

UNCLASSIFIED

# HISTORY OF DETACHMENT 2 6994TH SECURITY SQUADRON

January - June  
1969



The EC-47 History Site

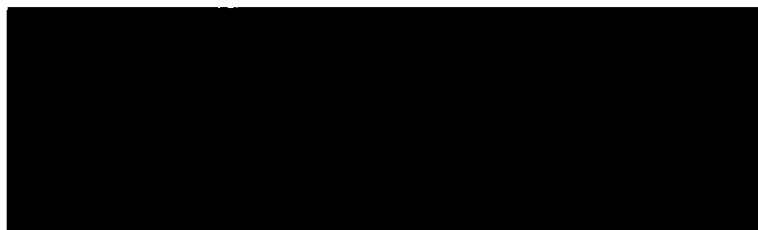


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HISTORY

DETACHMENT 2, 6994TH SECURITY SQUADRON

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1 January 1969 - 30 June 1969

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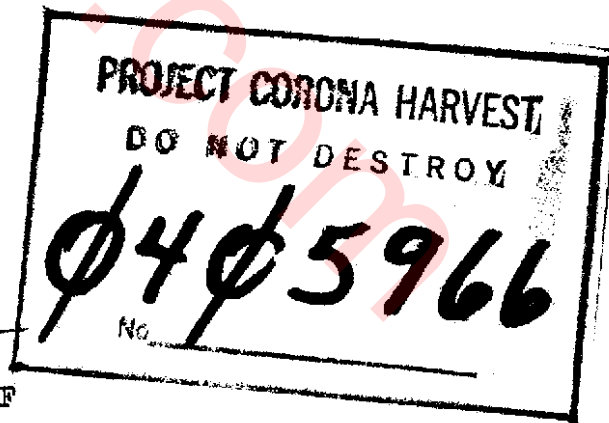
Prepared by:

HAROLD SALZWEDEL JR., SSgt  
Operations Historian

KENTON E. LAMMERS, Captain  
Operations Officer

Approved:

*Brian D. Cornett*  
BRIAN D. CORNETT, Captain, USAF  
Commander



FOREWARD

This historical report is a record of Detachment 2, 6994th Security Squadron (Operations), covering the period 1 January 1969 - 30 June 1969. All references to dates are within this period unless otherwise indicated.

The majority of the information contained herein was submitted by the major staff sections. Additional information was taken from files and records maintained at the unit.

All suggestions and comments should be directed to the Operations Officer who is responsible for preparing this report.

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[REDACTED]

CHAPTER I

MISSION AND ORGANIZATION

Mission

[REDACTED] The mission of Detachment 2, 6994th Security Squadron was to operate allocated airborne direction finding and airborne intercept resources according to existing directives to locate, identify, and collect designated foreign communications emissions while in direct tactical support to the Commander, U.S. Military Assistance Command, Vietnam (COMUSMACV). Also, to conduct Airborne Radio Direction Finding (ARDF) and airborne collection planning with the ARDF Coordination Center (ACC), Tan Son Nhut Air Base, and the 362d Tactical Electronic Warfare Squadron (TEWS), Pleiku Air Base, Republic of Vietnam, according to established directives.<sup>1</sup>

Organization

[REDACTED] Detachment 2, 6994th Security Squadron was located at Pleiku Air Base, Republic of Vietnam and was subordinate to the Commander, 6994th Security Squadron, Tan Son Nhut Air Base, Republic of Vietnam. The detachment provided the radio operators, linguists, and analysts for operational missions while the aircraft were provided by PACAF and operated by the 362d Tactical Electronic Warfare Squadron (TEWS). The detachment also provided maintenance of USAFSS airborne and ground support equipment.<sup>2</sup>

Organizational Changes

(UNCLAS) One significant organizational change during this period occurred when the Security and Law Enforcement section which was directly responsible to the Operations Officer was transferred to the Detachment Commander.

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ROSTER OF KEY PERSONNEL

1 January 1969

Operations Officer	1st Lt John E. Stuart
NCOIC Operations	SMSgt Kenneth J. Seals
Mission Management	MSgt Walter E. McCollough
SEFE	TSgt Lowell A. Farmer
Reporting	TSgt Ronald C. Hain

30 June 1969

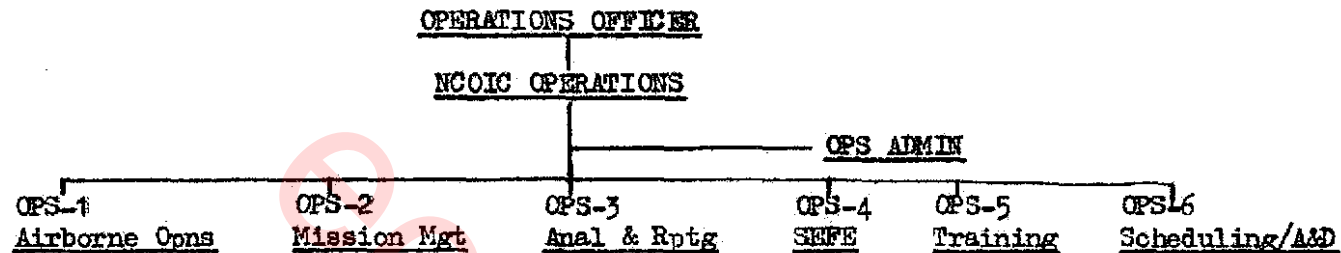
Operations Officer	Captain Kenton E. Lammers
NCOIC Operations	SMSgt Kenneth J. Seals
Mission Management	MSgt Carl A. Miller
SEFE	TSgt Lowell A. Farmer
Reporting	MSgt Donald H. Ritter



Det 2, 6994th Security Squadron

Operations Division

Organizational Chart



In June 1969 the Operations Section was slightly reorganized and each function was given a numerical designator.

OPS - Operations Officer/NCOIC. OPS-ADM - Operations Administration. OPS-1 - This function is most commonly referred to as Airborne Operations. The 3 flights which comprise all flying personnel with the exception of day workers are subordinated to OPS-1. OPS-2 - Mission Management. There are 4 personnel (292X1) assigned to OPS-2 as an additional duty. Two of these personnel work straight days, and the remaining are assigned to shift work. All personnel perform flying duties on a scheduled basis. OPS-3 - Analysis and Reporting. This function includes all facets of the analysis, reporting and pre-mission briefing tasks. OPS-4 - SEFE function subordinated to Ops. The SEFEs are tasked to conduct a formal ground school each week for newly assigned personnel, in addition to their normal duties. OPS-5 - Training NCO, who is also responsible for Plans. This function is also responsible for the Detachment OJT program. OPS-6 - Scheduling, Awards and Decorations, and liaison with our counterparts (362 TEWS) on fragging and scheduling.

[REDACTED]

Operational Manning

[REDACTED] The only significant operational manning problem experienced during this period was within the voice section. During the first four months of 1969 this section functioned under a critical shortage of operators. Authorized 12 PCS 203X1-MD's, the section at many times had no more than six operators, including TDY personnel. On one occasion the number dropped to two. The section had lost three personnel for Commando Forge deployment and no replacements were immediately available. Flying almost daily for an extended period of time, each operator assigned to this unit continually performed his duties in an alert, professional manner. In addition to flying long arduous hours, everyone volunteered his scarce spare time to accomplish ground duties - transcribing, maintaining technical data, daily reports, etc. Their efforts earned the section a letter of commendation from the then Detachment Commander, Major Phillip D. Carlson.

[REDACTED] In an attempt to alleviate the 203 manpower shortage at Detachment 2, it was decided at higher levels to utilize MB linguists in the place of MD linguists. The end of May saw the arrival of the first Chinese linguists. Although working in an unfamiliar language specialty, they became very proficient at distinguishing VC/NVA voice communications from ARVN communications. They lacked the knowledge to recognize or process perishable intelligence information, but they did help to alleviate the manpower shortage, while at the same time aiding in the overall intelligence collection effort.

[REDACTED]

[REDACTED] In April this unit deployed the first airborne voice intercept operators to Project Commando Forge. The three operators assigned to that project helped to fully develop the voice effort in Laos operating from Detachment 3, 6994th Security Squadron.

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[REDACTED]

CHAPTER II

TASKING AND COLLECTION

Tasking

[REDACTED] The Detachment's Combat Cougar resources were tasked with HF ARDF and associated collection of VC PAVN/NVA transmissions in the northern portion of the Republic of Vietnam, Laos, and the coastal area of North Vietnam immediately above the Demilitarized Zone (DMZ). The Combat Cougar Zulu, Sentinel Eagle, and Mini-Mod 38 aircraft became part of the regular Combat Cougar fleet and were tasked with the same ARDF mission as the Combat Cougar, plus HF/VHF collection. Combat Cougar Zulu resources did not all have VHF collection capability. The Sentinel Eagle and Mini-Mod 38 aircraft did possess HF/VHF ARDF and collection capability and were tasked accordingly against voice and manual Morse transmissions in the northern portion of Laos and the DMZ area. Special primary collection missions were also tasked utilizing the Combat Cougar Zulu and Sentinel Eagle resources for the collection of HF/VHF voice and manual Morse readable communications.

[REDACTED]

[REDACTED]

  
CollectionCollection Capability

■ With the initial introduction of the Mini-Mod 38 system on board the Sentinel Eagle aircraft at the beginning of the period, the Detachment's capabilities were increased to consist of airborne acquisition, monitor, record, and ARDF of AM signals in the 2-50 MHz frequency; acquisition, monitor, and record of AM signals in the .5-50 MHz range; and record of AM/FM signals in the 10-260 MHz range.<sup>1</sup>

Collection Facilities

■ The Detachment's collection facilities at the beginning of the period consisted of seven Combat Cougar aircraft (two positions each), five Combat Cougar Zulu aircraft (four positions each), and six Sentinel Eagle Zulu aircraft (four positions each) for a total composition of 58 positions aboard 18 aircraft. At the end of the period, collection facilities consisted of six Combat Cougar aircraft, five Combat Cougar Zulu aircraft, one Sentinel Eagle aircraft, and seven Sentinel Eagle Zulu aircraft for a total composition of 62 positions aboard 19 aircraft with an overall increase in capability of approximately three percent.

