REP

[redacted]

HISTORY

OF

6994TH SECURITY SQUADRON

1 JANUARY 1973 - 30 JUNE 1973

RCS: USS-HO(SA)6901

FREEDOM THROUGH VIGILANCE

USAF SECURITY SERVICE

[redacted]

6 OCTOBER 1973

[redacted]

UNITED STATES AIR FORCE SECURITY SERVICE

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HISTORY

OF

6994TH SECURITY SQUADRON

1 JANUARY 1973 - 30 JUNE 1973

[redacted]

RCS: USS-HO(SA)6901

PREPARED BY

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UNITED STATES AIR FORCE SECURITY SERVICE

[redacted]

F O R E W O R D

THIS DOCUMENT WAS PREPARED TO PROVIDE A HISTORY OF THE 6994TH SECURITY SQUADRON FOR THE PERIOD 1 JANUARY THROUGH 30 JUNE 1973.

MOST SIGNIFICANT DURING THIS PERIOD WAS THE CONTINUING SHIFT OF SQUADRON OPERATIONS FROM SOUTH VIETNAM TO THAILAND. EVEN THOUGH HOSTILITIES IN VIETNAM OFFICIALLY CEASED, THE MEN OF THE 6994TH SECURITY SQUADRON CONTINUED TO FLY IN A HOSTILE ENVIRONMENT, NOT ONLY IN VIETNAM, BUT IN LAOS AND CAMBODIA AS WELL. THIS CHRONICLE COVERS THE CHANGING NATURE OF THE SQUADRON'S MISSION AND HIGHLIGHTS THE SIGNIFICANT EVENTS WHICH OCCURRED DURING THE FIRST HALF OF 1973.

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LIST OF ILLUSTRATIONS

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CHRONOLGY

9 January	General William W. Momyer TAC/CC, Major General William P. McBride DCS/OPS TAC, Brigadier General Gavin TAC/LG, Brigadier General Archer TAC/DP, and Lieutenant Colonel Brown CCE visited and were given a joint ops briefing by the 361st TEWS and the 6994th Security Squadron.
9-11 January	Lieutenant Colonel Steffey Director of Security Police, HQ USAFSS, and Captain Rivers Chief of Installation Security Division, HQ USAFSS, visited for the purpose of coordination and update of security practices.
13 January	ARDF efforts located the HQS, 361st BN, B-3 front two kilometers South east of Yali Falls, 607B area.
13 January	ARDF efforts located unidentified NVA Regt 27 Kilometers North of Saravane, 610 area.
15 January	EC-47 acft flying 610A area received an unknown number of AAA 23 mm rounds.
15 January	ARDF efforts located the 39th Regt, 968th NVA Division five kilometers Northeast of Saravane, 610 Area.
23 January	[redacted] (escort), visited for short ops briefing lasting approximately 20 minutes..

[redacted]

[redacted]

27-29 January	EC-47 Problem Solving Conference held at NKP.
28 January	Cease-fire in RVN went into effect.
28-31 January	Captain Golden TDY to Udorn/Ramasun Station
29 January	EC-47 Acft flying 607B received 25 rounds of 23mm AAA fire
31 January	ARDF efforts located Hqs NVA 355th Independent Regt approx 20NM North of Xieng Khoang in the Laotian PDJ.
1 February	10 DaNang based EC-47s were turned over to the VNAF
4 February	EC-47 Acft flying 607B received four tracers of AAA fire.
5 February	Acft SN 48636, staged from Det 3 using call sign BARON 52, failed to return from a night mission to 610G area. Acft wreckage found three days later almost totally destroyed with no known survivors. Reason for loss not known, AAA suspected.
6 February	Det 2 begins drawdown and removal of personnel/equipment from Denang
11 February	EC-47 Acft Flying 607B received 30-50 rounds of 23mm AAA fire.
15 February	USSAG/INCC took over operational control of ARDF missions as MACV was closing out its operations in Vietnam.

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17 February	Det 2, 6994th Security Squadron personnel flew their last mission from Danang.
28 February	Det 2, 6994th Security Squadron inactivated at Danang AFD, RVN.
28 February	Trial period for acft 76304 ended this date.
1 March	Project Altitude task to 6994th Security Squadron.
10 March	The 6994th Security Squadron began weekly fragged missions to Cambodian areas.
12 March	Aircraft 76304 obtained an ARDF cut on a Spoonrest Radar located in vicinity of Khe Sanh which was photo confirmed on 19 March.
13 March	Operating location LA, 6994th Security Squadron, is inactivated at Tan Son Nhut AB, Viet Nam.
13 March	Operating location FD, 6970th Air Base Group, is inactivated at Tan Son Nhut AB, Viet Nam.
15 March	Major General Wolff, Deputy Chief CSS, visited and was given operations briefing.
1 April	Captain Golden made Major.
1-4 April	NKP runway was being resurfaced. As a result, all aircraft recovering at the base landed on the taxiway.

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3 April	Lt Col Marshall and Major Reiner, USAF, CINCPAC J-2, visited 6994th Security Squadron. Major Golden gave operations briefing while Major Watts hosted and Captain Marek explained/discussed NKP Ops.
3-6 April	Captain Rife, MSgt Bainbridge and Mr. Lee Jewitt made a staff assistance visit to Det 3 at Ubon.
4 April	The two van complex arrived from the 6926th Security Squadron. Work to install the vans began next day.
4-11 April	Arrival and installation of two-van complex.
6 April	Major Golden attended 56 SOW Quarterly Stan/Eval Review panel presided over by Col Wayne.
10 April	Major Golden gave two briefings to 56 SOW, OMS, FMS, AMS, and MA/CTL Officers, NCOs,, and Airmen.
10 April	The 607B mission aircraft received two bursts of possible 23 mm fire near Kontum RVN.
11 April	Mr. John Elliker, GS-15, D/Chief, B13 visited and discussed requirements for faster and more Tech support for Cambodian problem - VC in Cambodia.
12 April	DIRNSA reported the existence of Chinese Authority in the Thai/Lao border area and requested [redacted] to pursue with USSAG/7AF possibility of flying EC-47 ARDF MSNS against target comms.

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16 April	USAFSS STAN/EVAL Team arrived to inspect and evaluate the 6994th Security Squadron. The Squadron received a rating of excellent.
16, 18, 20 April	Aircraft 76304 flew missions against Chinese targets in 614W area.
18 April	Major Devoss, U.S.A., USSAG/INCC visited to discuss Ident Rate.
21 April	Major Golden, SMSgt Mudd, attended meeting at 7AF/DOOO, USSAG/INCC to discuss more realistic standards/language to be used for reporting of operational accomplishment.
24 April	Aircraft 16029 flying in 610A area sustained one AAA hit in left wing tip.
24 April	All problems with installing new comm vans rectified.
30 April	USA-561 began flying SEA Area 7A. The results of the 6994th Security Squadron missions into this area from this date thru 6 May resulted in relocation of six units which had not been located in two or more months. Those units were: HQ NVA 2nd Div, HQ NVA 2nd Regt., HQ NVA 21st Regt., two NVA 3rd Div associates, and the GIA LAI provincial unit.
2-4 May	[redacted] visited for quarterly ops orientation/discussions. Emphasis was on squadron use of hi-speed I.D. aids from DIRNSA.

[redacted]

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14 May	Project Altitude was terminated with aircraft 704 flying its last mission on this date.
17-18 May	Col Novy, USAFSSPAC/CC, Col Brown, 6970 Air Base Group/CC, Col Benson, NCPAC/DO, Col Gallagher PACAF/DAC, and party visited. Semi-annual trip for Col Novy and members of USAFSSPAC.
19 May	[redacted] analyst, visited and received an Ops briefing and tour by DO. He visited ACC and had Tech discussions with MSgt Naab, DORP. Also he was shown through an EC-47 by MSgt Smith.
21 May	DIRNSA in a message to USAFSS citing our message of 8 May evidently refused to believe that landline comms and AAA threats are undermining ARDF effort. DIRNSA requested specifics on all instances.
22 May	Captain Marek was TDY to 7ACCS, Korat RTAFB and Det 3 Ubon. Purpose was ABCCC/Baron secure comms and TAC (Brown Beaver) support discussions intended to improve results/improve procedures.
23 May	AFSSO PACAF provided Cambodian AAA operating areas to NCPAC.
23 May	Mr. Ron Hunt, DODSPECREP Saigon, Unit 12 Advisor, visited for informal tech discussions/orientation.
29 May	MSgt Wilkins, from HQ USAFSS/DOKI visited the 6994th Security Squadron to review current PCSP listing.

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8 June	Aircraft 48153 flying 607E mission lost one engine and was forced to land at Pleiku RVN.
9 June	NSA proposed the establishment of a new traffic ident aid that would combine the present daily changing and fixed rota aids.
9 June	USSAG proposed the establishment of procedures whereby COMBAT CROSS missions in Cambodia can provide close support during troops-in-contact and tactical emergency situations.
23 June - 5 July	CMSgt David, USAFSS, and MSgt Kingsley, 6940th TTG visited during these dates. Purpose of the visit was to discuss the ARDF training program and other operational matters of interest to USAFSS.

[redacted]

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CHAPTER 1

MISSION AND ORGANIZATION

[redacted] This introductory chapter covers the mission and organization of the 6994th Security Squadron (Scty Sq). Included is an overview of how the 6994th Scty Sq provided intelligence support to tactical units in the Republic of Vietnam, Cambodia, and Laos.

MISSION

[redacted] The 6994th Scty Sq was located at Nakhon Phanom Royal Thai Air Force Base (RTAFB), Nakhon Phanom, Thailand. The Operational Mission of the squadron was to conduct Airborne Radio Direction Finding (ARDF) operations and Airborne Communications Intelligence (ACI) collection against enemy targets in Vietnam, Cambodia, and Laos in direct support of the United States Support Activities Group (USSAG).(1) In addition, the 6994th Scty Sq provided command, operational, and administrative control for two subordinate detachments; one at Danang airfield, Republic of Vietnam (RVN) and the other at Ubon RTAFB, Thailand.

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[redacted] The command, personnel, and Orderly Room functions were located in building 200, while the operations, administration, and security police functions were run from building 218. Both of these buildings are located on the flight line in close proximity to the 361st Tactical Electronic Warfare Squadron (TEWS). Squadron logistics functions, both maintenance and supply, were conducted from building 193, which is three blocks down the flight line from the combined building 200/building 218 complex.

[redacted] The 361st TEWS directly supported the 6994th Scty Sq by operating the EC-47 aircraft on which the USAFSS ARDF/ACI equipment was mounted. The 361st TEWS was subordinate to 56th Special Operations Wing (SOW), located at Nakhon Phanom RTAFB.

ORGANIZATIONAL STRUCTURE

[redacted] The 6994th Scty Sq remained directly subordinate to Headquarters USAF Security Service Pacific Office (USAFSSPAC) and Headquarters USAF Security Service (USAFSS). The squadron, located at Nakhon Phanom RTAFB, was tasked against enemy targets in Military Region (MR) II, Republic of Vietnam (RVN), Laos, and the Khmer Republic (Cambodia).

[redacted]

[redacted]

[redacted]

There were two subordinate detachments. Detachment 2, located at Danang airfield, which was tasked against enemy targets operating in MR I and MR II, RVN, operated until 28 February, when it formally and officially ceased operations as part of the Vietnamization of the RVN ARDF program. Detachment 3, located at Ubon RTAFB, was tasked against enemy targets operating in MR II, RVN, Laos, and Cambodia. The operating location, OL-LA, which was located at Tan Son Nhut, RVN to provide administrative support to diminishing USAFSS activities, was inactiviated on 13 March 1973. (2)

INTERNAL ORGANIZATIONAL STRUCTURE

(U) Major Holbrook M. Watts continued as Commander throughout the period of this report.* Captain James B. Golden, Jr. was the Squadron Operations Officer. Captain Edward S. Marek served as Local Operations Officer until 6 June 1972. On this date, Captain Dick E. Coburn took over this duty. Captain William H. Smith was Chief of Maintenance until 1 March 73, when he was replaced by Captain Patrick D. Rife. There were four officers assigned.

* See Appendix 1 for the Commander's Biography.

[redacted]

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[redacted]

(U) The internal structure was divided into two basic functions; operations and mission support. The operations function consisted of Airborne Operations, Training, Standardization/Evaluation, Mission Management, and Analysis and Reporting. The support functions consisted of Administration, Personnel, Orderly Room, Maintenance, Material Control, Zonal Maintenance, Communications and Security Police.

OPERATIONS

(U) The squadron operations section (DO) was responsible for the overall management of mission resources within the entire 6994 Scty Sq complex. During this period, this function continued to direct personnel and mission equipment towards achievement of maximum mission effectiveness.

AIRBORNE OPERATIONS

[redacted] Airborne Operations (DOR) was responsible for efficient management of both material and personnel resources. This local operations function continued to direct, coordinate, and control airborne personnel and mission equipment to ensure maximum mission effectiveness. The scheduling section was primarily responsible for coordination of all duties performed by airborne personnel. Working closely with the

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training section and STAN/EVAL, scheduling not only met all requirements for each ARDF/ACI mission, but also provided maximum opportunity for each radio operator, linguist, and analyst to broaden his knowledge and increase his technical experience. Through this concerted effort, local operations was able to maintain a steady flow of personnel being upgraded to Airborne Mission Supervisor, thus ensuring high quality and mission continuity. Local Operations also maintained a close interface with the 56th Special Operations Wing (SOW), the 361st Tactical Electronic Warfare Squadron (TEWS), the US Support Activities Group/Cryptologic Support Group (USSAG/CSG). Statistical records and mission evaluations were compiled as required.

AWARDS AND DECORATIONS

(U) The Awards and Decorations (A&D) headed by SSgt Johnny T. Fuller, maintained all A&D records, orginated and coordinated actions required within the squadron complex in accordance with the 13th Air Force Awards and Decorations program. The Awards and Decorations section also maintained statistical records as required. During the period 1 January 1973 through 30 June 1973, recommendations were submitted for the awards found in appendix 13for personnel assigned to the

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[redacted]

6994th Security Squadron at Nakhon Phanom Royal Thai Air Force Base, Thailand. (3)

TRAINING

[redacted] During the period 1 January through 30 June 1973, the Squadron Training Section (DORT), under the direction of its NCOIC, TSgt Ronald L. Schofield, continued to accomplish its basic three-fold purpose:

(1) Career Development Training

(2) Weighted Airman Promotion System (WAPS) Training

(3) ARDF Proficiency Training

(U) During this period 23 persons were enrolled in Career Development Courses. The Training Section maintained a CDC study library for the use of these persons and administered 23 phase tests and 19 end of course (EOC) examinations to these people in carrying out its obligations in the career development training of squadron personnel.

(U) WAPS Training duties included the notification of SKT/PFE testing for 113 persons, special test scheduling, maintenance of study aids (done in conjunction with the CDC library maintenance), and distribution of the new AFM 50-34, MTS/PFE Study Manual, to all personnel assigned to the unit.

[redacted]

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[redacted] From an operational/mission viewpoint, the most crucial aspect of DORT's responsibilities was ARDF proficiency training. The Unit's instructors conducted ground training classes for 82 newly assigned personnel; eight in the 202X0 career field, fifteen 203X1s, fourty-five 207X1s, six 328X1s, and eight 207X1s enrolled in a special category IV seminar program. The instructors were responsible for reviewing the training received in the basic course at Goodfellow AFB, Texas, and for bringing the students up-to-date on the latest operational and administrative changes in their job responsibilities.

[redacted] With the cease-fire in the Republic of Vietnam in January and in Laos in February, new changes in operational activities brought out a need for more intensive and coordinated training of mission personnel. To best accomplish this goal, DORT and the Squadron Standardization/Evaluation Office (DORV) hosted a special Training/Stan-Eval Coordination Workshop at the Squadron from 11 through 13 March. Representatives from the Squadron, Detachment 3, Hq USAFSS/DOR, and 6940th TTGp met for the purpose of standardizing administrative and instructional material and procedures.(4) This conference, along with staff assistance visits between the Squadron and Det 3 and the continuous exchange of information between the

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6994th SSq/DORT and 6940th TTGp/TTG-A, enabled the units involved to greatly enhance their ARDF training programs. The importance of this improved, standardized training is reflected in the ability of ARDF operators to maintain high productivity despite the continuing curtailment of the program. The reduced mission provides less opportunity to develop and maintain the proficiency required to in the operation of the sophisticated electronic surveillance equipment. (5)

STANDARDIZATION/EVALUATION

[redacted] The Standardization/Evaluation Section (DORV) was responsible for the aircrew evaluations and categorization of all personnel performing aircrew duties for the 6994th Scty Sq. The NCOIC of the Section was TSgt Donald G. Whitman. SSgt Fred J Daring and SSgt Paul Weyandt were the 207X1 examiners, Sgt McGee was the 203X1 examiner, and SSgt Craig G. Lewis was the 202X0 examiner. The USAFSS Stan/Eval Team, which performed an evaluation of the Standardization/Evaluation Sectionfrom the 16th to the 25th of April 1973, awarded the DORV Flight Examiners an excellent rating in all phases of their operation. (6)

[redacted]

[redacted]

MISSION MANAGEMENT

[redacted] The Mission Management Office (DORM) of the 6994th Scty Sq handled two functions; management of local operations and the overall staff management of the squadron. This office prepared the Daily Unit Resource Management Report (DURMR), the ARDF Feedback Report, the Weekly Combat Cross Operations Report, and all Position Status Reports. (PSR). They also prepared and forwarded all changes to 6994 Scty Sq distribution lists. This office was responsible for the staff supervision of all ARDF and Communications Intelligence (COMINT) Collection Missions at the subordinate detachments. DORM evaluated all management summaries and Position Status Reports submitted by the detachments. They also maintained a statistical data base which was used to identify/locate all trends and problems in mission productivity for the entire squadron. These statistics were used not only by the 6994 Scty Sq, but by HQ USSAG and HQ USAFSS for staff-level planning purposes. Mission Management also maintained the Plans and Programs function for the Squadron, the Memorandums of Understanding between the 6994 Scty Sq and the 56th Special Operations Wing, and the Master MUSSO/USSID file. DORM also issued appropriate weekly and monthly Programmed Action Directive (PAD) progress reports. The Master

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Program and UDL were monitored, changes submitted and posted, and quarterly Program Working Groups were conducted, as required. (7)

ARDF COORDINATION CENTER

[redacted] The ARDF Coordination Center (ACC) function was manned and operated jointly by members of the 509th Radio Research Group (RRG) and the 6994th Scty Sq in accordance with Military Assistance Command Vietnam (MACV) directive 381-23, until 15 Feb 73. ACC was located in the [redacted] offices at the MACV Headquarters building. The relocation of ACC to the [redacted] area moved operational control from the joint control of the 69[illegible]th Security Squadron and the 509th RRG to MACV-J2. ACC was moved from Saigon to Nakhon Phanom RTAFB beginning on the 10th of February and completing on the 15th. During the time of this move, all tasking was still made from Saigon. As soon as ACC was operational at NKP it became a part of USSAG/CSG, operationally subordinate to USSAG/INCC, with administrative functions being handled by the 6908th Security Squadron and 7th Radio Research Field Station (RRFS). Following this date, only connection ACC had with the 6994th

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Scty Sq was its location within the latter's operations facility.

[redacted] ACC was the organization through which MACV and later USSAG/INCC coordinated all ARDF operations in Southeast Asia (SEA). ACC provided coordination, control, and evaluation of all functions connected with the ARDF program and coordinated the scheduling of missions as directed by MACV and USSAG/INCC. ACC continued its functions of amassing the inputs/requests of the field commanders, known enemy target locations, and aircraft assets in order to provide MACV-J2 and USSAG/INCC the proposed tasking of all available assets.(8)

[redacted]

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CHAPTER II

SIGINT TASKING AND COLLECTION

BASIC MISSION

[redacted]) For the period 1 January 1973 through 30 June 1973 the 6994th Scty Sq at Nakhon Phanom RTAFB, Thailand, was tasked with missions in SEA Areas 607 RVN, 610, 611, 612, 613 614, 615 (Laos), 602, 606, and 620 (Cambodia). The primary objective of all these missions was to obtain accurate locations through ARDF of known and suspected enemy forces operating in the Republic of Vietnam, Cambodia, and Laos.(1) The secondary mission was to collect target communications in order to derive exploitable intelligence.(2)

COMBAT CROSS (CC)

[redacted]) The primary objective of the COMBAT CROSS mission was to fix enemy transmitters, especially those designated as priority targets by ACC and USSAG. This platform had two signal intelligence positions; "X" which provided the DF capability, and "Y", which served as the target acquisition capability necessary to support "X", and also served as an actual intercept position. When time permitted, "Y" performed ACI collection, operating within a frequency range of 0.2 to 30.0 MHZ.(3) These CC configured aircraft were

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equipped with the AN/ALR-35 ARDF system, which was essentially an improved, computerized version of the older AN/ALR-34 system.

COMBAT CROSS ZULU (CCZ)

[redacted] The CCZ mission aircraft, also configured with the AN/ALR-35 system, had four signal intelligence positions. In addition to "X" and "Y", there were two positions dedicated solely to search and collection. The voice position was designated "Z1", while the manual morse position was designated "Z2". These positions were equipped to intercept both HF and VHF signals. Tasking requirements were levied so as to utilize CCZ configured aircraft in the SEA areas where they would collect the most voice and morse intelligence. The ARDF capability of the AN/ALR-35 ARDF system remained 2 to 16 MHZ. Three aircraft gained an increased capability through the "Mini-Mod" modification. These aircraft were fitted to use R2000 engines, vice the R1830 engines. The rest of the CC AN/ALR-35s were down-loaded, and operated with only the ARDF capability ("X" and "Y" positions). With these modifications, the CCZ mission flying time was increased to seven hours.(4)

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COMBAT CROSS MAXI (CCMX)

[redacted] This platform was basically the same as for the COMBAT CROSS ZULU. The primary difference was the DF capability of the computerized AN/ALR-38 ARDF system. The CCMX aircraft all used R2000 engines, which increased payload capacity, service ceiling, and airspeed. It used the computerized AN/ALR-38, which was similar to the AN/ALR-35 ARDF system, but had an increased direction finding spectrum of 2 to 190 MHZ. This increase made it possible to DF VHF targets.(5)

SIGINT TASKING AND COLLECTION

[redacted] The Commander, United States Military Assistance Command, Vietnam (COMUSMACV) exercised operational control of the ARDF/ACI activities performed by the 6994th Scty Sq until the 15th of February 1973 when control was transfered to USSAG/CSG headquarters at NKP Thailand. Technical control of assigned ARDF/ACI activities was exercised by the Director, National Security Agency (DIRNSA).(6)

[redacted] The 6994th Scty Sq was tasked with Airborne Radio Direction Finding (ARDF) and/or Airborne Communications Intelligence Collection (ACI) of Southeast Asian Communist High Frequency (HF) and Very High Frequency (VHF) Manual

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Morse (MM) and Tactical Voice Communications (RT).(7) The contingency was held that applicable authorities had the prerogative for tasking against any entity deemed necessary. ARDF and ACI Collection were accomplished through the use of the EC-47 platform equipped with either an AN/ALR-35 or AN/ALR-38 system and manned by Manual Morse (207X1), Voice Systems (203X1), and Radio Communications Analysis (202X0) Specialists.

TASKING REDUCED BY HIGH THREATS

[redacted] Throughout the months of January through June, the 6994th Security Squadron air operations were constantly under threat of attacks. During this period one loss was probably due to enemy hostile fire.* The primary threat to the EC-47 was Anti-Aircraft-Artillery (AAA) and on several occasions firings were reported.**(8) The Strella (SA-7), hand held, heat seeking rocket used by NVA infantry also constituted a growing threat in ARDF mission areas. With the squadron's relocation to Nakhon Phanom Royal Thai Air Force Base two new threats were encountered that were unique to operational areas. These were Surface-to-Air Missiles(9) (SAM) and Mig-21 aircraft.(10) There were no known encounters with the SA-7, SAM, or Mig-21 during the period. The threat of AAA to

* See Chapter 5; Baron 52
** See Chapter 5; Baron 48

[redacted]

[redacted]

ARDF/ACI platforms often required that desired targets be worked from a greater than normal standoff range. At one time USSAG did consider an F-4 escort for ARDF aircraft through AAA High Threat Areas (HTA), but this never materalized. (11)

TASKING CYCLE

([redacted]) The tasking cycle for ARDF/ACI missions flown by the 6994th Scty Sq was unique in that our mission schedule was extremely flexible in order to provide timely intelligence support to field commanders in South Vietnam, Cambodia, and Laos. Tasking procedures were established both for weekly tasking and special missions (*) as tactical situations required.

([redacted]) The tasking cycle, which used to be Saturday through Friday, was later changed to start Monday and end Sunday. (12) On Mondays the combined intelligence requests from the U.S. senior advisor for each Military Region, from the collection management authorities, and from the consumers were reviewed to determine what ARDF coverage would be required for the forthcoming cycle. This information, along with forecast aircraft capabilities, was provided to ACC in weekly sortie capability reports. In this way ACC was able to derive a preliminary basic allocation for ARDF/ACI coverage for the following week. This preliminary weekly frag was provided to

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[redacted]

USSAG Intelligence Branch (INCC) for assessment on Tuesdays. They in turn presented it on Tuesday afternoon's as the proposed weekly tasking to the ARDF Coordinating Committee. The committee was comprised of representatives from various elements of the SEA Cryptologic and Intelligence Communities. Their final recommendations were passed to the USSAG Director of Intelligence (DI) for approval. Then, ACC would issue the weekly tasking to the Army** and Air Force ARDF/ACI Units, collection management authorities, and appropriate consumers. Simultaneously, USSAG/DO would issue a "Sanitized" version of the weekly tasking to the appropriate aviation units. Daily Frag orders were then issued by the USSAG/Frag Shop (DOOO).

[redacted] Prior to each day's missions, the appropriate CMA was responsible for providing the majority of the Technical Data Lists (TDLs). These TDLs, along with supplemental data produced locally by the 6994 Scty Sq, assisted each Airborne Mission Supervisor (AMS) and the analysts to plan aircraft flight patterns that would provide maximum ARDF/ACI effectiveness.

