

HISTORY, 551st AIRBORNE EARLY WARNING
& CONTROL LN NY - 1067

6-4093-7

RW6-551-41

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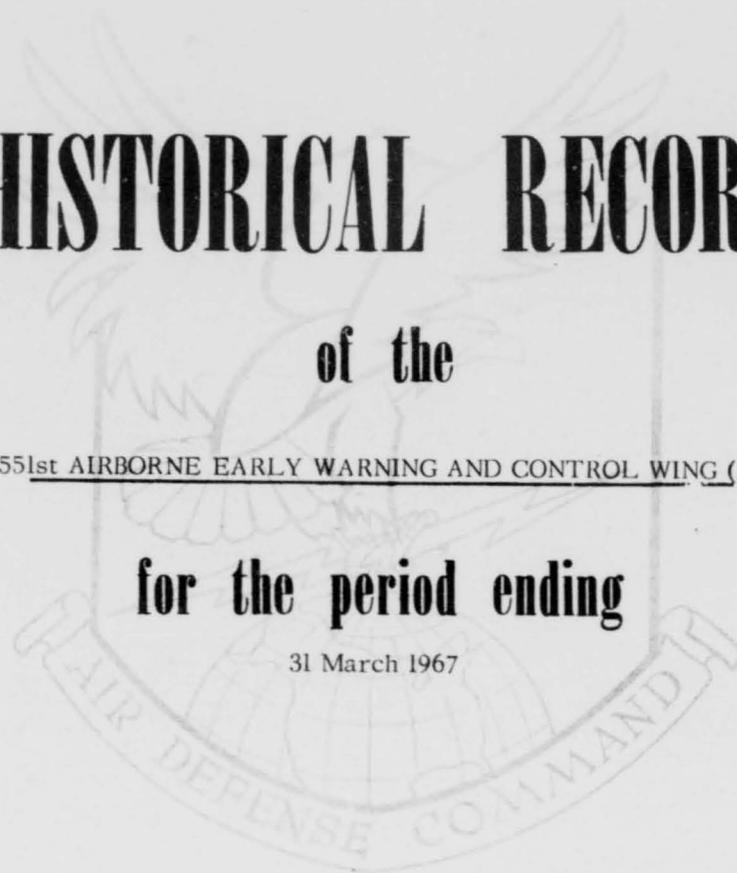
HISTORICAL RECORD

of the

551st AIRBORNE EARLY WARNING AND CONTROL WING (ADC)

for the period ending

31 March 1967



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Section I.		REQUIRED DATA			
1. UNIT AND LOCATION 551st Airborne Early Warning and Control Wing, Otis AFB, Mass.		2. NAME AND GRADE OF COMMANDER John M. Konosky Colonel, USAF			
3. CHAIN OF COMMAND (<i>Superior Echelons</i>)					
<u>Administrative</u>			<u>Operational</u>		
United States Air Force Air Defense Command 1st Air Force			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 Combat Support Group 551st USAF Hospital Squadron					
5. MISSION (<i>Give authority and brief statement of primary mission</i>)					
According to 1st Air Force Regulation 23-2, the mission of the 551st AEW&Con Wg is to train, equip, operate 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					
		OFFICERS	AIRMEN	CIVILIANS	TOTAL
AUTHORIZED		341	2893	676	3910
ASSIGNED		342	2771	680	3803
7. EQUIPMENT (<i>Give official nomenclature and quantity of mission-type equipment</i>)					
EC-121H	28				
TC-121H	3				
C-47	1				
	<u>32</u>				

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.

I. MISSION AND ORGANIZATION

Mission. See Section I, Paragraph 5

Organization. See Section I, Paragraph 4

Supplemental Units. The 553rd Reconnaissance Wing was activated at Otis AFB on 27 Feb 67 under the command of Colonel Gus Weiser, FR9703. The new unit will be equipped with EC-121R aircraft and is responsible for training aircrews for duty in Southeast Asia.

Since the 553rd Recon Wing is not subordinate to the 551st AEW&Con Wing, its history will not be recorded in the 551st AEW&Con Wing Historical Report. The new unit will compile a historical report and make its first submission on or about 28 July 67 to cover the period 25 Feb 67 thru 30 June 67.

II. INTELLIGENCE

UFO Reports. Ten Unidentified Flying Object observations were reported to the Intelligence Division during this reporting period. Some of the sightings were correlated with local phenomena and others could not be identified because of insufficient details.

