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7/13 COMMAND BRIEFING

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BOTH R2, L2, SIR, OUR PRESENTATION TODAY, THE 7/13AF COMMAND BRIEFING, IS DESIGNED TO FAMILIARIZE YOU IN A GENERAL WAY WITH OUR MISSION, OUR RESOURCES, AND THE TYPE OF OPERATIONS THAT WE CONDUCT FROM BASES IN THAILAND. BOTH R3, L3

BASICALLY OUR MISSION IS THREE-FOLD; TO CONDUCT OPERATIONS AS DIRECTED BY 7TH AIR FORCE; TO SUPPORT 13TH AF IN ADMINISTRATIVE AND LOGISTICS MATTERS; AND TO MANAGE AND COORDINATE USAF MATTERS IN THAILAND AND LAOS. DURING THE ENSUING BRIEFING WE WILL BE DISCUSSING THIS MISSION IN MORE DETAIL.

BUT FIRST, TO BRIEFLY ORIENT YOU ON OUR LOCATION; UDORN IS THE NORTHERNMOST U.S. AIR INSTALLATION IN ALL OF SOUTHEAST

ASIA. WE ARE APPROXIMATELY 250 MILES FROM BANGKOK, 445 MILES FROM SAIGON, AND LESS THAN 300 MILES FROM HANOI. BOTH R4, L4.

THE SLIDE ON THE LEFT DEPICTS THE DUAL NATURE OF OUR HEADQUARTERS.
AFR 212-6, 210-3, AFM 210-1

No. 0284310

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OPERATIONAL, ADMINISTRATIVE, AND LOGISTICAL ORDERS AND INSTRUCTIONS FLOW FROM JCS-USAF TO CINCPAC-PACAF, WHERE THEY THEN SPLIT, WITH THE OPERATIONAL DIRECTIVES GOING TO 7TH AIR FORCE, GENERAL MOMYER, IN SAIGON, AND THEN TO HQ 7/13. WHILE ON THE OTHER SIDE OF THE HOUSE, LOGISTICS AND ADMINISTRATIVE MATTERS GO TO 13TH AIR FORCE, GENERAL DAVIS, AT CLARK, AND THEN TO UDORN. THIS IS PERHAPS BETTER ILLUSTRATED BY THE SLIDE ON THE RIGHT, WHERE WE SHOW BY THE DOTTED LINE, THE OPERATIONAL COMMAND FLOW FROM 7TH AIR FORCE TO ALL THE UNITS IN THE FIELD AND TO 7/13 SIMULTANEOUSLY. WHEREAS THE COMMAND LINE FROM 13TH AIR FORCE RUNS THROUGH GENERAL LINDLEY, IN HIS ROLE AS DEPUTY COMMANDER, AND THEN TO THE UNITS IN THE FIELD.

BOTH-R5, L5, TO CARRY OUT OUR MISSION, WE HAVE A RELATIVELY SMALL HEADQUARTERS WITH THE EMPHASIS IN THE OPERATIONAL AREA. THIS IS DUE PRIMARILY TO THE 24-HOUR SCHEDULE MAINTAINED BY THE TACC, AND CERTAIN RESPONSIBILITIES IN THE AREA OF

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REPORTING.

BOTH R6, L6, OPERATIONS AGAINST NORTH VIETNAM ARE CARRIED OUT FROM A STRUCTURE OF SEVEN AIRBASES HERE IN THAILAND AS INDICATED BY THE DOTS. THERE IS ALSO AN ASSOCIATED RADAR SYSTEM CONSISTING OF RADARS AT CERTAIN OF THESE BASES AND THREE ISOLATED SITES INDICATED BY STARS.

WE ARE GOING TO TAKE YOU ON A SHORT THOUR OF THESE INSTALLATIONS, BEGINNING IN THE NORTHEAST AND PROCEEDING CLOCKWISE AROUND THE COUNTRY. BOTH - R7, L7, WE FIRST HAVE NAKHON PHANOM, NEAR THE MEKONG RIVER, WHICH IS THE HOME OF THE 56TH AIR COMMANDO WING. NAKHON PHANOM IS THE ONLY AIR BASE IN THAILAND THAT DOES NOT HAVE A PERMANENT OPERATING SURFACE. THE RUNWAY IS COMPOSED OF ALUMINUM MATTING AND THE RAMPS PSP. RIGHT - R8, HERE IS A SHOT OF THE RAMP AREA AT NAKHON PHANOM SHOWING A-26'S, T-28'S, AND A C-123. RIGHT - R9, ALSO AT NKP, WE FIND THE "INVERT" RADAR SITE AND THE "BROMO" AND

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"LID" MSQ-77 RADAR SYSTEMS. THE MSQ-77 IS OUR BLIND BOMBING

SYSTEM WHICH WE USE WITH SUCCESS DURING BAD WEATHER OPERA -

TIONS IN THE LAOTIAN AREA. RIGHT - R10, HERE IS A MORE GENERAL

VIEW OF THE FIELD SHOWING THE MUSCLE SHOALS "DUTCHMILL"

FACILITY IN THE LOWER LEFT-HAND PORTION OF THE PICTURE.

