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HISTORY

OF

6TH STRATEGIC AEROSPACE WING

AND

6TH COMBAT SUPPORT GROUP

1 - 30 NOVEMBER 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 SACM 210-1, 28 Nov 1958, and is classified SECRET under the provisions of paragraph 10a, AFR 205-1, 15 Mar 1961. 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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16 Disaster Control (Feb. 13)

TABLE OF CONTENTS

Title Page	i
Table of Contents	ii
Chronology	iii
Glossary	iv
CHAPTER I MISSION AND ORGANIZATION	1
Introduction	1
Mission	1
Units Assigned	2
Units Attached	3
Command	4
Security	5
Summary	6
CHAPTER II PERSONNEL	7
Introduction	7
Military Personnel	7
Welfare and Morale	8
Summary	9
CHAPTER III OPERATIONS AND TRAINING	10
Introduction	10
Status of Combat Capability	10
Training	13
Safety	22
Summary	23
CHAPTER IV MAINTENANCE AND FACILITIES	25
Introduction	25
Maintenance	25
Supply	26
Facilities	27
Summary	28
CHAPTER V THE ICEM PROGRAM	29
Introduction	29
Organization	29
Personnel	30
Operations and Training	30
Maintenance and Facilities	31
Summary	32
Roster of Key Personnel	
Bibliography	
Exhibits	

SECRET

CHRONOLOGY

Page		November
1	The 6th Airborne Missile Maintenance Squadron was assigned to the 6th Strategic Aerospace Wing. (U)	1
1	The 6th Strategic Aerospace Wing went into Defense Condition 4 during the month. (U)	27
10	The 6th Strategic Aerospace Wing Disaster Control Plan 500-63 was produced during November (U)	1
10	An aircraft from Larson Air Force Base, Washington was forced landed near Walker during the month. (U)	10
29	Eleven missile complexes were owned by SAC at the end of the month. (S)	30

SECRET

GLOSSARY

ACR	Advanced Capability Radar
AC&W	Aircraft Control and Warning
ADC	Air Defense Command
AEMS	Armament and Electronics Maintenance Squadron
AFK	Munitions Account
AFB	Air Force Base
AFCS	Air Force Communications System
AFEMS	Air Force Equipment Management System
AFM	Air Force Manual
AFR	Air Force Regulation
AFSC	Air Force Systems Command
ANFE	Aircraft Not Fully Equipped
AOCP	Aircraft Out of Commission for Parts
ARCP	Air Refueling Control Point
ARS	Air Refueling Squadron
AWOL	Absent Without Leave
BEMO	Base Equipment Management Office
BDCE	Base Deputy Commander 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 Maintenance
DP	Director of Personnel
DSUP	Director of Supply
DWI	Driving While Intoxicated
ECM	Electronic Countermeasures
EWO	Emergency War Order
FSS	Food Service Squadron
GAM	Guided Air Missile
GCA	Ground Control Approach
GD/A	General Dynamics/Astronautics
GED	General Educational Development
HHCL	H-Hour Control Line
ILS	Instrument Landing System
IPT	Individual Proficiency Training
JC	Job Control
JCS	Joint Chiefs of Staff
LCO	Launch Control Officer
MAB	Missile Assembly Building
MAMS	Missile Assembly Maintenance Ship

MAPCHE	Mobile Automatic Programmed Checkout Equipment
MATS	Military Air Transport Service
MITO	Minimum Interval Takeoff
MMS	Munitions Maintenance Squadron
MST	Mountain Standard Time
MTD	Mobile Training Detachment
NORAD	North American Air Defense Command
OAP	Offset Aiming Point
ORI	Operational Readiness Inspection
ORT	Operational Readiness Test, Training
PLS	Propellant Loading System
PMV	Private Motor Vehicle
RBS	Radar Bomb Scoring
RPIE	Real Property Installed Equipment
RT	Radio Transmitter
SAAMA	San Antonio Air Materiel Area
SBAMA	San Bernardino Air Materiel Area
SAC	Strategic Air Command
SACCOM-NET	Strategic Air Command Communications Network
SACM	Strategic Air Command Manual
SACR	Strategic Air Command Regulation
SAW	Strategic Aerospace Wing
SMS	Strategic Missile Squadron
SRE	Security Readiness Evaluation
TACAN	Tactical Air Navigation
TAD	Technical Acceptance Demonstration
TDY	Temporary Duty
UAL	Unit Authorization List
UMD	Unit Manning Document
UME	Unit Mobility Equipment
USAF	United States Air Force
USCM	Unit Simulated Combat Mission
VACE	Verification and Checkout
VOR	Variable Omni Range

CHAPTER I

MISSION AND ORGANIZATION

INTRODUCTION

The 6th Airborne Missile Maintenance Squadron was assigned to the 6th Strategic Aerospace Wing. (U)

The 6th Strategic Aerospace Wing went into Defense Condition 4 during the month. (U)

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 of the 6th Strategic Aerospace Wing will:

a. Organize, man, train, and equip assigned units for the purpose of conducting long-range bombardment operations using either nuclear or conventional 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 the respect to support. Unresolved problems of the area of base support will be referred to this headquarters.

CHAPTER I
MISSION AND ORGANIZATION

SECRET

2

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 program.

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
1
higher headquarters. (U)

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

UNITS ASSIGNED

6TH STRATEGIC AEROSPACE WING

6th Strategic Aerospace Wing Headquarters Squadron

1. 15AFR 23-10, Hq 15AF, 1 Oct 62, on file, IXO, 6SAW.

SECRET

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 Maintenance Squadron
37th Munitions Maintenance Squadron
6th Supply Squadron
812th Medical Group

The 6th Airborne Missile Maintenance Squadron was assigned to the 6th Strategic Aerospace Wing on 1 November 1962. The new organization assumed the duties of the 6th Armament and Electronics Maintenance Squadron's GAM Branch.² (U)

6TH COMBAT 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)

2. History, 6AMMS, 6SAW, Nov 62, on file, IXO, 6SAW.

Site Activation Task Force (AFSC)

686th AC&W (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)

COMMAND

During the month of November the 6th Strategic Aerospace Wing remained in Defense Condition 2 and on 21 November this changed to Defense Condition 3. On 27 November the alert posture was further downgraded to Defense Condition ³ 4. (U)

The Commanders of the 6th Strategic Aerospace Wing and 6th Combat Support endorsed a program to check the appearance of all military personnel of the wing and group while they are in uniform. All personnel that are not in proper uniform will be issued citations by non-commissioned officers appointed to monitor the program beginning on 1 December ⁴ 1962. (U)

On 15 November 1962, Lt. Col. ~~Samuel~~ H. Clements, 6th Combat Support Group Commander, attended the Roswell, New Mexico Rotary Club's monthly luncheon and spoke on the subject of "Base and Community ⁵ Relations."

3. History, EDCL, 6CSG, Nov 62, Exhibit 1.

4. History, Command Section, 6CSG, Nov 62, oh file, IXO, 6SAW.

5. Ibid.

It was announced at the 27 November 6th Strategic Aerospace Wing staff meeting that a 15th Air Force Missile Assistance Team would be visiting the wing between 6 and 12 January 1963. The team will be primarily concerned with the operations of the 579th Strategic Missile Squadron. (U)

On 19 November a letter was produced by the 6th Strategic Aerospace Wing Commander concerning the use of administrative temporary duty funds. Final approval for temporary duty assignments will be with either the wing commander, vice wing commander, base commander, or vice base commander respectively. Whenever possible aircraft will be used for transportation and the number of personnel needed to accomplish the mission will be limited. (U)

The present value of the Walker Air Force Base Supply inventory is \$19,749,976.87; value of equipment in use-\$21,300,557.13; value of real property-\$114,102,351.93. (U)

Appended is the report on the Analysis of Management Control Data covering a period from 1 October through 30 November 1962. (U)

SECURITY

The American Security Rangers' (a civilian agency that guarded the missile sites while they were under construction) contract ter-

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6. Minutes, staff meeting, 6SAW, 27 Nov 62, on file, IXO, 6SAW.
 7. Ltr., C to all squadrons, WAFB, 15 Nov 62, Subj: Administrative TDY, on file, IXO, 6SAW.
 8. History, EDCE, 6CSG, Nov 62, on file, IXO, 6SAW.
 9. Rpt., 1-SAC-T35, Management Control Data, 1 Oct - 30 Nov 62, Exhibit 2.

minate at 2400 hours on 30 November 1962. All the complexes are
now being guarded by members of the 6th Combat Defense Squadron. (U)

SUMMARY

The 6th Airborne Missile Maintenance Squadron was assigned to the 6th Strategic Aerospace Wing during the month. The wing went into Defense Condition 4 on 27 November 1962. A program will begin during December 1962 to make sure that airmen of the wing and group are in proper uniform. A command letter was published concerning the use of administrative temporary duty funds. The American Security Rangers' contract terminated on 30 November. (U)

CHAPTER II

PERSONNEL

INTRODUCTION

The 6th Civil Engineering Squadron experienced difficulty in getting augmentee personnel for the 6th Combat Defense Squadron. (U)

There were several key personnel changes during the month of November 1962. (U)

The discipline rate for the month of November showed a substantial increase. (U)

MILITARY PERSONNEL

During the November portion of the Cuban crisis the 6th Civil Engineering Squadron supplied augmentee personnel for the 6th Combat Defense Squadron. However, when additional augmentees were requested from the squadron, it interfered with the function of the shop and missile support programs of the squadron. (U)

At the 13 November 6th Combat Support Group staff meeting, it was learned that personnel from the wing and the group could be granted leaves during the Cuban crisis, but they were to be strictly controlled so that it wouldn't interfere with the personnel needed for the defense condition posture. Most leaves were granted for the Walker Air Force Base-Roswell, New Mexico area. (U)

The 6th Strategic Aerospace Wing was directed by Headquarters SAC to fill four personnel vacancies at the Command Post. Three of these

1. History, BDCE, 6CSG, Nov 62, on file, IXO, 6SAW.

2. Minutes, staff meeting, 6CSG, 13 Nov 62, on file, IXO, 6SAW.

vacancies were filled during the month and one remaining vacancy³ still exists. (U)

Changes in key personnel during the month of November are as follows: Lt. Col. Jack R. Cox became commander of the newly activated 6th Airborne Missile Maintenance Squadron; Lt. Col. William C. Manicom became the 6th Armament and Electronics Maintenance Squadron Commander; Lt. Col. Miles J. Frisinger became Director of Supply; Lt. Col. John S. White became Base Director of Administrative Services; Captain James O. Geary became commander of the 6th Food Service Squadron; and Captain Walton D. Reese became commander of the 6th Combat Support Group Headquarters Squadron. (U)

The Specialty Knowledge Test passing rate during the month was at a high of 88 percent. The test was administered to 107 personnel⁴ during November. (U)

The Walker Air Force Base retention rate for "first term" airmen during the month of November was at a low of 29.4 percent. The retention rate for career airmen was slightly higher during the⁵ month at 87.5 percent. (U)

WELFARE AND MORALE

At the 27 November staff meeting of the 6th Strategic Aerospace Wing Lt. Col. Kenneth E. Husemoller, Base Deputy Commander

3. History, DP, 6SAW, Nov 62, on file, IXO, 6SAW.

4. Ibid.

5. Ltr., DP to IXO, 6SAW, 13 Dec 62, Subj: Retention Rate for Nov 62, Exhibit 3.

for Law Enforcement gave the status of discipline. He stated that the disciplinary rate had increased over last month and described it as "deplorable."⁶ (U)

The Walker disciplinary rate for the month of November showed three AWOL's, 23 military offenses, 14 misdemeanors, eight on-base accidents,⁷ two off-base accidents, and five DWI's. (U)

SUMMARY

The 6th Civil Engineering Squadron experienced difficulty in supplying Combat Defense augmentee personnel. All personnel vacancies at the 6th Strategic Aerospace Wing Command Post were ordered filled by SAC. Several key personnel changes were made during the month. Walker Air Force Base experienced a heavy increase in the disciplinary rate during the month. (U)

6. Minutes, staff meeting, 6SAW, 27 Nov 62, on file, IXO, 6SAW.

7. History, BDCL, 6CSG, Nov 62, Exhibit 1.

SECRET

10

CHAPTER III

OPERATIONS AND TRAINING

INTRODUCTION

The 6th Strategic Aerospace Wing ceased flying "Chrome Dome" missions during the month. (S)

A chart was produced depicting the activities of the 39th Bomb Squadron during the Cuban crisis. (U)

The 4129th Combat Crew Training Squadron resumed its training activities which was supported by the 24th and 39th Bomb Squadrons and the 6th Air Refueling Squadron during the month. (U)

The 6th Strategic Aerospace Wing Disaster Control Plan 500-63 was produced during November. (U)

The 6th Strategic Aerospace Wing received the results of the "Big Blast Sierra" mission during the month. (U)

There were no disabling injuries reported by the 6th Strategic Aerospace Wing and 6th Combat Support Group during the month of November. (U)

An aircraft from Larson Air Force Base, Washington was force landed near Walker Air Force Base during November. (U)

STATUS OF COMBAT CAPABILITY

At the end of the month of November 1962, the 6th Strategic Aerospace Wing had 43 B-52E aircraft assigned and 42 available for operations. The 6th Air Refueling Squadron was assigned 20 KC-135A

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1. MSG, 6SAW to SAC, ZIFPO 11-506, 30 Nov 62, Subj: Aircraft Availability, Exhibit 4. (S)

SECRET

SECRET

11

aircraft and had 19 available for operations at the end of the month² of November. (S)

As of 2400 hours MST, 30 November 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 combat³ ready crews and no non-combat ready crews. (S)

On 21 November 1962, the 6th Strategic Aerospace Wing was relieved of its "Chrome Dome" mission requirement during the Cuban crisis. From 1 through 21 November sorties from the 24th, 39th, and 40th Bomb Squadrons flew a total of 39 "Chrome Dome" missions⁴ in 861:30 hours. (S)

During the month of November eight sorties from the 40th Bomb Squadron and one sortie from either the 24th or 39th Bomb Squadrons performed duty at the 6th Strategic Aerospace Wing's Alert Facility during the Cuban crisis. The sortie that came from the 24th and 39th Bomb Squadrons was deleted on 22 November making a total of eight sorties on alert at the end of the month. A total of 87 crew⁵ changes were made at the Alert Facility during November. (U)

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2. MSG, 6SAW to SAC, ZIPPO 11-516, 30 Nov 62, Subj: Aircraft Availability, Exhibit 5. (S)
 3. History, Operational Data, DCO, 6SAW, Nov 62, Exhibit 6. (S)
 4. Ibid.
 5. History, DCO, 6SAW, Nov 62, on file, IXO, 6SAW.

SECRET

SECRET

12

Appended is a report on the four standardization crews of the 6th Strategic Aerospace Wing and the 6th Air Refueling Squadron's five standardization crews. The report depicts their activities from the outset of the Cuban crisis to its end on 27 November. (U)

A chart depicting the daily activities of the four standardization crews assigned to the 40th Bomb Squadron during the Cuban crisis from 23 October 1962 through 27 November 1962 is appended. During this period all activity was concentrated on covering the quick reaction sorties of the 6th Strategic Aerospace Wing and subsequently assigned alert sorties and airborne alert sorties. No training or standardization flights were flown. Sorties one through eight were quick reaction sorties and sorties nine through 39 were the assigned alert sorties. (S)

A chart was produced by the 39th Bomb Squadron showing the activities of crews of the squadron from 24 October 1962 through 27 November during the Cuban crisis. Each of the nine crews assigned to the 24th flew "Chrome Dome" at least once during the alert, placing the crews on ground alert at about 94.97 percent of the time. This was an average of 22 hours and 47 minutes out of a 24 hour working day during the first four weeks of the alert. During the fourth week of the alert, on 15 November, five crews were relieved for student training, leaving four crews of the squadron on alert. The four crews

6. History, DCOS, 6SAW, Nov 62, Rpt., on B-52 and KC-135 Standardization Crews, Exhibit 7. (S)

7. 40BS Crew Standardization Chart, 6SAW, 23 Oct-27 Nov 62, Exhibit 8. (S)

8. 39BS Alert Chart, 6SAW, 24 Oct-27 Nov 62, Exhibit 9. (S)

SECRET

were on alert 63.63 percent of the time or working 15 1/4 hours per day. During the fifth week, with the "Chrome Dome" requirement deleted, alert crews worked about 35.70 percent of the time, or a little more than 8 1/2 hours a day. (S)

On 2 November 1962, a KC-135 aircraft of the 6th Air Refueling Squadron returned from Tinker Air Force Base, Oklahoma and another KC-135 aircraft of the squadron was assigned to Bunker Hill Air Force Base, Indiana to augment the alert force there. (U)

On 4 November a 6th Air Refueling Squadron KC-135 aircraft was sent to Tinker Air Force Base, Oklahoma for Operation "Wing Fix," making a total of 19 KC-135 aircraft on alert. (U)

At 1500 hours on 15 November 1962, all sorties of the 6th Air Refueling Squadron were downgraded from the alert posture and utilized for the squadron's training mission which resumed on 16 November. (U)

TRAINING

The 6th Strategic Aerospace Wing received a Confidential message from 15th Air Force concerning the training program of the 4129th Combat Crew Training Squadron on 2 November 1962. The message stated that information was needed on how much time it would take to put the training program into effect and all problems this would encounter. Academic training during the Cuban crisis was to

9. Annex I to 39BS History, 6SAW, Nov 62, on file, IXO, 6SAW.

10. History, 6ARS, 6SAW, Nov 62, on file, IXO, 6SAW.

11. Ibid.

12. Ibid.

CONFIDENTIAL

14

resume as soon as possible and that flying would continue at the
13
termination of Defense Condition 2. The 6th Strategic Aerospace
Wing sent this information to 15th Air Force which in turn sent
a message to SAC concerning the continuance of training of crews
14
from the 4129th Combat Crew Training Squadron. (C)

The message constituted all changes that would have to be made
to continue training and what crews would be scheduled during the
coming months. The message also stated that classes 62-22 (B-52)
and K62-22 (KC-135) should be waived from taking the final aca-
demic examination so that they could be flight training. All other
classes were to be returned to Walker Air Force Base to continue
15
flight training with the 4129th CCTS. (C)

On 15 November 1962, 145 students returned to the 4129th Combat
Crew Training Squadron to re-enter training. These students made up
classes K62-19 (KC-135), K62-20, 62-20 (B-52), K62-21, 62-21, K62-
16
22, and 62-22. Class 62-19 had been dispersed to other bases where
17
they were members will complete their training. Three students from
18
the classes did not return. (C)

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13. MSG, 15AF to 6SAW, DO 3320, 2 Nov 62, Subj: CCTS Training,
Exhibit 10. (C)
 14. MSG, 15AF to SAC, INFO 6SAW, DO 3364, 7 Nov 62, Subj: CCTS Train-
ing, Exhibit 11. (C)
 15. Ibid.
 16. Student Crew Rosters, 4129CCTS, 6SAW, Nov 62, Exhibit 12.
 17. MSG, 15AF to SAC, INFO 6SAW, DO 3364, 7 Nov 62, Subj: CCTS Train-
ing, Exhibit 11. (C)
 18. History, 4129CCTS, 6SAW, Nov 62, on file, IXO, 6SAW.

CONFIDENTIAL

There was a shortage of three radar operators, four navigators, and four gunners in class 62-22 (B-52). Due to the Cuban crisis no¹⁹ classes had completed training with the 4129th during November. (U)

The 4129th CCTS received notification from SAC that the B-52G training simulator would be shipped to Ramey Air Force Base, Puerto Rico. The simulator will be shipped from the 4129th on 13 December²⁰ 1962. (U)

The 24th and 39th Bomb Squadrons and the 6th Air Refueling Squadron continued their training missions on 15 November 1962²¹ during the Cuban crisis. (U)

During the month of November 1962, the 6th Air Refueling Squadron flew a total of 94 sorties. Of these, 80 were student missions, 12 squadron combat crew training missions, and two ferry²² missions. (U)

The 24th Bomb Squadron flew a total of 40 sorties during the month. Of these, 37 were flown by trainee crews and three by squadron combat²³ crews. (U)

Forty-nine sorties were flown by the 39th Bomb Squadron during the month of November. Thirty-eight of these were student training mission, two combat crew training missions, and nine "Chrome Dome"²⁴ missions. (U)

19. History, 4129CCTS, 6SAW, Nov 62, on file, IXO, 6SAW.

20. Ibid.

21. History, DCO, 6SAW, Nov 62, on file, IXO, 6SAW.

22. History, 6ARS, 6SAW, Nov 62, on file, IXO, 6SAW.

23. History, 24BS, 6SAW, Nov 62, on file, IXO, 6SAW.

24. History, 39BS, 6SAW, Nov 62, on file, IXO, 6SAW.

Four instructors, 11 pilots and two student pilots utilized the 6th Combat Support Group's T-33 aircraft during the month of November for a total flying time of 66:26 hours. Utilizing the C-123 aircraft during the month were four instructor pilots, eight pilots, one co-pilot and 10 student pilots for a total flying time of 90:15 hours. Two instructors, one pilot and one student pilot utilized the H-19 aircraft for a total flying time of 87:45 hours during November.²⁵ (U)

A continuous air weapons training program for aircrews of the 40th Bomb Squadron was accomplished through a one hour period for each alert crew at the Alert Facility.²⁶ (U)

Major Charles J. King returned from temporary duty at Lowry Air Force Base, Colorado, where he attended an officers course at the Disaster Control School.²⁷ (U)

On 1 November 1962, the 6th Strategic Aerospace Wing Disaster Control Operations Plan 500-63²⁸ was produced in accordance with directives of SAC Regulation 355-1, containing the particular operations that the 6th Strategic Aerospace Wing would go through in the event of an enemy attack, aircraft accidents and acts of God.²⁹ (U)

25. History, DCO, 6SAW, Nov 62, on file, IXO, 6SAW.

26. Ibid.

27. Ibid.

28. 6SAW OPSPLAN 500-62, Disaster Control, 1 Nov 62, Exhibit 13.

29. TELECON, Maj. King, DCOT, 6SAW, 21 Dec 62.

In any future conflict, it is assumed that Walker Air Force Base will be a prime target for the enemy. Attack can be expected by intercontinental ballistic missiles, or by long-range enemy aircraft.³⁰ (U)

Operations Plan 500-63 was published to establish a pre-attack disaster control as well as a post-attack control to restore the operational capability of the 6th Strategic Aerospace Wing as soon as possible. The plan also includes the nuclear peacetime accidents³¹ that might occur and severe weather operations. (U)

All assigned organizations of the 6th Strategic Aerospace Wing are required to participate in the event of the implementation of the plan.³² (U)

One or more phases of the disaster control plan will be executed concurrently with an Emergency War Order implementation. The transition into alert posture increases the possibility of a nuclear accident. Acts of sabotage are also to be expected prior to,³³ or in conjunction with, an overt act of aggression by the enemy. (U)

The mission under the disaster control plan is to protect and restore all elements essential to the launching of the 6th Strategic Aerospace Wing bomber and missile sorties against enemies of the

30. 6SAW OPSPLAN 500-63, Disaster Control, 1 Nov 62, Exhibit 13.

31. Ibid.

32. Ibid.

33. Ibid.

United States. Protection is to be afforded under the plan against disaster resulting from enemy action, accidental causes, or acts of God. The capability to implement the war mission of the 6th Strategic Aerospace Wing will have first priority. (U)

All units of the wing were to review and develop written procedures to implement actions directed by the annexes of the plan. A copy of the implementing procedures was to be forwarded to the wing disaster control office. (U)

All units of the wing may be required to provide augmentation personnel, as directed by the plan, and familiarize all personnel with nuclear accident procedures. Also, all personnel, both military and civilian, were to be issued SAC Forms 28 (Personnel Alert Cards) and units were to report whom their disaster control personnel are to the disaster control officer. (U)

The 6th Strategic Aerospace Wing Deputy Commander for Operations will act as Disaster Control Team Chief and supervise actions involving the evacuation and/or the dispersal of all tactical aircraft and appoint a wing disaster control officer to do the following:

Organize and supervise disaster control functions at Walker Air Force Base; train unit disaster control officers and non-commissioned officers as members of the Disaster Team and shelter monitors in accordance with SAC Regulation 50-2; maintain liaison with

34. 6SAW OPSPLAN 500-63, Disaster Control, 1 Nov 62, Exhibit 13.

35. Ibid.

36. Ibid.

local civil and military agencies for mutual aid in a disaster situation; maintain a disaster control center during EWO alerts and nuclear accident exercises; be prepared to evaluate radiological, chemical, and biological hazards; coordinate with Detachment 15 9 Weather Squadron to develop radiological fallout plots during EWO and area contamination plots near nuclear accident scenes; and to designate in conjunction with BDCE suitable existing buildings as personnel fallout shelters.³⁷ (U)

The Deputy Commander for Maintenance will insure that radiological monitoring and materiel decontamination capability exists with the maintenance function in accordance with AF Regulation 66-10. He will also minimize the radiation hazard to personnel by rotating the generation teams and controlling the exposure of these teams during fallout operations; assure the movement of aircraft and equipment to a minimum of 1500 feet from the scene of a peacetime nuclear accident; provide ordinance disposal support; and supervise, in conjunction with the Deputy Commander for Operations, actions involving the evacuation and/or dispersal of tactical aircraft.³⁸ (U)

Under the disaster control plan, the 6th Combat Support Group will assist in the selection and preparation of fallout shelters; provide personnel and equipment to prepare for and to recover from nuclear attack, nuclear accidents, or acts of God resulting in damage; provide the required transportation and insure that vehicle and allied

37. 6SAW OPSPLAN 500-63, Disaster Control, 1 Nov 62, Exhibit 13.

38. Ibid.

decontamination facilities exist at Walker Air Force Base; provide emergency clothing rations; maintain liaison with civilian law enforcement agencies; provide traffic and personnel movement control; and direct base evacuation, if required, during a peacetime disaster. (U)

The 812th Medical Group will establish and train medical disaster control teams in support of the disaster control plan. (U)

Detachment 15, 9 Weather Squadron will provide the 6th Strategic Aerospace Wing Command Post with fallout plots during an EWO, surface and wind directions and velocity during nuclear accidents, and advise the Command Post on unusual weather conditions. (U)

The 2010 Communications Squadron will direct the movement of contaminated aircraft to isolated areas during an EWO and nuclear accidents with the coordination and approval of Job Control. The 2010 will also direct the movement of all manned aircraft in the Walker Air Force Base-Roswell, New Mexico area during a nuclear accident in coordination with the Command Post. (U)

All personnel on Walker Air Force Base will be under the jurisdiction of the 6th Strategic Aerospace Wing Commander during periods as outlined in Disaster Control Plan 500-63. (U)

39. 6SAW OPSPLAN 500-63, Disaster Control, 1 Nov 62, Exhibit 13.

