITURES	0.	0	0	0	С		0
TOTAL ACFT QCI INSPECTED	4	2	1	4 .	2		2.2
TOTAL RED CROSS DISCREPANCIES	1	0	0	1	1		0,2
TOTAL RED DIAGONAL DISCRUPANCE	23	16	5.	26	14		12.5
TOTAL OPEN/DELAY DISCREPANCIES	21/12	7/14	5/3	17/21	2/15		3.2/11.2

	B. ORGANI	•				C. 1408	•
A. 4. AIRCRAFT DATA	14 SOV	1/361- TENS	•			EC-47	N/P
FUNCTION	JUL	AUG	SEP	OCT	NOV		D. 6 HD.
AIRCRAFT ASSIGNED	15	15	15	15	17		15
AIRCRAFT POSSESSED	14.4	12.9	13.7	13.1	15.8		13.5
OPERATIONAL READY RATE	82.0	84.9	81.4	79.5	76.0		88,1
PHASE INSPECTION RATE	3.8	3.6	4.1	3 <b>.7</b>	3.4		3.6
UNSCHEDULED RATE	9.6	10.6	13.6	14.7 .	17.1		. 7.9
TCTO RATE	1.6	0,8	0.9	0•፟ተ	0.6		0.2
ALLOCATED HOURL	2365	2365	2287	2850	2850		2250
TOTAL HOURS FLOWN /SUB TOTAL	<sup>2386</sup> / <sub>2386</sub>	2208/2208	2094/2094	<sup>2015</sup> / <sub>2015</sub>	<sup>2152</sup> / <sub>2152</sub>		7234/223
TOTAL SORTIES SCIEDULED	419	382	361	506	549		372
TOTAL SORTIES FLOUR	412	379	353	481	522	·	383
TOTAL MANDOURS EXPENDED AIRCRAFT SUFFIX	32071	29403	25730	28156	26272	·	20951
MANUOURS PER FLYING HOURS	13.4.	13.3	12,3	14.0	12.2		9.4
OTHER DEPLOYED MADDOUR EXPENDITURES	Ö	0	5	0	0		0
TOTAL ACFT QCI INSPECTED	2	2	2	4	2.		:,2
TOTAL RED CROSS DISCREPANCIES	C	0	0	10	17	·	೦,3
TOTAL RED DIAGONAL DISCREPANCE	18	17	18	47	105		25
TOTAL OPEN/DELAY DISCRIPATIONS	1./19	9/6	2/6	18/26	9/17		4.87

A.  5. MAINTENANCE PERFORMANCE	B. ORGANIZ	ATION				C. 108 AC-47D	
Function	ĴŪL	AUG	SEP	OC T	NOV	•	D. 6 MD. AVERAGE
NUMBER OF PHASE INSPECTIONS	32	34	32	32	28		32
AVERAGE "LOOK" MANHOURS	126.5	145.5	115.9	113.4	88.7		114.7
AVERAGE PRIXT MANHOURS	413.4	. 455.7	419.9	378.3	305.4		198.5
AVERAGE PHASE CLOCKHOURS	18.8	19.1	17.1	27.1	22.3	•	16.8
humberlof. Prufflight les Pections	684	894	597	689	692		470
AVERAGE "LOOK" MANHOURS	6.9	6.9	7.1	7.2	6.6		5.7
AVERAGE "FIX MANHOURS"	0.02	0.05	0.06	0.2	0.04		0.3
NUMBER OF POSTFLIGHT INSPECTION	<b>s</b> 465	621	402	. 414	443		301
AVERAGE "LOOK" MANHOURS	6.7	0.3	6.3	7.4	6.3		5.3
AVERAGE "FIX" MANHOURS	0.3	0.06	0.1	0.0	0.0		0.1
TOTAL UNSCHEDULED HOURS	5511.7	6331.7	7114.0	7515	5164		3062
NUMBER CANNIBALIZATIONS 991	8	10	3	4	6		3.7
NUMBER CANNIBALIZATIONS MDC "T"	3	1	5	3	5		2.8
NUMBER CANNIBALIZATIONS MDC "U"	2	1	. 1	.3	ì		7.0
NUMBER PER 100 SORTIES	0.9	1.2	0.4	0.6	0.9		0.4
MANHOURS CODE "T" & "U"	9.1	4	11	14	16.3		20,1
	•			•			

