

HISTORY, 51ST AIRBORNE EW&C WING
APO THE 904

6-4221-3.

RETURN TO:	K-WE-551-H1 11-5-67
TO:	Director Historical Studies Unit 2110 Anderson Road Maxwell AFB, Alabama

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6-4221-3

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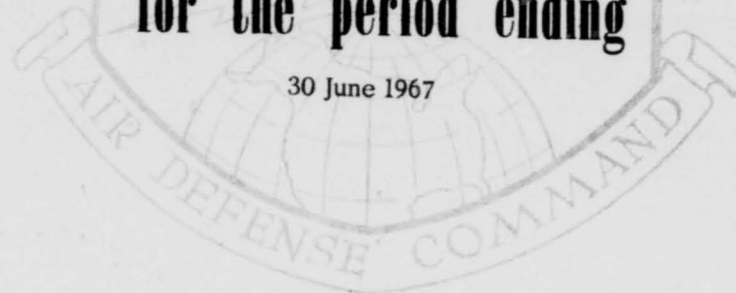
HISTORICAL RECORD

of the

551st AIRBORNE EARLY WARNING AND CONTROL WING (ADC)

for the period ending

30 June 1967



SHIELD of FREEDOM

Section I. REQUIRED DATA																
1. UNIT AND LOCATION 551st Airborne Early Warning and Control Wing, Otis AFB, Mass.	2. NAME AND GRADE OF COMMANDER Max W. Rogers Colonel, USAF															
3. CHAIN OF COMMAND (<i>Superior Echelons</i>)																
<u>Administrative</u> United States Air Force Air Defense Command 1st Air Force	<u>Operational</u> North American Air Defense Command Continental Air Defense Command Eastern NORAD/CONAD Region															
4. SUBORDINATE UNITS (<i>Down to and including squadrons</i>)																
960th AEW&Con Squadron 961st AEW&Con Squadron 962nd AEW&Con Squadron 551st Electronics Maintenance Squadron 551st Field Maintenance Squadron 551st Organizational Maintenance Squadron 551st Supply Squadron 551st Hospital Squadron 551st Combat Support Group																
5. MISSION (<i>Give authority and brief statement of primary mission</i>)																
The mission of the 551st AEW&Con Wg as defined in 1st Air Force Regulation 23-2, is to train, equip, and administer AEW&Con forces and place these forces in a maximum state of readiness under the operational command/control of designated commanders.																
6. PERSONNEL																
	<table border="1"> <thead> <tr> <th></th> <th>OFFICERS</th> <th>AIRMEN</th> <th>CIVILIANS</th> <th>TOTAL</th> </tr> </thead> <tbody> <tr> <td>AUTHORIZED</td> <td>256</td> <td>3,022</td> <td>781</td> <td>4,059</td> </tr> <tr> <td>ASSIGNED</td> <td>368</td> <td>3,804</td> <td>700</td> <td>4,872</td> </tr> </tbody> </table>		OFFICERS	AIRMEN	CIVILIANS	TOTAL	AUTHORIZED	256	3,022	781	4,059	ASSIGNED	368	3,804	700	4,872
	OFFICERS	AIRMEN	CIVILIANS	TOTAL												
AUTHORIZED	256	3,022	781	4,059												
ASSIGNED	368	3,804	700	4,872												
7. EQUIPMENT (<i>Give official nomenclature and quantity of mission-type equipment</i>)																
EC-121H	27															
TC-121	3															
C-47	1															
Total	31															

Section II.

COMMENTARY (Continued)

PART B: This part should include a list of key personnel and information on: (1) community relations; (2) awards and decorations; (3) morale; (4) any other subjects the commander may wish to include.

Section Training. A readiness "in-house" training program was initiated in the Command Post during this reporting period. Self-generated "no-notice" exercises were called to test the Command Post personnel's ability to prepare and dispatch vital messages as would be required in an air defense emergency. In addition, dummy messages were recorded on tapes and played back to test Command Post personnel's skill in using authentication tables. These exercises proved to be a valuable tool and training aid.