RIGHT - R11, AND THIS IS A CLOSEUP OF "DUTCHMILL".

BOTH R12, L8, MOVING NOW TO THE SOUTH, WE HAVE OUR FIRST

ISOLATED RADAR SITE AT MUKDAHAN KNOWN AS "VIKING". THIS RADAR

SITE AND THE PREVIOUS ONE AT NAKHON PHANOM ARE SOLELY

MANNED BY USAF PERSONNEL, WHILE THE REMAINING SITES ARE

CO-MANNED WITH USAF AND ROYAL THAI AIR FORCE PERSONNEL.

BOTH R13, L9, STILL FARTHER TO THE SOUTH IS UBON, HOME OF

THE 8TH TACTICAL FIGHTER WING -- OUR MAJOR F-4 BASE IN THAI-

LAND. RIGHT - R14, THIS IS A SHOT OF THE RAMP AREA AT UBON

SHOWING THE F-4'S, AND IN THE BACKGROUND, THE "LION" RADAR

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SITE. RIGHT - R5, HERE IS A VIEW OF THE LOWER RAMP AREA
SHOWING THE C-130'S KNOWN AS "LAMPLIGHTER" AND "BLINDBAT"
WHICH ARE NIGHT FLARESHIPS.

BOTH - R16, L10, MOVING NOW TO THE WEST, AT KORAT WE FIND
THE 388TH TACTICAL FIGHTER WING AND THE 553RD RECONNAISSANCE
WING. KORAT IS OUR LARGEST BASE IN THAILAND - HAVING TWO
WINGS. RIGHT - R17, THIS IS A VIEW OF THE MAIN RAMP SHOWING
THE 105'S IN THEIR REVETMENTS. RIGHT - R18, AND THIS IS THE
NEWLY CONSTRUCTED 553RD RAMP AREA DEPICTING SOME OF THE
RECENTLY ARRIVED "MUSCLE SHOALS" EC-121'S.

BOTH - R19, L11, HALFWAY BETWEEN KORAT AND BANGKOK IS THIS
ISOLATED RADAR SITE AT GREEN HILL KNOWN AS "DRESSY LADY".

BOTH - R20, L12, DON MUANG INTERNATIONAL AIRPORT IS THE HOME
OF THE 631ST COMBAT SUPPORT GROUP. ITS PRIMARY MISSION IS TO
CONTROL LOGISTICS MOVEMENT INTO AND OUT OF THAILAND. THE UNIT
ALSO HAS CERTAIN ADDITIONAL RESPONSIBILITIES, PRIMARILY IN

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THE COMPTROLLER AREA, FOR ALL OTHER BASES IN THAILAND.

RIGHT - R21, IN THIS VIEW OF THE RAMP AREA AT DON MUANG,
THE AIRCRAFT DEPICTED ARE PRIMARILY TRANSPORTS AND SUPPORT
AIRCRAFT -- ALTHOUGH THERE IS A SMALL DETACHMENT OF 4
F-102'S ON THE BASE SERVING IN AN AIR DEFENSE CAPACITY.

BOTH - R22, L13, THE NEWEST BASE IN THAILAND, WITH ITS
RUNWAY OF 11,500 FEET, IS AT U-TAPAO. THE ROLE OF U-TAPAO'S
KC-135 TANKERS IS OF COURSE ALL IMPORTANT IN THE CONDUCT OF
STRIKE OPERATIONS OVER NORTH VIETNAM. RIGHT - R23, THIS
IS ANOTHER VIEW OF THE FIELD SHOWING THE KC-135 RAMP, AND
IN THE BACKGROUND, THE B-52 RAMP AREA, -- RIGHT - R24, AND
A CLOSEUP OF THE B-52 RAMP.

BOTH - R25, L14, MOVING NOW TO THE NORTH, WE FIND TAKHLI,
OUR OTHER F-105 BASE AND HOME OF THE 355TH TACTICAL FIGHTER
WING. RIGHT - R26, THIS IS A SHOT OF THE F-105 RAMP; RIGHT - R27,
AND HERE IS THE RAMP AREA FOR THE EB-66 ELECTRONIC WARFARE

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AIRCRAFT AND A SMALL UNIT OF KC-135'S WHICH ARE MAINTAINED
AT TAKHLI FOR QUICK REACTION PURPOSES.