40. Ibid.

41. Ibid.

42. Ibid.

43. Ibid.

SECRET

21

Amendment 2 to the 6th Strategic Aerospace Wing Fragmentary Order 300-62, "Straight Shot Kilo," was produced during November.

⁴⁴
Appended are the more important facets of that fragmentary order. (U)

Also appended is the 6th Strategic Aerospace Wing's Monthly Operations Plan for the month of December 1962, which was produced ⁴⁵ during November. (U)

There were no unreliable radar bomb scoring (RBS) runs reported during the month of November 1962. ⁴⁶ (U)

The 6th Strategic Aerospace Wing received a Secret message from 15th Air Force concerning the results the "Big Blast Sierra" mission which was flown on 8 October 1962. The 6th Strategic Aerospace Wing had two aircraft scheduled and two flew the mission with ⁴⁷ no aborts or other failures reported. (S)

During the month of November 1962, the 6th Strategic Aerospace Wing flew a total of 1542:50 hours which was accomplished in 124 sorties. Of this total the 24th and 39th Bomb Squadrons flew 604:55 hours in 74 sorties, of which 24:35 hours were utilized as low level sorties. The 40th Bomb Squadron flew 76:25 hours in 11 sor-

44. Amend 2 to 6SAW FRAGORD 300-62, 15 Nov 62, Exhibit 14.

45. 6SAW Monthly Operations Plan, Dec 62, Exhibit 15.

46. Commander's Remarks, 6SAW, T12, 1 - 30 Nov 62, Exhibit 16. (C)

47. MSG, 15AF to 6SAW, DOOTE 3566, 27 Nov 62, Subj: "Big Blast Sierra" Results, Exhibit 17. (S)

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SECRET

22

ties of which 6:54 hours was low level flying time. The remainder of the above total was utilized for "Chrome Dome" sorties which took 861:30 hours of flying time. The 6th Air Refueling Squadron⁴⁸ flew a total of 687:25 hours in 94 sorties during the month. (S)

SAFETY

During the month of November 1962, the 6th Strategic Aerospace Wing and the 6th Combat Support Group experienced no disabling injuries. The 6th Strategic Aerospace Wing had 31 first aid injuries during the month for a total cost of \$217. The 6th Combat Support Group reported 13 first aid injuries for a total cost of \$91. The military and civilian injury rates for the month were at zero percent and the private vehicle accident rate was also at zero percent. The government motor vehicle accident rate was reported at .28 percent⁴⁹ during November 1962. (U)

A letter was received by Colonel Ernest C. Eddy, 6th Strategic Aerospace Wing Commander, from Brig. Gen. William R. Yancey, 47th Strategic Aerospace Division Commander, concerning government motor vehicle accidents. Colonel Eddy produced a letter on the subject with Gen. Yancey's letter attached, which was sent to all squadrons⁵⁰ and staff agencies. (U)

Colonel Eddy wrote another letter during the month concerning

48. History, Operational Data, DCO, 6SAW, Nov 62, Exhibit 6. (S)

49. History, SAFE, 6SAW, Nov 62, on file, IXO, 6SAW.

50. Ltr., SAFE to all squadrons and staff agencies, WAFB, 27 Nov 62, Subj: Government Motor Vehicle Accidents, Exhibit 18.

SECRET

private motor vehicle control. This letter was reproduced and sent
⁵¹
 to all squadrons. (U)

A letter was produced by the Wing Safety Office during the month concerning nuclear safety deficiency reporting. The letter was
⁵²
 distributed to all squadrons and staff agencies. (U)

A C-47 aircraft from Larson Air Force Base, Washington was forced landed 45 miles northeast of Roswell, New Mexico, after taking off from Walker Air Force Base on 10 November 1962. The four crew members on board the aircraft were uninjured. At the request of the wing commander at Larson Air Force Base an accident investigation
⁵³
 board convened at Walker. The board recommended that the aircraft be dismantled and removed from the accident scene. This was done and the disassembled aircraft is in storage at Walker Air Force Base, awaiting further disposal instructions.
⁵⁴
 (U)

SUMMARY

During the month of November the "Chrome Dome" requirement for the 6th Strategic Aerospace Wing ended. A chart was produced by the 39th Bomb Squadron depicting their activities from the outset of the Cuban crisis through 27 November. The 4129th Combat Crew Training Squadron resumed its training activities during the month along with the 24th and 39th Bomb Squadrons and the 6th Air Refueling Squadron. No new classes entered training with the 4129th due to the Cuban cri-

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- 51. Ltr., C to all squadrons, WAFB, 21 Nov 62, Subj: Private Motor Vehicle Control, Exhibit 19.
 - 52. Ltr., SAFE to squadrons and staff agencies, WAFB, 5 Nov 62, Subj: Nuclear Safety Reporting, Exhibit 20.
 - 53. History, SAFE, 6SAW, Nov 62, on file, IXO, 6SAW.
 - 54. History, 6FMS, 6SAW, Nov 62, on file, IXO, 6SAW.

SECRET

24

sis returned to complete their training. On 1 November 1962, the 6th Strategic Aerospace Wing Disaster Control Operations Plan 500-63 was produced. The plan give a breakdown of what all units of the wing and group, as well as tenant organizations, are to do in the event of a disaster. During the month of November the 6th Strategic Aerospace Wing flew a total of 1542:50 hours. The 6th Air Refueling Squadron flew a total of 687:25 hours during the month. There were no disabling injuries experienced by either the wing or group during the month of November. Several letters concerning government vehicle accidents, private vehicle control, and nuclear safety were produced during the month. A C-47 aircraft from Larson Air Force Base was force landed northeast of Roswell, New Mexico and was dismantled in accordance with the accident investigation board's recommendations. The aircraft is now in storage at Walker awaiting further disposal instructions. (S)

SECRET

CHAPTER IV
MAINTENANCE AND FACILITIES

INTRODUCTION

The 6th Airborne Missile Maintenance Squadron began its maintenance functions during the month. (U)

Cold weather and flying clothing was in short supply during the month of November. (U)

A shortage of housing for transient airmen was reported during November. (U)

MAINTENANCE

The main problems of maintenance during the month was keeping the aircraft of the 6th Strategic Aerospace Wing in generation, due to the Cuban crisis and the down loading of aircraft after the wing's participation in the crisis on 27 November 1962.¹ Routine maintenance was performed on all aircraft during the Cuban crisis, keeping them in the generation status.² No major problems were encountered during this period of time. (U)

The 6th Airborne Missile Maintenance Squadron, which was activated on 1 November 1962, began taking over the maintenance duties of the former GAM Branch of the 6th Armament and Electronics Maintenance Squadron during the month. The mission of the new organization will be to perform line, hanger, and bench maintenance and to

1. History, 6CMS, 6SAW, Nov 62, on file, IXO, 6SAW.

2. History, 6FMS, 6SAW, Nov 62, on file, IXO, 6SAW.

CONFIDENTIAL

26

be responsible for generation of GAM-77's to meet all requirements
of the 6th Strategic Aerospace Wing. (U)

At the end of the month of November 1962, there were 21 GAM-77A missiles assigned to the 6th Airborne missile Maintenance Squadron. (C)

A technical representative from International Business Machines (IBM) began training the Bombing/Navigation Section and Automatic Pilot section personnel of the 6th AEMS on their respective equipment. (U)

Appended is the Monthly Maintenance Order for the month of December 1962, which was produced during November. (U)

SUPPLY

Due to the Cuban crisis during the month, items such as cold weather and flying clothing became emergency requirements to support the mission of the wing. Requisitions for these items have been made. (U)

Additional funds were requested for these items but funds were limited, and as of the end of the month the supply activity was still short on flying and cold weather clothing. (U)

During the November portion of the Cuban crisis it was found that

3. History, 6AMMS, 6SAW, Nov 62, on file, IXO, 6SAW.

4. Ibid.

5. History, 6AEMS, 6SAW, Nov 62, on file, IXO, 6SAW.

6. Monthly Maintenance Order, 6SAW, Dec 62, Exhibit 21.

7. History, DSUP, 6SAW, Nov 62, Exhibit 22.

8. Ibid.

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supply was^S short on personnel equipment items. Ten KC-135 aircraft were short life vests, 13 were short R-1A suits, and three were short life rafts. Eight B-52 aircraft were short of integrated parachutes,⁹ with non-integrated parachutes used as substitutions. (U)

It was reported during the month that AFW Supply will be merging with Base Supply on 1 December 1962. This entails the integration¹⁰ of AFW Supply into five similar branches of Base Supply. (U)

Automation of the Base Supply Service Store, where expendable items of local purchase could be obtained, was reported during the¹¹ month. All items found at the Service Store are now stored at Base Supply and are accounted for by the Random Access Method of Accounting and Control (RAMAC).¹² (U)

There were no cannibalizations reported on B-52 and KC-135 aircraft and GAM-77A missiles during the month.¹³ (U)

FACILITIES

The recreational activities have had a low participation rate at Walker Air Force Base during the month of November due to the¹⁴ Cuban crisis. (U)

A serious shortage of housing facilities for transient airmen

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9. History, DSUP, 6SAW, Nov 62, Exhibit 22.
 10. Ibid.
 11. Ibid.
 12. Ltr., C to all staff agencies, WAFB, 28 Nov 62, Subj: Automation of the Base Procurement Store, Exhibit 23.
 13. Weapon System Logistic Rpt., 6SAW, Nov 62, Exhibit 24.
 14. History, BDCS, 6CSG, Nov 62, on file, IXO, 6SAW.

was reported during the month. The shortage was due to the utilization of normal transient facilities by assigned airmen whose organizations could not provide housing for them. (U)

It was learned during the month from the Army Corps of Engineers, Albuquerque, New Mexico District, that the old control tower at Walker was in the process of being moved to the Federal Aviation Agency facility at Fort Worth, Texas. (U)

Appended are the Program Progress Construction Charts for the month of November 1962. (U)

SUMMARY

There were no major maintenance problems reported during the November portion of the Cuban crisis. The 6th AMMS assumed the duties of the 6th AEMS GAM Branch during the month. Cold weather and flying clothing was reported as being in short supply during the month. It was learned that AFW Supply will emerge with Base Supply on 1 December 1962. The Base Supply Service Store was put in automation. Housing facilities for transient airmen was short during the month. (U)

15. History, BDCS, 6CSG, Nov 62, on file, IXO, 6SAW.

16. History, BDCE, 6CSG, Nov 62, on file, IXO, 6SAW.

17. Program Progress Construction Charts, 6SAW, Nov 62, Exhibit 25.

SECRET

29

CHAPTER V

THE ICBM PROGRAM

INTRODUCTION

Training of missile crews was delayed during the month, due to the Cuban crisis. (U)

Eleven missile complexes were owned by SAC at the end of the month. (S)

Installation and checkout was on schedule during the month of November 1962. (U)

ORGANIZATION

The Atlas "F" SM65 missile site preparation is presently in Phase III of construction. There are 12 complexes and launchers with silo-lift configuration, hardened to 150 to 250 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, Hwy. 70, 33.9 miles; #3, NE of Roswell, Hwy. 70, 42.2 miles; #4, east of Roswell, Hwy. 380, 25.1 miles; #5, east of Roswell, Hwy. 380, 32.9 miles; #6, SE of Roswell, Lovington Hwy., 27.5 miles; #7, SE of Roswell, Lovington Hwy., 27.5 miles; #8, south of Roswell, Hwy. 285, 31.7 miles; #9, west of Roswell, Hwy. 380, 36.2 miles; #10, west of Roswell, Hwy 380, 27.7 miles; #11, north of Roswell, Hwy. 285, 21.4 miles; #12, north of Roswell, Hwy. 285, 30.1 miles. (U)

At the end of the month there were 13 missiles on hand at Walker Air Force Base. A total of 57 missile combat crews were a-

1. History, 579SMS, 6SAW, Nov 62, on file, IXO, 6SAW.

SECRET

SECRET

30

assigned to the 579th Strategic Missile Squadron at the end of November.² Of these 45 were available for duty.³ (S)

PERSONNEL

A missile combat crew commander was temporarily removed from crew duty during the month because of physical reasons.⁴ (U)

The authorized manning strength of the 579th remained unchanged during the month of November—143 officers and 424 airmen. The assigned strength rose slightly during the month to 153 officers and 492 airmen.⁵ (U)

OPERATIONS AND TRAINING

Phase III local ORT training was delayed due to the Cuban crisis.⁶ The ORT program began again when missile site 12 was downgraded for training on 14 November from the alert posture. This was directed by a Secret message received from SAC.⁷ (S)

Most combat missile crews had completed Phase I ORT at Vandenberg Air Force Base, California. Crews three through six are presently at Vandenberg in Phase II ORT training. Two crews have been qualified as fully combat ready.⁸ (U)

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2. Rpt., SAC-10-T12, 6SAW, Nov 62, Ballistic Missile Unit Status, Exhibit 26. (S)
 3. MSG, 6SAW to SAC, ZIPPO 11-509, 30 Nov 62, Subj: Missile Status, Exhibit 27. (S)
 4. History, 579SMS, 6SAW, Nov 62, on file, IXO, 6SAW.
 5. Ibid.
 6. Rpt., 579th Program Progress, 6SAW, 30 Nov 62, Exhibit 28.
 7. MSG, SAC to 6SAW, DO 9026, 14 Nov 62, Subj: Atlas "F" Phase III ORT, Exhibit 29. (S)
 8. History, 579SMS, 6SAW, Nov 62, on file, IXO, 6SAW.

SECRET

SECRET

31

One officer and five airmen were at technical schools during the month. Twenty-four officers and 54 airmen were on temporary duty at Vandenberg Air Force Base, California. (U)

As of 30 November 1962, a total of seven complexes were in an EWO configuration and five were in Emergency Combat Capability. (S)

During the month of November 1962, 11 of the 12 missile complexes were owned by SAC. The twelfth site is expected to be turned over to SAC in early December 1962. Eleven Atlas "F" missiles were installed at the sites and one is in the MAMS building. (S)

Appended is a Secret message from SAC concerning the alert adjustments for the missile sites. (U)

MAINTENANCE AND FACILITIES

The installation and checkout of the sites was on schedule. The GD/A scheduling, including Technical Acceptance Demonstrations, following the Cuban crisis and against the actual contract schedule required a 99 percent completion at that time. The actual completion then had been at the required 99 percent. (U)

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9. History, 579SMS, 6SAW, Nov 62, on file, IXO, 6SAW.
 10. Ibid.
 11. Ibid.
 12. MSG, 6SAW to SAC, 579SMS@ 719, 28 Nov 62, Subj: 3AF-VL4 Rpt., Exhibit 30. (S)
 13. MSG, SAC to 6SAW, DOPLM 9532, 20 Nov 62, Subj: Missile Alert Adjustments, Exhibit 31. (S)
 14. Rpt., 579th Program Progress, 6SAW, 30 Nov 62, Exhibit 28.

SECRET

SECRET

32

Progress in maintenance training was slowed due to the Cuban¹⁵ crisis. All available personnel had to be used to man the sites. (U)

On 15 November a Secret message was received from 15th Air Force stating that maintenance could be performed only on site 12, because of its being a training site. Maintenance could not be performed on the other 11 sites. (S)¹⁶

A Secret message was received from 15th Air Force by the 6th Strategic Aerospace Wing on 30 November concerning the "Cleansweep" modification. Site 1 was to be exchanged for site 5, which was on¹⁷ alert. (S)

SUMMARY

A missile combat crew commander was removed from duty temporarily because of physical reasons. Phase III local ORT training was delayed because of the Cuban crisis during the month. Eleven of the 12 missile complexes are owned by SAC. Installation and checkout of the missile sites was on schedule. (S)

15. Rpt., 579th Program Progress, 6SAW, 30 Nov 62, Exhibit 28.

16. MSG, 15AF to Victor Two, DM4C 3427, 15 Nov 62, Subj: Missile Maintenance, Exhibit 32. (S)

17. MSG, 15AF to 6SAW, DM4C, 3608, 30 Nov 62, Subj: "Cleansweep" Modification, Exhibit 33. (S)

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

NOVEMBER ROSTER OF KEY PERSONNEL

Col	Ernest C Eddy	C, 6SAWg
Col	Eugene N Waldher	V/C, 6SAWg
Col	Howard R Lawrence	C, 812 Med Gp
Col	Edward N Jacquet	C, 579SMS
Lt Col	Emmett H Clements	C, Combat Sup Gp
Capt	Henry G McMahon, Jr	Dir of Admin Svs
Col	Daniel D Patch	Dep/C for Maintenance
Lt Col	John W Swanson	Dep/C for Operations
Lt Col	Samual J Patti	Director of Personnel
Lt Col	Miles J Frisinger	Director of Supply
Lt Col	Howard M Prather	Base Comptroller
Lt Col	Leonard A Klanecky	Information Officer
Major	Burmon C Hoyle	Director of Safety
Lt Col	Dale C Maluy	24th Bomb Sq
Lt Col	Lee McClendon	39th Bomb Sq
Lt Col	Kenneth J Green	40th Bomb Sq
Lt Col	Wayne E Clark	4129CCTS
Lt Col	William C Manicom	6A&E Maintenance Sq
Lt Col	Jack R Cox	6Abn Missile Maint Sq
Lt Col	Donald R Calof	6Organizational Maint Sq
Lt Col	Ehos Cleland, Jr	6Field Maintenance Sq
Lt Col	Jesse L Mayo	37Munitions Maint Sq
Lt Col	Joseph R Hanlen	6Air Refueling Sq
Major	Richard D Courtney	6 Supply Sq
Major	Arthur L Bruggeman	Hq Sq 6SAW

HEADQUARTERS
6TH COMBAT SUPPORT GROUP
United States Air Force
Walker Air Force Base, New Mexico

ROSTER OF KEY PERSONNEL
November 1962

Lt Col Emmett H Clements	BC
Lt Col Kenneth E Husemoller	BDCL
Lt Col Milton E Johnston	BDCM
Lt Col Perry D Loomer	BJA
Lt Col Leonard A Klanecky	IXO
Lt Col Roscoe Murray, Jr	BDCE
Lt Col Charles J Platt, Jr	BDCS
Lt Col Howard M Prather	BDCR
Lt Col Keith P Siegfried	BVC
Ch, Lt Col, Oscar W Voelzke	BCH
Lt Col John S White	BDAS
Maj Donald J Mercer	BPR
Maj Burman C Hoyle	SAFE
Maj Marvin D Moss	CDS
Maj Harry G Parrish, Jr	TSC
Capt James O Geary	FSSC
Capt William J Powers	CESC
Capt Walton D Reese	HSC

BIBLIOGRAPHY

The November 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, etc.; 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. History, BDCL, 6CSG, Nov 62.
2. Rpt., 1-SAC-T35, Management Control Data, 1 Oct-30 Nov 62.
3. Ltr., DP to IXO, 6SAW, 13 Dec 62, Subj: Retention Rate for Nov 62.
4. MSG, 6SAW to SAC, ZIPPO 11-506, 30 Nov 62, Subj: Aircraft Availability. (S)
5. MSG, 6SAW to SAC, ZIPPO 11-516, 30 Nov 62, Subj: Aircraft Availability. (S)
6. History, Operational Data, DCO, 6SAW, Nov 62. (S)
7. History, DCOS, 6SAW, Nov 62, Rpt., on B-52 and KC-135 Standardization crews. (S)
8. 4OBS Crew Standardization Chart, 6SAW, 23 Oct - 27 Nov 62. (S)
9. 39BS Alert Chart, 6SAW, 24 Oct 62-27 Nov 62. (S)
10. MSG, 15AF to 6SAW, DO 3320, 2 Nov 62, Subj: CCTS Training. (C)
11. MSG, 15AF to SAC, INFO 6SAW, DO 3364, 7 Nov 62, Subj: CCTS Training. (C)
12. Student Crew Rosters, 4129CCTS, 6SAW, Nov 62.
13. 6SAW OPSPLAN 500-63, Disaster Control, 1 Nov 62.
14. Amend 2 to 6SAW FRAGORD 300-62, 15 Nov 62.
15. Operations Plan, 6SAW, Dec 62.
16. Commander's Remarks, 6SAW, TL2, 1-30 Nov 62. (C)
17. MSG, 15AF to 6SAW, DOOTOE 3566, 27 Nov 62, Subj: Big Blast Sierra Results. (S)
18. Ltr., SAFE to all squadrons and staff agencies, WAFB, 27 Nov 62, Subj: Government Motor Vehicle Accidents.
19. Ltr., C to all squadrons, WAFB, 21 Nov 62, Subj: Private Motor Vehicle Control.
20. Ltr., SAFE to all squadrons, WAFB, 5 Nov 62, Subj: Nuclear Safety Reporting.
21. Monthly Maintenance Order, 6SAW, Dec 62.

22. History, DSUP, 6SAW, Nov 62.
23. Ltr., C to all staff agencies, WAFB, 28 Nov 62, Subj: Automation of the Base Procurement Store.
24. Weapon System Logistic Rpt., 6SAW, Nov 62.
25. Program Progress Construction Charts, 6SAW, Nov 62.
26. Rpt., SAC-10-T12, 6SAW, Nov 62, Ballistic Missile Unit Status. (B)
27. MSG, 6SAW to SAC, ZIPPO 11-509, 30 Nov 62, Subj: Missile Status. (S)
28. Rpt., 579th Program Progress, 6SAW, 30 Nov 62.
29. MSG, SAC to 6SAW, DO 9026, 14 Nov 62, Subj: Atlas "F" Phase III CRT. (S)
30. MSG, 6SAW to SAC, 579SMSO 719, 28 Nov 62, Subj: 3-AF-V14 Rpt. (S)
31. MSG, SAC to 6SAW, DOPLM 9532, 20 Nov 62, Subj: Missile Alert Adjustments. (S)
32. MSG, 15AF to VICTOR TWO, DM4C 3427, 15 Nov 62, Subj: Missile Maintenance. (S)
33. MSG, 15AF to 6SAW, DM4C 3608, 30 Nov 62, Subj: "Cleansweep."

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



REPLY TO
ATTN OF: BDCL/Lt Col Husemoller/8316

7 December 1962

SUBJECT: Historical Report

TO: IXOH

Following is the history of the Base Deputy Commander for Security and Law Enforcement (BDCL) for the month of November 1962.

a. During November, Walker AFB was in either a DEFCON 2, 3, or 4 alert status. On 29 November 1962, the installation assumed a DEFCON 4 status.


b. The Walker AFB Disciplinary Rate for November is as follows:

(1) AWOL	3
(2) MILITARY OFFENSES	23
(3) FELONIES	0
(4) MISDEMEANORS	14
(5) ON BASE ACCIDENTS	8
(6) OFF BASE ACCIDENTS	2
(7) DWI	5

c. The Armed Forces Disciplinary Control, Board, scheduled to be held at Walker AFB was postponed.

d. The American Security Rangers contract terminated at 2400 hours, 30 November 1962. All complexes are now being secured by Combat Defense Force members.

e. The Status of Discipline Advisory Committee convened in November 1962.


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

ANALYSIS OF MANAGEMENT CONTROL DATA
RCS: 1-SAC-135, Part II
PERIOD COVERED: 1 October - 30 November 1962

WALKER AFB

CHAPTER 2 - PERSONNEL

1. Personnel Accounting Accuracy

CHAPTER 3 - BASE SUPPORT

1. Automotive Maintenance

CHAPTER 4 - GENERAL

1. None

CHAPTER 5 - OPERATIONS

1. None

CHAPTER 6 - MAINTENANCE

1. Deviations from Take-off Time
2. Training Lost Due to Materiel
3. Air Refueling Efficiency

CHAPTER 7 - MISSILE ACTIVITY

1. Not Applicable

CHAPTER 1 - PERSONNEL

ITEM 1. PERSONNEL ACCOUNTING ACCURACY - 92%

a. PERBLA AREA: Errors in Individual Status Cards, 599, 599a, 601 and 601a.

<u>Status Card</u>	<u>No. Errors</u>
599	20
599a	46
601	237
601a	104

b. CAUSE:

(1) In October 30 errors resulted from 2 blank 599a cards for which source records were not available.

(2) For November 21 errors resulted from use of incorrect processing code for 6th Airborne Missile Maintenance Squadron.

(3) Lack of compatibility of category of enlistment and retention code accounted for approximately 24 errors.

c. COLLECTIVE ACTION:

(1) Correct processing code for 6th Airborne Missile Maintenance Squadron has been obtained.

(2) Two internal audits are now being made.

(3) Changes in personnel have been made to reduce errors.

CHA. TEL. 3 - BASE SUPPORT

ITEM 2. ATTENTIVE MAINTENANCE - 97%

a. PROBLEM AREA: Cost per vehicle equivalent. Actual cost per vehicle equivalent surpassed the optimum cost by 30.33.

b. CAUSE:

(1) High vehicle maintenance cost for October resulted from the expenditure of 34,960 for filters used for Test Order Compliance on refueling units.

(2) Receipts of tires and batteries exceeded the immediate needs for November.

(3) There was no immediate need for some of the engines rebuilt on contractual maintenance.

c. CORRECTIVE ACTION:

(1) Further indoctrination of new personnel in the monitoring of maintenance costs will be continued.

(2) Eight reconditioned engines valued at approximately \$1975 will be turned into Base Supply for credit.

(3) Tires and batteries amounting to approximately \$2800 will be turned into Base Supply for credit.

Chapter 6 - MALFUNCTIONS

ITEM 3. UNWARRANTED TAKE OFF TIME - 507

a. CAUSE: Excessive number of late take offs due to material. A breakdown of failures is as follows:

<u>ITEM</u>	<u>DESCRIPTION</u>	<u>ACTION</u>	<u>DATE</u>	<u>AIRCRAFT</u>
Modulating Valve	Internal failure	Removed and replaced	2 Oct	020
Radar, Elect Control Amp	Internal failure	Removed and replaced	4 Oct	020

b. COLLECTIVE ACTION: Aircraft 020 had a late take off on both the 2nd and 4th of October. The history of this aircraft does not indicate any problem areas and subsequent flights have not produced any trends.