* See Chapter V. "Chinese Insurgency"
** 7th Radio Research Field Station (RRFS), Ramasun Station, Udorn, Thailand

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ARDF ACCOMPLISHMENTS

[redacted] During the first six months of 1973, local operations ARDF accomplishments rates were under constant observation. Local operations performed 1,191 of the 1,451 missions tasked for a completion rate of 82.0%. Mission accomplishments ranged from a low of 75.8% in January (255 accomplished of 336 missions scheduled) to a high of 88.3% in March (182 accomplished of the 206 missions scheduled). The low in January was primarily due to a combination of weather and maintenance problems. The ratio of hours flown to hours fragged, reflected a similiar pattern. Local Operations flew 8,209 hours of the 10,150 hours fragged, for a mission effectiveness of 80.8%. The lowest month was January with 75.6% while the highest month was March with 90.4%.*(13)

[redacted] Of the 8,209 hours flown during this period, local operations logged a total time on target (TOT) of 4,490 hours for 54.6% of the total flying time. The reason for this low percentage of time on target verses total flying time was that the squadron was fragged into areas 607, 615, and 602 where it took more than half of the actual seven hours fragged to travel to and from these areas.(14)

* See Appendix 4 for Statistics

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MISSION EFFECTIVENESS OF THE 6994TH SCTY SQ

[redacted] Mission Management (DORM) compiled statistically pertinent information on the effectiveness of the ARDF/ACI program for the entire squadron. Out of 13,801 targets worked in the first six months of 1973, the number of fixes totalled 10,338. This represented a fix ratio of 74.9 percent. The total number of targets cut was 2,075, or 15.0 percent of the targets worked. Thus, 89.9 percent of the targets worked were either fixed or cut.(15)

[redacted] Taking total flying time and comparing it with the total number of targets resulted in 1.03 targets worked per flight hour, and 0.76 targets fixed per flight hour. When a comparison is made between only total hours on target and total number of targets, the rates improve to 1.87 targets worked per hour on target and 1.37 targets fixed per hour on target.(16) The difference in these rates indicates the significance of the time wasted traveling to and from target areas, especially from Nakhon Phanom (NKP) to the 607, 602, and 620 areas.(17)

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ACCOMPLISHMENTS OF 6994th SECURITY SQUADRON

([redacted]) The 6994th Security Squadron as a whole, (squadron local operations and Det 3 operations), had 2,308 missions scheduled for the first six months of 1973, of which 1,899 were accomplished. This was an overall accomplishment rate of 82.2%. Mission effectiveness for the squadron as a whole was 79.3%, (12,706 hours flown for 16,009 hours fragged). The 6994th Security Squadron and Det 3 spent a total of 7,123 hours on target. Percentage wise the 6994th had 54.6% time on target (TOT) as compared to 56.0% time on target for Det 3. The larger percentage of time on target, compared to actual flying time, for Det 3 was due to the shorter flying time from Ubon to and from the 20 area where all their missions were flown. *(18)

BROWN BEAVER

([redacted]) The Brown Beaver program was established by 7AF to enable ARDF crews to pass enemy target locations to the Airborne Battlefield Command and Control Center (ABCCC). Upon notification, ABCCC would direct Forward Air Controllers (FACs) to the area for a visual reconnaissance (VR) of the fixed target location to determine whether or not an air

* See Appendix 5 and 6 for Statistics

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[redacted]

strike was needed. The program originally operated in Laos, but was shifted by USSAG/7AF to Cambodia when the Laotian cease-fire caused the withdrawal of U.S. FACs and TACAIR. The 6994th Security Squadron and Det 3 continued to fly BROWN BEAVER missions in Cambodia providing several lucrative targets for TACAIR strikes. The major problem hindering the effectiveness of this program was the inability of the USAFSS crews to pass the information to ABCCC via secure communications and the shortage of FACs to VR targets. The KY-8 secure voice system did not function as intended and because of the restriction of not passing the necessary information in the clear mode the mission was severly hindered. (19)

ARDF MISSION AGAINST NVA TANKS

[redacted] At the end of January the 6994th Scty Sq was tasked to fly night missions in the 11D area to obtain ARDF on NVA tanks moving down the Ho Chi Min trail. One AN/ALR-38 equipped platform, usually aircraft SN76304, arrived in the mission area between 2200L and 2300L and departed between 0300L and 0400L for a period of two weeks. The productivity of these missions was virtually nil with the exception of one night when a convoy of approximately nine tanks were fixed

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within a CEP of 3300M.(20) This mission was discontinued when Baron 52 was lost because it was felt that the results obtained did not warrent the presence of an EC-47 aircraft in the high threat area where the missions were being flown. There was some discussion of flying this type of mission again with an F-4 escort for AAA and SAM suppression, but nothing further developed.(21)

PROJECT ALTITUDE

[redacted] On 1 March 1973 the 6994th Security Squadron was tasked to deconfigure a Z2 console and reconfigure it with Radio Fingerprinting (RFP) equipment which was loaned to this unit from the Army Security Agency (ASA). The purpose of this project was to identify specific targets by a known transmitter, regardless of the callsigns the target might be using.(22)

[redacted] The EC-47 aircraft SN93704, chosen for the project, was an AN/ALR-35 equipped platform and required no modification to the airframe other than the installation of the reconfigured Z2 console.(23) The new equipment arrived on 9 March and was installed on the aircraft by 15 March.(24) The first operational mission was flown on 18 March to the 7B area,

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but was aborted for bad weather.(25) The first mission to obtain satisfactory results was flown on 24 March to the 7B Area.(26)

[redacted] The project was terminated as scheduled with the last mission flown on 14 May 1973.(27) A total of 99 RFP shots (85 in 7B, 12 in 7E, 1 in 11A, and 1 in 12B) were compiled during the project period, all of which were forwarded to DIRNSA B62.(28)

[redacted]

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CHAPTER III

SIGINT PROCESSING AND REPORTING

[redacted] The processing, reporting, and analysis functions all indicated a continuous decline in productivity throughout the first half of 1973. This is primarily attributed to the Vietnamese ceasefire, flight restrictions which were imposed around AAA/SA-7 hi-threat areas, and an overall decrease in the number of COMBAT CROSS missions flown by local operations. Other factors affecting productivity were stand-off ranges from International Commision for Control and Supervision (ICCS) flights, increased enemy use of landlines, and deteriorating weather during the period with the coming of the monsoon season.

RADIO TELEPHONE (RT) SECTION

([redacted] Voice processing at 6994 Scty Sq NKP (USA-561) was limited to rescan to meet ARDF, exploitable message, and TACREP reporting requirements. Formal transcription and reporting was done by the 6908th Scty Sq (USA-523). Voice operators copied 3,311 minutes HF intercept, 11,273 minutes VHF intercept, and 1,158 messages. Voice copy decreased from a January level of 855 minutes HF copy, 3,152 minutes VHF

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[redacted]

copy, and 361 messages to a June level of 148 minutes HF copy, 501 minutes VHF copy, and 47 messages. This decrease was due to the Vietnam cease fire and a decrease in 203 missions. (1) Voice operators were tasked to fly on night smoker missions* in search of VHF communications associated with tank activity, but this effort resulted in very little copy. The voice section required TDY manning assistance in February and March and received aid in the form of 2 airborne 203s and 1 ground type from OLEB, 6948th Scty Sq and 6970th Scty Sq. The voice section was authorized 16 airborne 203s from January to April. This number was decreased to 12 airborne 203s for May and June. (2)

REPORTING

[redacted] The reporting function of the 6994th Scty Sq consisted primarly of disseminating technical extracts of raw intercept to higher echelon processing agencies and, in some cases, directly to selected consumers. The data in a majority (99.8%) of all reporting consisted of producing predesignated computer formats which the more sophisticated processing agencies' computors utilize for preliminary analysis. This unit amply demonstrated it's reporting

* See Chapter 2 on "Tank Activities"

[redacted]

[redacted]

[redacted]

versatility by compiling a 99.5% error-free rate despite a rapid turn-over of personnel. In addition, of the 32 Tactical Reports (TACREPs) issued to selected Tactical Commanders Southeast Asia, only one contained a minor error and that was subsequently corrected. During this period, two Airborne Incident Reports (AIRs) were issued with a total of six follow-ups detailing the situations/actions involved when one of our aircraft, Baron 48, was fired at on 24 April 1973 and another one, Baron 53, was forced to make an emergency landing at Pleiku AB, RVN on 8 June 1973.* The only other report which this unit was authorized to issue was the SIGINT Critical Intelligence Report (CRITIC), of which none were issued during this period.(3)

ANALYSIS

[redacted] This unit was tasked with performing preliminary analysis of all intercepted communications acquired aboard the Combat Cross missions. As such, primary emphasis was placed on maintaining a technical data base that was comprehensive yet simplistic enough to allow rapid identification of all ARDF/ACI targets. Unfortunately, due to the continually

* See Chapter V for a complete resume of these incidents

[redacted]

[redacted]

[redacted]

changing Standard Operating Procedures of the targeted entities, the data base system required constant revision to maintain currency. During this period only 39.7% of all intercepted communications could be identified. However, during the April to June period the identification rate was raised to 44.6%.(4)

TRAFFIC IDENTIFICATION AIDS

[redacted] Following an initial evaluation of the Hi-Speed Traffic Identification (T/I) Aid in late 1972, NSA began producing this aid in a format more compatible with the airborne mission requirements. After this newly formatted aid became thoroughly familiar to all concerned agencies, another evaluation was requested.(5) After much discussion among the airborne units (USA-561 and USA-564), the CMA (USM-7), [redacted] and DIRNSA, it was determined that the usefulness of this aid did not justify the hi-speed circuit required to maintain its currency.(6) This aid was adjudged by the users to be much too voluminous to allow rapid, positive airborne identification of targets.(7) As a result of these discussions along with suggestions submitted by the airborne units,(8) NSA decided to abandon the use of a hi-speed circuit for producing the T/I aid.

[redacted]

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NSA announced plans to develop a new generation and that would combine the currency and inclusiveness of the Hi-Speed T/I Aid with the ease of production and management of the hard-bound "Q" Series List. (9)

[redacted]

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CHAPTER IV

MISSION SUPPORT

(U) One cannot give all the credit for this unit's mission accomplishment to those personnel working in the operational areas. Without the men who perform the combat support function, the success of the 6994th Security Squadron mission would not have been possible. Throughout the months of January through June, each section witnessed change. With the squadron's relocation to Nakhon Phanom Royal Thai Air Force Base, the workload constantly increased due to the withdrawal of Security Service personnel from South Viet Nam. The 6994th Security Squadron also provided management support for its Det 3 at Ubon while it was going through a relocation phase.

ADMINISTRATION

(U) The Administration Section continued to maintain all publications, reproduction, special orders, distribution, forms, and current documentation files as required by the squadron. This section also provided clerical typing support to the other sections as required.

(U) The 6994th Scty Sq also provided administrative support to the Electronic Warfare Liaison Officer (EWLO) to the United States Support Activity Group (USSAG), Nakhon Phanom RTAFB, Thailand.(1)

PERSONNEL

(U) The assigned strength of the squadron at NKP increased in January, February, and March 1973 to 180 airmen and 4 officers. The increase in strength of the squadron was due to the deactivation of Det 2, 6994th Security Squadron at DaNang AB RVN in February 1973 with the reassignment of a large number of the Det personal to Nakhon Phanom. The DP section's manning was brought up to 100% in January 1973.(2)

COMMUNICATIONS

(U) The communications section provided mission supporting communications facilities and service with direct OPSCOM circuits to the 6908th Security Squadron (NKP), Det 3 6994th Security Squadron (UBON), and USM-7 (Udorn). In addition to the above, communications had direct access to AFSSO, NKP through the 6908th Security Squadron. This allowed unlimited access to the CRITICOM net. Co-located with the 6994th Security Squadron is the USSAG/ACC which enabled direct use of the AUTOSEVOCOM net.(3)

(U) During the period 1 January 1973 through 4 April 1973 the communication section (DCC) made all of the necessary arrangements for accommodating the arrival of the 6994th Security Squadron Det 2 DCC personnel. During this period of time all circuits were fully operational and operations were normal. To accomodate increased circuit load it was necessary to obtain from the 6926th Security Squadron a two comm van complex and ship the H1 van that was being used to Det 3, 6994th Security Squadron, located at Ubon. (4)

(U) On 4 April 1973, the two van complex arrived from the 6926th Security Squadron. The following day the old H1 van was removed and all necessary arrangements made to install the new two van complex. Numerous problems were encountered and which caused the new communications facility to experience delays before becoming fully operational. All problems were finally rectified on 24 April 1973. During the period of trouble shooting, this station used an alternate communications route and experienced very little delay on mission traffic.

(U) The problems with the communications vans were mostly encountered in the wiring complex. The wiring was for "Polar" operation and was not compatible with the local

"Neutral" operation utilized at NKP RTAFB. The 1987th Communications Squadron (AFCS) rewired the vans and finally completely overhauled the cables by re-splicing. This action cleared all circuit problems. There was also a problem on the patching capabilities but on 29 May 1973 a maintenance technician, who was TDY at the 6908th Security Squadron, installed a new DL-2070 patch panel which cleared up the patching problems.

(U) The overall affect on the unit's communications capability during this period of difficulty was minimum. On occasion it was necessary to establish a courier system between this unit and the 6908th Security Squadron and this only caused minor delays. Since all the discrepancies were corrected, this station has experienced excellent communications capabilities.

(U) On 15 June 1973, MSgt Patterson, NCOIC Communications, departed PCS and his duties were assumed by TSgt Overmiller. Additionally one 291 was sent TDY to assist Det 3 to balance out manning.

[redacted]

(U) The administrative telephone located in the two van complex on 16 June 1973 had an alert buzzer system installed on a self-help project. Lines emanating from comm van were enclosed in conduit pipe to comply with USAFSSM 100-7. This unit requested a breezeway between the operations building and the communications vans. This will be completed as soon as they receive required material and Base CE has the required man hours to complete project. Approximately 274 man hours will be required to complete project. (5)

(U) The operations of the DCC facilities during this period of time, taking into consideration the problems that were encountered with the installation of the two van complex, were excellent. All circuits were either operational or an altroute was in effect which allowed no or minimal delay. No security violations were committed and communication operations in general were normal.

SECURITY POLICE

[redacted] The primary function of the Security Police Section at NKP was to provide around-the-clock protection of the operations compound during normal and emergency security operations and to assist this unit and other units with security matters not falling within the normal day to day security posture. The

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section maintains an up to date access list of cleared navigators assigned to the 361st Tactical Electronic Warfare Squadron (TEWS). Due to enemy action or mechanical problems, some of our aircraft have had to go down in non-friendly areas. On one such ocassion, one of our aircraft made an emergency landing at Pleiku AB, RVN, on 8 June 1973. Sgt Chilcoat, Lee B. was dispatched from our section to provide security for the aircraft until it could be repaired and returned to friendly territory. (6)

[redacted] Again, on the phase down of the detachment at Danang AB, RVN, and the implementation of Det 3, 6994th Scty Sq, Ubon Thailand, our unit was called upon to assist on a matter out of the normal. SSgt McKeithen was sent TDY to Det 3, 6994th Scty Sq on 2 February 73 to give assistance to that unit on insuring that their facilities were COMINT Certified on schedule. With our assistance, the unit was able to become operational as a COMINT operations along with the shut down of Det 2, Danang AB, RVN. Both of these ocassions are noteworthy because of the knowledge and professionalism displayed by each NCO involved. (7)

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[redacted]

MAINTENANCE/SUPPLY ACTIVITIES

(U) The Maintenance and Supply section of the 6994th Security Squadron provided guidance, management techniques, along with technical and logisical support to the parent unit.

[redacted] In January of 1973, increased emphasis on the productivity of the EC-47 program in Southeast Asia (SEA) was expressed at all levels of command up to and including the Chief of Staff, USAF.(8) In order to resolve the problems that were reducing the effectiveness of the mission, as reflected in numerous complaints from the consumers about lask of ARDF coverage,(9) a joint PACAF, USAFSS, 13AF, 56 SOW, and USAFSS PAC conference was held at Clark AB, Philippines.(10)

[redacted] Several management improvements were initiated at the conference and these were reflected in significant changes in this unit's maintenance operation. One of these changes resulted in maintenance increasing the forward supply point assets for the AN/ALR-35 and AN/ALR-38 Line Replaceable Units (LRU). The increased capability of the forward supply point reduced the mean time required to repair or replace USAFSS systems thereby increasing mission effectiveness to in excess of 95%.(11) Further management

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[redacted]

improvements were implemented by the movement of the maintenance facility from building 200 to building 193 which combined the supply sections of both the 6994th Security Squadron and the 6908th Security Squadron. This move provided for a more efficient operation and better utilization of Supply personnel.(12) The actual move was made without loss to the mission effectiveness of the unit.

([redacted] With the changes in the unit's Maintenance and Supply procedures it became apparent that the manning authorization for 328XX personnel (USAFSS equipment maintenance specialists) was inadequate to support the mission. It was believed that a 1.0 manning factor per AN/ALR-35 and AN/ALR-38 systems was adequate, however, after a visit from the USAFSS Procedures Team the manning factor was raised to 1.5 per AN/ALR-35 system and 2.0 per AN/ALR-38 system inorder to provide the technical support required.(13)

ZONAL MAINTENANCE

(U) Zonal Maintenance continued to provide support to the Squadron. They provided electrical, carpentry, and refrigeration support as required to maintain the mission

[redacted]

and improve the unit's appearance. Repairs they affected, maintained and improved squadron facilities at NKP, thus improving mission capabilities and the health, morale, and welfare of the personnel assigned to the unit. They also provided their unique manning assistance to other Security Service Units within Southeast Asia.(14)

[redacted]

CHAPTER V

SPECIAL INTEREST ITEMS

AIRCRAFT 304 - "SUPER GOON"

[redacted] The EC-47Q (SN76304) was added to the squadron's inventory on the 14th of December 1972 and flew its first combat mission on the 26th of December 1972. The aircraft, originally configured as a MAXI AN/ALR-38 ARDF system, was modified to enable direction-finding capabilities on SPOON REST type Alpha and Charlie radars which are used in support of SA-2 Surface-to-Air Missle (SAM) sites in Southeast Asia. The equipment was later modified to handle a variant of the Alpha and Charlie SPOONREST radar systems designated the RMN-514. The basic ARDF system modification was called CORONET GUARDRAIL MODIFICATION and consisted of the addition of three, horizontally polarized antennas down the aircraft centerline, a situation display (cathode-ray tube or T.V. set) on the navigator console, and a pulse modulator which enables the precise measurement of incoming pulse radar signals. The modified system was tested and evaluated by the USAF Tactical Air Warfare Center (TWAC) and found to be operationally suitable for employment in Southeast Asia.(1)

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[redacted] When the aircraft was introduced into the squadron's inventory it was placed on a sixty day trial period which ended on the 28th of February.(2) For this trial period, two hard crews were assigned with TSgt Ronald L. Schofield and SSgt Johnnie T. Fuller as the AMSs. The only problems encountered during this period were with the Cal gates, antenna elements, Navigator converters, dopplers, and airframe. There were no problems with the actual systems equipment, with the exception of the situation display on the Navigator console which was non-operational for the first month of the aircraft's operation.(3)

[redacted] The results of the test period showed that the modifications to the AN/ALR-38 system had greatly increased the capability of the Security Service equipment. The improved preamplifers greatly increased the range of intercept for both the G133 and G175 receivers by providing a better signal-to-noise ratio. The situation display unit on the navigator console provided the navigator with the ability to work targets with greater ease; the display unit showed both the aircraft position and probable target location, and therefore eliminated the need for manual plotting of the target position.(4) It was found by averaging the results

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of the test period that manual morse targets had a CEP of 1700 meters with a standoff range of 5.3NM, multichannel targets had a CEP of 4,230 meters with a standoff range of 124NM, pulse targets had a CEP of 2,000 meters with a stand off range of 53NM, VHF voice targets had a CEP of 1,900 meters with a standoff range of 9.2NM, and HF voice targets had a CEP of 2,600 meters with a standoff range of 16NM.* The large CEPs were due to the fact that the greater stand off ranges combined with the slow airspeed yielded ellipses with large eccentricities.(5)

([redacted]) The system was designed to handle targets from 2 MHZ to 190 MHZ. The computer can handle 99 active targets and store 125 targets. The time required for one DF measurement varies according to the frequency range. The 2-16 MHZ range requires 40 milliseconds, the 16-22 MHZ range requires 50 milliseconds, the 22-32 MHZ range requires 120 milliseconds. The system takes a series of measurements, the minimum being 2, the maximum being 50, for each Line Of Positions (LOP) which take from between 80 milliseconds to 6 seconds. The computer requires less than one second to compute the FIX once the required number of LOPs have been taken.(6)

* [redacted]

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([redacted]) Due to greater capabilities of aircraft "304", this aircraft became the primary ARDF platform used in obtaining FIXs on North Vietnamese tank communication and radar sites. Also, because of the importance in obtaining information on these sources, special operating procedures were issued which allowed "304" to fly closer to the North Vietnamese border and inside the 5 NM stand off barrier around known high threat areas.(7) These two facts show the importance placed on the new modifications and the effort being put into obtaining maximum effectiveness from the new equipment.

LOSS OF BARON 52

[redacted] On the morning of 5 February 1973, while flying the 11G area "tank smoker" mission, Baron 52, aircraft SN48636, was lost due to probable enemy AAA. Baron 52 had reported to MOONBEAM ABCCC the presence of 37MM AAA at XB975710, but called in an OPS Normal report at 1830Z. At 1900Z when Baron 52 failed to make it's OPS Normal report, MOONBEAM ABCCC made a normal communications check, but got negative results. A SAR effort was immediately started as well as a recon effort to help locate the crash site.(8) The crash site was finally identified and located on the 8th

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of February.*

[redacted] A rescue force was sent in on the 9th of February to investigate the crash site and recover any bodies and/or classified material that might have been left. TSgt Schofield, and Sgt Keen of the 6994th Security Squadron accompanied the rescue force to aid in the recovery of all classified material and equipment that was on board. TSgt Schofield was the third man on the ground, preceeded by two Pararescue men who established a perimeter. It was observed by TSgt Schofield that the main cabin must have suffered intense heat because all the consoles were completely burnt. Of the remains of the three bodies found at the site, none were believed to be those of the Security Service crew.(9) The USAFSS crew was listed as MIAs until 23 February 1973 when their status was changed to KIA(10) inspite of the fact that certain intelligence reports from the National Security Agency (NSA) had reported the capture of four fliers in the vicinity of the Baron 52 crash site.(11)

* See Appendix for Photograph of Crash site

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DEACTIVATION OF DET 2 AT DANANG

[redacted] On 28 February 1973, Det 2, the only 6994th Security Service Detachment left in the Republic of Vietnam was inactivated at Danang AB, RVN.(12) This completed the withdrawal of all USAFSS ARDF personnel from the country. On 17 February 1973 USAFSS personnel flew their last ARDF missions from Danang. The EC-47 aircraft, equipped with the AN/ALR-34 system, were turned over to the VNAF after these missions were completed. VNAF personnel manned all fragged missions from Danang from 18 February on.(13)

[redacted] Originally, the ten EC-47 aircraft, slated for transfer to the VNAF, were to be transfered on 1 February. However, due to lack of a sufficient number of trained VNAF personnel to man the aircraft, the date for the turnover was pushed back to 17 February(14) on the request of VNAF Brigider General [redacted], ARVN SIGINT Commander.(15)

BARON 48

([redacted] On the 24th of April at 0510Z(1210L), while flying a COMBAT CROSS ZULU mission in area 610A, aircraft 6029 was fired on by a possible 37/57MM AAA in the vicinity of coordinates XC425053 (15-27N 106-20E).(16) Major battle damage was caused to the aircraft in the form of a large hole through the left wing tip and numerous shrapnel holes

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in the fuselage.* There were no injuries or loss of life sustained by the crew of 10 and the aircraft returned without further incident to NKP. The 6994th crew members on board were: SSgt Beaty, William F. (AMS), Sgt Leto, Gregory M., SSgt Greene, Timothy H., SSgt Gorman, Larry J., Sgt McGee, James D. and SSgt Solko, Michael D.(17)

PROJECT VAGABOND CLIPPER FOLLOW UP

[redacted] In July of 1972 the 6994th Security Squadron was tasked by MACV to provide ARDF assistance for a sensitive project involving the trafficking of drugs between Bangkok and Hong Kong. The 6994th Security Squadron, then based in Vietnam, deployed one AN/ALR-38 system equipped platform with two experienced crews to fly missions over the Gulf of Thailand in support of the project. Due to the sensitivity of the project,the results of the effort was not known until 20 April 1973. As a result of the support given by the 6994th Security Squadron, the trawler Phaskorn Sumuth was seized with a cargo of six tons of opium and an additional ton of morphine based drugs. The Squadron received the thanks of the American Ambassador, Mr. Unger, from Bangkok. This result established the precedent for using the ARDF program

* [redacted]

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[redacted]

in suppressing drug trafficking which could lead to future projects. (18)

ARDF MISSION AGAINST SUSPECTED CHINESE INSURGENCY

[redacted] On the 16th, 18th, and 20th of April, Airborne Radio Direction Finding (ARDF) missions were flown against suspected Chinese insurgent targets in the 614W area. Aircraft SN76304, a specially modified EC-47 AN/ALR-38 equipped platform, was flown on these missions because of its ability to D.F. targets with a greater standoff range. The orbit flown was over Laos in the vicinity of the "Chinese Road" bounded by the coordinates 19-50N 100-36E, 19-30N 100-55E, and 19-50N 101-38E with variations when working targets. The mission of the 16th had negative ARDF results. The mission of the 18th resulted in one fix and one cut on a Chinese VHF target while the 20th of April mission resulted in two fixes, two cuts, and one LOP on Chinese voice targets.

[redacted] The increased productivity was due to the presents of a Chinese linguist. The 6994th Security Squadron was able to take advantage of a USAFSS Stan/Eval Team member, MSgt Riley Flynn, a Chinese linguist, to fly on two of the

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missions. MSgt Flynn flew the Z1 position and was the prime contributor in the mission's ability to work the Chinese targets. If future missions were going to be flown, it was deemed necessary that a Chinese linguist be included in the Security Service crew. (19)

BARON 53 DOWN AT PLEIKU

[redacted] On the 8th of June 1973, while flying the 607E mission, aircraft SN48153 was forced to make an emergency landing at Pleiku RVN. At 0310Z the number two engine began vibrating excessively and emitting grey and white smoke. A fire then erupted in the engine and was immediately extinguished. The emergency call was made by the aircraft commander (AC) followed up by communications with "Cricket" and ABCCC. The aircraft commander decided to land at Pleiku because of the aircraft condition and the fact that he could not maintain altitude. The aircraft landed at 0357Z and was met by VNAF base operations personnel at 0410Z. The aircraft was parked at the east end of the runway and a VNAF security crew was provided to guard the aircraft. All USAF markings and tail numbers were covered with paper and tape to conceal the identity of the aircraft and the crew members were provided

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with civilian clothes. This concealment was possibly due to the expected arrival of an I.C.C.S. team later in the day. The I.C.C.S. team did appear in the area around the EC-47 twice, the second time with camera equipment, but they did not approach for a closer inspection.