[REDACTED]

Aircraft Assigned as of 1 January 1969

<u>Aircraft Tail Nr</u>	<u>Type of Aircraft</u>	<u>Equipment</u>
43-16029	EC-47Q/Sentinel Eagle	"Z"/ALR-35
43-49570	EC-47Q/Sentinel Eagle	"Z"/ALR-35
45-1131	EC-47Q/Sentinel Eagle	"Z"/ALR-35
43-48959	EC-47Q/Sentinel Eagle	"Z"/ALR-35
45-1133	EC-47Q/Sentinel Eagle	"Z"/ALR-35
42-93704	EC-47Q/Sentinel Eagle	"Z"/ALR-35
43-49703	EC-47N/Combat Cougar	"Z"/ALR-34
43-49013	EC-47N/Combat Cougar	"Z"/ALR-34
43-48158	EC-47N/Combat Cougar	"Z"/ALR-34
43-49547	EC-47N/Combat Cougar	"Z"/ALR-34
43-45979	EC-47N/Combat Cougar	"Z"/ALR-34
43-48402	EC-47N/Combat Cougar	ALR-34
43-48072	EC-47N/Combat Cougar	ALR-34
44-77254	EC-47N/Combat Cougar	ALR-34
42-00950	EC-47N/Combat Cougar	ALR-34
42-93166	EC-47N/Combat Cougar	ALR-34
44-76668	EC-47N/Combat Cougar	ALR-34
43-15980	EC-47N/Combat Cougar	ALR-34
43-48702**	EC-47N/Combat Cougar	ALR-34

NOTE: All "Z" aircraft have two collection positions besides the regular ARDF fix and collection positions.

\*\* Aircraft 43-48702 was non-operationally assigned at the beginning of this period due to major structural damage received when it ran off the runway during take-off on 31 December 1968.



Aircraft Assigned as of 30 June 1969

<u>Aircraft Tail Nr</u>	<u>Type of Aircraft</u>	<u>Equipment</u>
43-16029	EC-47Q/Sentinel Eagle	"Z"/ALR-35
43-49570	EC-47Q/Sentinel Eagle	"Z"/ALR-35
43-48959	EC-47Q/Sentinel Eagle	"Z"/ALR-35
45-1131	EC-47Q/Sentinel Eagle	"Z"/ALR-35
42-93704	EC-47Q/Sentinel Eagle	"Z"/ALR-35
43-39771	EC-47Q/Sentinel Eagle	"Z"/Mini-Mod 38
43-49208	EC-47Q/Sentinel Eagle	"Z"/Mini-Mod 38
43-30730	EC-47Q/Sentinel Eagle	"Z"/Mini-Mod 38
45-0937	EC-47N/Combat Cougar	ALR-35
43-48072	EC-47N/Combat Cougar	ALR-35
43-23882	EC-47N/Combat Cougar	"Z"/ALR-35
43-49013	EC-47N/Combat Cougar	ALR-34
43-48158	EC-47N/Combat Cougar	ALR-34
44-77254	EC-47N/Combat Cougar	ALR-34
43-48402	EC-47N/Combat Cougar	"Z"/ALR-34
43-49703	EC-47N/Combat Cougar	"Z"/ALR-34
43-15979	EC-47N/Combat Cougar	"Z"/ALR-34
42-00665	EC-47N/Combat Cougar	"Z"/ALR-34
43-48702	EC-47N/Combat Cougar	ALR-34



[REDACTED]

Follow-on Aircraft

[REDACTED] With the ever increasing interest and development of ARDF and collection of VHF transmissions, the CSAF directed AFLC and AFSC to install ALR-38 modification kits on five EC-47Q aircraft.<sup>2</sup> These aircraft are expected to begin arriving in March of 1970. The CSAF also directed that field modification of the three Mini-Mod 38 systems be completed by June 1970. When fully equipped these aircraft will have an ARDF coverage capability from 1-180 MHz.

[REDACTED] Fifteen AN/ALR-34 equipped Combat Cougar aircraft were programmed to be retrofitted with the AN/ALR-35 ARDF position. At the end of the period, one aircraft (43-48702) had been modified and two others (43-48402 and 43-77254) were scheduled to leave TDY to Tan Son Nhut Air Base where the modification is being performed. Modification completion date for all the detachment's assigned AN/ALR-34 equipped Combat Cougar aircraft is unknown.

Aircraft Incidents - 45-1133

[REDACTED] Combat Cougar Zulu aircraft 45-1133, scheduled to fly MACV mission area 901B from 050030Z thru 050330Z February 1969, departed Pleiku Air Base at 2300Z 4 February 1969 with all mission operations normal. The aircraft was scheduled for an operations stop at Hue-Phu-Bai Airfield, Vietnam, after completing the on-target time of the mission. The estimated time of arrival of the aircraft at Hue-Phu-Bai was 0630Z after which it would return to Pleiku for completion of the mission.



[REDACTED]

[REDACTED] Due to heavy air traffic and other extenuating circumstances, extended ground times at Hue-Phu-Bai often prevailed over the return time of many of the aircraft which were scheduled to Ops stop there. Thus, even though it was noticed that this particular mission was late in returning, no positive action was taken until 0820Z on 5 February 1969. It was then thought that the mission had contacted Hue-Phu-Bai.

[REDACTED] At approximately 0900Z the first indications that the aircraft may have been missing became available when Hue-Phu-Bai contacted both this Detachment and the ARDF Coordination Center (ACC) and informed both organizations that the aircraft had not contacted them and had not made it's scheduled Ops stop.

[REDACTED] At this time both the 362d TEWS and this detachment immediately began to utilize all available resources to determine who and when anyone last made contact with the aircraft. It was then found that the aircraft had contacted "Cafion Lion" (Ubon Radar Control) at 0010Z, 5 February 1969 when checking into the area and requesting radar tracking. The last known communication with the aircraft was found to be 0013Z the same date, when the aircraft passed its location to Ubon. The aircraft's location at this time was approximately 20 nautical miles bearing 130 degrees from Ubon.

[REDACTED] At 0930Z 5 February 1969, aircraft 45-1133 was declared missing in action and Search and Rescue (SAR) operations were initiated.<sup>3</sup> SAR operations continued on through the following days to no avail. On 7 February 1969, all personnel which were aboard the aircraft were officially

[REDACTED]

[REDACTED]

[REDACTED]

declared missing in action. The 7th AF Director of Operations, Brigadier General Holbury, personally directed/monitored all SAR operations.<sup>4</sup>

[REDACTED] From 5 February 1969 through 15 May 1969, there was no information obtained pertaining to the possible fate of the missing aircraft and crew. When on 17 May 1969, word was received that a CAS Guerrilla Team had located a crashed C-47 type aircraft at UTM grid coordinates XC865-286 on 16 May 1969.<sup>5</sup> The CAS team brought in a sack containing items from the aircraft among which was a USAF Flight Crew Check List Manual, one page of which was entitled, "Navigators Checklist EC-47, ALR-35". The CAS team had also determined that the aircraft had burned and contained bodies.

[REDACTED] A 30 man Security Element/Recovery Team was dispatched and proceeded to the crash site with instructions to recover bodies, equipment papers, weapons, and any other pertinent items available and then completely destroy the aircraft. Little was able to be recovered. Evidently, the aircraft had crashed in a near vertical position and there was an intense fire. Some portions of the wreckage were a mass of molten metal and one wing of the aircraft was found 500 meters West of the actual crash site.\*

[REDACTED] The Security Element/Recovery Team did recover remains of bodies and portions thereof. They were however, unable to determine how many bodies the remains actually represented. The remains were first sent to Ubon and from there to the Tan Son Nhut Air Base Mortuary Officer who was awaiting the arrival of the personnel and medical records of the crewmembers for possible identification purposes.

[REDACTED]

[REDACTED] Indications were that positive identification of all victims would be extremely difficult. At the end of this period no positive identification of any of the remains had been made and all personnel aboard the aircraft are still considered missing in action.

[REDACTED] The only other items that were recovered were a gear down lock pin, an EC-47 navigator's checklist, and two Smith and Wesson revolvers. After the recovery of the remains and those items mentioned above, explosive charges were used to completely destroy the remaining hulk of the aircraft.

CREWMEMBERS

362d TEWS: Major Lynn, H.M. - Pilot  
Captain Burke, W.F. - Co-Pilot  
Major Olson, R.E. - Instructor Navigator  
Major Niggle, H.T. - Navigator  
TSgt Hatton, W.H. - Flight Mechanic

Det 2, 6994th: SSgt Sherburn, H.L. - Airborne Mission Supervisor  
SSgt Clever, L.J. - Senior Radio Operator  
Sgt Dorsey, J.V. - Radio Operator  
Sgt Gott, R.H. - Radio Operator  
A1C McNeil, C.L. - Linguist

\* - An "Air America" aircraft made an aerial survey of the actual crash site and the crew theorized that the aircraft had an engine fire, lost the wing and had an uncontrollable crash. This is viewed as pure speculation and while possibly true, is impossible to prove.

[REDACTED]

Aircraft Incidents - 43-49547

[REDACTED] On 7 June 1969, Combat Cougar Zulu aircraft 43-49547 crash landed shortly after take-off following a refueling stop at Ubon Airfield, Thailand.<sup>6</sup> The pilot of the aircraft stated that the number one engine lost power at gear up point after take-off and only 30 inches of manifold pressure were available on the number two engine. The aircraft crash landed in a river approximately one and one half miles off the end of the Ubon runway and came to rest in seven to nine feet of water.

(U) Although there were no injuries to Security Service personnel, the pilot of the aircraft sustained a slight cut on the head and the co-pilot had a deep cut on the bridge of his nose and a broken leg.<sup>7</sup>

[REDACTED] After the crash the aircraft was not completely submerged in the water and when it was determined that all the crewmembers were safe, Sergeant Phillip Brown reentered the aircraft and removed the KYK-5. All other classified mission materials had been removed by the other USAFSS crewmembers before disembarking the aircraft.

[REDACTED] The crew was then taken to the base hospital at Ubon for treatment and overnight observation. Two USAF Security Policemen and two Thai Security Policemen were assigned at the scene of the crash in boats to guard the aircraft. On 8 June 1969 the crew was released from the hospital. On the same date an Accident Investigation Team and two USAFSS maintenance technicians departed Pleiku Air Base for Ubon. By this time the aircraft was almost completely submerged and indications were that all USAFSS positions were ruined. After a thorough investigation was completed, the salvage crew began the arduous task of removing the aircraft from the river.<sup>8</sup>

[REDACTED]

The salvage operation was finally completed on 14 June 1969. All mission equipment was removed from the aircraft on 15 June 1969 with the exception of two preamps which were completely ruined. The mission equipment was then shipped from Ubon to the 6994th Security Squadron on/about 17 June 1969 and the aircraft itself was declared a complete loss.

(U) The crew was notified approximately one moment prior to the crash landing that an emergency condition did exist and that there would be an emergency landing. The pilot was calm and in complete control of the situation at all times. The crew coordinated with the utmost precision in the short time before the impact and the period of time after the impact. These were possibly the most important elements which prevented more serious injuries or even the loss of life of any of the crewmembers.