Aircrew Training. Intelligence Lesson #1, "The Soviet Bomber Threat", was presented to 368 aircrew members during the month of February. The quarterly recognition training prescribed by ADCR 50-6 was also conducted during the month of February, and a total of 42 pilots completed this training.

Air Defense Exercises. Intelligence personnel coordinated with the battle staff on Exercise Desk Top IX, Top Rung XV, and Apache Arrow 1/Snowtime XX on 16 thru 20 January, 10 February and 10 March, respectively.

III. STANDARDIZATION AND EVALUATION DIVISION

Projects. The Stan/Eval Division was detailed to establish and monitor phase I of aircrew training for the 553rd Recon Wing.

Personnel from this division attended the AWACS (Airborne Warning and Controls) conference at the Boeing and Douglas Aircraft Companies. The purpose of the conference was to discuss problem areas that had resulted from the implementation of the Airborne Long Range Input System.

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.

IV. OPERATIONS DIVISION

Wing Command Post. The chief of the Command Post submitted a proposal to higher headquarters for the installation of a new dias, and alteration of the tactical switch board and AUTOVON circuits terminating in the Command Post. Approval was received for the purchase of a commercially built dias designed especially for the installation of telephone and radio equipment. This equipment has been ordered and it should arrive sometime in the Fourth quarter of FY 67.

V. TRAINING DIVISION

Training. During this quarter the Personal Equipment and Survival School provided survival academics and wet ditching sessions for 362 aircrew members of the 551 AEW&Con Wg. Additional survival training was conducted for the 553rd Recon Wing.

Nineteen Radar supervisors and two ALRI monitors from the 21st Air Division completed the ALRI Crew Chief Familiarization Course. Participation by the Air Divisions was drastically curtailed because of a shortage of TDY funds.

The SAGE Cross Training Program was reinstated in February. However, SAGE Cross Training instruction must be accomplished at the 21st Air Division due to a shortage of quarters at the 33rd Air Division and the 35th Air Division.

VI. OPERATIONS PLANS DIVISION

Plans and Orders. ADC OPLAN 33-65, 551 Sup 1A; 551 OPLAN 1-65 (Big Stick); and 551 OPLAN 1-66 (Tactical Evaluation) were revised and distributed to the appropriate agencies.

VII. COMMUNICATIONS ELECTRONICS DIVISION

Projects. The Voice/TDDL Relay Tests that were started in November 1966 were completed on 26 January 1967. The tests were directed by First Air Force and a representative from the 35th Air Division was project director. It represented a joint effort between the 35th Air Division, the 60th Fighter Interceptor Squadron, and the 551st AEW&Con Wing.

The activation of the 553rd Recon Wg has required that this office monitor several different communications and electronics areas to insure successful formation of the wing's communication systems. Thus far, no serious problems have developed.

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

PREPARED BY (Typed name and grade of Historian)

Earl S. Richardson, 2nd Lt., USAF

SIGNATURE

Earl S. Richardson

APPROVED BY (Typed name and grade of Commander)

John M. Konosky, Colonel, USAF

SIGNATURE

John M. Konosky

VIII. WING SAFETY DIVISION

Flying Safety. No reportable aircraft accidents were reported to the Safety Division during this reporting period.

In February one aircraft incident was reported. The incident occurred when aircraft 550132 developed multiple engine problems and had to be flown on two engines from an AAD station to a southern recovery base. Major Bernard I. Flory, FV702784, the aircraft commander, was recommended for the ADC "We Point With Pride" award for having displayed skill and acumen in the performance of his duties.

Precautionary Landings. Forty-three precautionary landings were reported to the Safety Division during this quarter. Of this number, 32 involved engine shutdowns, while the remainder were attributed to malfunctioning gear indicators, erratic air speed indicators, and a cracked center windshield.

Operational Hazard Reports. A total of eight Operational Hazard Reports were processed and completed by this division during the last three months.

Ground Safety. Five USAF Motor Vehicle accidents, five privately owned vehicle accidents, six industrial accidents, and one sports accident were reported in accordance with AFR 127-4. These accidents resulted in ten military personnel being absent from duty for a total of 132 days, and two civilians being absent from duty for a total of 29 days. Personal injury accident costs amounted to \$8,046. USAF motor vehicle accident costs amounted to \$1,100.

