

FOOTNOTE 9, 10
File - move
to Hue Phu
Bai
19 March 1969
by [unclear] and
[unclear]

Memo for Record

SUBJECT: Reestablishment of an EC-47 Detachment at Hue Phu Bai (C)

1. There is an operational requirement to reestablish an EC-47 detachment of the 460th TRW (3 aircraft) at Hue Phu Bai. EC-47 operations at that base were suspended by 7AF during the 1966-67 period because of the lack of revetments, ramp space and support facilities. Resumption of Hue Phu Bai EC-47 operations would permit accomplishment of all 3 Corps Airborne Radio Direction Finding missions from Hue Phu Bai instead of from Pleiku, thereby increasing time over target by more than 200 hours per month.
2. Action to develop an adequate EC-47 support capability at Hue Phu Bai was initiated in May 1968. Responsibilities of the various 7AF staff agencies concerned were documented in a DPL letter to DML dated 11 June 1968. The DPL letter indicated that DML would state support requirements to III MAF and would proceed with and complete an Inter-Service Support agreement with III MAF. Subsequently, it was agreed that DML would provide a focal point for monitoring this project and that a PAD was not necessary.
3. A target date of 1 October 1968 was established for activation of the Hue Phu Bai EC-47 detachment. However, the proposed EC-47 ramp space was preempted by plans for a new parallel taxi-way. As a result, it was necessary to find another site at Hue Phu Bai for the EC-47s. This development precluded construction prior to the onset of the winter monsoon. DCE advises that work is expected to get underway in early April and to be completed by the end of May.
4. On 18 March 1969, DCE called a meeting of 7AF staff agencies concerned, 460 TRW and 6994th Security Squadron to determine the status of planning for establishment of the Hue Phu Bai detachment. Discussion at the meeting indicated that:
 - a. No staff agency is actively monitoring and pushing support planning.
 - b. DML, which had assumed the focal point function in May 1968, turned the matter over to DCE following the rotation of the DML project officer in the summer of 1968.
 - c. DCE is on top of construction plans but is assuming no responsibility for consummation of a support agreement.
5. (U) It was agreed at the meeting on 18 March that a 7AF staff focal point is essential to insure proper programming and impetus for this project. DPLG agreed to assume this function.

GROUP - 3
Downgraded at 12 year intervals;
Not automatically declassified

Director of
Programs

DOE-69-00228

6. [REDACTED] It was further agreed that:

a. A survey of facilities at Hue Phu Bai should be undertaken by representatives of DCE, DML, DPLG, 460TRW and 6994th Security Squadron when construction is near completion. DPLG will sponsor and schedule this survey.

b. A restatement of specific support requirements by 460TRW and 6994th Security Squadron is required. DPLG will obtain this data and provide it to DML for use in formulating an inter-service support agreement.

7. [REDACTED] Following the projected survey trip to Hue Phu Bai and a review of planning for this project, DPL will reconvene representatives of the agencies concerned to report on the status of planning and progress toward establishment of a capability to support EC-47 operations at Hue Phu Bai.

8. [REDACTED] The requirement for establishment of the COMMANDO FORCE EC-47 detachment at Nakhon Phanom takes precedence over the Hue Phu Bai project. The 460TRW and 6994th Security Squadron cannot be expected to support the concurrent activation of both detachments. Therefore, in view of the anticipated early approval of COMMANDO FORCE and a current shortage of aircrew personnel in the 460TRW, it was agreed that activation of the Hue Phu Bai detachment should be deferred until COMMANDO FORCE is implemented and functioning on a permanent basis. In anticipation of imminent approval of COMMANDO FORCE, late June is seen as the earliest feasible date for activation of the Hue Phu Bai detachment.

9. (U) A list of attendees at the 18 March meeting is attached.

ERNEST R. HARDEN III, Lt Colonel, USAF
Chief, Special Reconnaissance Division

1 Atch
(U) List of Attendees at
18 Mar 69 meeting

Attendees at meeting, 18 March, on project to establish an EC-47 detachment
at Hue Phu Bai

NAME

ORGANIZATION

Lt Col E.R. Harden III 2836

DOE

Lt Col R.E. Milstead 2836

DOE

Lt Col E.S. Puffenbarger 3920

DPLG

Lt Col L.A. Tarbox 2931

DOCR

Major J.B. Dougherty 3594

DCEP

Major R.L. Toeniskotter 2964

460THW

Major W.R. Schartz 2836

DOE

Captain R.D. Maynard 4412

DML

CMSgt E.D. Carlile

6994th Security Squadron

MSgt J.W. Loper 4412

DML

JOINT MESSAGEFORM

SECURITY CLASSIFICATION

ANGLE

PRECEDENCE

ACTION PRIORITY

INFO

DTG

FROM: 6994SCTY SQ

TO: PACSCTYRON/OPS

INFO: 6922SCTYWQ/OPS

6994SCTY SQ/OPS

6924SCTYSQ/OPS

ZEN/6994SCTYSQ/OPS

85L0 APR 69

SUBJ: PHU BAI CONTINGENCY PLANNING

OF YOUR 182319Z (NOTAL 6924SS)

1. CANNOT LOCATE YOUR OPS 180150Z.

2. APPRECIATE SUPPORT CONTAINED IN REF MSG. HOWEVER,
WILL NOT APPROACH 7AF WITH ITS THOUGHTS IN LIGHT OF

FOLLOWING DIRNSA MSG:

QUOTE

180114Z

FM DIRNSA

TO CGUSASA

USAFSS

INFO NSAPACREP VIETNAM

PROJECT CORONA PART 1
DO NOT DESTROY

No

0405936

TYPED NAME AND TITLE

PHONE

4427

SIGNATURE

TYPED NAME AND TITLE

ROY R. KLEGG JR. CAPT USAF 55L0

DATE 18 APR 69
TIME 0245Z
PAGE NO. 1
NO. OF PAGES 1

SECURITY

REGARDING INSTRUCTIONS

DD FORM 173
1 NOV 63

REPLACES

ABBREVIATED JOINT MESSAGE FORM
and/or CONTINUATION SHEET

PRECEDENCE	RELEASED BY	DRAFTED BY	PHONE
ACTION PRIORITY		CAPT KREBS	1007
INFO			

HQ NSAPAC

B61-740

DO NOT DESTROY

PLANNING FOR ALTERNATE SITE FOR PROCESSING GDRS

- A. NRV [REDACTED] F463/1715 081030Z (NOTAL)
- B. NSAPAC F4-1684 110051Z (NOTAL)
- C. NSASRP 15-67 DTD 20 DEC 1967
- D. NRV [REDACTED] F463/1820, 161010Z (NOTAL)

1. REF (A) ADVISES OF CONSUMER CONCERN REGARDING EXISTENCE OF CONTINGENCY PLANS FOR GDRS PROCESSING PRESENTLY ACCOMPLISHED AT BM-808. REF (B) CONCURS WITH NEED FOR IDENTIFYING ALTERNATE PROCESSING SITE FOR USM-808 PORTION OF GDRS PROBLEM. REF (C) IS EXISTING PHU BAI REDEPLOYMENT PLAN. REF D QUERIES STATUS REPLY TO REF (A).