Departmentalization. The Flight Records Section administration which was temporarily under the control of Base Operations, was recently returned to the Flight Management Branch so as to improve upon flight management. The change coincides with the adoption of the mechanized flight records processing system.

V. OPERATIONS PLANS DIVISION

Plans and Orders. Significant plans revised and/or accomplished during this period include 551 AEW&C Operation Plan 4-67 (Alert and Recall Plan); 551 AEW&C Operation Plan 5-67 (Hurricane Evacuation Plan); 551 AEW&C Operation Plan 20-66 (Aircraft Flush Plan); and the Operations and Plan Resume.

Staff Visitations. The Eastern NORAD Region staff indoctrination tour was conducted at Otis AFB from 12-14 April 67. After receiving a briefing and tour of the 551 AEW&C Wg, the staff members toured the 26ADMS, 60FIS, and the 762nd Radar Squadron at North Truro, Massachusetts.

A group of Argentine officers visited Otis AFB on 15-16 May 67. They were primarily interested in communications and electronics. Consequently, appropriate tours and briefings were conducted by the Electronics Maintenance Squadron and the Communications Division.

VI. COMMUNICATIONS ELECTRONICS DIVISION

Projects. The frequency selector in the pilot's position on the EC-121H has been realigned to make it more convenient and practical for the pilot to change frequencies.

Division personnel prepared a 1st Air Force Tactical Back Up Intercept Control/Semi-Automatic Ground Environment (BUIC/SAGE) and Voice Call Sign list and distributed it to Wing Command Post personnel to facilitate prompt notification of 1st Air Force Command Post concerning emergencies involving aircraft assigned to 1st Air Force.

(If more space is needed, continue on blank sheets, size 8 x 10 $\frac{1}{2}$, numbered and securely attached hereto.)

PREPARED BY (Typed name and grade of Historian)
Earl S. Richardson, 1st Lt., USAF

SIGNATURE

SIGNATURE

APPROVED BY (Typed name and grade of Commander)
Max W. Rogers, Colonel, USAF

SIGNATURE

Section II.

COMMENTARY

(See ADC Supplement I to AFR 210-3 for additional guidance)

PART A. This part should contain significant information relating to your unit's mission performance. Some basic subjects to include are: (1) operations and training; (2) changes in primary equipment such as radars, aircraft, etc.; (3) equipment performance; (4) facilities; (5) maintenance and supply problems; (6) personnel matters affecting the mission; (7) any other subjects bearing on mission performance.

II. INTELLIGENCE

UFO Reports. Three unidentified flying object (UFO) sightings were reported to the Intelligence Division during this reporting period. One UFO appeared over South Darmouth, Massachusetts and it required an extensive on-the-spot investigation by wing intelligence personnel. Photographs were obtained and forwarded to Wright-Patterson AFB for evaluation.

Aircrew Training. During the month of April 377 aircrew members received instruction on 551 AEW&Con Wg lesson #2, "Soviet Space Programs" and 361 aircrew personnel attended Intelligence lesson #3, "Chief of Staff Film Report to the 90th Congress".

Air Defense Exercises. Intelligence personnel participated in Exercise Cree Hunt I on 23-24 May; in Desk Top IX on 13-20 April; and in Apache Brave VII on 14-15 June.

III. STANDARDIZATION AND EVALUATION DIVISION

Consolidation of Stan/Eval. During the month of June, the standardization Evaluation Sections of the three tactical squadrons were incorporated into the Wing Standardization Evaluation Section. This organization is in accordance with ADCM 50-7.

IV. COMMAND POST

Manning. Due to the shortage of pilots, one navigator has been assigned to the Command Post as a Control Officer. The results have been very satisfactory. Rather than be restricted to the day shift only, navigators have been used on night shifts as well because they performed in such an exemplary manner.