CREWMEMBERS

362dTEWS: 1st Lt. Simon, A.T. - Pilot  
1st Lt. Perry, D.M. - Co-Pilot  
1st Lt. Abbes, D.C. - Navigator  
SSgt Donaldson, M.E. - Flight Mechanic

Det 2, 6994th: Sgt Brown, P. - Senior Radio Operator  
Sgt Alter, R.W. - Radio Operator  
Sgt Pulley, L.E. - Radio Operator  
Sgt Nielson, D.M. - Radio Operator



Aircraft Damage

On 22 February 1969 an enemy rocket attack consisting of approximately five rounds of unknown caliber impacted on Pleiku Air Base and resulted in minor damage to aircraft 43-49703. The aircraft was operational within 24 hours.

Heavy thunderstorms accompanied by hail and high winds caused damage to six aircraft on 21 March 1969. Aircraft 42-00950 and 43-48959 sustained heavy damage; aircraft 43-16029 and 43-51131 sustained medium damage; and aircraft 43-49570 and 43-15979 sustained only light damage. Three of the aircraft were operationally ready within 48 hours, while it took five days to repair 43-16029, six days to repair 45-1131, and nine days to repair 43-48959.

At the beginning of this period aircraft 43-48702 was non-operational for extensive structural damage which occurred on 31 December 1968. The aircraft became operational as far as airframe and parts were concerned on 23 May 1969. At that time a decision had been made not to upload the aircraft with mission equipment due to its scheduled input date to IRAN at Taiwan on 16 June 1969. This decision was later reversed and mission equipment was uploaded so calibration tests could be made to determine if new calibration tapes would be needed prior to the aircraft's input date to IRAN. Aircraft 43-48702 flew the scheduled calibration test flight satisfactorily on 13 June 1969 and was downloaded and departed for IRAN at Taiwan on 14 June 1969.

[REDACTED]

Special Comm Test with NKP

[REDACTED] At the beginning of this period ARDF support to Task Force Alpha (TFA) at Nakhon Phanom, Thailand (NKP) continued with only a limited amount of intelligence information being passed air-to-ground due to the ground position at NKP capable of operating only in a non-secure mode.

[REDACTED] On 1 March 1969, the detachment was tasked with the formal reporting of results of any attempts to contact and of all actual contacts with NKP for the missions which were flying MACV area one.<sup>9</sup> Analysis of the results for the month of March showed that only 38 percent of the fixes in area one were passed air-to-ground to NKP. In April, the percentage rose to 65 percent and in May the pass rate became even higher with a total of 87 percent being passed to NKP.

[REDACTED] The extremely low fix pass rate to NKP in March and April seemed to be due to the distance of the aircraft from NKP, especially when the aircraft was flying in the northern portion of area one. The second most attributable factor seemed to be adverse weather.

[REDACTED] On 12 May 1969, a message was received from Detachment 3, 6994th Security Squadron stating that the insecure air/ground position had been relocated to a secure area and that special intelligence could be passed to NKP.<sup>10</sup>

[REDACTED] Due to the great improvement and satisfactory results in communications with NKP from March through April 1969, the comm testing and special reporting was discontinued on 13 May 1969.<sup>11</sup> At the end of the period the only problem that continued to affect passing of ARDF results to TFA was distance and even with this limitation the fix/pass rate to NKP for the month of June 1969 was 89 percent.

[REDACTED]

Special Comm Test with USM-808

[REDACTED] A one day special air-to-ground communications test between this detachment and USM-808 (Hue-Phu-Bai) was conducted on 29 January 1969 between mission aircraft flying in MACV areas one and two and a jeep mounted RI-524 radio receiver with a whip antenna, which was located at the top of Hill 180.

[REDACTED] The three missions which flew the areas that day had excellent contact and hearability with the jeep mounted receiver while contacts from normal ARDF radio at the same times proved negative in all instances.<sup>12</sup>

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[REDACTED]

Special Collection Projects

Sentinel Eagle

[REDACTED] With the arrival of the three EC-47Q model Mini-Mod 38 equipped aircraft at Pleiku during this period, the original "Sentinel Eagle" deployment to Southeast Asia became complete.<sup>13</sup> Although the maintenance and familiarization problem areas had been resolved with the AN/ALR-35 ARDF system, it was found that the Mini-Mod 38 system was to be much more unique, specifically, the VEF ARDF capability of the system. A longer familiarization period by personnel operating the equipment was required prior to a sufficient system reliability status being obtained.

Sentinel Eagle Aircraft

Arrival Date

43-16029	27 July 1968
43-49570	24 October 1968
45-1131	1 November 1968
45-1133	21 November 1968 (Lost in Action)
42-93704	17 December 1968
43-48959	22 December 1968
43-39771 (Mini-Mod 38)	2 January 1969
43-49208 (Mini-Mod 38)	1 March 1969
43-30730 (Mini-Mod 38)	25 June 1969

[REDACTED]

Udorn Deployment - 1 thru 4 January 1969

[REDACTED] On 1 January 1969 a special ARDF mission was deployed in support of MACTHAI emergency ARDF requirements within the general vicinity of Muong Soui (TG79960) and Lima Site 36 (UH4110). To accomplish this mission 7th Air Force diverted an EC-47 Combat Cougar aircraft to Udorn Air Base, Thailand. During this project a total of two sorties were flown and although 28 mission hours with 22 hours of time over target (TOT) were projected for this deployment, the actual mission time only consisted of 14 hours, 35 minutes with 11 hours and 15 minutes of TOT being accomplished.

[REDACTED] A recapitulation of results obtained by the detachment aircraft and crew showed that 31 fixes and 6 cuts were taken. The total locations obtained on 4 January (23) was the highest total to be taken on one day by ARDF aircraft operating in MACTHAI military regions. A brief resume of the deployment follows:

[REDACTED] "Due to ICC restrictions imposed on 2 and 3 January, the programmed four missions against enemy terminals in MACTHAI military regions 2A and 2C were limited to only two. Although reduced to this number, the results obtained on 1 and 4 January were extremely productive. An additional NVA terminal was initially located on 4 January, adding again to the ever increasing number of located enemy terminals within Laos. The mission also confirmed a movement of 100 kilometers South by an unidentified subordinate of the NVA Hq Khang Khay.

[REDACTED] Although Controlled American Source (CAS) understandably was not satisfied by the limited amount of support provided (2 days vice the projected 4 days) it is felt the results obtained during this period

[REDACTED]

satisfied a great majority of their immediate requirements to locate enemy terminals in the vicinity of Muong Soui and Lima Site 36.

[REDACTED] Station analysts at USM-7 (Udon) were once again greatly appreciative of the cooperation provided by the backend crew of the mission aircraft. One of the operators during this recent mission was with the ARDF mission in this area during period 18 thru 22 December 1968. It is felt that his experience, coupled with the extensive tech data and thorough briefings provided by analysts at USM-7 produced the unusually large and productive results of this deployment. This coordination allowed for the expeditious reporting of all results that were obtained.<sup>14</sup>

Udon Deployment - 23 thru 29 January 1969

[REDACTED] On 23 January 1969 aircraft 43-15980 departed Pleiku for approximately seven days TDY to Udon, Thailand in support of emergency ARDF requirements which were generated by MACTHAI. Three 292X1 and one 301X0 personnel were also deployed and missions were scheduled to be flown each day from the 25th thru the 29th of January 1969.

[REDACTED] All missions were flown as scheduled with technical support and reporting being accomplished by USM-7. Results of the deployment were outstanding with 63 fixes and seven cuts being obtained<sup>15</sup> during the five missions which were flown. No major problems were encountered on the deployment and all indications were that MACTHAI and CAS personnel were satisfied with the results. The aircraft and crew returned to Pleiku on 29 January 1969.

[REDACTED]

[REDACTED]

[REDACTED]

Operation Rain Dance

[REDACTED] At 0900 hours, 29 March 1969, one Combat Cougar Zulu configured aircraft (42-00950) with four 292X1 Morse operators and one bravo maintenance technician was deployed from Pleiku Air Base to Udorn RTAFB to fly five special missions in support of Operation "Rain Dance".<sup>16</sup>

[REDACTED] Upon arrival at Udorn the aircraft and flight crews were met at the hard/stand by Lt Col Bena of the 362d TEWS. At 1300 hours the entire flight crew reported to the 432d Tactical Reconnaissance Squadron for briefings on Escape and Evasion and rules of engagement. After completion of these briefings the navigator (Captain Sawtell) and radio operators (MSGT Patterson and SSgt Daring) were escorted to the AFSSO Office where they were introduced to the AFSSO Officer and various CAS personnel. The briefings conducted there were of primary interest to the navigator concerning area's of flight and doppler set points. At approximately 1700 hours local, the radio operators were driven to USM-7 by CAS personnel for an operational type conference and briefing by USM-7 and CAS personnel. Briefing personnel were not fully aware of our EC-47 capabilities and limitations, but expressed a strong desire to collect and record voice communications of both HF and VHF in conjunction with our ARDF effort. They indicated that primary mission for all flights was collection. Missions flown would be attempts to compare low level copy from platform collection facilities as opposed to copy acquired by the ground site at USM-7. Detachment personnel informed USM-7 that they had no linguists on the crew and were told that linguists (one 203X1MD and one 203X1MU) had been requested from the 6990th Security Squadron and were expected to arrive at Udorn the next day to fly these missions.

[REDACTED]

It was further requested that a 292XI sample voice signals on the Z1 position during the first mission. USM-7 provided technical data and magnetic tapes to accomplish the requested operation and the crew was returned to AFSSO at Udorn at 1900 hours to leave the classified pouch in a secure area. Hotel reservations had been made for the crew at the Chareon Hotel.

[REDACTED] The first mission aborted after three hours. Two cuts, 26 minutes of low level morse and one reel of random HF voice was obtained. At the debriefing, USM-7 expressed extreme interest in the low level morse traffic that was intercepted and stressed a desire for further copy and fixes on the morse targets.

[REDACTED] Upon return to the AFSSO Office it was found that three linguists had arrived. One 20371ND, SSgt Orville G. Johnson, and two 20331MU's Sgts Robert L. Dilwith and Denny W. Barber. The two MU 203XI personnel had not completed their required briefings and were not eligible to fly until 1 April 1969. Detachment personnel were again briefed at AFSSO along with SSgt Johnson on desired voice targets.