A.	B. ORGANIZ	ZATION				C. MDS	
	14 SON				•	UII-1F	•
5. MAINTENANCE PERFORMANCE		•		<b>3</b>			
Function	JUL	A UG	SEP	CCT	VOM		D. 6 MD. AVERAGE
NUMBER OF PHASE INSPECTIONS	9	9	. 6.	9	13		$E_{\phi} \Phi$
AVERAGE "LOOK" MANHOURS	48.0	51.5	71.3	46.9	36.5		53.6
AVERAGE FFIXM NANHOURS	74.2	. 170.0	310.3	202.8	152.8		103.6
AVERAGE PHISE CLOCKHOURS	34.6	56.6	38.7	36.2	31.4		45.0
NUMBER OF PREFIGHT INSPECTIONS	396	402	329	296	218		313.2
AVERAGE "LOOK" MANHOURS	2.2	2.2	2.4	2.4	2.1		1.7
AVERAGE "FIX MANHOURS"	0.02	- 0.0	0.0	0,1 =	0.0		.03
NUMBER OF POSTFLIGHT INSPECTION	3 704	730	790 ·	· 586	574		606.3
AVERAGE "LOOK" MANHOURS	2.1	2.2	2.3	2.4	2.2		1.9
AVERAGE "FIX" HANHOURS	0.0	0.02	0.0	0.0	0.0		0
TOTAL UNSCHEDULED HOURS	3261.4	3252.9	3298.1	2410	1908		1565
NUMBER CANNIBALIZATIONS 991	6	4	7	8	6		5.2
NUMBER CAMMIBALIZATIONS MDC "T"	8	6	4	1	11		( ,0
NUMBER CANNIBALIZATIONS MIX 'U'	5	4 .	8	7	2.		` .
NUMBER PER 100 SORTIES	0.3	0.2	0.1	0./,	0.2		i <b>,</b> )
MANHOURS CODE "T" & "U"	37.1	77.6	26.7	23.8	29,6		23.
·							<u> </u>

A	B. ORGANIZ	ATION				C. MDS	
5. MAINTENANCE PERFORMANCE	14 SOW		•	•		C-130E	
Function	ÎNT	wnG	SMP	CCT	NOV		D. 6 MD. AVERAGE
NUMBER OF PHASE INSPECTIONS	* N/A	* N/A	* N/A	i n/a	* N/A		8/7
AVERAGE "LOOK" MANHOURS	N/A	N/A	N/A	N/A	N/A		N/A
AVERAGE FFIXT MANHOURS.	N/A	N/A	N/A	N/A	N.∕A.		N/A
AVERAGE PHASE CLOCKHOURS	N/A	N's	M/A	$R/\Lambda$	Ŋ./A	·	N/A
NUMBER OF PREFIGHT INSPECTIONS	27	32	3	195			
AVERAGE "LOOK" MANHOURS	9.7	.3	4.5	7.0	<i>ਬ</i> .ੱ		
AVERAGE "FIX MANHOURS"	2.4	0.0	7.5	· O.	0.0		0.3
NUMBER OF POSTFLIGHT INSPECTION	S 31	25	35	. 24	<b>2</b> 9		46.2
AVERAGE "LOOK" MANHOURS	13.0	16.8	g,7	10.5	15.1		12.5
AVERAGE "FIX" MANHOURS	0.06	0.0	0.0	0.0	0.0		0.9
TOTAL UNSCHEDULED HOURS	1902.3	2084.3	2389.1	2908	2194		73+2
NUMBER CANNIBALIZATIONS 991	!	1	0	4	2		0.5
NUMBER CANNIBALIZATIONS MOC "T"	0	0	1	0	1		0.8
NUMBER CANNIBALIZATIONS MDC "U"	0	0 .	1	0	0		0.2
NUMBER PER 100 SORTIES	0.7	0.7	0.0	2.1	1.3		0.7
MANHOURS CODE "T" & "U"	• 0	0	11	0	2.0		0.7
* Phase inspections are perfo	rmed at CCK						