Airspace Allocation. The Chief of the Command Post and the Chief of the Operations Division coordinated with the Chief of the Airspace Branch at First Air Force on airspace matters which affected newly established stations 92, 94, 96, and 98. It was agreed the track or buffer zone for each station would lie within a coastal warning area. The entire airspace is programmed for 551 AEW&Con operations exclusively. This airspace allocation guarantees separation from other air traffic, and facilitates flying under instrument conditions.

VII. TRAINING DIVISION

Training. The Personal Equipment and Survival School provided survival academics and wet ditching for 704 aircrew members during this reporting period. Of this total, 334 aircrew members were assigned to the 553rd Reconnaissance Wing.

Fourteen officers and airmen from the three tactical squadrons and 551 Electronic Maintenance Squadron attended a 2 1/2 day course of instruction at the ADC Life Support School at Perrin AFB, Texas. Of these 14 persons, one officer and one airman attended a 5 1/2 day course at the TAC Sea Survival School at Homestead AFB, Florida. Critiques were written by both the airman and the officer, and will be used to determine the course which is best suited for airborne early warning and control operations.

Nineteen radar supervisors, the wing Communications and Electronics officer, and nine Airborne Long Range Input (ALRI) monitors from the 21st, 33rd, and 35th Air Divisions completed the ALRI Crew Chief Familiarization Course (AZF 30XXX-2).

Fragmentary Orders were published in support of ten training missions conducted by the 21st, 33rd, and 35th Air Divisions. Additional frag orders were published in support of Exercise Mute XXIII, Exercise Apache Brave, and Exercise Desk Top IX. Active support of all live exercises were limited because all EC-121H aircraft were undergoing a safety inspection at that time.

Alert and recall procedures and disaster control plans were not exercised during this quarter. However, the battle staff was exercised on a limited basis.

The overall academic and practical survival training course has been updated with increased emphasis on egress training. A ground egress trainer has been fabricated and installed in the survival training building.

Projects. A work order has been submitted to the 551 Civil Engineering Squadron for installation of a parachute training jump tower at Johns Pond. This jump tower will be used to provide life support training for aircrews assigned to the 551 AEW&Con Wg and the 553rd Reconnaissance Wing (551 Recon Wg).

VIII. WING SAFETY DIVISION

Flying Safety. During this reporting period one major accident was reported to the Safety Division. The accident involved aircraft 530549 and 14 crew members who were aboard the aircraft when it crashed at sea on 25 April 67. Only one of the original fifteen-man crew survived; he is 1st Lt. Joseph L. H. Guenet. An extensive and thorough investigation of the accident was conducted and causative factors were determined.

Two reportable incidents were filed during this quarter. Incident I was the result of aircraft 550125 losing a left main right forward gear door while airborne. Incident II involved aircraft 550131. While on final approach the aircraft struck a bird; thus incurring slight damage to the lower radome.

Precautionary Landings. Twenty-six precautionary landings were filed during this reporting period. Of this total, 17 involved engine shut-downs, one runaway propellor and nine for miscellaneous malfunctions.

Safety Education. A ten hour comprehensive training course was conducted for squadron additional duty flying safety officers. All officers completed the course and were awarded certificates of completion.

Ground Safety. Only one industrial accident was reported for this period. The accident resulted in a civilian employee being absent from duty for a total of 32 days. Personal injury cost amounted to \$2,434, including 132 first aid cases.

Ground Safety Education. Ten airmen and 44 dependents completed the classroom phase of the Basic Driver Education and Training Course while 8 airmen and 11 dependents were processed through the behind-the-wheel phase of the Basic Driver Education and Training course. A total of 191 airmen completed the Standard Traffic Safety course and 85 students attended the Remedial Driver Training Course.