BOTH - R28, L15, NORTH OF TAKHLI IS OUR REMAINING ISOLATED
RADAR SITE AT PHITSANULOK, KNOW AS "DORA".

BOTH - R29, L16, AND COMPLETING THE CIRCUIT, WE ARRIVE AT
UDORN, HOME OF HEADQUARTERS, 7/13 AIR FORCE, THE 432ND TACTICAL
RECONNAISSANCE WING, AND THE "BRIGHAM" CONTROL AND REPORTING

CENTER. AS YOU CAN SEE FROM THE SLIDE ON YOUR LEFT, WE HAVE

A RATHER LARGE AND VARIED AMOUNT OF MILITARY FLYING ACTIVITY
AT UDORN. WE ALSO HAVE A SUBSTANTIAL AMOUNT OF NON-MILITARY
AIR TRAFFIC. THAI AIRWAYS USES THE FIELD AS ITS MAJOR TERMINAL

IN THE NORTHEAST REGION, AND IN THIS RIGHT - R30, PICTURE,
YOU CAN SEE THE MAINTENANCE FACILITIES AND PART OF THE RAMP
AREA FOR TWO CIVILIAN CONTRACT AIRLINES, "CONTINENTAL

AIR SERVICES" AND "AIR AMERICA". RIGHT - R31, THIS IS A SHOT OF

THE MAIN RAMP DEPICTING F-4D'S NAD RF-4C'S. RIGHT - R32, THIS IS A

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CLOSEUP OF THE F-4D'S AND RF-4C'S. RIGHT-R33, AND
THE RF-4C RAMP AREA. RIGHT - R34, THIS VIEW OF THE LOWER
RAMP AREA SHOWS THE C-130'S WHICH BELONG TO THE WEATHER
SQUADRON. THE JOLLY GREEN RESCUE HELICOPTER RAMP IS IN THE
UPPER PORTION OF THE PHOTO.

BOTH - R35, L17, THIS SLIDE DEPICTS OUR TOTAL USAF AIRCRAFT
RESOURCES BOTH AUTHORIZED AND CURRENTLY ON HAND IN THAILAND.

BOTH - R36, L18, NOW, AS TO OUR MISSION IN MORE DETAIL. FIRST,
TO MONITOR STRIKE OPERATIONS AS DIRECTED BY 7TH AIR FORCE.
THE SLIDE ON THE LEFT SHOWS THE STRIKE CONTROL AS EXERCISED
BY 7TH AIR FORCE AND THE FLOW OF OPERATIONAL OR FRAG ORDERS
FROM 7TH DIRECT TO ALL THE UNITS IN THE FIELD. THE CYCLE IS
COMPLETE WHEN AFTER THE MISSION,

LEFT - L19, THE UNITS GENERATE OPERATIONAL AND INTELLIGENCE
REPORTS BACK TO 7TH AIR FORCE -- WITH HEADQUARTERS 7TH BEING
AN INFORMATIONAL ADDRESSEE IN BOTH CASES.

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BOTH - R37, L20, OUR OPERATIONAL AREAS ARE THREE: THE ROLLING THUNDER AREA, ALL OF NORTH VIETNAM; THE BARREL ROLL AREA, NORTHERN LAOS: AND THE STEEL TIGER AREA, WHICH IS THE PANHANDLE AREA IN SOUTHERN LAOS. IN THESE AREAS, WE ARE CONDUCTING THREE RATHER DIFFERENT TYPES OF AIR WARFARE.

RIGHT - R38, IN THE NORTHERN PORTIONS OF ROLLING THUNDER, IN WHAT WE SHOW HERE AS ROUTE PACKAGES V AND VI OUR OPERATIONS ARE PERHAPS BEST TERMED STRATEGIC INTERDICTION. WHEREAS BEFORE, OUR TARGET LIST WAS RESTRICTED TO THE TRANSPORTATION NETWORK AND THE LINES OF COMMUNICATION IN NORTH VIETNAM, THE LIST AS YOU KNOW HAS BEEN CONSIDERABLY EXPANDED IN RECENT MONTHS. TO ILLUSTRATE THE MAGNITUDE OF THE EFFORT REQUIRED TO LAUNCH A MAJOR STRIKE AGAINST NORTH VIETNAM, LET'S TAKE A LOOK AT THE COMPOSITION OF A TYPICAL FORCE.

