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UNITED STATES AIR FORCE
SECURITY SERVICE



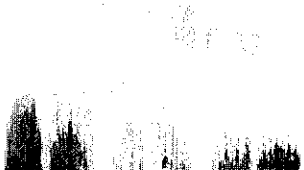
THE HISTORY OF
DETACHMENT 2, 6994TH SECURITY SQUADRON
1 JULY 1972 - 31 DECEMBER 1972
RCS: USS-D3

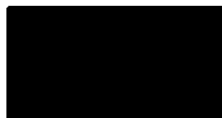


1 JANUARY 1973



Detachment 2, 6994th Security Squadron, APO San Francisco 96337



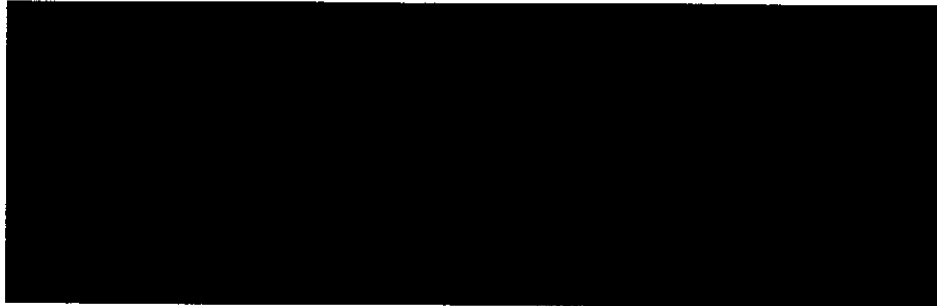


HISTORY OF DETACHMENT 2

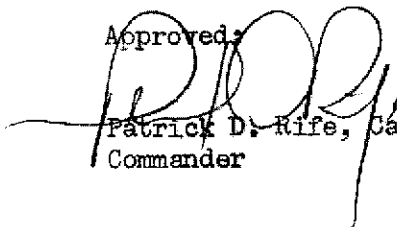
6994 Security Squadron

1 July 1972 through 31 December 1972

RCS: USS-D3



Approved:


Patrick D. Rife, Captain, USAF
Commander



USS-D3

This operational history of Detachment 2, 6994 Security Squadron is a narrative depicting the significant Detachment accomplishments during the historical period 1 July 1972 thru 31 December 1972.

This history was prepared by Master Sergeant Carl A. Miller, who was assisted by SSgt Jerome E. Johnson and SSgt Robert C. Saunderson. Additionally, credit is due all Detachment 2 Staff Elements who provided valuable and timely inputs. This history is subject to revision, and all comments and suggestions are welcomed and should be directed to the Operations Officer, Detachment 2, 6994 Security Squadron, APO San Francisco 96337.



USS-D3


TABLE OF CONTENTS

	Page
TITLE PAGE	i
FORWARD.	ii
TABLE OF CONTENTS.iii-v
ORGANIZATIONAL CHART	vi
LIST OF ILLUSTRATIONS	vii
CHRONOLOGY	viii
CHAPTER I MISSION AND ORGANIZATION	1
Mission	1
Organization.	2
Internal Organizational Structure	2
CHAPTER II SIGINT TASKING AND COLLECTION	7
Basic Mission	8
Mission Accomplishment.	9
ARDF Productivity	10
Airborne Communications Intelligence.	10
CHAPTER III PROCESSING AND REPORTING	11
ARDF Recovery Report.	11
Identification Rate	11
Analytical Personnel Manning.	12
CMA TDY Visit	13
Equipment Installation.	13





USS-D3

	Page
CHAPTER IV LOGISTICS	14
Manning	14
Dual Operations (DUAL OPS) Program	14
Noteworthy Performances	15
TDY Assistance	16
Training	16
Not Operational Ready Supply (NORS).	16
Supply Difficulties	17
Budget Revision	17
CHAPTER V SUPPORT	18
Training	18
Flight Operations.	21
Standardization and Evaluation	21
Security Police.	22
CHAPTER VI SPECIAL INTEREST ITEMS	24
Airborne Incident Report (AIR)	24
Rocket Attacks	25
Typhoon Evacuations.	25
Vietnamese Familiarization Flights at DaNang	27
South Vietnam Withdrawal	28
Continuation of the Black Bear FIX/FAC Program	29
FOOTNOTES	30
GLOSSARY OF ABBREVIATIONS.	35
APPENDIX 	I-1



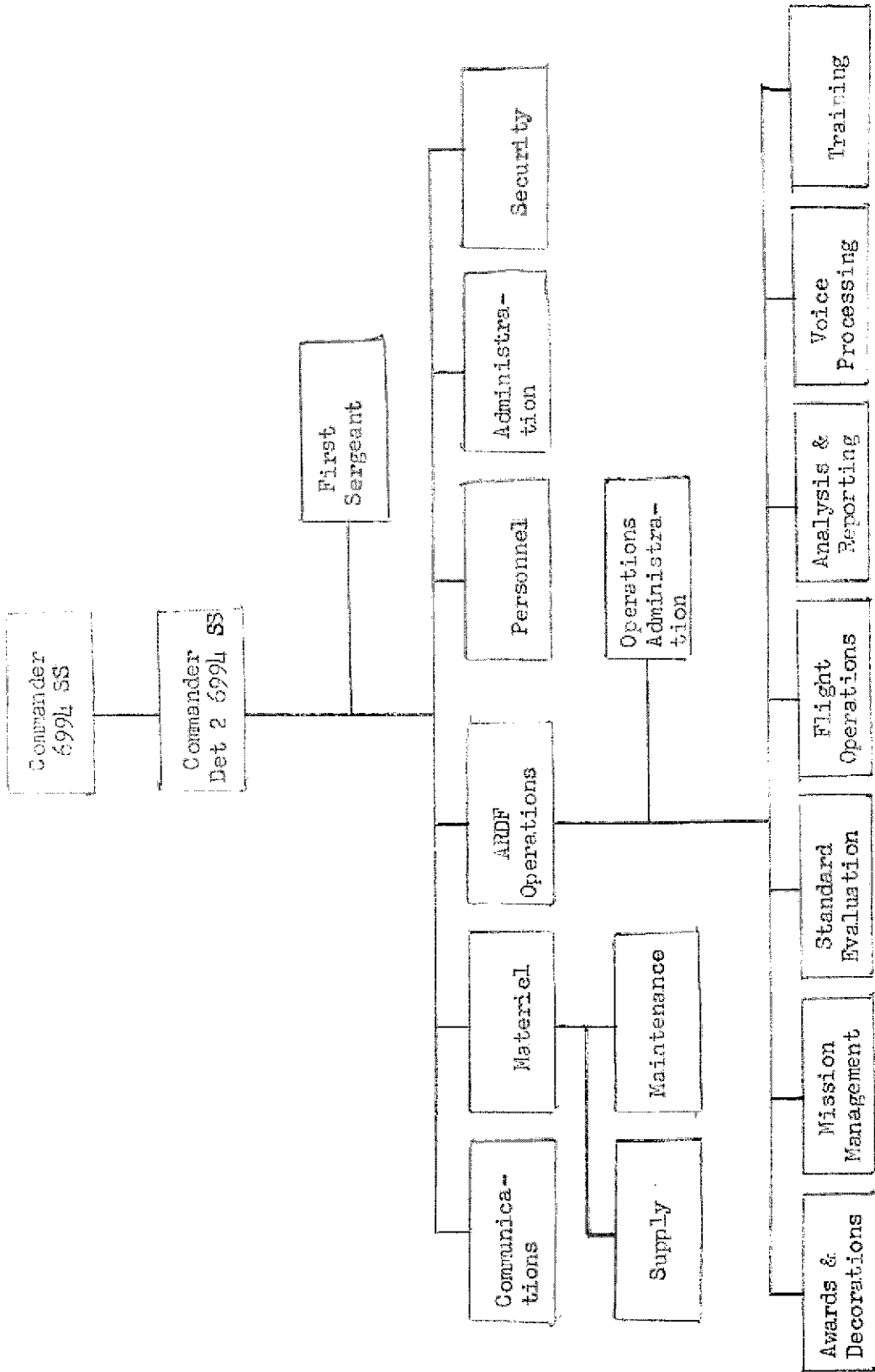


USS-D3

	Page
APPENDIX II PHOTOGRAPH OF COMMANDER.	II-1
APPENDIX III AIRCRAFT ASSIGNED	III-1
APPENDIX IV MANNING	IV-1
APPENDIX V SEA ARDF AREAS.	V-1
APPENDIX VI ROSTER OF KEY PERSONNEL.	VI-1
APPENDIX VII AWARDS AND DECORATIONS.	VII-1
APPENDIX VIII OPERATIONAL CHAIN OF COMMAND	VIII-1
APPENDIX IX ARDF/ACI PRODUCTIVITY	IX-1
APPENDIX X UPGRADE TRAINING STATISTICS	X-1



ORGANIZATIONAL CHART



USS-D3

LIST OF ILLUSTRATIONS

	Page
1. Organizational Charts	VIII
Detachment 2, 6994 Security Squadron.VIII-2
Chain of Command	VIII-1-2
Operational Chain of Command	VIII-1
2. ARDF/ACI Productivity Chart	IX-1
3. Upgrade Training Chart	X-1
4. Maps	V
SEA ARDF Areas and 6994 Security Squadron Sites	V-1
5. Photographs	II
Portrait of Unit Commander	II-1

USS-D3

CHRONOLOGY

1 July 1972 Flight Operations reverted back to a two flight concept.

8 July 1972 "Rocket Attack": 12, 122MM rockets impacted on DaNang Airfield. One EC-47 Aircraft received minimal damage, no damage to Detachment 2 facilities.

13 July 1972 "Rocket Attack": 16, 122MM rockets impacted on DaNang Airfield, no damage to Detachment 2 facilities.

25 July 1972 Detachment 2 Analysts visited the Collection Management Authority (CMA) at Phu Bai, RVN.

3 August 1972 "Rocket Attack": 45, 122MM rockets impacted on DaNang Airfield, no damage to Detachment 2 facilities.

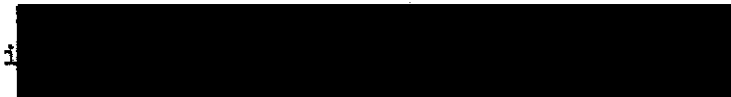
17 August 1972 Detachment 2 and specific flying personnel were cited in congratulatory message from SSO MACV for intercepting and fixing a very desirable Special Emphasis Target.

18 August 1972 "Rocket Attack": 35, 122MM rockets impacted on DaNang Airfield. One EC-47 received major damage, one moderate, and one light damage. Also, one Detachment 2 Billet, Building 1130 was hit by fragments, no



USS-D3

- 27 August 1972 Detachment 2 was visited by the 6994 Security Squadron Standardization/Evaluation Team.
- 2 September 1972 ECOR-2 declared and 13 EC-47 aircraft and 46 Detachment 2, personnel evacuated to Tan Son Nhut Air Base, RVN when the DaNang area was threatened by Typhoon Elsie.
- 14 September 1972 ECOR-2 declared and 12 EC-47 aircraft and 41 Detachment 2 personnel evacuated to Tan Son Nhut Air Base RVN, when the DaNang area was again threatened by Typhoon Flossie.
- 14 September 1972 Detachment 2 was visited by USAFSS Standardization/Evaluation Team.
- 23 September 1972 "Rocket Attack": 28, 122MM rockets impacted on DaNang Airfield, no damage to Detachment 2 facilities.
- 24 September 1972 Detachment 2 and specific flying personnel were cited in congratulatory messages from SSO MACV for intercepting and fixing a very desirable Special Emphasis target.
- 27 September 1972 "Rocket Attack": 5, 122MM rockets impacted on DaNang Airfield. Six EC-47 Aircraft received light damage.



[REDACTED]

USS-D3

28 September 1972 First revision to the Detachments
FY-73 budget was forwarded to the budget
officer.

5 October 1972 One EC-47 Aircraft, 3882, received damage
from ground fire, while returning from an
ARDF Mission.

25 October 1972 "Rocket Attack": 19, 122MM rockets impacted
on DaNang Airfield, no damage to Detachment
2 facilities.

28 October 1972 "Rocket Attack": 27, 122MM rockets impacted
on DaNang Airfield. One H-1 Van received
75 holes, one H-1 Van received four holes
and one building received damage in the
Detachment 2 operations area.

29 October 1972 7AF gave approval for immediate implementation
of the revised Black Bear Program.

7 November 1972 Detachment provided maintenance manning
assistance to Detachment 3, NKP, Thailand.

7 November 1972 ECQN-2 declared and 12 EC-47 aircraft and
38 Detachment 2 personnel evacuated to
Nakhon Phanom, RTAFB, Thailand when the
DaNang area was threatened by Typhoon Pamela.

[REDACTED]



USS-D3

- 18 November 1972 "Rocket Attack": 9, 122MM rockets impacted on DaNang Airfield, no damage to Detachment 2 facilities.
- 20 November 1972 "Rocket Attack": 7, 122MM rockets impacted on DaNang Airfield, no damage to Detachment 2 facilities.
- 21 November 1972 First Vietnamese Familiarization Flight from DaNang Airfield.
- 30 November 1972 The first of six EC-47 aircraft, with a Detachment 2 back-end crew, departed DaNang for Ubon RTAFB, Thailand to establish Detachment 3, 6994 Security Squadron.
- 31 November 1972 The remainder of Detachment 2 personnel departed for Ubon RTAFB, Thailand to establish Detachment 3.
- 16 December 1972 Captain Patrick D. Rife assumed Command of Detachment 2, 6994 Security Squadron.
- 25 December 1972 The personnel of Detachment 2, along with the rest of personnel assigned DaNang Airfield, celebrated Christmas, by orders of the 6498 ABWg Commander.





USS-D3

26 December 1972 "Rocket Attack": 32, 122MM rockets impacted on DaNang Airfield, no damage to Detachment 2 facilities.

28 December 1972 "Rocket Attack": 30, 122MM rockets fell short of DaNang Airfield and impacted in DaNang City.



CHAPTER I

MISSION AND ORGANIZATION

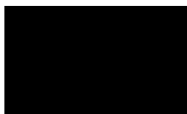
MISSION

██████████ Detachment 2, 6994 Security Squadron continued as an element of the United States Air Force Security Service contingent, tasked with Airborne Radio Direction Finding (ARDF) and Airborne Communications Intelligence (ACI) collection in South East Asia (SEA). The Detachment, directly subordinate to the 6994 Security Squadron, Tan Son Nhut Airfield, Republic of Vietnam, performed the unique mission of providing timely ARDF fixes on enemy locations to both Army and Air Force tactical units, thereby allowing for timely targeting against the enemy.


Mission


██████████ Detachment 2, 6994 Security Squadron was located at DaNang Airfield, Republic of Vietnam. The operational mission of the Detachment was to conduct ARDF and ACI against enemy targets in the SEA Areas seven, eight and nine.¹ The ARDF and ACI missions were accomplished in a fleet of 15 EC-47 Aircraft.^{*2} Nine of the Aircraft were ALR-35 CCZ configured, three were ALR-38 CCZ and three were ALR-35 CC. The aircraft were under the control of the 362nd Tactical Electronic Warfare Squadron (TEWS).

* After 1 Dec, Det 2 had only 10 ALR-34 equipped EC-47's.






Organization

 Within the USAFSS structure, the Commander 6994 Security Squadron, Tan Son Nhut Airfield, RVN, exercised command supervision and administrative control of Detachment 2. The Commander Seventh Air Force (7AF) maintained command control of the EC-47 fleet, through the 362nd TEWS, at DaNang Airfield, RVN.

 The operational control and utilization of the ARDF and ACI facilities was vested in the Military Assistance Command, Vietnam (MACV). The MACV requirements were routed through the ARDF Coordination Center (ACC), operated jointly by the 509th Radio Research Group (RRG) and the 6994 Security Squadron in accordance with MACV Directive 381-23. Specific targets of interest were selected by the tactical commanders and tasked through the ACC. ACC subsequently tasked the detachment, while technical support was provided by the appropriate Collection Management Authority (CMA).

Internal Organizational Structure

(U) As with the majority of USAFSS units, Detachment 2 6994 Security Squadron consisted of command function, Operations Division, Logistical Support, and various other supporting sections, including Communications, Personnel, Administration, and Security and Law Enforcement. The Operations Division was

[REDACTED]

operator aids and data necessary for the accomplishment of the ARDF and ACI mission, were also functions performed by this section.

Standardization and Evaluation Flight Examiner Section (SEEE)

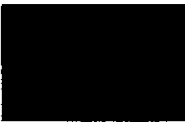
[REDACTED] The SEEE Section is unique to units with an airborne mission. The Detachment's SEEE Section was responsible for monitoring the airborne operator progression, and insuring that the unit was in full compliance with all regulations and directives concerning airborne operations. Additionally the section maintained all air crew member records and provided initial, semi-annual and no-notice check flights in accordance with USAFSSM 55-7 and 6994 Security Squadron Regulation 60-3.

Airborne Voice Collection and Processing Section

[REDACTED] This section performed two separate functions; Airborne Voice Collection and Ground Processing and Reporting. The section provided the Scheduling Section of Flight Operations with Airborne Voice Processing Specialists to accomplish the Airborne Collection effort while other Specialists of the Section accomplished the ground processing and submitted reports as required.


[REDACTED] [REDACTED] [REDACTED]

[REDACTED]


Awards and Decorations

(U) This office was responsible for monitoring the flying activities of assigned personnel and assisting supervisors in the submission of recommendations for the award of appropriate decorations. Also, the section insured adherence to all governing directives associated with the award of various medals associated with the unit's mission.

Analysis and Reporting Section

 As in the case of the Airborne Voice Collection and Processing Section, this section performed two separate functions. The Airborne Analysts made on the spot identifications of target activity and by closely coordinating with the Airborne Mission Supervisor (AMS), ensured that proper attention was given the higher priority targets. The ground analysis and reporting section was responsible for the preparation of daily reports on all ARDF and ACI. The ground analysts also maintained a Data Base File and augmented the Technical Data List (TDL), received from the CMA, with locally extracted identification data to insure the best and most current identification aids aboard the mission aircraft.

Ground Training Section

(U) The Ground Training Section monitored the upgrade




training for personnel in all Air Force Specialty Codes (AFSC) assigned to the Detachment, and conducted a course of instructions for all newly assigned Airborne Morse Systems Operators, Airborne Analysts, and Airborne Voice Processing Specialists. In October the section implemented two new training courses; Category IV, Airborne Mission Supervisor (AMS) Course, and Instructor Radio Operator (IRO) Course.*

Plans and Programs Section

(U) This section maintained all Plans and Operational Orders, including supporting Plans and Operational Orders published by other agencies. Additionally, the Plans and Programs Section monitored the USAFSS Master Program, Program Action Directives (PADS), and Unit Detail Listing, submitting requests for changes and posting changes as required.

* See Chapter V, page 20 this History

USS-D3

CHAPTER II

SIGINT TASKING AND COLLECTION

[REDACTED] The Commander, MACV exercised operational control of the ARDF and ACI activities performed by Detachment 2, 6994 Security Squadron. The Director, National Security Agency (DIRNSA) exercised technical control of the assigned ARDF and ACI activities.

[REDACTED] The Detachment was tasked with ARDF and ACI collection, processing and reporting of Southeast Asian Communist voice and morse communications in the High Frequency (HF) and the Very High Frequency (VHF) spectrum.

[REDACTED] Formal SIGINT tasking was received in Control Messages (CONMSG) for each absolute area* from the appropriate Collection Management Authority (CMA). These CONMSGs reflected the tasking generated at the weekly meeting of tactical commanders and other agencies at the ACC. The CMAs supported the mission by providing a Technical Data List (TDL) for those priority targets on which they held sufficient technical data to reasonably predict a schedule. The Detachment's analysis section supplemented the TDLs with current data taken from the locally developed

* Each SEA Area is broken down into several absolute areas to allow for more specific tasking

[REDACTED]

[REDACTED]

Data Base File. The CMA tasked the airborne collection positions with only those specific targets which could not be effectively assigned to ground-based SIGINT collection units.

Basic Mission

[REDACTED] For the period of this report, Det 2, 6994 Scty Sq, staging from DaNang Airfield, RVN, was tasked with flying ARDF missions in SEA Areas 7,8 and 9 in South Vietnam. The primary objective of these missions was to obtain accurate locations, through ARDF, of Viet Cong (VC) and North Vietnamese Army (NVA) forces operating in South Vietnam. The secondary mission was to collect target communications data in order to derive exploitable intelligence. Det 2, 6994 Scty Sq utilized two configurations of the EC-47, Combat Cross (CC) and Combat Cross Zulu (CCZ) in accomplishing its assigned mission.

[REDACTED] The primary objective of the CC mission was to fix enemy target transmitters deemed priority targets by MACV. The CC aircraft were configured with two SIGINT positions; The ARDF position which was designated "X" and the target acquisition position which was designated "Y". The "X" position was manned by an Airborne Morse Systems Specialist and had the capability of fixing targets within a frequency range of 2 to 16 Megahertz (MHZ). The "Y" position, which was also manned by an Airborne Morse Systems Specialist, had the capability to monitor enemy transmissions within a frequency range of 2 to 30 MHZ. During

[REDACTED]

[REDACTED]

the fix operation the "Y" position provided supporting intercept copy on the target being DFed by the "X" position and when time permitted, performed a COMINT collection mission directed toward maximum continuity and development (C&D) of all hostile target transmitters.

