

362ND TACTICAL ELECTRONIC WARFARE SQUADRON

QUARTERLY HISTORY FOR

OCTOBER - DECEMBER

1968

[REDACTED]

PROJECT CORONA
DO NOT DESTROY
No. 0243107

HISTORY
OF

362D TACTICAL ELECTRONIC WARFARE SQUADRON

CATALOGED

1 October - 31 December 1968

ASSIGNED

TO

460TH TACTICAL RECONNAISSANCE WING

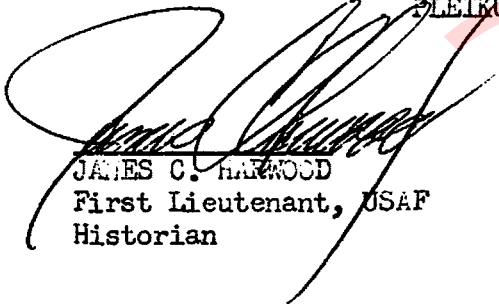
SEVENTH AIR FORCE


PACAF

STATIONED

AT

PLEIKU AIR BASE, RVN


JAMES C. HARWOOD
First Lieutenant, USAF
Historian

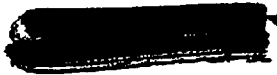

JOHN F. AMBRECHT
Colonel, USAF
Commander

D [REDACTED]

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LIST OF ILLUSTRATIONS

<u>PAGE</u>	<u>DISCRIPTION</u>
3A.	Sgt Westfall extends for his third tour while on a combat mission
6A.	Aircraft accident
7A	Bunker construction
7B	Civic Actions Team at Work
DOCUMENT 8.	Squadron Commander

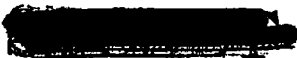
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FOREWORD

1. During this quarter the organization structure of the 362d Tactical Electronic Warfare Squadron has stabilized considerably. Only one high level staff change occurred.
2. The squadron experienced a higher turnover rate in aircraft primarily due to the replacement of M and P model aircraft by the EC-47Q.
3. The characteristic dry season accompanying the southwest monsoon has done away with some of our previous moisture problems in the maintenance section. The high crosswinds which are also an earmark of this season caused operations some concern. On several occasions, aircraft had to be diverted to alternate fields due to the winds being out of limits.
4. Although the base has been plagued by monthly rocket attacks that have been quite regular throughout the year. The 362d suffered only minor damage to equipment and no major casualties.
5. The improvement of facilities at Pleiku continues at a rapid rate, and has a beneficial effect on morale within the squadron.
6. Aircraft of the 362d received no combat damage while airborne this quarter.




CHRONOLOGY
362nd Tactical Electronic Warfare Squadron
1 Oct - 31 Dec 68

<u>Date</u>	<u>Class</u>	<u>Significant Event</u>
5 Oct		The working areas of the 362d are changed entirely. Areas of absolute and effective coverage replace the old areas in a program instituted throughout the wing.
15 Oct	(U)	Lt Colonel Workinger replaces Lt Colonel Vik as Chief of Stand/Eval. Lt Colonel Vik is re-assigned to the CONUS.
26 Oct	(U)	Aircraft Number 43-49570 arrives on base bringing the number of "Q" modified aircraft to two.
31 Oct,	(U)	Squadron passes 50,000 accident free flying hours.
1 Nov	(U)	Lt Colonel Crane replaces Lt Colonel Yurcina as Squadron Operations Officer
7 Nov	(U)	Colonel Westberg visits the 362nd and is honored with a party at the Officers Club.
21 Nov	(U)	Aircraft Number 45-1133, our fourth Q modified aircraft, arrives on base.
21 Nov		Pleiku Air Base receives 14 rounds of 122 MM rocket fire. Two buildings on base are destroyed and 8 personnel suffer minor shrapnel wounds. None of these casualties are from the 362nd.
25 Nov	(U)	Lt Colonel Ambrecht is promoted to full Colonel.
28 Nov	(U)	The new Pleiku Air Base Officer's club is open for business.
1 Dec	(U)	Lt Col Stephen Crane is promoted to full Colonel.
16 Dec	(U)	Aircraft Number 42-93704 arrives on base.
17 Dec	(U)	Colonel Crane assigned to MACV-J3-10, Tan Son Nhut Air Base, RVN.
19 Dec	(U)	Lt Colonel Witzel assumes the duties of squadron Operations Officer.



