



COVERALL, FLYING, MAN'S, VERY LIGHT K-2B 8415-265-7375 MEDIUM REGULAR
Specification MIL-C-6265E(USAF) E.C.T. Corporation DSA-100-68-C-1306 8 JANUARY 1968

Flight suit & headsets: Courtesy Larry Tart. Name tape & wings: Tribute to Joe Martin

The display flight suit represents just one uniform that aircrew members wore while performing ARDF missions. TEWS front-end aircrew members (pilots - navigators - flight engineers) were usually qualified flyers being reassigned from other flying duties. As such, they arrived in-country with some complement of flight gear. However, most USAFSS aircrew members were reassigned to the ARDF program from ground SIGINT units and arrived without flight suits or other personal equipment. Initially, they wore the utility fatigue uniform with blue & white service/name tapes. As the program matured, they were issued jungle fatigues with olive drab & black subdued service/name tapes and the very lightweight cotton K-2B flight suites with name tapes as in the above photo. Some received the brushed Poplin fabric flight suits. And finally the fire-retardant flight suits (commonly referred to as the NOMEX) became mandatory issue for all flight crewmembers in 1970. A single, hook/loop backed name patch was worn on the left breast. Crewmembers often flew without name, service or unit identification tapes or patches.



The headsets were common for both front-end and back-end crews. Headsets were plugged in to the airborne interphone communications system (AN/AIC-10) advanced intercom system that permitted hot-mike inter-cockpit communications and a Private intercom capability for back-end operator crew members and the navigator. This system was stalled in all EC-47 aircraft.