2. AGREE THERE IS A NEED FOR MORE SPECIFIC DELINEATION OF ALTERNATE RESPONSIBILITIES AND PROCEDURES. PREFER PROPOSAL FOR IN-COUNTRY RELOCATION (REF B) AS OPPOSED TO TRANSFER OF PROCESSING RESPONSIBILITY ~~TO JSPC~~ TO JSPC (REF A), AS LATTER WOULD RESULT IN UNACCEPTABLE DELAYS IN PROVISION ^{OF} INTERCEPT TO PROCESSOR.

3. NUMEROUS IMPONDERABLES INHIBIT FORMULATION OF HARD AND FAST PLANS, BUT THE IMPORTANCE OF THE PRODUCT CONCERNED DICTATES THAT WE

CONTROL NO.	TOR/TOD	PAGE NO. 2	NO. OF PAGES 34	MESSAGE IDENTIFICATION	INITIALS RDK
REGRADING INSTRUCTIONS				SECURITY CLASSIFICATION	

DD FORM 1 NOV 63 173-1

REPLACES EDITION OF 1 MAY 58 WHICH MAY BE USED.

ABBREVIATED JOINT MESSAGE
and/or CONTINUATION SHEET

SECURITY CLASSIFICATION

PRECEDENCE

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DRAFTED BY

PHONE

ACTION

PRIORITY

INFO

HAVE SOME IDEA HOW WE INTEND TO MOVE SHOULD THE REQUIREMENT ARISE.
THE FOLLOWING FACTORS WOULD SEEM TO MAKE DANANG (USA-32) LEADING
CANDIDATE FOR SATISFYING THIS REQUIREMENT:

- A) AVAILABILITY OF ADEQUATE OPERATIONS SPACES
- B) RELATIVELY SAFE AIRFIELD
- C) PROXIMITY TO PHU BAI, ALLOWING FOR RAPID TRANSFER OF REQUIRED
PERSONNEL AND POSS EQUIPMENTS.
- D) EXISTENCE OF ADEQUATE COMM FACILITIES.

4. EQUIP RQMT FOR TOTAL ASSUMPTION OF USM-48 GDRS XCRIBING
MISSION IS MINIMUM FIVE POSITS.

5. PROPOSE THAT USM-48 COLLECTION BE FWD TO USPO AND NSA IN EVENT
THAT GDRS MISSION RELOCATED FROM USM-808.

6. REQUEST COMMENTS, IN INCLUDE, BUT LIMITED TO:

A. FOR AFSS: CAPABILITY OF USA-32 TO ASSUME XSCRIPTION RESPONSIBILITIES WITH EQUIP ON HAND OR AVAIL FM OTHER RESOURCES WITH PERB PROVIDED BY USM-808.

B. FOR BOTH: CAPABILITY FOR VARIOUS PLATFORMS TO RECOVER/OPSTOP AT DANANG.

C. FOR AFSS: ESTIMATED IMPACT ON CURRENT MISSION OF USA-32

7. FOR NRV AND NSAPAC: THIS RESPONDS TO REFS A, B AND D. COMMENTS INVITED.

END QUOTE

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REGRAING INSTRUCTIONS

DD FORM 173-1

REPLACES EDITION OF 1 MAY 58 WHICH MAY BE USED.

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and/or CONTINUATION SHEET

SECURITY CLASSIFICATION

[REDACTED]

PRECEDENCE

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DRAFTED

ONE

ACTION **PRIORITY**

INFO

[REDACTED]

4327

3. WILL TAKE NO FURTHER ACTION TO ADVISE TAF DIG UNTIL ADVISED.

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REK

REGRADING INSTRUCTIONS

SECURITY CLASSIFICATION

[REDACTED]

NNNNZCZCRDZ795CZCDRA579

FM YMRDOR

RE YWQADK 92 0141826

P 141730Z

FM USAFSS

TO PACSCTYRGN/OPSA

INFO 6922SCTYWG/OPS

6994SCTYSQ/OPS

69240SCTYWG/TD

ZEM

PROJECT CORONA HARVEST

DO NOT DESTROY

No

040594

TED

SURJ: ORC-346 SYSTEM, REFER OPSA 0318172

1. APPRECIATE YOUR CONCERN THIS SUBJ. THIS HQS/4TH IS REVIEWING THE SITUATION AND ONE TENTATIVE PLAN INCLUDES INJECTING SUFFICIENT "Q" TRAINING INTO THE AZK COURSE TO GIVE THE 6994TH CONTINUING ORGANIC COMJAM CAPABILITY. SHOULD IT BECOME NECESSARY TO ACTIVELY OPERATE THE "Q" SYSTEMS PRIOR TO AFOREMENTIONED ACTION SUFFICIENT PERSONNEL TO MAN THE SYSTEM TRAIN 6994TH OPERATORS CAN BE MADE AVAILABLE FROM LOCAL RESOURCES.

2. FYI PERSONNEL RECORDS INDICATE THAT THERE ARE CURRENTLY 300 FACTORY-TRAINED "Q" OPERATORS ASSIGNED TO THE 6994TH (5207 E) WHITTMAN AND SIBERLY ASSIGNED TO DEL 1 AND 2 RESPECTIVELY. IN AN EMERGENCY THEY COULD PROVIDE "CRASH TRAINING" TO A FEW OPERATORS TO PERMIT IMMEDIATE OPERATION.