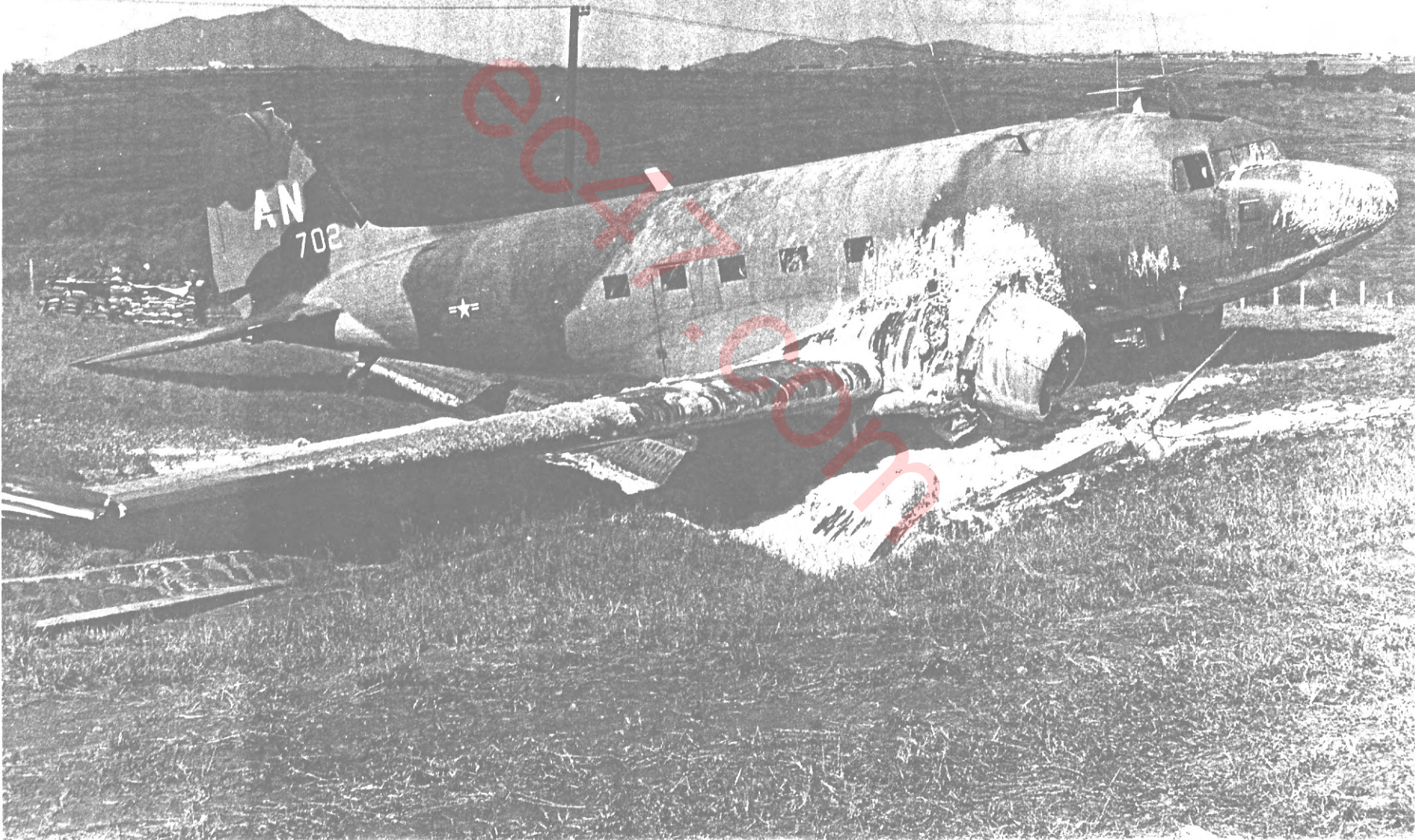


<u>Date</u>	<u>Class</u>	<u>Significant Event</u>
22 Dec	(U)	Aircraft #43-48959 arrives on base bring the total number of "Q" modified aircraft to 6.
23 Dec		Pleiku Air Base receives 25 - 30 rounds of 122 MM rocket fire. Three EC-47 aircraft damaged, one truck damaged, 1 building destroyed (Hobby Shop), and 1 WIA.
31 Dec	(U)	Aircraft #43-48702 sustains major airframe damage in an accident during takeoff.

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This photo was evidently included in the original history.
This view is the scanned image of a photocopy.



This photo and the two following were NOT included in the original history.







[REDACTED]

CHAPTER I - MISSION, ORGANIZATION, AND ADMINISTRATION

A. Mission.

(1) [REDACTED] The mission¹ of the 362d TFW Sq is visual and electronic reconnaissance of enemy forces. This is accomplished through the use of three distinct types of aircraft. The first type is a C-47 equipped with AN/AL34 ARDF consoles. These aircraft are used to locate enemy transmitters and in some cases interpret enemy transmission. As of 31 December, the squadron possesses 11 of these aircraft. The second type aircraft is equipped with high frequency receivers and is used to copy voice transmissions. The squadron maintains four of these aircraft. They are distinguishable through their additional console. The third aircraft configuration is the "Q" modified aircraft which is equipped with R-2000 engines and the ALR/35 console. The ALR/35 is a sophisticated and computerized piece of equipment which enables a more rapid accumulation of more exact fixes. Currently the squadron maintains 7 of these aircraft which are used primarily in the northern-most areas of I Corps and Laos. They are deployed in these areas because their superior performance is needed in areas of high terrain.

(2) [REDACTED] On 5 October the frag points of the 362d changed considerably. In a program initiated throughout the three TFW Squadrons, 14 areas of operation were discarded in favor of four general areas of "Effective Coverage". These four areas were in turn supplanted with an indefinite number of "Absolute Coverage" frag points. These absolute areas vary in size and change with the movement of enemy troop concentrations. The purpose of this change was to insure that fewer aircraft would spend their time in areas where there were few useful targets. Under the new system, more aircraft spend more target time effectively. This quarter the results are quite evident. Less aircraft have returned from their target area without a graph, fix, and more fixes have been attained per mission. There has also been an increase in fixes attained per target hours flown, which is probably a more valid comparison?

(3) [REDACTED] Mission effectiveness has also been changed somewhat by the addition of the EC-47 aircraft. The maintenance difficulties which were expected did in fact occur. The frequency of delayed take-offs and relaunched missions was increased somewhat while BRAWO maintenance became more familiar with the equipment. These instances however, have been steadily decreasing during December.

B. Organization.

(1) The 362d TFW Sq is comprised of several sections; Operations, Administration, Maintenance, Intelligence, Personal Equipment, and Stan/Eval. The 6994th Security Squadron is attached to the 362d and

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supplies the radio operators who work the BRAVO equipment with the Navigator. During this quarter, the squadron sent one TDY Detachment to Udorn RTAFB, Thailand. The activities of this Detachment are covered further in Chapter III.