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BOTH - R39, L21, THE STANDARD STRIKE OR ALFA PACKAGE
CONSISTS OF 6 FLIGHTS OF 4 F-105'S FROM BOTH KORAT AND TAKHLI,
AS WELL AS 2 FLIGHTS OF F-4 MIG-CAP AIRCRAFT LEFT 121, FROM
UBON AND 2 FROM UDORN. THERE ARE ALSO 2 FLIGHTS OF STRIKE
F-4'S FROM UBON WITH THE MISSION OF SOWING MARK-35 DESTRUCTORS.
OVERALL FRAGGED STRENGTH OF THE NORMAL PACKAGE IS 12 AIRCRAFT,
WHICH IS AN INCREASE FROM 48 PREVIOUSLY. LEFT - 123, TWO OF
THE 6 FLIGHTS OF 105'S FROM EACH OF THE BASES CONCERNED CONSIST
OF "IRON HAND" OR "WILD WEASEL" AIRCRAFT CARRYING STRIKE
MISSILES AND CBU'S. THESE AIRCRAFT PROVIDE PROTECTION FOR THE
ALFA PACKAGE ELEMENT AGAINST SAM'S AND RADAR - CONTROLLED
AAA GUNS. ANOTHER FLIGHT IS PRIMARILY UTILIZED FOR FLARE
SUPPRESSION AND CARRIES EITHER CBU'S OR 3000 POUND BOMBS WITH
VARIABLE TIME FUSING. THE REMAINING 3 FLIGHTS STRIKE THE
SELECTED TARGET -- EACH AIRCRAFT NORMALLY CARRYING 6 X 750

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OR 2 X 3000 POUND BOMBS. LEFT - L24, THE MIG-CAP F-4'S CARRY BOTH HEAT-SEEKING AND RADAR GUIDED AIR-TO-AIR MISSILES.

LEFT - L25, TO SUPPORT THE STRIKE FORCE, A LARGE AND VARIED ARMADA OF OTHER AIRCRAFT IS REQUIRED. IF THE STRIKE ROUTE LIES OVERLAND, THE TYPICAL FORCE REQUIRES 18 KC-135 TANKERS, BOTH - R40, L26, BASED EITHER AT U-TAPAO OR TAKHLI FOR PRE-STRIKE AND POST-STRIKE REFUELING. THE WATER ROUTE REQUIRES 27 TANKERS BECAUSE OF THE GREATER DISTANCES INVOLVED. LEFT - L27, MIG-CAP FOR THE TANKERS OPERATING OVER LAND IS PROVIDED BY 2 F-102'S FROM UDORN. OVER THE GULF THE NAVY PROVIDES MIG PROTECTION.

BOTH R41, L28, EB-66 AIRCRAFT FROM TAKHLI, FLYING CIRCLES OVER NORTHERN LAOS AND THE GULF OF TONKIN, PROVIDE ESM PROTECTION FOR THE STRIKE FORCE. FROM 5 TO 8 EB-66'S ARE

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NORMALLY UTILIZED DEPENDING UPON TARGET LOCATION AND
ASSOCIATED DEFENSES.

BOTH - R42, L29, "COLLEGE EYE" EC-121'S FROM KORAT SERVE
AS AN EXTENSION OF OUR EARLY WARNING RADAR COVERAGE. ONE
MAINTAINS STATION OVER LAOS AND 2 OVER THE GULF - OPERATING
UNDER THE CALL-SIGN "ETHAN."

BOTH - R43, L30, TWO C-130 "COMMANDO LANCE" ELECTRONIC
INTELLIGENCE AIRCRAFT ORBIT IN BASICALLY THE SAME LOCATIONS
IN THE GULF OF TONKIN, BOTH - R44, L31, AN EC-119 REMAINS
ON STATION 24 HOURS A DAY SERVING AS A RADIO RELAY AIRCRAFT.

RESCUE FORCES ALSO COMPRISE A PORTION OF THE SUPPORT
PICTURE. RIGHT - R45, TWO HC-130 FLYING RESCUE COMMANDO
AIRCRAFT ORBIT OVER BARREL ROLL AND THE COLE DURING DAY
LIGHT HOURS, READY TO RESPOND TO ANY DISTRESS CALL. FOUR
A-1'S ORBIT IN BARREL ROLL DURING THE STRIKE, WITH 2 EACH ON

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COCKPIT ALERT AT UDORN AND NKP.

JOLLY GREEN HH-3E HELICOPTERS ARE ON COCKPIT ALERT IN
NORTHERN LAOS, NAKHON PHANOM, AND 2 LOCATIONS IN SO.

VIETNAM. 1 ALSO ORBITS OVER THE GULF DURING STRIKE OPS.