240

OPS
CARLILE
11 APR 69

ROUTINE

6994SCTYSQ

6922SCTYWG

PROJECT CORONA HARVEST
DO NOT DESTROY

OPS APR 69.

SUBJECT: OVERWEIGHT Q-WIRED ACFT.

REF: SECTION SIX, OUR DURMIS FOR 1 APR 69.

7AF/46OTRM HAVE DISCOVERED THAT Q-WIRED ACFT (JAMMERS), EMPTY, ARE AT LEAST ONE THOUSAND POUNDS OVERWEIGHT TO MEET SAFETY-OF-FLIGHT MINIMUM CLIMB RESTRICTIONS. CONSEQUENTLY, 360TWS IS REDUCING FUEL, WHICH IN TURN REDUCES TOT. WE NOW UNDERSTAND THAT 7AF IS FORWARDING SUGGESTION TO PACAF THAT Q1 AND Q2 CONSOLES BE REMOVED, WHICH WILL REDUCE WEIGHT OF ACFT TO WITHIN ACCEPTABLE LIMITS. MEANWHILE, WE CANNOT MAN Q POSITIONS BECAUSE OF WEIGHT PROBLEMS EFFECT ON TOT. WILL ADVISE OF FURTHER DEVELOPMENTS AS THEY ARE MADE KNOWN TO US.

GP-4

LT COL TWOMBLY

4891

DONALD J. TWOMBLY, Lt Col, USAF
Operations Officer

TYPE	
PRECEDENCE	
ACTION	
INFO	

DTG 01/07/68

FROM: 6904 Navy En Van One Dist (AB 100)

TO: 001700/120

INFO: 6904 Navy En/001700/120/001700/120

6904 Navy En/001700/120/001700/120

0405942

NAV
SECRET 100 000 00

Subject: "Q" Signal. Ref your LEX 241507Z Apr 68, and LEX 240500Z Apr 68.

6904 Navy En (000) regarding "Q" signal and its

installation and operational within 48 hours.

"Q" signal to provide limited "Q" capability, as follows:

0-1338, 0-104 and 0-170. "Q" will be utilized for limited "Q"

which will be removed at "Q" signal. 00-1

PROJECT CORONA HARVEST

DO NOT DESTROY

0405942

No

[Handwritten signature]

[Handwritten: 0001700/120]

1. 001700/120, 001700/120 Control 2. 001700/120 3. 001700/120	4. 001700/120 5. 001700/120
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6. 001700/120 7. 001700/120 8. 001700/120	9. 001700/120 10. 001700/120
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DD FORM 173

Action 25
 MAY 55

No. 0405943

0001 203X1-MD UTILIZATION.
 WE HAVE STUDIED THE 203X1-MD MANNING PROBLEM AND CONSIDERED THE
 FACTS CURRENTLY AVAILABLE TO US. IT IS QUITE CLEAR THAT ALL WING UNITS
 ARE OPERATING WITH FAR LESS THAN THE DESIRED MANPOWER NECESSARY TO
 FULFILL STATED REQUIREMENTS. IN THE CASE OF THE 6994TH, MACV HAS
 CURRENTLY BEEN RECEIVING ONLY A PORTION OF THE NUMBER OF MISSIONS
 HIGH CALL FOR A 203-MD ON BOARD. THE ACTION PRESENTLY UNDERWAY
 FOR US TO PROVIDE SIX (6) 203-MDS TO 6994TH WILL BE AN INTERESTING
 EXPERIMENT. AS YOU KNOW, WE HAVE VERY SUCCESSFULLY USED MB, MA,
 AND MT LINGUISTS IN THE PAST FOR COLLECTION OF RIXX TRAFFIC.
 IN A RELATIVELY SHORT PERIOD OF TIME THESE OPERATORS BECOME
 CAPABLE OF RECOGNIZING SOUTH VIET FROM NORTH VIET AND CAN INTERCEPT
 AND RECORD CORE MESSAGES VERY WELL.
 WE ARE HANDICAPPED SOMEWHAT IN THIS STUDY BY OUR LACK OF
 COMPLETE UNDERSTANDING OF THE 6994/6924TH MISSIONS. WE HAVE SEVERAL
 OPERATORS WHO HAVE COME OUT FROM THOSE UNITS. HOWEVER, AND HAVE
 QUESTIONED THEM EXTENSIVELY IN ORDER TO UNDERSTAND THE PROBLEMS
 AS BEST WE CAN.
 A UNKNOWN QUANTITY RELATED TO THIS STUDY IS HOW WELL THE
 MILITARY SOURCE LINGUISTS WILL PERFORM. AS YOU KNOW, THESE FORMER
 203-MDS WERE TRAINED FOR BIKK WORK AND ARE DUE HERE IN
 JUNE. IF THEY PROVE TO BE CAPABLE OF HAND COPYING DIGITS AND ESSENTIAL
 MESSAGE MATTER, WE MAY BE ABLE TO REALIZE A BONUS. ANOTHER
 FACTOR WHICH HAS NOT YET JELLED IS THE ELIMINATION OF TRANSCRIPTION
 FOR THOSE MESSAGES PROCESSED WHILE IN FLIGHT. TAD HAS ESTIMATED A
 10 PCT REDUCTION IN GROUND PROCESSING, A LAG WHICH WE BELIEVE
 IS ORIGINALLY OPTIMISTIC. WE IMPLEMENTED THIS CONCEPT 19 MAY 69
 AND WILL BE IN A POSITION TO EVALUATE THE IMPACT AFTER A FEW WEEKS. MY
 PERSONAL ESTIMATE IS A 25 PCT REDUCTION IN TRANSCRIPTION FOR
 SIX WISCONSIN ONLY.