Education and Training. Ten airmen and 44 dependents completed the classroom phase of the Basic Driver Education Course, while eight airmen and 11 dependents were processed through the behind-the-wheel phase of the course.

Nine Standard Traffic Safety courses and three Remedial Driver Training courses were also conducted during this reporting period.

IX. MAINTENANCE

Quality Control. Forty-one phase inspections, 25 aircraft incommission spot checks, and 28 engine build-up inspections were accomplished by Quality Control during this reporting period. In addition, 5 acceptance inspections on RC-121G aircraft were completed, and 61 spot checks and 137 periodic inspections on AGE equipment were performed.

A total of 33 unsatisfactory reports were submitted by this section. The majority of these reports concerned the constant speed transmission drive aboard the EC-121H aircraft. There were five reports on R3350-93 type engines and four reports on the associated power turbines. The remainder of the reports pertained to auto-pilot sections fluxgate transmitters, flight gyros, and master direction indicators.

Staff Electronics. Action was completed on the First Air Force TDDL and Voice Relay tests. The results of the tests indicate that relocation of the TDDL antenna is not desirable.

Since the difficulties resulting from the installation of the Pilot's steering indicator on Aircraft 550129 have been resolved, the LSI Company will install the steering indicator in all of the wing aircraft. This project should be completed by 30 June 67.

A SMAMA directed test was conducted to determine the need for the installation of a spoiler for the doppler radome. This test was conducted on Aircraft 550264 and Aircraft 550266, and the results indicated that a spoiler was not necessary.

SMAMA has authorized LASNY to modify the T-795/ARC-85 and the PP-2801/ARC-85 in accordance with T.O. 12R2-2AR-503 and 504. The modifications will be made on two aircraft per week. In addition, each IRAN aircraft will have its ARC-85 components modified.

Maintenance Supply Liaison. The Maintenance Supply Liaison Section has established a policy by which the crew chief or flight chief of an OR aircraft is required to verify requisitions that are placed against the aircraft. This policy has resulted in an approximate 50% decrease in ANORS requisitions.

Manning within this section is very critical. Airmen must work twelve hour shifts to provide 24 hour, 7 day-a-week coverage on a three day on/3 day off basis. NCOs are logging numerous hours to keep the section operating at maximum capacity. Replacement airmen are usually short timers; therefore, we are in a constant state of training with little end results.

Deficiency Analysis. Service tests on internal fuel stop injection nozzles are progressing satisfactorily. There have been no reports of discrepancies on these nozzles; however, one engine with a test nozzle installed failed on 6 Feb 67 due to internal failure. The test nozzle set has been shipped to SMAMA as directed.

The installation of service test R-3350-93 engine with the improved planetary drive gear systems and reworked pinion carrier support thrust rings is still being accomplished at Otis AFB. Thus far, there have been no reports of engine failures involving the rebuilt engines. This is an improvement over the previous quarter.

The master control with the oil heated boost venturi hanger has been installed in all but one of the wing aircraft. All reports on the operation of these modified master controls are very favorable.

The application of Dow-Corning compound to the ram air scoops on six test aircraft in this wing has not produced any significant results, mainly because the test aircraft have not encountered any severe icing conditions as yet.

X. SUPPLY

Item Accounting Branch. A File Status Report and an ADC directed special program designated as "File Structure Analysis" were accomplished during this quarter. A WRAMA Due/In reconciliation service test was accomplished and an annual SNUD Base reconciliation item was completed and forwarded to AFLC.

Fuels Management Branch. The Resident Auditor conducted an audit on the Aviation Fuels Division Air Force Stock Fund and found it to be in order and discrepancy free.

The construction of the Fuels Management Laboratory in building 289 was launched and an extensive alteration to its present facilities is programmed. The estimated completion date for this project is 1 June 67.

Material Facilities Branch. Building 128 has been established as a warehouse for the storage and issuance of property for the 553rd Recon Wg.

Explosive Ordinance Disposal. The EOD element responded to one request for EOD assistance during this quarter. An MK25 parachute flare was turned over to the EOD element by the Falmouth Police Department for disposal. An overall rating of satisfactory was given the element by the Standardization and Evaluation Teams from Headquarters ADC and First Air Force, respectively.

Equipment Management Branch. Programming for the activation of the 553rd Recon Wg was a major project during this reporting period. Support requirements were estimated, financial revisions were submitted, and appropriate action has been initiated to procure the necessary equipment.

