

HISTORY
OF THE
31ST SECURITY POLICE SQUADRON
TUY HOA AB, REPUBLIC OF VIETNAM
1 OCTOBER 1968 – 31 DECEMBER 1968

JOHN B. WELCH JR.
Lt. Colonel, USAF
Commander

WENDELL R. WARDELL
Captain, USAF
Historian

This document is a transcription of a microfilm copy of the original document on file with the Air Force History Office. It has been transcribed as written (including capitalization errors) except for some obvious misspellings which have been corrected.

The unit history was originally classified SECRET, but was declared declassified in timed stages until it was unclassified after 12 years. Transcription of this document was done by Dick Larsen, SMSgt, USAF (Ret), who served as 31st TFW historian during most of his tour from December 1967 to December 1968.

31st SECURITY POLICE SQUADRON
 ROSTER OF KEY PERSONNEL
 (As of 31 December 1968)

<u>NAME</u>	<u>RANK</u>	<u>DUTY POSITION</u>
Welch, John B.	Lt Col	Squadron Commander
Bajo, Manuel	Capt	Operations Officer
Brenzel, Robert C.	Capt	Chief, Law Enforcement
Hermann, John C.	Capt	Intelligence Officer
Garmire, William A.	Capt	Chief, Weapons System Security
Wardell, Wendell R.	Capt	Squadron Section Commander
Hendrix, Virgil K.	SMSgt	Operations Superintendent
Sutton, Joe L.	MSgt	Police Superintendent
Trotter, David F.	MSgt	NCOIC, Weapons System Security
Orr, Donald F.	TSgt	NCOIC Law Enforcement
Scofield, Frank E.	TSgt	First Sergeant
Hamner, Burton L.	MSgt	Flight Commander, "A" Security
Ohme, Kenneth A.	MSgt	Flight Commander, "B" Security
Hones, Hilary V.	MSgt	Flight Commander, Tiger Security

DEPARTURES

Robertson, Gilbert D.	Capt	to Hq USAFE
Evans, Norman F.	MSgt	to March AFB, CA
Owens, Leslie	MSgt	to Ellsworth AFB, SD
Williams, Carlton H.	MSgt	to Lackland AFB, TX
Dunbar, Robert E.	MSgt	to Lackland AFB, TX
Mascola, Louis A.	MSgt	to Ton Son Nhut AB
Crymes, Paul J.	MSgt	to Lockbourne AFB, Ohio

ARRIVALS

Garmire, William A.	Capt
Trotter, David F.	MSgt
Scofield, Frank E.	TSgt
Hamner, Burton L.	MSgt
Ohme, Kenneth A.	MSgt
Jones, Hilary V.	MSgt

History, 31st Security Police Squadron – Tuy Hoa AB, Vietnam
1 October – 31 December 1968

OPERATIONS

OCTOBER

During October the threat to the airbase heightened and a large majority of the nights were spent in a grey or yellow alert status. The squadron continued to work 7 days a week without time off. This was the third month of no time off for the squadron and the grind began to exact toll. A request was made for a section of 801st Combat Security Policeman (Safeside) to augment us as we were considerably below strength. All rotating personnel were held to the end of their DEROS month, but the help was negligible as it took every man we had plus 18-30 Augmentees per night to man our posts. The Day Security flights were shortened to bare necessity of personnel in order to back up Tiger Flight. Sniper fire at night was a constant problem and occurred frequently. Intelligence indicates the enemy conducted detailed reconnaissance of the base and time guardmounts and changes of posting procedures. This report was received on 31 October.

NOVEMBER

Guardmount times remained unchanged, however part of Tiger night flight now posts at 1930 to increase security on the perimeter, Approval was received on 7 November for deployment of a section of Safeside Combat Security Police. This will be 33 men and 1 officer and will arrive on 9 November. Parts have been received for a Quad .50 caliber gun mount and a 5-ton truck has been procured. This mobile fire power will be added to our Arsenal of weapons when the turret has been mounted on the truck as the .50 caliber machine guns were already on hand. The base was subject to 2 Typhoon type storms which made the men's work quite difficult. An upgrading program of Observation Towers has begun. Observation Tower #3 has been turned into a Fortress at ground level with a permanent .50 caliber and 2 M-60 machine gun positions. The area between the floor of the tower and the bunker below is screened to deflect thrown charges. There is a 1500 watt lamp installed that may be turned on in the gun bunker or the tower. This approach will be continued with other towers. Permanent lighting is being installed all around the north, east and west sides of the flight line which will bathe an intruder in light before he can reach before he can reach the aircraft and make him an easy target.