ITEM NO. 5 TO TO PROGRAM

BASE LEVEL (WORKABLE)

ACFT TYPE

TOTAL TOTO

NOv 68

TOTO M/HRS EXPENDED

BASE LEVEL (UNWORKABLE)

AC-47	969.0	77.C		892.C	110.2
EC-47	17,97.0	224.0		1273.0	149.4
0-2B	<b>3</b> 777. G	395.0	÷	201.0	1149.4
U-10	138.0	138.0		0.0	359.2
1:100 Ty	10.2	::		2	32.7
# <del>-</del> ***			•	$\delta_{K\bullet} G$	##:
		DOWNCE I WOULD	A PROTUN		
ACHT TYPE	NO. ACFT TOTAL UP	PREVENTIVE CORRECTEN Wines	CORRESTON THEATMENT MARKS	NO. ACPT WASHED	NO. ACET PATNITED
60-7. <b>7</b>	. 77	349.5	D/A . 5	124	<b>3</b>
BC-47	Ş	102.0	304.8	7	O
J-2B	16	24,0	184,5	40	0
U-10	15	97.5	194.5	27	O
UH-1F	1 <u>/.</u>	127.5	0.0	27	1

There were 31 units of Aerosnace Ground Equipment painted and 847 units were washed during the month of Nov

	Craft/1 Lizatio				D. GRCANIZATION 1450N							C. MDS AC-47D				
ACFT	ACPT	HOS			MINE 1	IME		ACFT	ACFT	HRS	222		PICIES			
SER / 3-16065	15064	<b>FLN</b> 129	Status	239	58		<b></b>	<b>SER</b> 44-76606	17838	<b>FI.N</b>	STATE	263	145	3	-	
·3 <del>-</del> 49274	14838	131		684	223			ld,-76722	15197	83		899	789			
3-49/121	19014	106		302	43			45-1121	17787	78		1472	1025			
.5-105 <b>7</b>	18574	119		343.	1185			43-48929	16741	68		242	606			
5-1117	<b>17</b> 19 <b>7</b>	120		3 <b>2</b> 4	1022			43-49021	15833	86		1:69	169			
43-49010	17657	102		786	786			43-48263	13548	77	·	663	452			
43 <b>-</b> 49503	1,8336	108		436	213			45-0927	16484	62 .		408	1111			
+3-48701	16994	109		512	1049			43-16368	15406	111		1472	168			
+3 <b>-</b> 49339	16393	67		528	282			43-49516	20255	113		323	586			
+5~919	14379	80		133	133			44-76 <mark>6</mark> 25	16589	79		526	1203			
45-1047	12303	80		485	561			43-48801	19705	110		387	199			
.3 <del>-</del> 16133	11552	150		486	302			43-495:7	17485	87		689	140	·		
4-76354	15578	472		472	98			43-49211	18073	93		657	664			
43-49423	19417	87	·	62	415											
,3 <b>-</b> 49 <b>77</b> 0	15543	57		310	351											
.3 <del>-</del> 48686	14181	72		1499	540											
4-76394	14578	76		1286	93											
4 <b>-</b> 76593	15210	63		680	169			<u> </u>								
4-76370	15353	88		593	743											