WHEN WE LOSE AN AIRCRAFT OVER NORTH VIETNAM, A VERY EFF-
ICIENT, SOPHISTICATED SYSTEM GOES INTO OPERATION. NORMALLY,

THE FIRST TO HEAR THE DISTRESS CALL ARE THE LEFT - L32,

ORBITING C-130 "CROWN" AIRCRAFT. CROWN WILL ATTEMPT TO

INSURE THAT THE DOWNED PILOT'S WINGMAN OR OTHER MEMBERS

OF THE FLIGHT REMAIN IN THE AREA TO TRY AND MAINTAIN

CONTACT WITH HIM AND TO PERFORM RESCUE. CROWN WILL THEN

CALL IN LEFT - L33. THE A1'S WHICH GO INTO THE AREA, CONDUCT

ELECTRONIC SEARCHES FOR THE DOWNED PILOT AND ATTEMPT TO

MAKE VISUAL CONTACT WITH HIM. WITH THEIR LIGHT ORDNANCE,

THEY SANITIZE THE AREA MAKING IT SAFE FOR LEFT - L34. THE

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HELICOPTERS WHICH FOLLOW THEM IN. THE JOLLY GREENS THEN ACQUIRE THE PILOT ON THE GROUND AND LEFT - L35, LOWER A PARARESCUE MAN TO PROVIDE ASSISTANCE TO THE DOWNED AIRCREW MEMBER IF NEEDED. OFTEN WITHIN HOURS OR EVEN MINUTES, THE DOWNED PILOT IS PICKED UP, LEFT - L36, AND ON HIS WAY OUT OF THE AREA.

FOLLOWING EACH MISSION, RF-4C BOTH - R45, L37, RECCE AIRCRAFT FROM UDORN FLY FOLLOW-UP MISSIONS OVER THE TARGET AREA TO DETERMINE BOMB DAMAGE AND TARGET CONDITION.

TO SEE HOW ALL THESE PIECES FIT INTO PLACE, LET US CONSIDER THE MORNING MISSION FLOWN ON 25 OCTOBER AGAINST THE PHU THU YEN AIRFIELD COMPLEX. BOTH - R47, L38, FOLLOWING TAKEOFF 40 F-105'S FROM TAKHLI AND KORAT AND 8 F-4'S FROM CBON.

PROCEEDED OUTBOUND TO RENDEVOUS WITH THE KC-135 TANKERS. AFTER REFUELING, THE STRIKE PACKAGE HEADED NORTH TO

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CHANNEL 97 IN NORTHERN LAOS IN LOOSE FORMATION UNDER THE
COMMAND OF AN F-105 MISSION COMMANDER. DURING INGRESS TO
THE TARGET FROM CHANNEL 97, THE IRON HAND AIRCRAFT LED
THE PACK AS THEY TROLLED FOR SAM SIGNALS, FOLLOWED CLOSELY
BY THE FLAK SUPPRESSION AIRCRAFT. CLOSE ON THEIR HEELS
CAME THE STRIKE BIRDS WITH TOT'S BETWEEN FLIGHTS OF ONE OR
TWO MINUTES. THE F-4 MIG CAP BREAKS AWAY FROM THE PACKAGE
TO ENGAGE ANY MIGS THAT POSE A THREAT TO THE FORCE.

LEFT - 139, THESE ARE TWO TYPICAL STRIKE PHOTOS TAKEN
DURING THE ATTACK. LEFT - 140,

RIGHT - R48, FOLLOWING BOMB DELIVERY, THE FORCE
EGRESSED FROM THE TARGET AREA PRESERVING FLIGHT INTEGRITY
AND RENDEZVOUSED WITH THE LEFT - 141, REFUELING TANKERS
WHICH HAS POSITIONED THEMSELVES IN THE PREDETERMINED POST-
STRIKE AREAS. THE FIGHTER AIRCRAFT THEN HEADED FOR HOME
AND THE SUPPORT AIRCRAFT WERE RELEASED AND RETURNED TO

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BASE.

FOLLOWING THE STRIKE, BOTH - R49, L42, TWO UDORN BASED
RF-4C'S FLEW BDA RECONNAISSANCE OVER THE TARGET AREA.

THAT AFTERNOON THE PERFORMANCE WAS REPEATED, BUT
AGAINST A DIFFERENT TARGET.

BOTH - R50, L43, THIS CHART DEPICTS THE NUMBER OF
AIRCRAFT BY TYPE WHICH PARTICIPATED IN OR SUPPORTED THE
STRIKE AGAINST PHUC YEN. THE MAGNITUDE OF THE AIRCRAFT
RESOURCES REQUIRED TO SUPPORT A RAID OVER NORTH VIETNAM
IS APPARENT WHEN WE NOTE THAT ONLY 24 OF THE 85 AIRCRAFT
INVOLVED WERE ACTUALLY PROGRAMMED TO STRIKE THE PRIMARY
TARGET. WHILE 61 PROVIDE VARYING TYPES OF MISSION SUPPORT.

IT IS EMPHASIZED THAT WHAT HAS BEEN DESCRIBED HERE IS ONLY
A SEGMENT OF THE TOTAL DAILY AIR WAR PICTURE, ALTHOUGH IT IS
CERTAINLY THE MOST CONCENTRATED PART OF EACH DAY'S ACTIVITIES.