WE REQUEST THAT THE FOLLOWING IDEAS BE CONSIDERED TO IMPROVE
THE B-22 AND HANDGREN UTILIZATION:
1. POOL ALL MPTS AT USA-B22 AND SUPPORT SEA REQUIREMENTS
WITH 60 BAY TOYS.
2. ALL THE USA-B22 AND USA-B22J MISSIONS WHICH ENCOMPASS
THE ENTIRE OWN VOICE PROGRAM AND REQUIRE EXTENSIVE GROUND TRANSCRIPTION

DATA PROVIDE AN ATMOSPHERE FOR PROGRESSION IN LINGUISTIC PROFICIENCY. ESTABLISHING A SINGLE MANAGER FOR VIETNAMESE LINGUISTIC WILL INSURE POSITIVE CONTROL OF TRAINING, STANDARDIZATION, AND A STRUCTURE OF THESE LIMITED RESOURCES. ASSIGNMENT TO A LONGER TERM AREA INCREASES OVERSEAS UTILIZATION AND ENCOURAGES MARRIED MO'S TO REMAIN IN PLACE FOR LONG PERIODS; THEREBY IMPROVING CONTINUITY AND MANA-

IMPLEMENTING THIS SINGLE MANAGER CONCEPT WOULD INSURE THAT THE RECEIVED MISSIONS WOULD BE ALREADY TRAINED AND EXPERIENCED IN THE CONCEPT AND PROCESSING AND WOULD PERMIT USA-322, AS A SINGLE MANAGER, TO PROVIDE A QUALIFIED VOICE SUPERVISOR AT EACH OF THE 24 HOURS DURING THE 30 DAY MISSIONS WITH THE VOICE SUPERVISOR AND EXISTING THEN 322 HOURS DURING THEIR 60 DAY TOY MISSIONS. THE SINGLE MANAGER FOR GROUND DUTIES, THE

... TO SUPPORT THE STATED MACY REQUIREMENT
... MAXIMUM OF 350 PLYING
... THAT THE RETURNING
... DUTIES AT USA-522.
... AS A POSSIBLE

LOSS OF CONTINUITY DUE TO THE FREQUENT TURNOVER OF PERSONNEL.
LOSS OF MANPOWER DURING TOY TRAVEL TO THESE AREAS, AND THE
POSSIBILITY THAT 6994TH CDR WOULD FEEL HE HAD LOST CONTACT OVER
PART OF HIS MISSION BECAUSE ANOTHER UNIT WAS CONTROLLING PART
OF HIS RESOURCES.

B. USE OF A MISC FORCE OF 203-MD AND 200-MD CREN MEMBERS
AT 6994TH MAINSITE, DET 1 AND DET 2. THE OPERATIONAL
CONCEPT AT THESE LOCATIONS WOULD BE SIMILAR TO THAT PREVIOUSLY
USED BY COMPANY ECHO, I.E., MAXIMUM COLLECTION OF DORS WITHOUT
AIRBORNE EXPLOITATION OR GROUND TRANSCRIPTION (CONTINGENT TO HAVE
PROCESSING PERFORMED BY THE ARMY). AN EXCEPTION WOULD BE THOSE
DET 2 MISSIONS FLOWN WITH MD CREN MEMBERS AND RECOVERING
AT DET 1. ON THOSE MISSIONS HANDLOGS WOULD BE MADE AND DELIVERED
TO DET 3 FOR IMMEDIATE EXPLOITATION. HE RECOMMENDS THE FOLLOWING
TOY MANNING:
900.

NNNN



STAFF IN THIS POSITION WERE THE

020200DA626127
 DE WHEEL 234 14433
 R 2474 72
 FM 69255TYNG
 TO R 6930TYNG (CPS)
 6994 6930 (CPS)

78/10/11

Action OPS
 May 69

	ACT	INFO
OPS-1	by	
OPS-2		
OPS-3		
OPS-4		
FILE	5m	

FINAL SECTION OF TWO DET 1 (CPS)
 SUMMARY: EFFECTIVE UTILIZATION OF 203X-MO PERSONNEL

(1) 6994TH (21 MISSIONS/WEEK) 2 MO, 5 MO TOTAL
 (2) DET 1 (2 MISSIONS/WEEK) 1 MEE TOTAL PFD... 1
 (3) DET 2 (6 MISSIONS/WEEK) 6 MO, 3 MO TOTAL PFD... 14
 (4) DET 3 (9 MISSIONS/WEEK) 9 MO, 11 MO
 USE ONLY MO CREW MEMBERS AT DET 3 IN ORDER TO TAKE ADVANTAGE
 OF AN OPPORTUNITY TO EXPLOIT AND DELIVER SIGINT IN A TIMELY MANNER
 TO TFA.
 RECOMMEND TWO MO CREW MEMBERS AND TWO MO (NO CREW MEMBERS)
 AVAILABLE FOR A TOTAL OF FOUR MO'S PFD TO SUPPORT 16 MISSIONS
 PER WEEK.
 UNTIL MO WEATHERING IS MORE FAVORABLE, DO NOT MAN THE USA-32
 POSITIONS. INTERCEPT CLEANED BY THESE POSITIONS IS OF A
 HIGHER PRIORITY THAN THAT TAKEN BY EITHER 6994 OR
 6995 SINCE ALL MO REQUIREMENTS CANNOT BE SATISFIED,
 WE SHOULD APPLY OUR LIMITED RESOURCES TO PRODUCE THE GREATEST RETURN.
 FOR EVERY FOUR (4) MO'S EXPENDED AGAINST THIS REQUIREMENT, 42 PAGES
 PER DAY OF KNOWN HIGH VALUE INTELLIGENCE GOES UNTRANSMITTED AT
 USA-32.

TAKE ONE OF THE TWO GORS TACREPPERS OFF THE AIRCRAFT AND
 IMPLEMENT GORS TAC REP CAPABILITY AT NKP FOR ALL ACFF AND AROF
 REPORTING. RELAY GOT TRAFFIC TO NKP VIA G1186 (CHF MODE),
 AND OPSOON AT MONKEY MOUNTAIN, USING THE EXTERNAL MESSAGE
 PROCESSOR (THIS CAPABILITY IS DUE FOR INSTALLATION NOV 69).
 PROVIDE DET 3 WITH FOLLOWING GORS WORK FORCE, SOME OF WHOM ARE
 ALREADY IN PLACE.