CHAPTER 6 - MAINTENANCE

ITEM 4. TRAINING LOST DUE TO MATERIAL - 72%

a. CAUSE: Bomb/Nav system failure and Other Aircraft Systems failure was the primary cause for a low score in the "Training Lost Due to Material" category. The following is a list of specific failures causing lost training:

BOMB/NAV SYSTEMS

<u>ITEM</u>	<u>ITEMS OF TRAINING LOST</u>
Radar Receiver Transmitter	7
Electronic Control Amplifier	2
Barge Coordinate Relay	2
Pitch and Roll Relay	2
Time Computer	1
Misc AM/ASE	1
Coolant Pump	1
	<u>16</u>

OTHER AIRCRAFT SYSTEMS

<u>ITEM</u>	<u>ITEMS OF TRAINING LOST</u>
Radar Receiver Transmitter	25
Electronic Control Amplifier	7
Pilot Head (Pilot Static System)	6
AI/ALT 6 Tuning Unit	4
Aisle Light Assembly	4
Governor Control Linkage	3
Misc (Engine Controls)	3
AI/APC-54 Amplifier	2
RT-263	2
Misc (AI/ALT 12)	1
AI/APR-9 Relay	1
Misc (Wpn Sys 131B)	1
Time Computer	1
Target Position Computer Range Unit	1
Presentation--Plus 150--300 Volts	1
AI/ALT 6 Transmitter	1
AI/APR 9 Tuning Unit	1
	<u>64</u>

b. CORRECTIVE ACTION:

(1) Bomb-Nav Systems. Radar receiver transmitter caused the majority of training losses. Malfunctions are isolated and no trends are apparent on any of the failures.

(2) Other Aircraft Systems. The majority of training lost was due to three items: Radar Receiver Transmitter, Electronic Control Amplifier, and Pitot Head. Twenty-three of the twenty-five training losses due to Radar Receiver Transmitter occurred on two separate missions, and subsequent flights of the aircraft concerned indicate no trends. Seven losses of training due to Electronic Control Amplifier occurred on a single flight with no trends indicated. The Pitot Static Head caused the loss of six items of training on the same aircraft on two consecutive flights. The malfunction caused in-flight aborts on both missions. Following the first flight, the air speed indicator was removed and replaced and the Pitot Head cleaned. The second flight presented an identical malfunction and this time both air speed indicators and the Pitot head were removed and replaced. The aircraft has flown twice since and no problems were encountered.

CHAPTER 6 - MAINTENANCE

ITEM 5. AIR REFUELING EFFICIENCY - 96%

a. Causes: All air refueling losses were due to materiel failure. A breakdown of losses by aircraft, date, and item that caused the loss follows:

<u>ACFT</u>	<u>DATE</u>	<u>ITEM CAUSING LOSS</u>	<u>NO. AIR REFUELING SC-EE</u>	<u>NO. AIR REFUELING LOST</u>
652	1 Oct 62	Misc (Engine Controls)	2	2
652	3 Oct 62	Radar Rec Transmitter	3	3
099	5 Oct 62	Radar Rec Transmitter	1	1

b. Corrective Action:

(1) All six air refueling losses occurred due to materiel failure. However, subsequent flights indicated these failures were isolated cases and no trends are apparent.

(2) All malfunctions were discovered in-flight and although they caused loss of training, there were no aborts. The Radar Receiver Transmitter was removed and replaced on both occasions. The receiver transmitter from aircraft 652 was found to have the automatic frequency control out of adjustment and it was adjusted. The malfunction in the receiver transmitter in aircraft 099 was a short in the HYSTING; this was repaired and both receiver transmitters were restored to use. The miscellaneous item in the Engine Controls was adjusted and no further problems have been encountered.

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



REPLY TO
ATTN OF: DRRR/SMBgt Fink/2091

SUBJECT: Retention Rate for November 1962 and Cumulative for FY63

13 Dec 62

TO: |Xo

ORGANIZATION	EFF: 1-30 Nov 62		CUMULATIVE FOR FY63		CUMULATIVE FOR FY63		CUMULATIVE FOR FY63	
	FIRST TERM	CAREER	FIRST TERM	CAREER	FIRST TERM	CAREER	FIRST TERM	CAREER
	D/R	RATE	D/R	RATE	D/R	RATE	D/R	RATE
6 AMS	-	-	-	-	-	-	4/4	100%
24 BS	-	-	-	-	-	-	1/0	0%
39 BS	-	-	1/1	100%	1/0	0%	1/1	100%
40 BS	-	-	-	-	-	-	4/4	100%
4129 COTS	1/1	100%	1/1	100%	2/1	50%	4/4	100%
37 MMS	-	-	1/1	100%	5/1	20%	4/4	100%
579 SMS	-	-	5/5	100%	4/2	50%	20/20	100%
6 AMS	9/5	55.5%	5/4	80%	28/8	28.6%	24/17	70.8%
6 FMS	9/1	11.1%	4/3	75%	33/10	30.3%	29/24	82.8%
6 CMS	9/2	22.2%	5/4	80%	20/5	25%	16/12	75%
6 BS	6/2	33%	3/2	66%	9/4	44.4%	29/26	87.6%
6 BAW	4/2	50%	4/3	75%	13/6	46.1%	25/20	80%
6 BAW TOTAL	38/13	34.2%	29/24	82.7%	115/37	32.2%	161/136	84.5%
6 CDS	2/0	0%	2/2	100%	13/6	46.1%	15/14	93.3%
6 TS	-	-	3/3	100%	-	-	10/6	60%
6 FSS	-	-	1/1	100%	2/1	50%	5/5	100%
6 CRS	5/1	20%	3/3	100%	19/4	21%	15/11	73.3%
6 HS	5/1	20%	-	-	20/7	35%	2/2	100%
6 CSG TOTAL	12/2	16.7%	9/9	100%	54/18	33.3%	47/38	80.8%
812 Med Op	1/0	0%	2/2	100%	8/3	37.5%	7/6	85.7%
WALKER AFB								
TOTAL	51/15	29.4%	40/35	87.5%	177/58	32.7	215/180	83.7%

W. C. Ratcliffe
W. C. RATCLIFFE
Major, USAF
Ch, Proc Div

SECRET

00

30/0003Z

SECRET

FROM: 6SAW WALKER

TO: SAC
15AF

SECRET/ZIPPO 11-506/SAC V-1 AS OF 30/0001Z.

- A. 15AF/KRSW/6SAW
- B. 43 B-52E
- C. 42 B-52E
- D. 45/45
- E. 45/45
- F. 8/0
- G. 8/0
- H. 16/12/0
- I.. 16/12/0
- J. 0
- K. 0
- L. 33/A/26
- M. 01,02,03,04,05,06,07,08
- O. ACFT 56-706 SKYSPEED WALKER
ACFT 57-136 AT WRAMA AWAITING PICKUP

40TH BOMB SQDN 27 CREWS ASSIGNED 27 CREWS AVAILABLE

1 1

SECRET

SECRET

1X0 62-58

SECRET

00

30/1426Z

SECRET

FROM: 6SAW

TO: SAC
15AF

SECRET/ZIPPO 11-516/CORRECTED COPY OUR SECRET ZIPPO 11-507

SAC-VI AS OF 30/0001Z.

- A. 15AF/ERSW/6AREFS
- B. 20 KC-135A
- C. 19 KC-135A
- D. 30/29
- E. 29/29
- F. 0
- G. 0
- H. 0
- I. 0
- J. 0
- K. 0
- L. 19/4/20
- M. 0
- N. 0
- O. ACFT 58-0079 DROPPED TO OCAMA THIS DATE
ACFT 57-1465 OCAMA AWAITING PICKUP

1 1

SECRET

SECRET

1X0 62-100

SECRET

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



REPLY TO: DCOTRA/Major Monroe/8418
ATTN OF:

SUBJECT: Historical Report

TO: DCOT (HISTORIAN)

1. During the month of November 1962 the 6th Strat Aerospace Wing flew a total of 1542:50 hours (B-52E), this was accomplished in 124 sorties. Of the above total the 24th and 39th Bomb Squadrons flew a total of 604:55 hours, in 74 sorties, of which 24:35 hour were low level. The 40th Bomb Squadron (also included in the above total) flew 76:25 hours in 11 sorties, of which 6:54 were low level. The requirements for 2 Chrome Dome per day was continued to 21 November 1962 at that time the 6SAW was relieved of Chrome Dome requirement. From 1 November to 21 November the 24th, 39th, and 40th Bomb Squadrons flew 39 Chrome Dome sorties, in 861:30 hours. The 6th Air Refueling Squadron flew a total of 687:25 hours in 94 sorties for the month of November 1962. As of 2400MST 30 November 1962 the 6th Strat 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, and no non-Combat ready crews. (S)
2. One Officer and three airmen were assigned to the Statistical Reports Branch as of 30 November 1962. (U)

Duncan A. Monroe

DUNCAN A. MONROE
Major, USAF
Chief, Statistical Reports Branch DCO

DOWNGRADED AT 3 YEAR INTERVALS;
DECLASSIFIED AFTER 12 YEARS
DOD DIR 5200.10

SECRET

62-240

SECRET

DCOS

Monthly Historical Report

I B-52 Branch

The four instructor crews assigned to the Standardization Division performed the following alert activity during the recent Cuban crisis. (U)

Lt Colonel Leary's crew, S-41, began on 24 Oct by covering Sortie #10 until 29 Oct. On 30 and 31 Oct the crew flew Chrome Dome mission and returned to cover Sortie #14 on 1 and 2 Nov. Major Fowler, Major Morrison and Sgt Sparks combined with staff personnel to form another crew and began covering Sortie #29. Lt Colonel Leary, Major Ducharme and Captain Owen also combined with staff personnel on 3 Nov and manned Sortie #28. These two crews continued on these sorties until 9 Nov. The 10th of Nov Lt Colonel Leary's crew picked up Sortie #38 and Major Fowler's crew covered Sortie #35 until 14 Nov. Lt Colonel Leary, Major Ducharme and Sgt Sparks returned to the Standardization Division to perform standardization duties during the return to training program on 15 Nov. Major Fowler, Major Morrison and Captain Owen instructed a student crew in the 39th BS through the first 8 training missions and returned to Standboard on 30 Nov. (S)

Lt Colonel Stone's crew, S-35, started the alert on Sortie #19 until 27 Oct. The crew flew Chrome Dome on 28 and 29 Oct and returned to alert duty on Sortie #32 until 3 Nov. On 3 Nov the crew split to form two crews. Major Berner, Major Strong and Sgt Quay combined with staff personnel to form a crew as Lt Colonel Stone, Lt Colonel Roth, Major Redmann also did. Major Berner's crew picked up Sortie #31 until 11 Nov and Lt Colonel Stone continued on #32 until 5 Nov. From 5 Nov until 12 Nov they covered Sortie #39. (S)

Major Berner's crew covered Sortie #39 from 12 Nov until 14 Nov while Lt Colonel Stone's crew covered Sortie #32 until 14 Nov. On 14 Nov the two crews went back together and covered Sortie #33 until 18 Nov. On 19 and 20 Nov the crew flew another Chrome Dome and returned to cover Sortie #19 on 22 and 23 Nov and Sortie #33 on 24 to 26 Nov. On 27 Nov they returned to the Standardization Division. (S)

Lt Colonel Eastling's crew started on 23 Oct by covering Sortie #9 until 27 Oct. On 29 and 30 Oct they flew Chrome Dome and returned on 31 Oct to cover Sortie #27 until 3 Nov. On 3 Nov this crew also split, Major Turner, Major Haas, and Sgt Thompson with staff personnel on one crew and Lt Colonel Eastling, Major Edwards, and Major Volk with staff personnel on the other crew. Major Turner's crew picked up Sortie #26 until 8 Nov and Lt Colonel Eastling's crew continued on Sortie #27 until

SECRET

ANNEX *cy 1745*
1X0 62-101 DCO

SECRET

27 Nov. On 8 Nov Lt Colonel Eastling took Sortie #36 until 14 Nov. Major Turner's crew covered Sortie #38 from 9 to 14 Nov. On 16 Nov the crew returned to one crew and covered Sortie #27 on 16 and 17 Nov. From 19 Nov until 23 Nov the crew performed standardization duties and returned to Sortie #27 on 24 Nov until 26 Nov. (S)

Lt Colonel Morris' crew, S-04, began on 23 Oct by covering Sortie #32 until 30 Oct. On 31 Oct and 1 Nov the crew flew Chrome Dome and returned to cover Sortie #17 on 2 and 3 Nov. The crew split to form two crews on 3 Nov. Lt Colonel Morris, Major O'Brien, Captain Stone and Sgt Nicoson with staff personnel on one crew and Lt Colonel McIntire, and Captain Jarvis with staff personnel on the other crew. Lt Colonel Morris' crew covered Sortie #23 on 3 and 4 Nov and Lt Colonel McIntire's crew covered Sortie #24 from 3 Nov until 11 Nov. On 5 Nov Lt Colonel Morris' crew covered Sortie #37 until 13 Nov. Lt Colonel McIntire's crew picked up Sortie #27 on 12 Nov until 14 Nov. Lt Colonel Morris covered Sortie #31 on 14 and 15 Nov. Lt Colonel Morris' crew returned as a integral crew on 17 Nov to fly Chrome Dome on 17 and 18 Nov. The crew covered Sortie #17 at the alert facility from 21 Nov to 24 Nov. The crew returned to the Standardization Division on 26 Nov. (S)

Lt Colonel Leary and Major Ducharme went TDY to Warner-Robins AFB, Ga. to return a B-52 from modification on 29 Nov. (U)

SECRET

SECRET

DCOS

Monthly Historical Report

II KC-135 Section

1. The five crews of the KC-135 Standardization Branch participated in the recent Cuban crises as follows:

a. Major Greenwade - Crew J-01

(1) 24-28 Oct Sortie 105, 31 Oct - 5 Nov Sortie 106, and 8-13 Nov Sortie 113. (S)

b. Major Albright - Crew J-02

(1) 2-3 Nov Sortie 120, 6-11 Nov Sortie 106, and 14 Nov Sortie 113. (S)

c. Major Stockton - Crew J-05

(1) 29 Oct - 3 Nov Sortie 101, 6-11 Nov Sortie 107, and 14 Nov Sortie 114. (S)

d. Major Echabarne - Crew J-09

(1) 24-30 Oct Sortie 106, 2-7 Nov Sortie 113, and 10-14 Nov Sortie 101. (S)

e. Captain Diamond - Crew J-41

(1) 24-30 Oct Sortie 107, 2-7 Nov Sortie 114, and 10-14 Nov Sortie 102. (S)

2. In the early phases of the crises Major Albright's crew J-02 was still TDY to the United Kingdom on operation "Speed Light Delta". They returned on 29 Oct and departed for Tinker AFB on 31 Oct to ferry a aircraft back from the modification depot. Upon their return on 2 Nov they assumed their alert duties. (S)

3. Major Stockton, pilot of crew J-05 was TDY on a Higher Headquarters mission until 29 Oct at which time his crew assumed normal alert duties. (U)

4. Upon release from alert duty on 14 Nov all five crews returned to the Standardization Division and assumed their normal tasks with the combat crew training program. (U)

SECRET

SECRET

DCOS

Monthly Historical Report

IV B-52 Tactical Branch

Attached is a chart depicting the daily activities of the four standardization crews assigned to the 40th BS. The period covered is from 23 Oct through 27 Nov 1962, the "Cuban Crisis." (U)

During this period all activity was concentrated on covering quick reaction sorties, subsequently assigned sorties and airborne alert sorties. No training or standardization flights were scheduled. (U)

Sorties one through eight are quick reaction sorties and sorties nine through thirty-nine are subsequently assigned sorties. (U)

The chart is self explanatory. (U)

SECRET

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4



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OCTOBER

NUMBER

SECRET

		CREWS	24	25	26	27	28	29	30	31	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27
39BS ALERT CHART	24 OCT THRU 27 NOV 62	LT COL STONE S-35	ON			REST	C.D.	LAND	ON	STAB											OFF				ON		REST	C.D.	LAND	OFF	ON					OFF	
		MAJ ROSENBAUM E-39	ON										OFF	ON							OFF	C.D.	LAND	STUDENTS												OFF	
		LT COL LEAHY S-41	ON					REST	C.D.	LAND	OFF		LEARN ON						OFF	ON					STUDENTS												
		LT COL SUMNER E-42	ON										REST	C.D.	LAND	OFF	ON							OFF		ON		REST								ON	
		LT COL DAVIS E-44	ON										REST	C.D.	LAND	OFF	ON							REST	C.D.	LAND	ON		OFF		ON		OFF				
		MAJ WALDON E-54	ON											REST	C.D.	LAND	OFF	ON							OFF	ON		OFF		ON						OFF	
		LT COL MURPHY E-63	ON											OFF	ON						REST	C.D.	LAND	ON			STUDENTS										
		LT COL SIMPSON E-64	ON								REST	C.D.	LAND	ON										OFF	STUDENTS												
		LT COL PUGH E-65	ON											REST	C.D.	LAND	OFF	ON						OFF	STUDENTS												

110 62-105

GENERAL PURPOSE WORK SHEET (8 x 13)

FORM 88 2106 PG. 8800
SAC MAY 58

62-2066

SECRET

39TH Bomb Sq Hq. of 100 62 ALERT
CUBAN ALERT DEFCO I CREW UTILIZATION

CONFIDENTIAL

JPC006JPA138
MXCO37KMK158
PP RUWBJP RUWBJM
DE RUWBN 17A
FM 15AF MARCH AFB CALIF
TO RUWBJP/6SAW WALKER AFB NMEX
BT

C O N F I D E N T I A L DO 3320

FOR C. RINOCCTSSS/4017CCTSSS/INFO DO. MSG IN TWO PARTS.
WAS ADVISED THAT A PROGRAM FOR REGENERATING THE B-52/KC-135
CCTS TRAINING IS REQUIRED. (ACADEMICS TO RESUME ASAP AND
FLYING TO RESUME AT THE TERMINATION OF THE PRESENT ALERT
CONDITION). TO ESTABLISH THIS PROGRAM, IT IS NECESSARY FOR
EACH CCTS UNIT TO INITIATE A DETAILED RESEARCH, EVALUATE
RESULTING DATA AND ESTABLISHING A RECOMMENDED COURSE OF ACTION.
THE FOLLOWING ITEMS MUST BE CONSIDERED PENDING SPECIFIC

PAGE TWO RUWBN 17A

INSTRUCYONS FROM HQ SAC: (A:) DETERMINE THE EXACT TRAINING
STATUS OF EACH STUDENT ON STATION OR OFF, BY NAME, POSITION
CREW NUMBER AND CLASS NUMBER. (B) CONSIDER ACCELERATING
"ACADEMIC COMPLETE" STUDENTS TO DIFFERENT CLASSES IN AN
ATTEMPT TO TRAIN ONLY FULL CREWS WHEN FLYING IS REINSTATED
(C) DETERMINE YOUR CAPABILITY TO REINSTATE SIMULATOR
TRAINING SINCE THIS AREA IS A LIMITING FACTOR IN ACCELE-
RATED TRAINING. (D) DETERMINE THE SORTIES REQUIRED TO GRAD-
UATE CREWS SACR 51-19/51-4 COMPLETE LESS SOLO. (E) DETER-
MINE THE TIMING SCHEDULE FOR RECALL OF STUDENTS, WHO ARE
RETURNED TO THEIR UNITS, FOR REINSTATEMENT TO THE CCTS
TRAINING. THE RECALL SHOULD BE BASED PRIMARILY ON YOUR
CAPABILITY TO "TRAIN OUT". (F) CONSIDER SORTIE AUGMENTATION
FROM THE 40/330 SQUADRONS. (G) DETERMINE THE APPROXI-
MATE DATE THAT THE CCTS TRAINING MAY RETURN TO A NORMAL
CLASS ENTRY CYCLE. (H) A SIX DAY WORKWEEK WILL BE NECESS-
ARY. (I) DOWN TIME DURING THE CHRISTMAS HOLIDAYS SHOULD
BE HELD TO AN ABSOLUTE MINIMUM. (J) FOR CASTLE ONLY.
DETERMINE YOUR CAPABILITY FOR REINSTATEMENT THE ACADEMIC
COURSE OF INSTRUCTION. PART II. HQ SAC WILL PRESENTLY

PAGE THREE RUWBN 17A

STAFFING THE CCTS TRAINING PROBLEM AND WILL ADVISE EACH
UNIT OF ITS COURSE OF ACTION AT THE EARLIEST POSSIBLE DATE.
RESOLUTION OF THE PROPOSED CCS REGENERATION PROGRAM.
(SCP-4)

BT

02/2212 Z NOV RUWBN

CONFIDENTIAL

CONFIDENTIAL

JPC009JPA412EMXF012 KNJ814 OOT
PP RUWBJP RUWBJM RUCSER
DE RUWBN 4A
P 070236Z
FM 15AF MARCH AFB CALIF
TO RUCSER/SAC
INFO RUWBJP/68AM WALKER AFB NMEX
BT

CONFIDENTIAL DO 3364. SECTION ONE OF TWO.
FOR SAC DOOT/INFO DO/DCO. REF SAC DOOT 100261, 2 NOV 62.
THIS MSG IN FIVE PARTS. CCTS RESUMPTION. PART I. (A) WALKER
CLASS K62-19 COMPLETED ONLY TWO AND ONE HALF MISSIONS.
WALKER AND CASTLE CLASSES 62-19 AND CASTLE K62-19 COMPLETED
MINIMUM TRAINING EXCEPT FLIGHT CHECKS. INDIVIDUALS SENT
TO GAINING UNITS AND SHOULD NOT RETURN. WALKER K62-19
SHOULD BE RETURNED FOR CCTS COMPLETION. (B) CLASSES 62-20,
K62-20 HAVE COMPLETED AN AVERAGE OF FOUR OR FIVE AND ONE-
HALF FLIGHT MISSIONS AND SHOULD BE RETURNED TO CCTS TO COM-

PAGE TWO RUWBN 4A
PLETE 51-19 AND 51-4 MINIMUMS AS APPLICABLE. (C) CLASSES
62-21 AND K62-21 HAVE COMPLETED AN AVERAGE OF TWO
TO THREE FLIGHT MISSIONS AND SHOULD BE RETURNED TO
CCTS FOR COMPLETION OF TRAINING. (D) (1)
CLASSES 62-22/K62-22 HAVE COMPLETED THE GROUND SCHOOL
PHASES WITH THE EXCEPTION OF FINAL ACADEMIC EXAM AND FOUR
HOURS OF PC INSTRUCTION. RECOMMEND WAIVER FOR THE ACADEMIC
FINAL EXAM BE GRANTED SO THIS CLASS CAN BEGIN
FLIGHT TRAINING. 47SAD WILL INSURE THAT ANY MARGINAL
STUDENTS OR STUDENT HAVING A GRAY AREA IN THE ACADEMIC
PHASE OF INSTRUCTION WILL RECEIVE ADDITIONAL OR REFRESHER
TRAINING AND TAKE THE FINAL EXAM. (2) IMMEDIATELY UPON
RESUMPTION OF FLIGHT PC INSTRUCTION WILL BE COMPLETED
DURING FLIGHT TRAINING. (3) CREWS IN THIS CLASS WHICH ARE PROGRAMMED
FOR FLIGHT TRAINING AT WALKER SHOULD BE SENT TO WALKER IMMEDIATELY.
REQUEST IMMEDIATE MOVEMENT ON WALKER CLASS 62-22
DUE TO TRAVEL DELAY. (E) RETURN ALL MISSING MEMBERS OF
CR W S 63-1, 63-2, 63-2, K-63-1 AND K 63-2
TO CASTLE ASAP. PERMIT 47SAD TO ADJUST THE WEEKLY TNG
SCHEDULE IN REGARD TO THE SIX DAY WORK WEEK ACCORDING TO

PAGE THREE RUWBN 4A
PROJECTED DATE OF MID JAN, BEGINNING WITH CLASS 63-6.
THIS CLASS DATE WOULD BE THE FIRM DATE FOR RETURN OF THE
CCTS PROGRAM TO THE NORMAL PIPELINE FLOW. CONSIDERATION
FOR THE WORK WEEK DATE INCLUDES LOSSES DUE TO MAINTENANCE,
WEATHER, YET INCLUDES CCTS TRAINING DURING NORMAL HOLIDAY
PERIODS, EXCEPT FOR POSSIBLY THANKSGIVING DAY AND CHRIST-
MAS DAY. (F) PERMIT 47SAD TO COMBINE CREW MEMBERS AND

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CLASSES WHENEVER POSSIBLE TO EXPEDITE TRAINING WITHOUT DEGRADATION TO THE OVERALL TRAINING PROGRAM. (G) IF CURRENT POSTURE IS RELIEVED, MOBILE SIMULATOR INSTRUCTORS SHOULD BE FLOWN ONE MISSION BY THE USING WING DURING PERIOD OF TDY. (H) PILOTS ENTERED FOR ACADEMICS ONLY WOULD RECEIVE NO SIMULATOR TRAINING UNTIL RETURN TO NORMAL PIPELINE WITH CLASS 63-6. SPECIAL COURSES SUCH AS SOSOC, LOOKING GLASS DIVISION COMDRS COURSES, ETC., WOULD BE ELIMINATED UNTIL NORMAL STUDENT FLOW IS RESUMED. (I) CFIC IS CONSIDERED TO BE A TACTICAL REQUIREMENT AND SHOULD BE MAINTAINED. CFIC SHOULD BE RECONSTITUTED WITH THE 25 NOV CLASS. (J) THE 93BW BE RELIEVED OF THE SEA FISH OPERATION. RECOMMEND THAT THIS COMMITMENT BE EQUALLY SHARED WITH A

PAGE FOUR RUWEN

2AF UNIT. THE IMMEDIATE REACTION REQUIREMENT DUE TO GEOGRAPHICS COULD BE IMPOSED ON THE 4134SW WHERE A NORMAL ADVANCE COMMITMENT COULD BE TAKEN UP BY THE 2AF UNIT. UNDER THE CURRENT SITUATION, THE 4134SW WOULD BE UNABLE TO ABSORB THE SEA FISH REQUIREMENTS WITH THEIR PRESENT CREW STRENGTH, EVEN THROUGH THE CONFIGURED AIRCRAFT WOULD BE TRANSFERRED FROM CASTLE. SUCH A COMMITMENT WOULD ADD APPROXIMATELY 5.5 HOURS PER WEEK TO THE CREW WORK WEEK, WHICH WOULD FAR EXCEED THEIR PRESENT CAPABILITY. (K) NO ADDITIONAL SPECIAL MISSIONS FOR THE 93BW AND 6SAW KC-135 FORCE THROUGHOUT THIS RECOVERY PERIOD. THE ADJUSTMENTS AND TWO BED REQUIREMENT WILL REMAIN WILL HAVE TO BE MADE AT THE TIME THIS COMMITMENT IS IMPOSED. (L) MITOS WOULD BE SCHEDULED BUT NOT A MANDATORY REQUIREMENT FOR GRADUATION. (M) NO SOLO SORTIES WOULD BE FLOWN AS STUDENT CREWS. (N) 15AF WOULD TEMPORARILY SUSPEND REQUIREMENTS FOR ACR TRAVELING TEAMS FOR REVISITS TO STATIONS SHOULD HAVE QUALIFIED INSTRUCTORY TEAMS ALREADY TRAINED. UNITS URGENTLY REQUIRING AN ACR TEAM WOULD RECEIVE FAVORABLE CONSIDERATION FOR A SCHEDULED

PAGE FIVE RUWEN 4A

VISIT. (O) SPECIALIZED TRAINING REQUIREMENTS FOR 40/330 BOMB SQDNS WOULD HAVE TO BE ESTABLISHED FOR THE REMAINDER OF THIS SCORED TNG PERIOD. (P) AUGMENTATION TO THE 6ARS BY 2CRG INSTRUCTOR TEAMS WOULD BE REQUIRED. PART II. MANY 4017CCTS INSTRUCTORS ARE AUGMENTING THE NON-ALERT FORCE AND STUDENTS ARE BEING USED TO RELIEVE PERSONNEL IN OTHER BASE DUTIES REQUIRED UNDER THE PRESENT POSTURE. BEGINNING THE ACADEMIC PORTION ON A FULL SCALE BASIS WITHOUT RELAXATION OF THE CURRENT POSTURE WOULD PLACE INSTRUCTOR FORCE COMBAT CREWS ON A MINIMUM OF 168 HR ALERT WORK WEEK PART III. THE FLIGHT LINE TRAINING CAPABILITY (INCLUDING 51-19/51-4) OF THE 93CCTS AT CASTLE IS AS FOLLOWS:

93 - CASTLE

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	W/O CFIC	B-52 W/CFIC	W/OCFIC	KC-135 W/CFIC
ACFT REQD	14	16	11	15
SORTIES REQD	140	+	-	164
INSTR TEAMS	15	18	20	22

6SAW - WALKER

BT

07/0242Z NOV RUWEKN

JPA410MXEO54

KMK554

PP RUWBJP RUWBJM RUCSER

DE RUWEKN 5A

P 070236Z

FM 15AF MARCH AFB CALIF

TO RUCSER/SAC

INFO RUWBJP/6SAW WALKER AFB NMEX

BT

C O N F I D E N T I A L DO 3364. FINAL SECTION OF TWO.

