

362ND TACTICAL ELECTRONIC WARFARE SQUADRON

QUARTERLY HISTORY FOR

APRIL-JUNE

1968

HISTORICAL DATA RECORD	REPORTING PERIOD		REPORTS CONTROL SYMBOL AU-DS
	FROM 1 April 1968	TO 30 June 1968	
FROM: (NAME AND LOCATION OF UNIT SUBMITTING THIS REPORT) 362nd Tactical Electronic Warfare Squadron Pleiku, Republic of Viet Nam		TO: 460th Tactical Reconnaissance Wing (OKH) Tan Son Nhut AB, Republic of Viet Nam	

IF MORE SPACE IS NEEDED FOR ANY ITEM, ATTACH ADDITIONAL SHEETS INDICATING APPLICABLE ITEM NUMBER.

SECTION I ASSIGNMENT				
DR AIR COMMAND	NUMBERED AIR FORCE	AIR DIVISION	WING	GROUP
PACAF	Seventh	N/A	460th TRW	N/A

SECTION II SUBORDINATE
N/A

PROJECT CORONA HARVEST
DO NOT DESTROY
Ø 227729

SECTION III MISSIONS
A. PRIMARY To conduct daily day/night ARDF operations against enemy operated transmitters in the RVN, Laos, and certain over-water areas north of the 17th parallel as a basis for tactical exploitation in support of requirements established by COMUSMACV, and Commander, Seventh Air Force.

B. SECONDARY (OR OTHER) Visual reconnaissance and search and rescue.
--

SECTION IV	PERSONNEL Beginning/ End of reporting period				
	STATUS	OFFICERS	AIRMEN	CIVILIANS	TOTAL
ASSIGNED	91/104	144/154	0/0		235/258
AUTHORIZED	95/95	147/147	0/0		242/242
ATTACHED	0	0	0		0

SECTION V EQUIPMENT	
A. AIRCRAFT Possessed-19	B. WEAPONS (INCLUDING MISSILES) N/A
C. ELECTRONICS C-12 Compass System (Navigation) AI-34 Radio Direction Finding Console 2 System/5 aircraft, "Happy" System/2 aircraft KI-8 Secured Voice Communications System Radar Doppler/Computer CPA-24 (Navigation)	D. OTHER N/A C# 4 262075 68-0187

SECRET

CHRONOLOGY

1

362nd Tactical Electronic Warfare Squadron

April - June

<u>DATE</u>	<u>CLASSIFICATION</u>	<u>SIGNIFICANT EVENT</u>
April		
1	(U)	Colonel Edgar Albers assumed command of the 362nd TEWS.
24	(S)	Aircraft # 979 received battle damage from AAA fire on combat mission over Laos. Emergency landing at Nakhon Phanom. All souls safe.
May		
10	(S)	Squadron passed 35,000 accident free flying hours.
June		
16	(S)	Aircraft # 979 returned to fleet from Nakhon Phanom repaired.
30	(S)	Month ended with the 362nd TEWS completing 401 missions out of 401 fragged.

SECRET

SECRET

SECTION VI

NARRATIVE

2

1. (a)(U) During the reporting period (1 April - 30 June), the 362nd Tactical Electronic Warfare Squadron (TEWS) had a number of high level staff changes. On 1 April 1968, Colonel Edgar Albers Jr., assumed command of the 362nd TEWS. He has taken the position vacated by Colonel John Allison, who has been re-assigned to the 7th Bomb Wing (SAC) as DCO. Lt Colonel Francis Mosher replaced Lt Colonel Charles Harris as Squadron Executive Officer. Lt Colonel Dugald Wilson replaced Lt Colonel Angelo Elmo as Administrative Officer for the 362nd. Finally, Lt Colonel Luther Tarbox replaced Lt Colonel Arthur Griffin as director of the 362nd TEWS Civic Actions Team. Those officers replaced have all been re-assigned.

(b)(U) There were also some new faces in the maintenance section. Captain David Selegan became Chief of Maintenance and Lieutenant Lawrence Wilson and Floyd Leighty were assigned as his assistant maintenance officers.

2. (a)(S) During this reporting period, the possessed aircraft for the squadron was nineteen. The increase of possessed from eighteen in the month of March was due to the return of aircraft #102 from AFLC, the warped right wing having been repaired. Actual aircraft available for missions during this period was eighteen due to the stand-down of aircraft #979 at Nakhon Phanom for battle damage from 24 April 68 to 16 June 68 (see Sec 3, para b). There were no IRAN runs during this quarter, but four IRAN runs are scheduled for the future, the first to begin in July. These will be to Taipei.

(b)(S) The EC-47 Compass Dart aircraft are equipped with Sanders AN/AL-34 automatic radio direction finding consoles which provide both aural and visual tuning capability, permitting flexible and rapid lock-on of enemy high frequency transmitters for bearing and subsequent location determination. Since these bearings are only as meaningful as the plotted position of the aircraft is accurate, sophisticated navigational equipment is included as standard equipment on the EC-47.

SECRET

(c)(S) The two "Happy Birds" possessed by the squadron are different from the standard Compass Dart aircraft in that they possess no ARDF capability. In place of this capability, they are equipped with additional receivers, their primary mission being to copy all enemy high frequency and VHF transmissions. The five aircraft designated Z systems are standard Compass Dart aircraft equipped with additional consoles which greatly increase the target acquisition capability of the system. (Appx 1-1).