[REDACTED] On the first four missions of the five scheduled, the crew flew South of the PDJ (Plain Des Jarras) working 29 targets, fixing 14 and obtaining cuts on nine. On the fifth and final mission the crew flew North of the PDJ and worked 23 targets, fixing 14, and obtaining cuts on six. Two of the fixes were on the low level targets mentioned above and were fixed within a 1000 meter radius. In addition, there were over three hours of morse low level copy and 28 minutes of MD HF voice recorded. All morse intercept was Vietnamese three figure and was considered unique intercept. The first four missions were flown under IFR with positive radar control. The aircraft and crew returned to Pleiku on 4 April 1969.<sup>17</sup>

Commando Forge<sup>18</sup>

[REDACTED] In December 1968 CINCPAC stated requirements to JCS for ARDF support to Task Force Alpha (TFA), CAS Vientiane and Igløo White.

[REDACTED] Although formal tasking had not been received, USAFSS prepared guidelines for all organizations involved for the "Commando Forge" deployment of three ARDF aircraft and personnel resources to Nakhon Phanom, Thailand (NKP).

[REDACTED] After extensive coordination the detachment was tasked with providing three 203X1MD personnel<sup>19</sup> and two 292X1 personnel<sup>20</sup> to deploy in support of the project. Personnel experienced within the area of operation were then selected and prepared to be mission ready at NKP within five days after notification of the deployment.<sup>21</sup>

[REDACTED] Commando Forge was implemented on 4 April 1969<sup>22</sup> with the 6994th Security Squadron deploying the first aircraft and crew to NKP on 6 April 1969 for the first expected mission on 8 April 1969. Detachment resources were not immediately needed and the first detachment personnel deploying were 292X1 personnel who departed for NKP on 9 April 1969 followed by 203X1MD personnel who departed for NKP on 15 April 1969. Also, on 19 April 1969 Combat Cougar Zulu aircraft 44-77254 deployed to NKP in support of the project and remained there for two weeks.

[REDACTED] In June 1969 the three 203X1MD personnel who participated in the original deployment were replaced by three other 203X1MD personnel who were released for PCS with PCA to NKP. By the end of the period a new EDY rotation program had also been initiated for detachment 292X1 personnel who were still supporting the original Commando Forge deployment. This program permitted these personnel to return to the detachment to indoctrinate and familiarize other 292X1 personnel who would be supporting the project on a 30 day basis.

[REDACTED]

AN/ALR-38 Mini-Mod

[REDACTED] Satisfaction of MACV/PACAF requirements for a VHF ARDF capability to the Combat Cougar<sup>23</sup> platform was accomplished with the addition of three Mini-Mod AN/ALR-38 Sentinel Eagle aircraft to the detachment's resources.

[REDACTED] The first Sentinel Eagle Mini-Mod 38 aircraft (43-39771) arrived at Pleiku Air Base on 2 January 1969 and was non-operationally assigned. The first objective required was for the detachment to accomplish equipment check flights. However, ground maintenance on the aircraft and minor mission equipment problems (computer and calibration tape) delayed the aircraft from flying an operational mission until 1 February 1969. At this time all mission equipment and aircraft systems functioned satisfactorily. The aircraft was considered operational ready and started flying its scheduled missions.

[REDACTED] The second Sentinel Eagle Mini-Mod 38 aircraft (43-49208) arrived on 1 March 1969 and was also non-operationally assigned. Due to the extensive knowledge and experience gained from some of the minor problems areas which were encountered with aircraft 771, the amount of time required to bring aircraft 208 to an operational ready status was greatly reduced. On 9 March 1969, aircraft 208 flew a scheduled mission with no problems being encountered and was declared operational ready.

[REDACTED] The introductory and familiarization period for the first two Mini-Mod aircraft took longer than expected due to the system being virtually untested prior to its arrival at Pleiku. However, two Sanders Association technical representatives were on hand during the entire period to provide maintenance support and were a great asset in getting the program under way.

[REDACTED]

[REDACTED] The third Sentinel Eagle Mini-Mod 38 aircraft (43-30730) did not arrive at Pleiku Air Base until 25 June 1969. A mission equipment check flight was flown on 29 June 1969 and all mission positions functioned properly. Although the aircraft was declared operational as far as the mission equipment was concerned, it was grounded the same date for an engine change and at the end of this period the aircraft was on a NORS status for parts needed to perform the necessary maintenance.

[REDACTED] Due to the test and evaluation phase of the Sentinel Eagle Mini-Mod 38 system being performed at Pleiku under combat conditions, original results of the Mini-Mod 38 system were considered unfavorable. However, several modifications were performed on the system and by the end of this reporting period very few problems were being encountered by mission maintenance personnel.<sup>24</sup>

[REDACTED] The field of VHF COMINT collection and VHF ARDF was virtually "opened up" with the initial introduction of the AN/ALR 38 Mini-Mod system to Vietnam. This program has become an extremely valuable resource in the USAFSS mission in Southeast Asia. Performance data for the system from 1 March 1969 thru 30 June 1969 is as follows:

March

HF targets worked - 163  
HF targets fixed - 80  
HF targets cut - 25  
VHF targets worked- 34  
VHF targets fixed - 5  
VHF targets cut - 10

April

HF targets worked - 241  
HF targets fixed - 134  
HF targets cut - 44  
VHF targets worked- 31  
VHF targets fixed - 9  
VHF targets cut - 11






May


June

HF targets worked - 236  
 HF targets fixed - 129  
 HF targets cut - 38  
 VHF targets worked- 25  
 VHF targets fixed - 14  
 VHF targets cut - 00

HF targets worked - 326  
 HF targets fixed - 182  
 HF targets cut - 79  
 VHF targets worked - 138  
 VHF targets fixed - 36  
 VHF targets cut - 31

Mission Accomplishments

 ARDF has played a very prominent role in the planning of Allied operations against NVA/VC forces in the XXIV Corps area of operations. Lt General Stillwell, the ex-commander of XXIV Corps, before starting any major operation consulted the special intelligence branch at his headquarters in order to gain information on the latest ARDF fixes in the area of question.

 Most major operations that have been conducted during this period in the XXIV Corps area have been done so either in part or wholly on information made available by various ARDF fixes. Some of the operations the detachment participated in and specific feedback from two of these operations (Apache Snow and Operation Utah Mesa) is listed below:

- |                                 |                             |
|---------------------------------|-----------------------------|
| Operation Purple Martin         | Task Force Remagin          |
| Operation Montana Mauler        | Operation Main Craig        |
| Operation Bristol Boots         | Operation Virginia Ridge    |
| Operation Massachusetts Striker | Operation Herkimer Mountain |
| Operation Apache Snow           | Operation Cameron Falls     |

Operation Utah Mesa



[REDACTED]

Operation Apache Snow

[REDACTED] This operation was conducted by the 3rd ARVN Regiment, the 101st Airborne Division and the 9th Marine Regiment, from the period 10 May thru 7 June 1969. Apache Snow was an eight battalion operation combined to seek-out and destroy units in North-Central A Shau Valley and border areas.

[REDACTED] On 8 May the 3rd ARVN Regiment combat assaulted Landing Zone Bradley (YD278123) in preparation for the operation.

[REDACTED] ARDF missions 902 and 902D flew support for this operation and thru fix and collection data furnished by our platforms, four Arc light air strikes were flown on 9 May 1969. These strikes were directed in the area of Landing Zone Pennsylvania (YD216094) and Fire Support Base Turnage (YD245090).

[REDACTED] On 10 May 1969, the 101st Airborne Division opened the operation by combat assaulting various landing zones in the tactical area of operations. The 9th Marine Regiment occupied Fire Support Base Erskine to re-enforce the 101st Airborne Division and the 3rd ARVN Regiment and to deter a possible withdrawal by enemy units.

[REDACTED] The 9th Marines participation in the operation terminated on 31 May 1969 as they relocated northward to pursue the 57th Regiment, 304th Division, in Operation Cameron Falls and later on in Operation Utah Mesa.

[REDACTED] Operation Apache Snow included the 10 day seige of Hill 937 (Hamburger Hill) and resulted in over 600 enemy KIA. Enemy casualties were identified as elements of the 8th Battalion, 29th Regiment, and possible elements of the 7th Battalion of the 29th Regiment. This regiment has been rendered combat ineffective as a result of this operation. Friendly casualties during the battle of Hill 937 was listed as 55 KIA and approximately 307 WIA.

[REDACTED]

[REDACTED]

[REDACTED] Tangible contributions to the operation by this unit included 77 fixes in the immediate area of operations and numerous product reports being issued as a result of perishable intelligence intercepted by both voice and morse operators. Fix and collection data is not available for the period prior to the start of the operation, however, a review of in-house statistics indicate a large volume of fix and collection data being furnished to allied Units. Experience has suggested that ARDF is the prime source of intelligence in this area due to the remote location and inaccessible terrain.

#### Operation Utah Mesa

[REDACTED] Operation Utah Mesa was conducted by Joint Task Force Guadalcanal which was a joint Army, Marine, and ARVN task group. This operation took place from 12 June thru 7 July 1969 and had as it's aim the destruction of the 57th Regiment of the NVA 304th Division and it's associates. Also to interdict supply routes and to disrupt enemy activity directed against allied forces.

[REDACTED] Initiation of the operation was due primarily to SIGINT in which ARDF was a prominent factor. Throughout the course of the action, ARDF continued to play an important part in determining the tactical moves of the task forces. At the close of the operation airborne SIGINT cover of the withdrawing column was accomplished for the first time in the history of SIGINT.

[REDACTED] Since early December 1968, when the 304th Division initiated plans for southerly redeployment, a coordinated SIGINT effort has been maintained to keep a constant surveillance on the division's movements and intent.

[REDACTED]

[REDACTED] In December 1968, several interesting occurrences relating to the 304th Division were observed. On 6 December, a new communications complex serving the division was observed under the control of the detached element. One week later, the traditional traffic passing communications facility which served the division became inactive. At the same time the headquarters assumed control of the new communications complex mentioned above, however, headquarters still maintained communications with the detached element. Moreover, the message volume of division headquarters increased to more than twice that noted in November.

[REDACTED] On 24 December, all civil correspondence emanating from the 304th Division ceased. Action of this nature is usually indicative of and always coupled with periods of relocation by high echelon NVA units. By the end of the month Medium Range Direction Finding (MRDF) provided evidence that the division was in fact relocating. Although only tenuous at that time, MRDF did provide the intelligence community with one important fact; the NVA 304th Division was again moving toward South Vietnam.