- 19, 202'S TOTAL 17
- (1) EACH SHIFT WILL CONSIST OF TWO MO'S, ONE 222 ✓
 REPORTER, AND ONE 222 G1186 OPERATOR.
- (2) TWO ADDITIONAL H-1 VANS WILL BE REQUIRED AT DET 3 TO
 IMPLEMENT THIS CONCEPT.
- (3) THIS CONCEPT CALL FOR ALL TRAFFIC TO BE ENVOYED
 ABOARD THE AIRCRAFT, TRANSMITTED VIA G1186 (CHF MODE) TO NKP
 WHERE IT WILL BE PROCESSED BOTH FOR IMMEDIATE USE BY TFA,
 AND FOR FORWARDING TO USM-306 VIA OPS COMA FOR ENTRY INTO
 CRITICOM.
- (4) IN THE EVENT OF LOSS OF G1186 COMMS, THE ONE GORS
 TACREPPER WHO HAS BEEN RECOMMENDED AS A RELIEF MO OPERATOR ABOARD
 THE AIRCRAFT, BEGINS PROCESSING TRAFFIC AND USED KY-5 TO XVII
 TACREP TO TFA AND USM-306.
- (5) IMPLEMENTATION OF THIS CONCEPT WILL REDUCE THE NUMBER
 OF GORS TACREPPERS (222'S) REQUIRED BY USA-32 FROM 22 TO 2.
 THESE TACREPPERS WOULD PERFORM TDY TO DET 3, 6994TH ON A ROTATING BASIS
 WITH AN EXPERIENCED CREW MAINTAINED AT USA-32. THIS CREW
 OF TACREPPERS WOULD PERFORM STANDARD OPERATOR DUTY AT USA-32. UNLESS THE
 BACK UP MODE OF REPORTING WERE IMPLEMENTED.
- (6) THAT PORTION OF THIS CONCEPT WHICH APPLIES TO COMFY ECHO WOULD
 NOT BE IMPLEMENTED UNTIL INSTALLATION OF G-1186 IN FEB 70.

INCLOSURE
 INCLUDING ARE OUR COMMENTS
 ALL MO'S ASSIGNED MUST BE THOSE WHO HAVE COMPLETED THE BLITZ
 COURSE IN VIETNAMESE.
 BELIEVE 6994'S TRANSCRIPTION WORKLOAD COULD BE REDUCED
 FURTHER IF PROCEDURE IMPLEMENTED WHEREIN HE RELY ON OPERATOR
 JUDGMENT WHETHER HEEL SHLD BE TRANSCRIBED BASED ON HIS ASSESSMENT
 OF INFO CONTAINED THEREIN AND WHAT HE HAS ALREADY PLACED ON HAND LOG.
 WITH SINGLE MANAGER CONCEPT, A QUALIFIED MA/MAS OR OTHER LESS
 FLUENT LANGUAGE SPOKESMAN SHOULD BE ASSIGNED TO EACH UNIT OF THE
 MILES TO ACT AS LOCAL MANAGERS OF THE LINGUIST PROGRAM.
 LOADS OF MANPOWER DURING TDY TO AND FROM KADENA IS BALANCED
 OF PRESENT IN COUNTRY R&M PROGRAM.
 IN ORDER TO RETURN IN THE 6994'S PROPOSAL IS THE RETURN OF
 THE 6994'S TO TRANSMITTING DUTIES. SINCE THEIR USE IN
 VIETNAM MAINTAINING POSSIBILITY EXIST IN LOSS OF PROFICIENCY IN

F. ASSIGNMENT OF ONLY TWO CREWMEMBER M'S TO NKP IS NOT ADEQUATE
 BASED ON 10 MSNC PER WEEK TASKING AND POSSIBILITY OF ILLNESS OF ONE
 OF THE TWO CREWMEMBERS. MINIMUM AT NKP SHOULD REMAIN FIVE M'S
 THREE CREWMEMBERS, AND TWO NON-CREWMEMBERS.

G. M'S ARE NOT REQUIRED AT 6924SS. VIRTUALLY ALL AIR DEFENSE
 TRACKING IS DUPLICATE OF MORSE. ONLY OTHER REQUIREMENT IS CONTIN-
 UING TO ACTIVATE VHF POSN W/MTN WHEN NVN ACFT NOTED ACTIVE IN
 VINH AREA. LATTER REQUIREMENT COULD BE HANDLED BY ACRP.

H. LINGUIST TASKING (PER WEEK) FROM 5 APR TO 30 MAY AS FOLLS:

	LOW	HIGH	AVG	CURRENT
6994SS	21	23	21	21
DET 1		11	7	7
DET 2	59	62	59	52

ANY INCREASED TASKING WOULD BE REFLECTED IN RESULTS OF WEEKLY ACC
 MEETING WITH REQUEST FOR MISSION WEEK COMMENCING ON FOL SATURDAY.
 IN EVENT OF UNUSUAL INCREASED TASKING, 6994SS WOULD BE REQUIRED TO
 TRY AND L PERP.

I. ONE T GETTING AND OTHER PROBLEMS AT NKP, THE RECOMMENDA-
 TION TO COPS WILL BE HANDLED AS A SEPARATE STUDY.

009

DATE			
TIME			
BY			
REMARKS			
INITIALS			

DO NOT DESTROY

0405944

ROUTING

6994SCTISQ

6922SCTWQ

OPS MAY 69.

HAVE STUDIED 6990TH PROPOSAL FOR EFFECTIVE LINGUIST UTILIZATION WITH MUCH INTEREST. BELIEVE THAT PLANNED RECURRING TDY AS PROPOSED SHOULD BE PERSUED AS AN ABSOLUTE LAST DITCH, SHORT TERM EMERGENCY MEASURE. WE DO NOT HAVE SUFFICIENT PERSONNEL INPUT DATA TO ASSESS THE LENGTH OF TIME THIS PROPOSAL COVERS. WE DO NOT FAVOR THE PROPOSAL FOR THE FOLLOWING REASONS:

1. PLANNED RECURRING TDY WOULD NOT INDUCE EXTENSION IN THAT THE FREQUENCY OF TDY AND THE BURDEN OF 320 HRS FLYING TIME PER 60 DAYS WOULD BE SOMETHING TO BE AVOIDED VICE REQUESTING MORE.
2. THE COMER HERE WOULD HAVE LOST CONTROL OF PART OF THE MISSION IN THAT SUPERVISORS AS WELL AS OPERATORS WOULD COME FROM THE "CENTRAL POOL" WHICH WOULD MAKE THE VOICE MISSION THE RESPONSIBILITY OF ANOTHER CHAIN OF COMMAND. CORRECTIVE ACTIONS AND REACTION TO PROBLEM SOLUTIONS WOULD HAVE TO BE PROPOSED BY THE 6994 COMER WHO IS RESPONSIBLE FOR ACCOMPLISHMENT OF MISSION TO ANOTHER COMER. OUR

LT COL JOHNSON

4891

Col, USAF

ROUTINE

LT COL JOHNSON

LT COL

PRESENT DOUBLE CHAIN OF COMMAND I.E., 460TH/7AF FOR AIRCRESS/ACFT.
AND 6994 FOR USAFSS MISSION IS DIFFICULT ENOUGH WITHOUT ADDING ANOTHER
CHAIN RESPONSIBLE FOR A PORTION OF THE USAFSS MISSION.