(d)(S) Authorization was given during this quarter to begin use of the AN/UPN-25 "Music Box". The music box is a radar transponder similar to IFF-SIF equipment and greatly aids in doppler setting during inclement weather by combat sky-spot techniques. This equipment is installed in all the squadron aircraft except the "Happy Birds".

3. (a)(S) The 362nd flew 1199 of it's 1220 fragged missions during this quarter, flying a total of 8411 hours (atch 2). In so doing, it crossed another milestone in it's flying safety program by logging 35,000 accident free flying hours on 10 May 1968. At the close of the quarter, the squadron is only a few hundred hours away from 40,000 hours.

(b)(S) On 24 Apr 68, aircraft #979 received major battle damage from anti-aircraft fire to the tail section of the aircraft while on a combat mission over Laos. Through the cool professionalism of Major Edward Sheldon, the aircraft commander, and the entire crew, they were able to make an emergency landing at Nakhon Phanom AB, Thailand. The crew was picked up by one of our squadron aircraft and returned to Pleiku. The aircraft remained at Nakhon Phanom for repairs. No casualties resulted from this incident and no casualties were recorded during this quarter.

SECRET

4

4. (U) The squadron has received the Air Force Outstanding Unit Award for it's excellent support of military operations during the period 15 Apr 66 to 31 May 67 (Attach 3). Further awards can be expected for the squadron since the effectiveness of the 362nd TFS has greatly increased since this early period in it's existence. The squadron was only five months old when it entered the period covered by this award.

5. (U) Since the appointment of Lt Colonel Luther Tarbox as squadron Civic Actions Officer, the squadron has become extremely active in this field in cooperation with the base Civic Actions Office. The two areas of concern for the squadron team are the Pleiku Rho School District and the Mountagnard Agricultural Training Center. Their projects involved health and medicap visits to both locations, assistance for the Pleiku Rho School (maintenance and supplies), repair of the pump and well in the Agricultural Center and rebuilding the dormitory for the students attending sewing classes. The well and pump facility was originally built by the 362nd ten months ago.

(b) (U) The team has collected usable scrap lumber and metal roofing for the repairs on the school facilities. Major Gene Ridgeway, a member of the team, surveyed the well and pump to determine the feasibility of repairing it. Repair was determined to be of immediate nature. The squadron team has initiated action to have school children in the States donate such items as pens, pencils, paper, erasers, notebooks, chalk, and other school supplies for the Pleiku Rho school district. These items will be distributed to the students through the base Civic Actions office when school resumes. In the brief three months since the cessation of the Tet offensive, the squadron team has spent approximately 130 man-hours by ten men in civic action work in the field.

SECRET

SECRET

(c) (U) Of primary importance to Lt Colonel Tarbox and his team is the instilling in the montagnards the necessity of the civic action program being a self-help program. The squadron team provides technical and material assistance, but the people receiving the help must supply the manpower and the initiative in carrying out the different projects. To this end the civic action program of this squadron has been most successful. (Appx 1-5).

6. (a) (S) The lack of manpower at the five and seven levels in the maintenance shops has been partially reduced due to the number of Maintenance personnel who recently passed the five level SKT exams (see History Jan-Mar 68). The department still remains 75% manned at the seven level.

(b) (S) Failure of electronic equipment and the supply of parts for repair remains a major problem. The rash of "Bravo" and doppler malfunctions had been partially expected with the coming of the damp weather, but those have been compounded by an excessive amount of inverter failures. These problems can be traced to a large extent on the lack of parts and the almost impossible task of getting such supplies through normal supply channels. The maintenance personnel have resorted to a continuous round of cannibalization and swapping of parts among the aircraft. This has resulted in a daily average of four aircraft down for NORS or lack of parts and therefore not available for mission requirements. An example of the supply problem can be seen in the case of aircraft #979 (sec 3, para b). This aircraft was in need of replacement parts for the horizontal and vertical stabilizers, and the elevators due to damage incurred in battle. It remained down and unflyable due to lack of parts for 53 days at a distant airfield. This same supply problem exists in the "Bravo" and doppler shops, especially the supply of "black boxes".

SECRET

SECRET

Though these shops are not directly controlled by the 362nd, the equipment they service directly affects the mission effectiveness of the squadron. The maintenance people can not replace worn or faulty equipment with new material, but instead must make remedial repairs on the existing equipment, and this type of repair never lasts long. 6

(c) (S) In order to increase the number of aircraft ready for flight during the day, the maintenance shop has instituted the one hundred hour phase check in place of the fifty hour check, meaning that an aircraft can fly more days before it has to be grounded for mandatory check. Two checks are completed during the new check instead of just one as in the old check. Also, this phase maintenance is done now at night so the aircraft can be ready for flight in the morning. Considering the problems that face the maintenance shop, they are doing an outstanding job in supporting the mission of the 362nd TMS.

SECRET

SECRET

MISPLACED ?
361-362 ?

1968 Mission Summary* (April-June)

	<u>Missions Fragged</u>	<u>Missions Flown</u>	<u>Time Fragged (hrs)</u>
April	405	401	2999
May	414	397	3052
June	401	401	2994
Total	1220	1199	9045

	<u>Time Programed (hrs)</u>	<u>Time Flown (hrs)</u>
April	2625	2785
May	2945	2765
June	2850	2861
Total	8420	8411

* Data extracted from the monthly R-13 Mission Accomplishment Reports.

Attachment 2

SECRET