(2) There have been no major changes in the structure of the squadron during this quarter. The UMD has remained unchanged also, however, a discrepancy exists in that the UMD for the squadron is designed under the assumption that the Squadron possesses 15 aircraft. The squadron in fact possesses 20 aircraft as of this writing. At first glance it appears that the squadron is over manned, which is not the case.

(3) The plans for establishing a Detachment at Hue Phu Bai have been shelved indefinitely due to lack of office and ramp space at the Hue Airdrome.

(4) The 633d Combat Support Wing at Pleiku conducts tests of the base's ability to arm for attack on an irregular schedule. During October there were two such tests. The 362d found that the existing organization for damage assessment, was adequate. The two rifle patrols formed of enlisted men primarily from the Maintenance Section were rapidly assembled despite the fact that the members come from many different locations. The only organizational problem involved in the rifle patrols is getting all members together for fire-arm qualification and practice at one time. This problem is hard to solve due to the secondary importance placed on patrol duty.

C. Administration.

(1) (U) The Administration Section reports that there are no noteworthy problems or changes in procedures during this quarter. This smooth and ordered operation is attributed to the foundation of a sound policy at the beginning of the quarter. All actions of the office were strictly routine.

CHAPTER II - PERSONNEL

A. Strength.

(1) (U) Under the present UMD dated 30 September 1968, the Squadron is authorized 20 flight crews per aircraft assigned. The UMD, therefore authorizes 30 crews under the assumption that we possess 15 aircraft. The squadron, however, now possesses 20 aircraft and 32 crews, including two staff crews authorized.

[REDACTED]

(2) (U) The Maintenance Section was fully manned as of 26 December, but forecast a critical deficiency in 43LXX personnel as of 10 January. Efforts are being made to secure men from the 633rd CSG (Maintenance) during this period?

(3) (U) During the month of November the squadron experienced a severe deficiency in Flight Engineers. This problem was solved with the assignment of 7 personnel on 45 day TDY orders from the CONUS. During this time the operations officer was forced to assign pilots as Flight Engineers to prevent the loss of missions. The officers used for this duty were Lieutenant pilots who had not yet been upgraded to aircraft commander. These Lieutenants also performed the duty of driving the crew bus when no enlisted personnel were available.

(4) (U) The Squadron is presently preparing itself for a forecast shortage of pilots during the month of March. This problem is expected to be solved primarily through careful scheduling and individual pilot effort. No need for additional pilots from another unit is expected.

(5) (U) Lt Col Thomas Yurcina was replaced as Operations Officer by Lt Col Robert B. Witzel on 19 December 1968.

B. Training.

(1) (U) In OJT Training this quarter, seven students received a total of 336 student hour training in preparation for SkT during the January 1969 SKT cycle. No personnel were eligible for SKT testing during the month of December. Consequently, none were tested.

(2) (U) Five CDC Volume review exams were administered and three course exams were accomplished.

(3) (U) In Red Option II training nine newly assigned personnel received a total of 18 hours of initial classroom Red Option II training. The same nine personnel received nine hours of initial A-16 training on the firing line.

(4) (U) In the field of technical training, 23 newly assigned personnel received 46 hours of aerospace ground equipment familiarization and qualification training. Five new personnel received ten hours of classroom instruction and testing on C-47 aircraft jacking, towing, refueling, and defueling procedures. Three personnel received instruction and passed both written and proficiency training exams in C-47 aircraft engine run up.

[REDACTED]

(5) (U) Fifty two personnel completed annual MSET (Maintenance Standardization Evaluation Testing) in both the written and proficiency phases. This technically qualifies all of these personnel for one year.

(6) (U) Forty two personnel received annual security testing. All participants qualified.

CHAPTER III - OPERATION AND TRAINING

A. C-rating

(1) (U) The squadron retained its C-1 rating for the entire quarter.

B. Weapon System Inventory.

(1) (U) Currently and throughout the quarter, the 362d was authorized 15 aircraft. As of the end of the quarter, we possessed 17 of 20 EC-47's assigned. The three remaining aircraft were in IRAN. One aircraft was grounded due to structural damage, and at this writing it is uncertain whether it will be salvaged.¹

(2) [REDACTED] Of the 20 aircraft assigned to the unit, 7 are EC-47Q's, 7 are EC-47P's and 6 are EC-47N's. The two C-47's that the squadron used for the Sentinel Sara mission have been replaced with EC-47Q's. Their job has been partially replaced by the aircraft equipped with Z consoles.² The number of aircraft has never dropped below the number required to execute the general war plan (GWP)

(3) (U) The attrition rate for this quarter was 25%. Of 20 aircraft assigned, 5 were reassigned to other units. The replacement rate was also 25% of aircraft assigned. Four of the incoming aircraft were EC-47Q's.⁸

C. Crew resources and capability.

(1) (U) As stated above, the squadron maintains 32 combat ready and available crews. These crews remained as such for the entire quarter.

(2) (U) The crew upgrading program remained normal throughout the quarter. As a squadron policy, the unit maintains no co-pilots. All pilots are given a left seat checkout after the initial training phase. Pilots coming direct from UFT, and those with limited prior aircraft commander time are normally given an aircraft commander checkout after six months in country and 500 combat hours.

[REDACTED]

(3) (U) Upon receiving the first EC-47Q on 10 September, the training section initiated check rides for all pilots, and a training program for Navigators.³ As of 31 December all Pilots and Flight Engineers were qualified in the EC-47Q, and 20 Navigators had completed training and passed their check ride.⁴

D. Mission Oriented activities.

(1) [REDACTED] During the quarter the squadron flew 983 missions of 1015 scheduled and achieved 5098 fixes.