Equipment Management personnel participated in meetings to discuss TA 348 which will define equipment requirements for the new wing. This equipment will be furnished by SMAMA AFSD action.

A requirement to supply parachutes and survival kits to 551 AEW&Con Wing flight crews was levied in January. Intercommand redistribution was utilized as far as possible and the remainder of the required items were requisitioned. A total of one hundred and eighty six parachutes and 124 survival kits have been received thus far.

Supply Management Branch. A Maintenance Supply meeting to resolve Time Compliance Technical Order and Time Change procedures was held on 2 Mar 67. As a result of this meeting, specific responsibilities were outlined for the chief of maintenance, and the chief of supply. A TCTO kit review was also accomplished during this period, and a total of four TCTO kits were declared as excess to base requirements.

Management and Procedures Branch. The Inventory Section completed the cycle inventory of all in-warehouse assets on 31 Jan 67, and the annual equipment inventories/utilization surveys are scheduled for completion on 31 May 67.

The PRIME for the quarter was as follows: January - 72%; February - 69%; March - 65%.

The financial status of this branch as of 31 Mar 67 is as follows:

(a) <u>Supplies</u>	Requested FY 67	\$2,720,631
	Approved ABA FY 67	<u>2,473,562</u>
	Unfunded FY 67	\$ 247,119
	Approved Program thru 4th Qtr, FY 67	\$1,978,465
	Obligated/Committed thru 31 Mar 1967	<u>2,198,483</u>
	Balance Available to 30 Jun 1967	\$ 275,079
(b) <u>Equipment</u>	Requested FY 67	\$ 471,262
	Approved ABA FY 67	<u>155,079</u>
	Unfunded FY 67	\$ 316,183
	Approved Program thru 4th Qtr, FY 67	\$ 150,298
	Obligated/Committed thru 31 Mar 1967	<u>120,010</u>
	Balance Available to 30 Jun 1967	\$ 30,278

A supply assistance team visited Otis AFB from 30 January to 4 February to review our supply/equipment account management. As a result of the visit, 15 NCOs from bases within First Air Force spent 30 days TDY at Otis AFB assisting in the correction of many discrepancies. The overall team was composed of 18 persons from Headquarters ADC and First Air Force, plus two supply technicians from SMAMA.

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MISSION ANALYSIS REPORT 67-1

January 1967

1. (U) Summary of Flying Activities:

	<u>Hours Flown</u>
AAD	1546.3
Special	112.4
Training	115.5
Test/Ferry	14.2
Pilot Training	59.6
Transition	<u>91.0</u>
Total Flown	1939.0

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

	<u>EC-121H</u>	<u>TC-121C</u>	<u>Total</u>	<u>C-47</u>
Allocated	1816.6	170.5	1987.1	34.1
Flown	1696	243	1939	26
Plus/Minus	-120.6	472.5	-48.1	-8.1

3. (U) Sorties Flown:

	<u>EC-121H</u>	<u>TC-121C</u>	<u>Total</u>
AAD	147	-	147
Special	2	9	11
Training Mission	2	14	16
Test/Ferry	18	2	20
Pilot Training	-	2	2
Transition	<u>24</u>	<u>-</u>	<u>24</u>
Total	193	27	220

4. (U) Flying Time by Squadron:

	<u>960</u>	<u>961</u>	<u>962</u>	<u>Maint</u>	<u>Total</u>
AAD	536.5	500.1	509.7	-	1546.3
Other	<u>181.7</u>	<u>90.0</u>	<u>95.1</u>	<u>25.9</u>	<u>392.7</u>
Total	718.2	590.1	604.8	25.9	1939.0

5. (C) Monthly Average Possession:

<u>EC-121H</u>	<u>TC-121C</u>	<u>C-47</u>
26.4	3	1

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6. (C) Station Time:

<u>Station</u>	<u>Auto/Manual</u>
2	328#27/9#10
4	266#56/66#16
6	163#33/14#41
8	66#20/14#47
Total	825#16/104#54
Total	930#10

A. Equipment Outage

APS-95	1#15	
APS-103	240:27	
SIF	42#12	
Comm	11#05	
TDDL (Function)	142#57	(TDDL Equip) 82#12
AGDL (Function)	16#33	(AGDL Equip) 77#18
AYQ1-A	49#02	

7. (U) EC-121H Possession:

Hours Possessed	19658
OPS Ready	10539
NORM	7542
NORS	1577

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MISSION ANALYSIS REPORT 67-2

