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Attn:

Attn:

Maxwell Atta, diamana

HISTORY

OF

6TH STRATEGIC AEROSPACE WING

AND

6TH COMBAT SUPPORT GROUP

1 - 31 AUGUST 1962

(UNCLASSIFIED TITLE)

Units Assigned To The

FIFTEENTH AIR FORCE, STRATEGIC AIR COMMAND

Home Station

WALKER AIR FORCE BASE, ROSWELL, NEW MEXICO

This document was prepared by A2C Paul P. Van Bibber, Unit Historian, under the supervision of Lt. Col. Leonard A. Klanecky, Information Officer. -It was prepared in compliance with SACR 21C-1, 28 Nov 1958, and is classified SECKET under the provisions of paragraph 30B, AFk 205-1, 1 Jun 1960. This classification conforms to that of the source documents which bear on the combat capability of this organization. This title page contains no classified information. (U)

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SECRET

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Exhibits

CHRONOLOGY

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1	Colonel Donald E. Hillman retired during the month of August 1962. (U)	31
1	Lt. Col. Emmett H. Clements became 6th Combat Support Group Commander in August.	27 (U)
1	A Security Readiness Evaluation was conducted against Walker during August. (U)	7
10	The 6th Strategic Aerospace Wing will be participating in "Sky Shield III" in September. (U)	20
10	The 6th Strategic Aerospace Wing experienced one aircraft addident during the month of August. (U)	17
27	Col. Roderic D. O'Connor started a project to obtain housing for lower grade airmen. (U)	27
31	The 579th obtained the first Emergency Combat Capability on two of the missile complexes. (S)	30

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GLOSSARY

ACR	Advanced Capability Radar
ACO.	Aircraft Control and Jaming
ADC	Air Defense Command
AE!45	Armsment and Elelectronics Maintenance Squadron
AFE	Air Force Base
AFCS	Air Force Communications System
afens	Air Force Equipment Lanagement System
AFM	Air Force Hanual
AFK	Munitions Account
AF R	Air Force Regulation
AF5C	Air Force Systems Command
ANFE	Aircraft Not Fully Equipped
AOCP	Aircraft Out of Commission for Parts
ARCP	Air Refugling Control Point
ARS	Air Refueling Squadron
AWOL	Absent Without Leave
FEMO	- Base Equipment Management Office
HUCE	Base Deputy for Civil Engineering
BOD	Beneficial Occupancy Date
BS	Bombardment Squadron
CCTS	Combat Crew Training Squadron
CDS	Combat Defense Squadron
CE	Circular Error
CEA	Circular Error Average
CEG	Combat Evaluation Group
CSG	Combat Support Group
DCO	Deputy Commander for Operations
DCOI	Deputy Commander for Operations, intelligence
DCM	Deputy Commander for Kaintenance
DP	Director of Personnel
DSUP	Director of Supply
DWI	Driving While Intoxicated
ECM	Electronic Countermeasures
EMO	Emergency War Order
FSS	Food Service Squadron
GA M	Guided Air Missile
OCA .	Ground Control Approach
GD/A	General Dynamics/Astronautics
CED	General Educational Development
HHCL	H-Hour Control Line
ïIS	Instrument LandingSystem
IPT	Individual Proficiency Training
JCS	Joint Chiefs of Staff
ICO	Launch Control Officer
ŀAB	Missile Assembly Building
-	

Make Missile Assembly Maintonance Ship

MAICHE Mobile Automatic Programmed Checkout Equipment

MATS Military Air Transport Service

MITC Minimum Interval Takeoff

MAS Munitions Maintenance Scuadron

MST Rountsin Standard Time
MTD Mobile Training Detachment
MORAD North American Defense Command
N.M. New Mexico Military Institute

CAP Offset Aiming Point

ORI Operational meadiness inspection

Ord Operational Readiness Test
PLS Propellant Loading System
PLV Private Motor Vehicle
RES Redar Bomb Scoring

RPTE Real Property Installed Equipment

RT Radio Transmitter

SAAMA San Antonio Air Lateriel Area
SAW Strategic Aerospace Wing
SAC Strategic Air Command

SACCO:-NET Strategic Air Command Communications Network

SACM Strategic Air Command Manual
SACR Strategic Air Command Regulation
SMS Strategic Missile Squadron
SRE Security Readiness Evaluation

TACAN Tactical Air Navigation

TAD Technical Acceptance Demonstration

TDY Temporary Duty

TWX Teletypewriter Exchange
UAL Unit Authorization List
UTD Unit Laming Document
UTE Unit Mobility Equipment
USAF United States Air Force
USCM Unit Simulated Combat Nise

USCM Unit Simulated Combat Mission
VACE Verification and Checkout

VOR Variable Omni Range

CHAPTIM I

MISSION AND ORGANIZATION

liffroduction

Colonel Donald E. Hillman retired during the month of August 1962. (U)

Lt. Col. Emmett H. Clements became commander of the 6th Combat Support Group. (U)

A Security Readiness Evaluation was conducted against Walker Air Force Dase. (3)

MISSION

As directed by this headquarters and by headquarters of the commanding strategic aerospace division and according to the policies established by the United States Air Force and Strategic Air Command, the Commander 6th Strategic Aerospace Wing will:

- a. Organize, man, train, and equip assigned units for the purpose of conducting long-range bombardment operations using either conventional or nuclear weapons.
- b. Develop and maintain the capability to engage in effective air refueling operations.
- c. Develop an operational capability to permit conduct of strategic aerospace missile warfare according to the emergency war order.
- d. Maintain coordination with the site activation task force commander with respect to support. Unresolved problems

in the area of base support will be referred to this headquarters.

- e. Maintain liaison with the site activation task force commander and advise the commanding strategic aerospace division and this headquarters of progress in the development of missile operational capability.
- f. Establish missile, flying, nuclear, and ground safety programs and monitor said programs.
- g. Administer the security protection program to insure launch capability is not impaired due to overt or covert actions.
- h. Insure that aerospace medicine program procedures designed to minimize noneffectiveness for medical causes receive command and supervisory emphasis and support.
- i. Organize and direct a professional disaster control capability for wartime and peacetime operations.
- j. Be prepared to participate in domestic disaster relief and other domestic emergencies.
- k. Perform such special missions as may be assigned by
 higher headquarters. (U)

The mission of the 6th Strategic Aerospace Wing remained unchanged during the month of August 1962, and as such, the wing was capable of executing the emergency war order at the end of the month. (5)

^{1. 15}AFR 23-10, Ho 15AF, 1 Aug 1962, on file, TXO, 6SAW.

6TH STRATEGIC AEROSPACE WING

6th Strategic Acrospace Wing Headquarters Squadron

24th Bombardment Squadron

39th bombardment Squadron

40th Bombardment Squadron

6th Air Refueling Squadron

4129th Combat Crew Training Squadron

579th Strategic Missile Squadron

6th Armament and Electronics Maintenance Squadron

6th Field Maintenance Squadron

6th Organizational haintenance Squadron

37th Munitions Maintenance Squadron

6th Supply Squadron

812th Medical Group

6TH COMEAT SUPPORT GROUP

6th Headquarters Squadron

6th Combat Defense Squadron

6th Transportation Squadron

6th Civil Engineering Squadron

6th Food Service Squadron

UNITS ATTACHED

511C FTD (ATC)

Site Activation Task Force (AFSC)

686th ACWW (ADC, Walker)

697th AC&W (ADC, Pyote)

2010 Communications Squadron (AFCS)

Det 15, 9 Weather Squadron (MATS)

1033 Auditor General (Hq USAF)

17th District OSI (Hq USAF)

Detachment 117 (ionospheric research station)

CHAMMO

Gelonel Denald E. Hillman, former wing commander, retired on 31 August after completing almost 22 years of active military service. Distinguished visitors attending Col. Hillman's retirement ceremony were Brig. Gen. William R. Yancey, Brig. Gen. William J. Cramm, Col. Francis N. Nye, Col. Jack T. Bradly, Col. Russell E. Schleeh, Col. Richard E. Evans (USAF Ret.), and Col. Woodrow 2 P. Sawncutt. (U)

Colonel Ernest C. Eddy, 6th Strategic Aerospace Wing Commander, attended the 15th Air Force Commanders' Conference held 3 at Fairchild Air Force Base, Washington from 20 to 24 August. (U)

Lt. Col. Remett H. Clements became the new 6th Combat Support Group Commander on 27 August. Colonel Roderic D. O'Connor, former commander, has been reassigned to Washington, D. C. and later he will go to Venesuela as Air Attache. At the end of August there was no vice group commander assigned to fill Col.

^{2.} History, Command Section, 6SAW, Aug 62, on file, IXO, 6SAW.

^{3. &}lt;u>Ibid</u>.

Clements! former position. (U)

Major Paul J. Bates and Captain Jack B. Green prepared a briefing for Col. O'Connor on Venezuela consisting of colored slides and a tape recording. It was presented to Col. O'Connor for his study and review. (U)

The present value of the Walker supply inventory is \$25,272,361.49; equipment in use-\$20,814,779.45; value of real property-\$112,401,323.; value of assigned aircraft-\$329,709,261; value of assigned missiles-\$12,790,638. (U)

A Security Readiness Evaluation was conducted against 7
Walker Air Force Base from 7 to 10 August. The base received a total score of 97.66 percent, while the overall 15th Air Force average was 93 percent. (U)

The Honorable Lake J. Frazier, Mayor of Moswell, New Mexico, sent a letter to Lt. Col. Emmett W. Clements, Ath Combat Support Group Commander, making him an honorary citizen of the city of Moswell. In response, Col. Clements sent a letter to Mayor Frazier thanking him for the honorary citizenship and al-

^{1.} History, Command Section, 635G, Aug 62, on file, 1XG, 65AW.

^{5.} History, DCO, 60AM, Aug 62, on file, LIO, 68AM.

^{6.} History, EDCR, 6CSG, Aug 62, on file, IXO, 65AN.

^{7.} History, HDCL, 5CSG, Aug 62, on file, TXO, 6SAW.

^{8.} Minutes, Staff Resting, 68AW, 14 Aug 62, Exhibit 1.

^{9.} Ltr., Hayor of Roswell, to EC, 605G, 28 Aug 62, Bubj: Honorary Citizenship, on file, IXC, 65A.

so expressing his desire that the good relationship with the 10 city would continue. (8)

SULPARY

Colonel Donald E. Millman retired at the end of the month.

Col. Ernest C. Eddy, Wing Cormander, attached the 19th Air Force

Commanders' Conference. 1t. Col. Ermett M. Clements became 6th

Combat Support Group Commander during the month due to the re
assignment of Col. Roderic D. C'Connor. Walker received a 97.66

percent on an SWE during the month. Col. Clements was made an

honorary citizen of Roswell. (U)

^{10.} Ltr., HC to Mayor of Roswell, 6C5G, 29 Aug 62, Subj: Monorary Citizenship, on file, IXO, 65AW.

CHAPTER II

PERSONNEL

INTRODUCTION

Retaining experienced air police officers was a major problem during the month. (U)

Lt. Col. Emmett H. Clements became the new 6th Combat Support Group Commander. (U)

MILITARY PERSONNEL

The problem of retention of air police officers was brought out during the month. Since the air police career field has limitations, air police officers at Walker AFB have been cross training into career fields with more opportunities. This has constituted a great loss of these qualified officers. Colonel Roderic D. O'Connor, 6th Combat Support Group Commander, received a letter from Lt. Col. Kenneth E. Husemoller, Base Deputy Commander for Law Enforcement, on the problem. Col. O'Connor, in turn sent a letter through channels to Headquarters USAF, to suggest that a solution was needed to retain officers for the lair police career field. (U)

The authorized strength of the 6th Strategic Aerospace Wing is 640 officers and 3456 airmen. The assigned strength of officers is 641 and airmen 3456. The 6th Combat Support Group is 54 officers and 1442 airmen. Present assigned strength is officers 62 and airmen 1244. The 812th Medical Group is authorized

^{1.} Ltr., BC to Hq USAF, 24 Aug 62, Subj: Air Police Officer Retention, Exhibit 2.

53 officers and 167 airmen. Assigned are 60 officers and 152 2 airmen. (U)

The Walker retention rate for "first term" airmen dropped to a low of 20 percent during the month of August 1962. The retention rate for career airmen showed a slight rise during the month to 87.2 percent. (U)

The Specialty Knowledge Test passing rate for the month of August was 89 percent. Out of 134 persons tested, 119 passed 4 the test. (U)

WELFARE AND MORALE

Representatives from the Metropolitan Life Insurance Company have been utilizing office space in the Personnel Affairs Office for the purpose of rendering their service to military personnel during the month of August. (U)

Changes in key personnel during the month are as follows:

Lt. Col. Emmett H. Clements took Colonel Roderic D. O'Connor's

place as 6th Combat Support Group Commander; Lt. Col. Charles

J. Maloney, Base Director of Administrative Services, retired

on 31 August, and no replacement has been assigned; and Capt.

Thomas W. Wright became 6th Food Service Squadron Commander. (U)

^{2.} History, DP, Strength Rpt., 6SAW, 31 Aug 62, Exhibit 3.

^{3.} Ltr., DP to IXO, 6SAW, Subj: Retention Rate, Aug 62, Exhibit 4.

^{4.} History, DP, 6SAW, Aug 62, on file, IXO, 6SAW.

^{5.} Ibid.

The Honor Squadron of the Month in the 6th Strategic

Aerospace Wing for the month of August was the 812th Medical

Group. Second place in the standings went to 6th Strategic

Aerospace Wing Headquarters Squadron. (U)

During the month of August 1962, the Walker disciplinary rate showed one AWOL, nine military offenses, six misdemeanors, nine on-base accidents, and five off-base accidents. (U)

Col. Roderic D. O'Connor sent a letter to Headquarters

USAF concerning the lack of air police officers at Walker. The

Walker "first term" retention rate was a low 20 percent. Representatives from the Metropolitan Life Insurance Co. offered

their service to base personnel. Col. Clements became commander

of the 6th Combat Support Group. (U)

^{6.} Rpt., BDCRMA, 60SG, 11 Sep 62, Subj: Honor Squadron Rating System, on file, IXO, 65AW.

^{7.} Minutes, Staff Meeting, 65AW, 28 Aug 62, on file, IXO, 65AW.

CHAPTER III

OPERATIONS AND TRAINING

INTRODUCT: ON

The 6th Strategic Aerospace Wing will be participating in "Sky Shield 111" in September. (U)

A War Support Plan for the 6th Strategic Aerospace Wing was produced during the month. (U)

The Standardization Division was inspected by the 1st Combet Evaluation Group. (U)

A new physical fitness program was being prepared during the month of August. (U)

Thirty unreliable radar bomb scoring runs two unreliable Nike runs were reported during August. (C)

Trainee crews from 4017th CCTS, Castle Air Force Base began arriving at the 4129th CCTS in August. (5)

The 6th Strategic Aerospace Wing experienced one aircraft accident during the month. (U)

STATUS OF COMBAT CAPABILITY

The 6th Strategic Aerospace, at the end of the month of August, had 42 of its 43 assigned B-52 aircraft available for 1 operation. The 6th Air Refueling Squadron, assigned 21 KC-135 aircraft, had a total of 21 available for operation. (5)

^{1.} MSG, 6SAW to 15AF, ZIPPO 08-32h, 31 Aug 62, Subj: Aircraft Availability, Exhibit 5. (S)

^{2.} MSG, 6SAW to 15AF, ZIPFO 08-325, 31 Aug 62, Subj: Aircraft Availability, Exhibit 6. (S)

As of 2400 hours MST, 31 August 1962, the 6th Strategic Aerospace Wing had a total of 45 combat ready crews and no non-combat ready crews. In the combat ready category, the 6th Air Refueling Squadron had a total of 29 combat ready crews and no non-combat ready crews. (S)

During the month of August, six sorties of the 40th Bomb Squadron were in ground alert posture. With crews changing twice weekly, nine crew changes were made and a total of 54 crews performed duty at the Alert Facility. (U)

A total of 31 "Chrome Dome" missions were executed from the 6th Strategic Aerospace Wing's Alert Facility, which is in addition to the normal ground alert operations. A total of 642:55 hours were utilized for the "Chrome Dome" missions. (S)

Amendment Four to 6th Strategic Aerospace Wing Crew Flimsy 23-63, "Chrome Dome," was produced during the month. Appended 7 are the more important facets of this crew flimsy. (U)

Appended is the 15th Air Force Secret message concerning 8 Unit Alert Adjustment Recommendations for September 1962. (U)

^{3.} History, Operational Data, DCO, 6SAW, Aug 62, Exhibit 7. (S)

^{4.} History, DCO, 6SAW, Aug 62, on file, IXO, 6SAW.

^{5.} Did.

^{6.} History, Operational Data, DCO, 68AW, Aug 62, Exhibit 7. (S)

^{7. 6}SAW Crew Flimsy 23-63, "Chrome Dome," 1 Aug 62, Exhibit 8. (5)

^{8.} MSG, 15AF to SAC, DOPM 2295, 7 Aug 62, Subj: Unit Alert Adjustment Recommendations, Exhibit 9. (5)

TRA INING

The Joint Chiefs of Staff have directed that SAC participate with the North American Air Defense Command (NO.AD) and other commands in a large scale air defense exercise during fiscal year 1963. The mission is designed to simulate a realistic aggressor attack upon the North American Continent and will exercise all possible NORAD components and systems, including the defensive ground environment system as well as manned interceptors. The exercise environment and mission objectives require the grounding of non-exercise airtraffic, except airborne alert indoctrination and emergency flights. (5)

Crew Flimsy 11-63, entitled "Sky Shield 111," was produced during the month of August 1962 for 6th Strategic Aerospace Wing participation in the exercise. The 6th Strategic Aerospace Wing will provide aircrews and sircraft in support of this operation.

The 6th Air Refueling Squadron will provide aircraft and sircrews to support 6th Strategic Aerospace bombardment sorties. (U)

To provide a realistic exercise environment and to permit relative freedom of operations by both offensive and defensive forces, certain time periods have been set aside when non-exercise aircraft, except emergency flights, will be denied air space over the North American Continent (except Mexico). Within the Continental United States the grounding period will be

^{9. 6}SAW Crew Flimsy 11-63, "Sky Shield III," 20 Aug 62, Exhibit 10. (S)

^{10.} Ibid.

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for five and one half hours, from 1900 hours Zulu on 2 September, to 0030 hours Zulu on 3 September 1962. The grounding period within Alaskan air space will be for three and one half hours, from 1900 through 2230 hours Zulu on 2 September 1962. (3)

Due to the grounding period and other restrictions to flight that will be necessarily brought to public attention to permit execution of this mission, NOAAD units may be aware of the general exercise time and penetration areas. They will not, however, know exact routes, timing and tactics of the penetration force. To insure that specific information pertaining to the exercise is withheld from air defence units, communications with NORAD will be made through designated "trusted agents." Headquarters SAC will be information addressee on all correspondence to NORAD agencies. (U)

Although it is desired to conduct "Cky Shield 111" in a realistic environment, flying safety, as in any peacetime operation, is paramount and will not be jeopardized during planning, 13 execution or any phase of this mission. (U)

To avoid air traffic conflicts, the 6th Strategic Aerospace Wing will limit or adjust flying schedules of non-participating lipaircraft prior to and after the grounding period. (U)

()

^{11. 6}SAW Crew Flimsy 11-63, "Sky Shield 111," 20 Aug 62, Exhibit 10. (S)

^{12.} lbid.

^{13.} lbid.

M. Ibid.

"Sky Shield III" provides the 6th Strategic Aerospace Wing with an excellent opportunity to exercise realistic penetration 15 tactics against the NORAD defense system. (5)

Eombers will take off first with tankers last. All takeoffs will be rolling takeoffs. The lead bomber will act as
cell leader until tankers enroute are in cell position. Number
one will make all FAA position reports while aircraft are in
16
the cell. (U)

High altitude sub-sonic aircraft will perform a "basket weave" maneuver, whenever possible, against the NOMAD surveillance and control elements. The purpose of the weave is to disrupt the SAGE (Semi-Automatic Ground Environment) tracking capability and thereby reduce the vulnerability of these aircraft to the area weapons threat. All high altitude aircraft will begin jamming and chaff operations at the HHCL. High altitude sub-sonic aircraft penetrating Nike defenses will perform a "side step" bomb run. (S)

Chaff will not be used against Nike radar, except when 18 employed in conjunction with a "side step" bomb run. (5)

Communications will be held to a minimum during the pen-19 etration phase. (C)

^{15. 6}SAW Crew Flimsy 11-63, "Sky Shield Li I," 20 Aug 62, Exhibit 10. (S)

^{16.} Ibid.

^{17.} lbid.

^{18. &}lt;u>lbid</u>.

^{19. &}lt;u>lbid</u>.

Aircraft with manned AN positions will utilize installed jammers against threat signals, as required, in order of priority.

Jammer modes will be narrow or spot, selective barrage or selective sweep, wide barrage or wide sweep. Barrage and sweep widths will be adjusted and monitored to insure coverage of all signals present at one time, rather than utilizing a constant fixed jamming width which allows for the possibility of some 20 signals not being jammed. (S)

Gunnery will not be conducted during the exercise, nor will nuclear weapons be loaded on or carried by the participating aircraft. (U)

The ground alert force will not be degraded during this exercise. Adjusted "Chrome Dome" routes, altitudes, and tim22
ing will be forwarded to numbered air forces by message. (C)

Air refueling operations will be conducted during "Sky Shield 111" 100 nautical miles from the ARCP where number two tanker and bombers number three and four will assume refueling formation. All receivers will descend to an altitude which will allow 1000 feet separation from the lowest tanker and the highest bomber 80 nautical miles from the ARCP. After the receiver leader reaches the level-off altitude, he will inform the tanker leader at which time the tankers will adjust to refueling airspeed. Normal closure speeds will be flown. Briefed

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^{20. 6}SAW Crew Flimsy 11-63, "Sky Shield III," 20 August 62, Exhibit 10. (S)

^{21.} Ibid.

^{22.} Ibid.

onload for each receiver is 15,000 younds. Tenker abort or 23 failure to onload will not affect the mission. (U)

The 6th Strategic Aerospace Wing War Support Plan produced on 1 August 1962, was done so to support the 15th Air Force operations orders in the 44 and 66 series. It outlines the responsibilities and functions of the supporting elements of the 6th Strategic Aerospace Wing and the 6th Combat Support Croup during execution of the 44 and 66 operations orders. (U)

Amendment Three to Operations Order 206-61 was produced during August. Appended are the more important facets of this 25 operations order. (U)

Appended is Amendment Two to Operations Order 300-62 which 26 was produced during the month. (U)

Also appended is Amendment Four to Crew Flimsy 400-63 pro-27 duced during August 1962. (U)

The Standardization Division was inspected by the 1st

Combat Evaluation Group during a 10th Bomb Squadron "Bar None"

exercise. The overall rating, as it pertains to the 10th Bomb

28

Squadron standardization, was minimum satisfactory. (U)

Standardization personnel were conducting refresher classes on aircraft emergency procedures and special weapons, in prep-

^{23. 6}SAW Crew Flimsy, 11-63, "Sky Shield 111," 20 Aug 62, Exhibit 10. (S)

²h. 6SAW War Support Plan, 1 Aug 62, on file, 1XO, 6SAW.

^{25.} Amend 3 to 6SAW OPSORD 206-61, 9 Aug 62, Exhibit 11. (5)

^{26.} Amend 2 to 6SAW OPSORD 300-62, 1 Aug 62, Exhibit 12. (S)

^{27.} Amend 4 to 6SAW OPSORD 400-63, 7 Aug 62, Exhibit 13.

^{28.} History, DCO, 6SAW, Aug 62, on file, IXO, 6SAW.

aration for a visit from the 1st Combat Evaluation Group dur-29 ing the month of September 1962. (U)

Lt. Col. John P. Leary, Chief of the Standardization Division, attended a 15th Air Force Standardization Conference at March Air Force Base, California from 7 to 9 August. The purpose of the conference was to discuss and review the new SACM 30 51-4. (U)

Five instructors, ll pilots, and two student pilots utilized the 6th Combat Support Group's T-33 aircraft during the month for a total flying time of 123:15 hours. Utilizing the C-123 aircraft were four instructors, nine pilots, one co-pilot, and nine student pilots for a total flying time of 156:50 hours. Two instructors and two pilots utilized the H-19 aircraft for a total flying time of 65:30 hours. (U)

During the month of August 1962, the 6th Air Refueling Squadron flew a total of 199 sorties with six late takeoffs due to maintenance. Of these, 144 were student missions and 32 55 were combat crew missions. (U)

The 24th Bomb Squadron flew a total of 39 sorties during the month. Of these 77 were flown by trainee crews and 12 were 33 flown by combat crews of the squadron. (U)

^{29.} History, DCO, 6SAN, Aug 62, on file, 1XO, 6SAW.

^{30.} Ibid.

^{31. &}lt;u>lbid</u>.

^{32.} History, 6ARS, 6SAW, Aug 62, on file, 1XO, 6SAW.

^{33.} History, 24ES, 6SAN, Aug 62, on file, IXO, 6SAN.

CONFIDENTIAL

Seventy-four sorties were flown by the 39th Bomb Squadron during the month of August. Sixty-two of these were student 34 sorties and 12 were combat crew missions. (U)

Classes have been conducted for members of the 579th
Strategic Rissile Squadron during the month on the handling of 35
target materials. (U)

The Walker Air Force Base teletypewriter exchange system
was converted from manual operation to modern dial operation on
31 August. This was done simultaneously to all such systems a36
cross the nation. (U).

A new physical fitness program was being prepared during the month. Called the 5BX/105X, it is designed to keep all male personnel under 60 years of age and all female personnel under the age of 50 physically fit. (U)

There were 30 unreliable radar bomb scoring (NES) runs experienced during the month of August 1962. Of these, three were due to material, one to procedure, and one to computation.

Circular error (CE) on the unreliable RHS runs ranged from 38 h570 to 15,420 feet. (C)

^{34.} History, 39BS, 6SAW, Aug 62, on file, 120, 6SAW.

^{35.} History, DCO, 65AW, Aug 62, on file, IXO, 6SAW.

^{36.} Ibid.

^{37.} lbid.

^{38.} Commander's Remarks, 6SAM, T-12 Rpt., 1 Jul to 31 Aug 62, Exhibit 14. (3)

Two unreliable Nike runs were reported during the month.

Both were due to materiel. Circular error on the first was

39

36,100 feet and the second 14,250 feet. (C)

Appended is the 15th Air Force Confidential message concerning the results of the Flight Leck RES Express runs from 40 activity through 18 August 1962. (U)

V)

Also appended is the 6th Strategic Aerospace Wing's Monthly
41
Operations Plan for the month of August 1962. (U)

During the month of August the 6th Strategic Aerospace
Wing flew a total of 182 sorties, in 1360 hours, of which 55
were utilized as low level flights. There were no test or
12
ferry flights during the month. (5)

Due to an operational alert, the 93d Bomb Wing had to send crew members in training with the 4017th Combat Crew Training Squadron at Castle Air Force Base, California to the 4129th CCTS 43 at Walker to complete their training. Thus far two classes arived during the month at the 4129th. (3)

^{39.} Commander's Remarks, 6SAW, T-12, 1 Jul to 31 Aug 62, Exhibit 14. (C)

^{40.} MSG, 15AF to QUEBEC TWO, DOTO 2492, 22 Aug 62, Subj: Flight Deck RBS Express Results, Exhibit 15. (C)

^{41.} Monthly Operations Plan, 6SAW, Aug 62, Exhibit 16.

^{42.} History, Operational Data, DCC, 65AW, Aug 62, Exhibit 7. (S)

^{43.} MSG, 93EW to 65AW, C 0368, 2 Aug 62, Subj: Sea Fish, Exhibit 17. (S)

^{44.} Student Crew Roster, 4017CCTS, 93BW, (crews flt tng at Walker) Aug 62, Exhibit 18.

Four classes entered training with the 4129th Combat Crew Training Squadren during the month of August. Classes 62-17 (B-52) and K62-17 (KC-135) entered training on 14 August. Classes 62-18 (B-52) and K62-18 (KC-135) entered training on 45 29 August 1962. (U)

Shortage of orew members was again prevalent during the month of August. Class 62-17 was short five pilote, seven radar-mavigators, two navigators and six gumners. Class K62-17 was short one navigator. Class 62-18 was short one pilot, five radar-mavigators, and six gumners. Class 62-18 had no crew ho member shortages. (U)

In the past ten B-52 classes the crew member shortage has averaged 1h at the 4129th CCTS, whereas the average shortage emeng B-52 classes in the 4017th CCTS at Castel Air Ferce Base, California, has been mine, indicating that the 4017th has fuller crews. A more equitable distribution of crew personnel between two combet eres training squadrons could alleviate the problem of instructor personnel at the 4129th from having to fill positions on training crews. (U)

Class 62-14 and K62-14 completed training with the 4129th CCTS on 15 August. Class 62-15 and K62-15 completed training 48 on 31 August 1962. (U)

^{15.} Student Crew Roster, 4129CCTS, 68AW, Aug 62, Echibit 19.

h6. History, 12900TS, 68AW, Aug 62, on file, IXO, 68AW.

^{47. &}lt;u>Dia</u>.

^{48.} D14.

SAFRTY

The 6th Combat Support Group experienced one fatality during the month of August at a cost of \$31,500 and 16 first aid injuries at a cost of \$112. The 6th Strategic Aerospace Wing experienced one disabling injury and one fatality during the month for a lost time of seven days at a cost of \$31,710 and 41 first aid injuries at a cost of \$287. The base civilian accident rate for the month was zero. The base military disabling injury rate for the month was 1.74. The base government motor vehicle accident rate for August was .58. (U)

The Wing Safety Office began preparing a campaign during the month to combat traffic and other accidents for the Labor 50

Day weekend in September 1962. (U)

A message was received from 15th Air Force by the Wing Safety Office during the month of August concerning near-fatal accidents resulting from the use of chesp imported rifles.

This message was reproduced and sent to all squadrons and staff 51 agencies. (U)

A letter, entitled "Holiday Safety Program" was produced during the month along with a reproduced message from General Thomas S. Power, Strategic Air Command Commander in Chief.

^{49.} History, SAFE, 68AW, Ang 62, on file, IXO, 68AW.

^{50.} Ibia.

^{51.} MSG, 15AF to QUEBEC TWO, DS 41836, 26 Jul 62, Subj: Mear-Fatal Accidents Resulting from the Use of Cheap Imported Weapons, Exhibit 20.

The letter and reproduced message were sent to all equadrons 52 and staff agencies. (0)

A letter concerning the restraining lines around aircraft parking areas was produced by the Safety Office during August. The letter quoted various paragraphs from 15AMM 32-4 which all personnel were made sware of. The letter was distributed to 53 all squadrous and staff agencies. (U)

The 6th Strategic Aerospace Wing experienced one minor 54 aircraft accident during the menth of August 1962. (U)

On the morning of 17 August, Major Rebert Marskall and a trainee crew were scheduled to fly a routine KC-135 training mission. The mission was flown without incident until the aircraft arrived over the Walker Air Ferce Base VOR at appreximately 11:15 hours Mountain Standard Time (MST). (U)

Clearence for penetration and approach to Walker Air Force
Base was received by the aircraft crew from Walker Approach
Control and the student pilet initiated a VOR approach on ranway 21 and then completed the descent checklist. However,
speed brakes were used instead of the landing gear during
penetration to demonstrate altitude control by use of the

No. of the second of the secon

^{52.} Ltr., SAFE to all squadrons and staff agencies, WAFB, 27 Ang 62, Subj: Holiday Safety Program, Exhibit 21.

^{53.} Ltr., SAFE to all squadrens and staff agencies, WAFE, 22 Aug 62, Subj; Restraining Lines, Exhibit 22.

St. History, SAFE, 6SAW, Aug 62, on file, IND, 6SAW.

^{55. &}lt;u>Ibid</u>.

speed brakes. The before-landing checklist was accomplished after passing the low station and the student pilot began his approach for a touch and go landing. The landing data was 56 computed by the student co-pilet prior to penetration. (U)

The approach was set up as a visital VOR type without reference to HLS or GCA. At approximately 500 feet above the ground, the instructor pilot assumed control of the aircraft, because the student pilot had allowed the aircraft to reach a position approximately 200 feet above the normal glide path. The instructor pilot adjusted the glide path by means of 57 pitch and attitude changes. (U)

The aircraft's airspeed at this time was stabalised at the correct approach speed and the EC-135's configuration was all landing gear down, flaps 40 degrees and speed brake lever 58 set at zero degrees. (U)

At approximately 150 to 200 feet above the ranway, the instructor pilet applied centrol pressures to start a flare for landing with no discernible reaction applied to the elevator forces. At 50 feet above the runway, the elevator control was full back, the aircraft attitude, according to pilots, had not changed from the attitude from which the flare for landing was attempted. (U)

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^{56.} History, SAFE, 68AW, Aug 62, on file, IND, 6SAW.

^{57.} Ibid.

^{58. &}lt;u>Ibia</u>.

^{59.} Did.

The instructor pilot applied full throttle and the aircraft struck the runway in an approximate three point attitude.

Impact with the runway, 250 feet from the threshold, was of
such magnitude that it caused number three engine to be separated from the aircraft. The landing flaps had not been lowered
60
to the 50 degree positions as planned for the landing. (U)

Recovery of the sircraft's control was attained and, after approximately 100 feet of ground roll, the sircraft became sirborns. Go-around procedures were employed and a safe centrolled 61 climb to gain altitude was made. (U)

The tower central officer reported the nose gear of the KC-135 to be out of position and visual observations from the cockpit of the aircraft confirmed that the nose gear was dem62
aged. (U)

A T-33 chase plane was dispatched, and the pilot reported that the nose gear strut was bent rearward, with the wheels aligned normally. The T-33 remained with the KC-135, which was under the guidance of the command post, until most of the fuel 63 was burned off and the runway (21) formed for landing. (U)

At approximately 1709 hours, Mountain Standard Time, (MST) the aircraft was landed under the skillful maneuvering of Maj. Rebert Marshall. The nese gear folded back under the fusilage

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^{69.} History, SAFE, 68AW, Aug 62, on file, IIO, 6SAW.

^{61.} Ibid.

^{62. &}lt;u>Did.</u>

^{63.} Ind.

of the aircraft which preceded straight ahead and came to a 64 stop approximately 4000 feet from the end of the runway. (U)

Repairs were started on the aircraft by maintenance personnel on 20 August 1962. As of the end of the month repairs \$65 had not been completed on the aircraft. (U) SIMMARY

Six sorties of the 40th bomb squadron were on ground alert during the month. The 6th Strategic Aerospace Wing is to participate in "Sky Shield III" in September as outlined in Crew Flimsy 11-63. A war support plan was produced by the 6th Strategic Aerospace Wing. The Standardisation Division was inspected by the 1st Cembat Evaluation Group. A new physical fitness program was amnounced during August. Thirty unreliable radar bomb scoring runs were reported during the month. Two unreliable Nike runs were also reported. A total of 182 serties were flown by the 6th Strategic Aerospace Wing during the menth of August. Several combat crew training classes from the 4017th CCTS, Castle Air Force Base, California, arrived at the 4129th at Walker to complete their combat crew training. A shortage of crew members in the 4129th CCTS training classes was again prevalent this month. The Wing Safety Office began preparing an ascident prevention campaign during the month for the upcoming Labor Day weekend. The Wing Safety Office received a

^{64.} History, SAFE, 68AW, Aug 62, on file, INO, 68AW.

^{65.} TRIECON, CHSgt Mieth, DCM, 6SAW, 20 Sept 62.

message from 15th Air Force concerning near-fatal accidents resulting from the use of cheap imported rifles. Letters concerning holiday safety, and restraining lines, were produced and sent to all squadrons and staff agencies. The 6th Strategic Aerospace Wing experienced a minor aircraft accident on 17 August 1962. The aircraft was still being repaired at the end of the month. (S)

CHAPTER IV

MAINTENANCE AND FACILITIES

INTRODUCTION

The second of th

Personnel of the 6th CMS began preparing for a new recovery concept during August. (U)

Col. O'Conner started a project to obtain low cost housing for low grade airmen. (U)

Curtailment of P458 expenditures was initiated during the month of August. (U)

MAINTENANCE

Twenty-one GAM-77A missions were flown during the month

1
of August with no significant incidents reported. (U)

The Communication Navigation Section of the 6th Armsment and Electronics Maintenance Squadron has 60 percent of the installation of warning lights for the antenna coupler and ET units complete on B-52 aircraft. (U)

Personnel of the 6th Organisational Maintenance Squadron began preparing for a new recevery concept at the end of Angust, called "High Blower." This new concept will allow for 12 B-52 recovery teams consisting of 19 men each, with each team capable of inspecting one B-52 aircraft daily. Five KC-135 recevery teams consisting of 10 men each will be able to inspect two KC-135 aircraft daily under the new program. (U)

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^{1.} History, 6ARMS, 6SAW, Aug 62, on file, IXO, 6SAW.

^{2.} Ibid.

^{3.} History, 60MS, 6SAW, Aug 62, on file, INO, 6SAW.

Appended is the Monthly Maintenance Summary from May through July 1962. (U)

Also appended is the 6th Strategic Aerospace Wing Monthly
5
Maintenance Order for August 1962. (U)
SUPPLY

Problems have been encountered in getting tenant units' property accounts transferred to the Air Force Equipment Management System (AFEMS). This problem exists primarily from the lack of authority to go shead and transfer their accounts from 6 their respective commands. (U)

Although the Base Equipment Management Office (BEMO) account is supposed to be closed for AFEMS conversion, there have been 900 priority two requisitions submitted to Base Supply.

This is definitely slowing down the conversion program. (U)

The error rejection report for the month of July was received from the San Bermardino Air Materiel Area during Angust.

The overall effectiveness was 99.7 percent, which places the 8
Walker AFW in the number one position once again. (U)

A representative from the Castle Air Force Base, California Base Supply visited the Walker Base Supply from 6 to 19 August

^{4.} Monthly Maintenance Summary, 6SAM, May-Jul 62, Exhibit 23.

^{5.} Monthly Maintenance Order, 68AM, Aug 62, Exhibit 24.

^{6.} History, DSUP, 6SAW, Aug 62, Exhibit 25.

^{7.} lbid.

^{8.} Ibid.

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for the purpose of reviewing Walker supply procedures. (U)

Canabalisations for the month of August were for seven ll B-52's, five KC-135's, and one GAM-77 for a total of 13. (U)

The Foil Pack Kitchen was in its final stages of completion during the month. A few minor discrepancies were corrected in the project. Some of the missile sites around Walker are presently being supplied with Foil Pack meals and the outlook 12 is highly satisfactory. (U)

PACILITIES

A CONTRACTOR OF THE PROPERTY O

During the month The Federal Housing Administration reccommended Dungan Homes Incorporated to Colonel Rederic D. O'Connor, 6th Combat Support Group Commander, to build lew cost homes for 13 lower grade airmen that meet Air Force specifications.

In an effort to promote the low cost housing, Col. O'Connor sent a letter to the Chaves County Savings and Loan Association lit to obtain financing for such a project. The lean association refused to make such a lean under the terms outlined in the 15 letter. (U)

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Weapon System Logistic Rpt., 6SAW, Aug 62, 0CLO, 0CAMA, Exhibit 26.

^{11.} Did.

^{12.} History, 6FSS, 6CSG, Ang 62, on file, IXO, 6SAW.

^{13.} History, Command Section, 6CSG, Aug 62, on file, IEO, 6SAW.

lk. Ltr., BC to Chaves County Savings and Losn Assn., 23 Aug 62, Subj: Housing for Lew Grade Airmon, Exhibit 27.

^{15.} History, Command Section, 6CSG, Aug 62, on file, 120, 6SAW.

After the refusal of the losm, Col. O'Commor sent a letter, through channels, to Headquarters USAF for approval 16 of the housing project. (U)

AND THE PROPERTY OF THE PROPER

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A visit was made by Miss Ann Kirkland, 15th Air Force
Command Librarian, to the Walker library. The purpose of the
visit was to check on the remodeling and decoration of the
17
library at Walker. (U)

Curtailment of Ph58 expenditures for fiscal year 1963 has out the number of alterations of existing facilities and the construction of new once. The only alterations or construction authorised will be only that which is an operational necessity. This was done in accordance with a letter received from the 18 SAC Vice-Commander in Chief, General Joseph J. Massaro. (U) SUMMARY

Fersonnel of the 6th CMS began to prepare for a new recovery concept called "High Blower." Base Sapply encountered difficulity in getting tenant units' property accounts transferred. A representative from Castle AFB Supply visited the Walker AFB Supply. The Foil Fack Kitchen is in final stages of completion. A low cost housing project for low grade airmen has been initiated by Col. O'Comnor. (U)

Ltr., BC to Hq USAF, 25 Aug 62, Subj: Section 810 Housing, Exhibit 28.

^{17.} History, BDCS, 6CSG, Aug 62, on file, IXO, 6SAW,

Ltr., C to all squadrons and staff agencies, WAFB, 17 Aug 62, Subje Curtailment of Expenditures of Pu55 Funds, on file, 110, 68AW.

CHAPTER V

THE ICEM PROGRAM

IMPRODUCTION

The authorised manning strength increased slightly during the month. (U)

The 579th obtained the first Emergency Combat Capability on two of the missile complexes. (S)

Water and Waste Processing Specialists are needed for the missile sites. (U)

ORGANIZATION

The Atlas "F" SM65 missile site preparation is presently in Phase III of construction. There are 12 complexes and launchers with sile-lift configuration, hardened to 150 to 200 pounds per square inch. Launch site #1 is located northeast of Roswell on Highway 70, 25.3 statute miles (road distance) from Walker; #2, NE of Roswell, Huy. 70, 33.9 miles; #3, NE of Roswell, Huy. 70, h2.2 miles; #1, east of Roswell, Huy. 380, 25.1 miles; #5, east of Roswell, Huy. 380, 32.9 miles; #6, SE of Roswell, Lovington Huy., 27.5 miles; #8, south of Roswell, Huy. 285, 31.7 miles; #9, west of Roswell, Huy. 380, 36.2 miles; #10, west of Roswell, Huy. 380, 27.7 miles; #11, morth of Roswell, Huy. 285, 21.h miles; #12, north of Roswell, Huy. 285, 30.1 miles. (U)

^{1.} History, 579SMS, 6SAW, Aug 62, on file, IXO, 6SAW.

Two additional missiles arrived at Walker during the month. This makes a total of 12 presently on hand. At the end of the month there were his crews assigned to the 579th Strategic Missile Squadron. (S)

PERSONNEL

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The authorised manning strength of the 579th changed slightly during the month of August 1962, to 143 officers and 424 airmen. The present assigned strength of officers is 141 and airmen 445. (U)

OPERATIONS AND TRAINING

At the end of the month of August, there were six officers and five airmen from the 579th attending technical schools. (U)

Missile crews one through 23 have completed ORT Phase I training at Vandemberg Air Force Base, California. Crews 24 through 40 are presently at Vandemberg in Phase I training.

Crews 41 through 46 are attending local training prior to depasting for ORT training at Vandemberg Air Force Base. (U)

The 579th Strategic Missile Squadron obtained the first
Emergency Combat Capability for two complexes (579-3 and 579-12),
on 22 August. Emergency Combat Capability has been assumed for
each complex immediately after SATAF reports the complexes in

^{2.} Rpt., 10-SAC-T12, 6SAW, Aug 62, Ballistic Missile Unit Status, Exhibit 29. (S)

^{3.} History, 579SMS, 6SAW, Aug 62, on file, IXO, 6SAW.

^{4.} Ibid.

^{5.} Ibid.

imergency Launch Capability. Two crews are assigned to ECC standby duty for each complex in ECC configuration. As soon as the complexes are placed in EWO confuguration, the ECC requirement is deleted. (S)

MAINTENANCE AND FACILITIES

A three percent lag still exists in the installation and checkout of the sites, but the accelerated GD/A schedule is being 6 adhered to. (U)

The problem of obtaining special tools and kits has been resolved by the receipt of shipments within the last 30 days of August. All existing cracks in the sile oribs have been repaired and no further damage has been observed. Additional modifications will be installed at the direction of the BSD at the remaining six sites that have not been previously modified. (U)

The 6th Civil Engineering Squadron's manning in Water and Waste Processing Specialists is still projected short. Twenty additional UMD slots were requested for these specialists and likewere approved. As the acceptance of the siles progresses, the need for the specialists will become more critical. Therefore, if SAC cannot provide immediate assistance for inputs, 15th Air Force will be requested to provide TDY assistance un-

^{5.} History, 579SMS, 6SAW, Aug 62, on file, IXO, 6SAW.

^{6.} Rpt., 579th Program Programs, 6SAW, T Sep 62, Exhibit 30.

^{7.} Ibid.

^{8.} Did.

Appended is the Site Activation Status Report for the 9 month ending on 31 August 1962. (U)

The authorised manning strength of the 579th increased slightly. Two more Atlas "F" missiles arrived at Walker during the month. The 579th obtained the first ECC on two complexes. A three percent lag still exists in installation and checkout. The 6th CSS manning in Water and Waste Processing Specialists is still projected short. (S)

^{9.} Site Activation Status Report, 6SAW, 31 Aug 62, Exhibit 31.

HEADQUARTERS 6TH STRATEGIC AEROSPACE WING UNITED STATES AIR FORCE WALKER AIR FORCE BASE, NEW MEX

AUGUST 1962 -- ROSTER OF KEY PERSONNEL

Col Col Col Col Major	Ernest C Eddy Eugene N Waldher Roderic D O'Connor Edward N Jacquet Howard R Lawrence Thomas A Blake	C, 6SAWg V/C, 6SAWg C, Combat Sup Gp C, 579SMS C, 812 Med Gp Dir of Admin Svs
Col Lt Col Lt Col Lt Col Lt Col Lt Col Major	Dwight D Patch John W Swanson Samuel J Patti Keith P Siegfreid Richard M Perkins Leonard A Klanecky Burmon C Hoyle	Dep/C for Maintenance Dep/C for Operations Dir of Personnel Dir of Supply Base Comptroller Information Officer Dir of Safety
Lt Col Major Major	Dale C Maluy Lee McClendon Arthur S Pitts II Wayne E Clark Dale E Savidge Donald R Calof Enos L Cleland Jr Jesse L Mayo Joseph R Hanlen Richard D Courtney Arthur L Bruggeman	24th Bomb Sq 39th Bomb Sq 40th Bomb Sq 4129CCTS 6A&E Maintenance Sq 6Organizational Mainte Sq 6Field Maintenance Sq 37 Maintenance Munitions Sq 6Air Refueling Sq 6Sup Sq Hq Sq 6 Bomb Wg

HEADQUARTERS 6TH COMBAT SUPPORT GROUP

KEY PERSONNEL August 1962

Col Roderic D. O'Connor	вс
Lt Col Emmett H Clements	BVC
Lt Col Kenneth E Husemoller	BDCL
Lt Col Milton E Johnston	BDCM
Lt Col Perry D Loomer	ВЈА
Lt Col Charles J Maloney	BDAS
Lt Col Leonard A Klanecky	IXO
Maj Donald J Mercer	BPR
Lt Col Roscoe Murray, Jr	BDCE
Lt Col Robert M Perkins	BDCR
Lt Col Charles J Platt, Jr	BDCS
Ch, Lt ^C ol, Oscar W Voelzke	всн
Maj Burmon C Hoyle	SAFE
Maj John R Maroney	TSC
Maj Marvin D Moss	CDSC
Capt Thomas W Wright	Comdr FSS
Capt William J Powers	6HSC
lst Lt Charles E Williams	CESC

BIBLIOGRAPHY

The August 1962 edition of the History of the 6th Strategic Aerospace Wing and the 6th Combat Support Group was prepared from information gathered from: Visits to staff sections and squadrons of the wing and group; individual histories submitted by the staff sections and squadrons of the wing and group in accordance with SAC Regulation 210-1; various letters, reports, memos, messages, etcs; personal interviews; past histories; and from meetings held by and for personnel representing organizations of the 6th Strategic Aerospace Wing and the 6th Combat Support Group.

LIST OF EXHIBITS

- 1. Minutes, Staff Meeting, 6SAW, 14 Aug 62.
- 2. Ltr., BC to Hq USAF, 24 Aug 62, Subj: Air Police Officer Retention.
- 3. History, DP, Strength Rpt., 6SAW, 31 Aug 62.
- 4. Ltr., DP to IXO, 6SAW, Subj: Retention Rate, Aug 62.
- 5. MSG, 6SAW to 15AF, ZIPPO 08-324, 31 Aug 62, Subj: Aircraft Availability.
- 6. MSG, 6SAW to 15AF, Z1PPO 08-325, 31 Aug 62, Subj: Aircraft Availability.
- 7. History, Operational Data, DCO, 6SAW, Aug 62.
- 8. 6SAW Crew Flimsy 23-63, "Chrome Dome," 1 Aug 62.
- MSG, 15AF to SAC, DOPM 2295, 7 Aug 62, Subj: Unit Alert Adjustment Recommendations.
- 10. 6SAW Crew Flimsy 11-63, "Sky Shield III," 20 Aug 62.
- 11. Amend 3 to 6SAW OPSORD 206-61, 9 Aug 62.
- 12. Amend 2 to 6SAW OPSORD 300-62, I Aug 62.
- 13. Amend 4 to 6SAW Crew Flimsy 400-63, 7 Aug 62.
- 14. Commander's Remarks, 6SAW, T-12 Rpt., 1 Jul to 31 Aug 62.
- 15. MSG, 15AF to QUEBEC TWO, DOTO 2492, 22 Aug 62, Subj: Flight Deck RBS Express Results.
- 16. 6SAW Monthly Operations Plan, 6SAW, Aug 62.
- 17. MSG, 93EW to 6SAW, C 0368, 2 Aug 62, Subj: Sea Fish.
- 18. Student Crew Roster, 4017th CCTS, 93HW, (crews flt tng at Walker) Aug 62.
- 19. Student Crew Roster, 4129th OCTS, 6SAW, Aug 62.
- 20. MSG, 15AF to QUEBEC TWO, DS 41836, 26 Jul 62, Subj: Near-Fatal Accidents Resulting from Use of Cheap Imported Weapons.
- 21. Ltr., SAFE to all squadrons and staff agencies, WAFB, 27 Aug 62, Subj: Holiday Safety Program.
- 22. Ltr., SAFE to all squadrons and staff agencies, WAFB, 22 Aug 62, Subj: Restraining Lines.

- 23. Monthly Maintenance Summary, May-Jul 62.
- 24. Monthly Maintenance Order, 68AW, Aug 62.
- 25. History, DSUr, 6SAW, Aug 62.
- 26. Weapon System Logistic Rpt., 6SAW, Aug 62, OCLO, OCAMA.
- 27. Ltr., BC to Chaves Savings and Loan Assn., 23 Aug 62, Subj: Housing for Low Grade Airmen.
- 28. Ltr., BC to Hq USAF, 25 Aug 62, Subj: Section 810 Housing.
- 29. Rpt., 10-SAC-T12, 6SAW, Aug 62, Fallastic Hissile Unit Status.
- 30. Rpt., 579th Program Progress, 6SAW, 7 Sep 62.
- 31. Site Activation Status Rpt., WAFB, 31 Aug 62.

ARADQUARTERS CITTOTAL INSTEMENDOPACE WING UT LITTO STATES AIR MOPCE WAS TEN ALR MINESPE BASE, FEM MEXICO

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~ 6SAWHS
DAS
SAFE
DCRMA

- a. Military Discipline. No AWOLs; 19 misdemeanors pending, including drunkeress and larceny. It Colonel Husemoller suggested lacking passessions up to discourage thievery. Three on-base, four off-base accidents. Three sutomobile accidents were caused by following too blose. Several charges of careless driving.
- b. SHE. The inspectors commented favorably on security at Walker. The total score was 97.66 while the Fifteenth Air Force overall average is 93. Our record was marred by one person's forgetting to shout Seven High.
- c. Valume of Reproduction. Economy is urged in this area. It is suggested that agencies compare their own volume of paperwork with that of their counterparts at other bases.
- definite tion of Contract Technical Services. Letter from General Old states that this is not a reliable source of manpower and that it will be phased out as soon as possible. This service will be obtained in the future from APSC and AFLC.

the

e. Restriction or P458 Funds. CE funds have been severely eness and changes in allocation will be more difficult.

f. Award to Strategian. It Solonel Klanecky accepted an award to the Strategian for services performed in the community.

die breeder the Stansfield

g. NCO Academy Graduate Association. This group would like to hold a monthly meeting from 1100-1300 if possible.

BC.

a. Aero Club Dues. As a result of a drive to collect dues, only eight members are not paid up at the present time. Angular line,

b. Shortage of Funds for Long Distance Phone Calls. No increase in present funding is foreseen. Communications officer will present a briefing at the next staff meeting covering funds available for long distance calls and overall communications allotment of funds.

DCRMA.

MCS. The monthly MCS briefing will be conducted Thursday, 16 August at 1400 hours. In the future only officers will attend. Notification will be made of this change.

SU.

- a. <u>Dog Bites and Rabies</u>. More cases of persons bitten by dogs have been reported on Walker than is usual. Two persons are being given treatment since it was not known that the dogs had been vaccinated. Dog owners are urged to have their dogs treated. BDCL is to determine actions to be taken to control dogs.
- b. <u>Personnel on Flying Status</u>. Future treatment for flying personnel who need off-base care will be carried out at Lackland AFB, since the doctors there are more familiar with problems of flying personnel.

DP.

- a. Air Force Aid Society. In the membership campaign the 24th, 39th, and Food Service Squadrons are 100%. A great many organizations have not reported in yet. Friday of this week is the last day.
- b. <u>Visit to SAC</u>. Director of Personnel will go to SAC to discuss manpower problems. Agencies experiencing acute personnel shortages are urged to accompany him or discuss their problems with him.

2

BCH.

<u>Cantonment Chapel</u>. There will be further delay in opening the Cantonment Chapel due to difficulties in finding the right color carpet.

DCOI.

Intelligence Briefing. Lt Colonel Kilness commented on the Russians in space.

FOR THE COMMANDER:

THOMAS A BLAKE, Major, USAF Director of Administrative Services

MEADQUARTERS 4TH COMBAT SUPPORT GROUP UNITED STATES AIR FORCE WALKER AIR FORCE BASE, NEW MEXICO



ATTHOP: BC

24 Aug 1962

SUBJECT: Air Police Officer Retention

6 Strat Aerospace Wg (C)
15AF (IGS)
SAC(IGS)
HQ USAF (AFISL)
IN TURN

- 1. The continued losses of air police officers to other career fields has been of constant concern to me as base commander at Walker AFB. Lt Col Husemoller's analysis (attached) localizes the causes as
- a. Failure to select trained air police officers for responsible managerial positions and, instead, moving into these jobs, senior officers without air police experience.
- b. Obliging officers to accept the air police field, regardless of their desires or previous training.
- 2. I have not witnessed I a above, but I have experience I b above, at this base. I have seen the enlisted field of air police grow in stature and prestige. The high moral standards set for air policement and their intensive training program have fostered an esprit decorps and personal pride which show good results.
- 3. The nature of air police and combat defense work demands long hours, night and day work, and being subject to call at any hour. The compensations are not greater than those received in less demanding jobs in the Air Force.
- 4. Hence, I recommend that positive steps be taken at Air Force Headquarters level to enhance the attractiveness of assignment to air police and combat defense work.
- 5. A few measures that might be taken are:
- a. Lt Col Husemoller's suggestion to exercise more careful selection of officers.

· plate

- b. To improve manning to distribute better the workload.
- c. Competitions among air police and combat defense units and individual competitions.
- d. To carry out an intensive and continuing education and information program to build the attractiveness of the work.
- e. To offer direct commissions or noncommissioned officer ratings for proven capability in the civilian police field.
- f. To give silver and gold badges for ten and 20 years of service in the police field.

/s/RODERIC D. O'CONNOR RODERIC D. O'CONNOR Colonel, USAF Commander

C

1 Atch
Ltr, 6 Cmbt Spt Gp (BDCL)
16 Aug 1962, subj: Air Police Off
Retention

HEADQUARTEGS 6TH COMBAT SUPPORT GROUP UNITED STATES AIR FORCE WALKER AIR FORCE BASE, NEW MEXICO

ATTN OF BDCL/Lt Col Husemoller/316

16 Aug 1962

SUBJECT

Air Police Officer Retention

TO: BC

- 1. Reference our conversation concerning the limitations of the air police career field consequently resulting in many air police officers requesting reassignment into other career fields.
- 2. I have found most young air police officers are not satisfied with the career field primarily because of the limitations of the field. For example, the highest position which an officer can expect is base-level BDCL. The job normally calls for a major and in a few instances Lt Colonel; therefore, the officers consider their growth potential extremely limited. By cross-training into another field, career progression not only can be higher in rank but also much faster in advancement.
- 3. Another factor which is extremely disillusioning to an air police officer is to remain in the field for a number of years, accumulating experience, only to be subjugated by a higher ranking officer, with no air police experience, who has been assigned to the career field only for sake of filling a UMD slot. This practice not only discourages the lower ranking experienced officers but also tends to depict the air police career field as non-professional.
- 4. The assignment of air police officers is not predicated on past experience or the ability of the individual, but rather on the "Always in need" for officers. The attrition rate is extremely high, not because officers are leaving the service but rather that air police officers are continually cross-training into other fields thereby always leaving a demand for air police officers. Further, there is no provision for an orderly input of air police officers.
- within 15th AF this year the air police career field has lost several experienced and capable officers to other career fields. Major Danten, BDCL, Glasgow AFB, and Capt Butler, CDSC, Fairchild AFB, both requested reassignment into the missile field. Capt Wright, CDSC, Walker AFB, requested reassignment into the food service field and Lt Stephenson, CDSO, Walker AFB, has pending a request for cross-training. Each of these officers have been in the air police career field for at least five ye ars.

6. I believe air police professionalism is the solution to this problem of retention. To build this type decorum, officers must be selected to work in the air police field according to their ability, desire and aptitude. Once selected they would be afforded the opportunity to progress with their contemporaries in other careers and thereby be experts in their field. Officers of other fields should not be placed as supervisors over the air police professionals until they have attained sufficient air police experience. Once this professionalism has developed then the officers will realize their growth potential and expect a reasonable career progression with the opportunity to progress subject only to the ability of the officer himself.

/s/KENNETH E. HUSEMOLLER KENNETH E. HUSEMOLLER Lt Colonel, USAF Base Dep Cmdr Sec/Law Enforcement

History, DP
STRENGTH REPORT AS OF 31 AUGUST 1962

	OFFICERS AIRMEN						
OUTER PROP	Auth	Asgd	Auth	Asgd			
Cmbt Supp Gp	. 54	52	1442	1244			
812 Medical Gp	53	60	167	152			
6 Strat Aerospace Wg	<u>640</u>	<u>641</u>	<u>3528</u>	<u>3456</u>			
TOTALS	747	753	5137	4802			

HEADQUARTERS 6TH STRATEGIC AEROSPACE WING UNITED STATES AIR FORCE WALKER AIR FORCE BASE, NEW MEXICO



ATTH OF: DPR/SMSgt Fink/2091

SUBJECT: Retention Rate for August 1962 and Cumulative for FY63

10 Sep 62

TO: /X0

Professional commencer comme

	EFF:	1-31 A	lug 62		Ct	MULATIVE	FOR FYE	53
	FIRST	TERM	CARE	ER	FIRE	T TERM	CARI	ER
ORGANIZATION	D/R	RATE	D/R	RATE	D/R	RATE	D/R	RATE
6 ARS	*	-	1/1	100%	•	-	2/2	100%
24 BS	-	-	•	-	-	-	-	_
39 BS	•	-	-	• **	-	-	-	_
40 BS	-	`-	1/1	100%	-	**	4/4	100%
4129 CC T S	1/0	0%	3/3	100%	1/0	0%	3/3	100%
37 194 8	2/0	0%	1/1	100%	3/0	0%	1/1	100%
579 SM S	•	-	4/4	100%	-	-	7/7	100%
6 abas	7/1	14.2%	4/2	50%	7/1	14.2%	10/7	70%
6 PMS	2/0	0%	6/6	100%	5/2	40%	10/10	100%
6 OMS	1/0	0%	2/2	100%	2/1	50%	5/4	80%
6 88	1/1	100%	9/9	100%	1/1	100%	13/13	100%
6 BAW	1/0	0%	5/3	60%	3/2	66.6%	11/7	63.6%
6 SAW TOTAL	15/2	13.3%	36/32	88.8%	22/7	31.8%	66/58	87.8%
6 CDS	4/1	25%	4/4	100%	6/2	33.3%	7/7	100%
6 TS	-	•	2/0	0%	-	•	4/1	25%
6 F88	-	•	2/2	100%	1/1	100%	3/3	100%
6 CES	1/0	0%	2/2	100%	- 2/1	50%	5/4	80%
6 HB	1/0 2/1	50%	•	•	4/2	50%	1/1	100%
6 CBG TOTAL	7/2	28.5%	10/8	80%	13/6	46.1%	20/16	80%
812 MBD @P	3/1	33.3%	1/1	100%	4/2	50%	3/2	66.6%
WALKER AFB TOTAL	25/5	20%	47/41	87.2%	39/15	38.4%	89/76	85.3%

W. C. BATCLIFFE Major, USAF Ch, Ret Div

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31/00182

SECHET

FROM: 65AM WALKER

TO: SAC 15AF

SECRET/08-324 /SAC V-1 AS OF 31/00012.

A. 15AF/KRSW/6SAW

3. 43 B-52E

C. 12 B-52E

D. 45

E. 45

F. 6/1

G. 6/1

H. 14/4/0

1. 0

J. 0/80/10/0

K. SORTIE 02,03,01,06,07,08,81

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M. SORTIE 81/2/0/0

1 ACFT SKYSPLED

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1 ACFT GENERATED A PLUS 28

LICTH BOMB SUUADRON 27 CREWS ASSIGNED 27 CREWS AVAILABLE REPORT ON NOR CREWS

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SECRET

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31/0020

SECRET

FROM: 6SAW JALKER

TO: SAC 15AF

SECRET/ <u>C8-325</u> /SAC V-1 & OF 31/0001Z

15AF/KRSW/6ALEFS 21 KC-135A 20 KC-135A

29 2δ

N/A

1 ACFT TDY TEXAS STAR

1 NOR CREW ASSIGNED 1 NOR CALM AVAILABLE

SECRET

DCO, 6TH STRATEGIC AEROSPACE WING, WALKER AFP, NEW MEYICO SUBJECT: HISTOFICAL PEPORT (Classified Portion) August 1962

V. DCOT (Training)

- G. Reports and Analysis (DCOT/RA)
- 1. During the month of August 1962, the 6th Strategic Aerospace Wing flew a total of 182 sorties, in 1360;00 hours, of which 55:00 were utilized as low level flights. For the month of August 1962 the 40th Bomb Squadron flew 510:00 hours, in 57 sorties, of which 62:00 hours were utilized as low level flights. The 40th Bomb Squadron continued to fly "Chrome Dome" sorties and for the month of August 1962 flew 642:55 hours, in 31 sorties. The 6th Air Refueling Squadron flew 1424:00 hours, in 199 sorties. As of 2400 hours, MST, 31 August 1962, the 6th Strategic Aerospace Wing had a total of 45 combat-ready crews, and no non-combat ready crews. The 6th Air Refueling Squadron had a total of 29 combat ready crews. (S)
- 2. One officer and three airmen were assigned to the Statistical Report Branch as of 31 August 1962. (U)

DOWNCRADED AT 3 YEAR INTERVALS DECLASSIFIED AFTER 12 YEARS DOD DIR 5200.10

ENTRY AND DESTRUC	TION CER	TIFICATE	FAGE NR NR OF PAGES
SECTION	I - ENTRY	AND DESTRUCTION DATA	
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Insert Entry & Destruction Ger	dificate		
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Annex B - Air Operations		3, 3a	3, 3a
Annex 3 - Appendix 3		1, 2, 3, 4, 5, 6, 7, 6, 9, 10, 11, 12	1, 2, 3, 4, 5, 6, 7, 9, 10, 11, 12
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Annex E - Appendix 9	!	3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13	3, 4, 5, 5, 7, 8, 5, 10, 11, 12, 13, 14, 1 16, 17
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Annex B - Air Operations		3, 3a	3, 3a	
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HEADQUARTERS 6TH STRATEGIC AEROSPACE WING Walker Air Force Base, New Mexico 1 August 1962

6SAW CREW FLIMSY 23-63

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CHARTS AND MAP REFERENCES: As required. (U)

TASK ORGANIZATIONS. (U)

Organization	Location	Commander
6 Cmbt Spt Gp 40 Bomb Sq 37 Munitions Maint Sq 6 Field Maint Sq 6 A&E Maint Sq 6 Organizational Maint Sq 812 Med Gp 6 Food Service Sq Det 1, 9 Wea Sq	Walker AFB, NMex Walker AFE, NMex Walker AFB, NMex	Colonel R. D. O'Connor Lt Colonel A. S. Pitts II Lt Colonel J. L. Mayo Lt Colonel E. L. Cleland, Jr. Lt Colonel D. E. Savidge Lt Colonel D. R. Calof Lt Colonel H. R. Lawrence Major S. C. Pyfrom Captain J. I. Sanders

- 1. GENERAL SITUATION. A requirement exists to provide and maintain a daily airborne alert plan with an on-the-shelf capability of being implemented at various levels of operation within a 72-hour time period by SAC. The airborne alert force will be capable of destroying selected targets at any time they are so directed. The 6th Strategic Aerospace Wing will be prepared to conduct airborne alert operations at the prescribed level in accordance with fragmentary orders issued by SAC. (S)
 - a. Friendly Forces: (U)
 - (1) AFIC will (U)
- (a) Provide necessary supply action to support this operation, to include Log Air. (U)
 - (2) DASA will (U)
 - (a) Provide necessary support and guidance as required. (U)
 - (3) MATS will (U)
 - (a) Provide necessary support for rescue (ARS). (U)

AMEND 4 6SAW CREW FLIMSY 23-63 1 August 1962

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- (4) AFUS Will (U)
 - (a) Provide necessary communications services. (U)
- (5) NORAD will (U)
- (a) Provide flight following of aircraft participating in this operation. (U)
 - b. Intelligence. See Annex C. (U)
- 2. MISSION: (U)
- a. Maintain airborne alert capable of destroying selected targets with maximum effectiveness. (S)
- 3. TASKS FOR SUBORDINATE UNITS: (U)
 - a. 40th Bomb Squadron will (U)
- (1) Provide daily a combat ready crew to participate in the airborne alert sortie outlined by this flimsy. (U)
- (a) All combat ready air crews and staff personnel of the 40th Bemb Squadron will attend one of the general briefings scheduled ab: the Alert, Force on Tuesdays and Fridays at 1230 hours. (U)
- b. 6th Combat Support Group, 6th Field Maintenance, 6th A&E Maintenance and 6th Organizational Maintenance Squadrons will (U)
- (1) Provide facilities, aircraft, and equipment to support this operation. (U) ${\tt U}$
 - c. 6th Food Service Squadron will (U)
- (1) Provide all inflight meals and equipment to be used by aircrews. (U)

X. GENERAL INSTRUCTIONS:

- (1) All operations will be conducted in accordance with peacetime practice. (U)
- (2) SACMs 50-5, 55-2, 55-3, 55-7, 55-12, and 15AFM 55-3 apply for this operation. (U)

AMEND 4 6SAW CREW FLIMSY 23-63 1 August 1962

DCOT 62-468

- (4) Provisions of paragraph Sc, AFR 55-14 will apply. (U)
- e. Implementation of increased airborne alert posture. (U)
- (1) Implementation time established in part 3 of the fast reaction message which executes increased airborne alert posture is the basic timing reference for phasing into the increased posture from the indoctrination level. (S)
- (2) This implementation time will be referred to as "I" hour. (3)
- (3) Phase in schedule from the transition from the indoctrination level to increased airborne alert posture is predicted upon the "I" hour and launch time for the 6th SAW will be 1911Z (1211M). (5)
- (4) First sorties are vulnerable for launch within "I" hour plus 15 minutes. Vulnerability requirement is clarified as follows. (S)
- (a) "I" hour 1856Z—Scheduled T.O. time 1911Z. This sortie would launch as soon as possible after 1911Z. (S)
- (b) "I" hour 1901Z—Scheduled T.O. time 1911Z. This sortie would not launch until "I" hour plus 24:10. (S)
- (5) Recall of indectrination level sortie. Fifteenth Air Force is responsible for recall of the indectrination sortie upon receipt of the fast reaction message. Recall message will be directed to specific sorties and will not be a normal Foxtrot broadcast. Recalled aircraft will in all cases, safety permitting, recover at Walker AFB or Westover AFB. (5)
- (a) Indoctrination sortie airborne at time of implementation will be recalled if it has not passed NC 10. Aircraft past NC 10 will continue as briefed. (S)

ERNEST C. EDDY Colonel, USAF Commander

ANNEX

A - EWO Procedures

B - Air Operations

C - Communications

D - Intelligence

E - Administrative and Logistical Matters

F - Air Weapons

AMEND 4 6SAW CREW FLIMSY 23-63 SECRET

1 August 1962

5

OFFICIAL:

JOHN W. SWANSON Lt Colonel, USAF Deputy Commander for Operations

DISTRIBUTION:

15AF (DOOC), 47 Strat Aerospace Div, 6 Strat Aerospace Wg: C, DCO, DCOT, DCOTP 3, DCOCE, DCOP, DCOCP, DCOTAW, DCOI, DCOIT, DCM, DCOTBO, IXO 4, DCR, 40BS 30, 24BS 2, 39BS 2, 6AES 2, 60MS 2, 6FMS 2, 37MMS, 6FSS, Det 1 9 Wea, DCOAM 2, 2010CS, 686AC&W. 6 Cmbt Spt Gp (BC). Total 69

AMEND 4 6SAW CREW FLIMSY 23-63 1 August 1962

- b. If the targets of assigned set cannot be reached applying above criteria, the sortie will continue to strike maximum number of assigned target sets using the last resort target criteria. The excess weapon will be dropped at 5 NM interval past the last assigned target on which a capability exists. (S)
- c. If no target of assigned set can be reached, the sortie will proceed to the next assigned set to insure continuous effectiveness. Conversely, if the responsibility for a new target set begins when the capability does not exist to bomb any of the assigned targets, responsibility on the old assignment may be extended for continuous effectiveness. (S)
- d. At indoctrination level the desired 24 hour coverage cannot, be maintained so the following special procedures will be followed under that level: (U)
- (1) If targets of assigned sets cannot be reached by applying criteria outlined in 5a(1) and (2) above, the sorties will proceed to the next assigned set under which all targets can be covered using that criteria. (S)
- e. The final responsibility time period will be computed as outlined in paragraph 6 below, concerning the ineffective point. This time, as well as the point, while figured as one point and time for planning purposes, will be adjusted daily in order that maximum effectiveness on final target pair is maintained. If the sortie has the capability to extend the responsibility period of a set assigned just prior to last resort targets, all targets of the previous set should be attacked. (S)
- 6. INEFFECTIVE POINT. The ineffective point is that final point along the prescribed airborne alert route from which designated target(s) listed as last target set in unit assignment can be bombed with minimum assigned tactics prior to target with dry tanks 50 NM past the target, computed at low level fuel consumption rates. This point is used in planning purposes in order to determine effective time of the sortie. It is recognized that the final ineffective time may vary from the times listed. (S)
- 7. TARGET TACTICS. Delivery tactics for each sortie set will be as assigned by Headquarters, Fifteenth Air Force. Optimum tactics for weapons assigned will be programmed. Targets defended by SAM defenses will be penetrated at low altitude with Short Look release tactics. (S)

AMEND 4 ANNEX A 6SAW CREW FLIMSY 23-63 1 August 1962 SECRET

- 2. POST STRIKE POLICY. Last resort target sets:
- a. In order to obtain maximum coverage on certain targets, some sorties are assigned responsibility times based on last resort target criteria for time periods other than final responsibility time period. (S)
- b. Internal weapon carrier sorties are ranged to dry tanks 50 NM past the last assigned target based on low level fuel consumption rates. Ranging includes sufficient tactics to provide an acceptable probability of arriving at BRL for the last weapon assigned. (S)
- 9. UNIT ASSIGNMENT AND RESPONSIBILITY TIMES. The 6th Strategic Aerospace Wing assignment of targets and target set responsibility times for each sortie are as follows (1/16 and 1/8 concept):

SORTIE 81

DURITE ST			Indoctrination
Tgt Set 1	Tgt Island 1	Tgt Island 2	*Respb Time
1 2 3 4 5	2815 FD 2027 KA 6123 RA 6445 AA 6123 RA	2815 KA 3028 KB 6109 RA 6734 AA 6116 RA	1920-2259Z 2300-0529Z 0530-0929Z 0930+1229Z 1230-1615Z
SORTIE 82			
1 2 3 4 5	2815 RA 3457 KA 5083 RA 6051 RA 6105 FA	2794 RA 3476 AA 5056 RA 6051 KA 6105 RA	1920-2259Z 2300-0359Z 0400-0929Z 0930-1329Z 1330-1545Z (S)

NOTE: Effective times during participation in airborne alert 1/16 and 1/8 concept will be determined by subtracting 14 minutes from indoctrination responsibility times. (S)

- 10. EXECUTION. Upon receipt of a Noah's Ark message, Chrome Dome serties will not deviate from peacetime route until message has been authenticated and verified Go Code received. Bombers that are within one hour of scheduled air refueling control time will continue through the air refueling prior to deviating to the Common Point. (S)
- 11. UTILIZATION OF ABORTED BOMBER SORTIES: (U)
- a. Bembers which have aborted into home base at time of execution will be utilized by the unit commander to meet unit requirements. (U)

AMEND 4 ANNEX A 6SAW CREW FLIMSY 23-63 1 August 1962

SECRET

- (e) The following fuel decisions will be adhered to when Alaskan Weather is above marginal. (U)
- L. Fuel decision at NC 17 is 108,400 pounds for primary route. This fuel in tanks will permit normal planned ARCT, planned airspeeds and power settings for ten minutes on refueling track (no onload) and diversion to Elmendorf AFB via "Big Delta VOR" at optimum altitude to arrive Elmendorf with 20,000 pounds reserve. (S)
- 2. Fuel decision at NC 17 is 98,000 pounds in tanks to fly "Low Road" route. NOTE: HF must be inoperative to fly "Low Road" with Alaska weather above marginal. Fuel specified provides 20,000 pound reserve at Elmendorf after flying "Low Road" route with advance ARCT, planned airspeeds and power settings for ten minutes on refueling track, no onload, and diversion to Elmendorf via Big Delta VOR. (S)
- 3. With weather forecast above marginal in Alaska, at any time prior to NC 17 that fuel curve plot indicates less than the requirements of par. 4a(1)(e)1 or 2 above (as applicable) an immediate abort is dictated. Abort will be to nearest B-52 base, suitable SAC base, or to nearest suitable alternate in that order. Abort route will be by reverse track unless emergency considerations dictate overflight of Canada to suitable Canadian emergency landing base. (S)
- b. At any time a full drop tank fails to feed, using the normal or alternate fuel sequences, an immediate abort is dictated. Aircrews will closely monitor aircraft CG and lateral balance. (S)
- c. Use of alternate fuel sequence is authorized and directed under the following conditions. After completion of an air refueling at "Black Goat" normal fuel sequence will be utilized until aircraft gross weight is 400,000 pounds. Normal fuel sequence will be utilized prior to "Black Goat" and after refueling in "Cold Coffee." (S)
- d. Fuel transfer in "Black Geat" will be into all tanks, excluding the drop tanks. (U)
- e. Fuel transfer in "Cold Coffee" will be into all tanks as required for normal sequence. (U)
- f. After use of "Low Road" route and an advanced ARTC, permission for orbit after "Cold Coffee" refueling must be obtained from ARTC in order to intercept original timing and altitude of the reservation. (U)

AMEND 4 ANNEX B 6SAW CREW FLIMSY 23-63 1 August 1962

DCOT 62-468

MISSI FLIG	HT PLAN		3 CHR	KNAME DOLE DOL	ME	UNIT	SAW		ACFT ZE	WAVE	5/S	CEL	L CALL	REMARKS		(NDOCTAL)	Drio N
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35-39N A		CR	-			-13			.73	440		165	:27	165	1952	195.8	392.
LEVEL OFF											4.	32	:04	32		2.5	2.
35-40N	04-40 W	CL	135		6	~		33M	280	450		197	: 31		1956	193.3	390
												97	: 13	97	-	4.3	4
34-30N 10	03-20W	GR				-/2		~	.77	444		294	:44	294	1009	189.0	385
OKBIT							-								,		
34-30N po	12.26 W	10				12		224	77	111111		119	: 16	119	C.T.	5.1	5.00
34-30N R	13-40 W			4.00		-12		33M	.77	444		413	01:00	4/3	2025	1	380.
21 21 41	26.40	مره	100	<u>+07</u>	064	. /1	165		اسرا	است	451	284	38	280		11.9	11:
36-26N	78-02W		064	to	207	-11	053		-		72/	697	01:38	693	403	172.0	368.
21 21-1			لمررا	+07	ار.				اسرا	أخسر	اسر، ا	46	06	45		1.9	1
36-45N	77-10W		065	<u>-1</u>	-	-10	055		-			743	01:44		2009	170.1	366
27 4-4	a.,	مسرو	10-10	+14	290	-8	اربر ر		ار		1150	158	:21	153		6.3	
37-90N 9	14-00W		073	<u>-/</u>	072	0	064	<u></u>	~		458	901	02:05	891	2150	163.8	360
		أمرر	100	+12		ا ر ا	-		اخرا	ا سر .	السررا	200	:26	195		7.9	7
38-07N 8	9-51W		018	10	078	-6	072		1		456	1101	02:31	1086	2156		352
12.			ا ہے۔ ا	+11	-0-		ـا ربــا		ا ا			200	:26	195		7.8	7
38-35 N	85-38W		081	-1	080	-4	076	سرر		-	455	/301	02:57	1281	2222	1481	344
		اطر		+13			L					80	://	78		3.1	3
38-12N 8	14-00W		106	±0	106	-/	105		-		457	1381	03:08	1359	2233	145.0	341
a transfer of the second		٠	200	+13								64	:08	62		2.4	2.
38-36N 8	29-11746 L		066	-0/	065	+3	068				-	1445	03:16	1421	2241	142.6	339.