(2) [REDACTED] The average number of missions flown per day decreased from 12 last quarter to eleven this quarter, while the number of fixes per mission increased from 4.9 to 5.3.² The average mission length was seven hours. There were no maintenance aborts this quarter that were not relaunched in another aircraft to make the mission effective. There were 32 aborts due to weather this quarter. Leaflets were distributed every day of the quarter. A total of 5,351,000 leaflets were dropped in Vietnam during October, November and December.

(3) [REDACTED] No aircraft were lost in combat during this period. No battle damage was sustained by a 362d aircraft.

(4) [REDACTED] Outstanding missions of the quarter are as follows. On 15 October a sweep by an ARVN unit engaged an enemy force which resulted in 30 enemy KIA. This sweep was the direct result of a fix obtained on 13 October by the following crew: Royer, Hardwood, Hernandez, Enzer.

(5) [REDACTED] On 4 November a 362d crew fixed a target 18 KM south of Quang Tri City. Friendly forces engaged an enemy platoon. Results were no friendly losses, enemy - 26 KIA. The crew: McNeil, Rickman, Garacia, Bertoia, Catalano.

(6) [REDACTED] On 17 November contact was made with the enemy due to a fix obtained by a 362d crew on 12 November at BT 090559. Results: 305 enemy KIA and 9 detained. The crew: Legendre, Zimmerman, McDevitt, Vining.

(7) [REDACTED] On 9 December, action by ground troops called into the area of a fix obtained by the 362d resulted in 100 enemy KIA. The crew: Petrofes, Harwood, J., Necker, Nealey.⁶

E. Special Missions.

(1) [REDACTED] Two special missions were flown during the quarter. The first was flown near the Cambodian border in support of the Fourth Infantry Division's "Operation Dead End" in the Plei Trap Valley. The 362d flew missions in this area from 15 November to 6 December. The

[REDACTED]

second special mission involved sending a detachment of one aircraft to Udorn RTAFB, Thailand on the 18th and 21st of December. The Detachment worked in support of Laotian Forces, and was fraged around a point some 85 miles Southwest of Hanoi. At one point, the mission was discontinued due to a visual sighting of an enemy MIG, but was continued later.⁷ Seven missions were effective (54 fixes attained). Further coverage of the results attained on these special missions will be included in the next quarterly history.

F. Flying Hours.

(1) (U) The 362d flew 7178 hours in a three month period, while 8740 were programmed.⁹ On 21 December Operations directed all aircraft commanders to log no less than 7+00 hours on every normal mission in a new effort to diminish the difference between hours fraged and flown.

G. Training Effectiveness and Standardization.

(1), (U) The Training Section accomplished 14 tactical proficiency checks during the quarter. Before each of these checks, the pilots were given a general in country training and area familiarization course. In addition to this initial training course, 22 No Notice check rides were given to pilots and 10 to navigators. Twelve pilots were upgraded to aircraft commander during the quarter. Throughout this entire period the rules of engagement testing program was strictly adhered to, 10

(2) (U) The squadron will be visted by a Wing Standardization Team from 2 to 5 Jan 1969. The squadron is presently preparing for their evaluation.

(3) (U) Regular transition flights are performed several times per week to insure standardization and proficiency.

H. Flying Safety.

(1) (U) Safety displays have been improved and expanded since the 362d was rated best throughout 7th Air Force.

(2) (U) In the month of December the now famous 362d TEW Sq Safety Program drew commendable command interest upon being the only squadron in PACAF and the numbered Air Forces to be individually recognized by the Inspector General, USAF.

(3) The 362d practice of painting the corners of revetments with day-glo has now been adopted by the entire base.¹¹

[REDACTED]

(4) (U) Unfortunately, the outstanding 362d TEW Sq Safety Record came to an end after over 54,000 accident free flying hours.

(5) (U) On 31 December 1968, at 1435 hours, Aircraft 43-49702, ran off the runway at Pleiku approximately 1500 feet from the approach end of the runway. The accident occurred during take-off roll, and is primarily attributed to a leaking fire extinguisher which temporarily incapacitated the pilot. The aircraft was crewed by the following 362d personnel: Capt J. Bator, Aircraft Commander, Lt J. Dobos, Pilot; Major Brooks, Navigator; and TSgt G. Frenton, Flight Engineer.

(6) (U) The aircraft left the runway at approximately a 70% angle, travelled across the infield, across the parallel taxiway, through a barbed wire fence, impacted a jeep on crossing the perimeter road, and came to a stop in a drainage ditch facing 150 degree from its original heading. No crew members were injured.

(7) (U) Due to the recent occurrence of this accident, the findings of the Investigation Board are incomplete at this writing. Further coverage of the accident will follow in the next quarterly history when the board is finalized and all reports completed.

CHAPTER VI - SPECIAL ACTIVITIES

A. Civic Actions.


(1) (U) The squadron Civic Actions Program is presently headed by Captain Robert Olson. Considerable head way has been made with respect to the squadron's relations with Pleiku Row Montagnyard Village. Since October, volunteers from the 362d have painted much of the exterior of the schoolhouse, and completely redone the interior.

(2) (U) On 24 December, the squadron gave a christmas party for the children of the village, using primarily candy and inexpensive toys sent from home for gifts.

B. Sports and Recreation.

(1) (U) The 362d basket ball team wound up the season in sixth place out of 14 teams on base.

(2) (U) There are presently three volleyball teams in the squadron; two comprised of enlisted men, and one of officers. They will be participating in basewide competition beginning in January.



(3) (U) Lt Hildreth, Squadron Athletics Officer, has initiated a "Run For Your Life" program, urging squadron members to run a mile a day. Surprisingly, there are more than a dozen participants.