	B-52	KC-135
ACFT REQD	16	16
SORTIES REQD	163	184
INSTR TEAM	16	24

PART IV. RECOMMEND STARTING DATE BE 12 NOV IF POSSIBLE AND CCTS STUDENTS BE ISSUED MOVEMENT ORDARS ASAP. THIS DATE WILL AFFORD THE CCTS UNITS ENOUGH LEAD TO COPE WITH POSSIBLE LOSSES DUE TO MAINTENANCE, WEATHER, ETC., AND STILL MEET THE NORMAL PIPE LINE DATE PROJECTED FOR CLASS

PAGE TWO RUWEKN 5A

63-6 IN MID-JAN 63. PART V. RECOMMEND SUFFICIENT LEAD TIME IN REGARD TO THE CURRENT ALERT POSTURE OF BOTH THE 6SAW/KOECCTS. EMPHASIS MUST OF NECESSITY BE FIRST PLACED ON THE KC-135S THAT ARE MATED TO THE BOMBER FORCES AND THOSE ADJUSTMENTS MADE ACCORDINGLY. (SCP-4)

BT

07/0242Z NOV RUWEKN

NNNN

CONFIDENTIAL

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

Enter Acad Tng: 28 Sep 62
Grad Academics: 29 Oct 62

Enter Fly Tng; 15 Nov 62
Graduation Date: 10 Jan 63

K62-22 Crew Rosters

CREWS FLT TRNG - WALKER AFB

Crew 1231 Assigned Sheppard AFB

AC	CPT	STODDARD, GEORGE J,	49576A	(Turner)
AC	CPT	CRAWFORD, MARCUS E,	AO3058428	
PLT	1LT	BLUE, KEITH E,	68546A	
NAV	1LT	THOMPSON, GEORGE C,	57981A	
BO	SMS	ROBERTSON, KENNETH H,	AF10601464	

Crew 1232 Assigned Sheppard AFB

AC	CPT	TUCKER, ROY E,	AO3057932	
PLT	1LT	KNOX, ROBERT J,	68005A	(Offutt)
PLT	1LT	ALBERTSON, ROGER D,	AO3097076	
NAV	MAJ	ROCKWELL, FRANK M,	AO2084407	
BO	MSG	GREEN, VERNON B,	AF19235063	

Crew 1233 Assigned as indicated:

AC	CPT	RICHARDS, MARK R,	32062A	(K I Sawyer)
PLT	1LT	BUTTON, DONALD B,	56013A	(Turner)
PLT	CPT	FALKNER, LEON T,	AO3040724	(K I Sawyer)
NAV	CPT	CHERF, DONALD E,	AO3057375	(Grand Forks)
BO	SSG	DESANTIS, MICHAEL A,	AF17347614	(Larson)

Crew 1234 Assigned as indicated:

AC	MAJ	HOPSON, TASSANILLA,	36464A	(Barksdale)
PLT	1LT	WILLIAMS, CHARLES R JR,	AO3101929	(Westover)
PLT	CPT	WILHELM, HAROLD T,	AO721568	(Griffiss)
NAV	1LT	LIEHS, DONALD L,	AO3102426	(Barksdale)
BO	SSG	DAVIS, FRANCIS L,	AF16486686	(Larson)

Crew 1235 Assigned as indicated:

AC	CPT	LOGAN, GEORGE R,	AO3034113	(Ellsworth)
PLT	1LT	MARTIN, WALTER W,	66567A	(Larson)
PLT	1LT	EIGEL, ROBERT L,	68064A	(Loring)
NAV	CPT	HAMBRIDGE, RICHARD F,	AO698191	(Loring)
BO	A1C	JAMES, GARY E,	AF17374657	(Loring)

Crew 1236 Assigned as Indicated:

CPT	KLEIN, PHILIP E,	AO2235045	(Minot)	
AC	CPT	PAINTER, JAMES O,	AO3058943	(Wurtsmith)
PLT	CPT	PENDLEY, CALEB C,	45177A	(Bunker-Hill)
NAV	1LT	CUBBERLY, ROBERT L,	AO31044542	(Wurtsmith)
BO	SSG	MILLER, ROBERT J,	AF17356297	(Mather)

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

Enter Acad Tng: 28 Sep 62
Grad Academics: 29 Oct 62

Enter Fly Tng: 30 Oct 62
Graduation Date: 21 Dec 62

K62-22 Crew Roster

CREWS FLT TRNG - CASTLE AFB

Crew 1237 Assigned As indicated:

AC	1LT	BRENNER, DAVID G,	58657A	(McCoy)
PLT	CPT	BEYMON, GLENN E JR,	32798A	(Travis)
PLT	CPT	LATAILLE, LEON M,	AO3035848	(McCoy)
NAV	CPT	SIMMANG, ROBERT A JR,	65511A	(McCoy)
BO	SSG	OGLESBY, CHESTER,	AF37686208	(Castle)

Crew 1238 Assigned as indicated:

AC	CPT	HUMPHREYS, JOHN B,	45734A	(Fairchild)
AC	CPT	CULBERTSON, ARTHUR E,	43070A	(McCoy)
PLT	CPT	DEWATTEVILLE, RICHARD O,	AO3013925	(McCoy)
NAV	1LT	TALBERT, HUBERT A,	AO3035330	(McCoy)
BO	TSG	OWENS, WILLARD,	AF6921325	(Mather)

Crew 1239 Assigned McCoy AFB

AC	CPT	ROSSUM, MICHAEL M,	AO3022854	
PLT	1LT	JONES, GAIL R,	AO3103926	(Westover)
PLT	CPT	SPRINGER, RICHARD A,	AO3004083	
NAV	1LT	WRABEL, JOHN J,	AO3102861	
BO	SSG	WRIGHT, ZEBEDEE,	AF24738440	

Crew 1240 Assigned Ramey AFB, P. R.

AC	CPT	YOUNANS, GERALD E,	AO3026329	(Travis)
AC	CPT	GRAY, RICHARD P,	AO1911989	
PLT	1LT	DESROSIER, GERALD E,	AO3103272	
NAV	CPT	JONES, DONALD W,	65381A	
BO	SSG	BELTON, HERBERT J,	AF16401625	

Crew 1241 Assigned Ramey AFB, P. R.

AC	CPT	JOLLY, DONALD L,	AO3025464	
PLT	1LT	BOZEMAN, GERALD E,	62771A	(Loring)
PLT	1LT	ROHLF, RICHARD L,	67541A	
NAV	1LT	TAIT, JAMES L JR,	58889A	
BO	SSG	MORRIS, GAYLE	AF19528103	

ACADEMIC TRAINING ONLY

PLT	1LT	BASSETT, WILLIAM E,	AO3083284	(Castle)
PLT	CPT	FRAZELLE, BILLY J,	44793A	(Sheppard)
PLT	MAJ	AUNE, EDWARD H,	35379A	(MATS-McGuire)
PLT	CPT	PRESLEY, BOBBY W,	30655A	(MATS-McGuire)
PLT	LCOL	MOORE, JOHN T,	33937A	(MATS-Travis)
PLT	CPT	FROST, WESLEY R,	AO3056958	(MATS-Travis)

4017th Combat Crew Training Squadron
93d Bombardment Wing (H) (SAC)
UNITED STATES AIR FORCE
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Enter Acad Tng: 28 Sep 62
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CREWS FLT TRNG - CASTLE AFB

Crew 1237 Assigned As indicated:

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PLT	CPT	BEYNON, GLENN E JR,	32798A	(Travis)
PLT	CPT	LATAILLE, LEON M,	A03035848	(McCoy)
NAV	CPT	SIMMANG, ROBERT A JR,	65511A	(McCoy)
BO	SSG	OGLESBY, CHESTER,	AF37686208	(Castle)

Crew 1238 Assigned as indicated:

AC	CPT	HUMPHREYS, JOHN B,	45734A	(Fairchild)
AC	CPT	CULBERTSON, ARTHUR E,	43070A	(McCoy)
PLT	CPT	DEWATTEVILLE, RICHARD O,	A03013925	(McCoy)
NAV	1LT	TALBERT, HUBERT A,	A03035330	(McCoy)
BO	TSG	OWENS, WILLARD,	AF6921325	(Mather)

Crew 1239 Assigned McCoy AFB

AC	CPT	ROSSUM, MICHAEL M,	A03022854	
PLT	1LT	JONES, GAIL R,	A03103926	(Westover)
PLT	CPT	SPRINGER, RICHARD A,	A03004083	
NAV	1LT	WRABEL, JOHN J,	A03102861	
BO	SSG	WRIGHT, ZEBEDEE,	AF24738440	

Crew 1240 Assigned Ramey AFB, P. R.

AC	CPT	YOUNG, GERALD B,	A03026329	(Travis)
AC	CPT	GRAY, RICHARD P,	A01911989	
PLT	1LT	DESROSIERS, GERARD E,	A03103272	
NAV	CPT	JONES, DONALD W,	65381A	
BO	SSG	BELTON, HERBERT J,	AF16401625	

Crew 1241 Assigned Ramey AFB, P. R.

AC	CPT	JOLLY, DONALD L,	A03025464	
PLT	1LT	BOZEMAN, GERALD E,	62771A	(Loring)
PLT	1LT	ROHLF, RICHARD L,	67541A	
NAV	1LT	TAIT, JAMES L JR,	58889A	
BO	SSG	MORRIS, GAYLE	AF19528103	

ACADEMIC TRAINING ONLY

PLT	1LT	BASSETT, WILLIAM E,	A03083284	(Castle)
PLT	CPT	FRAZELLE, BILLY J,	44793A	(Sheppard)
PLT	MAJ	AUNE, EDWARD H,	35379A	(MATS-McGuire)
PLT	CPT	PRESLEY, BOBBY W,	30655A	(MATS-McGuire)
PLT	LCOL	MOORE, JOHN T,	33937A	(MATS-Travis)
PLT	CPT	FROST, WESLEY R,	A03056958	(MATS-Travis)

4129TH COMBAT CREW TRAINING SQUADRON
B-52 SUPERSONIC CLASS 52-22

Active Fly Day: 15 Nov 62

Cred Fly Day: 7 Jan 63

Crew 1829 - Assigned as Indicated 24th BSq

AC	MAJ	MARCUH, WINFRED K, 52042A	4130SW BERGSTROM
PLT	CAPT	BOYD, ROBERT S, A03039688	4233SW - Barksdale
RN			
NAV			
EWO	1LT	GOSS, CHARLES R JR., A03117550	4138SW TURNER
GUN			

Crew 1830 - Assigned as Indicated 24th BSq

AC	LTCOL	SEVERN, THEODORE, 35559A	99EW WESTOVER
PLT	1LT	DILL, DONALD W., 62009A	92EW FAIRCHILD
RN	CAPT	BOONE, SAMUEL H., AC3056486	4043SW W-PATTERSON
NAV			
EWO	2LT	MCLAINE, DAVID G., A03121096	4043SW W-PATTERSON
GUN			

Crew 1831 - Assigned as Indicated 39th BSq

AC	CAPT	TYLES	
PLT	1LT	GIBBS, DAVID P JR., 30026A	23EW ELLSWORTH
RN			
NAV			
EWO	2LT	PETERKA, JAMES A., A03118067	99EW WESTOVER
GUN			

Crew 1832 - Assigned as Indicated 39th BSq

AC	CAPT	DEAL, ROBERT L., A03012735	11EW ALTUS
PLT	1LT	THOMPSON, TOMMIE N., A03103663	4141SW GLASGOW
RN			
NAV			
EWO	CAPT	STEWART, ROBERT B JR., 64925A	4141SW GLASGOW
GUN			

6TH STRATEGIC AEROSPACE WING

DISASTER CONTROL

OPERATIONS PLAN 500-63

WALKER AIR FORCE BASE, NEW MEXICO

1 NOVEMBER 1962

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



REPLY TO
ATTN OF: DCOT/Maj King/2645

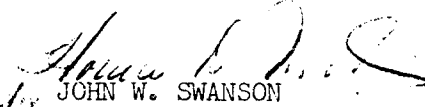
1 Nov 1962

SUBJECT: 6th Strategic Aerospace Wing Disaster Control Plan 500-62

TO: See distribution

1. Attached is the 6th Strategic Aerospace Wing Disaster Control Plan 500-63. It is effective upon receipt.
2. Please note that paragraph 3a(1) of the basic plan requires immediate unit compliance with this plan.
3. Recommended changes should be submitted to DCOT (Major King).

FOR THE COMMANDER


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

[illegible]

<u>DISTRIBUTION:</u>	<u>OPLAN</u>	<u>ANNEX G</u>	<u>ANNEX N</u>	<u>OPLAN</u>	<u>ANNEX N</u>
SAC (DM3E4)		1		6ARS	1 20
1RAA (DOT)	2			24BS	1 20
475AD (DO)	1			39BS	1 20
6SAW				40BS	1 20
C	1			37MMS	2
DCO	1			579SMS	3
DCOAM	1			4129CCTS	1
DCOGE	2			SAFE	1
DCOL	1			DP	1
DCOP	1			DPCP	1
DCOS	1			DSUP	1
DCOT	1			DSUPS	1
DCOTAS	1			DSUPP	1
DCOTGT	1			6SS	1
DCOTGBR	15			IXO	5
DCOTTP	1			<u>6CSG</u>	
DCOTBO	1		10	BC	1
DCOP	1			BDAS	1
DCM	1			6HS	1
DCML	1			BDCR	1
DCMMC	1			BDCRF	1
6AEMS	1			BDCE	1
6FMS	5			BDCBC	1
6OMS	5			BDCBF	1
6SAWHS	1			BDCBIE	1

6SAW OPLAN 500-63
1 November 1962

<u>DISTRIBUTION:</u> (cont'd)	<u>OPLAN</u>	<u>Tenant Org.</u>	<u>OPLAN</u>
GES	1		
BDGM	1	ARC	1
TSMTB	1	BSS16-1	1
TSTMO	1	AFAUD	1
TSMEMB	1	CEBMCO	1
TS	1	WEA	1
BDCL	1	OSI	1
CSC	1	51LFTD	1
CDS	1	686ACW	1
BDCS	1	812MEDGP	3
BDCSBX	1	2010COMM	1
BDCSSG	1	9834ARU	1
BDCSBH	1		
FSS	1		
BJA	1		
BCH	1		
BPR	1		

6SAW OPLAN 500-63
1 November 1962

6TH STRATEGIC AEROSPACE WING
WALKER AIR FORCE BASE, NEW MEXICO
1 November 1962

TABLE OF CONTENTS

LETTER OF TRANSMITTAL

RECORD OF AMENDMENTS

DISTRIBUTION

TABLE OF CONTENTS

BASIC PLAN

APPENDIX I

DISASTER CONTROL PERSONNEL REPORT

APPENDIX II

SAC FORM 28 PERSONNEL ALERT CARD

ANNEX "A"

INTELLIGENCE

ANNEX "B"

OPERATIONS AGAINST NUCLEAR, BIOLOGICAL AND
CHEMICAL ATTACK

APPENDIX I

REASSEMBLY SITES

TAB A

REASSEMBLY SITES MAP

ANNEX "C"

PROTECTION FOR NON-ESSENTIAL PERSONNEL IN
EMERGENCIES

APPENDIX I

SURVIVORS AND EVACUEES OF HEADQUARTERS USAF AND
OSAF

APPENDIX II

ELEMENTARY SCHOOL, BASE NURSERY, KINDERGARTEN

ANNEX "D"

DAMAGE CONTROL AND RECOVERY OPERATIONS

ANNEX "E"

EMERGENCY ACTIONS - PEACETIME NUCLEAR ACCIDENTS

APPENDIX I

HAZARDOUS CARGO OPERATIONS

TAB A

BROKEN ARROW PARKING PLAN

ANNEX "F"

MEDICAL DISASTER OPERATIONS

ANNEX "G"

POST DISASTER SERVICES

TABLE OF CONTENTS
6SAW OPLAN 500-63
1 November 1962

ANNEX "H"	EXPLOSIVE ORDNANCE DISPOSAL
ANNEX "I"	EMERGENCY DESTRUCTION OF CLASSIFIED DOCUMENTS
ANNEX "J"	SHELTER DESIGNATION AND RADIATION EXPOSURE CONTROL OF PERSONNEL
APPENDIX I	SHELTER ASSIGNMENTS
APPENDIX II	EMERGENCY RATION PROCEDURES
ANNEX "K"	DISASTER CONTROL TEAM
APPENDIX I	BASE DISASTER TEAM
APPENDIX II	DECONTAMINATION
ANNEX "L"	COMBAT FORCE PROTECTION
ANNEX "M"	INFORMATION
TAB A	LOCAL NEWS MEDIA CONTACTS
ANNEX "N"	AIRCRAFT EVACUATION, DISPERSAL AND ASSOCIATED PROTECTIVE MEASURES (PEACETIME)
APPENDIX I	SEVERE WEATHER PLAN (TACTICAL AIRCRAFT)
TAB A	OPERATIONS
TAB B	LOGISTICS
TAB C	REPORTS
APPENDIX II	SEVERE WEATHER PLAN (NON-TACTICAL AIRCRAFT)
TAB A	REPORTING FORMAT
TAB B	WIND LIMITATIONS
APPENDIX III	FIRE, EXPLOSION, SABOTAGE
TAB A	DISPERSAL OF AIRCRAFT DURING GROUND FIRE AND/OR EXPLOSION
TAB B	HANDLING OF CRASHED AND/OR DAMAGED AIRCRAFT

TABLE OF CONTENTS
6SAW OPLAN 500-63
1 November 1962

6TH STRATEGIC AEROSPACE WING
WALKER AIR FORCE BASE, NEW MEXICO
1 November 1962

DISASTER CONTROL PLAN

500-63

Project Officer: Major Charles J. King
Office: Deputy Commander for Operations
Telephone Nr: 2645

6SAW OPLAN 500-63
1 November 1962

6TH STRATEGIC AEROSPACE WING
WALKER AIR FORCE BASE, NEW MEXICO
1 November 1962

DISASTER CONTROL PLAN

OPERATIONS PLAN 500-63

CHARTS AND MAPS: As Required

REFERENCES: SACR 355-1, SACM 355-1, AFR 355-3 and AFR 355-7

TASK ORGANIZATIONS: All units assigned to Walker Air Force Base. Unit commanders are designated as task commanders for the purposes of this plan.

1. GENERAL SITUATION: In any future conflict, it is assumed that Walker Air Force Base will be a prime target for the enemy. Attack can be expected by intercontinental ballistic missiles or by long-range enemy aircraft. This plan has been published to establish pre-attack disaster control as well as post-attack control to restore operational capability as soon as possible. This plan also covers emergency action necessary to cope with peacetime nuclear accidents (Broken Arrow) and severe weather operations. All assigned organizations are required to participate in the implementation of this plan. One or more phases of the Disaster Control Plan will be executed concurrently with an EWO implementation. The transition into an alert posture increases the possibility of a nuclear accident. Acts of sabotage can also be expected prior to or in conjunction with an overt act of aggression by the enemy.

2. MISSION: To protect and to restore all elements essential to the launching of the 6th Strategic Aerospace Wing bomber and missile attacks against enemies of the United States. Protection is afforded against disaster resulting from enemy action, accidental causes, or acts of God. The capability to implement the war mission of the base will have first priority.

6SAW OPLAN 500-63
1 November, 1962

3. TASKS FOR SUBORDINATE UNITS:

a. General:

(1) All units designated as task organizations will review and develop written procedures to implement actions directed by the annexes of this plan. A copy of the implementation procedures will be forwarded to the wing disaster control office (DCOTCBR) within 30 days of receipt of this plan.

(2) All units may be required to provide augmentation personnel for emergency teams described in Annex "K", this plan.

(3) Familiarize personnel with the base "Broken Arrow" procedures (Annex "E").

(4) Issue SAC Form 28 (Personnel Alert Card) to all assigned military and civilian personnel. (Appendix II)

(5) Report disaster control personnel and activities on WAFB Form 146. (Appendix I)

(6) Maintain a current pyramid alerting system.

b. 6th Strategic Aerospace Wing:

(1) Deputy Commander for Operations: Act as Disaster Control Team Chief; supervise actions involving the evacuation/dispersal of tactical aircraft; appoint a Wing Disaster Control Officer under DCOTAT to:

(a) Organize and supervise disaster control functions at Walker Air Force Base in accordance with current directives.

(b) Train unit disaster control officers and NCOs, members of the 65-man Disaster Team and shelter monitors in accordance with SACR-50-2.

(c) Store and maintain authorized radiation detection and decontamination equipment.

(d) Maintain liaison with local civil and military agencies

for mutual aid in disaster control situations.

(e) Maintain a disaster control center in Bldg 755, Ext. 2645 during EMO alerts and peacetime nuclear weapon accident. (Broken Arrow) operations.

(f) Be prepared to evaluate radiological, chemical and biological hazards.

(g) Coordinate with Det 15, 9 WEA to develop radiological fallout plots during EMO and area contamination plots near nuclear accident scenes.

(h) Designate, in conjunction with BDCE, suitable existing buildings as personnel fallout shelters.

(2) Deputy Commander for Maintenance:

(a) Insure that radiological monitoring and materiel decontamination capability exists within the maintenance function in accordance with AFR 66-10.

(b) Minimize radiation hazard to personnel by rotating generation teams and controlling the exposure of these teams during fallout operations.

(c) Assure the movement of aircraft and AGE to a minimum of 1500 feet from the scene of a peacetime nuclear accident.

(d) Provide EOD support. (Annex "H")

(e) Supervise, in conjunction with the DCO, actions involving the evacuation/dispersal of tactical aircraft. (Annex "N")

c. 6th Combat Support Group:

(1) Assist in selection and preparation of fallout shelters. (BDCE)

(2) Provide personnel and equipment to prepare for and recover from

nuclear attack, nuclear accident or acts of God resulting in damage. (BDCE)

- (3) Provide required transportation. (6TS)
- (4) Insure that vehicle and allied equipment decontamination facilities exist on base in accordance with AFR 66-10. (6TS)
- (5) Provide emergency clothing and rations. (BDCS)
- (6) Maintain liaison with civilian law enforcement agencies. (BDCL)
- (7) Provide traffic and personnel movement control. (BDCL)
- (8) Direct base evacuation, if required, during peacetime disaster. (BC)

d. 812th Medical Group:

- (1) Establish and train medical disaster teams in support of this plan.
- (2) Conduct operations outlined in Annex "F" during disaster conditions.
- (3) Monitor the Self/Buddy Aid program.

e. Detachment 15 9th Weather Squadron:

- (1) Provide 6SAW Command Post with fallout plots during EWO and Broken Arrow operations.
- (2) Provide 6SAW Command Post with surface wind directions and velocity for Broken Arrow operations.
- (3) Advise 6SAW Command Post of unusual weather phenomena.

f. 2010th Communications Squadron:

- (1) Direct movement of contaminated aircraft to isolated areas during EWO and Broken Arrow operations with the coordination and approval of 6SAW Job Control.
- (2) Direct movement of all manned aircraft in local area during

Broken Arrow operations in coordination with the 6SAW Command Post.

3. X. GENERAL INSTRUCTIONS:

(1) Execution:

(a) SAC Alert is a preparation phase only. On receipt of a SAC Alert, all units will prepare to execute any or all of the annexes of this plan.

(b) This plan may be executed alone or in conjunction with 44/50 series operations orders.

(c) Annex "E" of this plan will be executed on receipt of notification of an accident involving nuclear weapons. (Broken Arrow)

(d) This plan, in its entirety, will be tested at least once annually. Bimonthly reviews of Annex "B" will be conducted for members of the Base Disaster Team. Annex "E" will be tested monthly.