[redacted] At 0015Z on 9 June, a C-130 aircraft with maintenance crew and new engine arrived at Pleiku. The engine change was completed and a functional flight check was performed by 0735Z on 10 June. All systems checked out and the aircraft, with crew intact, departed Pleiku for NKP at 1225Z on 10 June. The 6994th Security Squadron crew members were: TSgt Pearson, Thomas H. (AMS), and Sgt Miller, Gregory A. (Student).(20)

[redacted]

[redacted]

GLOSSARY OF TERMS AND ABBREVIATIONS

AAA	Anti-Aircraft-Artillery
AB	Air Base
ABCCC	Airborne Battlefield Command and Control Center
ABW	Air Base Wing
ACC	ARDF Coordination Center
ACCS	Airborne Command and Control Squadron
ACI	Airborne Communications Intelligence
AF	Air Force
AFCM	Air Force Commendation Medal
AFSC	Air Force Specialty Code
AGE	Aerospace Ground Equipment
AIR	Airborne Incident Report
AM	Air Medal
AMS	Airborne Mission Supervisor
AN/ALR-34	ARDF System; 2 SEAT; 2-16 MEGAHERTZ
AN/ALR-35	ARDF System; 4 SEAT; Computerized 2-16 MEGAHERTZ
AN/ALR-38	ARDF System; 4 SEAT; Computerized 2-190 MEGAHERTZ
ARC LIGHT	B-52 Operations in Southeast Asia
ARDF	Airborne Radio Direction Finding
ARVN	Army of the Republic of Vietnam
AUDSR	Aviation Unit Daily Status Report
BARREL ROLL	U.S. Air Operations in Laos North of 18-30 North
BLUE BEETLE	Project for passing limited ARDF Data to direct air support centers at Tan Son Nhut
BROWN BEAVER	A Project for passing limited ARDF Data to ABCCC for visual reconaissance by forward air controllers from NKP
BSM	Bronze Star Medal
CAT	Category
CARBON OUTLAW	Ground FAC Controller at Pleiku, provided FACS to pass limited ARDF Data to for VR
CDC	Career Developement Course
CEP	Circular Error Probability
CMA	Collection Management Agency
COMBAT APPLE	RC-135 Airborne Communications Reconnaissance Platform operating in Southeast Asia, manned by 6990th Security Group Personnel
COMBAT CROSS	EC-47 Airborne Radio Direction Finding Platforms operating in Southeast Asia
COMFY GATOR	C-130e remotely controlled collection operation operated by 6908th Security Squadron

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COMUSVACV	Commander, United States Military Assistance Command, Vietnam
CSG	Cryptologic Support Group
DASC	Direct Air Support Center
DET	Detachment
DFC	Distinguished Flying Cross
DIRNSA	Director, National Security Agency
DOO	USSAG Current Ops.
DOOO	USSAG Frag Order Branch of Current Ops.
DSU	Direct Service Unit
DURMUR	Daily Unit Resource Management Report
EMR	Exploitable Massage Report
FAC	Forward Air Controller
FIX/FAC	A program for passing ARDF Data to FACs for Visual reconaissance
GDRS	General Direcorate of Rear Services
HF	High Frequency (3-30 MEGAHERTZ)
ICCS	International Commission for Control and Supervision
IA	Instructor Analyst
IMT	Instructor Maintenance Technican
IRO	Instructor Radio Operator
JOA	Joint Operating Agreement
KC	Khmer Communist (Cambodia)
LOP	Line of Position
MAC	Military Airlift Command
MACV	Military Assistance Command, Vietnam
MHZ	Megahertz
MR	Military Region
MSK	Mission Spares Kit
MSM	Meritorious Service Medal
NCOIC	Noncommissioned Officer In Charge
[redacted]	[redacted]
NKP	Nakhon Phanom RTAFB, Thailand
NORS	Not Operationally Ready, Supply
NSA	National Security Agency
NVA	North Vietnamese Army

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OL	Operating Location
OPSCOM	Operational Communications
PACAF	Pacific Air Force
PACSCTYRGN	Pacific Security Region
PAD	Program Action Directive
PAR	Processing and Reporting
PDJ	Plaine Des Jarres, Laos
PL	Pathet Lao
PSR	Position Status Report
RRFS	Radio Research Field Station
RRG	Radio Research Group
RTAFB	Royal Thai Air Force Base
RVN	Republic of Vietnam
SAM	Surface to Air Missle
SAR	Search and Rescue
SCTY SQ	Security Squadron
SEA	Southeast Asia
SEATS	Southeast Asian Technical Summary
SEFE	Standardization/Evaluation, and Flight Examiners
SOW	Special Operations Wing
SPC	Saigon Processing Center (USF-794V)
SSO	Special Security Office/Officer
SSTB	Special Security Technical Branch, ARVN
STAN/EVAL	Standardization/Evaluation
STEEL TIGER	U.S. Air Operations in Laos South of 18-30 North
TACREP	Tactical Report
TDL	Technical Data List
TDY	Temporary Duty
TEWS	Tactical Electronic Warfare Squadron
T/I	Traffic Identification
TOT	Time On Target
TSN	Tan Son Nhut Air Base, RVN
UDL	Unit Detail List
USA-523	6908th Security Squadron
USA-561	6994th Security Squadron
USA-563	Det 2, 6994th Security Squadron
USA-564	Det 3, 6994th Security Squadron
USAFSS	United States Air Force Security Service
USF-794V	Saigon Processing Center, Joint US/ARVN Ops.
USM-7	7th Radio Research Field Station
USM-7J	Det J, 7th Radio Research Field Station
USM-626	175th Radio Research Field Station

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[redacted]

USM-808	8th Radio Research Field Station
USSAG	United States Support Activities Group
USSAG/INCC	USSAG/Intelligence Collections Branch, Collections Division
VC	Vietnamese Communist
VHF	Very High Frequency (30-300 MEGAHERTZ)
VNAF	Vietnamese National Air Force
VNN	Vietnamese National Navy
VR	Visual Reconnaissance

[redacted]

[redacted]

APPENDIX 1

BIOGRAPHY OF MAJOR HOLBROOK M. WATTS

On 1 December 1972, Major Holbrook M. Watts assumed command of the 6994th Security Squadron, Nakhon Phanom Royal Thai Air Force Base, Thailand. He has previously served in the capacity of the Squadron Operations Officer at Tan Son Nhut AB, Republic of Vietnam. At the same change of command ceremony held on the flight line adjacent to the Operations Compound, the 6994th Security Squadron was activated at NKP RTAFB, Thailand.

Born 18 May 1937 in Portland, Oregon, Major Watts attended the University of Portland, Portland Oregon. He received his B.A. Degree in Political Science in 1959. In 1967, he received a Masters of Business Administration from the University of Syracuse.

Upon receiving his commission into the United States Air Force in 1959, Lt Watts attended the Communications Intelligence Officers School at Goodfellow AFB, Texas. His first duty assignment with USAFSS was in 1960 as a Flight Commander with the 6933rd Security Group at Karamursel, Turkey. In 1962 he served as the Exploitation Officer at Chicksands, England. Between 1963 and 1965, he was stationed in Verona,

Italy; here he served as the Air Force Special Security Officer. He spent the following eighteen months at Syracuse. In 1967, returning to USAFSS, he was assigned to the 6937th Communications Squadron in Peshwar, Pakistan in the capacity of Electronics Officer. Then in 1969, Major Watts became Director of Systems Management, Headquarters, European Security Region, Frankfort, Germany. In June 1972, after attending the required Aircrew Survival Schools, Major Watts was assigned to the 6994th Security Squadron, Tan Son Nhut Air Base, RVN. Here he served as Squadron Operations Officer until December 1972 when he succeeded Lt Col David H. Eddy as the Squadron Commandor.

Major Watts' decorations include the Meritorious Service Medal, the Air Medal, the Army Commendation Medal, the National Defense Service Medal, the Air Force Outstanding Unit Award (2) with the Combat V, and the Navy Meritorious Unit Commendation Award.

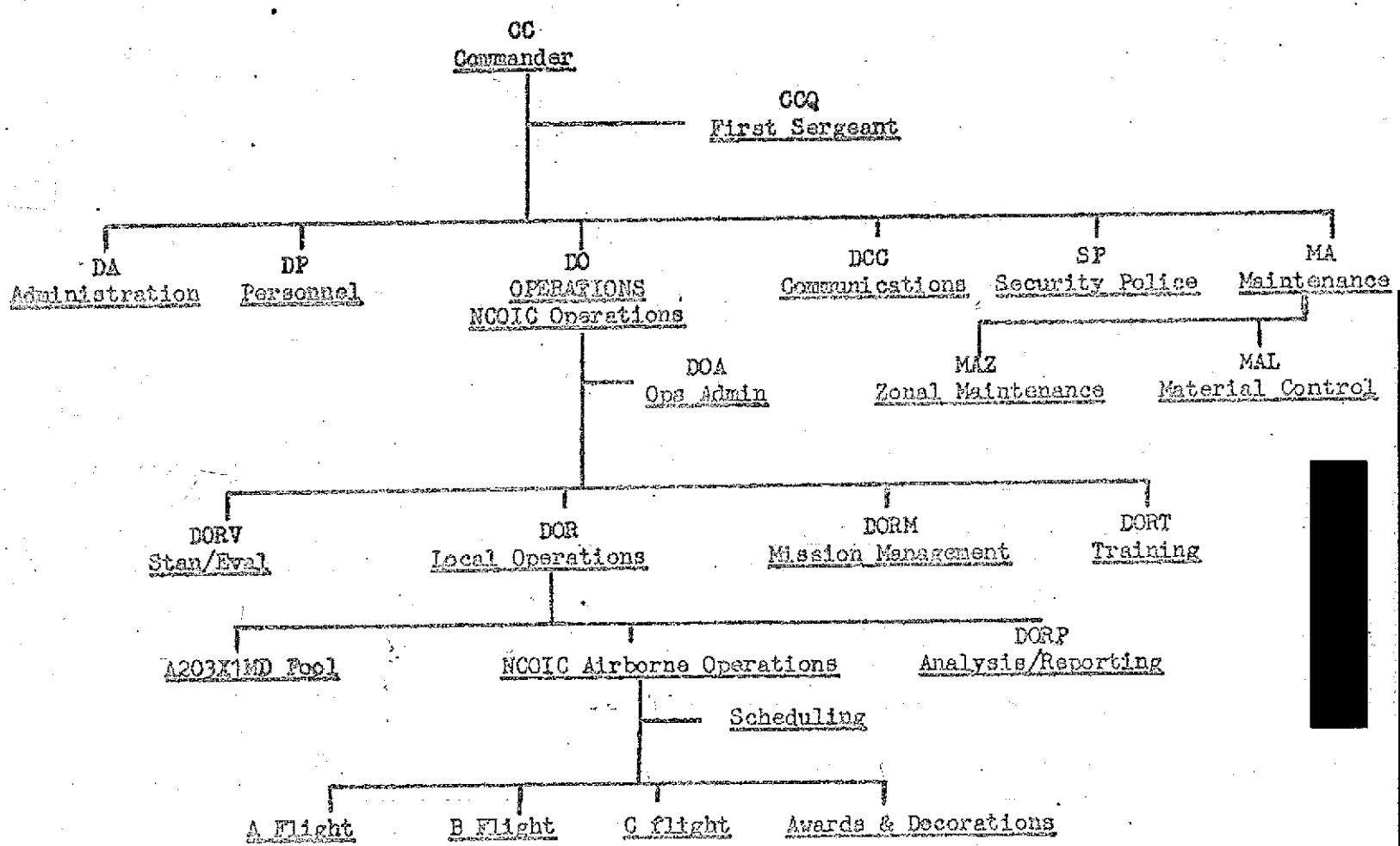
He is the father of three children, residing with his wife Stephanie P. Watts. They are: Page, age 8; Molly, age 6; and Rian, age 3 months.

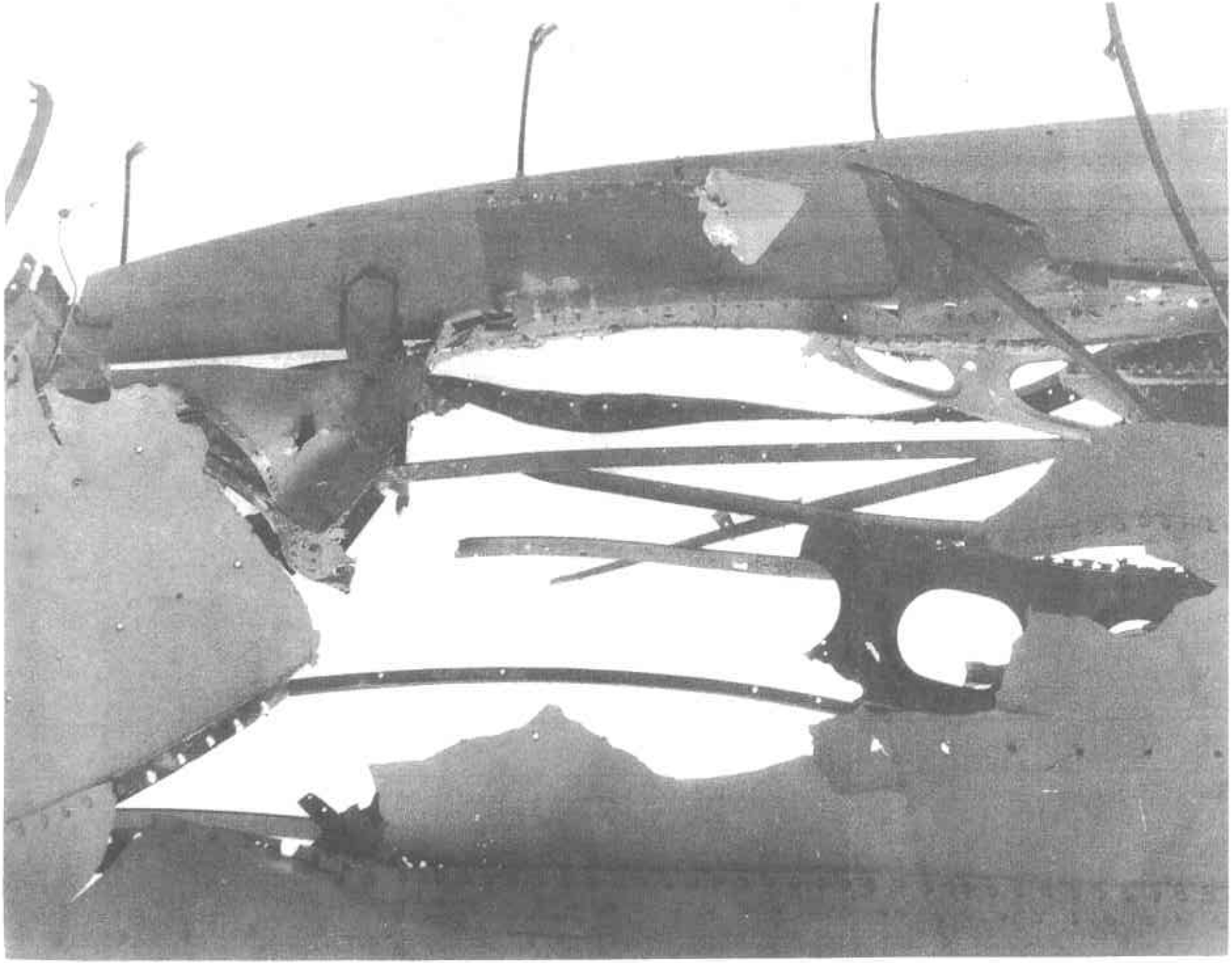
APPENDIX 2

Major H. M. Watts	Commander
Major J. B. Golden	Operations Officer
Captain E. S. Marek	Squadron Airborne Operations Officer
TSgt J. W. Bainbridge	First Sergeant
CMSgt E. E. Motes	NCOIC Operations
MSgt K. B. Smith	NCOIC Airborne Operations
TSgt D. L. Whitman	NCOIC Standardization/Evaluation
TSgt R. L. Schofield	NCOIC Training
MSgt J. G. Martin	NCOIC Mission Management
TSgt H. J. F. Borja	NCOIC Plans & Programs
MSgt D. J. Naab	NCOIC Analysis/Reporting
SMSgt J. E. Decker	NCOIC Maintenance
SMSgt L. L. Cox	NCOIC Material Control
MSgt E. R. Patterson	NCOIC Communications
MSgt R. Ozee	NCOIC Administration
SSgt R. E. McKeithen	NCOIC Security Police
SSgt K. M. Wilson	NCOIC Personnel

APPENDIX 3

Organization of the 6994th Security Squadron





[redacted]

APPENDIX 4

NKP MISSION ACCOMPLISHMENTS

MONTH	SCHEDULED/HOURS	FLOWN/HOURS	TOT*
JANUARY	336/2352	255/1779	1082
FEBRUARY	230/1610	195/1305	760
MARCH	206/1442	182/1305	629
APRIL	180/1267	156/1048	574
MAY	212/1484	163/1148	602
JUNE	287/1995	240/1624	843
TOTAL	1451/10150	1191/8209	4490

* - TIME ON TARGET

[redacted]

[redacted]

APPENDIX 5

MISSION ACCOMPLISHMENTS

6994th Scty Sq, Detachment 2*, and Detachment 3

	JAN	FEB	MAR	APR	MAY	JUN
MISSIONS SCHEDULED	647	371	301	274	308	407
MISSIONS FLOWN	524	306	250	230	243	346
HOURS FRAGGED	4418	2561	2107	1932	2156	2835
HOURS FLOWN	3401	1986	1763	1544	1678	2334
TIME ON TARGET	2246	2269	854	808	844	1202
FLYING RATE	80.9	82.4	83.0	83.9	78.8	85.0
MEP**	76.9	77.5	83.6	79.9	77.8	82.3

* - Detachment 2 ceased operation in February 1973, stats reflect up to 17 February 1973.

** - Mission Effectiveness Percentage

[redacted]

[redacted]

APPENDIX 6

MISSION ACCOMPLISHMENT RATES

MONTH	MISSIONS FLOWN/SKED	HOURS FLOWN/SKED	TOT FLOWN/SKED
JANUARY	75.8	75.6	46.0
FEBRUARY	84.7	81.0	47.2
MARCH	88.3	90.4	43.6
APRIL	86.6	82.7	45.3
MAY	76.8	81.4	44.1
JUNE	78.9	82.2	43.9

[redacted]

[redacted]

APPENDIX 7

MISSION EFFECTIVENESS

TARGETS WORKED	13801
TARGETS FIXED	10338
TARGETS CUT	2075
FIX RATIO	74.9
CUT RATIO	15.0

[redacted]

[redacted]

[redacted]

APPENDIX 8

TARGETS WORKED/FIXED PER FLIGHT HOUR	
WORKED	1.03
FIXED	0.76

TARGETS WORKED/FIXED PER HOUR ON TARGET	
WORKED	1.87
FIXED	1.37

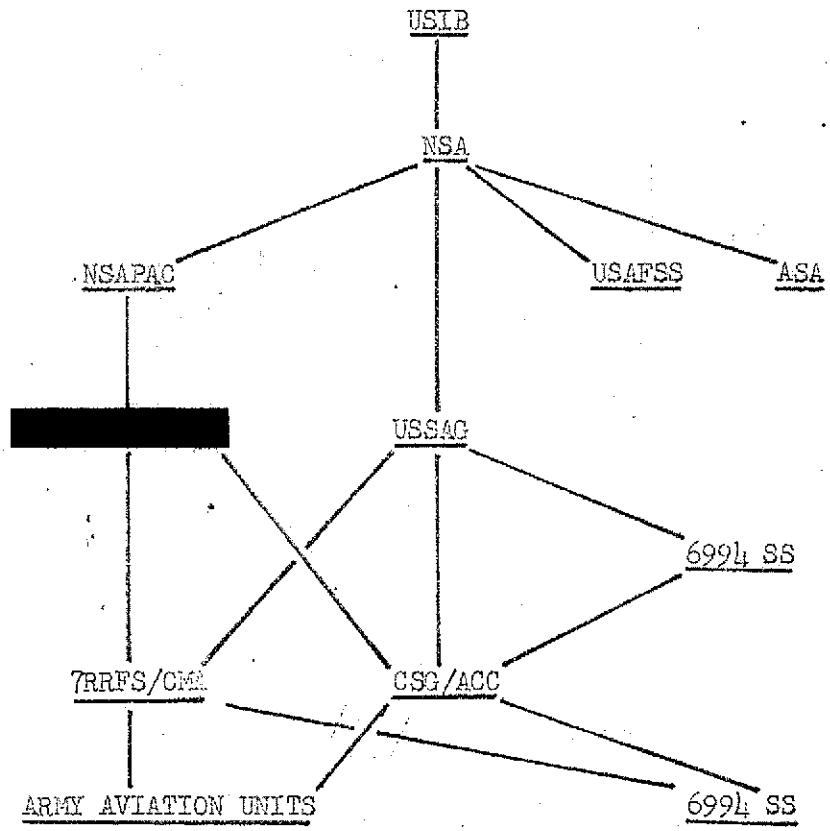
[redacted]

[redacted]

[redacted]

APPENDIX 9

ARDF TECHNICAL CONTROL

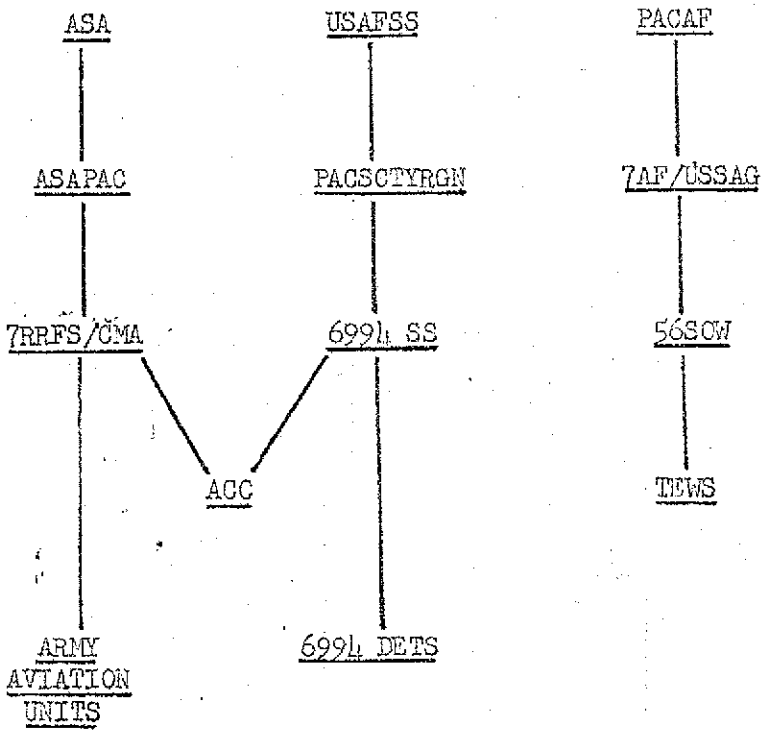


[redacted]

[redacted]

APPENDIX 10

ARDF COMMAND CONTROL

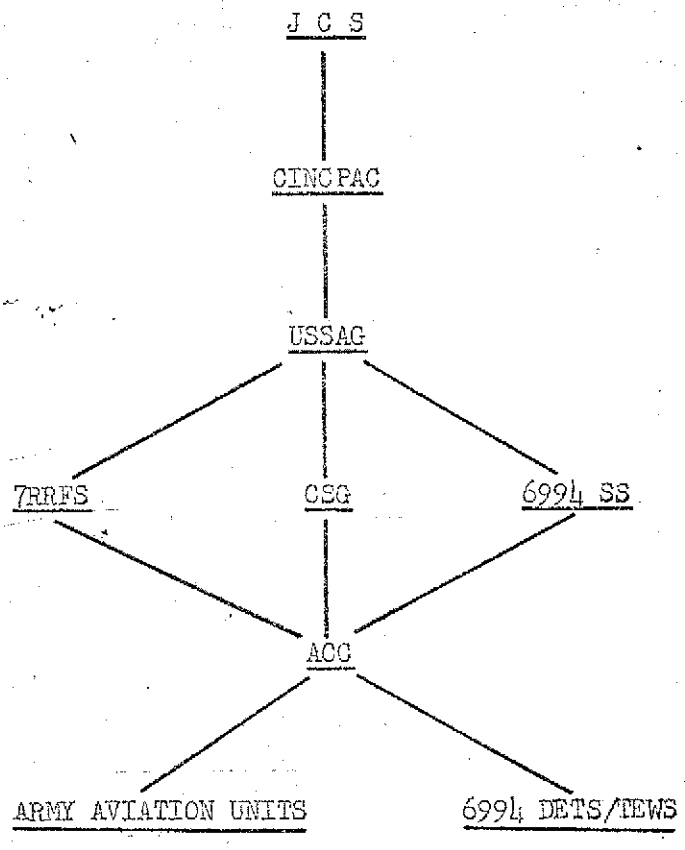


[redacted]

[redacted]

APPENDIX 11

ARDF OPERATIONAL CONTROL



[redacted]

[redacted]

APPENDIX 12

STANDARDIZATION/EVALUATION

1 JANUARY - 30 JUNE 1973

AFSC	CAT II	CAT III	CAT IV	IRO/IA	AMS
207X1	8	30	27	10	20
203X1	1	6	5	3	-
202X0	2	9	4	2	-
TOTAL	11	45	36	15	20

[redacted]