(4) (U) Ground accidents due to athletics decreased from 3 last quarter to none during this quarter.

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CHAPTER V - FACILITIES

- A. (U) The runway and parallel taxiway system at Pleiku is considered adequate. Due to the large amount of transport traffic that lands at Pleiku, the ALCE area near the 362d Parking Area can become congested at times, but fortunately this situation occurs most often during the mid-afternoon hours when 362d aircraft are returning rather than departing for missions.
- B. (U) One half of the 362d parking apron still remains PSP. All aircraft parked in this area are taxied to the ALCE area for the pre-flight runup to prevent possibly sliding the aircraft on the smooth metal surface. Whether the apron will eventually be paved is uncertain at this time, since plans are indefinite for possibly moving the O-2 aircraft of the 21 TASS to the west end of our parking area.
- C. (U) The two hangers destroyed by rocket fire in August have been restored and are in operation.
- D. (U) The Hobby Shop facility was destroyed completely by Rocket fire on 23 December. Reconstruction is hampered by lack of supplies.
- E. (U) The New Pleiku Air Base Officer's Club opened for business on 28 November. Hamburgers, among other stateside luxuries, are now available to the Pilots and Navigators of the 362d. On buns, even.
- F. (U) The R&K area now has adequate shelter for personnel in the event of Rocket and Mortar attack. Lt Tony Raineri received special commendation and was named Junior Officer of the quarter for his efforts as Squadron Disaster Preparedness Officer.
- G. (U) The new bunker will accommodate 100 men, and is contained entirely under ground. Lt Raineri accomplished this project on a Self-Help basis, using spare lumber and hiring a heavy equipment operator to work in his spare time. Volunteers from the officer corps were the primary source of labor for the project.
- H. (U) Housing remains adequate, and most 362d Officers improve on their quarters individually. Shrubbery and Banana Trees help the appearance of the housing areas. Enlisted personnel live in standard open bay barracks, and Lieutenants normally share a room, whereas Captains and above have separate quarters.
- I. (U) Officers still eat in the Airman Field Ration Mess, as there is no Officer's Field Ration Mess available. The food is of good quality, well varied, and well prepared. The dining hall itself is clean and



pleasant at all times. NCO's eat mainly at the NCO Club.

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CHAPTER VI - MAINTENANCE AND SUPPLY

A. Maintenance

(1) (U) The Maintenance Section once again accomplished its goal of providing sufficient aircraft required for all sorties scheduled.

(2) (U) The Phase Docks have completed 23 one hundred hour phase inspections.

(3) (U) One revetment on the "B" Flight Line has been completely enclosed by a corrugated aluminum roof. Two more such modifications are expected before the end of next month. This improvement should itself in the figures for next quarter, as the improved working conditions will prove most useful during the monsoon season.

(4) (U) The expected shortage of TSgt and SSgt Ranks is threatening to pose a problem in the near future. This problem is discussed above in Chapter Two.

(5) (U) The arrival of the winter dry season has done away with some of the ignition and electrical problems that were common during the monsoon, dust problems, however, have partially supplanted these.

B. Supply.

(1) (U) The greatest bottleneck to the Combat Cougar Mission here at Pleiku is the difficulty we encounter in receiving supplies for our Q model aircraft. Some cannibalization has taken place, but this practice cannot begin to surmount the supply shortage problem. At this writing, we possess two EC-47Q aircraft that are not completely equipped with BRAVO equipment. Aircraft 029 has been cannibalized for over one month, and cannot be properly used for the ARDF Mission. It is often used for shuttle and transition flights, however.

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S U M M A R Y

1. The Squadron's improved percentages in fixes obtained per target hour flown can probably be attributed at least partially to the advent of the EC-47Q aircraft in the squadron.
2. (U) Much work has been done by all concerned to achieve the rapid upgrading and thorough knowledge of the systems of our new weapons system.
3. (U) Excellent coordination with GCI - RAPCON facilities has been shown by 362d Pilots who request GCA approaches in VFR weather to help keep the controllers current during the clear weather of the Southwest Monsoon.
4. (U) Morale remains high primarily due to the excellent facilities at Pleiku, as the Base braces itself for the forecast Tet offensive.

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[REDACTED]

FOOTNOTES

CHAPTER I

- 1.....Document Number 1
- 2.....Document Number 2
- 3.....Interview With Lt John Stewart, 6994th Security Squadron
- 4.....Unit Manning Document 30 September 1968
- 5.....Report, Subject: TDY to Udorn, Operation File #26, 362d TEWS
- 6.....Operations File 7-4, Hue Phu Bai Detachment, 362d TEW Sq

CHAPTER II

- 1.....Document Number 4
- 2.....Ltr, 362d TEW Sq, Subject: Request for Assistant, 9 Jan 69

CHAPTER III

- 1.....Document Number 4
- 2.....Chapter I, Page 1
- 3.....Document Number 3
- 4.....Sefe Scheduling Board, 10 Jan 69
- 5.....Document Number 2
- 6.....362d Intelligenece Feedback File
- 7.....Report, Subject: TDY to Udorn, Ops File #26, 362d TEWS
- 8.....Document Number 6
- 9.....Document Number 5
- 10.....Stan/Eval Scheduling Board
- 11.....Ltr, Deputy I.G. For Inspection and Safety USAF, APIAS, Subject: Field Memorandum Safety Inspection of Hq and Selected Subordinate Units, 6 Dec 68

[REDACTED]




ROSTER OF KEY PERSONNEL

Colonel J. F. Ambrecht	Commander
Lt Colonel R. B. Witzel	Operations Officer
Lt Colonel D. E. Wilson	Administration Officer
Lt Colonel A. L. Bigelow	Executive Officer
Lt Colonel W. C. Workinger	Chief Stan/Eval
Lt Colonel A. R. Bertolia	Squadron Navigator
MSgt B. D. Morris	First Sergeant

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LIST OF SUBORDINATE SECTIONS
362d TEW Sq - Pleiku AB

Operations
Maintenance
Intelligence
Standardization and Evaluation
Training
Personal Equipment

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[REDACTED]

GLOSSARY

ARDF Automatic Radio direction finding equipment used to home on and locate the position of enemy transmitters.