1				D. OF	D. ORGANIZATION							C. 1008				
	Crapt/1 Lizatio				14	th SOW							UH-1 F			
ACFT SER	ACFT TAKE	HRS FLN	STATUS		NOINE 1	IME	<u> </u>	ACFT SER	ACFT	HRS FLN	STATUS		DCIN	TDCB		
63-13146		l .		375				MOIL J		1	SIATUS				T	
63-13158		59		701					1						T	
63-13161	•	80		509									·		I	
63-13164		I		605												
64-1 5476	2443	60		1213												
64 <b>-</b> 1 <u>5491</u>	1889	61		889											1	
64-1 5492	1769	70		954					<u> </u>				<u> </u>		1	
65-7925	1341	43		356						<u> </u>					$oldsymbol{\perp}$	
65-7927	1353	67		756							<b>_</b>		-	-	1	
65-7929	1640	100		732					_	<u> </u>				<u> </u>	$\downarrow$	
65-7930	1600	63		692		<u></u>								<b> </b>	1	
65-7931	1663	38		201	· .						-				1	
65-7935	1410	64		1125										-	1	
65-7937	1426	92		634						<del>                                     </del>		ļ			1	
65-7939	1369	71		327					-		<b>-</b>	-	-	-	+	
65-7944	1671	66	-	901		-			-	-			<del> </del>	<b>_</b>	+	
66-1217	1323	66		544					-			-	+-	+	+	
															工	

AZI	CRAFT	ENCTIO		B. 0	ganiza'	TION						C. M	3		
UT	LIZATI	CON		<b>!</b>	14t	h SOW						Ī	C-1 30E		. •
ACFT Ser /	ACPT	HRS			MOIME			ACFT	ACFT	HRS FLH		1	NCINE '	TOE	
SER	TIME	FLH	STATUS	-1	1	3	<del>                                     </del>	SER !	TIME	TO.	STATUS		-2	-1-1	<b> </b> A_
64-523	2349	81	<u></u>	2349	881	195	2349		<u> </u>	<u> </u>					<u> </u>
64-555			WK.			•	1 .		1:						
64-567	2649	82		823	65	756	79								
64-568	2283	43		157	19	23	2283								
		·													
	• #														
	. 14									1					
										1.					
	-														-
			·			<u> </u>									
· ·															
				-			<u> </u>								
	 					<u> </u>									
•			1					£	1		1	1	1		1

8. AEROSPACE GROUND EQUIPMENT		SPECI	IAL OPERAT	rions Wing	i			
TYPE/MODEL EQUIPMENT		er of uni	rs	% in	% OUT OF COMMISSION			
	AUTH	ASGN	ACTIVE	COMM.	NORS	SCHED	UNSCHED	
B-12 Generator	6	Ü	0	C	<i>'</i> :	G.	0	
1.32 Geomatem	0	2	٠,	0,00	0	; <del>-</del>	·	
MDHy Gelvinar in	;	6	5	85.5		0.8	.7	
MD-3M General A.	e	7	7	89.5	5,8	مرا و الع		
0 0-8 Cenera o	25		2	99.5		<u>.</u>		
A-1 Generator		2.4		Ο.Α.	0.4	<u>.</u> 2	J.	
PE-7) Generation				COLOR				
Pilo Ceneral o			į	100 .11				
M)-2 Ceneration				<b>년</b> 43	207	-		
EMU- O Coneration	s	5	.2	100.0		27		
NE-2 Lite All	61	63	69	88.1	Cr. 5	4.7	6.7	
MA-1A Gas Turbine Compressor	2	ż	·	29.8	52,9	0,5	6,7	
MC-1A Air Compressor	1.1			:00.0	••	-	-	
MOST Air Compressor	C)	10	:0	97-5		1.8	07	
MC-2 Air Compressor	ņ	;	i	97 - 5	~	1.2	: 3	
MC-2A Air Compresso	29	30	30	93.9	0.5	1.1	4,4	
MB-2A Air Compressor	5	3	3	99.6	-	-	0.4	
A-3 Air Conditioner	20	18	18	82.9	9.5	1.9	5.7	
MA-1 Air Conditioner	2	2	2	100.0	-	-	_	