4. ADMINISTRATION AND LOGISTICS:

a. Administration:

(1) All team members mentioned in this plan will be designated on current special orders at the appropriate administrative level.

(2) SAC Form 28 (Personnel Alert Card) will be completed by the unit administrative section in accordance with Appendix II.

(3) WAFB Form 146 will be accomplished quarterly in accordance with Appendix I.

b. Logistics: See individual annexes.

5. COMMUNICATIONS AND COMMAND MATTERS:

a. Communications: Systems employed to effect this plan are:

(1) Commercial TWX; Commercial telephone; MARS; Radio (non-tactical); Radio (portable); Runners.

b. Command:


- (1) All personnel on Walker Air Force Base will be under the jurisdiction of the 6SAW Commander during periods of emergency.
- (2) The Deputy Commander for Operations will direct the implementation of this plan.
- (3) The 6SAW Command Post will be the Disaster Control Command Post during all disaster operations.
- (4) The Base Disaster NCO will supervise and direct the 65-man Base Disaster Team from the Disaster Control Center, Bldg 755.

ERNEST C EDDY
Colonel, USAF
Commander

OFFICIAL:

Appendix I

Appendix II


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

6TH STRATEGIC AEROSPACE WING
WALKER AIR FORCE BASE, NEW MEXICO
1 November 1962

APPENDIX I

OPERATIONS PLAN 500-63

DISASTER CONTROL PERSONNEL REPORT

APPENDIX I
6SAW OPLAN 500-63
1 November 1962

6TH STRATEGIC AEROSPACE WING
WALKER AIR FORCE BASE, NEW MEXICO
1 November 1962

APPENDIX I

6SAW OPLAN 500-63

DISASTER CONTROL PERSONNEL REPORT

1. PURPOSE: This appendix establishes responsibilities and procedures for reporting Disaster Control personnel (RCS 6-V-1).
2. RESPONSIBILITY: It is the responsibility of each task organization to report Disaster Control activities as described in this plan.
3. PROCEDURE:
 - a. Personnel will be reported on WAFB Form 146. A typewritten, certified, single copy will be submitted.
 - b. The RCS 6-V-1 Report (WAFB Form 146) is due quarterly the 10th working day after the "as of" dates of 31 March, 30 June, 30 September and 31 December.
 - c. The first line entry on each report will be the individual designated to coordinate the unit's Disaster Control activities. Whenever appropriate, coordination will be the responsibility of the unit Disaster Control Officer.
 - d. The following Disaster Control personnel will be reported on RCS 6-V-1:
 - (1) Unit Disaster Control Officer
 - (2) Unit Disaster Control NCO
 - (3) Base Disaster Team members (65-man team)

APPENDIX I
6SAW OPLAN 500-63
1 November 1962

(4) Base Disaster Control Team members

(5) Aircraft Decontamination Team members

(6) Shelter Monitors

(a) In the "Remarks" column opposite the monitors name, include the shelter building number and the number of personnel from your unit assigned to that shelter.

(b) In the "Remarks" column, list the number of personnel and the building number when members of your unit are assigned to a shelter with a monitor provided by another organization.

(c) Indicate the assigned strength of your organization including civilian personnel and augmented personnel. The assigned strength must equal the number of personnel assigned to shelters.

(d) Personnel will be assigned only to approved shelters.

(See Annex "J")

(e) A shelter commander will be designated for each shelter by the unit of primary responsibility.

e. The Unit Disaster Control Officer, Unit Disaster Control NCO, Aircraft Decontamination Team, Shelter Monitors and Shelter Commanders will be designated on squadron orders. Base Disaster Control Team members and members of the 65-man Base Disaster Team will be designated on 6SAW orders. Note: Personnel with less than one year retainability who have not been trained in accordance with SACR 50-2 will not be assigned to the 65-man team.

f. All SAC personnel listed on the RCS 6-V-1 Report are required to successfully complete the SACR 50-2 thirty-hour CBR course. Personnel from tenant organizations are urged to attend. Class schedules are published in

the 6SAW Monthly Operations Plan.

g. All changes in the status of Disaster Control personnel will be immediately reported to the Wing Disaster Control Officer (DCOTCBR) by letter and later confirmed on the regularly scheduled RCS 6-V-1 Report.

h. Records Disposition Instructions: Records accumulated in compliance with this appendix will be destroyed after two years IAW AFM 181-5.

6TH STRATEGIC AEROSPACE WING
WALKER AIR FORCE BASE, NEW MEXICO
1 November 1962

APPENDIX II

OPERATIONS PLAN 500-63

SAC FORM 28 PERSONNEL ALERT CARD

APPENDIX II
6SAW OPLAN 500-63
1 November 1962

6TH STRATEGIC AEROSPACE WING
WALKER AIR FORCE BASE, NEW MEXICO
1 November 1962

APPENDIX II

6SAW OPLAN 500-63

SAC FORM 28 PERSONNEL ALERT CARD

1. GENERAL: SACR 355-1 requires that all SAC military and civilian personnel will be issued SAC Form 28, Personnel Alert Card (Dec 61). Pertinent information will be entered in applicable spaces and kept up to date by the person receiving this three-fold, wallet sized card. A portion of the card has been left blank for entry of special instructions by the major subordinate command concerned.
2. PROCEDURES: To standardize completion of SAC Form 28 at Walker AFB, the following directions are provided for each block on the form.

BLOCK

ENTER

NAME

Payroll name. Example: John J. Doe

I AM A MEMBER OF

Squadron, station. Example: 6HS
Walker AFB, New Mexico

MY DUTIES ARE

First 3 duty AFSC numbers. Example:
702 Clerk Typist. Civilians enter
job title.

UPON NOTIFICATION OF A SAC ALERT
I WILL REPORT TO

BWO reporting place. Example: Bldg
755, Disaster Control Center. Civil-
ians without BWO assignment enter
"Place of abode".

BASE SWITCHBOARD TELEPHONE NR

FI 7-5411

I AM NOTIFIED OF A SAC ALERT BY

Name, address and phone number.
Enter "Squadron CQ" in name block
if appropriate. Non-essential
civilians enter "NA".

APPENDIX II

6SAW OPLAN 500-63

1 November 1962

BLOCK

BLANK SECTION

IN ORDER OF PRIORITY, REASSEMBLY
POINTS ARE

DISPERSAL POINT FOR DEPENDENTS IS

DISPERSAL POINT PHONE NUMBER

MY EMO ASSIGNMENT IS

MY FALLOUT SHELTER IS

DECONTAMINATION STATION LOCATIONS

CSC TELEPHONE NUMBER IS

IN CASE OF FIRE CALL

PYRAMID ALERT CALLS

ENTER

"CONELRAD freq.-- 640 and 1240 kc"

For all personnel:

- A. Ft Stanton State Hospital, N.M.
- B. Artesia Municipal Airport
- C. Carlsbad Municipal Airport
- D. (leave blank)
- E. (leave blank)

Preselected site. Example:
Carlsbad Caverns

Phone number if available

EMO job title. Example: Aircrow,
Clerk Typist, etc. Non-essential
civilians enter "NONE". Military
personnel without an EMO assign-
ment enter "NONE".

Shelter building number. (All mili-
tary and civilian personnel will be
assigned a shelter.)

Shelter building number plus bldg
nr 608 and 1083

777 and 2167

333 (Wherry-FI 7-2373)

Enter in pencil the name, address
and phone number of the person you
call plus the next four personnel
on the pyramid.

6TH STRATEGIC AEROSPACE WING
WALKER AIR FORCE BASE, NEW MEXICO
1 November 1962

ANNEX "A"

OPERATIONS PLAN 500-63

INTELLIGENCE

Project Officer: Lt Col Jack R. Cox

Office: Deputy Commander for Operations

Telephone Nr: 2213

ANNEX "A"
6SAW OPLAN 500-63
1 November 1962

6TH STRATEGIC AEROSPACE WING
WALKER AIR FORCE BASE, NEW MEXICO
1 November 1962

ANNEX "A"

OPERATIONS PLAN 500-63

INTELLIGENCE

1. GENERAL SITUATION:

a. Military, political and psychological intelligence information available indicates that the USSR will continue to exert maximum efforts to overthrow the democratic governments of the free world, with particular emphasis on the government of the United States. Any changes in USSR political developments indicative of easement in world tension by Russian politicians are considered to be temporary, and will not change overall Communist aims.

b. The Communist Party of the United States is the principal medium for accomplishing the mission of the USSR in the United States. Therefore, we must be ever alert and exercise all measures possible to insure the performance of the assigned mission of the 6th Strategic Aerospace Wing and attached units.

c. The following conditions can threaten the capability of Walker Air Force Base in performing its primary mission:

(1) Subversive Attacks:

- (a) Espionage.
- (b) Sabotage (including chemical, biological, radiological and atomic).
- (c) Propaganda and subversion.

ANNEX "A"
6SAS OPLAN 500-63
1 November 1962

(2) Local Attack:

- (a) Infiltration.
- (b) Guerrilla action.
- (c) Local airborne or ground attack.

(3) Attack in Force:

- (a) Land.
- (b) Air.
- (c) Airborne.
- (d) Chemical, biological, radiological and atomic.

d. Enemy Forces: Any element that threatens the United States is considered an enemy. Our greatest known threat at this time is from the Union of Soviet Socialistic Republic (USSR) and fellow communists of the Communist Government of China. The USSR capability for intercontinental attack is as follows:

(1) The USSR has the capability of launching intercontinental ballistic missiles armed with nuclear warheads from bases within Russia. These missiles have sufficient range to reach any point in the United States. Recent missile tests conducted by the USSR indicate the development of a guidance system with the required accuracy to make the long range missile effective.

e. Friendly Forces:

- (1) Local civilian law enforcement agencies.
- (2) Local Fire Departments.
- (3) American Red Cross.
- (4) Local Civil Defense Agency.

(5) Local Medical Agencies.

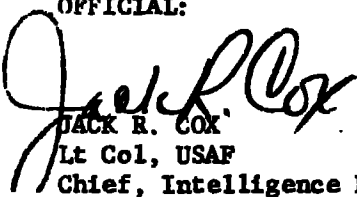
f. Enemy Capabilities: These include aerial bombardment, espionage, sabotage, subversion and attack by trained troops.

DISTRIBUTION:

Same as Basic Plan

ERNEST C. EDDY
Colonel, USAF
Commander

OFFICIAL:


JACK R. COX
Lt Col, USAF
Chief, Intelligence Division

6TH STRATEGIC AEROSPACE WING
WALKER AIR FORCE BASE, NEW MEXICO
1 November 1962

ANNEX "B"

OPERATIONS PLAN 500-63

OPERATIONS AGAINST NUCLEAR, BIOLOGICAL
AND CHEMICAL ENEMY ATTACK

Project Officer: Major Charles J King
Office: Deputy Commander for Operations
Telephone Nr: 2645

ANNEX "B"
6SAW OPLAN 500-63
1 November 1962

6TH STRATEGIC AEROSPACE WING
WALKER AIR FORCE BASE, NEW MEXICO
1 November 1962

ANNEX "B"

OPERATIONS PLAN 500-63

OPERATIONS AGAINST NUCLEAR, BIOLOGICAL
AND CHEMICAL ENEMY ATTACK

1. PURPOSE: To prevent or minimize personnel and materiel damage from attack with nuclear, biological or chemical weapons, either overt or covert, and to insure the rapid recovery or continuation of vital operations.

2. PRE-ATTACK PLANNING:

a. All units assigned and/or attached to Walker AFB will:

(1) Appoint on orders a minimum of one officer and one NCO as Disaster Control personnel who will be responsible to the unit commander for internal disaster control activities.

(2) Appoint on orders sufficient shelter monitors to provide for an extended operation.

(3) Appoint on orders a shelter commander for each shelter for which unit has primary responsibility.

(a) Personnel in (1), (2) and (3) above will attend the 30-hour SACR 50-2 CBR course IAW SACR 355-1.

(4) Issue DT-60s on AF Form 538 and read the dosimeters annually in accordance with AFR 160-31/SACSUP 1 and AFR 160-108. Record readings on DD Form 1141. Retain one copy for unit files and forward one copy each to 812 Medical Group and Disaster Control Section.

ANNEX "B"

6SAW OPLAN 500-63
1 November 1962

(5) Issue SAC Form 28 to all assigned military and civilian personnel.
Insure that information contained thereon is accurate and current.

(6) Insure that all personnel are familiar with the Self Aid/Buddy
Care program as outlined in SACM 50-28.

3. ATTACK PHASE:

a. SAC (Base) Alert:

- (1) Pyramid alert initiated (after duty hours).
- (2) EWO personnel report to EWO duty assignments.
 - (a) Battle staff members report in and are briefed ASAP.
- (3) Personnel shelters activated.
- (4) Alternate control centers and command posts activated.
- (5) Structural improvement of Wing Command Post (Bldg 812); Fire
Station (Bldg 1001) and Disaster Control Center (Bldg 755) begun. (BDCE)
- (6) Augmentation teams formed.
- (7) Vehicles dispatched from meter pool.
- (8) Generation of aircraft begun.
- (9) Disaster Team report to Bldg 755.

b. Yellow Alert:

- (1) Non-essentials report to shelters.
- (2) Control centers and command posts move to alternate positions,
if applicable.
- (3) Exposure control of essentials begins.
- (4) Utilities curtailed.

c. Red Alert: All personnel take cover.

d. All Clear: Upon notification of "all clear" recovery and decontam-
ination begins.

4. POST-ATTACK PHASE:

- a. Exposure control closely monitored. (Action: Shelter Commanders and supervisors)
- b. Damage control teams dispatched.
- c. Fire fighting teams dispatched.
- d. Medical assistance as required.
- e. Emergency Ration Procedures initiated. (Action: BDCS)
- f. Personnel decontamination procedures initiated.
- g. Materiel decontamination procedures initiated.
- h. Generation resumes.

5. COMMUNICATIONS:

- a. Telephone will be the primary means of communication so long as the capability exists. Radio vehicles, portable radios and runners will be utilized as the situation dictates.

ERNEST C EDDY
Colonel, USAF
Commander

OFFICIAL:



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

ANNEX "B"
6SAW OPLAN 500-63
1 November 1962

6TH STRATEGIC AEROSPACE WING
WALKER AIR FORCE BASE, NEW MEXICO
1 November 1962

APPENDIX I

ANNEX "B"

OPERATIONS PLAN 500-63

REASSEMBLY SITES

APPENDIX I
ANNEX "B"
6SAW OPLAN 500-63
1 November 1962

6TH STRATEGIC AEROSPACE WING
WALKER AIR FORCE BASE, NEW MEXICO
1 November 1962

APPENDIX I

ANNEX "B"

OPERATIONS PLAN 500-63

REASSEMBLY SITES

1. GENERAL: In the event that Walker AFB is severely damaged or destroyed by enemy action reassembly sites will be utilized. SAC personnel absent from the base at the time of such a disaster, or those personnel forced to evacuate the base will report to the predesignated location.

2. PROCEDURES:

a. Personnel will report to the following reassembly points listed in order of decreasing priority. Routing shown in Tab A.

PLACE

- (1) Ft Stanton State Hospital, N.M.
- (2) Artesia Municipal Airport, N.M.
- (3) Carlsbad Municipal Airport, N.M.

b. Emergency medical supplies, including a mobile tactical hospital, have been prepositioned at Ft Stanton Hospital. The 812th Medical Group, Walker AFB, will dispatch medical personnel to Ft Stanton as required by the situation.

c. It is emphasized that personnel will report to Ft Stanton only after Walker AFB has been damaged to the extent that the SIOP capability has been lost and cannot be recovered.

APPENDIX I

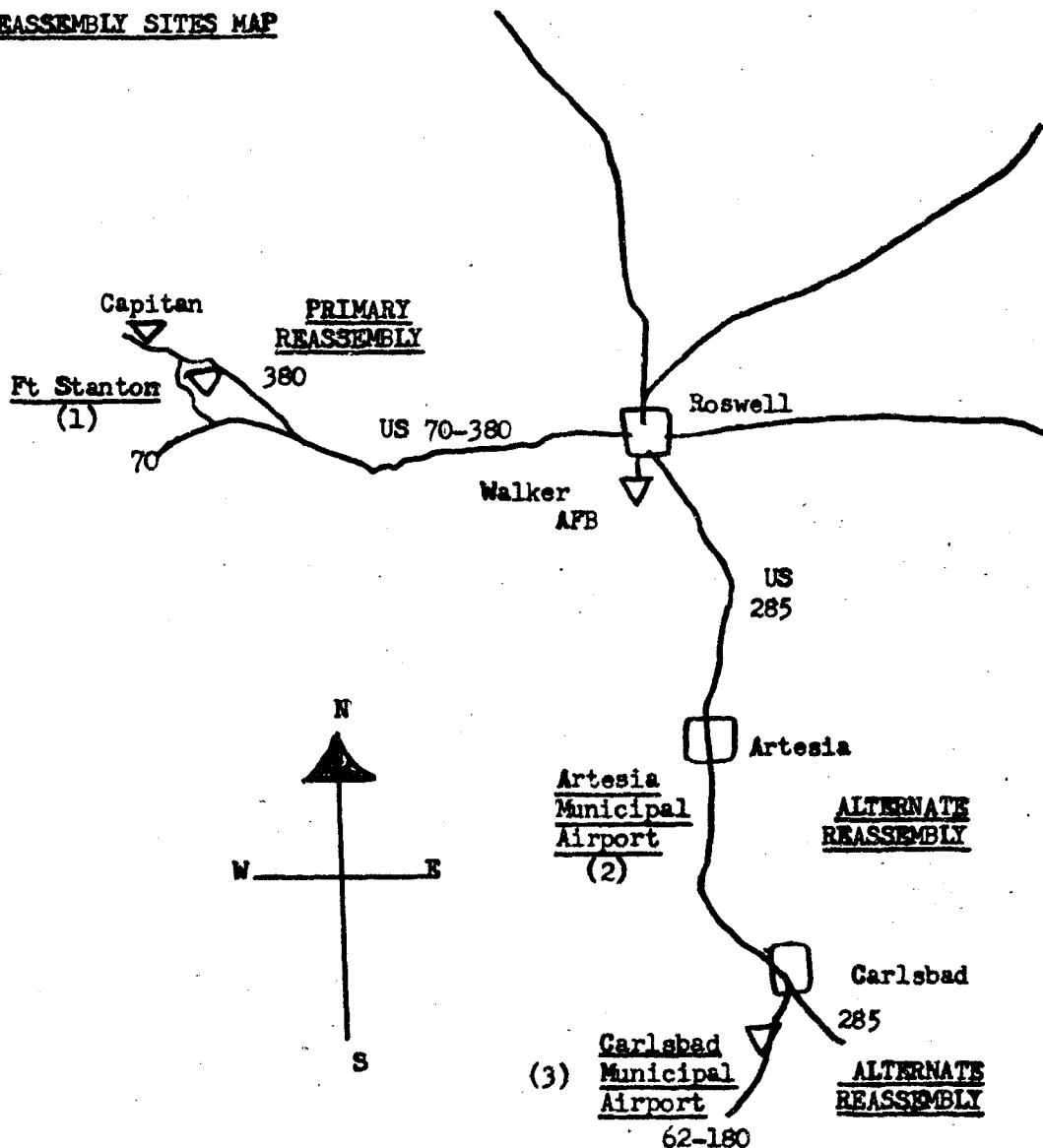
ANNEX "B"

6SAW OPLAN 500-63
1 November 1962

6TH STRATEGIC AEROSPACE WING
WALKER AIR FORCE BASE, NEW MEXICO
1 November 1962

TAB A
APPENDIX I
ANNEX "B"
OPERATIONS PLAN 500-63

REASSEMBLY SITES MAP



TAB A
APPENDIX I
ANNEX "B"
6SAW OPLAN 500-63
1 November 1962

6TH STRATEGIC AEROSPACE WING
WALKER AIR FORCE BASE, NEW MEXICO
1 November 1962

ANNEX "C"

OPERATIONS PLAN 500-63

PROTECTION FOR NON-ESSENTIAL PERSONNEL IN EMERGENCIES

Project Officer: LtCol M. E. Johnston

Office: Base Deputy Commander for Materiel

Telephone Nr: 341

ANNEX "C"
6SAW OPLAN 500-63
1 November 1962

6TH STRATEGIC AEROSPACE WING
WALKER AIR FORCE BASE, NEW MEXICO
1 November 1962

ANNEX "C"

OPERATIONS PLAN 500-63

PROTECTION FOR NON-ESSENTIAL PERSONNEL IN EMERGENCIES

1. PURPOSE: To outline the planning and action required to afford maximum protection for non-essential personnel prior to and during an enemy attack. Non-essential personnel are considered to be all dependents living on-base, civilians and military personnel not required in implementing EMO operations.
2. GENERAL SITUATION: a. The probable amount of warning time available to SAC bases in event of an enemy attack can be expected to diminish with the passage of time. This fact, together with the weapons systems in being and contemplated, diminishes the probability of successful evacuation of non-essential personnel from bases immediately prior to enemy attack. Consequently, surface evacuation to off-base sites in the immediate vicinity will NOT be attempted. Dependents residing off-base will adhere to the local civil defense program.
3. PROCEDURES: a. SAC Alert Signal...3 one-minute blasts at one minute intervals on the siren, repeated at three minute intervals. In the event of a practice alert, sound trucks will circulate through the residential area announcing the fact.

b. Evacuation Signal...The evacuation of the base will be announced verbally through command channels.

ANNEX "C"
6SAW OPLAN 500-63
1 November 1962

c. Red Alert (Take Cover Signal)-The signal to take cover is one three-minute wavering siren signal, repeated at three minute intervals. If such a signal is given during the course of an evacuation, those dependents and civilian personnel employees still remaining on-base who are within hearing such a signal, will immediately cease their evacuation and seek the closest cover available.

(1) Dependents with radios will monitor CONLRAD frequencies 640 and 1240 kc to receive information concerning the general disaster situation and possible information concerning their sponsors.

d. Shelter Assignments: (1) Dependents residing in permanent type buildings will remain in their quarters as shelter assignments. They will close windows, turn off air conditioners, preserve water and relocate first aid and survival kit.

(2) Dependents residing in non-permanent type buildings or who are away from their quarters will use one of the following permanent buildings nearest their location. These buildings will be available for non-essential personnel as additional shelters as required.

Base Commissary	Bldg 112
Community Center	Bldg 787
Base Exchange	Bldg 815
Officers Club	Bldg 816
NCO Club	Bldg 838

(3) It will be each supervisors responsibility to assign civilian employees their proper shelter. (See Basic 6BW OPLAN 500)

4. Evacuation: a. There will be no mass evacuation to an off-base site.

Unit Commanders will counsel dependents to individually select homes of relatives or friends, remote communities, public park areas, etc, for their evacuation sites. In case of sufficient time and early warning, dependents will evacuate to their preselected sites. Such sites must be distant areas estimated to be of low enemy target priority.

b. A period of sufficient warning is one affording enough time for dependents to assemble personal belongings, emergency kits and rations, depart the base within three hours; and arrive at their individually selected destination prior to the expected time of enemy attack.

c. Emergency supplies or survival kits will be maintained and on hand as outlined in tab A.

d. Unit Commanders will maintain a record of the sites selected by dependents of assigned military personnel.

e. Evacuees and/or principals of evacuees will be counseled individually by unit commanders or unit disaster control officers. Each evacuee's destination and means of reaching it will be treated as an individual instance. Preplanned actions will be recorded in unit SOP's and a copy will be forwarded to the Base Disaster Control Section (DCOTCBR) for coordination and file.

f. To establish a communications system for notifying personnel in their quarters or in shelters, an alerting system will be instituted by BDCL.

DISTRIBUTION: Same as Basic Plan

OFFICIAL:

M. E. Johnston
M. E. JOHNSTON

LtCol, USAF

Base Deputy Commander for Materiel

ANNEX "C"

6SAW OPLAN 500-63

1 November 1962

ERNEST C. EDDY

Colonel, USAF

Commander

6TH STRATEGIC AEROSPACE WING
WALKER AIR FORCE BASE, NEW MEXICO
1 November 1962

APPENDIX I

ANNEX "C"

OPERATIONS PLAN 500-63

SURVIVORS AND EVACUEES

OF

HEADQUARTERS USAF AND OSAF

APPENDIX I
ANNEX "C"
6SAW OPLAN 500-63
1 November 1962

6TH STRATEGIC AEROSPACE WING
WALKER AIR FORCE BASE, NEW MEXICO
1 November 1962

APPENDIX I

ANNEX "C"

OPERATIONS PLAN 500-63

SURVIVORS AND EVACUEES OF HEADQUARTERS USAF AND OSAF

1. GENERAL: This provides for the processing and evacuation of survivors and evacuees of Headquarters USAF and the Office of the Secretary of the Air Force who have reported to the installation from the Washington Metropolitan Area.
2. RESPONSIBILITY: The Director of Administrative Services, 6th Combat Support Group will assume responsibility for Headquarters USAF and OSAF personnel. He will report the name, grade, SN, AFS card position in Headquarters USAF or OSAF, send mailing locator information on these evacuees and survivors, and provide appropriate orders and transportation when needed.
3. PROCEDURE: The Headquarters USAF and OSAF personnel will report to the Medical Administrative Services Officer and will evacuate with and be supported by that organization.

APPENDIX I
ANNEX "C"
6SAW OPLAN 500-63
1 November 1962

6TH STRATEGIC AEROSPACE WING
WALKER AIR FORCE BASE, NEW MEXICO
1 November 1962

APPENDIX II

ANNEX "C"

OPERATIONS PLAN 500-63

ELEMENTARY SCHOOL, BASE NURSERY, KINDERGARTEN

APPENDIX II
ANNEX "C"
6SAW OPLAN 500-63
1 November 1962

6TH STRATEGIC AEROSPACE WING
WALKER AIR FORCE BASE, NEW MEXICO
1 November 1962

APPENDIX II

ANNEX "C"

OPERATIONS PLAN 500-63

ELEMENTARY SCHOOL, BASE NURSERY, KINDERGARTEN

1. GENERAL:

a. This appendix provides for the evacuation of dependent children who are attending the Base Elementary School, Base Nursery or Base Kindergarten at the time of evacuation of dependents from the base.

b. On Sunday mornings from 0900 to 1200 the Elementary School building is used as a Sunday School building, with approximately 800 children and adults in attendance. Two or more USAF Chaplains are in general supervision.