OM The Mark Shares		7	T		7171	1	PLAN -	-	HING.	120			POCT	7		
	PLT		WIND D/V	l .	1	l	TEMP	IAS	L	1000	GND DIS	TIME	AIR DIS	J	FUEL PLK	
77-36N 82-47W	COMP	T.C.	DRIFT	T.M.	VM	M.H.	ALT	MACH		G. S.	ACC SND DIS	ACC TIME	ACC AIR DIS	TETA	REMAINING.	ences
ORBIT AS	_	1			 			l						 		
NECESSARY	į	I			1		,	1.		1				1	142.6	339
VC 9		1	+13		†						146	: 19	142		55	3
39-33N 79-52W	CR	066	-7	065	+3	068	33M	.77	444	457	1591	03:35	1563	2300	137.1	333
IC 10			121	3.5		-					112	: 15	107		4.1	4
40-00N 77-30W	سد ا	075	-1	074	+6	080			1	465	1703	03:50	1670	2315		329
			+/7						•	,	150	19	145		5.5	3
41-54N 75-20W	-	040	-5	035	+9	044	-		است	461	1853	04:09	1815	•		324
C II	1		+17								150	:20	145		5.4	
43-45N 73-03 W	, -	041	-4	037	+13	050		1	"سب	است	2003	04.29	1960		122.1	318
RIP SIO			+16								96	:/2	93		3.5	3
14-55N 71-32W	سر ا ا	042	-4	038	+16	054	-	-		460		04:41	2053	2006	118.6	313
EVEL OFF			108						<u> </u>		21	:03	21	1	.9	
4-45N 71-05W	05	117	±0	117	+18	135	29 M	1		452	1120	04:44	2074	0009		319
		1	+27				-161				49	:06	46		1.9	
44-19N 70-08W	CR	122	+2	124	سوا	142	1_		آسرا	471		04:50	2/20	DONE		31.
ACP		1	±00		-						80	: //	80	1	3.3	
43-41N 68-30N		119	±0.	119	1	137	1			444		05:01	2200	10076	112.5	30
IC 12		1	+20			100			 	***	77	3.01	73	1	5.0	
43-00N 67-00W	AR	122	to	122	+19	141	3IM	.68	400	420	2326	05:12	2273	1,,,,,	107.5	30
KIS END AIR	+~~	1/22			1	1	310		1.00	72.0	160	:23	153		9.8	9
41-31N 64-00W	سيد ا	سا	#20 ±0	-	~~	2		<i>\\</i>		~		05:35	1426		97.7	29
77-37N 67 60 W	- 	 	10					-			AILE	22.33	2729	1000	//3.0	11.
ON LOAD	1							}	l					1	210.7	40
	+		100		 -	-		 -			- 11	:02		 	270.7	70
41-33N 63-44N	CR	100		NI	120	182	7144	.77	444	11111	2497	05:37	1437	1	7/0 2	40
	100	062	=0	V62	720	002	31M	-//	777	777	2777		273/	10/02	210.2	70
NC 11 21 1 2 371		1	±00	-		~			اسرا	-	2504	05.38	2444	1		40
11-36N 63-37W		 	to		<u> </u>	-		<u> </u>			2307		2777	1400		79
41-40N 63-28W	CL	سرر ا	-0/	ستسيا		1	33M		اسرا	443	1512	05:39	2452	س.	208.9	40
COMBAL COMBAL	+	 	±0			-	33M			775	290	38	275	100	12.4	
	CR	061	+25	059	122			سسد		469	2802	06:17	2727	1		39.
<u>43-57N 57-38M</u>	TUE	001		727		-		,-		//	191			11197		
- T	1	Ne	+31	NI	+26	nan		اسره	اسرا	475	3093	36	272	1	120	-6
<u>45-52N 51-21W</u> EVEL OFF	+	065	-/	067	726	070				7/3		06:53		0218	184.5	381
	10	170	106	170	147	204	200		أسسدا	1100	15	:02	15	4	1.0	
15-57N 51-00W	122	070		010	711	097	35M		-	450	3/08	06:55	3014	10220		30
VC 14 COMBAL	100	111	too	111		اه ص		أمرزا	امر. ا	,,,,,,	711	:01	7005	1	1920	
16-00N 50-50W	1-2	066		066	ļ	093	-			444		06:56	3022			37
الله الرواد والمراجع المحمولية ومراجع المحمولية المحمولية المحمولية ومراجع المحمولية المحمولية المحمولية المحم وقد المحمولية المحمو	1	342	-18	227	120	ارردا			اسمدا	1101	287	:41	300	-	12.4	4
50-7 N 53-08W					+29		-		ليسبا	726	3403	07:37	3322			36

				<u>. M3</u>	31VI	Light	I PLAN	- CUN	LINUA	ION 3	HEET A	DOCTEM	ATION			
PROM CONTRACTOR	FLT		AIND O.A				TER	IAS			GND DIS	TIME	AIR DIS		FUEL FLH	PLAN
50-32N 53-08 W	COMD	T.C.	DRIFT	Т.Н.	VAR	M.H.	ALT	MACH	T. A. S.	G. S.	ACC	ACC	ACC	ETA	PRED PUEL	TROSS N
NC 15		↓		}	}						GND DIE	TIME	AIR DIS		170.8	367.
	10	340	-14	221	422	009	35M			1150	286	:40	296		4.8	
55-00N 55-55W	La	370		336	733	1001	33W	-77	444	730	3689	08:17	36/8	274.2		355
57-31N 57-49W	1	338	-09	226	+37	012		-	سرر ا	435	3853	01:40	168		6.6	440
NC 16 SIC	+-	100		290	101	-		-		7.50			3786	5000	152.3	349,
60-00N 60-00W	1	336	-3	333	140	013		سه ا	سدا	434	164	09:03	3954		145.8	392
LEVEL OFF	1	039	-04	039	1.10	1		 		137	15	:02	15	721	773,0	972
60-15N 60-04W	CL	352	±0	352	141	033	37M	1		440	#032	09:05	3964		194.9	341
	1	043	-01	042	' ''	1000	317			770	285	38	285	737	10.9	10
64-59N 60-48W	CR	356	-/	355	+46	041		اسد ا	-	443	4317	09:43	4254	160	134.0	330,
		043	-01	043							151	:21	151		5.6	5
67-30N 61-20W	1.	355	10	355	153	048		اسد ا	س	-	4468	10:04	4405	0524	128,4	325
NC 17		043	±00.	013							151	;20	151		56	5.
70-00N 62-00W	1	355	±0	355	+57	052		-	س	444	4619	10.24	4556	54M	122.8	319.
CONNECCENCE !!		047	100	047							180	25	180		6.5	6.
73-00N 62-20W	1	358	20	358	162	060	1		-	اسا	4799	10:49	4736	ar at	116.3	313.
NC 18	T	059	±00	059	_						211.	:28	211		7.5	7.
76-30N 63-00W	1	357	±o	357	169	066	V	1		مسد	5010	11:17	4947	K42	108.8	305
	T	067	±00	067							299	:40	199		10.4	10.
81-28N 60-27W	1	004	to	004	+76	080	-	1		سا	5309	11:57	5246	0722	98.4	295
and the second second second second second		067	+02	067							<i>32</i>	:05	32		1.1	7.
82-00N 60-00W	1	007	±0	007						446	5341	12:02	5278	0727	97.3	294
3/C	1 -	060	±00	060							105	:14	105		3.6	3
73-45N 60-00W	1	360	10	360			~			444	5446	12:16	5383	0741	93.7	290
NC19 LEVEL OFF		060	-01	060							15	:02	15		.7	
84-00N 60-00 W	CL	360	to	360			39 M			443	5461	12:18	5398	0743	93.0	289
	ا م	340	-01	340							300	:4/	30/		9.9	9
82-52N 103-47H	CR	280	±0	280					سس	-	5761	12:59	5699	5824	93./	279
		340	±00	340		1 1		ا سا			300	40	300		9.6	9
79-15N 126-34V	1	236	20	236			<u></u>	1		444	6061	13:39	5999	0804	73.5	270
	۔ ا	340	-02	341	1			ار			216	:30	217		6.8	6.
76-06N 134-5210	1	214	+1	215	1			-		442	6217	14:09	6216	0934	66.7	263.
HC 20		340	-05	341))		اس. ا	:		216	:29	219]	6.8	6
72-47N 140-05W	1	205	+1	206		<u> </u>		-		439	6493	14:38	6435	1003	59.9	256
ACJOA	ا . ا	341	-07	342				اسدا	نس		//3	:16	11.5		3.5	3
71-00N 142-07W	1	201	+1	202				سيا	-	437	6606	14:54	6550	1019	56.4	253
70 - 64 4/2 - 04		340	-07	341	- 4.			امرا	أمر	_	.58	:08	.59		1.8	
70-05N 143-00W	1-	198	+1	199	-36	163	سسا			-	6664	15:02	6609	1027	54.6	251.
ARIP	مسا ل	180	-04	181		145		ا سرد ا	اسميد	1111	35	:05	35		1.1	
69-30N 143-00W	1	110	+1	101		170	-			440	6699	15:07	6644	W32	53.5	250

F+ - ARIP	T	T	WIND D/Y		7		PLAN-	4					CTRI	7-	FUEL FLIE	WY D
64.50N 143-00W	COMP	T.C.	******	T.M.	VAR	M.H.	TEMP	100	T. A. S	16.2	940 018	THEE	AIR DIS	INTA	PRED FUEL	
ROUTE	7		DRIFT		ľ	. A	ALT	MACH		1	ARC PAR DIR	ACC	ACC AND DIS		REMAINUNG	-
PRBIT AS				7				1	3 3	1				· · · ·		
MEGESSARY				- 15]					1	-			1	33.5	25
3/0			-05							1	10	100	71		2.1	
\$ 3-20N 143-00W	CE	1110	m del	181	-35	146	59 M	1.77	444	439	THE R	45	6715	11/	51.4	24
40			Leto.		1				1 1 2	1	30	ot	30		13	
67-50N 145-00W	15			HO	-34	1	29M	شد: ا		1777	175.4	15.20	1945		50,9	24
WE MACP	م ا		tes.			1					50	:07	50		18	
175-00W	CR		20		1	1	-	-	مرا	-	W. C. L.	15:27	6715	1052	4926	.31
THE WORK	100	سر ا	+12	1	-4.						240	: 24	238	10 - 164 1	13.3	
MI TOWN	AR	1	LO		-31	147	30M	.68	400	412	7011	16:01	7027	1006	35.1	23
DN LOAD		1							٠,٠						124.0	12
			1							1					159.	3:
	1	1	±00	-	l _						11.	:02			.5	
AND HOUSE	CE	263	土口	263	-30	233	30M	.77	444	177	7/00	16:03	7039	1128	151.3	32
	سر ا	ر ا	#00		نز. ا	اختر ا		ائد ا	بد ا	م ا	7	:0/			.3	
1380 / 1321 W	-	1	to	1		1		-		1	7/07	16:04	7046	1/27	159.0	3.5
The state of the s	CL	مرد	-/2		-0	اممد		اسا	. سد		23	-04	24		1.6	
(2 TH /11 20 W	102	<u> </u>	±0	_	27	134	85M			452	7/30	16:08	7070	1133	157.4	35
The second	10	262	-/7	25-7	_~~	220		اسر. ا	۔ ا		219	. 80	223		8.8	
131 152-16W		F	±0	-4-2	-27	220			-	427	1347	16:38	7293	1203	148.6	34
GOOTH ISP 35W	سبد ا	256	-18 ±0	161	-17	2211		سرا	اسره ا	426	1527	3/	227		1.7	
والمراب والمتركة فيفري والمتراك والمتراك والمتراك والمتراك والمتراك والمتراك والمتراك والمتراك والمتراك والمتر	-			dile	-22	237		-		720		17:09	7520	V234		
THE ET-OOM	سر ا	161	-07	167	-20	142	1/	س ا		437	155 7722	177	7678		(.0	33
	 	1	109			77-				72/	247	17:5/		/23k	133.9	
19-35H 150-10W	اس ا	074	10	NTU	=22	152		اسرا	-	448	794	18.04	245 1923		124.9	32
UC 26 5/C			104	9//	24	000				7.7	149	11:07	246	437	2.9	3.4
40-00N MZ-00W	آسد ا	081		081	-27	054	V	اس	-		12/7	10:34	9169		1160	31
110			-01	V D ·				-			7 34	45	114		1.6	
59-314 141-16W	CL	144	41	145	-28	117	AH	-	-	443	2256	10, 10	1208		1144	31
NC 27 miles #3			-01			-				12	220	44.4	28/		0	
55-34N 136-26W	CR	-	+1					-			1536	A:20	2489		104	
1027			+02								201	27	200		- A	
52-42N 135-30W	-	148	+2	150	-27	123	V	-	-	446	8737	19:47	ZH	-		
	_		+05	·							172	177	14			
50-34N 130-24W		137	12	139	25	114		سر	-	449	7909	20:16	1137	200	72.	
NC29			+05								172	:28	170			
48-22N 127-35W		139	+2	141	-24	117	-				9081	20:33	9029	160	76	
SIC			104								76	:/2	13		2.1	š
47-1 1 46-16W	1	142	13	145	-23	122	\neg	-		448	9167	20 45	9114	410		

SAC 18 APRILE TO FC: 2720 AMEND 4 APPENDIX 3 AMER 8

		, , , , , , ,	,		MS	SION I	FICH.	PLAN -	CON	INUA'	TION S	HEET	INDOC	TRINAT	10 N		
ROM	ומיני בסי	FLT		MIND D\				TE)	IAS			GND DIS	TIME	AIR DIS		FUEL PL"	PLAN
	26-16W	COND	T.C.	DRIFT	т.н.	VAR	M.H.	ALT	MACH	T. A. S.	G. S.	ACC	ACC	ACC	ETA	PRED FUEL TEMAINING	
ROUTE						ļ					ļ	GND DIS	TIME	AIR DIS	<u> </u>	83.6	280.
47-00N 1	26-00W	CL	142	-03 +1	143	-22	121		,77	444		18	:02	18	,,,,		
40			/ /-		173	-32	1/5/	1	///	777	441	9185	20:47	9/32	1612		ļ
46-47N	125-25W	V	119	+01	120	\ \rac{1}{2}	098	41M	V	~	445	27	: 04	27	٠.,,	1.7	- 4
VC 32				+12	120		070	7/11		<u> </u>	7,3	9212	20:51	9/59	1616		278.
46-10N 1	27-43W	CR	117	+2	119	V	097	~	~	V	456	9291	:10	77	1121	2.5	2,
			* * * * * * * * * * * * * * * * * * * *	+15		 					708	151	21:01	9236	1000		276,
45-07N	120-28W	~	114	+2	116	-21	095	v	~	u	459	9412	;20 21:21	146	1//11	74.7	27/1
NC 33				+14	,,,		0,10				1.5.	150	19	. 146	/675	4,6	4,
43-59N	117-20W	V	116	+2	/18	-20	098	v	\ \rac{1}{2}	~	458	9592	21:40	9528	1705		266.
NC 34				+12			10,0				1.0	173	;23	169	7705	5,3	
42-35N	113-52W	V	118	+2	120	-18	102	~	~	~	456	9765	22 : 03	9697	1220		261
				+11							1,.0	150	/20	146	1,50	4.5	4,
41-04N	111-11W	"	126	+2	128	-17	111	/	V		455	9915	22:23	9843	ITAR		257
VC 35				+08								150	120	148	1110	4.5	4.
39-30N	108-38 W	V	128		130	-16	114	V	"	V	452	10065	22:43	9991	1200		252
TP				±00	1.5		4.5.				<u> </u>	98	:13	98	10 00	2.9	2,
38-27N	107-02 W	ارد	130	+1	131	-15	116	V	"	~	444	10163	22156	10089	1821	52,9	249
				-05							- E-dd	166	123	168	//*/	5.0	5,
35-53 Nes	105-44 W	~	158	+1	159	-14	145	V	~	V	439	10329			1844		244
WALKER	AFB			-07			V					166	23	169		5.0	5.
33-18N	104-32W	~	V	±ο	158	-13		~	<u>ا</u> ر		437	10495			1907		239
																	-
			I]								
																	
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SAC 18 APR SP 10 FC: 2720 AMENO 4 APPENDIX 3 ANNEX B GSAW CREW FLIMSY I AUGUST 196Z DEOT 62-468

Г	FROM ACC 17			1		,,,,,,	1	PLAN -		HIZAU-	1017		LOW RO			****	
•	70.00N 62.00W	FLT	T.C.	WIND D/V	т.н.	VAR	M.H.	TEMP	IAS	T. A. S.	G. S.	GND DIS	TIME	AIR DIS	FTA	FUEL FLIG PRED FUEL REMAINING	GROSS W
	ROUTE	COND		DRIFT				ALT	MACH			ACC GND DIS	ACC TIME	ACC AIR DIS		/22.8	3/9.5
			348	-37	346							300	;44	327		11.7	11.7
	70-57N 76-43W	CR	281	- 2	279	t64	345	36 M	.77	444	407	4881	11:08	4845	0633		307.8
			350	-24	349							64	:09	68		2.4	2,4
	71-00N 80-00W	V	273	- 1	272			4	~	V	420	4945	11:17	4913	0642	108.7	305.4
			350	-15	349							300	:42	310	l	10.8	10.8
	70-26N 95-06W.	V	270	-1	267					V	429	5245	11:59	5223	2224	97.9	299.6
			353	-11	353		l i					103	:14	106	İ	3.6	3.6
	70-60N 100-00W	V	258	±0	258			<u> </u>		V	433	5348	12:13	5329	0238	94.3	291.0
			030	-3	030				1 .	ا م		300	141	302		10.1	10,1
,	71-17N 114-36W		290	± o	290			<u> </u>		V	441	5648	12:54	5631	9819	84.2	280,
			034	-06	035							104	:14	105		3.5	3.5
	71-30N 120-00W		580	+1	281			レ	~	V	438	5752	13:08	5736	OP33		277
	والسوية سرحم والأرام		033	-01	035		(4	300	:41	301		9.8	9.
•	71-06N 135-35W	-	273	+2	275		 			~	443	6052	13:49	6037	0914		267
	5/c		034	-09	036		1		-	ا ر	سرور ر	58	:04	29		9	1
	71-00N 137-00W	ļ	258	+3	261		ļ			-	435	6080	13:53	6066	2318		266
	4/0		029	-10	031				V	م.	424	10	iel	10			1
	70-57N 137-29W	-	525	+3	255			37/1		~	434		13:54		[2119]		266,
	BARTER IS.		027	-02	032		1		V	V	442	130	:18	/3/		4.2	4,
۲	70-08N 143-37W	CA	551	+3	254		 		<u> </u>		772	6220	14:12	6207	וטע	65.3	262
	ORBIT AS NECESSARY																
	BARTER IS								1 1			370	;50	370	1	11.5	11.5
	70-08N 143-32W	CK	<u> </u>					37M	,77	444	444	6590	15:02	6577	1027	53.8	2501
	ARIP		307	-04	308				1	V		40	:05	40	1	1.5	1
	69-30N 143-00W	1	164	+1	165		<u> </u>	39 M	1		440	6630	15:07	6617	1032	52,3	249
	€ *		l				1		1 :	, i					1		<u> </u>
	RETURN TO ORI	GINA	4 7	MING			<u> </u>										ļ
	* 								1		j				1		<u> </u>
		ļ.,	<u> </u>														
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SAC 15 APR SO 16 FC: 2720 AMENO 4 APPENDIX 3 ANNEX 8 6 SAW CREW FLINS 1 IAUGUST 1962 DOOT 62-468

MISCH FLIGH	IT PLAN		AND NICE	KHAME LOME DO	ME	UNIT	5AW	22 1	ACFT 2E	WAVE		CEL SIGI	L CALL	REMARKS		STURE)
	POUNDS		OKOP	5 37	1.0			Po	UNIDS		******					RUNWAY	
ACFT BASIC	170 000	9	OVTE	v 28	.6	B 0MB		15	000					PRESSURE	-	t t	AIR TEM
CREW	216	0	154	30	2	AMMA			720					370		12800	95
OIL	989		253	35	4	WATE	N AUG		500					MRR	-	- LENSTH	CRITICAL TEMP
ATO	800	2	CAL			STATE	c			NR P	ULL AT	0				00	95
RACK	= 900		F.B.	19.		ļ.,			156	REG	UIRED			ł		ANCE TAKE-C	
EXT TANKS WEIGHT (Ranks)	259		MIL				TENGIN TAXI FUI		000	NR 8	MPTY A	то			000		KIS
MISCELLANEOUS	500		AFT		.3		MANCE		000	NEG.	UIRED		لحجنب	CRITK		IND COMPONE	
CHAFF	1000		FUEL	/	9000	TAKE		411	1 156	ATO	FIRING	1		131 LEG	- 2	ND LEG	TO FEE
OPERATING	180 93	<u>e</u>	1	<u> </u>	7000	<u> </u>				_				<u> </u>		L	
FROM WALKER	AFE NH					<u>, </u>	· ·	PRE-FL	IGHT I	LAN					τ		
33-18N N		FLT	T. C.	AIND D\A	т. н.	VAR	м. н.	TEMP	IAS	T. A. S.	6. 5.	GND DIS	TIME	AIR DIS.		FUEL FLK	GROSS V
ROUTE		COND	''	PRIFT				ALT	MACH]	ACC GND DIS	ACC	ACC	1911	219,0	418
					 							<u> </u>	 		f"	8.5	11
SETTOAC			1		1 .			HO DEV	1 1			10	:03	10	1914	210,5	407
LEVEL OFF	,	-										104	:17	104	1	12.2	12
54-50N 1	04-56W	CL	348	·	1	-12		27M	280	400		114	:20	114	1931	198.3	395
LAS VEGAS V	OR SIC											51	:07	51		2.5	1 2
35-39N 1	05-08W	CR				-13		~	.73	440		145	:27	165	1958	195.8	392
LEVEL OFF												32	:04	<i>3</i> 2		2,5	2
35-39N /	04-44N	CL	135		<u> </u>	<u></u>		93M	280	450		197	:31	197	1942	193.3	390
			ーノ									97	: 13	97		4.3	4
84-30N 10	4-40 W	CK	1		ļ	-12		~	.77	444		294	:44	294	1955	189.0	385
			1 1		ļ							•			1		
OKEIT						ļ								110	<u> </u>		
-11 70 1 1	. II ilout	16		<u> </u>		12			.77	444		119	16	119	c.T.	5.1	5
34-30N 10	9-900	CR		100	ļ	-12		33M	.//	777		413 284	01:00	180	2011	183.9	380
36-26 N	98-6-14	سي	064	+07 ±0	064	-//	053			~	451	697	01:38	693	1000	11.9	368
JG-ZEN	7/-(- (-)		007	+07	-	-	· / - /		-		/~/	1/6	:06	45	2077	1.9	760
36-45N	97-1611	اسسا	065	-1	~	-10	055		اسر	V	~	743	01:44		2055	170.1	366
			-	+14	 	-	722					158	:21	153		6.3	6
37-30N	94-00 W	نسسن	073	-1	072	-8	064		1	~	458	901	02:05	1991	2116		360
				112							-	200	:26	195	1	7.9	7.
38-07N 8	19-51W	<i></i>	078	±0	078	-6	c72			~	456	1101	02:31	1086	2142	155.9	352
				+11								200	: 26	195		7.8	7
38-35N 8	85-38W	' سرا	651	-1	080	-4	076	~	1	1	455	1301	02:57	1281	2208	148.1	344
• • • • • • • • • • • • • • • • • • • •				+1=		,				٠		80	://	78	1	3.1	3
38-12N	84-00 W	اسمس	164	10	106	·/_	105	<i>'</i>	1	سرا	457	1381	03:08	1359	2219	145.0	341.
		أسر	ا ر ر ا	+1=	سررر	17	0		ارا	/		64	:08	62	1	2.4	2.
38-36N	82-47W		666	-1	065	+3	C68	1				1445	03:16	1 / 1/	2227	142.6	33

FROM				MIS	SIUN I	LIGH	T PLAN -	- CUN	INUA	TION 2	MEET	116 + 1	POST	UR		
	FLT		MIND D/A			1	TEMP	IAS	L		GND DIS	TIME	AIR DIS		FUEL FLIG	
38-36N 82-47W	COND	T.C.	DRIFT	т.н.	VAR	M.H.	ALT	MACH	T. A. S.	G. S.	ACC	ACC	ACC	ETA	PRED FUEL REMAINING	GROSS W
ORBIT AS	 	ļ	 	 	 	 		-			GND DIS	TIME	AIR DIS			
NECESSARY		•			1	1		1		1				•	142.6	339.
NC 9			+13		 	 	 	 			146	:19	142		. 5.5	5.
39-33N 7952W	CR	066	-1	065	+3	068	35M	.77	444	457	1591	03:35	1563	224/	/37.1	333.
NC 10		-44	121	702	1.2	1	JUPI	1.,,		-	1/2	: 15	107		4.1	4.
40-00N 17-30W		075	-1	074	16	080			~	465	1703			2301	133.0	329
			H7			-		1		1	150	:19	145		5.5	-5
41-54N 75-20W	~	046	-5	035	19	044	1		-	461	1853	04:09	1815	2320		324
NCII			+17	-							150	20	145		5.4	5.
43-45N 73-03W		041	-5	036	+13	049	1		-		2003		1960	2340		318.
ACIP SID			+16					1			96	:12	93		3,5	3,
44-55N 11-32W	-	042	-4	038	+16	054	-	1	-	460	2099	04:41	2053	2352		3/5,
L/0			+08								21	: 03	21		.9	
44-45N 71-05W	DS	117	to	117	+18	135	29M	~	-	452	2120	04:44	2074	2355	117.7	314.
			127								49	:06	46		1.9	1.
44-19N 70-08W	CR	122	+2	124	1	142	-	~	-	471	2169	04:50	2120	0001	115.8	312,
ARCP	_		100						-		80	://	80	C.T.	3.3	3.,
43-41N 68-30W	-	119	20	119	-	137	سن	-	سرا	444	2249	05.01	2200	00/2	112.5	309.
NC 12	40		120								71	//	73		5.0	5.
43-00N 67-00W	AR	122	to	122	+19	141	31M	.68	400	420	2326	05:12	2273	0023	107,5	304
NC13 END AIR			+20							ام. ا	160	123	153		9.8	9.
41-31N 64-00W	1		±0	-	1	1	1	0	-	1	2486	05:35	2426	2016		294
					İ		136	1						1	1/3.0	1/3.
ON LOAD						<u> </u>									210.7	407.
			±00	,_	Í							:02			.5	
41-33N 63-44W	CR	062	±0	062	120	082	31M	.77	444	444	2497	05:37	2437	0049	210.2	406
5/C	اسا	_	±00		1			_				01			.3	
41-36N 63-36W		-	±0	~	1	-		-			2504	05:38	2444	0099	209.9	406
4/0	ا ر ر	سر.	-vi	~		ا ا		اسر. ا	' ا		8	:0/	8	1	1.0	
41-40N 63-28W	CL		10		V	1	33M			443	2512	05:39	2452	2050	208.9	405
110 0000 000 0000	-0	200	+25	400	44-	1	<u> </u>	اسررا			290	- 38	275		12.4	12.
	ce	061	-2	059	123	-	-	-		469		06.17	2727	0/28	196.5	393
3/6	ا سر .	110	+31		100	260		ا نر ،	ا ــــــــــــــــــــــــــــــــــــ	استعدر ا	291	:36	272	l	12.0	12.
45-52N 51-21W		065		064	726	010	1	~		475	3093	06 53	1999	0204	184.5	381.
1/0		-70	+06		407	-0-		اسر . ا	ا سے ا	,,	15	:02	15	l	1.0	
45-57N 51-00W	64	010		070	1731	017	35M	1	-	450	3108	06:55	3014	0206	183.5	380
pc 14	-0	20	±00		ر. ا	002		اس ا		ادرور	3:46	:0/	<u> </u>		.3	
46-00N 50-50W	CK	166	20	066	1	093	-	-	~	444	3116	06:56	3022	0207	183.2	379
60 may 60 0001	-	342	-18	3-3-0	129	006		اسرا	مر	1121	287	41	300		12.4	12
50- N 53-08W			-5	337	101	006	M	1 1	-	426	3403	07:37	3322	0248	170.8	1367

					MIS	SION F	LIGHT	PLAN -	CON	INUA	ION 2	HEET	716+	1/8 pos	TUR	E	
F	ROM			WIND D/V				75°	IAS			GND DIS	TIME	AIR DIS		FUEL FLK	
•	501 IN 53-08N	COND	T.C.	ORIFT	T.H.	VAR	M.H.		MACH	T. A. S.	G. S.	ACC	AGC	ACC	ETA	REMAINING	HOSS W
-	NC 15										ļi	286	140	AIR DIS		170.8	367.5
	55-00N 55- 55W	CR	240	-14	221	+33	440	35M	.77	444	4120	3689	08:17	294 3618	1270	11.9 1589	355.6
	33-00N 33-33 N	U.C.	340	-09	236	722	007	33M		777	700	164	23	168	0.328	6.6	6.1
	57-31N 57-49W	سرر	338	-3	125	+37	012		اسا	<u></u>	435		08:40	3786	0950	152.3	349.0
•	NC16 SK		30,	-10		7.27					/	164	:23	168		6,5	6
	60-00N 60-00W		336	- 3	323	+40	013	-		س	434		09:03	3954	0444	145.8	342.
•	410		039	-04	039	1						15	:02	15		.9	
	60-15N GO-04N	CL	352	±0		141	033	37M		-	440	403Z	09:05	3969	0416	144.9	341.
			043	-01	042							285	:38	285		10.9	10,
	64-59N 60-48 W	CR	356	-/	355	+46	041	V	1	~	443	4317	09:43	4254	0454	134.0	330,
			043	-01	043							151	: 21	151		5.6	5.
	67-30N 61-20W	-	355	to	355	+53	048	L	-	_	-	4468	10:04	4405	0515	128.4	325.
	NC 17		643	-0/	043							151	:20	151		5.6	5
	70-00N 62-00W	~	355	to	355	+57	052	سس	-		1	4619	10:24	4656	0535	122.8	319.
			047	200	047							180	:25	180		6.5	6.
	73-00N 62-20W	-	358	±o		162	060	~	اسما		444	4799	10:49	4736	A600	116.3	3/3,
	NC 18		059	<i>too</i>	059							211	:28	211		7.5	7.
	76-30N 63-00W	-	357	±0	357	169	066	v			مسسا	5010	11:17	4947	06Z8	108.8	305
			067	±00	067							299	:40	299		10.4	10.
	81-28N 60-27W	-	004	±0	004	+76	080	-	-		-	5309	11:57	5246	0768	99.4	295
	TP		067	102	067							32	: 05	32		1.1	1.
	82-00N 60-00W	~	007	±0	007	1		~	1	~	446	5341	12:02	5278	07/3	91.3	294
	3/C		060	±00	060							105	: 14	105		3.6	3.
	83-45N 60-00W		360	±0	360	i		-	-		444	5446	12:16	5383	d 727	93,7	290.
	NC19 LIO		060	-01	060							15	ioz	15		.7	
	84-00N 60-00W	CL	360	to	360	ì		39M	-	السمعا	443	5461	12:18	5398	0729	93.0	289.
			340	-01	340							300	:41	30/		9.9	9
	82-52N 103-47W	CR	280	±o	280			~	اسما		-	5761	12:59	5899	080	83.1	279
			340	±00	340							300	:40	300		9.6	9.
	79-15N 126-34W	-	236	±0	236			سا	-		444	6061	13:39	5999	0850	73.5	270
			340	-02	341							316	: 30	217		6.1	4
	76-06N 134-52W	سما	214	+1	213			سسا]	~	442	6271	14:09	6216	0220	66.7	263
	NC 20		340	-05	341							216	:29	219		6.8	6
	72-47N/40-05W	L	205	+1	206			~	1	المستعدا	439	6493	14:38	6435	0949	59.9	256.
	VC 20 A		341	-07	342							113	:16	115		3.5	3,
	71-00 N /42-07 W		201	+1	202			~	~	1	437	6606	14:54	6550	1005		453
	Tall and the same		340	-07	341							58	:08	59		1.8	7.
	70-05N 143-00W	سمسا	198	+1	199	-36	163	~	اسما	س	~	6664	15.02	6609	1013	54.6	251.
•	and the same of the same and same as			-04								35	104	35		1.1	1.
	69-30N 143-00W	1	180		181		145			الحسدا	440	6699	15:06	6644	l. 3	53.5	250

SAC 15 APR 56 10 FC: 2720 AMENO 4 AMENDIA 3 ANNEX A GSAN CREN FLIMSY 23-63 / AGENST THE DOT 62-468 ALE FORCE-BAC, Offutt 0-1050(55)

	ROM			WIND D/V				TEMP	IAS	Ī		GND DIS	TIME	AIR DIS	ł	FUEL FLK	HT PLAN
Ļ	69-30N 143-00W	COND	T.C.	DRIFT	т.н.	VAR	M.H.	ALT	MACH	T. A. S.	G. S.	ACC OND DIS	ACC TIME	ACC AIR DIS	ETA	PRED FUEL	eross w
-	OKBIT AS		 				-		 	 		480 013	1 1.114		 	 	
	NECESSARY		1		1	1			1	· ·					1	53.5	250.2
•	SID			-05								70	:10	7/		2.1	2.1
	68-20N 143-00W	CR	180	+1	181	-35	146	39M	1.77	444	439	6769	15:16	6715	1027	57.4	248.1
	46			±00						_		-30	:04	30		.5	,5
	67-50N 143-00W	05	<u></u>	±o	180	-34		29 M	1	-	444	6799	15:20	6745	1031	50.9	247.0
_	NC 21 ARCP			±00	_	22	~			~		50	:07	50	C.T.	1.8	1.8
	67-00N 143-00W	CR	1	to	~	1	10	~	1		-	6849	15:27	6795	1038		245.8
,	NCZZ BNO AIR	1	ر ا	+12	1				المرا		1100	240	34	233	1	13.3	13.3
•	63-00N 143-00W	AR	1	to		-31	149	30M	.68	400	4/2	7089	16:01	7028	1112		232.
	ON LOAD								1			19 16 3 - 6	1 A	en er Segue		134.0	124.6 356.
	YIG POSTURE OF																
-	116 FUSI DRE OA	-/	 	±00		 	 		 	 	-	11	:02	//	-	.5	
	62-51N 143-14W	CR	263	±0	263	-30	233	30M	.77	444	441	7100	16:103	7039	1/14	159.3	3561
-	SIC			±00		100	1	50/1			134	7	:01	7	77.7	.3	
	62-50N 143-29W	-	-	±0	-	-	1	V	-	-		7107	16:04	7046	145		3 55,
-	L/0		1	-12			1		1			23	:04	24		1.6	1.
	62-48N 143-20W	EL	1	±0	1	-29	234	35M	1		432	7/30	16:08	7070	1119	157.4	354.
	\$100 pt			-/7								219	: 30	223		8.8	8.1
_	62-13N 152-16W	CK	262	to	262	-27	235	سن	1		421	7349	K:38	7293	1147	148.6	345
	NC 23		مب بر ا	-18								218	: 31	227	1	8.7	7.7
•	61-07N 159-35W	1	256	to	256	122	234	V	1	-	426	7567	17:09		/210		336.6
	NC 25	سيدا		-07					ٔ ہے ا	_را	امسدوه	155	22	158		6.0	6.0
_	58-40N 158-00W	_	161	+1	162	-20	192	<i>-</i>	1		431	7722	17.31	7678	1242		330.6
		ا		+04	491	- 20	200	-	ا مند	۔۔ ا		247	33	245		9.0	9.0
•	58-35N 150-10W	-	074	to	0/7	-22	032		1		448	7969	18:04	7923	1315		321.6
	NC 26 S/C	سدا	081	+04	491	-27	054	-	سدا		سد	248	33	246		8.9	9.9
-	60-00 N 142-00W	ļ	031	to	001	-/	7-7		-			8211 39	18:37	8169 39	<u> 7374</u>	1160	312.7
	59-31N 141-10W	CZ	144	-01	145	-28	117	39M	-		443	8256	18:42	9208	1200		311.1
~	NC 27	-	CII.	1	177			2751	 		72	286	:38	28/	2	9.8	9,8
	55-34N 136-26W	10	1	-01	-	~		~	-	-	سرا	2534	19:20		1431	104.6	301.3
•	NC 28		 	102		 			 			201	:27	200		6.9	6.9
	52-42N 133-30W	-	148	+2	150	-27	123	1/1	-	-	446	8787	19:47	7699	450		294.4
-		-		105		l	1					172	:23	170	<u> </u>	5.7	5.7
	58-34N 130-24N	-	137	+2	139	25	114		1		449	7909	20:10	8859	1521		288.7
•	NC 29			105			<u> </u>					172	:23	170		5.6	5,6
	48-22N 127-35W	-	139	12	141	-24	117	-				9091	20:33	9029	1544	86.4	283.
•	C 1b FC: 2720	AMEN	104 A	MENOIX 3	RNA	EXA	SAN	CRE ?	UMSY	23-6	- 12	VEUST I	BAZ DOM	112-419	_ A.	Fores-BAC.	1 0-105

ROM NC. 29					1		PLAN -					1/16+ 1	18 Pos	T		
49 Al mar soul	FLT	T.C.	WIND D/V	т.н.	VAR	М.Н.	TE)	IAS	T. A. S.	G. S.	GND DIS	TIME	AIR DIS	ETA	FUEL FLM PRED FUEL REMAINING	PLAH NOSS W
ROUTE	COND	1	DRIFT		,		ALT	MACH			ACC GND DIS	ACC TIME	ACC AIR DIS		86.4	283.1
S/C			+04								86	:12	15		2.8	2.8
47-14N 126-16W	CR	142	+3	145	-23	122	39M	.77	444	448	9167	20:45	9/14	1556		280,3
TP			-03	1.1.4				_			18	;02	18			
47-00N 126-00W	CL		+1	143	-22	121		1	-	441	9/15	20:47	9/32	1557		
410	المسر و		+02	120	مسدا	A00	444.44	اس. ا	اسده		27	:04	27		1.7	1.7
46-47N 125-25W		119	+1	120	-	098	41M			446	9212	20:51	9159	1602	81.9	278.0
NC 32 46-10 N 123-43N	-	117	+12	119		097		<u></u>	~	456	9291	:10	77	פנע	2,5 79.4	2.5
16 10N 123 73N		111	+2	"/	-	011				700	151	21:01 :20	9236		4.7	276.1 4.7
4507N 120-28W		114	+2	116	-21	095		-		459	9442	21:21	9382		74.7	271.4
NC 33		1	+14		-					,	150	:19	146	75	4.6	4.6
43-59N 117-20W		116	+2	118	-20	098	-	-	~	458	9592	21:40	9528	451	70.1	266.
NC 34			+12						1.1		173	:23	169		5.3	53
42-35N 113-52W	~	118	+2	120	-18	102	V	سا	سسا	456	9765	22:03	9697	1714	64.8	261.5
in the control of the control of	4		+//								150	:20	146		4.5	4.5
41-04N 111-11W	L	126	+2	128	-17	///	-		-	455	9915	22;23	9843	1754	60.3	257
NC 35	_	1.15	+08			1.					150	:20	148		4.5	#:
39-30N 108-38W	-	128	12	130	-16	114		-		452	10065	22:43	9991	1754	55.8	252.
TP			.to0						س.		98	:13	98		2.9	2.
38-27N 107-02W		130	+1	131	-15	116	سسد			444	10163	22:56	10089	1807	52.9	2491
	أسرر		-05	in				اسروا	مسيد		166	:23	168		5,0	51
35-53N 105-44W	<u></u>	158	+1	159	-14	145				439	10329	23:19	10257	7/30	47.9	244.
	مسيد	سر	-07	100	-13	ا م		امسا		437	166	23	169		5.0	5.0
33-18N 104-32W			10	158	13	سرا				731	10495	23:42	10426	1153	42.9	239.0
												 		1		
The second secon										e,		_		-	1,1	
1/8 POSTURE ON	LY		11.7	55	5.4									1 1	49.1	245
UCZZ END AIR			+14	41.7							240	:34	233		:11.1	11.1
63-00N 143-00W	AR	180	±0	180	-31	149	30M	.68	400	414	7089	16:01	7028	11/2	38.0	234.
		₹.		7.		\$1		•		4	25.00				62.0	62.
ON LOAL															100.0	296.
	اسم	د درون در انسان	±00	أريدر	9-					, ,,,,,		:02	- [[8 2 2 4	
	CE	171	±0	171	-30	141	30M	.77	444	444	7/00	16:03	1039	1114		
5/0	أسر	سشيه	±00	أخر	أحسما	أسنرا		مر	مسا	امرا		:01			. 9	
62-42N 42-54W	-		20									16:04	7046	1115	99.2	259.
62-074 102 4021	ا رسر	-	-07	سنس	-19	1419	20.11	1		437	36	:05	37		2.3	2.
The state of the s	CL		±0		-29	174	39 M	-		731		16:09	7083	H20	96.9	213.
NC 26 60-00N 142-00W	CP	سسن	-07	172	سسن	143		~			128	:18	130	,,,,,	4.3	4
10 FC: 2726				114		./~			1		727/	16:27	7213	H58	92.6	299.

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HOW NC 26	FLT	1	WIND D/V	.			TEMP	IAS	ر ر يا		GND DIS	TIME	ÁIR DIS		PUEL FLE	
60-00 N 142-00W	COND	T.C.	DRIFT	Т.н.	VAR	M.H.	ALT	MACH	T. A. S.	G. S.	ACC	ACC	ACC	ETA	REMAINING	9ROSS
MOUTE	<u> </u>	 	-02						 	 	END DIS		AIR DIS	-	92.6	28
CAUDA 120 ADIL	CR	144		145	-28	117	39 M	77	444	כשע	7431	16:49	161 7374	7700	5.3 17.3	284
57-49N 139-03W	UK	177	+1	773		"/	3171	''	77	776	160	21	1517	000	5.2	3
55-34N 186-36W	سد	146	-02	148	1	120	سنده	اسد ا	<u></u>	اسدا	7591	17:10	7535	1221	82.1	271
NC28		7.79	100	770		120		-	-		200	28	200		6.4	-419
52-42N 133-30W		148	11	149	-27	176		استا	-	444	7797	17.32	7735	1249		57.2
			+03	~ • •		,,,,				-	172	23	169	- 7	5.3	5
50-34N 130-24W		137	41	131	-25	113	-			447	7963	18:01	7904	/3/2		267
NC 29			+03			1.3					172	:23	169		5.8	3
48-22N 12735W		139	+2	141	-34	117		1	سسسنا	سعا	9/35	18:24	8073	/335		261
5/C			102								77	: //	86		26	,2
47-14N 136-16W	-	142	+2	144	-23	121	~	1		446	8222	18:35	9159	/7K	62.5	259
TP			-04								17	:03	17		.5	
47-00N 126-00W	CL	1	+1	143	-22	-	7	~	-	440	9239	18.38	8176	127	62.0	25
110	_		101								27	603	27		.1	
46-47N 125-25W		119	+1	120	<u></u>	098	41M	~		445	8266	18:41	8203	/352	61.2	25
NC 32			+11	0		-0-			_		80	://	78		2.4	-
	CR	117	+2	119	-	097		1	<u></u>	455	8346	19:52	8281	1463	58.8	25
	2	l	+13	111	٠. ا	سمدا		آر ا			150	:20	146		4,4	4
45-07N 120-21W	<u></u>	114	+2	116	-21	095		-		457	8496	19:12	9127	1423		25
NC 35			+13	118		100		سرا		اس. ا	150	19	146		4.3	
43-59N 117-20W	_	116	+2	110	-20	098			-		8646	19:31	857.3	1442		24
NC34	أمنسره	110	+10	174	-10	000		اسررا	1	454	173	23	169		5.0	
42-35N 113-52W		118	+2	120	-18	102				727	8819	19:54	1742	pas		24
	أخسده	120	+10	120	17	,,,		اسر ا	اسميد	-	150	:20	147		4.3	
41-04N 111-11W		126	+2	128	-/7	///		-	ļ -	<u> </u>	8969	20:14	8889	1525		_23
NC 35	اسرة	128	106	120	-16	1111		سرا	اسره	450	151	20	149	مودرر	4.3	-
39-30N 108-38N		120	+2	130	16	114				730	9/20	20:34	9037	263		2.5
70 -74 10702	استره	130	#00	131	-15	116		اسدا	امرا	444	9217	20.57	9135	in	33.7	7.3
38-27N 107-02W		130	1	131	-/3	///		 - 		777	121	20,57	168	V ID I.	4.7	23
35-53N N5-44W	سس	158	-05	159	-14	145		استدا	اسمه	439	9384	21:10	9303	1221	29.0	22
WALKER AFB NM		7.00	-07	101	'7	175				~/	166	:23	169	Yue!	4.7	
33-18N 104-32W	1	سنمه ا	10	158	-13	1	1		مسرا	437	9550		9472	44	24.5	22
JULION IVT-JLW		-	<u> </u>	101							1,,,,,	01132	1716	W77	7.3	-
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C 1b FC: 2720	24650	7 270	ENISTS-	7.7	12 - 1		11.54	-277			- 444 644			22	Porce-SAC, (<u> </u>

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HEADQUARTERS 6TH STRATEGIC AEROSPACE WING Walker Air Force Base, New Mexico 1 August 1962

APPENDIX 6

ANNEX B

6SAW CREW FLIMSY 23-63

AIR REFUELING

1. GENERAL. Air refueling will be conducted on specified air refueling tracks and not in regular refueling areas listed in SACM 55-14. (U)

, a. Black Goat:

(1) The first refueling will be on the Black Goat refueling track:

ARCT	2242Z
ARCP	43 41N 68 30W
C/R Plan	
True Course	119°
Altitude	31,000 ft.
Onload	113,000 lbs.
End A/R	41 35N 64 00W
Time	33 minutes

Planned minimum fuel in tanks to fly route as briefed 194,000 lbs. at end A/R. Minimum to fly Low Road and have 20,000 lbs. at Eielson or Elmendorf with no second air refueling 179,400 lbs. (S)

(2) If the tanker is delayed or not available upon arrival at the "Black Goat" ARIP clearance will be obtained through FAA to orbit the ARIP. Contact will be established with Fifteenth Air Force Command Post through SSB or UHF phone patch through Dow Command Post (Primary) or Pease Command Post (Secondary), advising Fifteenth Air Force of lack of tanker. Guidance will be provided by Fifteenth Air Force Command Post. If orbit extends beyond 15 minutes, a new clearance must be obtained through FAA/ICAO facilities prior to continuing on course. If delay is experienced, every effort will be made to return

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APPENDIX 6
ANNEX B
6SAW CREW FLIMSY 23-63
1 August 1962

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to scheduled route times as soon as possible. Until return to scheduled times, aircraft will be operating on an individual clearance. (S)

(3) Minimum criteria for go condition when refueling in "Black Goat" refueling area is degraded, or fuel is below flight plan for any reason, will be based on fuel in tanks at end of "Black Goat" refueling track. The minimum for continuation will be that fuel required to fly briefed route through "Cold Coffee" refueling track, fail to onload fuel, proceed to Elmendorf as primary landing base with SACM 55-12 fuel reserves, utilizing Eielson as alternate. This fuel in tanks is 194,000 pounds. The aircraft commander involved will report short offloads to Fifteenth Air Force Command Post and decisions to proceed under above conditions will be considered on an individual basis. In all cases, the tactical report at Whiskey and X-Ray will be made to Fifteenth Air Force via SSB or Short Order Station for relay to the Fifteenth Air Force Command Post. In the event SSB patch cannot be made, the aircraft will establish contact with any SAC Command Post and ask that information be relayed to Fifteenth Air Force Command Post. Aircraft will remain on phone patch until confirmation or receipt of information within Fifteenth Air Force Command Post is acknowledged and instructions, if applicable, have been received by the aircraft. In the event weather conditions are forecasted to be marginal in Alaska area, in tanks fuel at end "Black Goat" will be a minimum of 210,000 lbs. (U)

b. Cold Coffee:

(1) The second refueling will be conducted on Cold Coffee refueling track:

ARCT	
ARCP 67 OON 143 OO	W
C/R Plan ANDY KILO	
True Course 180°	
Altitude 30,000 ft*	
Onload 124,000 lbs.	
End A/R 63 OON 143 OO	W .
Time 37 minutes	(5)

Minimum fuel in tanks at end A/R to arrive Walker with 30,000 lbs. is 147,000 lbs. Minimum to arrive Larson with 30,000 lbs. is 78,300 lbs. or 63,100 lbs. to arrive Larson with 20,000 lbs. (S)

*Fairbanks jet advisory or Fairbanks Center may approve flight level

AMEND 4 APPENDIX 6 ANNEX B 6SAW CREW FLIMSY 23-63 1 August 1962

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- 10. <u>TTR/VFR-ON-TOF CLEARANCE</u>. Flight crews will not request IFR/ VFR-on-top clearance for any portion of this operation. Approved instrument clearances of hard altitudes will be used for the complete mission. (U)
- 11. INSTRUMENT LETDOWN PLATES. It is mandatory that all aircraft have a complete file of instrument letdown plates on board to include all possible alternate landing airfields as well as all those along the line of flight. It will be the responsibility of the Air Training Officer, DCOT, to insure that all crews have practiced letdowns in the trainer, of the primary alternates as listed in this appendix prior to flight. (U)

. 12. PRIMARY ALTERNATES. (U)

Westover AFB	11600 X 300
Thule AB	10000 X 150
Eielson AFB	14518 X 150
Elmendorf AFB	10000 X 200
Larson AFB	13500 X 300
Fairchild AFB	13900 X 300 (U)

13. SECONDARY ALTERNATES. (U)

Dow AFB		2	11440	X	300	
Mountain Home A	FB		13500	X	200	(U)

14. EMERGENCY ALTERNATES. (U)

•			
Argentia Newfoundland AB 7400	X	300	
Ernest Harmon AB 10000	X	200	
Frobisher AB, Canada 9000	X	200	
Goose AB, Labrador 11000	X	300	
Sondestrom AB, Greenland 9200	X	150	
Churchill AB, Canada 11200		_	•
Anchorage Int., Alaska 10600	X	200	
Fairbanks Int., Alaska 10300	_	-	
Kodiak NAS, Alaska 7500		-	
King Salmon AFB, Alaska 7500			
Galena AFB, Alaska 6650	X	150	
Namao AB, Canada 14000		-	
Big Delta P, Alaska (no tower) 7500	X	150	
Yakutot P, Alaska (VFR only) 7800		_	
Gustavus P, Alaska (VFR only) 7500	X	150	٠ -
Ft Wainwright AFF, Alaska			_
(VFR only) 6000	X	150	U)

AMEND 4 APPENDIX 9 6SAW Crew Flimsy 23-62 1 August 1962

(U)

15. CHANGÉ IN PACIFIC COASTAL ADIZ: (U)

a. Crews flying Chrome Dome in the past quarter have had numerous ADIZ violations. Crews will insure that all maps reflect the latest data. Section II of the Flight Planning Document currently has a change to the Pacific Coastal ADIZ. (U)

16. ORBIT AREAS: (U)

a. There are two orbit areas approved in the altitude reservation. These are reflected in the Communications/Timing flimsy. (U)

17. IMPLEMENTATION OF 1/16 AND 1/8 LEVELS: (U)

- a. Number two aircraft in cell will obtain clearance and make normal position reports. (U)
- b. Aircraft will employ normal en route cell procedures until reaching 46-00N 50-50W at which time both aircraft will accomplish a level flight formation. Lead aircraft will continue normal plan, second aircraft will reduce speed dropping astern 2 NM and moving 1 NM to the right. Employ station keeping technique, descend to the same flight level as lead aircraft. Retain this formation until passing NC 16. (U)
- c. After passing NC 16 return to normal tactical doctrine en route cell. Aircraft will accept minor deviations (plus or minus 2,000 ft.) from the flight altitude reservation if requested by ATC facilities until passing 65-00N. (U)
 - d. Aircraft may change positions for crew rest if desired. (U)

AMEND 4 APPENDIX 9 ANNEX B 6SAW CREW FLIMSY 23-63 1 August 1962

ALTITUDE RESERVATION FLIGHT PLAN						
MISSION NAME	FAA-JCS PRIORITY	NO-NOTICE		EXECUTED BY		
OHMONE DONE INDOC	2	□ Y##	™ NO	SAC		
A TACTICAL CALL SIGN	B. AIRCRAFT (No. and Type)		C. POINT OF D	EPARTURE		
PROM, CURRENT VCSL	1 3-52		Krsw			

111 OR SW T/O 270 OF 1 OF 1511 336 RADIAL LVLOF AT LVS 156/50 (1945Z); LVS VOR 1952Z; CLUB TO 330 LVLOF AT LWS 092/31 (19563); ANA 229/96 (2009Z) ENTER INSTRUMENT AREA BEDD BY AMA 22//0, ROW VOL. AMA 20/98 FERT AT AMA 229/90 AT 2025Z; PNC 236/46 (21032); SGF 281/32 (213°3); VAN 030/32 (21562); LOU 355/30 (2222**Z**); LEX 060/25 (2233Z); CHW 288/52 HOLD COUNTERET ONE MITH LIMS RIGHT TURNS DEPART AT 2241Z; PIT 175/44 (2300Z); PSE 164/60 (231)Z); ALE 043/63 (2354Z); PLE 102/80 (0006Z); DSND 290 LVLOF AT BGR 286/93 (00093); BGR 190/70 (00263); CLAB 310 LVLOF WITHIN 20NI. AIRFL BLACK GOAT ALEA 43000 GYCCH (00372) 4131K 6400W (0100Z); CLMB 330 LVLOF AT 4143N 6330W (01C4Z); 4357H 5737H (0142Z); 4552H 5121W (0218Z); CLMB 350 LVLOF AT 4557N 5100W (0220Z); 4600H 5050W (0221Z) 5032H 5308W (0302Z); 5500N 5555W (0342Z); 5731N 5749W (0405Z); 3000H 6000W (042CL); CLICE 370 LVLOF AT 6015N 6004W (0430Z); 64. IN 6048W (0508z); 6730N 6120W (0529z); 7000N 6200W (0549z); 7300N 6220W (0614z); 7630N 6300W (0642Z); 8128N 6027W (0721Z); 8200N 6000W (0727Z); 8345N 6000W (0741Z); CLMB 390 LVLOF AT 8400M 6000W (0743Z); 825 2M 10347W (0824Z); 7915N 12634W (0904Z); 7606N 13452W (0934Z); 7247N 14005W (1003Z); 7100F 14207W (1019Z); 7005N 14500W (1027Z) 6930N 14300W HOLD NORTH ONE MIN PATTERN RIGHT TURNS DEPART AT 1032Z; 6820N 14300W (1041Z); DSND 290/330 LVLOF 6700N 14300W ARCP 1052Z; AIRFL COLD COFFEE AREA 6300N 14300W ENT AIRFL 1126Z; CIAB 350 LVLOF AT 6255N 14430W (1133Z); 6213W 15216W (12032); 6107N 15935W (1234Z); 5840N 15600W (1256Z); 5935N 15010W (1329Z); 6000N 14200W (1402Z) CHIE 390 LVLOF AT 5928N 14115W (1407Z); 5534N 13626W (1445Z); 5242N 13330W (1512Z); 5034H 13024W (1535Z); 4822H 12735W (1558Z); 4714N 12616W (1610Z) CLMB 410 4700N 12600N (16322) LVLOF AT 4647N 12525W (1616Z) PDX 277/53 (1626Z) BOI 278/50 (1705Z) MLD 273/67 (1728E) COT 357/27 (1808Z) ALS 306/88 (1821Z) LVS 282/31 (7 4Z) ROW VOR 1907Z.

AMEND 4, APPENDIX 9, ANNEX B, 6SAM CREM PLIMSY 23-63, 1 Aug 62 DCOT 62-468
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REMARKS CONTINUED:

CODED POSITION REPORTS:

HORTH COUNTRY	POSITION	TIME ZULU
9	PIT 175/44	23002
10	PSB 164/60	2315 Z
. 11	ALB 043/68	2354 Z
12	4300N 6700W	0037 Z
13	4131N 6400W	01002
,14	4600N 5050W	0221Z
ົ 15	5500N 5555W	03422
16	6000N 6000W	0428 Z
17	7000N 6200W	05492
18	7630N 6300W	0642 Z
19	8400N 6000W	07 43 Z
20	7247N 14005W	1003Z
20A	7100N 14207W	101 9 Z
21	6700N 14300W	10522
22	6300N 14300W	11262
23	6107N 15935W	1234 Z
25	5840N 15800W	1256Z '
26	6000N 14200W	14022
27 .	5534N 13626W	14452
28	5242N 13330W	1512 Z
29	4822N 12735W	1558Z
32 1	PDX 277/53	1625 Z
33	BOI 278/50	1705Z
34	MLD 273/67	17282
35	GJT 357/27	1808Z
•		•

AMEND 4, APPENDIX 9, ANNEX B, 6SAW CREW FLIMSY 23-63, 1 Aug 62

REMARKS CONTINUED:

POSITION REPORT WILL BE NORMAL FOR POINTS PRIOR TO NC 9 AND AFTER NC 35.

LOW ROAD: IN EVENT AIRCRAFT LOSES HF RADIO PRIOR TO NORTH COUNTRY 17,

AIRCRAFT WILL PROCEED TO NORTH COUNTRY 17 THEN REQUEST FOLLOWING ROUTE ON

INDVL FLIGHT PLAN BASIS FROM GOOSE CNTR. ROUTE WILL BE AS FOLLOWS:

FROM NC 17: DSND TO 360 LVLOF AT 7003N 6220W (0642Z) 7000N 10000W

(0738Z); 7130N 12000W (0833Z); 7100N 13700W (0918Z); CLMB 370 LVLOF AT

7100N 13730W (0919Z); BTI VOR 0937Z; SHUTTLE BETWEEN BTI AND PBI DEPART

BTI ON PRIMARY ROUTE AND TIMING.

AMEND 4
APPENDIX 9
ANNEX B
6SAW CREW FLIMSY 23-63
1 August 1962

	ALTITUDE RESERVA	TION FLIGH	IT PLAN		
MISSION NAME	FAA-JCS PRIORITY	NO-HOTICE		EXECUTED BY	
	2	□ 755	MO	SAC	<u> </u>
A. UNIT TACTICAL CALL SIGN	B. AIRCRAFT (No. and Type)		C. POINT OF	EPARTURE	
FROM CURRENT VCSL	1/16 1 B-52 1/8	2 B-52's	KRSW	•	

D. ROUTE, ALTITUDE AND THE INFORMATION (Indicate in following order, and in narrelive (paragraph) form: Altitude(e) to next fix, and fix, BTE (Enter house & minutes from take-off; Example, "0106" for one hour eix minutes, etc.). SPECITY START CLIMS/DESCENT POINT AND LEVEL OFF POINTS AS THEY OCCUR IN SECURNOR. Continue remarking NE OR SW T/O 270 CLMB ON LKR 336 RADIAL LVLOF AT LVS 156/50 1931Z; LVS VOR 1938Z; CLIAB TO 330 LVLOF AT LVS 092/31 (1942Z); AMA 229/96 (1955Z) ENTER INSTRUMENT AREA BNDD BY AMA 229/96, ROW VOR, AMA 200/98 EXIT AT AMA 229/96 AT 2011Z; PNC 236/46 (2049Z) SGF 281/32 (21162); FAM 038/32 (2142Z); LOU 355/30 (2205Z); LEX 060/25 (2219Z); CRW 288/52; HOLD SOUTHWEST ONE MIN LEGS RIGHT TURNS DEPART AT 2227Z; PIT 175/44 (2246Z); PSB 164/60 (2301Z); AIB 043/68 (2340Z); PLB 102/80 (2352Z); DSND 290 LVLOF AT BGR 286/93 (2355Z); BGR 190/70 (0012Z); CLL-B 310 LVLOF WITHIN 20 NM. AIRFL BLACK GOAT AREA 4300N 6700W (0023Z); 4131N 6400W (0046Z); CLIB 330 LVLOF AT 4143N 6330W (0050Z); 4357N 5738W (0128Z); 4552N 5121W (0204Z); CLPB 350 IVLOF AT 4557N 5100W (0206Z); 4600N 5050W (0207Z); 5032N 5308W (0248Z); 5500N 5555W (0328Z); 5731N 5749W (~351Z); 6000N 6000W (0414Z; CLIB 370 LVLOF AT 6015N 600W (0416Z); 6459N 6048W (0454Z); 6730N 6120W (0515Z); 7000N 6200W (0535Z); 7300N 6220W (0600Z); 7630N 6300W (0628Z); 8128N 6027W (0708Z); 8200N 6000W (0713Z); 8345N 6000W (0727Z); CLMB 390 LVLOF AT 8400N 6000W (0729Z); 8252N 10347W (0810Z); 7915N 12634W (0850Z); 7606N 13452W (0920Z); 7247N 14005W (0949Z); 7100N 14207W (1005Z); 7005N 14300W (1013Z); 6930N 14300W; HOLD NORTH ONE MIN PATTERN RIGHT TURNS DEPART AT 1017Z; 6820N 14300W (1027Z); DSND 290/330 LVLOF AT 6700N 14300W ARCF (1038Z); AIRFL CCLD COFFEE AREA 6300N 14300W END AIRFL 1112Z.

1 16 ONLY

FROM 6300N 14300W 1112Z; CLIB 350 LVLOF AT 6255N 14430W (1119Z); 6213N 15216W (1149Z) 6107N 15935W (1220Z) 5840N 15800W (1242Z); 5935% 15010W (1315Z); 6000N 14200W (1348Z); CLMB 390 LVLOF AT 5928N 14115W (1353Z); 5534N 13626W (1431Z); 5242N 13330W (1458Z); 5034N 13024W (1521Z); 4822N 12735W (1544Z); 4714N 12616W (1556Z); CLMB 410 4700N

12600W (1558Z); LVTOF AT 4647N 12525W (1602Z); PDX 277/53 (1612Z); BOI 278/50 (1651Z); MTD 273/67 (1714Z); GJT 357/27 (1754Z); ALS 306/88 (1807Z); LVS 282/31 (1830Z); ROW VOR 1853Z.

1/8 ONLY:

FROM 6300N 14300W 1112Z; CLMB 390 LVLOF AT 6207N 14241W (1120Z); 6000N 14200W (1138Z); 5749N 13903W (1200Z); 5534N 13626W (1221Z); 524ZN 13330W (1249Z); 5034N 13024W (1312Z); 4822N 12735W (1335Z); 4714N 12616W (1346Z); CLMB 410 TO 4700N 12600W (1349Z) LVLOF AT 4647N 12525W (1352Z); PDX 277/53 1403Z; BOI 278/53 1442Z; MLD 273/67 1505Z; GJT 357/27 1545Z; ALS 306/88 1558Z; LVS 282/31 1621Z; ROW VOR 1644Z.

AMEND 4
APPENDIX 9
ANNEX B
6SAW CREW FLIMSY 23--63
1 August 1962

ALTI	TUDE RE	SERVATION	FLIGHT PLAN	(CONTINUED)	•	MISSION NAME /PRIO CHRONE DOME 1	ι/1 6 1/ε -
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6 SAW REMARKS CONTINUED.

HORTH COUNTRY	POSITION	1/16 TIME ZULU	1/8 TIME ZULU	()
9	PIT 175/44	2246%	2246 Z	
10	PSB 164/60	2301 Z	2301Z	
11	ALB 043/68	2340 Z	2340 Z	
12	4300N 6700W	0023 Z	0023 Z	
13	4131N 6400W	0046 Z	0046 Z	
14	4600N 5050W	0207Z	020 7Z	
15	5500N 5555W	0328 Z	0328Z	• :
16	6000N 6000W	0414 z	041.42	
17	7000N 6200W	0535Z	05 35 Z	
18	7630N 6300W	062 8Z	0628Z	
19	8400N 6000W	0729 Z	0729Z	
20	7247N 14005W	09492	0949 Z	
204	7100N 14207W	1005Z	10052	O
21	6700N 14300W	1038 Z	1038Z	
22	6300N 14300W	11122	11122	
23	6107N 15935W	1220Z	•	
25	5840N 15800W	124 2Z		
26	6000N 14200W	1348Z	11382	:
27	5534N 13626W	1431 Z	12212	
28	5242N 13330W	1458Z	1249 Z	
29	4822N 12735W	1544 Z	1335 Z	•
32	PDX 277/53	161 <i>2</i> Z	1403 Z	
33	BOI 278/50	1651Z	14422	• • •
34	MLD 273/67	1714 Z	1505Z	
35	CJT 357/27	1754Z	1545 Z	

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6SAW REHARKS CONTINUED:

POSITION REPORTS WILL BE NORMAL FOR POINTS PRIOR TO NC9 AND AFTER NC35.

LOW ROAD: IN EVENT ACFT LOSES HF RADIO PRIOR TO NORTH COUNTRY 17, ACFT

WILL PROCEED TO NORTH COUNTRY 17 THEN REQUEST FOLLOWING ROUTE IN INDVL

FLIGHT PLAN BASIS FROM GOOSE CNTR. ROUTE WILL BE AS FOLLOWS: FROM NC17.

DSND TO 360 LVLOF AT 7003N 6220W; 7100N 8000W (0628Z); 7000N 10000W (0724Z);

7130N 12900W (0819Z); 7100N 13700W (0904Z); CLMB 370 LVLOF AT 7100N

13730W (0905Z); BTI VOR 0923Z; SHUTTLE BETWEEN BTI AND PBI DEPART BTI ON

PRIMARY ROUTE AND TIMING.

AMEND 4 APPENDIX 9 ANNEX B 6SAW CREW FLIMSY 23-63 1 August 1962

SECRET

JPCOO5JPA215TMB907
OC RUWBJL RUWBJN RUWBJP RUWLKA RUWBKB RUWBND RUWBNG RUWBSZ RUCSER
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TO RUCSER/SAC
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ROMEO THORE

SECRET DOPM 2295.
FOR SAC DOPIM AND UNITS DOOP. (U) 15AF UNIT ALERT ADJUSTMENT RECOMMENDATIONS. IN COLPLIANCE WITH SAC DO 0860, SECRET, 7 ANG 61, AS AMENDED, THE FOLLOWING 15AF RECOMMENDATIONS FOR SEPTEMBER 62 ARE SUBMITTED. THIS MESSAGE IN THREE PARTS.