[REDACTED] While MRDF locations during early January continued to indicate a steady southerly deployment by the division headquarters and its subordinate regiments, airborne collection platforms confirmed this movement. Rear service messages of 7 and 8 January intercepted from our platforms indicated that elements of the division had reached Quang Binh Province, North Vietnam. By mid-January all major elements of the division had been tenuously located in the general Dong Hoi area. Once reaching the Dong Hoi vicinity the division apparently ceased all movement and stabilized its communications. However, during February and March indications of

[REDACTED]

movement and unusual communications activity again became apparent. By April ARDF had traced the deployment of the detached element and 57th Regiment as well as some minor 304th elements into Laos, and more important, into an area directly adjacent to Khe Sanh. Just prior to this final deployment tactical communications were established by elements of the 304th Division.

[REDACTED] Undoubtedly the collection of these communications during April and early May led to Operations Cameron Falls and Utah Mesa. Airborne intercept provided insight into the direction of movement and intent of the 57th Regiment and elements of the NVA 304th Division. Airborne intercept also furnished information as to the scope and intentions of the 304th Division that would have otherwise been unavailable to the SIGINT community.

[REDACTED] Only days after Operation Apache Snow was initiated in the A Shau Valley region ARDF reflected the movement of the 57th Regiment into South Vietnam, confirming previous SIGINT information noted as much as a month before. The former commanding general of XXIV Corps, Lt General Stillwell, requested positive proof that the 57th Regiment was in fact located in the Khe Sanh area. On receiving the evidence, the commanding General deployed the 9th Marine Regiment, 3rd Division from the A Shau area (Operation Apache Snow) to the Khe Sanh region to commence Operation Cameron Falls. Soon after, and again based almost totally upon SIGINT, elements of the 5th Mechanized Infantry were sent into the same area to initiate Operation Utah Mesa.

[REDACTED] On 12 June, Joint Task Force Guadalcanal was committed to Operation Utah Mesa being conducted in the area from Vandergrift combat base West to the Khe Sanh plains. The entire operation was based on SIGINT

[REDACTED]

and later, backed by collateral reports and allied contacts with elements of the 304th NVA Division in the general Khe Sanh area. The Khe Sanh area has long been an infiltration route and a major link for forces in the Northern I Corps area. The primary responsibility of the Task Force Group was to find and destroy the 57th Regiment of the 304th Division; to interdict supply routes; and to disrupt enemy activity directed against allied forces.

[REDACTED] The joint Army, Marine, and ARVN task group consisted of a multi-battalion force with supporting artillery, engineer and armor units. Moreover, in direct support of the operations was a team from the 407th Radio Research Detachment. The team consisted of the detachment's entire intercept capability and was deployed with the command element of the joint task force. 20 personnel manning three manual morse positions, one low level voice position, and one communications facility were committed for the operation. The team's mission was to fully exploit both manual morse and voice communications emanating from the general Khe Sanh area and to provide the supported command with timely intelligence and ARDF data.

[REDACTED] An ARDF fix on 21 June indicated that the Hq, 57th Regiment had relocated from XD9830 to XD8933.

[REDACTED] On 22 June the task force command element relocated to FSB Tenarmu (SC828350). Concurrent with the move, tactical voice drastically increased. During the period 23 - 26 June a total of 1128 minutes of 304th Division related traffic was intercepted. The traffic consisted primarily of reconnaissance and logistical reports.

[REDACTED]

[REDACTED] On 27 June the command element at Tenarnu was attacked by elements of the 57th NVA Regiment resulting in 3 KIA, 16 WIA, and 1 POW. Prior to the attack nearly all intercept had consisted of encrypted text. During the attack the first plaintext traffic was intercepted. Intercepts consisted of tactical actions being taken by the enemy, his movement, and directions in which he was traveling. An ARVN linguist attached to the detachment of the command element intercepted and gave the english translation. The information was copied in long hand and "within seconds" was in the hand of the tactical commander.

[REDACTED] On 28 June ARDF provided a fix on the 57th Regimental Headquarters within 350 meters of XD879341. Within minutes air strikes and artillery were placed on the target area. At 1515H the 57th Regiment indicated through morse procedures that it was in a critical situation, under attack and about to relocate. A company of the 3rd Battalion, 9th Regiment was inserted into the area and found bunker complexes, equipment, and bodies so badly mutilated so as to prevent an accurate body count.

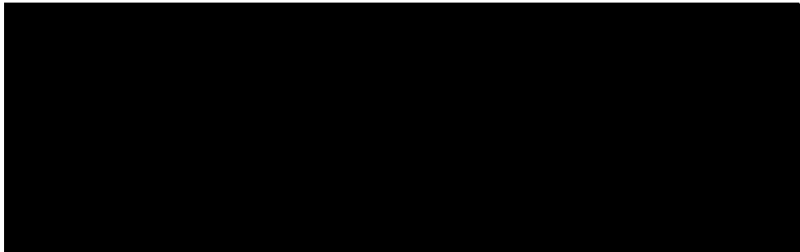
[REDACTED] From 28 - 30 June voice communications continued to reflect reconnaissance, situation reports, and supply activities. However, on 30 June enemy communications reflected foreknowledge of the termination of Utah Mesa on 2 July and planned to attack before they departed. Utah Mesa was extended to 7 July based on continued indications of enemy presence in the area and NVA foreknowledge of the termination of the exercise.



Operational Statistics

The following operational statistics reflect the detachments effectiveness during this reporting period.<sup>25</sup>

	<u>Jan</u>	<u>Feb</u>	<u>Mar</u>	<u>Apr</u>	<u>May</u>	<u>Jun</u>	<u>Totals</u>
Missions Tasked -	340	287	355	315	326	313	1936
Missions Completed -	337	273	331	296	305	263	1805
Sorties -	455	371	375	417	515	454	2587
Total Hours Flown -	2395.3	1864.8	2123.5	1981.6	2013.9	1642.6	12021.7
Total Targets -	3282	3150	3982	2878	2639	2099	18030
<sup>25</sup> Total Fixes -	2085	2092	2655	1846	1694	1292	11664
Total Cuts -	459	467	628	498	410	375	2837





[REDACTED]

CHAPTER III

PROCESSING AND REPORTING

Processing

[REDACTED] The processing effort in the first portion of this period was very limited due to a lack of technical documents and a general understanding that the CMA's and the ACC did not wish the aviation units to perform identification analysis of DF targets. However, in March 1969, a message was received from USAFSS directing command units to analyze and identify our targets in depth. The 6994th Security Squadron gave assistance by sending an analyst TDY to this detachment to assist in building a data base. However, most of the guidelines and techniques were established locally by sending one analyst to the 330th RRC (USM-604) and another to the 8th RRFSS (USM-808) for coordination and correlation of identification data. Procedures used by the CMAs were also studied.

[REDACTED] During April the analytical effort which had been split into two separate sections, airborne analysis and ground analysis, combined into a single section under the direction of 202X0 personnel. The exploitable traffic was then processed by 202X0s instead of 292X1 personnel. AMS personnel who had been required to work night shifts in addition to airborne duties were able to return to flights with the analysis personnel performing the duties they had performed.

Implementation of Scatback Courier Program

[REDACTED] In May the Scatback Courier Program was initiated. Raw traffic not delivered to USM-808 by scheduled Ops stops, and other classified mater-

[REDACTED]

ials were picked up daily and flown to Da Nang for delivery to the CMA at Hue-Phu-Bai. This provided greater protection for the material and a better means of delivery on a regular basis.

### Reporting

#### Advisory Report

In June the analytical section initiated an ARDF Mission Advisory Report which is addressed to the ACC and the CMAs. This report advises the addressees of any delays in the departure of flights and any circumstances that will require a cancellation or frag change. The report includes the mission, fragged time over target, circumstances requiring the report to be made, and the estimated time in-commission of the aircraft with the estimated time of departure if known.

#### Feedback Program

[REDACTED] The feedback program initiated in late 1968 continued throughout the period and was the responsibility of a TSgt 292X1 who compiled statistics based on reports from the Americal Division, 8th Radio Research Field Station, 509th Radio Research Group, XXIV Corps Hq, and SSO MACV. Translations of exploitable Morse and voice traffic, reactions of various Allied units to ARDF fixes obtained by our operators, TACREP's, and other intelligence reporting vehicles prompted by our reports, and intercept, plus all laudatory and congratulatory communications from other units made up the bulk of the feedback.

In connection with the program, TDY visits to the 330th RRC, 8th RRFs, personnel on a recurring basis to brief personnel on operations that had taken place and the role our personnel had fulfilled in the success of the

[REDACTED]

operations. Plans were made for an expanded program for the next period.

### Interservice Coordination

[REDACTED] In January and again in May representatives from the reporting section attended quarterly CMA/ARDF conferences held at the 8th RRFS at Hue-Phu-Bai. In March two NCO's paid a visit to the 330th RRC to give briefings on this unit's mission and to coordinate with analysts on various problems encountered in the ARDF programs. Three other visits during the period were made by personnel to coordinate efforts and discuss mutual problems. Visits were also made to the 8th RRFS to conduct briefings and to coordinate efforts. In return, analysts from both the 330th RRC and the 8th RRFS visited our operations to observe the ARDF program and to give and receive assistance. As a result of the visits, many minor problems have been solved without the necessity of going through official channels. Also, a good working relationship has resulted between the detachment and our direct consumers.