8

A.	B. GEGANIZATION		•	C.	TYPE/MODEL/SE	RIES	
9. JET ENGINE BASE MAINTENANCE	1450V				T-58-3		
					ODKL/SERIES E		
FUNCTION	TEDA (INCOUENITE)	JOL	AUG	SEP	OCT	NOV	·
NUMBER ENGINES COMPLETED . REMOVAL)	JEBA (UNSCREDULEI	11	8	5	7	17	
AVERAGE NUMBER MANHOURS JI	EBM	133	125	128	132	130	
AVERAGE NUMBER CALENDAR D		16	14	13	12	11.	
NUMBER ENGINES COMPLETED I	PE (SCHEDULED	. 0	0	0	0	0	
AVERAGE NUMBER MANHOURS PI	3	0	0	0	, 0	0	
AVERAGE NUMBER DAYS ENGIN		1	1	1	2	1	
AVERAGE NUMBER DAYS TO PROOFF BASE	OCESS ENGINE	1	1	11	1	1	
NUMBER ENGINES REMOVED FOR	R FOD	2	8	2	6	7	
NUMBER ENGINES SHIPPED TO	DEPOT	2	0	0	0	1	
AVERAGE OPERATING HOURS B	ETWEIN: JEBM	160	150 .	135	165	170	
	S. FARMES			and suppose			
		3.445					•
							4
			·			<u>.</u>	
6	,		1				

<b>4.</b>	B. ORGANIZ	MOTTA	١	es de de				
10. TRAINING SUMMARY		14th SOW	•					
FUNCTION	JUL	AUG	SEP	ост	NOV		C. 6 MONTH	
NUMBER AUTHORIZED 010	n	0	. 0	0	0		0	
3	383	365	383	. 383	383	-	387.2	
5	593	593	% <u>\$</u> ;	593	593		552.2	
.7	195	195	1 <b>9</b> 5	195			1,99.77	
9	31	31	31	31	3.		31 ,7	
NUMBER ASSIGNED/NUMBER OUT 010	0/0	0/0	0/0	0/0	0/0		0/0	
3	383/0	323/0	≥95 <b>/</b> 0	205/0	24570		299.7/.5	
5	590/309	595/274	602/278	613/247	6:7/234		536.5/277.3	
7	235/95	230/88 🔷	276.00	228/94	237791		218,7/89.7	
9 ·	47/ <u>0</u>	4 <b>5/</b> 0 ·	. 1976	i,2/0	36/0		53/0 .	
TOTAL NUMBER IN OJT STATUS	404	362	364	341	30%		305.8	
TOTAL NUMBER TAKING TESTS	47	40	51	49	32		36	
TOTAL NUMBER NOT PASSING	ì	6	5	7	le		11,2	
TOTAL NUMBER UPGRADED 3	7	0	0	0	0		0	
5	38	29	40	39	23		20	
7	2	8	8	3	2		5~3	
9	0.	0	0	0	0		0	
•								
							_	

<b>A.</b>	B. CRGANIZ	ATION	•	•			
11. TRANSIENT LANDING DATA				•	•		
FUNCTION: GENERAL CLASSIFICAT	ION TÜL	ADC	Sap :	OCT	NOV	CALL THE STATE OF	6 MONTH AVERAGE
JET	75	74	69	37	51		35.5_
RECIPROCATING	1140	1305	1389	- 1179	1000		1019.3
TURBO	681	761	849	927	784		568
HELICOPTER	5	0	4	6	12		0.2
COMMERCIAL	10	5	9	0	, О		0.3
OTHER	0	0	0	0	0		0
	1911	2145	2320	2149	1847		1695.5
			<i>(</i>				
	·	<b>•</b>			·		
				<u> </u>			
				6		·	
***************************************							
				·	•		
		(	t				