[REDACTED] The primary objective of the CCZ Mission was also to fix enemy target transmitters deemed priority targets by MACV. The CCZ mission had a secondary objective of collecting voice and Manual Morse intelligence. This platform possessed two positions in addition to those found on the CC platform. These two positions were designated "Z1" and "Z2". The "Z1" was normally utilized as a voice collection position while "Z2" was normally utilized for Manual Morse intercept. Both positions had HF/VHF capability with a frequency range from .2 to 90 MHz. The AN/ALR-38 CCM platform had HF/VHF DF capability with a frequency range of 2 to 190 MHz.

Mission Accomplishment

[REDACTED] During the period covered by this report, Detachment 2 was tasked to fly 969 missions of which 882 were accomplished. The Detachment was tasked with an average of 49 missions per week and had an average of three missions per week unaccomplished. There were a number of reasons for unaccomplished missions, but the two which contributed most were bad weather and Maintenance [REDACTED] nce non-

[REDACTED]

delivery involved the airframe maintenance. The Detachment was fraged to fly an average of 285 hours per week and an average of 236 hours was actually flown.

ARDF Productivity

ARDF target productivity is depicted on a chart in Appendix VIII. The ratio of targets worked versus hours over showed a slight increase. Considering all missions, the Detachment worked an average of more than three targets per hour, and averaged fixing two targets per hour. The percentage of targets worked that were fixed was slightly lower (67%) than during previous periods, however, the number of targets worked that were cut increased considerably (21%). The overall effectiveness of the Detachments ARDF operations was considered outstanding in that 88% of all targets worked were located by an ARDF fix or cut.

Airborne Communications Intelligence (ACI)

The ACI effort in both Manual Morse (MM) and Radiotelephone (RT) remained somewhat stable. In the MM effort the Detachment was tasked with a total of 26,941 allocated minutes of copy (AMOC) and achieved a total copy time of 34,539 minutes, for an overall effective percentage of 13%. In the RT effort the AMOC was 107, 402 minutes with a total copy time of 22,889 for an overall effective percentage of 21.3%.

USS-D3

CHAPTER III

PROCESSING AND REPORTING

REPORTING

ARDF Recovery Report

Changes to TECHINS 3038 resulted in the utilization of different flag symbols for areas of fraggd coverage in South Vietnam. Where the old system identified the flying unit only, the new system identified the area flown and did not differentiate what unit performed the flight.

PROCESSING

Identification Rate

By the use of expanded data base files and aids provided us by other agencies, Detachment 2 maintained a 50 to 60 percent identification rate on fixed targets. Additionally, a re-education of the manual morse operators on desirable signals and their characteristics resulted in the production of intercepted intelligence that, on almost every occasion, was identified at some level of analytical review. Continuously hampering target identification was the continuing communications change the target entities are utilizing to ensure their secrecy. On 17 August¹ and again on 24 September² this unit and specific flying personnel [redacted] SO MACV for [redacted]

[REDACTED]

intercepting and fixing two very desirable Special Emphasis targets. Neither entity had been observed in communications for well over a month and due to their tactical abilities were believed to possibly be leading the attacks on a vital Allied location. Confirmation of their locations provided Allied Battle Commanders the opportunity to prepare defenses and delay further the enemy capabilities in that region. Technical Data Lists (TDL's) have not been effective in most cases for airborne identification. Reduced manning at the Collection Management Authority (CMA) has understandably resulted in poorer quality of research that could be done to enhance TDL accuracy. In-house generation of additional TDL information has helped greatly, allowing a better and more complete profile for the analysts to ensure prepositioning of the mission aircraft and production of desirable results.

Analytical Personnel Manning

[REDACTED] Detachment 2 was undermanned in Airborne Analysts until the middle of October when the arrival of five additional personnel brought us up to full strength. Since that time, four analysts have departed, leaving us again short of personnel. This situation has not greatly hampered our operational ability but it has resulted in very little if any time off. One of the departing individuals was the A202 Standardization/Evaluation Flight Examiner (SEEE) representative. A new SEEE was appointed

[REDACTED]

[REDACTED]

and as of 1 November has assumed the duties and responsibilities of the office.

CMA TDY Visit

[REDACTED] During the period 25 thru 27 July, TSgt Joseph W. Wesner, FR [REDACTED] and Sgt Donald N. Meadows, FR [REDACTED], performed a TDY trip to the Collection Management Authority (CMA) at Phu-Bai, RVN.³ The major item of discussion was the Technical Data Lists (TDL's) we were being provided. Several assurances were made to us that a total effort to update the TDL's would be accomplished and accuracy enhanced. To date, few of these assurances have been met. Contingency plans and the move from Phu-Bai to DaNang Airbase by the CMA have caused a disruption in analysis and a further reduction in personnel which subsequently indicated CMA support was of a low priority.

Equipment Installation

[REDACTED] The installation of FM and UHF transmit and receive capability on which we can exchange information by secure means with our mission aircraft has enhanced the tip-off time of enemy activity to battlefield commanders. On several occasions we have received verbal feed-back of successful operations in the defense of DaNang Airbase, that were generated by our timely information.

[REDACTED]

USS-03

CHAPTER IV

LOGISTICS

MAINTENANCE

Manning

■ At the beginning of this period the Detachment had 13 maintenance technicians assigned and was assisted by two technicians who were TDY to the unit for manning assistance. The number of PCS gains in this specialty started in July to outnumber the PCS losses and by mid August manning was no longer a problem. The availability of a full crew of technicians allowed the shop to comply with many long neglected reporting and inspection requirements. When four technicians were selected and assigned full time duties in the supervisory and quality control functions, it was necessary to continue working an average of 66 hours per man per week, verses the 60 hours per man per week desired by Pacific Air Force (PACAF) standard.

Dual Operations (Dual Ops) Program

■ The Dual Ops Program, utilizing a 16,000 word computer, increased the capabilities of the AN/AIR-35 and the AN/AIR-38 by providing for an additional number of active targets. This

program was implemented in both the AN/ALR-35 and AN/ALR-38 systems. While the Dual Ops Program performed as desired in the AN/ALR-38 system, difficulties were encountered with the AN/ALR-35 system. When this program was applied to the AN/ALR-35 system, the system would lock-up on erroneous bearings after one and one half hours of operation. The month of June and the first two weeks in July were devoted to the investigation of the cause of this malfunction by the Sanders representative and one of the Detachment's Technicians.¹ They concluded the problem was caused by excessive demands upon the Navigational Converter by the Dual Ops Program.² As a result of this investigation the Dual Ops Program was placed under investigation by Sanders Corporation to make it compatible with the AN/ALR-35.^{3&4} No other major difficulties were encountered.

Noteworthy Performances

(U) Aircrafts 0937 and 3382 returned from Corrosion Control and Aircraft 8072 returned from IRAN and were uploaded and declared Operational Ready (OR), with only minor Quality Control discrepancies, after one operational check flight. The Systems Performance and Maintenance Evaluation (SPAME) program was re-implemented and included as a part of the aircraft phase inspection. This was accomplished within one week of notification of the SPAME requirement. To accomplish this required a large and successful

training effort as only two of the Detachment technicians were familiar with the program.

TDY Assistance

(U) In mid September, Detachment 2 was tasked with providing technicians on TDY status, to assist Detachment 3, 6994 Security Squadron in both manning and training. The Detachment provided two technicians on TDY through 7 November. Starting 7 November the Detachment provided an additional four technicians to enable Detachment 3 to meet its mission objectives.⁵

Training

(U) In addition to the Detachments increased training requirements caused by the influx of new personnel, the 6994 Security Squadron sent five and Detachment 3, 6994 Security Squadron sent two maintenance technicians TDY to this unit to receive training.

MATERIEL

Not Operationally Ready Supply (NORS)

(U) Since 1 July the Detachment had two NORS conditions. One of these was for a console with faulty wiring harness assembly and one for a Pre Amp. The number of NORS conditions for the year was three which was an outstanding record.

Supply Difficulties

(U) Although the Detachment experienced a very low NORS rate it continued to experience difficulties in obtaining many of the essential items necessary to continue operations.^{6&17} The most difficulties were experienced in obtaining memory modules, data processors, computers, oscillators, circuit cards, receiver housing assemblies and power supplies. These were the same items that were difficult to obtain in the first half of this year.* These items were considered critical by the Detachment because the support posture from the depot was extremely poor. Due to the critical shortage of many of these items, the items were coded non-repairable-this-station (NRTS), and returned to the repair activity for turn around. On 24 October, a list of the items we had experienced difficulty in receiving, was compiled and forwarded to the 6994 Security Squadron.¹⁸

Budget Revision

(U) The first revision to the Detachment's FY 73 budget was forwarded to the budget officer on 28 September. It contained a request for an increase of \$47,500.00 for supplies and equipment, of which \$44,000.00 was for supplies and \$3,500.00 for equipment. The request was based on the current rate of expenses.

* See the History of Detachment 2, 6994 Security Squadron, USS-D3 for period 1 January thru 30 June 1972.

CHAPTER V

SUPPORT

(U) Training, Flight Operations, Standardization/Evaluation Flight Examiner (SEFE) Section, and Security Police all continued to support the mission within their specific areas.

TRAINING

(U) The period 1 July thru 31 December 1972 was very active for the unit Training Section. Training Section manning was arbitrary in that Training was not reflected in the UDL as an authorized and required function, despite the fact that its duties and responsibilities could not effectively be decentralized.

Records Maintenance

(U) Records maintenance was outstanding during this period. In accordance with USAFSSM 52-2, a training evaluation was conducted by the Squadron Training NCO in July. Only a few minor discrepancies were noted, these discrepancies were critiqued and subsequently corrected.

OJT Assistance Visits

(U) The OJT Assistance Visit, conducted every sixty days in accordance with USAFSSM 52-1, revealed each OJT Monitor's

maintenance of AF Forms 623 to be outstanding. The few discrepancies noted were corrected and explained to each monitor by members of training. Job Proficiency Guides (AF Form 797) to reflect additional duties were typed and added to all applicable individuals AF Form 623.

WAPS Library

(U) The local WAPS Library continued to expand during this period. At the end of this period training had on hand all materials needed for SKT study, and all pertinent manuals were ordered for PFE study.

Individual Knowledge Evaluation Test

(U) IKETS were administered in July, in accordance with USAFSSM 200-4, Vol XVI, to all operators and supervisors. All tested had passing scores. The results also reflected the knowledge of supervisors at Detachment 2 with an average score of 93 percent.

Upgrade Training

(U) The Training Section continued to monitor the On-the-job-training (OJT) progress of all AFSCs. Through close coordination with the section OJT monitors, upgrade training results continued to be favorable. The number of trainees in each AFSC continued to fluctuate due to the constant arrival and departure of personnel in training status.¹

Ground Training Program

(U) A new Ground Training manual was completed and used as the instruction text for Category I operators. This new manual was much more complete and in-depth than the one used before. Det 2's goal was to give new operators a more thorough knowledge of the program prior to flight training, and this goal was met with the institution of this new manual.

Category IV Training

(U) In an effort to improve the proficiency and knowledge of the detachment AMSs an in-depth AMS ground school was begun in October for prospective AMSs. A lesson plan was followed during the first block of instructions followed by an informal discussion period. Results were very satisfactory as four of the original class of six were recommended for upgrade to AMS.

Instructor Radio Operator (IRO) Training

(U) To better select IROs, an IRO school was initiated. This school was a screening process in an effort to identify the AMSs who had instructor abilities and knowledge. The course also attempted to instill confidence in the IRO. Results of the first class were very good.

United States Air Force Security Service Standardization/Evaluation Team Visit

(U) In September, the Command SEFE Team conducted an

[REDACTED]

inspection of Detachment 2 Training Section. Results of their inspection of proficiency training administered by Training and its facilities were outstanding, these findings being cited in their inspection report.²

FLIGHT OPERATIONS

([REDACTED]) On 1 July, Flight Operations reverted back to a two flight concept since a four flight system was no longer practical. When personnel were transferred to Nakhon Phanom RTAFB, in June, the A207X1 strength was reduced to a point where effective supervision could be maintained with two flights.

STANDARDIZATION AND EVALUATION

(U) The Standardization/Evaluation Flight Examiner Section (SEFE) continued to review all crew members' Flight Records to insure that each aircrew member remained current in all areas of training. During this period, a total of 254 Standardization/Evaluation examinations were administered with 30 failures. Also, there were 129 checkrides conducted with 7 failures. During this period, USAFSSM 55-7, Vol II, was replaced by USAFSSR 55-7, Vol VIII, which was immediately implemented by the SEFE section.

6994 Security Squadron Standardization/Evaluation Team Visit

(U) During the period 27-30 August, the 6994 Security Squadron Standardization/Evaluation Team visited the Detachment.³

[REDACTED]

[REDACTED]

Team members flew two operational missions and the overall evaluation of the Detachment SEFE Section was rated as excellent. The main items discussed were insurance that existing documents were complied with and that good administrative practices be re-emphasized.

United States Air Force Security Service Standardization/
Evaluation Team Visit

(U) During the period 14-20 September, four members of the USAFSS Standardization/Evaluation Team visited the Detachment.⁴ In their overall rating, the Detachment was rated as outstanding. Some discrepancies were noted and were either corrected during the visit or as soon as possible after the team departed. Also, Team members flew six operational missions during the visit and overall crew performance on all missions was rated as outstanding.

SECURITY POLICE

Training, Indoctrination and Debriefing

(U) A training program was instituted to indoctrinate all personnel in weapons safety. Classes were to be continued on a quarterly basis. Lesson plans were also made by the SP Section to cover the classes of instruction. Also during this period approximately 175 personnel were indoctrinated and debriefed and under the re-investigation program 26 personnel's

clearance were updated.

Improvements

(U) The incinerator was repaired, cyclone fence was configured in accordance with AFM 207-1 and USAFSSM 201-1, and temporary perimeter lights installed within the Operations Compound, to better assist the Security Police in performing his duties during the hours of darkness.

[REDACTED]

USS-D3

CHAPTER VI

SPECIAL INTEREST ITEMS

Airborne Incident Report (AIR)

On 5 October, EC-47 Aircraft 3882 was fired upon from the ground, as it was returning to DaNang.¹ The crew had just completed a successful ARDF mission in the area around Fleiku RVN. The weather conditions were very bad and the Aircraft Commander had descended to an altitude of approximately 1,000 feet to avoid the turbulence associated with the heavy build-ups. While flying in the vicinity of Thang Bins RVN, which is approximately 20 miles south south-east of DaNang the aircraft was fired upon and three, probably small caliber rifle bullets, penetrated the fuselage. One of the bullets severed a cable that provided power to the ALR-35 console. All three bullets entered the left side of the fuselage just in front of the wing. There was no major damage to the airframe. The USAFSS crew, SMSgt Walter E. McCollough, [REDACTED] (NCOIC of Operations) and SSgt John J. Piteruse, [REDACTED] (NCOIC of Awards and Decorations) both of whom were second tour veterans of Detachment 2, stated that no muzzle flash or air bursts were observed. As stated before, the mission had been completed, so the crew continued

[REDACTED]

their RTB without further incident. The holes were quickly patched and the power cable was replaced and aircraft 3882 was on the ready line for another mission on 6 October.

Rocket Attacks

[REDACTED] DaNang Airfield, more commonly referred to as "Rocket City", by the thousands of US forces stationed there, continued to live up to its famous nickname. During the last half of 1972 the airfield came under rocket attack 12 times, and received a total of 263, 122MM rockets. This, added to the 12 attacks and 177, 122MM rockets received during the first half of the year. This added up to 24 attacks and 420 rockets. There were no Detachment 2, casualties during the year. During an attack on the morning of the 25th of October, one 122MM rocket impacted approximately 50 feet northwest of the Detachment 2 operations complex.² Two of the Detachments H-1 Vans were damaged by shrapnel, and the revetment structure around the supply building was extensively damaged.

Typhoon Evacuations

(U) During this period the Detachment participated in three typhoon evacuations. Typhoon Elsie, the first of the season, appeared on the scene on 2 September and posed a threat to the facilities of Detachment 2 and the DaNang area.

[REDACTED]

At 0900Z, 2 September an ECON-2* was declared and 13 EC-47 aircraft and 46 Detachment operations personnel were deployed to Tan Son Nhut Air Base RVN, with the full capability of continuing airborne operations from that base.³ The storm by-passed the DaNang area and the only adverse weather in the local area was some heavy rain and moderate winds. At 0245Z, 3 September an ECON-2 follow-up was submitted terminating the typhoon condition. All of the aircraft and personnel returned to DaNang and resumed normal operation.

(U) The second typhoon of the season, Typhoon Flossie was noted headed towards DaNang and ECON-2 was declared 14 September at 1400Z.⁴ A total of 12 EC-47 aircraft and 41 operations personnel were deployed to Ton San Nhut Airfield RVN. Their stay proved to be short as Typhoon Flossie changed directions shortly thereafter and posed no further threat to the DaNang area. An ECON-2 terminating the emergency condition was issued at 0510Z on the 15th of September and all individuals and aircraft involved were returned to DaNang.

(U) The third typhoon of the season, Typhoon Pamela, was noted headed toward DaNang and an ECON-2 was declared at 0010, 7 November. A total of 12 EC-47 aircraft and 38 Detachment 2 operations personnel were deployed to Nakhon Phanom RTAFB, Thailand.⁵ Typhoon Pamela proved to be as unpredictable as her predecessors and turned away, leaving DaNang Airfield with a

*ECON-2 - (ECON) Emergency Condition - (2) Adverse Weather.

[REDACTED]

wind whipped and slightly soggy feeling. No damage was sustained by USAFSS equipment or personnel, and the Airfield suffered only minor wind damage. AN ECOR-2 follow-up was submitted at 0215Z, 8 November terminating the typhoon conditions. All of the aircraft and personnel returned to DaNang and resumed normal operations.

Vietnamese Familiarization Flights at DaNang

[REDACTED] During the early part of November, when it appeared that the Paris Peace Talks were progressing toward an early cease-fire, a decision was made to fly Army of the Republic of Vietnam (ARVN) radio operators and Vietnamese Air Force (VNAF) pilots and navigators with Detachment 2 and the 362nd TEWS, in order to familiarize them with the areas flown from DaNang.⁶ A 40 day program was planned to provide enough familiarization flights to qualify them to assume responsibility for the 10 EC-47, ALR-34 systems assigned to Detachment 2. On 21 November the first 7 ARVN radio operators, from Unit 17, Special Security Technical Branch (SSTB) started flying three missions every other day with a Detachment 2 Morse Systems Operator as an advisor. As of 31 December a total of 93 familiarization flights had been flown with exceptional results. Some minor problem areas developed during the early

[REDACTED]

[REDACTED]

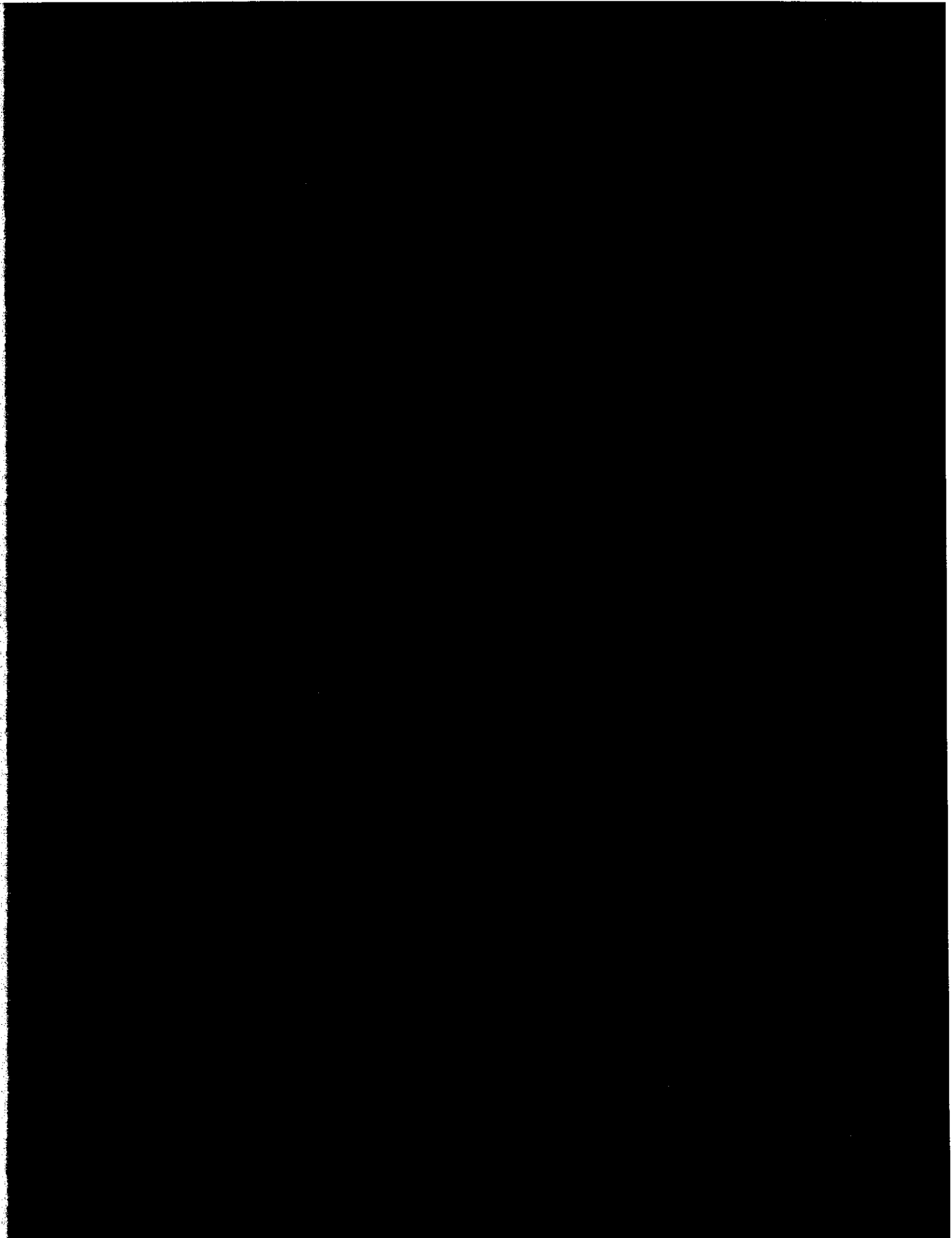
stages of the program but were soon overcome.