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RIGHT - R51, TURNING NOW TO THE CENTRAL AND SOUTHERN PORTIONS OF NORTH VIETNAM, THE NAVY HAS PRIMARY RESPONSIBILITY FOR OPERATIONS IN RP 2, 3 & 4, RIGHT - R52, IN RP 1, OUR OPERATIONS ASSUME THE CHARACTER OF TACTICAL INTERDICTION. PRIMARY EFFORTS HERE ARE DIRECTED AGAINST THE TRANSPORTATION SYSTEM AND THE STAGING/STORAGE AREAS - THE PURPOSE BEING TO DISRUPT AND HALT AS MUCH AS POSSIBLE THE FLOW OF MEN AND MATERIEL SOUTH THROUGH THE DMZ INTO SOUTH VIETNAM AND WEST INTO THE LAOTIAN PANHANDLE.

RIGHT - R53, MOVING NOW TO THE BARREL ROLL AREA OF NORTHERN LAOS, OUR AIR OPERATIONS HERE DIFFER CONSIDERABLY. THIS REGION CONTAINS SOME OF THE MOST INHOSPITABLE AND RUGGED TERRAIN IN ALL OF SOUTHEAST ASIA. LEFT - 44, SOME OF THE AREA'S MOST PRECIPITOUS MOUNTAINS, LEFT - L45, AN AREA LARGELY WITHOUT CULTURAL DETAIL, LEFT - 46, SOME OPEN AREAS WHERE WE DO TRY TO CONCENTRATE OUR EFFORTS, LEFT - L47, BUT GENERALLY IT LOOKS LIKE THIS -- A VERY RUGGED

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AND HEAVILY WOODED AREA WHERE IT IS EXTREMELY DIFFICULT
TO EVEN FIND A TARGET LET ALONE STRIKE IT SUCCESSFULLY.

WHAT WE ARE DOING IN THIS AREA IS FURNISHING ACROSS THE BOARD
AIR SUPPORT, BOTH IN THE STRIKE AND LOGISTICS FIELD, TO WHAT
IS LARGELY A GUERRILLA ARMY -- LEFT - L48, AN ARMY COMPOSED
PRIMARILY OF MEO TRIBESMEN WHO ARE THE HILL PEOPLE FROM
THE NORTHERN MOUNTAINOUS REGIONS OF LAOS. ALTHOUGH
THEY ARE TRAINED AND SUPPLIED LARGELY WITH THE AID OF THE
UNITED STATES, THEY ARE LED AT THE HIGHEST LEVEL BY THE
COMMANDER OF LAOTIAN MILITARY REGION II, MAJOR GENERAL
VANG PAO, LEFT - L49, WHO IS HIMSELF AN ETHNIC MEO.
OPERATING IN GROUPS OF FROM 40 TO 100 MEN AND USING THE
SERVICES OF THE TWO PREVIOUSLY MENTIONED CIVILIAN CONTRACT
AIRLINES, CAS AND AIR AMERICA, THESE BANDS STAGE FROM AND
INTO UNIMPROVED LANDING STRIPS LEFT - L50, SIMILAR TO THE

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ONES SHOWN HERE. LEFT - L51, SUPPLIES ARE FLOWN INTO THEM BY HELICOPTER AND THEIR WOUNDED EVACUATED THE SAME WAY? DURING EMERGENCIES, THE ENTIRE TEAM IS SOMETIMES PULLED OUT OR "EXTRACTED." LAST YEAR, THIS TYPE OF OPERATION WORKED WITH SOME DEGREE OF SUCCESS. BUT THIS YEAR, ITS SUCCESS HAS BEEN TRULY PHENOMENAL, BECAUSE FOR THE FIRST TIME IN THE SEVERAL YEARS OF RECENT FIGHTING IN LAOS, THE COMBINED FORCES OF THE NORTH VIETNAMESE AND THE PATHET LAO HAVE BEEN UNABLE TO ACHIEVE SIGNIFICANT, EXPLOITABLE VICTORIES AGAINST THE FRIENDLY LAOTIAN FORCES.

BOTH - R54, L52, MOVING SOUTH INTO THE PANHANDLE AREA OF LAOS, WE FIND THAT HERE OUR OPERATIONS ARE MORE OF THE CLASSICAL TACTICAL INTERDICTION TYPE -- THE PRIMARY TARGET HERE BEING THE HIGHWAY SYSTEM. ROADS SIMILAR TO THE ONE

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SHOWN ON THE LEFT - L53, LEFT THAT ARE CARVED OUT OF THE
HILLSIDES, LEFT - L54, RUN DOWN INTO THE VALLEYS, LEFT - L55,
ALMOST ALWAYS UNDER THE TREES, LEFT - L56, AND INTO THE
CANYON AREAS, WHERE AS IN THE NORTH, IT IS EXTREMELY DIFFI-
CULT TO EVEN FIND A ROAD LET ALONE A TARGET. THESE ROADS
COMPRISE WHAT IS COMMONLY KNOWN AS THE "HO CHI MINH TRAIL,"--
WHICH AS YOU KNOW IS THE INFILTRATION NETWORK USED TO MOVE
SUPPLIES TO THE BASE CAMP AREAS OF COMMUNIST FORCES OPER-
ATING IN SOUTH VIETNAM.