### "CONFIDENTIAL" DISTRITUTION OFF BASE

	A 1740 A 1774 A	track DO	20222	4
Hq USAF	AFSMEAA	Wash DC	20333 96553	5
CINCPACAF	DIM	APO		1
	IGI	APO	96553 9655 <b>3</b>	4
<b>7. .</b>	CPTM	APO		2
7AF	DNM	APO	96 <b>307</b>	4
	CPTM	APO	96307	1
	IGIM	APO ·	96307	•
	UNCLASSIFIED DISTRIBU	tion off base		
47		470	06074	4
13AF	DIM	APO	96274	1
	DMMT (MSET)	APO	96274	1
834 Air Div	DM	APO	96307	]
3 Tao Ftr Wg	DM	APO	96227	Ţ
12 Tac Ftr Wg	DM	APO	96326	7
31 Tac Ftr Wg	DM	APO	96316	7
35 Tac Ftr Wg	DM	APO	96321	1
315 SOvi	DM	APO	96321	1
366 Tac Ftr Vg	DM	APO ·	96337	1
460 Tac Recon Wg	DM	APO	96307	1
633 SOS	DM	APO	96295	2
633 808	DCMMA	APO	96295	. 1
460 Tao Recon Vg	DCIMA	APO	9630 <b>7</b>	1
Det 4, 6003 Spt Sq	DCMAT	APO	96274	1
AUL (SE)-68-588		Maxwell AFB, A	Alabama 36112	1
	UNCLASSIFIED DISTRIB	UTION ON BASE		

3 SOS	
4505	
5303	
<b>9808</b>	
15505	
14FMS	
20505	
361TE	<i>t</i> s
1450V	(c)
1450W	(DCM)
1450W	(DCMM)
1450W	(DCMMQ)
1450W	(DCMSS)
WOE	(DCO)
Bir.	- •

11

# DEFARTMENT OF THE AIR FORCE HEADQUARTERS 14TH COMBAT SUPPORT GROUP (PACAF) AFO San Francisco 96205

REILY TO

ATTN OF: BDP

SUBJECT: OJT Evaluation Visit Report - 7th Air Force

28 Nov 68

TO: 361 TEWS (

1. Attached is the Report of Visit by representatives of Hq, 7th Air Force who evaluated the CJT program of Nha Trang Air Base between 5 and 9 Nov 68.

- 2. This report is highly favorable, and it is only through the support and contributions of each person involved with the program that it has achieved this measure of success. Continued emphasis will generate continued success, and there is still room for improvement. We look forward to Seventh's next visit in April 1969, and anticipate additional improvement in our CJT posture.
- 3. Replies are not required.

FOR THE COMMANDER

ATCHARD J WUNG, Ltcl, USAF

Chief, Personnel Division

1 Atch GJT Evaluation Report

#### OUT EVALUATION VISIT REPORT

#### Mna Frang AB

- 1. An OUT evaluation visit was a iducted at Mha Trang AB, RVN on 5 9 Nov 68. Capt D. C. Breiderman and the visit.
- 2. Units visited, personal comments. Ratings given are Excellent, Satisfact of Margon and Unsatisfactory.
  - a. 14th Special Operation Wang
- (1) Mainteracted Tarting Centrel (DCMMT). Lt Col Grafton, Chief of Maintenance: MSgt Bader, and ISgt Carpenter. Rating Excellent. The training program is well additionabled. A Maintenance Operating Instruction (MOI) sets forth politics and procedures for training in the maintenance complex. The MOI requires a thorough monthly status report from each unit. Unit inspection works are on file. DCMMT is monitoring a base wide pre-SKT review class for 431X1 (aircraft maintenance) trainees.
- (2) 14th Field Maintenance Squadron. Major Smith and TSgt McKinney. Rating Extellect. Supervisory support for the training program is good. This is important because of the many divergent AFSCs in a field maintenance squadron. A fast-moving training program keeps the number of excessive trainers. W.
- (3) 3d Special Operations Squadron. Lt Col Feuerstein, Capt Suban, and TSgt LaVallee. Rating Excellent.
- (4) 4th Special Operations Squadron. Lt Col Lentine and TSgt Fondrisi. Rating Excellent.
- (5) 5th Special Operations Squadron. Lt Col Hill and SSgt Brookins. Rating Excellent.
- (6) 9th Special Operations Squadron. Lt Col Coates and MSgt Larsen. Rating Excellent. Recently established controls have brought the training program to acceptable standards in the last three months. Test results for the October while are 100% (3 tested and 3 passed). During the past four months, wine men tested and eight passed for a rate of 88%.
- (7) 15th Spelial Operations Squadron. Lt Col Bunn and TSgt Stringer. Pating Excellent.