BRAVO Pertains to any of the ARDF equipment (Consoles) used in the combat cougar mission with the exception of the Doppler system.

FIX Actual location of an enemy transmitter within a small enough radius to warrant an air strike.

LOP Line of Position

RAK The Officer's Quarters complex at Pleiku Air Base.

RED OPTION II The disaster plan to be used in the event the base comes under ground attack.

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LIST OF SUPPORTING DOCUMENTS

<u>DOCUMENT NUMBER</u>	<u>DESCRIPTION</u>
1	Report: A Typical Mission by Lt James C. Harwood
2	Comparison of Mission Effectiveness
3	Report: AIR/35 Training Class by Lt Col Robert Palmquist
4	Staff Meeting Information
5	Flying Hour Summary
6	Attrition - Replacement Rate
7	Tabulation of Crewmembers Flying Time
8	Biography of The Commander
9	Outgoing Personnel
10	Incoming Personnel

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A TYPICAL MISSION

By James C. Harwood, 1st Lt, USAF

A normal mission of the 362d beings some time between 0500 and 1400 hours with a crew pickup in the RMK area. Ten minutes later the crew is outfitted in their survival vests and harnesses. Next, they attend a briefing by the Assistant Operations Officer on current operations policies, safety of flight items, artillery fans in the local area which might affect the departure, and current Air Base and area weather. A briefing on AAA threats enroute to the target, ground activity, and alternate fields follows. This last briefing is given by the intelligence officer. He also covers non-overfly areas, and any directives sent down by MACV or Seventh Air Force.

The Navigator briefs the route the crew will take to the target area, and also how he expects to conduct various equipment checks. He also briefs where suspected targets are probably located and what priority targets are in the area.

The Pilot then briefs the altitude, assures that the technical order and emergency procedures are understood in certain critical areas, and assures crew coordination by standardizing the procedures he prefers to use during target acquisition.

After this final briefing, the crew is taken out to the aircraft in a crew bus. They perform a normal preflight, takeoff and departure, and begin to check out the equipment in the back end. Several Doppler checks and resets are performed in route to the area to insure that any target can be fixed with the highest degree of accuracy. These doppler sets require crew coordination of the utmost compatability.

Once established in the target area, the crew begins to plot lines of position on enemy transmitters, eventually attaining a fix on their location. Depending on the configuration of the aircraft (Described in chapter one of this histor), transcripts of the content of these transmissions are attained by the Radio Operators and are often dropped off to Army Intelligence at Hue Phu Bai or Da Nang.

Throughout the mission the Flight Engineer and pilots conduct visual reconnaissance. The Engineer also drops leaflets under certain conditions when the aircraft commander deems it necessary for diversionary purposes.

[REDACTED]

The EC-47 also has the capability to fix the location of the RT-10 Survival Radio in either the voice or beeper phase of operation. Consequently, the 362d is often involved in search and rescue operations. Some of the more important successes of the squadron in this area are annotated in the history itself.

Inroute to Pleiku, the crew is again occupied with further checks of AN/ALR-34, ALR-35, and Doppler systems.

A thorough debriefing of the form 781 with the Maintenance Section terminates the mission.

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COMPARISON OF MISSION EFFECTIVENESS

1 July - 30 September and 1 October - 31 December

	<u>JUL</u>	<u>AUG</u>	<u>SEP</u>	<u>TOTAL</u>
MISSION FLOWN:	407	388	328	1123
TARGET HOURS FLOWN:	1677	1551	1207	4435
FIXES ATTAINED:	—	—	—	5098
	<u>OCT</u>	<u>NOV</u>	<u>DEC</u>	<u>TOTAL</u>
MISSIONS FLOWN:	349	298	336	983
TARGET HOURS FLOWN:	1445	1246	1439	4130
FIXES ATTAINED:	—	—	—	5222
	<u>JUL - SEP</u>		<u>OCT - DEC</u>	
FIXES PER TARGET HOUR:	1.15		1.26	
FIXES PER MISSION:	<u>JUL - SEP</u> 4.9		<u>OCT - DEC</u> 5.3	

[REDACTED]

REPORT ON ALR/35 TRAINING CLASS
By Robert Palmquist, Lt Col, USAF

On 14 May 1968 Lt Colonel Palmquist departed Pleiku for Grenier AF Station, New Hampshire to assist in the testing program and operational evaluation of a new computer controlled navigation and reconnaissance system (The ALR-35).

Lt Colonel Palmquist remained at Grenier for 110 days testing and assisting in the development of the new system. Six days were spent at Hickam AFB Briefing PACAF on the operations and planned implementation of the ALR-35 into the combat capability of the 460th and the 362d TEW Sq. He arrived back at Pleiku AB, 14 September 1968.

The first EC-47Q (029) arrived in Vietnam on 10 September 1968. The computer and software for the ALR-35 were not available until October 31, when the first test of the equipment was made against a local radio transmitter.

On 1 Nov navigator flight training and a concurrent testing and checkout program for each aircraft began.

Aircraft 570 and 131 flew for first check on 5 November.