PART I. BOMBERS: UNIT STATION PLAND RECD SORTIE MATCH T/B REASON ALERT ADJ MRS THAVIO 916/110 PERM TNK DEOD 2 905/102 6D

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HEADQUARTERS 6TH STRATEGIC AEROSPACE WING United States Air Force Walker Air Force Base, New Mexico

CREW FLIMSY

11-63

"SKY SHIELD III"

(SPECIAL HANDLING REQUIRED - NOT RELEASABLE TO FOREIGN NATIONALS)

DCOT CONTROL NO. 62-524

HEADQUARTERS 6TH STRATEGIC AEROSPACE WING Walker Air Force Base, New Mexico 20 August 1962

6SAW CREW FLIMSY 11-63

WARNING PAGE

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RECORD OF AMENDMENTS

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BASIC ORDER

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IFF/SIF Procedures

. Faker Monitor Procedures

HEADQUARTERS 6TH STRATEGIC AEROSPACE WING United States Air Force Walker Air Force Base, New Mexico

ADMINISTRATIVE AND SECURITY INSTRUCTIONS

1. <u>TITLE</u>. (U)

This document is 6th Strategic Aerospace Wing Crew Flimsy Number 11-63. Short tiele is 6SAW FLIMSY 11-63. (U)

2. EFFECTIVE DATE. (U)

This crew flimsy is effective upon receipt. (U)

3. NICKNAME. (U)

The unclassified nickname assigned this flimmy is "Sky Shield III." (U)

4. PRIMARY OFFICE OF INTEREST. (U)

Training Plans Branch (DCOTP), Operations and Training Division, Deputy Commander for Operations, Headquarters 6th Strategic Aerospace Wing is the office of origin. All recommendations for revisions pertaining to this flimsy will be forwarded to this office for action. Project officer is Major M. E. Scharmen, drop 33, or extension 2180. (U)

5. SUPPORTING ORDERS. (U)

This flimsy was prepared in support of Strategic Air Command Operations Order 11-63, dated 3 July 1962. (U)

6. CLASSIFICATION. (U)

The overall classification of this flimsy is SECRET to protect the EWO concept of operations. Each paragraph and page is classified according to individual content. Reproducing, extracting, and/or paraphrasing in whole or in part is authorized only when necessary to satisfy military requirements, provided the original classification of the affected portion is maintained. (U)

7. SPECIAL HANDLING. (U)

This is a "need-to'know" exercise. Special handling required--Not releasable to foreign nationals (except Canada). Information contained in this flimsy will not be shown to or discussed with NORAD or ADC personnel except those with valid "trusted agent" status. (U)

6SAW FLIMSY:11-63 20 August 1962

8. AMENDMENTS. (U)

Amendments to this flimsy may be published in message form to addressees requiring immediate knowledge of the amendment. All amendments published in message form, will be published by page change and forwarded to all recipients of the original flimsy. (U)

9. DEFINITIONS AND ABBREVIATIONS. (U)

Definitions and abbreviations used herein conform to JCS PUB 1 and AFM 11-2 unless otherwise indicated. (U)

6SAW FLIMSY 11-63 20 August 1962

DECT 62-524

SECRET

HEADQUARTERS 6TH STRATEGIC AEROSPACE WING Walker Air Force Base, New Mexico 20 August 1962

6SAW CREW FLIMSY 11-63

"SKY SHIELD III"

CHARTS AND MAP REFERENCES: As Required. (U)

TASK ORGANIZATIONS: (U)

6 Cmbt Spt Gp	Walker AFB, NMe	x Colonel R. D. O'Connor
24 Bomb Sq	Walker AFB, NMe	x Lt Colonel D. C. Maluy
39 Bomb Sq	Walker AFB, NMe	x Lt Colonel L. McClendon
6 Air Refueling Sq	Walker AFB, NMe:	x Lt Colonel J. R. Hanlen
37 Munitions Maint Sq	Walker AFB, NMe:	x Lt Colonel J. L. Mayo
6 Field Maint Sq	Walker AFB, NMe:	x Lt Colonel E. L. Cleland, Jr.
6 A&E Maint Sq	Walker AFB, NWes	x Lt Colonel D. E. Savidge
6 Organ Maint Sq	Walker AFB, NMe	x Lt Colonel D. R. Calof
812 Med Gp	Walker AFB, NMe	x Colonel H. R. Lawrence
Det 15 9 Wea Sq	Walker AFB, NMe	x Lt Colonel W. E. Schwadderer

- NORAD and other commands in a large scale air defense exercise during fiscal year 1963. The mission is designed to simulate a realistic aggressor attack upon the North American continent and will exercise all possible NORAD components and systems including the defensive ground environment as well as manned interceptors. The exercise environment and mission objectives require the grounding of non-exercise air traffic, except airborne alert indoctrination and emergency flights, during the exercise. Caution must be exercised by all concerned to insure that any analysis of the exercise is not construed as a command capability test. The unclassified nickname for this exercise is "Sky Shield III;" E day 2 Sep 62. (S)
 - a. Intelligence: SACM 55-12 applies. (U)
 - b. Friendly forces: (U)
 - (1) MATS: (U)
- (a) Provide on call search, rescue and allied support within applicable areas of aircraft movement. (U)

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(2) AFCS: (U)

- (a) Provide communications support within applicable areas of aircraft movement. (U)
- (b) Provide communications security of SAC flight plans and movement of SAC aircraft. (U)
- (3) AWS: Provide weather support in accordance with Appendix VI, Annex "A", SAC Operations Order 11-63. (U)
- (4) AAC: Provide and/or arrange for on call search/rescue and normal communications support within applicable areas of movement. (U)

(5) NORAD: (U)

- (a) Maintain the capability of identifying the SAC force, other exercise faker aircraft and/or possible hostile action. (U)
- (b) Disseminate the SAC recall procedures and emergency "stop buzzer/stop stream" and "resume buzzer/resume stream' control words to applicable NORAD personnel. (U)
- (c) Insure that interceptor activity is planned and conducted in accordance with SAC/NORAD Regulation 51-6. (U)
- 1. Intercepts are not authorized against SAC aircraft when either interceptor or bomber are armed. (U)
- (d) Insure that separation between aircraft of other faker forces, that may participate in conjunction with NORAD exercises, and SAC aircraft is planned and maintained in accordance with SACM 55-3. (U)
- (e) Coordinate with FAA/DOT facilities in providing assistance to SAC aircraft that may abort or experience other emergencies.(U)

2. MISSION: (U)

- / a. To simulate an aggressor attack upon the North American Continent, providing a realistic large scale training exercise for NORAD units. (U)
- , b. To exercise and analyze certain SAC penetration tactics and equipment within a defined area, in a realistic environment, against a current defense system. (C)

6SAW CREW FLIMSY 11-63 20 August 1962

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3. TASKS FOR SUBORDINATE UNITS: (U)

- /a. 24th and 39th Bomb Squadrons will: Provide aircrews to support this operation. (U)
- b. 6th Air Refueling Squadron will: Provide aircrews and aircraft for support of 6th Strategic aerospace Wing bombardment sorties. (U)
- c. 6th Combat support Group, 6th Field Maintenance, 6th A&E Maintenance, 6th Organizational Maintenance, and 37th Munitions Maintenance Squadrons will: Provide facilities, security personnel, aircraft, and equipment to support this exercise. (U)
- d. 6th Centralized Scheduling will: Provide additional training requirements as required. (U)
- e. 812th Medical Group will: Furnish required medical support as required. (U)

x. GENERAL INSTRUCTIONS: (U)

 ν (1) Flying Safety: Although it is desired to conduct "Sky Shield III" in a realistic environment, flying safety, as in any peacetime operation, is paramount and will not be jeopardized during planning, execution or any phase of this mission. (U)

(2) Purpose: (U)

- (a) To provide a large scale training mission for NORAD that will exercise the complete air defense system. (U)
- (b) To realistically exercise and analyze certain SAC penetrations within a defended area. (U)
 - (3) Responsibilities: (U)
- (a) NORAD has the overall responsibility for the basic planning and coordination of the exercise. (U)
 - (4) Planning Factors: (U)
- (a) This is a pre-planned mission for SAC units. The "no-notice" aspect pertains to NORAD and its components only.
- (b) To avoid air traffic conflicts, the 6SAW will limit or adjust flying schedules of non-participating aircraft prior to and after grounding period. (U)

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- (c) Nuclear weapons will not be loaded nor carried by participating aircraft. (U)
 - (d) Gunnery will not be conducted on this exercise. (U)
- : (e) The ground alert force will not be degraded during this exercise. Adjusted "Chrome Dome" routes, altitude, and timing will be forwarded to numbered air forces by separate message. (C)
- (f) Numbered air force will monitor emergency air refueling support in accordance with part one, Chapter 5, par. 5, SACM 55-12. (U)
 - (5) Public Release of Information: (U)
- (a) No release of information concerning any aspect of this exercise is authorized without the specific and prior approval of the Director of Information, Hq SAC. (U)
- (b) A detailed information plan for Sky Shield III will be provided to all units before the execution of this exercise. (U)
- ν (6) To provide a realistic exercise environment and permit relative freedom of operations by both offensive and defensive forces, non-exercise air traffic, except emergency flights etc. will be denied use of the air space over the North American continent (excluding Mexico) during the exercise. Within the continental United States (excluding Alaska), this grounding period will be for a $5\frac{1}{2}$ hr period, beginning 1900Z, 2 Sep 62 thru 0030Z 3 Sep 62. The grounding period within Alaskan airspace will be for a $3\frac{1}{2}$ hr period, 1900 thru 2230 hrs 2 Sep 62. (C)
- (7) Due to the grounding period and other restrictions to flight that will be necessarily brought to public attention to permit execution of this mission, NORAD units may be aware of general exercise timing and penetration areas. They will not, however, know exact routes, timing and tactics of the penetration force. To insure that specific information pertaining to this exercise is withheld from air defense units, communication with NORAD will be made through designated "trusted agents" only. Headquarters SAC will be information addressee on all correspondence to NORAD agencies. (U)
- 4. ADMINISTRATIVE AND LOGISTICAL INSTRUCTIONS: Will be in accordance with Annex "D", SAC Operations Order 11-63. (U)
- 5. COMMAND AND COMMUNICATIONS: (U)

6SAW CREW FLIMSY 11-63 20 August 1962

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- Command: Normal. (U)
- b. Execution and Direction: (U)
- (1) 6th Strategic Aerospace Wing forces participating in this exercise will be executed by CINCSAC. (U)
- (2) Detailed execution instructions are contained in Appendix VII, Annex "A" of SAC Operations Order. (U)
 - c. Communications: See Annex "B." (U)

ERNEST C. EDDY Colonel, USAF Commander

ANNEX

A - Air Operations B - Communications

OFFICAL:

Lt Colonel, USAF

Deputy Commander for Operations

DISTRIBUTION:

47 Strat Aerospace Wg. 6 Strat Aerospace Wg: C, DCO, DCOT, DCOTP 3, DCOCE, DCOP, DCM, DCOTBO 2, IXO 4, 24BS 5, 39BS 5, 6ARS 5, 6FMS 2, BC, 6OMS 2, 6AEMS 2, 37MMS, 2010CS, Det 15 9 Wea. Total 41

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HEADQUARTERS 6TH STRATEGIC AEROSPACE WING Walker Air Force Base, New Mexico 20 August 1962

ANNEX "A"

TO

6SAW CREW FLIMSY 11-63

AIR OPERATIONS

ANNEX A
6SAW CREW FLIMSY 11-63
20 August 1962

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HEADQUARTERS 6TH STRATEGIC AEROSPACE WING Walker Air Force Base, New Mexico 20 August 1962

ANNEX "A"

6SAW CREW FLIMSY 11-63

AIR OFERATIONS

1. GENERAL CONCEPT:

- a. Objectives:
- (1) Sky Shield III has two basic objectives. Although these objectives mutually complement each other, one is primarily a SAC objective, the other a NORAD objective. (U)
- (a) SAC's primary objective is to exercise, analyze, and evaluate certain penetration tactics within a realistice environment, emphasizing super-sonic strike concepts mutually supported by ECM and low level sub-sonic attacks. The accomplishment of this objective requires not only successful execution of the mission, precise flying of the planned routes and strict adherence to tactics outlined herein, but also requires extensive collection of valid data (outlined in Appendix 4 to this Annex) upon which the analysis and evaluation will be based. (C)
- (b) NORAD's primary objective will be to provide the entire NORAD system and its components with maximum air defense training exercise. The mission is designed to realistically exercise the ability of the defense system to identify, intercept, and deter an "aggressor" force. (C)
- b. The basic design of the exercise incorporates a near simultaneous penetration of the HHCL by strike aircraft. All strike aircraft will withdraw beyond the HHCL prior to turning inbound as strike aircraft. (c)
- (1) The basic HHCL time for this exercise is 1930Z 2 Sep 62. This is the approximate time the first strike sortic crosses the HHCL. A maximum number of sortics have been planned to cross the HHCL within a minimum period of time. (C)
- d. Due to the magnitude of the exercise, the mass penetrations and saturation of altitudes and certain areas, flight plan tolerances are

ANNEX A 6SAW CREW FLIMSY 11-63 20 August 1962

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extremely critical. Participants will use all navigational techniques available to insure that control times, altitudes, and points indicated in the approved altitude reservation are made good. (υ)

2. <u>MRATHER SCOUTS</u>: Fifteenth Air Force will provide weather scout aircraft at Fairchild and/or Larson. (U)

3. ABORT PROCEDURES: (U)

- a. Prior to 1900Z, 2 September 1962, aircraft, other than exercise aircraft, will be utilizing air space. Aborts and other deviations from approved flight plans will require a change of flight plan and clearance by the appropriate FAA/DOT facility. (U)
- b. From 1900Z, 2 September 1962, to 0030Z, 3 September 1962, all non-exercise air traffic, except flights of emergency nature, etc. will be grounded. During this time, neither FAA nor DOT will be responsible for separation to air traffic. FAA and DOT will, to maximum extent possible, maintain plots of all known air traffic and will issue advisory services to requesting aircraft. (U)
- c. To assist in providing safe abort procedures and safe abort routes, 20,000 feet has not been planned for use during the en route portion of any SAC sortie (climbs and descents through 20,000 feet are planned during entry to and exit from low level routes and air refueling operations). Headquarters SAC has requested that other participating commands also leave this altitude free of planned exercise air traffic. (U)
- d. If the decision is made that "abort" is necessary, the pilot in command will break radio silence and attempt communications contact with the appropriate air traffic agency and ADC facility and: (U)
 - (1) State intentions and request advisory service. (U)
 - (2) Cease ECM and chaff. (U)
- (3) Turn SIF "ON," Mode 1 and Mode 3 Code 00 or as requested by Air Traffic/Air Defense. (U)
- (4) Providing the nature or the cause of abort or emergency permits, the aircraft should remain on the planned route/altitude as indicated in SAC Form 121, or, if VFR, remain VFR or VFR on TOP, until receipt of advisory instructions. (U)
- (5) If the nature of the emergency dictates urgent action for safety of crew or aircraft and/or communications with the advisory

ANNEX A
6SAW CREW FLIMSY 11-63
20 August 1962

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facility are not patisfactory, the SIF will be turned to the "emergency" position. In this event, FAA/DOT/ADC facilities may initiate "stop buzzer" procedures for all aircraft in the area, to permit more expeditious and safe handling of the aircraft experiencing the emergency. (U)

4. TRAINING: (U)

- 6. 6th Strategic Aerospace Wing DCOTAT will compile the required training report outlined in page 8, Annex A, SAC OPORD 11-63 and forward to reach Hq SAC not later than seven days after mission completion. Report will be forwarded in two copies (1 DOOTTP and 1 DOOTOE). (U)
- (1) Since the 24gh and 39th Bomb Squadrons are CCTS, incentive credits will be applicable. (U)
- (2) Bomber crews will receive "Big Blast" credit for all activity meeting the criteria of SACR 50-8. (U)
- (3) Crews may take credit for abbreviated navigation legs and any navigation leg flown which meets the requirement of SACR 51-11. (U)
- 5. RECALL PROCEDURES: Par. 4d, Chapter 3, Part 1, SACM 55-12 and Annex "B" of this flimsy will apply. (U)
 - a. Recall word for all SAC forces is "Tight Fit." (C)
 - b. Aircraft that have passed the "turn around" point and have become strike aircraft will continue to destination via the exercise flight plan route, unless other instructions are contained in the recall message. (C)
- c. Aircraft that have not reached the turn around point will contact the closest ADC, FAA, or DOT facility for instructions upon receipt of recall message. Unless the aircraft is VFR or VFR on Top no deviations from the approved flight plan should be made until receipt of instructions from the ground facility. (U)

ANNEX A
6SAW CREW FLIMSY 11-63
20 August 1962
CONFIDENTIAL

HEADQUARTERS 6TH STRATEGIC AEROSPACE WING Walker Air Force Base, New Mexico 20 August 1962

APPENDIX 1

ANNEX "A"

<u>TO</u>

6SAW CREW FLIMSY 11-63

ROUTE PICTURE

APPENDIX 1 ANNEX A 6SAW CREW FLIMSY 11-63 20 August 1962

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HEADQUARTERS 6TH STRATEGIC AEROSPACE WING Walker Air Force Base, New Mexico 20 August 1962

APPENDIX 2

ANNEX "A"

<u>TO</u>

6SAW CREW FLIMUI 11-63

FLOW CHART

APPENDIX 2 ANNEX A 6SAW CREW FLIMSY 11-63 20 August 1962

SKY SHIELD III

AC NAME	TACTICAL	MISSION CALL	Į.		END		CAMERA	
TAIL NO.	CALL	SIGN	T/ 0	ARCP	A/R	HHCL	TGTS	ROW VOE
RHODES	B-52	RED 3			<u> </u>		ALBANY	
120	LOBE 52	BAR 407	02/1440	02/1625	02/1700	02/1930	02/2107	02/2338
YUPCAVAGE	B-52	EED 4				• • • • • • •	PORTLAND	
121	LOBE 54	BAR 408	02/1441	02/1625	02/1700	02/1932	02/2110	02/2339
SIMPSON	B-52	RED 5					NCCHORD	
648	LOBE 43	BAR 409	02/1442	02/1625	02/1700	02/1934	02/2115	02/2348
STONE	B-52	RED 6					LARSON A	В
649	LOBE 41	BAR 410	02/1443	02/1625	02/1700	02/1936	2132	02/2355
	EC-135	RED I	`					
1439	JOSH 35	BAR 900	02/1444	02/1625	02/1700		1	02/1851
4	KC-135	RED 2				†		-
1443	JOSH 15	BAR 901	02/1445	02/1625	02/1700			02/1852
MACFAWN	B-52	WHITE 3		•			MATHER AL	78
645	LOBE 11	BAR 403	02/1505	92/1650	02/1725	02/1945	02/2137	-
TCHAM	B-52	WHITE 4			**: *		MCCIRLLAN	D AFR
706	LOBE 31	PAR 404	02/1506	9 2/1650	02/1725	02/1947	02/2137	
PARTIN	B-52	WRITE 5		3			HANILITON	AFB
555	LOBE 50	BAR 405	02/1507	02/1650	0 2/1725	02/1948	02/2137	
BOZEMAN	B-52	WHITE 6			•	<u> </u>	CASTIÈ AL	'n
115	LOBE 49	106 LOS	02/1508	02/1550	02/1725	02/1951	02/2152	_
		WHITE 1			· ·	,		and the second of the second
450	JOSH 22	BAR 902	02/1509	02/1650	02/1725			02/1916
		WHITE 2		i .	Print I saleh an Austrian and A			
467	JOSH 12	BAR 903	02/1510	02/1650	02/1725			02/1917

FLOW CHART (U)

ANNEX A
APPENDIX 2
6SAW Grow Flimsy 11-63
20 August 1962

HEADQUARTERS 6TH STRATEGIC AEROSPACE WING Walker Air Force Base, New Mexico 20 August 1962

APPENDIX 3

ANNEX "3"

TO

6SAW CREW FLIMSY 11-63

FLIGHT PLANS

APPENDIX 3 ANNEX A 6SAW CREW FLIMSY 11-63 20 August 1962

MISSION FLIGH	T PLAN	1.	ND NICKN		UNIT		TYPE	ACF I	WAVE		SIGN	CALL'	REMARKS			
		RKC	SHIELD		6 SA	<u> </u>	P-52	MDS	 					RU	NWAY %	
	POUNDS		ļ		ļ		+	7103	┥				PRESSURE	LER	IGTH /	TR TEM
CFT BASIC	17150			.	BOMBS		 		+				3650	´) , ;	3000	610
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10					STATIC					ULL AT	°		TAKE-OFF	DISTAN	CE TAKE-O	
TACK					ļ		399	500	+				82	50'	14	5.51
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MISCEL LANEOUS	64	*			ALLOW		- 40	200	120				IST LEG			DLEG
CHAFF	110		TOTAL	1	TAKE)F F	1.00			FIRING			- 2001	- I -	أستعدد	
OPERATING	1740	00	FUEL	2/8000	GROSS		1395	500	SPEI	ED			-200		11613	
							PRE-FL	IGHT F	LAN					<u>لم ال</u>		
FROMBALREN	E MA			TOUC		1	TEMP	IAS		1 1	GND DIS	TIME	AIR DIS	Red	FUEL FLIG	GROSS
33-17N /04-3	2 W	FLT	T. C.	T. H.	V 3	м. н.			T. A. S.	G. S.	ACC	ACC	ACC	ヿをこへしゅ	EMAINING.	399
ROUTE		7	1 1	DRIFT			ALT	MACH			SND DIS.	TIME	AIR DIS	40	1/30	
								1		-1			 	1243	80	389
SETTOAL		1					3.7				10	:03	10	207	2100	
40				-10				280		1 1	120	118	123	- -	12.D	1
35-06N /DY	CON	100	349		1 1	2	7-28.5	143	410	400	130	:21	133	24	1480	37
OR Pages	DA	1		-22				I			35	:05	37	4	1.7	
25.00	2000	10	349				7 -28.5	1-	420	398	165	ihe	170	131	196.3	37
35-39N 105	-00 00	120	+***	-25	1						58	:08	6/	134	2.4	
		10	296		1 1		77-28.5	1 –	444	419	223	34	23/	133	1927	77
36-08N/0	-00-		10/21	-25	1						29	:04	30	15/4	2.5_	
1./0	ا المدينية م	CL	295		1	1	27-285	-	444	419	252	:54	261	1635	1944	32
36-21N-10	a Table	UF	 	-25	+			247		1	207	135	221	1863	<u>96}_</u>	
		مرا	294			i 1	<u></u>	145	370	355	454	01:13	482	1417	1223	34
97-41 N 110	-47 W	Let.	 	-25	+			1			117	17	125	MA		
		1				1		1.77	144	419	576	01:30	607	VAS	177.1	21
33-22-N 11	-01 W	+-	29/	-32	+			1		1	20	1 103	21	1542	. 9	1
3/0			290	-25		l †	سيا	1 1	1	1	596	01:33	628	W38	1762	K
38-28N //3	25 N	+-	1070	-34	+	1 1		255	 		70	12	185	1635	3.3	<u> </u>
W				-23	1	l !	WS-31	-	420	397	476	01:45	7/3	730	172.4	1
Brid Ara Ka	3-02 W	 - -	2.84			 	743-3 F	\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\	† ''	1	100	:15	106	440	6.4	
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37-234	117-060	MIK	722			 	77.77.5	4	1723	77.	 				150	
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ON YOU			4			 		255	+	+	140	12	149	1701	4.5	
End Rosly. 91			اسما	-23		1 1			425	402		_		724	1 790	3.
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170	1,			-75	i	1 1	4. 45 4	765	س. ا	1415		02:2			173.3	35
	0-274	MCL	284			1	36-37,5	1.12	47	2 415	173	125	- 753	1729	24	
Fortona V	•	1		-25				٠٠, ٢٠٠		ميرا	144	02.40	51.553	7 175	165.9	74
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				WIZ	SION I	LIGHT	PLAN -	- CON	INUA	EION S	MEET					
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Foltuna VIV																
40-40×124-14W		<u> </u>	-23			-		ļ		<u> </u>	1114	02:49	1177	723	165.9	3
42-13A 130-00 -	CR	229					4-57,5	.77	444	421	1390	03:29	1467	212	154.7	13
sk	_		~		٠.			1	1	_	3,9	:45	332		12.5	_
43-32N 137-00W		285							-		1709	94:12	1200	153	142.2	12
H3-34 W/37-20W	CL	28/		-			37-40	~			1723	:02 04:15	18/5	155	1407	
SORTIS 407																
TIP (Planning)		1	-23		 			<u> </u>		-	/72	: 24	i 21		66	- 2
44-03W/41-15W	CR	270					37	. 77	444	421	1895	04:39	A A I	1919	134:1	3/3
st. Wheve Theries			+31						V		78	; OAY	73	CF	2.6	_2
140-01W	1	102			 		-	V		425	1473	04.41	بلحد	7728	131.5	3/1
HHCL 44-20N 139-47W	_	052					~	V		1	1988	04:50	14	.020	1310	310
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SORTIE 408	<u> </u>															†
T.P (Planning)			-23								177	:36	188		6.8	
44-144 141-26W sr. Weere Fastes	CR	280			<u> </u>		28	. 77	444	421	1902	D4: 40		1920	133.9	313
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HNCL	_	VOW	~		 			 			14	:07	13	7.2	131.2	3/8
H4-35N/39-54W	~	052					/	V		V	2000	04.52	2195	437	1307	363
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44-05N 141-35W	CR	270					39	.77	444	421	1909	OPER	2010	T)	133.7	312
st wave Therick	~	A 2000	+31		·			1	1	نے۔	12	1		CT	-31	
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			اسدرا	<u></u>]	1		1	V	1	/2	109	69	·		
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ا ،	1700 1707 1300		74					1			7		:09	34			
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44	131/21/23-05W		136			 	ļ		<u> </u>			278		2827	10.03	105 5	1800
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4	4-35N122-37W	CL	085		•			39.0	11/	444		2798	16.31	2846	2116		:83
	mmon Route Pt.					1					/	207	126	190	1	6.2	<u> </u>
44	-50N 117-50W	R	1			<u></u>				1		3005	06:57	3036	2:36		222
40	ragas VORTAL	1	Į .	124		l			1 .			805	1.44	763	1	23.7	23.
35	-39N 105-08W	1	133			l	<u> </u>		1	1	468	3810	08:41	3799	2320	74.7	253
Ro	SHUI VOR	1							1		/	141	118	134	1	41	4
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44-35N 139-54W	FLT	T.C.	WIND D/V	т.н.	VAR	M.H.	TEMP	IAS	T. A. S.	G. 5.	GND DIS	TIME	AIR DIS	ETA	PRED FUEL REMAINING		
ROUTE	COMB		DRIFT				ALT	MACH			ACC GND DIS	ACC TIME	ACC AIR DIS		130.7		
SORTIE 408			 				<u> </u>				<u> </u>					-	
the second	20		+31					77.77		مع دا د د	23	:024	22				\Box
44-49N 134-28W	GK	032				 -	38.0	.77	774	4/2	2023	04:54%	2117	1917			
14-30N 137-45W	1	105					V		/	1/	2096	25:03%	2186	out	- 	-	
	V									~	73	04	69				~
45-15N 136-21W		053				ļ		V	1		2169	05:1-6		19523			
44-52N 134-40W	1	107						V	V	V	2242	05721%	2324		23.1	23	H
71-31-151-150		101								Ť	73	:09	69	7001		 `	-
45-35N 133-11W	V	055					V	V	1	V	23/5	05:30%	2343	10:02		口	
			V					7	,	/	73	09	GA				
15-10N 131-30W	·V	109							V		2388	05:39%		ZONY		├ ╂	
45-50N 130-00W	V	057				1		1	V		73	05.48 L	2531	28.5		┼╌┼	
	- 1	7								/	73	09	69	MOV 3 3		-	
45-23N 128-20W	1	111							V		2534	05:5%		2037			
	V	A-700	V		_			مز	V	V	73	:04	64				_
16-00N126.48N	<i>-</i>	059					<u> </u>	-			2607	06 06/2	2669	couls.		╁	
5-29N/25-09W	V	113					-	V	1	V	2680	06 5/2		20.30		+-+	
erm. Mare Taurics		112	V					1			36	64/2	34	FEXA			
15-46N 124-21W	1	061						~	/		2716	06:20	2772	2100	107.6	28	6.
T-Portland S/C	V							V	V		کد	:10	68	'	2.3	1	ዹ
15-29 W/22-37 W	_	103	-					V			279/	06:30	2840	2110	105.3	28	<u>r</u> .
45-26N122-08N	CL	101					40.0	V	V	V	2811	06:53	2859	4113	104.5	28	र्र
OMMON ROUTH PT	1	102	V								187	24	175		5.8	3	₹,
	CR	101					7	V	V		2998	06:57	3034	2137	99.7	27	2
es popul voltar	V	133	+24				-	/	V	417	3803	1:44	3799		23.7	1 2	<u>z.</u>
5-394 105-08W		132						-		700	141	03:41	134	2321	74.9	25	Ť.
3-20~ 104-37W	V	170			^			•	V		3944	08:59	3.0	2.331	70.8	24	
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					MIS	SION	FLIGH	T PLA	CON	[INUA	TION S	HEET					3
[44-39N 139-56W	FLT	T.C.	*********	т.н.	VAR	м,н.	TEMP	IAS	T. A. S.		GND DIS	TIME	AIR DIS	ETA	FUEL FLIG PRED FUEL REMAINING	HT PLA
F	ROUTE		}	DRIFT		ļ	 	ALT	MACH			GND DIS	TIME	AIR DIS		130.2	30
L	SORTIE 409		<u></u>														
l	44-23N 138-32W	ا جو بر	105	+31				39.0	77	444	475	2074	107	57 2166			
r	2 - 0			س				37.0				73	:09	69	779		
-	45-09N 137-08W	-	053			ļ		~	-	-			05:10	2235	150		
	44-47N 135-27W	<u></u>	106	~					_	-	~	2220	;09 05:19	2904	1159		
	45-30N 134-00W	_	055	V								73	:09	69			
┝	75-30N /34-00W	س	033	v		ļ	-				-	2293 73	05,28	2373 69	2008	- '0	
	45-06N 132-17W	~	108					~	<u></u>	~	سا	2366	05:37	2442	2011	1 20	
l	45-47N 130-47W	سي	0.00	~						~	,	73	:09	69	2.10		7
-			057	~								2439 73	05:46	2511 69	7076	- 	
L	45-20N 129-08W	سن	110					~	~		س	2512	05:55	2580	2035		
	45-58N 127-35W	~	059					سيا	س		<u></u>	2585	06:04	2649	1044	 	
Γ			-	~								73	109	69	2017		
H	TERM WEAVE TACTIC		112									2658	06:13	2718	2053		
L	46-02N 124 22W	~	061					-		اس،	-	73 2731	209	2187	2102	107.2	28
	TGT MECHORD AFE SK		049	<u></u>				·		اسدا	ــــــــــــــــــــــــــــــــــــــ	105	:13	45		3.2	
┝	47-09N 12Z-29W		011	~								2836	06:35	288Z 19	2115	104.0	28
_	47-03N 122-0ZW	1)	125					42.0	~			2856	06:38		2118	103.1	28
	COMMON CONTERT 44-50N 117-50W	CL	1									225 3081	07:04	210 3111	2146	96.5	275
_	LAS VEGAS VOR		4.5	+24									01:44	769	2146	23.8	<u> </u>
_	35-39N 105-08W ROSWELL VOR		133					~	~	-	468		08:50	3874	2330		25
	33-20N 104-37W		170	~				•/-	~	-		4027	09:08	134	2348	4.1 68.6	24
						-					ند						
-																	
	<u> </u>									l							
																 	

					MIS	<u>sion</u> f	:LIGH	T PLAN -	· CONT	INUA	10N 2	HEET					
F	ROM HHCL			TOUC				TEMP	IAS			GND DIS	TIME	AIR DIS		FUEL FLIGI	
	44-22N 139-47W	FLT	T.C.		T.H.	VAR	м.н.	 		T. A. S.	G. S.	ACC	ACC	ACC	ETA	PRED FUEL REMAINING	GROSS W
-	ROUTE	COND		DRIFT		ļ		ALT.	MACH			GND DIS	TIME	AIR DIS		129.4	308.4
-																	
	SORTIE 410			 	1	l			1								
-				+31		 	 					22	:022	21	l	11	
	44-16N 139-17W	CR	105	101	1	İ		40.0	1.77	444	475	2052	04:582	2146	19388		
		<u> </u>	700	-	 		-			1		73	:09	69			
	45-03N 137-55W	~	052		i.	j		-	1-	~		2125	05:072	2215	1971		
	75-05/10 757-35-00		1002			 	 	<u> </u>	1			73	:09	69			
	44-42N 136-13W	_	106	<u></u>	ł	· ·	1		-	1	~		05:165		1956 £		
	47-4210 136 1300		100	 	 	 	├	 	 	 		73	:09	69			
	45-26N 134-48W	-	مدسرد	<u></u>	ł		1		1	-		2271	05:254	2353	2005		
_	43-2610 134-4000		054	 	 		 	<u> </u>	+			73	:09	69			
	45-02N 133-05W			<u></u>	1	1	1	<u></u>	1	نسا ا		23111	05:342		mut	19	75
	43-0210 133-0500	-	168		 	 	 		+	 	 	73	109	14			
	45-43N 131-35W		رسر پر ا		1	1	1		س ا	ا			05:432	2491	10774		
	45-43N 13/35W		056			ļ	 	<u> </u>	 	ļ	ļ		:09	49	122		
		l	1	<u></u>	1	ì	1		1	ا	.	73	05:522		20.22		
	45-17N 1=9-55W		110	<u> </u>	<u> </u>	<u> </u>		1	<u> </u>			2490			New Pa		
•				~	_	1	1		1 ~	1	1,	73	:09	69		ļ	
	45-56N 128-23W		058		l	<u></u>				1	<u> </u>		06:01 2	2629	20413		
•						1	1		. .	i .	1	73	:09	69	4		/
	45-26N 126-43W		112	4]	1	.l		7	1	<u> </u>	2636	06:10%		2050	ļ	
-				1	1	1				ر . ا		13	109	69	┦ _	 	
	46-02N 125-09W	1	060		1		<u> </u>		1	1	10	2709	06:195		2059		
-	TERM WEAVE TACTIC			1	1	T				1		36		34	4	<u> </u>	<u> </u>
	45-46N 124-21W	1	114		1	1		-	7	1	-	2145	06:24	2801	2164		185
-	TGT LARSON AFE SIC	 	-	1	+-	1]	1	225	:28	209		6.9	
	47-13N 119-20W	1	067		1	1	1	-	7~	1	1	2970	06:52	3010	2132	99.4	27
-	1/0	╁	+		 	 	1-		1			20	:03	19	'1	.8	
	46-58N 118-59W	CL	159		1		1	41.0	7	1	1	2990	66:55	3029	213	98.6	277
۰	COMMON RIE PT	+	12/	+	+	+	+	1 1	1	1		141	:18	132	َ ۚ لَٰ	4.1	
		CR	1		+	1	1	-	7	1	-	3131	07:13	3/41			27.
_	44-50N 117-50W	+	+	1 400	+	+	+	 	+	1		1005	01:44	163	$\int_{-\infty}^{\infty}$	13.8	2
	LAS VEGAS VOR	1	133	+24	┥	'	.		レ		468	3936	08:57			70.7	249
_	35-39N 105-08W	 	133	_	+	+	+	+	+	1	1	141	:18	134	'	4.1	4
l	ROSWELL VOR	1	170	1	4	1	ı		ーレ			4077		4058	7235	66.6	24:
_	33-20N 104-37W	1-	170		+	+		+	+	+	+	\ 	+ · · · · · ·	1	1		
ľ		1	1		4	'				1	1	1400	+	 	7		
L		1		1	4	↓ —			+	+	+	+	+	 	+-	1	
ſ	*	l	1		4	l	1	ļ	4				+	 	1		1
ļ		<u> </u>	1_							+	 		1	1	+	1	†
		1	İ	4	1	1	i	1 1	4	l l	1	L		4	⊣		+

MISSION FLIGHT PLAT CONTINUATION SHEET FUEL FLIGHT PLAN WIND D/V TEMP IAS GND DIS TIME AIR DIS FLT COSWELL VOR VAR M.H. GROSS WT ACC TIME ACC ACC DŘIFT ALT MACH 245.6 ROUTE GND DIS AIR DIS ALTERNATES BIGGS AFB 165 ;22 165 5.0 5.0 31-51N 106-23W 77 444 4242 09:36 4218 240.6 61.6 AMARILLO AFB 185 185 5.6 240.0 :25 5.6 .77 444 35-14N 101-42W 4262 09:39 4238 61.0 SHEPPARD AFB :42 9.0 310 9.0 310 136.6 33-59N 98-30W 444 4387 09:56 4363 77 FT TAS 20 AUG G

1

r					MIS	SION F	LIGH	PLAN -	CONT	INUAT	ION S	HEET					
r	FROM FORTUNA VOR			TWC				TEMP	IAS			GND DIS	TIME	AIR DIS		FUEL FLIG	
App	SORTIES 403-406	FLT	т.с.	DRIFT	т.н.	VAR	м,н.	ALT	MACH	T. A. S.	G , \$.	ACC	ACC	ACC	ETA	PRED FUEL	344.9
- 2 8 [ROUTE								MACH			GND DIS	:39	283	2	165.9	10.9
w	41-40N 130-00W	CR	283	-25				36/37.5	77	444	419	1381	03:27	1461	1832	155.0	354.0
.		CK	200	-23				30/3/2		,,,,		315	:45	332		12.4	12.4
>	SIC 42-25N 137-00W	~	279	ريوــ				36/37.5	_	~	421		04:12	1793	1917	142.6	321.6
	410			-23								14	:02	15		1.5	1,5
AMMEX	42-26N 137-20W	CL	275					36/39		/	~	1710	04:14	1808	1919	141.1	320.1
>	SORTIE 403																
						·			ļ				:15	117		4.3	4.3
	T.P. (OLANNING)	CR	274	-22				36.0	.77	444	422	1821	04:29	1925	1924	136.8	315.8
6SAW	42-33N 139-50W ST WEAVE FACTIC		017	+31			 	9₹.0	 '''	777	100	66	109	75	C.T.	2.7	5.7
E	41-53N 199-14W	-	127	751					1	-	475	1887	04:38	2000		134.1	5/3.1
្ស	HHCL	<u> </u>		+31						1		19	102	17		15	15
CRUEW	42-00N 138-50W		072					V	1		0	1906	04:40	2017	1945	133.6	312.6
															4		
72	SORTIE 404		<u> </u>		<u> </u>								113	100	┼	11.0	4.5
1 2 [T.P. (PLANNING)	ما	2711	-22		İ			7-7	444	422	1828	117	125	100/	136.6	315.6
ASMI	ST. WEAVE TACTIC	CR	274					37.0	.77	777	122	70	:09	66	1134	2.4	2.4
. 1	42-16N 137-10W	سرا	096	+31					1	_	475	1898	04:40	1999	1845		3/3.2
#	HHCL		10.00	+31	<u> </u>	 			1			14	:02	13		.5	,5
6	42-14N 138-55W	~	072	- '-'					1	4	1	1912	04:42	2012	1947	133.7	312.7
ယ															1		
	SORTIE 405														!	40	4.9
20	T. P. PLANNING			-22					۔۔ ا	111111	.,,,	125	.18	/32	-	136.3	3/5.3
	42-35N 140-10W	CR	274			ļ	ļ	38.0	.77	1999	422	1835	04:32	1940	C.J.	2.6	3/3.3
AUG	ST. WEAVE TACTIC	_	077	+31	ļ		i	-	1		475	1915	04:42	2014		133.7	3/2.7
6	42-27N 139-08W		10//	+31	 	 	 	-	 	 	1,75	9	:01	8	1	,3	
ΣĘ	42-23N 138-58W	<u>ب</u>	125	- '3/	1				1			1924		2022	1948	133.4	3/2.
-		1	1												I		
2.2	SORTIE 406		<u></u>							L	<u> </u>				↓	 	
8,	T.P. (PLANNING)			-22						11.11.		132	:19	139	d	5.2	314.9
DOCT		CR	274			<u> </u>	 	39.0	.77	444	422	1842	04:33	1947	(7.5) C.T.	135.9	3.0
6,	ST. WEAVE TACTIC	1	096	+31	1			-	ر, ا	1	475	1929	04:44				311.9
٠,	42-10N 139-10W	1-	1076	+31	 	 	 	1-	 _	 	7/2	19	:02	18	1/3/	152.7	.5
2	HHCL 42-00N 138-49W	1	125	731	1]		1	1/	1	1	1948	04:46	2046	1951		311.4
4	12-00N 120-1700	 	†	 	 				1	1					J]
		1			1	1			1	<u> </u>					<u> </u>		

r					MIS	SION F	LIGH.	PLA	CONT	INUAT	ION S	HEET					_1
Ţ	ROM HHCL			TWC				TEMP	IAS			GND DIS	TIME	AIR DIS		FUEL FLM	HTPLAN
g	42-00N 138-50W	FLT	T.C.		т.н.	VAR	м.н.		-	T. A. S.	G. S.	ACC	ACC	ACC	ETA	PRED FUEL REMAINING	GROSS WT
Т	ROUTE	CORD		DRIFT		l		ALT	MACH			GND DIS	TIME	AIR DIS		133.6	312.6
4	OTIF 463								I								- 1
L	SORTIE 403					<u> </u>									 	ļļ	╂──┼─
≥Γ	1- 01			+24		1			1 .			54	:07	52			
∄L	42-18N 137-38W	CR	072			L		36.0	1.77_	444	468		04:47	2069	1952		
31	_	V		<u> </u>		1	1			ا سا		73	109	69			
	41-35N 136-15W		126			ļ	ļ	-	 		-		04:56	2138	2001		
				<u></u>	•		1		ار ا	-	~	73	109	69			
`	41-57N 134-40W		074	ļ		 	 	~	 	 		7.3	05:05	220 <u>7</u>	2010		}+
2		1	128		1	1	1	-	-				05:14	2276	2019	 	1
	41-12N 133-21W	ļ —	120		 	 	 	1	 	 	 	13	:09	69		 	
- 1		1	076		-	ŀ	l		-	_	_		05:23	2345	1000		
	41-31N 131-43W	<u> </u>	0/4		 	 	 	-	 -			73	109	69			1 1
ã		1	130		ł	l	1,1	 	-	-	_		05:32	2414	2037	25.	25.1
-	40-44N 130-27W	 -	1,50		 	 			1	 		73	:09	69	1		
3	W 4041 .19 CO.	V	078	<u> </u>	1	1	ł	~	1 -	<u></u>	~	2398	05:41	2483	2046		
PI TWO	41-00N 128-52W		10,0	V	 	╁──ं	 		 	 		73	:09	69	Ť		
3	40-11N 127-39W	V	132	<u> </u>	1	1	1	1	1	-	_	2471		2552	2055		
⁴⊦	70-1110 127-3100	 	102	<u></u>	 	 	1	 	 			13	:09	69			
=	40-24N 126-63W	1	080		1			V	1	~	-	2544	05:59	2621	2109		
st	70 = 7/1 /24 - 500	-	1		1	 			1		1	73	:09	69	Π		
[ند	39-32N 124-52W	1	134		1	1		~	1 -	-		2617	06:08	2690	2113		
ŀ	TERM WEAVE TACTIC			V		1						13	:09	69	_	*	<u> </u>
اد	39-42N 123-16W	1	082		1		1	V	1	-		2690	06:17	2759	2/22	107.9	286.9
삵	TGT MATHER AFB			1							T _	116	:15	110	1	3.7	3.7
>	38-34N 121-18W	1	126		1		1	V				2806	06:32	2869	2137		283.2
	T.P. SIC		1	-			T					76	110	7/	1	2.4	2.4
٦	38-50N 119-40 W	1	076		1	<u> </u>	1	V	1	1	<u></u>	2882		2940	2147		280.8
5	L10			~	1		1		1	ا . ا	_ ا	20	:03	18	4	1.0	1.0
٤I	38-46N 119-17W	CL	112		1		<u> </u>	40,0	1	1	<u></u>	2902		2958	2150		179.8
킈	COMMON ROUTE PT			-		i	l		۱.,	1	سي ا	33	:04	30	٠	1.0	1.0
2	38-33N 118-38W	CR	112			<u> </u>	ļ	-	1-	1	1	2935			_		278.8
Şi	ALBUQUERQUE VOR			+25	1	1			1	1.		610	01:18	576	_	18.2	18.2
71	35-03N 106-49W	V	111			<u> </u>		~	7 "	1-	469	3545		3564	25/2		260.6
2	3/0		-0-	<u></u>	1	1	1		4 _	1	ار. ا	31	: 04	30	4	9	1,9
į į	35-00N 106-11W	1	097			<u> </u>	 	1	1 "	1—	1	3576		3594	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,		259.7
27	TP LIO	ا ـ ـ	-00	1	1	1	1		1 ~	1	1	26	: 03	25		1 001	1200
~	15-00N 105-40W	DS	088			1	 	34.0		1-	ļ <u>~</u>	3602			P3/9		259.1
	ROSWELL VOR	1	سرس [+15					1 ~	1	459	114	15	110	H, 23.	3.6	1 3.6
1	33-20N 104-37W		155			<u></u>					1/5/	3716	08:29	3729	777	76.5	255.5

					MIS	SION F	LIGH	PLAN -	CONT	INUA'	TION S	HEET					
	ROM HHCL	E1 T		TWC				TEMP	IAS			GND DIS	TIME	AIR DIS		FUEL FLK	HT PLAN
1 _	42-14N 138-55W	FLT	T.C.	DRIFT	т.н.	VAR	М.н.	ALT		T. A. S.	G. s.	ACC	ACC	ACC	ETA	PRED FUEL REMAINING	GROSS WT
L	ROUTE			UNIF !				ALI	MACH		<u> </u>	GND DIS	TIME	AIR DIS		133.7	3/2.7
ł	SORTIE 464				1 1						ļ					<u> </u>	
L																	
4	42-23N 138-23W	.بو ـــ		124				224	~~	.1111	1110	23	:022	22			
} -	12 25N 130 25W	CL	0/2					37.0	.77	444	468	1935	04:444	2034	117/2		
3	41-40N 137-00W	٠	125					~	سي	v	<u>س</u> ا	75	109	1103			
}-	,, ,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,		123									2008	04:531	2103	1384		
t	42-03N 135-24W		073	<u> </u>				سا	اسا	<u></u>	<u>ا</u>	2081	05:02=	2172		L	
-			0/3	-								73	:09	69	200/5		
ł	41-18N 134-05W	س	127						ا سا	-	س		05:112	2241			
1-			12.	-							<u> </u>	73	:09	69	246.2		
1	41.38N 132-27W		015						اسا	~	~		05:20%	2310	20702		
1				<u>.</u>								73	09	69	AV257		
Ĭ	40-51N 131-10W		129				li	س	_	-			05:192	1379	207 4.1		0
T			· · ·	-								73	:09	49	~/^	6.	- 6.
1	41-08N 129-35W		017							-	_		05:38	2448	2026	7.	2.
┢												73	:09	69	2,27		
1	10-19N 128-20W		131					-			س		05:47	2517	30528		
1												73	:09	69			
ł	40-33N 126-43W	<u> </u>	079							~	-		05:56	2586	2014		
Г												.73	:09	69			
L	39-42N 125-33W	_	133						سسا	-	~	2592	06:05%	2655	4102		
		_		-								73	:09	69			
L	39-53N 123-59W		081					~	سما		-	2665	06:144	2724	2119 2		
	TERM WEAVE TACTIC		_									36	:042	35		*	¥
L	39-27N 123-222W		135					7				2701	06:19	2759	2124	107.9	286.9
	TGT MSCLELLAN AFE											104	:13	100		3.2	3.2
L	38-40N 121-24W		//7					~				2805	06:32	2859	2137	104.7	183.7
1	SIC			<u></u>							_	60	:08	57		1.9	1.9
L	37-56N 120-30W	-	134						-	س	~	1865	06:40	2916	2145	102.8	281.8
l	110	1			ļ					اسا		20	:03			1.5	1.5
L	37-58N 120-06W	CL	063					41.0				2885	66:43	2935	2148	101.3	280.3
\vdash	COMMON RIE PT		2001							ا سر	اسر. ا	17	10	73		2.4	2.4
		CR	064					-	~		1	1962	06:53	3008	2158	78.9	277.9
1	ALBUQUERQUE VOR	ا س	,,,	+25							1110		01:18	576		18.1	18.1
 	35-03N 106-49W	-	///								469	3572	08:11	3584	2316	80.8	159.8
	T,P.	اسا	007		- !						~	31	04	29		9	<u></u>
	35-00N 106-11W		097							-			08:15	3613	2320	79.9	258.9
ı	34-6 105-55W		136		1		ļ					20	03	19 3632	1	- 16	,6
			100	1	J			1	1 1		- 1	3623	08:18	5437	2 マッコ	79.3	58.3

CONTINUATION SHEET MISSION FLIGHT PLAK FUEL FLIGHT PLAN WIND BY Y TEMP GND DIS TIME AIR DIS FLT 34.47N 105.55W PRED FUEL VAR T. A. S. G. S. GROSS WT ACC ACC ACC DRIFT ROUTE GND DIS TIME AIR DIS SORTIE 404 258.3 410 +15 :03 20 34-30N 10534W ROSWELL VOR 33-20N 104-37W 136 444 459 DS 3644 08:21 3652 1326 35.0 .77 257.7 CK 255.1 3735 1337

ı	FROM HHCL	7	T	TWC	70.5	1	T	T PLAN -	1	HINDA	HOR S	MEET			γ				
ı	42-23N 138-58W	FLT	T.C.		т.н.	VAR	M.H.	TEMP	IAS	ļ.,.	. G. s.	GND DIS	TIME	AIR DIS				HT PLA	
ĺ	ROUTE	COND		DRIFT		1		ALT	MACH	^. 3	3. 3.	ACC	ACC	ACC	ETA	PRED P		GROSS	
ľ		}				 	 	}	 	 	 	GND DIS	TIME	AIR DIS	 	133	.4	312.	<u>۔۔</u>
	SORTIE 405				1	1		 	1	ĺ	i				İ	1		\vdash	
				124			1			 	 	64	!08	61	-			\vdash	_
	41-54N 137-43W	CR	125					38.0	.77	444	468	1988	04:51	2083	,,,,			 -	_
				-		——	 		····	777	1,00	73	109		1436			 -	_
	42-08N 136-08W	-	073			}	1	سسن	-	<u></u>	1		05 00	1152	2005				_
	// a./ al ./ ./ // .			<u></u>					 		t	73	109	69	2003	-		 	-
	41-24N 134-48W	~	127					~		-			05:09	2221	2014				_
				~							!	13	:09	69	2017				-
	41-44N 133-12W		075			i	·	v	-	سسا			05:18	2290	2623				-
	_			سرا								73	:09	69	~~				-
	40-59N 131-53W	-	129					V	_	-	V	2280	05:27	2359	20.32				-
	_			<u></u>							<u> </u>	73	:09	69	~~		0 1	- 0	Ö
	41-16N 130-17W	~	077					~	~				05:36	2428		~b		76.	-
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HEADQUARTERS 6TH STRATEGIC AEROSPACE WING Walker Air Force Base, New Mexico 20 August 1962

APPENDIX 4

ANNEX "A"

6SAW CREW FLIMSY 11-63

EVALUATION AND ANALYSIS DATA

APPENDIX 4
ANNEX A
6SAW CREW FLIMSY 11-63
20 August 1962

HEADQUARTERS 6TH STRATEGIC AEROSPACE WING Walker Air Perce Base, New Mexico 20 August 1962

APPRIDIX A

ANIEKY "A"

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6SAW Flimmy 11-63

EVALUATION AND ANALYSIS DATA

- 1. General: It has been directed by the JCS that SAC will participate with MCRAD in a maximum defense training exercise. (U)
- 2. Objectives: The objectives of the Sky Shield III Evaluation are to determine SAC's ability to penetrate and degrade a high density defense system. (U)
- 3. Hission Data required of participating crows: (U)
- a. For route pletting a precision redar fix will be obtained, when possible, for every turning point, central point, HRL and location along the route at ten (19) minute intervals. Abort locations will be shown if applicable. For each point, indicate by amnotation: (0)
 - (1) Altitude. (U)
 - (2) Time (Z). (V)
 - (3) 7AS and GS. (W)
 - (A) Flight Condition (VFR, IFR, etc.). (U)
- b. For each electronic and/or mechanical countermeasure action taken: (V)
- (1) Time, position and type BRI for beginning and end of action taken. (8)
- (2) Time, frequency and type of ground radar against which spot jamming is directed (if applicable).. (U)
 - e. Interceptor detections: (V)
 - (1) Time and location of all fighter detections. (U)
- (2) Identify detections made as visual or radar, stating the system used in making detection (e.g., APS-54, B-N, FCS, etc.). (U)

Appendix 4 \$\\
Annex WA\''\
65AW Flimsy 11-63
20 August 1962

- (3) Identify time and position of NIKE lock-ons, if known. (U)
- (A) Use of SPD chaff: (U)
- (a) Include location and start and stop times for each event (fighter attack or tracking from ground radar). (U)
- (5) If detections are visual, indicate the number, type of aircraft and type of attacks made (e.g., beam, sterm, smap-up, etc.). (U)
- (6) Notation is required on everlay of any cases whereby the Sage Direction Center attempted fighter intercepts on VHF or UHF guard frequencies. If such an event occurs indicate the time (Z), frequency and call signs used as well as the tail number of the SAC aircraft making the observation. (U)
 - d. SIF/IFF: (U)
- (1) Time and position for beginning and end of action requiring SIF/IFF codes to be displayed by exercise ground rules during penetration. (U)
 - e. List the number of bundles of each type chaff (SPD & SUD): (U)
 - (1) Loaded. (U)
 - (2) Dispensed. (U)
 - (3) Dispensing rate (bundles/min.). (U)
- (4) Exact number of bundles dispensed using Self Protection Dispensing (SPD) tactics. (U)
- (5) Exact number of minutes Single Unit Dispensing (SUD) or Stream Chaff (MIGH LIGHT) was accomplished. (U)
 - f. List ECH Transmitters: (V)
- (1) Number and type of BCM transmitters (showing frequency band coverage for each type) installed. (8)
- (2) Number and type of ECH transmitters operational prior to take-eff. (U)
- (3) Number and type of BCM transmitters reported malfunctioning after landing. (V)

Appendix 4 Amex "A" 6SAW Flimay 11-63 20 August 1962

HEADQUARTERS 6TH STRATEGIC AEROSPACE WING Walker Air Force Base, New Mexico 20 August 1962

APPENDIX 5

ANNEX "A"

TO

6SAW CREW FLIMSY 11-63

WEATHER

APPENDIX 5 ANNEX A 6SAW CREW FLIMSY 11-63 20 August 1962

HEADQUARTERS 6TH STRATEGIC AEROSPACE WING Walker Air Force Base, New Mexico 20 August 1962

APPENDIX 5

ANNEX "A"

6SAW CREW FLIMSY 11-63

WEATHER

- 1. GENERAL: Weather support of this crew flimsy will be provided in accordance with the provisions of SACM 105-1. (U)
- 2. DETACHMENT 15. 9TH WEATHER SQUADRON will: (U)
- a. Provide climatological wind factors as required by the 6th Strategic Aerospace Wing. SACM 105-2 and 3WWM 55-5 will be utilized for determining wind factors. (U)
- b. Prepare flimsies on the appropriate SAC Form 133 series chart in accordance with SACM 105-1. The facsimile products received from Global Weather Central and March Forecast Center with the valid period closest to flight time will be used for preparation of the chart and air refueling portions of the flimsies. (U)
 - c. Provide sufficient COMBARs (AWS Form 81) to aircrews. (U)
- d. Provide a weather briefing at the final crew briefing for departure from Walker AFB. Flimsies and COMBARs will be distributed at this briefing. (U)
 - e. Receive, review, and evaluate COMBARs (AWS Form 81). (U)
 - f. Debrief aircrews upon return. (U)
- 3. PREPARATION AND DISSEMINATION OF FORECASTS: (U)
- a. Detachments at bases of departure will issue complete route and terminal forecasts. (U)
- b. Forecast assistance will be requested from the applicable forecast center. (U)
- 4. COMBARS: Will be recorded and disseminated in accordance with SACM 55-8B/R. (U)

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HEADQUARTERS 6TH STRATEGIC AEROSPACE WING Walker Air Force Base, New Mexico 20 August 1962

APPENDIX 6

ANNEX "A"

TO

6SAW CREW FLIMSY 11-63

AIR REFUELING AND CELL PROCEDURES

APPENDIX 6
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HEADQUARTERS 6TH STRATEGIC AEROSPACE WING Walker Air Force Base, New Mexico 20 August 1962

APPENDIX 6

ANNEX "A"

6SAW CREW FLIMSY 11-63

AIR REFUELING AND CELL PROCEDURES

- 1. GENERAL. SACTO Volumes II and V will apply. Buddy tactics. (U)
- They will accelerate on takeoff heading to 280 IAS. All aircraft will turn (20 degree bank) four minutes after start of takeoff roll. (U)
- b. Bombers will take off first with tankers last. (All takeoffs will be rolling takeoffs.) Lead bomber will act as cell leader until tankers are in en route cell position. Number one bomber (number three in cell) will make all FAA position reports while aircraft are in cell. (U)
 - c. Climb and initial level off airspeed will be 280 IAS. (U)
- d. Formation of the cell will not take place until en route cruise altitude is reached (36-21N, 106-42W). At this time number one bomber will deaccelerate to approximately 247 IAS (380 TAS), maintaining this airspeed until cell is formed. (U)
- e. 100 NM from the ARCP number two tanker and numbers three and four bombers (number five and six in cell) will assume refueling formation, (2 NM 60° echelon right). Bombers may fly loose visual formation at this time. (U)
- f. 80 NM from ARCP all receivers will descend to an altitude which will provide 1000' separation from the lowest tanker and the highest bomber. (U)
- g. After the receiver leader reaches level-off altitude, he will inform the tanker leader, at which time the tankers will adjust to refueling airspeed (255 IAS). (U)
- h. Normal closure speeds will be flown with the receiver wing man flying loose visual formation on his leader. (U)

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- i. When briefed amount of fuel has been transferred to the first receiver a disconnect will be accomplished and the receiver will move aft and to the left and assume close visual formation on the left wing of his element wing man. Receivers will use flight plan time on boom. (U)
- j. After the first receiver has reported he has completed his refueling and is stabilized on the wing man's left wing, the secondreceiver will move into observation, stabilize and refuel. Upon reaching end refueling point he will move aft and assume close visual formation on the right wing of his element leader. (U)
- k. After all receivers have reported that refueling is complete the receiver leader will instruct the tanker aircraft to clear track. Tankers will climb straight ahead to 2000 feet above refueling altitude before turning left. (U)
- 1. Bombers will reform in cell and start climb to next assigned altitude, after the tankers are well clear. (U)
- 2. ONLOAD. Briefed onload for each receiver is 19,000 pounds. Tanker abort or failure to on-load will not affect the mission. (U)
- 3. En route and refueling CR plans are listed in Annex B. (U)

4. AIR REFUELING DATA. (U)

ARCP #1 - 38-53N, 115-02W ARCP #2 - 39-23N, 117-06W End A/R - 40-00N, 120-00W Onload - 15,000 pounds

	Tanker	Receiver	Cell Position
Red One	Bar 900	Bar 407 " 408	Red three Red four
Red two		Bar 409 " 410	Red five Red six
Blue one		# 404	Blue three Blue four
Blue two	of the first of the		Blue five Blue six
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HEADQUARTERS 6TH STRATEGIC AEROSPACE WING Walker Air Force Base, New Mexico 20 August 1962

APPENDIX 7

ANNEX "A

<u>TO</u>

6SAW CREW FLIMSY 11-63

ECM AND GUNNERY

APPENDIX 7 ANNEX A 6SAW CREW FLIMSY 11-63 20 August 1962

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HEADQUARTERS 6TH STRATEGIC AEROSPACE WING Walker Air Force Base, New Mexico 20 August 1962

APPENDIX 7

ANNEX "A"

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6SAW CREW FLIMSY 11-63

ECM AND GUNNERY

1. GENERAL: (U)

- a. SKY SHIELD III provides the 6th Strategic Aerospace Wing with an excellent opportunity to exercise realistic penetration tactics against the NORAD defense system. It is essential that 6th Strategic Aerospace Wing crews participating in the SKY SHIELD III exercise be thoroughly familiar with instructions contained in this appendix. (S)
- pb. Units penetrating outside of the 30th NORAD Region will maximize their penetration effort. High altitude sub-sonic aircraft will perform a "basket weave" maneuver, whenever possible, against the NORAD surveillance and control elements. The purpose of the weave is to disrupt the SAGE tracking capability and thereby reduce the vulnerability of these aircraft to the area weapons threat. All high altitude aircraft will begin jamming and chaff operations at the HHCL. High altitude sub-sonic aircraft penetrating NIKE defenses will perform a "side step" bomb run. (S)
- c. The "basket weave" penetration maneuver was briefed to all units participating in the detailed planning conference held at CARF in early June 1962. Aircraft will be separated by two minutes upon entering this penetration pattern. (C)
- d. Electronic warfare operations will be directed towards countering: (Ref: AFR 55-44) (U)
 - (1) A-Band surveillance radars. (C)
 - (2) B-Band surveillance radars. (C)
 - (3) E and F-Band surveillance radars. (C)
 - (4) E-Band height finder radars. (C)

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- (5) I-Band radar equipped interceptors. (C)
- (6) NIKE D-Band surveillance, F-Band acquisition and I-Band tracking radars. (C)
- e. The primary effort during the area penetration phase will be directed against ADC defenses. Equal priority will be directed towards countering ADC RADARS and NIKE surveillance/acquisition/tracking radars in the target area. (C)

2. ECM CONTROL: (U)

- a. Procedures for starting and stopping ECM activities. (U)
- (1) Strike aircraft will start and stop ECM activities at designated points outlined in paragraph 3, this appendix. (U)
- V(2) Communications will be held to a minimum during the penetration phase. All aircraft will monitor the emergency guard frequency 243.0 mcs. Discrete target monitor frequencies and procedures will be in accordance with Annex B of this flimsy. (U)
- (3) Stop Buzzer/Stop Stream requests as specified in AFR 55-44 will be complied with only when the control word "Wild Pitch" (Stop Buzzer) and "Stiff Neck" (Stop Stream) is used. (Example: "BIG PHOTO this is (CAIL SIGN) "Wild Pitch" and "Stiff Neck" on ECHO NINE.") (See notes below) (C)
- (4) After receiving a "Wild Pitch" request to cease ECM or a "Stiff Neck" request to cease chaff operations, aircraft will not resume ECM or chaff operations until receipt of control word "Door Step" (resume ECM) or "Jump Rope" (resume chaff) which will signify that the emergency situation no longer exists. (Example: "BIG PHOTO this is (CALL SIGN) "Door Step" and "Jump Rope" on ECHO NINE.") (See notes below.) (C)
- NOTE 1: Special stop/start ECM/chaff code words will be known by NORAD trusted agents, FAA/DOT Air Traffic Centers and will be used only in emergency situations. (C)
- NOTE 2: Cease buzzer and stream requests will be honored only if above code words are used and band/channel (see paragraph 3e(3) below) are indicated in accordance with AFR 55-44, ATS-67 and ATS-68.(C)
- b. ECM entries in the Remarks Section of the DD 175, in accordance with paragraph 7, AFR 55-44, 7 Sep 61, are not required for this

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exercise. (U)

- 3. ECM OPERATIONS: (U)
 - a. The HHCL is defined in Annex A, this flimsy. (U)
 - b. All aircraft will start ECM at the HHCL. (C)
 - c. ECM stop lines are 100 NM after BRL. (C)
 - d. ECM Operations Procedures: (U)
 - (1) SACTD procedures will apply unless otherwise specified. (U)
- (2) Aircraft with manned EW positions will utilize installed jammers against threat signals, as required, in the following manner: In order of priority, jammer modes will be narrow barrage or spot, selective barrage or selective sweep, wide barrage or wide sweep. Barrage widths and sweep widths will be adjusted and monitored to insure coverage of all signals present at one time, rather than utilizing a constant fixed jamming width which allows for the possibility of some signals not being jammed. (S)
 - (3) Primary use of ECM equipment will be as follows: (U)
- (a) T-465/ALT-7, OA-1463/ALT-6B: Spot/Sweep jam A-Band picket ship and ground based surveillance radars. (S)
- (b) OA-1186/ALT-6B: Spot/Sweep jam B-Band surveillance radars. (S)
- (c) OA-1188/ALT-6B, OA-1055/ALT-8B, QRC-96, QRC-133(A), ALT-13, QRC-139(A)-1: Spot/Sweep/Barrage jam D-Band surveillance radars. (S)
- (d) OA-1190/ALT-6B, OA-1057/ALT-8B, QRC-49, QRC-95, ALT-13, QRC-139(A): Spot/Sweep/Barrage jam E and F-Band height finder, surveillance and NIKE acquisition radars. (S)
- (e) OA-1195/ALT-6B, QRC-49A, QRC-98, ALR-18/ALT-6B, ALQ-16: Spot/Sweep/Barrage/Deception jam I-Band radar equipped interceptors and NIKE I-Band tracking radars. (S)
- (4) ALT-15 and ALT-16 jammers will not be utilized during this exercise. (C)

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- (5) Aircraft performing "spoofing" tactics on the MIDIZ will not employ electronic jamming. (C)
 - e. Electronic Jamming Instructions: (U)
- (1) No jamming will be conducted against HF, VHF or UHF communications frequencies. (C)
- (2) No jamming will be conducted against United States or Canadian IFF frequencies. (C)
- (3) Authorized frequency bands for electronic jamming operations. (U)

BAND & CHANNEL	FREQUENCY
A-9	216 - 225 mcs
B - 7	420-425 mcs
B-8	425-450 mcs
D- 3	1215- 1300 mas
D-4	1300-14° mcs
E-8	2700-2800 mcs
E-9	2800-2900 mcs
E-10	2900-3000 mcs
F-1	3000-3100 mcs
F-2	3100-3200 mcs
F-3	3200-3300 mcs
F-4	3300-3400 mcs
F- 5	3400-3500 mcs
I-3	8500-8600 mcs
I - 4	8600-8800 mcs
I-5	8800-9000 mcs
Ī - 6	9000-9200 mcs
·	, ,

- (4) ALR-18 settings for B-52C-H will be in accordance with SAC Secret message DOPLT 3827, dated 15 May 1962. (U)
 - f. Chaff dispensing instructions: (U)
 - (1) SACTD procedures will apply unless otherwise specified. (U)
- (2) Aircraft performing "spoofing" tactics on the MIDIZ will not dispense chaff. (C)
- (3) All aircraft will dispense self protection (SPD) chaff (RR-39/RR-72) against radar equipped interceptors, only if the attack

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occurs at times along the route when HL chaff (reference para 3f(5) below) operations are not being performed. (S)

(4) Chaff will not be used against NIKE tracking radars except when employed in conjunction with a "side step" bomb run. The following chaff dispensing rates will be used by aircraft performing a "side step" bomb run commencing when entering the maximum lethal NIKE range (85 NM). (5)

TYPE AIRCRAFT

TYPE CHAFF

EQUIPMENT SETTINGS

B-52C-G

RR-39

ALE-1. Position C

- (5) HL chaff (RR-94/RR-72) will be dispensed by all high altitude aircraft performing "basket weave" maneuver in the following manner: (C)
- (a) During each leg all aircraft dispense SUD chaff (Ale-1 Position E). (S)
- (b) One minute prior to the termination of each leg, cease SUD and commence stream chaff (ALD-I Position $2\frac{1}{2}$ feet per minute). (S)
- (c) Cease stream chaff when beginning turn and restart SUD when turn is completed. (S)
- (d) Repeat SUD/HL chaff tactics throughout "basket weave" maneuver with the exception as outlined in para 3h(3) above. (C)
- (6) WARNING: RR-44, RR-70 and RR-97 chaff will not be used during this exercise. 6A&E and EWs will insure, by physical inspection, that ROPE chaff is not threaded through chaff strippers. (U)
- (7) At basket weave break-up point individual aircraft will begin SUD until they reach the ECM stop points, as specified in paragraph 3c, above. (U)

4. CHAFF AND ECM EQUIPMENT LOADING PLAN. (U)

a. Chaff. (U)

TYPE AIRCRAFT

LEFT HOPPER RR-39

RIGHT HOPPER RR-94

B-52 (Hi Weave)

2 Ctns

6 Ctns

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NOTE: Load additional seven cartons of RR-39 in left hopper for aircraft making "side step" bomb run. (U)

- b. ECM equipment. (U)
 - (1) Standard EWO configuration.
- 5. GUNNERY. Will not be conducted on this exercise. (U)
 - a. Safety checks will be in accordance with SACR 51-6. (U)
- b. Bomber aircraft will not have loaded guns. Ammunition may be in ammunition boxes, but will not be in chutes or guns. (U)

APPENDIX 7 ANNEX A 6SAW CREW FLIMSY 11-63 20 August 1962

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HEADQUARTERS 6TH STRATEGIC AEROSPACE WING Walker Air Force Base, New Mexico 20 August 1962

APPENDIX 8

ANNEX "A"

TO

6SAW CREW FLIMSY 11-63

AIR TRAFFIC CONTROL

APPENDIX 8
ANNEX A
6SAW CREW FLIMSY 11-63
20 August 1962

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HEADQUARTERS 6TH STRATEGIC AEROSPACE WING Walker Air Force Base, New Mexico 20 August 1962

APPENDIX X

ANNEX "A"

6SAW CREW FLIMSY 11-63

AIR TRAFFIC CONTROL

1. POSITION REPORTING. (U)

- a. The lead bomber of each cell (Red 3 and White 3) will make all position reports for his respective cell. Tanker leader will report during air refueling and for the tanker cell from end A/R to Walker. (U)
- b. Position reports will be terminated by the bombers at 1900Z (see Annex B, Appendix 2 for Faker monitor procedures) and will resume on an individual basis: (U)
 - (1) After bomb release. (U)
- (2) When aircraft deviates from approved route more than 10 miles and five minutes. (U)
 - (3) When an emergency exists. (U)
- c. All aircraft will make every attempt to fly the mission as approved utilizing all means of navigation. (U)
- d. Unless an aircraft emergency dictates otherwise, deviating aircraft will maintain VFR or VFR on top until flight advisory can be obtained. (U)
- e. All aircraft will contact Albuquerque Center approaching Albuquerque/Las Vegas VORTAC requesting a radar assist with a hand off to Walker RAPCON. If Albuquerque is unable to assist, all aircraft except sortie 406 will fly the briefed route to Roswell. Sortie 406 will amend flight plan to avoid R-5107, R-5108, and R-5109. Unless entry approval is received prior to takeoff. (U)
- f. Reporting points: The following reporting points are minimum. Aircraft will comply with ATC requests. (U)

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(1)	B-52's and KC-135's	Condition	
	LVS LVS 287/55 FMN 281/78 MLF 273/20 RNO 313/31	Climb DSNS and expand Climb (U)	
(2)	B-52's Red Cell (cont.)		
**	RBL 272/98 42-13N 120-00W 43-32N 137-00W After bomb release with ETA PDT 116/69 LVS ROW	to:	
(3)	B-52°s White Cell (cont.)		
	RBL 272/98 41-40N 130-00W	Climb (U)	
	(a) Sortie 403 (cont.)		
	After bomb release with RNO 158/44 RNO 122/75 ABQ ABQ 080/30 ROW	h ETA to: Climb DSND	
	(b) Sortie 404 (cont.)		
	After bomb release with SCK 063/32 RNO 122/75 ABQ 080/30 ABQ 099/48 ROW	h ETA to: Climb DSND (U)	
2		toria e Solario de Carendo e Composições	ž

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Condition

(U)

(c) Sortie 405 (cont.)

After bomb release with ETA to:
RNO 176/74 Climb
RNO 122/75
ABQ
ABQ 120/35 DSND
ROW

(d) Sortie 406 (cont.)