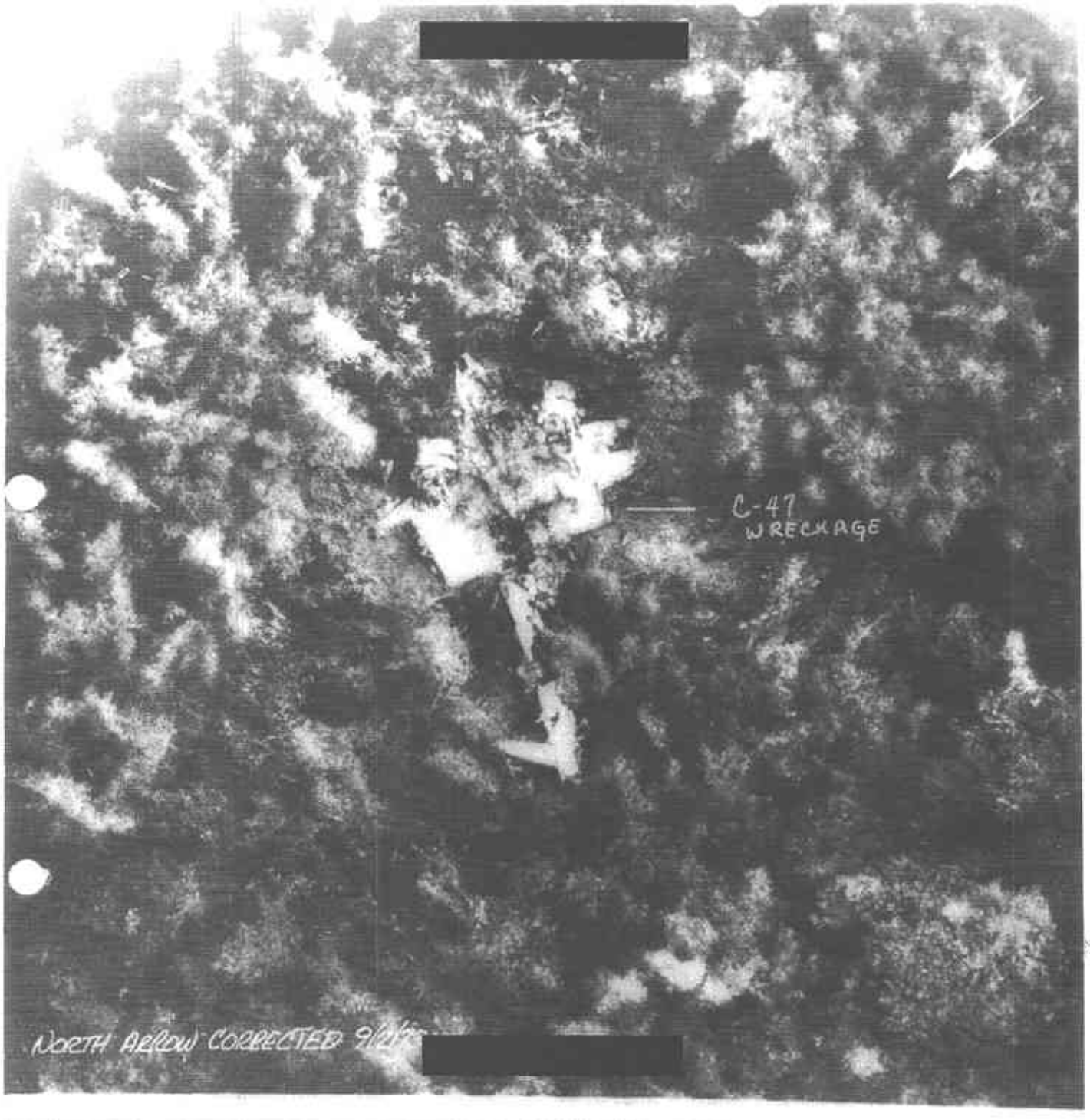
APPENDIX 13

AWARDS AND DECORATIONS

AWARD	SUBMITTED	APPROVED	PENDING	DISAPPROVED
AM	165	97	68	0
DFC	34	15	19	0
BSM	21	4*	12	0
AFCM	25	10	15	0
PURPLE HEART	1	0	0	1
AIRMAN'S MEDAL	2	0**	0	0

* Five were downgraded to Air Force Commendation Medals

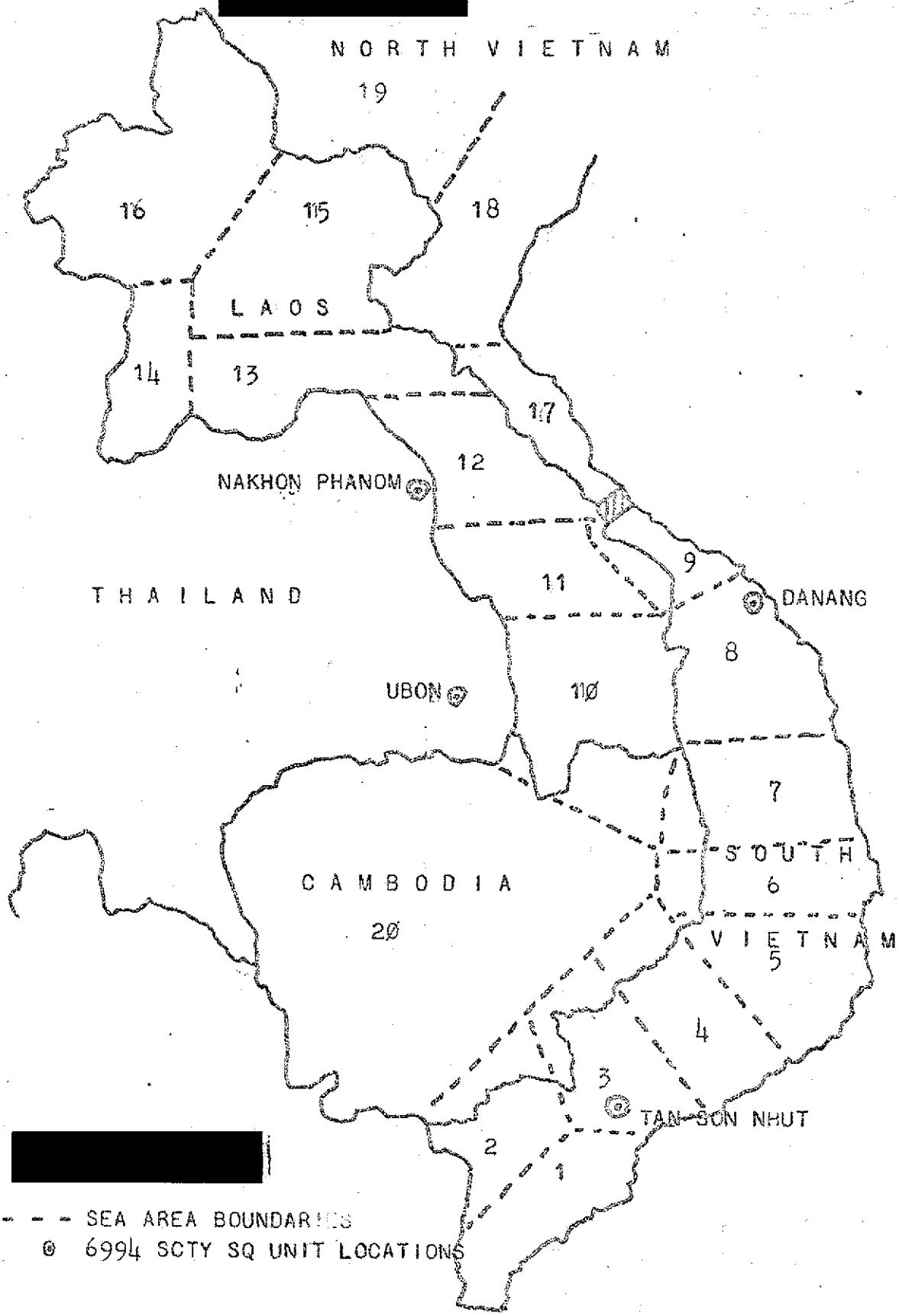
** Awarded Bronse Star Medals in lieu of Airman's Medals



PRODUCED BY 12 RITS

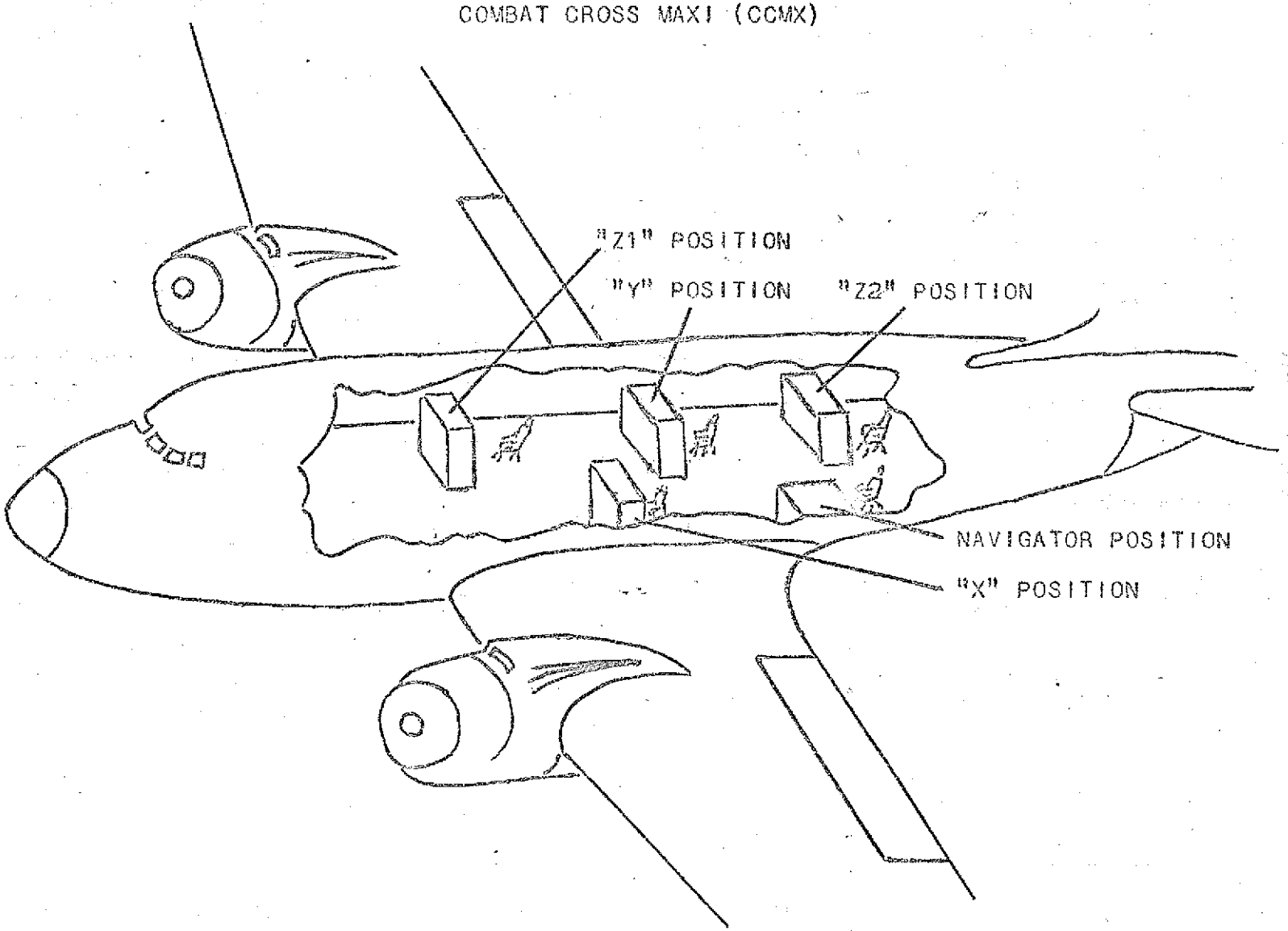
BE	NONE	TGT	NONE	GEO	153755 N 1065958
SUBJ	C-47 WRECKAGE			UTM	YC 143291
LOC	6.3 NM SE OF BAN PHAK-HOUAY			NEAR RTE	96B
MSN	YTJ 3Ø28	7 FEB 73	TOT UKN	SCALE	UKN
FRM	Ø561 RLS	KS-72	F/L 18" XPWR 8	ALT	UKN
SIPIA	24137	ISSUE DATE 8 FEB 73	PI TIME ØØØØH		8 FEB 73

[redacted]

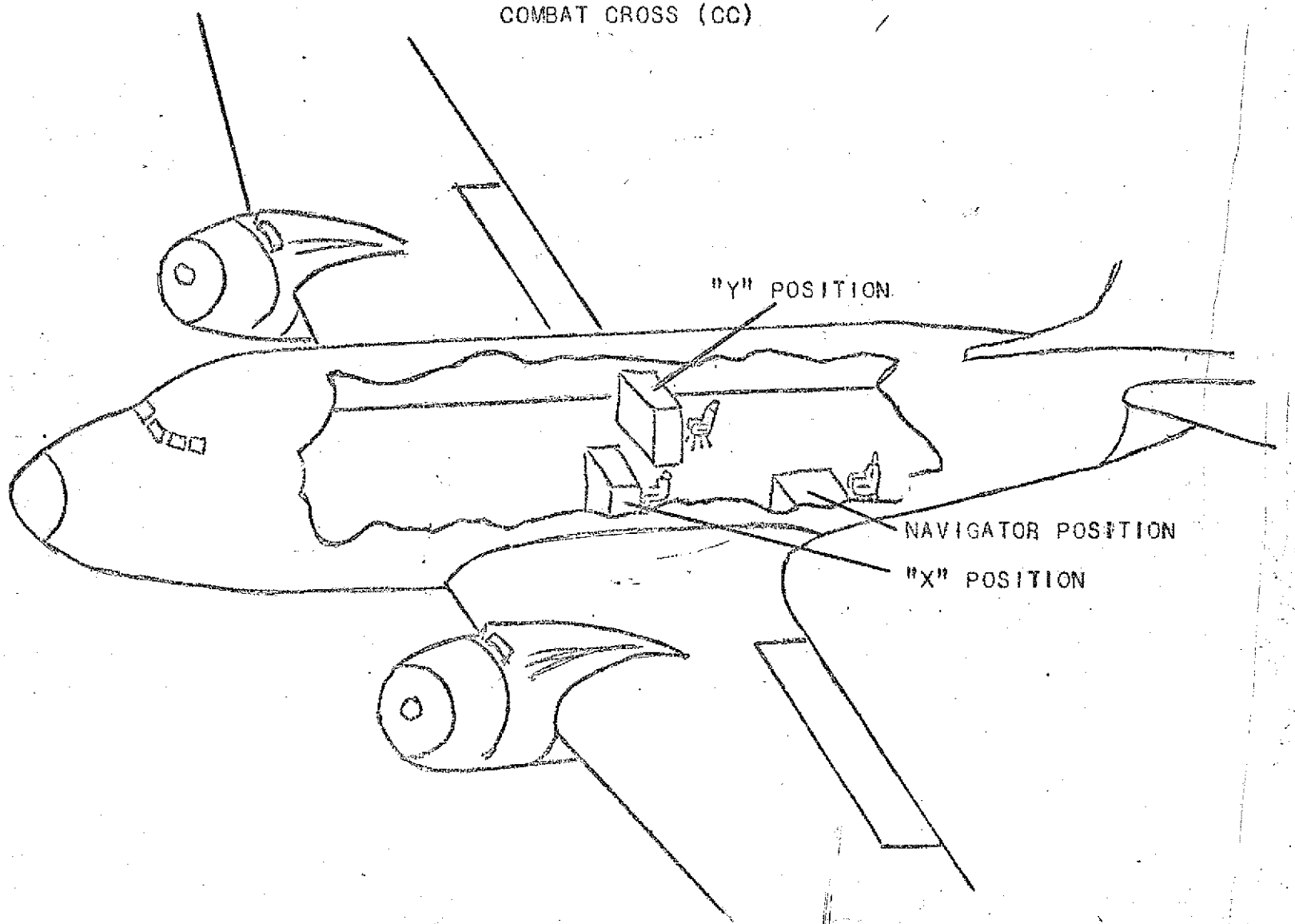


[redacted]

COMBAT CROSS ZULU (CCZ)
COMBAT CROSS MAXI (CCMX)



COMBAT CROSS (CC)



[redacted]

DSAFSS PAC
PR

#0020 0531050

REF YOUR
DTG 220110Z
F4873
1023
FGC PASSED FOR YOUR INFO

#4

[redacted]

[illegible] RELATING TO [illegible]
[illegible] QUOTED FOR YOUR INFO IN [illegible]
[illegible] OBTAINED.

[illegible] COMMAND [illegible] ST

[illegible] REQUEST FOR INFORMATION [illegible]
[illegible] FOR INFORMATION CONCERNING [illegible]
[illegible] ON A CARGO [illegible] WAS PREDICATED ON THE [illegible]
[illegible] WHICH AN F-8L [illegible]
[illegible] ITS [illegible] BOARD [illegible]
[illegible] MOVING FROM [illegible] AREA IN [illegible]
[illegible] OF THE TWO [illegible] PILOT [illegible]
[illegible] PERSONNEL [illegible] ALLIED [illegible]
[illegible] FROM [illegible] MAY INDICATE THAT THE [illegible]
[illegible] HAS THREE [illegible]
[illegible] APPROX SIXTY-FIVE NAUTICAL MILES FROM THE [illegible]
[illegible] ON THE FLIGHT PATH OF [illegible] AS WELL AS [illegible]
[illegible] BELIEVE USAFFS CREW MEMBERS COULD HAVE [illegible]
[illegible] CARRIED NORTH BY THE WINDS, WHICH [illegible]
[illegible] WEST OF THE CRASH SITE. [illegible] INDICATING THAT
[illegible] A 360 COURSE WHEN IT TO [illegible]
[illegible] HAILSTORM POINT CONSIDERABLY [illegible]
[illegible] DO NOT BELIEVE IT UNREASONABLE THAT [illegible]
[illegible] FROM THE CRASH SITE THE POLICE [illegible]
[illegible] AS FAIRCHILD.
[illegible] BE EXPECTED TO BE TRANSPORTING [illegible]
[illegible] THIS TIME THEY REALIZE THAT [illegible]
[illegible] THIS IS [illegible] POSSIBILITY, HOWEVER
[illegible] BELIEVE THAT THIS MIGHT
[illegible] SURVIVORS.
[illegible] CRASH SITE, HAD THE MACH
[illegible] BELIEVE THAT REMAINS OF
[illegible] HAVE BEEN FOUND AT THE CRASH SITE.

[illegible] THE ABOVE ITEMS ARE ABSOLUTELY SPECULATION, WE FEEL THAT [illegible]
[illegible] DESERVING OF A LONG HARD LOOK. THEREFORE, REQUEST
[illegible] INFORMATION THAT YOU HAVE THAT MIGHT SUPPORT OR REFUTE THE
[illegible] COMMENTS.

[illegible] TRAVIS GROUP (RA)
[illegible] COMMAND POST
[illegible] FEB 73

[redacted] 1977

[illegible] YOUR SPECULATION VERY INTERESTING AND AGREE THAT THE
[illegible] HAVE BAILED OUT AT A POINT CLOSER TO RM 44
[illegible] CRASH SITE, CONSIDERING THE TIME FACTORS OF
[illegible] FOUR AND ONE HALF HOURS BETWEEN TIME OF LAST
[illegible] THE AIRCRAFT AND TIME OF INTERCEPT OF THE MESSAGE
[illegible] THE FOUR PRISONERS, AND CONSIDERING THAT VEHICLE
[illegible] FOR THE PRISONERS WAS INDICATED IN THE MESSAGE,
[illegible] THAT THEY ARE THE CREW OF THE [illegible]
[illegible] "CONTRAILERS" IN THE SECOND IS COMMONLY USED BY THE
[illegible] TO AIR CREW MEMBERS INCLUDING PILOTS, NAVIGATORS,
[illegible] THE USE OF THIS TERM IN THIS MESSAGE DOES NOT
[illegible] POSSIBILITY THAT THE FOUR PRISONERS ARE ENLISTED
[illegible] BUT DOES NOT NECESSARILY INDICATE SUCH STRONG
[illegible] HAD BEEN USED TO REFER COLLECTIVELY TO [illegible]
[illegible] IN DETENTION IN NORTH VIETNAM.

[illegible] CONSIDERATION, WHEREIN IS SPECIAL OF THE INTERCEPT
[illegible] ACTIVITY, ALTHOUGH ALSO HAVE BEEN ALERTED, THERE
[illegible] SOME REFLECTIONS OF THE DISPOSITION OF THOSE

[illegible] PILOTS, WHOSE NATIONALITY IS NOT DISCLOSED, WERE LOCATED
[illegible] THE CENTRAL AREA NORTH OF HOAI NGHIA IN THE BT 33
[illegible] ACCORDING TO THE DIALOG, THE FLIERS WERE TO BE TRANSFERRED
[illegible] A PROBABLE REFERENCE TO RM 44 ON ROUTE 616 (CP 49925),
[illegible] TO "73," A PROBABLE REFERENCE TO RM 84 OF ROUTE 1332
[illegible] 19-43, 16642761, AND ARE APPARENTLY EN ROUTE TO THE
[illegible] WEST OF THE DMZ IN LAOS. TWO UNIDENTIFIED PERSONALITIES
[illegible] AREA NEAR TO BE CONTACTED CONCERNING THEIR MOVEMENT.
[illegible] AND HAVE ENCOUNTERED HIGHER NOS (FROM REF IN TRUCKS)
[illegible] PILOTS, SUFFICIENT WATER WAS TO BE GIVEN TO THE
[illegible] PRISONERS, AN UNIDENTIFIED PERSONALITY ASSOCIATED WITH
[illegible] TO GROUP 214, OF GROUP 216B, PROBABLY IN NORTH VIETNAM,
[illegible] HAD BEEN SOME DIFFICULTIES IN TRANSMITTING THE
[illegible] THAT THE BT 9 PERSONALITIES SPEAK TO SEE IF THOSE
[illegible] PILOT MESSAGE SO MOVEMENT COULD CONTINUE. THE GROUP
[illegible] MUST ASSUME THAT WE BE NOTIFIED OF THEIR TIME OF
[illegible] WE ARE WAITING FOR THEM.

103

[redacted] [redacted]

[redacted]

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS UNITED STATES AIR FORCE SECURITY SERVICE
SAN ANTONIO, TEXAS 78243

SPECIAL ORDER
GB-6

8 February 1973

1. Operating Location LA, 6994 Scty Sq, is inactivated at Tan Son Nhut ABS, Viet Nam, effective 13 March 1973. Personnel will be reassigned per special instructions issued by HQ USAFSS. Supplies and equipment will be returned to supply channels in accordance with current directives or as may be directed by HQ USAFSS. Organization Identification Number is voided on the inactivation date. Organizational records will be disposed of per AFM 12-50. Funds will be disposed of and final reports submitted in accordance with current directives. Authority: AFM 26-2.

2. Operating Location FD, 6970 Air Base Group, is inactivated at Tan Son Nhut ABS, Viet Nam, effective 13 March 1973. Personnel will be reassigned per special instructions issued by HQ USAFSS. Supplies and equipment will be returned to supply channels in accordance with current directives or as may be directed by HQ USAFSS. Organization Identification Number is voided on the inactivation date. Organizational records will be disposed of per AFM 12-50. Funds will be disposed of and final reports submitted in accordance with current directives. Authority: AFM 26-2.

3. This special order becomes UNCLASSIFIED, FOR OFFICIAL USE ONLY, on 14 March 1973.

FOR THE COMMANDER

MARY N TURNER, Captain, USAF
Deputy Director of Administration

DISTRIBUTION:
X - Special as listed
Internal:

HQ USAFSS	
XRM	5
ACD	1
DAA	4
DAP	4
DOMSOD	1
DOMS	2
DOMR	2
DOR	1
DOK	2
OI	1
XRPA	1
XRPO	1
LGX	5
LGSMP	3
LGSE	3
DPXP	1
XRX	2
HO	2
IG	2
SP	1
OL LA, 6994 Scty Sq	5
6994 Scty Sq	5
OL FD, 6970 AB Gp	5
6970 AB Gp	5

OL AG, HQ USAFSS	2
USAFPCS Pacific Rgn	
3651 N. Nimitz Hwy	
Honolulu, HI 96818	10

[redacted]

[redacted]

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS UNITED STATES AIR FORCE SECURITY SERVICE
SAN ANTONIO, TEXAS 78243

SPECIAL ORDER
GB-4

6 February 1973

1. Det 2, 6994 Scty Sq, is inactivated at DaNang AFD, RVN, effective 28 Feb 1973. Personnel will be reassigned per special instructions issued by HQ USAFSS. Supplies and equipment will be returned to supply channels in accordance with current directives or as may be directed by HQ USAFSS. Organization Identification Number is voided on the inactivation date. Organizational records will be disposed of per AFM 12-50. Funds will be disposed of and final reports submitted in accordance with current directives. Authority: AFM 26-2.

2. This special order becomes UNCLASSIFIED, FOR OFFICIAL USE ONLY, on 1 March 1973.

FOR THE COMMANDER

MARY N TURNER, Captain, USAF
Deputy Director of Administration

DISTRIBUTION:
X - Special as listed

External:

HQ USAF	
DAA	1
ACS	1
SGHXO	3
PRMMB	1
PRPOC	3
ACMI	1
USAFMPC/AFPMSAU	1
USAFMPC/AFPMC	2
ARPC/RPCAS, 3800 York St, Denver, CO	7
HQ USA/ENGR-PR	1
NSACSS	2
USAFPCS Pacific Rgn 3651 N. Nimitz Hwy Honolulu, HI 96818	10

Internal:

HQ USAFSS	
XRM	5
ACD	1
DAA	4
DAP	4
DOMSOD	1
DOMS	2
DOR	1
DOK	2
XRPO	1
XRPA	1
LGK	5
LGSMP	3
LGSE	3
DPXP	1
XRX	2
HO	2
IG	2
SP	1
OI	1
Det 2, 6994 Scty Sq	5
6994 Scty Sq	5
OL AG, HQ USAFSS	2

[redacted] [redacted]

[redacted]

1 2 PP PP SCW 12 Ø34Z FEB 73

USA-561

DIRNSA

INFO: NCPR VN [redacted]

[redacted]

#1 NCPAC

USA-564

USM-7

USM-7J

ZEN/USA-523

[redacted] DOR

SUBJ: ARDF ON TANKS

REF: B61-214-73 DTG 1ØØ143Z FEB 73

1. APPRECIATE VIEWS CONTAINED IN REF AND, AS TO FEASIBILITY, POINT OUT Ø7 FEB 611D MISSION (ARDF RECOVERY REPORT ØØ68 NINE FINAL). TANKS FIRST APPEARED ON FREQ 21.174 MHZ AT 1524Z WITH TRAFFIC BY EIGHT TANKS CONTINUING ON A UP-DOWN BASIS UNTIL 1612Z. CREW HAD BEEN BRIEFED UPON PROCEDURE SIMILIAR TO THAT RECOMMENDED IN REF. MISSION DEBRIEFING REVEALED THAT APPROX 45 LOPS WERE

CC READ FILE---
DO READ FILE____
DORP FILE CY___

DAVID J. NAAB, MSGT, DORP 3158

FOR: JAMES B GOLDEN, CAPT 3158
OPERATIONS OFFICER

DDI: RNI

[redacted]

[redacted]

1 PP 19/1200Z FEB

6994TH SCTY SQ/NKP RTAFB THAI/CC

USAFSS/DO/KELLY AFB TEX/

INFO: USAFSS PAC/WHEELER AFB/HAWAII

DET 3 6994TH SCTY SQ/DO/UBON RTAFB/THAI #2

[redacted]

AFSSO/NKP RTAFB/THAI (MESSANGER)

[redacted] CC

SUBJ: EC-47 AAA SUPPRESSION

1. THE 56 SOW HAS VOICED THEIR CONCERN TO HQ USSAG OVER THE RISK VS THE TAKE OF FLYING EC-47 MISSIONS IN THE 11 DELTA AREA OF LAOS. THE ~~XXXXXX~~ THIS WAS INSTIGATED AS A RESULT OF DIRECTION FROM PACAF TO the 56 SOW WING COMMANDER TO TAKE A CLOSE LOOK AND PERSONAL INTEREST IN THE OPERATING AREAS OF THE EC-47. THESE FLIGHTS ARE FLOWN AT NIGHT AND ARE TASKED AGAINST TANK TRAFFIC. THE AREA IS HEAVILY DEFENDED WITH 37MM AND 57 MM AAA SITES. THERE HAVE ALSO BEEN RECENT RHAW INDICATIONS OF FAN SONG RADARS IN THE AREA. THERE ARE ALSO RECENT INDICATIONS OF SA-2S IN LAOS.