### DURMIS

[REDACTED] On 15 February 1969, the Daily Unit Resource Management Information Summary (DURMIS) underwent a major format change to provide standardized reporting and to incorporate applicable existing USAFSS resources management principles and procedures established in USAFSS Manual 200-4. Formatting was simplified and grouped to facilitate staff readability/review and future machine processing.<sup>1</sup>

Initial reporting and utilization of the new format seemed difficult but was soon found to be much easier. Word was received from USAFSS on 12 March 1969 that the overall ARDF Durmis reporting formats had been excellent.<sup>2</sup>

[REDACTED]

GLOSSARY

A

ACC ARDF Coordination Center  
AFLC Air Force Logistics Command  
AFSC Air Force Systems Command  
ARDF Airborne Radio Direction Finding  
ARVN Army of the Republic of Vietnam

C

CAS Controlled American Source  
CINCPAC Commander in Chief, Pacific  
CMA Collection Management Authority  
COMUSMACV Commander, U.S. Military Assistance Command, Vietnam  
CSAF Chief of Staff of the Air Force

D

DMZ Demilitarized Zone  
DSU Direct Support Unit

E

EC-47Q EC-47 Model Aircraft with R-2000 Engines

F

FSB Fire Support Base

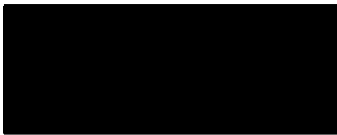
I

IFR Instrument Flight Rules  
IRAN Inspect and Repair as Needed

J

JCS Joint Chiefs of Staff

[REDACTED]



K

KIA Killed in Action  
 KYK-5 Secure Voice Communications Black Box Equipment

M

MACTHAI Military Assistance Command, Thailand  
 MACV Military Assistance Command, Vietnam  
 MB 203X1 Chinese Linguist  
 MD 203X1 Vietnamese Linguist  
 MIA Missing in Action  
 MINI-MOD Miniature Model (In reference to the AN/AIR-38 Mini-Mod Computerized System)  
 MRDF Medium Range Direction Finding  
 MU 203X1 Laotian Linguist

N

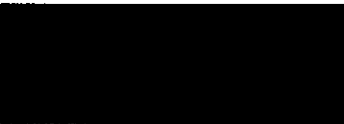
NKP Nakhon Phanom, Thailand  
 NORS Non-Operational for Supply  
 NVA North Vietnamese Army (Same as PAVN)

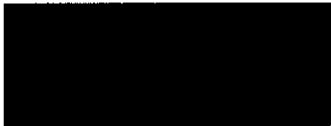
P

PAVN Peoples Army Vietnam (Same as NVA)  
 PCA Permanent Change of Address  
 PDJ Plain Des Jarres

R

RRC Radio Research Company  
 RRFs Radio Research Field Station  
 RRG Radio Research Group  
 RTAFB Royal Thai Air Force Base





S

SAR Search and Rescue Operations

T

TEWS Tactical Electronic Warfare Squadron

TFA Task Force Alpha

TOF Time over Target

V

VC Viet Cong

W

WIA Wounded in Action

X

"X" AN ALR-34/35-38 Console

Y

"Y" Search/Acquisition Position

Z

"Z" Collection Position

EC47.com



[REDACTED]

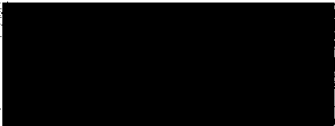
NOTES

CHAPTER I

1. MACV Directive 381-23, 1 Apr 69.
2. USAFSS/TMD/TME message DTG 291425Z May 69 (Document 1).

CHAPTER II

1. USAFSSMP 69-4-11.
2. USAFSS Programmed Action Directive 68-8 (Change 8) Oct 68.
3. Det 2, 6994th Scty Sq AIR 1-69 DTG 051202Z Feb 69 (Document 2).
4. 6994th Scty Sq message DTG 090015Z Feb 69.
5. 6994th Scty Sq message DTG 170745Z May 69 (Document 3).
6. Det 2, 6994th Scty Sq AIR 2-69 DTG 070835Z Jun 69 (Document 4).
7. 8th TAC Ftr Wg Message DTG 081800Z Jun 69 (Document 5).
8. Follow-up AIR 2-69 DTG 080745Z Jun 69 (Document 6).
9. 6994th Scty Sq message DTG 010650Z Mar 69 (Document 7).
10. Det 3, 6994th Scty Sq message DTG 120246Z May 69 (Document 8).
11. 6994th Scty Sq message DTG 130235Z May 69 (Document 9).
12. USM-808 IAPVJOPS/ARD DTG 190930Z Jan 69.
13. USAFSS Programmed Action Directive 68-8 (Change 8) Oct 68.
14. 7th RRFS Summary of Special ARDF Mission dated 8 Jan 69.
15. Ops Commo Lt Stuart and SMSgt Seals Det 2, 6994th Scty Sq with Sgt Malone 6994 Scty Sq.
16. Det 2, 6994th Scty Sq DURMIS 23 through 29 Jan 69 and 6994th Scty Sq DURMIS for same dates.
17. 6994th Scty Sq message 070432Z Apr 69.
18. USAFSS Programmed Action Directive 69-1, Mar 69.

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19. 6994th Scty Sq message DTG 190645Z Jan 69.
  20. 6994th Scty Sq message DTG 070706Z Feb 69.
  21. 6922nd Scty Wg message DTG 080455Z Apr 69.
  22. USAFSS/CDC message DTG 042330Z Apr 69.
  23. USAFSS Programmed Action Directive 68-8 (Change 8) Oct 68.
  24. Detachment 2, History (See--Material).
  25. All figures for Ops statistics derived from Det 2, 6994th Scty Sq DURMIS period 1 Jan 69 through 30 June 1969.

#### CHAPTER III

1. USAFSS/TMD/TMA/TED message DTG 282003Z Jan 69.
2. USAFSS/TMD/TMA/message DTG 121958Z Mar 69.

#### GENERAL REFERENCES

1. Det 2, 6994 Scty Sq DURMIS
2. Det 2, 6994 Scty Sq EW Position Status Report
3. USAFSSMP 69-4-11.
4. USAFSS Programmed Action Directive 68-8 (Change 8) Oct 68.
5. USAFSS Programmed Action Directive 69-1 Mar 69.
6. Det 2, 6994 Scty Sq History for period 1 Jul 68 thru 31 Dec 68.



DOCUMENT 1



INFORMAL //

R 291425Z  
FM HQ USAFSS  
TO PACSCTYRGN/DPS  
INFO USA-57  
USA-561  
USA-563  
CHIEF USAFSS/FM  
ZFM

PROJECT CORONA HARVEST

DO NOT DESTROY

0405967

No

5706  
17

**SUBJECT: PUBLICATION REVIEW OF DRAFT OPINS 5563, OPERATING INSTRUCTIONS FOR DET 2, 6994TH SCTY SQ.**

1. REQUEST YOUR COMMENTS AND/OR CONCURRENCE OF DRAFT OPINS 5563 AS SOON AS POSSIBLE TO ALLOW TIMELY PUBLICATION.
2. FOLLOWING IS QUOTE OF DRAFT OPINS 5563: QUOTE -

SECTION I - TASK ELEMENT

DET 2, 6994TH SCTY SQ (USA-563), LOCATED AT PLEIKU AB, REPUBLIC OF VIETNAM.

SECTION II - MISSION

1. DET 2, 6994TH SCTY SQ

A. OPERATES ALLOCATED AIRBORNE DIRECTION FINDING AND AIRBORNE INTERCEPT RESOURCES ACCORDING TO PERTINENT DIRECTIVES TO LOCATE, IDENTIFY AND COLLECT DESIGNATED FOREIGN COMMUNICATIONS EMISSIONS. ESTABLISHES, MAINTAINS, AND OPERATES EQUIPMENT FOR THE REQUIRED PROCESSING THAT IS AUTHORIZED BY THIS OPINS OR OTHERWISE DIRECTED BY THE DIRECTOR, NSA; COMMANDER, USAFSS; COMMANDER, PAC SCTY RGN; COMMANDER, 6994TH SCTY SQ, IN DIRECT TACTICAL SUPPORT TO THE COMMANDER, MACV.

B. CONDUCTS AIRBORNE RADIO DIRECTION FINDING (ARDF) AND AIRBORNE COLLECTION PLANNING WITH THE ARDF COORDINATING COMMITTEE (ACC) AND THE 362ND TENS, PLEIKU AB, REPUBLIC OF VIETNAM, ACCORDING TO ESTABLISHED DIRECTIVES.

SECTION III - COMMAND RELATIONSHIP

1. DET 2, 6994TH SCTY SQ IS SUBORDINATE TO THE COMMANDER, 6994TH, TAN SON NHUT AB, WHO EXERCISES COMMAND SUPERVISION, SUPPORT AND ADMINISTRATIVE CONTROL.
2. AIRCRAFT ARE PROVIDED BY PACAF AND OPERATED BY THE 362ND TENS, PLEIKU AB, REPUBLIC OF VIETNAM.
3. DET 2, 6994TH SCTY SQ (USA-563) PROVIDES PERSONNEL RESOURCES TO THE ARDF COORDINATING COMMITTEE (ACC) AT TAN SON NHUT AB, REPUBLIC OF VIETNAM.
4. THE COMMANDER, DET 2, 6994TH SS, PROVIDES MAINTENANCE OF USAFSS AIRBORNE AND GROUND SUPPORT EQUIPMENT.

SECTION IV - ARDF/COLLECTION CONTROL

1. DIRNSA EXERCISES TECHNICAL CONTROL OF ASSIGNED ARDF/COLLECTION PRODUCTION ACTIVITIES ACCORDING TO MUSSO PROCEDURES. OPERATIONAL CONTROL OF THE ARDF/COLLECTION ACTIVITIES IS EXERCISED BY THE COMMANDER, MACV.

2. THE APPROPRIATE COLLECTION MANAGEMENT AUTHORITY (CMA) EXERCISES INTERCEPT MANAGEMENT OF ARDF/COLLECTION POSITIONS ACCORDING TO SPECIAL PURPOSE PLANS OR DIRECTIVES FROM DIRNSA AND IN SUPPORT OF THE FIELD COMMANDER.

NOTE: MISSION SCHEDULING IS ACCORDING TO ESTABLISHED DIRECTIVES.

SECTION V - ASSIGNED ENTITIES.

1. DET 2, 6994TH SGTY SQ (USA-563) IS TASKED WITH AIRBORNE DIRECTION FINDING AND DIRECT SUPPORT REPORTING TO SPECIFIED TACTICAL CUSTOMERS ON THE FOLLOWING ENTITIES:

- A. SEA COMMUNIST HF/VHF TACTICAL VOICE SINGLE-CHANNEL COMMUNICATIONS.
- B. SEA COMMUNIST HF MANUAL MORSE COMMUNICATIONS.
- C. ANY OTHER ENTITY ASSIGNED BY APPROPRIATE AUTHORITY.

SECTION VI - ARDF/COLLECTION FUNCTIONS

1. DET 2, 6994TH SGTY SQ (USA-563) PERFORMS THE FOLLOWING FUNCTIONS:

A. ARDF:

(1) INTERCEPTS, FIXES, LOCATES AND IDENTIFIES EMISSIONS FROM ASSIGNED TARGET ENTITIES ACCORDING TO ESTABLISHED DIRECTIVES.

(2) MAINTAINS AND OPERATES A MISSION MANAGEMENT FUNCTION TO MONITOR AND ADJUST THE ASSIGNED MISSION.

(3) MAINTAINS MINIMAL SIGINT TECHNICAL INFORMATION TO SUPPORT THE ARDF MISSION.

B. COLLECTION:

(1) INTERCEPTS AND RECORDS EMISSIONS FROM ASSIGNED TARGET ENTITIES ACCORDING TO MUSSO DIRECTIVES.

(2) MAINTAINS A MINIMAL SIGINT TECHNICAL INFORMATION TO SUPPORT THE INTERCEPT MISSION.