DECEMBER

Guardmount times were changed for the entire squadron. The new times now permit manning of all positions by the day flight and an expanded Early Tiger flight. A portion of Tiger Flight comes on duty at 1830 to man all positions not manned by the day flight on duty. At 2200 the remainder of Tiger Flight relieves the day flight and also double mans all positions. Permanent light on the north and Westside of the ramp is now in place and lights up all possible approaches available to a sapper squad

in trying to reach the Wing's aircraft. The Safeside Section did not depart as originally planned, but will remain attached to us indefinitely. This manpower addition has assisted immeasurably in providing tighter security for the base. Three Armored Cars arrived this month and 3 more are expected in January. The mobility and mountable fire power these vehicles provide has provided the security forces with an extra punch which could be decisive in a battle. The Christmas Truce came and passed uneventfully. All days off were cancelled during the week of Christmas and the week following to provide expanded Aircraft Security for a larger than usual number of Alert Aircraft. The squadron received four new barracks and moved in immediately which has allowed us to now have 28 men per hootch for the first time since 1 June. From 1 June until now we have had 36-38 men per barracks because of lack of barracks space.

BASE DEFENSE IMPROVEMENTS

The entire land perimeter of the base is now lighted, as are all open approach to the flight line.

One-third of the beach is now fenced by triple standard concertina wire and one-half of the entire land perimeter is mined.

Oscar #3 has been reinforced by making the area immediately below the tower a gun bunker with a permanent .50 caliber machine gun mount, 2 M-60 machine gun positions, claymore mines positioned around it and a mortar pit beside it. Wire screen has been placed all around the area between the tower floor and the floor of the gun bunker to deflect hand grenades and thrown charges.

Work orders for elevated gun bunkers on the flight line is in and approved. They will replace the present fox hole type positions.

PROBLEM AREAS

Our manning situation is now very good except in the Sentry Dog Section where we are 3 dogs and 7 handlers short. This is expected to be temporary as programmed input of personnel should alleviate this situation.

Our most pressing problem is now vehicles. 5 of our machine gun jeeps have been pulled from us because they are category A. The replacements have not been received. In addition one Armored Car is deadline or parts as it arrived with a defective starter which burned up after a week's use. We are attempting to locate a starter in the Philippines Islands as these vehicles are so new in country that there are not parts for them.

31st Security Police Squadron
Tuy Hoa AB, Republic of Vietnam
1 October 1968 – 31 December 1968

MISSIONS				
PRIMARY: The primary mission of the 31 st Security Police Squadron is to provide perimeter and internal security protection against clandestine or over attack, sabotage or the disclosure of military information.				
SECONDARY: The 31 st Security Police Squadron also enforces law and order, maintains Air Force standards of conduct and discipline, and supports all units by providing logistical, photographic, and identification media services.				
PERSONNEL				
STATUS	OFFICERS	AIRMEN	CIVILIANS	TOTAL
ASSIGNED	6	410	14	430
AUTHORIZED	7	395	14	416
ATTACHED	1	31	0	32
EQUIPMENT				
AIRCRAFT		WEAPONS		
N/A		M79: 6	Pistol, Pyro: 13	
		M-16: 608	Pistol, 38: 165	
		M-16A: 52	M-29: 3	
		M-60: 52	MB-1: 2	
		M-12: 11	90MM: 1	
			.50 Machine Guns: 7	
RADIOS		VEHICLES		
Base Station: 2	NT 200: 142	Jeep: 22	2-1/2 Ton: 5	
Remote Station: 3	PT 3CO: 25	Weapons Carrier: 3	Car XM 706: 3	
Mobile: 28				