After bomb release with ETA to: RNO 122/75 ABQ ABQ 169/43 DSND

(U)

(4) Tankers (cont.) (U)

ROW

MLF FMN 173/53 ABQ ROW

2. AIRCRAFT CLEARANCE. (U)

- a. Following will be included on DD Form 175. (U)
 - (1) Route: "Sky Shield III as filed with ARTC." (U)
 - (2) Call sign: (Example) "Lobe 20 Bar 403 Red 3."
 - (3) "NOPAR" (Do not enter flight follow code). (U)
 - (4) "MARSA all Sky Shield III aircraft." (U)
- 3. <u>DELIVERY OF CLEARANCE</u>. Each crew will receive a copy of the flight clearance at the pre-takeoff briefing which will be held in the 24th Bomb Squadron briefing room 0515MST 2 September 1962. (U)
- 4. AIRBORNE COMMANDERS. Airborne commanders will be Lt Colonels MacFawn and Rhoades in Red 3 and White 3 who will be prepeared to brief their respective cells immediately after the pre-takeoff briefing. (U)

APPENDIX & ANNEX A 6SAW CREW FLIMSY 11-63 20 August 1962

HEADQUARTERS 6TH STRATEGIC AEROSPACE WING Walker Air Force Base, New Mexico 20 August 1962

ANNEX "B"

<u>TO</u>

6SAW CREW FLIMSY 11-63

COMMUNICATIONS

ANNEX B 6SAW CREW FLIMSY 11-63 20 August 1962

HEADQUARTERS 6TH STRATEGIC AEROSPACE WING Walker Air Force Base, New Mexico 20 August 1962

ANNEX "B"

6SAW CREW FLIMSY 11-63

COMMUNICATIONS

1. GENERAL: Communications will be in accordance with USAF CED (AFMs of the 100 series), SAC CED (SACMs of 100 series), SACMs of 55 series, appropriate JANAPs and ACPs, the 6SAW CEI, and current Flight Information Publications except as modified by this Crew Flimsy. (U)

2. RADIO SILENCE: (U)

- a. Modified radio silence restrictions will be in effect at "H" hour control time. This restriction applies to all SAC aircraft participating in this operation and will remain in effect until post target. (C)
- b. This restriction is modified to hold radio transmissions to the minimum while accomplishing requirements as follows: (U)
- (1) Takeoff departure, outbound ATC/DOT position reports as required. (U)
 - (2) Post target ATC recovery to landing base. (U)
 - (3) Safe passage procedure in accordance with this Flimsy. (U)
- (4) Aborts, emergency, or urgent aircraft conditions will terminate radio silence for the aircraft involved. (U)
- (5) Safety of flight, i.e., cell leader may break radio silence to control intra-cell elements when safety of flight is a factor. The length of transmissions will be held to a minimum. (U)
 - (6) Conducting rendezvous and aerial refueling. (U)
 - (7) Tactical reports (B-11, etc.) (U)

3. FREQUENCIES: (U)

a. HF SSB frequencies for the Short Order Net, and SAC Commander's Net are listed on crew Flip Charts, in the 6SAW CEI, and in SACM 100-24. (U)

ANNEX B
6SAW CREW FLIMSY 11-63
20 August 1962

- b. UHF frequencies will be standard ZI channelization as listed in current Flight Information Publications, on crew flip charts and the 6SAW CEI. (U)
- c. Faker Monitor System discrete UHF frequencies are listed in Appendix 2, Figure 1.
 - d. Refueling Frequencies:

CELL	C/R PLAN	BEACON	FREQ.	BACKUP UHF	HF EMERGENCY FREQ.
RED	BILL/DELTA	2-1-1	260.2	321.0	4725
WHITE	DUKE/CHARLIE	2-1-3	318.0	341.4	4725

- 4. RECALL PROCEDURES: (U)
 - a. Recall phrase is TIGHT FIT. (C)
- b. Due to the scope of this exercise it is mandatory that all operations and crew personnel be thoroughly familiar with recall procedures as outlined in the 6SAW CEI. (U)
- c. The collective call sign SKY KING is common to all SAC forces participating in this exercise whenever the FOTTROT (DO NOT ANSWER) method of radio communications is used. For this exercise the recall word TIGHT FIT transmitted by itself signifes that all aircraft of the participating SAC force are being recalled and are to return to their home station, if possible. (C)
- d. If the recall applies to a particular wing, unit, cell, or aircraft, the recall word TICHT FIT will be followed by the call sign of the wing, unit, or aircraft. (C)
- e. If aircraft are required to divert to other than home station, the recall word TIGHT FIT will be followed by the call sign of the wing, unit, or aircraft and the diversion base's geographic identifier. (C)
- f. To maintain a full-time capability for recall, aircrews will comply with monitor procedure ALFA in accordance with SACM 100-24. Aircrews will monitor Short Order HF SSB frequencies during all other times when not actually committed to HF air traffic/ICAO reporting. (C)
- g. Recall procedures and sample messages are contained in the 6SAW CEI. (U)

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- 5. FCM CONTROL WORDS: (U)
 - a. Stop ECM WILD FITCH. (C)
 - b. Restart ECM DOOR STEP. (C)
 - c. Stop Chaff STIFF NECK. (C)
 - d. Restart Chaff JUMP ROPE. (C)
- 6. AUTHENTICATION AND AIR/GROUND CODE: (U)
- a. KAA-29/TSEC will be used for air/ground/air and point-to-point challenge, reply, and transmission authentication. (C)
 - b. KAC-72/TSEC will be used to encode classified air/ground traffic. (C)
- c. Aircrews will carry the current KAC-72 and the next effective edition of all flights when no change in effective edition is scheduled during flight. If a change is scheduled during the flight, the aircrew will carry the current edition and the next two editions. (C)
- 7. IFF/SIF INSTRUCTIONS: See Appendix I. (U)
- 8. CALL SIGNS. SACADS AND IDENTIFIERS: SACADS, Tactical Call Signs, and Geographical Identifiers will be extracted from the USAF VCSL and SAC CSAS and printed in the 6SAW CEI. (U)
- 9. SPECIAL CALL SIGNS: (U)

C)

- a. SKY SHIELD III: Unclassified nickname for this exercise. (U)
- b. BAR: Tactical call sign with three-digit suffixes (i.e., BAR 095). (C)
- (1) This special call sign is designated for test purposes only during this exercise. It is designed to increase aircrew usage of a single call sign with the following: (C)
 - (a) FAA/DOT agencies. (U)
 - (b) NORAD/GCI trusted agents. (U)
 - (c) Rendezvous and refueling. (U)

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- (2) The three-digit suffix used in conjunction with the tactical call "BAR," will denote the specific planned sortie for this mission. Aircrews will use their tactical call sign (plus two digits) followed by special call sign (plus three digits). EXAMPLE: LOBE 22 BAR 403. (C)
- (3) Crews will use the "double" call sign under the following conditions: (C)
- (a) Routine contacts with any SAC Command Posts or SAC SSB station (Short Order or SCN). (C)
- (b) During initial contact with any radio facility during urgent or emergency conditions. After initial contacts, subsequent identification may be reduced to the special call sign (BAR plus three digits). (C)
- (c) Aborting aircraft that have determined the necessity to refile their clearance to a landing base will use the double identifying call signs initially but will refile with their tactical call sign (Tankers: JOSH plus two digits; Bombers: LOBE plus two digits) and will use the tactical call sign for subsequent contacts with ATC/NORAD agencies. (C)
- c. Aircrews must be thoroughly familiar with the above procedures. The Fifteenth Air Force communications staff will prepare for and conduct an analysis of the call sign test during this exercise. Evaluation will be included from respective units; comments from FAA/DOT centers and Air Defense Centers in respective areas of each numbered air force. Evaluation will include but not be limited to: (U)
 - (1) Means of increasing utilization of a single call sign. (U)
 - (2) Application for Combat Plans. (U)
 - (3) Application for large scale peacetime exercises. (U)
 - (4) Application for all peacetime operations. (U)
- (5) Aircrew comments on actual results of this test call sign with: (U)
 - (a) FAA/DOT centers. (U)
 - (b) NORAD/GCI centers. (U)

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(c) Rendezvous, refueling. (U)

10. SAC TACTICAL REPORTS: (U)

- a. B-11 Strike Report will be transmitted to the March Short Order station within 30 minutes after time over target, SACADs will be TURF and LOBE. (C)
 - (1) Strike reports are required for target one only. (U)
- (2) Aircraft call sign will consist of the tactical call sign and the special call sign BAR plus sortie number. (U)
 - (3) Example of consolidated B-ll after contact is established:

 "DEMOCRAT THIS LOBE 22/BAR 403 PASS TO TURF AND LOBE. ZIPPO
 BRAVO ONE ONE. LOBE 22/BAR 403 ALFA LIMA." (C)
- b. B/T-13 Airborne Deviation Report. Primary means of transmission is to a SAC Command Post requesting relay. Secondary means is March HF SSB station. (DEMOCRAT). SACADs will be TURF, RINGMASTER, and LOBE.(C)
- (1) Aircraft call sign will consist of the tactical call sign and the special call sign BAR plus sortie number. (0)
 - (2) Example of consolidated B/T-13 after contact is established:

"THIS IS LOBE 22/BAR 403 PASS TO TURF RINGMASTER AND LOVE. ZIPPO BRAVE ONE THREE. LOVE 22/BAR 403 UNSUCCESSFUL REFUELING, LANDING CASTLE ETA ZERO TWO SLASH ONE SEVEN TWO ZERO ZULU." (c)

(3) When deviations will require the bomber to proceed to missed air refueling alternate landing base when such deviation will result in bomber failing to meet HHCL time, and/or when such deviation will result in a bomber or tanker landing at an alternate base; the aircraft will specifically inform the ground station to immediately telephone such reports to the Fifteenth Air Force Command Post. (U)

11. EN ROUTE COMMUNICATIONS: (U)

a. From Walker to HHCL or prior to 021900Z September and subsequent to 040030Z, normal FAA/ICAO reporting. (In cell, the lead aircraft will report for all aircraft, indicating to the ground station the sorties he is reporting for. One aircraft will be designated the communications alternate in the event lead aircraft experiences radio failure.) (υ)

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- b. Position reporting will be by exception only, as indicated below, during the hours of 1900Z 2 September 1962 through 0030Z 3 September 1962: (U)
- (1) Aircraft will report when more than ten miles from flight plan course or more than five minutes from specified control times. ADIZ/CADIZ/MIDIZ reporting will not be accomplished. (U)
- (2) Aborts, emergency, or urgent aircraft conditions will terminate radio silence for the aircraft involved. (U)
- (3) Aircraft will initiate call to Albuquerque Center for recovery to Walker. Use of 243.0 is permitted if air/ground frequency jamming precludes use of normal UHF frequency. (U)
- (4) In the event that necessary air traffic services during the en route or recovery phase cannot be obtained from air traffic control facilities, aircrews will contact NORAD/ADC facilities and request their assistance. (U)
- (5) Cell leader may break radio silence to control intra-cell elements when safety of flight is a factor. The length of transmissions will be held to a minimum. (U)
- (6) Silence may be broken for conducting rendezvous and aerial refueling. (U)
- (7) Tactical reports (B-11, B/T-13) will be transmitted as required. (U)
- (8) Necessary reports will be made to Faker Monitor Controllers as outlined in Appendix 2, Faker Monitor Procedures. (U)

12. SAFE PASSAGE: (U)

- a. Safe passage procedures for "Sky Shield III" will consist of flight following of friendly SAC aircraft, outbound, SAC tankers, inbound, and the granting of safe passage for SAC "Looking Glass" and Post Attack Command and Control System (PACCS) flights. (U)
- b. Aircraft will be flight followed in accordance with NORADM 55-4, and IFF/SIF procedures contained in Annex B, Appendix 1, this Flimsy. (U)
- 13. FAKER MONITOR PROCEDURES: See Appendix 2. (U)
- 14. COMMUNICATIONS SECURITY: See Appendix 3. (U)

ANNEX B 6SAW CREW FLIMSY 11-63 20 August 1962 HEADQUARTERS 6TH STRATEGIC AEROSPACE WING Walker Air Force Base, New Mexico 20 August 1962

APPENDIX 1

ANNEX "B"

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6SAW CREW FLIMSY 11-63

IFF/SIF PROCEDURES

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APPENDIX 1 ANNEX B 6SAW CREW FLIMSY 11-63 20 August 1962

HEADQUARTERS 6TH STRATEGIC AEROSPACE WING Walker Air Force Base, New Mexico 20 August 1962

APPENDIX 1

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ANNEX "B"

6SAW CREW FLIMSY 11-63

IFF/SIF PROCEDURES:

1. GENERAL:

- a. Modes I and III, squawk in accordance with attached chart and true track. (U)
- b. Mode II is pre-set and will be activated as indicated in following paragraphs. (U)
- 2. SAFE PASSAGE AIRCRAFT. (Bombers outbound; tankers outbound and inbound). Immediately after becoming airborne, and prior to cell formation, all aircraft will squawk the appropriate Mode II Code to assist in IDBO procedures. Following procedures apply after cell formation: (S)
 - a. Lead aircraft of cell will squawk Modes I, II, and III. (S)
- b. Last aircraft of cell will squawk Modes I and III; Mode II will not be squawked. (S)
- c. Remaining aircraft of cell will not squawk IFF/SIF unless requested to do so by Bar Control. (S)
 - d. Aircraft operating singly will squawk Modes, II, and III. (S)
- 3. BUDDY REFUELING: (U)
 - a. Bombers and tankers will utilize the following procedures:
 - (1) Outbound:
 - (a) Tanker squawks Modes I, II, and III. (S)
 - (b) Bomber IFF in Standby. (S)
 - (2) Tanker inbound, Modes I, II, and III. (S)

APPENDIX 1 ANNEX B 6SAW CREW FLIMSY 11-63 20 August 1962

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4. STRIKE AIRCRAFT: (U)

- a. Strike aircraft cubtound to HHCL or IP, other than SAC safe passage aircraft will squawk Modes I and III. (S)
- b. When inbound as trike aircraft (fakers), IFF/SIF will be placed in Standby. Exceptions to this procedure will apply to aircraft which do not wish to be intercepted, i.e., actually in clouds, or in an area of reduced visibility below AFR 60-16 minimums, or when safe separation distances under SAC/NORADR 51-6 cannot be maintained. To indicate negative interception, aircraft will squawk Mode I, Code 00, Mode 3, Code 00. (S)
- c. All strike aircraft will activate IFF/SIF Mode 1, Code 00, Mode 3, Code 00, when commencing recovery phase to preclude further interceptor attack. (S)

5. IFF/SIF ABORT OR DEVIATION PROCEDURES: (U)

- a. In the event "abort" is necessary, the aircraft will break radio silence and attempt communications contact with the appropriate air traffic agency or ADC facility and: (U)
 - (1) State intentions and request advisory service. (U)
 - (2) Cease ECM and chaff. (U)
- (3) Turn SIF "ON", Mode 1 and Mode 3 Code 00 or as requested by Air Traffic/Air Defense. (U)
- (4) If the nature of the emergency dictates urgent action for safety of crew or aircraft and/or communications with the advisory facility are not satisfactory, the SIF will be turned to the "emergency" position. In this situation FAA/ADC facilities may initiate "stop buzzer" procedures for all aircraft in the area, to permit more expeditious and safe handling of the aircraft experiencing the emergency (U)

MODE I AND III TRACK CODES:

TRACK	MODE I	MODE III	TRACK	MODE I	MODE III
001-020	13	04	181-200	33	13
021-040	11	41	201-220	32	23
041-060	12	06	221-240	31	30
061-080	03	07	241-260	41	26
081-100	02	10	261- 280	43	27

APPENDIX 1 ANNEX B 6SAW CREW FLIMSY 11-63 20 August 1962

TRACK MODE I	MODE III	TRACK	MODE I	MODE III
101-120 22 121-140 21 141-160 23 161-180 40	20 17 16 15 BIT CODE MODE	281-300 301-320 321-340 341-360 I 73 MODE	42 50 43 53 III 41	31 32 33 34 (s)

FIGURE 1

APPENDIX 1 ANNEX B 6SAW CREW FLIMSY 11-63 20 August 1962

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HEADQUARTERS 6TH STRATEGIC AEROSPACE WING Walker Air Force Base, New Mexico 20 August 1962

APPENDIX 2

ANNEX "B"

TO

6SAW CREW FLIMSY 11-63

FAKER MONITOR PROCEDURES

APPENDIX 2 ANNEX B 6SAW CREW FLIMSY 11-63 20 August 1962

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HEADQUARTERS 6TH STRATEGIC AEROSPACE WING Walker Air Force Base, New Mexico 20 August 1962

APPENDIX 2

ANNEX "B"

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6SAW CREW FLIMSY 11-63

FAKER MONITOR PROCEDURES

1. GENERAL. With NORAD assistance in the collection of specific data SAC has the opportunity to evaluate and analyze certain SAC penetration tactics. To insure that NORAD maintains the capability to monitor the exercise and collect valid data, NORAD has requested that SAC aircraft utilize special communications procedures. This appendix outlines these procedures as applicable to SAC forces during communications with NORAD Faker Monitor Controllers and are in addition to normal communications procedures outlined elsewhere in this flimsy. (C)

2. FAKER MONITOR SYSTEM: (U)

- a. The primary NORAD facility for contact by faker aircraft during this exercise will be the Faker Monitor Controller. The Faker Monitor Controller is on a "trusted agent" status and is charged with the responsibility of assisting the exercise "trusted agent" in the identification and correlation of SAC aircraft. (C)
- b. "Trusted agents" and Faker Monitor Controllers are located in each NORAD Sector. (C)
- c. To enable identification and correlation of the SAC force, the planned routes and timing of this Faker force have been pre-positioned with each "trusted agent" and Faker Monitor Controller. Faker aircraft will call the Faker monitor upon entering the system, confirming position and time. (C)
- d. To preclude compromising the attack frequencies utilized in contacting the Faker monitor are discrete, and information transmitted over those discrete frequencies will not be available to the normal ADDC Controller participating in the exercise. Different discrete frequencies are designated for each Sector. (C)

3. PROCEDURES: (U)

APPENDIX 2
ANNEX B
6SAW CREW FLIMSY 11-63
20 August 1962
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- a. During this exercise all Faker Monitor Controllers will utilize the nickname BAR CONTROL. SAC aircraft contacting Faker Monitor Controllers will utilize their exercise sortic number preceded by the nickname BAR; sortic number 123 would be BAR 123. Contact would be made as follows: "BAR CONTROL, this is BAR 123." (C)
- b. Upon reaching the HHCL the SAC strike (Faker) aircraft commander will contact the appropriate BAR CONTROL on the specified discrete frequency (reference par. 4) giving time crossing HHCL (i.e., BAR CONTROL, This is BAR 123, HHCL at 30.") (C)
- (1) The cell leader will make this contact for the aircraft in his cell and will inform BAR CONTROL of the other sortie numbers that he is reporting for. (C)
- (2) Faker aircraft commanders may anticipate difficulty in establishing communications contact with BAR CONTROL if the HHCL is located in remote or over-water areas. Attempts at appropriate intervals should be continued until voice contact is established. (C)
- c. When strike aircraft are no longer targets or desire fighter attacks to cease, the aircraft commander will contact the appropriate BAR CONTROL and inform the Faker Monitor Controller that fighter attacks are no longer desired, in addition to turning on IFF/SIF as previously outlined in this flimsy. EXAMPLE: Aircraft simulating quail will, at the end of the quail simulation, turn IFF/SIF on, contact BAR CONTROL, and inform the Faker Monitor that they are no longer targets. (C)
- d. After crossing the bomb release line, the Faker aircraft commander will call BAR CONTROL and relay simulated bombs away time and target name. (C)
- e. Strike aircraft that deviate from original flight plan route by more than five min/10 NM will contact BAR CONTROL and inform the Faker monitor of revised ETA and course. (C)
- f. As SAC aircraft will be primarily monitoring FAA/DOT frequencies, the aircraft commander will obtain approval from the appropriate FAA/DOT agency prior to leaving that frequency. Likewise, BAR CONTROL should be advised when leaving the Faker Monitor. (C)
- 4. <u>DISCRETE FREQUENCIES</u>: The following primary and alternate discrete frequencies will be utilized during communications with BAR CONTROL (Faker Monitor Controllers in appropriate NORAD Sectors.) (C)

APPENDIX 2 ANNEX B 6SAW CREW FLIMSY 11-63 20 August 1962

CONFIDÊNTIAU

a.	29th NORAD Region	Primary	<u>Alternate</u>
	Grand Forks Sector Minot Sector Great Falls Sector Sioux City Sector Denver	322•2 287•8 274•4 282•5	364.2 364.2 364.2 364.2 364.2
b.	25th NORAD Region		
	Spokane Sector Seattle Sector Portland Sector	377•2 228•6 261•6	364.2 364.2 364.2
C.	28th NORAD Region		
	San Francisco Sector Los Angeles Sector Reno Sector Phoenix Sector	229.1 282.2 233.4 265.4	364.2 364.2 364.2 364.2

APPENDIX 2 ANNEX B 6SAW CREW FLIMSY 11-63 20 August 1962

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HEADQUARTERS 6TH STRATEGIC AEROSPACE WING Walker Air Force Base, New Mexico 20 August 1962

APPENDIX 3

ANNEX "B"

<u>TO</u>

6SAW CREW FLIMSY 11-63

COMMUNICATIONS SECURITY

APPENDIX 3 ANNEX B 6SAW CREW FLIMSY 11-63 20 August 1962

HEADQUARTERS 6TH STRATEGIC AÈROSPACE WING Walker Air Force Base, New Mexico

APPENDIX 3

ANNEX "B"

6SAW CREW FLIMSY 11-63

COMMUNICATIONS SECURITY

- 1. <u>PURPOSE</u>. To provide the communications security ground rules for this operation and to prevent the compromise of this flimsy resulting from excessive and indiscriminate use of unclassified messages and telephone coordinations before, during, or after the operation. (U)
- 2. GENERAL CONSIDERATIONS. Information does not have to be classified to be of significant intelligence value. Telephone conversations and unclassified teletype messages have no protection against enemy interception and exploitation. This information is, item by item, unclassified by existing standards. However, through electrical transmission in plain language, particularly by radio, this information is readily available in sufficient volume to be of great value to unfriendly countries. Mentioning a particular type of equipment, a particular type of specialist, or a particular supporting phase (none of which is individually classified), may be all that is needed to reveal valuable intelligence information and to provide the "key" that leads to eventual compromise of an operation. (U)

3. RESPONSIBILITIES: (U)

- a. General: All personnel, ground and aircrew, will take maximum security measures at all times to protect information pertaining to this operation. This includes the planning, coordination, and execution phases. (U)
- b. SAC aircrews and ground personnel: Aircrews will maintain strict radio discipline during both ground and flight operations. Aircrews and ground personnel will not mention the purpose of the mission, the units involved, or the operational concept in any in-the-clear radio transmissions. Air/Ground/Air and Air/Air/VHF/UHF communications will be held to an absolute minimum consistent with requirements for flying safety and aircraft control or as directed in this plan. (U)

4. PROCEDURES: (U)

APPENDIX 3 ANNEX B 6SAW CREW FLIMSY 11-63 20 August 1962

- a. Use of nicknames. Security analysis is greatly enhanced by repetitious use of unclassified nicknames over non-secure communications facilities. Facts and data developed in subsequent conversation, with a nickname providing the vital cohesion, permits the analyst to associate this with other accumulated data which will disclose secure aspects of the operation. The most common communications facilities requring utmost precaution by each individual are listed as follows: (U)
- (1) Unprotected air/ground radio-telephone conversations via HF radio circuits. (U)
- (2) Telephone calls via radio channels from the continental U.S. to overseas areas. (U)
 - (3) Telephone calls from overseas bases via radio channels. (U)
 - (4) Unclassified messages not afforded AFR 205-53 protection. (U)
- b. Inter-command/agency coordination. Personnel coordinating with out-of-command agencies such as FAA, commercial concerns, foreign governments, and other air force and service commands will make every effort to protect the security of this operation. They will advise those agencies whenever the information presented is classified and that its distribution will be on a strict "need-to-know" basis. (U)

5. TELEPHONE/RADIO-TELEPHONE SECURITY INSTRUCTIONS: (U)

a. Telephone conversations. No attempt will be made to "talk around" a classified subject. Convenience telephone conversations between headquarters relating in any manner to this operation will be held to an absolute minimum consistent with operational requirements. (U)

6. TELETYPE MESSAGE SECURITY INSTRUCTIONS: (U)

- a. General. In order to protect this operation, message drafters and releasing officials must be thoroughly aware of the need for devoting more than cursory thought to the intelligence implication of each message. This need is especially apparent in the area of "supporting" communications, e.g., logistics personnel, etc. (U)
- b. Unclassified messages to Department of Defence activities. Message originators must determine the security implications of their unclassified messages. EFTO procedures will be used for messages in the categories specificied by AFR 205-53. (U)

APPENDIX 3 ANNEX B 6SAW CREW FLIMSY 11-63 20 August 1962 c. Messages to non-Department of Defense activities. Unclassified messages to non-Department of Defense agencies cannot be sent via EFTO procedures. If both DOD and non-DOD agencies are addressees, two messages will be originated—one "UNCLASSIFIED" to the non-DOD activities indicating on the DD Form 173 that it is a "Book" message by checking the appropriate block. (This is advantageous from a security analysis standpoint.) (U)

APPENDIX 3 ANNEX B 6SAW CREW FLIMSY 11-63 20 August 1962

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ATH STRATEGIC AEROSPACE WING UNITED STATES AIR FORCE ER AIR FORCE BASE, NEW MEXICO



ATTH OF: DCOTP/Maj Scharmen/Drop 33

9 August 1962

SUBJECT: (U) Amendment 3 to Headquarters 6th Strategic Aerospace Wing Operations Order 206-61

TO: SAC (DOOPO) 15AF (DOOC) 3 47 Strat Aerospace Div 2 (DOCO) 2 (DOOT) 3 93 Bomb Wg 2 (DOWE) 916 Air Refueling Sq (IG) SACLNOFF, APO 239, San Francisco 3 3 Air Div, APO 334, San Francisco 3 3 Air Div, Det 1, APO 328, San Francisco 3 CINCPACAF, APO 953, San Francisco 2 Sr Rep SAC X-Ray, APO 915, San Francisco 3960 CSG, APO 334, San Francisco 3 6102 AB Wg, APO 328, San Francisco 6313 AB Wg, APO 239, San Francisco 6143 AB Wg, APO 929, San Francisco 9 Wea Sq, Narch AFB, Calif 2 Det 2, 1 Wea Wg, APO 334, San Francisco Det 8, 1 Wea Wg, APO 239, San Francisco Det 11, 1 Wea Wg, APO 929, San Francisco Det 17, 1 Wea Wg, APO 328, San Francisco 1 Wea Wg, APO 925, San Francisco 43 Air Refueling Sq, Larson AFB, Wash 2

- Attached is amendment 3 to Headquarters 6th Strategic Aerospace Wing Operations Order 206-61, 30 October 1961. (U)
- 2. This amendment changes the itinerary for 6th Strat Aerospace Wing aircraft deployment and redeployment for August 1962 and corrects the original operations order. (U)
- 3. When the attachment is withdrawn (or not attached) the classification of this letter may be downgraded to Unclassified in accordance with APR 205-1. (1)

Lt Colonel, USAF

Deputy Commenter for Operations

1 Atch Amend 3, 6SAW OPORD 206-61, 9 Aug 62 SECRET

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24BS 3, DCOTBO 2, 6FMS,
39BS 3, 6CSG, 6OMS, 4OBS 3,
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9. SCHEDULE: (U)

a. Itinerary. (August) (S)

Depart/Arrive	Time	Date
Depart Walker AFB	1000Z (0300MST)	15 Aug 62
Arrive Yokota AB	2320Z (0820LMT)	16 Aug 62
Depart Yokota AB	0200Z (1100LMT)	20 Aug 62
Arrive Itazuke AB	0400Z (1300LMT)	20 Aug 62
Depart Itazuke AB	0200Z (1100LMT)	22 Aug 62
Arrive Kadena AB	0330Z (1230LMT)	22 Aug 62
Depart Kadena AB	0100Z (1000LMT)	24 Aug 62
Arrive Andersen AFB	0345Z (1445LMT)	24 Aug 62
Depart Andersen AFB	0230Z (1330LMT)	28 Aug 62
Arrive Walker AFB	1540Z (0840MST)	28 Aug 62

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HEADQUARTERS 6TH STRATEGIC AEROSPACE WING Walker Air Force Base, New Mexico 9 August 1962

APPENDIX 3

ANNEX "A"

6SAW OPORD 206-61

FLIGHT PLANS

- 1. PLANNING FACTORS: (U)
- a. The following planning factors were used in computing the flight plans for this operations order. (U)
 - (1) B-52E static operating weight-181,588 pounds. (C)
 - (2) Fuel onload (air refueling)—80,000 pounds. (C)
- (3) Range degradation—in accordance with flight manual and safety of flight supplements. (U)
- (4) Winds used—mean and 90% worst winds derived from 200 MB August 3WWM 55-5 and Volumes 1 and 2 of SACM 105-2. All fuel computations are based on 90% worst winds in accordance with SACM 55-12. (C)
- 2. FLIGHT PLAN COMPUTATIONS: (U)
 - a. Walker AFB to Yokota AB: (C)
 - (1) This is the only leg requiring air refueling. (C)
 - (2) Level off to end air refueling: (U)
 - (a) Ground distance 1145 NM (C)
 - (b) Air distance 1275 NM (C)
 - (c) Time. 2 + 42 (C)

 - (e) Critical wind component -214K (C)
- (f) Critical wind component. In the event of missed air refueling, aircraft will return to Walker AFB. Therefore, a critical wind was not computed to a missed refueling alternate. (C)

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(3) End air refueling to alternate (Kadena AB): (C)	
(a) Ground distance 5060 NM (C)	Š
(b) Air distance capability 5680 NM (C)	
(c) Time (20,000 lb. reserve) 14 + 50 (C)	
(d) TAS 444K (C)	
(e) Critical wind component104K (C)	
b. A critical wind component was not computed for the inter-island flights; (Yokota AB to Itazuke AB; Itazuke AB to Kadena AB; Kadena AB to Andersen AFB) because ample fuel is available to proceed to destination alternates as necessary. (C)	
c. Andersen AFB to Walker AFB: (C)	
(1) Level off to alternate (Clinton Sherman AFB): (C)	
(a) Ground distance 6157 NM (C)	
(b) Air distance capability 6350 NM (C)	
(c) Time (20,000 lb. reserve) 13 + 45 (C)	
(d) TAS 444K (C)	May
(e) Critical wind component +3K (C)	
3. <u>FUEL DECISION POINTS</u> : (U)	
a. Walker AFB to Yokota AB: (C)	
(1) The primary fuel decision point will be at the "end air refueling." The receiver must have at least 205,000 pounds of fuel in the tanks in order to arrive over the alternate of Itazuke AB with 20,000 pounds of fuel in reserve. (C)	
(2) The point of no return is the 180-00 longitude. After passing this point the aircraft would not be able to return to Walker AFB. (C)	
b. Andersen AFB to Walker AFB: (C)	
(1) The fuel decision point is "coast in" (40-15N 124-15W).	
AMENDMENT 3 APPENDIX 3 ANNEX A 6SAW OPORD 206-61 9 August 1962 2 DCOT 62-251	(
CONFIDENTIAL DOOR ASSESSED.	

Aircraft must have 48,500 pounds of fuel to arrive over the alternate of Clinton Sherman AFB with 20,000 pounds of fuel in reserve. If less than 48,500 pounds of fuel are in the tanks at this point, the pilot will proceed to the nearest suitable alternate. (C)

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FROM WALKER	PP WAS						<i>i</i>	PRE-F	IGRI	LAN	10.00	<u> </u>		7	_		
		FLT		WIND D/Y	l ·	l	I I	TEMP	IAS		90%	GND DIS	TIME	AIR DIS	90%	FUEL FLA	
33-/8N /04		COND	T. C.	DRIFT	т. и.	VAR	M. H.	ALT	MACH	T. A. 3	G. S. MEAN	ACC	ACC	ACC]='		432.
KOUTI						├		701	MACA		1577	SHO DIS	MEAN	AIR DIS	Timi		
SETTOAC				90% WW	1	ł		. 10	4		1	10	:03	10	1:03	239.1	421.
LEVEL OFF				MEAN	 	 		+10			 	160	124	160	1:24		15.
	16-00	ا بما	7/10		l	-12	1		280	400	1	170	127		12		406
LAS VEGAS	YOKTHE	CL	348		<u> </u>	1-12		32.0	200	700	401			170 562	1:16		26
ELY, NEY.		CR	295	- 43	l	-15			.77	444	428	511 681	01:12	732		1 2 2	380
39-15N 114	-52W	22	273	-16	 -	F 13		32.0	1.//	177	401			111	01:93 V 5		1300
ELKO, NEV 40-46N-115	11-71	\[\sigma^{\chi}	338	- 43		-17		- J	1	/	428	781	01:53	843	01:58	<u> </u>	
5/D	- 7 / 1/		120	-16 -43		 			-		401	338	147	377	1.57		
43-00N 12	-4612	V	292	- 16	1	-19		مرسا :		/	428	1119	02:40	1220	024		
ARCP	- 1000		-	- 43		 			 		412	80	:11	88	177		24
43-28N 124	-28W	DS	/	- 16	1	-2/	i i	30.0	280	455		1199	02:51	1308	03:0		3.5.5
END A/R	~ ~ ~ ~	-		53	 	 		30.0	1200		355	116	:18	134	:19		8
44-231 12	(-U9W	AR	299	• 250	•	1	1	30.0	255	410	385	1315	03:09	1442	032	-	347
FUEL DECISION		<u> </u>	-//	- 4.2	 	 		30,0			1-63	12.2	1	1	1	80.0	80
ON LOAD					ĺ	1			1		1		1	 	1	244.8	427
LEVEL OFF	1	}	,	- 53		1			1		417	16	:02	18	:02		1
LEVEL OFF	•	CL		- 2.5	İ	-22		33	280	470	4-15	1331	03:11	1450	032	2	
		l		- <i>5</i> 3							391	130	:19	148	:20		
45-31N 130	J-20W	CR	-	- 25	1	V		V	1.77	7	11/3	1461	03:35	1608	034	1	1
		- `	7	- 53		†			1		391	446	1:04	500	11:00		29.
48-26N 15	1-504	V	293	مُعَى يَـ	ĺ	-23		35	1 /	/	419	19:0	04134	3/19	57.5		397.
7		 -	<u> </u>	- 53		 			1		391	41:5	53	101	1:	18.8	18.
50-12N 1	10-00W	/	285	مرد <u>در د</u>	1	-22		W	1 レ	~	4:7	2312	05:32	2575	055		577
				-53	 	1	 				391	325	:55	437	12.0	12.7	1 17
50-5711 1	60 001	U'	276	- 2.5		-20]	37	1 1	~	479	2697	06:27	3011	06:5		13, 1.
.		 		-53		1					39	382	:55	436	.59		17.
50-52N 1	70 00 1		269		ı	-14		52	4 . / 1	/	41		7:22		•'	<u> </u>	

				W12	NON I	LIGH	PLA"	CUN			HEE!		10% WW		90%	VIV
ROM			WIND D/V				TEMP	IAS		90%	GND DIS	MFAN	AIR DIS	70%	FUEL FLIC	PLAN
50-52N 170-00W	COND	T.C.	DRIFT	т.н.	VAR	м.н.	ALT	MACH	T. A. S.	1	ACC	ACC	ACC	ETA	PRED FUEL REMAINING	GROSS W
ROUTE	<u> </u>	!			ļ	ļ		MACH		MEAN	GND DIS	TIME	AIR DIS	TIME	162.1	344.4
110 = 1 +1 100 000	1	1	-53			[<u> </u>		1,,,,,	391	390	:56	444	1:00	16.0	16.0
49.56N 180-00W	CK	262	- 25		-10	<u> </u>	39	1.//	444	419	3469	08:18	3891	0850	146.1	328.4
	1/	1	-53		-4					391	433	1:02		1.07	17.0	17.0
47-07N 170-00E		248			-7	L	40	V	V	419	3902	09:20		29:57	129.1	311.4
	1		- 45	l	20	1		Ι.	/	399	497	1:70	555	1:15	18.0	18.0
42-52N 160-00E		240	1		- 0	<u> </u>	42	1	_	428	4399	10:30	4938	11:15	111.1	293.
			-45						/	399	277	:39	310	:42	9.5	9.3
40-08N 155-00E	1	234	-16		+3		43	1	V	428	4676	11:09	5248	11:54	101.6	283,9
			-45					1	_	399	308	:43	343	:46	10.0	10.6
36-50N 150-00E	1	231	-16	1	+4	ļ	44	1 ~		428	4984	11:52	5591	12:4	91.6	273.9
			-48						/	396	202	:58	226	:31		
36-00N 146-00E	1	255	-13	İ	+5		45	1		431	5186	12:20	5817	13:11		
CENTRAL JAPAN ADIZ		1	-48					1		396	78	:11	88	:12		
35-46N 144-26E	1	1260		1		i	45	1		431	5264	12:31	5905	/3:23		
POINT WHISKEY	+	1	-48		1		4	†		396	112_	:16	125	:17	15.4	15.4
35-23N 142-12E		258	-13	1	+6	1	45	1 /	V	431	5376	12:47	6030	13:40		258.5
YOKOTA AB	-	 	-48		<u> </u>	 	 ///	 		396	142	:20	160	:21	4.5	4.5
35.44N 139.21E		279	-13	1		1	45	1 ~	V	431	5518	13:07		14:01	71.7	254.0
35.77N 131-CIE	+	 -''	1-3	 	 	 	72	 -		721	3210	75.07	8,70	177.07		327.0
			<u></u>	1	l	1		4			 		 	1		
	+	 	 	 	 	 	 	 	 	 	<u> </u>			 		
ALTERNATES		1		1	l	l		┨	İ	ļ	<u></u>	 	 	1		
77-7-27-1-1-1	┪	 	 	 	 	 	 	 		 	 			 		
and the second second				ł	l	l	}	1	İ					1		
		↓	 	 	 	 			}	11.2	GEL	1:56	912	02:20	25.0	25.0
KADENA AB	100	231	-28		Į .	1		1	Ju.,,,	416	856					
26-21N 127-46E	158	1231	+1		 	 	74	1.77	777	445	6374	15:03	7102	10.05	46.7	227.0
	1	1 :		l	ł	l		4	[l		 	ļ	4		
				ļ	ļ	<u> </u>		<u> </u>		<u> </u>		<u> </u>		1,,,,,		
MISANA AB			-14		1	l		1		430	315	:43	325			9.
40-42N 141-23E	CR	017	20			<u> </u>	42	1.77	1444	444	5833	13:50	6515	14:43	62.7	245.0
		1			1	1		1	l	1				4		
			1		<u> </u>	<u> </u>	<u> </u>	<u> </u>	<u> </u>	<u> </u>		<u> </u>				
ITAZUKE AB			-54]		1]		390	456	1:07	518			14.
33-25N 130-27E	ICR	255	-34	1	<u> </u>	<u> </u>	44	1.//	777	410	5924	14:14	6708	15:11	57.7	240.
								I -	1					1		
		L		1		<u>L</u>		1_	<u> </u>	<u> </u>						
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MISSION LIGH	T PLAN	G	1255	BRICK		6	5100	TYPE	اخ کری		c/3	SIC	1/1/2 .	Ances	7	213 04	Ballin	
	POUNDS	T	<u> </u>						UNDS				 	1. C. C. C. C. C. C. C. C. C. C. C. C. C.		RUNWAY	<u> </u>	
CPT BASIC	172 01	21				BOMBS				7				PRESSURE	- 1	ENGTH	AIR TEMP	
REW	270					AMMO			1/20		··············			100	6 L	11.000	75	
>IL	98			1//	,	WATE	AUG	.5	120	7		1		CRITICAL	FIEL	DALENGTH	CRITICAL AL	
LTO				# 1					<u> </u>		ULL A	7.0		61	10	0'		
MEN KITS	2,20	0				STATI	C	34	2,00	REG	UIRED			TAKE-OFF	DIST	AMPE TAKE.	OFF SPEED	
EXT TANKS	259	0					ENGINE	8			MPTY	TO		39	00	o' /	134	
AM CHLLANEOUS							AXI FUE	4	000		REQUIRED			CRITICAL WIND COMPONENT				
CHARP	110	0	TOTA							ATO	ATO FIRING			IST LEG ZND LEG			SD LEG	
OPERATING .	18250		TOTA FUEL	152	500	GROS	5	33	8000	SPE	K D				1]	
	77	_						PRE-FL	IGHT I	PLAN			90%	102 W.	1)	90	Yalle	
HOM YOKOTA	10		*	WIND D/V				TEMP	IAS			GND DI			MEA	FUEL FLH	GHT PLAN	
5-44N 139	7.31 €	FLT	T. C.		т. н.	VAR	м. н.		IAS	T. A. S.	G. s.	-		ACC	ETA	PRED FUEL	GROS' WT	
ROUTE	V 10 0			DRIFT				ALT	MACH			ACC GND DIS	ACC TIME	ACC AIR DIS	-	152.5	342.0	
	**			20 gowe									1	1	T	2.5	100	
SETTOA	c			MEAN	L				<u> </u>	L		10	0 03	10	03	143.0	332.0	
				-50							270	24		32	a			
86-08N 13 EUEL OFF	9-198	64	354	- 9		16	Г	1	280	320	311	3.4		42	01			
EUEL OFF				-50							370	109		126	16	12.0	12.0	
		CL	252	- 9		16		40m	_	420	410	144		168		133.0	320.0	
OUTHERN UNSAN	·412			-49							394	16		. 184	.22			
14-48N 139	1-008	CR	251	-10		16		/	.77	444	4.74	301	6 52	352	:46		<u> </u>	
Hazuke A	ا الله			- 45							399	190		213	21	14.5	14.5	
3-35N 130		~	247	- 5		16	Г	<u> </u>	-	~	439	49	1.21	565	1:12	1185	1303.3	
ener egi exe			-												T			
والمراكب والمدا		4					l		1	1.					1			
je se na namena a				4.1							1							
ALTERNA	755		,				Г						1		1		1	
ALTERMA VOKOTA 13	a special control			-45							399	453	1.08	501	1:00	1825	- 195	
5-44/11 13	9318	CH	074	+ 7			Г	42m	.77	444	451	94			1	100.0	2870	
	and the second																T/-	
	e Article						T				l				1			
KNUENA A.	ند			39							405	45'	7 1:08	501	1.01	18.5	18.5	
26-2111 12	7.468	CR	197	+5				40m	.72	444	449	95	2.29			100.0		
	4 Hg 1										Γ΄΄							
		į					T	o						1	1			
MOUSESSIA	AFA		4.4	-33							4/1	1442	7 3 32	1560	3.11	5/1	5-1	
13-3011 144	ا مح ين ٨٠	CR	147	79				42 m	77	444	453	1944	7 3.32	12/25	1	5/.0 67.5	754	
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بمديمة مماها والمطاهم الأمقيط والمستراسية متميدة ممارية مهدايلات ويتلف يتوجمه فيستسيني فيمرضها فيتلفسال

second distribution or make an earlier.

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ب سر			-														
(`		0. 0. 4	ND NIC	KNAME		UNIT		TYF	CFT	WAVE		CELI	LCALL	REMARKS			-3-
MISSION FLIGH	62 Blass BRICK		6 5 AW		13-326		3/3		SIGN	21/1	1.00	Edlere)					
POUNDS		T TASS DATELY		\ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \		POUNDS		1					YAWNUS	<u> </u>			
CFT BASIC	172.0	<u>.a</u>			BOMBS				1				PRESSURE	L	ENGTH	AIR TEMP	
REW									フィロ					132		0,000	75
OIL .			 	71 3	1	WATE	RAUG		500	1		•		CRITICAL	FIEL	LENGTH	CRITICAL A
TO				TA 1				1		NR P	ULL AT			61	00	,	
MAN KITS	2.21	7	 	-		STATE	c	34	2000	REQ	UIRED	·		TAKE-OFF		ANCE TAKE-O	
EXT TANKS	259						ENGINES			NR E	MPTY A	TO		590	00'	1/0	34/
AISCEL LANEOUS							AXI FUEL	4	000	REQUIRED			· .		CRITICAL WIND COMPO		
CHAFF	1,10		TOTA			TAKE				ATO	FIRING			IST LEG	2	ND LEG	DLEG
OPERATING 1	1800		FUEL	1/5	2500	GROS		33	8000	4 SPE	EP	1					V
			· · · · · · · · · · · · · · · · · · ·					PRE-FL	IGHT P	LAN			90%	90%		$\mathcal{G}_{\mathcal{C}}$	4%
ROM ITAZUK	s AB	1	T	WIND D/V	T	<u> </u>		TEMP			903	GND DIS	TIME	AIR DIS	HEAN		
13-35N 13	0-278	FLT	т. с.	WIND O/ V	Т. н.	VAR	м. н. —		IAS	r, A. s.			<u> </u>	ACC	ETA	PRED FUEL	GROSS WT
ROUTI		COND	1	DRIFT	i		1 1	ALT	MACH		MEW	ACC GND DIS	TIME	AIR DIS		152.5	342.
/				902W4	1										I	7.5	10.0
SETTOA	<i>C</i> .))	Mean	1	1	l		1 1		1	10	:03	10	0:	145.0	332.6
SETTO A				- 25	1				7A5		370	9).	:15	99	14	11.0	11.0
	•	CL	179	+ 4	1	+6	Г	36111	1280	395	399	102	18	109	1:17	134.0	321,
Vomaike 7	TACAN.		1	-36				د مطالبات المساكل براوا			408	64	:09	66	09	-	
71-25N 13	0.078	CR	179		1	15	1	~	1,77	444	448	166	,27	175	126		
71-25N 13 DKINAWA 1	14/2	1		- 33	1						411	91	:13	96	12		
		CA	200		1	15	1 F	<i>i</i> ~	1 ~ 1	r	447	257	140	271	38		3.1
10:00N 12		1	1	- 27	1						417	209	30	272	28		
		CR	200		1	144	l	V	1 -	~	449	466	1:10	493			
KAJENA 12	3			- 27	T					~	417	31	:04	30	04		
16-210 12		CR	222	+ 5	1	13	l	١	1 - 1		449	497	1:14	523	11:14	120.5	307.
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	a saile e a 🖱	1			1	ł	l F		1 1						1		
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1/7837 4	المراشع سيام	1	į į		1	1	Г		11		i				<u> </u>	,	
117821 T	14.3			-39	T						405	455	1:07			17.5	17.
3 33 N 13		2.7	012	U 5	1	l	I I	38.0	1.771	444	439	952	2:21		<u> </u>	103.0	290.0
(1									·				1	L	<u> </u>
		1			1	1	ΙГ		1		l			, , , , , , , , , , , , , , , , , , , ,	1		
YCHOTA A	13			- 38	T]		406	843	2:09			33.0	
5-4111 13		CK	146	- 6	7			38.0	1.22	444	438	1340	3:24			87.5	274.
				1	T	T											
		1			1	1	1] [4			
0 250000	78 3	 		-21.	1	1					418	1239	2:58			44.0	44.0
0 25.25.50 BITN 19	721 E	0.3	150	- 26	1			38 O	1.22	444	440	1736	4:12		1	76.5	263.5
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19 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	an St. 1946.	1		·	1			,	1 I		•			1	7		

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	MISSION FLIG	0. 0. AND NICKHAME 206-62 RIA35 GOICE				UNIT 6 SACY			TYPE		WAVE		LL CALL N/A/A	REMARKS					
		POUNDS			77/1	175.6		<u> </u>		UNDS	-	*/		17/1	<u> </u>		RUNWAY	5.77	
	ACFT BASIC	1.12.0	17				BOMB	<u> </u>	<u> </u>		-				PRESSUR	e li	ENGTH	AIR TEN	
`	CHEW	T 2 3	57				AMMO			222					ALT /Z			75	
	OIL .	-6, 70	07	_	Z - i	1		RAUG	- 	7.500	4		- 1		CRITICAL	7151	/2. / 00 D LENGTH	COLLEG	
i	ATO	1 / 0	~		4-1	/ -				<u> </u>					1 /	1 -		CRITICA TEMP	
1	MACK KITS	1.20	0				STAT	ıc	34	200	NR REC	FULL A	70		TAKE-OF	F D197	ANCE TAKE-	OFF SPE	
	EXT TANKS WEIGHT (Empty)	256	6				STAR	T ENGINE							.3	700		34	
1	MISCELLANEOUS	1/23	22				AND TAXI FUEL		ا .	1000	REC	EMPTY A	110	-					
	CHAFF	1,590		TOTAL			ALLOWANCE TAKE-OFF			1 6 5 5		 		· · · · · · · · · · · · · · · · · · ·			IND COMPON	BD LEG	
1	OPERATING	16000	Sto	FUEL	15	2,500	GROS		38	8000	ATO	FIRING			131 220	ľ	NO LEG	SO EEG	
ı			9 4	<u></u> .		-	<u> </u>		PRE-F						<u> </u>				
1	FROM KAUER	14 119				T	1	T		LIGHT	LAN	1	T	7	·	Ţ			
1	26-21/0 12 ROUT	7.46€	FLT	т. с.	WIND D/V	1 т. н.	VAR	M. H.	TEMP	IAS	T. A. S	G. S.	GND DIS	TIME	AIR DIS	11240	PRED FUEL	GHT PLA	
1	ROUT	E	COAD	1 1	DRIFT	į		1	ALT	MACH		1.5	ACC GND DIS	ACC	ACC		PRED FUEL	- 3//	
ı		. *			9024	1		 				1/ ··· N	GND DIS	TIME	AIR DIS	ins	152.5	1 370	
1	SETTO 11 LEVEL DIF	ć. ·			MEAN	1]	1 F		1]		1		102	10	┨╻	145.0	1 -40	
1	4808L 317				- 29	1	!	 	4.V. R	:13		360	116	.19	125	18			
ı			C1.	127	- 2	1	13		38.0	280	3/6		1/6	122	135	21	12.0	1 - 1	
I	OMMENT !	1 P. 1 T.		1	- 29			 	<u> </u>	1	<u>~ /c</u>	415	156				133.0	32	
1	23-0011 13	2-00 €	CR	128	- 5	1	12	1 F	v	77	444	442	312	149	335	146	 	 	
I				1	-27		1	1		1.77	<u> </u>	417	302	144	325 325			-	
l	20-00N 130	6-19 8	CR	129		1	+1		~	1 / 1	-	133	614	1:33	660		20.0		
I				1	- 25			 		1		419	267	.38	280		111.0	30	
l	17-1503 14 .	3 22 5	CR	128	- 3	ſ	10)	· · · · · · · · · · · · · · · · · · ·	-	1	437	281	2:11	240			├ ──	
I	Ry U. Sees Mul	7.			-28					1		4/16	167		170	22		 	
L	15-40 N 143	-11 E	CR	128	- 7		٢		L	1 - 1	r	437	1638	2:34			<u> </u>	 	
ſ	ANDERSEN .	20.3		1	- 28		······	 		 		416	203	129	214	2.26	3//2	 	
I	13-350 144	-55 ε	CA	128		!	-/		· ·	' '	~	437	1241	3:03	1324		24.0	24	
ſ				-				 	· · · · · · · · · · · · · · · · · · ·	! 		73 /	1571	12.02	1264	F-97	81.0	276	
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ſ												1.				-		 	
L	1 14812 1	1222								1 1				l ——				 	
ſ					. 17							427	10 41	35		7:32	38.0	31	
L	26 2012 12	1.41.8	ن م	3/0	+ 4				40.0	27	444	142	2442	2000		160 gm 5 3 3	49.0	238	
I												112					77.0	ورح	
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10 July 10 Jul

HEADQUARTERS 6TH STRATEGIC AEROSPACE WING Walker Air Force Base, New Mexico 9 August 1962

APPENDIX 6

ANNEX "A"

6SAW OPORD 206-61

AIR REFUELING

- 1. GENERAL. The 43d Air Refueling Squadron will provide one KC-135 with a total offload capability of 80,000 pounds. (C)
- a. The tanker will take off from Larson AFB in time to make the scheduled rendezvous. (U)
- b. Descent to air refueling altitude will be initiated 80 NM prior to ARCP. Contact should be made as soon as practical after descent and not necessarily delayed until arrival over the ARCP. (U)
- 2. PROCEDURES: (U)
- a. C/R plan Bill Alpha will be used for formation close-up. Reference: Annex I, SACM 100-24. (U)
- b. Since there is not a secondary refueling area, the primary track will be extended as required to accomplish refueling or the decision to discontinue the refueling is made by the receiver. (U)
 - c. Refueling area. (U)
 - (1) ARCP: 43-28N 124-28W. (C)
 - (2) Refueling track: 299°.
 - (3) Refueling altitude: 30,000 feet. (C)
 - (4) Onload: 80,000 pounds. (U)
 - (5) End air refueling: 44-23N 126-49W. (C)
 - (6) Rendezvous time: 1300Z 15 August 1962. (U)

AMENDMENT 3
APPENDIX 6
ANNEX A
6SAW OPORD 206-61
9 August 1962
CONFIDENTIAL

62-521 DCOT 62-251

- (7) Restrictions: A waiver has been obtained from SAC to exceed 415,000 pounds gross weight at end of air refueling. (U)
- 3. REFUELING ROUTE PICTURE: Refer to Appendix 1, this Annex for refueling area route picture. (U)

AMENDMENT 3 APPENDIX 6 ANNEX A 6SAW OPORD 206-61 9 August 1962

62-52/ DCOT 62-251

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4TH STRATEGIC AEROSPACE WING UNITED STATES AIR FORCE WALKER AIR FORCE BASE, NEW MEXICO



ATTN of DCOTP/Capt Scharmen/Drop 33, ext 2180

1 Aug 1962

SUBJECT: (U) Amendment 2 to Headquarters 6th Strategic Aerospace Wing Operations Order 300-62

TO: 15AF (DOOC, DOC, DOW, IG)
NORAD, Ent AFB, Colo
93 Bomb Wg

47 Strat Aerospace Div

29 Air Div, Richards-Gebaur AFB, Mo

1. Attached is amendment 2 to Headquarters 6th Strategic Aerospace Wing Operations Order 300-62, 15 March 1962. (U)

2. The changes in this amendment become effective 1 August 1962. (U)

3. Pen and ink changes: (U)

a. Annex A, page 5, par. 10a(6): Change to read "High Altitude Fixed Angle combat jamming run." (U)

4. When the attachment is withdrawn (or not attached) the classification of this letter may be downgraded to unclassified in accordance with AFR 205-1. Certificate of destruction is not required by this headquarters. (U)

FOR THE COMMANDER

JOHN W. SWANSON

Lt Colonel, USAF
Deputy Commander for Operations

2 Atch

1. SAC Form 20

2. Amend 2, 6SAW OPORD 300-62 15 Mar 62, CONFIDENTIAL

Copies to:
C, DCO, DCOT 3, BCOCE, DCOP,
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IKO 4, 40BS 27, 6FMS 2, 60MS 2,
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CONFIDENTIAL

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#### f. GAM 77 run: (U)

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- (1) A GAM 77 simulated launch run (Big Bark) will be accomplished against the Seattle NIKE Site using Fairehild NIKE as the GAM simulated launch point. (U)
- (2) Combat crows of GAM 77 carrying aircraft will be thoroughly familiar with and adhere to the appropriate GAM 77 simulated launch procedures checklist and the contents of SACR 55-5 as it applies to GAM 77 activity. (U)
  - g. Low altitude bombing: (V)
- (1) Each crew will accomplish a synchronous Short Lock Large run against the designated Boise Semi-mobile target complex. Mission effectiveness will be based on the score obtained on the first release. (U)
- (2) The run may be made as offset or direct and will be scored using the assuracy standards established in SACP 170-1A. (U)
- (3) If a crew aborts the bomb run after departing the IP, the sortic will be declared as  $\underline{non}$  effective and charged as a non-synchronous run. (U)
- (4) If a radio malfunction prevents a scored RBS run, the sortie will not be included in computation of mission effectiveness <u>provided</u> that scorable radar scope photography meets the ascuracy standards of SACP 170-1A. Where scorable photography is not available or the photography score exceeds the accuracy standard, the sortie will be scored as non effective. (U)
- (5) Once an aircraft is airborne, the crew must accomplish the low altitude bomb run or the sortie will be scored as non effective. Where safety of flight considerations other than weather preclude completion of the low altitude bomb run, the sortie will be scored as non effective in mission effectiveness. (U)
- (6) Short Look synchronous radar runs which exceed the time restriction established in SACR 50-4 will be declared as non effective. Time at altitude restrictions do not apply to emergency type runs. (U)
- (7) Scores will not be passed to aircrews. Scores will be available to the Wing Commander after the completion of the final B-51 report. (8)
  - h. High altitude bombing: (U)
- (1) A high altitude Fixed Angle combat jamming run will be accomplished against the La Junta RBS site. The run will be made at the mach prescribed by tastical doctrine for high altitude RBS runs. (U)

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- (2) In the event a BNS malfunction precludes the accomplishment of a fixed angle attack the run will be made by the best means available. To be effective the circle size must not exceed the criteria established in SACP 170-1A for last resort or timing bomb run. These runs will not be included in computing the critical areas of mission effectiveness and bombing reliability.
  - i. Rules applicable to both high and low altitude bombing: (U)
- (1) All runs, both synchronous and emergency, will be executed in accordance with procedures contained in SACR 50-4, to include actuation of the bomb release system. (GAH carrying aircraft will not actuate bomb release system). (U)
- (a) Non GAM carrying aircraft possessing a dual U-2 installation will be cocked and fired at each release. Effectiveness scoring will be based on actuation of the U-2 release in unit EWO sequence. (U)
- (b) Non GAM carrying aircraft configured for the "clip in" release system will accomplish all items on the bimbing checklist to assure an effective release. (U)
- (2) All fixed angle or ASQ-38 emergency set type RBS bomb runs made in lieu of synchronous RBS bomb runs will be scored using the fixed angle assuracy standards established in SACP 170-1A. (U)
- (3) GPI, last resort, celestial and timing from a predetermined point emergency bomb runs will be scored using the accuracy standards established in SACP 178-1A. (U)
- (4) Clamshell doors will remain closed throughout the bomb runs. Optics will not be used during or in lieu of emergency type runs. (U)
- (5) All RBS runs will be made as "record". An aircrew whale to make a synchronous run due to malfunctioning equipment will attack the target using the best available emergency method. An aircrew unable to make an emergency run due to totally inoperative BBS equipment will attach the target using the last resert bombsight, celestial fixes, or by timing from a predetermined point. (U)
- (6) In the event of an RBS ground abort, type II, scorable radar-scope photography will be used for CRT scoring purposes. If radarscope photography is not accomplished or is of such quality as to preclude determination of score, the sortic will not be included in the computation of mission effectiveness or bombing reliability. (U)
- (7) In the event of a type III abort, the estimated RBS score will be utilized. If an estimated score is not established by the site, scorable radarscope photography will be used. If an acceptable scoring capability does not exist for the Short Look synchronous run, the sortie will be declared non-effective for mission effectiveness. (U)

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	,	<del></del>		MIS	SION I	FLIGHT	- '-	CON	INVA	TION S	MEET			<del>,                                    </del>	ON 90%	
ROMMECALL/ROME	FLT	T.C.	MIND DA	т.н.	VAR	M.H.	TEMP	IAS	T. A. S.		GND DIS	TIME		90%	FUEL FLA PRED FUEL REMAINING	GROSS
NOR ENTRY	COND	1	DAIFT	''''	'``		ALT	MACH			ACC GND DIS	ACC TIME	ACC AIR DIS	-	// 8.9	298.
BOISE SEMI-MOBILE	<b></b> -	<del> </del>	No	<del> </del>	<del>                                     </del>	<del> </del>		<del> </del>		<del> </del>	3/4	: 52	314	:52	19.5	19.
ROS SITE	44	1	WIN D	1				1			3582	08:40	3898		97.4	279.
EXIT ROME VOR		<b> </b>		<b></b>	1	1		<b>†</b>			777					
42.35N 117-52W	-	1.	<b></b>		i		23.0	1		i i				1		
L/0			210/030		T			1		425	78	: //	77	:12	4.9	4.
42-57N 116-26W	CL	063	-2	061	-18	043	39.0	280	400	408	3660	08:51	3975	09:22	94.5	274
COMMIN POINT			210/035							474	71	;09	69	:01	2.2	2.
43-28N 115-00W	cR	-	-2	1	"	1		.77	444	452	373/	09:00	4044	A:3/	72.3	212
EXIT MSCALL VOR		I						[								
44-46N 116-13W					<b> </b>	ļ	23.0	L			ļ			<u> </u>		<u> </u>
T. P.	١ ا		270/030		1	- 000		1		375	24	:04	24	:04		<b> </b>
44-56N 116-42W	CL	300		298	-20	278		280	400	310	3606	08:44		09:14	<u> </u>	<u> </u>
4/0	-	131	279/030	,20	-19	مندرا	-	1		420	54	:07	53	108	4.9	4.
44-22N 116-11W		136	+3	139	177	120	39.0	ļ	<u> </u>	408	3660	08:51		09:22	94.5	274.
COMMON POINT	ce	1	210/035		1	سرا ا	-	77	444	470	3131	09;00	4044	:09	2.1 92.3	2
43-2810 7/3-0000	CE		70		<del>                                     </del>	<del>                                     </del>		.77	777	452	3/31	07,00	7077	A:31	12.3	212
COMMON ROUTE								1						1		-
PIP KREMMLING			255/030							466	440	:57	442	01:00	13.8	/3
40-03N 106-22W	CR	118	+3	121	-16	105	39.0	1.77	444	442	4171	09:57	4486	10:3/	78,5	258
10		123	250/030					ر ا		460	114	:15	117	:16	3.6	3
39-00N 104-20W	~	123	+3	126	-14	112	~	10		438	4285	10:12	4603	147	74.9	254
TGT FIXED ANGLE		.,,,	250/030	150	100	127		6.	,,,,,	476	13	:09	78	:10	2.6	1 2
LA JUNTA ALPHA	~	146	+4	150	-13	137	<u></u>	.82	471	454	4360	10:21	4681	10:57	72.3	252
BREAKAWAY		}	<b> </b>		1			4	1		33	:04	33	:04	!:	
	<b></b>	<b> </b>		<b> </b>	<b>├</b> ──	<b>}</b> -		<del> </del>	<b> </b>	1/20	4393	10:25	47/4	11:01	71.2	250
ALAMOGOROO RES	CR	188	255/035	192	-12	179	39.0	1.77	444	430	4583	10:52	4915	123		2.44
34-36N 104-25W WALKER AFB, NM	- CZ	100	+4	11/2	1 13	11/1	37.0	<del>                                     </del>	777	365	79	:13	97	1F29	65.1	344
RADAR DIR APP	DS	İ	<u> </u>				×	1		358	4662	11:05	5005	11:42	42.4	142
KION- VIK AFF		<del> </del>	<u> </u>	<del>                                     </del>		<del> </del>		<del> </del>		300	1002	11 1-2	0000	1117		10.30
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31-50N 106-23W	CR	222		<u></u>			40.0	.77	444	396	4797	11:23	5156	12:03	57.9	231
AMAZILLO AFB											184	:23	181	:25	5.5	5
35-13N 101-42W	CR	051			<u></u>		42.0	.77	444	451	4846		5186			236
CLINTON- SHERMAN	-0								dim		292	:38				8
85-21N 99-11W	5 /C	065		l	1	ł	42.0	1.77	777	452	4954	11:43	5297	12:25	53.9	233

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CREW 2160  OIL 986  LESS WATER AUG 300  ATO  RACK  RATO  PAGE AND AND TATIC  MISCELLANEOUS 664  CHAPPE 1100  TOTAL 205000 TAKE-OFF GROSS  FRE-FLIGHT PLAN  FROM DALKOKAFO, N. MEX  33-17A) 104-32W  COND T. C.  WIND 1/8  T. H. VAR M. H.  TEMP 1AS  T. A. S. G. S.  ACC ACC ACC  ACC  CONFICHC PIECE COND IN REMPTY ATO  REQUIRED  TAKE-OFF DISTAN  TAKE-OFF DISTAN  TAKE-OFF DISTAN  TAKE-OFF DISTAN  TAKE-OFF DISTAN  TAKE-OFF DISTAN  TAKE-OFF DISTAN  TAKE-OFF DISTAN  TAKE-OFF DISTAN  TAKE-OFF DISTAN  TAKE-OFF DISTAN  TAKE-OFF DISTAN  TAKE-OFF DISTAN  TAKE-OFF DISTAN  TAKE-OFF DISTAN  TAKE-OFF DISTAN  TAKE-OFF DISTAN  TAKE-OFF DISTAN  TAKE-OFF DISTAN  TAKE-OFF DISTAN  TAKE-OFF DISTAN  TAKE-OFF DISTAN  TAKE-OFF DISTAN  TAKE-OFF DISTAN  TAKE-OFF DISTAN  TAKE-OFF DISTAN  TAKE-OFF DISTAN  TAKE-OFF DISTAN  TAKE-OFF DISTAN  TAKE-OFF DISTAN  TAKE-OFF DISTAN  TAKE-OFF DISTAN  TAKE-OFF DISTAN  TAKE-OFF DISTAN  TAKE-OFF DISTAN  TAKE-OFF DISTAN  TAKE-OFF DISTAN  TAKE-OFF DISTAN  TAKE-OFF DISTAN  TAKE-OFF DISTAN  TAKE-OFF DISTAN  TAKE-OFF DISTAN  TAKE-OFF DISTAN  TAKE-OFF DISTAN  TAKE-OFF DISTAN  TAKE-OFF DISTAN  TAKE-OFF DISTAN  TAKE-OFF DISTAN  TAKE-OFF DISTAN  TAKE-OFF DISTAN  TAKE-OFF DISTAN  TAKE-OFF DISTAN  TAKE-OFF DISTAN  TAKE-OFF DISTAN  TAKE-OFF DISTAN  TAKE-OFF DISTAN  TAKE-OFF DISTAN  TAKE-OFF DISTAN  TAKE-OFF DISTAN  TAKE-OFF DISTAN  TAKE-OFF DISTAN  TAKE-OFF DISTAN  TAKE-OFF DISTAN  TAKE-OFF DISTAN  TAKE-OFF DISTAN  TAKE-OFF DISTAN  TAKE-OFF DISTAN  TAKE-OFF DISTAN  TAKE-OFF DISTAN  TAKE-OFF DISTAN  TAKE-OFF DISTAN  TAKE-OFF DISTAN  TAKE-OFF DISTAN  TAKE-OFF DISTAN  TAKE-OFF DISTAN  TAKE-OFF DISTAN  TAKE-OFF DISTAN  TAKE-OFF DISTAN  TAKE-OFF DISTAN  TAKE-OFF DISTAN  TAKE-OFF DISTAN  TAKE-OFF DISTAN  TAKE-OFF DISTAN  TAKE-OFF DISTAN  TAKE-OFF DISTAN  TAKE-OFF DISTAN  TAKE-OFF DISTAN  TAKE-OFF DISTAN  TAKE-OFF DISTAN  TAKE-OFF DISTAN  TAKE-OFF DISTAN  TAKE-OFF DISTAN  TAKE-OFF DISTAN  TAKE-OFF DISTAN  TAKE-OFF DISTAN  TAKE-OFF DISTAN  TAKE-OFF DISTAN  TAKE-OFF DISTAN  TAKE-OFF DISTAN  TAKE-OFF DISTAN  TAKE-OFF DISTAN  TAKE-	TO ON GENERAL STREET
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RACK EXT TANKS WEIGHT (FIRELY) 2590  (1660D) START ENGINES AND TAXIFUEL ALLOWANCE  CHAFF 1900  OPERATING  TOTAL FUEL  205000  TOTAL FUEL  205000  TAKE-OFF GROSS  TAKE-OFF GROSS  TAKE-OFF GROSS  TAKE-OFF GROSS  TAKE-OFF GROSS  TOTAL FUEL  TOTAL FUEL  TOTAL FUEL  TOTAL FUEL  TOTAL FUEL  TOTAL FUEL  TOTAL FUEL  TOTAL FUEL  TOTAL FUEL  TOTAL FUEL  TOTAL FUEL  TOTAL FUEL  TOTAL FUEL  TOTAL FUEL  TOTAL FUEL  TOTAL FUEL  TOTAL FUEL  TOTAL FUEL  TOTAL FUEL  TOTAL FUEL  TOTAL FUEL  TOTAL FUEL  TOTAL FUEL  TOTAL FUEL  TOTAL FUEL  TOTAL FUEL  TOTAL FUEL  TOTAL FUEL  TOTAL FUEL  TOTAL FUEL  TOTAL FUEL  TOTAL FUEL  TOTAL FUEL  TOTAL FUEL  TOTAL FUEL FUEL  TOTAL FUEL FUEL  TOTAL FUEL FUEL  TOTAL FUEL FUEL  TOTAL FUEL FUEL  TOTAL FUEL FUEL FUEL FUEL FUEL FUEL FUEL FUE	ND COMPONENT D LEG SD LEG FUEL FLIGHT PLA
MISCELLANEOUS 664  CHAFF 1:00  OPERATING 1:00  OPERATING 1:00  FUEL 205000 TAKE-OFF GROSS  PRE-FLIGHT PLAN  FROM WALKOLAFO, N. MEX  33-174 104-32W  COND T. C. WIND 1/6 T. H. VAR M. H. TEMP 1AS T. A. S. G. S. ACC ACC ACC ACC ACC	ND COMPONENT D LEG SD LEG ED ON G: 1/A 4.7
MISCELLANEOUS 664  CHAFF 1100  OPERATING 1700  OPERATING 1700  FUEL 205000 TAKE-OFF GROSS  TAKE-OFF GROSS  FRE-FLIGHT PLAN  FROM WALKOLAFO, N. MEX  33-174 104-32W  COND T. C. WIND 1/8 T. H. VAR M. H. TEMP 1AS T. A. S. G. S. ACC ACC ACC ACC ACC	DLEG DLEG  DON G: 1/2 4/4  FUEL FLIGHT PLA
OPERATING 17 1000 FUEL 205000 GROSS 404 270 SPEED  FROM WALKEKAFO, N. MEX 33-17 N 104-32 W COND T. C. WIND 1/8 T. H. VAR M. H. TEMP 1AS T. A. S. G. S. ACC ACC ACC ACC	FUEL FLIGHT PLA
PRE-FLIGHT PLAN FLOOR SESTIMATION OF T. C. WIND 1/ F T. H. VAR M. H. TEMP IAS T. A. S. G. S. ACC ACC ACC	FUEL FLIGHT PLA
FROM WALECKAFO, N. MEX  33-17 N 104-32 W FLT COND T. C. WIND 14 T. H. VAR M. H. TEMP IAS T. A. S. G. S. ACC ACC ACC ACC	FUEL FLIGHT PLA
33-17 N 104-32W COND T. C. T. H. VAR M. H. T. A. S. G. S. ACC ACC ACC	
33-17A 104-32W COND T. C. T. H. VAR M. H.	
	PRED FUEL GROSS
ROUTE DEIFT ALT MACH 900 GND DIS TIME AIR DIS TIME	205.6
90%	9.4
SCITOAC MEAN 10 10 13	140 6 340
LEVEL OFF 290/030 280 378 07 17 112 17	13.2 1
34-510 104-56W 04 349 -4 345 -12 333 25.8 105 393 315 117 120 122 120	1837 380
1/71 FORMATION PENT 251/031 49 165 53 107	7.8
15 VEGAS VOR CR 349 -4 345 -3 332 755 471 437 166 .26 175 11	180.6 36
7 251/035 407 102 121 159 21	<b>g</b> . 1
35-272 107-55W CR 261 -: 260 -13 747 25.5 440 406 308 .47 379 18	172.5 37
Receiver 16 30 .04 39 04	1.6
35-46N 158-00W CR C 25.5 338 151 359 152	1709 37
CELLS 1.3,5,7 USE	
ALPHA TRACIC	
5/9 · 244/635 476 99 113 101 111	5.3
36-331) 114-124 4) (2 063 -2 66) -13 048 755 440 434 427 01:04 465 0:06	165.6 36
INGRESS POINT 260/035 4 105 4 106	2.1
36-50N :05-10W DS 063 -2 061 -13 048 4 1 434 477 0 0:09 561 01:12	163.5 36
ARCP- ALPHA TRACK 200/85 41 166	2.1
37-04N 10:1-42W DS 069 - 1068 -13 055 240 434 517 01:14 542 01:18	161.4 36
CNO A/R (F. NNING) 260/035 255 410 190 :28 193 :31	16.0
38-08N 100 56W AR 070 -1 069 -12 057 25.0 1AS 375 369 707 01:42 735 101:49	145.4 34
	91.3
ON LOAD	236.7 43
EGRESS POINT 260/035 255 410 54 :08 55 :09	3.2
38.24N 99-51W CR 072 -1 071 -11 060 250 195 375 370 761 01:50 790 01:50	233.5 43
40 @ Common Raute : 260/038 7 280 450 56 :08 57 28	5.6
38-28N 48-38W C1 081 +1 088 -10 078 350 1AS 415 409 \$17 01:58 847 02:06	227.9 4
	<del></del>

SAC 15 PPR 56 TO FC: 2720 A SCHOMENT & APPENDIX 3 ANNIER A 65AN O. D 300-62 IN MAN 1962 DOOT62-281

Air Force SAC. OL 0-10

1																	
i			<del></del>	<del></del>	MIS	SION I	LIGH	PL/ :	CON	AUNI	TION S	HEET		LHET F	BASEL	ON 90%	
	FROM M. CALL / ROME	FLT	1	WIND D/V				TEMP	IAS		MEDRI	GND DIS	TIME	AIR DIS	90%	FUEL FLIG	
	VOR ENTRY	СОНО	T.C.	DRIFT	т.н.	VAR	M.H.	AL T	MACH	T. A. S.	į.	ACC	ACC	ACC	1 1	PRED FUEL	GROSS WT
	ROUTE	<b> </b>	<u> </u>	<b></b>	<u> </u>	ļ			mac n		90%	GND DIS	TIME	AIR DIS	TAME	98.0	300.7
	BOISE SEATH-MOLILE	1	(	100		1			1			314	:52	314	.52	21.0	210
	RBS SITE	LL	<b></b>	MIND		<u> </u>			<b> </b>		ļ	3582	08:40	3898	c9:10	77.0	219.7
	EXIT ROME VOR		1					27.5				ļ		ļ			
- 1	42-35N 117-52W	<b>ļ</b>	<b> </b>			<u> </u>		23.0	<b></b>								
- 1	42-57N 116-26W	GL	063	210/030	100	.12	043	46. 6	200		425	78	:11	17	.12	4.7	4,7
		102	003	-2	061	-18	075	39.0	280	400	408	3660	08:51	<i>397.5</i>		12.3	275.0
- 1	COMMON FORT	-0	1	210/035	اسدا	1	~				414	7/	:09	69	:01	2.4	2.4
	45-28N 115-00W	CR.		-2		-		V	.77	444	452	3731	09:00	4044	v9:31	69.9	272.6
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	14-46N 116-13W	<b></b>				<u> </u>		23.0			ļ			<u> </u>			
. [	r.P.			270/030	200		ا سد ا		20.0	44	375	24	:04	24	:04		
ļ	44-56N 116-42W	CL	300		298	-20	278		280	1100	370	3606	08:44		09:14		
1	2/0	l		270/030	.00	٠.,				_	420	54	:07	53	,08	4.7	4.1
ı	44-22N 116-11W	1	136	+3	139	-19	120	39.0	-	<i>''</i>	408	3460	08:51		01:22	12.3	275.0
Į	COMMON POINT			270/035	~	<i>~</i>	ارا				410	7/	: 09	69	:09	2.4	2.4
- 1	45.28N 115-00W	CR	1	+3		-			.77	444	452	3731	09:00	4044	09:31	£9.9	212.6
	COMMON ROUTE																
Ì	PIP KREMMLING	t		255/030							466	440	:57	442	Ciros	15.0	15.0
١	40-C3N 166-22W	CR	118	+3	121	-16	105	59.0	.77	444	442	4171	09:57	4486		54.9	257.6
	18		1.00	250/030	7.0-7				-		460	114	: 15	117	:16	3.9	3.9
~	39-00N 104-20W	1	123	+3	126	-14	1/2		~	~	438	4285	10:12	4603		51.0	253.7
ı	TGT FIXED ANGLE	<b></b>		250/030		<del>'''</del>	اثت ا				476	75	:09	78	:10	2.9	2.4
	LA JUNTA ALPHA	<b>اس</b> ا	146	+4	150	-13	137		.82	471	454	4360	10:21		10:57	48.1	250.8
	THE THE THE THE THE THE THE THE THE THE	-		- <b>' '</b>		-					13/	33	304	33	204	1.2	1.2
. 1	BREAKAWAY					ĺ						4393	10:25		11:01	46.9	249.6
8	ALAMOGORDO RES	-	<b> </b>			<del></del>			ļ		430	190	:27	204	:28		6.6
ΣĮ	34-36N 104-25W	CR	188	<b></b>	192	-/3	179	39.0	.77	444	413	4583	10:52	4918	11.20	40.3	243.0
<u> </u>	WALKER AFB, NM	-	1		· · -	<del>  '''</del>	<del>'''</del> -	27,0	-/-	•••		79		87		7 7 3	2.8
ĝ		DS						7			365 358	4662	:13	5005	الله الله	37.5	240.2
2	RADAR DIR AFF	-							-		950	7662	11.03	3000	11: 12.	21.3	240.2
GAM HILCKAFT	(a'd)																
SHALATE	ALTERNATES																
3	EIGGS AFB	<b></b>	<b> </b>							-	<b> </b>	190	6	161		11 (	11 /2
$\tilde{c}$	*	0	440								201	135	: 18	151	:21	4.6	3 2 6 7
4	31-50N 106-15W	CR	222			<b> </b>		40.0	.77	444	396	4797	11:23	5156		32.9	2356
•	AMARILLO AFB	اما	ا مسر بر								11.00	184	:25	111	25	5.7	330
1	35-13N 1C1-42W	CK	051			ļ		420	<i>.</i> 77	444	451	4846	11:28	5186	12:01	31.8	234.5
:	ere e														1 1		
ı																	

AMEN.