C. PROCESSING:

(1) CONDUCTS ANALYTICAL LIAISON WITH USM-808, 8TH RADIO RESEARCH FIELD STATION, PHU BAI, REPUBLIC OF VIETNAM, AND USM-624A, 158TH AVIATION COMPANY DA NANG, SOUTH VIETNAM.

(2) MAINTAINS LOCAL TRAFFIC ANALYSIS AND BASIC RECORDS AS REQUIRED TO SUPPORT ARDF AND COLLECTION EFFORTS.

(3) AS REQUIRED, PROCESSES AIRBORNE INTERCEPT ON A TIMELY BASIS WITHIN THE PRIORITIES ESTABLISHED BY DIRNSA.

988





INFORMAL //

R291426Z  
FM HQ USAFSS  
TO PACSOTYRGN/DPS  
INFO USA-57  
USA-561  
USA-563  
CHIEF USAFSS/FM

*Important*

*TOR  
H/13  
12*

██████████ FINAL SECTION OF THE TMO/TME  
SUBJECT: PUBLICATION REVIEW OF DRAFT OPINS 5565, OPERATING  
INSTRUCTIONS FOR DET 2, 6994TH SCTY SQ.

D. REPORTING:

(1) TECHNICAL:

(A) ISSUES TECHNICAL REPORTS TO  
APPROPRIATE CMA AND NSA (TECHINS 2037, SOUTHEAST ASIA TECH  
SUMMARY (SEATS).

(B) ARDF RECOVERY REPORT (FIRST  
REPORT EACH DAY TO INCLUDE AIRCRAFT STATUS REPORT) ACCORDING  
TO ACC WORKING AID 85-69.

(C) ISSUES OTHER TECHNICAL REPORTS  
REQUIRED OR CONSIDERED APPROPRIATE ACCORDING TO PERTINENT  
DIRECTIVES.

(2) SIGINT PRODUCT, ACCORDING TO APPRO-  
PRIATE TECHINS, PREPARES AND ISSUES THE FOLLOWING REPORTS OVER  
AIRBORNE SECURE COMMUNICATIONS:

(A) EXPLOITABLE MESSAGE REPORTS,  
(B) OTHER REPORTS AS REQUIRED.

(3) OPERATIONAL REPORTS:

200-4).

(A) ARDF/COLLECTION DURMIS (USAFSSM

SN REG 55-2).

(B) POSITION STATUS REPORTS (6922ND

(A) OTHER REPORTS:

(ACC WORKING AID 85-68).

(A) MARKET TIME AND GAME WARDEN REPORT

(B) OTHER REPORTS AS DIRECTED.

E. TRAINING:

(1) CONDUCTS A CONTINUING, PLANNED AND  
SUPERVISED ON-THE-JOB TRAINING (OJT) PROGRAM DESIGNED TO QUALIFY  
ENLISTED PERSONNEL TO THE LEVEL OF PROFICIENCY REQUIRED TO PERFORM  
OPERATIONAL DUTIES. CONDUCTS LOCAL ORIENTATION AND SPECIALIZED  
MISSION TRAINING TO SUPPLEMENT SUPERVISED OJT.

F. EVALUATION:

(1) CONDUCTS GENERAL OPERATIONAL EVALUATION  
AND MANAGEMENT REPORTING ACCORDING TO USAFSSM 200-4.

(2) CONDUCTS AIRCREW STANDBOARD/EVALUATION  
PROGRAM ACCORDING TO DIRECTIVES.

G. FORWARDING AND DISTRIBUTION. FORWARDS RAW  
TRAFFIC AND TECHNICAL MATERIAL ACCORDING TO TECHIN 1042 AND  
1043 OR OTHER DIRECTIVE.

H. TECHNICAL SUPPORT:

(1) PROVIDES TECHNICAL SUPPORT AND  
EXCHANGES INFORMATION TO AND WITH OTHER UNITS ENGAGED IN  
SIMILAR OR RELATED SIGINT TASKS ACCORDING TO PERTINENT DIRECTIVES.

(2) STATES REQUIREMENTS FOR TECHNICAL  
SUPPORT THROUGH APPROPRIATE CHANNELS ACCORDING TO DIRECTIVES.

SECTION VII - LIAISON

1 DET 2, 6994TH SCTY SQ CONDUCTS LIAISON AND  
TECHNICAL EXCHANGE WITH OTHER US SIGINT UNITS ACCORDING TO  
PERTINENT DIRECTIVES.

2 LIAISON WITH THE 362ND TEWS, PLEIKU AB,  
REPUBLIC OF VIETNAM, AUTHORIZED FOR OPERATIONAL PLANNING  
(OF AIRCRAFT AND CREW SCHEDULING, ETCETERA) OR AS OTHERWISE  
DIRECTED BY THE COMMANDER, 6994TH SCTY SQ.



SECTION VIII - COMMUNICATIONS:

1. DET 2, 6994TH SCTY SQ (USA-565) OPERATES SECURE TELETYPE COMMUNICATIONS (OPSCOM) TO USM-704 (589 RRG), USA-562, AND A PONY CIRCUIT TO USM-604 CRITICOM FACILITIES.

2. MAINTAINS AND OPERATES AIRBORNE TERMINAL EQUIPMENTS FOR SECURE VOICE (KY-8) COMMUNICATIONS SYSTEM.

3. MAINTAINS AND OPERATES SECURE VOICE CIRCUIT (KY-3) BETWEEN DET 2, OPERATIONS AND 362ND TEWS.  
END OF QUOTE.

3. FOR USA-561: PLEASE BRING THE ABOVE TO THE ATTENTION OF SMSGT C. W. MILLER, TDY YOUR UNIT FROM THIS HQS.

780



NNNN



PROJECT CORONA HARVEST  
DO NOT DESTROY  
0405968  
No

X 0  
NAC005//PRIORITY//  
SSN 336  
120310Z  
FM 6994SCTYSO  
TO DET 1, 6994SCTYSO  
DET 2, 6994SCTYSO  
ZEM

OPS MAY 69.

*Do we have these*

SUBJ: DRAFT OPINS 3562 AND 3563

1. THE FOLLOWING SUGGESTED CHANGES TO SUBJ DOCUMENTS ARE MADE.

A. SECTION III PARA 3 IN BOTH OPINS 3562 AND 3563. DELETE ENTIRE PARA.

REASON: ALL PERSONNEL FOR ACC COME UNDER THE UDL OF THE 6994SS

B. SECTION VI PARA 10 (1)(A) OF OPINS 3562. CHANGE 330TH ASA COMPANY TO READ 330TH RADIO RESEARCH COMPANY.

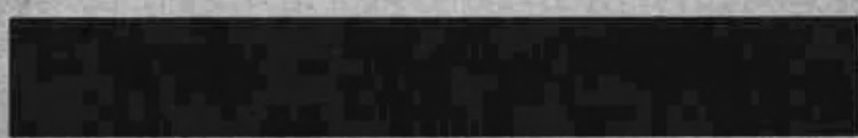
REASON: ASA IS NOT AN AUTHORIZED UNIT DESIGNATOR IN RVN.

C. SECTION VI PARA 10 IN BOTH OPINS 3562 AND 3563. DELETE ENTIRE PARA AND USE SAME REPORTING FUNCTION AS OPINS 3561. REF OUR OPS 110800.

REASON: SAME AS STATED IN OUR OPS 110800

2. NO OTHER COMMENTS ON SUBJECT DOCUMENTS.

180





OUT GOING

DOCUMENT 2

RRRRRC

IHA32 //FOR CO//  
.....

ZZ YHLAKZ YWZADL YWQADK  
DE YWRDIH 148 0361203  
ZKZK ZZ NRL DE  
Z 051200Z ZYH  
FM DET 2 6994SCTY SQ  
TO USAFSS/TED/OP  
PACSOYPCN  
6922SCTYWG  
ZEN/6994SS  
ZEN



CORONA HARVEST

DO NOT DESTROY

OVERDUE COMBAT  
COUGAR ACFT

No. 0405969

- 1. DET 2, 6994SS AIR NUMBER 1-69
- 2. OVERDUE COMBAT COUGAR AIRCRAFT, TAIL NUMBER:  
45-115A, PROJECT NUMBER 001-BRAVO.

- A. ONE EC-47
- B. OVERDUE
- C. ETA WAS 1430H 5 FEB 69.
- D. MACV AREA 001-B

MISSION WAS SCHEDULED FOR AN OPS STOP AT PHU BAI,  
FOLLOWING FROM 262ND TENS:  
AT 1620H MISSION WAS THOUGHT TO HAVE CONTACTED PHU BAI  
IT WAS LATER DETERMINED THAT THE MISSION HAD NOT CONTACTED PHU BAI.  
AT 1730 H THE AIRCRAFT WAS DECLARED MISSING AND SAR REQUESTED.

- 3. SSGT LOUIS J. CLEAVER  
SGT RODNEY H. COTT  
SGT JAMES V. DORSEY JR.  
SSGT HUGH L. SHERRURN  
A1C CLARENCE L. MCNEILL
- 4. AIR CRAFT DECLARED OVERDUE. ALL AGENCIES WHICH MAY HAVE  
HAD CONTACT WITH AIRCRAFT ARE BEING CHECKED.
- 5. AS INFO BECOMES AVAILABLE WILL FOLLOW-UP.

GP-1  
158

GP-1

NNNN



143005  
ZCZCRDA 624FRDM300  
OO YMRD IH  
DE YMRDOK 29 1300  
ZKZK OO NPL DE  
O 170745Z ZYH  
FM 6994 SOTY SO  
TO USAFSS  
PAOSOTYRGN  
6922 SOTY WG  
DET 2 6994 SOTY SO  
ZEM

DOCUMENT 3

*[Handwritten signature]*  
TJ

12302  
13  
CON  
L32

HANDLE VIA COMINT CHANNELS.  
DELIVER DURING DUTY HOURS.