3. TO READDRESS THE 320 HRS/60 DAYS WE FEEL WOULD BE IN EXCESS OF
A MANS PERFORMANCE CAPABILITY AND WHILE 160 HOURS IN ONE MONTH MAY BE
ACCEPTABLE ON A WAIVER BASIS BELIEVE THAT BY PART WAY INTO THE SECOND
MONTH THE EFFECTIVENESS OF THE INDIVIDUAL WOULD BE REDUCED. FURTHER
WE DO NOT FEEL THAT SINGLE MANAGER CONCEPT WOULD QUOTE INSURE POSITIVE
CONTROL OF TRAINING, STANDARDIZATION AND EXPENDITURE OF THE LIMITED
MD RESOURCES UNQUOTE BECAUSE THE 6990TH CONCEPT OF OPERATIONS IS
CIRAMETRICALLY OPPOSED TO THAT OF THE 6994TH. THEIR PRIME MISSION IS
GDRS(RIXX).

IN THEIR ENVIRONMENT THERE IS LITTLE POSSIBILITY OF INTERCEPTING
SOUTH VIETNAMESE VOICE EMISSIONS BECAUSE THEIR ORBITS ARE IN LAOS
AND OVER THE GULF OF TONKIN. AT THE PRESENT TIME THEY FLY WITH ALL
TYPES OF LINGUISTS ON BOARD WITHOUT SERIOUSLY DETRACTING FROM THEIR
MISSION. THEY USE ONE OR TWO MD'S TO CONTROL THE OVERALL MISSION
OF THE MB'S AND MI'S WHO ARE TAPING GDRS, WHEREAS WE INTERCEPT
GDRS MAINLY IN LAOS AND ALONG DMZ. 50 PERCENT OF OUR VOICE COLLECTION
IS IN THE HF RANGE CONSISTING OF LOW LEVEL VOICE COMMS OF SMALL
TACTICAL UNITS. THIS MACV'S PRIME INTEREST. SINCE WE USE ONLY ONE
VOICE OPERATOR PER ACFT, IT IS NECESSARY THAT HE BE AN MD.

ROUTINE

LT COL JOHNSON

LT COL JOHNSON

OUR REQUIREMENT IS NOT ONLY TO TELL NORTH VIETNAMESE FROM SOUTH BUT TO DISTINGUISH BETWEEN THE GOOD SOUTH VIETNAMESE AND THE BAD. WE BELIEVE THAT ONE OF TWO APPROACHES SHOULD BE TAKEN AT THIS TIME:

1. SINCE MACV HAS NEVER STATED A POSITIVE REQUIREMENT FOR VOICE INTERCEPT ON COMBAT COUGAR RESOURCES WE CONTINUE TO QUOTE DO THE BEST WE CAN UNQUOTE UNTIL WE GET A STATED REQUIREMENT AND SUITABLE MANNING. (REF SSLO 240630Z MAY 69).

2. DECIDE ON SUITABLE TDY REQUIREMENT FOR THIS UNIT TO ACCOMPLISH VOICE MISSION TASKED BY MACV AND AFFORD THAT NUMBER THROUGH NORMAL 60 DAY TDY'S UNTIL MANNING SITUATION IS RESOLVED. 203XX MD'S SHOULD BE TDY'ED IF AT ALL POSSIBLE. IN REGARD TO THE SECOND ALTERNATIVE OUR VOICE COLLECTION FOR THE LAST FOUR TASKING CYCLES HAS BEEN

	DET 3	DET 2	DET 1	LOCAL
3 - 9 MAY	10	55	0	21
10 - 16 MAY	10	61	5	21
17 - 23 MAY	10	62	10	25
24 - 30 MAY	10	62	5	21
TOTALS	40	240	20	88
AVERAGE	10	60	5	22
MIN 203XX RQD	3	14	3	5

THE NUMBER OF PERSONNEL LISTED AS REQUIRED WOULD EQUATE 126 FLYING HOURS/MAN. WE FEEL THIS IS A FAIR ESTIMATE SINCE THAT NUMBER IS

ROUTINE

LT COL JOHNSON

LT COL JOHNSON

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BASED ON AVERAGE MISSIONS PER TASKING CYCLE. THOSE CYCLES WHICH REQUIRE MORE MISSIONS COULD INCREASE THE FLYING TIME/MAN TO THE UPPER LIMITS. THE REASON FOR SELECTING 60 DAY TDY IS THAT 126 HOURS/MONTH WOULD EXCEED OF THE 350 FLYING HOURS PER MAN PER QUARTER MAXIMUM. BY USING 60 DAY TDY'S WE WOULD BYPASS THAT MAXIMUM AND STILL REMAIN AT A LEVEL OF FLYING TIME WHERE INDIVIDUAL CAPABILITY REMAINS AT A LEVEL OF FLYING TIME WHERE INDIVIDUAL CAPABILITY REMAINS AT AN ACCEPTABLE LEVEL.

LACK OF ACCURATE FORECAST INPUT DATA PRECLUDES OUR CARRYING THIS DISCUSSION TO THE OBVIOUS CONCLUSION OF HOW MANY TDY'S WE WILL NEED EACH MONTH IF MACV TASKING AVERAGE REMAINS STABLE.

IF YOU DESIRE FURTHER INFO OR DISCUSSION PLEASE ADVISE.

