

# 362<sup>nd</sup> EXPEDITIONARY RECONNAISSANCE SQUADRON



## MISSION

## LINEAGE

362<sup>nd</sup> Tactical Electronic Warfare Squadron  
362<sup>nd</sup> Expeditionary Reconnaissance Squadron

## STATIONS

Da Nang, South Vietnam  
JB Balad, Iraq

## ASSIGNMENTS

## WEAPON SYSTEMS

EC-47N  
EC-47P  
EC-47Q  
MC-12

## COMMANDERS

LTC Jack A. Crook, Sep 1966  
Col. John S. Allison, May 1967  
LTC James Smith  
LTC David W. Thomas, Apr 1970  
LTC John Graham, Jun 1970

LTC Benjamin Losiewicz, Jan 1971  
LTC Richard Courtney, Oct 1971  
LTC Leon B. Webber, Feb 1972  
LTC Richard Herman, Jul 1972  
LTC Keith Kane, Oct 1972-1973

## **HONORS**

### **Service Streamers**

### **Campaign Streamers**

### **Armed Forces Expeditionary Streamers**

### **Decorations**

Presidential Unit Citation  
1 Sep 1967-10 Jul 1968  
11 Jul 1968-31 Aug 1969  
1 Feb 1971-31 Mar 1971  
1 Apr 1972-26 Jun 1972

### **Air Force Outstanding Unit Award with Valor**

15 April 1966-31 May 1967  
1 Jul 1969-30 Jun 1970  
1 Jul 1970-30 Jun 1971  
1 Sep 1971-31 Dec 1971  
1 Feb 1972-31 Mar 1972  
1 Jul 1972-30 Jan 1973

### **Republic of Vietnam Gallantry Cross with Palm**

1 Sep 1967-28 Jan 1973

## **EMBLEM**

## **MOTTO**

## **NICKNAME**

## **OPERATIONS**

At the earliest stages of the U.S. buildup in Vietnam, a system was needed to locate Viet Cong and North Vietnamese radio transmitters. Conventional ground-based Radio Direction Finding (RDF) methods proved difficult in attempting to locate low-powered enemy transmitters. The solution was Airborne Radio Direction Finding (ARDF) by Army and Air Force aircraft. The aircraft selected by the Air Force for its ARDF effort was the venerable C-47. The C-47 was a derivative of the DC-3 commercial airliner developed by the Douglas Aircraft Company. First built in the 1930's,

the C-47 (Gooney Bird) distinguished itself as a transport in world War II, the Berlin Airlift, and the Korean War.

Prior to being sent to Southeast Asia, the planes had to be equipped with a multitude of electronic components so as to fulfill their mission. Thus was born the EC-47.

In 1966 squadrons were formed at Tan Son Nhut Air Base, Nha Trang Air Base, and Pleiku Air Base to conduct EC-47 ARDF operations. The flight crews consisting of the pilots, co-pilots, navigators and flight mechanics were assigned to the 360th, 361st, and 362nd Tactical Electronic Warfare Squadrons, respectively. The mission specialists, consisting of Morse Radio Intercept Operators (Ditty-Bops), linguists, communications analysts, and equipment repairmen were assigned to the 6994th Security Squadron and its detachments.

The ARDF area of operation was South Vietnam, Laos (one six miles from the coast of North Vietnam), and later Cambodia. The Air Force ARDF program quickly demonstrated the capability to provide rapid determination of enemy locations and movements. Data was immediately transmitted to the ground where it was used to direct troop movements, artillery fire, tactical air strikes, and B-52 missions.

Later in the war, Nha Trang and Pleiku operations moved to Phu Cat and Da Nang Air Bases, respectively. In 1969 and 1970, EC-47 operations began at Nakhon Phanom and Ubon Royal Thai Air Bases (RTAFB). The last EC-47 mission was flown from Ubon in June, 1974.

During its eight years of operations in Southeast Asia, the 6994th made major contributions to building the intelligence picture of the battlefield in Vietnam. Countless commanders relied on Signals Intelligence (SIGINT) and Airborne Radio Direction Finding reports when developing their battle plans. It has been alleged that 95 percent of the B-52 strikes conducted in Vietnam were based partially or in full on information provided by the 6994th.