*[*]

FUEL GASED ON 90% WW MISSION FLIGHT PLAN - CONTINUATION SHEET FUEL FLIGHT PLAN FROM **シャラン** GND DIS TIME AIR DIS WIND D/V TEMP PRED FUEL GROSS WT FLT M.H. Г. A. S. G.S. V AR T.H. END AIR ACC ACC ACC COND ORIF? ALT MACH ME BASED ON GLAM A CFT) 90% GND DIS AIR DIS TIME ROUTE LOAD NO ON 348. 145.4 ON LOAD 2.8 158 :09 26 410 345.3 142.6 EGRESS PT 790 375 76: 01:50 250 CR 370 4.2 : 28 57 4.2 -10 @ COMMUN RTE PT 28C 450 847 02:06 138.4 341.1 35.0 415 409 817 01:58 38-28N 98-38W 185 99 4.1 98 4.1 1:3 TIP 946 02:19 134.3 337.0 444 415 32:10 097 -.0 35.0 441 38-16N 96-36W 6.8 :09 2.8 2.8 40 START CELERIC/RADAR 263/045 1014 07.78 334.Z 389 975 131.5 299 35.0 52:19 38-58N 97-00W LR_ 314 309 -12 969 02:11 38.4 38.4 839 07 06 TERM CELGRIDIRMOAR 0306E 270/060 074GH 400 1983 9019 295 8 1814 04:25 93.1 -10 299 350 386 47-39N 12-02W 3:5 -6 309 : 02 :4 202 1.0 1.0 280/045 416 LEVEL OFF 294.8 N 165 400 997 64:41 92.1 1828 04:27 171 -:9 374 152 38.2 47-37N 112-15W 2.7 2.7 :09 73 460 STAKT CEL LEG 280/045 152 444 1897 04:36 2070 04:51 89.4 292.1 165 171 -19 380 418 46-36N 2.01W ند +6 980 02:13 35.0 35.0 928 20:20 456 FERM CELLES 255/050 3050 07:04 257.1 158 -15 54:38 54.4 152 143 420 2825 22.461, 103-14W CR 38.0 104 3.5 275 90 116 250/035 MALKER AFB  $\overline{z}$ 3154 07:20 50.9 253.6 400 382 25 3:0 306 -12 294 2924 33-17N 104-32W ALTOCOLISTES 5.0 5.0 135 151 BIGGS 450 45.9 248.6 CK 1222 444 396 3059 07:12 3305 07:41 31-50N 190 23W 40.0 181 :26 6.0 184 :23 6.0 MMARILLO AFB 444 451 3335 mius 247.6 44.9 051 3108 07:17 35-13N 01-42W 40.0 9.3 292 287 40 9.3 :38 CLINTON SHEE " AND AFO 444 452 Cr. 1065 3441 08:00 41.6 244.3 3216 07:32 42.0 35-22N 99 3W

ALTITUDE RESERVATION FLIGHT PLAN

MISSION NAME

FAA-JCS PRIORITY

NO-NOTICE

EXECUTED BY

ALTITUDE RESERVATION FLIGHT PLAN

MISSION NAME

FAA-JCS PRIORITY

NO-NOTICE

EXECUTED BY

SAC

AUGUST TACTICAL CALL SIGN

B. AIRCRAFT (No. and Type)

From current VCSL

8 B-52, 8 KC-135

Walker AFB, New Mexico

D. ROUTE, ALTITUDE AND TIME INFORMATION (Indicate in following order, and in narrative (paragraph) form: Altitude(e) to next fix, name fix, ETE (Enter hours & minutes been take-off; Example, "0106" for one hour six minutes, etc.). SPECIFY START CLIMB/DESCENT POINTS AND LEVEL OFF POINTS AS THEY OCCUP IN SEQUENCE. Continue repeating sequence until reaching Ress E.)

SW T/O: BUDDY AIRFL TACTICS: CLMB 250-260 LKR 336 RADIAL LVLOF AT LVS 156/30 00:20,

LVS 00:26.

NE T/O: BUDDY AIRFL TACTICS: CLMB 250-260 LKR 336 RADIAL LVLOF AT LVS 156/05 00:20, LVS 00:22.

RED. GREEN. PURPLE AND YELLOW CELLS (ODD): (TIMES ARE CONTINUATION OF SW T/O)
ABQ 280/59 00:47, ALS 186/51 01:04 EXPAND 240-270 LVLOF AT ALS 174/45 01:06, ALS
138/34 INGRESS KITTY CAT ALPHA AIRFL AREA 01:09, GCK 043/50 EGRESS KITTY CAT ALPHA
AIRFL AREA. CELL BREAK UP POINT 01:50.

TANKER AIRCRAFT: IFPFP LAND KRSW,

BOMBER AIRCRAFT: CLMB 350 LVLOF AT ICT 297/71 01:58. COMMON POINT IBASF 15 MIN.

FIUE. ORANGE. AMBER AND BLACK CELLS (EVEN): (TIMES ARE CONTINUATION OF SW T/O OF FIRST AIRCRAFT IN CELL) ABQ 280/59 00:47, LVS 296/57 01:04, EXPAND 240-270 LVLOF AT LVS 305/53 01:06, LVS 337/49 INGRESS KITTY CAT BRAVO AIRFL AREA 01:09, GCK 073/50 EGRESS KITTY CAT BRAVO AIRFL AREA. CELL BREAK UP POINT 01:50,

TANKER AIRCRAFT: IFPFP LAND KRSW.

BOMBER AIRCRAFT: CLMB 350 LVLOF AT ICT 297/71 01:58, COMMON POINT IBASE 15 MIN.

COMMON ROUTE: (TIMES ARE CONTINUATION OF FIRST AIRCRAFT) ICT 042/52 02:10 START

CLSTNAV, OBH 268/114 02:55, CZI 356/52 03:40, GTF 276/29 04:25 END CLSTNAV, CLMB 370

LVLOF AT GTF 268/46 04:28, MLP 054/67 04:38, GEG 023/16 04:59, SEA 328/07 05:27,

SEA 238/23 05:31, DSND 290 LVLOF AT SEA 226/84 05:40, SEA 228/110 05:44 COASTAL ADIZ,

SEA 229/136 05:48 ENTER W-460, 46-08N 128-28W 06:08 EXIT W-460, (AIR TO AIR GUNNERY

WILL BE CONDUCTED BETWEEN 46-35N 126-21W AND 46-08N 128-28W) CLMB 390 LVLOF AT

45-54N 127-41W 06:16, PDX 266/84 06:32 COASTAL ADIZ, PDX 275/58 06:36, SEA 200/47

APPENDIX 9
ANNEX A

 SAC Form 121 Section D. ROUTE, ALTITUDE AND TIME INFORMATION:

BEGIN 20NM FRONT 06:43, SEA 328/07 END FRONT 06:55, SEA 108/45 07:02, ENTER MAYER AREA BNDD BY SEA 108/45, FDX 097/26, FDT 170/72, EXIT MAYER AREA AT FDT 170/72 07:31, COMMON POINT FOR BOISE SEMI MOBILE OIL BURNER, IBASF 15 MIN.

ALPHA ROUTE: BOI 237/84 07:42 DSND AND CROSS REO 230 07:48, ENTER BOISE SEMI MOBILE OIL BURNER ROUTE IBASF 15 MIN, MYL 08:40, CIMB 390 BOI 331/82 08:44, LVLOF AT BOI 348/47 08:51, BOI 078/58 09:00 COMMON POINT.

ERAVO ROUTE: BOI 312/75 07:42 DSND AND CROSS MYL 230 07:48, ENTER BOISE

ERNI MOBILE OIL BURNER ROUTE IBASF 15 MIN, REO 08:40, CLMB 390 LVLOF AT BOI

167/39 08:51, BOI 078/58 09:00 COMMON POINT.

COMMON ROUTE: RKS 193/18 09:37, RIG 035/06 09:57, PUB 348/53 10:12, PUB 104/47 10:20, ROW 11:04 IAND KRSW.

AMENDMENT 2 APPENDIX 9 ANNEX A 6SAW OPORD 300-62 1 August 1962

DCOT 62-501

## CONFIDENTIAL HEADQUARTERS 6TH STRATEGIC AEROSPACE WING Walker Air Force Base, New Mexico 1 August 1962

#### APPENDIX 1

### ANNEX "C"

6SAW OPORD 300-62

#### TARGETS

10

1. GREERAL. Each bombardment Crew will accomplish one low altitude synchronous radar Short Look Large Charge and one high altitude radar fixed angle combat jamming run. (U)

### 2. TARGET INFORMATION: (U)

- a. The lew altitude synchronous radar Short Look Large Charge Run will be accomplished against the Boise Semi-Mobile RBS Target Complex. (U)
- b. Target information will be changed approximately every 42 days. Target Information in erew folders will be kept current by Target Intelligence. (U)
- c. It will be the responsibility of individual Radar Mavigators and Mavigators to insure a complete and thorough knowledge of the current targets in effect. (U)
- c. The high altitude radar Fixed Angle combat jamming run target information is as follows: (U)
  - (1) Site: La Junta. (U)
  - (2) IP: 39-00N 104-20W. (U)
  - (3) Target #1 information: (U)
    - (a) Designator: Alpha. (U)
    - (b) Elevation: 4112'. (C)
- (c) Description: 11A Phillips-Shawrock Tank Farm, La Junta, Colorado. (C)
- (d) Aiming Point: Top Center of Tank #102. Tank is one of nine. 37-49-37.55% 102-29-49.46%. (C)

APPENDIX 1 APPENDIX 1 APPEX C 53AW OPORD 300-62 1 August 1962

CONFIDENTIAL

DCOT 62-501

- 3. BIG BARK TARGET INFORMATION: (U)
  - a. Launch: (U)
    - (1) Site: Pairchild Nike. (U)
    - (2) Launch Target: Alpha. (U)
      - (a) Coordinates: 47-45-22.07% 117-22-10.94%. (C)
      - (b) Elevation: 1968. (C)
      - (c) Description: Kaiser Aluminum Plant. (C)
- (d) Aim Point: N.E. corner of largest building, N.E. corner of return. (C)

AMENDAKAT 2 APPENDIX 1 ANNEX C 6SAW OPORD 300-62 1 August 1962 CONFIDENTIAL

DCOT 62-501

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## MEARLS ARTERS 57H STRATEGIC AEROSPACE WING UNITED STATES AIR FORDE WALLER & REFORDE BASE, NEW MEMICO



TYPE OF BOOKER MASS TO BE SOME OF THE TIME

7 Aug 6 1962

SUBJECT: Americaness of the Merci, section a Terr Strongeric Americano Willy Drew Fit Lay 200-63

TO: 25AF (D.775)

THE CONTRACTOR OF

47 Stock #4 10#6-14 The

I fest Eval up Balkadala AFB, La

 Attended to institute to be been by the event of secondard Wing Grew Flindy 400-63, If June 1767.

2. Fen and The charges:

a. Appendix 5 to footh by page 6. Shows the continuates for the Le Sunt Boat our from 39-30 Mass2 to rest 79-30 Mass28W.

b. Annex 5, page 1, pag 10. Delete effice paragraph

FOR THE DOMMANDER

RESEARCE W WHOLE

in Colonal, Was

Deputy Commander for Consettons

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A/C NAME TAIL NO.	Park Spot	CALL SIGN	TAKE OFF	ARCP	START CEL GRID	Baca	FAIR- CHILD NUKE	SEATTLE NIKE (GAM)	LOW ALT ENTRY	LCW ALT REL.	HIGH ALT REL.	ROW
	* *** **** **** **********************	RED ONE	03 <i>2</i> 7	Ou. 6								AS BRIEFEL
		RED TWO	0328	0446	<b>0</b> 558	0314	0846	0946	1021	11/80	1247	1926
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AMENDMENT & APPENDIX 2	SPARE TANKER	END A/R COORDINATE	NON CAM
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? AUGUST 1962	A/C NAME		

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ALTITUDE RESERVATION FLIGHT PLAN									
MESION NAME	FAA-JCS PRIORITY	NO-NOTICE		EXECUTED BY					
YE HEAT	7	☐ YES	<b>⊠</b> NO	15TH AIR FORCE					
A. UNIT TACTICAL CALL SIGN	B. AIRCRAFT (No. and Type)		C. POINT OF D	EPARTURE					
FROM CURRENT VĆSL	3 B-52 3 KC-135			•					

D. ROUTE, ALTITUDE AND TIME INFORMATION (Indicate in following order, and in narrative (paragraph) form: Altitude(e) to next fix, name of the Center house & minutes from take-off; Example, "0106" for one hour six minutes, etc.). SPECIFT START CLIMB/DESCENT POINTS AND LEVEL OFF POINTS AS THEY OCGUR IN SEQUENCE. Continue repeating sequence until reaching from E.) COMMON ROUTE: BUDDY TACTICS. CLMB TO 220/230 ON LKR TACAN 336 RADIAL LVLOF AT LVS 156/44 0020 LVS 0026 ABQ 263/63 0048 CLMB TO 250/260 LVLOF ABQ 247/57 0052 LVS 267/17 0109 EXPAND 240/270 LVLOF AT LVS 020/18 0114 INGRESS EAGLE EYE AIRFL AREA GCK 125/55 0150 EGRESS EAGLE EYE AIRFL AREA. TANKER ACFT IFFFP. BOMBER ACFT CLIMB FROM END AIRFL 240/330 LVLOF 330 AT ICT 243/66 0158. ICT 114/11 0207 ENTER MNVR AREA ENDD BY ICT 114/11 MKC 183/82 MKC 208/53 EXIT MNVR AREA AT MKC 208/53 0230 OBH 270/74 0312 RAP 212/37 0341 CLMB TO 370 LVLOF AT RAP 232/43 0343 BIL 052/20 0415 ENTER MNVR AREA BNDD BY BIL 052/20 LWT 340/26 GTF 280/28 EXIT MNVR AREA AT GTF 280/28 0446 GEG 019/16 0518 SEA 345/14 0548 GEG 139/54 0618 ENTER MNVR AREA BNDD BY GEG 139/54 BOI 342/87 DLN 244/57 EXIT MNVR AREA DLN 244/57 0646 END TO 260 LVLOV AT DLN 0653 ENTER FLIGHT DECK OIL BURNER ROUTE IBASE 0015 MIN EXIT FLIGHT DECK OIL BURNER AT CZI 250 0824 CZI 153/20 0827 CLMB 390 LVLOF CZI 153/75 0835 DEN 283/25 0857 PUB 097/45 0915 ROW 0858. THIS ALTRY FOR 15, 16, 17, 29, 30, AND 31 AUGUST 1962. ETD RED CELL 0327Z WHITE CELL 0342Z HLUE CELL 0357Z. MARSA VAN LINE/7 FROM DSNT INTO FLIGHT DECK OIL BURNER AND CLMB OUT AFTER EXIT FLIGHT DECK.

AMEND 4
APPENDIX 9
MNEX A
SAW CREW FLIMSY 400-63
7 August 1962

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PRE-HEAT POSITION REPORT LOG AND TIMING SHEET HISSION NR PILOT DATE AIRCRAFT TEMP TAXI ALT SETTING WIND RUNWAY AIV ATC CLEARS REPORT CLIB DEPARTURE MAINTAIN O REMARKS ETA REMARKS POSITION CALL TIME AS DIRECTED -20 ---S.E. WALKER AFB START T.O. ROLL -0, 45 116.1 ROW 111.2 J-2 LAS VEGAS TACAN DEPT. CH 36 _, eta LVS T/0+26 T/O ABQ ONTR __ L.O. AT 22.5 LAS VEGAS 156/44 ENROUTE CELL INTERPLANE FREO 416 22.5 LVS 117.3 RED CELL 289.7 BLUE CELL 366.3 CH 120 WHITE CEL 321.0 BACK UP 295.4 418 ETA ABQ 263/63-421 ABQ CNTR +26 22.5 CELL FORM PT LAS VEGAS VOR 일 LVS 117.3 CH 120 ETA LV9 267/17+21 ABQ CMTR +47 25.5 START CLIMB T.P. AT TOUTERQUE 263/63 APG 113.2 CH 79 ETA LVS 020/18+04 1+08 ABQ CNTR START DES 24.0 LAS VEGAS 267/17 LVS 117.3 CH 121 BTA GCK 125/55 +37 ABQ CNTR 1+12 25.0 INGRESS "EAGLE EYE" LAS VEGAS 020/18 ON LOAD GAM - 91300 AIR REFUEL ALTITUDE LIMITS LVS 117.3

GARDEN CITY 125/55 CH 80	ECRESS "EAGLE EYE" START CLIMB TO 330	<b>1+</b> 49	1	ABQ CNTR ETA ICT 114/11+17 ENROUTE INTERPLANE FREQ 321.0
WICHITA 114/11 E ICT 113.8	ENTER MANEUVER AREA	2+06	33.0	MANEUVER AREA LIMITS ICT 114/11, MKC 183/82, MKC 208/53
KANSAS CITY 208/53 MKC 112.6 CH 73	EXIT MANGUVER AREA START CEL GRID	2+30		K.G. CNTR ETA OBM 270/74+42
WOLBACH 270/74 OBH 116.4 CH 111		3+12	33.0	DEN CHTR STA RAP 212/37 + 28
RAPID CITY 212/37 RAP 112.3 CH 112	TERM CEL GRID START CLIMB 370	3+40	1	DEN CHTR ETA BIL 052/20 + 35
97111767 052/20 BR 112.5 CH 92	ENTER HANEUVER AREA	4+15	37.0	GREAT FALLS CNTRETA GTF 280/28+31 MANEUVER AREA LIMITS BIL 052/20. IMT 340/26, AND GTF 280/28 GONTACT SIDEWALK 364.2 (HHCL SCORING) GOI BACK 60
© GREAT YOLLS 280/28 GTF 115.1	EXIT MANEUVER AREA HHCL TIME	4+46		RBS CALL: "GUNFIRE" 260.5
SPOKANE 019/16 N GEG 115.5 CH 102	TGT / GAM LAUNCH	5+18	37.0	SPOKANE CHTR ETA SEA 345/14 + 30  RBS CALL: "CRAVAT 356.8
SEATTLE 34/14 SEA 114.5 CH 92	GAM ITPACT	5 +48	37.0	SEATTLE CHTR ETA GEG 139/54 + 30

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\$ \$POKA 139/54 6 6 115.5	ENTER MANEUVER AREA	6+18	370	SPOKANE CNTR ETA DLN 244/57 +28  MANEUVER AREA LETTS; GEG 139/54, BOT 342/87 AND DLN
CH 102				347/87 AND DIM = 244/57
EDILLON 244/57 DILN 113.0 CH 77	START DES TO 260	6+46	1	OBTAIN LOW LEVEL CLEARANCE LOW LEVEL ENTRY
EDILLON VOR EDLIN 113.0 CH 77	ENTER LOW LEVEL. "FLIGHT DECK"	6+53	260	GREAT FALLS CNTR 291.7 ETA "FLIGHT DECK #1" + 19 ALTERNATE FREQ 321.3
FLIGHT DECK #1 \$45-29N 110-00N		7+12		GREAT FALLS CHTR 281.4 ALTERHATE 321.3 ETA FLIGHT DECK #3 plus 1 + 01 MONITOR LEWISTON 255.4 FROM L/L ENTRY UNTIL RBS CONTACT, HYSHAM BOMB PLOT 300.5
8 PLIGHT DECK #3 645-16N 106-57N	V Comment of the Comment of the Comment of the Comment of the Comment of the Comment of the Comment of the Comment of the Comment of the Comment of the Comment of the Comment of the Comment of the Comment of the Comment of the Comment of the Comment of the Comment of the Comment of the Comment of the Comment of the Comment of the Comment of the Comment of the Comment of the Comment of the Comment of the Comment of the Comment of the Comment of the Comment of the Comment of the Comment of the Comment of the Comment of the Comment of the Comment of the Comment of the Comment of the Comment of the Comment of the Comment of the Comment of the Comment of the Comment of the Comment of the Comment of the Comment of the Comment of the Comment of the Comment of the Comment of the Comment of the Comment of the Comment of the Comment of the Comment of the Comment of the Comment of the Comment of the Comment of the Comment of the Comment of the Comment of the Comment of the Comment of the Comment of the Comment of the Comment of the Comment of the Comment of the Comment of the Comment of the Comment of the Comment of the Comment of the Comment of the Comment of the Comment of the Comment of the Comment of the Comment of the Comment of the Comment of the Comment of the Comment of the Comment of the Comment of the Comment of the Comment of the Comment of the Comment of the Comment of the Comment of the Comment of the Comment of the Comment of the Comment of the Comment of the Comment of the Comment of the Comment of the Comment of the Comment of the Comment of the Comment of the Comment of the Comment of the Comment of the Comment of the Comment of the Comment of the Comment of the Comment of the Comment of the Comment of the Comment of the Comment of the Comment of the Comment of the Comment of the Comment of the Comment of the Comment of the Comment of the Comment of the Comment of the Comment of the Comment of the Comment of the Comment of the Comment of the Comment of the Comment of the Comment of the Comment of the Comm	8+13		DEN CNTR 285.4 ALTERNATE 321.3 ETA CZI + 11
STAZY WOMAN VOR ECZI 114.2	LOW LEVEL RECOVERY PT	8+24	250	DEN CMTR 285.4 ALTERNATE 321.3 ETA CZI 153/20 + 03
SCRAZY WOMAN 153/20 SCZI 114.2	START CLIMB 330	8+27	1	DEN CNTR ETA CZI 153/95 + 10
GRAZY WOMAN 153/95	START (LIMB 00	8+37	1	DEN CITTR ETA DEN 283/25 + 20
DENVER 283/25 DEN 116.3 CH 110	P7.P	8+57	390	DEN CNTR ETA PUB 097/45 + 18 CALL LA JUNTA BOAB PLOT _2:3.2
PUEBLO 097/45 PUB 116.7 CH 114	TARGET, BREAKAWAY RIGHT	9+1	390	ABQ CNTRETA ROW + 43
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ATH STRATEGIC AEROSPACE WING
UNITED STATES AIR FORCE
VALKER AIR FORCE BASE, NEW MEXICO



ATTN OF: DCOTRA/Majer Menree/418

SUBJECT: Commander's Remarks (T12), 1 July through 31 August 1962

TO: SAC (DOTCA T12) (DOTO T12) (DCRMD T12)
15AF (DOTE T12) (DMLA T12) (DCRM T12)
17th Strat Aerospace Division (DO T12)
1st CEG (DAN T12), Barksdale AFB, La.

- 1. Waiver of training requirements: (U)
- a. The July September quarter has been designated a numbered Air Force training period for this Wing. The requirements of SACR 50-8 are waived for this quarter.
- 2. Delinquent Combat-ready Crews: N/A. (U)
- 3. Alert Cycle: 4 Menday thru Thursday er 3 Friday thru Sunday. (C)
- 4. Compensatory Time Off for Alert Crows: N/A. Deleted. (U)
- 5. Crew Members Upgrading Progress: N/A. SAC Form 677 submitted weekly. (U)
- 6. Unreliable RBS Runs: (C)

<u>CE</u>	Date	Run Type	Crew No.	RBS Site	Reasen
15420	1 Aug	R-5	R76	Express	Precedure
13810	2 Aug	F-2	R90	La Junta	Computation
6300	3 Aug	R-5	R83	Express	Materiel
10450	16 Aug	F-2	E71	La Junta	Materiel
4570	30 Aug	R-5	<b>S</b> 67	Express	Materiel

7. Unreliable Nike Buns: (C)

<u>CE</u>	Date	Run Type	Crew Ne.	RBS Site	Reason
	6 Aug 21 Aug	GAM GAM	E71 S77		Materiel Materiel

- 8. Unreliable Navigation Legs: None. (U)
- 9. Unreliable Local Defense Runs: Deleted. (U)
- 10. Unreliable Radar Simulater Runs: Deleted. (U)

DCOTRA CONFIDENTIAL

DOWN CRADED AT 3 YE'R INTERVALS; DECLASSIFIED AFTER 12 YEARS DOD DIN 5260.10

- ll. Fire Centrel Systems Fireeut and Reliability: a. 0, b. N/A, c. N/A, d. N/A/N/A, e. 74, f. 5, g. 9. (C)
- 12. GAM 77/72 Information: Deleted. (U)
- 13. N/A. (U)
- 14. Advanced Capability Radar Training: (C)
  - a. 15.
  - ъ. 18.
  - c. N/A.
  - d. 0.
  - •. (1) Peker Deck 12. (2) Oil Burner 0.
  - f. 12 Scheduled. 10 Flewn. 1 unsatisfactory due to ACR equipment, and 1 due to aircraft malfunction.
  - g. Nene.
  - h. 30 September 1962
- 15. N/A. (U)
- 16. N/A. (U)
- 17. N/A. (U)
- 18. N/A. (U)
- 19. N/A. (U)
- 20. Cemments and Recommendations of Unit Commander: (U)

I have ne comments or recommendations to make at this time.

Kenneth Green
for ARTHUR S. PITT II RA COL
LE Colonel, USAF

Commander, 40th Bembardment Squadren

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21. Wing Commander's Remarks: (U)

I concur with the Unit Commander's Remarks.

ERNEST C. EDDY
Colonel, USAF
Commander

Cepies te: 40th Bembardment Squadren 6th SAW (Historian) 4 cepies

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CNNYU JPC013JPA646 MXELOO SXB 557 KNK719 RR RUWBED RUWLJE RUWBJE KUWBKA RUWBKB RUWBID KUWBEZ DE RUWBKN 1A FM 15AF MARCH AFB CALLF TO QUEBEC TAO ROMEO TWO ROMEO THREE BTCONFIDENTIAL DOTO2492. WINGS FOR DOOT. AIR DIVS FOR DO. (U) RESULTS OF FLIGHT DACK RBS EXPRESS AND CHECK POINT ECHO SAMI-MOBILE FOR ACTIVITY THROUGH 18 AUGUST. (1) UNIT. (2) TOTAL RUNS. (3) DOWNGRADLD. (4) HIGH ALTITUDE RUND. (5) PARCENT RELIABLE LOW ALTITUDE FIRST RELEASE. (6) PERCENT RELIABLE LOW ALTITUDE SECOND RULEASE. (7) PERCENT RELIABLE LOW ALTITUDESBOTH RELEASES. COMBAT READY OR HIGHER CREWS ONLY. RBS EXPRESS FLIGHT DECK: (1)(2) (5) 100 100 18 89

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(SCP-4) ET 22/1538Z AUG RUWBKN

# 6TH AEROSPACE WING



AUGUST OPERATIONS PLAN

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Headquarters, 6th Strategic Aerospace Wing Walker Air Force Base, New Mexico 1 August 1962

Operations Plan Number 5-7-62

#### TASK ORGANIZATIONS:

6th Combat Support Group
579th Strategic Missle Squadron
Headquarters Sq, 6SAW
24th Bomb Sq
39th Bomb Sq
40th Bomb Sq
6th Air Refueling Sq
6th A&B Maintenance Sq
6th Organizational Maintenance Sq
4129th Combat Crew Training Sq

Col Roderic D. O'Connor Col Edward M. Jacquet Maj Arthur L. Bruggerman Lt Col Dale C. Maluy Lt Col Lee McClendon Lt Col Arthur S. Pitts II Lt Col Joseph R. Hanlen Lt Col Dale E. Savidge Lt Col Donald R. Calof Lt Col Wayne E. Clark

- 1. <u>PURPOSE</u>: To establish ground and air training schedules in support of the Strategic Aerospace Wing Mission. Provide all available data to facilitate programming of all aspects of students and combat crew activity to include alert.
- 2. MISSION: The 24th Bomb Squadron, 39th Bomb Squadron and 6th Air Refueling Squadron have a requirement to train student crews in B/52-KC/135 aircraft as programmed by higher headquarters and to develop and maintain an EWO capability. The 40th Bomb Squadron will fly "CHROM DOME" and maintain a constant alert posture, complete 50-8 and upgrade maximum crews to combat ready status.

### 3. PRIORITIES FOR TRAINING:

a. Priority 1.

(1) 60-3 Flying Requirements

(2) Higher Headquarters directed missions

(3) 50-8 40th Bomb Squadron

(4) Student Sorties

(5) Upgrading Combat Crews- 40th Bomb Squadron

(6) Stand Boards

(7) ACR and GAM-77 Qualifing for Combat Crews

b. Priority 2.

- (1) 1 Sortie per instructor crew per month
- (2) 50-24 Ground Training

### 4. GOALS TO BE REACHED BY 31 AUGUST 1962:

- a. Flying training for staff crews and staff individuals to be flown with combat crews.
- (1) Staff personnel attached to tactical squadrons will fly a minimum of one (1) flight per month. As much time will be flown in the primary position as this combat crew training premits.
- (2) Upgrade maximum number of qualified personnel to instructor status.

## 5. AIR TRAINING SCHEDULE:

- a. The pre-60-9 meeting will be held at 1000 hours each Tuesday in the Consolidated Scheduling office. The 60-9 meeting will be held each Thursday following the Malfunction Board Meeting scheduled at 0830 on the third floor, Tier "C", building 1083.
- b. The following takeoff time blocks are effective Monday through Friday until further notice. Monday, 1000-1200;1730-1930. Tuesday, 0730-0930; 1730-1930. Wednesday, 0730-0930; 1730-1930. Friday, 0730-1030.
- c. Takeoff times will be coordinated between squadrons at the 60-9 planning meeting. Takeoffs that are not within the block periods must be approved by the Deputy Commander for Operations and the Deputy Commander for Maintenance.
  - d. Higher Headquarters commitments during August 1962.
    - (1) Chrome Dome
    - (2) Bar None '
    - (3) Glass Brick

### 6. MICELLANEOUS:

- a. Test Flight crews are assigned to Flight Test Section of Quality Control Division. Each squadron will have crews assigned on Test Flight orders as backup.
  - (1) Backup schedule for August and September 1962.

1-15 August 39th BS 15-31 August 24th BS 1-15 September 39th BS 15-30 September 24th BS

b. Standboard Due Dates: Qualification checks are due 12 months from date of last check.

6th Air Refueling So.	Due Date
T-47 BBY (BY CEG) T-48 TRAMBULL (BY CEG)	Aug 62 Aug 62
24th Bomb Sq. SO4 Morris	Aug 62

- c. General Guidance for Student Course Completions.
  - (1) The priorities for student flying are as follows:
- (a) Priority one-Each student crew must complete the requirement of 51-19 and the pilot team must have at least one solo sortie.
- (b) Each student crew will attempt to complete all 50-43 and 50-44 requirements. All missions subsequent to 51-19 checkout must have an instructor aboard for refueling or low level if scheduled. Minimum Interval Take-Off (MITO) and Heavy Weight Refueling will be accomplished.
- (c) Priority three- Sach student crew will accomplish twelve (12) missions.

# d. Utilization of Non-Student Sorties.

24th	Bomb	Squad	iro	n

DATE	SORTIE	CREW	STAFF PERSONNEL	TYPE MISSION
1 Aug 2 Aug 3 Aug 6 Aug 7 Aug 8 Aug 10 Aug 14 Aug 15 Aug 20 Aug 21 Aug 22 Aug 23 Aug 29 Aug	F1 F1 F1 F2 F1 F1 F1 F1 F2 F2 F1	E-30 S-28 E-12 5X S-28 S-04 E-29 S-01 S-15 E-12 S-01 S-15 E-19 5X E-13	Colonel Eddy Colonel Eddy	GCTM CCTM FERRY CCTM CCTM CCTM CCTM CCTM CCTM CCTM CCT
39th Bom	b Squadron			•
1 Aug 2 Aug 3 Aug 6 Aug 7 Aug 10 Aug 13 Aug 14 Aug 15 Aug 16 Aug 20 Aug 21 Aug 22 Aug 27 Aug 28 Aug 29 Aug	F1 F1 F2 F2 F1 F1 F1 F1 F2 F2 F2 F2 F2 F1	S-41 S-42 E-44 S-39 E-44 S-35 S-35 S-42 E-54 E-63 S-42 S-41 E-63	Colonel Eddy	CCTM FERRY CCTM CCTM CCTM CCTM CCTM CCTM CCTM CCT
1 Aug 1 Aug 2 Aug 3 Aug 6 Aug 7 Aug 7 Aug 8 Aug 8 Aug 9 Aug	F2 F2 F2 F1 F2 F1 F2 F1 F2 F2	J-01 T-47 T-10 T-48 T-45 T-47 T-25 T-48 T-29 T-12		CCTM CCTM CCTM CCTM CCTM CEG CCTM CEG CCTM CEG

d. Cont.
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	•					
. 10	Aug	Fl	J <b>-</b> 02			CCTM
10	Aug	Fl	J-40			CCTM
	Aug	Fl	T-48	*		CCTM
13		F1	T-47			CCTM
13	Aug	<b>F</b> 2	T-23			CCTM
13	Aug	F2	J-09			CCTM
	Aug	Fl	CEG			CCTM
	Aug	F2	CEG			CCTM
	Aug	Fl	T-48	•		CCTM
	Aug	Fl	J-18			CCTM
	Aug	F2	T-15			CCTM
	Aug	F2	T-21	•		CCTM
	Aug	Fl	CEG			CCTM
16	Aug	<b>F</b> 2	T-06		•	CCTM
	Aug	F2	J <b>-</b> 31	•		CCTM
	Aug	Fl	CEG			CCTM
	Aug	F2	J-27			CCTM
	Aug	F2	T-48			CCTM
	Aug	<b>F</b> 2	T-47			CCTM
	Aug	<b>F</b> 2	J-40			CCTM
	Aug	F1	T-48			CCTM
	Aug	Fl	J-02			CCTM
	Aug	F1	<b>T</b> -50		·	AIR MAIL
	Aug	Fl	T-23		•	CCTM
28	Aug	Fl	T-47		•	CCTM
	Aug	F2	T-48			CCTM
	Aug	F2	T-29			CCTM
29	Aug	F1	T-10			CCTM
29	Aug	F1	T-45			CCTM
	Aug	F2	J-09			CCTM
29	Aug	F2	J-18			CCTM
30	Aug	Fl	T-15			CCTM
30	Aug	F2	T-12			CCTM
30		F2	T-21			CCTM
31 .		F1	<b>T-</b> 48			CCTM
31	Aug	F1	J-01	•		CCTM

#### 7. COLLATERAL TRAINING

- a. Representatives of each squadron training section will meet the third Thursday of each month in the Wing Conference Room, Bldg 812, 1300 hours.
- b. <u>Disaster Control Training</u>: The following squadron personnel require this training:
- (1) At least one officer and NCO from each squadron assigned the additional duty of Disaster Control Officer.
  - (2) Members of the Base Disaster Team (65 man team).
  - (3) Shelter Monitors.
- (4) A 32 hour qualifying course will be conducted Aug 22 31 from 1230 1630, in building 755. This is a one time requirement. Instructor: TSgt Kabelitz, 2645.
- c. <u>Disaster Actions</u>: Includes Medical Training, Disaster Control and Fire Protection.
  - (1) Proficiency exam is required annually for all personnel.
  - (2) Training sections now have these examinations available.

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(3) The new SACM 50-28 (Disaster Actions and Buddy Care Manual) is now available. Squadron Training personnel should make every effort to complete testing in this area.

### e. Buddy Care:

- (1) The next instructor course will be in September 1962. Each squadron will assign a minimum of two personnel to attend this one time requirement. SSgt Kemp ext 324.
- (2) Instructors of each squadron should make every effort to complete the eight hour course of instruction. Requirements for each individual assigned to Walker AFB is one eight hour course.

# f. Carbine Qualification:

- (1) Firing will be conducted at the Small Arms Range, Bldg 745.
- (2) Schedule adjustment must be made 24 hours prior to assigned firing time. (Contact Sgt Dossett, Ext 2739 for any scheduling requirements).

### RIFLE SCHEDULE FOR AUGUST 1962

Periods are:	1.	0800-0900	5.	1200-1300
	2.	0900-1000	6.	1300-1400
•	3.	1000-1100	7.	1400-1500
	4.	1100-1200	8.	1500-1600

SQUADRON	DATE	DAY	PERIOD	MEN PER HOUR
FMS	. 6	Mon	1-2-3	. 6
	13	Mon	1-2-3	6
	20	Mon	1-2-3	6
,	27	Mon	1-2-3	6
OMS -	6	Mon	6-7-8	6
	13	Mon	6-7-8	6
	20	Mon	6-7-8	6
	27	Mon	6-7-8	6
A&E	7	Tues	1-2-3	6
	14	Tues	1-2-3	6
	21	Tues	1-2-3	6
	28	Tues	1-2-3	6
579SMS	7	Tues	6-7-8	6
	14	Tues	6-7-8	6
	21	Tues	6-7-8	6
	28	Tues	6-7-8	6
Hq6 <b>SAW</b>	1	Wed	1-2-3	6
•	22	Wed	1-2-3	6
Hq6CSG	1	Wed	6-7-8	6
812MedGp	8	Wed	1-2-3	· 6
37MMS	8	Wed	6-7-8	. 6
<b>PSS</b>	15	Wed	1-2-3	6 5.0
CES	. 15	Wed	6-7-8	6
TS	22	Wed	6-7-8	6
686AC&M	29	Wed	1-2-3	6
511FTD	29	Wed	6	6
Hq6SAW	29	Wed	7	6
2010 Com	29	Wed	ક	6

# g. Handgun Qualification:

- (1) Due to the limited range facilities it is imperative each individual and scheduling sections fill the quotas of the following schedule. Substitutions must be made prior to day of scheduled firing. In the event of inclement weather the range personnel will make the decision of cancellation and make appropriate notification.
- (2) Crew members must qualify annually with minimum score of sharpshooter.
- (3) Other Officers (except Chaplains and medics) and airmen are required to fire the handgun and qualify with a minimum score of marksman.
- (4) Squadrons will schedule six people each two-hour period as follows: (If unable to fill quota call Ext 2739 at least one day prior to scheduled date).

(5) Staff Personnel: The range is available each Friday morning. Call Ext 2739 for on- of the following periods:

Periods are:	ı.	0800-0900	5.	1200-1300
	2.	0900-1000	6.	1300-1400
	3.	1000-1100	7.	1400-1500
	4.	1100-1200	8.	1500-1600

SQUADRON	DATE	DAY	PERIOD	QUOTA PER HR
s	3	Fri	1 - 4	6
T	10	Fri	1 - 4	6
A	17	Fri	1 - 4	6
. <b>F</b>	24	Fri	1 - 4	. 6
F	31	Fri	1 - 4	6

Combat Crew - Pistol Schedule - Two Hours

SQUADRON	DATE	DAY	PERIOD	QUOTA PER HR
40BS	2 16	Thurs	1 - 2 1 - 2 1 - 2	6
24B\$	30 2 16 30	Thurs Thurs Thurs Thurs	3 - 4 3 - 4 3 - 4	6 6 6
6ARS	9 23	Thurs Thurs	1 - 2 1 - 2	6 6
39BS	9 23	Thurs Thurs	1 - 2 1 - 2	6

### h. Physical Fitness Test and Weight Control:

- (1) PFR testing is required semi-annually.
- (a) Test will be administered by the individual squadrons. Base Sup 1, to SACR 50-24 dated 8 Feb 62. Subject: PFR and Weight Control.
- (b) The following time is available for testing at the PCU, Bldg 747, scheduling is controlled by Airman Moseley, Ext 431.
  - 1 Tuesday, Wednesday and Friday, 0830-1100.
  - 2 Monday through Friday, 1330-1600.
- (2) Weight Check is required for all personnel once each quarter, (Ref SACR 50-24), and will be accomplished within the squadron or at the PCU.

- (3) Physical conditioning exercises for personnel not meeting the PFR and/or weight standards will be conducted daily at 1645 in bldg 747.
- (4) Individuals reporting in the last 10 days of a reporting period need not accomplish PFR testing.

### i. Instrument Ground School:

- (1) Each pilot will complete an instrument ground school course prior to his instrument flight check in accordance with SACR 51-12.
- (2) Classes will be conducted in Room 56, Bldg 810,15 and 16 August 62, at times indicated. Pilots bring their own type MB-2A, air navigation computer for the computer course and exam.
  - (3) Schedule: Wed, 15 Aug 1962

TIME	SUBJECT	INSTRUCTOR
0730-1000 1000-1200 1300-1630	Flight Instruments Navigation Aids-I Navigation Aids-II	Major Berner Major Echabarne Lt Col Morris

# 7 Thurs, 16 Aug 1962

0730-1100	Regulations/Publications		Capt Rosanbalm
1200-1430	Computer and Spatial Disorientation		Capt Reese
1430-1700	Weather	• '	llt Gossman

- (4) The 6th Strat Aerospace Wing Instrument Program Review Committee meeting will be held in the Wing Conference Room at 1000 hours, 6 August 1962. All committee members and squadron instrument monitors will attend or send an alternate.
- (5) September instrument ground school is scheduled 19 and 20 September 1962.

## j. Instrument Trainer: (Note adjustments in daily schedules)

- (1) Each pilot requires 8 hours training between each birth date. Two hours (One period) are recommended for each quarter. One period will be scheduled with an IP within 90 days prior to the instrument flight check for lesson #4 (SACR 51-5).
- (2) Alert Crew scheduling requirements may alter the following schedule

TIME	MON	TUES	WED	THUR	PRI
0730	24th	ARS	STAFF	39th	BF
0930	39th	24th	ARS	40th	BF
1230	OPEN	39th	24th -	ARS	579
1430	ARS	40th	39th ·	24th	579

(3) Scheduled times must be filled. Deviation from an assigned period must be coordinated through the Link Trainer Section, Ext 573.

### k. Ejection Procedures:

- (1) One hour refresher course is required annually for all personnel currently qualified in jet aircraft equipped with ejection seats. Sgt Bradshaw, Ext 678.
  - (2) Class Schedule: Wednesday, 29 August 62, Bldg 810, Room 14.

GROUND CREW	FLIGHT CREW
0730	1230
0830	1330
0930	1430
1030	1530

- 1. <u>Ultrasonic Trainer T-2A</u>: (Note adjustments in daily schedules)
- (1) Six hours required annually for all staff officers who possess 1521-1525. Three hours per quarter required for all crew RN and Navigators.
- (2) One hour of malfunction procedures will be included in each period.
  - (3) Trainer Schedule (Sgt Walter, Ext 2261)
    - (a) Monday, Wednesday and Friday 0730, 1030, and 1330 hours.
    - (b) Tuesday and Thursday, 0730 and 1030 hours.

### m. IFM Procedures:

- (1) All B-52 crew radar navigators and navigators will attend one class each quarter.
- (2) Classes are scheduled Tuesday and Thursday, 1300-1600, Bldg 611 in T-2A trainer room, Ext 2261.

### n. Flight Simulator:

- (1) Pilots who have been combat-ready for a continuous year or more require one simulator mission per quarter.
- (2) All other KC-135 and B-52 pilots require two simulator missions per quarter.
- (3) Alert Crew scheduling requirements may alter the following schedule.

B-52 Simulator #1 Bldg 810, Ext 2312

B-52 Simulator #2 Bldg S-85

TIME	MON	TUES	WED	THURS	FRI	TIME	MON	TUES	WED	THURS	FRI
0630	24	0	0	0	Ö	0630	40	0	0	0	0
0930	39	40	24	39	40	0930	24	39	40	24	40
1230	24	39	40	24	39	1230	40	24	39	40	40
1530	0	24	39	40	24	1530	0	39	40	24	39

- o. Gunnery Trainer T-lA: Bldg 810, Room 42, Ext 2532. (Note daily schedule)
- (1) Three hours required each quarter. No more than two hours in any one month will be credited toward this requirement.
  - (2) One hour periods are scheduled daily as follows:

39BS 0800 and 0900 40BS 1300 and 1400 24BS 1000 and 1100 Open 1500 and 1600

### p. Air Weapons:

- (1) AWR-Ol (Weapons Academic Refresher) course is scheduled on Friday August 3, 10, 17, 24, and 31, at Bldg 755, 0830 hours for non-alert crew members, (24th, 39th and 40th) and Wing Staff Officers.
- (a) Weapons Academic Refresher is scheduled at the Alert Facility Wednesdays (1330-1630) Aug 1, 8, 15, 22, and 29 and Thursday (0915-1130) Aug 2, 9, 16, 23, and 30. GAM-77, SACR 50-24 type training will also be covered during these refresher courses.
- (b) Staff Officers, excluding EWO's who are currently B-52 qualified are required by SACR 50-24 to attend AWR-01, Weapons Academic Refresher (4 hours) semi-annually.
- (2) Weapons Acceptance (AWS-Ol) for those aircrews on alert will be conducted at the aircraft during daily aircraft preflight times. Crews not on Alert (24th and 39th) will perform Weapons Acceptance Checks on aircraft scheduled on weekly 60-9 schedule for MMS Special Loading Training. Time and instructor will be coordinated with Wing Air Weapons Section Ext 635 or 2557.

### q. TAC Doctrine:

- (1) Requirement: 4 hours quarterly for all combat crew members. Courses will be given Tuesdays Aug 7 and 21 at 1300 hours.
  - (2) Location: 40 Bomb Squadron Briefing Room.

### r. GAM-77 FTD Training:

- (1) Requirement: Initial training will be given weekly by 511FTD, Monday through Thursday, 6, 13, 20 and 27 August 62, 0800 1130 hours.
  - (2) Location Building 743.

### s. EWO Study:

(1) ARS, 39BS, and 24BS require 8 hours target study and will be individually co-ordinated at a later date.

## t. Combative Measures:

- (1) Proficiency test required annually for all B-52 crew members.
- (2) Building 747, Scheduled Monday through Friday 0900 1000 and 1300 1500 hours.
  - (3) Ladies Day, Monday and Thursday 0930 1115.

# u. Aquatic Survival:

- (1) One time requirement for all personnel on flying status.
- (2) Scheduled as required.

# v. Physiological Training:

- (1) The passenger course scheduled at Cannon AFB is scheduled for 28 and 29 August 1962.
- (2) Non-tactical rated personnel should call ext 2831, at least 90 days prior to expiration date for refresher course scheduling.
- w. Personal Equipment Oxygen Mask Inspection: Qualified personnel from the PE Section will visit the following named organizations on dates and times indicated.
- (1) In order to perform the required 30 calander day oxygen inspection, units will be inspected as noted:

SQUADRON	DATE	HOURS OF INSPECTION
24BS	1 - 3 Aug	0830 - 1030
6ARS	1 - 3 Aug	0830 - 1030
39BS	6 - 8 Aug	0830 - 1030
40BS	6 - 8 Aug	0830 - 1030

NOTE: Equipment at the Alert Area will be inspected each Thurs-day at 0800 hours.

(2) Personal Equipment is open 24 hours daily Monday through Friday to perform these inspections.

# x. Positive Control Training:

(1) Positive Control (PCC) for crew members of the 24th BS, 39th BS, 6ARS and Staff Personnel is scheduled as indicated:

Place: BOMBRON Operations Brief Room.

Time: 1400 hours, Tuesday, Wednesday and Thursday.

Date: Phase II, 1 and 2 Aug 62
Phase III, 7, 8, and 9 Aug 62
Phase IV, 14, 15, and 16 Aug 62
Phase I, 21, 22, and 23 Aug 62
Phase II, 28, 29, and 30 Aug 62

(2) The same phase is scheduled three days each week, one class of each phase must be attended.

### 8. OFFICER DETAILS

- a. <u>Tower Officer</u>: Place of duty is the control tower, except on weekends and holidays. During these special periods, telephone contact with the ACO (Ext 538) is required for possible duty assignment. Tactical Squadrons are responsible for manning the tower with a qualified aircraft commander Monday through Friday from 0700 on the day scheduled until 0700 the following day. If student flight is scheduled for Saturday or Sunday, the squadron flying will schedule a qualified tower officer.
- b. Airdrome Clearance Officer (ACO): 24 hour tour of duty 0730-0730, Place of duty: Base Operations. Uniform: Class "A".
- c. Airdrome Officer (AO): Personnel scheduled for AO will report to Base Operations. Duty tour 0630-1830. Uniform: Class "A".

### d. Commanders Key Supervisor:

(1) Officers detailed for this duty will report to stand-up briefing on the day of the assigned detail. Duty hours are from 1630-0730, Monday through Friday and 0730-0730 Saturday and Sunday. This duty does not normally require attendance in the Wing Command Post, but the Officer must be within telephone contact of the Control Room at all times during his tour of duty.

### e. Supervisor of Flying:

- (1) Officers detailed for this duty will report to stand-up briefing on the day of the assigned duty or Friday if the detail occurs during the weekend.
- (2) With the advent of Chrome Dome; Supervisor of Flying tours on weekends and holidays, will normally be performed by personnel living in quarters on WAFB. This will be from 0730-0730. An extract from SACR 55-11, Change, 16 May 1962 is quoted for information and guidance:
  - (a) Quarters are on base.
  - (b) Supervisor has a radio-equipped vehicle in his possession.

(c) He is present in the command post or on the flight line from one hour prior to Chrome Dome launch until the aircraft has departed the instrument practice area and again two hours prior to scheduled recovery of the sorties.

	COMD	KEY SUF	ERVISO	<u>DR</u>		T	OWER	OFFICE	<u>r</u>	
	RANK	NAME		ORGAN	DATE	<u>D</u>	ATE	ORGAN	RANK	NAME
	L/C	PITTS		40	4-8-15-21		1	ARS	MAJ	HANSEN
	L/C	MORRIS		SB	9-16-22-29				MAJ	LEACH
	L/C	LEARY		SB	3-10-17-23		2	24BS	L/C	PARTIN
	L/C	MALUY		24	11-18-24-30				MAJ	GODDARD
	L/C	MCCLEN		39	5-26-31		3	39BS	MAJ	- WALDON
	L/C	EASTLI		SB	6-12-27				CAPT	MAYS
	L/C	HANLEN		ARS	1	*/	4	DCM	CAPT	RUSTVOLD
	L/C	STONE		SB	2-7-13-19	#	5	DCO	CAPT	LARSON, T.L.
	L/C	GIBSON		HQ	14-20-25-28	(	5	ars	MAJ	MAHONEY
٠				ř					CAPT	MARSHALL
	SUPER	VISOR O	F FLYI	NG		7	7	24BS	T/C	MOFFATT
									MAJ	BOZEMAN
	DATE	START	ORGAN	RANK	NAME	8	3	39B <b>3</b>	CAPT	DALTON
	1	1630	DCO	MAJ	SCHARMAN				CAPT	BERTIC
	2	1630	4129	L/C	CLARK	9	7	ARS	CAPT	MCCHESNEY
	3	1630	ARS	Maj	RAY	,	,		CAPT	MCILVAIN
	<b>*</b> 4	0730	DCO	I/C	RASMUSSEN	10	)	24BS	Maj	RICHARDSON
	<del>*</del> 5	0730	DCM	L/C	HOWARD				MAJ	BRUNETTI
	6	1630	4129	MAJ	LUND	*11		DCOBO	CAPT	SMITH
	7	1630	DCOS	MAJ	TURNER	*12		4129	CAPT	WARD
	8	1630	DCO	MAJ	WISE	13	3	39BS	L/C	SIMPSON
	9	1630	ARS	CAPT	DIAMOND				Maj	BERNEBURG
	10	1630	4129	MAJ	HENDERSON	14	•	ARS		TRAMMELL
	11	0730	DCOS	CAPT	BERNER		_		CAPT	WALLS
	12	0730	24B3	MAJ	YANCEY	15	5	24B5	CAPT	PORTER
	13	1630	40B3	L/C	GREEN		,		CAPT	KEKVIL
	14	1630	ARS	MAJ	ECHABARNE	16	•	39BS	L/C	YUPCAVAGE
	15	1630	DCO	MAJ	BADER'		_		CAPT	HENDRIX
	16	1630	DCOS	MAJ	TURNER	17	,	ARS	CAPT	PICINICH
	17	1630	4129	MAJ	HOLMES				Maj	DYER
	18	0730	39BS	MAJ	KALEBAUGH	#18		DCM	MAJ	CASE
*	19	0730	DCO	L/C	RASMUSSEN	*19		DCO	CAPT	BRYANT
	20	1630	ARS	L/C	STUHR	20	)	24B\$	L/C	MacPann
	21	1630	4129	MAJ	LUND				I/C	MOFFATT
	22	1630	ARS	MAJ	RAY	21	•	39 <b>BS</b>	MAJ	HASSETT
:	23	1630	DCM	L/C	CALOF				MAJ	DAVIS
4	24	1630	DCO	MAJ	BADER	22	,	ars	MAJ	STEWARD
		0730	ARS	MAJ	ECHABARNE	,			MAJ	YATES
*;	26	0730	ARS	MAJ	GREENWADE	23	,	24BS	MAJ	KETCHAM
	27	1630	4129	MAJ	GENNRICH	•		2022	CAPT	MASSINGILL
	28	1630	ARS	MAJ	STOCKTON	24	•	39BS	CAPT	MAYS
	29	1630	DCOS	Maj	FOWLER			2022	MAJ	WALDON
		1630	DCO	MAJ	NADON	*25		DCOBO	llt	POWFILL
		1630	DCO	CAPT	HAMILTON	*26	1	4129	CAPT	Piches

TOWER	OFFICE	R, Con	t
DATE	ORGAN	RANK	NAME
27	ARS	CAPT	JOHNS EBY
28	24BS	MAJ MAJ	GODDA
29	39BS	L/C CAPT	SOMME
30	ARS	CAPT	JOHNS CARRO
31	24BS	L/C	MACFA
4.00		MAJ	RICHA

DCM

4129 DSUP DCOBO

4129

DCM 4129 DCO 4129 DCOBO

CAPT

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ELY

ROGERS CARNEY HELTON BRYANT WARD

POWELL

MARKHAM MILLER, H.F. JOHNSON

# AO

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DATE	ORGAN	RANK	NAME	DATE	ORGAN	RANK	NAME
27	ARS	CAPT	JOHNSON	1	24B\$	CAPT	WALDON
		CAPT	EBY	2	39 BS	CAPT	KUNC
28	24BS	MAJ	GODDARD	. 3	ARS	Maj	RATNER
		MAJ	SAULSBURY	*4	24BS	CAPT	COLE
29	39 <b>BS</b>	L/C	SOMMERS	<del>*</del> 5	39BS	CAPT	HARRISON
		CAPT	BERTIC	6	ARS	CAPT	KING
30	ARS	CAPT	Johnston	7	24B\$	CAPT	VANHORN
		CAPT	CARROLL	8	39 <b>BS</b>	CAPT	YOUNG
31	24BS	L/C	MACFANN	9	ARS	CAPT	Bushnell
		Maj	RICHARDS	10	24BS	CAPT	MORRIS
				*11	39BS	CAPT	GOETZE
ACO				*12	ARS	CAPT	SULLIVAN
				13	24BS	MAJ	CARROLL
DATE	ORGAN	RANK	NAME	14	39BS	CAPT	<b>LEVELLE</b>
			•	15	ARS	CAPT	JACOBS .
1	DCOBO	MAJ	JOHNSON, M.	16	24BS	CAPT	CHESS
2	4129	CAPT	Piches	17	39 <b>BS</b>	CAPT	OSBURN
3	DCO	MAJ	LARSON, C.	*18	ARS	CAPT	UDALL
* 4 * 5	DCM	CAPT	REESE	<b>*</b> 19	24BS	CAPT	SCHWARTZ
	4129	CAPT	JOHNSON	20	39BS	CAPT	KRAUTKRAEMER
6	DCM	CAPT	CARNEY	21	ARS	CAPT	KNAPP
7	4129	CAPT	ERRINGTON	22	24BS	CAPT	FITZGERALD
8	DCOBO	llt	POWELL	23	39BS	CAPT	GIBSON
9	DSUP	Maj	MILLER	24	ARS	MAJ	HORTON
10	DCM	Maj	CASE	<del>*</del> 25	24BS	CAPT	MILLER
*11	4129	CAPT	GALLACHER	<b>*</b> 26	39BS	CAPT	Lusk
*12	DCO	MAJ	LARSON, T.L.	27	ARS	CAPT	NORTON
13	DCOBO	CAPT	Hennessey	28	24BS	CAPT	LIU
14	511FTD	CAPT	RAYMER	29	39BS	MAJ	GABRIEL
15	4129	CAPT	FLORES	30	ARS	CAPT	WALKER
16	DCM	CAPT	RUSTVOLD	31	24BS	CAPT	<b>JEFFERSON</b>
17	DCOBO	CAPT	SMITH	**	•		
*18	2010	CAPT	ODOM				
*19	4129	CAPT	GURYN				
20	4129	CAPT	LUPIE				
21	DCOBO	CAPT	SMITH				
22	DOM	CAPE	TRY W				

### *WEEKENDS AND HOLIDAYS.

- 1. Individuals unable to compy with this schedule must provide a substitution. Leaves that conflict with the September schedule must be called to the attention of the Collateral Training Scheduling Officer (Ext. 2831) prior to 15 Aug 1962.
- 2. Personnel scheduled for ACO/AO during a Saturday, Sunday or holiday will report to the Base Operation Officer at 1600 hours the preceding Friday or the day prior to a holiday.

Joseph W. SWANSON, Lt Colonel, USAF Deputy Commander for Operations

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TOTAL TIME = 608 HOU	rs	Mite	1	Τ	T	T	T	T	T	Τ	1				Γ											Γ	Γ						
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			T	<del>                                     </del>	T	十	T	t	$t^{-}$	<del>†</del>	<del>                                     </del>	1	T		1			1		$\vdash$			T	t	t	1	T	T	T	1	<u> </u>	<b>†</b>	
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TOTAL TIME MINUS CHROME DOME = 1712 HOURS

# SECRET

JPC004 JPA 619

JMA286
CO RUWBJP RUWBKN RUCSBR
DE RUWBJM 83
O 0215152
FM 93 BOMB NG CASTLE AFB CALLF
TO RUWBKN/15AF MARCH AFB CALLF
1NFO RUCSBR/ SAC OF UTT AFB MEDR
RUWBJP/6SA. WALKER AFB NEW MEXACO
BT

S E O R & T C 0368. FOR 15AF DOOT, INFO SAC DOOPOC: 47SAD DO; 6SAW DOO. SEA FISH. THE 93D BOMB WING RECEIVED SEA FISH ALERT NUMBER 189 AT 1730Z O1 AUG 62. YOUR ATTENTION IS INVITED TO SAC DOOP 3649 8 MAY 62. THE 93BW CONTEMPLATED THE UTILIZATION OF FOUR CREWS (EIGHT INSTRUCTOR TEAMS) THROUGH THE PERIOD OF SUPPORT REQUIREMENTS. THE PROGRAMMED LOSS OF EIGHT INSTURCTOR TEAMS TO THE COTS PROGRAM WILL NECESSITATE THE TRANSFER OF THO STUDENT CREWS FROM CLASSES 62-16, 62-18, 62-20 AND ONE CREW FROM CLASSES 62-17, 62-19 TO THE 6TH STRATEGIC AEROSPACE WING, WALKER AFB, NEW LEX. NOTE CLASS 62-16 HAS COMPLETED TWO SORTIES AS OF THIS DATE.

PAGE TWO RUWBIN 83
TO SUPPLEMENT STAFF BRIEFING AND PLANNING TEAMS ON A 21-HOUR BASIS, ADDITIONAL STAFF PERSONNEL ARE REQUIRED; THEREFORE, REQUEST INPUT OF CFIC AND SENIOR OFFICERS CLASSES BE TRANSMATED INMEDIATELY UNTIL THIS OPERATION IS CONCLUDED. THESE PLANNING REQUIREMENTS WERE BASED ON EXPERIENCE GAINED FROM SEA FISH OPERATIONS CONDUCTED BY THIS WING FROM 1 SEPTEMBER THROUGH 14 NOVEMBER 1961. SCP 1. B T 02/1635Z AUG RINBIN

# SECRET

# 4017th Combat Crew Training Squadron 93d Bombardment Wing (H) (SAC) UNITED STATES AIR FORCE Castle Air Force Base, California

Enter Acad Tng: 12 July 62 Grad Academics: 6 Aug 62 Enter Fly Trng: 14 Aug 62 Grad Date : 2 Oct 62

# K62-17 CREW ROSTER

# CREWS FLT TRNG-WALKER AFB

	,			
Crew	1176	Assigned	19BW, Homestead AFB	
TS	AC	1LT	SANDELL, NORMAN R, 57950A	
S	PLT	2LT	SHULL, MICHAEL F, A03118217	
TS	NAV	1LT	USHER, HOWARD C JR, A03082151	•
TS	BO	SSGT	TOBIN, ROBERT V, AF21277981	
•-		1.5	the first of the second second second	
		_	as Indicated	
TS	AC	CPT	CHISHOLM, RICHARD K, 46680A	(913ARS, Barksdal
TS	AC	CPT	TEACHOUT, GERALD E, 28328A	(28ARS, Ellsworth
TS	PLT	llt	PIERCE, LEON J, A03103933	(917ARS, Biggs)
	NAV		Vacant	
TS	ВО	SSGT	PIKE, RONALD E, AF11238483	(915ARS, Ramey)
\$ 1	•			
Cre	1178	Assigned	19BW, Homestead AFB	A Property of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Con
TS	AC	CPT	HYLAND, JAMES V, 64911A	
TS	PLT	CPT	LANGENBACH, GENE A G, A03024037	and the second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second s
TS	NAV	1LT	SMITH, CALVIN JR., 66581A	
S	80	SSGT	TEBBE, ROBERT W, AF14253002	
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Crew	1179	Assigned	910ARS, Bergstrom AFB	
TS	AC	CPT	AUSTEN, FRANKLIN H JR., 65116A	
TS	PLT	1LT	MANSELL, GERALD E, 61394A	
TS	NAV	1LT	HENSLEY, BILLIE L, 29843A	
S	BO	A1C	INGHAM, JOSEPH G K, AF16376312	
vi di	156		and the fact of the state of the contract of	
Crew	1180	Assigned	as Indicated	
TS	AC	CPT	MC GLOTHIN, JACOB M, A02100310	(42ARS, Loring)
S	PLT	2LT	SERKSNAS, ANTHONY A, A03100071	(42ARS, Loring)
TS	NAV	CPT	RIGOLI, ERNEST C, A03021198	(912ARS, Robins
TS	BO	TSGT	KOCH, RALPH R, AF12105038	(915ARS, Ramey)
Crew	1181	Assigned	910ARS, Bergstrom AFB	
TS	AC	CPT	COLE, JAMES L, 57470A	
TS	PLT	1LT	SUTTON, DANA M, A03103661	
TS	MAV		OSHIRO, JOHN K, 53263A	and the second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second s
TS	BO	MSGT	WALTERS, HERMAN L, AF14070788	
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### 4017th Combat Crew Training Squadron 93D Bombardment Wing (H) (SAC) UNITED STATES AIR FORCE Castle Air Force Base, California

Enter Acad Tng: 12 Jul 62 Grad Academics: 6 Aug 62 Enter Fly Trng: 7 Aug 62 Graduation Date: 25 Sep 62

# K62-17 CREW ROSTER

### CREWS FLT TRNG-CASTLE AFB

	•		· ·
Crew	1182 Assigned	4047SW, McCoy AFB	
TS	AC CPT	HOOVER, THOMAS R, 44304A	
TS	PLT 1LT	HOLKO, ANDREW R, 68598A	
TS	NAV 1LT	LEIDIG, EDWARD G, 62904A	
TS	BO TSGT	STEWART, JACKIE L, AF14454883	
Crew	1183 Assigned	4047SW, McCoy AFB	
TS	AC CPT	POWERS, WILLIAM W JR., A03025703	
TS	PLT 1LT	METZGER, HARRY O, AO3103315	
TS	NAV CPT	GOLD, SHEPPERD B, A02251444	
TS	BO SSGT	DE MARTINI, ROBERT L, AF12393151	***
Crew	1184 Assigned	as Indicated	
TS	AC MAJ	HART, WILLIAM M, 37084A	(92BW, Fairchild)
TS	AC CPT	LIDDLE, DALLAS M, 45746A	(llBW, Altus)
TS	PLT 1LT .	WOFFORD, TRAVIS, 61477A	(93BW, Castle)
TS	NAV 1LT	HOPKINS, DAVID D, 65682A	(11BW, Altus)
TS	BO SSGT	SHOCKEY, JAMES L, AF17357949	(34ARS, Offutt)
Crew	1185 Assigned		
TS	AC CPT	PERRAULT, ROBLES A, A0718741	(915ARS, R _e mey)
. 8	PLT 2LT	ENGEL, DAVID E, A03115518	(46ARS, K.I.Sawyer)
TS	nav 1lt	FRAZIER, WAYNE C, AO3081378	(915ARS, Ramey)
TS	BO MSGT	FRENEY, EDMUND J, AF37683689	(68ARS, Bunker-Hill)
	1186 Assigned		
T5	AC LCOL	MAXWELL, JAMES E, 37625A	(42ARS, Loring)
S	PLT 2LT	HAYDEN, GAYLORD V, A03100425	(916ARS, Travis)
TS	NAV 1LT	MEEZ, RONALD L, A03053909	(915ARS, Ramey)
TS	BO SSGT	WEAVER, RICHARD H, AF17348534	(28ARS, Ellsworth)
		ACADEMIC TRAINING ONLY	
S	PLT CPT	CRUTCHFIELD, LEWIS M, A02224149	(MATS-Travis)
S	PLT CPT	LUCKIE, EVERETT C, A0945050	(MATS-Travis)
S	PLT CPT	MURPHY, FRANK N, A02222055	(MATS-Travis)
S	PLT 1LT	BRANNON, JOHN J, AO3099230	(MATS-Travia)
	NAV COL	FARRELL, JOHN E, 10288A	(Davis-Monthan)
	BO'. SSGT	DOUGLAS, MERRIEL D, AF14490931	(912ARS, Robins)
TS	FLT ENG SMSGT	BENVENISTE', CLEMENT, AF19308942	(15AF, March)

### FLIGHT TRAINING AT WALKER AFB NMEX 4129TH COMBAT CREW TING SQUADRON CLASS 62-17

ENTER FLY TNG: 14 AUG 62 GRAD FLY TNG: 4 OCT 62 ENTER G/H TNG: 5 OCT 62

Crew 1773 - Assigned as Indicated - 24th BSq

AC CAPT SNODGRASS, RICHARD N., 25379A (FO)
PLT 1LT BONAR, JAMES H.. A03082154
99BW WESTOVER
4128SW AMARILLO

RN

NAV 2LT HORTON, KENNETH, A03120945

EWO 2LT HOWE, WILLARD R JR., A03117788

4133SW G-FORKS - H
4136SW MINOT - H

CUN

Crew 1777 - Assigned 4241st SWg, Seymour Johnson - G 24th BSq

AC CAPT EVANS, GERALD K JR., 43179A

PLT RN

NAV 2LT LEBLANC, ULRIC J., A03120918

EWO 2LT KING, GEORGE A., A03119248

GIM

Crew 1778 - Assigned 4043d SWg, W-Patterson 24th BSq

AC MAJ KINARD, ROBERT L., 28219A

PLT

RN

NAV 2LT HOEKSEMA, PETER P., A03120915

ENO 1LT STOGDILL, ROBERT E., 59896A

GUN TSG ROSS, CHARLES R., AF35595680

Crew 1779 - Assigned as Indicated 39th BSq

AC CAPT KEMPE, ALLAN JR., 52899A 4239SW KINCHELOE - H

PLT RN

NAV 1LT DUNN, CLOYD T. III A03109997 4038SW DOW - G EWO 2LT HEPOKOSKI, MARK E., A03118239 4038SW DOW - G

GUN

Crew 1780 - Assigned as Indicated 39th BSq

AC MAJ ALLINGTON. ALONZO E, A0774917 4043d SW W-PATTERSON

PLT RN

NAV

EWO 1LT WATERMAN, QUINTIN L., 55732A 42458W SHEPPARD

CUN

00V ....( )

# 62-17W CONTINUED

		Assigned as Indicated 39th BSq	handou version u
AC		SIENKIEWICZ, HENRY V., 4225LA (FO)	4136sw minot - H
PLT	CAPT	MAAS, MILTON R., A03022057	42BW LORING - G
RN			
NAV	llT	mackesy, john t., 48463a	19BW HOMESTEAD - H
EWO	1LT	O'ERIEN, THOMAS G., A03115505	4039SW GRIFFISS - G
CUN			
Crew	1782 -	Assigned as Indicated 39th BSq	_
AC	1782 - CAPT	Assigned as Indicated 39th BSq HOLMES, CHARLES W., A03039391 (FO)	28BW ELLSWORTH
AC PLT			28BW ELLSWORTH
AC PLT RN			28BW ELLSWORTH
AC PLT RN NAV	CAPT	HOLMES, CHARLES W., A03039391 (FO)	
AC PLT RN			28BW ELLSWORTH 4130SW BERGSTROM

### 4017th Combat Crew Training Squadron 93d Bombardment Wing (H) (SAC) UNITED STATES AIR FORCE Castle Air Force Base, California

Enter Acad Tng: 27 Jul 62 Grad Academics: 21 Aug 62

Enter Fly Tng: 29 Aug 62 Graduation Date: 19 Oct 62

# K62-18 CREW ROSTER

# CREWS FLT TRNG - WALKER AFB

Crasi	1187	heroissa	as indicated	
TS	AC	CPT	EZELLE, ANCYLON C, A01850941	(19BW, Homestead)
TS	PLT	CPT	EBNETER, FRANCIS E, A03024444	(11BW, Altus)
	PLT	1LT	POWELL, ELISHA T, A03081786	(19BW, Homestead)
TS	NAV	CPT	MILLAR, WILLIAM L III, 60930A	(19BW, Homestead)
TS	BO	TSGT	PARRIS, MAX E, AF31375562	(42BW, Loring)
15	50	1001		( ) = = = = = = = = = = = = = = = = = =
		_	19BW, Homestead	
TS	AC	CPT	SARGENT, GALEN B, A02210248	
TS	PLT	1LT	MUNSEY, NORMAN D, A03081420	(910ARS, Bergstrom)
TS	PLT	1LT	GARDINER, KENNETH B, A03103910	
TS	NAV	1 <b>LT</b>	TINSLEY, CARL O, A03082311	
TS	ВО	SSGT	DESPRES, LOUIS A, AF11192415	
Cre	189	Assigned	19BW, Homestead	
TS	AC	CPT	WILHITE, CECIL F, A0941277	
TS	PLT	1LT	FOWLER, FREDERICK W, A03103651	(920ARS, Wurtsmith)
	PLT	CPT	KARDON, SOL L, A02209256	
TS	NAV	1LT	BRANGER, JOHN E III, A03071149	
TS	BO	SSGT	DALTON, JAMES D. AF17402305	
TS TS	1190 AC PLT PLT NAV BO	Assigned CPT 1LT 1LT CPT A1C	910ARS, Bergstrom WAGNER, FRANK H, 46111A GUY, RONALD N, 58831A CLARK, GEORGE S, A03094149 SWEET, GERALD E, 61051A CAMERON, CHARLES B, AF14645897	(4138SW, Turner)
_			010100	•
		_	910ARS, Bergstrom	(2/ABS 055-++)
TS	AC	LCOL	DAVENPORT, HARRY E, 34725A	(34ARS, Offutt)
TS	AC	CPT	WILSON, CONRAD L, 47444A	
TS	PLT	1LT	THOMAS, RAYMOND D, 62872A	
TS	NAV	1LT	YURKOVICH, DANIEL T, A03081907	•
TS	ВО	MSGT	MOORE, JAMES R, AF20453638	
Crew	1192	Assigned	as indicated	
	AC	CPT	O'CONNER, (Fly Only)	(68ARS-Bunker-Hill)
TS	AC	CPT	WOODS, DAVID A, 24540A	(11BW, Altus)
TS	PLT	CPT	HAFF, WALLACE K, 26077A	(6BW, Walker)
TS 🥤	* .	1LT	CAMPEELL, THOMAS E, A03104360	(4241SW, S-Johnson)
		A1C	BAILEY, WILLIAM F, AF13656908	(42BW, Loring)

### 4017th Combat Crew Training Squadron 93d Bombardment Wing (H) (SAC) UNITED STATES AIR FORCE Castle Air Force Base, California

Enter Acad Trng: 27 Jul 62 Graduation Acad: 21 Aug 62 Enter Fly Tng: 22 Aug 62 Grad Date : 12 Oct 62

# K62-18 CREW ROSTER

# CREWS FLT TRNG - CASTLE AFB

			CABWS FLI IRMG - CASILE AFB	
Crew	1193	Assigned	4047SW, McCoy AFB	•
TS	AC	CPT	PLATT, HARRY D, A03033982	
S	PLT	CPT	YEABOWER, JOHN A, 49581A	(4137SW, Robins)
TS	PLT	1LT	FICKE, ROBERT J, A03087786	(1201011)
TS	NAV	1LT	MARTIN, GLEN R, A03074432	
TS	ВО	TSGT	PRUITT, EDGAR L JR, AF14386678	
Crew	1194	Assigned	4047SW, McCoy AFB	
TS	AC	CPT	BRISTOW, BILLY E, A03019407	
TS	PLT	1LT	LYALL, DONALD B, 66047A	(92BW, Fairchild)
TS	PLT	2LT	MC BLROY, DANIEL R, A03118299	
TS	NAV	llt	BRABBS, JAMES H, A03104358	
TS	BO	TSGT	PAIS, ARMANDO, AF14371720	
	1195	Assigned	4047SW, McCoy AFB	
TS	AC	CPT	CURRY, KENNETH G, A03057261	
TS	PLT	1LT	ARBUTHNOT, ALFRED H, 66051A	(92BW, Fairchild)
TS	PLT		GREEN, DONALD C, 61699A	• •
TS	NAV	1LT	KLINGENSMITH, JED H, 66649A	
TS	ВО	TSGT	SKIERKIEWICZ, MICHAEL A, AF36636258	
			4047SW, McCoy AFB	
TS	AC		NOLAN, JOHN A, 9106A	(99BW, Westover)
TS	AC	CPT	LEGG, EDGAR E, 65132A	ngin sa Pilipina. Panganan sa Pilipina
TS	PLT	1LT	JOHNSON, KENNETH G, A03102561	
TS	NAV	CPT	BATES, JAMES E, A03052383 V	
TS	ВО	SSGT	TALBOTT, JOHN W, AF13386259	
		Assigned	as Indicated the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the	
TS	AC	COL	LEMOINE, RAY F, 33745A	(Spain)
TS	AC	CPT	COLLIER, JAMES L, 54004A	(4126SW, Beale)
	PLT	CPT	HASHIDA, MILES M, A03035813	(4134SW, Mather)
	NAV	1LT	CARLSON, NICHOLAS T, 49778A	(4126SW, Beale)
TS	ВО	SMSGT	MARTIN, GROVER C, AF14024831	(4047SW, McCoy)
			ACADEMIC THATNING ONLY	
S	PLT	1LT	ACADEMIC TRAINING ONLY PARENT, MICHAEL G. 54756A	/344 mg m
TS.	PLT	ilt	JONES, MARVIN L, 58502A	(MATS-Travis)
T	PLT	CPT	SCHMIDT, ROBERT H, 30753A	(MATS-Travis)
	PLT	1LT	ZOLLER, JOHN N, A03080354	(MATS-Travis)
ζŠ	ВО	AlC	HARDY, JOHN S, AF16425511	(MATS-McGuire)
~~	20	WTO	MANUE, JUNIO D, AFIO443311	(Griffiss)

# FLIGHT TRAINING AT WALKER AFB NMEX

Crew	1786	_	Assigned	as	Indicated
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		•	• , , ,	
S TS	AC PLT	Maj llt	MCCRORIE, ROBERT E., A0543650 (FO) WISHART, JOHN R., A03066644	99BW Westover 4038SW Dow - G
	RN		VACANT	
S	NAV	2LT	ADAMS, GERALD T., A03118100	4239SW Kincheloe - H
S	EWO GUN	2LT	BOVA, RAYMOND F., A03120931 VACANT	42BW Loring - G
Crew	1787	- Assi	gned as Indicated	
TS	<b>A</b> C	COL	WILSON, RICHARD S., 18121A	19BW Homestead - H
TS	PLT	1LT	BROWN, DOUGLAS L. A03072375	4239SW Kincheloe - H
	RN		VACANT	
S	NAV	2LT	SOUTHWICK, MARTIN W., A03120952	4133SW G-Forks - H
S	EWO	2LT	CORRELL, MONTE R., A03118228	4133SW G-Forks - H
	GUN		VACANT	
Crew	1789	- Assi	gned as Indicated	
	AC	LCOL	AYERS, (FO)	
1	PLT	•	VACANT	
<b>(</b> )	RN		VACANT	•
S	NAV	2LT	YOBIONSKY, GEORGE W., A03118280	4137SW Robins - G
S	EMO	llt	GRIMES, WILLIAM D., 67939A	99BW Westover
	GUN		VACANT	<i>:</i>
Cres	1790	- Assi	gned as Indicated	
TS	AC	MAJ	EICHENBERGER, RALPH S., 42114A	5BW Travis - G
TS	PLT	llt	ROSE, GEORGE R., 57894A	4138SW Turner
	RN		VACANT	
S	NAV	llt	MATHIEN, DOUGLAS T., A03115489	4038SW Dow - G
S	EWO	2LT	HAYES, CHARLES E., A03109656	4245SW Sheppard
	GUN		VACANT	
Crew	1791	- Assi	gned as Indicated	•
TS	AC	LCOL	POTTER, WILLIAM H., 34521A	4239SW Kincheloe - H
TS	PLT	1LT	LACEY, ARTHUR L., A03080688	99BW Westover
	RN.		VACANT	,,
S	NAV	2LT	ZIEGLER, WILFRED E., A03120954	4239SW Kincheloe - H
TS	EWO	llt	STORM, ROBERT H., A03109900	7BW Carswell
	GUN		VACANT	•
		2.00		

# -18 CONT'D

# Crew 1792 - Assigned as Indicated

TS	AC	Maj	ALEXANDER, WILLIAM, 39404A	4138SW Elgin - G
TS	PLT	11T	DEITZ, DONALD J., A03082438	4130SW Bergstrom
S	RN NAV EWO GUN	2LT 2LT	VACANT SCHELLING, EDWARD T., A03118269 SPITZER, SANFORD E. JR., A03118273 VACANT	4138SW Elgin - G 4138SW Elgin - G

POST

JPC 062JPA 005KNK 767
RR RJWBJP RJWBJR RJWBKA RJWBKB GJWBND RJWCDO
DE RJWBKN 200
UZNR
R 262232Z
FM 15AF MARCH AFB CALIF
TO WUEBEC TWO
QUEBEC THREE
WHISKEY TWO
WHISKEY THREE
WHISKEY THREE
WHISKEY SIX

WHISKEY SIX
ZEN/22BW MARCH AFB CALIF
WHISKEY SEVEN
RJWBJR/97ARS MALMSTROM AFB MONT
INFO RJWXBR/SAC
BT
UNCLAS DS 41836.