1. THE FOLLOWING MESSAGE IS QUOTED FOR YOUR INFORMATION ONLY.  
QUOTE.

FM SSO BANGKOK  
TO SSO CINCPAC  
SSO MACV  
AFSSO UDORN  
AFSSO 7TH AF  
ZEM  
Z 170248Z ZYH  
FM CAS UDORN  
TO SSO BANGKOK

PROJECT CORONA HARVEST  
DO INFORMATION TROY  
No. 0405974

INFO CAS VIENMSANE  
ZEM

NAVIGATORS  
CHECKLIST

1. ON 16 1326 69 A CAS GUERRILLA TEAM LOCATED CRASHED C-47 TYPE AIRCRAFT AT XC 805 286. TEAM BROUGHT IN SACK CONTAINING ITEMS FROM AIRCRAFT AMONG WHICH IS USAF FLIGHT CREW CHECK LISTS MANUAL, ONE PAGE GE WHICH ENTITLED "NAVIGATOR'S CHECKLIST, EC-47, ALR-35.
  2. A THIRTY MAN SECURITY ELEMENT IS PROCEEDING TO SECURE THE AIRCRAFT WHICH BURNED AND CONTAINS BODIES.
  3. AS CRAFT POSSIBLY DOWNED EC-47, WE WILL DO UTMOST TO PROTECT SECURITY ANY CODEWORD MATERIAL FOUND.
  4. WILL KEEP YOU ADVISED.
- UNQUOTE.  
2. WILL KEEP YOU ADVISED ON ANY FURTHER INFORMATION.





MMN

DocuMENT 9  
13/02577  
13

09LBNKSTYM  
0

PROJECT CORONA HARVEST  
DO NOT DESTROY  
No 040597L

COMM TEST REPORT

MACR0604303  
//ROUTINE//  
SSN 197  
R 152032Z  
FM 699ASOTYSO  
TO DET 2 699ASOTY SO  
INFO DET 3 699ASOTYSO  
ZFM

UNCLAS E F T O OPS 20 MAY 69  
1. THE NKR A/C COMM TEST REPORT IS NO LONGER REQUIRED.  
PLEASE DISCONTINUE.  
etc

DISCONTINUED



0  
//PLAIN//  
SSN 197  
FM DET 2 699ASO  
TO 699ASO  
FM 699ASO ZFM 22Z  
FM DET 2 699ASOTY SO  
TO HQ USAFSS/TEC/TOP  
INFO PACSOCTRON  
6922 SOTY HQ  
ZEM/699ASOTY SO  
ZFM

NOTE: MSG Present AS  
TIME ACFT WENT DOWN  
SHOWED ON/OT  
det copy - SGT  
CORONA HARVEST  
94 & PGM  
TOT ALL  
07/12/87  
SPT/Pool

PROJECT CORONA HARVEST  
DO NOT DESTROY  
No 0405972

JUN 69  
1. DET 2, 699ASOTY SO AIR 2-55.

2. WENT DOWN IN RIVER, THE AIRCRAFT, THE CREW AND THE PASSENGERS.

3. ONE EC-17.  
4. ACFT LEFT ENGINE AND CRASH LANDED SHORTLY AFTER 1700  
HR. USGW STAFFS. NO INDICATION OF HOSTILE FIRE.

5. APPROXIMATELY 0720Z (11:15 LOCAL).

6. APPROXIMATELY TWO MILES OFF USGW STAFFS RUNWAY WHICH IS  
LOCATED AT VICOR BRAVO 0800.

A. PERSONNEL:

- SGT RONALD W. ALLEN
- SGT PHILLIP EDWARD BROWN
- SGT LARRY E. HALL
- SGT DENNY M. NIELSEN

7. SEARCH AND RESCUE OPERATIONS EXPEDITED FROM USGW  
STAFFS. INITIAL REPORTS AVAILABLE THIS STATION INDICATE  
ACFT CRASH LANDED IN A RIVER AND THAT ALL PERSONNEL ACCOUNTED  
FOR. NEGATIVE LOSS OF LIFE AND EXTENT OF PERSONNEL INJURIES  
THOUGHT TO BE MINOR AT THIS TIME.

8. THOUGH LANDING IN RIVER, ACFT NOT COMPLETELY SUBMERGED. SECURITY  
GUARDS HAVE BEEN POSTED AND CLASSIFIED MISSION MATERIALS REMOVED.  
ADDITIONAL INFO WILL BE FORWARDED AS AVAILABLE.

OP-1  
200





NNNN

File in AIR Folder

File-16.6  
DOCUMENT 5 TNR 0

NVV HTA506TTZVA 0510727  
RR RUMHTD  
ZNY EEEEE  
R QTEZ YUW RUMBOM 0543 0590000-EEEE--RUMHTD.  
DE RUMKA 0703 0591200  
ZNY EEEEE

PROJECT CORONA HARVEST  
DO NOT DESTROY  
No 0405973

OPS

R 081800Z JUN 69  
FM 6TACFTRWG UBON AFLD THAI  
TO RUYTEJA/USAFSS/TEB/KELLY AFB TEX  
RUHHYMA/PACSTR IRGW OPS/WHEELER AFB HAW  
RUMWKA/6922S CTYNG/OPS/CLARK AB PI  
INFO R USQNA/6994S CTYS/OPS/TAN SON NHUT AB RVN  
RUMHTD/DET 2 6994S CTYS/FLEIKI AB RVN

BT  
UNCLAS E FT O [REDACTED] 6994 OVR  
SUBJ: EO-47 CRASH [REDACTED] (SPECIAL HANDLING  
REQUIRED. SEE AFR 127-4).

1. EO-47 S/N 43-49547 BASED AT FLEIKU CRASHED ON TAKE OFF FOLLOWING  
FUEL STOP AT UBON AFLD THAILAND, AT 0701Z 7 JUNE 69. CAUSE OF CRASH  
UNKNOWN AT THIS TIME. 462TRW HAS APPOINTED BOARD TO INVESTIGATE.  
PILOT STATES NBR ONE ENGINE LOST POWER JUST AT GEAR-UP POINT AFTER  
TAKE-OFF AND ONLY 30 INCHES MANIFOLD PRESSURE AVAILABLE ON NBR TWO  
ENGINE. AIRCRAFT CRASHED IN RIVER APPROXIMATELY ONE AND ONE HALF  
MILES OFF END OF RUNWAY. AIRCRAFT RESTING IN APPARENT GEAR DOWN  
POSITION IN 7 TO 9 FEET OF WATER. PILOT SUSTAINED SLIGHT CUT ON  
HEAD. CO-PILOT HAS DEEP CUT ON BRIDGE OF NOSE AND BROKEN LEG.

PAGE 2 RUMKA 0703 UNCLAS E FT O  
ALL OTHER CREW MEMBERS UNINJURED. AIRCRAFT APPEARS CLASS 26. USAFSS  
EQUIPMENT IS UNDER WATER AND APPEARS RUINED. AIRCRAFT WAS ZULU  
CONFIGURED.

2. LOCAL ACTION UNDERWAY TO RAISE AIRCRAFT AND REMOVE USAFSS  
EQUIPMENT. PLAN TO SHIP TO TAN SON NHUT AB FOR EXAMINATION AND  
PROBABLE SHIPMENT TO CONUS. TWO MAINTENANCE MEN FROM DET 2  
STANDING BY. AIRCRAFT IS UNDER GUARD BY TWO AIR POLICEMEN AND  
TWO THAI POLICEMEN IN BOATS AT THE SCENE. ALL CLASSIFIED DOCUMENTS  
AND KY-8 REMOVED FROM AIRCRAFT.

3. WILL KEEP YOU ADVISED.

BT  
0703



26.6  
2.0  
1



08/07452

DOCUMENT b  
PROJECT CORONA HARVEST  
DO NOT DESTROY  
NO 0405974

X

IMMEDIATE  
IMMEDIATE

DET 2, 6994 SCTY SQ

USAFSS/TED/TMP

INFO: PACSCTYRGN  
6922 SCTY WG  
6994 SCTY SQ

e RASH follow up



JUN 69

FOLLOWUP NR 2 AND FINAL TO MY AIR 2-69, DTG: 07/0835Z.

1. ALL CREWMEMBERS RELEASED FROM HOSPITAL AFTER OVERNIGHT OBSERVATION. INJURIES NEGLIGIBLE. BASE C-47 DEPARTED AT 07/2312Z (0712 LOCAL) THIS A.M. FOR UBON CARRYING TWO OF OUR MAINTENANCE TECHNICIANS. DURATION OF THEIR STAY AT UBON UNKNOWN AS SALVAGE OPERATIONS WILL BE DIFFICULT SINCE BACK END OF AIRCRAFT NOW COMPLETELY SUBMERGED. ALSO, DO NOT KNOW HOW LONG IT WILL BE BEFORE ACFT INVESTIGATING TEAM WILL ALLOW RECOVERY AND REMOVAL OF USAFSS EQUIPMENT. WILL ADVISE VIA SEPARATE MESSAGE ON FURTHER PROGRESS OF SALVAGE OPERATIONS. CREWMEMBERS AND ALL CLASSIFIED MATERIALS RETURNED TO PLEIKU ON RETURN OF BASE C-47 WHICH LANDED AT 08/0700Z (1500 LOCAL).

GP-1

8  
JUN 69  
1 1

2733

Capt. [Redacted]



PHILIP D. CARLSON, Major, USAF  
Commander

DOCUMENT 7

ACC  
06 36X  
13  
CCN  
19

NAA 013  
ORA 006  
/ROUTINE//  
SSN 009  
010550Z  
FM 699ASCTYSO  
TO DET 2 699ASCTYSO  
ZEM

PROJECT CORONA HARVEST  
DO NOT DESTROY  
OPS-2 FEB 69  
CONTACT NKP BY TIME ORDER FROM  
No 0405976

SUBJECT: COMM TEST WITH NKP. REQUEST YOU FORWARD DAILY BY FORMAL MESSAGE ALL CONTACTS AND ATTEMPTS TO CONTACT NKP BY TIME ORDER FROM MISSION AIRCRAFT IN AREAS 901, 901B.  
10Z

NNNN

DOCUMENT 8

IMB 013-787  
RR YARDIN  
DE YARDIN OF 102020  
P 102020Z  
FM AFSSO NKP  
TO DET 2 699A SOTY SO  
699A SOTY SO  
INFO 699A SOTY WG (OPS COMD)  
DET 1 AFSS/C  
PAC SOTY RGN (OPS-R)  
USAFSS (ODD)  
ZEM

PROJECT CORONA HARVEST  
DO NOT DESTROY  
12/1/10  
No 0405976 SC0

DET 2, 699A SOTY SO SENDS  
SUBJECT: SECURE COMM WITH ARBE ACFT  
1. THE INSECURE AIR/GROUND POSITION AT DET 2 HAS BEEN RELOCATED TO A SECURE AREA. SPECIAL INTEL INFO MAY NOW BE PASSED ON FREQUENCY 270.4 (TWO SEVEN ZERO POINT FOUR)  
2. FOR 699A: WE ARE UTILIZING A TFM CALLSIGN ON THIS NET AT THE PRESENT TIME. WOULD PREFER TO USE THE CALLSIGN GILROY RPT GILROY FOR ALL DET 2 AIR/GROUND COMM.  
10Z

NNNNORC



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