2. RESPONSIBILITY: It will be the responsibility of the School Principal or Base Chaplain to see that the plan is carried out. In so doing, he will:

- a. Insure that the teachers and supervisors are familiar with this plan.
- b. Determine that the requirements of this appendix, as they affect other staff sections and task organizations, are current and workable.

3. PROCEDURE:

a. Elementary School:

(1) In an Actual Emergency:

(a) Either the Principal, or during Sunday School, the Chaplain-in-Charge, will require pupils to standby in their rooms for controlled evacuation on foot to their homes. Other information and instructions which

APPENDIX II

ANNEX "C"

6SAW OPLAN 500-63
1 November 1962

may be received from the Combat Support Group Commander or the Base Deputy Commander for Services will, of course, govern disposition of the pupils.

(b) The Deputy Commander for Security and Law Enforcement will dispatch ten (10) air policemen to the Elementary School and the Director of Personnel will dispatch twelve (12) augmentees to the Elementary School where they will escort, on foot, groups of not more than fifty (50) pupils at one time, to their homes. To facilitate this delivery, teachers will have previously divided the students into groups living in the same area on or off the station. Teachers, at the discretion of the Principal or Senior Chaplain, may assist in this delivery. Children living off the station and those unable to walk home on station will be picked up by their parents.

(c) When the children have departed, teachers will depart for their homes. However, Sunday School teachers (principally either military personnel or their dependents) will follow other instructions in this operations order pertaining directly to persons of their status.

(d) School will not resume until the alert is terminated or as otherwise directed by the Combat Support Group Commander.

(2) In Practice Alerts: The Elementary School will continue to operate unless otherwise advised by the Base Deputy Commander for Services. If the school participates in a practice alert, the procedures indicated above will be followed.

b. Base Nursery and Kindergarten:

(1) In an Actual Emergency:

(a) After the sounding of the SAC Alert Signal, parents who have children in the Base Nursery or Kindergarten will immediately pick up their children and return to their homes.

(b) If, in an actual emergency, children are still in the Nursery or Kindergarten after the evacuation signal has been sounded, the Nursery or Kindergarten supervisor, as applicable, will assume charge and transport the children to the Officers' Club for shelter.

(2) In Practice Alerts: The Kindergarten and Base Nursery will continue to operate unless otherwise notified to evacuate by the Combat Support Group Commander.

4. COMMUNICATIONS: The following persons, buildings and telephone numbers are involved in carrying out this portion of the plan:

<u>PERSON</u>	<u>BUILDING</u>	<u>PHONE</u>
Elementary School Principal	School & Bldg 903	7-2111
Combat Support Group Commander	610	386
Director of Personnel	616	517
D/C for Security & Law Enforcement	610	316
Chaplain	500 832	2111 709
Base Deputy Commander for Services	610	349
Nursery Supervisor	910	370

TAB A
APPENDIX II, ANNEX "C"
DEPENDENTS FIRST AID
AND
EMERGENCY EVACUATION KIT

1. As prescribed by regulations, the following items are to be included in each Family First Aid and Evacuation Kit:

a. First Aid Kit.

1 Gauze bandage 1"X10 yds	1 Bottle aspirin, adult
1 Gauze bandage 2"X10 yds	and child's
6 First Aid Quick pads 3" X3"	1 Package cotton
1 Adhesive tape 1"X3½ yds	1 Bottle eye drops - Murine
1 Bottle antiseptic	100 Water purification tablets
9 Band-aids	1 Box table salt (for shock)
1 Tub burn ointment-tetracaine	1 Package baking soda (for shock)
6 Small paper cups	4 Traingular bandages 37"X37"
1 Pair scissors	X52" (2 safety pins with each)
cloth	12 Tongue depressors (for splints)
1 Set measuring spoons	1 Household first aid folder
1 Tube lanolin	giving instructions for use of
12 3¼"X15½" boards for splints	the above listed items

Remember to pack any special medicines that an individual may be taking at the time, i. e. diabetic, heart, and asthma cases. It is preferable to keep your first aid kit in a container of its own and easily accessible.

b. Evacuation Kit.

(1) Food, Beverages and Eating Utensils.

(a) A 72 hours supply of food per person. The following canned foods are suggested: Spam, Tuna, Salmon, Sausage, Baked Beans, Canned Bread, Soups, etc. In addition, high calorie items such as nuts, semi-sweet chocolate, hard candy, etc, are recommended.

(b) A 72 hours supply of beverages per person. The following items are suggested: Canned fruit and vegetable juices, powdered milk, instant coffee, coca mix, tea bags, and water.

(c) Cooking and Eating Utensils. 1 knife, fork and spoon per person; can opener; disposable plates and cups or individual mess kits; matches, water canteen or similar container; Sterno canned heat. Take as much water as you can manage. Infants foods if necessary. Use plastic bottles if possible, avoid all glass containers, bottles and perishable foods. Concentrate on food that will give the greatest amount of nourishment and sustenance for the minimum of packing space. You are catering for survival not a picnic!

(2) Miscellaneous Evacuation Kit Items.

- 1 blanket, comforter and/or bed roll per person
- 1 Portable radio (space battery) COMBULRAD frequency 640Kc and 1240Kc (if possible)
- 1 Surgical mask per person
- 1 Flashlight per family
- 2 dogtags (I. O. Tag) containing name, address, blood type, R. H. factor and religious preference
- Toilet paper, tissues, sanitary napkins
- A 72 hour supply of infant items, disposable diapers, powder
- 3 Candles
- * Aluminum foil
- * Hunting knife
- * Heavy work gloves (leather)
- * Entrenching tool or spade
- * Toothbrush and paste
- * Towels
- * Spare pair of prescription glasses
- * Playing cards
- * Money
- * Each child's favorite toy or plaything
- * Cigarettes
- * Suggested items only.

Pack all items in duffle bags or containers that can be conveniently carried if necessary. Any important personal documents or identification papers you keep at home, take with your money. Always keep your car well serviced, have your evacuation kit ready and accessible at all times.

2. The following items of wearing apparell are suggested for wear or use:

Long pants, jeans or slacks	Strong lace-on shoes (most important)
Sweater, jumper or cardigan)	Wool socks (extra clean pair)
Warm jacket (w/hood if possible)	Childrens' snow suit
Sun hat or cap	Sunglasses
Head scarf (wool)	
Warm underwear	

It is essential that your clothing act as protection against fallout, so cover up. New Mexico can be very cold at night, so be warm. Remember as you dress, that you may have to live in your clothes for some time, so be comfortable.

6TH STRATEGIC AEROSPACE WING
WALKER AIR FORCE BASE, NEW MEXICO
1 November 1962

ANNEX "D"

OPERATIONS PLAN 500-63

DAMAGE CONTROL AND RECOVERY OPERATIONS

Project Officer: Lt Col Roscoe Murray Jr.

Office: Deputy Commander for Civil Engineering

Telephone Nr: 453

ANNEX "D"
6SAW OPLAN 500-63
1 November 1962

HEADQUARTERS 6TH STRATEGIC AEROSPACE WING
WALKER AIR FORCE BASE, NEW MEXICO
1 November 1962

ANNEX "D"

OPERATIONS PLAN 500-63

DAMAGE CONTROL AND RECOVERY OPERATIONS

1. GENERAL SITUATION: In the event of hostilities, it can be assumed that the enemy will employ various types of attacks. Regardless of the kind of attack, it is reasonable to assume that there will be widespread damage and numerous casualties.
2. MISSION: The mission of the damage control organization is to carry out those measures which will prevent or minimize casualties or damage, resulting from enemy attack, in order to allow continuation or restoration of vital operations.
3. TASKS FOR PARTICIPATING UNITS:
 - a. Deputy Commander for Civil Engineering will appoint a Base Damage Control Officer who will be a member of the Disaster Control Team and is responsible for:
 - (1) Organizing, training and controlling all damage control teams.
 - (2) Advising the Air Base Commander on damage control matters.
 - (3) Establishing specific priorities on facility restoration.

The general priority for restoration of base facilities after an aerial attack is as follows:

ANNEX "D"
6SAW OPLAN 500-63
1 November 1962

- (a) Runways and taxiways
- (b) Electric power
- (c) FCL
- (d) Water and sanitary facilities

(4) Insuring that the electrical section of the Civil Engineering Office is briefed concerning their responsibilities in the event total blackout is necessary.

(5) Coordination with nearby civil and military agencies for support in damage control operations.

(6) Through coordination with the Graves Registration Officer, monitor the disposal of remains. (Reference Annex "G")

b. The 6th Civil Engineering Squadron will provide personnel for utilities, structure and pavement damage control teams who will report to the Base Damage Control Officer at Building #147. The Commander is responsible for keeping the team manning current.

c. 6th Air Police Squadron will, upon request of the Disaster Control Officer, provide sufficient guards to control traffic and maintain order in local damage areas.

d. 37th Munitions Maintenance Squadron will provide EOD teams upon request of the Disaster Control Officer. These teams will assist the Damage Control Officer in removing, detonating and/or inerting unexploded munitions.

e. 6th Transportation Squadron will, upon request of the Damage Control Officer, provide:

ANNEX "D"
6SAW OPLAN 500-63
1 November 1962

(1) 1 1/2 ton pickup trucks with drivers. (All 1/2 ton P.U. equipped for use on the C.E. radio net to be returned)

(2) All special purpose vehicles normally assigned the C.E. organization.

All vehicles will report to the Damage Control Command Post, Building 145, Phone 381 or 574. Detailed justification for these vehicles is contained in the Base Support Plan C.E. Annex.

4. GENERAL INSTRUCTIONS:

a. All persons detecting gas, water or sewage leaks, electrical hazards, or other hazardous conditions will report such information immediately to the Damage Control Officer at Extension 381 or 574.

b. All Squadron Commanders will:

(1) Insure that blackout measures are, if required, implemented within their areas of responsibility.

(2) Provide all available personnel to the Base Control Officer, for utility and structural repair. Personnel will not report physically to the Base Damage Control Command Post until released by the Disaster Control Officer and requested by the Damage Control Officer.

5. LOGISTICS AND ADMINISTRATION: Omitted.

6. COMMAND AND COMMUNICATION:

a. The Air Base Commander has the overall responsibility of damage control.

b. Command Posts:

ANNEXURE

6SAW OPLAN 500-63
1 November 1962

(1) The Base Command Post will be in Building 812, Phone 7245.

(2) The Base Disaster Control Center will be located in Building 755, Extension 2645.

(3) The primary Damage Control Command Post will be in Building 147. Phone 381 or 574

c. Communications:

(1) In the absence of telephone communications, the Air Police and taxi fleet **net and/or** foot messengers will be used.


(2) Further communications will be in accordance with paragraph 5 of basic plan.

ERNEST C. ELLY
Colonel, USAF
Commander

DISTRIBUTION:

Same as Basic Plan

OFFICIAL:


ROSCOE MURRAY, JR.
Lt Colonel, USAF
L/Commander for Civil Engineering

ANNEX III
6SAW OPLAN 500-63
1 November 1962

6TH STRATEGIC AEROSPACE WING
WALKER AIR FORCE BASE, NEW MEXICO
1 November, 1962

ANNEX "E"

OPERATIONS PLAN 500-63

EMERGENCY ACTIONS - PEACETIME NUCLEAR ACCIDENTS

Project Officer: Major Charles J King
Office: Deputy Commander for Operations
Telephone Nr: 2645

ANNEX "E"
6SAW OPLAN 500-63
1 November 1962

6TH STRATEGIC AEROSPACE WING
WALKER AIR FORCE BASE, NEW MEXICO
1 November 1962

ANNEX "E"

OPERATIONS PLAN 500-63

EMERGENCY ACTIONS - PEACETIME NUCLEAR ACCIDENTS

1. GENERAL: Since SACM 355-1 describes the specific actions and techniques required during peacetime nuclear accidents, this annex will merely supplement the manual. Each unit and staff agency will be responsible for reviewing SACM 355-1 and using the information contained therein as a basis for SOPs and checklists.

2. MISSION: To execute prompt and professional action to cope with peacetime nuclear accidents and to provide for:

- a. Rescue and firefighting. (Action: 812MEDGP and BDCEF)
- b. Damage control. (Action: BDCE)
- c. Radioactive contamination control. (Action: DCOTCBR and Ind Hygiene)
- d. Explosive ordnance disposal. (Action: 37NMS)
- e. Medical support. (Action: 812MEDGP)
- f. Surface monitoring. (Action: DCOTCBR and 37NMS)
- g. Decontamination support. (Action: 812MEDGP and DCOTCBR)
- h. Emergency news releases and reports. (Action: IXO)

3. GENERAL INSTRUCTIONS:

a. On-base accidents:

(1) Disaster Control Team (See Annex "K")

(a) Command Post Teams

1 Report immediately to wing command post and sign in.

ANNEX "E"
6SAW OPLAN 500-63
1 November 1962

- 2 Begin individual checklists.
- 3 Verify details of the accident.
- 4 Contact respective control centers.
- 5 Submit required reports.

(b) Control Nucleus:

- 1 Report to accident scene.
- 2 Contact command post.
- 3 Perform duties as outlined in SACM 355-1.
- 4 Submit required reports.

(2) Control Centers: Standby with personnel and equipment for support of the accident as directed by the Disaster Control Commander.

(3) Base Weather:

(a) Prepare a radiological fallout plot and forward to the Disaster Control Command Post upon notification of a Broken Arrow.

(b) Relay current surface weather observations to the command post as required.

(4) Non-essential Personnel: Air Police/Combat Defense sound trucks will be used to verbally announce the Broken Arrow Stand-by and Withdrawal. Upon notification of the withdrawal, all non-essential personnel within the 1500 foot perimeter of the accident will retreat to a point beyond this perimeter. Unit commanders and supervisors will designate assembly points and will be responsible for the control of their personnel withdrawn from the accident area. Personnel will not reenter the 1500 foot perimeter until the all clear announcement is given by the Air Police/Combat Defense sound trucks.

4. COMMUNICATIONS: The 6SAW Command Post is equipped with a portable transceiver, a radio remote, and an air-ground radio, each of which can communicate with the accident scene.

a. Portable transceivers will be used by the On-scene Commander, Disaster Control NCO and the Disaster Control Center.

b. The radio remote is capable of communicating with any other non-tactical radio net.

c. The air-ground radio can communicate with UHF air-to-ground mobile two-way radio units.

d. Call Signs: To aid in the identification of disaster teams and/or personnel working at the accident scene, the following radio call signs are to be used:

- (1) Arrowhead Control.....On-scene Commander
- (2) Arrowhead 1On-scene Controller
- (3) Arrowhead 2Fire Chief
- (4) Arrowhead 3Security
- (5) Arrowhead 4Medical and Industrial Hygiene
- (6) Arrowhead 5Radiological
- (7) Arrowhead 6EOD
- (8) Arrowhead 7Civil Engineer
- (9) Arrowhead 8Information
- (10) Arrowhead 9Judge Advocate

e. Communications between the command post and control centers will normally be by telephone. Non-tactical radios and runners will be used for back-up.

5. TRANSPORTATION:

a. The Transportation Control Center will make automatic dispatch of the following vehicles:

- (1) One radio-equipped vehicle to Broken Arrow Command Post.
- (2) One radio-equipped vehicle to Information Control Center.
- (3) One bus to Disaster Control Center.

b. Additional vehicles will be dispatched at the request of the Broken Arrow Commander.

6. OFF-BASE BROKEN ARROW:

- a. Disaster Control Team members report to 6SAW Command Post.
- b. Form convoys in front of Wing Headquarters.
- c. On-scene commander briefs team members on known accident information.
- d. Instruments, tech orders, checklists, equipment, communications, accident kits and personal equipment are checked for accuracy and completeness.
- e. Equipment requirements peculiar to the accident location are anticipated and obtained.
- f. On-scene commander issues instructions concerning convoy operations.
- g. Enroute to the accident scene the On-scene commander will contact the personnel at the accident scene, if possible, giving ETA and other necessary information.

7. SIMULATED BROKEN ARROW EXERCISES:

- a. Simulated Broken Arrow exercises will be conducted once each month.
- b. All simulated exercises will be on-base as off-base exercises are not authorized.

3. DISPLAYS:

a. Squadron Commanders will insure that Broken Arrow Placards (SAC Form 397) are posted in unit's offices, personnel assembly and working areas on the base particularly in the flight line area. This form will contain Broken Arrow signals and withdrawal routes from explosive/withdrawal sectors to designated assembly areas. If an area is not affected by non-essential withdrawal, the placard will so indicate.

b. Control centers will have the following items:

(1) On-base crash grid maps with explosive sectors and withdrawal line superimposed and a 1500 foot template.

(2) Broken Arrow checklists and SOPs.

(3) Current list of personnel and alternates who make up respective elements of the disaster team, to include duty and off-duty phone numbers.

ERNEST C EDDY
Colonel, USAF
Commander

OFFICIAL:



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

ANNEX "E"
6SAW OPLAN 500-63
1 November 1962

6TH STRATEGIC AEROSPACE WING
WALKER AIR FORCE BASE, NEW MEXICO
1 November 1962

APPENDIX I

ANNEX "E"

OPERATIONS PLAN 500-63

HAZARDOUS CARGO OPERATIONS

APPENDIX I
ANNEX "E"
6SAW OPLAN 500-63
1 November 1962

6TH STRATEGIC AEROSPACE WING
WALKER AIR FORCE BASE, NEW MEXICO
1 November 1962

APPENDIX I

ANNEX "E"

OPERATIONS PLAN 500-63

HAZARDOUS CARGO OPERATIONS

1. PURPOSE: To delineate the responsibilities of the Disaster Control Team and other agencies during hazardous cargo operations either airborne or on the ground. Hazardous cargo pertains to cargo involving nuclear weapons or components.

2. ALERTING:

a. Airborne Operations: When an aircraft carrying hazardous material, including cargo shipments and airborne alert aircraft, is scheduled to take-off or land at Walker AFB the Duty Dispatcher or ACO will notify the following personnel/agencies:

- (1) Base Commander
- (2) DCOT
- (3) Combat Defense Force Operations
- (4) Tower Officer
- (5) Fire Department
- (6) Hospital
- (7) 37MMS Production Control (EOD)
- (8) Information Officer
- (9) BDCE
- (10) Disaster Control Officer

APPENDIX I

ANNEX "E"

6SAW OPLAN 500-63
1 November 1962

(11) Radiation Monitor (Roster provided by Disaster Control Section)

b. Ground Operations: When nuclear weapons or components are being transported to and from missile sites the 6SAW Controller will notify the personnel/agencies listed in par. a. above(except Tower).

3. PROCEDURES:

a. Upon notification of a hazardous cargo operation (airborne) the personnel listed in 2a. above will stand by on immediate telephone alert for 15 minutes before and 15 minutes after all take-offs and landings. During flight phases of airborne bombardment operations personnel will be on one-hour telephone alert.

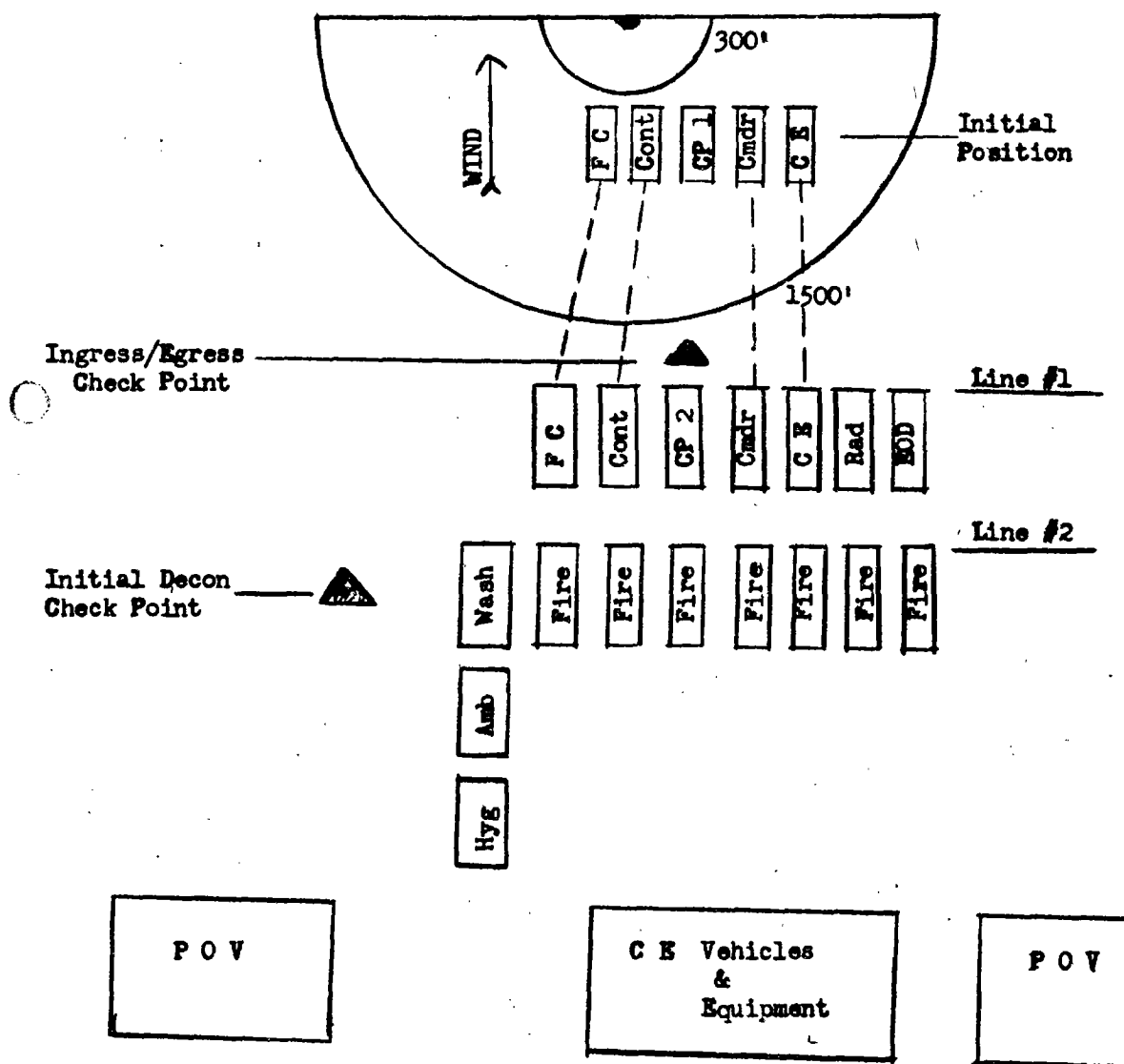
b. When notified of a hazardous ground operation personnel will remain on immediate telephone alert until the operation is terminated.

c. Should a Broken Arrow situation develop as a result of the above operations, either on-base or off-base, procedures outlined in SACM 355-1 will be implemented.

6TH STRATEGIC AEROSPACE WING
WALKER AIR FORCE BASE, NEW MEXICO
1 November, 1962

TAB A
ANNEX "E"
OPERATIONS PLAN 500-63

BROKEN ARROW PARKING PLAN



TAB A
ANNEX "E"
6SAW OPLAN 500-63
1 November 1962

6TH STRATEGIC AEROSPACE WING
WALKER AIR FORCE BASE, NEW MEXICO
1 November 1962

ANNEX "F"

OPERATIONS PLAN 500-63

MEDICAL DISASTER OPERATIONS

Project Officers: Lt Colonel William S. Beck

Office: Base Hospital

Telephone Nr: 351, 352

ANNEX "F"
6SAW OPLAN 500-63
1 November 1962

6TH STRATEGIC AEROSPACE WING
WALKER AIR FORCE BASE, NEW MEXICO
1 November 1962

ANNEX "F"

OPERATIONS PLAN 500-63

MEDICAL DISASTER OPERATIONS

1. GENERAL:

a. Scope: This plan will cover any disaster, either natural or man made, which results in casualties of sufficient nature to overwhelm the normal operations of the hospital.

b. Responsibility: This annex provides for necessary action to be taken by the Director of Base Medical Services to implement the 6th SAW Disaster Control Plan 500-63.

2. MISSION: To provide for emergency medical services required by conditions arising from a disaster and for expansion of the vital components of the hospital to cope with the disaster as it actually exists. This will be accomplished in a team concept; teams will be designated by the Hospital Commander.

3. SPECIFIC TASKS: The teams will have the following general responsibilities to provide for:

a. Continuation of general mission support and administrative functions. The extent of this support will depend upon the initial impact of the workload caused by the disaster.

ANNEX "F"
6SAW OPLAN 500-63
1 November 1962

- b. Evacuation of hospitalized patients to an alternate site and/or discharge of patients.
- c. Determine extent of damage to hospital and medical equipment and advise Hospital Command Post of such.
- d. Establish First-Aid Stations if possible at site of disaster.
- e. Provide chemical and biological survey team.
- f. Provide food, water, and sanitation survey teams to determine extent of the damage to the base, and publish sanitary orders as required.
- g. Establish triage sites in the field and hospital to sort casualties.
- h. Establish a minor surgery team in the hospital emergency room.
- i. Establish an immediate surgery team.
- j. Establish an oral surgery team.
- k. Provide ambulance service from the disaster site to the medical treatment facility.
- l. Provide and maintain adequate stock levels of emergency medical supplies.
- m. Provide radiological monitors to chart radiation dosage and establish emergency radiation exposure levels.
- n. Provide emergency medical service to the missile sites in the event of a disaster that concerns a site.
- o. Provide aircrew monitoring and decontamination teams for patients in the event of a Broken Arrow.

4. ADMINISTRATION AND LOGISTICS:

a. Implementation of this Plan: By direction of the Hospital Commander or his personal representative.

b. Verification of Alert: Upon notification of an alert, the C. Q. or person who receives the call will obtain the nature, extent, exact location, and any other information concerning the situation, and the name of the person sounding the alert. Then the pyramidal recall system will be initiated. All military personnel will report immediately to the hospital Command Post located in the lobby of the Hospital and sign in upon notification of an alert. He/she will then be assigned to a team in support of disaster plan or remain in a manpower pool and be assigned when needed. Personnel not assigned to required teams for the disaster will report to their normal duty section and continue normal operation.

c. Utilization of In-Patient and Out-Patient Facilities: After assessment of the medical estimate of the situation, the Hospital Commander will determine the normal functions of the hospital during the disaster.

d. Medical Materiel: Emergency supplies and materiel will be made immediately available. Informal records will be maintained on all issues, and later documented after the emergency subsided sufficiently to permit such action.