South Vietnam Withdrawal

On 10 November 1972, Headquarters United States Security Service, issued change three to PAD 72-8. This change programmed for the relocation of Detachment 2 facilities and personnel from DaNang Airfield, RVN to Nakhon Phanom, RTAFB Thailand, where it was to be combined with the facilities of 6994 Scty Sq* with all dates of actions contingent upon cease fire date. A decision was made a few days later to exchange aircraft between Detachment 2 and Detachment 3, leaving Detachment 2 with 3 ALR-35 and 3 ALR-38 Systems which were to be transferred to Ubon RTAFB, Thailand and 10 ALR-34 Systems that were to be turned over to the Vietnamese on the cease-fire date. On 30 November 1972 the first EC-47 aircraft, with a Detachment 2 back-end crew aboard, departed DaNang for Ubon. The following day the remainder of the 52 man force from Det 2 plus one officer in TDY status, departed for Ubon to establish Detachment 3, 6994 Security Squadron. Detachment 3 flew their first Operational Mission out of Ubon on 3 December 1972.**

* Detachment 3 at NKP was deactivated when 6994 Scty Sq relocated to MKP from TSN, RVN on 1 December 1972.

** The History of the 6994 Scty Sq, USS-D3, 1 July 1972 to 31 December 1972, should be referred to for a complete account of the establishment of Detachment 3 at Ubon.



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...the ninth of these is the fact that the ...

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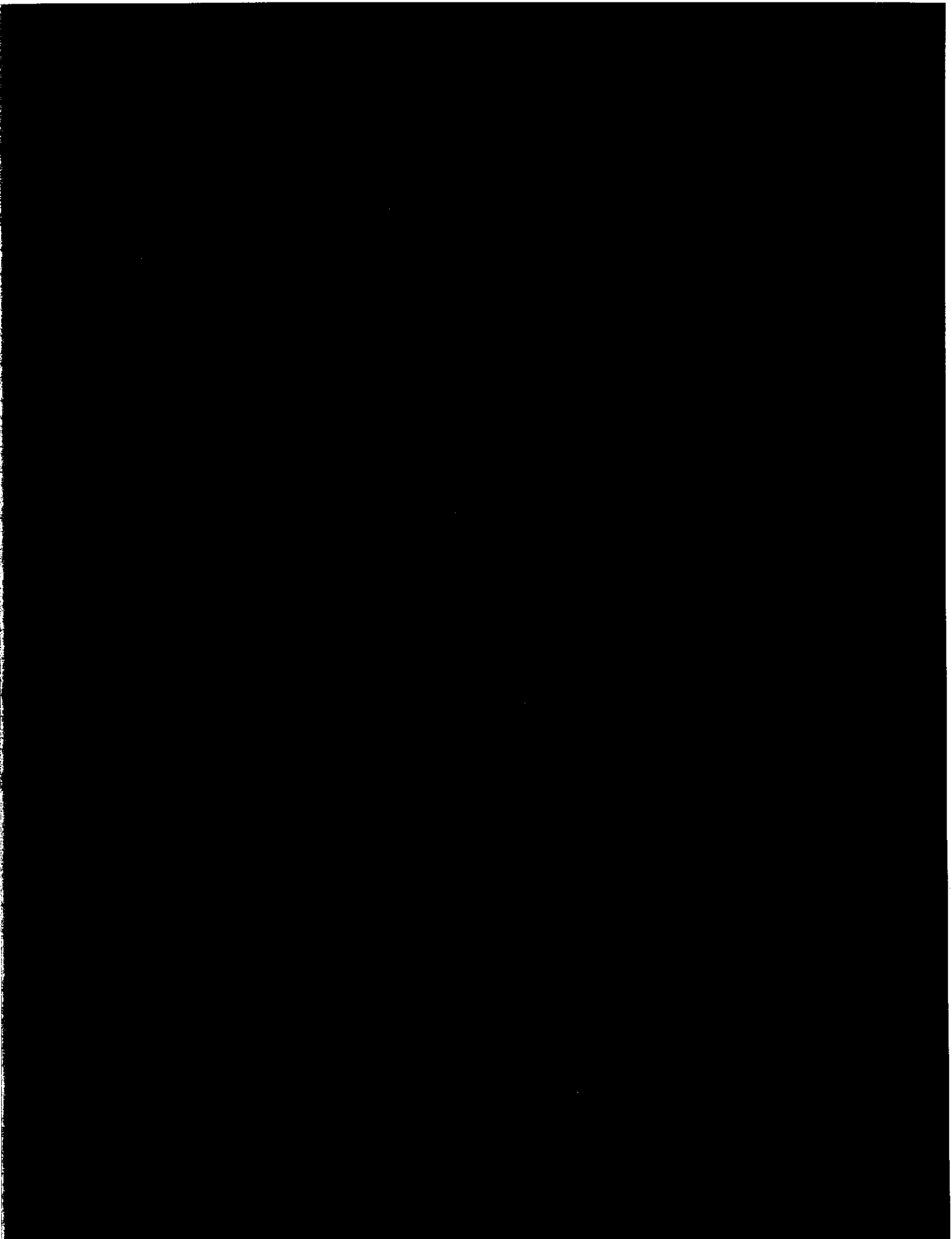
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USS-D3

GLOSSARY

ABBREVIATIONS

A

AAA Anti-Aircraft Artillery

AB Air Base

ABCCC Airborne Command Control Center

ACC ARDF Coordination Center

ACI Airborne Communications Intelligence

Afld AIRFIELD

A/G Air to Ground

ALR-34 ARDF System, Frequency Range 02-16 MHZ

ALR-35 Computerized, ARDF System, Frequency Range 02-16 MHZ

ALR-38 Computerized ARDF System, Frequency Range 02-190 MHZ

AMS Airborne Mission Supervisor

ARDF Airborne Radio Direction Finding

ARR ARDF Recovery Report

AMOC Allocated Minutes of Copy

B

C

CBPO Consolidated Base Personnel Office

CC Combat Cross

CMA Collection Management Authority

COCDC Consolidated Operational Career Development Courses

CONMSG Control Message

CUT In DF, The Point at Which Two LOB'S Intersect

C&D Continuity and [REDACTED] [REDACTED] [REDACTED]

USS-D3

DF D
 Direction Finding

DI Director of Intelligence

DIRNSA Director National Security Agency

DSU Direct Support Unit

DURMIS Daily Unit Resource Management Information Summary

EMR E
 Exploitable Message Report

EUMR Emergency Unsatisfactory Materiel Report

FAC F
 Forward Air Controller

FLX In DF, a Point Determined by the Intersection of
 Three or more LOBS

FM Frequency Modulated

GDRS G
 General Directorate Rear Services

GSU Geographically Separated Unit

H

ICR I
 Identification Change Report

IRAN Inspection and Repair as Necessary

IRO Instructor Radio Operator

JOA J
 Joint Operations Agreement

K



USS-D3

L
LOB Line of Bearing

M
MACV Military Assistance Command Vietnam
MHZ Megahertz
MM Manual Morse

N
NKP Nakhon Phanom, Thailand
NORS Not Operationally Ready-Supply
NRTS Non-Reparable-This-Station
NSA National Security Agency
NVA North Vietnamese Army

O
OPINS Operating Instructions

P
PACAF Pacific Air Force
PRC Page Row Colum
PSR Position Status Report

Q

R
RD Reference Designator
RO Radio Operator
RRFS Radio Research Field Station
RT Radio Telephone
RVN Republic of Veitnam

S
SEA Southeast Asia
SEATS Southeast Asia Technical Summary
SEAT Standardiza



USS-D3

SIGINT Signals Intelligence

T
TACREP Tactical Report

TDL Technical Data List

TDY Temporary Duty

TENS Tactical Electronic Warfare Squadron

TECHINS Technical Instructions

TFW Tactical Fighter Wing

TOT Time on Target

U
USAFSS United States Air Force Security Service

V
VC Viet Cong

VHF Very High Frequency

W
WAPS Weighted Airman Promotion System

X

Y

Z

APPENDIX I
BIOGRAPHICAL SKETCH

APPENDIX I

BIOGRAPHICAL SKETCH

Captain Patrick D. Rife was born in Denver Colorado, 15 November 1943. He attended school in Greeley Colorado and graduated from the University of Northern Colorado (UNC), in December 1965 with a Bachelor Degree in Education. He was commissioned as a Second Lieutenant upon graduation, after completing the Reserve Officer Training Course at UNC.

After an 18 month tour at Travis Air Force Base, California as an Administrative Officer for the 1300 man, 602nd Organizational Maintenance Squadron, Lt Rife applied for and was accepted to Undergraduate Navigator Training (UNT) at Mather Air Force Base, California. Lt Rife received his wings as a Distinguished Graduate from Navigator Training and continued on at Mather for Navigator Bombardier Training (NBT). In February 1969, after completing NBT, Lt Rife reported to the Castle Air Force Base, California, Combat Crew Training Squadron for orientation and qualification in B-52 aircraft. Lt Rife pinned on his Captain bars, while at Castle.

Captain Rife assumed duties as a B-52G Navigator with the 60th Bombardment Squadron, 72nd Bombardment Wing, Ramey

USS-D3

Air Force Base, Puerto Rico in July 1969. He later assumed the duties of Wing Standboard Navigator, logging over 1000 hours in B-52Gs until he was medically grounded in January 1971.

After being grounded Captain Rife was assigned as a Maintenance Officer with the 72nd Avionics Maintenance Squadron at Ramey until SAC's deactivation there in July 1971. During his tour in Puerto Rico Captain Rife obtained a Masters Degree in Education from the Inter-American University of Puerto Rico.

In July 1971 Captain Rife was assigned as Maintenance Supervisor to the 28th Airborne Missile Maintenance Squadron (AGM-28s and ADM-20s), Ellsworth Air Force Base, South Dakota. In August of the same year he went TDY to attend the Staff Officers Maintenance Course at Chanute Air Force Base, Illinois for two months. In August 1972 Captain Rife assumed command of the 28th AMMS and served as Commander until he was reassigned to Vietnam.

Captain Rife's assignment to Detachment 2, 6994 Security Squadron, DaNang Airfield, RVN, was as Maintenance Officer; However, with the establishment of Detachment 3 at Ubon RTAFB, Thailand, and the subsequent departure of Captain William J. Shea, Captain Rife assumed command of Detachment 2 on the 16th of December 1972.

APPENDIX II
PHOTOGRAPH OF COMMANDER



APPENDIX III
AIRCRAFT ASSIGNED

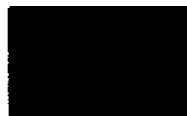
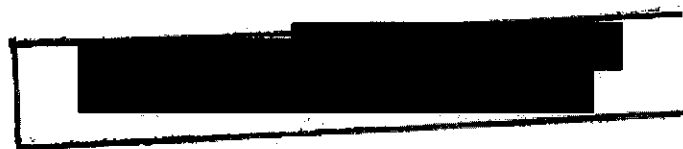
USS-D3

APPENDIX III

AIRCRAFT ASSIGNED

<u>Aircraft Number</u>	<u>Type</u>	<u>Equipment</u>
43-49703	P	ALR-34/Z1/Z2
45-50925	P	ALR-34/Z1/Z2
43-15979	P	ALR-34/Z1/Z2
43-18980	P	ALR-34/Z1/Z2
43-16123	P	ALR-34/CC
42-93161	N	ALR-34/CC
44-76524	P	ALR-34/CC
43-15668	P	ALR-34/CC
43-49865	P	ALR-34/CC
43-15980	P	ALR-34/CC

III-1



APPENDIX IV

MANNING

USS-D3

APPENDIX IV

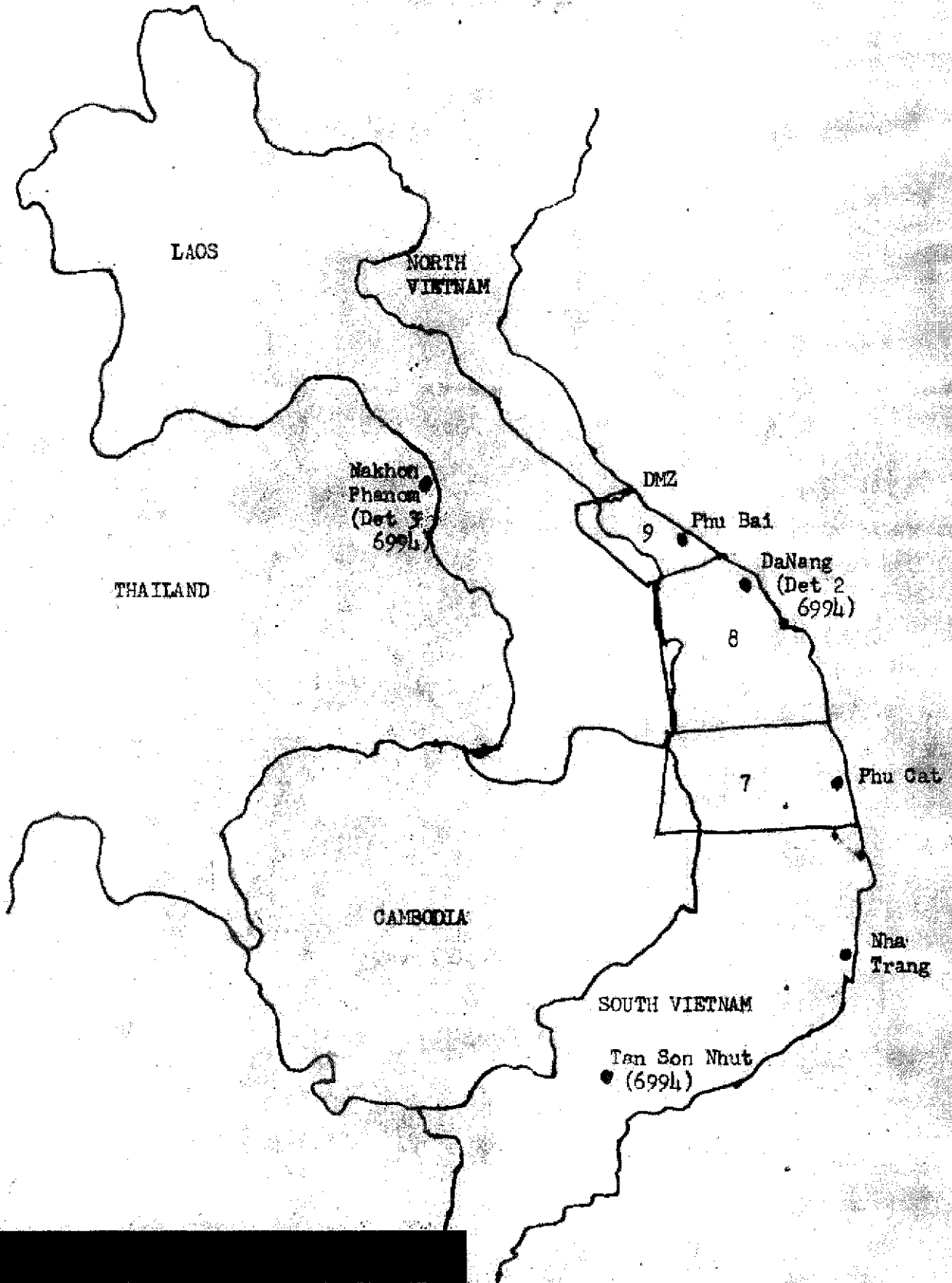
MANNING

1 July 1972

<u>Authorized</u>	<u>Assigned</u>	<u>AFSC</u>	<u>Authorized</u>	<u>Assigned</u>
1	1	E4044	1	1
2	2	E8035	1	1
19	18	A202X0	12	10
23	21	A203X1	10	7
67	61	A207X1	37	25
12	13	R291X0	12	9
34	15	A328X3	12	11
1	0	R545X0	1	1
6	5	R645X0	2	1
8	7	R702X0	7	3
2	3	R732X0	2	1
<u>10</u>	<u>8</u>	R811X0	<u>10</u>	<u>7</u>
184	155	TOTAL	107	77

IV-1

APPENDIX V
SEA ARDF AREAS



APPENDIX VI
ROSTER OF KEY PERSONNEL

APPENDIX VI

ROSTER OF KEY PERSONNEL

1 July 1972	Position	November 1972
Capt W.J. Shea	Commander	Capt P.D. Rife
Capt K.J. Wegner	Operations Officer	Capt K.J. Wegner
Capt C. Costello	Material Officer	Capt P.D. Rife
TSgt N.T. Lee	First Sergeant	Sgt P.L. Pillsbury
SMSgt W.E. McCollough	NCOIC Operations	MSgt C.A. Miller
MSgt D.T. Burns	Communications	MSgt A.G.W. Avery
MSgt C.A. Miller	Mission Management	SSgt R.J. Pitre
MSgt G.E. Payne	Exploitation	TSgt J.W. Wesner
MSgt R.E. Jasper	Flight Operations	TSgt A.J. Vest
SSgt S. Willis	Administration	TSgt H.H. Inman
TSgt R.O. Long	Personnel	TSgt R.O. Long
TSgt E. Tutt	Security	TSgt E. Tutt
MSgt A.M. Brewer	Maintenance	SMSgt J.W. Carter
SMSgt C.K. Meeks	Supply	SSgt R. Brown Jr.
SSgt R.J. Pitre	Plans	MSgt C.A. Miller
SSgt J.B. Luther	SEFE	SSgt J. Feinberg

APPENDIX VII

AWARDS AND DECORATIONS

APPENDIX VII

AWARDS AND DECORATIONS

(U) On 31 August 1972, 7th Air Force (DPY) faded out of existence, being replaced by 13th Air Force (DPY). To this date we have received no response to submissions from 26 August to present. A recent TDY trip by personnel of this office revealed that 13th AF was heavily backlogged due to the changeover and were doing everything possible to remedy the situation. This office is the process of querying all awards pending for an excessive amount of time. Statistics indicate that there is an abnormal number of recommendations pending. The section also is still experiencing difficulty in obtaining required items from host base supply, Air Medals, Award Elements folders, etc. Only source to date has been thru USAFSS units, and only on a limited basis.