IX. MAINTENANCE

Quality Control. Fifteen phase inspections, 35 in-commission and 14 engine build-up inspections were completed by Quality Control during this reporting period. Acceptance inspections were completed on two C-121Gs, two EC-121Hs, and one VC-47D aircraft. In addition, 91 spot checks and 121 phase inspections were completed on aerospace ground equipment (AGE).

Activity inspections were completed by designated Quality Control personnel on several areas of the maintenance complex to include the recip Engine Build-Up and Prop Shop; Jet Engine Build-Up and Test Cell; Parachute Shop; Machine Shop; Sheet Metal Shop; Paint Shop; Corrosion Control; Non-destructive Inspections (NDI) Lab; Office Machine Repair; Transient Alert Section; 780 Section; Maintenance Docks and AGE.

A 100 percent quality control inspection of the EC-121H aircraft assigned to the wing was initiated on 17 May 67 and all 24 aircraft have been completed.

Fifteen Unsatisfactory Reports were submitted by this section during this quarter. The majority of the UR's concerned the power recovery turbine aboard the EC-121H aircraft. Three reports involved fuel injection lines for the R-3350-93 type engines and two reports concerned R-3350-93 engines failures. The remainder of the reports involved a Constant Speed Drive (CSD), one flood hood assembly, a Master Directional Indicator (MDI), a lower radome, an APS-95 magnetron, and one master control. In most cases the referenced units were held for exhibit and returned to the manufacturer for evaluation.

The Flight Test Branch accomplished 33 flights during this period. The test flights included one functional check flight after a major phase, 17 post-quality control test flights, one in-flight operational check, two radar calibration flights, nine rigging or major control test flights, two FCFs for major period inspections, and one for Technical Order Compliance. In addition, the section accomplished 7 ground compass swings and one high speed taxi check.

Staff Electronics. Production has continued on Technical Order (T.O.) IC-121(E)H-502 "Installation of Pilot's Steering Indicator and Alarm", and T.O. 5N1-3-7-502 "Installation of Pilot's Steering Indicator and Alarm on Navigational Computer" by Lear Siegler Incorporated (LSI). Numerous problems were encountered with these Tactical Compliance Technical Orders (TCTOs) including misidentified wires, misidentified synchros, and shop AGE deficiencies. All major problems were resolved by late April and aircraft modification has continued on schedule since that time. Only 3 aircraft remain to be modified. Headquarters ADC has directed that these aircraft be modified at a later date to facilitate a conflict with the wing mission.

Due to a lack of funds, depot modifications of the ARC-85 and ART-40 were discontinued. The modification program will be continued after the beginning of fiscal year 1968.

The Bendix Corporation completed their spectrum signature testing of the APS-95 and the APS-103.

The RF tuner TN-366/AR has been a continuing maintenance problem. In order to document a report of problems on this unit, a special survey was initiated by this office to collect specific data on the adequacy of this unit. The survey was scheduled to be completed on 15 July 67; however, it has been extended for an additional 30 days.

Maintenance Supply Liaison. The manning situation in Maintenance Supply Liaison and Reparable Processing Center is becoming critical. Over the next three months several persons have been programmed out and no replacements have been projected. When the 553rd Reconnaissance Wing leaves, there will not be enough personnel left to operate all shifts. A letter requesting review of the Unit Manning Document has been forwarded to the Management Engineering Team.

Maintenance Analysis. Service tests on internal stop fuel injection nozzles are progressing satisfactorily. There were no reported discrepancies on the nozzles during this period. Service tests of the R-2250-93 engine incorporating the improved planetary system drive gear systems and reworked pinion carrier support thrusting is also progressing satisfactorily. Only one of the service test Primary Recovery Turbines (PRTs) is installed at this time.

Training Control. A torque sense test has been developed and will be administered semi-annually to all applicable personnel. A test on Life Raft Release Mechanisms is being developed and will be administered periodically to the appropriate personnel.