ACTION: QUEBEC TWO, THREE, WHISKEY TWOGN THREE, SIX, SEVEN, 97ARS. INFO: SAC (DOSDG). FOR DS AND SAFE. THIS MESS

GE IN TWO PARTS. PART I. NEAR-FATAL
ACCIDENTS RESULTING FROM USE OF CHEAP IMPORTED
RIFLES HAVE BEEN BROUGHT TO THE ATTENTION OF THIS
HEADQUARTERS. ONE ACCIDNET INVOLVED AN ITALIAN
CARBINE, THE SECOND A GERMEN WORN-OUT MILITARY
TEAPON, AND THE THIRD OUR OWN SPRINGFIELD SENT ABROAD
TO BE USED BY THE BRITISH HOME GUARD IN WORLD WAR II

PAGE TWO RJWBKN 200
AND NOW ARRIVING IN THIS COUNTRY AS IMPORTED BRITISH SPRINGFIELDS. ANY OF THESE BIG BARGAIN WEAPONS PROBABLY SELLS FOR LESS THAN TWENTY DOLLARS EACH. UPON FURTHER INQUIRY, A SOURCE FOR PURCHASE OF OLD PRE-WORLD WAR I RUSSIAN ARMY RINLS WAS FOUND AVAILABLE FOR ANYONE FOLLISH ENOUGH TO INVEST IN SUCH WEAPONS. PART II. REQUEST SAFETY DIRECTORS ADVISE PERSONNEL BUYING NIREARMS TO

SUCH BARGAIN WEAPONS, EITHER RIFLES OR PISTOLS. THESE GUNS ARE UNSAFE TO USE AND E PECIALLY DANGEROUS WITH OUR PRESENT DAY HIGH-POWERE AMMUNITION. BT

26/2310Z JUL RJWBKN

r. SAFE

# HEADQUARTERS 6TH STRATEGIC AEROSPACE WING United States Air Force Walker Air Force Base, New Mexico

REPLY TO

ATTN OF: SAFE/2372

SUBJECT: Holiday Safety Program

27 Aug 62

TO:	FMS OMS A&E SAWHS	(10) (10) (10) (5)	24BS 39BS 40BS 6ARS	(3) (3) (3) (3)	579SMS 37MMS 4129CCTS 511C FTD	(20) (6) (5) (2)	SS TS HS FSS	(10) (7) (8) (4)	CES 686AC&W 697AC&W CDS SU	(10) (4) (9) (3) (3)
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### (Commander)

- 1. A copy of the message from the Commander in Thief, Strategic Air Command, is attached for your attention and action. The fact that Walker Air Force Base has experienced accident-free holiday periods in the past indicates effective action by each commander, however, it is important that you assure continued positive action in this phase of the accident prevention program.
- 2. Although the Wing Safety Office is conducting a pre-holiday safety indoctrination program for all personnel, this alone will not suffice. Safety briefings by your immediate supervisors at "shop level" should help to impress personnel with the importance of maintaining a safety awareness while driving or taking part in recreational activities during the Labor Day Holidays. Personnel should also be cognizant of your direct concern for their safety and welfare. Your personal attention will give added impetus to the program, and is therefore desired.

ERNEST C. EDDY

Colonel, USAF

Commander

32MXE 932 KNK 8 42 RR RIWBAR RUWBAS RUWBBG RUWBGP RUWBHK RUWBJG RUWBJM RUWBJP RUWBJR DE RUWBKN 160 R 2323 65 Z FM 15AF MARCH AFB CALIF TO WHISKEY TWO THISKEY THREE WHISKEY SIX WHISKEY SEVEN WHI KEKEY EIGHT RUMHJR/97 AIRRFLSQ MALMSTROM AFB MONT INFO QUEBEC TWO QUEBEC THREE RUKDAG/SAC VICTOR ELMENDORF AFB ALASKA BT U N C L A S E F T O C 118.
FOR C. ACTION: WHISKEY TWO, THREE, SIX, SEVEN, EIGHT, 97 ARS. INFO: QUEBEC TWO, THREE, SAC VICTOR. FOLLOWING MESSAGE FROM THE COMMANDER IN CHIEF, STRATEGIC AIR COMMAND, IS QUOTED FOR YOUR INFORMATION AND NECESSARY ACTION: "EXPOSURE TO SERIOUS INJURY AND DEATH TO SAC PERSONNET INCREASES IN PROPORTION TO THE NUMBER OF DAYS AVAILABLE FOR PARTICIPATION IN MOTOR VEHICLE OPERATION, SPORTS, AND RECREATIONAL ACTIVITIES WRING HOLIDAY PERIODS. ALTHOUGH TWO SAC AIRMEN LOST

PAGE TWO RUWBKN 16 Ø
THEIR LIVES BY DROWNING ON THE 4TH OF JULY 1962, POSITIVE
MEASURES TAKEN BY COMMANDERS AND SUPERVISORS HAVE PROVEN
EFFECTIVE IN THE REDUCTION OF THESE TRAGIC ACCIDENTS.
THE COMING LABOR DAY WEEKEND PRESENTS A CHALLENGE FOR
COMMANDERS AND SUPERVISORY PERSONNEL TO EMULATE THE
FATALITY FREE RECORD SAC ESTABLISHED FOR THE LABOR DAYRGZWEEKEND IN 19QI

E

A ALL ECHELONS TO ESTABLISH AGGRESSIVE PROGRAMS WHICH WILL INSURE THAT ALL PERSONNEL ARE PROPERLY INDOCTRINATED IN THEIR PERSONAL RESPONSIBILITIES TO EXERCISE MATURE JUDGEMENT AND MODERATION IN THEIR ACTIVITIES DURING THE LABOR DAY WEEKEND. WE CANNOT COUNTENANCE ANY LACK OF CONCERN FOR THE SAFETY AND WELFARE OF OUR PERSONNEL, NOR CAN WE AFFORD THE DRAIN ON OUR READINESS CAPABILITY CAUSED BY THE SENSELESS LOSS OF PERSONNEL FROM HOLIDAY ACCIDENTS." THE HIGH NUMBER OF FATALITIES OCCURRING DURING NORMAL WEEKENDS WITHIN THIS COMMAND INDICATES A NEED FOR GREATER EMPHASIS ON THE SUBJECT OF SAFE DRIVING AND WATER SAFETY. COMMANDERS MUST ASSURE THEMSELVES THAT AGGRESSIVE PROGRAMS OF ACCIDENT PREVENTION ARE

PAGE THREE RUWBKN 160
ESTABLISHED AND EFFECTIVE NOT ONLY DURING HOLIDAY PERIODS
BUT ON A SUSTAINED AND CONTINUING BASIS.
BT
23/2321 Z AUG RUWBKN

NNNN HQWTT

REPEATING LINE FIVE PAGE TWO FATALITY FREE RECORD SAC ESTABLISHED FOR THE LABOR DAYRGZWEEKENDO IN 1901 ENJOIN ALL COMMANDERS AND SUPERVISORS

NNNN HQRRM

# Find Darmer And Structure Carlone for Wind Voited States Arm Force Value Aim Tance Base, hew Mexico

en de pr Volum<mark>of</mark>o (Daeryagen)

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Columbia Restrations If mes

22 August 1962

**************************************	70 D00 10	IMS Ons Arb Sawhs	6 6	3988 4080	0.00	5790/18 88 83 Fes	5	37MMS CD° TS 812 MED	10 5 2	CES 2010COMS 686AC&W WEA
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1 Contractors have completed painting a 4 inch wide solid white restraining him around almosaff packing areas, alert area, ramp parking, refucions piles, entrance way to rose dooks, inspection beneat the Request all of your personnel be made aware of the following paramaphs, which nerto in the restraining lines, extracted from Section MDF, 15th Apr. First March 30 L.

o. All restrictions is actively about the painted on the ramp series of entropy and active solutionally parked aircraft. This will be due at all decading them aircraft are parked, other than missidently, and indicate alart area, CMS namp parking, refueling pits, and and extreme car to mose dooks, inspection hangars, and make a decay of the restriction of the ramp and other transparence as isomed appropriate. An enaft parked in rows where a fedural limit larger would overlap may be lived as a single unit.

- (i) These are termed "midur schiols restraining lines" and alli be placed to restrain to packing if calculas nearer to any purbles of an alcohol to a sincress than the maximum distance of 25 feet. No vehicles will be double inside on parked within the "restraining lines" area while an alcohol as proved therein unless for the upsaidly purpose of servicions, i wing, lasting, or unloading equipment or materials on or will be immedially removed from the restraining lines" will be immedially membed from the restraining lines will be immedially membed from the restraining lines will be immedially membed from the restraining approximate with adequate guide when possessed are backles an devicing a vehicle toward as sirents.
- (2) Excluding plan used for refulling eineraft with aviation guardian will have the restraint guarantees painted to comply with the 25 flat limit distance for the languat type aircraft seconds.
- (D) This systems repair are is will have limit lines painted to mountain a pleasant of our least 50 feet.

0/0/ 11 4/2

- (1) Tehanle rectanising lines around aircraft in alert unuas will be obling in most ungular in shape to allow for any engine starts, mader systems shock or tire rotation. An additional 20-foot ductages added to fix 20-foot distance at each end is adoptate.
- (5) A 25-foot vehicle restraining line will be painted around entrance ways to any structure, facility, or any area opposed for restriction of vehicles by the responsible commander. Plotocce may be increased of deemed necessary or advisable.
- 2. Air police have been instructed to issue warning citations up to and including the 3rd of September 1962. Effective 4 September 1962 personnel receiving citations will be assessed points. This action can result in the loss of driving priveledges and affect the squadron rating system.

Durmon C. Hoyle

Major, USAF Director of Safety MONTHLY MAINTENANCE SUMMARY

OTH STRATEGIC AEROSPACE WING

WALKER AIR FORCE BASE, NEW MEXICO

" FERIOD: MAY THRU JULY 1962

The Maintnenace Analysts serving as Editors for this publication are:

lst Lt. Zim M. McDowell
SMSgt Philip G. Harrison Division NCOIC Ext 2672/589/60
TSgt William Brown Jr NCOIC Production Analysis Br Ext 2672
TSgt Henry A. Southard NCOIC Reports Analysis Br Ext 589
SSgt Robert J. Grandfield Production Analysis Br Ext 2672
SSgt Clyde C. London Production Analysis Br Ext 2672
SSgt David McNatte Production Analysis Br Ext 2672
SSgt Richard Stapleton
Sogt Ray A. Standiford Production Analysis Br Ext 2672

SORTIE CAPABILITY (15AF Form 390)

The computed capability for the 6th Strategic Aerospace Wing for the month of September for B52E aircraft is 288 and for KCl35 aircraft 229. The decrease in sortic production for both type aircraft was expected and attributed to September having only 19 work days. We are experiencing a downward trend for 01 manhours per sortic. Due to the more professional type maintenance we have in the 6th SAW our 01 manhour per sortic is at a new low, with 319.3 01 manhours per B52E sorite and 106.1 01 manhours per KCl35 Sortic. The true sortic capability forecast for the wing is 227 for B52E aircraft and 181 for KCl35 aircraft. The 01 availability percent is still consistent is all squadrons with minor fluctuations.

()

MAINTENANCE PRODUCTION (15AF Form 392): With the number of possessed B52 aircraft on the rise, during July so go the number of sorties flown. The number of sorties flown may be compared with the month of May when we had more work days and less aircraft. You will note that sorties per available aircraft B52 wise has been on the decline steadily, since May. We hope this has been to some adventage to the ground crews since it has given them a little more time down between sorties. The KCl35 sorties per available aircraft have been unsteady through May, June and July, however, the number of possessed aircraft has not varica too much. You will also note the down time between sorties has taken a drop. It seems as though the tanker boys may be getting quite a work out, considering the number of total sorties flown.

SCHEDULING EFFECTIVENESS (15AF Form 393): It would appear that Bomb/Nav (system 73) is taking an up swing, as compared to last month. This particular system began to appear during June with only one deviation at that time. True that two different components caused the deviations, but it all goes to the one major system. We are happy to note a decrease in many areas, particularly with reference to the number of deviations caused by power plant (system 23) on the KC135 Aircraft. Let us not rejoice yet, because

we are still quite a way up the ladder. We can only hope that people in the shops and on the flight line will continue to take heed of our various problems. During May, June and July there were 11 B52 Deviations and 14 KC135 deviations caused by Maintenance/Materiel problems. Those deviations were:

	B52E			KC135					
	MAY	JUNE	JUL	MAY JUNE JUI					
LTO	2	3	4	3 5 5					
CANX	1	1	0	0 1 0					
EARLY	0	0	0	0 0 0					
TOTAL	3	4	4	3 6 5					

Ol MANHOURS PER SORTIE (15AF Form 395):

The manhour expenditures per B52 sortie is continuing to decrease each month. July showed an appreciable 25.8, Ol maintenance manhours per sortie. This can be attributed to an increase of 3.33 available aircraft (Reference 15AF Form 392). The manhour expenditures per KC135 Sortie, portrays a definate improvement over past months. While we flew 37 more sorties, we utilized 18.7 less Ol maintenance manhours per sortie. COMORATULATIONS and keep up the good work.

DISCREPANCIES FER SORTIE (When Discovered 15AF For the discrepancies per sortie by the flight crews decreased on both the B52E and KC135A aircraft during the month of July. Although the decrease was not as much as we hoped for we hope this area will continue on the downward trend. A detailed analysis of report number 6 has not been accomplished for the Maintenance Summary due to the date the report is received and the due date of the summary.

MANPOWER DISTRIBUTION (15AF Form 402 & 403):
Once again we havefailed to attain the standard of direct labor expenditure of 50%. It should be noted we did have an increase over June's 40.3% to 42.6% for July. We hope this step in the right direction

will be followed up by a larger increase next month.

In preceeding maintenance summaries you were advised that expenditures in babor codes 04, 06-15, 17 and 18 were exceedingly high, at times double or triple the assigned hours in these areas. Well, the concern is still in this area. This month 7.4% of our labor force was assigned to labor codes 04, 06-15, 17 and 18, while the actual manhours expended in these codes was 13.6% of the total hours expended, almost double. We again suggest you read para 825 AFM 66-1, it is very possible that some of the people assigned to labor code Ol are primarily performing duties in indirect labor codes. You may need to adjust you assigned labor codes to reflect a man's duties, not his AFSC. Remember the assigned labor code is based on his duties, not his AFSC (excepting vehicle operators). If we of the Analysis and Reports Branch can aid you with any problem, feel free to ask our assistance, we are here to help you.

# GRCSS OVERTIME (15AF Form 405)

Your attention is directed to the analysis of net overtime contained in Section III of this review.

# SHOP PRODUCTION DATA (15AF Form 408)

The base self-sufficiency program remained fairly stable during July. The AWP rate receded once again indicating either improved bench stock/pre-issue levels and good coordination between maintenance people and base supply. The reparable program had a rise of almost 4 percent. This is credited to an increase of almost two hundred items processed.

# CANNIBALIZATIONS: (15AF Form 415)

During July, there were twelve B52 cannibalizations, as compared to eight in the previous month. This for the three month period averages out to approximately 9.7 cannibalizations per month. Is this good? During June we mentioned that, cannibalizations on KCl35 aircraft was zero and that it was as it should be, but, what happened to you in July? The KC's picked up six cannibalizations in July? We sincerely hope this is not an indication of ' ngs to come.

PERSONNEL AND MAN	HOUR AVAILABILITY PROJECTION	ORGANIZATION	REPORTING PE	RIOD
SORTIE C	AND CAPABILITY FORECAST	Oth Strat Amor are Ming	SEF	
1.	Total men assigned		1886	
2	Operation and maintenance days		19	
3.	Man days assigned		<u> </u>	
4.	Projected manhour assignment		277.,352	
5.	Projected manbour gains		53224	
6.	Projected manhour losses		3696	
7.	Gains and losses adjustment	· · · · · · · · · · · · · · · · · · ·		
8.	Adjusted manhours assignment		- 314 TT	,
9.	01 availability percent		1, 2, 3	
10.	Projected 01 available manhours_		3.5.332 	
11.	Percent of support (Primary aircra	aft)	<u> </u>	
	a. Manhours for support of primar	ry aircraft	9203/1	
	b. 01 Manhour cost per sortie		319.3	
	c. Sortie production capability (F	Primary aircraft)	<u>238</u>	
12.	Percent of support (Secondary air	craft)	20.9	
	a. Manhours for support of secon	dary aircraft	24318	
	b. 01 Manhour cost per sortie		106.1	
	c. Sonie production capability (S	Secondary aircraft)	229	

15AF FORM 390 FC: 4410

PERSONNEL AND MANHOUR AVAILABILITY PROJECTION ORGANIZATION		REPORTING PERIOD
SORTIE CAPABILITY FORECAST CMS		SEP
1. Total men assigned	603	
2. Operation and maintenance days.	.19	
3. Man days assigned	/13 457	
4. Projected manhour assignment	91,656	
5. Projected manhour gains	128	
6. Projected mashour losses	1161	-
7. Gains and losses adjustment	<b>_1</b> 033	<del></del>
8. Adjusted manhours assignment	90,623	
9. 01 availability percent	45.9	
10. Projected 01 available manhours	141,59É	-
11. Percent of support (Primary aircraft)	73. 6	
a. Manhours for support of primary aircraft	00000	
b. 01 Manhour cost per sortie	131.0	
c. Sortie production capability (Primary aircraft)	227	
12. Percent of support (Secondary aircraft)	28.4	
	11813	·
a. Manhours for support of secondary aircraft	65.2	
b. 01 Manhour cost per sortie		· · · · · · · · · · · · · · · · · · ·
c. Sortie production capability (Secondary aircraft)		

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62-39

PERSONNEL AND MANHOUR AVAILA	BILITY PROJECTION ORGANIZATION		REPORTING PERIOD
SORTIE CAPABILITY FO	RECAST	FMS	SEP
l. Total men as	ssigned		<u> </u>
2. Operation as	d maintenance days		19
3. Man days as	signed	12,5	<u>332</u> .
4. Projected m	nhour assignment	103.1	<u> 122</u>
5. Projected ma	nahour gains		Color file which is a second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second o
6. Projected ma	nahour losses		224
7. Gains and lo	sses adjustment		<u> 31</u>
	mours assignment		
9. 01 availabili	ty percest	1,1	1 <u>.5</u>
10. Projected 01	available manhours	i.5,7	<u>182</u>
11. Percent of s	upport (Primary aircraft)	٤.	2.7
a. Manbours	for support of primary aircraft	376	<u> 362</u>
b. 01 Manho	ur cost per sortie		<u>8</u>
c. Sortie pro	oduction capability (Primary aircraft)		<u>330</u>
	upport (Secondary aircraft)		
a. Manhours	for support of secondary aircraft		<u> </u>
b. 01 Manho	ur cost per sortie	7.	<u></u>
c. Sortie pro	oduction capability (Secondary aircraft)		<u>ি ১</u>

ERSONNEL AND MANHOUR AVAILABILITY PROJECTION ORGANIZATION	REPORTING PERIOD
SORTIE CAPABILITY FORECAST MAS	SEP
1. Total men assigned	1,
2. Operation and maintenance days.	19
3. Man days assigned	<u>25</u> 4€
4. Projected manhour assignment	
5. Projected manhour gains	416
6. Projected manhour losses	12
7. Gains and losses adjustment	294
8. Adjusted manhours assignment	20,662
9. 01 availability percent	24.2
10. Projected 01 available manhours	5000
11. Percent of support (Primary aircraft)	100.0
a. Mashours for support of primary aircraft	5000
b. 01 Manhour cost per sortie	12.4
c. Sortie production capability (Primary aircraft)	403
12. Percent of support (Secondary aircraft)	
a. Machours for support of secondary aircraft	
b. 01 Manhour cost per sortie	
c. Sortie production capability (Secondary aircraft)	
FORM 390 FC: 4410	(1)

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PERSONNEL AND MANHOUR AVAILABILITY PROJECTION ORGANIZATION	REPORT	NG PERIOD
SORTIE CAPABILITY FORECAST ARS		SEP
1. Total men assigned	<u> </u>	
2. Operation and maintenance days		
3. Man days assigned	7703	
4. Projected manhour assignment	<u> 62,816</u>	p
5. Projected manhour gains		
6. Projected manhour losses	604	
7. Gains and losses adjustment	88	
8. Adjusted manhours assignment	62,104	
9. 01 availability percent	38.2	
10. Projected 01 available manhours	23,724	
11. Percent of support (Primary aircraft)	87.6	
a. Manhours for support of primary sircraft	20782	
b. 01 Nashour cost per sortie	61.0	
c. Sortie production capability (Primary aircraft)	341	
12. Percent of support (Secondary aircraft)	12.4	
a. Menhours for support of secondary aircraft	20/2	
b. 01 Manhour cost per sortie		
c. Sortie production capability (Secondary aircraft)	270	

#### PART III - M'INTENANCE SUMMARY

### HASKELL GRAY SCORES - 1-31 JULY

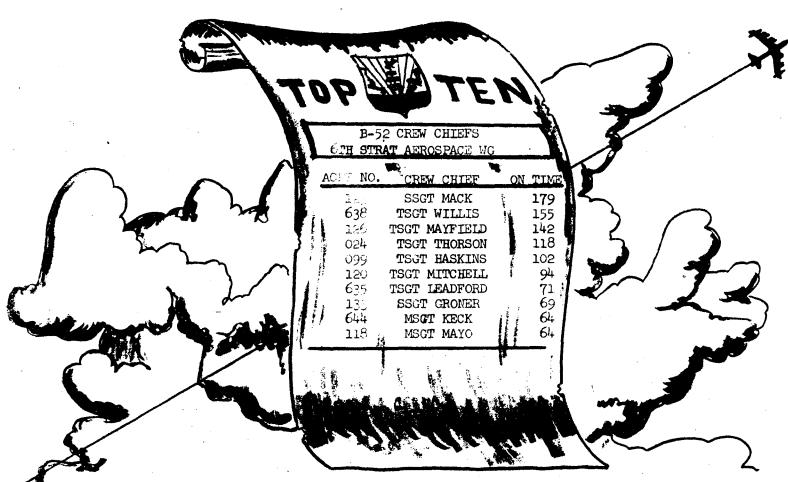
ITEM	•		·
Percent on time takeoffs	% SCORE EARNED	POINTS POSSIBLE	POINTS EARNED
B52 APG & A&E Systems	99.0	200.0	198.0
KC135 APG & A&E Systems	98.0	200.0	196.0
Weighted Score	98.5	200.0	197.0
•			2), 00
Percent Sorties Flown w/o material c	aused cancellation	,	
B52 APG & A&E Systems	100.0	200.0	200.0
KC135 APG & A&E Systems	100.0	200.0	200.0
Weighted Score	100.0	200.0	200.0
		*****	2
Percent Sorties Flown w/o Material C	aused Addition		•
B52 APC & A&E System	100.0	200.0	200.0
KC135 APG & A&E System	100.0	200.0	200.0
Weighted Score	100.0	200.0	200.0
	•		
Percent Training Items Sched/Attemp			
Training Items lost due to Maint/Mat	eriel		
B52 APG & A&E System	96.5	600.0	579.2
KC135 APG & A&E System	98.1	600.0	588.6
Weighted Score	97.5	600.0	585.0
Alert Aircraft Reliability		•	
Effective Cocked Hours	<b>9</b> 9.9	200.0	199.8
Maintenance Quality	98.4	200.0	196.8
Combined Score	99.2	400.0	396.6
•			
Base Self-sufficiency		, •	
	RTS BENCH CHECK OK	AWP NRTS VS AWP	TOTAL PTS TOTAL %
	54.7 (65) 60.6	(70) 67.1 $(85)$ 64.8	(350) 291.5 83.3
FMS (25) 17.4 (30)	21.1 (30) 29.7	(30) 29.6 (35) 26.8	
AEMS (25) 19.1 (30)	24.0 (30) 27.3	(30) 27.3 (35) 23.0	
MMS (5) 5.0 (5)	5.0 (5) 5.0	(5) 5.0 (5) 5.0	·
PMEL (5) 4.9 (5)	4.9 (O) N/S	(5) 5.0 (10) 5.0	•

NOTE: Items shown in parenthesis indicate points available - other points earned

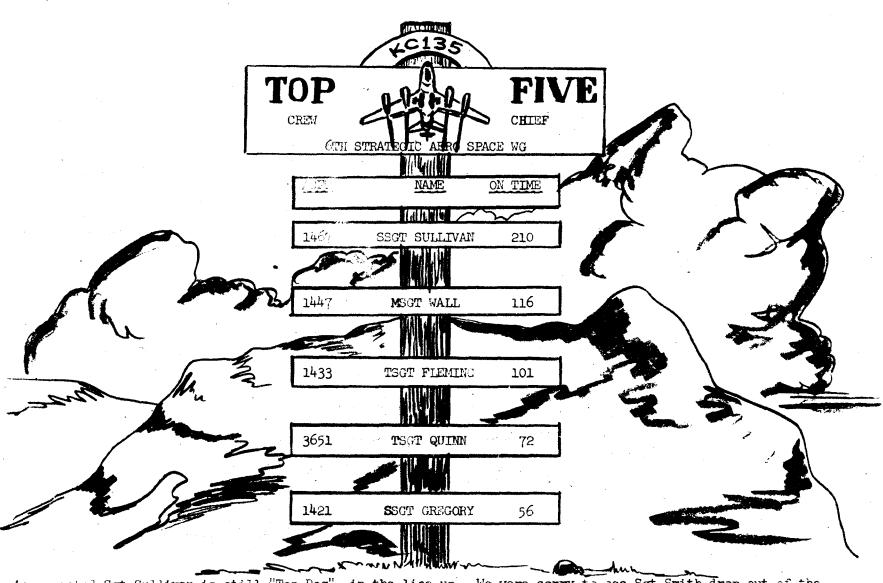
Personnel Utili: OMS FMS AEMS MMS PMEL	zation Docum Not S Not S Not S Not S Not S	cored (cored (cored (cored (cored (cored (cored (cored (cored (cored (cored (cored (cored (cored (cored (cored (cored (cored (cored (cored (cored (cored (cored (cored (cored (cored (cored (cored (cored (cored (cored (cored (cored (cored (cored (cored (cored (cored (cored (cored (cored (cored (cored (cored (cored (cored (cored (cored (cored (cored (cored (cored (cored (cored (cored (cored (cored (cored (cored (cored (cored (cored (cored (cored (cored (cored (cored (cored (cored (cored (cored (cored (cored (cored (cored (cored (cored (cored (cored (cored (cored (cored (cored (cored (cored (cored (cored (cored (cored (cored (cored (cored (cored (cored (cored (cored (cored (cored (cored (cored (cored (cored (cored (cored (cored (cored (cored (cored (cored (cored (cored (cored (cored (cored (cored (cored (cored (cored (cored (cored (cored (cored (cored (cored (cored (cored (cored (cored (cored (cored (cored (cored (cored (cored (cored (cored (cored (cored (cored (cored (cored (cored (cored (cored (cored (cored (cored (cored (cored (cored (cored (cored (cored (cored (cored (cored (cored (cored (cored (cored (cored (cored (cored (cored (cored (cored (cored (cored (cored (cored (cored (cored (cored (cored (cored (cored (cored (cored (cored (cored (cored (cored (cored (cored (cored (cored (cored (cored (cored (cored (cored (cored (cored (cored (cored (cored (cored (cored (cored (cored (cored (cored (cored (cored (cored (cored (cored (cored (cored (cored (cored (cored (cored (cored (cored (cored (cored (cored (cored (cored (cored (cored (cored (cored (cored (cored (cored (cored (cored (cored (cored (cored (cored (cored (cored (cored (cored (cored (cored (cored (cored (cored (cored (cored (cored (cored (cored (cored (cored (cored (cored (cored (cored (cored (cored (cored (cored (cored (cored (cored (cored (cored (cored (cored (cored (cored (cored (cored (cored (cored (cored (cored (cored (cored (cored (cored (cored (cored (cored (cored (cored (cored (cored (cored (cored (cored (cored (cored (cored (cored (cored (cored (co	ork Schedulin 10) 10.0 30) 30.0 25) 25.0 10) 10.0 5) 5.0	(10) 10 (10) (10) (5)	Total Pts. Total 16 0.0 (115) 114.8 99.8 9.9 9.9 4.9
Personnel Train NUMBE SQDN PRESK OMS 50 FMS 41 AEMS 16 MMS 0 SAWHS 0 TOTAL 107	RED TESTED NUMB T SKT PRES 3 39 0 12 1 0	KT SKT  1  3  0  0  0	85.4 1 75.0 0.0 0.0	PASSED SKT 100.0 0.0 0.0 0.0 0.0	
TOTAL TESTED	TOTAL PASSED 90	% SCORE EARN 80.4	ED POI	VTS POSSIBLE 50	POINTS EARNED 40.2
HASKELL GRAY TCTAL	% SCORE EARNED	POINTS POSS	SIBLE	POINTS EARNED	

95.7

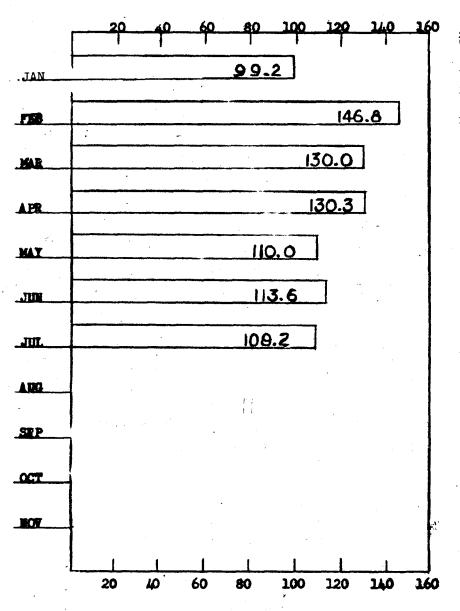
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According to information provided us, it seems as though quite a change has taken place in the line up, as far as crew chief standings go. What happened? It looks like the bottom fell out - literally. Sgt Mack is still holding his own with several of the same people right behind him. It's good to see some new names on the roster, however we hated to see you others lose out. Best of everything to all of you in the future.

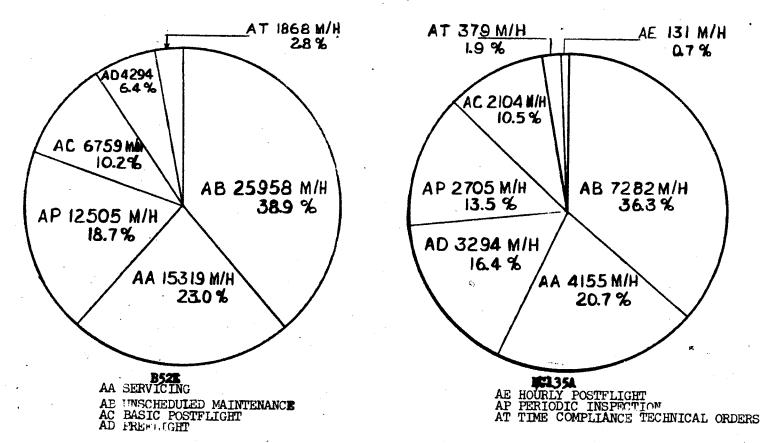


As expected Sgt Sullivan is still "Top Dog" in the line up. We were sorry to see Sgt Smith drop out of the running, however, welcome abound Sgt Gregory. There are no other changes in the line up, except for the low must in the totem pole. Keep up the good work!



AVERAGE UNSCHEDULED MANHOURS FER SORTIE B-5
There was a slight reduction in the unscheded ed manhours per sortic consumption as refler by the chart on the left. This was caused mainly by the extra sortics in July rather is a reduced amount of documented unscheduled manhours. To ever, we do not wish to take any creditaway from the maintenance people!

# 6th Aerospace Wing Maintenance by Work Order Prefix July 1962



gain this month, the AB - unscheduled maintenance work order prefix was used by the Maintenance people kcessively. We know that AB prefix wasn't created to serve as a "catch all" for the maintenance people at appears very much, that this habit still persists within the maintenance function. We urge that in latenance supervisor: review para 2-63 C,D,E and P, chap 2 AFM 66-1/SAC SUP 1, dated 29 May 62. He other it order prefix slices of the pie appear normal is steady as compared to past months.

#### B-52 SYSTEM IPENOS

THE MAIN LANDING GEAR SYSTEM (WUC 13000) experienced 242 discrepancies in July with an expenditure of 1035 maintenance manhours, tires (WUC 13142) accounted for 221 and used 529 manhours. Because of miscoding; how mal codes and action taken that indicages no failures, we reduce the actual failure to 114. The following is a break down of the 107 failures that should have never been recorded.

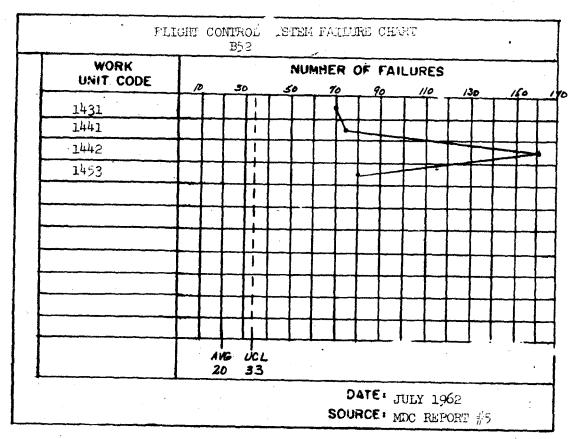
# UNITS	HOW MAL	ACTION TAKEN
8	Cut (116)	Ground Check OK (A)
1	No Defect (798)	Ground Check OK (A)
88	No Defect (799)	Ground Check OK (A)
6	No Defect (799)	Remove & Replace (E)
1	No Defect (799)	Adjust on Equip (G)
1	No Defect (799)	Clean (H)
1	No Defect (799)	Test or Insp (V)
1	No Defect (800)	Removed & Reinstall (C)

Our foreign object damage increased again in July by 47 failures or 41 percent. Keeping the ramps and runways clear of sharp objects is the only answer men: A tip to you maintenance people when removing tires for cuts. If the tire has reached its "landings" expectancy and a cut is found at the same time, don't how mal it out as cut: use worn coding. In July there were 719 landings involving 5752 tires which means that there was a POD change every 15.3 landings and a change for wear every 10.7 landings. Outrigger tires faired very well this month with only 3 discrepancies and only one of these needing replacement.

AIR ONDETIONING SYSTEM (WUC 41000) almost doubled its disc spancy rate in July over the preceding month, jumping from 80 discrepancies to 159. Manhour expenditions amounted to 364, another 80 manhours were wasted in Action codes. We assume that this increase in malfitudities is due to an increase in low level illights.

WORK			NU	MHER	OF FAI	LURES		
UNIT. CODE	25	75	125	175	225	275	52 <i>5</i>	375
1132	1 1							
1133	!	A:			TT			
1141		4						
1151	1							
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1158			11.					1
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	41	UCL 59						

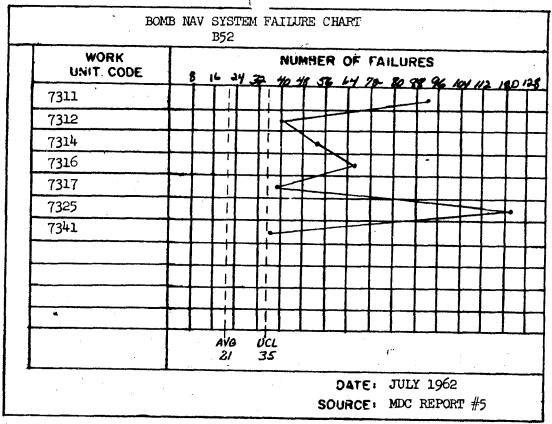
The Airframe System failure rate for July increased this month from 958 failures and 2799 manhours in June to 1297 failures with the expenditure of 2670 manhours. This is a 35 percent increase even after the purification of the report and eliminating codes that doesn't actually represent a failure and those codes that are obviously in error, loose or missing rivets (How Mal code 385) accounted for 385 failures and exacked (How Mal Code 190) accounted for 578 discrepancies. Missing rivets and cracked; the same old story-consumed 79 percent of malfunctions documented.



This chart depicts the sub systems that exceeded the statistical limits for July, experiencing 430 malfunctions and using 816 marhours. Work unit codes 14317 (skin); 14422 (skin) and 14532 (actuator) accounted for 312 of these discrepancies and 326 manhours. Loose or missing rivets (385) and cracked (190) again were the big offenders as far as the skin is concerned. The actuator has a definate problem in the leaking area, 56 discrepancies were coded as leaking.

	CODE		ر ج	10	15 :	20 6				0F					 
2312				Γ	Π			1	Ī					Ť	
2321		Π						1		1					1
2322		T						T							
2325						~		+	F	Ħ		-			
2328								*	<b> </b>	-			<del>                                     </del>		 $\vdash$
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j				•	Al	ig D		ÚĊĻ <b>33</b>	7						

The mover plant system has steadily been decreasing in failures from month to month but it is still one of the "high" systems with 325 failures and 1358 manhours. Out of the five high sub-systems, four are still experiencing enough malfunctions to be considered as a "problem area". WUC 2321 (Fuel System) had a very good month, dropping from 81 failures in June to 40 in July. System 23 would be in excellent shape if all the sub-system could duplicate this decrease in the coming months. On 24 ocassions, the NOC code was documented. It is believed that this is an excessive amount of documentation for items that cannot be properly identified and we once again urge you people to consult Quality Control and get this unacceptable situation rectified. When NOC code is used excessively, the data is of little value to anyone especially the coalysis and depote



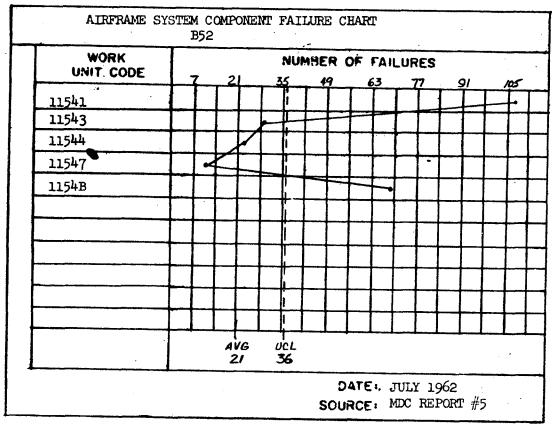
The Bomb Nav people are still having their fair share of troubles this month. Things have improved somewhat over June but the system still had seven sub-systems out of control. We didn't make charts for control (7312), Frame (7314), Amplifier (WUC 7316), Generator (WUC 7317) and Amplifiers (WUC 7341), the reson being that one single component caused these sub-systems to show up high. The Bomb Nav system had an over all total discrepancy of 698 with a consumption of 2382 manhours. NOC coding accounted for 50 of the total number of discrepancies and 174 of the manhours. These 50 NOC-coding had various multimetion such as alignment improper (031), broken (070), adjustment improper (127), internal failure (374) not listed in code book (450), sudden stop (503), loose (730), missing (750), no defect (799), no defect removed to facilitate other maintenance (800) and burned (900). Again we stress that this represents a abnormal amount of wasted manhours that cannot be piupointed to any one given item.

	WORK UNIT CODE					7.7	NÚI	MBE	R	0F	FAI	LUR	ES	:		
į	UNTI. CODE	1	16	_	48_		6	_4	2		44		*	808		240
	7641	1							1							
	7642		K			T	Π								1	
	7643	$\mathcal{T}$	Fi	П	1										1	1
	7651	T	T	[	T								H	=	上	1
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			AVG 27	4	3 3			· ·						-		,,

This chart depicts the ECM sub systems that went out control during the month of July. The ECM system experienced 450 malfunctions and used 890 maintenance manhours. The AN/ALT-6 (WUC 7651) alone accounted for the failures which placed it well above the control limits. This is after purification of the report which reflected 211 more malfunctions that were coded with how mal functions that actually didn't represent a failure cosling another 377 menhours. This to us seems to be a terrible waste of manpower. NOC coding again here in this area proves to be quite a problem, 10 discrepancies with the old NOC code. One NOC code carried takes to (manpower) for earnibalization). Seems if the item is worthy of cannibalization, it would be worthy of a line of the line of the line of the line of the line of the line of the line of the line of the line of the line of the line of the line of the line of the line of the line of the line of the line of the line of the line of the line of the line of the line of the line of the line of the line of the line of the line of the line of the line of the line of the line of the line of the line of the line of the line of the line of the line of the line of the line of the line of the line of the line of the line of the line of the line of the line of the line of the line of the line of the line of the line of the line of the line of the line of the line of the line of the line of the line of the line of the line of the line of the line of the line of the line of the line of the line of the line of the line of the line of the line of the line of the line of the line of the line of the line of the line of the line of the line of the line of the line of the line of the line of the line of the line of the line of the line of the line of the line of the line of the line of the line of the line of the line of the line of the line of the line of the line of the line of the line of the line of the line of the line of the line of the line of the line of the line of the line of the line of th

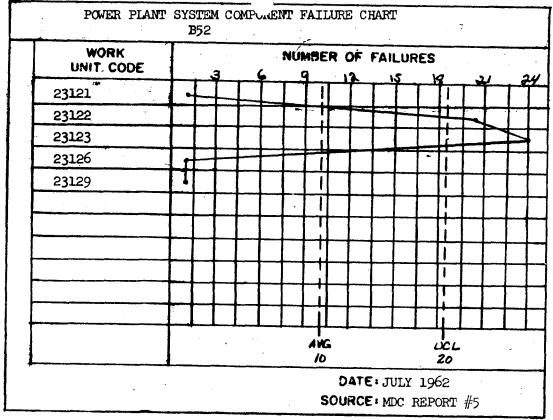
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	AVG	U					<del></del>	<u> </u>	1
	31	4	18						-
<del></del>				D	ATE:	ULY 19	62		
	<i>,</i> 0				AVG UCL 31 48	AVG UCL 31 48	AVG UCL. 31 48		AVG UCL 31 48

This chart depicts the work units of sub system 1151 (outboard section) that exceeded the statistical control limits. The skin (MUC 11511) had 161 discrepancies consuming 174 maintenance manhours. Loose or missing rivets (385) used 100 of these hours and 92 malfunctions while cracked (190) experienced 57 discrepancies and 56 manhours. We also had 3 outboard sections missing (750). The honey comb panel (MUC 11515) had 83 discrepancies and 516 manhours, 9 of these were coded as missing (750) with a action taken (R) installed and a when discovered F (between flights- ground crew). It appears that this aircraft 024 flew its mission without these honeycome panels or lost them during flight.

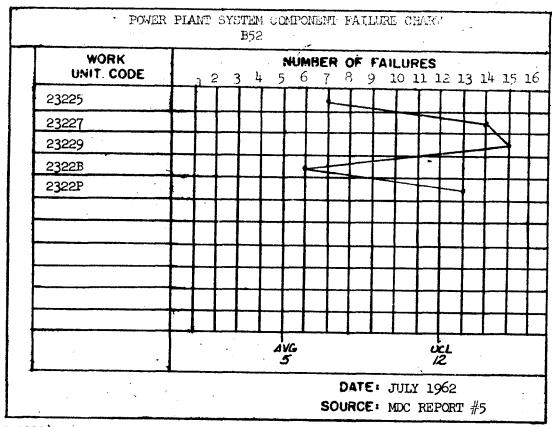


This chart shows the work unit codes of sub system 1154 (inboard section) that exceeded the statistical control limits. The trailing edge (WUC 11541) went completly out of control with 107 failures and a expenditure of 98 manhours. Loose or missing rivets (385) and cracked (190) accounted for 61 and 37 discrepancies respectively Again we had 3 trailing edges missing but with a action taken code of X (attached Sheet metal components). This indicates that the trailing edge wasn't missing but, that part of it was missing, couldn't it be possible to define the missing part better and if not, get action started to get this unit in to the -06 handbook by procession AFTO Form 22 to quality control. The honeycomb panel experienced 61 out of 69 failure coded with a how mal 190 (cracked). FOD (301) had 1 discrepancies recorded for this work unit code.





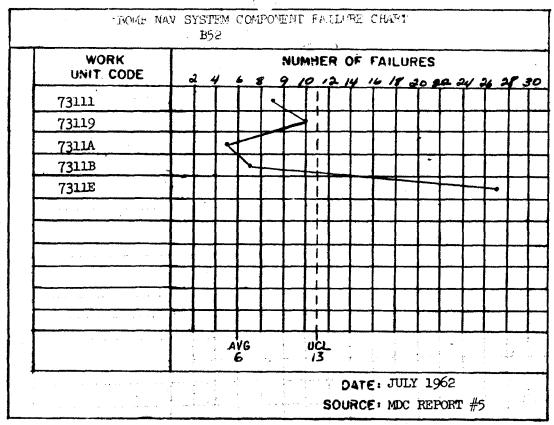
The inlet duct (WUC 23122) and the inlet guide vane (WUC 23123) are completely out of control this month, out of 49 discrepancies for the subsystem, between them they accounted for 46 of these discrepancies. How Mal Code 385 (Loose or missing rivets) accounted for 44 of these 46 failures. NOC Code was used one time which out of the all over total of 29 isn't too bad. We still maintain however that you maintenance supervisors could help the cause by getting AFTO Forms 22's initiated and cut the NOC documentation to NIL.



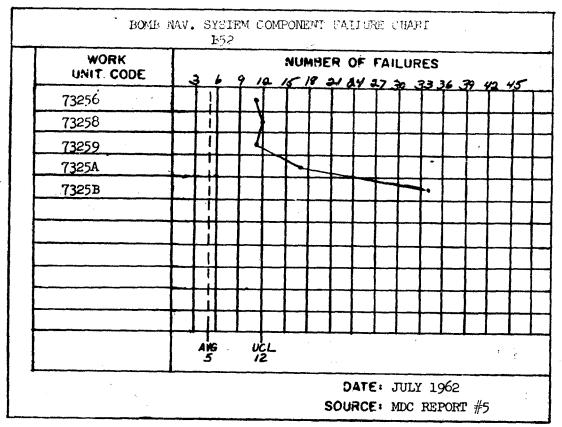
The oil system (WUC 2322) had a discrepancy increase of 36 failures over June with a total of 80 and a consumption of 225 manhours. The pressure relief valve (WUC 23227) had 14 malfunctions and 28 manhours all of these but two were coded as leaking. You lost time on one day by documenting (799) no defect coupled with a action taken code "A" (ground check-no repair required). The cooler by pass valve (WUC 2322P) with 13 discrepancies was also out of control, all of them being coded as leaking (381). The highest number of malfunctions were documented as NOC, up jumped the devil: What could you code as leaking (381) on different ocassions be without a work unit code?

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**'** )



This chart depicts the Computer sub system (WUC 7311) which had 91 malfunctions consuming 654 maintenance canhours. Work unit code 7311E (terrain (ASB-4A, ASB-16) was charged with 29 of these failures at a cost of 515 manhours. How Mal Code 031 (Alignment improper) used 19 discrepancies and 490 of the manhours. We would like to know (being laymen), why the same job takes one manhour on one aircraft and 93.5 on another? This seems a little out of line but we expect that there is a good reason for it. Now we get to the second highest failing component of this sub system. We haven't any idea what the component is because it carries old faithful; NOC code! However whatever it is, it had an internal failure (374) eleven times and a sudden stor (503) on one coassion. It was removed & replaced (B) seven times and you trouble shoot (p) the "thing" 5 times and used 28.5 hours to accomplish this feat.



The components (WUC 7325) had three of its components beyond the Statistical limits for this month, with the radar receiver-transmitter (WUC 7325B) being the biggest offender with 34 discrepancies. This dude registered 31 internal failures (374) and 3 no defects (799). Ten manhours were wasted on the "no defect" how mal coding. The radar modulator (WUC 7325A) was second on the list with 17 malfunctions and used 56.5 maintenance manhours. Ten failures carried the internal failures code (374), 2 carried the "failed" cole (2421), we lost out on three discrepancies which carried the "no defect" (799) and the "Tech Order Compliance" (801). The radar antenna (WUC 73258) placed third with 12 misfortunes and 75 manhours expenditures. The third was 10 failings and 98 hours of manhour expenditures:

## SYSTEM TREMUS KOITS ALROHAFT POLE 1/60

MAIN LANDING GEAR SYSTEM (WUC 13000) experienced 100 discrepancies consuming a total of 536.5 direct labor manhours. Of this total the main landing gear time claimed 35 discrepancies and utilized 102.5 of the 536.5 hours expended on the whole system, almost 20.0%. The specialist manhours are still being wasted. On 9 occasions the specialist were called, upon arriving and examining the tire, there was no defect. This cost 13.5 manhours that could have been utilized for productive labor. Listed below is a breakdown, by How Malfunction code, of tires Removed and Replaced, (Action Taken Code "B").

NUMBER OF UNITS	HOW MALFUNCTION CODE
17	020
Ġ	116
1	800

During July, we had 1291 landings involving 10,328 Main Gear Tires for an average of one discrepancy for every 368.8 landings.

THE NOSE WHEFL TIRE (WUC 13561) is in excellent form, experiencing only 2 discrepancies consuming a total of 4.0 manhours. These were both Removed and Replaced ("B") for excessive vibration. The average landing per tire is 645. It should be noted this was an exceptional month for both main and mose gear tires.

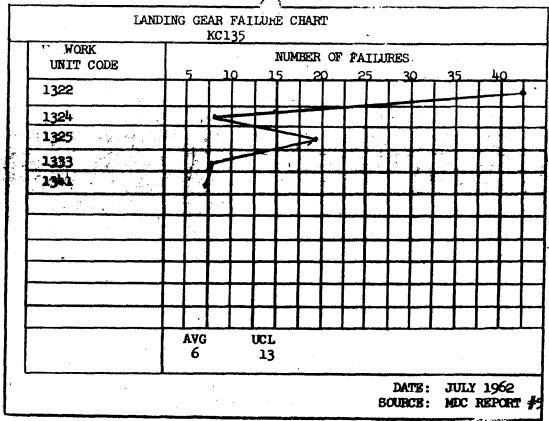
TIRRO JET POWER PLANT SYSTEM (WUC 23000) had 228 failures consuming 643.3 manhours. These figures look quite excessive until the wasted manhours and no failure, (Action Taken Code "A") are weeded out. After This process, the figures change to 163 discrepancies with 688.9 manhours consumed. Quite a difference, wouldn't you say? You have two fuel purios. (WI 33211) persoved and Replaced, ("B") during perion. Toppection ("M"), with How Malfunction Code 000.

Again ducing a periodic inspection a starter (WCC 234) was coded Action Taken 0, When Discovered 0 and How Malfunctioned 000. It A/W T.O. 00-20A-1 the only time these blocks can be zeroed out is with a servicing or periodic WCC. It is the Work Center Supervisor's responsibility to check the correctness and neatness all APTO Form submitted.

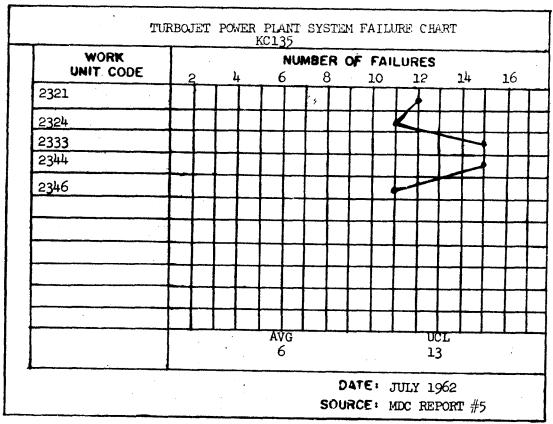
ATRIFRAME SYSTEM (WUC 11000) documented 381.5 manhour expended on 157 discrepancies. Not an outstanding amount of discrepancies or manhours expended consider the vastness of this system. Though there was only 11.0 manhours wasted on 2 discrepancies, one of these appears to be ridiculous. On this occasion a Pin (WUC 11531) was coded in the following manner: Actio Taken "C" Remove and Reinstall, When Discovered "M" (Periodic Inspection) and How Malfunction "802" No Defect Partial Technical Order Compliance. On this occasion 10.0 manhours were expended. Why? If it wa a Partial TOC Compliance, it should have been document on an AFTO Form 212, entering the TCTO Identification number in Block 7. If this had been done, the WUC, Action Taken and When Discovered Codes would have reflected the TCTO Identification number. Remember, How Mal Codes 801 and 802 can be used only on AFTO Fo 212.

	LRFRAME	KC135	FALIL	RE CHA	RT.			
WORK UNIT CODE	2.	6	NUMBER 10		TURES 18	22	26	30
1143				li				٦
1158								
1162		.1				11		$\dashv$
1164				777		11		
1166				111		+	$\Rightarrow \Rightarrow$	++
				1:1	11	++	+	
			11		++	++	++	
				111	11	++	++	+++
			77	1:1	11	++	11	++
		1!		111		11	++	
				1!		++	++	╅
~ ~		Avg 7		UCL 15				<u> </u>
1	<u> </u>				DA SOUR	ATE: J	ULY 19 DC REF	962 PORT #5

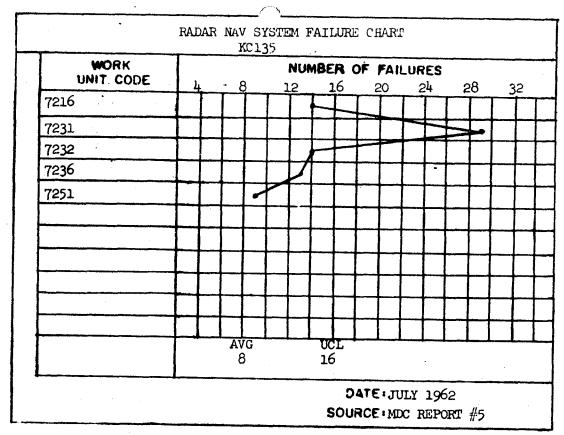
This chart depicts the five high sub-systems in the Airframe System for July. Four of these sub-systems are repeaters from last month, they are 1143, 1158, 1164 and 1166. You were advised last month that your problem 10 sub-system 1143 was the weather seal (WUC 11436), which consumed 10.5 manhours. This month a total of washine this area for possible materiel deficiency. Next we have Sub-system 1164. The cove lip door (WUC 11641) find a total of 13 discrepancies using 9.0 manhours. This doesn't sound like much until you realize the access doors (WUC 11667) with a total of 15 discrepancies consuming 21.5 maintenance manhours. What is the passible of Sub-system 1158 and 1162 are above the average but not out of control. However it would be wise to read the Strut fairing (WUC 11624) under constant observation. There were 10 discrepancies in this area



Portrayed on this chart are the 5 high sub-systems for July. The main landing gear wheel Assembly (WUC 13222) experienced a total of 20 discrepancies consuming 51.5 maintenance manhours. We feel that 10 of these discrepancies were erroneously charged to the wheel assembly when in actuality the tire was the item that failed. This statement is supported by the fact that you had 7 wheel assemblies coded worn (020) and 3 wheels coded cut (116). We realize a wheel assembly can be worn but is it possible for a wheel to be cut? You further had 1 wheel assembly with action taken code "R" (Replaced) and an erroneous How Mal Code 730, also 1 wheel assembly with action taken code 960. Supervisors, are all of you people afforded the use of the -06 Work Unit Code manual, if so are they up to date? Sub-system 1325, (Brake unit assembly group II) although above the upper control limit, seems to have a normal amount of failures with no system generating an excessive amount of failures or consuming a great number of manhours. The other systems portrayed here are above the greatege but not out of control.



This chart depicts the 5 high sub-systems for July. Sub-system 2333 experienced a total of 15 discrepancies consuming 61.5 maintenance manhours. Of this total the 0il Pressure Transmitter (WUC 23334) had 6 failures consuming 19.5 direct labor hours. The 0il Pressure Ratio Tranducers (WUC 23332) also had 6 failures using 30.0 maintenance manhours. The Starter (WUC 23441) experienced 7 failures utilizing a total of 56.0 Ol manhours. Also in this sub-system the Control Valve (WUC 23446) had 7 failures on which 20.0 maintenance manhours had to be expended Sub-systems 2321, 2324 and 2346 are above the average but are not out of control, as yet.



Portrayed on this chart are the 5 high sub-systems for July. Sub-system 7231 is way out of control with 27 discrepancies. The AN/APN-59 Search Radar (Group I) (WUC 72310) experienced 4 failures and consumed 7.0 manbours. The Navigators Indicator (WUC 72314) had 6 failures and used 17.0 manhours, while the Pilot's Indicator (WUC 72315) experienced 7 failures and consumed 39.0 manhours. The other high manhour user was the Antenna (WUC 72318) with 7 failures and 40.5 manhours consumed. Within sub-system 7231 the 4 systems listed above experienced 24 of the 27 failures and consumed 103.5 manhours. You wasted 32.0 manhours by calling the specialist when there was no defect. Sub-systems 7216, 7232, 7236 and 7251, although depicted, and are above the average, seem to present no problem at the present time. But will bear close watching as they are approaching the upper control limit, and could easily present a future problem.

	•	NET OVERTIME BY	BRANCH JUL 62		
	M/HRS	TOTAL MARS	COMP TIME	NET	% NET OVERTIME
LPT-10 momen	AVAIL	OVERTIME.	(CODE 40)	OVERTIME B-C	,D <b>→</b> A
WING TOTAL	323092.5	13930.3	6265.0	7665.3	2.4
OMS TOTAL	109526.7	40 84.1	1194.0	2890。1	2.6
210 Command	2529.0	0.0	0.0	0.0	0.0
211 Maint Supervision	1542.4	4.0	. 0.0	0.0	0.0
212 Bomber Maint "A"	8938.1	54X.5	91.0	450.5	
213 Bember Maint "B"	10935.0	637.5	104.0	533.5	5.0
214 Bomber Maint "C"	11132.8	105.4	132.0	-26.6	4.9
215 Tanker Maintenance	14730.9	547.0	128.5	418.5	-0,2
216 Insp Branch Supv	15814.0	349.0	169.0	180.0	2.8
218 Maint Support	29375.7	1817.7	569.5	1248.2	1.1
219 Alert	14528.8	86.0	0.0	86.0	4.2
			<b>0.0</b>	66.0	0.0
PMS TOTAL	114446.7	3810.8	2089.2	1903 6	
240 Command	3538.7	0.0	0.0	1721.6	1.5
241 Maint Supervision	2458.5	0.0	3 <b>.</b> 2	0.0	0.0
242 Propulsion Branch	29617.5	579.9	600.0	0.0	0.0
243 Aero Repair Branch	32245.8	1040.4	<b>590.</b> 5	-20.1	-0.1
244 Accessories Repair Br	24591.2	1518.5		449.9	1.4
245 Fabrication Branch	21995.0	672.0	460.0	1058.5	4.3
	///	0/2.0	435.5	236.5	1.1
MMS TOTAL	23405.9	2195.3	ma i	7116	
250 Command	986.1	0.0	748.4	1446.9	6.2
251 Training	114.5	0.0	56.0	0.0	0.0
252 Production Control	0.0	0.0	0.0	10.0	0.0
253 Munitions Maint	2683.3	23.0	0.0	0.0	0.0
254 Munitions Service	14945.8	2095.6	14.2	8.8	0.3
255 Re-Entry Veh Maint Sup	3469.0	26.0	650.2	1445.4	9.7
256 Accountable Supply	1207.2		8.0	18.0	0.5
out the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of th	1201.2	50.7	20.0	30.7	2.5
AES TOTAL	75713.2	3840.1	· 2233.4	1606.7	2.1
260 Command	3136.8	0.0	0.0	0.0	
261 Analysis	466.5	0.0	0.0	0.0	0.0
262 Production Control	768.5	0.0	0.0	0.0	0.0
263 A/C system Branch	46400.9	3043.4	1788.9	1254.5	0.0
264 GAM System Branch	21126.0	729.7	383.0	346.7	2.7
269 PHEL	4234.5	67.0	61.5		1.6
	· · ·	~; • <del>*</del>	<b>~~•</b> /	5.5	0.1

Continued on following page

The ling net overtime rate showed a decrease of 1.0% mer June. This is a fairly sizeable decrease and a trend we half like to see continued. All squadrons contribled to this decrease except MMS with 6.2% and AES Maining their 2.1% from June. Last month Accountable Supply of MMS was cited for their low comp time, they seem to have taken a look at the problem, they are now sporting a 2.5% net overtime rate. Munitions service appears to be having trouble this month, with a 9.7% net overtime rate. Overtime is the result of: (1) Necessity (2) Poor Management (3) Inadequate Manning. Eliminate number 2 and correct reporting procedures will help you with number 3.

# PERCENT PRODUCTION OF AVAILABLE O1 AND O1.1 MANHOURS JULY 62

WING TOTAL	AVAILABLE M/H 138,242.1	TOTAL PRODUCTION 123,881.6	FRODUCTION OF AVAILABLE M/H 89.6
ONS TOTAL	48,561.0	49,046.3	101.0
211 Maint, Supv	11.0	32.0	290.9
212 Bomber Maint "/		4049.5	120.9
213 Bomber Maint "1		6236.0	77.0
214 Bomber Maint *(	7 5729.9	6439.3	112.4
215 Tanker Maint	6641.3	7231.0	108.9
216 Insp Br Supv	10,834.6	10920.4	100.8
218 Aircraft Sup	13,746.9	14117.1	102.7
219 Alert	46.0	21.0	45.7
FMS TOTAL	52308.9	48668.8	93.0
242 Propulsion Br	14,515.4	14,990.9	103.3
243 Aero Repair Br	12799.0	11471.6	89.6
244 Accessories Br	12150.5	9307.1	76.6
245 Fabrication Br	12844.0	12688.2	100.3
MAS TOTAL	3509.1	3671.7	104.6
253 Munitions Maint	505.4	472.0	93.4
254 Munitions Ser.	· 2816.9	3198.7	113.5
255 Re-Entry Maint	Sup 184.8	Ò	O.O
AGE TOTAL	33,869.1	22,494.8	66.4
263 Agit System Br	21,325.6	17,221.2	80.8
264 GH Sys. Br	10,995.5	4254.1	38.7
269 PMEL	1548.0	1019.5	65.9
Continued on next p	age		•

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This chart portrays the Ot and Ottlesablers available, the total production which reclaim the correction and leader productive manhours. It is the responsibility of each work center supervisor to accure the corrections of all daily, semi-monthly and monthly reports a constant audit and listed with reintenance analysis and statistical services there by assuring that all corrections have been made. The only way that the effecteday of these reports will increase is a constant monitoring of AFTO Forms 200 series before being admitted to statistical services and an immediate check of all dailies, semi and monthly reports and the correction of all errors encountered. We here in the Reports and Analysis are always at the maintenance people a disposal, to assist you in correcting or eliminating your reporting discrepancies. In review of the accompanying there, we would say that there is a definite problem in the documentation area, not one work center documented their available Of manhours to fall within the 5% as prescribed in AFM 66-1. This is a very poor showing and you work center supervisors must take immediate steps to rectify this situation and fetch yourselves with the 5%.