IN THIS AREA, THE ENEMY HAS TWO VERY GREAT NATURAL
ADVANTAGES. LEFT - L57, THE FIRST OF THESE IS SIMPLY LEAVES.
THE TREES IN THIS AREA GROW TO AS MUCH AS 100 FEET IN HEIGHT,
WITH AS MANY AS THREE SEPARATE CANOPIES OF FOLIAGE. HERE
OUR PRIMARY TACTIC IS UTILIZATION OF THE FORWARD AIR CONTROL
TEAM, LEFT - L58, WHICH CONSISTS OF LIGHT, UNARMED AIRCRAFT
SIMILAR TO THIS ONE, LEFT - L59, AND A SYSTEM OF INTERLOCKING

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COMMUNICATIONS. THE FAC WILL IDENTIFY A TARGET AND RADIO THE INFORMATION TO THE HIGH ALTITUDE FLYING COMMAND POST WHO WILL CALL IN THE STRIKE AIRCRAFT. THE FAC THEN MARKS THE TARGET AND THE STRIKE IS CARRIED OUT.

THE OTHER NATURAL ADVANTAGE IS THIS -- DARKNESS.

BOTH - R55, L60, WHILE IT IS VERY RARE TO SEE TRUCKS MOVING DURING THE DAY TIME, IT IS NOT AT ALL UNCOMMON TO SEE GROUPS OF TRUCKS, FROM 5 TO AS MANY AS 50 OR MORE, MOVING AT NIGHT OUT OF THEIR BASE AREAS IN NORTH VIETNAM AND OVER THE ROAD NETWORK IN LAOS. HERE OUR PRIMARY WEAPONS ARE THE LEFT - L61, A-26'S AND LEFT - L62, T-28'S OPERATING IN A NIGHT ARMED RECONNAISSANCE ROLE FROM NAKHON PHANOM. ACTING IN CONCERT WITH C-123 FLARESHIPS, LEFT - L63, ALSO FROM NKP AND C-130'S FROM UBON, THESE UNITS HAVE ACHIEVED

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SPECTACULAR SUCCESS IN DESTROYING ENEMY TRUCKS ON
NIGHT MISSIONS. BOTH - R56, L64, THESE RECONNAISSANCE
PHOTOS DEPICT NORTH VIETNAMESE TRUCKS RECENTLY CAUGHT
AND DESTROYED ON ROUTE 91, IN SOUTHERN LAOS.

BOTH - R57, L65, ANOTHER PHASE OF OUR MISSION IS TO
DIRECT USAF PARTICIPATION IN THE AIR DEFENSE OF THAILAND.
THIS MAP DEPICTS THE LOCATION OF OUR AIR DEFENSE RESOURCES,
WHICH ALONG WITH THE RADAR SITES WE IDENTIFIED A LITTLE
EARLIER, COMPRISE THE AIR DEFENSE SYSTEM. AT UDORN, WE
MAINTAIN SIX F-102'S, LEFT - L66, SHOWN IN THE UPPER PORTION
OF THIS SLIDE; AND THE THAIS HAVE A T-28 SQUADRON. LEFT - L67,
AT NAKHON PHANOM, ANOTHER THAI T-28 SQUADRON AT UBON, YET
ANOTHER THAI T-28 UNIT AND A SQUADRON OF AUSTRALIAN CA-27'S,
LEFT - L68, WHICH ARE A VERSION OF THE F-86. THE AUSTRALIANS
MAINTAIN A SQUADRON OF THESE AIRCRAFT AT UBON UNDER THE