5. REFERENCES: Air Force Manual 160-37, and Hospital SOP.

DISTRIBUTION:

Same as Basic Plan

ERNEST C. EDDY
Colonel, USAF
Commander

OFFICIAL:



W. S. BECK
Lt Colonel, USAF, MSC
Executive Officer

6TH STRATEGIC AEROSPACE WING
WALKER AIR FORCE BASE, NEW MEXICO
1 November 1962

ANNEX "G"

OPERATIONS PLAN 500-63

POST DISASTER SERVICES

Project Officers: Major Milton R. Hawranek

Office: BDCE Missile Engineering

Telephone Nr: 453

ANNEX "G"
6SAW OPLAN 500-63
1 November 1962

6TH STRATEGIC AEROSPACE WING
WALKER AIR FORCE BASE, NEW MEXICO
1 NOVEMBER 1962

ANNEX "G"

OPERATIONS PLAN 500-63

POST DISASTER SERVICES

1. PURPOSE: This Annex presents a uniform procedure in the search, recovery, identification, evaluation and disposition of deceased personnel whose death results from a major catastrophe or an air strike. It provides information on grave registration and graves registration assistance to nearby military establishments, industrial or heavily populated civilian suburban areas, and to civil defense organizations.

2. GENERAL: In the event of a civil disaster or emergency war operation it should be anticipated that an overwhelming number of deaths may occur. All applicable local civil defense agencies and military personnel should be well coordinated in their functions on establishing the disaster area.

3. RESPONSIBILITIES:

a. Base Commander: The Mortuary Officer (Emergency Graves Registration Officer) will be appointed within the Base Commander's Staff. He will be of sufficient grade and authority to insure complete coordination of all activities concerned in cases of death.

b. Graves Registration Officer will:

(1) Be responsible for the overall administration of the program, including selection of operational sites, identification of remains,

the training and briefing of personnel and coordination of related activities of a continuous basis.

(2) Immediately following a major disaster, implement graves registration procedures as applicable to the situation. His tasks and responsibilities will include but not be limited to the following:

(a) Insure that all remains are covered and tagged to show evacuation number, location where recovered and tagged to data which may assist in identifying the deceased.

(b) Insure that all remains which have been located are removed to a prearranged processing or morgue site.

(c) Supervise the recovery and removal of remains so as to retain all data attendant to identification. If only partial remains are recovered, such portions should also be tagged to assist in later re-association with the proper remains.

(d) Prepare a DD Form 551, Report of Interment, and coordinate with State and local authorities for recording all interments. (Original signed copy of DD Form 551 for remains of United States dead will be forwarded to the Director of Supply and Services, Headquarters USAF, Washington, 25, D.C.)

(e) Coordinate with the Surgeon in establishing identity of remains.

(f) In the event of an atomic attack, coordinate with Surgeon and CBR teams in establishing decontamination measures on disposal of radioactive remains.

ANNEX "G"
6SAW OPLAN 500-63
1 NOVEMBER 1962

c. The Base Deputy for Civil Engineering will:

(1) Furnish personnel and construction equipment as required, and direct the preparation of burial sites.

(2) Make temporary caskets for burial of remains as required.

(3) Coordinate with the Mortuary Officer and Surgeon in the selection and construction of suitable temporary cemeteries and other required working areas.

d. The Transportation Officer will: Provide all transportation requirements for transporting search and recovery personnel, and for the collection of remains.

e. Purchasing and Contracting Officer will: Contract funeral directors, medical and preservative supply companies, and sources of construction materials as required.

f. Surgeon will:

(1) Assist Mortuary Officer in establishing identity of remains.

(2) Issue emergency death certificates.

(3) Render technical assistance and staff as required to assure maintenance of maximum sanitary measures.

g. Information Services Officer will:

(1) Upon approval of the Base Commander, release unclassified information to the press.

(2) Assure that all news released to the public is accomplished through his office and in accordance with existing regulations.

h. Base Supply Officer will: Provide to the maximum extent possible, necessary supplies, including tents, tarpaulins, etc., for temporary morgue sites, and for search, recovery, identification and disposition of deceased personnel.

i. Base Personal Affairs Officer will: Prepare reports as outlined in AFR 30-11.

j. Base Director of Administrative Services will: Issue orders appointing Summary Court Officers as the occasion may demand, to secure and dispose of personal effects of all deceased personnel in accordance with paragraph (c), Section 6, Act of 5 May 1950, MCM 1951; page 453.

k. Staff Judge Advocate will:

(1) Instruct all Summary Court Officers in the proper care and disposition of personal effects of all deceased personnel.

(2) The Base Claims Officer will conduct such investigations as required in regard to claims and settlements.

l. Base Provost Marshal will:

(1) Maintain security in the area, to include continual safeguarding of personal effects of the deceased.

(2) Coordinate with Mortuary Officer on providing fingerprinting personnel for establishing positive identification.

m. Base Chaplain will: Provide within his capability of administration, appropriate last rites of the church, and will offer spiritual solace, assistance and comfort to next of kin of deceased.

4. OTHER INSTRUCTIONS:

a. Mortuary sites will be established nearest disaster area; search and recovery teams will be formed and evacuation of remains from disaster area will begin as conditions permit.

b. Search and recovery teams as well as mortuary personnel will be instructed on the absolute necessity of safeguarding personal effects and other identification data.

c. Tentatively and positively identified remains, as well as unidentified remains will be properly tagged and suitably covered while in transit to morgue.

d. Confirmation of death, identification and complete records, to include burial and removal permits, will be accomplished at morgue sites by personnel in graves registration activities.

e. Remains not identified after an identification process will be buried within 36 hours.

f. Personal effects and records of deceased will be held at sites for proper evaluation prior to disposal.

5. LOGISTICS:

a. The mortuary Officers on notification from the Staff Duty Officer or higher authorities of a major catastrophe or air strike at Walker AFB will immediately implement the following, to comply with SACM 143-1, Graves Registration Plan.

ANNEX "C"
6SAW OPLAN 500-63
1 NOVEMBER 1962

b. Notify the following members of the Graves Registration Service Group, of the Morgue Sites to be put in operation, and the number of teams (G.R.S.) required. Listed below are members of the Graves Registration Group and the requirements from their Directorates or offices:

GROUPS

BASE SURGEON (SUCO, EXT. 351)

Primary Team # 1: One hospital corpsman, one dentist.

Primary Team # 2: One hospital corpsman, one dentist.

Secondary Team # 1: One hospital corpsman, one dentist.

Secondary Team # 2: One hospital corpsman, one dentist.

JUDGE ADVOCATE (BJA, EXT. 314)

Primary Team # 1: Two Summary Court Officers.

Primary Team # 2: Two Summary Court Officers.

Secondary Team # 1: Two Summary Court Officers.

Secondary Team # 2: Two Summary Court Officers.

PERSONAL AFFAIRS (DPPA, EXT? 2245)

Primary Team # 1: One Casualty Reporting Officer

Two typists.

Two men at morgue sites.

Primary Team # 2: One Casualty Reporting Officer.

Two typists.

Two men at morgue sites.

ANNEX "G"

6SAW OPLAN 500-63

1 NOVEMBER 1962

Secondary Team # 1: One Casualty Reporting Officer.

Two typists.

Two men at morgue sites.

Secondary Team # 2: One Casualty Reporting Officer

Two typists.

Two men at morgue sites.

DEPUTY COMMANDER FOR SECURITY AND LAW ENFORCEMENT (BDCL, EXT. 316)

Primary Team # 1: Four Air Policemen

Two Fingerprinters.

Primary Team # 2: Four Air Policemen

Two Fingerprinters.

Secondary Team # 1: Four Air Policemen.

Two Fingerprinters.

Secondary Team # 2: Four Air Policemen.

Two Fingerprinters.

RADIATION MONITORS (DCO, EXT. 2179)

Primary Team # 1: Two qualified radiation monitors.

Primary Team # 2: Two qualified radiation monitors.

Secondary Team # 1: Two qualified radiation monitors.

Secondary Team # 2: Two qualified radiation monitors.

c. The following locations are designated as Morgue Sites and will be activated as required by the quantity of deceased and location

ANNEX "G"
6SAW OPLAN 500-63
1 NOVEMBER 1962

to the disaster area:

SITE # 1: Elementary School.

SITE # 2: Transportation end of Commissary Building.

SITE # 3: Officers Club.

SITE # 4: Building Number 100.

d. The following areas have been designated as emergency burial sites and will be plotted in accordance with AFM 143-3. (Burial Sites will conform with requirements of SACM 143-1, Section V.)

AREA # 1: Isolated grave site in proximity of Riding Stable.

AREA # 2: Emergency (normal grave sites) area between NCO Club and BOQ.

AREA # 3: Emergency (normal grave site) Parade ground.

AREA # 4: Emergency (normal grave site) area in front of Building 610.

e. The following agencies are members of the Graves Registration Group and will be contacted for support as the situation requires or develops:

- (1) Civil Engineering Officer.
- (2) Transportation Officer.
- (3) Purchasing and Contracting Officer.
- (4) Information Officer.
- (5) Base Supply Officer.
- (6) Base Director of Administrative Services.
- (7) Base Chaplain.

(a) Necessary supplies and equipment will be distributed to

collection points in quantities to be determined by the Mortuary Officer
(Emergency Graves Registration Officer).

(b) If the installation is rendered partially or completely
inoperative, arrangements will be made to procure assistance, as required,
from the nearest military establishment, local sources and civil defense
organizations.

DISTRIBUTION:
Same as Basic Plan

OFFICIAL:

ERNEST C. EDDY
Colonel, USAF
Commander

Milton R. Hawranek
MILTON R. HAWRANEK
Major, USAF
Mortuary Officer

ANNEX "G"
6SAW OPLAN 500-63
1 NOVEMBER 1962

6TH STRATEGIC AEROSPACE WING
WALKER AIR FORCE BASE, NEW MEXICO
1 November 1962

ANNEX "H"

OPERATIONS PLAN 500-63

EXPLOSIVE ORDNANCE DISPOSAL

Project Officer: SMSgt Joseph C Waller

Office: Explosive Ordnance Disposal

Telephone Nr: 2559

ANNEX "H"
6SAW OPLAN 500-63
1 November 1962

as they become available to evacuate aircraft. Crew versus aircraft assignments will be made by command post personnel.

(2) Prepare Evacuation Folders as outlined in par 3x, (15) for each aircraft assigned.

b. 6th Organizational Maintenance Squadron:

(1) Disperse and protect all non-flyable aircraft and safeguard against destruction of all equipment.

(2) Prepare all aircraft undergoing periodic maintenance, giving first priority to aircraft nearest flyable condition.

(3) Report aircraft to the 6th Strategic Aerospace Wing Command Post as soon as they are flyable.

(4) Remove and disperse all aircraft from maintenance docks when so directed.

(5) Safe-guard against destruction of equipment.

c. 6th Field Maintenance Squadron:

(1) Provide specialist support to the four (4) tactical squadrons and the 6th Organizational Maintenance Squadron for preparing aircraft for evacuation.

(2) Safe-guard against destruction of equipment.

d. 6th Armament and Electronic Squadron:

(1) Provide specialist support as required for preparing aircraft for evacuation.

(2) Safe-guard against destruction of equipment.

e. Detachment 15, 9th WEARON will:

(1) Notify necessary organizations and personnel whose knowledge of impending dangerous weather conditions is essential for the protection

HEADQUARTERS, 6TH STRATEGIC AEROSPACE WING
WALKER AIR FORCE BASE, NEW MEXICO
1 November 1962

APPENDIX I, ANNEX "N"

OPERATIONS PLAN 500-63

SEVERE WEATHER PLAN (TACTICAL AIRCRAFT)

1. GENERAL SITUATION: This base being subject to possible severe weather conditions, the severity of which might cause considerable damage to Tactical Aircraft and allied equipment, a requirement exists to formulate a plan which will provide maximum protection and safeguard against any damage to either Tactical aircraft or its allied equipment which might result from any sudden adverse weather phenomena.

a. Intelligence: Omitted.

b. Friendly Forces:

- (1) Kansas City, Missouri, Severe Weather Warning Center.
- (2) Federal Aviation Agency.
- (3) Albuquerque Air Traffic Control Center.
- (4) Castel Air Force Base.

2. MISSION: Upon notification of impending weather phenomena, all units will set this plan into motion for safe-guarding of aircraft and equipment on the ground and/or for the immediate evacuation of all flyable aircraft to bases outlined in this operation plan.

3. TASKS FOR SUBORDINATE UNITS:

a. The 6th Air Refueling Squadron, 24th, 39th and 40th Bomb Squadrons will perform the following tasks:

- (1) Report all crews to the 6th Strategic Aerospace Wing Command Post

APPENDIX I
ANNEX "N"
6TH SAW OPLAN 500-6
1 November 1962

HEADQUARTERS, 6TH STRATEGIC AEROSPACE WING
WALKER AIR FORCE BASE, NEW MEXICO
1 November 1962

APPENDIX I

ANNEX ONE

OPERATIONS PLAN 500-63

SEVERE WEATHER PLAN (TACTICAL AIRCRAFT)

(This appendix supersedes 6Bombing OPLAN 106-62)

APPENDIX I
ANNEX ONE
6SAW OPLAN 500-63
1 November 1962

Appendix - 1 Severe Weather Plan (Tactical Aircraft)

TAB A - Operations

TAB B - Logistics

TAB C - Reports

Appendix - 2 Severe Weather Plan (Non-Tactical Acft)

TAB A - Reporting Format

TAB B - Wind Limitations

Appendix - 3 Fire, Explosion, Sabotage

TAB A - Dispersal of Aircraft

TAB B - Handling of Damaged Aircraft

ANNEX "N"
6TH SAW OPLAN 500-63
1 November 1962

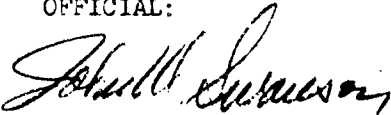
- (b) Commercial TWX.
- (c) Radio (Tactical and non-tactical)
- (d) Portable Radios.
- (e) SAC Comnet.
- (f) STN.

DISTRIBUTION:

Same as Basic Plan

ERNEST C. EDDY
Colonel, USAF
Commander

OFFICIAL:



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

ANNEX "N"
6TH SAW CPLAN 500-63
1 November 1962

authority for deciding whether or not to evacuate nonweapon configured aircraft.

(2) Authority to download alert aircraft or to evacuate weapon configured aircraft will be requested from Hq SAC through 15th AF Command Post.

(3) All participating and task organizations will prepare OI's which will delineate all duties and responsibilities.

(4) This Annex is effective upon receipt.

4. ADMINISTRATIVE AND LOGISTICAL MATTERS:

a. Administration.

(1) Normal.

b. Logistics.

(1) See Appendices.

5. COMMAND AND COMMUNICATIONS MATTERS:

a. Command.

(1) 6th Strategic Aerospace Wing will maintain the Command Post during the execution of this annex.

b. Communications.

(1) Systems employed to effect this Annex are:

(a) Commerical Telephone.

HEADQUARTERS, 6TH STRATEGIC AEROSPACE WING
WALKER AIR FORCE BASE, NEW MEXICO
1 NOVEMBER 1962

ANNEX "N"

OPERATIONS PLAN 500-63

AIRCRAFT EVACUATION / DISPERSAL AND ASSOCIATED PROTECTIVE
MEASURES (PEACE TIME)

1. GENERAL SITUATION: A requirement exists to establish procedures and delineate Responsibilities to protect the Wing aircraft, materiel and personnel during disastrous situations such as severe weather phenomena, fires, explosions and possible sabotage. Protective environment during the above listed situations are: Aircraft evacuation to escape severe weather; Emergency dispersal to avoid explosion, fire and/or sabotage.
2. MISSION: To prevent or minimize damage to equipment and personnel by situations approaching disaster proportions.
3. TASKS FOR SUBORDINATE UNITS:
 - a. All units of the 6th Strategic Aerospace Wing will:
 - (1) Conduct unit briefings and familiarize all personnel with the provisions of this Annex.
 - (2) Take those actions as required of each unit and activity as directed in this annex and the appendices thereto.
 - b. All tenant units will:
 - (1) Assure that their plans and OI's are compatible with the provisions of this Annex.
- x. GENERAL:
 - (1) The Commander 6th Strategic Aerospace Wing has been delegated

ANNEX "N"
6TH SAW OPLAN 500-63
1 November 1962

HEADQUARTERS, 6TH STRATEGIC AEROSPACE WING
WALKER AIR FORCE BASE, NEW MEXICO
1 NOVEMBER 1962

ANNEX "N"

AIRCRAFT EVACUATION/DISPERSAL

AND

ASSOCIATED PROTECTION MEASURES

(PEACE TIME)

PROJECT OFFICER: Major M.C. BOLEY

OFFICE: Deputy Commander for Operations

TELEPHONE NUMBER: 8512

ANNEX "N"
6TH SAW OPLAN 500-63
1 November 1962

Press is contacted by telephone from the Roswell Daily Record. Both contacts will be made by local sources. Direct telephone contact from Albuquerque will be made by both news services on notification by local media in every case involving major news releases from Walker. Extreme care must be taken in answering inquiries by these professional newsmen.

LOCAL NEWS MEDIA CONTACTS

KGFL RADIO-----622-5110 or 622-5111-----night or day

Contact Personnel:

Manager - Stan Gallup - - - - - Home--622-4578

Newsman - Dick Palmer - - - - - Home--623-3943

Newsman - Bob Henske - - - - - Home--622-5256

KBIM RADIO-----622-2120 or 622-2129-----night or day

Contact Personnel:

Owner - W. C. Taylor - - - - - Home--622-5553

Manager - Jud Roberts - - - - - Home--622-8219

Newsman - Charlie Wells - - - - - Home--622-0432

Asst Mgr - Gere Radar - - - - - Home--622-5193

KRSY RADIO-----622-0290 -----nights

Contact Personnel:

Newsman - Fred Wilbanks - - - - - Home --622-8809

Newsman - Fred Peterson - - - - - Home--622-4140

KSWS-TV-----622-6450 days ----- 622-6454 nights

Contact Personnel:

Newsman - Gary Kanin - - - - - Home 623-5071

Newsman - Chuck Irwin - - - - - Home 622-3470

ROSWELL RECORD--622-7710 -----night or day

Contact Personnel:

Editor - Al Stubbs - - - - - Home--622-4809

Reporter- Bill Fritch - - - - - Home--623-4721

Reporter -Bob Huber - - - - - Home--622-8244

United Press is contacted through direct wire from KSWS. Associated

TAB A, ANNEX "M"
6SAW OPLAN 500-63
1 November 1962

(2) Off Base Disasters

(a) The same policies and procedures as outlined for on base disasters will apply, with the following exceptions:

1 In case of a disaster of paramount interest to the USAF, the Base Commander will be consulted with reference to providing transportation for news media representatives to an off-base disaster scene.


2 The Information Officer will designate an Information Representative to stay at the scene of the disaster until released by the Disaster Control Team Chief. This representative will use the most expeditious method available to keep the Information Officer in the Command Post informed of happenings.

3 Information concerning off-base accidents in which civilian or military casualties occur will be released in accordance with Chapter 8, para 1B, 1, 2 and 3, AFM 190-4.

DISTRIBUTION:
Same as Basic Plan.

E. NEST C. EDDY
Colonel, USAF
Commander

OFFICIAL:


LEONARD A. KLANECKY
LtCol, USAF
Information Officer

ANNEX "M"
6SAW OPLAN 500-63
1 November 1962

(f) Information concerning on-base accidents in which casualties occur will be released in accordance with Chapter 8, paragraphs 1 (a) 1, & 2, AFR 190-4.

(g) The next most senior representative of the Information Office will proceed to the scene of the incident, report to the Disaster Control Team Chief, and report "In Place" to Information Officer in the Command Post. He will keep the Information Officer fully advised on all pertinent information as it becomes known through the On-the-Scene Controller or by telephone. He will remain at the scene of the disaster until released by the Disaster Control Team Chief.

(h) The Information Office will be manned by Information personnel during the disaster since this office is the normal news source for news media representatives. Information will not be released except that provided by or specifically approved by the Information Officer.

(i) A representative of the Information Office will notify off-base news media of the disaster by making the necessary contacts (See Tab A).

(j) Passes have been provided to representatives listed on TAB A and the BDCL will admit news media representatives without delay to the Information Office. At the time news media representatives will be advised to contact the Information Office in person in case of switchboard restrictions.

(k) News media representatives will be escorted by an Information Specialist during their entire stay on base, and will be permitted to take photographs in accordance with para 4a, AFR 190-10.

specifically approved by the Information Officer. The Senior Information man available in the Information Office will maintain a log of all activities.

c. In the event of a disaster, the following policies and procedures will apply:

(1) On Base Disasters

(a) The Information Officer or the Senior Information Specialist available will report immediately to the 6th Strategic Aerospace Command Post upon being notified of an emergency. From this post he will coordinate Information activities and relay information to the Information Specialists in the Information Office for release to local news media representatives.

(b) Call the Directorate of Information, Headquarters, Strategic Air Command (Omaha, Nebraska 291-2100, Extension 42456, 42544, 44433) by military or commercial telephone during duty hours to relay verbal "Broken Arrow" incidents. During non-duty hours the Headquarters SAC Staff Duty Officer will be contacted (Extension 42623).

(c) Follow news release policies as outlined in USAF Information Plan 59-14, December 1959, concerning Broken Arrow incidents.

(d) Implement provisions of par 1b (16) AFR 190-12, SACSUP 1, 9 Oct 61.

(e) Comply with AFR 190-11, AFM 190-5 and AFM 190-6 if Field Press Censorship is instituted by higher headquarters.

ANNEX "M"
6SAW OPLAN 500-63
1 November 1962

6TH STRATEGIC AEROSPACE WING
WALKER AIR FORCE BASE, NEW MEXICO
1 November 1962

ANNEX "M"

OPERATIONS PLAN 500-63

INFORMATION

1. PURPOSE: This annex establishes the policies and procedures for conducting Base Information activities in the event of a disaster on or near Walker Air Force Base, New Mexico.
2. RESPONSIBILITY: The Information Officer is responsible for the collection, preparation and dissemination of information for internal and off-base use concerning any type of disaster.
3. PROCEDURE:
 - a. Individuals will be designated by Special Orders to serve on the Base Disaster Control Team to perform Information duties in case of emergency. An alternate will also be designated for each post to be manned during emergencies. The Information Officer, or in the event of his absence, the senior Information man available, will be assigned to the 6th Strategic Aerospace Wing Command Post. The next most senior Information man available will be assigned to the scene of the disaster with the third ranking individual assigned to the Information Office.
 - b. The Base Information Office will be manned by Information personnel since this office is the normal news source for news media representatives. The Information Officer will give information to the specialists in the Information Office for release to local news media. Information will not be released except that provided by or

ANNEX "M"

6SAW OPLAN 500-63
1 November 1962

6TH STRATEGIC AEROSPACE WING
WALKER AIR FORCE BASE, NEW MEXICO
1 November 1962

ANNEX "M"
OPERATIONS PLAN 500-63
INFORMATION

Project Officer: Lt Col Leonard A. Klanecky
Office: Information Office
Telephone Nr: 690/691

ANNEX "M"
6SAW OPLAN 500-63
1 November 1962

5. MAPS: The CDF will maintain two sets of the maps listed below; one set for use by CSC and one set for field use:

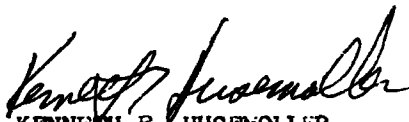
- a. Base Fire and Crash Map
- b. Off Base Crash Map.
- c. Highway Map, Southwestern US (latest edition; identical copies) US Army engineer Corps Tactical Map, RF; 1/25,000, for the entire area of geographical responsibility.

DISTRIBUTION:

Same as Basic Plan

OFFICIAL:

ERNEST C. EDDY
Colonel USAF
Commander



KENNETH E. HUSEMOLLER
Lt. Col. USAF
Base Dep Cmdr for Sec/Law Enforcement

fixed or portables, roving air police patrols, and door-to-door messengers.

Information given the public will be the same as in a routine aircraft accident. If local civilians residing off base are threatened, the BDCL will immediately notify the civil police agencies and cooperate with them in taking the same action as outlined for military dependents.

h. News Reporters and Photographers: News reporters and photographers obtain clearance on base from the Information Service Officer. At off base scene, such persons will be referred to the Information Services Officer's representative for clearance to the affected area. No attempt to use force to prevent the entrance of any civilian to an off base affected area will be made by members of the CD Force. The taking of photographs of classified matter by unauthorized persons is prohibited by law. Photographers violating this law will be warned of the consequence and their exposed film will be demanded. They need not comply, in which case their identification or description will be reported to the FBI for investigation and prosecution. Undeveloped film surrendered to the CD Force will be turned over to the BDCL.

4. LOGISTICS AND COMMAND MATTERS:

a. The BDCL will assure that protection programs implemented by the CD Force/Law Enforcement units are intergrated into the base disaster control program as provided for in this annex.

b. The CDF may be required to provide support to the disaster Control Program in the field on a sustained (over 24 hour) basis for periods up to three weeks under extremely high and low temperatures at altitudes up to 12,000 feet.

c. Command at Emergency Scenes: Order to members of the CDF will be issued, only through the Senior Air Police Officer present.

ANNEX "L"
6 SAW O PLAN 500-63
1 November 1962

prevent sabotage of Category I essential elements.

(b) Account for all arms, ammunition, classified documents and essential equipment by performing a cursory inspection of such items.

(c) Augment the CDF as may be necessary.

(d) Submit a situation report to Wing Command Post by telephone, or written message.

(2) Base Police Flight will:

(a) Protect against pilferage, reestablish traffic controls, block off impassable thoroughfares, and restore law and order.

f. Evacuation of Disaster Areas:

(1) On Base: The CDF will evacuate all personnel from threatened or actual disaster areas within the flight line area. Base Police Flight will evacuate all personnel from the dependent housing areas. Evacuation will be announced by loud speakers from Air Police vehicles patrolling past all houses. A predetermined safe location for dependents to assemble, as specified by the Disaster Control Officer, will be announced by the patrols.