		<u>B-52</u>		KC-135
	THE	CALENDAR YEAR	THE	CALENDAR YEAR TOTAL
·	JULY	TOTAL	TULY	TOTAL
Ops Required	2230	15126	1266	8078
Sched Flying	2193	15030	1279	7971
Total Flown	2193	14785	12 <b>7</b> 9	7938
Flown Per Sortie	9.3	9.0	6.4	6.7
Ops Required	225	1619	169	1072
Maint Capability	225	1627	169	1107
Sched Flying 60-9	233	1633	171	1079
Concellations		6	1	11
Abne As Sched	233	<b>1</b> 627	170	1068
Additons	14	10	30	77
Test Flights				
Ferry Flights		. 11		<b>7</b> 44
Total Airborne	237	<b>16</b> 48	200	1189
Late Takeoffs	4	. 24	7	36

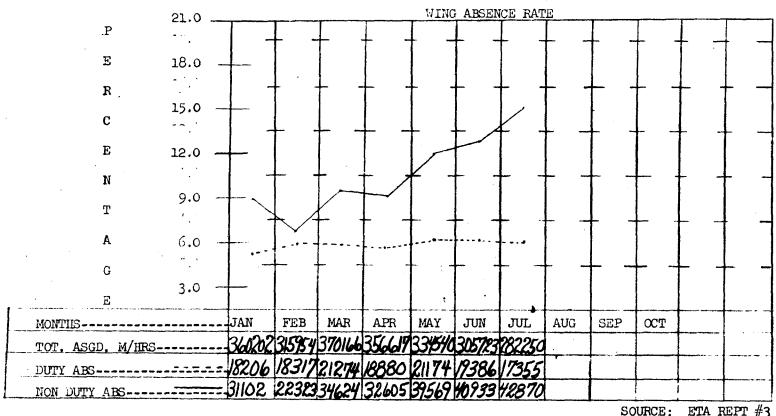
# BOMBER "A"

ACFT 637 644 645 646 706 025 097 098 100 109 117 128 132 133 134 136 TOTAL	SORTIES SCHED 5 6 3 5 4 6 2 5 7 3 5 6 6 6 6 7 7 3 7	CANC	ADD	TEST & FERRY	LTO 1	SORTIES FLOWN 5 6 3 5 4 6 2 5 7 3 5 6 6 6 5 7 3 7	HOURS FLOWN 30.2 48.5 39.5 64.8 69.8 63.0 47.5 41.0 56.1 55.0 36.5 63.8 49.3 50.8 56.7 35.4	TOTAL
638 640 652 653 655 701 015 020 095 105 107 112 115 126 TOTAL	676346687631564			BOMB	1 1 1 3	6 76 34 66 8 76 31 56 74	48.9 57.1 48.0 54.4 32.0 46.5 51.0 66.5 57.0 46.5 57.5 40.0 47.4 655.3	

	B BER "C"		
,	&	SORTIES	HOURS

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	SORTIES			TEST &		SORTIES	HOURS	TOTAL
<u>ACFT</u> 634 635 648	SCHED	CANC	ADD	FERRY	LTO	FLOWN	FLOWN 52.5	LANDINGS
634	5					5	52.5	
6 <b>3</b> 5	5 6 7		4			10	52.3	
648						7	52.3 56.5 46.6	
649	6					6	46.6	
651	4					. 4	42.2	
707	4					4	31.0	
016	10					10	51.8	
018	. 3					. 3	71.4	
024	7				•	7	54.4 38.1	
099 108	6					6	38.1	
108	4					4	79.2	
118	7					7	57.0	
123	7	** · · · · · · · · · · · · · · · · · ·				7	53.0	
127	6					6	43.5	
TOTAL	<b>8</b> 2		4	*		86	729.5	
OVERALL	233		4		4	237	2192.7	719
TOTAL	-33							, ,
•		•		A	RS		•	
3634 3642 3651 1421	8		1	-	1	9	64.4 64.3	
<b>3</b> 642	9		1 1 1			10	64.3	
<b>36</b> 51	.2		1			. 3	., 1 • .)	
1421	10					. 10	64.7 67.4	
1430	9		<u>L</u>			13	68.9	
1433 1439 1440	8		4 7			9 10 3 10 9 13 15	71.6	
1443	7				1	7	46.9	
1447	7		4			1i	59.2 60.6 60.6	
1450 1451	2					9	60.6	
1451 1452	S S		•			8	55.7	•
1452 1458	9	1	1		3	9	54.6	
1463	8	-	-		3 1	8	64.1 62.0	
1465	9					_9 .	62.0	•
1467	10		1 4 3			11	71.7	
8041	ర్థ		4			12	67.4 64.1	•
804 <b>3</b> 805 <b>6</b>	10		3			7 11 9 8 8 9 11 12 11 10	69.3	
807 <b>0</b>	5		3			9	66.9	
8079 8107	8920998779889890860691		3		1	9 9 200	67.4	
TOTAL	171	3.	<b>3</b> 0		$\bar{7}$	200	1279.1	1278
	•		~		•		• •	•

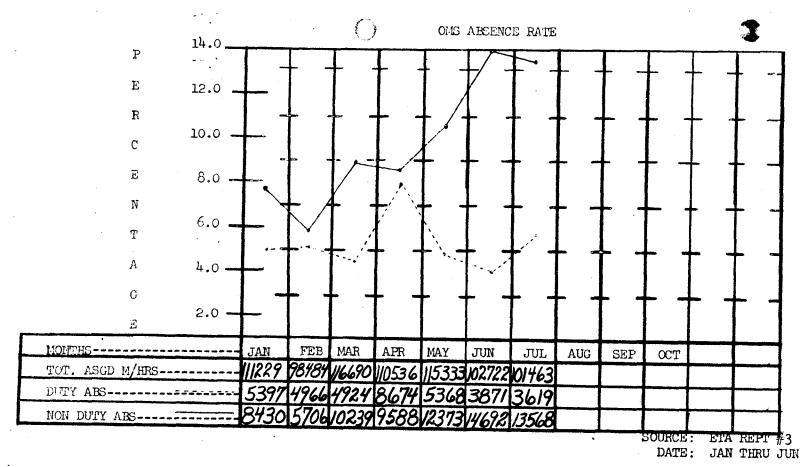


OURCE: ETA REPT #3 DATE: JAN THRU JUN

Wing has again increased in its Non Duty Absence Codes (40-46) from 13.4% to 15.2% FMS had the highest increase (6.1% over last month which contributed greatly to our Wing increase. While FMS had a high 18.2%, 3.2% above the desired average (15.0%), ONE a squadron of simular size has 13.4% which is 4.8% less this month. A&E has also increased a 0.9%, while MAS remained about the same. The following Charts will depict all of the Squadrons and will show who has hurt or helped the Wing Absence Codes.

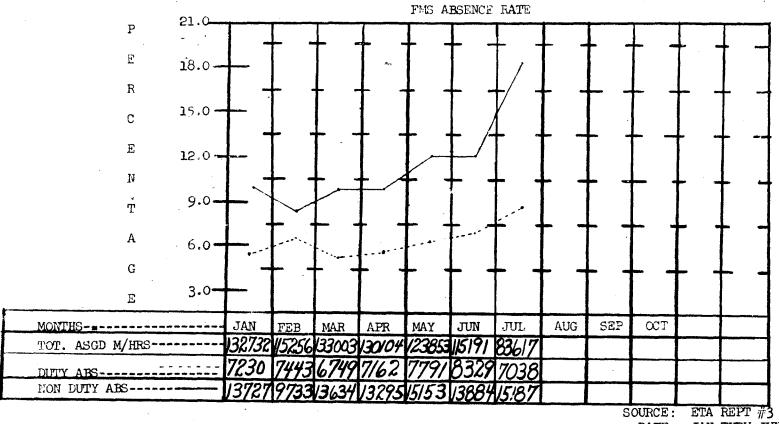
Duty Absence Codes (30-36) which are 4.85 have decreased 1.5% from last month, approximately 0.4% below our desired everage (10.05). Although CMS increased our percentage by 1.8% and FMS by 1.2%, MMS has decreased this by 4.4% and A&E by 0.1% which left us with a 1.5% decrease. Lets hope it will increase next month.

0



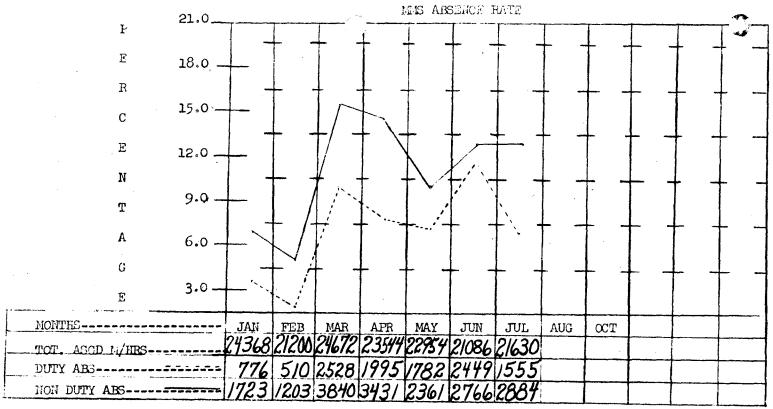
In OMS Duty Absence Codes (30-36) have started an upward trend of 4% over last month to bring them to a 5.6% which is still 4.4% below the desired average (10.0%). Lets hope this upward trend continues so you can attain the desired average.

Non Duty Absence Codes (40-46) which are now 13.4% have decreased 0.6% from a continuous three (3) month upward trend totaling 5.3%. Lets watch this closely, the desired average 15.0% is only 1.6% away. If this good trend continues it is quite possible you will attain this average in the near future.



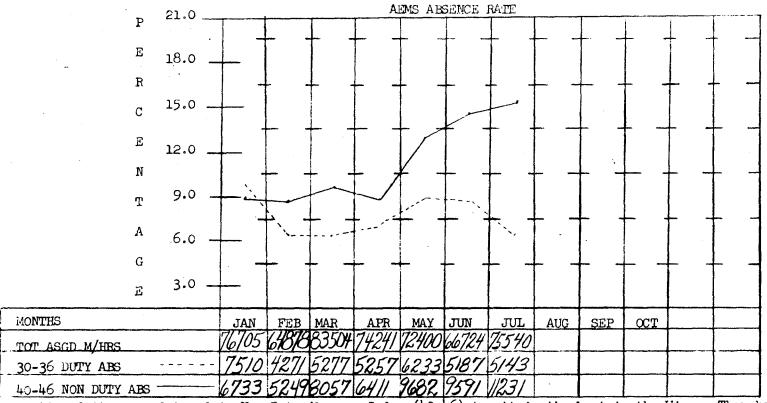
DATE: JAN THRU JUN

In Fig. 221 Absence Codes (30-36) continues its upward trend. While it increased 1.2% this month it has rised continuously since March, for a total increase of 3.3%. With 8.4% you are now only 1.6% away from the desired average of 10.0%, which is the best in the Wing CONGRATULATIONS. Non Duty Absence codes (40-46) has increased from 10.1% in some to 18.2%. This is 3.2% above the 15.0% desired average and a 6.1% increase over last month. The control of the increase can be charged to Non Duty Absence Code 42 (Official Leave) this one code alone code and 17.794 Manhours which is more than half of all Non Duty Absence codes (40-46) which totaled 15,007 manhours has act of beence Code 41 (Excused from duty) Consumed 3,376 manhours. Non Duty Absence Code 40 (Compensatory Time control and 2,191 manhours. Although Non Duty Absence Code 42 (Official Leave) is the largest consumer of a manhour and two largest consumers of manhours. Let us all try to bring these codes down so you can attain the decimal acrage of 15.0%. It is recommended that leave schedules be continued and adjustments be made to compensate for this upward trend during these summer months. It is also recommended that personnel program their leaves a fer this upward trend during these summer months. It is felt that should these recommendations be made to it would help greatly in solving your province.



Within MES Duty Absence Codes (30-36) took a 3.8% upward trend in June only to fall all the way back to 7.2% a drop of 4.4%. This is due to a 928 loss of manhours in Duty Absence code 33 (TDY Maintenance Technical training) The sudden rise in June was also due to a gain of 1,019 manhours in Duty Absence Code 33 (TDY Maintenance Technic Training). As the chart clearly depicts (excluding the sudden rise in June and the sudden fall in July) you are continuously going further and further down. You are already 7.2% a 0.6% from May which was 7.8% when you stoped your downward trend temporarily. Could this downward trend of Duty Absence Codes (30-36) be due to a lack of equadron duties, or no submission of AF Form 1457 (Exception Card)?

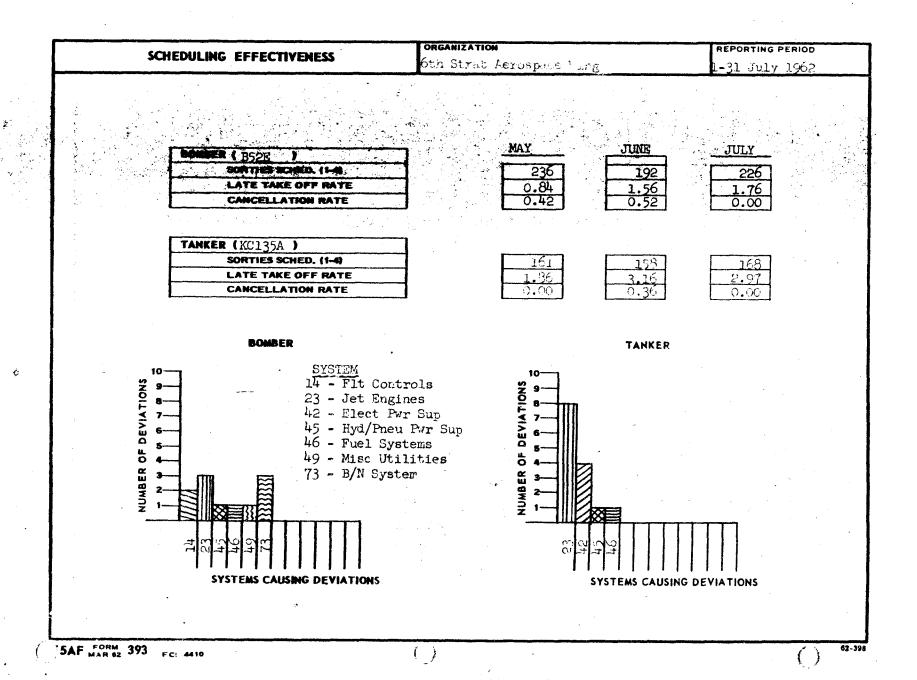
Non Duty Absence Codes (40-46) have been on an upward trend since May, should this upward trend continue it is quite possible you will reach the desired average of 15.0% which is only 1.7T away.



ASMS has continued its upward trend in Non Duty Absence Codes (40-46) to attain the best in the Wing. They had a near perfect 14.%, (15.0% is perfect). CONGRATULATIONS. Lets hope you continue to hold your Non Duty Absence Codes (40-46) where they are. While your Non Duty Absence (40-46) are near perfect, your Duty Absence Codes (30-36) continues its downward trend. It droped 1.0% since June 1.8% since May, and a full 3.0% since January. Why with an increase of 8,816.0 assigned manhours, should you have a decrease in Duty Absence Codes (30-36). AEMS like MMS might check to see if this is due to no submission of AF Form 1457 (Exception Card) or lack of squadron duties.

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MAI	NTENANCE PRODUCTION	organization  Strat Agrospace Wing	REPORTING PERIOD 1-31 July 1962
			·
1. SORTH	E PRODUCTION	MAY JUNE	JULY
	Squeer (1998 )		
	ACFT POSSESSED	36.00 38.93	40.96
	ACFT AVAILABLE	28.77 29.76	33.09
	SORTIES FLOWN	238 224	L 237J
	TANKER ( KC135A)		
	ACFT POSSESSED	20.74 20.23	ac.25
	ACFT AVAILABLE	20.20 20.19	20.20
	SORTIES FLOWN	194 162	1991
2. SORTIE	ES PER AVAIL ACFT		
2. SORTIE	ES PER AVAIL ACFT		
2. SORTIE	ES PER AVAIL ACFT		
2. SORTIE		8 27 7 52	7.16
2. SORTIE	BOMBER	8.27 7.53 9.60 8.02	7.16 9.85
2. SORTIE		8.27 9.60 7.53 8.02	7.16 9.85
2. SORTIE	BOMBER		7.16 9.85
2. SORTIE	BOMBER		7.16 9.85
	BOMBER TANKER		7.16 9.85
	BOMBER		7.16 9.85
	BOMBER TANKER		7.16 9.85
	BOMBER TANKER  TIME BETWEEN SORTIES (AVG)  BOMBER	9.60 8.02 2.66 2.79	7.16 9.85
	BOMBER TANKER THE BETWEEN SORTIES (AVG)	9.60 8.02	7.16 9.85
	BOMBER TANKER  TIME BETWEEN SORTIES (AVG)  BOMBER	9.60 8.02 2.66 2.79	7.16 9.85



01 MANHOURS PER SORTIE	ORGANIZATION	REPORTING PERIOD		
VI MANHOURS PER SORTIE	6 Stra Acro-pure Megg	1.31 3007 1968		
	<b>,</b>			
		<b>***</b> *** ***		
1. BOMBER	MAY JUNE	TILL		
WING	339-5	299.3		
OMS	138.5	116.1		
AEMS	61.6 60.1	61.3		
FMS MMS	121.2 113.7	100.5		
MMS	12.5 13.0	12,5		
2. TANKER				
WING		- 1.00 m		
OMS	107.5 63.5 115.7 74.8	58.9		
AEMS	11.6 12.0	9.3		
FMS	32.h 28.8	28.9		
MMS	0.1			
	• • • • • • • • • • • • • • • • • • •			
3. REMARKS				
	· ·			
•				
		•		
		•		

DISCREPANCIES PER SORTIE (When Discovered)	ORGANIZATION	REPORTING PERIOD
DISCREPANCIES FER SURTIE (when Discovered)	6th Strat Aerospace Wing	1-31 Jul 62
1. BOMBER (B-52E )	MAY JUNE	JULI
A-E OTHER TOTAL	9,9 14,5 24,4 17,7 30.0	12.2 17.3 29.5
A-E OTHER TOTAL	2.6 11.9 14.5 16.6	3.6 13.2 16.8
A-E OTHER TOTAL	7.3 2.6 9.9 13.4	8.6 4.1 12.7
2. TANKER ( KC135A )		
A-E OTHER TOTAL	3.4 3.1 3.6 5.5 3.9 3.6 7.5	$ \begin{array}{c c} 3.7 \\ 4.0 \\ \hline 7.7 \end{array} $
A-E OTHER TOTAL	1.5 2.8 3.2 4.8	1.7 3.5 5.2
A-E OTHER TOTAL	1.9 0.3 2.2 2.7	2.0 .5 2.5
When discovered codes A-E * Aircrew discovered	· · · · · · · · · · · · · · · · · · ·	
Other = All non aircrew codes	·	

MANPOWER	DISTRIBUTION	(Expended	vs Assigned)
	(Wind OMS or	PMC)	

GANIZATION

6th Strat Assessment Wing

reporting period

		•	•,
•	MAY	JUNE	Jux
	ASGD EXPD	ASGD EXPD	ASGD EXPD
Total	324539.5 339201.8	305723 315951	
0i	81.0 42.6	80.5 40.3	19.2 hunt
01.1			0.7
02	404	5.2	<i>1.</i> → 1.
03 and 16	12,2 12,0	12.6 11.7	م ين الله و الله
05	6.3	6.8	6.
04, 06-15, 17, 18	6.8 15.9	6.9 15.6	4,1
20-24	57	.6	6.6
30-36	6,2	6.1	<u> </u>
40-46	11.7	13.0	14.2
		the second control of the second control of the second control of the second control of the second control of the second control of the second control of the second control of the second control of the second control of the second control of the second control of the second control of the second control of the second control of the second control of the second control of the second control of the second control of the second control of the second control of the second control of the second control of the second control of the second control of the second control of the second control of the second control of the second control of the second control of the second control of the second control of the second control of the second control of the second control of the second control of the second control of the second control of the second control of the second control of the second control of the second control of the second control of the second control of the second control of the second control of the second control of the second control of the second control of the second control of the second control of the second control of the second control of the second control of the second control of the second control of the second control of the second control of the second control of the second control of the second control of the second control of the second control of the second control of the second control of the second control of the second control of the second control of the second control of the second control of the second control of the second control of the second control of the second control of the second control of the second control of the second control of the second control of the second control of the second control of the second control of the second control of the second control of the second control of the second control of the second control of the second control of the second control of the second control of the second control of the second control of the second control of the second control of	
Total	125333.0 120304.6	102722 110427	Marine Lander
01	84.2 49.0	83.7 43.2	<u> </u>
01.1			
02	9.6	12.3	41.0
03 and 16	11.4 11.4	12.0 11.3	41-3 6.9
	1.9	3.4	3.2
04, 06-15, 17, 18	4.4 12.9	4.3 12.6	13.7
20-24	5	5	0.3
30-36	4.5	3.6	3.)
10-46	10.3	13.2	<u></u>
	1		
Torai	123853.0 123314.3	115191 115033	5 12.54.6 2.4344.7
01	76.5 44.0	75.9 43.8	19.9 45.7
01.1			
62	•7	•7	0.8
03 and 16	12.8 11.8	12.9 11.8	19.7 16.1
05	5.3	5.2	4.1
04, 06-15, 17, 18	10.8 18.8	11,2 18.8	12.4 13.2
20-24	9 مــــــــــــــــــــــــــــــــــــ	- 04	2.7
30-36	6.3	7.2	5.1
40-46	12.3	12.1	43.8

MANPE	)WE	P DISTRIBUTION /F	lad ve Assissadi	ORGANIZATION			l l	ORTING PERIO	
mount (	<i>J</i> 11 L	R DISTRIBUTION (Expend (AEMS, MMS, or PMEL)	eto vs Assigned)	6th Stra	t Aerospace	e Wing	11-	31 Jul 62	
			<u> 11</u>		J	UNE		<u>u</u>	
			A\$GD	EXPD	ASGD	·· EXPD	ASGD	EXPD	
		Total	69216	68242.5	63548	63200	71284.0	72289.4	
	_	01	86.6	35.2	86.1	36.7	-85.9	42.0	
	F)	01.1		70.0					
	3	02	<u> </u>	3.4	•	2.8		2.1	
	Excl	03 and 16	12.1	13:4	12.6	12.6	12.3	11.8	
•	$\sim$	05		13.5	٠,	13.3		12.3	
	EMS	04, 0615, 17, 18	1_1.3_	11.4	1.3	11.0	1.8	9.7	
	E.	20-14		7		.8		0.7	
·	] ]	30-36	_]	9.0		8.2		6.8	
		4046	]	13.5		14.6		14,6	
1	r	-				<del></del>			ı
		Total	22950.5	24310.4	21086	21272	15:42.0	22575.9	
		01	L 73.5	26.4	73.1	18.2	80.5	15.5	
		01.1	4	9		.5		10.2	
		02		8	•,	.9	<u></u>	0.2	•
	MMS	03 and 16	1 14.7	12.3	15.2	10.5	16.9	11.2	
i	2	05	-	12.7		10.8		13:0	: !
		04, 06-15, 17, 18	111.8	28.6	11.7	36.0	2.5	29.1	
		20-24	4	1.2		1.6		<u>l</u> el	
		30-36	4	7.3		10.1		5.9	
i	L	40-46	J	9.7	e e e e e e e e e e e e e e e e e e e	11.4		12.8	
. 1		Total	1			3019	3776.0	120525	
		01.1		3090.0	3176	43.9	70.0	38.2	1.5
3**		OLI			78.6	43.7	1.1.1.1.	33.6	1.40
		03			<u>.</u>	37.5			
	ادا	03 and 16	1	10.8	5.3	11.0	الم 7	12.4	
	PMEL	05	5.5	3.6	1 2.3	5.4		2.4	
	۵	04, 06-15, 17, 18	1		16.1	23.3	10.7	91. 6	
		20-24	1 18.1	23.8	11Da	4202	L!_		
		30-36	1	ارد الم		.6		4. (	
		40~46	1	404		12.8		16.5	
, 1	l		J '	19.0		14,0		لسينسا	

	GROSS OVERTIME		organizatio	n it Aerospace Wing		RTING PER
		MA`	· · · · · · · · · · · · · · · · · · ·	JUNE	jul	7
		HOURS	PERCENT	HOURS PERCENT	HOURS	PERCENT
0	)1	14164.5	9.8	14508.1 11.4	7.62.0	ič. i
. 0	01.1	146.0	55.1	68.8 46.3		-10
NING	)3 and 16	970.4	2.4	1150.5 3.1	927,8	6.14
* 0	Other	1437.7	204	3749.3 2.5	331.0	2.3
ר	Total Overtime	17478.9	5.2	19476.7 6.2		6.1
		-4(41007	Joe.	174/00/1 002	the a continue	12 p 1
0	01	7783.5	13.2	7948.3 16.6	7922.7	15.9
0	01.1	1107+7	~~~	1780.7		
OMS	3 and 16	273.6	2.0	185.0 1.5	235.0	4
7 2	Other	760.3	1,6	1840.3 3.7	1500.3	
1	Total Overtime	8817.4	7.3	9973.6 9.0	7.7	3.4
				7,60	L	
0	)1	3119.2	5.7	3623.3 7.2	2795.5	5.3
U)	1.1	7.2.7.02		24.0 100.0	1 2 2 2 2	
₹ 0	3 and 16	459.5	3.2	534.8 4.0	397.3	1.2
C	)ther	564.5	1.0	782.9 1.5	730.9	1.7
1	otal Overtime	4143.2	3.4	4965.0 4.3	3924.0	3.4
					<u> </u>	
	1	1135.8	4.7	2219.1 9.6	€ 97.3	8.9
	1.1		1.7			
0	3 and 16	184.0	2.0	378.2 4.7	307.7	3.6
	kher	733.1	2.1	720.6 2.3	792.0	2.4
<b>₹</b>  1	otal Overtime	2052.9	3.0	3317.9 5.3	3797.0	5.3
<del></del>						
0		1015.2	15-8	684.9 15.5	688.2	19.6
v	1.1	116.0	65.0	14.8 35.8	1264.9	55.0
2	3 and 16	53.3	1.8	32.5 1.3	56.0	2.2
-	dser	132.1	9	389.5 2.3	190.3	1.3
II	otal Overtime	1346.6	5.5	1151.7 4.7	23.22.4	9.7
		and the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of the same of th				
. 0		1110.8	95.0	32.5 2.5	59.5	3.8
= I	1.1			20.0 4.7		
£ 0	ther	8.0	4.	16.0 1.3	7.5	0.4
	otal Overtime	1118.8	36.9		67.0	

SUPPORT EQUIPMENT STATUS (Average Status)		ORGANIZATION	REPORTING PERIOD			
SUFFURE EQUIPMENT STATUS (Average Status)		óth Field haintenan	May, Jume, July			
					•	
	1.	Generator Dot, MF-3				
•		ASSIGNED 62	61	62	62	
		IN COMMISSION OUT OF COMMISSION, PARTS	56.3	57.6	56.5	
		MAINTENANCE	3.2 1.5	3.0	3.3	
				<u> </u>	<u> </u>	
	2.	Air Conditioner, * -				
			40	100		
		ASSIGNED 3.5	31.6	40 32.7	20 2	
		OUT OF COMMISSION, PARTS	4.7	5.7	5.6	
		MAINTENANCE	3.7	1.6	3.2	
			•			
	3.	Cas Turbine Compressor, March				
		ASSIGNED 1.1.	14:14	4; 1;	1111	
		IN COMMISSION	40.0	40.0	39.0	
		OUT OF COMMISSION, PARTS MAINTENANCE	3.6 0.4	3.7	0.3	
		main i sharee	L	<u> </u>	<u></u>	
	4.	Air Compressor, MC-1A				
	•	ASSIGNED 16		<del> </del>		
		IN COMMISSION	16 13.0	14.3	14.7	
		OUT OF COMMISSION, PARTS	2.3	1.0	1.1	
		MAINTENANCE	0.7	0.2	0.2	
		$\frac{1}{2} \left( \frac{1}{2} \left( \frac{1}{2} \left( \frac{1}{2} \left( \frac{1}{2} \left( \frac{1}{2} \left( \frac{1}{2} \left( \frac{1}{2} \left( \frac{1}{2} \left( \frac{1}{2} \left( \frac{1}{2} \left( \frac{1}{2} \left( \frac{1}{2} \left( \frac{1}{2} \left( \frac{1}{2} \left( \frac{1}{2} \left( \frac{1}{2} \left( \frac{1}{2} \left( \frac{1}{2} \left( \frac{1}{2} \left( \frac{1}{2} \left( \frac{1}{2} \left( \frac{1}{2} \left( \frac{1}{2} \left( \frac{1}{2} \left( \frac{1}{2} \left( \frac{1}{2} \left( \frac{1}{2} \left( \frac{1}{2} \left( \frac{1}{2} \left( \frac{1}{2} \left( \frac{1}{2} \left( \frac{1}{2} \left( \frac{1}{2} \left( \frac{1}{2} \left( \frac{1}{2} \left( \frac{1}{2} \left( \frac{1}{2} \left( \frac{1}{2} \left( \frac{1}{2} \left( \frac{1}{2} \left( \frac{1}{2} \left( \frac{1}{2} \left( \frac{1}{2} \left( \frac{1}{2} \left( \frac{1}{2} \left( \frac{1}{2} \left( \frac{1}{2} \left( \frac{1}{2} \left( \frac{1}{2} \left( \frac{1}{2} \left( \frac{1}{2} \left( \frac{1}{2} \left( \frac{1}{2} \left( \frac{1}{2} \left( \frac{1}{2} \left( \frac{1}{2} \left( \frac{1}{2} \left( \frac{1}{2} \left( \frac{1}{2} \left( \frac{1}{2} \left( \frac{1}{2} \left( \frac{1}{2} \left( \frac{1}{2} \left( \frac{1}{2} \left( \frac{1}{2} \left( \frac{1}{2} \left( \frac{1}{2} \left( \frac{1}{2} \left( \frac{1}{2} \left( \frac{1}{2} \left( \frac{1}{2} \left( \frac{1}{2} \left( \frac{1}{2} \left( \frac{1}{2} \left( \frac{1}{2} \left( \frac{1}{2} \left( \frac{1}{2} \left( \frac{1}{2} \left( \frac{1}{2} \left( \frac{1}{2} \left( \frac{1}{2} \left( \frac{1}{2} \left( \frac{1}{2} \left( \frac{1}{2} \left( \frac{1}{2} \left( \frac{1}{2} \left( \frac{1}{2} \left( \frac{1}{2} \left( \frac{1}{2} \left( \frac{1}{2} \left( \frac{1}{2} \left( \frac{1}{2} \left( \frac{1}{2} \left( \frac{1}{2} \left( \frac{1}{2} \left( \frac{1}{2} \left( \frac{1}{2} \left( \frac{1}{2} \left( \frac{1}{2} \left( \frac{1}{2} \left( \frac{1}{2} \left( \frac{1}{2} \left( \frac{1}{2} \left( \frac{1}{2} \left( \frac{1}{2} \left( \frac{1}{2} \left( \frac{1}{2} \left( \frac{1}{2} \left( \frac{1}{2} \left( \frac{1}{2} \left( \frac{1}{2} \left( \frac{1}{2} \left( \frac{1}{2} \left( \frac{1}{2} \left( \frac{1}{2} \left( \frac{1}{2} \left( \frac{1}{2} \left( \frac{1}{2} \left( \frac{1}{2} \left( \frac{1}{2} \left( \frac{1}{2} \left( \frac{1}{2} \left( \frac{1}{2} \left( \frac{1}{2} \left( \frac{1}{2} \left( \frac{1}{2} \left( \frac{1}{2} \left( \frac{1}{2} \left( \frac{1}{2} \left( \frac{1}{2} \left( \frac{1}{2} \left( \frac{1}{2} \left( \frac{1}{2} \left( \frac{1}{2} \left( \frac{1}{2} \left( \frac{1}{2} \left( \frac{1}{2} \left( \frac{1}{2} \left( \frac{1}{2} \left( \frac{1}{2} \left( \frac{1}{2} \left( \frac{1}{2} \left( \frac{1}{2} \left( \frac{1}{2} \left( \frac{1}{2} \left( \frac{1}{2} \left( \frac{1}{2} \left( \frac{1}{2} \left( \frac{1}{2} \left( \frac{1}{2} \left( \frac{1}{2} \left( \frac{1}{2} \left( \frac{1}{2} \left( \frac{1}{2} \left( \frac{1}{2} \left( \frac{1}{2} \right) \right) \right) \right)}{1} \right) \right) \right)}{1} \right) \right) \right)} \right) \right) \right) \right) \right) \right) \right) \right) \right) \right)}$		7		,
	5.	Air Compressor, MC-2A	• • • • • • • • • • • • • • • • • • •	•	•	
		ASSIGNED 1.1	11	li	1!	•
		IN COMMISSION	10.5	10.5	10.5	
		OUT OF COMMISSION, PARTS MAINTENANCE	0.3	0.5	0.3	
		main i Erraine E	0.2	<u> </u>	9.4	
	1 m					17

			JANIZATION		REPORTING PERIOL
SUP	PORT EQ	QUIPMENT STATUS (Average Status)	ig y sight such is as to	J. OK. F. S.	y professional services
	1.	Flord High: Stands, Walke	· <u> </u>	** 1.7 ( ***********************************	7.017
	•	ASSIGNED 20		7	. 30
		IN COMMISSION OUT OF COMMISSION, PARTS	16.3 0.0	0.7	1.9.4
		MAINTENANCE		70.5	0.4
				-	
	2.	<u>6. nerator 6et.</u> 1-11			
		ASSIGNED 1			
		IN COMMISSION OUT OF COMMISSION, PARTS	3.7 0.2	0.0 0.4	1.0
		MAINTENANCE	0.1	0.5	. 0.0
			· ·		
•	3.	Heaters J-1, ET-400	-		
		ASSIGNED 102	714	102	102
		IN COMMISSION OUT OF COMMISSION, PARTS	72.9	0.1	102.0 0.0
		MAINTENANCE	0.4	0.4	0.0
	4.	Hyd Test Stand, NJ-1			•
		ASSIGNED 4	[3]	3	
		IN COMMISSION	1.6	1.7	1.2
		OUT OF COMMISSION, PARTS	0.8	0.3	1.0
		MAINTENANCE	0.6	1.0	1.8
	5.	De-Icing Unit, MB-3			
	J.	ASSIGNED 2	2	2	[2]
		IN COMMISSION	2.0	2.0	1.3
		OUT OF COMMISSION, PARTS	0.0	0.0	0.6
		MAINTENANCE	0.0	0.0	0.1

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SUPPORT EQUIPMENT STATUS (Average Status)		ORGANIZATION	REPORTING PERIOD		
SUFFORT EQUIFMENT STATUS (Average Status)		éta Mielo Raintenance.	Iquadroi	May, June, July	
î v		llay	June_	July	
1.	Cabin Pressure Tester, CPT-6	A State of	<u> </u>	<u> </u>	
	ASSIGNED 2	[ 2]	9	2	
	IN COMMISSION	2.0	2.0	2.5	
	OUT OF COMMISSION, PARTS	0.0	0.0	0.0	
	MAINTENANCE	0.0	0.0	0.0	
	Lead Boules Covered as Sund Co	4-0		(	
2.	Load Banks, Generator Tost Se	<u> </u>			
	ASSIGNED	2,	<u> </u>	4	
	IN COMMISSION	3.3	3.0	3.0	
	OUT OF COMMISSION, PARTS MAINTENANCE	0.1	0.0	0.8	
	MAINTENANCE	0.0	1.0	0.2_	
3.	B-20 Steam Cloaner	•			
	ASSIGNED	1	3 1	3	
	IN COMMISSION	0.0	0,0	0.0	
	OUT OF COMMISSION, PARTS	0,0	1.0	1.0	
	MAINTENANCE	1.0	0.0	0.0	
4.	Generator Set, PU-286				
	ASSIGNED 8	1	8	81	
	IN COMMISSION	1.0	8.0	8.0	
	OUT OF COMMISSION, PARTS	0.0	0.0	0.0	
	MAINTENANCE	0.0	0.0	0.0	
5.	Air Compressor, MB-8				
,		<u> </u>	<u> </u>		
		5	<u> </u>	5	
		r			
	MAINTENANCE				
	IN COMMISSION OUT OF COMMISSION, PARTS MAINTENANCE	5.0 0.0 0.0	5,0 -0,0 -0,0	5.0 0.0 0.0	

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SUPPORT EQUIPMENT STATUS (Average Status)		ORGANIZATION .	2		
	( )		3. 35. ·		
<b>1.</b>	llowers, A-1 ASSIGNED	<u>-&amp;.</u>	<u> </u>	<u> </u>	
1 	IN COMMISSION OUT OF COMMISSION, PARTS MAINTENANCE	0.0 0.0 0.0	03.↑ 0.↑ 10.↑	0.0 0.0	
2.	Air Conditioner, MA-3  ASSIGNED IN COMMISSION OUT OF COMMISSION, PARTS MAINTENANCE	0.0 0.0 0.0 0.0	2.0 0.0 0.0	2.0 0.0 0.0	
3.	Generator Set., E-10-B  ASSIGNED 3 IN COMMISSION OUT OF COMMISSION, PARTS MAINTENANCE	0 0.0 0.0 0.0	3.0 0.0 0.0	3.0 0.0 0.0	
4.	Air Compressor, AC-315 Diese  ASSIGNED 2 IN COMMISSION OUT OF COMMISSION, PARTS MAINTENANCE	0 0.0 0.0 0.0	2.0 0.0 0.0	2.0 0.0 0.0	
<b>5.</b>	ASSIGNED IN COMMISSION OUT OF COMMISSION, PARTS MAINTENANCE				

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SHOP PRODUCTION DATA			ORGANIZATION 6 Detroit Actorpace Mana	
		<u>YAM</u>	<u>.1981</u>	_dVLY_
1. Processed	WING	5072	4253	મુધ્ય રહ્ય
	FMS AES	289 199k	2379 1639	2395 1779
•	MMS	<del>                                     </del>	1039	1/17
	PMEL	263	235	258
2. Repaired	WING	67.6	77.6	73.3 69.6
	FMS	56.9	7ン・0	69.6
	AES	30.3	73.5	76.5
	MMS PMEL	98.5	97.4	97.3
		5.7	<u> </u>	1
3. ВСОК	WING	10.9		6.8
J. Book	FMS		0.61	1.1
•	AES	12.8	0.6 16.3	19.3
	MMS			
	PMEL ·		14/A	15/A
4. NRTS	WING	24.4	16.2	<u> </u>
4. INITO	FMS	32.2	19.3	21.9 29.0
	AES	17.0	18.5	20.1
	MMS			
	PMEL			1.6
5. AWP	WING	,		
). ani	FMS		5.0	4+
	AES	2.2	2.9	3.5
	MMS			
	PMEL			<u> </u>

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1 OF 2 PAGE

SHOP	PRODUCTION DATA (Aircraft)	J. J. J. J. J. J. J. J. J. J. J. J. J. J	IZATION to distribute the letter	to the factor of the second	REPORTING PERIOD
			<u> </u>		:: · · ·
· · · · · · · · · · · · · · · · · · ·	· ·	٦			( ( ( )
6. Condemned	WING FMS	-{		2.2	5.4
	AES	-	0.5	1.3	1.5
	MMS	-			
	PMEL	1 .	1.1	1.7	1.2
•		1			
7.	WING		17/3.8	11/2.5	9/2,0
<b>4</b>	FMS		5/1.1	3/9.7	0/0
*	AES		3.2/2.7	8/1.8	9/2.0
	MMS	1			
	PMEL	_		LJ	
8.	WINC	7		1	<u></u>
0.	WING FMS	4	<u> </u>	<u> </u>	
•	AES	+			
	MMS	-{			
	PMEL	1			
		<b>.</b>	<u> </u>	<b></b>	<b></b>
		7		<del>                                     </del>	<del></del>
9.	WING FMS	4			
	AES	4			<u> </u>
	MMS	-{		<del></del>	
	PMEL	-			
	THEE	<b>.</b>			
<b>1</b> 0.	WING	<b>7</b>	<u></u>		
	FMS	1			
	AES	7			
	MMS	7			
	PMEL	]			
		:	-	<i>f</i> -	**************************************
F FORM 408, MAR 62		<del> </del>		<i>P</i>	PAGE 2 OF 2 I

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							ORGANIZATION								REPORTING PERIOD				
	SHOP R	EPAIR	DATA					Ç	7521	λαπ.»	Spar St.	Mi w			123		, 156		
FI	ELD MAINTENANCE	A	В	С	E	F	G	J	L	w	х	1	2	3	4	5	6	7	
CODE	WORK CENTER	ITE	MS PRO	CESSED	BY ACT	ON TAR	EN COD	E (MDC	Report N	lumber 8		· · · · · · · · · · · · · · · · · · ·	·····			· · · · · · · · · · · · · · · · · · ·	,		
24210	Jet Engine				<u>,</u>	.0			4.3		,:	194	E /						
24220	Reciprocating Eng																		
24230	Propeller																		
PROP	ULSION TOTAL	57	3		19	.0			35		56	196	趋	-					
24310	Repair and Reclamation					. 7	)			4;	8	j.L	;						
24320	Fuel System								1			5	3						
24330	Aerospace Ground Equipment													منیف مستحدی سیسید .		-			
AERO	-REPAIR TOTAL				3.	- 1	3			Ł;		. ;;	7						
24420	Pneudraulic		14.			υn	i		l.	્ય	1.	رق	,						
24430	Inflight Refueling	ì		_		, 22													
24440	Electric	7.9			-5	- 9			ì	1,	*.	77	ŢĠ.		3				
24450	Instrument	.)	2	4. )	.6	3.1	J			4		× 0	يار.		7				
ACCE	SSORIES TOTAL	: 49			72	390			3			1	- 5		1.73				
FIELI	MAINT TOTAL	. ,	7		<u>; Б</u>	. <i>1</i> 9	1.		ì,	2.		J 4	_ (*)		ن د				

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			ORGANIZATION							REPORTING PERIOD								
	SHOP REP	AIR D	ATA 		<u> </u>		College was percentage								# ₂ **	1.12	ر آخر کا ای	
MUN	ITIONS MAINTENANCE	A	В	С	E	F	G	J	L	w	x	1	2	3	4	5	6	7
CODE	WORK CENTER	ITEA	S PROC	ESSED	BY ACT	ION TAK	EN COD	E (MDC	Report A	lumber 8)		· · · · · · · · · · · · · · · · · · ·	<del></del>			<del>.</del>	<u> </u>	L
25340	EOD/Conventional Munitions																	
25440	Weapons Release/ ATO Systems																	
25520	Re-entry Vehicle Maintenance																	
25540	Re-entry Vehicle Mating																	
25560	Re-entry Vehicle AGE Maintenance																	
	-																	
			-															
MUNIT	ONS MAINT TOTAL																	<del></del>

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•		ORGANIZATION							REPORTING PERIOD								
SHOP REP	AIR D	ATA				6TH (	STRAT	AEROS	SPACE	WING							
AMENT-ELECTRONICS	A	В	С	E	F	G	J	L	W	х	1	2	3	4	5	6	7
WORK CENTER	ITEM	S PROCI	ESSED B	Y ACTIO	ON TAK	EN CODI	(MDC F	eport N	umber 8)							A	
Radio	44	16		6	127				22	24	ب	ı		2	26		
Electronics- Navigation Equip	2	91		1	172		٠	3	48	60	3	21,		15			
ECM	135	3.7	3.7	8	23	2		146	31	135	18	1		3			
Bomb/Nav	14	73	7	8	46			9	11	85	3	è.		Ļţ			
Auto Pilot/ Flight Control	60	54					2	1	17	102	25	64		7			
Photographic	20				1			1	1	3	i						
Fire Control	71	ì			2			11	6	16	5			1			
Release/Weapons	149							8		1		2					
	495	<b>27</b> 2	44	23	3 <b>71</b>	2	2	179	136	426	5. 55	186		32	2		
PMEL		1		3	58		151	41		9		1	1	1		ב	
GAM MAINTENANCE	14	11	5	13	3	19		2	2	7	15	1					
	500	2011	4:0	30	20	23	150	222	139	44 <b>2</b>	າດ	199	`;	33	26	7	
	203	254	43	<u> </u>	-434						· · ·	150					
										-	_						
	WORK CENTER Radio Electronics-Navigation Equip ECM Bomb/Nav Auto Pilot/Flight Control Photographic Fire Control Release/Weapons MENT-ELECT TOTAL S PMEL and GAMS)	MENT-ELECTRONICS  WORK CENTER  Radio  Electronics- Navigation Equip  ECM  Bomb/Nav  Auto Pilot/ Flight Control  Photographic  Fire Control  Release/Weapons  MENT-ELECT TOTAL  S PMEL  GAM MAINTENANCE  14  MENT-ELECTRONICS	WORK CENTER  Radio  Radio  Electronics- Navigation Equip  ECM  135  Bomb/Nav  14  73  Auto Pilot/ Flight Control  Photographic  Photographic  Fire Control  Release/Weapons  MENT-ELECT TOTAL s PMEL  GAM MAINTENANCE  14  15  16  17  17  18  19  19  10  10  11  11  11  11  11  11	MENT-ELECTRONICS A B C  WORK CENTER ITEMS PROCESSED B  Radio	MENT-ELECTRONICS  A B C E  WORK CENTER  ITEMS PROCESSED BY ACTION Radio  44 16 6 Electronics-Navigation Equip  ECM  135 37 37 8  Bomb/Nav  14 73 7 8  Auto Pilot/Flight Control  Photographic  20 Fire Control  71 1  Release/Weapons  MENT-ELECT TOTAL S PMEL and GAMS)  PMEL  GAM MAINTENANCE  14 11 5 13	AMENT-ELECTRONICS   A   B   C   E   F	SHOP REPAIR DATA   STEE   STEE   STEE   STEE   STEE   STEE   STEE   STEE   STEE   STEE   STEE   STEE   STEE   STEE   STEE   STEE   STEE   STEE   STEE   STEE   STEE   STEE   STEE   STEE   STEE   STEE   STEE   STEE   STEE   STEE   STEE   STEE   STEE   STEE   STEE   STEE   STEE   STEE   STEE   STEE   STEE   STEE   STEE   STEE   STEE   STEE   STEE   STEE   STEE   STEE   STEE   STEE   STEE   STEE   STEE   STEE   STEE   STEE   STEE   STEE   STEE   STEE   STEE   STEE   STEE   STEE   STEE   STEE   STEE   STEE   STEE   STEE   STEE   STEE   STEE   STEE   STEE   STEE   STEE   STEE   STEE   STEE   STEE   STEE   STEE   STEE   STEE   STEE   STEE   STEE   STEE   STEE   STEE   STEE   STEE   STEE   STEE   STEE   STEE   STEE   STEE   STEE   STEE   STEE   STEE   STEE   STEE   STEE   STEE   STEE   STEE   STEE   STEE   STEE   STEE   STEE   STEE   STEE   STEE   STEE   STEE   STEE   STEE   STEE   STEE   STEE   STEE   STEE   STEE   STEE   STEE   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STEE   STEE   STEE   STEE   STEE   STEE   STEE   STEE   STEE   STEE   STEE   STEE   STEE   STEE   STEE   ST	SHOP REPAIR DATA   STRATE   STRATE   STRATE   STRATE   STRATE   STRATE   STRATE   STRATE   STRATE   STRATE   STRATE   STRATE   STRATE   STRATE   STRATE   STRATE   STRATE   STRATE   STRATE   STRATE   STRATE   STRATE   STRATE   STRATE   STRATE   STRATE   STRATE   STRATE   STRATE   STRATE   STRATE   STRATE   STRATE   STRATE   STRATE   STRATE   STRATE   STRATE   STRATE   STRATE   STRATE   STRATE   STRATE   STRATE   STRATE   STRATE   STRATE   STRATE   STRATE   STRATE   STRATE   STRATE   STRATE   STRATE   STRATE   STRATE   STRATE   STRATE   STRATE   STRATE   STRATE   STRATE   STRATE   STRATE   STRATE   STRATE   STRATE   STRATE   STRATE   STRATE   STRATE   STRATE   STRATE   STRATE   STRATE   STRATE   STRATE   STRATE   STRATE   STRATE   STRATE   STRATE   STRATE   STRATE   STRATE   STRATE   STRATE   STRATE   STRATE   STRATE   STRATE   STRATE   STRATE   STRATE   STRATE   STRATE   STRATE   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STRATE   STRATE   STRATE   STRATE   STRATE   STRATE   STRATE   STRATE   STRATE   STRATE   STRATE   STRATE   STRATE   STRATE   STRATE   STRATE   STRATE	SHOP REPAIR DATA   STRAT AEROS   AMENT-ELECTRONICS   A   B   C   E   F   G   J   L	SHOP REPAIR DATA   STRAT AEROSPACE   AMENT-ELECTRONICS   A   B   C   E   F   G   J   L   W   WORK CENTER   ITEMS PROCESSED BY ACTION TAKEN CODE (ADC Report Number 8)   Radio   44   16   6   127   22   33   48   ECM   135   37   37   8   23   2   146   31   ECM   144   73   7   8   46   9   11   Auto Pilot/Flight Control   60   54	SHOP REPAIR DATA   STRAT AEROSPACE   WING AMENT-ELECTRONICS   A   B   C   E   F   G   J   L   W   X	SHOP REPAIR DATA   STRAT   AEROSPACE   WING	SHOP REPAIR DATA   A   B   C   E   F   G   J   L   W   X   1   2	SHOP REPAIR DATA    STEAT   STEAT   AEROSPACE   WING	SHOP REPAIR DATA   STEELECTRONICS   A   B   C   E   F   G   J   L   W   X   1   2   3   4	SHOP REPAIR DATA   STRAT AEROSPACE WING   STRAT AEROSPACE WING   STRAT AEROSPACE 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13AF FORM 412 FC: 4410

SUPPLY	ORGANIZATION		REPORTING PERIOD
	Avia	3 ×4	$d^{r,r}$ .
1. FILL/CONFIRM TRANSACTIONS		757.72	
2. ACTIVITY TRANSACTIONS			
CODE 2 CODE 5 CODE 6 OTHER			1019
3. DELIVERY TIMES			
PRIORITY 1 & 2 PRIORITY 3	15 MIN 31 ATX	13500 30674	11 MIS 28 MIS
4. SUPPLY EFFECTIVENESS			
EXPEDITER PRE-ISSUE BENCH SYOCK	77.3 97.2 93.1	69.3 96.6 99.0	80.4 96.9 90.1

15AF FORM 414 FC: 4410

62.39

	ORGANIZATION
CANNIBALIZATION	
(Airceaft)	

REPORTING PERIOD

1. TOTAL CANNIBALIZATIONS PER MONTH

BOMBER TANKER () ()

≟.s €2

#### 2. CANNIBALIZATION RECAP

MONTH	ITEM		CODE	QUANTITY	ACFT
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	66105146168	Gyro	2	1	
	66105854366	Meter	4	1	}
	66855804734	Indicator	2	ì	1
	66056582563	Amplifier .	2	3	1
	16505293363	Pum	9	1	1
	47203954353	Nose	9	1 2	}
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15AF FORM 415 FC: 4410

( 4-18

TRAINING (CTSP & TDY)	•	ANIZATION	REPO	RTING PERIC
	Training	СТЅР		
CTSP HOURS UTILIZED IN TRAINING			<u></u>	
STUDENT HOURS EXPENDED IN TRAI				
TRAINING PROVIDED:	NAVO			
RAINING PROVIDED:				
COURSE TITLE	DURATION	AVG STUDENT LOAD	HRS COMPLETED	D #GRADUATE!
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	Training	TDY		
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STUDENT HOURS EXPENDED IN TRAI		TDY	2,76	2,400
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course title	DURATION C MA 2 140	AVG STUDENT LOAD	HRS COMPLETED	
course title	DURATION C MA 2 140	AVG STUDENT LOAD	HRS COMPLETED	
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course title 30%;1-2 Acf: Slect Nav Aquip Ro 31,773; Missile Dys Auelyst 30,70 Precision Measuring Aquip 1151-10 HC-6 Hyd Test Stand 30270 Acf: Inst Dup Tech	DURATION  c.m. 240 720 2 1120 40 560 640	AVG STUDENT LOAD  1.0 2.3 2.0 0.2 0.7 1.7 1.8	HRS COMPLETED 163 364 336 40 120 280 304	3
COURSE TITLE  30% 1-2 Acf: Clect Nav Equip Ro 31,773 Missile Bys Aualyst  30,70 Precision Measuring Equip  1156-10 HC-6 Hyd Test Stand  00270 Acf: Inst Du Tech  20373 HD-1 Test Equip  42373-001 ND- Astro Compass Tesh  2270 Acf: Fuz' Sis Tech	DURATION  c.m. 200 720 2 1120 40 560 640 st Equip 260 360	AVG STUDENT LOAD  1.0 2.3 2.0 0.2 0.7 1.7 1.8 0.9	HRS COMPLETED 163 364 336 40 120 280 304 152	3 1
COURSE TITLE 30%01-2 Acft Clect Hav Equip Re 51,7% Abssile Dys Analyst 30,70 Precision Measuring Equip 11,51-10 HC-6 Hyd Test Stand 12,77 Acft Inst Dup Tech 12,77 HD-1 Test Equip 12,773-601 ND- Astro Compass Tes 12,77 Left Fus Sys Tech 13,71-10 Course Lead Control	DURATION  0 pm 200 720 9 1120 640 65 Equip 260 360 60 120	2.60%  AVG STUDENT LOAD  2.3 2.0 0.2 0.7 1.7 1.8 0.9 0.5 0.5	HRS COMPLETED 163 364 336 40 120 280 304	3
COURSE TITLE 30%01-2 Acft Clect Hav Equip Re 51,7% Abssile Dys Analyst 30,70 Precision Measuring Equip 11,51-10 HC-6 Hyd Test Stand 12,77 Acft Inst Dup Tech 12,77 HD-1 Test Equip 12,773-601 ND- Astro Compass Tes 12,77 Left Fus Sys Tech 13,71-10 Course Lead Control	DURATION  0 m 240 720 2 1120 40 560 640 85 Equip 260 360 60 120 640	2.60%  AVG STUDENT LOAD  2.3 2.0 0.2 0.7 1.7 1.8 0.9 0.5 0.2 2.0	HRS COMPLETED 16384 536 160 120 250 304 152 60 24	3 1 1
COURSE TITLE  30% 1-2 Acf: Clect Nav Equip Ro 51573: Missile Dys Aualyst 30470 Precision Measuring Equip 1150-10 HC-6 Hyd Test Stand 1270 Acf: Inst Dup Tech 12373 HD-1 Test Equip 12375-00 ND- Astro Compass Tes 12470 Acf: Fus' Sys Tech 12470 Acf: Fus' Sys Tech	DURATION  0 M	2.60%  AVG STUDENT LOAD  2.3 2.0 0.2 0.7 1.7 1.8 0.9 0.5 0.5	HRS COMPLETED 16.3 38.4 53.6 40 120 280 304 152 80	3 1 1

15AF FORM 417 FC: 4410

TRAINING	TRAINING RESU	LTS (MPT &	SKT)			ANIZATION	ier opgae.	. Wing			TING PERIOD
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422X1 1 1 100	301X1 301X3A 301X3B 315X2Q 315X3Q 315X4Q 323X0G 331X0A 331X0B 421X2 421X3	0/1	0/1 <b>-</b>	100		2 1 7 1 - 1	1 - 2 1 7 1	07.5 50 100 - 100 100 100	1.    3/4 0/1	2/3 0/0	100 - 100 - - - - 71.4 00.0
			TR	AINING		SKT R	esults				
TRAINING SKT Results	AFSC	#TESTED	#PASSED			#TESTED	# PASSED	% PASSED	#TESTED #	PASSED	% PASSED
AFSC #TESTED #PASSED %PASSED #TESTED #PASSED %PASSED %PASSED %PASSED %PASSED	301X0 301X1 301X3A 301X3B 323X0G 324X0 421X2 421X3 422X0 422X1	6 3 3 3 1 - -	4 0 2 2 3 0	66.6 00.0 56.6 100 100 00.0		1 - - - 4 6 2	1 1 5 2 1	100 - - - 100 83.5 100 100		-	
AFSC         #TESTED         #PASSED         #PASSED         #PASSED         #PASSED         #RESTED         #PASSED         #PASSED         #PASSED         #PASSED         #PASSED         #PASSED         #PASSED         #PASSED         #PASSED         #PASSED         #PASSED         #PASSED         #PASSED         #PASSED         #PASSED         #PASSED         #PASSED         #PASSED         #PASSED         #PASSED         #PASSED         #PASSED         #PASSED         #PASSED         #PASSED         #PASSED         #PASSED         #PASSED         #PASSED         #PASSED         #PASSED         #PASSED         #PASSED         #PASSED         #PASSED         #PASSED         #PASSED         #PASSED         #PASSED         #PASSED         #PASSED         #PASSED         #PASSED         #PASSED         #PASSED         #PASSED         #PASSED         #PASSED         #PASSED         #PASSED         #PASSED         #PASSED         #PASSED         #PASSED         #PASSED         #PASSED         #PASSED         #PASSED         #PASSED         #PASSED         #PASSED         #PASSED         #PASSED         #PASSED         #PASSED         #PASSED         #PASSED         #PASSED         #PASSED         #PASSED         #PASSED         #PASSED         #PASSED         #PASSED         #		1 1	j		1 1		1	i	1 1	ľ	ì
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15AF FORM 418 FC: 4410

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STUDENT HOURS EXPENDED IN FTD TRAINING   7,193   3,36   3,40     PERCENT FTD UTILIZATION   27.33   3,40     TRAINING PROVIDED:   20   20   20     MIT 431512-2		I KAINING (FID)		6th St	rst Ceros, co <u>Vi</u>	WE.	1-31 July 1968
STUDENT HOURS EXPENDED IN FTD TRAINING   7,193   5,362   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3	•						
STUDENT HOURS EXPENDED IN FTD TRAINING   7,193   5,362   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3,4   3					. NAY	JUE	<b>.™</b> },⊅
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## 42172-31 KC-135 Pn.u T					•		15
## 43171-4 AFM 66-1 Chart 550 20 12.3 1643 26 ## 43171 Tech Order Fam 30 1.7 140 7 ## 75000-18 OUT Trainer 10 3.8 320 16 ## 75000-48 OUT Supervisor 40 2.0 172 5 ## 42173-1 AOM MD-3 Cen Set 56 2.3 200 5 ## 42173-13 AOM MC-1A Air Comp 20 1.2 100 5 ## 330000 5 ## 30170-78 Acft Hadio Tech 60 3.6 300 5 ## 30171-18 Acft Elect Nav 40 4.0 336 ## 323700-4 Turret Sys Eval 120 3.0 252 3 ## 323700-4 Turret Sys Eval 120 3.0 252 3 ## 43270-31 GAM Jet Eng Repm 120 5.0 420 ## 46270 Weapons Release Tech 40 2.1 200 5 ## 46270 Weapons Release Tech 40 2.1 200 5 ## TITLE DUNATION HES COMP GRAD ## B-52 Fuel Sys 1 Hr 15 15							_
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## 75000-18 OJT Trainer					_		26
## 75000-48 OJT Supervisor 47 2.0 172 5 ## 42173-1 AGE MD-3 Cen Set 67 2.3 200 5 ## 42173-13 AGE MC-1A Air Comp 20 1.2 100 5 ## 30070-78 Acft Electronic Fund 180 1.3 112 ## 30170-78 Acft Elect Nav 40 4.0 336  ## 315730 GAM Analyst Tech 180 1.0 84 ## 32370G-4 Turnet Sys Eval 120 3.0 252 3 ## 43270-31 GAM Jet Eng Repm 120 5.0 420 ## 46270 Weapons Release Tech 40 2.1 200 5 ## 46270 Weapons Release Tech 40 2.1 200 5 ## 46270 Weapons Release Tech 40 2.1 200 5 ## 46270 Weapons Release Tech 40 2.1 200 5 ## 46270 Weapons Release Tech 40 2.1 200 5 ## 46270 Weapons Release Tech 40 2.1 200 5 ## 46270 Weapons Release Tech 40 2.1 200 5 ## 46270 Weapons Release Tech 40 2.1 200 5 ## 46270 Weapons Release Tech 40 2.1 200 5 ## 46270 Weapons Release Tech 40 2.1 200 5 ## 46270 Weapons Release Tech 40 2.1 200 5 ## 46270 Weapons Release Tech 40 2.1 200 5 ## 46270 Weapons Release Tech 40 2.1 200 5 ## 46270 Weapons Release Tech 40 2.1 200 5 ## 46270 Weapons Release Tech 40 2.1 200 5 ## 46270 Weapons Release Tech 40 2.1 200 5 ## 46270 Weapons Release Tech 40 2.1 200 5 ## 46270 Weapons Release Tech 40 2.1 200 5 ## 46270 Weapons Release Tech 40 2.1 200 5 ## 46270 Weapons Release Tech 40 2.1 200 5 ## 46270 Weapons Release Tech 40 2.1 200 5 ## 46270 Weapons Release Tech 40 2.1 200 5 ## 46270 Weapons Release Tech 40 2.1 200 5 ## 46270 Weapons Release Tech 40 2.1 200 5 ## 46270 Weapons Release Tech 40 2.1 200 5 ## 46270 Weapons Release Tech 40 2.1 200 5 ## 46270 Weapons Release Tech 40 2.1 200 5 ## 46270 Weapons Release Tech 40 2.1 200 5 ## 46270 Weapons Release Tech 40 2.1 200 5 ## 46270 Weapons Release Tech 40 2.1 200 5 ## 46270 Weapons Release Tech 40 2.1 200 5 ## 46270 Weapons Release Tech 40 2.1 200 5 ## 46270 Weapons Release Tech 40 2.1 200 5 ## 46270 Weapons Release Tech 40 2.1 200 5 ## 46270 Weapons Release Tech 40 2.1 200 5 ## 46270 Weapons Release Tech 40 2.1 200 5 ## 46270 Weapons Release Tech 40 2.1 200 5 ## 46270 Weapons Release Tech 40 2.1 200 5 ## 46270 Weapons Release Tech 40 2.1 200 5 ## 46270 Weapons Release Tech 40 2.1 20			50	v			7
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(J-52)  F 46270 Veapons Release Tech 40 2.1 200 5  The following is a list of refresher courses that were conducted by FTD Instructors for personnel in the content Area  TITLE DURATION HRS COMP GRAD  B-52 Fuel Sys 1 Hr 15 15	≖ 32370G-4	Turret Sys Eval				<del>-</del> ·	. 3
the following is a list of refresher courses that were conducted by FTD Instructors for personnel in the content Area  TITLE DUNATION HRS COMP GRAD  B-52 Fuel Sys 1 Hr 15 15	_	GAM Jet Eng Repm (J-52)	120		5.0	420	
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	B-52 Fuel Sys	a l Hr		15		15	
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Gth STRATEGIC AEROSPACE MING Monthly Maintenance Order AUGUST 1962

### A MESSAGE FROM THE DOM

The month of August will be one of the busiest months of the year for the Maintenance activities of the 6th Strategic Aerospace Wing. During August we will be supporting the Bar None exercise (Code Named "Pre-Hest"), continue the support of Chrome Dome, and will be preparing for the annual Bombing Competition.

As you all know, July has been a poor month for us on Chrome Dome support. We had more ineffective sorties due to maintenance during July than the previous three months combined. This trend must be reversed for us to regain the position we formerly held as the most effective Chrome Dome organization in SAC.

The Bar None exercise, which takes the place of the former Unit Simulated Combat Mission, is one of the most demanding exercises we've ever conducted. All of the aircraft and crews of the 40th Bomb Squadron must fly a mission designed to tax our flight crews to the peak of their ability. In order for us to do our part in this exercise, we must insure that they have the best equipment our maintenance squadrons are capable of producing. We will all be graded on our effectiveness and this grade, good or bad, will be with us for at least another year. To assist you in identifying the "Pre-Heat" sorties, they will be circled on the monthly schedule for Bomber "A" Section.

Aircraft numbers 651, 706 and 020 have been selected from Bomber "A" as our Bombing Competition aircraft. These aircraft are scheduled early in the Bar None exercise to allow us a little preparatory flying with competition crews during the latter part of the period for the September Competition.

Also on 1 August, we will be under our War Support Plan and the new EWO generation schedule. The new generation timing is the same one which we practiced on 15 June 1962. The War Support Plan combines in one document the Maintenance Readiness Plan, Mobility Plan and the Base Support Plan. Every supervisor must become familiar with these plans and be sure that his subordinates are aware of the changes and the effect it has on them.

In order to accomplish our goals for August, we must start immediate preparation and must all work together as a team. A little extra effort on the part of everyone will put us over the hump.

D. D. PATCH

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Colonel, USAF Deputy Commander for Maintenance

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				•				TOTAL	220

## MTADQUAFTERD FTS STRATEGIC ACROSPACE WING United States Air Force Welker Air Porce Base, New Maxico

#### I. CHETAN ELLERGHENTS

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a. APPF The alert structure is (6) B=52 gircraft with one (1) Chrome Dome.

b.	B-52 Sortie Requirements	<b>}</b> :		
	TYPE	HOUF.	NUMBER	TOTAL
SQDM	SORTIE	LENGTH	SORTIES	HOURS
24BS	Student (day)	ğ	35	288
24BS	Student (right)	8	24	192
24BS	Student Solo (day)	Ğ	ô	48
24BS	CCTM (day)	8	8	64
24BS	CCTM (night)	8	5	40
	Sub-Total		79	632
3985	Student (day)	8	38	304
39BS	Student (night)	8	19	152
39BS	Student Solo (day)	8	4	32
39BS	CCTM (day)	8	7	56
39BS	CCTM (night)	8	7	56
	Sub-total		75	600
40BS	50-8 (day)	8	20	160
40BS	50-8 (night)	8	13	104
•	Sub-total	•	33	264
ННQ	Pre Heat	8	23	184
HHQ	Glass Brick	50	1	50_
	Sub-total		24	234
	Ferries	4	4	16
	Chrome Dome	24	31	744
Total w	rithout Chrome Dome		215	1746
Total w	with Chrome Dome		246	2490
Average Sortie Length with Chrome Dome 10.12				
Average	Sortie per day with Chro	me Dome	7.94	

c. KC-135 Sortie Requirements:

•	TYPE	HOUR	NUMBER	TOTAL
SQDN	SORTIE	LENGTH	SORTIES	HOURS
<u>sodn</u> Ars	Student (Day)	6	24	144
ARS	Student (Night)	٤ .	9	54
ARS	Student (Day)	8 .	73	584
ARS	Student (Night)	8	29	232
ARS	CCTM (Day)	6	12	<b>7</b> 2
ARS	CCTM (Night)	6	22	132
ARS	CCTM (Day)	8	12	96
ARS	CCTM (Night)	8	4	32
ARS	Airmail	48	1	48
ARS	Ferry	2	1	2
	· ·		Totals 187	1396

Average Sortie length: 7.47 Average Sortie per day: 8.13

#### d. Support Aircraft Requirements:

TYPE AIRCRAFT C-123 (Day) C-123 (Night)	NUMBER SORT	<u>:183</u>	TOTAL HOURS 96 24
·	Total 30		120
T-33 (Day) T-33 (Night)	43 14 Total 57	•	86 28 114
H-19 (Day) H-19 (Night)	23 -4 Total 27		46 8 54
Average Sortie Length: Average Sortie per day:	C-123 C-123	4.0 Hours 1.3	
Average Sortie Length: Average Sortie per day:	<b>T-</b> 33 <b>T-</b> 33	2.0 Hours 2.478	
Average Sortie Length: Average Sortie per day:	H-19 H-19	2.0 Hours 1.173	

#### e. GAM Training Requirements:

GAM-77A	(Day)	5	Sorties
	(Night)	12	Sorties
	Total		Sorties

f. To achieve the maximum benefit from the maintenance capability and to minimize overtime requirements this Flying and Maintenance Schedule must remain firm. All deviations will be thoroughly investigated, responsibility fixed and appropriate Corrective Action taken.

g. Seventy nine (79) percent of all work will be accomplished on "A" shift. "B" and "C" shift will be accomed by a minimum force sufficient to provide "red Ball"coverage to flyers and other high priority work.

#### 2. SPECIAL PROJECTS:

a. The following B-52 aircraft will receive "Sky Speed" during August.

<b>AIRCRAFT</b>	BASE	INPUT	<u>output</u>
6646	WAFB	26 Jul	9 Aug
6638	BIGGS AFB	7 Aug	13 Aug
7133	WAFB	10 Aug	21 Aug
6640	WAFB	22 Aug	29 Aug
7105	WAFB	30 Aug	21 <b>Sept</b>

b. The following B-52 aircraft are scheduled for ACR/ECM turnaround modification.

AIRCRAFT	DEPOT	INPUT	OUTPUT
7132	WRAMA	2 Aug 62	5 Dec 62
7025	WRAMA	16 Aug 62	14 Dec 62
7095	WRAMA	23 Aug 62	19 Dec 62

c. The following KC-135 aircraft are scheduled for MOD IRAN.

AIRCRAFT	DEPOT	INPUT	<u>OUTPUT</u>
1443	OGAMA	7 Aug 62	24 Sept 62

d. The following is the Officer Duty Roster Changes to this roster will be coordinated and cleared through Captain McMahon, Ext. 2019, DCMT.

					SUPERVISOR		
1	DAY	DATE 1	MDO	LAUNCH McClusky	OF FLYING	<u>ACO</u>	TOWER
	TH	2		Tharton			
	P.	. 3		Rustvold		D	Rustvold
	8	4	Cleland		•• •	Reese	UNIS CACTO
	Su	5	Moore		Howard	0	
	M	6		<b>S</b> tarkel		Carney	
	TU	7		Howard	•		
	W	8	•	G111			
	TH	9		Branham		_	
	<b>P</b>	10		Case		Case	
	3	11	Calof				
	Su	12	Howard				
	M	13		Pes ante			
	TU	14		Peterson			
	W	15		McMahon			
	TH	16		McDowell		Rustvold	
	F	17		Ely			
	3	18	Ely				Case
	<b>\$</b> U	19	Daly			-	
į	M	20	•	Vande <b>veer</b>			

<u>TAT</u>	DATE 21	MDO	LAUNCH Serrano	SUPERVISOR OF FLYING	ACO	TOWER
W	22		Hartman		Kly	
<b>T</b> H <b>F</b>	23 24		Loomis	Calof		
ន	25	Loomis	Reese			
Su	26	Savidge				•
M	27		Renfro	Carney		
TU	28		McClusky	•		
W	29	<b>k</b>	Starkel	•		
TH	30		McMahon			
F	31		Thaxton			
$\Omega$		•				

D. D. PATCH Colonel, USAF Deputy Commander for Maintenance

ANNEX "A" To Monthly Maintenance Order August 1962

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#### MAINTENANCE PLAN AND SCHEDULE Organizational Maintenance Squadron

1. The total number of personnel to be assigned and manhours in support of primary and secondary aircraft are as following:

PERSONNEL MANHOURS TO MANHOURS TO
ASSIGNED SUPPORT (PRIMARY) SUPPORT (SECONDARY)
616 40,569 15,158

2. OMS is required to furnish 246 B-52 airborne sorties for 2,490 flying hours, 35 B-52 alert sorties, 187 KC-135 sorties for 1,396 flying hours, 30 C-123 sorties for 120 flying hours, 57 T-33 sorties for 114 flying hours and 27 H-19 sorties for 54 flying hours.

NOTE: The sortie capability for OMS is B-52 - 294, KC-135 - 215

3. Transient alert will be prepared to meet, park, service, accomplish turnaround maintenance and launch all transient aircraft 24 hours per day, seven day per week. Each day will be divided into three (3) day shifts:

"A" Shift	0715 - 1530	40	Percent	personnel
"B" Shift	1515 - 2330	30	Percent	Personnel
"C" Shift	2315 - 0730	20	Percent	Personnel

- 4. The inspection teams will accomplish 97.6 B-52 phased inspection to support 2490 flying hours, and 55.84 phased inspections to support 1396 flying hours. For the inspection schedule see attachment #1 and #2. The support aircraft inspection team will accomplish 2.4 C-123 hourly postflight inspection, 1.14 T-33 hourly postflight inspections, 2.16 H-19 hourly postflight inspections.
- 5. The following average number of transient aircraft are estimated each day:

		MONDAY THRU FRID	)AY	
TYPE ACFT	"A" SHIF	T I'B	SHIFT	"C" SHIFT
Jet	2.6		1.3	0
Reciprocating	2.5	•	• 8	.8
		SATURDAY THRU SU	JNDA¥	
Jet	4.4		1.9	0
Reciprocating	2.9		1.0	1.6

ANNEX "B" To Monthly Maintenance Order August 1962

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# MAINTENANCE PLAN AND SCHEDULE Field Maintenance Squadron

1. The total number of personnel to be assigned and manhours in support of primary and secondary aircraft are as follows:

PERSONNEL MANHOURS TO MANHOURS TO

ASSIGNED SUPPORT (PRIMARY)

42,385 SUPPORT (SECONDARY)

9,813

2. The Field Maintenance Squadron will provide personnel, tools and equipment to support 246 fly type sorties, 35 alert sorties for B-52 aircraft, 186 fly type sorties for KC-135 and 114 fly type sorties for support aircraft.

NOTE: The sortie capability for FM is primary aircraft is 376, Secondary aircraft \$ 275.

3. The following Aerospace Ground Equipment is pre-planned for a calendar Periodic Inspection for the month of August 1962. These units are scheduled by date, type, and unit spot number as indicated below. This listing is subject to change.