7 November first ALR-35 combat mission flown. Equipment has problems but can be used effectively used for about 7 hours.

13 November - Major Ross Morkal arrived from Tan Son Nhut to help in the training of the Navigators. He remained until 22 Nov 68. He flew 10 training missions and one combat mission.

A ten hour ground school and a twenty one hour flight training program instituted as the ALR-35 Navigator training program.

Captain Olson, Capt Larson, Lt Col Bertoria, Major Belford and Major Sestack given ground and flight training by Lt Col Palmquist, they intrun began training Navigators as soon as they were qualified. By 1 January there were 19 Navigators fully qualified and combat ready on the ALR-35 system. There were six EC-47Q aircraft in-country, all were combat ready and flying missions by 1 January 1969. The ALR-35 is a computerized, electronic navigation and ARDF reconnaissance system. It can fix the position of a Radio transmitter more accurately

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and much more quickly than the A1R-34. Electronic data processing, computing, and displaying eliminates 90% of the manual tasks that are performed with the A1R-34. The computer and display system also provides navigational data that aid the navigator in keeping the aircraft on a known course with precision measured in meters rather than miles.

Since the first EC-47Q aircraft combat mission 742 hours of combat time have been flown utilizing the A1R-35 system. 508 enemy transmitters have been located.

EC477.com

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STAFF MEETING INFORMATION
26 DEC 1968

1. Combat Ready Crews: 29
Pilots in Tng Status: 1
Navigators in Tng Status: 1
Flight Engineers in Tng Status: 0

2. Personnel:

	<u>Auth</u>	<u>Asgn</u>
Pilots	62	63
Navigators	31	34
Flight Engineers	30	28
431XX	77	77

3. Aircraft: 20 Assigned
17 Posessed
3 IRAN (1102, 9703, 8402)
1 Structural Damage 8702

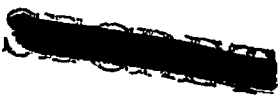
Transferred:

668 27 Dec to 360 TEW Sq
166 31 Dec to 361 TEW Sq

4. Personnel Forecast:

	<u>JAN</u>	<u>FEB</u>	<u>MAR</u>
Pilots	+2	+0	-8
Navigators	+2	-4	-1
Flight Engineers	+0	+0	+0

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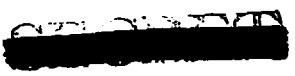


FLYING HOUR SUMMARY

<u>MONTH</u>	<u>MISSIONS FRAGGED</u>	<u>MISSIONS FLOWN</u>	<u>COMBAT HOURS FRAGGED</u>	<u>FLOWN</u>
OCT	373	349	2726+30	2396+15
NOV	306	298	2188+30	2067+40
DEC	<u>336</u>	<u>336</u>	<u>2391+00</u>	<u>2357+00</u>
TOTAL:	1015	983	7306+00	6820+55

<u>MONTH</u>	<u>PROGRAMED FLYING HOURS</u>	<u>HOURS FLOWN</u>
OCT	2945	2490+50
NOV	2850	2209+50
DEC	<u>2945</u>	<u>2479+10</u>
TOTAL:	8740	7178+00

*Data extracted from monthly combat flying statistics.



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ATTRITION - REPLACEMENT RATE
1 Oct - 31 Dec 68

<u>DATE</u>	<u>AIRCRAFT</u>	<u>ASSIGNED TO</u>
26 Oct 68	43-416254	Tan Son Nhut
1 Nov 68	43-48933	Na Trang
1 Nov 68	43-48871	Tan Son Nhut
1 Nov 68	43-49865	Na Trang
10 Dec 68	43-49680	Clark AB, P. I.

Attrition Rate: 25%

<u>DATE</u>	<u>AIRCRAFT</u>	<u>RECEIVED FROM</u>
26 Oct 68	43-49570	Miami
26 Oct 68	4349702	Miami
2 Nov 68	45-1131	Miami
16 Dec 68	43-93704	Rhode Island
22 Dec 68	43-48959	Rhode Island

Replacement: 25%

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TABULATION OF CREW MEMBERS FLYING TIME


<u>PILOT</u>	<u>TOTAL</u>	<u>C-47</u>
Col Ambrecht	5326	675
Lt Col Berkenpas	3855	905
Lt Col Bigelow	6259	2059
Lt Col Sieczynski	7378	1499
Lt Col Stephenson	4218	918
Lt Col Roberts	3923	195
Lt Col Thompson	4919	814
Lt Col Wilson	5136	3134
Lt Col Witzel	6454	504
Lt Col Workinger	4923	2073
Lt Col Fox	8781	2400
Lt Col McNeil	6141	4300
Lt Col McDowell	4097	437
Major Lynn	2796	308
Major Petrofes	4194	879
Major Ridgeway	4143	808
Major Samples	4868	868
Major Tabor	3836	486
Major Yanasheski	5621	712
Capt Burke	545	305
Capt Bator	4110	642
Capt Brown	1905	736
Capt Dakes	3115	715
Capt Meador	4200	797
Capt Nixon	1720	681
Capt Royer	3735	1025
Capt Yenser	1230	560
Capt Zimmerman	2256	501
1st Lt Clay	943	713
1st Lt Dobbs	863	661
1st Lt Downey	1051	862
1st Lt Dunn	857	634
1st Lt Fine	772	523
1st Lt Hildreth	916	668
1st Lt Horvath	1178	908
1st Lt Jordan	912	686
1st Lt Kowalchuk	912	707
1st Lt Kunz	915	700
1st Lt McLeroy	1096	854
1st Lt Otterbein	760	526
1st Lt Payne	976	726
1st Lt Prosser	938	737
1st Lt Raineri	866	651
1st Lt Simon	650	434
1st Lt Slavin	709	469


[REDACTED]