(8) 20th Special Operations Squadron. Lt Col McMullen and TSgt Boggs. Rating - Satisfact. New facilities programmed for this unit should bring about a better training situation. Classroom space will be available and the general complication of offices and functions will centralize the training NCC's responsibilities. A Contract Technical Service Representative (Tech Repr. is being used to advantage in the training program.

#### b. 14th Combat Support Group

- (1) CBPO OUT Unit. Might Merritt, TSgt Morefield, and TSgt Geary. Rating Excellent. Training controls are set up by a base regulation. A good set of statistics indicates trends by unit and by AFSC. A recognition program has been established for trainees, trainers, and supervisors with cutstanding training accomplishments to their credit. The base wide SKT pass rate for the calendar year to date is 74.9%. The October pass rate was 84.6%. These figures continued an upward trend.
- (2) 14th Combat Support Group Headquarters Squadron. Capt Hoening and MSgt Bray. Rating Satisfactory. The program is running well; however, the training records it Rase Administrative Services need work. Airmen programmed for the (air) Gamship project have been assigned to the headquarters squadron for housing, messing, etc. OUT responsibility has also been made a part of the squadron's support of these airmen. The airmen are working in the various operation squadrons on base, where their OUT is getting attention. Recommend the Headquarters Squadron be relieved of this responsibility. It is nearly impossible for the Headquarters Squadron to assure that these airmen receive the proper training. If the training responsibility is levied on the units in which these airmen are working, the training will be of better quality since the training NCO and supervisors will have a real interest in training these people.
- (3) 14th Services Squadron. Major Willey and SSgt Scott. Rating Satisfactory. Command interest is good. With present command and supervisory support the program should improve.
- (4) 14th Supply Squadron. Lt Col Thompson and TSgt Mancuso. Rating Satisfactory. The rating for this unit will improve as newly assigned trainers and supervisors are integrated into the program.
- (5) 14th Security Police Squadron. Lt Col Stewart and SSgt Diegel. Rating Excellent. Command interest, supervisory support, and a strong classroom review before the SKI have resulted in a very good program. Supervisors and trainees at one detached location appear to need motivation.

- (6) 14th Civil Engineering Squadron. Lt Col Hamilton and SSgt Mann. Rating Marginal. The program in effect in April 1968 was excellent. It was allowed to determinate by the training NCO, who has since been reassigned. SSgt Mann. has been in the job less than 30 days, and has made some progress with the help of the CBPO. Increased command support is required to matitate the supervisors and trainers. The interest expressed by the appender should bear fruit in early 1969.
- (7) 14th USAF Dispensary. Major Watson and SMSgt Allen. Rating Excellent. In addition to a good OJT program, the dispensary is giving base wide training in First Aid and Buddy Care.
- (8) 14th Transportation Squadron. Capt Miller and TSgt McLean. Rating Excellent.