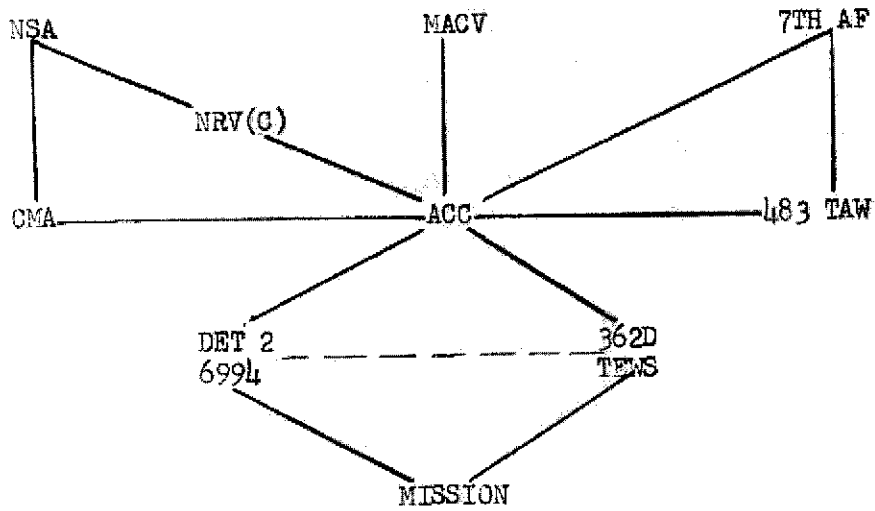
Award	Submitted	Approved	Disapproved	Pending
Distinguished Flying Cross	24	11	-	13
Bronze Star Medal	4	-	-	4
Air Force Commendation Medal	14	2	-	12
Air Medal	115	39	-	76

APPENDIX VIII
OPERATIONAL CHAIN OF COMMAND

USS-D3



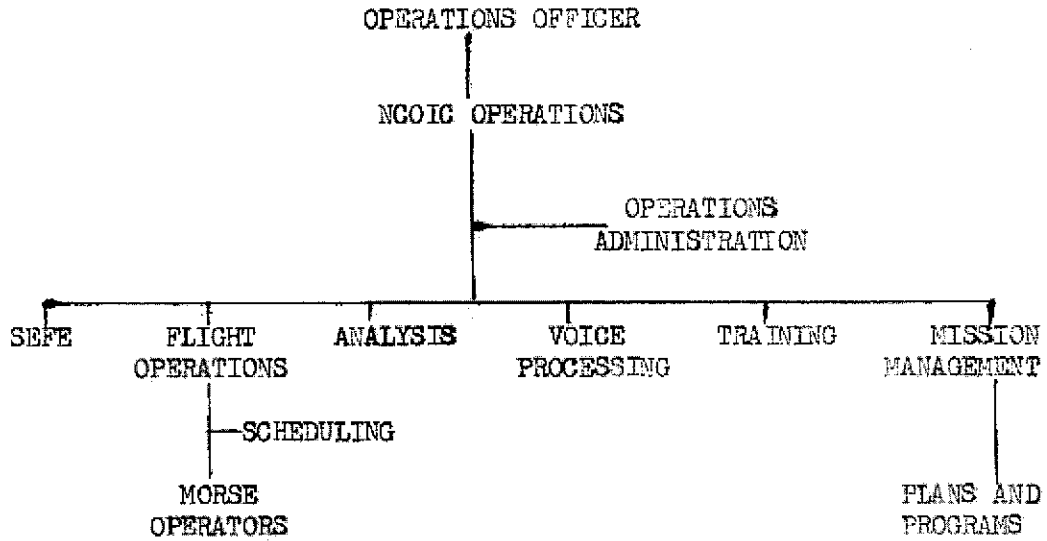
OPERATIONAL CHAIN OF COMMAND:



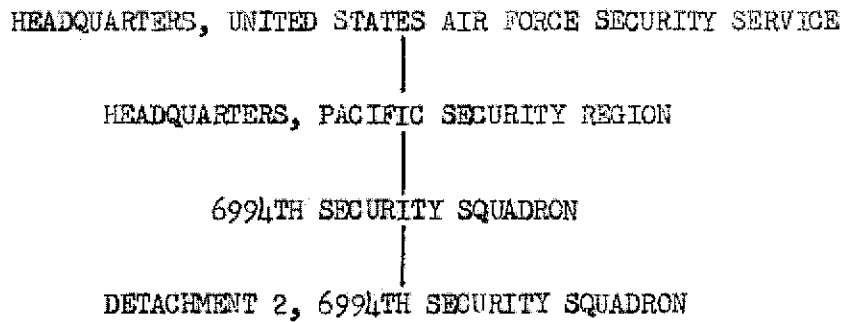
VIII-1



DETACHMENT 2 OPERATIONS



CHAIN OF COMMAND



APPENDIX IX

ARDF/AIC PRODUCTIVITY

USS-D3

APPENDIX IX

ARDF/AIC Productivity

	01JUL 28JUL	29 JUL 25 AUG	26 AUG 25 SEP	26 SEP 20 OCT	21 OCT 24 NOV	25 NOV 22 DEC	23 DEC 31 DEC
SORTIES FRAGGED	220	203	180	203	215	168	54
SORTIES FLOWN	209	192	158	187	166	105	52
TRGTS WRKD	1899	1726	1537	1958	1412	836	469
TRGTS FIXED	1175	1074	1045	1410	1036	643	369
TRGTS CUT	451	401	305	386	274	139	80
FIX/CUT ID	561	511	443	728	569	359	218
ID PRIORITY	486	419	285	342	278	225	124
NM MSGS	243	135	153	168	140	79	41
EXPLOITABLE	169	97	72	98	55	49	14
RT MSGS	890	639	256	484	160	152	52
EXPLOITABLE	890	639	256	484	160	152	52

APPENDIX X

UPGRADE TRAINING STATISTICS

USS-D3

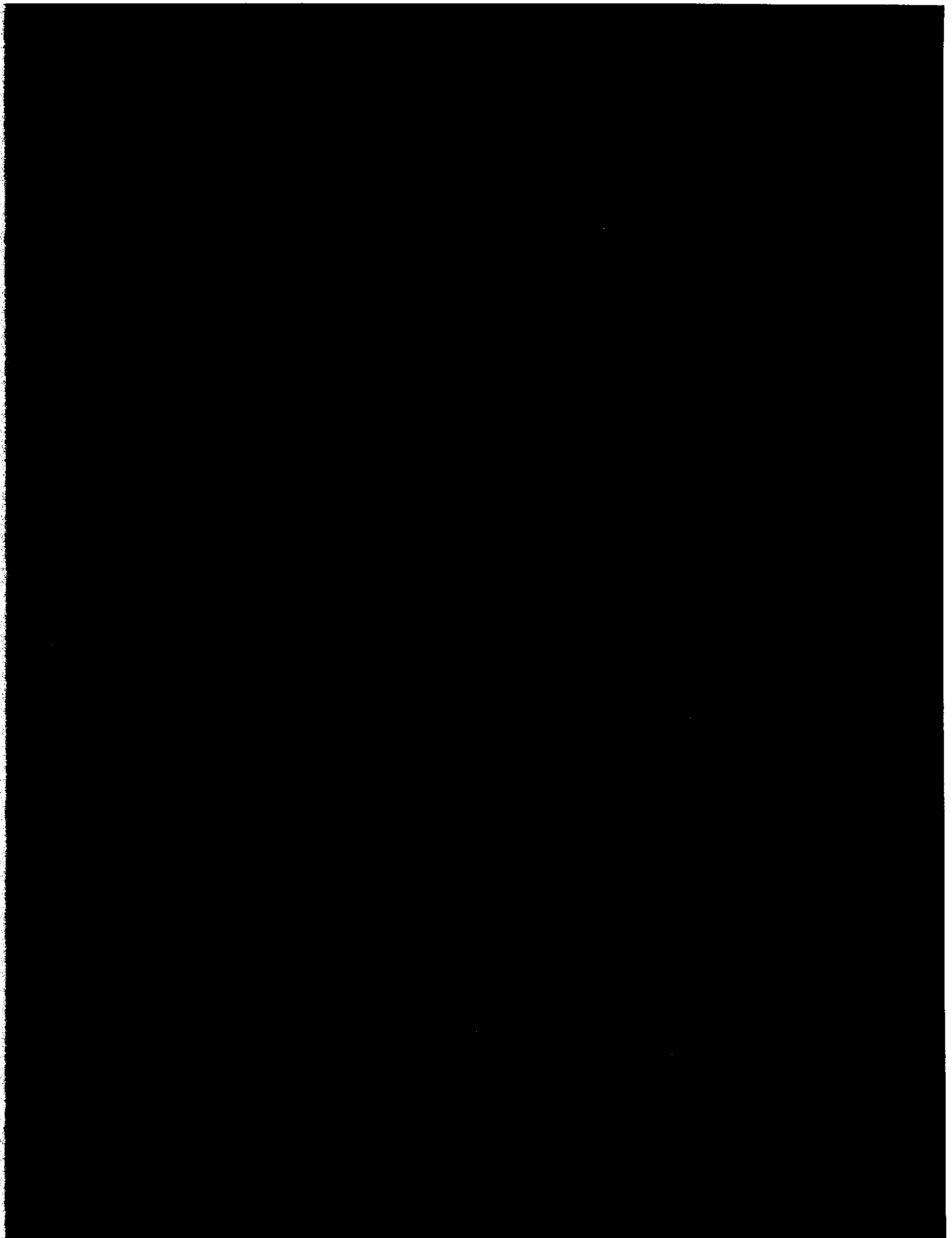
APPENDIX X

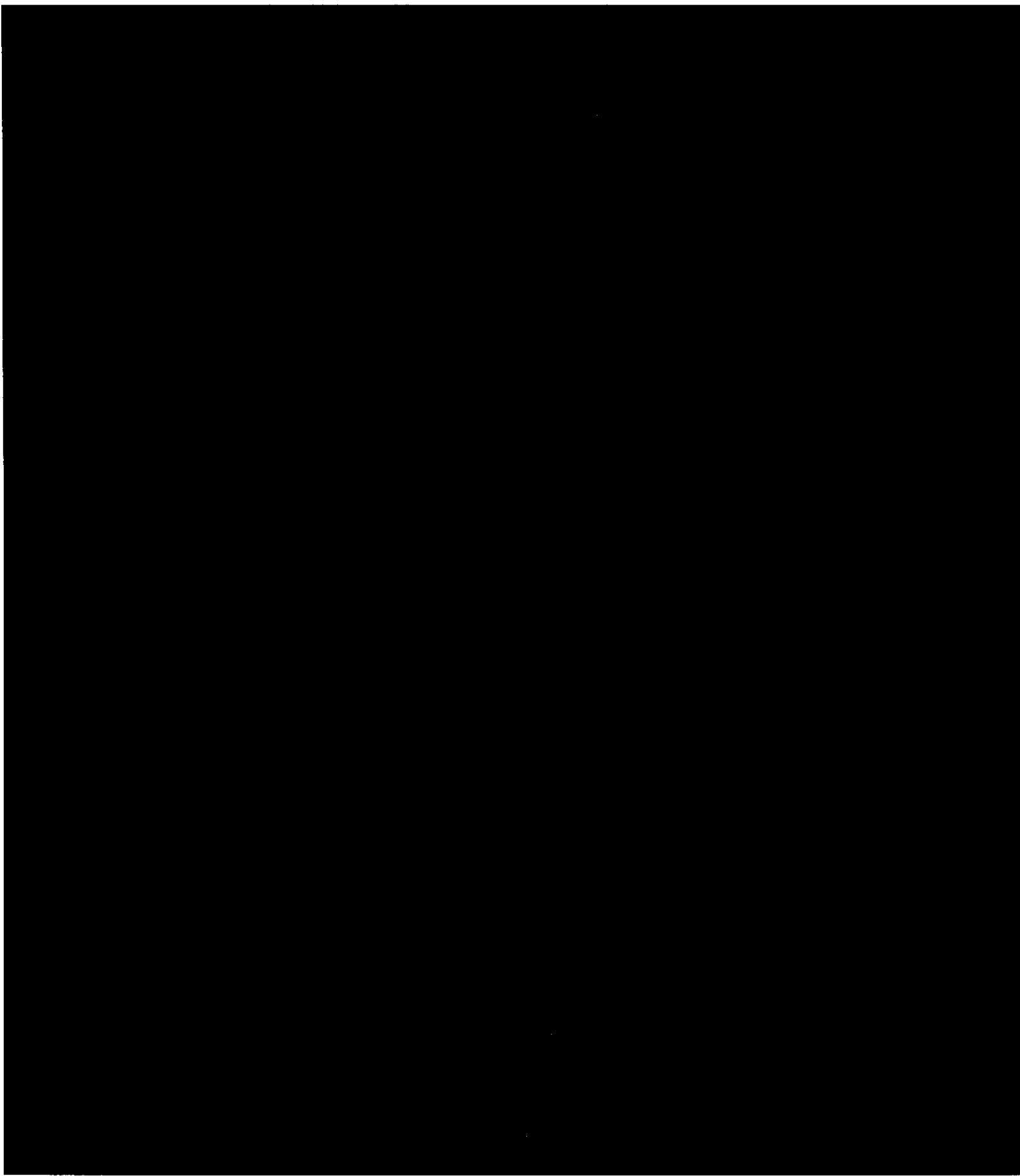
Upgrade Training Statistics

Number of Personnel
In Upgrade Training
1 JULY 1972

Number of Personnel
In Upgrade Training
31 DECEMBER 1972

<u>7 Level</u>	<u>5 Level</u>	<u>AFSC</u>	<u>7 Level</u>	<u>5 Level</u>
1	0	A202X0	1	0
1	0	A203X0	0	0
0	0	A207X1	2	0
2	0	R811X0	3	1
1	1	A328X3	1	1
1	0	R702X0	0	0





Wgts Messer/Boyer

20 July 1972

Report of Visit to NSA-200 (NSA-200) 15-27 July 72

TO

OO

AF 200

1. Purpose of Visit: Mission Coordination

2. Name of Visitors:

**Wgts Joseph W. Messer
Wgt Donald H. Boyer**

3. Personnel Contacted:

**Wg Messer - Assistant Operations Officer
Wgt Wicks - CHS AIMS
Wgt Wanger - SIC Exploitation
Wgt Kennedy - SIC Reporting
Wgt Williams - NSIC AIMS
SP3 Mallard - AIMS Analyst
SP3 Small - Reporter
SP4 Bruger - Exploitation Analyst
SP4 Mallard - Exploitation Analyst**

4. Findings: We arrived at NSA-200 at 1200 hours, 25 July 72. After arranging billets, we visited the reporting shop and were introduced to the various reporters familiarizing ourselves with their requirements and responsibilities. We again visited the operations the next day and were introduced to the CHS and NSIC of the Airborne Systems Management (ASMS) Section. While talking to these individuals it became apparent that they did not have a full grasp of the concept and means of the EC-47 ARDF equipment and its capabilities. We spent several hours going over these different areas with all the AIMS personnel and I feel that we acquainted them sufficiently with its advantages and disadvantages. We requested and were granted deletion from the distribution of the ARDF Traffic Analysis Run (High Speed Run). This is no longer needed since we are authorized to carry the NSA Fixed C/S Book on board the mission aircraft. Of primary discussion was the Technical Data Lists (TDL's) generated by them for use of pre-positioning our aircraft for optimum coverage of high priority targets by scheduled times. Several errors were pointed out to them in the positions of targets and the MACV priority under which they were listed. With a joint effort between the AIMS analysts and the Exploitation Analysts, we were able to generate a clean-up of the present TDL's and impressed upon them the need for their being current. We were constantly not

[REDACTED]

with the term "we just don't have enough people", and I believe the manpower cuts they have suffered have severely hampered the output they have afforded us. We did manage to get them to generate a message to NSA citing manpower shortages and requesting sanitization of the TDL's to reflect only Priority One and Preemptive Tasking targets with selected 2's and 3's of which continuity has lagged, thus allowing better information on a more selective basis. We were assured we would be kept informed of the outcome and efforts would be made to enhance existing TDL's in the interim. Ident change reports were discussed and discrepancies were noted in feedback items. Again, the lack of time for such detailed analysis by the existing force on hand was evident and they stated that if an identification was not immediately apparent they would change ours to unidentified and let NSA worry about it. All requests for additional analytical aids were to no avail, contingency plans included the destruction of all "extra" documents and those on hand are needed by the respective analysts. All personnel assigned to Phu-Bai are performing the jobs. They are not only required to perform their duties as analysts etc., but are also acting as perimeter guards and fire team members. Hardly anyone is exempt from these additional duties and the extent to which they are working has to have a telling effect on the product which they are generating. I do believe they are doing the best with what they have available and only time for experience and additional personnel will better the output. Our last day was spent in briefings prepared by the Exploitation/Reporting analysts, and assistance to the individual analysts. We had hoped to have time to learn some of the different analysis techniques for specific areas but found they did not have any additional working aids that we were not familiar with. After a personal contact by the Deputy Operations Officer during which he offered any assistance to our aviation unit that he could provide, we departed Phu-Bai at approximately 1430 hours on 27 July 1972.

Joseph W. Weaner
JOSEPH W. WEANER, Capt, USAF
TDL Team Member

CC/6994-207 Bq

[REDACTED]

DET 2, 6994 SGTY SQ DANANG
6994 SGTY SQ/CC/MA TAN SON

MA

SUBJ: PRELIMINARY STATUS REPORT FOR THE DUAL-OPS PROGRAM

1. AN ENTHUSIASTIC DRIVE HAS BEGUN TO INCORPORATE THE DUAL-OPS TAPE WITH THE ALR-35 SYSTEM. THE RESULTS HAVE BEEN FAVORABLE. AT THE PRESENT TIME THERE ARE FOUR 35 SYSTEMS WITH THE DUAL-OPS TAPE FLYING SUCCESSFUL SORTIES, NAMELY, 254, 260, 491 AND 153.

2. OUR LOADING PROCEDURES BASICALLY START WITH A THOROUGH CHECK OUT THE SYSTEM TO INSURE IT IS COMPLETELY OR BEFORE LOADING THE OPS TAPE. FOR THE FIRST SORTIE AFTER INSERTION A MAINTENANCE TECHNICIAN FLYS ON BOARD WITH A NAV CONVERTER AND A COMPUTER.

3. WE HAVE EXPERIENCED DIFFICULTIES WITH LOADING AIRCRAFT 300, 313 AND 814. THE FIRST UPLOAD ON 300 FAILED. THE SYSTEM WOULD LOCK UP ON 180° AND 225° AFTER 20-45 MINUTES. THE COMPUTER, NAV CONVERTER AND TEN TRAY CARDS WERE REPLACED TO NO AVAIL. AFTER 32 CONTINUOUS HOURS 300 WAS RETURNED TO ITS REGULAR CONFIGURATION.

SAME AS RELEASED

OWEN COSTELLO/MATERIEL OFFICER/MA/3207

"MINIMIZE CONSIDERED"

Owen Costello



2 2

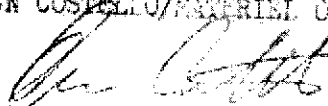
313 WAS NEXT AND ALSO FAILED. THE SYSTEM DID FUNCTION HOWEVER,
WITH A SLOW PRINT OUT. THE 10 TRAY WAS REMOVED AND REPLACED AND
THE PINS WERE DOUBLE CHECKED. THE SYSTEM WORKS NORMAL WITH A 35-
OPS TAPE INSTALLED. 814 FAILED WITH THE EXACT SAME SYMPTOMS AS
300. CHANGED BACK TO THE REGULAR OPS TAPE AND THE SYSTEM CHECKED
OK. THE PROBABLE CAUSE IS SUSPECTED TO BE IN THE A-10 OR A-9
CARD IN THE NAV CONVERTER. WE WILL CONTINUE TO WORK WITH THIS
AIRCRAFT. EFFECTS FROM THE HEAT GENERATED IN THE NAV CONVERTER
IS STILL QUESTIONED. HOWEVER WE ARE STILL STUDYING THIS AREA.
4. SUGGEST NKP, SANDERS IN NH, NYC OR MIAMI BEACH AS A SITE
FOR THE PROPOSED CONFERENCE. MR JEWETT SHOULD BE SENT TDY TO
NKP AFTER THE 570 CONSOLE PROBLEM IS SOLVED.

GP-4

SAME AS RELEASER

OWEN COSTELLO/MATERIAL OFFICER/MA/3207

"MINIMIZE CONSIDERED"



01
31
6994
Doc-5

RTTCZYUW RUMMRS1854 171064Z-CCCC-RUMOLBA

ZNY CCCC

R 190632Z JUN 72

FM 6994 SCTY SQ TSN AFLO RVN

TO RUMOLBA/DET 2 6994 SCTY SQ DANANG AB RVN

RUMOREA/DET 3 6994 SCTY SQ NAKHON PHANOM RTAFB THAI

BT

PROGRAM ALR35/381.

1. SINCE THE INSERTION OF THE DUAL OPS PROGRAM INTO THE COMPUTER OF THE ALR 35/38 SYSTEMS SOME PROBLEMS HAVE BEEN ENCOUNTERED AT BOTH DET 2 AND 3. THESE PROBLEMS ARE SIMILAR IN SOME CASES BUT IN OTHERS DIFFER DRASTICALLY. THE METHODS USED TO CORRECT OR COUNTER THE PROBLEMS DIFFER AT EACH LOCATION. IT IS WITH THE CONFLICT IN MIND THAT WE FEEL A MEETING IS ESSENTIAL. THEREFORE, REQUEST BOTH DETACHMENTS AND SANDER'S TECH REP (MR JEWITT) HAVE A GET TOGETHER TO PROVIDE ANSWERS AND/OR CORRECTIVE ACTIONS TO THE FOLLOWING QUESTIONS.

A. WHY IS THE NAV CONVERTER OVERHEATING?

B. WILL THE DUAL OPS PROGRAM WORK WITH BOTH THE ALR-35 AND

A-38? IF NOT, WHY?

C. ARE THE PROBLEMS EVIDENT WITH BOTH THE 8K AND 16K MEMORIES IN THE COMPUTERS?

PAGE 2 RUMMRS1854

D. WHY DOES DISCONNECTING THE NO. 1 NEEDLE ON THE ID 250'S AT DANANG REDUCE THE OCCURANCE OF THE PROBLEM? AT NKP IT IS SAID THAT THE SYSTEMS WORK WITH ALL ID 250'S CORRECTED PROPERLY.

E. WHY IS IT NECESSARY TO OPEN THE CONSOLE DOOR IN AN ATTEMPT TO PROVIDE ADDITIONAL COOLING FOR THE NAV CONVERTER? IT SEEMS THAT BY OPENING THE DOOR THAT YOU FORCE OPERATION OF THE CONVERTER IN RELATIVELY STAGNANT (NON-FLOWING) AMBIENT AIR. WOULDN'T IT BE MORE EFFICIENT TO CLOSE THE DOORS? AND PROVIDE ADDITIONAL FLOW OF COOL AIR BY ENSURING THAT THE BLOWERS ARE OPERATING PROPERLY, FILTERS ARE CLEAN, AND OBJECTS ARE NOT STORED IN AND AROUND THE AIR INLET TO THE CONSOLE? IT IS SUGGESTED THAT IF ADDITIONAL COOL AIR IS NEEDED THAT A TEST BE CONDUCTED BY ADDING ADDITIONAL AIR FLOW. THIS COULD BE ACCOMPLISHED BY ADDING AN ADDITIONAL BLOWER MOTOR OR FAN ADJACENT TO THE COOLING FINS ON THE NAV CONVERTER.

2. ONCE A SATISFACTORY OUTLINE RETIRING THE PROBLEMS WITH THE DUAL OPS PROGRAM IS ESTABLISHED A UMR (T.O. 00-350-54) SHOULD BE SUBMITTED THROUGH HERE (6994 MW) TO THE PROPER AUTHORITY. THIS UMR SHOULD CONTAIN SUFFICIENT DETAILS TO DEFINE THE PROBLEM AND YOUR

PAGE 3 RUMMRS1854

JOINTLY AGREED UPON RECOMMENDED CORRECTIVE ACTION.