BARRY J DEVARS SSGT/DA/2o2o

H. M. WATTS/MAJOR/USAF/ Commander

[redacted]

2. AT USSAG REQUEST, WE COMPLETELY REVIEWED THE CAPABILITY OF THE EC-47 PAST SUCCESS AND PRESENT OPERATIONAL LIMITATIONS IMPOSED BY A HIGH THREAT ENVIRONMENT. THIS INFORMATION WAS PRESENTED TO GENERAL HUDSON, DI USSAG BY MEMBERS OF HIS STAFF, MAJOR WATTS, OF THE 6994TH, COL REED 56 SOW W DEPUTY WING COMMANDER, COL BYRON WING DO, LT COL MOORE 361ST TEWS COMMANDER, AND LT COL NICKOLSON, 361ST TEWS NAVIGATOR. IT WAS DECIDED TO ASK GENERAL VOGT FOR A DECISION OF WHETHER TO PRESS CLOSER INTO THE TANK OPERATING AREA TO IMPROVE CHANGES OF SUCCESS, OR TO LET THE EC-47 BE DENIED ACCESS TO THE AREA (SKIRTING KNOWN AAA SITES BY 10NM) TO BE UTILIZED IN A MORE PERMISSIVE ENVIRONMENT ELSEWHERE.

3. GENERAL HUDSON, COL REED, MAJ WATTS, LT COL NICKOLSON, THEN BRIEFED GEN VOGT AND MAJ TALBOTT CS USSAG. IT WAS DECIDED THAT ARDF WAS A VERY VALUABLE INTELLIGENCE INPUT TO HELP LOCATE SOME 300-600 TANKS ENROUTE FROM VINH THROUGH LAOS TO VIETNAM. AS A RESULT, GENERAL VOGT DIRECTED THAT AIRCRAFT FLYING IN 11 DELTA WILL BE PROVIDED F-4 ESCORT FOR SAM SUPPRESSION TO TRY TO IMPROVE ARDF PERFORMANCE. THIS IS EXPECTED TO START IN THE NEXT SEVERAL DAYS. GENERAL HUDSON STATED THAT F-4 ESCORT FOR C-130S WORKING

BARRY J BEVARS/SSGT/DA

H. M. WATTS, MAJOR, Commander

[redacted]

3 3 PP

THE TRAIL HAD COMPLETLY SUPRESSED AAA ACTIVITY WHEN THE F-4S WERE IN THE AREA. FREQUENT VOICE CONTACT BETWEEN THE F-4S AND THE EC-47 WILL BE MAINTAINED. SEVERAL F4S WILL BECOMMITTED DURING THE FIVE HOURS TIME ON TARGET. THEY WILL SHUTTLE BACK AND FORTH FROM A REFULLING AIRCRAFT.

4. GENERAL HUDSON IS GOING TO GIVE A TALK TO THE 361ST TEWS AND THE 6994TH SCTY SQ THIS WEEK, TO FURTHER MOTIVATE ALL CONCERNED AND TO EXPRESS SOME REAL CONSUMER INTEREST IN ARDF. WILL KEEP YOU INFORMED.

[redacted]

TAKEN BY "X" POSITION , ALL BEING FED TO THE COMPUTER, AND THE FINAL BEARING AT 1612Z PRODUCING THE 33ØØ METER CEP. WEAKNESS AND SHORT DURATION OF SIGNALS, THE INHERENT DIFFICULTIES OF ARDF'ING TANKS, NECESSITATED HIGH NUMBER OF LOPS.

2. WILL CONTINUE TO BRIEF CREWS IN SUGGESTED METHOD OF ATTACK.

[redacted]

[redacted]

01 02 RR RR AAAA 24/1450 Z APR 73

USA-561

DIRNSA

INFO: USAFSS/DOR

USAFSSPAC/DO

[redacted]

NCPAC

USM-7

ZEN/USF-786

[redacted] DOR

SUBJ: ARDF MSNS AGST CHINESE (SUSPECTED INSURGENCY) AUTH, THAI/LAO BORDER AREA

REF: A. DIRNSA P21-1447-73, DTG 110105Z APR 73 (NOTAL)

B. [redacted], DTG 120935Z APR 73 (NOTAL)

1. REF ALPHA REPORTED THE EXISTENCE OF CHINESE (SUSPECTED INSURGENCY) AUTHORITY IN THE THAI/LAO BORDER AREA AND REQUESTED [redacted] TO PURSUE WITH USSAG/7AF POSSIBILITY OF FLYING EC-47 ARDF MSNS AGST SUBJ COMMS. REF ALPHA RECOMMENDED ORBIT BE FLOWN WITHIN THAI BORDER. REF BRAVO ADVISED THAT COS BANGKOK INDICATED HIGHEST EMBASSY CONCERN OVER LOCATING THIS CHINESE AUTHORITY.

CC READ FILE _____
DO READ FILE _____
DOR FILE C Y_____

SAME AS REISAGER

EDWARD S. MARSH, CAPT, DOR/2886

DDI: RNI

[redacted]

52 03

[redacted]

241503

2. SPECIALLY MODIFIED EC-47 ACFT 76304 FLEW THREE ARDF MSNS TO AREA 614W ON 16, 18 AND 20 APR. THE 16 APR MSN HAD NEGATIVE ARDF. THE 18 APR MSN FLEW 7 HRS, 27 MINS, SPENT 3 HRS, 25 MINS ON TGT AND OBTAINED ONE FIX AND ONE CUT ON CHINESE VHF VOICE TGTS. THE 20 APR MSN FLEW 6 HRS, 58 MINS, SPENT 2 HRS, 50 MINS ON TGT, FIXED TWO, CUT TWO AND OBTAINED ONE LOP ON CHINESE VHF VOICE TGTS AND OBTAINED ONE FIX ON AN UNIDENTIFIED MANUAL MORSE TGT. REQUEST ANY FEEDBACK YOU MAY BE ABLE TO PROVIDE ON ABOVE ARDF RESULTS.

3. SUGGESTED ORBIT (19-21N 100-43E/19-10N 101-06E) OVER THAILAND WAS NOT SUITABLE FOR LOCATING CHINESE TARGETS IN LAOS. TO ACQUIRE CHINESE TGTS FOR ARDF, ALL MSNS FORCED TO FLY MAJORITY OF ORBIT OVER LAOS IN VICINITY OF CHINESE ROAD. GENERAL ORBIT WAS BOUNDED BY 19-50N 100-36E, 19-30N, 100-55E, AND 19-50N 101-38E WITH VARIATIONS AS REQUIRED TO CHASE TGTS.

4. FOR USAFSS: TOOK ADVANTAGE OF USAFSS STAN/EVAL TEAM MEMBER(CHINESE LINGUIST)TO ASSIST IN ARDF OF CHINESE TGTS. MSG RILEY FLYEN FLEW ZI POSITION ABOARD 18 AND 20 APR MSNS AND WAS PRIME CONTRIBUTOR IN OUR ABILITY

[redacted]

03 03

[redacted]

24 1450Z

TO WORK CHINESE TGTS. IF IN FUTURE WE SHOULD BE REQUIRED TO FLY MSNS AGST CHINESE ENTITIES, CHINESE LINQUIST DEEMED ESSENTIAL. XGDS-2.

[redacted]

[redacted]

DEPARTMENT OF THE AIR FORCE
6994 SECURITY SQUADRON (USAFSS)
APO SAN FRANCISCO 96310

REPLY TO ATTN OF: MA/MSgt Bainbridge

21 May 1973

SUBJECT: Project Altitude 1 March - 15 May 73 (Weekly Activities Report (WAR))

#1 #6

TO: ~~GC~~ W
Squadron Historian
IN TURN

#2

1. On 1 March 1973 the 6994th Security Squadron was tasked to deconfigure a Z2 console and reconfigure it with RFP (Radio Fingerprinting) equipment which was placed on loan to this unit from ASA (Army Security Agency). The maintenance effort was accomplished by TSgt T. H. Flynn, this organization and Army Specialist 5 R. Penrod.

2. The purpose of this project was to identify specific targets to a known transmitter, regardless of the number of times the target may change call signs.

3. EC-47Q 42-93704 was utilized as the platform for this project. No modification to the airframe was made other than remaning one normal Z console and installing a specially configured Z console.

4. The project was terminated as scheduled, flying its last mission on 14 May 73. GDS 31 Dec 81

Wayne D. Bainbridge
WAYNE D. BAINBRIDGE, MSgt, USAF
Training NCO

[redacted]

1 PP PP [redacted] 12 1150 Z MAR 73

6994 SCTY SQ

USAFSS/DOY/DOR

INFO: USAFSSPAC

DET 3, 6994 SCTY SQ/DO

NSACSS/B6

NCPAC

NCPR VN ([redacted])

[redacted]

7RRFS

ZEN/CSG/USSAG(COURIER)

[redacted] DOR

#3

SUBJ: PROJECT ALTITUDE

1. RO-361 EQUIPMENT ARRIVED NKP 9 MAR AND ZULU CONSOLE CONFIG COMMENCED 10 MAR. ESTIMATE CONSOLE CONFIG COMPLETE BY 14 MAR AND CONSOLE INSTALL ABOARD ACFT COMPLETE BY 15 MAR.

2. INITIAL ACFT REQMT WAS TO INSTALL ARFP EQUIP ABOARD ZULU CONFIGURED EC-47Q AIRFRAME AND TO LAUNCH MSNS TO B3 FRONT FM UBON. INTEND TO INSTALL ARFP EQUIP ABOARD ALR-35 ZULU CONFIG EC-47Q SINCE MAJORITY OF B3 FRONT ASSOC TGTS OPERATE IN HIGH FREQ RANGE.

CC Kool file ____
DO Kool file ____
DOA file ____

EDWARD S. MAREK, CAPT USAF DOR

EDWARD S. MAREK, CAPT USAF DOR

DDI: RNI

[redacted]

[redacted]

RECOMMEND AGAINST USING ALR-38 EQUIPPED PLATFORM AS THEY HAVE HIGHER PRIORITY IN OTHER FRAG AREAS. ALSO, FEEL ARFP CONFIG PLATFORM SHUD STAGE FM NKP VICE UBON FOR TIME BEING. UBON PRESENTLY FRAGGED STRICTLY FOR CAMBODIAN MSNS IN RESPONSE TO URGENT AMEMB PHNOM PENH REQMTS. ALL PLEIKU/KONTUM MSNS PRESENTLY STAGING FM NKP AND THIS SITUATION EXPECTED TO CONTINUE FOR AT LEAST NEXT FEW WEEKS. IT IS POSS TO DEPLOY ARFP EQUIPPED ACFT TO UBON BUT WUD HAVE TO BE AS SEVENTH ACFT VICE EXCHANGING ONE FOR ONE DUE TO UBON CAMBODIAN REQMTS. DO NOT RECOMMEND ADDING SEVENTH ACFT TO UBON INVENTORY AT THIS TIME DUE TO INHERENT PROBLEMS WITH RAMP SPACE, MANNING AND AIRFRAME MAINT AT UBON. FEEL BEST CHANCE TO GET PROJECT ALTITUDE OFF THE GROUND IS TO BEGIN OPERATIONAL TESTING FM NKP. REQUEST YOUR COMMENTS/CONCURRENCE WITH THESE CONCEPTS.

3. FOR 7RRFS: IF CONCEPT OUTLINED PARA TWO ABOVE APPROVED, REQUEST IMMEDIATE TDY ASSISTANCE TO NKP OF RFP OPERATOR TO TRAIN 6994 SCTY SQ OPERATORS. EXPECT TNG DURATION TO BE MINIMAL. IF ALL GOES WELL, CUD BEGIN OPERATIONAL FLTS AS SOON AS 15 MAR AND WUD NEED TDY RFP

[redacted] [redacted]

[redacted]

ANALYTIC ASSISTANCE AT THAT TIME. REQUEST YOU ADVISE.

4. FOR CSG/USSAG: REQUEST YOU CONTACT USSAG REPS TO COORD APPROPRIATE ARFP MSN FRAGGING. WILL ADVISE WHEN READY TO FLY OPERATIONAL SORTIES.

[redacted]

[redacted]

[redacted]

18/0200Z MAR 73

PP PP

6994 SCTY SQ

USAFSS/DOR/DOY

INFO:USAFSSPAC

RET 3,6994 SCTY SQ

NSACSS/B6

NCPAC

NCPR VN[redacted]

[redacted]

7RRFS

ZEN/CSG/USSAG (COURIER)

[redacted] DOR

SUBJ: PROJECT ALTITUDE

REF USAFSS DOY [redacted] 012315Z MAR 73

1. FIRST PROJECT ALTITUDE MISSION FLOWN 18 MAR 73 [redacted] TO 7B AREA ABOARD ACFT 3704, A ZULU CONFIGURED ALR-35 SYSTEM. MSN SKED FOR 0001Z ITOT BUT AIR ABORTED FOR BAD WEATHER AND DID NOT REACH TGT AREA. TOTAL FLIGHT TIME WAS 3HRS 49MIN.

2. 7RRFS ANALYST/OPERATOR ARRIVED TDY TO NKP ON 15 MAR AND

CC READ FILE_____
DO READ FILE_____
DOA FILE _____

E.S.MAREK,CAPT,DOR 2886

E.S. MAREK

[redacted]

[redacted]

[redacted]

OPERATOR TRAINING BEGAN 16 MAR. RFP EQUIPMENT INSTALLED ON 17 MAR, REPLACING Z2 CONSOLE. 56SOW AND USSAG VERY COOPERATIVE IN PROVIDING ASSISTANCE TO PROJECT. ACFT 3704 BEING FRAGGED TO FLY 7B 0001Z ITOT MSNS ON 20 AND 22 MAR AND WILL MOST LIKELY CONTINUE TO FLY SPECIAL ARFP MSN EVERY OTHER DAY THEREAFTER FOR TEST DURATION.

3. HOWEVER, EXPERIENCING SERIOUS PROBS WITH RFP EQUIP WHICH WILL SIGNIFICANTLY DEGRADE DESIRED MSN. EQUIP DOES NOT HAVE TEKTRONICS 321A OSCILLOSCOPE AS SPECIFIED IN REF. INSTEAD, HAVE A RACAL RS6551A FREQ MEASURING DEVICE DESIGNED TO MEASURE MARKS AND SPACES OF FSK SIGNALS. WE ARE PRIMARILY SEEKING CW SIGNALS VICE FSK SIGNALS AND RS6551A NOT SUITABLE FOR TUNING CW SIGNALS. THEREFORE, PRESENTLY UNABLE TO PROPERLY CENTER FREQ IN RELATION TO VISICORDER. AND THUS UNABLE TO DETERMINE AMPLITUDE OF SIGNAL TO VISICORDER.

4. ALTHOUGH MSN AIR ABORTED, OPERATOR ATTEMPTED TO TAKE OUT OF AREA RFP SHOTS BUT ALL SHOTS HAD NEGATIVE FM TRACE. DISCRIMINATOR SENSITIVITY DETECTOR IS NOT ALIGNED AND WILL NOT RECORD FM TRACE BELOW POSITION THREE ON DETECTOR. POSITION THREE ON DETECTOR NOT OPTIMUM AS IT LIMITS FM SHIFT FOR ANALYSIS. 7RRFS MAINT TECH UNABLE TO DETERMINE DETECTOR PROB AS HE HAS NO SCHEMATICS AND DETECTOR NOT COVERED IN VISICORDER MANUAL.

[redacted]

[redacted]

[redacted]

5. FOR 7RRFS: NCOS LACKEY AND PENROD HAVE PROVIDED INVALUABLE ASSISTANCE TO PROJECT ALTITUDE. HOWEVER, HAVE AN URGENT REQMT FOR 312A OR ANY OTHER SUITABLE OSCILLOSCOPE. ALSO REQUEST COMMENTS ON DETECTOR PROB DESCRIBED PARA FOUR ABOVE. PLEASE ADVISE ASAP.

6. FOR ALL: IF 7RRFS UNABLE TO PROVIDE NEEDED OSCILLOSCOPE REQUEST COMMENTS AS TO MOST EXPEDITIOUS MEANS OF OBTAINING SCOPE.

[redacted]

[redacted]

[redacted]

RR RR

25Mar73 07 05

USA-561

NSACSS

INFO: USAFSS/DOR/DOY

USAFSSPAC/DO

#5

USA-564

OGUSASA/IACS-OR-S

USM-7

USM-7J

USF-786

NCPAC

[redacted]

NCPR VN [redacted]

NCPOJ

[redacted] DOR

SUBJ: PROJECT ALTITUDE

1. PROJECT ALTITUDE MSN FLOWN TO AREA 7B ON 24 MAR 73 WAS FIRST ARFP MSN TO OBTAIN SATISFACTORY RESULTS. MSN FLOWN ON 20 MAR SPENT 3HRS 10MINS ON TGT WITH NEG RESULTS. MSN SKED FOR 22 MAR WAS CANX BY ACC DUE TO MAINT NON-DELIVERY OF ACFT.

CC READ FILE_____
DO READ FILE_____
DOA FILE _____ (PROJ ALTITUDE FOLDER)

E.S.MAREK/CAPT/DOR/2886

DDI:RNI

SAME AS DRAFTER

[redacted]

[redacted]

2. 24 MAR MSN FLEW 7.5 HRS AND SPENT 3HRS 1ØMINS ON TGT. [redacted] MSN OBTAINED ARDF RESULTS ON TWELVE TGTS (SEVEN FIXES,TWO LOPS) AND NONE OF THE TWELVE ARDF TGTS WERE LOCALLY IDENT THRU CALLSIGN ANALYSIS. OBTAINED RFP SHOTS ON FOUR ARDF TGTS TWO OF WHICH WERE SATISFACTORY. AS WE HAD BEEN EXPERIENCING DIFFICULTIES OBTAINING GOOD RESULTS TO DATE, ABN OPERATOR ALSO TOOK THREE RFP SHOTS ON C&D TGTS, TWO OF WHICH WERE SATISFACTORY. ONE OF THE C&D TGTS RFP'D WAS IDENT AS RD MØØØ5 THROUGH LOCAL CALLSIGN ANALYSIS.

3. SATISFACTORY RFP RESULTS WERE OBTAINED ON THE FOLLOWING ARDF TGTS: (READ: RCVR CS/XMTR CS/FREQ/FIX UTM GRID/IDENT/TIME LAST LOP/FM SETTING/BANDWIDTH)

FNW/NLV/Ø58Ø9M/YA56579Ø/VCM8...../2351Z/8.7/2

UPZ/PQY/Ø5896M/YB8841Ø9/VCXB...../Ø218Z/8.7/2

4. ALTHOUGH EQUIP IS NOT YET OPERATING AS WELL AS WE WOULD LIKE, WILL CONTINUE ATTEMPTS TO MAKE ADJUSTMENTS. SIGNIFICANT FACTOR AT THIS POINT APPEARS TO BE INCREASING OPERATOR FAMILIARITY WITH RFP MSN AND EQUIP. 321A SCOPE RCVD FM USM-7 BUT IS NOT YET INSTALLED DUE TO REQMT FOR SHEET METAL WORK AND WIRING PROBS. ANTICIPATE GETTING SCOPE INSTALLED SOONEST. INTERESTING TO NOTE THAT OPERATOR WORKED TGTS ON DETECTOR SETTING OF TWO WHEREAS PREVIOUSLY ONLY ABLE TO USE DETECTOR SETTING OF THREE. WORK CONTINUING TO RESOLVE DETECTOR PROBS.

5. ARFP RESULTS NOT REPORTED IN APPROPRIATE ARR DUE TO

[redacted]

[redacted]

FACT THAT USM-7 ANALYST ACCOMPANIED USA-561 ANALYSTS TO PROJECT ALTITUDE CONFERENCE AT RAMASUN. USM-7 ANALYSTS RETURNED NKP LATE 24 MAR AND ANALYSED RESULTS ON 25 MAR. IF YOU DESIRE, CAN ISSUE CHANGE TO APPRORPIATE ARR. FUTURE RESULTS WILL BE REPORTED IN ARR AND WEEKLY SUMMARIES WILL BE ISSUED. ADDITIONALLY REPORT ON ALTITUDE CONFERENCE WILL BE FORTHCOMING.

Zfm [redacted]

Ø1 Ø2 RR RR AAA 14/ 0715Z MAY 73

USA-561

NSACSS

INFO: USAFSS/DOR/DOY

USAFSSPAC/DO

USM-7

USF-786

USM-7J

NCPAC

[redacted]

NCPR VN [redacted]

NCPOJ

CGUSASA/1ACS-SR-S

[redacted] DOR

#7

SUBJ: PROJECT ALTITUDE (U)

1. DURING THE PERIOD Ø7 - 13 MAY, USSAG FRAGGED ACFT 7Ø4 TO FLY FOUR PROJECT ALTITUDE MSNS(Ø7, Ø9, 11, 13 MAY). FOUR PROJECT ALTITUDE MSNS WERE LAUNCHED(Ø7, Ø9, 11, 13 MAY) BUT ONLY Ø9 MAY MSN OBTAINED RESULTS. Ø7 MAY MSN DID NOT GET INTO AREA AND RTB DUE TO ENGINE PROBLEMS. Ø9 MAY MSN OBTAINED SIX SHOTS WITH TWO

1 CY AFSSO COMM
1 CY CC READ FILE
1 CY DO READ FILE
1 CY DOR READ FILE

DAVID J. NAAB, MSGT DORP 3158

for EDWARD S. MAREK, CAPT DOR 2836 DDI: RNI [redacted]

Ernest E Moles

[redacted]

Ø2 Ø2

MATCHES. 11 ANB 13 MAY MSNS DIVERTED TO OTHER AREAS.

2. RFP EQUIP DOWNLOADED ON 14 MAY AND UNDERGOING PACKING FOR SHIPMENT TO USM-7.

3. RFP LIBRARY CONTAINING 99 SHOTS(85 IN SEVEN BRAVO, 12 IN SEVEN ECHO, ONE IN ELEVEN ALFA AND ONE IN TWELVE BRAVO) BEING FORWARDED TO DIRNSA B62.

[redacted] [redacted]

[redacted] Jan 73

1 RR RR

NO

6994TESCTY3Q

USAFSS/DOR/DOK

INFO NCPR VN [redacted]/USAF SSLO

USF-794V/ACC

[redacted]/DO.

SUBJ: ACC COMM REQUIREMENTS.

REF A. YOUR DOR/DOK 092249Z JAN 73.

REF B. MY DO 011000Z JAN 73.

1. ACC COMM REQUIREMENTS HAVE BEEN RE-COORDINATED WITH ACC AND MACV DI PERSONNEL AND A CLEAR PICTURE OF THEIR NEEDS HAS EMERGED AS FOLLOWS.

A. AUTOSECVOCOMM (KY-3). THE ACC HAS BEEN PROGRAMED FOR ONE OF THE AUTOSECVOCOMMS ALLOTED TO THE DI TO BE ESTABLISHED AT NKP. INSTALLATION CAN BEGIN WHEN A FIRM DATE AND LOCATION WITHIN 6994 SCTY SQ OPERATIONS IS ESTABLISHED.

B. HOT LINE. ONE EACH TO THE TEMS OPERATIONS AT UBON AND NKP. THE REQUIREMENT FOR THESE LINES HAS BEEN DOCUMENTED BY MACV PLANS AND THE MACV C AND E REP AT NKP FORSEES NO PROBLEMS IN GETTING THESE LINES INSTALLED.

DO B/F

DO B/F

CC B/F [redacted]

NEXT MACK/DOKF/2020

JAMES B. GOLDEN, JR, CAPT/DO/2020

[redacted]

[redacted]

14/0.002 Jan 73

C. OPSCOMM. REQUIREMENTS STATED IN REF A, PARAS 2 AND 3 ARE ESSENTIALLY CORRECT. REALIZE THAT CIRCUIT TO USA-523 WOULD HAVE TO SERVE AS CRITICOMM ENTRY, USING THE TORN TAPE SYSTEM IN USE PRIOR TO THE ACTIVATION OF THE UBON OPSCOMM CIRCUIT. AN OPS-COMM CIRCUIT TO THE CSG (IN THE TFA BUILDING) WILL NOT BE NEEDED SINCE THE CSG WILL ALSO BE A SUBSCRIBER ON THE AUTOSECVOCOMM. THE OPSCOMM CIRCUIT TO USA-523 WOULD ALSO NEGATE THE NEED TO USE THE KY-8.

2. IF THE ACC RELOCATES BEFORE THE TWO VAN COMPLEX AT CLARK AB HAS BEEN REHARED AND PUT IN PLACE, THEY COULD OPERATE WITH ONLY MINOR MISSION DEGRATION FROM THE PRESENT COMM RESOURCES AT 699TH SCTY SQ.

