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ZZYUW RUMUFKA0668 1460542-CCCC--RUCIMBA.

ZNY CCCCC

P 250305Z MAY 68

FM 7AF TSN RVN

TO RUHHABA/PACAF/DMMA/DORQ

RUEFHQA/CSAF/AFRDQ/AFSME/AFXOP/AFRMMW 68 07 14

RUEBABA/TAC/DORQ

RUEDFIA/AFLC/MCFP/MCMT

RUCIFGA/ADC/ASJ/WPAFB OHIO

RUEBBAA/AFSC/SCS 6

RUWTFJA/ATC/ATXRQ

RUEBBMA/USAFIAWG/EGLIN AFB FLA

RUEBBMA/USAFSAWG/EGLIN AFB FLA

RUWIMDA/WRAMA/WRANH/ROBINS AFB GA

RUWTDUA/SAMMA/SAND/KELLY AFB TEX

RUCIMQA/AFCS

RUWTEJA/USAFSS

RUCSAAA/SAC/DPLC 1

RUCIEUA/MAC/MAORDRX

RUWMFVA/ADC/ADOTT EP

RUWMMKA/13AF/DO/DMMA/CLARK AB PI

RUCIMBA/ARRS/ORLANDO AFB FLA

112 ESP
AR S

STAFF	AGY	INFO
ARCCO		
ARODC		
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ARMDC		
ARDAS		
ARKDC		
ARFOI		
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ARASG		

15 July

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BT

C O N F I D E N T I A L DM

SUBJECT: SEAOR 135 FY 68 CLASS V MODIFICATION, TWO CHANNEL CAPABILITY FOR RT-10 SURVIVAL RADIO (U).

THIS PROPOSAL IS SUBMITTED IAW 7AFR 57-1, AFR 57-1 ATCH 1, AND CSAF(C) AFSMDA/AFRDQ-P91513, 14 DEC 66.

I. (C) DEFICIENCIES: THE RT-10 SURVIVAL RADIO CARRIED BY AIRCREWS IN SEA HAS A SINGLE CHANNEL RECEIVE-TRANSMIT-BEEPER CAPABILITY TUNED TO THE UHF EMERGENCY FREQUENCY. THIS SINGLE FREQUENCY LIMITATION PLACES VIRTUALLY ALL RESCUE COMMUNICATIONS ON ONE FREQUENCY CAUSING CONFUSION AND INTERFERENCE WITH OTHER EMERGENCY COMMUNICATIONS. A BEEPER OPERATING ON THIS FREQUENCY CAN EFFECTIVELY BLOCK ALL VOICE COMMUNICATIONS.

II. (C) REQUIRED OPERATIONAL CAPABILITY: THE CAPABILITY TO ESTABLISH VOICE COMMUNICATION BETWEEN DOWNED AIRCREWS AND SAR AIRCRAFT ON SECOND UHF FREQUENCY IS URGENTLY REQUIRED.

IV. (C) PROPOSED SOLUTION: PROVIDE THE RT-10 SURVIVAL RADIO WITH A TWO-CHANNEL CAPABILITY. RECOMMEND THAT THE RT-10 BE MODIFIED TO PROVIDE TRANSMIT-RECEIVE (NO BEEPER) ON 282.3 MHZ IN ADDITION TO PRESENT TRANSMIT-RECEIVE-BEEPER ON 243.0 MHZ.

PROJECT CORONA HARVEST

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(83)

EQUIPMENT AS THE CRAFT CARRIED
THE RT-10 IS MODIFIED AS REQUESTED IT WILL BE USED AS THE PRIMARY
THE URC-64 BECOMES OPERATIONAL THE TWO CHANNEL RT-10 WILL BE CARRIED
AS A SPARE.

D. OTHER CLASS V MODIFICATION INFORMATION.

(1) IN-THEATER CAPABILITY TO PERFORM THIS MODIFICATION EXISTS
AT PRESENT. APPROPRIATE ACTION AND COORDINATION WITH THE U.S. NAVY
AT ATSUGI, JAPAN COULD RESULT IN EXPEDITIOUS IMPLEMENTATION OF THIS
MODIFICATION.

(2) ALL RT-10S AUTHORIZED FOR SEA SHOULD BE MODIFIED.

(3) PRESENT FIELD TEST EQUIPMENT WILL NOT BE AFFECTED.

(4) AIRCREW AND PERSONAL EQUIPMENT PERSONNEL WILL REQUIRE
FAMILIARIZATION TRAINING. MAINTENANCE TRAINING IS EXPECTED TO BE
MINIMAL.

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VI. (U) HARMONIZATION: COORDINATION WITH THE U.S. NAVY AND THE
CONTRACTOR (CACR ELECTRONICS CO.) PERFORMING THE MODIFICATION IS
REQUIRED FOR EXPEDITED IMPLEMENTATION.

VII. (U) QUANTITIES INVOLVED: ALL RT-10S AUTHORIZED FOR SEA PLUS
ANY NEW PROCUREMENT SHOULD BE MODIFIED.

	AUTHORIZED	O/H
7AF	6,507	5,711
13AF	6,332	4,768
NEW PROCUREMENT	4,541	4,768

IX. (U) SPECIAL COMMENTS: A PACAF PRIORITY OF 1B IS RECOMMENDED
FOR THIS SEAR CLASS V MOD. THIS SUGGESTED PRIORITY IS BASED ON
THE URGENCY OF THIS EQUIPMENT AND THE FACT THAT IN-THEATER
CAPABILITY TO PERFORM THIS MODIFICATION EXISTS AT PRESENT.

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