3. IN ADDITION TO THE UMR SUBMITTED AS DIRECTED REQUEST YOU PROVIDE THIS OFFICE WITH ANSWERS TO EACH OF THE QUESTIONS POSED IN PARA 1 A THRU C ABOVE, ALSO PROVIDE A TIME DATE, AND PLACE FOR THE MEETING. (GDS DATE: DECLASSIFY 31 DEC 78).



RITTSYUW RHMXAAA3R06 280622-SSSS--RUMOLBA.
ZNY SSSSS

P R 150600Z SEP 72 ZEX
FM 6994SCTY SQ TSM AFLO RVN
TO RUMTEJA/USAFSS/LGMMXKELLY AFB TX
INFO RUMHWA/PACSCTYRON/LGM/WHEELER AFB HAWAII
RUMOLBA/DET 2 6994SCTYF 7MA/DANANG AB RVN

Doc 6

File
MTH

15 SEP

6994-3

SUBJECT: DUAL OPS TAPE

1. REQUEST COMMAND ASSISTANCE TO SOLVE PROBLEMS ENCOUNTERED WITH THE ALR-35 DUAL OPS TAPE PROGRAM. THIS UNIT, IN CONJUNCTION WITH THE SANDERS TECH REP, HAS EXHAUSTED ALL AVAILABLE TECH DATA, SKILL, AND KNOWLEDGE TO MAKE THIS TAPE FUNCTION PROPERLY. WE HAVE EXPENDED CONSIDERABLE MANHOURS AND DECREASE OUR MISSION EFFECTIVENESS ATTEMPTING TO MAKE THIS PROGRAM CONGRUENT WITH THE 35 SYSTEM.
2. THIS TAPE WAS DESIGNED TO BE COMPATIBLE WITH BOTH THE ALR-35 AND ALR-38 SYSTEMS. IT WAS PERFORMED AS INTENDED IN THE ALR-38 SYSTEM BUT WHEN THE TAPE IS INSTALLED IN SOME OF THE ALR-35 SYSTEMS, THE BEARINGS ON THE PRINT OUT AND ON THE DISPLAY LOCK-UP AT 130 DEGREES AND 225 DEGREES, WHICHEVER IS SELECTED. FAILURE OF THE SYSTEM TO RECOGNIZE BEARING CHANGES IN THESE TWO QUADRANTS HAS CAUSED US TO

A/W

PAGE 2 RHMXAAA3R06

REMOVE THE DUAL OPS TAPE FROM THE ALR-35 AIRCRAFT.

3. ISOLATING THE PROBLEM TO ONE UNIT HAS SHOWN THAT THE NAVIGATIONAL CONVERTER IS CAUSING THE PROBLEM. WE ALSO NOTED THAT FAILURE TO RECOGNIZE BEARINGS IN THESE TWO QUADRANTS MAY BE CAUSED BY EXCESSIVE HEAT IN THE NAV CONVERTER, THOUGH IT IS OBVIOUS THAT THE NAV CONVERTER, WHEN OPERATING PROPERLY, WE GIVE THE PROPER BEARING READOUT. THE POSSIBILITY EXISTS THAT A PROGRAM CHANGE IN THE DUAL OPS TAPE MAY BE A BETTER SOLUTION.

4. REQUEST YOUR ASSISTANCE AND A SOLUTION TO THIS PROBLEM. WE WILL NO LONGER USE THIS PROGRAM IN THE 35 SYSTEMS UNTIL A FIX IS OBTAINED. IF POSSIBLE, WE MIGHT SUGGEST THIS PROBLEM BE BROUGHT TO THE ATTENTION OF THE INDIVIDUAL AT SANDERS WHO WROTE THE DUAL OPS PROGRAM. WE UNDERSTAND THAT THE TAPE WAS ONLY TESTED ON A 38 SYSTEM BEFORE INTRODUCTION TO THE FIELD.

5. DOWNGRADE TO CONFIDENTIAL 31 DEC 78. DECLASSIFY 31 DEC 80.

806

MM

00401/54

file on file



140830Z AUG 72

MR QUCC

DET 2, 6994 SCTY SQ DANANG AFBD RVK
NASOTLR NASHVA NHAMPYATTIN; MR J. HEBERT
NR 1-379



MA

MA

SUBJ: DUAL OPS TAPE
MR JEWETT SENDS:

THE DUAL OPS TAPE WHICH WAS DESIGNED TO BE COMPATABLE WITH BOTH THE ALR-35 AND ALR-38 HAS PERFORMED AS INTENDED IN THE ALR-38 ONLY. WHEN THE DUAL OPS TAPE IS INSTALLED IN SOME OF THE ALR-35'S, THE BEARINGS ON THE PRINT OUT AND ON THE DISPLAY WILL LOCK-UP AT 180° AND 225°, (WHICHEVER IS SELECTED). FAILURE OF THE SYSTEM TO RECOGNIZE BEARING CHANGES IN THESE TWO QUADRANTS HAS CAUSED US TO REMOVE THE DUAL OPS TAPE FROM ALL ALR-35 AIRCRAFT. ONLY ONE DUAL OPS PROGRAMED AIRCRAFT AT NKP AND ONE AT DANANG WILL PERFORM CORRECTLY. ISOLATING THE TROUBLE TO ONE UNIT HAS SHOWN THAT THE NAVIGATIONAL CONVERTER IS CAUSING THE PROBLEM. IT IS ALSO NOTED THAT FAILURE TO RECOGNIZE BEARINGS IN THESE TWO QUADRANTS IS NOT CAUSED BY EXCESSIVE HEAT IN THE NAV CONVERTER. ALTHOUGH IT IS OBVIOUS THAT THE NAV CONVERTER, WHEN OPERATING

[Signature]
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"MINIMIZE CONSIDERED" *[Signature]*

OWEN COSTELLO, CPT, MATRILL OIC/MA/3207



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PROPERLY, WITH GIVE THE PROPER BEARING READOUT, THE POSSIBILITY
EXISTS THAT A PROGRAM CHANGE IN THE DUAL OPS TAPE MAY BE A VIABLE
SOLUTION. IF POSSIBLE, THIS PROBLEM SHOULD BE DISCUSSED WITH
THE PROGRAMMER WHO WROTE THE DUAL-OPS PROGRAM. IF HE FINDS A
SOLUTION, A MANUAL PROGRAM MAY BE POSSIBLE UNTIL A NEW TAPE IS
WRITTEN. PLEASE LET US KNOW AS SOON AS POSSIBLE.

GP-4

SAME AS RELEASER

"MINIMIZE CONSIDERED"

OWEN COSTELLO, CPT, MATERIEL OIC/MA/3207

Owen Costello



* [REDACTED] *

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Doc#-9

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PTTSZYUW RUMORFAI283 8111119-SSSS--RUMOLBA.
ZNY SSSSS
O 061015Z OCT 72
FM DET 3 6994 SCTY SQ NKP RTAFB THAI
TO RUHHHHA/PAC SOTYRON 4-EELEA AFB HI/DAS/LGH
INFO RHMXXXX/994 SCTY SQ 3SN AFLD RVN/MA
RUMOLBA/DET 2 6994 SCTY SQ DANANG AB RVN/MA

BT
[REDACTED] MA.

SUBJECT: REQUEST FOR PROJECT ID'S (U).
1. REQUEST PROJECT IDENTIFIERS FOR FOLLOWING FOUR (4) PERSONNEL:
A. TSGT SCHWENK, GARY L., FR [REDACTED], AFSC: 432879
B. SSGT ROBBINS, HENRY J., FR [REDACTED], AFSC: 432853
C. SGT WALLACE, TOMMIE L., FR [REDACTED], AFSC: 432853
D. SGT QUELLETTE, GLENN H., FR [REDACTED], AFSC: 432853
FROM DET 2, 6994TH SCTY SQ TO GO TO DET 3, 6994TH SCTY SQ, NAKHON
ANOM RTAFB, EFFECTIVE IMMEDIATELY FOR A PERIOD OF THIRTY (30)
DAYS.
2. JUSTIFICATION. PRESENT RELOCATION OF C-47 ASSETS IN SOUTH-
EAST ASIA DICTATES AN IMMEDIATE NEED FOR MORE SKILLED A1R35/38
MAINTENANCE TECHNICIANS AT NKP. THE TDY OF THESE FOUR PERSONNEL
WILL PROVIDE NECESSARY MISSION SUPPORT AND TECHNICAL SKILL DURING

PAGE 2 RUMORFAI283 S E C R E T

THIS PERIOD OF TRANSITION. THIS TDY IS DEEMED ABSOLUTELY MISSION
ESSENTIAL. WOULD APPRECIATE YOUR TIMELY REPLY SO THESE PERSONNEL
CAN BE IN PLACE BY THE 9TH OF NOVEMBER. MANY THANKS. CAPT
SMITH SENDS.

3. GDS DATE: 31DEC80.

BT
#1283

IN

IN 00362/NOV 06

/ACK

* [REDACTED] *

5

DEF 2, 6994 SCTY ST. DANANG
DIR OF MANAGE/INTL/STAFF/STAFFS AFF DA
INFO: LOSS/LOSS
PBB/LOSS/WHEELER AFF HI
6994 SCTY SQ/MAL/TAN SON NHON FIELD RVN
6499 SUP SQ/LOSSER/DANANG AFFL RVN

UNCLASS E F T O MAL

SUBJ: REQUEST FOR SUPPLY ASSISTANCE

1. REFERENCES.

- A. RE MAL 110026Z JUL 72
- B. YOUR RMPDPS 131506Z JUL 72

2. REQUEST YOUR ASSISTANCE IN EXPEDITING SHIPMENT FOR THE FOLLOWING REQUESTIONS. ITEM URGENTLY REQUIRED.

<u>STOCK NO</u>	<u>REQUISITION NO</u>	<u>LAST STATUS</u>
58650173613EW	FB526321701020	BA FB5269 2191
6450173613	FB526321640186 ✓	BV E3D2225
98650173613	FB526321660000 ✓	BB ESD 2224
58650173613	FB526321740734 ✓	BB ESD 2224
58650173613	FB526321601299	BB ESD 2224

SAFE AS RELEASER

CECIL R. MEERS/NGOIC SUPPLY/MAL/41/7

"MINIMIZE CONSIDERED"

Cecil R. Meers

UNCLASSIFIED

atch #1

1 3

PP UUCU

311 72

NET 2, 6994 SQ DAMANG AFDL RVN
DIR CP NAT & INT/ROSLINE AFB CA

INFO: DASSS/LGSS

FOR/LOSR/RELEASER AFB HI

6994 SQY SQ/MAL/TAN COM MILIT AFDL RVN

6498 SUP SQ/LOGSD/DAMANG AFDL RVN

OFFICE R F F O MAL

SUBJ: REQUEST FOR SUPPLY ASSISTANCE

1. REQUEST YOUR ASSISTANCE IN EXPEDITING DELIVERY OF THE
FOLLOWING ITEMS. THESE ITEMS ARE URGENTLY NEEDED FOR STAFF IN
AMP BATTAL. ONE MORE FAILURE OF EITHER ITEM WILL CAUSE A HOURS
CONDITION.

STOCK NO	QUANTITY	DESCRIPTION	BASE	STATUS	REQ ITEM
589501736138W	1EA	OSCILLATOR	1EA PB526321701020	BV176	589511301775W
589501736138W	1EA	OSCILLATOR	1EA PB526321640196	BV225	589593267718W
589501736138W	1EA	OSCILLATOR	1EA PB526321666003	HV176	589593267718W
589501736138W	1EA	OSCILLATOR	1EA PB526321710735	BB202	589511301638W
589501737488W	1EA	MILSER	1EA PB526321701020	BG194	589511301738W
589501737488W	1EA	MILSER	1EA PB526321730020	BG194	589511301738W

BASE AS RELEASED

MINIMUMS CONFIRMED

GEORGE K. LEWIS, NCOIC SUPPLY/MAL/4147

George K. Lewis

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atch #2

5895173742EW MIXER	LEA	FB526321730168 NONE	58951130173EW
58950173742EW MIXER	LEA	FB526321640599 87225	58951130173EW
58950173742EW MIXER	LEA	FB526321811420 NONE	58951130173EW
58951057313EW GKT CARD	LEA	FB526321800299 NONE	58951057324EW
58951057313EW GKT CARD	LEA	FB526321710648 NONE	58951057324EW
58951057313EW GKT CARD	LEA	FB526321749323 NONE	58951057324EW
58951057313EW GKT CARD	LEA	FB526321920132 NONE	58951057324EW

2. PLEASE ADVISE OF YOUR ACTION. ANY PORTION OF THE ABOVE ITEMS WOULD GREATLY BE APPRECIATED. IF END ITEMS ARE AVAILABLE ADVISE AND REQUISITION FOR NEXT HIGHER ASSY WILL BE SUBMITTED.

DATE AS RELEASED
 GEOIL K. MEERKS, NCOIC SUPPLY/WAL/4147

[Signature]
 "MINIMIZE CONSIDERED"

[Handwritten Signature]

UNCLASSIFIED

Atel 2²

JUL 72

FF

UUUU

DET 2, 6994 SOTY SQ DANANG AREA 138

DIR MAP & WRT/POST/ROBINIS AFB GA

TR2065 ROBINIS AFB GA

INFO: ULANG/1883

ASH/1883/WESSIKR AFB MI

6994 SOTY SQ/MAL/TAN SON NHPT AFB NV

6498 SUP SQ/1883/DANANG AREA 138

UNCLASS R F T O MAL

SUBJ: REQUEST FOR ASSISTANCE, DELIVER DURING DUTY HOURS.

1. REF PARAGRAPH 2 OF HQ MSG JUL 72 TWO RECEIVER HOUSING ASSEMBLIES (YFN 58951130183), WERE SHIPPED TO TR2065 ON 10 JULY 72, VIA AIR PRIORITY 02, ON TONS FB126321880180 AND FB5263321880181.

2. REQUEST YOUR ASSISTANCE IN EXPEDITING THE REPAIR OF THESE TWO RECEIVER HOUSING ASSEMBLIES AND EXPEDITING THE RELEASE FOR SHIPMENT OF THE FOLLOWING REQUISITIONS: FB526321880850 AND FB526321880004.

3. REQUEST THE FOLLOWING INFORMATION BE PROVIDED THIS UNIT BY THE REPAIR ACTIVITY. (A) WHAT SPECIFICALLY DID THEY FIND WRONG WITH THE ABOVE TWO UNITS AND (B) WHAT ACTION WAS REQUIRED TO CORRECT THE MALFUNCTION. THIS INFORMATION WILL BE UTILIZED TO

CLASS IS RELEASED

ORIG. I. 1883/SCIC SUPPLY/MCL/4147

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Beard

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TO ASSIST IN ANALYSIS OF POTENTIAL MALFUNCTIONS OF THE SYSTEM

ADVISE

SAME AS RELEASED

MINIMIZE CONSIDERED

CECIL K. WELLS/NOTICE SUPPLY/AL/4147

Cecil K. Wells

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JOINT MESSAGEFORM

SECURITY CLASSIFICATION

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MESSAGE HANDLING INSTRUCTIONS

080120

FROM DET 2, 6994 SCTY SQ DANANG AFD RVN

TO DIR OF MAT&MGT/DSD/ROBINS AFB GA

TRANSPORTATION OFFICER/MCGUIRE AFB NJ

INFO: DEAR 5263

ASB/USC/WHLEER (AFB HI)

6994 SCTY SQ MAL/TAN SON NHUT AFD RVN

URGENT E F T O
 FROM: 6994 SCTY SQ DANANG AFD RVN
 TO: DIR OF MAT&MGT/DSD/ROBINS AFB GA
 TRANSPORTATION OFFICER/MCGUIRE AFB NJ
 INFO: DEAR 5263
 ASB/USC/WHLEER (AFB HI)
 6994 SCTY SQ MAL/TAN SON NHUT AFD RVN
 URGENT E F T O
 SUBJECT: SHIPMENT DATA FOR WRAMA
 MESSAGE IN THE MIDDLE
 PART I FOR WRAMA. REF YOUR MESSAGE 72 TO DET 2
 ONLY; SHIPPING INFORMATION ON TCN NUMBERS F85263218-
 80180 AND F852632180180 IS: AZM361301/193/0141/9261/
 DAD-30-0019 TO MCGUIRE AFB. PART II FOR TRANSPORTATION
 OFFICER AT MCGUIRE. REQUEST YOU PROVIDE WRAMA AND THIS
 OFFICE SHIPPING DATA ON ABOVE. PLEASE ADVISE.

653210

UNCLAS

DRAFTER TYPED NAME, TITLE, OFFICE SYMBOL AND PHONE

AS RELEASED

TYPED NAME, TITLE, OFFICE SYMBOL AND PHONE
K. WEEKS, NO. 10, SUPPLY/MAL 74147

SIGNATURE
Paul K. Weeks

SPECIAL INSTRUCTIONS
"MINIMIZE CONSIDERED"
atch #5

SECURITY CLASSIFICATION
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JOINT MESSAGEFORM

SECURITY CLASSIFICATION

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Doc#-13

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BOOK MESSAGE HANDLING INSTRUCTIONS

FROM: DET 2, 6994 SCTY SQ DAMANG AFLD RVN
 TO: DIR MAT AND MGT/MCGR/DEB/ROBING AFB GA
 INFO: USAFIS/LOBS
 PSC/LOBS/WHEELER AFB HI
 6994 SCTY SQ/MAL/TAN SON KHUT AFLD RVN

File
Aug 15
BR

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SUBJECT: RECEIVER HOUSING PBN 58951130183W.

RECEIVED ONE EACH OF ABOVE SUBJECT ITEM ON 24 AUG 72. REQUESTION NUMBER
 78263 2185 0850 APPLIES. APPRECIATE ASSISTANCE.

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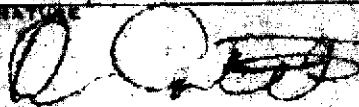
DRAFTER TYPE, NAME, TITLE, OFFICE SYMBOL AND PHONE

SPECIAL INSTRUCTIONS

3207
 OWEN COSTELLO, CAPT, MATERIAL OFFICER

MINIMIZED CONSIDERED

atch # 6

SIGNATURE


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1 2 RR UUUU

BTY 2, 6994 SOYI SQ DANANG ABLE PVM

LIN MAT & MCI/MI/ROBINS AT

INFO: PER/LOSS/WHEELER AND HI

USAFSS/LOSS

6994 SOYI SQ/MAL/TAN SON KHUO ABLE PVM

6498 SUP SQ/LOSSR/DANANG ABLE PVM/RECONSET

UNCLASS E F I O MAL

SUBJ: REQUEST FOR SUPPLY ASSISTANCE

REQUEST YOUR ASSISTANCE IN OBTAINING A RELEASE FOR SHIPMENT OF THE FOLLOWING REQUISITIONS FOR FSN 58958500423EM. PLEASE EXPEDITE SHIPMENT OF AT LEAST TWO SETS. PLEASE ADVISE ALL ADDRESSEES OF YOUR ACTION.

STOCK NO	MOUN	REQUISITION NO	PRIORITY	STATUS
58958500423	PREAMPS	FB526321630297	02	EV225
58958500423	PREAMPS	FB526321650006	02	EV203
58958500423	PREAMPS	FB526321919600	02	NOIS
58958500423	PREAMPS	FB526321210541	05	EV190
58958500423	PREAMPS	FB526321230382	05	EV190

SAME AS RELEASE

"MINIMIZE CONSIDERED"

CECIL K. WELLS/NGIC SUPPLY/MAL/4147

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atch # 4

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SECURITY CLASSIFICATION

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PAGE 1 of 1	DRAFTER OR RELEASE TIME 1800	PRECEDENCE	LMF	CLASS	CIC	FOR MESSAGE CENTER/COMMUNICATIONS CENTER ONLY		
		ACT	INFO				DATE-TIME 280100Z	MONTH AUG

BOOK MESSAGE HANDLING INSTRUCTIONS

FROM: DET 2, 6994 SCTY SQ DANANG APLD RVN
 TO: USAFSS/LOSS
 INFO: DIR MAT MOT/MTRCB/ROBINNS AFB GA
 PSR/LAS/WHEELER AFB HI
 6994 SCTY SQ/MAL/TAN SON NHUT APLD RVN

UNCLAS E F T O MA/MAL

SUBJECT: 66258660L27EN, POWER SUPPLY.

1. REFERENCES:

A. MX 190182Z AUG 72 (MORAL WRAMA).

B. TOUR LOSS 231939Z AUG 72.

2. NEW REQUESTION FB526M0389601 FOR ABOVE SUBJECT ITEM SUBMITTED


TO WRAMA PRIORITY 02 ADVISE CODE AS BEFORE 2F.

3. THE POWER SUPPLY WAS RECHECKED AND IT IS CONFIRMED THAT POWER

SUPPLY IS AT FAULT. THERE IS NO DOUBT. FOR WRAMA: PLEASE

EXPEDITE.