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IMPLEMENTATION OF CERTAIN SEATO AGREEMENTS. THEY ARE INTENDED FOR THE AIR DEFENSE OF THAILAND ONLY AND DO NOT OPERATE OUTSIDE THAI BORDERS. LEFT - L69, OTHER AIR DEFENSE AIRCRAFT INCLUDE 4 USAF F-102'S AND A THAI F-5 SQUADRON AT DON MUANG. THE F-5'S RECENTLY REPLACED AN F-86 SQUADRON THERE AND ARE NOT YET OPERATIONAL. ONE OTHER THAI F-86 SQUADRON IS LOCATED AT TAKHLI, AT PRESENT, WE CONSIDER THE COMMUNIST AIR THREAT TO THAILAND ESSENTIALLY MINIMAL. ALTHOUGH CHINA HAS A FLEET OF MORE THAN 300 LIGHT BOMBERS, LESS THAN 10% ARE CURRENTLY POSITIONED WITHIN RANGE OF THAI BASES. OF MORE URGENT CONCERN TO THE THAIS ARE UNIDENTIFIED LOW SLOW-FLYING AIRCRAFT AND HELICOPTERS REPORTED TO BE OPERATING PRIMARILY IN THE NORTHEREASTERN PART OF THE COUNTRY. THERE HAD BEEN SPECULATION THAT SOME OF THESE UNKNOWNNS WERE COMMUNIST

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AIRCRAFT ON RESUPPLY AND INFILTRATION MISSIONS FOR THE THAI INSURGENTS. HOWEVER, INVESTIGATION OF THE UNKNOWN TRACKS HAS REVEALED MOST OF THEM TO BE FRIENDLY AIRCRAFT NOT ADHERING TO FLIGHT PLANS.

INSURGENCY AND COUNTER-INSURGENCY

RIGHT - R58, THE NEXT PHASE OF OUR MISSION IS TO ASSIST THE THAIS IN THEIR COUNTER-INSURGENCY PROGRAM. RIGHT - R59, IN LOOKING AT THE INSURGENCY SITUATION ITSELF, THE TYPES OF ACTIVITIES CARRIED OUT BY THE COMMUNISTS ARE CHARACTERISTIC OF THOSE FOUND IN THE EARLY STAGES OF ANY INSURGENCY SITUATION. THEY CONSIST OF LEFT - L70, ASSASSINATION OF POLICE INFORMANTS, LEFT - L71, ARMED ATTACKS ON THAI GOVERNMENTAL AND POLICE PERSONNEL AND FACILITIES, AND FORCED VILLAGE PROPAGANDA MEETINGS. LEFT - L72.

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ALTHOUGH COMMUNIST INSURGENT ACTIVITY OCCURS IN SEVERAL AREAS THROUGHOUT THAILAND, WE ARE PRIMARILY CONCERNED WITH THE RIGHT - R60, NORTHEAST BECAUSE THIS IS THE AREA WHERE THE HIGHEST LEVEL OF INSURGENCY OCCURS. VERY ACTIVE INSURGENT POCKETS LIE ONLY A FEW MILES FROM UDORN. THE HIGH INCIDENCE OF COMMUNIST TERRORISM IN THIS AREA IS ATTRIBUTABLE TO NEARLY 1500 COMMUNIST ORIENTED NORTHEAST THAIS -- MANY OF WHOM WERE TRAINED IN CHINA, NORTH VIETNAM, AND LAOS. THEY ARE LED BY A NORTH VIETNAMESE CADRE AND ASSISTED BY AN ESTIMATED 10,000 ACTIVE SYMPATHIZERS.

OUR ASSISTANCE TO THE THAIS IN THEIR COUNTER INSURGENCY PROGRAM IS PROVIDED THROUGH THE 54TH AIR COMMANDO WING AT NKP. AND RIGHT - R61, INVOLVES MEDICAL TRAINING AND SUPPORT, CIVIC ACTION, AND SPECIAL AIR WARFARE TRAINING.

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RIGHT - R62, ANOTHER MAJOR PHASE OF OUR MISSION IS TO ACCOMPLISH ADMINISTRATIVE AND LOGISTICS FUNCTIONS AS DIRECTED BY 13TH AIR FORCE. IN THIS CASE, THE MATERIEL STAFF AT THE HEADQUARTERS FUNCTIONS AS A DIRECT EXTENSION OF THE 13TH AIR FORCE COMMANDER.

RIGHT - R63, AND FINALLY, TO MANAGE AND COORDINATE USAF MATTERS IN THAI LAND AND LAOS. GENERAL LINDLEY, AS THE SENIOR ASSIGNED AIR FORCE OFFICER IN THAILAND, CARRIES OUT A MULTITUDE OF COORDINATION MATTERS WITH LOCAL OFFICIALS AND THE AMERICAN AMBASSADORS IN BANGKOK AND IN VIENTIANE, LAOS.

BOTH - R64, L73, TO SUM UP, OUR MISSION, AS PREVIOUSLY STATED, IS THREE-FOLD: TO CONDUCT OPERATIONS AS DIRECTED BY 7TH AIR FORCE SUPPORT 13TH IN THE ADMINISTRATIVE AND LOGISTICS AREAS, AND TO MANAGE AND COORDINATE USAF MATTERS IN THAILAND AND LAOS.

BOTH - R65, L74,

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SIR, THAT CONCLUDES THE BRIEFING. ARE THERE ANY QUESTIONS?

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