[redacted]

[redacted]

RR YAMNIX
DE YRQVOK 1029 029 1929
ZNY MMMSH
R 291800Z JAN 73
FM HQ USAFSS
TO HQ AFCS/LGM
INFO USAFSSPAC/LGM
6922SCTYGP/LGM
YMZSOAC/6926SS(M)/MA
6994SS/LGM
ZEM
[redacted] LGM
SUBJ: MOBILE H-1 COMM MAINTENANCE SUPPORT (U).
1. AN EXPANDED COMMUNICATIONS REQUIREMENT HAS BEEN IDENTIFIED IN SUPPORT OF THE 6994 AT NKP. MAINTENANCE SUPPORT OF THE EXPANDED COMM FACILITIES WILL BEGIN APPROXIMATELY MID-MAR 73. A TWO VAN MOBILE H-1 COMPLEX RECENTLY MAINTAINED BY YOUR COMMAND AT THE 327 AIR DIV TAIWAN WILL BE UTILIZED TO FILL THIS ADDED REQUIREMENT.
2. THIS TWIN VAN COMPLEX CONTAINS FIVE SETS OF KW-26 EQUIPMENTS AND FIVE SETS OF ASR/KSR TELETYPE EQUIPMENTS TO PROVIDE A FOUR FULL DUPLEX CIRCUIT CAPABILITY WITH SPACE CRYPTO AND TELETYPE.
3. THIS COMPLEX IS CURRENTLY UNDERGOING EXTENSIVE IRAN OF STRUCTURE, AIR CONDITIONING, INSTALLED CRYPTO, TELETYPE AND ASSOCIATED EQUIPMENTS AT CLRK AB. IRAN WILL BE COMPLETE APPROX MID-MAR 73. UPON DEPLOYMENT OF THIS SYSTEM TO NKP WHEN IRAN IS COMPLETE, THE EXISTING SINGLE H-1 COMM VAN CURRENTLY SUPPORTING THREE CIRCUITS AT NKP WILL BE REMOVED AND THE TWIN VAN COMPLEX INSTALLED.
4. REQUEST YOU PROVIDE THIS HQS YOUR CAPABILITY OF PROVIDING MAINTENANCE SUPPORT OF THIS SYSTEM. XGDS(2).
250
0020

[redacted]

20 JAN 73 23 1023 JAN 73 23 12

1518

DO
Cyto: DORM-P
CC R/F
DORF

(1)

[redacted] FEB 1 04 33 '73

6959

(12)

2

TTEZYUW RUWTGJA3869 0312235-EEEE--RUMOREA,
NY EEEEE
3122052 JAN 73
M USAFSS KELLY AFB TEX
O RUMORUA/DET 3 6994SS/USON RTAFB THAI/MA/CC
NFO RUMOREA/6994SS/NKP RTAFB THAI/MA
UHHWHA/USAFSSPAC/WHEELER AFB HI/LG
T
NCLAS E F T O LGX
UBJ: DET 3, 6994 SS STATUS (U)
EF / 94 SS MSG DORM -P 2710452 JAN 73
ARA .,G STATES PLANS TO CONNECT ALL VANS WITH A
REEZEWAY HAS BEEN SUBMITTED TO CE, FECOMMEND S-141
OMM VANNOT BE INCLUDED IN PLAN OR, IF IT IS, PLAN
E ADJUSTED TO ENSURE THAT AN H-1 COMM VAN CAN BE
UT IN ITS PLACE, H-1 COMM VAN WILL BE PROVIDED AS
DON AS AVAILABLE AND S-141 RETURNED TO 6926SS(M) FOR
RU ROLE,
T
3869

[redacted]

NNN

REQUEST AND AUTHORIZATION FOR TEMPORARY DUTY — MILITARY

(If more space is required, use reverse, identifying items by number)

FOR:	FROM:	TELEPHONE:
6994th Scty Sq/DA	6994th Scty Sq/DA	2020

The following individual(s) will proceed on TDY:

1. GRADE	2. LAST NAME, FIRST, MIDDLE INITIAL	3. SSAN	4. ORGANIZATION	5. SECURITY CLEARANCE
SSGT	MC KEITHEN, ROBERT E.	[redacted]	6994th Scty Sq (USAFSS)	[redacted]

6. EFFECTIVE ON OR ABOUT: 2 Feb 73 | 7. APPROXIMATE NO. OF DAYS (Include travel time): 3 | 8. ☐ VARIATIONS AUTHORIZED

9. LEAVE | 10. LEAVE ADDRESS

11. ITINERARY
FROM: Nakhon Phanom RTAFB, Thailand
TO: Ubon RTAFB, Thailand
RETURN TO: Nakhon Phanom RTAFB, Thailand

12. PURPOSE OF TDY
Certification of Facility

13. IF TDY IS OF THIRTY OR MORE DAYS DURATION, WITHIN THE UNITED STATES, THEN: PURSUANT TO AFR 90-18, YOU OR YOUR AGENT WILL REPORT TO THE BASE HOUSING OFFICE/HOUSING REFERRAL OFFICE SERVICING YOUR TDY STATION BEFORE ENTERING INTO ANY RENTAL OR LEASE AGREEMENT FOR OFF-BASE QUARTERS.

POC TRAVEL WITHIN CONUS OR WITHIN OVERSEA AREA

A. ☐ TOC. TRAVEL TIME BY MOST ECONOMICAL CARRIER AVAILABLE IS ____ DAYS. TRAVEL TIME IN EXCESS IS CHARGED TO LEAVE AUTH IN ITEM 9.
B. ☐ TPA. THIS MODE HAS BEEN DETERMINED MORE ADVANTAGEOUS TO THE GOVERNMENT.

16. EXCESS BAGGAGE AUTHORIZED PER PERSON: POUNDS / PIECES	18. APPROVED ____ IN ACCORDANCE WITH THE PROVISIONS OF AFR 30-8 FOR ALL NECESSARY TRAVEL EXPENDITURES INCLUDING $ ____ FOR REGISTRATION AND/OR ADMISSION FEES.	17. BAS RATE (A Legend Officer) $ 1.65

(Items 18 Through 22 Apply For Overseas Travel)

18. NAME OF DESIGNATED OFFICIAL COURIER	19. AIR MOVEMENT DESIGNATOR ASSIGNED IS	20. ☐ PROPER AREA CLEARANCES HAVE BEEN OBTAINED
SSGT ROBERT E. MC KEITHEN	PRIORITY 1	

21. MODES OF TRANSPORTATION AUTHORIZED FOR TRAVEL TO, FROM, AND WITHIN OVERSEA AREA

A. ☒ MILITARY AIRCRAFT
B. COMMERCIAL: ☐ AIRCRAFT ☐ AIRCRAFT (First Class Accommodations) ☐ RAIL ☐ BUS

22. a. PRIOR TO TRAVEL OVERSEAS COMPLY WITH THE FOREIGN CLEARANCE GUIDE FOR PASSPORT, IMMUNIZATION, AND CLEARANCE REQUIREMENTS.
b. RETURN AIR MOVEMENT DESIGNATOR WILL BE OBTAINED FROM THE LOCAL AREA PRIORITY ISSUING AGENCY.

23. REMARKS

Duty and travel restricted per AFR 30-24, Code B. Submit travel voucher within 72 hours after completing travel. If travel is not performed this order must be rescinded/revoked. The carrying of any kind of explo dv in accomp or unaccomp baggage aboard mil acft is prohibited. Travel in the Utility Uniform is authorized. Priority I travel authorized for round trip due to urgency of TDY and home station essential mission requirements.

24. DATE	25. ORDERS ISSUING/APPROVING OFFICIAL (Typed Name and Title)	26. SIGNATURE
31 Jan 73	ROBERT OZEE, MSgt., USAF Administration Officer	Robert Ozee

27. AUTHORITY	28. SPECIAL ORDER NO.	29. DATE
AFM 39-11	TA-20	31 Jan 73

30. DESIGNATION AND LOCATION OF HEADQUARTERS
DEPARTMENT OF THE AIR FORCE
6994TH SECURITY SQUADRON (USAFSS)
APO SAN FRANCISCO 96310

31. CHARGEABLE TO ACCOUNTING CLASSIFICATION
5733400 303 7458 523500 03 407 409 (10) S527700 OR#1912
CIC 4 4 374 0335 527700 K 9K

32. TDN
FOR THE COMMANDER

33. DISTRIBUTION
E

34. SIGNATURE ELEMENT OF ORDERS AUTHENTICATING OFFICIAL
Robert Ozee
ROBERT OZEE, MSgt., USAF
Administration Officer

UNCLAS [redacted]

01 02 00 00 EEEE 14/[illegible]Z JAN 73

6994SCTYSQ NAKHON PHANOM RTAFB THAILAND

USAFSS KELLY AFB TEXAS/DOROF

UNCLASSIFIED [redacted] DO (PAO NOTE: CAPT GOLDEN FOR LT COL EDDY OR CAPT WALTERS)

SUBJ: PROPOSED EC-47 MAINTENANCE CONFERENCE CLARK AFB - SQ/CC ATTENDANCE.

1. AS YOU KNOW THERE WILL BE A JOINT PACAF, USAFSS, 13TH AF, 56 SOW, USAFSS PAC, ET AL, CONFERENCE AT CLARK AFB REF GOON MAINTENANCE WITHIN THE NEXT WEEK - 10 DAYS (NKP RUMOR CONTROL SAYS 22 JAN). HIGHEST USAF LEVEL INTEREST IS MOTIVATING FORCE.

2. MAJ WATTS PRESENTLY ON LEAVE IN CONUS AND IS EXPECTED BACK O/A 22 JAN. BELIEVE IT IMPORTANT THAT HE BE MADE AWARE OF CONFERENCE SO THAT HE MAY ATTEND IF IN WESTPAC AREA AT THAT TIME; I STRONGLY RECOMMEND HE DO SO IF AT ALL POSSIBLE AND WOULD APPRECIATE YOUR TELLING HIM SO.

CC READ FILE
DO READ FILE
FILE COPY

Same as below.

JAMES B GOLDEN, JR, CAPT, DO,
2020

SIGNED

UNCLAS [redacted]

[redacted]

02 02 14/0430Z JAN 73

SMS DECKER, SQ CHIEF OF MAINTENANCE, WILL BE THERE.

3. MAJ WATT'S LEAVE ADDRESS IS 7304 S.E. 36TH, PORTLAND, OREGON, 37202.

JAMES B GOLDEN, JR, CAPT, DO,
2020

UNCLAS [redacted]

TO: Det 3 OC
Det 3 MA
6994th OC
6994th MA
IN TURN

5 March 1973

SUBJ: Staff Assistance Visit

FROM: USAFSS Procedures Team

1. The purpose of this visit was to assist the unit in compliance with action items identified by the Joint PACAF/USAFSS EC-47 conference and verify compliance with AFM 66-1. Our findings and recommendations are contained in the attachment. The top part of each page of the attachment is our findings and required actions of agenda items for the parent unit. Bottom part of each agenda item contains our comments and actions required of the Det and parent unit.

2. We noted with concern that the Det in many cases was duplicating actions of the parent unit on administrative maintenance procedures. The Det Maintenance Supervisor is commended for his aggressive action in this area since guidance apparently was not being provided by the parent Chief of Maintenance staff. We realize that the absence of the Chief of Maintenance and Maintenance Supervisor at the parent unit was a contributing factor, however, better communication and more direction from the Chief of Maintenance and staff at the parent unit is definitely required in the future. The parent unit must continually keep the Det aware of the high level EC-47 agenda items.

3. The checklist from TIG Brief titled "Staff Visit - A Help or Hindrance" was used as our guide. Not only did we provide on the spot assistance and guidance, we visited the OL of 56 SOW in an attempt to obtain air conditioner support. All personnel contacted were friendly, professional and cooperative. We sincerely appreciate your acceptance of our constructive criticism and recommendations.

THOMAS F. SMITH
CMSGT, USAF
Team Chief

J-1 - MATERIEL CONTROL:

Consolidation of the 6994th Materiel Control with the one operated by the 56th SOW is not feasible due to physical location and dissimilar mission. The 56th SOW Materiel Control is currently fragmented into many sub-sections with repair processing centers (RPC) in major repair organizations. The 6994th is now serviced by the consolidated RPC, however the 6994th Materiel Control also performs other functions such as AWP storage, NORS reporting and parts requisitioning. We do not favorably recommend consolidation of the Materiel Control section with the 56th SOW at this time. The 6908th Materiel Control is in the same building with the 6994th, and the Materiel Control sections are less than thirty feet apart. The 6908th Materiel Control already operates the consolidated FX account for both units. There is adequate space in the 6908th Materiel Control portion of Building 193 to absorb 6994th assets, thus releasing approximately 170 square feet of floor space to the 6994th for Chief of Maintenance staff functions. Consolidation of the two Materiel Controls would provide better utilization of available floor space, provide a more efficient operation and provide better utilization of assigned Supply personnel. Both units now work around the clock, seven days a week, while both Materiel Controls only work during the day, six days per week.

ACTION REQUIRED:

The USAFSS Procedures Team will staff this proposal with affected offices within DCS/Logistics at Hq USAFSS and advise the units concerned of the final decision.

Det 3

COMMENTS:

Det 3 will be affected by above recommendation after DCS/Logistics completes action above. We have recommended deletion of the Det's FX account and combining with parent unit support. This will reduce accounting and provide flexibility.

J-2 - AFTO Form 781:

Brave discrepancies are now being entered in the aircraft AFTO Form 781. This will eliminate duplication and provide the 56th SOW with detailed status of Brave equipment. Discrepancies entered in the AFTO Form 781 by operators were not always explicit.

REQUIRED ACTION:

Closer coordination is required with Operations to ensure that all discrepancies noted in flight are entered in the AFTO Form 781 and reported to Debriefing. T.O. 00-20-5, para 2-71 and 2-84 apply. Improvements were noted during the tenure of our TDY.

Det 3

COMMENT:

Brave discrepancies are now being entered in the aircraft AFTO Form 781.

ACTION REQUIRED:

Continue to insure each Brave discrepancy is entered in the aircraft AFTO Form 781 so Brave and 56 SOW will be constantly aware of equipment status. Brave operators should comply with T.O. 00-20-5, para 2-71 and 2-84.

J-3 and J-4 - TRANSPORTATION/COMMUNICATIONS:

A radio equipped vehicle is now assigned and contains spares required during launch. Communications now include a hot line to the 56th SOW Job Control, an FM 622 receiver/transmitter between the shop and aircraft and a mock-up G-175J receiver tuned to Baron Control frequency. Utilization rate of the vehicle radio is low.

ACTION REQUIRED:

Unit should insure maximum spares are placed on the radio equipped vehicle. The radio vehicle and hot line should be the primary source of communication, vice the other two radios. The launch truck should be on the flight line during vulnerable launch periods equipped with personnel, equipment and aircraft status/flying schedule information to provide instant response to operator complaints during pre-flight. AFM 66-1 procedures must be followed in advising the 56th SOW of the status of Bravo equipment. We must encourage the 56th SOW to provide us the same support as another avionics shop; on the other hand, we must keep the Crew Chief, Line Chief and the 56th SOW Job Control aware of our status as it changes.

Det 3

COMMENTS:

Transportation provided is good, but vehicles need padding or better method to protect spares being transported. Comms are adequate. Non-tactical radios are not required due to the current OL operation of 56 SOW.

1-5 DEBRIEFING:

A consolidated debriefing is being accomplished. Several deficiencies were noted in onset of visit, however most were corrected prior to departure. Debriefing checklists are being constructed to ensure standardization and that all discrepancies are fully documented.

ACTION REQUIRED:

Unit must ensure that a qualified maintenance technician attends each debriefing and that the debriefing forms are accomplished according to USAFSS Supplement 2 to AFM 66-1. Debriefing can be an additional duty of the personnel working at the 56th SOW Job Control. Accuracy of the debriefing form is utmost since it serves as the data base for equipment status reporting. Closer coordination with Operations is necessary to ensure the maintenance technicians are fully aware of each discrepancy that affects the operational mission. It is highly desirable that the operator experiencing the equipment malfunction attend the debriefing.

Det 3

COMMENTS:

A consolidated debriefing at the aircraft is being accomplished to a degree. Basically the same discrepancies noted at the parent unit exist and actions required are the same. The parent unit should provide copies of their debriefing checklist. The Det should transmit debriefing results to parent unit so it can be verified against the HAF-13A1 Report.

J-6 SUPPLY SUPPORT:

The unit is working with base to identify equipment peculiar to Bravo. An applicability code of 37 was assigned to insure receiving requisition code 02. Approximately 10 items were added to supply point and levels were increased on approximately 30 items. Priority 02 requisitions have been submitted to WRAMA to satisfy increased levels and added items. USAF3S/WRAMA is primary OPR.

ACTION REQUIRED:

Unit should continue to review spare equipment requirements and strive to increase levels where possible.

Det 3

COMMENTS:

Det 3 has not been provided instruction to assign applicability code 37 to all 6994th peculiar items.

ACTION REQUIRED:

6994th SAL should provide Det 3 with same instructions as they have been given. When instructions are received, take action indicated under J-6 above. Bench stock is good. Since there has been only 40 to 50 days of operation, levels will adjust as consumption dictates.

1-7 - SINGLE MAINTENANCE EFFORT:

Many steps have been taken by both the unit and the 56th SOW to treat the EC-47 as a single weapons system. That is debriefing, single AFTO Form 781, common radio network, and communication. To accomplish this, the 6994th placed personnel in the 56th SOW Maintenance Control to provide coverage of Bravo scheduling, status monitoring and debriefing. An additional authorization of three R328X3 personnel in the FC2100, Chief of Maintenance work center is required to provide the above duties on a 24 hour basis. Evaluation of the manning factors as applied to the ALR-35/38 systems reflects that the 1.0 factor for small ALR-35 aircraft is not adequate to provide technicians for launch, in flight, recovery phase and in shop maintenance. Raising the manning factor to 1.5 will provide a more realistic authorization to satisfy the maximum operational commitment.

ACTION REQUIRED: Unit should provide a minimum of two technicians to the 56th SOW Job Control immediately with an increase to four as manning permits. The dispatch functions of Maintenance Control should be delegated to the shop chief. The Training Management NCOIC can also assume the overall functions of Maintenance Control. The USAFSS Procedures Team will prepare a manpower change request to support the above manpower requirements. This will include:

FC2100 - 3 personnel

FC2413 - 7 personnel

ADDED COMMENTS:

Additional spaces will be funded by resource savings throughout the unit and Det 3 as a result of previous equipment downloading and Master Program realignment.

Det 3

COMMENTS:

Present manning is minimum to support existing flying schedule. The parent unit should monitor personnel rotations and transfer personnel as required, either PCS or TDY, to maintain a balance of skill and personnel. The 56 SOW provides maintenance support to the EC-47 with personnel TDY from NKP. The 56 SOW does not rely on host base support except for limited maintenance support, therefore all Bravo maintenance support should be requested thru the OL of 56 SOW, vice 8th TFW. The EC-47 is definitely being treated as a single weapon system.

A-8 - QUICK REACTION LIST (QRL):

A QRL would not aid the unit maintenance effort. The majority of the ALR-( ) components are now located in the 6994th Sety Sq supply point, with common high failure items on the launch track.

ACTION REQUIRED:

None.

Det 3

COMMENT:

Same as above.

1-9 - OVERHEATING:

A memorandum of understanding between 6994th/56th SOW is in final coordination. Job standards provided to the 56th SOW Job Control also specify an air conditioner is required for certain time consuming jobs.

ACTION REQUIRED:

Equipment should not be operated without air conditioners when the temperature is high enough to cause damage.

Det 3

COMMENTS:

Air conditioning support provided by the OL of 56th SOW is non-existent. The procedures team sent a message to 56 SOW LGM requesting assistance in this area. Det should advise parent unit of results and any problems encountered. The 6994th should advise Hq USAFSS LGMM if further problems arise in this area. Further recommend 6994th submit AFTO 22 on applicable tech data to include warning that equipment should not be operated above 90 degrees F. without air conditioning. This temperature is temperature limit on G-boxes in similar systems. Erratic readings are noted in ALR-( ) equipment during operation in temperatures above 90 degrees.

INTEREST ITEM 1: MAINTENANCE MANAGEMENT

USAFSS MIC 66-2, dated 4 Jan 73, was utilized to verify compliance with AFM 66-1. Based on our findings, the unit is operating at a marginal level. Absence of the Chief of Maintenance and Maintenance Supervisor, coupled with the move into Building 193, contributed to discrepancies noted above. Capt Rife is due in on 1 March 73. Major areas of concern are Maintenance Control, Material Control and work center. The maintenance plan does not meet AFM 66-1 requirements and PMI scheduling procedures are inadequate. Material Control does not maintain positive control of stored assets, parts received for aircraft not on station and does not have an internal DIFM system. Safety malpractices, unauthorized cannibalizations of mock-up components and housekeeping are deficient areas in the work center. A copy of USAFSS MIC 66-2 was left in the unit and each discrepancy was discussed with the Acting Chief of Maintenance.

ACTIONS REQUIRED:

Each echelon of supervision must assume responsibility for their assigned area and make a coordinated effort to improve management, safety and housekeeping, as required by AFM 66-1 and other pertinent directives.

Det 3

COMMENTS:

Maintenance management practices and housekeeping standards are considerably higher than noted at the parent unit. This is especially noteworthy since unit has developed a total maintenance capability in less than 90 days. This included construction of a maintenance building. At present, the unit is operating at a satisfactory management level, and most of their discrepancies were already noted prior to team arrival and corrective actions were in progress. Lack of assistance from parent unit was very apparent and effort was being directed toward maintenance administrative functions that should have been accomplished at parent unit.

REQUIRED ACTION:

The Det Maintenance Supervisor should continue his aggressive efforts to establish the remote work center according to AFM 66-1, as supplemented by USAFSS. AFTO Form 349s should be returned to parent unit for key punch. The parent unit should review Maintenance Operating Instructions and insure the Det is provided Chief of Maintenance staff support on same level with work center at parent unit. Staff functions must not

be accomplished at work center level when the capability exists within the Chief of Maintenance complex. The Chief of Maintenance and key staff personnel should make frequent visits to the Det.

INTEREST ITEM 2: COMPASS ROSE FACILITY AT HRP

Verbal info from Col Kuhka, 13th AF LGM, advised us that money has been approved and the Compass Rose will be constructed in approximately 30 days.

ACTION REQUIRED:

6994th continue to advise any progress in weekly wrap-ups.

Det 3

COMMENTS:

Unit was advised of status of Compass Rose.

INTEREST ITEM 3: EXPEDITER

Expediter truck and personnel were in place and functioned as desired. Launch was monitored and in one case the malfunction was reported, corrected, and called in complete via radio in total time of 5 minutes.

ACTION REQUIRED:

Continue the efforts toward zero ground aborts if maintenance action can prevent it.

Det 3

COMMENTS:

Vehicles are leased Datsun pickups. Expediter vehicle is not deemed a requirement at this Det due to current operating procedures and number of platforms supported.

INTEREST ITEM A: VEHICLE OPERATIONS

Vehicle utilization of launch vehicle was good. Spares were in racks on the truck, but better security to preclude items sliding off the shelf when driver makes fast turns or rapid stops, is needed. Operator maintenance was not fully up to standard.

ACTION REQUIRED:

Provide a safety rail or method to secure spares carried in vehicle.

ADDED COMMENT:

Vehicle operators were very responsive to suggestions. In one instance, a 33GT took immediate corrective action on all items identified and asked if we could add any other suggestions. Response of 6994th Maintenance personnel was apparent when a follow-up check was made the following day.

Det 3

COMMENTS:

As mentioned in another portion of this report, added care should be taken to protect spares carried in vehicles, such as racks or padding for electronic equipment.

File #18

DEPARTMENT OF THE AIR FORCE
DETACHMENT 3, 6994TH SECURITY SQUADRON (USAFSS)
APO SAN FRANCISCO 96304

REPLY TO ATTN OF: MA

16 March 1973

MA

SUBJECT: Review of USAFSS Staff Visit Items

TO: CC
6994SS (CC)

Item J-6: Additional bench stock bins are on order. Present bins are over crowded and bulk items need adequate containers and space. We expect levels will fluctuate during the next three months as we "settle in." Support from the base appears good.

Item J-7: Present UDL is inadequate. Twelve (12) A328X's are required. Troops are now working 12 hours minimum shifts and frequently give up their "day off" to get the birds fixed. In order to give the first three day pass since our arrival, the troops are having to cover for one another. At present, the team is experienced and little training commitments exist. If a normal training program existed, as it must in June when replacements arrive, we could not maintain the present level of maintenance and the mission will surely suffer due to "shot gunning" personnel gains. Although Command is fond of using the term "limited functional responsibilities" for the Det, the time required to accomplish the function is every bit as necessary as at the parent unit. Manning must be adjusted to allow proper supervision on a management/technician level. The present UDL is for nine (9) each A328X3 personnel. USAFSS message 052000Z Jan 1973, subject: UDL Manning, admitted two more slots were justified but deferred changing the UDL until in country quotas were adjusted. This is great statistics wise, but it sure hasn't helped the mission at all. Promises will not repair the equipment. Warm bodies with tool kits are needed. TDY assistance from the parent unit has been requested to reduce work hours and allow our first R&R.

Item J-9: CINCPACAF Hickam 150115Z Mar 73, subject: Equipment EC-47 Maintenance Support, has directed 56SOW to provide one (1) air conditioner to Ubon. Obviously one is not enough when the aircraft launch in close time frames as they frequently do. This also will not allow for repair of one aircraft while preflighting the mission bird. Expect we will survive because we can get some assistance from the local AGE Shop. But to do the job 1st class, a minimum of two units are required. A running log of air conditioner requests/deliveries and non-availability will be maintained. The line chief

will be tasked to provide and operate the unit.

INTEREST ITEM 6: All NORS actions are coordinated with 361 TEWS and reported in the Daily Aircraft Status Report as directed by the parent unit. There does not appear to be a problem in this area.

Evans J. Gauthier

EVANS J. GAUTHIER, MSgt, USAF
Maintenance Supervisor

GSL

#1

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ZEN/USF-794/ACC
USA-624A (SS)
ZEN/USA-561
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ZEN/USM-7
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[redacted] DO
SUBJECT: AIR INCIDENT REPORT FOLLOW-UP NR FOUR TO DET 3, 6994TH SCTY SQ, AIR 01-73 (ROS-USSO-V3)
1. THIS REPORT SUMMARIZES AVAILABLE INFO REGARDING SAR EFFORTS TO LOCATE BARON 52 ON 4 AND 5 FEB 73. AS OF DTG THIS REPORT, BARON 52 REMAINS UNLOCATED.
2. BARON 52 REPORTED 37MM AAA AT XB975710 AND LATER REPORTED OPS NORMAL TO THE MOONBEAM ABCCC AT 041530Z FEB 73, BUT FAILED TO MAKE 7 1900Z OPS NORMAL CHECK. MOONBEAM COMM CHECKS HAD NEGATIVE RE-SULTS.
3. THE 40 ARRS WAS ALERTED AT 041915Z. OWL 5/6, 8 TFW F4S, WERE DIVERTED TO SEARCH AT 041955Z. SPECTRE 20, A 16 SOS AC-130, WAS DIVERTED TO SEARCH AT 042300Z. RUSTIC 09, A 23 TASS OV-10 FAC, WAS REQUESTED TO VISUALLY RECOINNOITER (VR) THE AREA AND WAS NOTIFIED THAT BARON 52 WAS LAST REPORTED AT YB2690. RUSTIC 09 REPORTED NEGATIVE INDICATIONS OF CRASH OR FIRE AND NEGATIVE BEEPERS. RUSTIC 09 RECOMMENDED SAR CONTINUE DUE TO HEAVY FOLIAGE AND THAT THE AREA BE EXTENDED IN ALL DIRECTIONS DUE TO NEGATIVE INDICATIONS OF BARON 52'S LAST HEADING.
4. DURING 5 FEB 73, SIX MORE RUSTIC FACS SEARCHED WITH NEGATIVE RESULTS. ADDITIONALLY, 14 TRS FLEW FIVE PHOTO RECON MSNS, ESTI-MATING A 27-70 PERCENT CHANCE OF VR DUE TO TERRAIN AND JUNGLE FOLIAGE.
[redacted]
340
0806

[redacted]

0107552 00 [redacted] MAR 73

NO 1/3

6994 SCTY SQ, NKP RTAFB, THAI

USAFSS, KELLY AFB, TX/DOR

INFO: DET 3, 6994 SCTY SQ, UBON RTAFB, THAI/DO

USAFSSPAC WHEELER AFB, HI

[redacted] DO

SUBJ: STATUS OF BARON 52 CREW

REF UR DOR, DTG 282253Z FEB 73, SAME SUBJ.