REMARKS

DRAFTER TYPED NAME, TITLE, OFFICE SYMBOL AND PHONE		SPECIAL INSTRUCTIONS	
TYPED NAME, TITLE, OFFICE SYMBOL AND PHONE GLEN COSTELLO, CAPT, MATERIAL OFFICER SIGNATURE 		"MINIMIZED CONSIDERED" atch #7	
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PAGE 1 of 2	RAFTER OR PRECEDENCE	LMF	CLASS	CIC	FOR MESSAGE CENTER/COMMUNICATIONS CENTER ONLY		
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BOOK MESSAGE HANDLING INSTRUCTIONS

FROM: DPT 2, 6994 SUTY SQ, DANANG AFID RVN
 TO: DIA OF MAT & NOV/POKINS AFB GA
 INFO: USAFES/LOSS
 POF/LOSS/WHEELER AFB MI
 6994 SUTY SQ/MAL/TAN SON NHUT AFID RVN
 6498 SUP SQ/LOSSR/DANANG AFID RVN

UNCLASSIFIED SPTO

SUBJECT: REQU EST FOR SUPPLY ASSISTAN CE

1. REFERENCES:
 - A. MY MAL 110026Z JUL 72
 - B. YOUR MPPDP 131506Z JUL 72
 - C. MY MAL 3010419Z JUL 72
2. REQUEST YOUR ASSISTANCE IN EXPEDITING SHIPMENT FOR THE FOLLOWING REQUESTIONS. ITEMS URGENTLY REQUIRED TO PREVENT A MORS CONDITION, REPEAT, A MORS CONDITION.

POCK NO	MOUN	QTY	REQUESTION	STATUS	END ITEM
58950173613EW	OSCILLATOR	1EA	FB526321350564	NR2235	58951130177EW
58950173613EW	OSCILLATOR	1EA	FB526321640186	982225	5895926771EW

DATE:

DRAFTER TYPED NAME, TITLE, OFFICE SYMBOL AND PHONE	SPECIAL INSTRUCTIONS <i>attch # 8²</i>
TYPED NAME, TITLE, OFFICE SYMBOL AND PHONE	
SIGNATURE	SECURITY CLASSIFICATION

JOINT MESSAGEFORM

SECURITY CLASSIFICATION

PAGE	DRAFTER OR PRECEDENCE		LMP	CLASS	CIC	FOR MESSAGE CENTER/COMMUNICATIONS CENTER ONLY			
	RELEASE TIME	ACT				INFO	DATE - TIME	MONTH	YR

BOOK

MESSAGE HANDLING INSTRUCTIONS

FROM:

TO:

58950173613EW OSCILLATOR IEA YB526321710735 BEX05 58959326771EM
 58950173613EW OSCILLATOR IEA YB526321880927 BEX05 58951130177EW
 58950173613EW OSCILLATOR IEA YB526322310112 BG2252 589511300177EW

3. PLEASE ADVISE OF YOUR ACTION ANY PORTION OF THE ABOVE ITEMS
 WOULD GREATLY BE APPRECIATED. IF END ITEMS ARE AVAILABLE
 ADVISE AND REQUESTION FOR NEXT HIGHER ASSY WILL BE SUBMITTED.

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DRAFTER TYPED NAME, TITLE, OFFICE SYMBOL AND PHONE

SPECIAL INSTRUCTIONS

TYPED NAME, TITLE, OFFICE SYMBOL AND PHONE 3207

"MINIMIZE CONSIDERED"

ARTHUR J. WILLIS, CAPT, MATERIAL OFFICER

atc #8

SIGNATURE

SECURITY CLASSIFICATION

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DD FORM 173 (OCR) 1 JUL 68

REPLACES DD FORM 173, 1 NOV 63 AND DD FORM 173-1, 1 NOV 63, WHICH WILL BE USED IN THE USAF.

49-18-700-2 GPO 500-751

JOINT MESSAGEFORM

SECURITY CLASSIFICATION

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		ACT	INFO					DATE	MONTH	YR
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MESSAGE HANDLING INSTRUCTIONS

FROM: DES 2, 6994 SQY SQJABANG AFDL RVN
 TO: USAFSS/LOSS/KELLY AFB TX
 DIR MAT IGT/MATROB/LOHNS AFB GA
 INFO: PSY/LOS/WHEELER AFB MI
 6994 SQY SQJABANG AFDL RVN

UNCLASSIFIED E F T O WA/MAI
 SUBJECT: 66258660127EN, POWER SUPPLY.
 REF USAFSS/LOS 151850Z SEPT 72 (NOTAL WRAMA).

1. REQUEST REQ. NR F95263 2238 9601 IS REINSTALLED AS IT IS STILL A VALID REQUIREMENT. THERE HAVE BEEN NUMEROUS PROBLEMS WITH THIS REQ NR.

- A. DUE-OUT WAS CORRECTED AND BASE SUPPLY PROCESSED A DOC (DUE-OUT CANCELLATION) ON 2263 DATE.
- B. DURING REDEVELOPMENT, PROGRAM GENERATED A ZD CODE CANCELLATION. (INTRA-BASE TRANSACTIONS ONLY AND WILL NOT BE USED IN OFF-BASE MILSTRIP DOCUMENTS).
- C. ACQUISITION IS STILL DONE WITHIN THE 1050-II SYSTEM. ACTION WAS TAKEN 2263 DATE TO REINSTATE DUE-OUT AND

DISTR:

DRAFTER TYPED NAME, TITLE, OFFICE SYMBOL AND PHONE		SPECIAL INSTRUCTIONS
TYPED NAME, TITLE, OFFICE SYMBOL AND PHONE 3683 OWEN CASTELLO, CAPT, MATERIAL OFFICER		
SIGNATURE		SECURITY CLASSIFICATION
		UNCLASSIFIED E F T O

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MA/MAI Read file with Kelly

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JOINT MESSAGEFORM

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BOOK

MESSAGE HANDLING INSTRUCTIONS

FROM:

TO:

LINK WITH REFERENCED SUB-IN.

- 2. BASE SUPPLY AND THIS ACTIVITY WILL MONITOR THIS REQUISITION
FOR U.S.
TO PREVENT ANY MORE PROBLEMS.

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DISTR:

DRAFTER TYPED NAME, TITLE, OFFICE SYMBOL AND PHONE

SPECIAL INSTRUCTIONS

TYPED NAME, TITLE, OFFICE SYMBOL AND PHONE *5683*
OMEN COSTELLO, CAPT. MATERIAL OFFICER
 SIGNATURE

atck 9²

SECURITY CLASSIFICATION

UNCLASSIFIED F F F O

DD FORM 173 (OCR) 1 JUL 68

REPLACES DD FORM 173, 1 NOV 63 AND DD FORM 173-1, 1 NOV 63, WHICH WILL BE USED IN THE USAF.

JOINT MESSAGEFORM

SECURITY CLASSIFICATION

UNCLASSIFIED & F T O

PAGE 1 of 2	DRAFTER OR PRECEDENCE			LMP	CLASS	CIC	FOR MESSAGE CENTER/COMMUNICATIONS CENTER ONLY			
	RELEASE TIME 1800	ACT	INFO				DATE - TIME	MONTH	YEAR	

MODE: MESSAGE HANDLING INSTRUCTIONS

FROM: DST 2, 6994 SCTY SQ/DARANG APLD, RVN
 TO: AIR NAT & HND/ROBINS AFD CA
 INFO: HQ CLASS/LOSS
 PSM/WHEELER AFB HI/LOSS
 6994 SCTY SQ/TAN SON NHUT AB, RVN/ML
 6490 SWP SQ/DARANG APLD HND/LOSS

UNCLASSIFIED & F T O MAL

SUBJECT: REQUEST FOR SUPPLY ASSISTANCE.

1. REQUEST YOUR ASSISTANCE IN EXPEDITING DELIVERY OF THE FOLLOWING ITEMS.

SYMBOL NO	NCN	E/N	REQ NO	STATUS
5005 22246388	PRE AMP	20000006	FS263 215 10128	BE 267
5005 22246388	PRE AMP	20000006	FS263 225 10324	BY 117
5005 22246388	PRE AMP	20000006	FS263 225 20000	BY 117

2. WE HAVE A DEMAND OF THESE EACH ON THIS ITEM AND ITEM ON NO. ALL OF THE ABOVE REQUESTIONS ARE PRIORITY 05 AND THE CURRENT STATUS IS UNSATISFACTORY. IF WE HAVE ONE FAILURE ON THIS ITEM A BOMB CONDITION WILL RESULT. REQUEST THE PRIORITY BE UP GRATED TO PRIORITY 02 AND POSITIVE EFFORTS BE MADE TO OBTAIN

DISTR:

DRAFTER TYPED NAME, TITLE, OFFICE SYMBOL AND PHONE		SPECIAL INSTRUCTIONS
TYPED NAME, TITLE, OFFICE SYMBOL AND PHONE CHILL HENES, ENSGT, HOOCS MATERIAL CONTROL SIGNATURE <i>Chill Henes</i>		<i>atch #10</i>
SECURITY CLASSIFICATION		
UNCLASSIFIED & F T O		

JOINT MESSAGEFORM

SECURITY CLASSIFICATION

UNCLASSIFIED E F T O

PAGE	DRAFTER OR		PRECEDENCE		LMP	CLASS	GIC	FOR MESSAGE CENTER/COMMUNICATIONS CENTER ONLY			
	RELEASED TIME	ACT	INFO	DATE - TIME				MONTH	YR		
1 of 2											

BOOK MESSAGE HANDLING INSTRUCTIONS

FROM:

TO:

Requisition

AN EARLY RELEASE FOR SHIPMENT OF THESE ITEMS. PLEASE ADVISE OF YOUR ACTION.

DATA

DRAFTER TYPED NAME, TITLE, OFFICE SYMBOL AND PHONE		SPECIAL INSTRUCTIONS
TYPED NAME, TITLE, OFFICE SYMBOL AND PHONE SIGNAL CENTER, BLDG, NATIONAL CONTROL BLDG		<i>at 10²</i>
SIGNATURE <i>Eric M...</i>		
		SECURITY CLASSIFICATION UNCLASSIFIED E F T O

JOINT MESSAGEFORM

SECURITY CLASSIFICATION

UNCLASSIFIED E F T O

PAGE 3 of 2	DRAFTEE OR RELEASEE TIME	PRECEDENCE		IMP	CLASS	CIC	FOR MESSAGE CENTER/COMMUNICATIONS CENTER ONLY		
	1400	PR	PP				DATE - TIME	MONTH	YR
					REG		1704301	oct	72

BOOK

MESSAGE HANDLING INSTRUCTIONS

Doc#-19

FROM: OGT 2, 6974 SQ/TAN SGT/THANANG AFD, HI

TO: OGT 2, 6974 SQ/TAN SGT/THANANG AFD, HI

INFO: USARMC/ASST AFM, HI/USARMC

USARMC/ASST AFM, HI/USARMC

6974 SQ/TAN SGT/THANANG AFD, HI

6974 SQ/TAN SGT/THANANG AFD, HI/USARMC/ASST AFM

UNCLASSIFIED E F T O

SUBJECT: REQUEST FOR SUPPORT ASSISTANCE.

1. REFERENCES:

- A. ME 110062Z JULY 72.
- B. YOUR MESSAGE 110062Z JUL 72.
- C. ME 110062Z JUL 72.
- D. ME 110070Z AUG 72.
- E. YOUR MESSAGE 110062Z SEP 72.
- F. 6974 SQ/TAN SGT/THANANG AFD, HI 130617Z SEP 72.

2. THE FOLLOWING ITEM IS BEING REQUESTED BY THIS UNIT. A PROBLEM HAS IDENTIFIED IN REFERENCES A ABOVE ON 11 JULY 72 AND AS OF THIS DATE WE HAVE NOT RECEIVED ANY OF THE REQUESTIONS PROVIDED.

BOOK NO	BOOK	QTY	REQ NO	STATUS	REQ ITEM
---------	------	-----	--------	--------	----------

DATA:

B.

DRAFTER TYPED NAME, TITLE, OFFICE SYMBOL AND PHONE		SPECIAL INSTRUCTIONS
RELEASER	TYPED NAME, TITLE, OFFICE SYMBOL AND PHONE	atch # 11 ²
	SIGNATURE ONE COSTELLO, CAPT, MATERIAL OFFICER	
		SECURITY CLASSIFICATION UNCLASSIFIED E F T O

DD FORM 1 JUL 68 173

REPLACES DD FORM 173, 1 NOV 63 AND DD FORM 173-1, 1 NOV 63, WHICH WILL BE USED IN THE USAF.

GPO 648-18-51423-1 421-608

ORIGINAL FILED

RECEIVED

JOINT MESSAGEFORM

SECURITY CLASSIFICATION

UNCLASSIFIED & P F O

NAME	DRAFTER OR RELEASE TIME	PRECEDENCE		LMP	CLASS	CIC	FOR MESSAGE CENTER/COMMUNICATIONS CENTER ONLY			
		ACT	INFO				DATE - TIME	MONTH	YR	
2 of 2										

BOOK

MESSAGE HANDLING INSTRUCTIONS

FROM:

TO:

5065017361300 2ND L.O. 1BA FD526321350564 11289 5065113017724
 5065017361301 2ND L.O. 1BA FD526321640186 27309 5065232677102
 5065017361302 2ND L.O. 1BA FD526322460009 25344 50652113217768
 5065017361303 2ND L.O. 1BA FD526322460037 28257 5065113017724
 5065017361304 2ND L.O. 1BA FD526322300012 28252 5065113017724

3. REQUISITIONS FD526321350564 AND FD526322460037 BARR SINCE 14
 000000 SINCE 13 JUL 78. WE FEEL SOME THIS WAS A RESULT OF ADD TO
 000000, GENERAL INSIDEWORK F ABOVE STATED FD526322460037
 000000.

4. PLEASE PRIORITY THIS UNIT AND ALL ADDRESSES THE SUPPORT POSTURE
 OF THIS FTR. TO INCLUDE A GET MAIL DATE. ALSO REQUEST POSITIVE
 ACTION BE TAKEN TO ASSURE DELIVERY OF AT LEAST A PORTION OF THE
 ABOVE FTR AT LEAST THREE TIMES.

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DETR:

DRAFTER TYPED NAME, TITLE, OFFICE SYMBOL AND PHONE

SPECIAL INSTRUCTIONS

TYPED NAME, TITLE, OFFICE SYMBOL AND PHONE
 OWEN COSTELLO, CAPT, MATHEMATICS OFFICE

SIGNATURE

atch # 11

SECURITY CLASSIFICATION
 UNCLASSIFIED & P F O

DD FORM 173
 1 JUL 68

REPLACES DD FORM 173, 1 NOV 63 AND DD FORM 173-1, 1 NOV 63, WHICH WILL BE USED
 IN THE USAF.

GPO 048-16-91473-1 421-453

JOINT MESSAGEFORM

SECURITY CLASSIFICATION

UNCLASSIFIED E F T O

PAGE 1 of 2	DRAFTER OR RELEASE TIME 1600	PRECEDENCE		LMF	CLASS	CIC	FOR MESSAGE CENTER/COMMUNICATIONS CENTER ONLY			
		ACT	INFO				DATE - TIME	MONTH	YR	
		PP	PP					17	9	77

BOOK

MESSAGE HANDLING INSTRUCTIONS

Doc#-20

FROM: DEP 2, 699, SQ/BAHANG AFIB, RM

TO: AIG WAR AND MPT/ASIS/AFM, 21/07/77

INFO: HQ USAFPA/MSLIN AFM, TX/1688

FSR/STEWLER AFB, HI/1688

699, SQ/BAH SON KHUT AB, RM/1688

699, SQ/BAHANG AFIB, RM/1688/MSLIN/AFM

UNCLASSIFIED E F T O MAL

SUBJECT: REQUEST FOR SUPPLY ASSISTANCE.

1. REFERENCE MY 060448 OCT 72 OF WHICH NO REPLY RECEIVED TO DATE.
2. REQUEST YOUR ASSISTANCE IN EXPEDITING DELIVERY OF THE FOLLOWING ITEMS.

STORNO	NOEN	P/A	REQUISITION NO	PRI	STATUS
0000000000000000	PHE APT	1000000000	785263221510128	05	EV30
0000000000000000	PHE APT	1010000000	78526322910954	05	MD317
0000000000000000	PHE APT	1010000000	78526322920090	05	EV317
0000000000000000	PHE APT	2010000000	78526322890317	02	NONE
0000000000000000	PHE APT	2010000000	78526322890319	02	NONE

3. REQUISITIONS 78526322890317 AND 78526322890319 ARE A NONE

REQUIREMENTS.

NOTE:

DRAFTER TYPED NAME, TITLE, OFFICE SYMBOL AND PHONE

SPECIAL INSTRUCTIONS

TYPED NAME, TITLE, OFFICE SYMBOL AND PHONE

SMALL K. WHEAT, SMSGT, WOOD MATERIAL CONTROL

SIGNATURE

Small K. Wheat

SECURITY CLASSIFICATION

UNCLASSIFIED E F T O

Attch # 17

MAR FILED

JOINT MESSAGEFORM

SECURITY CLASSIFICATION

UNCLASSIFIED & FRO

PAGE	DRAFTER OR REFERENCE			LMP	CLASS	CIC	FOR MESSAGE CENTER/COMMUNICATIONS CENTER ONLY		
	RELEASED TIME	ACT	INFO				DATE - TIME	MONTH	YR
2 of 3									

BOOK MESSAGE HANDLING INSTRUCTIONS

FROM:

TO:

OUR DEMAND LEVEL IS THREE WAGE AND IS CURRENTLY AVE & BEND
 BALANCE. PLEASE PROVIDE SUPPORT PORTURE AND GET WELL WAYS TO ALL
 ADDRESSES. THIS IS OUR SECOND REQUEST. MY REQUESTS ABOVE APPLIES.

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DISTR:

DRAFTER TYPED NAME, TITLE, OFFICE SYMBOL AND PHONE SPECIAL INSTRUCTIONS

TYPED NAME, TITLE, OFFICE SYMBOL AND PHONE
 ORVILLE WENDE, SMSGT, NATIONAL CONTROL

R
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SIGNATURE

Orville Wend

Atch 12

SECURITY CLASSIFICATION

UNCLASSIFIED & FRO

DD FORM 173
1 JUL 68

REPLACES DD FORM 173, 1 NOV 63 AND DD FORM 173-1, 1 NOV 63, WHICH WILL BE USED IN THE USAF.

GPO 648-10-21422-1 421-493

MAL

Doc#-21
24 Oct 1972

AN/ALR-35 and 38 Support

6974 Sowy Sq/MAL

Reference telecon between Capt Willis and SMSgt Meeks on 21 Oct 72, the following is a list of items applicable to the AN/ALR-35 and 38 systems which this unit has experienced difficulty in receiving timely response from the depot. As you can see many of these requisitions are quite old. We have forwarded messages requesting assistance on many of these items with little results.