X. SUPPLY

Item Accounting Branch. Several projects were completed or initiated in the Research Section to improve upon data being fed in to the computers. The locally assigned ERRCS have all been verified for currency. Quick reference numbers have been assigned to all line items with numbers in excess of 800 to simplify identification and call-in. Cross reference lists in three sequences were produced and distributed to users on all

quick reference items. All review of the validity of all classified items has been accomplished in conjunction with the inspection. A review of all "P" numbered items to include dashes and changes was made to the computer cards. Base annual reconciliation cards were submitted to AFLC to be matched against the master file. Interchangeable and substitute cards were reviewed and are in the process of being updated.

Fuels Management Branch. The Fuels Management Branch was awarded the American Petroleum Institute "Best Fuels Management Trophy" for having been the best Fuels Branch in First Air Force. This distinction was the result of an evaluation and inspection by First Air Force personnel.

Explosive Ordinance Disposal (EOD) Operations. The EOD element responded to five requests for EOD assistance. The calls involved performing a function test on a small glass bomb found on base and destroying 3000 lbs of unserviceable ammunition. The EOD element also received an outstanding rating for the EOD portion of the 26th ADMS ORI/CI conducted by ADCIG.

Equipment Management Branch. This period has been one of upheaval and continued refinement of quality control. Programs were completed to have commanders identify equipment required for flying and maintenance personnel. These requirements were entered on AF Form 538 and on tool kit listings to insure satisfaction of the various commanders.

The rapid build-up of the 553rd Recon Wing caused a great deal of problems. Several of the flying personnel checked in without flying gear and many of the mechanics reported in without tools. The influx of some 160 flying personnel without flying equipment caused an immediate drainage of all stock levels set for the 553rd Recon Wg and stock levels had to be reordered immediately. However, funds were made available and to this date, requirements are being met.

Management and Procedures Branch. The financial status of the Otis AFB Supply Program as of the end of this quarter is as follows: (These figures do not include College Nine)

(a) Supplies	Requested FY 67	\$2,720,631
	Approved ABA FY 67	\$2,590,866
	Unfunded FY 67	<u>\$ 129,765</u>
	Approved Program thru 4th Qtr FY 67	\$2,590,866
	Obligated/committed thru 29 June 67	<u>\$2,578,219</u>
	Balance available to 30 June 67	<u>\$ 12,647</u>

(b) Equipment	Requested FY 67	\$471,262
	Approved ABA FY 67	\$155,079
	Unfunded FY 67	\$316,183
	Approved Program thru 4th Qtr, FY 67	\$155,079
	Obligated/Committed thru 29 June 67	\$155,079
	Balance Available to 30 June 67	\$ 0

An assistance team from the First Air Force gave invaluable aid to the Materiel complex in the area of DIFM Control. As a result of their efforts, our Overdue DIFM Rate dropped from 67% as of 31 May 1967 to 29% as of 23 June 1967.

XI. CONSOLIDATED BASE PERSONNEL OFFICE

Change of Key Personnel. Upon the death of Colonel James P. Lyle, 551st AEW&Con Wg Commander, Colonel John M. Konosky, Vice Commander, assumed command of the wing. On 10 Jun 67, Colonel Konosky was succeeded by Colonel Max W. Rogers.

Colonel Vergil N. Nestor, Deputy Commander for Operations, 551st AEW&Con Wg, was relieved of duty on 5 Jun 67 with a projected replacement of Colonel Max Sansing.

Lieutenant Colonel Evo Borsari, Chief of Maintenance of the 551st AEW&Con Wg, departed this station of 15 Jun 67. He was succeeded by Lieutenant Colonel Joseph A. Menteki.

Colonel Robert F. Kaltenbacher, 551st Combat Support Group Commander, departed this station on 25 Jun 67 with a programmed replacement of Colonel Carl W. Bradford.