1 Aug 62			2 Aug 62		
Gen Set	MD-3	1	Gen Set	MD-3	4
Gen Set	MD-3	. 2	Gen Set	MD-3	5
Gen Set	MD-3	3	Gen Set	MD-3	6
Air Cond	MA-3	1	Air Cond	MA-3	2
Air Cond	MA-3	27	Air Cond	MA-3	28
Gen Set	MD-3	1145	Fld Lt.	NF-1	6
3 Aug 62			6 Aug 62		
Gen Set	MD-3	7	Gen Set	<b>M</b> D-3	10
Gen Set	MD-3	8	Gen Set	MD-3	11
Gen Set	MD-3	9	Gen Set	MD-3	12
Air Cond	MA-3	3	Air Cond	MA-3	4
Air Comp	MC-1A	7	Air Comp	MC-1A	9
Flt. Lt	NFL	3 ,	Gas Tur Comp	MA-1A	38
Gas Tur Comp	MA-1A	3	•		
7 Aug 62			8 Aug 62		
Gen Set	MD-3	13	Gen Set	MD-3	16
Gen Set	MD-3	14	Gen Set	MD-3	17
Gen Set	MD-3	15	Gen Set	MD-3	18
Air Cond	MA-3	5	Air Cond	MA-3	6
Air Cond	MA-3	31	Air Cond	MA-3	32
Hyd Test Std	MJ-l	8	Motor GenSet	MD-4	1
Deicer	MB-3	1186	Air Comp	MB-8	1

0 4					
9 Aug 52			10 Aug 62		
Gen Set	MD-3	1.9	Cen Set	MD-3	22
Gen Set	MD-3	25	Gen Set	MD 33	23
Gen Set	MD-3	21	Gen Set	MD-3	24
Air Cond	MA-5	7	Air Cond	MA-3	8
Air Cond	MA-3	36	Air Comp	MC-1A	13
Motor Gen Set	MD-4	2	Air Comp	MB-8	
Fld Lt	NF-2	12	-		2
2.	111 - 2		Gas Turb Comp	MA-1A	26
13 Aug 62			14. 4		
Gen Set	MD 3	٠.	14 Aug 62		
	MD-3	25	Gen Set	MD-3	28
Gen Set	MD-3	26	Gen Set	MD≁3	29
Gen Set	MD-3	27	Gen Set	MD-3	30
Air Cond	MA-3	9	Air Cond	MA-3	10
Air Comp	MC-1A	16	Air Cond	MA - 3	43
	,		Air Cond	MB=8	3
			Fld Lt	NF -2	10
				•••	
15 Aug 62			16 Aug 62		
Gen Set	MD-3	31	Gen Set	MD 3	211
Gen Set	MD-3	32	Gen Set	<b>M</b> D-3	34
Gen Set	MD-3	33		MD3	35
Air Cond			Gen Set	MD-3	36
	MA-3	11	Air Cond	MA-3	12
Air Cond	MA-3	44	Air Cord	MA-3	46
Load Bank		1	Blower	A-1	1
Ga <b>s</b> Tur Comp	MA-la	4	Fld Lt	NF-2	34
17 Aug 60			<b>.</b>		
17 Aug 62			. 20 Aug 62	•	
Gen Set	MD-3	37	Gen Set	MD-3	40
Gen Set	MD-3	28	Gen Set	MD-3	41
Gen Set	MD-3	39	Gen Set	MD-3	42
Air Cond	MA-3	13	Air Cond	MA-3	14
Air Comp	MC-1A	17	Air Comp	MC-1A	18
Blower	A-1	2	Blower	A-1	3
		_	Dionei	u-T	3
21 Aug 62			22 Aug 62		
Gen Set	MD-3	43		WD 2	4. 6
Gen Set	MD-3	. 44	Gen Set	MD-3	46
Gen Set			Gen Set	MD-3	47
	MD-3	45	Gen Set	MD-3	48
Air Cond	MA-3	15	Air Cond	MA-3	16
Air Cond	MA-3	47	Air Cond	MA-3	50
Fld Lt	NF-2	15	Blower	A-1	4
			Flt Lt	- NF-2	11
• .,			,		
23 Aug 62			24 Aug 62		
Gen SEt	MD-3	49	Gen Set	MD-3	52
Gen Set	MD-3	50	Gen Set		
Gen Set	MD-3	51		MD-3	<b>5</b> 3
Air Cond	MA-3	17	Gen Set	MD-3	54
Air Cond			Air Cond	MA-3	18
	MA-3	51	Air Comp	MC-1A	19
Load Bank		4	Gen Set	B-10-B	3
Gas Tur Comp	MA-1A	5	Fld Lt	NF-2	13

27 Aug 52			28 Aug 62		
Gen Set	MU L	53	Ger Set	MD-3	58
Get. SEt	MD+ 3	56	Gen Set	MD-3	50
Park Set	MING	57	Get Set	MD-3	62
Air Cond	Miles	į Ģ	Air Cond	MA-3	20
Air Comp	MC-2A	7	Air Comp	MC-2A	8
Gas Turb Comp	MA-JA	32	Air Comp	AC-315	2
•			Gas Turb Comp	MA-1A	24
29 Aug 62			30 Aug 62		
Ger. SEt	MD-3	63	Air Cord	MA-3	24
Air Cond	Mh = 3	21	Air Cond	MA-3	25
Air Cond	MA-3	22	Air Comp	MC-2A	13
Air Comp	MC~2A	g	Air Cond	MA-8	2
Air Cond	B-AM	1	Gas Turb Comp	MA-1A	12
Fld Lt	NF-2	16	Alr Comp	MC-2A	24
31 Aug 62					
Alr Cond	MA-3	26			
Air Comp	MC+2A	14			
Air Comp	AC-315	1		•	
Gas Turb Comp	MA-1A	29			
Gas Turb Comp	MA-1A	15			

#### 4. The following extensive maintenance is anticipated:

TYPE Fuel Leaks (B-52) Fuel Leaks (KC-135)	NUMBER 4 3	DAYS 12 6
Sheet Metal Work (B-52)	7	14
Sheet Metal Work (KC-135)	2	4
Gear Retractions (B-52)	5	5
Gear Retractions (KC-135)	5	5

5. The Field Maintenance Squadron has several aircraft scheduled for sheet metal work and time compliance technical orders.

NOTE: See attachment #1 for the aircraft number and date scheduled.

6. Estimated maintenance specialists support by day and shifts:

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	I'MS I	PLIGHT LINE			•
Aero Repeir	15	120		6	48
Egress	2	16		2	16
Wheel & Tire	6	48		4	32
Fuel Cell	10	80		6	48
Machine	5	40		Ŏ	0
Instrument	13	104		3	- 24
Fabric	4 .	32		O	0
Paint	5	40		0	0
IFR	5	40		0	0
Hydraulic	7	56		4	32
Engines	30	240		18	144
Electrics	7	56		4	32
Sheet Metal	14	112		8	64
	FMS	SHOP			
Aero Repair	6	48	0	0	0 .
Egress	0	0	. 0	Ō	Ö
Wheel & Tire	7	56	0	Ō	Ö
Fuel Cell	4	32	0	0	0
Sheet Metal	26	208	8	0	Ō
Instrument	6	48	0	0	0
Machine	4	32	0	0	0
Fabric	2	16	0	0	0
Paint	1	8	0	0	0
Electric	2	16	0	0	0
Eng Cond	2	16	8	1	8
IFR	1	8	0	Ó	0
Mech Acc	1	8	0	. 0	0
Hyd	5	40	0	0	0

### HEADQUARTERS 6TH STRATEGIC AEROSPACE WING UNITED STATES AIR FORCE WALKER AIR FORCE BASE, NEW MEXICO



DSUP/SMSgt. Reeves/588

7 September 1962

Monthly Historical Report (August 1962) RCS: AU-D5

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1. In accordance with SACR 210-1/Base Supplement 1, 22 March 1961, the following information is submitted for the Directorate of Supply.

#### 2. ADMINISTRATION AND PERSONNEL:

- a. Manning during the month of August 1962 averaged 456 (Military) and 74 (Civilian) for a total of 530. This total assigned when applied to an authorization of 598 gives an overall percentage of 88.5%.
- b. This overall percentage represents a slight increase over the previous month. This increase in manning percentage is not necessarily due to input of personnel, but is caused by receipt of July UMD's which reduced overall manning authorization. The Fuels and Propellants Division are still critically short in the 643XOA Skill area.
- c. Captain Richard A. Staples was assigned to replace Captain Thomas F. Larson as Personal Equipment Officer. Subsequently, Captain Staples was assigned to duty title of OIC, Operational Support Division, BEMO.
- d. Captain Vincent P. Ford, Jr., Property Accounting Officer, Base Supply, was selected for missile training and will depart early in September 1962. A message has been forwarded to 15AF requesting that Captain Theron Howard, Assistant BSO, be approved for assignment to this position.
- e. The following personnel visited Base Supply during this reporting period:
- (1) Edgar A. Green, Civilian, Castle AFB, California, to review Base Supply Procedures.
- (2) TSgt. William Faucett, Biggs AFB, Texas, to process Master Deck through RAMAC.

- f. The Fuels and Propellants Division was visited by the following personnel during the reporting period:
- (1) Mr. George E. Pue and Mr. George E. Clark, Service Repair Assistance Team from SAAMA, Kelly AFB, Texas, who arrived in July 1962 to repair LOX Plant expander engine, departed 14 August 1962.

- (2) Mr. Robert Tilden, Worthington Corporation Field Service Engineer, arrived 21 August 1962, departed 23 August 1962. He returned 28 August 1962 for a one day visit to assist in repair of the LOX Plant expansion engine.
- (3) Mr. Franklin Linnville, Technician from 2709th AF Vehicle Control Group, arrived 15 August 1962 and is present as of this date.
- (4) Mr. Malcolm Burns, Leading Gas Equipment Specialist, from 2709th AF Vehicle Control Group, arrived at Walker AFB 25 August 1962 and is present as of this date.
- (5) Major Metcalf completed SACM 67-4 Evaluation and departed 3 August 1962.
- OPERATIONS: Negative.

#### 4. MAINTENANCE AND SUPPLY:

a. Base Supply Division activity of historical significance follows:

#### (1) Management Branch:

#### (a) Inventory Section:

- 1. Inventory Schedule has been revised so as to get all the classes inventoried by the end of this year.
- 2. Pre-Issue has been inventoried, with approximately 3000 line items involved in Pre-Issue.
- 3. 6500 line items inventoried in month of August on cycle.
- $\frac{4}{4}$ . 500 line items have been inventoried on Specials in month of August.

ANNEX "C"
To Monthly Malbtenance Order
Algost 1962

#### MAINTENANCE PLAN AND SCHEDULE Armament and Electronic Maintenance Squadron

1. The rotal number of personnel to be assigned and manhours in support of primary and secondary aircraft are as follows:

PERSONNEL ASSIGNED 394 MANHOUR TO SUPPORT (PRIMARY) 22,686

MANHOUS TO SUPPOR (SECONDARY) 3,152

2. The A&E Squadron will provide personnel, tools, and equipment to support 246 fly type sorties, 35 alert sorties for B-52 aircraft, 186 fly type sorties for KC-135, 114 fly type sorties for support aircraft, and 17 GAM sorties.

NOTE: The sortie capability for A&E is primary aircraft 357, secondary aircraft 260

3. Estimated maintenance specialists support by day and shift:

#### AES FLIGHT LINE

		MORNING	SHIFT		NIGHT	SHIFT	
SHOP	PERSONN	EL	MANHOURS	PERS	ONNEL	MANHO	URS
Bomb Nav	14		112	8		64	}
Auto Pilot	10.		80	12		. 96	<b>,</b>
Comm Nav	14		112	2		16	<b>;</b>
Aux Radar	30		240	18		144	<b>,</b>
ECM	14		112	8		64	1
Fire Control	14		112	8		64	•
Camera	7		56	4		32	?
GAM	4		32	2		16	<b>i</b>
Bomb Nav	6	48	2	16	1	8	
Auto Pilot	5	40	0	0	. 0	0	
Comm Nav	3	24	2	16	0	. 0	
Aux Radar	11	88	6	48	1	8	
ECM	4	32	3	24	0	0	
Fire Control	4	.32	2	16	. 0	0	
Weapons	7	56	. 0	0	0	0	
Camera	1	8	1	8	1	8	
GAM	0	0	0	0	0	0	

ANNEX "D" To Monthly Malatenance Order August 1962

### MAINTENANCE PLAN AND SCHEDULE Munitions Maintenance Squadron

1. The total number of personnel and manhours to be assigned in support of primary and secondary aircraft is:

PERSONNEL ASSIGNED 126 MANHOUR IN
SUPPORT OF (PRIMARY)
4,590

MANHOUR IN
SUPPORT OF (SECONDARY)

- 2. The Munitions Maintenance Squadron will provide personnel, tools and equipment to support 246 fly type sorties, 35 alert sorties B-52, and 17 GAM sorties.
- 3. The loadings Combat and Training will be conducted as scheduled on Attachment #1 and the Weekly MMS Activities sheet attached to weekly 60-9.
- 4. Estimated maintenance specialists support by day and shift:

MMS SHOP

MORNING SHIFT
PERSONNEL MANHOURS
13 104

NIGHT SHIFT
PERSONNEL MANHOURS
12 96

ANNUX 1 To Mouthly Malusement of Griet Pignit 1162

### MAINTENANTE PLAN AND SCHEDULE 6th Supply Squadron

- 1. The 6th Supply Equadron will be required to support 246 fly type sortice, 35 alort sortices, 17 GAM sortics for 7,490 hours on B-52 , 186 fly type sortics for 1,396 hours on KC-135, 30 fly type sortics for .14 hours on T-33, and 27 fly type sortics for 54 hours on H-19.
- 2. Provide fold supply support will be required Monday through Friday 0730-0100. A CQ type operation will be required from 0100 to 0730 daily and from 0100 Saturdays until 0730 Monday.
- Provide POL Fequirements as follows:
- a. Six (6° JP-4 pump houses and seven (7° F-6/R-2 refueling units to support the daily flying schedule.
  - b. Two (2) JP-4 fuel trucks and six (5) pump houses for defueling.
  - c. Six (6) A-2 water trucks for water servicing.
  - d. Five (5) MH-2 hose carts and four (4) perma-dry units.

ANNEX F To Monthly Maintenance Order August 1962

#### MAINTENANCE PLAN AND SCHEDULE 6th Combat Support Group

- 1. The 6th Combat Support Group will be required to support 246 fly type sorties, 35 alert sorties, 17 GAM sorties for 2,490 hours for B-52, 186 fly type sorties for 1,396 hours for KC-135, 30 fly type sorties for 120 hours C-123, 57 fly type sorties for 114 hours T-33, and 27 fly type sorties for 54 hours H-19.
- 2. Specific Combat Support Group requirements are:
  - a. 6th Transportation Squadron:
- (1) Provide maintenance vehicles as authorized in SAC Supplement 1 to Chapter 2, AFM 66-1, with permanent dispatch on these vehicles.
- (2) Provide (24) twenty-four hour service station operation for maintenance vehicles.
- (3) Provide additional vehicle support as directed by the Deputy Commander for Maintenance.
  - b. Food Service Squadron:
- (1) Provide dining facilities for the 6th Strategic Aerospace Wing maintenance personnel as established by the Deputy Commander for Maintenance.
- (2) Be prepared to furnish dining facilities in support of EWO operations.
  - c. 6th Combat Defense Squadron:
    - (1) Provide maximum security of aircraft on the flight line.

							ATI		AND	)				OR	IGAI	NI ZA	TIO		3OM	BER	s						DA.		 3T	19	62	PAG		
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WALKER FORM & REVISED. PCI 4490 PREVIOUS WALKEA FORM & DATED MARCH SO, ARE OBSOLETE.

Monthly Historical Report (August 1962) RCS: AU-D5

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1. In accordance with SACR 210-1/Base Supplement 1, 22 March 1961, the following information is submitted for the Directorate of Supply.

#### 2. ADMINISTRATION AND PERSONNEL:

- a. Manning during the month of August 1962 averaged 456 (Military) and 74 (Civilian) for a total of 530. This total assigned when applied to an authorisation of 598 gives an overall persentage of 88.5%.
- b. This overall percentage represents a slight increase over the previous month. This increase in manning percentage is not necessarily due to input of personnel, but is caused by receipt of July UMD's which reduce overall manning authorisation. The Fuels and Propellants Division are still critically short in the 643IOA Skill area.
- c. Captain Richard A. Staples was assigned to replace Captain Thomas F. Larson as Personal Equipment Officer. Subsequently, Captain Staples was assigned to duty title of OIC, Operational Support Division, BEMO.
- d. Captain Vincent P. Ford, Jr., Property Accounting Officer, Base Supply, was selected for missile training and will depart early in September 1962. A message has been forwarded to 15AF requesting that Captain Theron Howard, Assistant BSO, be approved for assignment to this position.
- e. The following personnel visited Base Supply during this reporting period:
- (1) Edgar A. Green, Civilian, Castle AFB, California, to review Base Supply procedures.
- (2) TSgt. William Faucett, Biggs AFB, Texas, to process Master Deck through RAMAC.

- f. The Fuels and Propellants Division was visited by the following personnel during the reporting period:
- (1) Mr. George E. Pue and Mr. George E. Clark, Service Repair Assistant Team from SAAMA, Kelly AFB, Texas, who arrived in July 1962 to repair LOX Plant expander engine, departed 14 August 1962.
- (2) Mr. Robert Tilden, Worthington Corporation Field Service Engineer, arrived 21 August 1962, departed 23 August 1962. He returned 28 August 1962 for a one day visit to assist in repair of the LOX Plant expansion engine.
- (3) Mr. Franklin Linnwille, Technician from 2709th AF Vehicle Control Group, arrived 15 August 1962 and is present as of this date.
- (4) Mr. Malcom Burns, Leading Cas Equipment Specialist, from the 2709th AF Vehicle Control Group, arrived at Walker AFB, 25 August 1962 and is present as of this date.
- (5) Major Metcalf completed SACM 67-4 Evaluation and departed 3 August 1962.
- 3. OPERATIONS: Negative.

- 4. MAINTENANCE AND SUPPLY:
- a. Base Supply Division activity of historical significance follows:
  - (1) Management Branch
    - (a) Inventory Section
- 1. Inventory Schedule has been revised so as to get all classes inventoried by the end of this year.
- 2. Pre-Issue has been inventoried, with approximately 3000 line items involved in Pre-Issue.
- 2. 6500 line items inventoried in the month of August on cycle.
- 4. 500 line items have been inventoried on Specials in the month of August.

#### (b) Document Control:

- 1. Training classes within Document Control on MILSTRIP procedures to familiarize personnel assigned to the section was conducted by Document Control Supervisor on a daily basis.
- 2. Index markers have been placed in the 1336-2 file to separate documents by document numbers at each 100 intervals.
- 3. Keys for reading the Document Control Registers have been made and sent to all organizations on base.

#### (2) Warehousing Branch:

- (a) Early in the month of August, it was realized we could not maintain three individual locator registers. All efforts were concentrated toward verifying the accuracy of one locator register. The register was placed near the entrance to the main warehouse in order that the warehousemen would have a convenient access to the register and at the same time speed up processing time through receiving.
- (b) Other changes made in the physical lay-out of warehousing consisted of moving the Inspection Section Office into Building 115. At the north end of Building 115, we now have offices and rooms for Locator, Breakroom, Storage, Inspection and Delivery.
- (c) A new mezzanine and tire storage racks have been installed in Building S-42. A survey was made by a representative from the Acme Steel Co. in regards to constructing a mezzanine in Stockroom 11C. Complete drawings and prices have been received but will be delayed for a period due to funds not being available.

#### (3) Service Store:

- (a) Base Procurement Service Store operation revised to more effectively handle request and issues and receipt. All records now consolidated in office.
- (b) Inventory team set up to inventory each item on weekly basis. Reorder points adjusted to 75 percent of level to assure that stocks are adequate.

#### (4) Accounting Branch:

(a) PCAM Unit: Following is a report of machine utilization in this unit:

Assigned 4 - 026 Keypunches - used 579.8 hours Assigned 2 - 056 Verifiers - used 160.8 hours Assigned 1 - 082 Card Sorter - used 124.4 hours Assigned 1 - 548 Interpreter - used 98.6 hours

#### (b) Priorities Section:

- 1. 4,573 requests received through Expediter Unit.
- 2. 11,106 status cards were received from OCAMA.
- 3. 6,456 cards were transmitted to OCAMA, including requisitions, follow-ups and cancellations.
  - 4. 68 requests were received from Transportation.
- 5. Approximately 6,800 receiving documents were processed.

#### (c) Stock Control:

#### 1. Special Activities:

a. Deadline date was met on all reports submitted. RCS: AF S-83 for B-52 and KC-135 suspended until 15th October 1962 or until such time revised reporting procedures are received. Revised SAC Reg 67-3 received, this revises procedures for submission of the Cannibalization Report effective 1 August 1962.

#### 2. Hi-Value:

a. A project is in progress to insure that all master items have maximum levels established in accordance with AF Form 231's. Corrective action is being taken to tie all substitutes to the master item.

#### (d) Stock Status:

- 1. Quarterly verification of SAC Form 18 has been completed. All maintenance stand-by levels have been screened individually to determine validity of authorization for stand-by level.
- 2. Authorization was received to delete minimum levels previously established by the Base Supply Officer. These levels have been deleted.
- 3. Processing of the low activity warning deck has been completed except for 600 line items. Completion of processing will be accomplished no later than 15 September 1962.
- 4. Approximately 15 line items remain to be disposed of in Area 2 and 10. This project has been stepped up.

#### (e) Due-In/Due-Out:

1. All due-outs to Wing Consolidated Supply are being maintained in a separate file. No issues are being made to BEMO, except on their approval, until after their inventory has been completed.

- b. AFW Supply Division activity of historical significance follows:
- (1) The error rejection report for the month of July indicated an effectiveness of 99.7 percent. Once again, this places the AFW at Walker in the number one position within the ARLS.
- (2) A total of 7,984 line items have been received and stored for the LOX Plant and the initial lay-in of missile spares. The percentage for the missile lay-in is 63 per cent.
- (3) A total of one hundred and fourteen Hi-Valu items were inventoried during the month of August 1962.
- c. Fuels and Propellants Division activity of historical significance follows:

#### (1) Fuels Accounting Branch:

(a) During the month of August 1962 there was a total of 157,806 gallons of 115/145 and 11,160,591 gallons of JP-4 Jet Fuel received. There was a total of 141,361 gallons of 115/145 and 9,611,933 gallons of JP-4 Jet Fuel issued during the month of August 1962.

#### (2) Fuels Laboratory:

- (a) A total of 1139 tests were conducted by the Fuels and Propellants Laboratory during the month of August. This total is broken down as follows:
- 1. In accordance with T. 0. 42B1-1-13, 570 tests were for total solids. Five (5) of the samples tested exceeded the 8 milligram per gallon limit. The cause was determined and corrective action taken.
- 2. In accordance with T. 0. 42B1-1-13, 550 tests were for moisture content. All of these samples were within the prescribed limits.
  - 3. In accordance with SACM 67-2, eight (8) tests for solids were made on Demineralized Water all tests were within the prescribed limits.
  - 4. In accordance with T. 0. 42B-1-1, one (1) sulfide test was conducted with negative results.

#### (3) LOX Plant:

- (a) A total of 0 gallons of LO2 was produced by the LOX Plant and 54,350 gallons was purchased during the month of August 1962. A total of 13,876 gallons of LO2 was issued. A total of 0 gallons of LN2 was produced by the plant and 69,300 gallons of LN2 was purchased. A total of 109,250 gallons was issued.
- d. Base Equipment Management Office activity of historical significance follows:
- (1) There are 591 vehicles on the station of which 12.8% are Code "A".
- (2) A large amount of overtime has been expended in implementation of the Air Force Equipment Management System.
- (3) Two (2) people have been assigned primary duty of determining status of 579th SMS UAL. This is proving to be a much larger task than anticipated due to number of items required, the rapidity of ECL and UAL Changes, and the fact that many of the required items remain in the hands of contractors until the project is turned over to the Air Force.
- e. Base Maintenance Support Office activity of historical significance follows:
  - (1) Maintenance Liaison Branch:
- (a) Cannibalizations for the month of August were 8, B-52's, 1, KC-135 and 1, GAM-77 for a total of 10.
  - (2) 780 Branch:
    - (a) Aircraft 120 came from Boeing.
    - (b) Aircraft 132 transferred to IRAN.
    - (c) Aircraft 095 transferred to IRAN.
    - (d) Following aircraft and missiles were inventoried:
      - 1. KC-135 Aircraft: 0079, 1451 and 0107.
      - 2. Missiles: 62-2191 and 61-2194.

#### 5. PROBLEMS:

- a. Fuels and Propellants Division:
- (1) The LOX Plant was down during the month of August 100% due to the expansion engine.
  - b. Base Equipment Management Office:
- (1) Problems have been encountered in getting tenant units property accounts transferred into the AFEMS. This stems primarily from lack of authority to go ahead from their respective commands.
- (2) Although the BEMO account is supposed to be closed for AFEMS conversion, there has been 900 priority 2 requisitions submitted to Base Supply. This is definitely slowing down this program.

#### 6. SPECIAL PROJECTS:

- a. AFW Supply Division:
- (1) Satisfactory progress is being made by the contractors on the modifications to the AFW building which includes construction of a classified store room.
  - b. Base Equipment Management Office:
- (1) The Inventory Branch and 538 Section have rehabilitated their areas on a self help basis. This has been a definite contribution to better working conditions in these areas.

CLAUDE H. REEVES

SMSgt., USAF

DSUP Historian

## OKLAHOMA CITY AIR MATERIEL AREA (AFLC) UNITED STATES AIR PORCE WALKER AIR PORCE BASE NEW MEXICO

PEPLY 10
ATTN OF: OCLO/E, J. Cook/365

5083861:	OCAMA Weapon System Logi	istic Officer Report	
TO:			· -
		Weapon System	B-52E, KC-135, & GAM-77A
		Reporting Activity	Walker AFB, New Mexico
		As of Date	31 August 1962
		Date Prepared	5 September 1962
	In compliance with OCAMA report is submitted:	Reporting Procedures,	dated 19 March 1962, subject
	A. GENERAL ACTIVITY B. SUMMARY OF AOCP/MOCI C. SUMMARY OF PUBLICATI		
(" )	D. STOCK CONTROL AND REE. PIPELINE TIME		
•	F. LOCAL REPAIR		
*	G. REPARABLE PROCESSING		
	<ul><li>H. UNIQUE ITEM REQUIRED</li><li>I. PROJECTS</li></ul>	MENTS	
	J. EQUIPMENT		,
	K. CANNIBALIZATIONS		
	L. COMMENTS/RECOMMENDAT	TIONS	
		Collect the	ACO/
	Information Copies	D. D. Patch Colonel, USAF	
	Furnished: (see	Deputy Commander for	Maintenance
	distribution list		
	on Page i)	100	
		SEIMI M	ughud
	( -	Keith P. Siegffeid	//
		Lt. Colonel, USAF Director of Supply	
		Walker Air Force Base	, New Mexico
C		Elza J. Coók	<u> </u>
Name of the last		OCAMA WSIO	
	•	Walker Air Force Base	, New Mexico

#### <u>D I S T R I B U T I O N</u>

#### ON BASE:

1 - C (Col. Ernest C. Eddy)
1 - BC (Lt/Col. Emmett H. Clements)
1 - DCM (Col. D. D. Patch)
1 - DSUP (L/Col. K. P. Slegfreid)
1 - BDCM (L/Col. M. E. Johnston)
1 - DSUP/S (L/Col. M. J. Frisinger)
1 - DSUP/S (Mrs. Norma Ruppe)
4 - IXO/H (A/IC Kelly)

#### OFF BASE:

HEADQUARTERS 15TH AIR FORCE MARCH AFB CALIF	HEADQUARTERS MOAMA BROOKLEY AFB ALA
1 - DM4B 1 - DM3D 1 - DM5 3 - DM3	1 - MONE - Mr. Warren West
HEADQUARTERS SAC OFFUTT AFB NEBR	HEADQUARTERS MAAMA OLMSTED AFB PA
1 - DM3 1 - DM4	1 - MANTOL - Maj. Davis
HEADQUARTERS 47TH AIR DIVISION CASTLE AFB CALIF	DAYTON AIR FORCE DEPOT GENTILE AFS DAYTON 20 OHIO
1 - DM - 47th Air Div 1 - DCM - 93rd Bomb Wing 1 - DSUP - 93rd Bomb Wing	1 - 0

#### HEADQUARTERS OCAMA TINKER AFB OKLA

1 - BDCM - 93rd Bomb Wing

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<b>5</b> 0	-	OCN-2	_	Mr. Clark
8	-	OCNA	-	Mr. Leffler
- 8	-	OCNB	-	Col. McCorkle
7	-	OCNE	-	Mr. Jones
3	-	OCNN	-	Mr. Talkington
1	-	OCNAOG	-	Mr. Greene
8	-	OCNCO	-	Mr. Irvin

### HEADQUARTERS SAAMA KELLY AFB TEXAS

1 - SAM - Col. Grubaugh 1 - SASMS - Mr. Anderson

HEADQUARTERS WRAMA ROBINS AFB GA

1 - WRNR - Col. Soukup

#### A. GENERAL ACTIVITY

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#### 1. B-52 LSM Information

A Boeing team visited this station 4-6 August 1962 for the purpose of replacing the doppler installed on B-52 Aircraft 57-120. This aircraft returned to this station from Mod/Maint program, WIBAC, 3 August 1962. During the ferry flight, it was noted that the doppler system becams inoperative. The Boeing Company, AFPR, and WIBAC dispatched a team to effect replacement of this defective system with a serviceable system. Work was completed and the team returned to WIBAC 6 August 1962.

#### 2. LSM Information

A representative of Castle AFB Base Supply visited Walker Base Supply 6-10 August 1962 for the purpose of reviewing internal Walker Base Supply procedures.

#### 3. B-52 LSM Information

On 8 August, representatives of Phoenix APD and a three man team of Norton IG Office visited this station for the purpose of reviewing local AFQGR duties and responsibilities relative to Sky Speed Program and POL procurement.

#### 4. GAM-77 LSM Information

Mr. W. W. Wright, Manager of Field Engineering, Space & Information System Division, North American Aviation, Downey, California, visited this station 9 August 1962 for the purpose of visiting 6th SAW, GAM-77 Operation and reviewing North American Tachnical Representatives functions.

#### 5. KC-135 LSM Information

Capt. L. E. Peterson, Chief of Maintenance Area Activities, SAAMA, visited this station 16 August 1962 for the purpose of coordinating man power requirements to allow the depot to successfully accomplish T.O. 13-135-502, "Addition of Aluminized Paint to Thin Gage Clai Skin." SAAMA will be required to accomplish this T.O. on two aircraft and complete a partially accomplished KC-135 aircraft. Work is tentatively scheduled to begin the latter part of 1962.

#### 6. KC-135 LSM Information

A four man team from Hq OCAMA and one representative from SAAMA arrived this station on 18 August 1962 for the purpose of compiling a Structural Repair Document for KC-135 aircraft 57-1433. This combined OCAMA-SAAMA team was supplemented with a second representative from SAAMA on 21 August 1962. This aircraft received damage from a severe hard landing on 17 August 1962. Required coordination between the depot representatives and base personnel was completed and on 23-24 August, the team departed. An eleven man SAAMA repair team arrived this station 28 August 1962 and began performing the required functions necessary to accomplish repair of this damaged aircraft.

#### 7. LSM Information

I/Sgt William L. Fawcett from Biggs AFB, Texas, visited this station 23 August 1962 to process a Master Feek through the local RAMAC machine.

#### 8. KC-135 LSM Information

On 23 August 1962, a representative from The Boeing Company, Seattle, Washington, arrived this station to assist the Accident Investigation Board. This representative worked as an advisor to the Accident Investigation Board on KC-135 aircraft 57-1433 and departed this station 27 August 1962.

#### 9. KC-135 LSM Information

During the period 30-31 August 1962, a representative from Hq OCAMA, OCNCSA, visited this station for the purpose of inspecting the KC-135 aircraft 57-1433. This representative worked with base personnel until 01:00, 31 August 1962, and presented the Investigation Board with a report at 08:00, 31 August 1962 as to his findings. These findings were forwarded to The Boeing Company, Seattle, Washington, Transport Division, for evaluation. The Boeing Company reported their evaluation back to the Accident Investigation Board 4 September 1962.

#### B-52 LSM Information

B-52 aircraft 56-656 returned to this station from Mod/Maint Program, WIBAC, on 29 August 1962. A ferry crew reported a momentary saizing of the elevator system during the ferry flight to this station. Because of this, the aircraft was isolated pending the arrival of a Boeing team to investigate this reported one-time problem. The work"one-time" is used in that this momentary seizing of the elevator control occurred early in the flight and was not repeated during the balance of the ferry mission. A four man Boeing team arrived this station 31 August 62 and with the assistance of Sky Speed personnel, it was discovered that a brass screw approximately 10/32 by 1½" was lodged in the bottom co-polit control column. After removal of the screw, the aircraft was returned into the base 60-9 flying schedule. The Boeing team departed late afternoon of 31 August 1962.

#### B. SUMMARY OF AOCP/ANFE/MODP/EDUP STATUS

#### 1. B-52 and KG-135 LGM Information

For the period 25 July 1962 through 26 August 1962, Walker Air Force Base assigned B-52E and KC-135 aircraft both experienced a zero per cent for both AGGP and ANFE rates. The MOCP for GAM-77 was also zero percent.

#### 2. LSM Information

For the month of July, 1962, Walker Air Force Base EOCP rates reported on the local 2AF-S-52 Report are as follows:

	<u> 357-19W</u>	<u>J-57-59W</u>
2nd Week Report	0	0
3rd Week Report	0	0
4th Week Report	0	. 0
5th Week Report	0	0

#### C. SUMMARY OF PUBLICATIONS

#### 1. LSM Information

No comments.

#### D. STOCK CONTROL & REQUISITIONING

#### 1. LSM Information

As of 15 August 1962, CLARK percentage of completion was a follows:

<u>B-52</u>	KC-135	Overall Percentage
99.5%	98.5%	99.2%

As of 15 August 1962, GAM-77 Lay-in Spares is 96.6% completed and CME is 97.8%.

#### E. PIPELINE TIME

#### 1. LSM Information

The SAC S-35 Reports indicate that for the month of July the percent of ontime receipts for all priorities was 58.11%. For the month of August, the on-time deliveries for all priorities was 47.9%. The above figures include all depots, all weapons, and priorities 1 through 20. As reported in my WSLO Report dated 3 August 1962, Base Supply officer believes the schedule of Log-Air flight 55 servicing Walker from the east is a contributing factor in this increase in delinquent or over-age pipeline time figures. The Walker maintenance and supply personnel have now implemented immediate recovery of base assigned aircraft. Base personnel feel it is imperative, that to be successful in immediate recovery of aircraft, there must be an improvement in this pipeline time from the depots.

#### F. LOCAL REPAIR

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#### 1. LSM Information

There were 46 items in AWP status shipped off base during the month of August. Presently A & E has 21 Category I and 41 Category II items in AWP status. The Field Maintenance Organization presently has 16 Category I and 47 Category II items in AWP status for a total of 125 items in AWP status.

#### G. REPARABLE PROCESSING

#### 1. LSM Information

No outstanding problem areas have been brought to the attention of this office during the period covered by this report.

#### H. UNIQUE ITEM REQUIREMENTS

#### 1. LSM Information

No outstanding problem areas have been brought to the attention of this office during the period covered by this report.

#### I. PROJECTS

#### 1. LSM Information

Reference OCAMA letter dated 9 Nov 60, paragraph 2. Misdirected shipments have been in areas other than Base Supply.

#### 2. LSM Information

Reference OCAMA letter dated 9 Nov 60, paragraph 3s, reparable shipments have been processed in accordance with current directives.

#### 3. LsM Information

Reference OCAMA letter dated 9 Nov 60, paragraphs 3b and 3c, for the period of 1 July 1962 through 15 August 1962, there were 674 serviceable returns.

#### 4. B-52 LSM Information

Project Sky Speed is in the process of developing capabilities to implement ECP 13962-8, Pheumatic Duct Rehabilitation Program, beginning 19 September 1962. Civilian contractor has begun installing the required specialized equipment and it is scheduled to be completed on or before 16 September 1962. A representative of The Boeing Company is scheduled to visit this station 10 September 1962 for the purpose of instructing local personnel in the use of Glass Bead Blasting Machine. Based on information relative to this subject, to date no serious problems are anticipated at this time that would prevent beginning the program on target date.

#### J. EQUIPMENT

#### 1. LSM Information

No outstanding problem areas have been brought to the attention of this office during the period covered by this report.

#### K. CANNIBALIZATIONS

#### 1. B-52, KC-135 and GAM-77 LSM Information

The following is a resume of the number of cannibalizations and the number of line items involved during the S-39 Report, during the period 25 July 1962 through 25 August 1962:

	<u>B-52</u>	KC-135	<u>GAM-77</u>
Total	9	5	1
Line Items Cannibalized	7	5	1

Computer S/N 66105365316 was cannibalized three times.

#### L. COMMENTS/RECOMMENDATIONS

#### 1. B-52 LSM Information

Reference OCNA letter 15 August 1962, WSLO Information #8, paragraph 3. As of this date, this office has been unable to obtain from Base Statistical Services Section and/or DCM Report Analysis Section the requested information. However, it is hoped that arrangements can be made to include the required information in the next report.

#### 2. KC-135 LSM Information

This station has had some difficulty in obtaining KC-135 batteries, S/N 6140-809-9494. Personnel Hq CCAMA, OCNAR, has informed this office that there are no subject batteries in the Air Force system at this time. Battery life is projected for nine years and sufficient quantities have been purchased to support Air Force requirements. OCAMA personnel further suggested that replacement cells be requisitioned to support KC-135 batteries at this station. Required replacement cells have been requisitioned, but as yet no deliveries have been received. Follow up information to Hq CCAMA and ROAMA resulted in the following information:

"The correct S/N for replacement cell is 6140-827-9311. Item is available in very limited quantities, however, it is requested that requisitions be submitted so that procurement can be justified for additional support."

This information has been made available to concerned base personnel.

#### 3. ISM Information

As reported in paragraph B-2 of this report, this station has reported no EOCP for the month of August. Under MILSTRIP conversion and SAC Reg 66-8, paragraph 4B, dated 1 February 1962, stated that parts ordered TRJ, Code 06 will be ordered supply priority II with a status of item ordered received within 72 hours. However, SAC Manual 67-3, page 108, dated 1 July 1962, stated that EOCP's will receive a supply priority V. Because of this low

priority, a status or follow up cannot be made to the LSM or AMA for 10 days minimum. This station is experiencing diffuiculty in maintaining sufficient spare engines to support their missions due to the excessive pipeline time for requisitioned parts under local MILSTRIP operation. If SAC Manual 67-3 were to be revised to allow TRJ06 (pre MILSTRIP) to enjoy a priority II "urgency of need designator" (post MILSTRIP), I am certain this station would enjoy an improvement in reduction of pipeline time for items needed to support the local engine spare part requirements.

#### 4. LSM Information

6th SAW DCM staff gave numerous briefings during the week of 27-31 August in an attempt to indoctrinate all concerned base personnel with the impact of beginning "PROJECT HI-BLOWER". Hi-Blower was officially implementated at this station 2 September 1962 on aircraft perticipating in "SKY-SHIELD". As of the date of this report, there have been no major difficulties reported to this office as a result of Project Hi-Blower. It would appear at this time that this station will successfully implement Hi-Blower in accordance with instructions furnished from higher Hq.

## HEAD COMMERS 6TH COMMENT SUPPLIET GROUP UNITED STATES ARE FORCE WALKER AIR FORCE BASE, NEW METALO

BC

23 August 1962

Housing for Low Grade Airmen

Chave's County Savings and Lean Assn 300 N Pennsylvania Ave Roswell, New Mexico

#### Gentlemen:

- 1. As you are well aware, we have been trying for some time to achieve low cost housing for our low grade airmen at Walker Air Force Base. The proposal originally made by the Chamber of Commerce to build housing through the Chaves County Housing Corporation has been placed in abeyance due to the publication of the new Section \$10 of the Public Housing Law. Under this Section, a builder offers to construct houses of size and adequacy to most Air Force standards and must fall within the amount of money allowed to the airman for his housing allowance.
- 2. We have received through the FHA a proposal by Dungan Homes, Inc., to build us houses which meet Air Force standards of construction and adequacy. However, due to the costs involved, which have been examined by the FHA, the amount of rent charged will amount to more than the airmen can afford to pay and, incidentally, more than the Air Force will accept. The problem therefore boils down to reducing this amount in one fashion or another. In my discussions with the FHA and the builder, I find no other reasonable answer than to lower the cost of the lean. If the lean couldbe achieved by eliminating the discount rate and the initial service charge, these besses for our low grade airmen can become a reality by January 1963. Accordingly, I would appreciate the assistance of your institution in making available to the Dungan Homes, Inc., about \$500,000 FHA insured lean to commence this enterprise.
- 3. I would hesitate to seek this advantage from you had we not known that the same approach has been applied by the Air Force base at Clevis and has been worked out in that community. I feel sure that there is no better relationship between Cannon Air Force Base and Clevis than there is between Walker Air Force Base and Roswell.

AT ME

4. If you desire, the Base Commander at Walher and Dungan Homes can appear before you to discuss this proposal in any further detail that you may wish.

Macorely

ROBERIC B. O'COMOR Colonel, VSAF Base Commander

### MEADQUARTEAS 4TH COMBAT SUPPORT GROUP UNITED STATES AIR PORCE WALKER AIR FORCE BASE, NEW MEXICO



ATTH OF BC

25 Aug 1962

SUBJECT: Section 810 Housing, Walker AFB, NMex

6 Strat Aerospace Wg
15AF (DE)
SAC (DE)
HQ USAF (AFCOE-H)
IN TURN

- 1. In accordance with paragraph 5b, AFR 85-11, I have reviewed the attached plans for the construction of housing under Section 810, Public Law 86-372.
- 2. Before giving detailed consideration to the original proposal, the Federal Housing Administration Director at Albuquerque requested my reaction to the suitability of the project, the rental schedule, and location of the proposed project.
- 3. I answered this, concurring in the proposed location and pointed out that in accordance with Air Force standards, the proposed units were deficient in space and in excess of the housing allowance for low grade airmen. Accordingly, on 23 August 1962 I met with Mr. Walker, the Director of the Federal Housing Administration, State of New Mexico, and Mr. Clyde Dungan, sponsor of the proposal. The sponsor at this time presented a revised house plan which is in excess of the space requirements for a two-bedroom house as stated in AFR 93-5, but less than Air Force requirements for a three-bedroom house. I pointed out that the amount of \$98 per month plus an estimated \$12 a month for utilities would be \$5.00 in excess of the proposed housing allowance of \$105 for low grade airmen which will be effective 1 January 1963. The \$98 includes refrigerator, range, sewerage assessment, garbage assessment, and water utilities. For the type houses involved, the FHA office concurred in the proposal.

#### 4. I submit the following comments:

- a. For the past two years this base has attempted unsuccessfully, despite the cooperation of the Chamber of Commerce, to obtain low cost rental housing for low grade airmen.
- b. The housing occupied by airmen in this area has been and is inadequate, as indicated in the 30 June 1962 Survey of Family Housing.

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- c. For the type housing offered in comparison with present rental costs, these rents are much more favorable to the low grade airmen.
- 5. There is no reason to believe that any additional proposals under Section 810 will be forthcoming to assist in a solution of this problem, nor is there any indication of any relief from any other quarters. Hence, I recommend that Headquarters USAF approve the specific project proposal.

/s/RODERIC D. O'CONNOR RODERIC D. O'CONNOR Colonel, USAF Commander

# SECRET

579th Strategic Missile Squadron
6th Strategic Aerospace Wing
Walker Air Force Base, New Mexico

RCS: 10-SAC-T12

BALLISTIC MISSILE UNIT STATUS REPORT

AUGUST 1962

SECRET

DOWNGRADED AT 3 YEAR INTERVALS; DECLASSIFIED AFTER 12 YEARS. DOD DIR 5200,10 Cy <u>28</u> of <u>28</u> cys

579-62-570

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## SECRET

#### BALLISTIC MISSILE UNIT STATUS REPORT

(RCS: 10-SAC-T12)

- 1. 6TH STRATEGIC AEROSPACE WING, WALKER AFB, NEW MEXICO, as of 31 August 1962.
- 2. 579TH STRATEGIC MISSILE SQUADRON.
- 3. Type Weapon System: Atlas 'F".
- 4. Missiles on Hand: 0/12.
- 5. Present and Projected Crew Status as of:

		31 Aug	<u>30Sep</u>	<u>310ct</u>	30.Nov	31 D€.c
a.	Total Number of Crews Assigned	44	52	*	53	53
ъ.	CR Crews Assigned Without Waiver	Q	1	2	6	12
c.	CR Crews Assigned With Waiver	[⊕] *14	18	36	43	41
d.	CR Crews on TDY and/or Leave	1	1	2	2	2
e.	NCR Crews Assigned/Available. Graduates from Final Phase ORT	0/0	0/0	0/0	2/2	0/0
<b>f.</b>	NCR Crews Assigned/Available. Non-graduates from Final Phase ORT	30/16	33/10	15/3	4/0	0/0
g.	ECC Crews Assigned/Available	*14/13	19/18	38/36	49/47	53/51

*Reference c and g above: 14 crews completed training requirements for ECC and Combat Ready in accordance with SAC SECRET Message DO 2949, 16 April 62 (Waiver).

6. Status of Combat Crews with Waivers: All crews reported as Combat Ready, in accordance with SAC SECRET Message DO 2949, 16 April 62, have not completed final Phase ORT and local upgrade training.

SECRET

***7. NCR Crews:

# SECRET

CREW NO.	TRNG REQUIRED	ORT GRAD	PROGRAMMED CR DATE	CREW POSITION NOT MANNED
N-01	F,E,L,S	31Aug62	17Sep62	~
R-02	F,L,S	120ct62	7Nov62	
R-03	F,L,S	23Nov62	15Dec 6 <b>2</b>	
R-04 .	F,L,S	23Nov62	15Dec 62	
R-05	F,L,S	4Jan63	16Jan63	
R-06	F,L,S	4Jan63	16Jan63	
N-07	F,E,L,S	18Dec 62	28Dec 62	
N-08	F,E,L,S	18Dec 62	28Dec 62	
N-09	F,E,L,S	18Dec 62	28Dec 62	
N-10	F,E,L,S	18Dec62	28Dec 62	•
R-11	F,L,S	6Dec 62	14Dec 62	
R-12	F,L,S	6Dec 62	14Dec 62	
R-13	F,L,S	6Dec 62	14Dec 62	
R-14	F,L,S	<ul> <li>6Dec 62</li> </ul>	14Dec 62	
R-15	F,L,S	27Dec 62	6Jan63	•
R-16	F,L,S	27Dec62	6 <b>J</b> an 63	
R-17	F,L,S	27Dec 62	6Jan 63	
R-18	P,L,S	27Dec 62	6 <b>J</b> an63	•
R-19	F,L,S	12Jan63	20Jan63	
N-20	I,F,E,L,S	12Jan63	20Jan63	
N-21	I,F,E,L,S	12Jan63	20Jan63	
N-22	I,F,E,L,S	12Jan63	20 <b>J a</b> n 63	•
N-23	I,F,E,L,S	17Jan63	2 <b>6</b> Jan63	
N-24	I,F,E,L,S	17Jan63	25Jan63	
N-25	I,F,E,L,S	31Jan63	8Feb63	
N-26	I,F,E,L,S	31Jan63	8Feb63	•
N-27	I,F,E,L,S	31Jan63	8Feb63	
N-28	I,F,E,L,S	31Jan63	8Feb63	-
N-29	I,F,E,L,S	5Feb63	13Feb63	
.N-30	I,F,E,L,S	5Feb63	13Feb63	
N-31	I,F,E,L,S	5Feb63	13Feb63	4
N-32	I,F,E,L,S	5Feb63	13F€b63	
N-33	I,F,E,L,S	19Feb63	27Feb63	
N-34	I,F,E,L,S	19Feb63	27Feb63	•
N-35	I,F,E,L,S	19Feb63	27Feb63	-
N-36	I,F,E,L,S	19Feb63	27Feb63	
N-37	I,F,E,L,S	25Jan63	2 <b>5</b> Jan63	• •
N-38	I,F,E,L,S	25 <b>Ja</b> n63	25Jan63	
N-39	I,F,E,L,S	23Feb63	3Mar 63	
N-40	I,F,E,L,S	23Feb63	3Mar 63	
N-41	I,F,E,L,S	23Feb63	3Mar 63	• .
N-42	I,F,E,L,S	23Feb63	3Mar 63	
N-43	I,F,E,L,S	9Mar63	17Mar63	
N-44	I,F,E,L,S	9Mar 63	17Mar 63	
<b>P-45</b>	I,F,E,L,S	14Mar63	22Mar63	

₂ SECRET

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ORT CE	AT		Ŧ	ROGE	MMAS

CREW NO.	TRNG REQUIRED	ORT GRAD DATE	PROGRAMMED CR DATE	CREW POSITION NOT MANNED
P-46	_I,F,E,L,S	14Mar63	22Mar63	
P-47	I,F,E,L,S	14Mar 63	22Mar63	
P-48	I,F,E,L,S	14Mar63	22Mar63	
P=49	I,F,E,L,S	28Mar63	5Apr 63	
P-50	I,F,E,L,S	28Mar63	5Apr63	
P-51	I,F,E,L,S	28Mar63	5Apr63	
P-52	I,F,E,L,S	28Mar63	5Apr63	
P-53	I,F,E,L,S	2Apr63	10Apr 63	BMAT
P-54	I,F,E,L,S	2Apr63	10Apr63	MCCC, BMAT
P <b>-5</b> 5	I,F,E,L,S	2Apr63	10Apr63	MCCC, BMAT
P-56	1,F,E,L,S	8Mar63	17Mar63	MCCC, BMAT
P-57	I,F,E,L,S	<b>5A</b> pr63	3Mar63	MCCC, BMAT
P-58	I,F,E,L,S	5Apr 63	10Apr63	MCCC, BMAT
P-59	I,F,E,L,S	20Mar63	10Apr63	MCCC, BMAT
P-60	I,F,E,L,S	19Mar63	27Mar63	MCCC, BMAT
P-61	I,F,E,L,S	2Apr63	10Apr63	MCCC, BMAT

****Crews N-01 to include N-44 have been officially formed. Crew position not manned column of paragraph 7 reflects positions that remain vacant. Specific dates of assignments not known by individual crew position. However, all vacancies are projected to be filled not later than 1 October 1962 except for eight (8) MCCC. The only MCCC qualified inputs are nine ATC graduates scheduled to arrive during the months of January and February 1963. The individuals will arrive too late to meet eight (8) of the twelve (12) scheduled Phase I ORT quotas for class twenty-four (24) on 29 October 1962.

#### 8. Training and Evaluation Data:

- a. Qualification and requalification checks administered this month: N/A.
- b. Delinquent CR Crews and Individuals: N/A.
- c. Action taken this month on crews and individuals failing requalification checks: N/A.
  - d. Individuals conditionally qualified this training period: N/A.

#### 9. Problem Areas:

- a. Missile Combat Crew Commanders.
- (1) A shortage of eight Missile Combat Crew Commanders exist on Combat Crews P-54 through P-61. All 61 Missile Combat Crew Commander positions were originally filled by line number, name and rank (Captain or above), however, the eight losses were caused primarily by medical and academic deficiencies at OBR/OZR Courses, Sheppard AFB. The automatic replacement for subject losses failed to materialize.



(2) The vacancy for 8 MCCs smust be firsted by 10 October if the 579th SMS is to fulfill the Phase I ORT quota, as presently scheduled, for Class 24 starting 29 October.

- (3) The 6th SAW Director of Personnel and representative from 579th SMS recently attended a Personnel Conference at SAC Headquarters and this problem concerning MCCC's was discussed. Indications were that the probability of eight MCCC's being assigned to meet the Phase I ORT date as scheduled was very dim due to non-availability of qualified personnel.
- (4) The 579th SMS has seven First Lieutenants eligible for promotion to Captain in the near future. Six of these officers are presently on crews as DMCCC's and the other is attending Phase I ORT on an attrition quota. Of the six officers two are assigned to Instructor/Standardization Crews and all six are involved in and have completed considerable combat crew training. Some of these seven officers to be promoted could be projected to fill MCCC vacancies however this is a poor planning factor in that the promotions are not positive and it would serdously degrade the crew integrity policy and reduce crew effectiveness. In any event this possibility would only satisfy four MCCC vacancies as only four attrition trained lieutenants are assigned to replace the promoted officer. The officer now attending Phase I ORT (attrition) could be used to fill the fifth vacancy if promoted.
- (5) Recent indications are that nine officers in the grade of Captain and Major will be assigned to the 579th SMS after completing missile training at Sheppard AFB during January and February of 1963. These officers are considered to be a part of the "attrition" program and do not affect the present shortage of MCCC's.

#### 10. Comments and Recommendations:

a. Recommend continuous personnel action be taken to fill the vacancies of eight MCCC's. This shortage of MCCC's is deemed serious after considering the combat crew requirement to support EWO, Phase III ORT instructors/evaluators, ORT complex management crews and student crews for ORT.

11 Commander's Remarks: None.

EDWARD M. JACOCET

Colonel, USAF Commander

I Concur.

Colonel, USF Commander

SECRET

### **HRADOUARTERS** 6TH STRATEGIC AEROSPACE WING United States Air Force Walker Air Force Base, New Mexico

7 September 1962

REPLY TO ATTH OF: C

SUBJECT: 579th Program Progress Report (15AF-U9)

TO: 15th AF (DPL) (20) 478AD (C)

.IMPO: SBAMA, Det #16 SBMC/G

SBAMA, SBNC, Norton AFB, California

#### COMMITTER COMMITTE

1. GENERAL: The 6th Strategic Aerospace Wing Atlas missile program remains on schedule: however, menning and non-tectical radio problems continues to hemper this organization's efforts to retain the "on schedule" status.

INSTALLATION AND CHECKOUT: The previous reported 3 lag still exists but the accelerated GD/A schedule is being adhered to. The problem of a shortage of tools and special kits has been resolved by the receipt of shipments within the last 30 days. All existing cracks in silo cribs have been repaired, and no further damage has been observed. Additional modifications will be installed at the direction of the BED at the remaining 6 sites which had not been previously modified.

## 3. PROBLEM AREAS:

 $(\ )$ 

- a. The 6th Civil Engineering Squadron manning in AFSC 563E0 (Mater and Waste Processing Specialist) are still projected short. This problem was first identified in the September 1961 report, again in the October 1961 report. The same problem was re-stated in detail in the December 1961 report. Also a letter from this headquarters to 15AF (DFLIED) was Surveyed 11 December 1961, subject: UND Augmentation for De-mineralised Water Treatment Plants. Twenty additional UND slots were requested of which fourteen were approved. To date, no inputs have been projected for Walker Air Force Base. As the acceptance of silos progresses, the meet for these AFSC's becomes more critical. If SAC Mes cannot provide inmediate assistance (PCS) inputs, the 68M will request 15AF TDY assistance to overcome these shortages until PCS personnel arrive.
- b. Missile spares lay-in. All facilities will be accepted from the contractor approximately two months prior to the scheduled date. For this reason, it is suggested that 15AP assist in accelerating the initial epares lay-in program. (1915年 1964年) 以新了起稿的 (1917年 1917年 1918年 1918年19月28日
- E. Missile Combat Crew Commanders.
- (1) A shortage of eight Missile Combat Crew Commanders exist on Combat Crevs P-54 through P-61. All 61 Missile Combat Crev Commander

Dallie Daniel Control of Battley 1980 92

positions were originally filled by line number, name and rank (Captain or above); however, the eight losses were caused primarily by medical and academic deficiencies at OBR/OZR courses, Sheppard AFB. The automatic replacement for subject losses failed to materialize.

- (2) The vacancy for 8 MCCC's must be filled by 10 October if the 579th SMS is to fulfill the Phase I ORT quota, as presently scheduled, for Class 24 starting 29 October.
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Colonel, UBAF

Commander

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1. 15AF-U9, Program Status Report, Aug 62

CC: EDCM (2), IXOH (4), DP, DSUP (3), DCM, SU, BDCR, 5798MS (4), BDCRM (2), BC, BDCE, DCO (2)

579TH SMS PROGRAM PROGRESS REPORT RCS: 15AF-U9 - August 1961

## PROJECT

#### STATUS

DSUPAFW-1

Reference Milestone #8, approximately 7789 spares are on hand for the support of the missile program. This is 64% complete. Completion date is still scheduled for November 1962.

DSUPAFN-4

No change.

DSUPP-1

Reference Milestone #6. Handling equipment is still in the hands of the contractor and will be turned over to SAC as the complexes are accepted. Two (2) tube bank trailers and one (1) R-6 re-charger will be turned over to SAC with the acceptance of the first complex. Additional equipment will continue to be turned over to SAC until the turn-over of equipment is complete.

Reference Hilestone #8. This milestone was completed on schedule but was not reported in the July U-9 report. Changes and revisions are to be expected as more experience is gained . after site acceptance.

The trade of the course was the common the common to

Since State Seat Section Section 1999

DSUPP-1

No change.

DCOCE-1

No milestones completed or projected this month for this project. ITT engineers arrived this month for site concurrence. During the site survey it was noted that equipment location posed access problems and would limit the field of vision of the MCCC. Due to the above problems, site concurrence was not accomplished. The man dance of the specific

DCCCE-2

Project completed.

DCCCE-4

No change.

DCOCE-8

in the Bound this position of the second This project has been re-opened for an additional milestone. This milestone will be designated Number 2 and titled, Technical Acceptance Demonstration. Scheduled completion 1 Sep 62.

This project has been re-opened for an additional milestone. This milestone will be designated Number 2 and titled, Technical Acceptance Demonstration. Scheduled completion 1 Sep 62.

transi 🔐 DCCCE-11

THE STATE OF STATES AND SERVICE OF Reference Milestone #3. This milestone is re-opened pending receipt of corrected copy of CSA SAC (15AF)-133-FEFA), 21 June 1962 by the contractor. This information along with confirmation of frequency was received in 15AF message, DOELOR 45774 17 August 1962.

DCOCP-2

Project on schedule.

DCOCP-3

no si na malando en el oras no especial en el pro-Project on schedule.

CONTRACTOR CONTRACTOR

P	R	0	J	B	C	T

#### STATUS

DCOP-1 Project on schedule. 812C-1 Reference Mile stone #1. A total of 472 personnel have been trained, an increase of 65 since last report. Milestone #2 completed. 812C-2 812C-3 No change. BDCM/TSMTB-1 Reference Milestone #1. Construction is complete. Operation to begin 1 September 1962. BDCM/TSMTB-3 Due to recent VAL changes received, milestone #3 is rescheduled for completion in November 1962. BDCM/TSMGEMB-1 Project completed. Milestone #20 completed. Milestone #21 approximately BDCE-3 25% complete. The Base Civil Engineers submitted a Vehicle Authorisation List change and justification 2 Aug 62 for an additional six pick-up type vehicles. No other changes are reported. BDCE-8 Reference Milestone #1. FM Folders for the Silos and LCCs will be accomplished by the 579398 in accordance with par 8b, SACH 85-1. PM folders for the Demineralised Water Plants are approximately 5% complete. BDCE-10 Milestone #2 re-scheduled for September completion. Telephone coordination was conducted between Highway officials BDCE-11 and Civil Engineering. The Highway officials indicated they would assist in the access road snow removal operation when required. Project is considered closed. Court of the table and BDCE-13 Milestone #2 completed. The starting dates on the remaining milestones are dependent upon direction by Higher Headquarters. DP-2 Project on schedule. DP-4 Project on schedule. Re-scheduled completion dates reported in July report. The straight was DP-6

Reference Milestone #5. Civil Engineering Squadron Augmentation. Requests for manning assistance has been forwarded to SAC Headquarters for personnel manning in career fields 551XO, 551X2, 552XO, and 563XO. Replies have not been received (See Commanders Comments) 7 3341 3341 17

got as the same

## PROJECT

## STATUS

579SMS-2

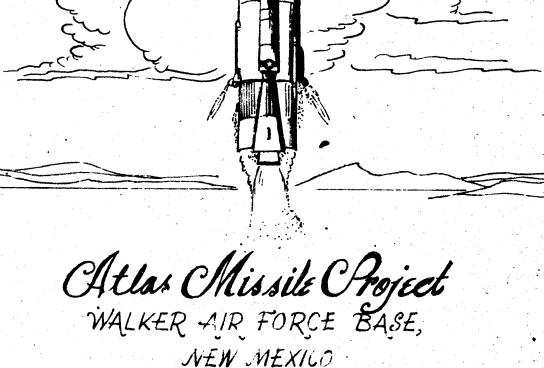
Project on schedule.

37MMS-1

Milestone #7 complete. Milestone #9, 95% complete.
Milestone #11, hand tools are being received in sufficient quantity to equip at least two tool kits. Milestone #12 completed.

NOTE: These monthly reports are to be used in conjunction with February 1962, U-9 report. The February report was the last report published that included charts and summaries





This report is published by Chief of Program Management, semimonthly, as directed by the Commander, Site Activation Task Force, Walker Air Force Base, New Mexico.

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- 1 Commander, 579th SMS
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- 1 579th SMS (LtCol Rayner)

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## RET PERSONNEL

CTAF COMMANDE	R	Calif. 1. Barrowelmigh		21113
DEPUTY COMMAND	ER .	I. Col T. C. Thae		2352
DEPUTY FOR ENGI	KERRING	1. Gos P. 1. Horselman	•	270%
DEPUTY FOR LOGIS	STICS	I Colo. A. Myster		620
DEPUTY FOR CONT	RACT ADMINISTRATION	LOCATO MA		2>4:
DEPUTY FOR COMM	COMO JONS	Ma F. O. man Doro		511
CHIEF ADMINISTR	A MVE SERVICES	No. W. W. Fareberg		2,40%
CHIEF PROGRAM N	MANA GEMENT	Cast E. I. Hesser		2466
GEERA RESIDENT E	NGINEER	Art. Roy E. Marks		422
GENERAL DYNAMIC	S/ASTRONAU DCS			
OPERATIONS M	ANAGER	Mr. M. R. Ubber		2074
CHIEF, SCHEDU	TEMO CANALYSIS	. Mr. W. D. Complets	ī	2224
CHIEF OPERA	LIONS	Mr. V. V. Sondar		2517
CUIEF MATER	IAL SERVICES	Mr. C. A. Kiribger		2515
CHIEF. QUALIT	A COV (301)	Mr. J. W. Decon	•	23:3
CHIEF INDUST	RIAL RELATIONS	Mr. C. M. Bramley		. 620
CHIEF. ADMINI	STRATIVE SERVICES	Mr. M. E. Post	•	2.23
CHIEF ACTIVA	TION ENGINEEPING	Mr. F. J. Cyloey		£5)
COMMUNICATIO	NS REPRESENTATIVE	Mr. R. F. C. Dricker		603

### INSTALLATION & CHECKOUT SUMMARY for period 16 Aug thru 31 Aug 62

- 1. Problems for Phase I: No problems exist at the MAMS or complexes.
- 2. Validation and Integration Problems:
  - a. MAMS no problems.
  - b. Complex 10 in 72 hour hold; no problems.
  - ...c. Complex 9 in 72 hr hold; no problems.
- d. Complex 1 in cleanup prior to TAD P-1 Inspection start. Standpipe Gasket Team should arrive 1300, 31 August; no problems.
- e. Complex 6 did have Diesel Generator problems which are cleared; should start first Phase II LN2 Tanking late 31 August. No problems.
- f. Complex 8 Having ARMA problems, needed to replace platform which is in work now. All other procedures held pending completion of DAG 7443.
- g. Complex 3 in TAD P-1 Inspection since 29 August. Gasket replacement should complete 31 August; no problems.
- h. Complex 11 Need desticant for FPU; need replacement for leaky PCU valve.
  - i. Complex 12 working Procedures 41077 and 41083; no problems.
  - j. Complex 7 Need FPU and dessicant.
  - k. Complex 2 PCU valve leaking; need replacement.
- 1. Complex 5 Blew seals on Overhead Door Cylinder. New Cylinder arrived 31 August. This should allow completion of Procedure 42083 and start of Missile Installation on 6 September.
- m. Complex 4 has four leaking PCU valves, need replacement.

  Should complete 42083 31 August with missile installation on 7 September.

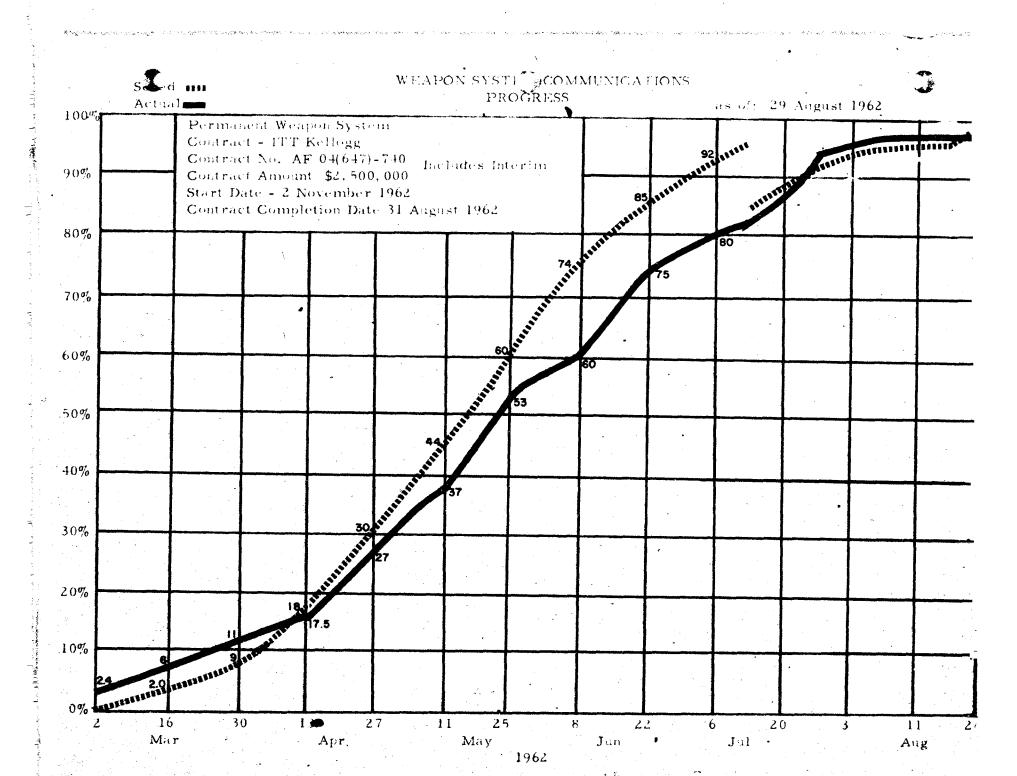
n. Milestones - Procedure 42083 complete all complexes except
5 and 4. Complex 5 ECD 5 September. Complex 4 ECD 31 August.
Procedure 41066 complete all complexes except 5 and 4. Complex 5
ECD 6 September. Complex 4 ECD 7 September. Procedure 98451
complete all complexes except 8, 2, 5, and 4. Procedure 41074 complete
at Complexes 10, 9, 1, and 3; started at Complex 6.

# 3. Dynamo Alerts: Walker SATAF is carrying two open Dynamo Alerts;

- a. Suspect 47-7-62, Cracks in Crib Structure. Decision of a kill for this Alert is pending analysis of engineering impact. Sufficient data for analysis should be available 4 September.
- b. Bogey 23-8-61, Shortage of ARMA Spares. Five remaining drawers needed should be received by 4 September. Estimate kill then.

### 4. PERT Comments:

			+ or -	
	Crit Path		Slack	
	Procedure	LAD for	as of	
Cplx	in Work	Procedure	31 Aug	ECD
10	In TAD	N/A	N/A	N/A
9	In TAD	N/A	N/A	N/A
1	In TAD	N/A	N/A	N/A
6	41074	18 August	-2.0	31 August
8	ARMA	l August	-4.2	31 August
3	In TAD	N/A	N/A	N/A
11	43788	25 August	-1.0	4 September
12	41084	2 September	0	31 August
7	43899	11 September	+1.0	4 September
2	ARMA	. 1 September	3	4 September
5	42083	29 August	-1.1	7 September
4	42083	30 August	1	31 August



As of: 29 August 1962

	<u> </u>	Ţ	<del></del>		A5 911	29 August 1962			
	<b>S</b> chedaled	Acetal	s'n	ART	TAD COMP	PLETION	Contract		
Complex	Percent	Percent	Sched	Actual	Schea	Actual	Completion Date		
10	100	TAD	5Mar 62	2 Nov 61	25 May 62	6 June 1962	31 May 62		
9	100	T'A De	12 Mar 62	14 Nov 61	7 June 62	14 June 3952	30 Jan. 62		
ł	100	TAD.	19 Mar 62	22 Nov 61	: 14 June 62	27 Jano 62	30 Jun 62		
6	100	TAD	23 Apr 62	12 Jan 62	19 July 62	4 1 2 4 7	31 Jul 62		
8	100	TAD	26 Mar 62	29 Nov 61	21 June 62	31 Sune 62	30 Jun 62		
3	100	TAD	2 Apr 62	27 Dec 61	28 June 62	3 Tuly 62	30 Jun 62		
11	100	TAD	16 Apr 62	13 Jan 62	12 July 62	1 × July 62	31 Jul 62		
12	100.	TAD	9 Apr 62	11 Jan 62	5 July 62	6 July 62	31 Jul 62		
7	100	TAD	7 May 62	14 Jan 62	9-Aug 62	14 Aug 62	31 Aug 62		
Ž	100	TAD	30 Apr 62	3 Jan 62	26 July 62	2 August 62	31 Jul 62		
5	100	TAD	14 May 62	14 Jan 62	15 Aug 62	21 August 62	31 Aug 62		
-4	100	TAD	21 May 62	5 Jan 62	23 Aug 62	30 August 62	31 Aug 62		
MAMS	100	TAD.	5 Mar 62	19 Feb 62	14 May 62	14 May 1362	31 May 68		
WCP	100	TAD.	5 Mar 62	26 Feb 62	30 Aug 62	29 August 62	31 Aug 62		
ACP	100	TAD	23 Jul 62	7 Mar 62	30 Aug 62	29 August 62	31 Aug 62		
TC AL	100	99.91*							

*Only task remaining is installation of communication panels on MAPCHEs and MDUs.

	TURNOVER		PHASE I				PHASE II					PHASE III			
lomp	AF.	T	<b>\</b> ⁺STA	ART	COMPI	ETE	STAF	۲r -	СОМЕ	1.ETE	STA	RT	СОМІ	PLETE	
	Need	JOD	Sched	Actual	Sched	Actual	Sched	Actual	Sched	Actual	Schod	Actual	Sched	Actua	
10	4Nov 61	6Nov 61	42 Dec 61	6Nov 61	25Apr 62	203 1 62	25Jan 62	25Jan 62	18May 62	19 F. (	21 May 62	l 5 Jun 62	7 A dig 62	15A·	
9	11Nov 61	10Nov 61	8Jan 62	18Dec 61 -	4May 62	8 Aug 62	5 <b>F</b> eb 62	5 <b>F</b> eb 62	29 May 62	6Jul 62	31 May 62	15 May 62	10 Aug 62	14 Ac 62	
1	18Nov 61	15Nov 61	17Jan 62	27Dec 61	15 <b>M</b> ay 62	13364 62	14Feb 62	14Feb 62	8Jun 62	15Jul 62	11Jun 62	38N;av; 63	14Aug 62	21 A 62	
6	7 Jun 62	2 Jan 62	26Jan 62	15 Feb 62	24May 62	153 g 62	23Feb 62	2Mar 62	19Jun 62	25Jui 63	20Jun 62	25Jun 62	21Aug 63		
8	25 Nov 61	24 Nov 61	6Feb 62	27 Dec 61	5Jun 62	10 Aug 62	6Mar 62	23Feb 62	28Jun 62	84 for . 62	29Jun 62	8Jun 62	28Aug 62	·	
3	16Dec 61	15Dec 61	15Feb <b>6</b> 2	8Jan 62	14Jun 62	27 Aug 62	15Mar 62	6 Mar 62	10JuI <b>6</b> 2	9 Aug 62	11Jul 62 -	4Jun - 62	5Sep 62	28 Au 62	
11	15Jan 62	15Jan 62	26 <b>F</b> éb. 62	8 <b>F</b> eb 62	25Jun 62	4 Aug 62	26Mar 62	26Mar 62	19Jbl 62	11 Aug 62	20Jul 62	14 Jau 62	12Sep 62		
12	23Dec 61	27Dec 61	7Mar 62	lFeb 62	5Jul 62		4Apr 62	28Mar 62	30Jul 62		31Jul 62	13 Jun - 62	19Sep 62		
7	14Jan 62	1 <b>6</b> Jan 62	16Mar 62	6Mar 62	16 Jul 62	6 Aug 62	13 <b>A</b> pr 62	4Apr 62	8Aug 62	14 Aug 62	9 Aug 62	22 jun 62	26 <b>Sep</b> 62		
2	20Jan 62	2 Jan 62	27Mar 62	23Feb 62	25Jui 62		24Apr 62	13Apr 62	17 Aug 62		20.Aug 62	1/Jun 62	30kt 62		
5	27Jan 62	22Jan 62		14Mar 62	3 Aug 62		3May 62	1 May 62	28Aug 62		29 Aug 62		100gs 62		
4	4Feb 62	19Jan 62	16Apr 62	26Mar 62	14Aug 62		14May 62	30 Apr 62	7Sep 62		10Sep 62		170ct 62		
MAMS	4Nov 61	6Nov 61	a -	6Nov 61	13Apr 62 #1		22Dec 61	6Nov 61	18Apr 62 #2	15 Aug 62	8Mar 62	16Feb 62	12Apr 62	3May 62	

^{#1 72} hours sched 9-10 July completed.

^{#2} Except for 192 hours scheduled 11-13

TOTAL AND MOTOR MASS

# POS CURE OF SCHOOL ROLL IS CIPEANS RECEASES

(Close of Object As of: 29 August 1962

					Þ	MED & C	OMPLO	m g			•			
	1				<u> </u>			U1			TOTAL			
Carson Sec.	Sa ⇔d	Achilla Philippel Thay	Actual Supp & Planned	Sched	Activi Pinone L Only	Actual Supp & Planned	Mohed	Actual Planned Only	Armal Supe S Planned	Ched	Schial Franced Cinty	n tal S. pp. k Flanned		
MAM.	100.	97	97	100	100	100	100	100	100	100	99	99		
(C )	100	100	99	100	100	99	100	100	96	100	100	99 ·		
	100	100	99	100	100	. 99	100	100	100	100	100	99		
	100	100	99	100	100	100	100	100	99	100	100	99		
6	100	100	99	100	100	99 ·	100	89	85 .	1,00	98	97		
8	100	100	99	100	100	92	100	27	27	100	90	86		
3	100	100	99	100	100	100	88	100	99	98	100	99		
11	100	100	95	100	100	95	70	69	68	96	96	91		
12	100	99	99	100	99	88	53	52	40	94	94	87		
7	100	100	98	100	100	97	39	50	50	93	94	91		
2	100	99	93	100	99	96	21	31	31	91	92	ხ5		
5	100	96	90	100	87	87	5	0	0	89	83	76		
ź	100	95	83	95	72	65	0	0	0	88	78	65		
Tota!	100	99		99	97		71	65		96	94			