1. 8TFW CC APPRECIATED THE INFORMATION GIVEN HIMBUT FELT IT WAS VERY TENUOUS,AND THAT IF HE NEEDED IT AGAIN HE COULD GET IT FROMM ES.

2. PHOTOS REQUESTED IN PARA 2 OF REF WERE FORWARDED ON 28 FEBRUARY 1973.

3. REPORT OF SAR EFFORT FOR ACFT 636 (TSGT SCHOFIELD/SGT KEEN) OF 6994 SS. ARRIVED AT THE CRASH SITE AT APPROXIMATELY 0620Z. TWO PJ'S WENT TO THE GROUND FIRST IN ORDER TO ESTABLISH A PERIMETER. SGT SCHOFIELD WAS THE THIRD MAN ON THE GROUND FOLLOWED CLOSELY BY THE THIRD PJ. THE ACFT HAD BEEN TOTALLY DESTROYED. BOTH WINGS (OUT-BOARD TIPS) HAD BEEN KNOCKED OFF. ONE WAS APPROXIMATELY 400 YARDS NORTH OF SITE WHILE THE OTHER ONE WAS WEST. IT APPEARED THE ACFT HAD

CC R/F

RONALD L. SCHOFIELD, TSgt,USAF,DOT,2020

JAMES B. GOLDEN,JR.,Capt,USAF,DO,2020 [redacted]

SIGNED

[redacted]

[redacted]

IMPACTED JUST NORTH OF THE CRASH SITE BUT UNABLE TO CONFIRM THIS DUE UNKNOWN PERSONNEL IN THE AREA (NORTH AND SOUTHWEST OF CRASH SITE) ALTHOUGH LOCATION OF OUTBOARD WING TIPS WOULD TEND TO PROVE THIS THEORY. THE MAIN CABIN MUST HAVE SUFFERED AN INTENSE FIRE BECAUSE ALL CONSOLES AND BODIES (ASSUMPTION) HAD COMPLETELY BURNED. FROMMTHE LATRINE DOOR UP TO THE RADIO COMPARTMENT DOOR WAS TOTALLY DESTROYED. FOUND REMAINS OF THREE BODIES, THE PILOT AND BOTH CO-PILOTS. ONLY ABLE TO BRING ONE BODY BACK DUE TO THE BODIES BEING SO DECOMPOSED. BODY THAT WE DID BRING BACK WAS LATER IDENTIFIED AS ONE OF THE CO-PILOTS AND WAS FOUND IN THE GENERAL VICINITY OF THE ENGINEERS COMPARTMENT. AIRCRAFT LOOKED AS IF IT HAD FALLEN OUT OF THE SKY AFTER POSSIBLY IMPACTING FURTHER NORTH OF CRASH SITE SINCE THERE WASN'T ANY INDICATION IT HAD TRIED TO CRASH LAND (AIRCRAFT WAS LYING UPSIDE DOWN). NOTHING LEFT OF AIRCRAFT FOR IDENTIFICATION PURPOSES BUT THE PLATE ON THE BOTTOM OF THE NOSE WHICH HAD AIRCRAFT NUMBER ON IT AND WAS BROUGHT BACK FOR IDENTIFICATION PURPOSES. ONE PJ DID STATE THAT WHAT WAS

[redacted]

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LEFT OF THE AIRCRAFT DID HAVE WHAT APPEARED TO BE SHRAPNEL HOLES IN IT BUT SOME WHAT DOUBT THIS DUE TO CONDITION OF THE AIRCRAFT. AS STATED PREVIOUSLY, THERE WERE THREE BODIES SEEN IN THE FRONT END. WERE ABLE TO RECOVER PART OF ONE (OTHERS TOO BADLY DECOMPOSED). TSGT QUILLIAN, WHO WENT DOWN WITH SGT SCHOFIELD SAW ONE OTHER POSSIBLE, RPT POSSIBLE BODY IN GENERAL VICINITY OF AREA WHERE PARTIAL BODY RECOVERED. TSGT SCHOFIELD DID NOT SEE IT, HOWEVER.

GDS 31 DEC 81

[redacted]

[redacted]

1 2 00 PP S/CC 23/0615Z FEB 73

6994SCTYSQ NAKHON PHANOM RTAFB THAI

HQ USAFSS/DOR KELLY AFB TX

INFO: USAFSSPAC WHEELER AFB HI
Det 3, 6994th Scty Sq/CC Ubon, Thai
[redacted]/CC

#3

DELIVER DURING NORMAL DUTY HOURS

SUBJ: EC-47 (BRON-52)

REF: UR 162242Z FEB 73

1. THE STATUS OF ALL CREWMEMBERS ABOARD BARON-52 HAS BEEN CHANGED FROM MIA TO KIA. BASED ON INFO REPORTED IN REF A, DET 3, 6994TH SS COMMANDER FEELS THERE IS SOME DOUBT AS TO KIA STATUS, PARTICULARLY SINCE THERE WERE NO BACKEND CREW MEMBERS BODIES SEEN/COLLECTED AT THE CRASH SITE, NOR WAS A THOUGH SIFTING OF THE DEBRIS MADE.

2. THE 8TH TFWG COMMANDER, HAS ASKED IF THERE IS ANY SI INFO CONCERNING CRASH. HE APPARENTLY HELD SI BILLET DURING PAST ASSIGNMENT, BUT IS NOT CLEARED NOW. I HAVE TOLD THE COMMANDER AT DET 3 THAT NEITHER HE NOR CLEARED NAVIGATORS AT TFWS ARE PERMITTED TO SANITIZE INFO IN REF'D MESSAGE TO SECRET LEVEL, BUT THAT I WOULD PASS MATTER TO USAFSS FOR

CC R/F
CCQ files

SAME AS RELEASER

[redacted]

H.M. WATTS, MAJ, CHIEF, CC, 2320

[redacted]

[redacted]

2 2 00 00 [redacted]/CC 23/0615Z FEB 73

DECISION XXXXX ON RELEASE, OR AVAILABILITY OF NEW INFORMATION.

3. REQUEST XXX IMMEDIATE RESPONSE ON ANSWER TO BE GIVEN TO STFW COMMANDER TO AID HIM IN KIA/MIA DECISION. HE HAS BEEN INFORMED THAT A QUERY HAS BEEN SENT FORWARD TO DETERMINE IF ANY ADDITIONAL INFORMATION CONCERNING THE CRASH IS AVAILABLE IN ALL SOURCE INTELLIGENCE.

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[redacted]

[redacted]

-3 MAR 73 (U) SG

0378

#2

[redacted]

[redacted] DUR
OF [illegible] AOFT 76394 (U)
A) A. YOUR DUR 021042Z MAR 73 (NOTAL)
B) A. 172400Z FEB 73
ACTUAL TEST PERIOD TERMINATED 28 FEB, REPORT IS DUE BY 15 MAR
WOULD APPRECIATE SUBMISSION AS EARLY AS POSSIBLE SINCE IT WILL
FORM BASIS FOR REPORT TO OSAF DUE 22 MAR 73 (REF BRAVO REFERS).
FIELD MAINTENANCE SUPPORT BY SANDERS FOR ORC 73-01 IS CONTRACTED
FOR NOTAL OF SIX MONTHS, BY END OF THAT CONTRACT PERIOD, AOFT
MAY EITHER BE DEMODIFIED OR RETAINED IN PRESENT CONFIGURATION
DEPENDING ON RESULTS OF THE FINAL ASSESSMENT OF THE SYSTEM.
WOULD APPRECIATE ANSWERS TO FLNO TO AID US IN EVALUATING 76394
ACTIVITIES.
1. CONTAMINATION POINT (COORD) IN AREA 612A WHERE TSGTS IN
SEVENE PLATEAU HAVE BEEN COPIED.
2. SOUTHERMOST POINT IN 612A WHERE MDJ TUTS HAVE BEEN COPIED.
3. NAME OR VOICE TSGTS IDENT TO HAS BEEN COPIED
IN 612A FROM AREA?

[redacted] [redacted]

140410Z P AAAA [redacted] 1310Z MAR 73

[redacted]

6994 SCTY SQ, NKP RTAFB, THAI

USAFSS/[redacted]

#23

[redacted] DOR

SUBJ: EC-47Q, SN 44-76304 (U)

REF: A. GSAF WASH DC, XOOSW/XOOMG, DTG 122342Z FEB 73

B. MY DOT, DTG 200625Z FEB 73.

C. MY DOT, DTG 201020Z FEB 73.

D. UR DGR, DTG 262045Z FEB 73.

1. AIRCRAFT 304 HAS FLOWN 43 MISSIONS FROM 26 DEC 72 THROUGH 12 MAR 73. (THERE HAVE BEEN NO ABORTS DUE TO THE BACKEND EQUIPMENT.) THE PULSE PORTION OF THE MCD HAS HAD NO FAILURES. AT NO TIME HAS THE AIR-38 PHASE MEASUREMENT CIRCUIT BEEN REQUIRED. (THE GUARDRAIL MCD EXPERIENCED ONE FAILURE AND THAT WAS AN INTERMITTENT (GROUND ON A MIXER IN THE DISPLAY CHANNEL. ON THE FIRST 22 MISSIONS FROM 26 DEC 72 TO 30 JAN 73 THERE WERE ONLY NINE FLIGHTS WHICH WERE NOT WRITTEN UP. (MISSION EFFECTIVENESS WAS REDUCED NINE TIMES IN THE HF RANGE OF WHICH THREE WERE DUE TO CAL GATES AND THREE TO BAD ANTENNA ELEMENTS. THREE MISSIONS WERE REDUCED DUE TO BAD NAV CONVERTERS WHICH)

CC R/F

RONALD L. SCHEFFIELD, TSgt, USAF, DOT, 2020

JAMES E. GOLDEN, JR., Capt, USAF, DO, 2020 [redacted]

[redacted]

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2/4

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EFFECTED THE WHOLE SYSTEM.) ON THE LAST 21 MISSIONS, FROM 3 FEB THROUGH 12 MAR, ONE FLIGHT WAS REDUCED DUE TO AN INTERMITTENT NAV CONVERTER. 20 MISSIONS WERE COMPLETED WITHOUT ANY PROBLEMS. THERE HAVE BEEN NO PREAMP FAILURES AND THE SELF-TEST READINGS HAVE NOT SHOWN ANY SIGN OF DRIFTING. THE SITUATION DISPLAY HAS OPERATED CORRECTLY SINCE IT WAS REINSTALLED ON 18 JAN. THE RIGHT SIDE PREAMPS AND MULTICOUPLERS HAVE BEEN MAINTENANCE FREE.

2. REF PARA 3(A) OF REF [redacted]. THE "COMBINATION TARGET 100" AND THE "SUBSET" FEATURES OF THE OP MOD 1 PROGRAM READILY LEND THEMSELVES TO VISUAL DISPLAY. ALTHOUGH THESE FEATURES ARE PRESENTLY USED INFREQUENTLY, THE VISUAL DISPLAY MAY ENCOURAGE INCREASED UTILIZATION BY THE NAVIGATOR.

IN THE "COMBINATION TARGET 100" FEATURE, TWO OR THREE FIXES WHICH WERE ORIGINALLY RECORDED AS DIFFERENT ARE COMBINED INTO ONE POSITION. THE VISUAL DISPLAY OF ALL THE LOP'S HELPS THE NAVIGATOR TO DECIDE WHETHER SUCH A COMBINATION IS PROPER AND JUSTIFIED.

IN THE "SUBSET FEATURE", LOP'S FROM TWO OR MORE TARGETS ARE RE-

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CORDED AS IF THEY WERE ALL FROM ONE TARGET (THIS IS SOMETIMES NECESSARY). THEN THE NAVIGATOR IS FACED WITH THE PROBLEM OF ASSIGNING EACH LOP TO A PROPER "SUBSET", SO THAT FIXES CAN BE COMPUTED BASED UPON EACH INDIVIDUAL "SUBSET". WHEN SUCH TARGETS ARE SEPARATED GEOGRAPHICALLY, THE VISUAL DISPLAY IS VERY HELPFUL IN SORTING THE LOP'S INTO GROUPS W ICH CLUSTER ABOUT EACH TARGET.

3. REF PARA 3(B) OF REF DELTA. THE GENERAL CONSENSUS OF OPINION OF THE NAVIGATORS IS THAT THEY REPEAT THEY DO NOT WANT TO SACRIFICE SCREEN SIZE. THEY ALL AGREE THAT THE PRESENT LOCATION IS ADEQUATE.

4. THE FOLLOWING COMMENTS SUPPLEMENT SITUATION DISPLAY COMMENTS MADE IN REF BRAVO.

A. CHANGES TO PAGE A:

(1) DISPLAY BOUNDARIES: I.E., RESTRICTED AREAS AND BORDERS.

(2) DISPLAY STANDARD DEVIATION OF LAST LOP.

(3) DISPLAY LOP'S WITH 99 STANDARD DEVIATION AS A DOTTED LINE.

(4) DO NOT USE FLASHING SYMBOLS FOR INACTIVE TARGETS.

[redacted]

[redacted]

[redacted]

[redacted]

B. CHANGES TO PAGE G. ADD PROBABILITY TO THE LIST OF PARAMETERS AND DISPLAY A NUMBER ONLY IF ALL TARGETS HAVE THE SAME PROBABILITY.

C. OTHER PROGRAM CHANGES:

(1) PULSE REFERENCE BEARING SHOULD BE INCLUDED IN REGULAR DISPLAY FUNCTIONS IN CASE SITUATION DISPLAY FAILS.

(2) AUTOMATICALLY DELETE LOP'S WITH 99 STANDARD DEVIATION.

(3) APPLY A LINEAR CORRECTION, DERIVED FROM NAV UPDATE, TO THE POSITION OF THE LOP'S TAKEN BETWEEN NAV UPDATES. (THIS SHOULD BE PUT IN ALL DUAL-OPS PROGRAMS).

5. THE FOLLOWING COMMENTS SUPPLEMENT GUARDRAIL MOD COMMENTS MADE IN REF BRAVO/CHARLIE. CONCERNING THE GUARDRAIL MOD, THE ROVR MOD MAKES IT BETTER TO WORK TRGTS IN BOTH THE HF/VHF RANGE ON ACFT 304 VICE OTHER AN/ARR-38 EQUIPPED ACFT. ABLE TO WORK HF/VHF TGTS WITH LONGER STANDOFFS AND GET BETTER FIXES (I.E. WRKED A HF TGT WITH A 45 MILE STANDOFF AND ABLE TO ACQUIRE 1700 METER FIX). THE AUDIO MOD IS CLEARER WITH LESS DISTORTION.

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2001002 F AAAA FEB 73

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6994 SCTY SQ, NKP RTAFB, THAI

USAFSS/DOR

[redacted] DOT

#4

#5

SUBJ: EC-47Q, SN 44-76304 (U)

REF CSAF WASH DC, XOOSW/XOONC, DTG 122342Z FEB 73.

1. IMPROVED PRE-AMPLIFIERS.

A. VHF MULTICHANNEL TARGETS WERE DF'D AT GREATLY INCREASED RANGES (20-40NM). STEADY BEARING INDICATIONS WERE OBTAINED AT THESE LARGE STANDOFF RANGES.

B. TANK TARGETS (20-23 MHZ) WERE ACQUIRED AT RANGES OF 30 NMI, AND WORKED EASILY WITH A 15 NM STANDOFF DISTANCE.

2. SITUATION DISPLAY. IMPROVED RESULTS OBTAINED WITH THE AID OF THIS DISPLAY SUGGEST THAT IT IS A HIGHLY DESIREABLE FEATURE WHICH SHOULD BE ADDED TO ALL AN/ALR-35/38 SYSTEMS.

A. FACILITATES EDITING OF FIX. ENABLES QUICKER, MORE RELIABLE EVALUATION OF DATA OBTAINED. MAY PREVENT REPORTING OF QUESTIONABLE DATA, PARTICULARLY WHEN ONLY A FEW LOP'S OF DOUBTFUL QUALITY ARE OBTAINED.

B. ENABLES NAVIGATOR TO WORK ALL TARGETS WITH MUCH GREATER

[redacted]

RONALD L. SCHOFIELD, TSgt, USAF, DOT, 3158

JAMES B. GOLDEN, JR., Capt, USAF, 2020, DOR [redacted]

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[redacted]

[redacted]

EASE AND RELIABILITY OF RESULTS. THIS IS PARTICULARLY TRUE FOR SIMPLEX TARGETS WHICH ARE SEPARATED GEOGRAPHICALLY.

C. TWO FEATURES OF THE OP MOD 1 PROGRAM CAN BE UTILIZED MORE FREQUENTLY AND EFFECTIVELY WITH THE AID OF THE VISUAL DISPLAY. THESE ARE THE "COMBINATION TARGET" FEATURE AND THE "SUBSET" FEATURE.

D. IT IS TRUE THAT ALL OF THE INFORMATION PRESENTED ON THE VISUAL DISPLAY COULD BE PLOTTED MANUALLY WITHOUT THE AID OF THE DISPLAY. THE PROSPECT OF A CONSIDERABLE MMANUAL REPLOT BURDEN MIGHT WELL DETER THE NAVIGATOR FROM OBTAINING AN ABUNDANCE OF LOP'S. YET FAILING TO RECORD MANY LOP'S MAY RESULT IN DEGRADED RESULTS. THE SITUATION DISPLAY ALLOWS THE NAVIGATOR TO MORE FULLY UTILIZE THE PRESENT CAPABILITIES OF THE AN/ALR-38 SYSTEM ENCOURAGING HIM TO RESOLVE MORE TARGETS WITH INCREASED ACCURACY.

E. THE INSTANT, REAL-TIME DISPLAY OF THE DATA ENABLES THE NAVIGATOR TO ALTER HIS TACTICS TO OBTAIN THE BEST POSSIBLE DATA. WITHOUT THE DISPLAY, THE NAVIGATOR ONLY HOPES THAT A LATER

[redacted]

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[redacted]

[redacted]

MANUAL REPLOT OF HIS DATA WILL PROVIDE THE DESIRED RESULTS. (THE DISPLAY ENABLES THE NAVIGATOR TO MORE EASILY DIRECT THE AIRCRAFT TO THE PROPER POSITION SO THAT THE BEST DATA CAN BE OBTAINED.)

F. RELIABILITY. EVALUATION WAS DELAYED FOR ONE MONTH BECAUSE THE DISPLAY BECAME INOPERATIVE SHORTLY AFTER ARRIVAL AT NKP. AFTER REPAIR, IT HAS PERFORMED WITHOUT MALFUNCTION FOR ONE MONTH.

3. PULSED EMITTER CAPABILITY. THIS SYSTEMM WORKS WELL IN FIXING THIS TYPE TARGET.

A. (BEST POSITIONS OBTAINED HAVE BEEN CIRCULAR CEP'S OF 1000 TO 1500 METERS (50 PER CENT PROBABILITY) WITH AN APERATURE OF OVER 60 DEGREES AND A 35 TO 50 NM STANDOFF RANGE. RADARS HAVE BEEN WORKED WITH STEADY BEARINGS INDICATIONS AT STANDOFF RANGES UP TO 100 NMS. HOWEVER, THE LARGE STANDOFF RANGE TOGETHER WITH THE LOW GROUNDSPEED OF THE RC-47 FREQUENTLY COMBINE TO YIELD ELLIPSES WITH LARGE ECCENTRICITY.)

B. THE AMBIGUITY IN TARGET LOCATION (RIGHT OR LEFT WING) CAN BE EASILY RESOLVED BY THE NAVIGATOR THROUGH A CHANGE IN AIRCRAFT

[redacted]

[redacted]

[redacted]

[redacted]

HEADING, AFTER A STEADY BEARING INDICATION IS ACQUIRED.

C. RELIABILITY. THIS SYSTEM HAS OPERATED WELL ON ALL MISSIONS WITHOUT MALFUNCTION.

4. SUGGESTED CHANGES.

A. PULSE EMITTER CAPABILITY. EXPANSION OF FREQUENCY RANGE TO INCLUDE OTHER RADARS OF INTEREST.

B. SITUATION DISPLAY. PRESENT EQUIPMENT IS EXCELLENT. FOLLOWING MINOR CHANGES WOULD MAKE IT EVEN BETTER.

(1) ON "PAGE A"; SUGGEST DISPLAY OF AIRCRAFT HEADING, PERHAPS BY FLASHING DOT AT A DISTANCE EQUAL TO 1/10 OF THE SCALE DIRECTLY IN FRONT OF THE AIRCRAFT.

(2) STROBE DISPLAY OF CURRENT BEARING TO SIGNAL (CORRESPONDING TO PRESENT DIGITAL DISPLAY PROVIDED BY "CLEAR" BUTTON).

(3) SCALES OF 1, 2, 4, 8, 512 AND 1024 NM ARE USELESS. PARTICULARLY USEFUL ARE SCALES OF 64 NM , WHICH CORRESPONDS TO THE NAVIGATORS 1:500,000 SCALE MAP.AND THE SCALE OF 32 NM, WHICH CORRESPONDS TO THE 1:250,000 SCALE MAP.

[redacted]

[redacted]

[redacted]

[redacted]

(4) PRESENT SIZE OF SCREEN IS IDEAL. LOCATION IS [redacted]SATISFACTORY. I WOULD NOT LIKE TO SACRIFICE SCREEN SIZE FOR A MORE CONVENIENT LOCATION.

(5) LENGTH OF LOP'S SHOULD BE EXTENDED BEYOND THE CALCULATED FIX POSITION MORE THAN THE PRESENT CUT-OFF AT 4 NM. A 10 NM DISTANCE WOULD BE AN IMPROVEMENT.

5. IMPROVED PREAMPLIFIERS (COLLECTION). IMPROVED RECEPTION ON BOTH THE G-133'S/G-175J RECEIVERS WITH NEGATIVE DISTORTION OR STATIC. ON THE G-175J RECEIVER WHILE FLYING THE 612ALPHA (FRAG POINT WE7080) HAVE INTERCEPTED VOICE COMMS EMANATING FROM THE HANOI AREA. ALSO WHILE FLYING THIS SAME AREA HAVE INTERCEPTED EXPLOITABLE MESSAGES FROM BOTH THE PDJ AND BOLOVENS PLATEAU AREAS ON THE G-133'S. HIGHLY RECOMMEND THAT THE NEW IMPROVED PREAMPS BE INSTALLED ON ALL OTHER AN/ALR-35/38 SYSTEMS.

6. AUX CONTROL PANEL. WOULD SUGGEST AN IMPROVED TYPE OF SWITCH TO REPLACE THE FRAGILE TOGGLES WITCHES WHICH ARE NOW ON THE PANEL. PERHAPS A TYPE OF WAFER SWITCH WOULD BE MORE APPROPRIATE AND

[redacted]

[redacted]

[redacted]

AND HAVE MORE DURABILITY. AGAIN THIS MODIFICATION WOULD BE BENEFICIAL IF IT WOULD INSTALLED ON THE OTHER AN/ALR-38 SYSTEMS.

[redacted]

[redacted]

[redacted]

File
#6

RTTSZYUW RUWTEJA2422 0462244-SSSS--RUMDREA;
ZNY SSSSS
R 152212Z FEB 73
FM USAFSS KELLY AFB TEX
TO RUMHADA/PRC HICKAM AFB HI/PDO
INFO RUHQHQA/CINCPAC CAMP SMITH HI/J23
RUHHLHA/NCPAC PEARL HARBOR OAHU HI
RUSADWS/NSACSS FT GEO G MEADE MD/W2/W4
ZEN/AFSPCOMMCEN/EWA/SUD/KELLY AFB TEX
RUMHWHA/USAFSSPAC WHEELER AFB HI
RUMCREA/699455 NKP RTAFB THAI/DOR
RUSADWS/USAFSS FM FT GEO G MEADE MD
BT
[redacted] DOR
SUBJ: EC-47 ARDF RADAR SYSTEM (U)
REFS: A. YOUR PEC-PDO 312246Z JAN 73 (NOTAL)
B. YOUR PEC-PDO 132303Z FEB 73 (NOTAL)
C. FINAL REPORT, QRC 73-01/EC-47Q, JAN 73 (TAC PROJ
72A-16ST)
D. MY DOR 141948Z FEB 73 (NOTAL)
1. FLAG INFO PROVIDED IN RESPONSE TO YOUR QUESTIONS ABOUT EC47
RADAR FIX EQUIP AND ACCURACY. ADDITIONAL DETAILS ABOUT THE SYSTEM

PAGE 2 RUWTEJA2420 [redacted]
ARE CONTAINED IN REF CHARLIE. IT WAS RECENTLY DISTRIBUTED AND SHOULD
BE AVAILABLE AT CINCPACAF/DOJ/IN.
2. THE ACFT USES A MODIFIED AN/ALR-38 ARDF SYSTEM. IT CONTAINS
TWO RECEIVER SUBSYSTEMS: FHI 30-175 MHZ, FLO 2-32 MHZ. GENERAL
SYSTEM PERFORMANCE CHARACTERISTICS FOLLOW:
A. FREQ RANGE: 2-175 MHZ OVERALL
2-32 MHZ IN FIFTEEN 2 MHZ BANDS
30-175 MHZ IN EIGHT 20 MHZ BANDS
B. MODULATIONS ACCEPTED: CW, ICW, AM, FM, FSK, SSB, PULSE
C. ACTIVE TARGET HANDLING CAPACITY: 99 TARGETS
D. FIX STORAGE CAPACITY: 125 TARGETS
E. TIME FOR 1 DF MEASUREMENT (MILLISECONDS):

2-16 MHZ	42
16-22 MHZ	80
22-32 MHZ	92
30-175 MHZ	120

F. NUMBER OF MEASUREMENTS PER LOP: 50 MAX, 2 MIN
G. TIME PER LOP: 50 MILLISECONDS, 6 SEC MAX
H. TIME TO COMPUTE FIX: LESS THAN 1 SECOND
I. FREQ DISPLAY:

[redacted]

[redacted]

2-32 MHZ	DIRECT COUNT, 100 HZ
	LSD, PLUS/MINUS 500 HZ
30-90 MHZ	TRANSLATED COUNT, 100 HZ
	LSD, PLUS/MINUS 5 KHZ
90-170 MHZ	TRANSLATED COUNT, 1 KHZ
	LSD, PLUS/MINUS 5 KHZ

2. ANTENNAS: THREE HORIZONTAL ANTENNAS ARE UTILIZED FOR PULSED SIGNAL ACQUISITION. THEY ARE UNDERNEATH ON CENTERLINE OF ACFT AND PROVIDE AN OPERATIONAL APERTURE OF PLUS/MINUS SIXTY DEGREES BROADSIDE. THEY WERE SPECIFICALLY DESIGNED FOR H-POLARIZED SIGNALS IN 152-170 MHZ RANGE.