#### c. Attached Units

- Robertson, and TSgt Williamson. Not rated. The OJT program had been neglected until the arrival of the present commander and training NCO. Problems facing this unit include trainees assigned to 22 forward operating locations where the environment largely precludes effective OJT. Supervisory support is being generated by the training section. The SKT results for the October test cycle show the effect of recent improvements in the program. Nine men tested and all passed. Request the CBPO forward a copy of their next regular inspection report to 7AF (DPMT) with a copy to 504 Tar Air Spt Gp, APO 96227.
- (2) 361st Tactical Electronic Warfare Squadron. Lt Col Wofford, TSgt Cline, and AlC Suiter. Rating Excellent. An aggressive training program is in effect.
- (3) Det 1, 14th Aerial Port Squadron. Major Bithell and SSgt Bednar. Rating Satisfactory.
- 3. Base Rating and Comments. The base OJT program is rated excellent. Command support is good over the entire base. Most commanders are pushing the value of OJT and the five skill level to the individual airmen. The CBPO and Wing Training Control (DCMMT) provide excellent guidance for the unit training NCOs. A recently completed building adjoining the CBPO provides a good testing facility and offices for the OJT unit.

All that is needed is air conditioning and the associated insulation to provide a more favorable testing environment. As stated earlier, the base SKT pass rate is well above desired standards for the month of October (84.6%) and has been rising for the past three months. This is one indication of a well-faulded well-managed OJT program.

4. Out Briefings. Lt Col Crafton, Wing Chief of Maintenance was briefed on 7 November. Col Allman day Commander; Col Giles, Vice Commander; Col Hancock, Combat Support Group Commander, and Lt Col Wong, Director of Personnel were priefed to the visit on 9 Nov 68.

DANIEL C. PREIDENRACH, Capt, USAF Chief, Military Training Distant Directorate of Personnel Actions

#### DEPARTMENT OF THE AIR FORCE

HEADQUARTERS 460TH TACTICAL RECONNAISSANCE WING (PACAF)
APO SAN FRANCISCO 96307



23 Nov 1968

ATTH OF VC

SUBJECT Letter of Appreciation

TO 361TEWS

- 1. The report of the OJT Evaluation which was recently conducted at your squadron gives evidence of the hard work that you have put into your OJT program. I recognize that under combat conditions and pressure to accomplish the mission, it is difficult to devote the time and effort necessary to conduct a good OJT program. You are to be complimented, therefore, for conducting, in the words of the evaluator, "an excellent...agressive training program."
- 2. Since the success of our mission depends directly on the skills of our airmen, one cannot overemphasize the importance of OJT. It is gratifying to know that the men of your organization recognize this fact and, more important, are doing something about it. Special recognition is due to lst Lt Paul W. Arnett, TSgt Joel L. Cline and AlC Galen P. Suiter for their outstanding contribution to this important task. Please convey to them my appreciation for a job well done.

BRYCE POE II, Colonel, USAF

Vice Commander

#### COMMANDER'S BIOGRAPHY

Lt Col Harold J. Sullivan assumed command of the 361st on 6 October 1968.

He was born in Eureka, Utah on 23 December 1920. After graduating from Jordan High School in Sandy City, Utah in 1939, he entered the service in November of that year.

Col Sullivan received his wings and a commission through the Aviation Cadet program in 1943. He was assigned to the European Theater during WWII where he flew 107 combat missions in Thunderbolt Fighters. During the war he was shot down, wounded, captured, and escaped from a POW camp in Germany. His major decorations include the Distinguished Flying Cross with one Oak Leaf Cluster, the Air Medal with fifteen Oak Leaf Clusters, the Purple Heart and the Joint Services Commendation Medal.

After the war, he served in Japan as Deputy Chief of Flying and Technical Training Division (MAAG) from 1954 until 1957.

He returned to the United States to attend the Air Command and Staff College at Maxwell AFB, Alabama and was then assigned to the Air University from June 1958 to June 1962 as Deputy Chief of the Curriculum Division (SOS).

From June 1962 to May 1965 the colonel was Senior Advisor to the Indiana Air Reserve at Fort B. J. Harrison, Indiana. In May of 1965 he became Deputy Chief of Protocal at Hqs 5th AF, Fuchu AS, Japan and was stationed there until May 1967.

Mrs. Sullivan is the former Bonnie Keller of Salt Lake City, Utah. They have three sons, Patrick, 19, Kelly, 17, and Kevin, 11.

من درو