February 1967

1. (U) Summary of Flying Activities:

	<u>Hours Flown</u>
AAD	1614.9
Special	10.4
Training	126.0
Test/Ferry	9.6
LRN	47.7
Transition	<u>125.4</u>
Total Flown	1934.0

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

	<u>EC-121H</u>	<u>TC-121C</u>	<u>Total</u>	<u>C-47</u>
Allocated	1769.6	173.6	1943.2	30.8
Flown	1751.0	183	1934.0	7.5
Plus/Minus	-18.6	+9.4	-9.2	-23.3

3. (U) Sorties Flown

	<u>EC-121H</u>	<u>TC-121C</u>	<u>Total</u>
AAD	160	-	160
Special	-	2	2
Training Mission	-	12	12
Test/Ferry	9	1	10
Pilot Training	1	4	5
Transition	<u>32</u>	<u>0</u>	<u>32</u>
Total	202	19	221

4. (U) Flying Time by Squadron:

	<u>960</u>	<u>961</u>	<u>962</u>	<u>Maint</u>	<u>Total</u>
AAD	519.5	522.5	572.9	-	1614.9
Other	<u>107.8</u>	<u>88.2</u>	<u>113.5</u>	<u>9.6</u>	<u>319.1</u>
Total	627.3	610.7	686.4	9.6	1934.0

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5. (C) Monthly Average Possession:

<u>EC-121H</u>	<u>TC-121C</u>	<u>C-47</u>
26	3	1

6. (C) Station Time:

<u>Station</u>	<u>Auto/Manual</u>
2	280:25/8:06
4	283:09/20:44
6	197:02/9:25
8	105:03/20:19
Total	865:39/48:34
Total	914:13

A. Equipment Outage

APS 95	10:38
APS 103	150:07
SIF	18:35
Comm	-
TDDL (Function)	79:00 (TDDL Equip) 56:00
AGDL (Function)	- (AGDL Equip) 23:00
AYQ1-A	15:15

7. (U) EC-121H Possession:

Hours Possessed	17184
Ops Ready	8652
NORM	7600
NORS	932

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MISSION ANALYSIS REPORT 67-3

March 1967

1. (U) Summary of Flying Activities:

	<u>Hours Flown</u>
AAD	1642.2
Special	103.3
Training	91.0
Test/Ferry	19.4
PTM	32.0
Transition	<u>205.1</u>
Total Flown =	2093.0

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

	<u>EC-121H</u>	<u>TC-121C</u>	<u>Total</u>	<u>C-47</u>	<u>C-121G</u>
Allocated	1816.6	207.7	2024.3	34.1	50.0
Flown	1901.0	192.0	2093.0	45.0	36.0
Plus/Minus	+ 84.4	- 15.7	+ 68.7	+ 10.9	- 14.0

3. (U) Sorties Flown:

	<u>EC-121H</u>	<u>TC-121C</u>	<u>Total</u>	<u>C-121G</u>
AAD	156	-	156	-
Special	3	8	11	-
Training Mission	-	13	13	-
Test/Ferry	13	9	22	5
PTM	-	4	4	-
Transition	53	2	55	6
Total	225	36	261	11

4. (U) Flying Time by Squadron:

	<u>960</u>	<u>961</u>	<u>962</u>	<u>Maint</u>	<u>Total</u>
AAD	558.9	606.2	477.1	-	1642.2
Other	<u>154.8</u>	<u>124.9</u>	<u>155.9</u>	<u>15.2</u>	<u>450.8</u>
Total	713.7	731.1	633.0	15.2	2093.0

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5. (C) Monthly Average Possession:

<u>EC-121H</u>	<u>TC-121C</u>	<u>C-47</u>	<u>C-121G</u>
24.6	3	1	2.2

6. (C) Station Time:

<u>Station</u>	<u>Auto/Manual</u>
2	295:20/21:46
4	352:15/5:28
6	144:20/8:05
8	121:23/24:03
Total	913:18/59:22
Total	972:40

A. Equipment Outage

APS 95	11:12	
APS 103	177:12	
SIF	18:56	
Comm	0:00	
TDDL (Function)	79:23	TDDL (Equip) 41:10
AGDL (Function)	0:20	AGDL (Equip) 38:33
AYQ1A	36:56	

7. (U) EC-121H Possession:

Hours Possessed	18290
Ops Ready	10437
NORM	6828
NORS	1025

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