The 6994th Security Squadron was recognized for its cryptologic excellence in 1969, when it won the Travis Trophy from the National Security Agency (NSA). The Travis Trophy is presented annually to the Service Cryptologic unit judged to have made the most outstanding contribution to NSA's mission during the previous calendar year. In a message to the Commander, USAF Security Service, the Director of NSA stated:

"Information has been brought to my attention relative to an exceptional SIGINT contribution which was made by personnel of the 330th RR Co, and the 6994th Security Squadron in South Vietnam. It is noted that through the combined efforts of personnel in these units, timely and very vital intelligence information was made available to tactical commanders which contributed directly to the engagement with elements of the PAVN 325C Division on 10 May 1968. Further and more important, U.S. forces incurred very light casualties because of their knowledge of the situation as derived from SIGINT." It was noted that this engagement took place within 800 meters of an ARDF fix made on 6 May 1968.

On 05 Feb 1969 EC-47Q tail number 45-1133, call sign CAP72, departed Pleiku on a radio direction finding mission over Laos - and disappeared. Search and rescue efforts were begun when the aircraft failed to land at Hue-Phu Bai as scheduled and continued for six days without result. The ten crewmen aboard the aircraft were classified "Missing in Action" and the war continued.

In October 1969 the wreckage of a C-47 was found near Ban Phan, Laos; it proved to be 45-1133. Human remains were recovered from the site and repatriated for burial in a communal grave at Site 347, Section 81, Jefferson Barracks, St. Louis, MO. The ten crewmen were:

- 362nd Tactical Electronic Warfare Squadron
- Lt. Col Harry T. Niggle, Bloomington, IN - Pilot
- Major Homer M. Lynn, Elmwood, IL - Co-Pilot
- Major Robert E. Olson, St Paul, MN - Navigator
- Capt Walter F. Burke, Flushing, NY - 3rd Pilot
- MSgt Wilton N. Hatton, Fort Worth, TX - Flight Engineer
  
- 6994th Security Squadron
- TSgt Louis J. Clever, Westmoreland City, PA - Radio Operator
- SSgt James V. Dorsey, Washington, DC - Radio Operator
- TSgt Hugh L. Sherburn, Vancouver, WA - Radio Operator
- SSgt Rodney H. Gott, Miami, FL - Radio Operator
- Sgt Clarence L. McNeill, Warsaw, NC - Radio Operator

Compass Dart EC-47's On 20 February 68 the responsibility for the two Sentinel Sara (JC-47) aircraft was turned over to the 362nd TEWS.

October-December 1968 362nd TEWS

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. The number of aircraft has never dropped below the number required to execute the general war plan. The squadron maintains 32 combat ready and available crews. These crews remained as such for the entire quarter. The crew upgrading program remained normal throughout the quarter. As is 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 UPT, and those with limited prior aircraft commander time are normally given an aircraft commander checkout after six months in country and 500 combat hours.

22 April 1970- An EC-47 assigned to the 362nd TEWS at Pleiku AB, Vietnam, reported the loss of one of their aircraft, number 402. The loss of two lives incurred.

19 May 1970- The 362nd TEWS at Pleiku AB, reported that they were under rocket attack. A direct hit was made on one EC-47 which destroyed it. Another EC-47 was damaged. This item is covered in detail in the 362nd TEWS history.

MC-12 Unit Completes 5,000th Combat Sortie: The 362nd Expeditionary Reconnaissance Squadron at JB Balad, Iraq, has flown its 5,000th combat sortie over that nation. The MC-12W unit conducted its first mission in June 2009 and needed less than 18 months to reach the 5,000 mark last week on Dec. 30. Being on that sortie was "an awesome experience," said SrA. Nicholas Corbett, one of the squadron's airborne sensor operators. He added, "We've done a lot of good things out here." MC-12s carry a crew of four, along with imagery sensors and electronic eavesdropping equipment, to provide ground commanders at the tactical level with near real-time intelligence-surveillance-reconnaissance information. 2011

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Air Force Order of Battle

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Sources

Air Force Historical Research Agency. U.S. Air Force. Maxwell AFB, AL.