STOCK NO	NAME	QTY	REQUISITION NO	STATUS
58951097313EW	CKT CARD	1	FB526321710757	BB287
"	"	1	FB526321800299	BBX04
"	"	1	FB526322170157	BB289
"	"	1	FB526322890176	NONE
78951055228EW	CKT CARD	1	FB526322110097	BB269
"	"	1	FB526322200381	EV267
58951057303EW	CKT CARD	1	FB526321851101	BBX04
"	"	1	FB52632190261	BB269
"	"	1	FB526322520557	BP343
58951057311EW	CKT CARD	1	FB526322060120	BB287
58951097324EW	NAV CONVERTER	1	FB526322810046	EG299
"	"	1	FB526322850080	BC303
58950173613EW	SECOND L.O.	1	FB526321320033	BA289
"	"	1	FB526321630025	BB344
"	"	1	FB526321630007	EV309
"	"	1	FB526321670140	BA287
58952224673EW	ANTENNA	1	FB52632170089	BB357
"	"	1	FB5263224520892	BB282
"	"	1	FB526322630340	EG279
"	"	1	FB526322650803	EG285
"	"	1	FB526322790522	NONE
58952224218EW	MODULAR	1	FB526322520555	BBX05
58952224973	RAKE ASST	1	FB526322860264	BB316
66258603611	MULL-TRE	3	FB526322090654	BPX05
"	"	3	FB526322940144	
66258603610	CABIN	2	FB526322170093	BBX05
58951042660	CONNECTOR	2	FB526321780204	BB299
59360587A12	CONNECTOR	1	FB526322940021	NONE
"	"	4	FB526322940203	NONE
58952224629	CKT CARD	1	FB526322010198	BBX05
"	"	1	FB526321320028	BA150
"	"	1	FB526321773128	BB103
"	"	1	FB526322860253	NONE
58952224612EW	CKT CARD	1	FB526322240104	BB267
"	"	1	FB526322281123	BBX05

MA RF

Atch 13

58952224632M	GKT CARD	1	FB526322780035	BF005
58952224635EM	PRE AMP	1	FB526322860039	None
58952224638EM	PRE AMP	1	FB526321511128	BF910
"	"	1	FB526322510354	BF517
"	"	1	FB526322520350	BF517
"	"	1	FB526322590317	None
"	"	1	FB526322890519	None
58954636514EM	PHASE MEASURE	1	FB526322080092	BF24
"	"	1	FB526322780096	BF205
"	"	1	FB526322520910	BF205
"	"	1	FB526322740082	BF245
58958500423EM	PRE AMP	1	FB526321230382	BF69
"	"	1	FB526322760130	BF60
"	"	1	FB526322670281	BF300
"	"	1	FB526322780135	None
"	"	1	FB526322790093	None
"	"	1	FB526322800038	None
74404835049YU	COMPUTER	1	FB526321610192	BF265
"	"	2	FB526321320014	BF303
"	"	1	FB526322650055	BF295
"	"	1	FB526322850032	BF314
74404386261YU	DATA PROG. SCR.	1	FB526321260595	BF284
"	"	1	FB526322730005	BF303
74404386262	MODULE	4	FB526321720112	BF299

FOR THE COMMANDER

[Signature]

OMEN COSTELLO, Capt, USAF
Material Officer

etch 13

DEPARTMENT OF THE AIR FORCE
6994 SECURITY SQUADRON (USAFSS)
APO SAN FRANCISCO 96307

Doc#-22



REPLY TO **DORX/MEgt Cobble/3706**
ATTN OF:

9 Sep 1972

SUBJECT: **Quarterly Stan/Deal Trip Report to Det 2 and Det 3**

TO: **DORV
DO
CC
IN TURN**

Handwritten initials and signature:
Cobble
CC [Signature]

1. Purpose of Visits **Conduct Quarterly Standardization and Evaluation visit IAW USAFSSM 55-7.**

2. Name of Visitors:

**MEgt James P. Cobble - Squadron A202 SSWF
MEgt Michael D. Frenier - Squadron A207 SSWF
MEgt David Aaro - Squadron A203 SSWF**

3. Personal Contacts:

a. Det 2:

**Capt Khan - Commander
Capt Wagner - Chief, Airborne Operations
MEgt Payne - NWSM Analysis and Reporting
MEgt Lisher - Unit A207 SSWF
MEgt Schaefer - Unit A202 SSWF**

b. Det 3:

**Capt Golden - Commander
Capt Hurch - Chief, Airborne Operations
MEgt Mann - Acting NWSM Airborne Operations
MEgt Mann - NWSM Analysis and Reporting
MEgt Mack - Assistant NWSM Analysis and Reporting
MEgt Rosenfeld - Unit A207 SSWF
MEgt Diller - Unit A202 SSWF
MEgt McGee - Unit A203 SSWF**

4. Itinerary:

**27 Aug - Dep San San Mar, NVA 1200 hrs, Arr Da Nang, NVA 1200 hrs.
30 Aug - Dep Da Nang, NVA 1200 hrs, Arr U-Tapao, Thai 0700 hrs, Arr
Hahnemann, Thai 1300 hrs.
1 Sep - Dep Hahnemann, Thai 1330 hrs.
5 Sep - Arr San San Mar, NVA 0630 hrs.**



5. Det 2, Da Nang Findings:

a. 28 Aug - MSgt Cobble flew a special re-certification mission in area 908A with SSgt Robinson as AMS and TSgt Schoonover as A202 unit SEPE. TSgt Schoonover performed outstandingly other than he and some of the other back-end crew did not wear their nomenx gloves until the aircraft started to taxi. Some thing occurred after leaving the active runway on landing. Other than that this was an exceptional mission with a highly motivated front-end and back-end crew.

b. 28 Aug - TSgt Prealar flew a mission with no discrepancies noted.

c. 29 Aug - The Stan/Eval critique was held by MSgt Cobble and TSgt Prealar, with TSgt Lure absent, from 1600 to 1730 hours. Following items were discussed with Capt Shea, Capt Wagner, and TSgt Luther:

(1) The subject was brought up about wearing nomenx gloves from engine start until airbrakes, and during landing until engine shutdown. TSgt Luther said that Det 2 checklists stated "prior to take-off or landing" and further stated he could not see the necessity for wearing of gloves at other times. This was discussed by all with no firm agreement being reached.

(2) There was laxness in the use of checklists on my mission. I suggested additional emphasis be placed on this.

(3) The GJF file should be updated or the information incorporated into regulations, ME's or SE's.

(4) Some GJF and Flight Safety cards had not been signed off and people had clean slips. In line with this MSgt Cobble recommended that a separate card file for GJF and FSB be maintained in lieu of the present method of stapling a card to the "Hero" card. Often only the Hero card is filed or only the GJF/FSB card is filed due to staples coming out, getting torn off, etc. Since the GJF/FSB card does not have a name on it (only initials) it became rather difficult to keep track of the cards when separated.

(5) AMS for 908A on 28 Aug did not comply with GJF 72-72 which stated that the AMS would make a physical check of individual items prior to the TMS briefings. He later accomplished this at the local briefing.

(6) The GJF records should contain new or up-dated Form 797's (continuation sheets) which squadron should furnish. After talking with the squadron GJF controller on 6 Sep, it was determined that it is up to the detachments to republish or update their Form 797's, since they have different tasks.

(7) Observed, which was already known by all, that TS Codeword material is secured only by a combination padlock in both the Training room and the Briefing room.

(8) A review of Squadron and Detachment regulations might be in order, since Squadron Reg 55-18, 3 Mar 1971 was still in book yet was superseded by Reg 55-6, 23 May 1972. Also Det 2 Reg 60-1, paragraph 2 states "end of calendar quarter" rather than "first month of each calendar quarter" as per USAFSSM 55-7, Vol II, Chapter 6, paragraph 6-4. Note: Squadron Reg 60-3 states "at least once each calendar quarter." This was pertaining to the Quarterly Stan/Eval Review Panel.

(9) Current system/procedure for show times/briefings: Present procedure is for the crew to meet in front of the barracks, walk to the combined intelligence brief room, go to coffee/FE shop, then ride to other side of base. The back-end crew goes to operations while the front-end crew goes on to the aircraft. The BO's/Analyst then have twenty minutes to check the bag, key settings, attend local briefing, pick up 30's and walk to the aircraft. This was discussed in great detail by all present, with the only conclusions being that the present procedure leaves a lot to be desired and that the USAFST Stan/Eval team will probably agree. Note: The primary reasons for the present procedures are the lack of vehicles and the fact that the combined briefings are only scheduled on the hour and half hour for "Goany" crews.

d. Overall results of the Stan/Eval visit indicate that Det 2 is in pretty good shape. They need only to insure compliance with existing documents and re-emphasize good administrative practices.

6. Det 3, Nathan Hansen, Neal Findlay

a. 2 Sep - TSGT Prealar flew a mission and noted one bad practice. From the time the navigator notified the AC to RTB until touchdown was approximately one hour and five minutes; yet all back-end crew members stopped working immediately on hearing "RTB."

b. 2 Sep - MSgt Cobble was scheduled to fly with MSgt Mack as ATOC; however, ten minutes before lift-off time the aircraft was changed from a GOR to a CE kind. Since the area being flown was the least productive of all areas, MSgt Mack and Cobble decided not to fly.

c. 2 Sep - TSGT Aare was scheduled to fly but was placed on weather hold and released three hours after shed RTD.

d. 1 Sep - The Stan/Eval session was held by MSgt Cobble, TSGT Prealar, and TSGT Aare from 1600 - 1730 hours. Following items were discussed with Capt Collins, Capt Mack, MSgt Hansen, and TSGT Schofield:

(1) TSgt Preslar's mission concerning not working while RTB. There are existing instructions which say work from power on until power off. More emphasis will be placed on this.

(2) Some CIF and Flight Safety cards had not been signed off and individuals had flown since. The card file was neat and well maintained. The Flying Safety Information Folder was outstanding.

(3) An existing Operating Instruction states the CIF's will contain an expiration date, yet most do not.

(4) The charts in the unit Stan/Eval office are outstanding.

(5) Some maintenance 846's contain no write-up on back of USAFSS Form 74 (Airborne Operator Flight Check), yet is required by USAFSSM 55-7, Vol II. I talked with SSgt Salisbury (A328 SEFE) who said he has been doing it since TSgt Schoenfeld pointed it out to him. My impression is that SSgt Salisbury has lost control (baking) as A328 SEFE. This appears due to in-house problems. Note: This is the only unit of the 699th that has the A328 846's filed with the rest of the A202, A203, A207, and observer 846's in a central location. This is a very good idea.

(6) Currently ten A328's are authorized on status, yet sixteen are actually on flying status. Capt Golden said that SSGT Decker was working on justification to try and get more slots authorized. I told him he might get "barned" and likewise Squadron for being over 100%. Note: USAFSS Supplement to AFM 55-13 says that AFMPC grants USAFSS waiver for more than 100% on status in operational AFSC's if used only in special circumstances (i.e. temporary reassignment in unit's mission).

(7) On checking the 846's, some had Confidential cover sheets, yet contained Confidential NVDDG material inside. This was corrected the same day by TSgt Schoenfeld.

(8) All straight Confidential Form 74's should have downgrade instructions. TSgt Schoenfeld has been doing this since the new ODS - 31 Dec 1978 came into being. I questioned feasibility of placing new downgrade instructions on the older Form 74's.

(9) CIF 59-74 states that the AMS will request an analyst briefing if no analyst is scheduled to fly. This was not done on 1 Sep by SSGT Cordova, AMS; nor was a full physical check of personal items made. IAW USAFSSM 55-7 Vol II and 699th Stry Sq Reg 55-3, analyst briefing should be automatic and no CIF should be required.

(10) A CIF was out which in part said that after initial comm check the KY-8 would be serviced. I pointed out that the KY-8 when keyed was only Cat I, and no Secret Category/Type as stated in the current "History of ARDF," which is more or less used as an A207 training guide. Therefore, it is not necessary to service just because an un-cleared navigator is aboard.

[REDACTED]

(11) The AMS briefing guide was outstanding. TSgt Praslar xeroxed a copy for squadron, and we will consider adopting this briefing format squadron wide.

(12) Following were recommendations by myself only:

(a) Analysis and Reporting Section: Recommend no frozen shifts, but instead rotating shifts, with minimum of two people on mids, with one of them making up the supplemental TDL's. MSgt Mack would then get to know each individual personally during that person's tour of duty. Likewise he would have more control and be better able to evaluate all of his people. Each analyst would be more diversified.

(b) Suggest Det 2 provide (via OPSCOMM) supplemental TDL's on missions flown from NKP in Da Nang mission areas.

(c) Da Nang has small attache cases which contain all A202 material. I believe this would be a good idea to adopt squadron wide, especially in view of the current navigator situation. If at the last minute an unlearned navigator flies, the A202 would simply return his attache case to local operations, and the remaining information contained in the mission bag would not contain Cat II material. This would mean that supplemental TDL's placed in the mission bag would be the sanitized versions, yet on missions asked to fly with an analyst, the analyst's attache case would contain the identifications for the supplementals plus whatever additional information the analyst deemed appropriate IAW existing reg's, policies, etc., insuring that as much material as possible is on water soluble paper and no Callword appears anywhere.

(d) Perhaps a 2-3 day seminar at TSN or NKP with the 3 Analysis and Reporting NCOIC's plus other interested parties attending would be beneficial to all. The primary goal would be standardization of procedures for all three units as much as possible.

(13) Following were items Capt Golden wanted us to relay or inquire about:

(a) 7AF said they had destroyed all navigator 398 packages, yet the 360th EMS forwarded one package to an NKP navigator. Capt Golden wondered if perhaps the 360th had other 398 packages for NKP navigators. Will check on this.

(b) Need a "rubber stamp" approval to frag missions to aid in SAR effort. Major Watts is coordinating with Capt Snodgrass on this and should be no problem.

(c) Wanted relayed to Major Watts that the Det has a patch now. Done.

(d) Wanted vehicle situation mentioned again. Last month four obsolete vehicles put on 5, 75 miles. All 65 or 66 models. Information relayed.

[REDACTED]

(e) Wanted Squadron to consider publishing instructions to wear the vest and harness throughout the mission. Information passed on.

(f) Local maintenance had asked Capt Golden if there would be any additional support/equipment requirements needed to support the "304" aircraft that is enroute NKP from the states at this time. This question has been put to Major Watts.

(g) Capt Golden wanted to know exactly what is required for TDY personnel to have in their possession when they wish to fly missions at the unit they are visiting. (1042's and etc).

e. Overall results of the Stan/Eval visit showed Det 3 had only minor discrepancies which should be corrected.

SIGNED

JAMES P COHLE, MEgt, USAF
Squadron A202 BSWK

Cy to: Det 2, 699th Scty Sq/DO
Det 3, 699th Scty Sq/DO

[REDACTED]

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS UNITED STATES AIR FORCE SECURITY SERVICE
KELLY AFB SAN ANTONIO, TEXAS 79213

Doc#-23

REPLY TO
ATTN OF: DORT

SUBJECT: Standardization/Evaluation Report - Det 2, 6994 Scty Sq

TO: Det 2, 6994 Scty Sq (CC/DO)
6994 Scty Sq (CC/DO)

1. Names of Examiners

Capt John T. Novak
MSgt Lemuel F. McCullough
MSgt Horace E. Haire Jr
MSgt Leroy A. Jameson

2. Dates: 14-20 September 1972

3. Missions Flown:

Capt Novak

908AM, 18 Sep 72, AMS - Sgt Black

MSgt McCullough

907AM, 18 Sep AMS Howell

907AM, 19 Sep AMS Luther

MSgt Haire

908AA, 18 Sep AMS Matejov

908AM, 19 Sep AMS Howell

MSgt Jameson

908CM, 18 Sep, AMS SSgt Mckee

4. Unit Evaluation

a. (U) Stand/Eval: The management and effectiveness of the unit's Stand/Eval section has definitely declined since the last PACSCTYRGN visit. Even though some portions of the program remain excellent there are areas/practices that require immediate attention and corrective action. The specific areas are treated separately in the following

[REDACTED]

[REDACTED]

sub-paragraphs. It should be pointed out that the total content of every AF Form 846 in the unit was thoroughly inspected.

(1) (U) Records Maintenance: Generally, maintenance of the 846's was good. Required data was filed in the appropriate sections and was neat. Only four minor discrepancies were noted where individual orders for aircrewmember badges were not filed. Another records maintenance discrepancy concerns the filing of AF Form 1042. Only the most current 1042 need be kept on file. When a new form is received from the flight surgeon the preceding one should be removed from the records. Individual flight time records PCN 22110A, are not maintained in section V of AF Form 846 in the instructions in USAFSSM 55-7, Vol II, para 7-2e. Unit should conform with this requirement or request a waiver.

(2) Form 74 Review:

(a) [REDACTED] For a flight examination administered on 8 Jun 72 a number of discrepancies were noted on the Form 74 in narrative form, however, none of the areas in parts I-VIII were marked as conditionally qualified. One of the major areas written up was operator coordination with the navigator. Even though discrepancies were noted, the examiner recommended immediate entry into the AMS training program for the examinee. On 27 Jul 72, this same individual was up-graded to AMS even though discrepancies noted were repeats from his initial Category III check flight. At this time the examiner recommended upgrade to IRO after no more than ten additional missions. The individual has flown thirty missions since this final recommendation was made and no follow up action has been taken for upgrade to IRO.

(b) (U) An individual was administered an AMS upgrade check flight on 17 Jul 72 resulting in failure. In this instance the examiner recommended a recheck after the individual had flown no more than five additional flights. This is contrary to USAFSSM 55-7, table 4-1, rule 4, which states the recheck will be given after no more than three additional flights. Additionally, this initial check flight was conducted after the examinee had failed the written exam. Failure of the written exam negates the requirement for a flight check per 6994th Reg 60-3. To date there has been no follow-up action of

[REDACTED]

this failure by the Stan/Eval section.

(c) (U) An individual failed the semi annual Cat IV exam on 8 Aug 72. The failure was posted to the form 942, however, there is no form 74 on file to show results of this check flight. A form 74 dated 23 Aug 72 is on file which states the individual concerned failed to report for his written exam as required following the no notice check flight.

(d) (U) One of the unit trainees in AFSC A207XX was found to be overdue for his initial check flight. USAFSSM 55-7, table 4-1, rule 2 requires this check flight no later than the 15th mission. The individual concerned flew his 22nd mission on 13 Sep 72. There is no waiver request or follow-up action on file and only two student evaluations (6994th SS Form 1) are on file, one for the first and thirteenth mission. 6994th Reg 50-4 requires a student evaluation for each training mission.

(e) [REDACTED] One A202XI was evaluated on the use of all comm systems during his initial Cat III check flight. On subsequent check flights, Part IV of the form 74 covering comm systems was marked non applicable. 6994 Reg 55-3 requires all A202XI personnel to be knowledgeable in aircraft comm systems.

(f) [REDACTED] Flight examiners for AFSC A203XX are not consistent in completing part V, DF and comm systems, of USAFSS Form 74. One examiner administered three examinations to the same individual and in each case part V of the form 74 was filled out differently. This procedure should be standardized throughout the 6994th complex.

(3) No Notice Examinations:

(a) (U) From 1 Jan 72 - 17 Sep 72 a total of 42 no notice examinations were conducted for all operational AFSC's. Twenty two of these examinations were conducted to meet normal semi-annual requirements. The total number of no notice exams is exceptionally low with a disproportionate number being semi annual exams. More emphasis should be placed on conducting no notice exams to spot marginally proficient operators.

[REDACTED]

(b) (U) It was also noted that no notice examinations were being used to upgrade personnel to AMS and instructor status. Upgrade exams of this type are something the individual should be notified of in advance to allow for preparation. Upgrade no notice exams should not be used to meet no notice requirements of USAFSS 55-7.

(4) Category III Examinations:

(a) (U) The 846's of all Category III personnel were reviewed for compliance with USAFSSM 55-7, table 4-1, rule 2. Those in AFSC A201XX and A203XX had been administered on a timely basis.

(b) (U) For the A207XX personnel it was found that a number of exams had been administered late. Of the 32 records checked 18 initial examinations were late. Only one of these had been approved by waiver from Hq USAFSS. In one instance an individual check flight was recorded on 9 Feb 72 and other source records indicated the individual did not fly on this date.

(5) Testing: (U)

The overall testing program is adequate in so far as subject matter is concerned. Several minor discrepancies were noted and apply to all tests and master question files for operations AFSC's.

(a) All test questions should be cross referenced to show placement in the master question file.

(b) All questions in the master question file should show a source reference. This reference should show document title, page and paragraph whenever possible.

(c) [REDACTED] Each test should be dated. This procedure verifies test review and revision and insures against the use of outdated tests.

(d) At present it is possible for an individual to be administered the same test more than once. Master question files should be expanded and a sufficient number of tests written to preclude this possibility.

[REDACTED]

(6) (U) Failed Evaluations: USAFSSR 60-1 states a requirement for the unit commander to review any unsatisfactory rating and act to retain or remove the air crewmember from flying status. There were no indications that this requirement is being fulfilled.

b. [REDACTED] Training: The unit has an excellent overall training program and it has been adapted to the new 6994th ARDF training manual. All operational personnel assigned to the unit go through the ground portion of the training before they are moved to specialized (AFSC) training. All A207 specialized ground training is covered very well in the course. When the student completes the course he is entered into training with an airborne IRO. Due to the overall excellence of the A207 training course, it will not be discussed further. Specialized ground and airborne training for A202 and A203 personnel is discussed below.

(1) A 202 Ground Training:

(a) (U) All incoming flying personnel are entered into the unit joint ground training. This training covers initial orientations, aircraft and equipment familiarization, emergency procedures, proper logging procedures and other crew duties. After successful completion of the joint ground training the airborne analysts are assigned to the NCOIC of A202 ground training, who conducts all phases of the formal classroom training. In conjunction with that training, the students are assigned ground duties to become proficient in all analytical functions. With the completion of the ground training, and after passing the Cat II test, the students are entered into Cat III training with an Instructor Analyst (IA).

(b) (U) All portions of the training program are documented with detailed lesson plans of all instruction. The end of course tests cover the necessary material and should disclose any weak areas of the individual's job knowledge.

(c) To insure that the information presented remains current and valid the following recommendations are presented.

1 [REDACTED] Outdated titles such as SRO (which was replaced by AMS) should not be used in the training program.

2 (U) The term Flight Mechanic's compartment should be eliminated and the position referred to as the "analyst"

[REDACTED]

position" as it is identified in the T.O. 1c-47(E)N-1.

3 [REDACTED] Course material still shows the "Q" (jammer) positions aboard some aircraft.

4 The USAFSSR 55-18 (AIR) being used in the course is not current.

(d) (U) The recommendation in the January 1972 PACSOTYRON Stan/Eval report that ground training contain practice problems, hypothetical analysis situations and short written and/or verbal quizzes (Ref para 4c(4)(c) in subj report) remains valid.

(2) (U) A202 Category III Upgrade Training:

(a) An excellent IA checklist and training outline has been developed to standardize airborne analyst training. The 6994th Form 1, student evaluations are maintained on airborne analysts that are in a training status. However, at the present time there are no analysts in Cat III training and consequently no forms are available for evaluation. It will be a point of interest for discussion at the squadron. It will be recommended that all student evaluation forms remain in the training folder until that individual departs PCS. This would allow the training section to maintain training continuity on individual training as well as training procedures.

(b) Det 2, 6994SS SOI 50-3, dated 1 Apr 71, pertaining to maintenance of the Squadron Student Eval Form 1 covers only IRO's and not IA's. The Squadron Reg 50-4, dated 20 Apr 72 covers both IRO's and IA's. Suggest the Det SOI be reaccomplished to comply with the squadron reg.

(3) A203 Specialized Training:

(a) (U) There has been no A203 input to the unit since January 72; therefore, there has been no tangible opportunity to evaluate the effectiveness of the training material. Unit actions to correct deficiencies noted by the previous Stan/Eval visit are:

1 (U) The newly assigned A203 will undergo the entire

[REDACTED]

Category II general training course before being released to the Voice Processing section for specialized training. The concept is fully supported by the USAFSS Star/Eval team.