On-the-Job Training. The 551st OJT Program continued to improve during the quarter. Four hundred and thirty-two airmen were tested for the five and seven SKT level, of which 313 passed for a 72.45 qualification rate. Of the 67 tested for the three level, 62 passed for a 92.53 qualification rate. Consequently, the wing moved up from fifth place to first place in the First Air Force standings for the months of April and May.

Separations. During this reporting period eight officers and thirty-six airmen retired from active duty. Miscellaneous discharges under AFM 39-10 and AFM 39-12 totaled 33. A total of ten officers and fifty-five airmen fulfilled their commitment and were separated during this period.

List of Abbreviations and Their Meanings

AGE	Aerospace Ground Equipment
CSD	Constant Speed Drive
LASNY	Lockheed Aircraft Services, New York
LSI	Lear Siegler Incorporated
MDI	Master Directional Indicator
NDI	Non-Destructive Inspections
OGE	Organizational Ground Equipment
PRT	Primary Recovery Turbine
RPC	Raparable Processing Center
TCTO	Tactical Compliance Technical Order
BUIC	Back-Up Intercept Control Center
SAGE	Semi-Automatic Ground Environment
ALRI	Airborne Long Range Input

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7 JUL 1967

MISSION ANALYSIS REPORT 67-4

April 1967

1. (U) Summary of Flying Activities:

	<u>Hours Flown</u>
AAD	817.5
Special	94.6
Training	121.6
Test/Ferry	2.9
PTM	45.0
Transition	<u>538.4</u>
Total Flown =	1620.0

2. (C) Flying Time by Type of Aircraft:

	<u>EC-121H</u>	<u>TC-121C</u>	<u>C-121G</u>	<u>Total</u>	<u>C-47</u>
Allocated	1071.0	183.0	447.0	1701	24.0
Flown	944.0	212.0	464.0	1620	24.0
Plus/Minus	- 127.0	+ 29.0	+ 17.0	- 81	Even

3. (U) Missions Flown:

	<u>EC-121H</u>	<u>TC-121C</u>	<u>C-121G</u>	<u>Total</u>
AAD	78	-	-	78
Special	4	2	3	9
Training Mission	-	15	-	15
Test/Ferry	2	2	-	4
PTM	-	2	-	2
Transition	20	1	109	130
Total	104	22	112	238

4. (U) Flying Time by Squadron:

	<u>960</u>	<u>961</u>	<u>962</u>	<u>Maint</u>	<u>Total</u>
AAD	241.6	315.3	260.6	-	817.5
Other	<u>272.7</u>	<u>245.2</u>	<u>276.1</u>	<u>8.7</u>	<u>802.7</u>
Total	514.3	560.5	536.7	8.7	1620.0

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5. (C) Monthly Average Possession:

<u>EC-121H</u>	<u>TC-121C</u>	<u>C-121G</u>	<u>C-47</u>
23.5	3	5	1

6. (C) Station Time:

<u>Station</u>	<u>Auto/Manual</u>
2	166:35/8:10
4	158:54/4:10
6	94:06/8:37
8	51:38/3:45
Total	471:13/24:42
Total	495:55

A. Equipment Outage

APS 95	6:27	
APS 103	82:27	
SIF	15:06	
Comm	0:00	
TDDL (Function)	2:30	TDDL (Equip) 35:00
AGDL (Function)	51:39	AGDL (Equip) 19:09
AYQ1A	19:55	

7. (U) EC-121H Possession:

Hours Possessed	5736
Ops Ready	3350.6
Norm	2296.9
Nors	88.5

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MISSION ANALYSIS REPORT 67-5

7 JUL 1967

May 1967

1. (U) Summary of Flying Activities:

<u>Hours Flown</u>	
AAD	84.9
Special	134.3
Training	30.4
Test/Ferry	3.3
PTM	-
Transition	<u>235.1</u>
Total Flown =	488

2. (C) Flying Time by Type of Aircraft:

	<u>EC-121H</u>	<u>TC-121C</u>	<u>C-121G</u>	<u>Total</u>	<u>C-47</u>
Allocated	1106.7	221.4	461.9	1790	24.8
Flown	115	150	223	488	32.0
Plus/Minus	- 991.7	- 71.4	- 238.9	- 1302	+ 7.2

3. (U) Missions Flown:

	<u>EC-121H</u>	<u>TC-121C</u>	<u>C-121G</u>	<u>Total</u>
AAD	9	-	-	9
Special	7	4	-	11
Training	-	7	-	7
Test/Ferry	2	-	4	6
PTM	-	-	-	-
Transition	<u>2</u>	<u>-</u>	<u>57</u>	<u>59</u>
Total	20	11	61	92

4. (U) Flying Time by Squadron:

	<u>960</u>	<u>961</u>	<u>962</u>	<u>Maint</u>	<u>Total</u>
AAD	13.9	24.4	46.6	-	84.9
Other	<u>149.6</u>	<u>144.5</u>	<u>105.7</u>	<u>3.3</u>	<u>403.1</u>
Total	163.5	168.9	152.3	3.3	488

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5. (C) Monthly Average Possession:

<u>EC-121H</u>	<u>TC-121C</u>	<u>C-121G</u>	<u>C-47</u>
24.7	3.1	5	1.7

6. (C) Station Time:

<u>Station</u>	<u>Auto/Manual</u>
2	48:10/5:36
4,6,8	None
Total	48:10/5:36
Total	53:49

A. Equipment Outage

APS 95	-	
APS 103	3:05	
SIF	4:05	
Comm	0:49	
TDDL (Function)	5:07	TDDL (Equip) 1:23
AGDL (Function)	1:23	AGDL (Equip) 5:07
ATQIA	-	

7. (U) EC-121H Possession:

Hours Possessed	18360
Ops Ready	11894
NORM	5707
NORS	759

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MISSION ANALYSIS REPORT 67-6

JUNE 1967

7 JUL 1967

1. (U) Summary of Flying Activities:

	Hours Flown
AAD	285.0
SPECIAL	34.2
TRAINING	665.1
TEST/FERRY	48.3
TOTAL FLOWN	1032.6

2. (C) Flying Time by Type of Aircraft:

	EC-121H	TC-121C	C-121G	TOTAL	C-47
ALLOCATED	1622.3	214.3	441.1	2277.7	45.2
FLOWN	320.7	262.2	449.7	1032.6	25.6
PLUS/MINUS	- 1301.6	- 47.9	+ 8.6	- 1245.1	- 19.6

3. (U) Missions Flown:

	EC-121H	TC-121C	C-121G	TOTAL
AAD	31	-	-	31
SPECIAL	2	7	1	10
TRAINING	-	43	74	117
TEST/FERRY	11	6	7	24
TOTAL	44	56	82	182

4. (U) Flying Time by Squadron:

	960	961	962	MAINT	TOTAL
AAD	92.1	71.3	121.6	-	285.0
OTHER	236.7	225.5	281.8	3.6	747.6
TOTAL	328.8	296.8	403.4	3.6	1032.6

5. (C) Monthly Average Possession:

	EC-121H	TC-121C	C-121G	C-47
NONE REPORTED THIS MONTH				

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6. (C) Station Time:

<u>STATION</u>	<u>AUTO/MANUAL</u>
2	124:09/4:06
4	60:19/5:10
6 & 8	5:24/0:00
TOTAL	189:52/9:16
TOTAL	199:08

a. EQUIPMENT OUTAGE:

APS-95	2:25	
APS-103	11:42	
SIF	2:10	
COMM	2:45	
TDDL (FUNC)	16:36	EQUIP (3:20)
AGDL (FUNC)	-	EQUIP (13:16)
AYQ-1A	1:54	

7. (U) EC-121H Hours Possessed:

Hours Possessed	17747
Ops Ready	2587.5
NORM	14587.0
NORS	116.5

CONFIDENTIAL