OPS-3

"Fifth Man" Justification

PROJECT CORONA HARVEST

DO NOT DESTROY

OPS

1. Local Airborne Operations has identified a definite need for a "Fifth man" Airborne Mission Supervisor (AMS) aboard the CCZ Missions. The AMS performs a collection management/coordination/analysis function which is essential to effective mission accomplishment. A few of the important functions of the AMS are outlined below:

a. The AMS, being able to rove the aircraft, is in a unique position to note and prevent duplicate copy. It must be remembered that the Y position is not limited to providing copy only on AMS targets being worked by the Y operator. Without coordination, Y and Z2 (or Z1 if there is no Z3 aboard) could conceivably be copying the same target for a considerable period of time without realizing it.

b. The AMS is often the only one available to notify the Y operator that Z2 has picked up and is copying a priority target, especially when X and Y are already working another target.

c. The AMS is in the best position to request positioning of the aircraft IAW the priorities of the numerous targets that might be active simultaneously.

d. The AMS saves the Z2 and Y operators valuable time by maintaining a record of minutes of copy and messages intercepted.

e. The AMS is able to devote considerable time to limited analysis of possible exploitable messages thereby reducing the analysis that must be performed upon recovery and thus increasing the timeliness of the exploitable message report.

2. All of the above functions could be performed by a four man crew, with one operator sitting a position and serving as AMS. However, it is impossible for a four man crew to perform the AMS functions as effectively as a five man crew. A four man crew must sacrifice something - either accurate and complete copy or effective AMS duties. Therefore, a four man crew cannot perform all airborne duties efficiently and the effectiveness of the mission must suffer. The advent of in-depth analysis at our units serve to emphasize the need for an AMS to fulfill the vital collection management/analysis function.

MTC
MICHAEL T. CHRISTY, Captain, USAF
OIC Airborne Operations

PROJECT CORONA HARVEST

DO NOT DESTROY

0405945

MNNZCZCRDAS68
PP YMRDOL YMRDOR
IE YWQADK 54 1282041
P 082015Z
USAFSS
PACSCITYRGN/
INFO 5922SC

T GEN/OPS

5994SCITYSO/OPS
AFSSO NYP
ZEN

Footnote 17
Ch II
Sub 14

OPS	ACT	INFO
OPS1		104
OPS2		
OPS3		
OPS4		
FILE		104

RIF

OPS

AFSSO NK PASS TO DET 3, 5994SS. SHPJ: ADDITIONAL 202X0 PERSONNEL FOR NYP.

REFS: A. AFSSO NYP 030451Z MAY 69.

B. PCS OPS - 070024Z MAY 69.

1. PFF MESSAGES INDICATE A VALID REQUIREMENT FOR ADDITIONAL 202X0 PERSONNEL FOR NYP IF WE ARE TO PERFORM DESIRED TASKS, I.E., FIRST INSTANCE ANALYSIS, SEATS, ETC.

2. PCS 292 AND 202 PERSONNEL FOR NYP HAVE BEEN SELECTED AND ARE IN THE PIPELINE. TO PROVIDE ADDITIONAL 202X0 PERSONNEL WILL REQUIRE AN IMMEDIATE, REPEAT IMMEDIATE UDL CHANGE. DUE TO THE URGENCY OF THIS REQUIREMENT, CONVERSION OF THE SIX AMS POSITIONS APPEARS TO BE THE ONLY APPROACH. THE FOLLOWING AVENUES APPEAR OPEN:

A. CONVERT SIX A292X1 SPACES TO A202X0 SPACES.

B. CONVERT SIX A292X1 SPACES TO R202X0 SPACES.

C. CONVERT TO ANY COMBINATION IF LOSS OF ALL SIX A292X1S WILL HAVE ADVERSE IMPACT.

UNDER OPTION (A) ABOVE, PCS A202X0 WILL BE AVAILABLE APPROXIMATELY OCTOBER. INTERIM R202X0 TDY SUPPORT CAN BE MADE AVAILABLE WITHIN 30 DAYS. UNDER OPTION (B) ABOVE, PCS PERSONNEL CAN BE IN PLACE BY AUGUST. TDY SUPPORT APPLIES. THE ABOVE WOULD APPLY FOR OPTION C.

4. BELIEVE, A [REDACTED] ME, FIELD POSITION TO A [REDACTED] RES. OUT REQUEST IMMEDIATE REPLY.

350

PROJECT COORD

DO NOT

0405946

NAAG42

//PRIORITY//

SSN 996

P 270720Z

FM USA 784

TO ZEN/USM 805

ZEN/USA 561

ZEN/USA 552

ZEN/USA 565

ZEN/USM 684

ZEN/USM 626

ZEN/USM 624A

ZEN/USM 624C

ZEN/USM 624D

WPD/DD/USM 624J

USM 651

USM 654

USM 624B

INED ZEN/USM 624

ZEN/USF 794

USM 615

USM 614

ZEN

PROJECT CORONA HARVEST
DO NOT DESTROY

44 05947

SUBJ: AVN UNIT DAILY ARDF STATUS REPORT (U)

((USM-805 PLS PASS TO 1ST PLT 104TH AVN CO))

((USM-604J PLS PASS TO 1ST PLT 158TH AVN CO))

1. IN ORDER TO REDUCE THE LENGTH AND INCREASE THE TIMELINESS OF ARDF RECOVERY REPORTS, ALL AVIATION UNITS WILL REPORT THE FOLLOWING FORMAT FOR REPORTING THOSE ITEMS OF INFORMATION LISTED BELOW.

2. THIS FORMAT WILL BE IMPLEMENTED ON 29 MAR 69.

3. THE FORMAT IS AS FOLLOWS:

SUBJ: AVN UNIT DAILY ARDF STATUS REPORT

PART 1 - AIRCRAFT STATUS

A. ACFT TYPE (S)

B. TOTAL NR OF ACFT ASSIGNED BY TYPE

C. TOTAL NR OF ACFT IN MAINTENANCE BY TYPE

D. TOTAL NR OF ACFT OPERATIONAL BY TYPE

E. COMMENTS (CLARIFY AND FLUCTUATIONS IN ACFT TOTALS, ETC.,

GAINS, LOSSES, IRON, TOY, ETC.)