2 A203 specialized training lesson plans were finalized to include all areas listed in the training outline.

3 [REDACTED] Training tapes, both single and multi-channel, were reviewed and transcripts prepared. However, due to the NVA/Viet Cong offensive in April/May the material was destroyed. Several tapes have since been selected for training purposes but no effort to prepare master transcripts have been made. A possible deterrent is the fact that the voice processing section currently does not have the capability for duping tapes; however, no real evidence to attain this capability could be found.

4 (U) The NCOIC Voice Processing section is required to review the training package on a quarterly basis to ensure continuity.

5 [REDACTED] A ground training test has been developed which covers hand logging and P&R responsibilities as well as limited technical aspects of the A203's airborne job performance requirements.

(b) Although the unit actions since the previous S/E visit have undoubtedly enhanced the effectiveness of the program, there remains considerable room for improvement. It is suggested that the following recommendations be considered, and appropriate action initiated so that the A203 specialized training program adequately prepares the individual for airborne as well as ground duties.

1 [REDACTED] The current training outline is almost totally concerned with ground processing and reporting responsibilities (EMR, SEATS, etc) of the A203, with refresher emergency procedures and a limited vocabulary review. We strongly recommend the training outline be expanded and lesson plans accomplished which train the student in those aspects of the A203's job which will allow him to function as an aircrew member. Although the student should have gained a general knowledge of target country operations during ALK and AZK, this is the time to teach him the specifics of those targets within Det2's area of responsibility as well as targets which might be encountered on a non-recurring basis to include GDRS, AAA, spotter, SAM, tank, and tactical

[REDACTED]

as well as the more basic digital communications.

2 [REDACTED] Select appropriate training tapes consisting of a variety of activity types and prepare master transcripts.

3 [REDACTED] Discuss collection philosophy in relation to mission tasking.

4 [REDACTED] Develop a more comprehensive ground test to include handlogging which measures the student ability to recognize and handle the various activity types likely to be encountered by the Det 2 A203.

(4) [REDACTED] A203 Category III Upgrade Training: An excellent Cat III IRO checklist has been developed; however, the S/E Cat III ground test is primarily aimed at measuring the individual's knowledge of ground processing and reporting. Although it is realized that P&R is an integral part of the A203's job at this unit, the category grading system as outlined in USAFSSM 55-7 should be a measure of the individual's knowledge in the performance of his duties as an aircrew member rather than his knowledge of EMR and SEATS reporting. Although there are no objections to P&R questions on the test, we feel that considerably more emphasis must be placed on those duties which an A203 must perform while aboard the mission aircraft.

c. Mission Procedures/Performance:

(1) [REDACTED] Generally, the pre-mission technical briefings were good. Analysts presented all relevant target and E and E data. The only exception was the Briefing for mission 907AA flown on 19 Sep. In this instance the information presented by the analyst conflicted with the information the AMS had earlier been given. Target priorities were in conflict as well as the date of the last mission flown into the 7A area. AMS personnel always checked each crewmember for required items.

(2) [REDACTED] The pre-mission joint briefing at 362 TEWS was generally unsatisfactory. The AMS and crew attend this briefing before going to operations and therefore are unable to accurately brief the TEWS crew on any of the topics required by USAFSSM 55-7, Vol II and Det 2 6994th SS Operations SOI 55-14, Flight Mission Briefing. These topics include results of the previous day's missions, number of priorities for today's mission, and correlation of target location to the flight plan. We recommend the unit resolve this non-conformance.

[REDACTED]

to directives in one of two ways. First, the USAFSS aircrew can drive to Operations for the technical briefing prior to attending the joint briefing. A second alternative is to have a duty analyst from Operations drive to 362 TEWS and present the briefing.

(3) (U) Pre-flight procedures were good. No discrepancies.

(4) [REDACTED] Overall mission performance on all missions were excellent. There was excellent coordination among operators and with the TEWS navigator. Airborne analysts were outstanding and AMS personnel exercised excellent crew control.

(5) (U) Post-mission procedures were excellent and conformed to current directives.

d. Miscellaneous:

(1) (U) Det 2 6994th SS had an excess of A203 personnel on flying status from 8 Jul - 17 Sep 72. USAFSS DOR Msg 042231Z Feb 72 outlined USAFMPC policy as stated in AFM 35-13, 2 Aug 72 and strictly prohibited commanders from placing on flying status more than the number "A" prefix UDL authorizations by AFSC. The only exceptions were for temporary mission changes/realignments for which the unit UDL was considered incongruous and inadequate. The message outlined procedures whereby waiver requests to exceed total UDL authorizations by AFSC would be submitted to USAFSS/DOR with appropriate justification. The unit Stan/Eval section holds the only copy of AFM 35-13 and USAFSS Supplements thereto but apparently did not identify the non-compliance. The team found no evidence of waiver submission. The unit must take immediate action to preclude a recurrence of this nature.

(2) The Det 2 A203 SEFE who also served as the squadron A203 SEFE has departed PCS. Sgt Melton who has assumed the Detachment A203 SEFE function is due an evaluation on 20 Sep 72. Recommend the squadron SEFE, Sgt McGee, Det 3, be sent TDY to complete the evaluation.

(3) (U) 6994SS Form 9 "Aircrew Mission Data Card" is accomplished by each individual on flying status. In addition to the usual rank, name, and serial number, the card contains enough spaces to log 35 flights by date, acft number, and flight duration. It is the individual's responsibility to make the appropriate entry on the card after each flight. Stapled to these cards are blank 5x8 cards on which the individual records the date, CIF/FSB number, and his initials

[REDACTED]

certifying that he has read these items. When the "Hero" card is filled it is then the individual's responsibility to transfer the card to the Awards and Decorations section. In the majority of cases these cards are frayed and torn and on at least one card the name could not be distinguished. In some cases the 5x8 cards have been filled on both sides and the individual has begun entering CIF/FSB items on the back of the "Hero" card. Although no specific course of action is being recommended it is suggested that the unit improve upon existing procedures. This was also an item of interest in the 6994th Stan/Eval visit to Det 2 on 9 Sep 72.

(4) [REDACTED] We conducted a thorough review of all pertinent regulations and operating instructions. The review disclosed that there are many out dated documents on hand, as well as many conflicting publications, and a number of publications directive in nature, of which the majority of the flying personnel are not aware. There are some directed actions that are not being accomplished. Some specific examples are presented in the following paragraphs.

(a) [REDACTED] Det 2 6994 SOI 55-2, 1 Apr 71, Operator Quality Control Program. This operating instruction thoroughly documents procedures for maintaining a high standard of airborne operators proficiency. The unit mission management section (DOM) is the focal point for daily feedback provided by Analysis & Reporting (DORP) and Airborne Voice Processing and Reporting (DORE) sections. However, a check of all QC files indicates DORP provided no feedback data between 17 July and 12 Sep 72, and DORE has provided no data since 27 Aug 72. Additionally, there is no requirement to pass any of this QC feedback to unit Stan/Eval so that they can better isolate marginally proficient operators and evaluate these personnel on a no notice basis.

(b) [REDACTED] Det 2 6994 SOI 55-31, 1 Apr 71, states the requirement for each mission to carry a sealed envelope with the alternate DSU callsigns and frequency. The envelope is to be opened and that information used if the broadcast of the code words JUNIOR ERRAND is heard. Two AMS's were queried concerning this procedure and only one of them was aware of the JUNIOR ERRAND Procedure. Recommend all AMS's be refamiliarized on this item.

(c) (U) 6994th Reg 20-1, 11 Jun 70, Job Continuity Folder, establishes a program "to accelerate the duty indoctrination of newly assigned personnel, to outline duties, responsibilities, and status of pending projects". The three folders checked (Ops Officer,

[REDACTED]

[REDACTED]

NCOIC Voice Processing and Reporting, and NCOIC Stan/Eval, were certified as current during September, but contained outdated and incomplete information. For instance the unit S/E section maintains all pertinent directives (USAF, USAFS., Squadron, Det Regulations, Manuals, and Operating Instructions) in its continuity folder. Although the folder has been certified as current by the NCOIC Stan/Eval as recently as 12 Sep 72, two rescinded Det 2 6994 Regs are still retained in the folder. Additionally, the section does not hold SOI 11-2, 24 Jan 72, Crew Information file, for which it is the OPR. Recommend these folders be updated as soon as possible.

(d) [REDACTED] The voice processing section does not have a directive nor does there appear to be a standard procedure for acceptance/rejection of those R/T handlogs which are or are not sufficiently accurate to be issued via EMR or SEATS without further processing. The general procedure is to issue the reports directly from the handlog if it appears neat or if the duty A203 recognizes the Op sign and in his opinion the operator is capable of producing accurate handlogs. In a great many cases this procedure is probably acceptable; however, even the most proficient operator cannot always maintain handlogs which are accurate enough to completely preclude transcription. We suggest the establishment of a procedure whereby the airborne intercept operator appropriately annotates his handlogs and the real jacket if, in his opinion, the handlogs are sufficient quality to preclude transcription prior to EMR/SEATS reporting. If the intercepted traffic contains no such annotation it should be fully transcribed. In addition to the semi-annual airborne evaluations, we recommend the immediate implementation of a squadron quality control program which effectively measures the accuracy of airborne handlogs on a continuing basis.

(e) [REDACTED] The unit states they have no directive which tasks them to transcribe intercepted voice communications. Additionally, they have no tasking which requires them to forward the magnetic tapes containing voice intercept except a local operating instruction. Recommend the parent squadron confirm this situation or coordinate with the appropriate agency to insure such tasking, if any, is reissued.

5. (U) Follow - Up Requirements:

a. The initial follow-up report all be forwarded to the Hq USAFSS/DOR info PACSCTYRGN/DOR NLT 5 Oct 72 and subsequent follow-up reporting monthly until all actions are terminated.

(1) Paragraph 4(a) Suspense: 1st Follow-up

(2) Paragraph 4(a)(a) Suspense: 1st Follow-up

(3) [REDACTED] Suspense: 27 Sep 72

(4) Paragraph 4(a)(c) Suspense: Within 7 days of [REDACTED]

[REDACTED]

individuals First Duty Day.

- (5) Paragraph 4a(2)(d) Suspense: 23 Sep 72
- (6) Paragraph 4a(2)(e) Suspense: Immediately
- (7) Paragraph 4a(4) Suspense: 18 Oct 72
- (8) Paragraph 4a(5) Suspense: 5 Nov 72
- (9) Paragraph 4a(6) Suspense: Immediately
- (10) Paragraph 4b(1)(c) Suspense: 1st Follow-up
- (11) Paragraph 4b(2)(B) Suspense: 1st Follow-up
- (12) Paragraph 4b(3) Suspense: 18 Nov 72
- (13) Paragraph 4b(4) Suspense: 18 Nov 72
- (14) Paragraph 4c(2) Suspense: 1st Follow-up
- (15) Paragraph 4d(4)(a) Suspense: Immediately
- (16) Paragraph 4d(4)(e) Suspense: 18 Oct 72
- (17) Paragraph 4d(4)(f) Suspense: 18 Oct 72


John T. Novak
JOHN T. NOVAK, Capt, USAF
Chief, USAFSS Standardisation/Evaluation Team

1
NO

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Doc#-24
05 0855 OCT 72

USA-563
HQ USAFSS/DOR/DOC
PACSCYRGN/DOR
DIRNSA
USAFSS/FT MEADE
AFSSO USAF/INYSB
SSO MACV/J2114
NCPAC
NCPRV VN 
AFSSO 7AF/DOXRE
USF-794/ACC
USA-561

 00 OCT 72

1. DET 2 6994SS AIR 04-72 (RCS: USS-V3)
2. COMBAT CROSS ACFT 3882 MSN 907E
3. A. ONE EC-47 ALR-35
B. ACFT WAS FLYING UNDER HEAVY CLOUD COVER AT AN ALTITUDE OF APPROX 1000 FT WHEN IT RECEIVED AN UNKNOWN TYPE/AMOUNT OF GROUND FIRE RESULTING IN SLIGHT DAMAGE TO ACFT AND BRAVO EQUIPMENT. NO

JOHN M. STROUD, TSGT, DORM, 3048

DDI: RNI

HERMIT J. WEGNER, CAPT, DO, 3314

TRANSMIT VIA CRITICOMM CHANNELS







PERSONNEL INVOLVED.

C. Ø5Ø-Ø1Z/Ø51431 LOCAL OCT 72

D. BT1ØØ3Ø (15-Ø71/1Ø8-24E)

4. USAFSS CREWMEMBERS ABOARD: SMSGT MCCOLLUGH, WALTER E.,

W , A2Ø792, 52 MISSIONS, 12 MONTHS IN COUNTRY; SSGT PITZERUSE, JOHN J., , A2Ø771, 16Ø MSNS, 15 MONTHS IN COUNTRY.

5. REMARKS: ACFT RECEIVED THREE BULLET HOLES IN FUSELAGE AND A SEVERED POWER CABLE TO BACKEND EQUIPMENT. CREW DID NOT OBSERVE MUZZLE FLASH OR AIR BURSTS. FIRST INDICATION OF FIRING WAS AT IMPACT WITH ACFT. MISSION WAS RETURNING TO BASE AT THE TIME AND CONTINUED WITHOUT FURTHER INCIDENT. THIS WILL BE A FINAL REPORT UNLESS FURTHER INFORMATION BECOMES AVAILABLE.

AC 601 30 Oct 72

KERMIT J. WEGNER, CAPT, DO, 3314



1 1

NO

245Z SEP 72

USA -563

DIRNSA
NCPAC

USF-794 (PASS TO ACC)

USA-561

SSO OINGPAG/J3

SSOSRAG/MAOSR/G-2-C13 (ATTN: CAPT SWEENEY)

USAFSS/DORT

RXBXTWXX PACSTERON/DOR

DORM

SUBJ: EODN-2 REPORT NR. 200

REF MY #20900Z SEP 72.

EODN-2 CONTINUES IN EFFECT DUE TO HIGH WINDS FROM TYPHONE ELSIE,
PROJECTED WITHIN 24 HOURS. THIRTEEN EC-47 ACFT AND 46 PERSONNEL
EFFECTIVE
DEPLOYED TO TSN AB, RVN BETWEEN #2050Z ~~SEP 72~~ SEP 72.

OPERATIONS WILL CONTINUE FROM TSN FOR DURATION OF STORM AS
DIRECTED BY MAOV-D1 (ACC).

PRESENT STORM STATUS: STATIONARY AT 15-43N 110-11E AS OF #30145Z,
APPROXIMATELY 115 NM FROM DANANG.

G. E. PAYNE, MSGT DORP/3048

G. E. PAYNE, MSGT DORP/3048

DDI: RNI

Doc#-26

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PP PP

14/ 1400Z SEP 72

USA-563

DIRNSA

INFO: USM-808

NCPR

USF-794 (PASS TO ACC)

USAFSS (DOR)

PACSCTYRGN (DOR)

USA-561

[REDACTED] DORM SEPT 72.

SUBJ: ECON-2 (INITIAL REPORT)

THIS UNIT DECLARED ECON-2 AT 14/1400Z SEPT 72, DUE TO TYPHOON FLOSSIE PROJECTED WITHIN 24 HOURS. TWELVE EC-47 ACFT AND 41 PERSONNEL DEPLOYED TO TSN AB, RVN. OPERATIONS WILL CONTINUE FROM TSN FOR DURATION OF STORM AS DIRECTED BY MACV-DI (ACC).

^R
PRESENT STORM STATUS: TYPHOON FLOSSIE IS PRESENTLY LOCATED AT 15.0N 111.8E MOVING WEST AT 4 KNOTS AS OF 14/1400Z SEPT 72. PROJECTED WINDS OF 75-115 MPH NEAR CENTER. TYPHOON EXPECTED TO HIT LAND MASS NEAR THE COASTAL CITY OF CHU-LAI BETWEEN 151800Z AND 160000Z SEPT 72.

SSGT PITRE/DORM/5048

KERMIT J. WEGNER, CAPT, USAF

DDI: RNF

3

[Handwritten signature]

01 01

PP PP

071021Z NOV 72

USA-563

DIRNSA

INFO: USF-794K

NCPR (C)

USF-794 (PASS TO AOC)

USAFSS (CON)

USA-561

USA-561

[REDACTED]

SUBJ: ECON-2 (INITIAL REPORT)

THIS UNIT DECLARED ECON-2 AT 0800Z NOV 72, DUE TO TYPHOON PAMELA PROJECTED WITHIN 36 HOURS. NINE B-47 ACFT AND 38 PERSONNEL DEPLOYED TO NKP. OPERATIONS WILL CONTINUE FROM NKP FOR DURATION OF STORM AS DIRECTED BY MACV-DI (AOC).

PRESENT STORM STATUS: TYPHOON PAMELA AT 0800Z NOV 72 WAS LOCATED AT 15.1N/113.5E MOVING WEST NORTH WEST AT 11 KNOTS. PROJECTED WINDS OF 95 - 135 KNOTS AT THE CENTER. TYPHOON EXPECTED TO HIT THE LAND MASS OF MR-1 AT 080600Z NOV 72.

SSGT PITRE/DORM/3048

DDI: RNI

HERMIT J. WEGNER, CAPT/DO/3048

Hermit J. Wegner

[REDACTED]

250615Z OCT 72

Doc#-28

HP PP CCC

TRANSMIT VIA CRITCOM

DET 2 6994 SCTYSQ

HQUSAFSS/DOC

PACSCOTYRON/DOC

6994 SCTYSQ/OC

INFO: DIRNSA

NOPRRV (C)
6926 SCTYSQ (M)/OC

SUBJECT: SITUATION BATTLE DAMAGE REPORT

REF: A. MY CC 241950Z OCT 72

B. MY CC 242100Z OCT 72

1. DET 2 6994 SCTYSQ DANANG AIRFIELD RVN.

2. 241905Z THRU 242005Z OCT 72.

3. AT 241905Z OCT 72 AND AGAIN AT 241910Z DANANG AIRFIELD WAS UNDER ROCKET ATTACK FOR APPROX FIVE MINUTES AT EACH TIME.

18 RPT 18 122MM ROCKETS IMPACTED THROUGHOUT THE AIRFIELD AND 12

RPT 12 122MM ROCKETS IMPACTED IN DANANG CITY. TWO US FORCES AND

ONE US CIV WIA. NO US FORCES AND ONE US CIV KIA. THREE BLDGS

DAMAGED. A DIRECT HIT ON THE MAGAZINE STORAGE AREA RESULTED IN SECONDARY FIRE.

CARL A. MILLER, MSGT BORM

WTELTAM J. SHEA, CAPT, CC, 1202 001: RNI

Handwritten signature/initials



4. NO USAFSS PERSONNEL WIA/KIA.
5. ONE 122MM ROCKET IMPACTED APPROX FIFTY FEET NORTH WEST OF THE DET 2 OPERATIONS COMPLEX RESULTING IN THE FOLLOWING DAMAGE:
- A. EXTENSIVE SHRAPNEL DAMAGE TO REVETMENT STRUCTURE OF DET 2 SUPPLY STORAGE BUILDING.
 - B. TELETYPE MAINT VAN NR 55L1902, ON LOAN FROM 6926 SCTYSQ (M) PEPPERED WITH SHRAPNEL CAUSING APPROX 75 HOLES IN ITS SIDE.
 - C. ~~AMMUNITION~~ VAN NR 5L1161, ALSO ~~SHRAPNEL~~ ~~6926 SCTYSQ (M)~~, DAMAGED BY SHRAPNEL, 75 HOLES IN ITS END.
 - D. CHAIN LINK FENCE SURROUNDING OPERATION 81 AREA, SEVERED IN EIGHT PLACES BY SHRAPNEL. OPS BUILDING SUFFERED MINOR BLAST DAMAGE.
6. SEE PARA 5.
7. NA
8. NONE
- THIS IS A FINAL REPORT.
- ODS. 78

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Doc#-29

de/usa's
CAN
7331

[REDACTED] DO
BUEN: VIN FAMILIARIZATION FLTS AT DNG (U)
1. AS A PRELUDE TO RVNAF CONDUCTING ARDP SORTIES IN MRS
1 AND 2, DODSPLCNSP AND THE 66TB ARE IN THE PROCESS OF
ESTABLISHING A TEST FOR FAMILIARIZATION FLIGHTS FROM DNG.
2. WITHIN THE WEEK WE EXPECT 02 VNAF PILOTS, 03 VNAF SACS
AND 06 ARVN OPERATORS WILL ARRIVE YOUR UNIT TO JOINTLY
PARTICIPATE IN YOUR MISSIONS. ALL ARE CHECKED OUT AND
ARE CURRENTLY FLYING RVNAF SORTIES FROM 7SA.
3. IN PREPARATION, REQUEST YOU: (1) ADVISE TEWS OF
THIS ACTIVITY, (2) SELECT THREE WELL QUALIFIED AMS TO
WORK WITH THE ARVN RO'S, (3) ENSURE YOUR BRIEFING ROOM
CONTAINS NOTHING HIGHER THAN CAT II COMBAT MATERIAL AND
(4) ESTABLISH A PROCEDURE TO ENSURE FLIGHTS ARE ONLY ON
A1R 34 EQUIPPED AIRCRAFT.
4. CLEARANCE STATUS ON ALL RVNAF PERSONNEL WILL BE
FORWARDED BY DODSPECREP AT A LATER DATE, AS WILL A
PLANNING MSG TO 6498 ABW AND 362 TEWS. THEY HAVE REQUESTED
THAT DISCUSSION OF THIS ACTIVITY BE LOW KEYED AS MUCH AS
POSSIBLE. WE WILL PROVIDE MORE INFO AS IT BECOMES
AVAILABLE.

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