<u>PILOT</u>	<u>TOTAL</u>	<u>C-47</u>
1st Lt Brown T.	717	417
1st Lt Bassett	628	325
1st Lt Koorse	599	355
1st Lt Morris	671	407
1st Lt Rivers	759	534
1st Lt Rickman	642	387
1st Lt Harwood, J.	670	381
1st Lt Williamson	537	293
1st Lt Calabrese	568	324
1st Lt Harwood, D.	516	286
1st Lt Nakrosis	553	309
1st Lt Hines	473	248
1st Lt O'Dell	484	259

<u>NAVIGATORS</u>	<u>TOTAL HOURS</u>	<u>I.N. TIME</u>
Lt Col Bertoia	6833	1220
Lt Col Palmquist	3344	1900
Major Feld	4134	
Major Sestak	4205	
Major Heller	4512	
Major Berthelot	3248	
Major Belford	2776	800
Major Peary	2935	1000
Major Wells	3042	
Major Tolley	2940	
Major Wickwar	3688	
Major McGreevy	3020	
Capt Larson	5614	
Capt Owens	2254	1500
Capt Olson	2856	1800
Capt Oliveri	1945	1000
Capt Sawtell	4135	
Capt Lackey	2516	
1st Lt Polk	1042	
Lt Col Brown	5010	315
Lt Col McNamara	4300	100

[REDACTED]


BIOGRAPHY OF THE COMMANDER

1. Colonel Ambrecht was commissioned as a Second Lieutenant upon completion of Infantry OCS at Fort Benning, Ga. In August 1943. He completed his primary basic pilot training in September 1944 and was awarded the duty code of Instructor Fighter Pilot. He completed Air Tactics School in August 1950.
 2. Among the service schools the Colonel has attended are Consolidated Maintenance Management Course, Jet Engine Technical Accident Investigation Course, and Aircraft Familiarization Course (T-39).
 3. Colonel Ambrecht flew 53 combat missions in the F-94 during the Korean conflict. Among his decorations are the Distinguished Flying Cross, the Air Medal, and the Air Force Commendation Medal.
 4. Before assuming command of the 362d TEW Sq, Colonel Ambrecht served as Chief of maintenance, 525 Fighter Interceptor Sq, Bitburg AB, Germany.
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OUTGOING PERSONNEL
1 October - 31 December 1968

OCTOBER

Lt Col Studer
Lt Col Vik
Lt Col Harris, P.
Lt Col Sullivan
Maj Garren
Maj Sheldon
Maj Davis
Maj Kroenke
Maj Vautrinot
MSgt Andreas
TSgt Powers
SSgt Gonzales
SSgt Landerville
SSgt Kennedy
SSgt Tucker
SSgt Hardy
SSgt Moran
SSgt Tanberg
Sgt Mitchell
Sgt Lasley
Sgt Whitmire
Sgt Webb
AIC Deemer
AIC Loveland
AIC McCormack
AIC Lowe

NOVEMBER

Lt Col McDonald
Lt Col Yurcina
Lt Col Woodrum
Lt Col Moss
Lt Col Winter
Major Ahls
Capt Appleby
1st Lt Cassorla
1st Lt Hrubes
1st Lt Meyers
1st Lt Bradburn
1st Lt Flood
1st Lt Keller
1st Lt Gotses
SMSgt Callahan
SMSgt Oakley
MSgt Porter
SSgt Lampkin
SSgt Roark
SSgt Baur
SSgt Martin
Sgt Campbell
Sgt Deschner
Sgt Inman
Sgt Brasel
Sgt Curwood
Sgt Fleming
Sgt Abell
Sgt McKinney
Sgt Reed
Sgt Strickland
Sgt Tocci
Sgt Harvey
Sgt Mitchell
Sgt Staples
Sgt Taylor
Sgt Tondreau
AIC Bullock
AIC Carpo
AIC Carter
AIC Danielson
AIC Ford
AIC Hurta

NOVEMBER

AIC Jennings
AIC Kessler
AIC Repko
AIC Vogel
AIC Davis
AIC Carter
AIC Crawford
AIC Dunkel
AIC Hopson
AIC Jacobs
AIC Jeppson
AIC Kratzer
AIC Teal
AIC Weaver

DECEMBER

Major Robinson
Capt Hubert
Capt Themann
Capt Hernandez
Capt Morris
Capt Welch
1st Lt Legendre
1st Lt Watson
SSgt Bornais
Sgt Bailey
Sgt Seamans
Sgt Cherry
AIC Jakson
AIC Meyer
AIC Richings
AIC Farr

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INCOMING PERSONNEL

OCTOBER

Lt Col Bailey
Lt Col Northcott
Lt Col Bena
Major McDevitt
Major Nast
Major Niggle
Major Brazile
Capt Moracewski
2nd Lt Necker

NOVEMBER

Lt Col Brown
Major Brooks
TSgt Raddie
TSgt Stephen
SSgt Frazier
SSgt Halfacre
SSgt Donaldson
SSgt Henderson
SSgt Boston
SSgt Rose
SSgt Hawthorne
SSgt Robinson
Sgt Wiles
Sgt Freeman
Sgt Enstad
Sgt Decillo
A1C Rhynehart
A1C Radtke
A1C Dinney
A1C Lafforthun
A1C Sisson
A1C Holder
A1C Snell
A1C Ham
A1C Lynch
A1C Pell
A1C Ayuso
A1C Bigelow
A1C Suhajda

DECEMBER

Lt Col McNamara
TSgt Jones
TSgt Paulson
TSgt Wilson
SSgt Flick
SSgt Westfall*
A1C Johnson
A1C Harrigan
A1C Dowling

*Third Combat Tour