PART 2 - MISSION ACTIVITY

A. ACFT TAIL NO (LAST THREE DIGITS). (IF MORE THAN ONE ACFT IS REQUIRED TO PERFORM THE MSN, USE ONLY THE TAIL NO OF THE LAST ACFT USED)

B. ACFT TYPE (C-47, U-1, U-8, ETC.)

C. TOTAL FLYING TIME (COMBINED TOTAL IF MORE THAN ONE ACFT IS USED)

D. TOTAL TIME IN MSN AREA (COMBINED TIME IF MORE THAN ONE ACFT IS USED)

E. ASSIGNED MAFY AREA (39, 85C, ETC.)

F. TOTAL NR OF FIXES

G. NR OF FIXES IN ASSIGNED AREA

H. NR OF FIXES PASSED AIR-TO-GROUND

I. REMARKS (REMARKS WILL INCLUDE REASONS FOR ASGT/REQUIRED VOR, TRANSIENT ELIGHTS, TEST HOPS, ETC.)

J. TOTAL FIXES FOR REPORTING DATE

K. SUPPLEMENTAL INFORMATION (INFO THAT WAS NOT AVAILABLE ON PREVIOUS REPORTS, UPDATES/CORRECTIONS TO PREVIOUS REPORTS, ETC.)

EXAMPLE:

AVN UNIT DAILY ARDF STATUS REPORT FOR 29 MAR 69 (U)

PART 1 - ACFT STATUS

A. ACFT TYPE (S) C-47

B. TOTAL NR OF ACFT ASSIGNED BY TYPE 2

C. TOTAL NR OF ACFT IN MAINTENANCE BY TYPE 0

D. TOTAL NR OF ACFT OPERATIONAL BY TYPE 2

E. COMMENTS (CLARIFY AND FLUCTUATIONS IN ACFT TOTALS, ETC.,

[illegible][illegible]

RECEIVED CONFIDENTIAL

1967-03-13

NOTE: ALL "SAS" SCHEDULED FOR THE DATE OF THE REPORT MUST BE INCLUDED. IF "SAS" HAS NOT RECOVERED PRIOR TO ISSUANCE OF REPORT, IT WILL BE LOCATED BY STATING "INFO NOT AVAILABLE". IN THE REMARKS SECTION, WHICH THIS ENTRY IS MADE, INDICATE IN THE NEXT REPORT FOR WHICH THE INFO IS AVAILABLE. THIS REPORT WILL BE ISSUED ALL 1800Z DAILY.

THE UNIVERSITY OF CHICAGO

60-7489-1A

ALL INFORMATION CONTAINED HEREIN IS UNCLASSIFIED
DATE 08-14-2014 BY SP-6 BTM/KMP

ALL EFFECTIVE IMMEDIATE TO ACTION MOSES AND
TO INFO ALES,

No. 0405948

WMA 124
7000011007
SMA 124
A 1240001
1240001
1240001



SECTION ONE OF TWO (APVACC/9883/1876)
 (PASS TO 1ST PLY (MTH33))
 (PASS TO 2ND PLY (MTH77))
IMPLEMENTATION OF NEW SECURITY REPORT FORMAT, CIO
 EFFECTIVE 15 JAN 59, THE FULL FORMAT WILL BE FULL IN PREPARING
 ALL SECURITY REPORTS.
 NEW SECURITY REPORT FORMATS
 THE FOLLOWING SECTION LINE THIS IS THE FIRST LINE OF EACH

DATE	TIME	NO.	BY	98515
		2	3	3

1. REPORTING UNIT (1) OF RECEIVING REPORT)
2. REPORTING NUMBER, NINE DASH REPORT WILL COMBINATION LETTER
3. POSITION AND COORDINATE OF POSITION
4. NAME OF REPORTING UNIT.

THIS INFORMATION IS NOT TO BE ENTERED DIRECTLY
THE INFORMATION IS THE MEANS THE PURPOSE OF

0100 0200 0400 0600 0800 1000 1200 1400 1600 1800 2000 2200 2400 2600 2800 3000 3200 3400 3600 3800 4000 4200 4400 4600 4800 5000 5200 5400 5600 5800 6000 6200 6400 6600 6800 7000 7200 7400 7600 7800 8000 8200 8400 8600 8800 9000 9200 9400 9600 9800 10000

1. CONSTANT XX00

2. LEFT BANK (5 POSITIONS)

3. TYPE PLATFORM DESIGNATOR (1 POSITION)

4. COMBAT COUGAR

5. COMBAT COUGAR ZULU

6. RUG-A

7. RUG-C

8. RUG-A

9. RUG1-D

10. LEFT BANK

NOTE: LEFT BANK UNITS WILL USE A DASH FOR ALL FIELDS THEY DO NOT APPLY TO THEIR OPERATION.

1. MISSION NUMBER (4 POSITIONS)

2. MISSION FRAG POINT (6 POSITIONS)

3. TAKE-OFF-TIME (2)

4. TIME-ON-TGT (2)

5. TIME-OFF-TGT (2)

6. TIME OF RECOVERY (2)

NOTE: EACH RPT MUST HAVE A REPORT IDENTIFICATION LINE FOLLOWED IMMEDIATELY BY A MISSION IDENTIFICATION LINE FOR EVERY MISSION.

7. ACTIVITY LOCATION LINES: A COMPLETE LINE (MINIMUM FIELDS 1-17)

IS REQUIRED FOR EACH INDIVIDUAL ACTIVITY BEING REPORTED. ALL DATA FIELDS MUST BE PRESENT OR REPRESENTED BY A DASH (UPPER CASE ALPH)

IF DATA IS MISSING. A MAXIMUM OF THIRTY (30) ACTIVITY LOCATION LINES IS ALLOWABLE PER REPORT SEGMENT.

NOTE: IF MORE THAN THIRTY ACTIVITY LOCATION LINES ARE NECESSARY FOR THE REPORTING OF SINGLE MSN, A SEPARATE REPORT MUST BE SUBMITTED.

THE REPORT IDENTIFICATION LINE AND THE MISSION IDENTIFICATION LINE WILL BE THE SAME ON BOTH REPORTS. ALL COMMENTS WILL BE PLACED

AFTER THE FINAL SEGMENT.

EXAMPLE: VCOB 00000 P0014 JPS 00L 06300 07300 0077E 0731

1 2 3 4 5 6 7 8 9

X5019207 0700 0017-05 1111 X5123456 2220 X5034567 3333

10 11 12 13 14 15 16 17

X5045670 2440 X545678 3335 X5567890 1000 X5678901

18 19 20 21 22 23 24

000

0000