3. ACCURACY: FINDINGS REPORTED IN REF CHARLIE WERE A CIRCULAR ERROR AVERAGE (CEA) OF 2,750 METERS, OR APPROX 1.5 NM. THIS CEA, FROM STANDOFFS OF 30-41 NAUTICAL MILES, INCLUDED ERRORS FROM ALL SOURCES, THE ALR-38 SYSTEM, ACFT NAVIGATION SYSTEM, OPERATORS, AND MANUAL REDUCTION.

4. ELLIPSE DETERMINATION CONSISTS OF A COMPUTER ROUTINE UTILIZING PT NUMEROUS PARAMETERS OF FIX LOCATION COMPUTATION, I.E., STANDARD DEVIATION OF THE INDIVIDUAL BEARING SAMPLES, MISS ANGLE AND STANDOFF RANGE FROM THE COMPUTED LOCATION, ANGULAR SEPARATION BETWEEN

BEARING SAMPLES AND TIME SINCE LAST NAVIGATION UPDATE. DOPPLER IS CONTINUALLY UPDATED SO THAT ACFT POSITION WILL BE ACCURATELY KNOWN WITHIN ONE-HALF MILE OR LESS. OPERATOR CAN SELECT AN ELLIPSE DESCRIBING A CONFIDENCE AREA OF 10-99 PERCENT PROBABILITY. NORMALLY 50 PERCENT IS REPORTED.

XQDS-2

ST

#8422

NNNN

[redacted]

[redacted]

01 05 PP AAAA 10/09/02JAN 73

YES

6994SCTYSQ

USAFSS/DOR

#7

[redacted] DOR

(DELIVER DURING DUTY HOURS)

SUBJ: EC-47 SN 76304 EVAL PROGRESS REPORT (2-7 JAN 73)

1. DURING THIS PERIOD, ACFT 76304 FLEW A TOTAL OF 06 MISSIONS. EARLY IN THE WEEK PROBLEMS CONTINUED WITH WORKING HF TARGETS, BUT THESE WERE APPARENTLY RESOLVED ABOUT MID-WEEK. FEW HF TARGETS WERE SUBSEQUENTLY WORKED HOWEVER, SINCE THE AREA BEING FLOWN IS DESIGNED PRIMARILY FOR ACQUISITION OF PULSED EMITTERS. FOLLOWING ARDF RESULTS WERE OBTAINED DURING THOSE 06 MISSIONS:

WRKD	FIXED	CUT	LOPS	
08	03	04	01	HF
03	03	00	00	VHF (RT)
08	03	05	00	VHF (M/C)

CC Read File

DO Read File

LUTHER M DAVID, CMSGT/DO/2020

JAMES B GOLDEN, JR, CAPT/DO/2020

SIGNED

[redacted]

[redacted]

02 05 10/ JAN 73

33/52	11/20	16/25	06/07	PULSE

2. AS YOU CAN SEE THE FIX RATE IS SOMEWHAT LOW. MANY CUTS ARE OBTAINED AND THIS TREND WILL PROBABLY CONTINUE DUE TO THE LONG STANDOFF RANGE WHILE WORKING PULSE AND MULTICHANNEL TARGETS. THROUGH LOCAL COORDINATION, WE HAVE OBTAINED CLEARANCE TO FLY INSIDE THE 10NM BUFFER ZONE AND BY FLYING CLOSER TO THE NVN BORDER WE OBTAIN BETTER ARDF RESULTS. WITH SMALLER STANDOFF RANGES, LATER FIX RATES SHOULD IMPROVE SOMEWHAT OVER RESULTS FROM FIRST WEEK THE ACFT FLEW. IT ALSO APPEARS THAT SOME NAVS ARE WORKING AT TOO GREAT A STANDOFF. THIS MAY BE A SLIGHT MISUNDERSTANDING OF "LEARNING WHAT THE MAXIMUM STAND OFF CAPABILITY OF 76304 IS FOR WORKING PULSE TARGETS." INTEND TO DISCUSS

JAMES B GOLDEN, JR, CAPT/DO/2020 [redacted]

[redacted]

[redacted]

THIS WITH 361 TEWS BEFORE LEAVING HERE AND BELIEVE WE CAN THEN GET BETTER FIX RESULTS.

3. VHF VOICE COLLECTION CONTINUES AT HIGH LEVELS. DURING 02 - 07 JAN 73, WE OBTAINED 421 MINS. OF RT AND 166 MINUTES OF MULTICHANNEL COPY. AVERAGE VHF VOICE TAKE ON 76304 IS OVER 100 MINUTES PER MISSION, A TOTAL OF 1077 MINUTES FOR THE 10 MSNS ACFT HAS FLOWN. I COMPARED 76304 VOICE COLLECTION TO THAT REPORTED IN COMBAT CROSS REPORT FOR PERIOD 30 DEC - 05 JAN 73 AND FIND THAT THIS ACFT COLLECTED 76.5 PERCENT OF THE TOTAL VHF VOICE COPIED BY THE UNIT. THE 166 MINUTES OF M/C COPY ON 76304 IS THE TOTAL COPY BY THE UNIT FOR THIS PERIOD.

4. TWO AMS'S ARE FULLY TRAINED NOW AND THEY WILL SERVE AS CADRE TO TRAIN OTHER AMS' AND TO PREPARE TNG PROGRAM FOR FOLLOWON EFFORTS. THE TEWS NAVS

JAMES B GOLDEN, JR, CAPT/DO/2020

[redacted]

[redacted]

AND THE AMS' ARE WORKING WELL TOGETHER ON THE PROJECT. THE PANORAMIC DISPLAY FOR THE NAV POSN HAS NOT YET BEEN OPERATIONAL. AM STILL HOPEFUL THAT PARTS FOR IT WILL ARRIVE BEFORE MY DEPARTURE SO THAT I CAN SEE NAV REACTION TO ITS USE. ACFT WENT INTO PHASE DOCK 08 JAN AND MAY BE READY TO FLY AGAIN ON 10 JAN 73. FYI, ACFT HAS BEEN SKED DAILY SINCE 26 DEC AND THERE HAS BEEN NO LOST TIME DUE TO BRAVO EQUIPMENT.

5. MY GENERAL OBSERVATIONS OF THE FLTS SO FAR ARE THAT THE SYSTEM PERFORMS QUITE WELL. FROM ARDF RESULTS TO DATE IT APPEARS THAT ABOUT 60 NM MAY BE THE MAXIMUM EFFECTIVE STANDOFF RANGE WE CAN USE AND YET REALLY USEFUL DATA FOR WORKING PULSE AND M/C TARGETS. THIS SHOULD BE FINALLY DOCUMENTED BEFORE THE TEST CONCLUDES. COLLECTION ON ALL RIGHT SIDE PSNS

JAMES B GOLDEN, JR, CAPT/DO/2020

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[redacted]

IS MUCH BETTER ON 76304 THAN OTHER ALR-38/35 ACFT AND THIS IS TRUE FOR HF AND VHF RANGES.WITH THE NEW PREAMPS AND MULTICOUPLES RECEIVER NOISE IS MUCH LESS AND SENSITIVITY IS MUCH IMPROVED. Y AND Z OPERATORS HAVE COPIED FROM AREA 12 TGTS KNOWN TO BE IN THE PDJ. WE SHOULD EXPECT BETTER COPY OF EXPLOITABLE TRAFFIC AND PROBABLY MORE OF IT THAN WE OBTAIN ON OTHER ACFT DUE TO BETTER SIGNAL/ NOISE RATIO.

6. INPUT FROM TEWS LATE ARRIVING FOR THIS REPORT AS THEIR CHIEF NAV IS FLYING ALMOST DAILY. THEIR COMMENTS WILL BE FORWARDED UPON RECEIPT BY SEPARATE MSG. CMSGT DAVID SENDS.

JAMES B GOLDEN, JR, CAPT/DO/[redacted]

[redacted]

1 00 [redacted] 24/0705Z APR 73

USA-561

HQ USAFSS/DOR/DOC
USAFSS PAC/DO
NCPAC
[redacted]
NCPR VN [redacted])
AFSSO UDORN (PASS TO 13 ADVON/DOXRE)
AFSSO NKP FOR USSAG/INOC)
SSO SAIGON (FOR DAO/AOSOP-IS-S)
DIRNSA
USAFSS/FT MEADE
AFSSO USAF/INYSB
USM-7
USF-786
USA-564
[redacted] DO APR 73

FOLLOW-UP NR ONE AND FINAL TO 8994TH SCTY SQ AIR NUMBER 73-01 (RCS: USS-V3)

ACFT 6029 RETURNED SAFELY TO NKP AT 240618Z/241315L FROM 610A MISSION AFTER HAVING SUSTAINED HIT BY POSSIBLE 37/57MM AAA IN THE VICINITY OF XG425053 (15-[redacted]N 106-29E) WHILE OPERATING AT 10,000 FEET WHICH RESULTED IN MAJOR BATTLE DAMAGE TO THE LEFT WING AND NUMEROUS SHRAPNEL HOLES IN THE FUSELAGE. NO AIRCREW MEMBERS WERE INJURED AND EMERGENCY DESTRUCTION OF CLASSIFIED MATERIAL WAS NOT ENVOKED. DELETE SGT LOESEL, JOHN C AS CREWMEMBER AS REPORTED [redacted] IN AIR NR 73-01.

XGDS - 2

PETER G GOOD SGT, DORP, 3158

DDI: RNI

[redacted]

JAMES [redacted] JR/MAJOR/DO/2020

[redacted]

[redacted]

24/0550 Z APR 73

USA-561

HQ USAFSS/DOR/DOC
USAFSS PAC/DO
NCPAC
[redacted]
NCPR VN [redacted]
AFSSO UDORN (PASS TO 7/13 AF/DOXRE)
AFSSO NMP (FOR USSAG/INCC)
SSO SAIGON (FOR DAO/AOSOP-IS-S)
DIRNSA
USAFSS/FT MEADE
AFSSO USAF/INYSB
USM-7
USF-786
[redacted] DO APR 73

1. 6994 SCTY SQ AIR NUMBER 73-01 (RCS: USS: M3)

2. COMBAT CROSS ZULU, 610A (1)

3. A. ONE EC-47, TAIL NUMBER 6029

B. FIRED ON BY UNIDENTIFIED AAA, HIT IN TIP LEFT WING

C. TIME RECEIVED: 24/0510Z/241210L

D. N/A
UNK

4. SSGT BEATY, WILLIAM F./FR[redacted]/RA20771/0 MOS/130/AMS

SST LETO, GREGORY M./FR[redacted]/RA20751/21 MOS/160

SGT GREENE, TIMOTHY H/[redacted]/RA20751/7 MOS/48

SSGT GORMAN, LARRY J/FR[redacted]/RA20270/3 MOS/15

Do read file

PETER C GOOD SGT DORP 3158

DDI: RNI

MAJOR JAMES A. GOLDEN/DO/2550

[redacted]

SGT MCGEE, JAMES B/FR[redacted]/RA2Ø351/2Ø MOS/368[redacted]

SGT LOESEL, JOHN C/FR[redacted]/RA32853/5 MOS/7

SSGT SOLKO, MICHAEL D/FR[redacted]/RA2Ø371/18 MOS/UNK TDY

MAJ MARQUEZ, RAFAEL, NMI/[redacted]FR/AIRCRAFT COMMANDER

1LT SCHLESS, WILLIAM F/[redacted]FR/CO-PILOT

1LT SANGER, STEPHEN T/[redacted]FR/3RD PILOT

MAJOR MARSHALL, HARLEY NMI/[redacted]/NAVIGATOR

3. MISSION 61ØA, BARON 48, WAS HIT BY UNIDENTIFIED AAA, INFO RECEIVED VIA A/G/A COMMS FROM BARON Ø1, MISSION ACFT RTB AT THIS TIME. INFO TO FOLLOW.

[redacted]

[redacted]

Ø1 Ø3 00 AAAA 11Ø45Z JUN 73

USA-561

[redacted]

HQ USAFSS/DOR/DOC
USAFSS PAC/DO
NCPAC
[redacted]
NCPR VN [redacted]
AFSSO UDORN (PASS TO 13ADVON/DORXE
ZEN/AFSSO NKP (FOR USSAG/INOC)
SSO SAIGON (FOR DAO/AOSOP-IS-S)
DIRNSA
USAFSS/FT MEADE
AFSSO USAF/INYSB
USM-7
ZEN/USF-786

[redacted] DO

FOLLOW-UP NR FIVE AND FINAL TO 6994TH SCTY SQ AIR NUMBER Ø2-73 (RCS: USS-V3)

HEREWITH SUMMARY OF ACTIVITY WHEN BARON 53, EC-47 153, DEVELOPED ENGINE TROUBLE AT ØØØ31ØZ JUN 73 AND WHEN THE AIRCRAFT DEPARTED PLEIKU AT 1ØØ945Z JUN 73.

AT ØØØ31ØZ JUN 73, THE NUMBER TWO ENGINE BEGAN VIBRATING EXCESSIVELY FOLLOWED BY GRAY AND WHITE SMOKE TRAILING FROM THE ENGINE. A FIRE ERUPTED IN THE ENGINE AND WAS IMMEDIATELY EXTINGUISHED BY CLOSING THE FIRE WALL SHUTOFF VALVE. THE AIRCRAFT COMMANDER TRANSMITTED AN EMERGENCY RADIO CALL AND COMMUNICATIONS WITH CRICKET, ABCCC WERE

CC READ FILE

S.F.LUCAS, TSGT, USAF DORP/3158

JAMES B. GOLDEN, MAJ, USAF DDI: RNI

[redacted]

AAAA [redacted]

[redacted]

[redacted] COMMANDER

ESTABLISHED. THE AIRCRAFT WAS LOSING ALTITUDE AND THE AIRCRAFT

MADE THE DECISION TO LAND AT PLEIKU. THE ACFT LANDED AT [redacted]357Z JUN 73. AT Ø41ØZ, THE AIRCREW WAS MET BY VNAF BASE OPERATIONS PERSONNEL. AT 1Ø15Z, THE AIRCRAFT WAS RELOCATED FROM A LOCATION NEAR BASE OPERATIONS TO A NEW PARKING AREA AT THE EAST END OF THE RUNWAY, AND AT 11ØØZ A FULL VNAF SECURITY CREW WAS PROVIDED TO GUARD THE AIRCRAFT. AT [redacted]15Z, Ø9 JUN 73, A C-13Ø AIRCRAFT WITH MAINTENANCE CREW AND NEW ENGINE ARRIVED. MAINTENANCE WAS COMPLETED AND AT Ø735Z, 1Ø JUN 73, A FUNCTIONAL CHECK FLIGHT WAS PERFORMED. AT [redacted]45Z, THE AIRCRAFT WITH CREW INTACT DEPARTED PLEIKU AND ARRIVED [redacted]KP AT 1225Z ON 1Ø JUN 73. THE CLASSIFIED MATERIAL ABOARD THE AIRCRAFT AND THE AIRCRAFT ITSELF WAS AFFORDED COMPLETE SECURITY PROTECTION AT ALL TIMES BY THE AIRCREW MEMBERS.

COMMENTS: DURING THE PERIOD BARON 53, EC-47 AIRCRAFT WAS STRANDED AT PLEIKU, THE INTERNATIONAL CONTROL COMMISSION SUPERVISION TEAM (ICCS) APPEARED AT THE PLEIKU AIRFIELD. THE EC-47 AIRCRAFT WAS RELOCATED AS MENTIONED ABOVE TO EVADE THE ICCS TEAM. THE AIRCREW MEMBERS WERE

[redacted]

S.J. LUCAS, TSGT, USAF

J.B. GOLDEN, MAJ, USAF

3. [illegible] THE AIRCRAFT WAS [illegible] AT THE EAST END [illegible] THE AIRCRAFT [illegible]

EC

AAAA

[redacted]

XXXX

XX

PROVIDED CIVILIAN CLOTHING TO PRECLUDE IDENTIFICATION BY THE ICCS TEAM WHO APPEARED ON TWO OCCASIONS IN THE AREA OF THE EC-47 AIRCRAFT. ALSO, THE UNITED STATES AIRCRAFT MARKINGS WERE CONCEALED BY THE VNAF PERSONNEL THROUGH THE USE OF PAPER, TAPE, AND GRAY PAINT. THE ICCS TEAM ON THE SECOND VISIT WERE NOTED WITH CAMERA EQUIPMENT, HOWEVER AIRCREW MEMBERS COULD NOT ASCERTAIN IF PHOTOGRAPHS OF THE AIRCRAFT WERE OBTAINED.

THE FOLLOWING PERSONNEL AT PLEIKU WHO PROVIDED MAXIMUM ASSISTANCE TO THE EC-47 AIRCREW MEMBERS WERE:

COL YO QUE, PLEIKU AIRBASE WING COMMANDER.

CAPT XEM THUONG VAN, SECOND DIRECT AIR SUPPORT CENTER.

MR GEORGE, NCPR REPRESENTATIVE - ASTD PLEIKU.

MR BARNES, KENTRON REPRESENTATIVE (POWER PLANT SUPERVISOR).

XGDS-2

[redacted]

[redacted]

[redacted]

01 02 FP FP SSSS 29/0830 Z MAR 73

6994SCTISQ NAKHON PHANOM RTAFB THAILAND

7AOCS/KORAT RTAFB THAI/DO/INTEL

INFO: USSAG/7AF/NKP RTAFB THAI/DOOO/INOC (MESSENGER)

USAFSS/KELLY AFB TX/DOR

USAFSSPAC/WHEELER AFB HI/DO

DET 3 6994SCTISQ/UBON RTAFB THAI/DO

361TEWS/NKP RTAFB THAI/DO (MESSENGER)

[redacted] DOR

SUBJ: BROWN BEAVER REPORTING (U)

REF: MY DOR 120908Z MAR 73 (NOTAL USSAG)

1. SOME TIME AGO 7AF ESTABLISHED A PROGRAM WHEREBY USAFSS CREWS ABOARD BARON EC-47 AIRBORNE RADIO DIRECTION FINDING (ARDF) MENS PASSED NEAR REAL TIME ARDF LOCATION DATA ON ENEMY TACTICAL GROUND TRANSMITTERS TO ABOCC PLATFORMS FOR SUBSEQUENT RELAY TO RAVEN FACS OPERATING IN LAOS. THIS PROGRAM, NAMED BROWN BEAVER, WAS DESIGNED TO PASS ARDF FIXES WITH CEPS OF 1000 METERS OR LESS AND WAS LIMITED TO THOSE FIXES OF ENEMY TRANSMITTERS IN LAOS.

2. THE 361TEWS, 6994 SCTY SQ AT NKP AND DET 3, 6994 SCTY SQ AT UBON JOINTLY FLY BARON EC-47 ARDF MENS OVER LACS, SOUTH VIETNAM AND CAMBODIA.

CC READ FILE X
DO READ FILE ____
DOR FILE CY ____

SAME AS REDRASER

EDWARD S. MAREK, CAPT, DOR/2886

[redacted]

[redacted]

02 02 PP PP SSSS 29/0830Z MAR 73

IN THE PAST THIS PROGRAM WAS A LUCRATIVE SOURCE OF TIMELY TACTICAL DATA AND MANY TOTS WERE SUCCESSFULLY VR'D AND SUBSEQUENTLY DESTROYED BY TACAIR. HOWEVER, WITH US SEA DRAWDOWN AND SUBSEQUENT LAOS CEASE-FIRE THIS PROGRAM LOST ITS TACTICAL VALUE. IN COORDINATION WITH USSAG/7AF, WE HAVE DETERMINED THAT WE SHOULD DISCONTINUE THE BROWN BEAVER PROGRAM IN LAOS AS WE NO LONGER HAVE US FACS AND TACAIR AT OUR DISPOSAL IN THAT AREA. HOWEVER, HAVE DETERMINED THAT THIS PROGRAM CAN BE APPLIED IN CAMBODIA WHERE US AIR OPERATIONS ARE CONTINUING. BEST 3, 6994 SCTY SQ IS PRESENTLY BEING TASKED BY USSAG/7AF TO FLY OVER TWENTY ARDF MISSIONS PER WEEK IN CAMBODIA NEAR SUCH AREAS AS KOMPONG THOM, PHA DENG MEAS, CHUP RUBBER PLANTATION, KAMPONG CHAM, PREY VANG AND PENOM PENH. THEREFORE, DAILY USSAG COMBAT CROSS (BARON C/3, EC-47) FRAG ORDERS REQUIRE THAT ARDF MISSIONS FLOWN OVER CAMBODIA PASS BROWN BEAVER TARGETS TO THE ABOCC PLATFORM.

3. GIVEN PAST SUCCESSES OF THIS PROGRAM IN LAOS, WE DESIRE TO PUT FORTH MAXIMUM EFFORT TO PROVIDE YOU WITH NEAR REAL TIME LOCATION DATA FOR SUBSEQUENT VR AND ATTACK. WE USE THE FOLLOWING PROCEDURES FOR

[redacted] [redacted]

[redacted]

03 03 PP PP SESS [redacted] 291087C 8 MAR 73

PASSING TOTS:

A. FIX OBTAINED ON ENEMY TACTICAL TRANSMITTER AND CEP IS 1000 METERS OR LESS.

B. ACFT CMDR/CO-PILOT CONTACTS ABCCC IN PLAIN MODE, AND REQUESTS ONLY THAT WE GO SECURE WITH ABCCC. NO REASON NEED BE GIVEN NOR ACKNOWLEDGED AS TO REASON FOR GOING SECURE.

C. ABCCC ACKNOWLEDGES REQUEST TOGO SECURE AND ADVISES SECURE FREQ DESIRED (PRIMARY UHF/FM, ETC).

D. USAFSS BACKEND ACFT CREW DIALS SECURE FREQ AND ATTEMPTS CONTACT IN SECURE MODE WITH ABCCC. BARON TACTICAL CALLSIGN USED, E.G. CRICKET THIS IS BARON 44 SECURE.

E. ONCE SECURE COMMS ESTABLISHED, USAFSS CREW PASS BROWN BEAVER TARGETING TRAFFIC AS FOLLOWS:

(1) CRICKET THIS IS BARON 44 SECURE AND I HAVE TRAFFIC.

(2) OSCAR INDIA (IDENTIFIES TRAFFIC AS BEING BROWN BEAVER DATA)

(3) UTM GRID OF FIX LOCATION

(4) CEP IN METERS

[redacted]

[redacted]

[redacted]

[redacted]

04 04 FP FP SECRET

(5) TIME OF FIX

4. IN ORDER FOR PROGRAM TO BE EFFECTIVE, DATA MUST BE PASSED TO A FAC FOR VR OF THE VICINITY OF THE COORDINATES. UNDERSTAND BUSTIC OV-10 FACS ARE PRESENTLY OPERATING OVER CAMBODIA. SUGGEST TARGET DATA BE PASSED TO THEM. HOWEVER, WISH TO EMPHASIZE NEED FOR SECURITY. WHEN PASSING TARGET DATA TO FACS, DO NOT RPT DO NOT REVEAL THE SOURCE OF THE TARGET INFO AS THAT WOULD COMPROMISE THE INTELLIGENCE MISSION OF THE BARON RC-47 AND WOULD DENY US A LUCRATIVE SOURCE OF LOCATION DATA. PLS BRIEF ALL OF YOUR CREWMEMBERS AND SUPPORT PERSONNEL IN ANY WAY INVOLVED ABOUT THE SECURITY OF THESE REQUIREMENTS.

5. BELIEVE THE BROWN BEAVER PROGRAM TO BE A VALUABLE SOURCE OF NEAR REAL TIME LOCATION DATA ON ENEMY UNITS. REQUEST ANY DATA YOU CAN PROVIDE CONCERNING ABCCC CAMBODIA OPERATIONS THAT WOULD AFFECT THIS PROGRAM (ORBIT AREA, FREQ USAGE, ETC).

6. FOR DET 3, 6994 SCTY SQ: REQUEST YOU MAKE MAXIMUM EFFORT TO PASS BROWN BEAVER TGTS TO CAMBODIA ABCCC. IF YOU ENCOUNTER ANY PROBLEMS OR NEED ANY ASSISTANCE, PLS ADVISE. GBS 31 DEC 81

[redacted]

[redacted]

OR OI RR AAAA 02/0915 2 APR 73
3

699ABGY15Q

USAFSS/DOR

[redacted] DOR

SUBJ: ARDF TASKING

REF: A. USAFSS DOR 300600Z MAR 73

B. USA-561/ACC 200645Z MAR 73

C. USA-561/ACC 280800Z MAR 73

D. USA-561 DOMN 300700Z MAR 73

1. REF BRAVO TASKED REP FOR [redacted] SORTIES FOR A NINE DAY PERIOD (24 MAR - 1 APR) WHEREAS REF CHARLIE TASKED US TO FLY 41 SORTIES FOR A SEVEN DAY PERIOD (2-8 APR). REASON FOR NINE DAY TASKING PERIOD IN REF BRAVO WAS TO ALLOW FOR CHANGE OVER TO MONDAY THRU SUNDAY TASKING WEEK VICE SATURDAY THRU FRIDAY TASKING WEEK. THIS CHANGE OVER REPORTED IN REF DELTA.

2. LEVEL OF SORTIES TASKED BY REF CHARLIE ALSO AFFECTED SLIGHTLY BY FACT THAT FOUR REP ACFT ARE IN IRAN. WE ARE FRACTURED AGAINST NUMBER OF POSSESSED ACFT. CONSUMER REQMTS HAVE NOT BEEN LOWERED.

CC HEAD FILE_____
RO HEAD FILE X
DOR FILE CK_____

SAME AS REFRASHR

[redacted]

[redacted]

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