(2) Off Base Evacuation: Evacuation from off Base areas threatened or actual due to a nuclear weapon accident is the responsibility of civil authorities who will be notified of desired evacuation action by the BDCL. Air Police will assist when requested by civil authorities.

g. High Explosives Detonation Hazards: Dependents of military personnel residing in on base housing and local civilian personnel residing off base, in housing located within the danger zone as concerns high explosive detonation will be requested to remain in their homes, draw all blinds, and remain away from windows to escape injury from blast or flying debris and shattered glass. This notification will be made in a calm, reassuring manner by the fastest possible means, including public address systems,

ANNEX "L"

6 SAW O PLAN 500-63

1 November 1962

mobile units or portable units and CSC when operating beyond the local (15 mile) area is not assured. When communication by radio cannot be maintained between the field and CSC, cooperation of civil police will be enlisted to relay messages by police radio to Roswell, thence by telephone to CSC, Fireside 7-5411, extension 2167 or 1542. Identification of deceased or injured will not be transmitted by radio. Essential telephonic communication from the field to Walker Air Force Base may be made collect. If radio contact is not possible for rendering routine reports to CSC, telephone contact with CSC will be made twice daily: 0800 and 1600 hours. Resume of such communications will be drafted beforehand and read over the phone. CSC will make written copy.

d. Pre-Disaster Control Planning:

(1) CDS will:

- (a) Appoint one officer as a member of the Disaster Control Team who will be qualified in CBR matters to the satisfaction of the Disaster Control Officer.
- (b) Train a maximum number of NCO's and airmen in CBR matters for effective security support of the Disaster Control Program.
- (c) Designate an alternate CSC in a protected shelter for the purpose of maintaining operation under nuclear attack or peacetime nuclear accident situations.
- (d) Assure possession of dosimeters, DT-60/PD, by all members of the Combat Defense Force through frequent inspection.

e. Post Attack Disaster Control Planning:

(1) CDS will:

- (a) Regroup, conduct roll call and man all essential posts to

points leading away from the disaster area to facilitate the movement of emergency vehicles and to expedite the orderly flow of withdrawing traffic from the affected area.

(j) Information: Unauthorized persons seeking information from members of the Combat Defense Force will be referred to the Base Information Officer.

3X. GENERAL INSTRUCTIONS:

a. Protection against contamination: CDF members performing duty in and around the affected area will not admit any person to the area while contamination is suspected or exists unless the person is adequately protected against contamination with necessary foot and headgear and sealed clothing. The Disaster Control Officer will determine the degree of protection required under reduced hazardous conditions. CDF members will be equipped with clothing sealed at all openings whenever performing duty at the affected area until all danger of contamination is over.

b. Passive Protection against Explosion: The probability of a non-nuclear explosion resulting in case of fire on board an aircraft carrying a nuclear weapon is great. There are two distinct sources of explosion. Fuel tanks and the high explosive content of the nuclear weapon. One or both types of explosion might occur. Whenever explosion is imminent, members of the CD Force in the immediate area (within $\frac{1}{2}$ mile) will take cover from shock waves and flying debris. Some flying debris will be small as a bolt and will travel as fast as a bullet. If no barrier is available, fall prone to the ground.

c. Communications: Radio-equipped air police mobile units and portable radios operating within a radius of two miles may be expected to maintain good communications. However, the effectiveness of radio communication between

C radiological contamination generally will not exceed a 1500 foot radius. However, with high winds present, the Safe Perimeter will be extended to whatever is considered safe at that time.

(d) Access Control Point: An access control point strategically located on the safe perimeter to control access to the affected area will be created using a radio equipped air police vehicle for this purpose. It will be marked by a sign indicating its purpose.

(e) Access Control Point Approaches. The approaches to the Access Control Point will be defined, if practicable, by a rope barrier beginning 100 feet on each side of the vehicle and extending for 300 feet on the safe perimeter.

(f) Access Procedures: Emergency teams (medical, fire-fighting, EOD, CBR monitor, Disaster Control Team, certain civil engineer personnel, maintenance personnel, chaplains, if required) will be permitted access to the affected area at all points on the safe perimeter. All other personnel will be required to use the Access Control Point and will be referred to the senior officer in command.

(g) Crash Passes: Crash Pass punched on SAC Form 138 will be honored to permit access to the Control Point only. Access beyond the Control Point will be at the discretion of the on Scene Controller.

(h) Aircraft Accident Board Members: Members of the Aircraft Accident Board must be cleared for entry into a radiologically contaminated aircraft accident scene by the Disaster Control Officer or the On-the-Scene Control Officer.

(i) Traffic Control: Guards will be posted at strategic

equipment available in the event they are dispatched for duty at the scene of an accident involving nuclear weapons:

(a) Two piece fatigues. If all openings are sealed with tape, the fatigues will be protection for underclothing from contamination and facilitate decontamination.

(b) Shoe covers (bootees) to prevent contamination of shoes. If not available, artic-type rubber boots may be substituted.

(c) Suitable headgear.

(d) One pair of gloves to reduce skin exposure.

(e) Air Police Shield

(4) Actions to be performed at the scene of the accident:

(a) On the Scene Control Point: Combat Defense radio vehicle dispatched to the accident scene will establish the On the Scene Control Point. This Control Point will be up wind 300 feet from the accident. It should be adjacent to the Fire Chief's Control Point. An alternate Control Point will be established by CDF 1500 feet upwind from the accident.

(b) Evacuation: All personnel not performing an emergency disaster control function will be evacuated to a safe distance of not less than 1500 feet from the scene in an upward direction of the prevailing wind. If the accident occurs off base civil authorities will be requested to evacuate civilians in the area.

(c) Safe Perimeter: A Safe Perimeter having a radius of at least 300 feet will be established immediately and defined as a strategic point by posting guards to prevent unauthorized entry to the area. This perimeter will be extended to 1500 feet upon direction of the Fire Chief. The area of

3. PEACETIME NUCLEAR ACCIDENTS:

a. Peacetime nuclear accidents are considered as potential disasters. Advance planning for a peacetime nuclear accident must take cognizance of such accidents happening off base, in storage, in transit, and on the flight line. Accordingly, CD Force and base police flight members must be fully trained in procedures designed to contain and control, in so far as possible, an accident of this type by applying the systems and standards prescribed in SACR 205-5, SACM 205-5 (SECRET) and SACM 355-1. Should an accident occur, CD Forces must be capable of implementing those procedures necessary to establish and maintain effective protection for SAC Category I resources.

b. The following actions and procedures will be performed by the Combat Defense Force in association with peacetime nuclear accidents:

(1) Maintain a crash grid map of the installation and surrounding area in CSC for purposes of pinpointing the exact location of an accident or disaster scene. A circular disc which represents a 1,500 foot scale with which to draw a circle completely around the accident or disaster location will be provided. The circle will represent the cordon to be established by the CD Force.

(2) An emergency kit, which will contain necessary equipment to assure that adequate circulation control measures and sustained field operation will be affected at the emergency scene, will be pre-assembled. This kit should contain such items as coils of rope, entry point signs, flashlights, a mallet, electric or oil lanterns, emergency rations, water cans, and other items deemed necessary by the CD Force commander.

(3) All Combat Defense/Law Enforcement members will have the following

6TH STRATEGIC AEROSPACE WING
WALKER AIR FORCE BASE, NEW MEXICO
1 NOVEMBER 1962

ANNEX "L"

OPERATIONS PLAN 500-63

COMBAT FORCE PROTECTION

1. GENERAL SITUATION: As stated in basic plan.
2. MISSION: The mission of the Combat Protection Force is to plan, take action, develop procedures and conduct training required at base level in support of the Disaster Control Program, including peacetime nuclear accidents.

a. Concept: Future hostilities will probably involve nuclear weapon attacks; therefore, the protection program must be capable of being implemented effectively during such attacks and remain operational under the adverse conditions associated therewith. Post-attack planning must consider the possibility of radioactive contamination (fallout). Accordingly, Combat Defense Forces must plan for such contingencies in order to maintain a capability to:

- (1) On a day-to-day basis, reduce the opportunity for enemy agents to sabotage nuclear weapons in or out of storage and nuclear-weapon-loaded aircraft.
- (2) Maintain a high degree of physical protection for Category I resources (SACR 205-5) following a nuclear weapon attack.
- (3) Assist in containing and controlling widespread damage or minimizing the effect of a peacetime nuclear accident.
- (4) Provide police and protection support for natural disasters such as floods, fires, hurricanes, earthquakes, or other catastrophes that endanger life and property or disrupts the usual process of government.

ANNEX "L"
6 SAW O PLAN 500-63
1 November 1962

6TH STRATEGIC AEROSPACE WING
WALKER AIR FORCE BASE, NEW MEXICO
1 November 1962

ANNEX "L"

OPERATIONS PLAN 500-63

COMBAT FORCE PROTECTION

Project Officer: 1st Lt. James M. Stephenson Jr.

Office: Base Deputy Commander Sec/Law Enforcement

Telephone Number: 348-8316/348-2047

ANNEX "L"

6TH STRATEGIC AEROSPACE WING
1 November 1962

will be isolated until radiation level can be determined by monitors from the Base Disaster Team or 6FMS.

b. When radiation has reached a safe level, the aircraft will be towed to Area E-13 (Crash Grid Map) and be washed down. Drainage will be closely monitored to avoid concentration of radioactive particles near personnel or equipment.

4. EQUIPMENT DECONTAMINATION:

a. AGE will be decontaminated in the same area as aircraft.

b. Motor vehicles will be decontaminated at the motor peel wash rack. Extreme care will be exercised to avoid concentration of radioactive particles near personnel and other equipment.

c. Unit equipment and buildings will be decontaminated by unit personnel using garden hoses in the unit area after radiation has decayed to a safe level. Safe levels will be determined by radiation monitors equipped with radiac detectors.

5. REQUIRED TRAINING:

a. 6FMS will have a minimum of 10 airmen designated and trained in radiological monitoring and decontamination procedures in order to cope with material and equipment that is or is suspected of being contaminated.

b. 6AEMS will have 5 airmen designated and trained as above.

(1) Training for the above personnel is given monthly by the Disaster Control section, Bldg 755. Contact Ext 2645 for schedule.

6TH STRATEGIC AEROSPACE WING
WALKER AIR FORCE BASE, NEW MEXICO
1 November 1962

APPENDIX II

ANNEX "K"

OPERATIONS PLAN 500-63

DECONTAMINATION

1. GENERAL: Decontamination of personnel and equipment are required whenever there has been exposure to radioactive fallout or debris. This may be the result of nuclear attack or a peacetime nuclear weapon accident. Decontamination means the removal of these radioactive particles by washing or by brushing or shaking of clothing. Since radioactive particles remain active after removal they must be disposed of by means of isolation or burial. Drainage from such washing must be channeled away from areas of operation and must not be allowed to accumulate in open pools.
2. PERSONNEL DECONTAMINATION: Two buildings have been designated as personnel decontamination centers; one, the main floor of Bldg 1083, the other, the shower room in Bldg 608, 1st Floor. All other buildings, however, being utilized as shelters have the facilities to be used for decontamination purposes. Basic items required are water, hose, soap and a drain. If possible, exposed personnel should shower and change clothes. Contaminated clothing should be deposited in metal cans w/lids and disposed of in accordance with AFR 66-10. Personnel having been exposed to radiation will be examined by medical personnel before returning to duty.
3. AIRCRAFT DECONTAMINATION:
 - a. Aircraft which are contaminated or suspected of being contaminated

APPENDIX II
ANNEX "K"
6SAW OPLAN 500-63
1 November 1962

6TH STRATEGIC AEROSPACE WING
WALKER AIR FORCE BASE, NEW MEXICO
1 November 1962

APPENDIX II

ANNEX "K"

OPERATIONS PLAN 500-63

DECONTAMINATION

APPENDIX II
ANNEX "K"
6SAW OPLAN 500-63
1 November 1962

3. BROKEN ARROW OPERATIONS: During simulated or actual Broken Arrow operations, the Base Disaster Team will report to the Disaster Control Center Bldg 755 and be dispatched to the scene under the control of the Disaster Control NCO.

4. TRAINING:

a. Disaster Team members will be trained by the Disaster Control Section. This training will be in accordance with SACR 50-2 and will be of thirty hours duration.

b. Disaster Team members will be given a refresher course every two months. This refresher training will be in addition to the regular monthly Broken Arrow exercise.

6TH STRATEGIC AEROSPACE WING
WALKER AIR FORCE BASE, NEW MEXICO
1 November 1962

APPENDIX I

ANNEX "K"

OPERATIONS PLAN 500-63

BASE DISASTER TEAM

1. GENERAL: Personnel assigned this duty in accordance with par. 2d(2) Annex "K" will appear on 6SAW Special Orders. Any changes in personnel will be coordinated through the Disaster Control Section (DCOTCER).
2. DUTIES: Members of the Base Disaster Team will be responsible for the following functions:
 - a. Surveying and assessing the degree of contamination throughout the base.
 - b. Surveying, assessing and recommending control of personnel and vehicles departing contaminated areas.
 - c. Accompanying various disaster teams in the performance of damage control and recovery operations in the field.
 - d. Monitoring contamination and supervising decontamination of vehicles assigned to the base motor pool. NOTE: Decontamination of vehicles will be performed only upon specific recommendation of disaster control and medical services personnel.
 - e. Assessing, recording and controlling dosage received by individuals entering a contaminated area.
 - f. Monitoring and supervising decontamination of crews during alert conditions. Records will be maintained showing dosage of each crew member.

APPENDIX I

ANNEX "K"

6SAW OPLAN 500-63

1 November 1962

6TH STRATEGIC AEROSPACE WING
WALKER AIR FORCE BASE, NEW MEXICO
1 November 1962

APPENDIX I

ANNEX "K"

OPERATIONS PLAN 500-63

BASE DISASTER TEAM

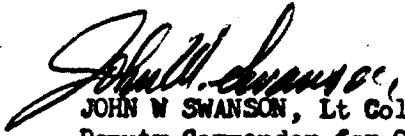
APPENDIX I
ANNEX "K"
6SAW OPLAN 500-63
1 November 1962

3. GENERAL INSTRUCTIONS:

- a. Disaster Control Team members will be designated on 6SAW Special Orders with sufficient alternates to assure job coverage at all times.
- b. Team members will be notified of an emergency situation by means of the primary or secondary alerting system.
 - (1) Command Post Team member report to 6SAW Command Post for on-base emergencies.
 - (2) Control Nucleus Team members report to the accident scene for on-base emergencies.
 - (3) The 65-man Base Disaster Team will report to Bldg 755, Disaster Control Center for all accidents on-base and off-base.
 - (4) For off-base accidents all Disaster Control Team members will report to 6SAW Command Post.
 - (5) All other teams mentioned in this annex will be activated in accordance with established SOPs or as directed by higher authority.

ERNEST C EDDY
Colonel, USAF
Commander

OFFICIAL:


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

ANNEX "K"
6SAW OPLAN 500-63
1 November 1962

(2) Monitor and Survey Teams: Composed of members of the 65-man Base Disaster Team and under the supervision of the Disaster Control NCO during emergency and recovery periods. Responsibility for providing team members is as follows:

<u>ORGANIZATION</u>	<u>NR OF PERSONNEL</u>
Hq Squadron, 6SAW	9
Hq Squadron, 6CSG	17
6 Civil Engineering Squadron	13
6 Transportation Squadron	9
6 Food Service Squadron	7
4129 Combat Crew Training Squadron	10
579 Strategic Missile Squadron	5 (if missiles involved)

(3) Decontamination Teams: Unit personnel under the direction of the unit Disaster Control officer and NCO and with the advice of a monitor team member to decontaminate exposed personnel and materiel.

(4) Search and Rescue Teams: Personnel designated by the Base Operations officer in the Search and Rescue Operation Plan 501.

(5) Fire Fighting Teams: Permanent teams organized within the fire department for fire control.

(6) Medical Aid Teams: Teams organized within the medical facility to render emergency assistance as outlined in Annex "F" this plan.

(7) Emergency Facility Repair Teams: Civil Engineering personnel working under the direction of the Damage Control officer. (Annex "D")

(8) Explosive Ordnance Disposal Team: 37 MMS personnel organized for the purpose of neutralizing and removing explosive material. (Annex "H")

<u>POSITION</u>	<u>RESPONSIBILITY</u>
(1) On-scene Commander	Base Commander
(2) On-scene Controller	DCOT
(3) Fire Fighting	Fire Chief w/Fire/Crash Team
(4) Medical	Industrial Hygiene Eng. Doctor w/ambulance
(5) Security	CDF Operations Officer
(6) Radiological	Disaster Control NCO
(7) EOD	EOD NCO
(8) Damage Control	BDCE Representative
(9) Information	Information Rep.

NOTE: The 579th SMS will have representatives at the Command Post and at the scene of all nuclear accidents involving missiles.

d. Specialized Teams: In addition to the Disaster Control Teams as described above, AFR 355-3 directs that the following specialized teams be organized to be implemented as the need arises:

(1) Control Center Teams: Personnel who will man the control centers during an emergency. Responsibility for establishing control centers is shown below:

(a) 812 Medical Group	(g) BDCE (Damage Control)
(b) Base Operations	(h) Fire Department
(c) Disaster Control	(i) BDCL (CSC)
(d) DCM (Job Control)	(j) Transportation Sq.
(e) 37 MMS	(k) Information Office
(f) 579 SMS	(l) 2010 Comm. Sq.

<u>POSITION</u>	<u>RESPONSIBILITY</u>
(11) Transportation	Transportation Sq Comm.
(12) Communications	Chief, Communications Div
(13) Weather	Base Weather Officer
(14) 2010 Communications	2010 Sq Commander
(15) Safety (Air/Ground)	Wing Safety Officer
(16) Safety (Missile)	579 Safety Officer
(17) Chaplain	Base Chaplain
(18) Maintenance	DCM Representative

b. Disaster Control Command Post Team: A team of personnel assembled in the 6SAW Command Post who direct the over-all base response to an on-base Broken Arrow.

<u>POSITION</u>	<u>RESPONSIBILITY</u>
(1) Broken Arrow Commander	6SAW Commander
(2) Disaster Control Officer	Chief, Disaster Cont. Sect.
(3) Munitions	MMS Commander
(4) Maintenance	DCM
(5) Information	Wg Information Officer
(6) Damage Control	BDCE
(7) Medical	Medical Gp Representative
(8) Security	BDCL

c. Control Nucleus: A team of personnel, with communications to the Command Post, which forms the essential command, control and evaluating element at the scene of the disaster during the initial response phase.

6TH STRATEGIC AEROSPACE WING
WALKER AIR FORCE BASE, NEW MEXICO
1 November 1962

ANNEX "K"

OPERATIONS PLAN 500-63

DISASTER CONTROL TEAM

1. PURPOSE: To establish the organization of the Disaster Control Team formed to minimize damage and restore operations following natural disasters or peacetime nuclear accidents.
2. TEAM COMPOSITION: SACM 355-1 breaks the Disaster Control team into three segments; Disaster Control Planning team; Disaster Control Command Post team; and, the Control Nucleus.

a. Disaster Control Planning Team: A team of personnel representing base-wide functions which aids in the development of base nuclear accident response planning.

<u>POSITION</u>	<u>RESPONSIBILITY</u>
(1) Team Chief	DCO
(2) Disaster Control Officer	Chief, Disaster Control Section
(3) Medical	Medical Gp Commander
(4) EOD Officer	MMS EOD Officer
(5) Information Officer	Wg Information Officer
(6) Damage Control	BDCE
(7) Security/Law Enforcement	BDCL
(8) Staff Judge Advocate	BJA
(9) Industrial Hygiene Engineer	Industrial Hyg. Engineer
(10) Fire Fighting	Fire Chief

ANNEX "K"
6SAW OPLAN 500-63
1 November 1962

6TH STRATEGIC AEROSPACE WING
WALKER AIR FORCE BASE, NEW MEXICO
1 November 1962

ANNEX "K"

OPERATIONS PLAN 500-63

DISASTER CONTROL TEAM

Project Officer: Major Charles J King
Office: Deputy Commander for Operations
Telephone Nr: 2645

ANNEX "K"
6SAW OPLAN 500-63
1 November 1962

<u>Shelter Nr.</u>	<u>Rations (Case Lot)</u>	<u>Deer #1</u>	<u>Deer #2</u>	<u>Bldg 112</u>	<u>Bldg 117</u>
607	102	X		X	
608	102	X		X	
610	93	X		X	
611	102	X		X	
650	12	X		X	
666	75	X		X	
700	126		X	X	
748	102		X	X	
749	102		X	X	
755	39		X	X	
756	51		X	X	
810	204		X	X	
811	42		X	X	
812	126		X	X	
1001	96		X	X	
1138	75		X	X	
1141	7.5		X	X	
1148	24		X		X
1081	204		X		X
1083	738		X		X
1630	75		X		X
1734	24		X		X
112	204		X	X	

One (1) case of IF Rations will be sent each shelter.

APPENDIX II

ANNEX "J"

68AM OPLAN 500-63

1 November 1962

6TH STRATEGIC AEROSPACE WING
WALKER AIR FORCE BASE, NEW MEXICO
1 November 1962

APPENDIX II

ANNEX "J"

OPERATIONS PLAN 500-63

EMERGENCY RATION PROCEDURES

1. At "E" hour the Base Commissary will start ration breakdown with assigned personnel in accordance with the shelter plan listed in Appendix I, this annex. This breakdown will be completed no later than E+0400.
2. Pickup and delivery of rations will be made at the Base Commissary, Bldg 112, by the Transportation Squadron utilizing assigned vehicles and drivers.
 - a. These vehicles and drivers will be those who have no other EMO assignment and at no time will EMO assigned vehicles and drivers be used for ration delivery unless directed by the Wing Battle Staff.
3. Notification of "Ration Delivery Hour" (RDH) will be given by the Wing Battle Staff and will be based on the probability of personnel being directed to go to shelters. (This probability will be predicated on such factors notification of a Yellow Alert, increase in radiation levels, etc.) The Base Commander will notify BDCS of the RDH.
4. Personnel in each shelter will be required to off-load rations for that shelter, and the shelter commander will sign a pre-prepared hand receipt for the rations.
5. Ration composition for each shelter is as follows:
 - a. 35.4% Meat
 - b. 12.4% Vegetables

APPENDIX II

ANNEX "J"

6SAW OPLAN 500-63

1 November 1962

6TH STRATEGIC AEROSPACE WING
WALKER AIR FORCE BASE, NEW MEXICO
1 November 1962

APPENDIX II

ANNEX "J"

OPERATIONS PLAN 500-63

EMERGENCY RATION PROCEDURES

APPENDIX II
ANNEX "J"
6SAW OPLAN 500-63
1 November 1962

6TH STRATEGIC AEROSPACE WING
WALKER AIR FORCE BASE, NEW MEXICO
1 November 1962

APPENDIX I

ANNEX "J"

(Being compiled)

b. Phase I MMPC Medical Kits, located in each shelter will be inspected weekly by the building custodian and rechecked at the time of a SAC Alert by the designated shelter commander.

c. Emergency rations will be delivered to each shelter as outlined in Appendix II, this annex.

d. Bedding will be drawn from supply and also brought from barracks not being utilized as shelters during an actual SAC Alert.

6. STRUCTURAL IMPROVEMENT OF SHELTERS: Immediately upon sounding of an actual SAC Alert, BDCE will dispatch appropriate equipment to buildings 812, 1001, and 755 for the purpose of banking these buildings with earth. (Action: BDCE)

ERNEST C EDDY
Colonel, USAF
Commander

OFFICIAL:


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

ANNEX "J"
6SAW OPLAN 500-63
1 November 1962

- d. Controller. (Minimum of two to handle communications)
- e. Guards. (Sufficient number to cover all ingress/egress points)
- f. Shelter monitors. (Minimum of two trained IAW SACR 50-2)

4. SHELTER MANAGEMENT:

- a. Consolidate attendance and personnel exposure records.
- b. Maintain communication with the Disaster Control Center, Ext 2645.
- c. Issue rations.
- d. Administer medical aid.
- e. Supervise decontamination.
- g. Supervise exposure controls:

(1) Personnel will be logged into and out of shelters by name and AFCS.

(2) Radiation readings will be transmitted to the shelter each 15 minutes from the Disaster Control Center, Bldg 755, by means of telephone, radio or runner. If sufficient radiac equipment is available, readings will also be taken in the shelter area.

(3) Radiation readings will be computed and posted on a master board.

(4) Personnel entering or departing the shelter will have their personal exposure records brought up to date upon entry or exit.

(5) Outside details will be rotated so as to equalize the exposure of personnel.

(6) Decontamination procedures will be IAW Appendix II, Annex "K".

5. SHELTER EQUIPMENT:

- a. Unit commanders should plan to have containers stored in the shelter to be used as emergency water supplies. Immediately upon activation of the shelter these containers will be filled with fresh water.

6TH STRATEGIC AEROSPACE WING
WALKER AIR FORCE BASE, NEW MEXICO
1 November 1962

ANNEX "J"

OPERATIONS PLAN 500-63

SHELTER DESIGNATION AND RADIATION EXPOSURE CONTROL OF PERSONNEL

1. GENERAL: Since the buildings at Walker AFB were not built as fallout shelters, it is the purpose of this annex to point out these structures which will offer maximum protection against fallout hazards. In the selection of shelters, primary consideration was given to type of structure. Unit assignments were made to maximize the EWO function of the organization.

2. SHELTER COMMANDER:

a. Unit commanders will be responsible for the protection, control and accounting of their own personnel within the shelters. The unit commander will act as the shelter commander or appoint a commissioned officer to act in this capacity. Unit disaster control officers, NCOs, unit shelter monitors and members of the base disaster team will assist commanders.

b. Unit commanders will pre-plan their shelter organization so that the unit can function with maximum efficiency under adverse conditions.

c. Shelter commander and supervisor assignments should be made by job title rather than by individual name.

3. SHELTER ORGANIZATION: It is suggested that each unit devise a shelter organizational chart to include the following information:

- a. Shelter commander.
- b. Radiation exposure computer. (Minimum of two)
- c. Personnel status accountant. (Minimum of two)

ANNEX "J"
6SAW OPLAN 500-63
1 November 1962

6TH STRATEGIC AEROSPACE WING
WALKER AIR FORCE BASE, NEW MEXICO
1 November 1962

ANNEX "J"

OPERATIONS PLAN 500-63

SHELTER DESIGNATION

AND

RADIATION EXPOSURE CONTROL OF PERSONNEL

Project Officers: Major Charles J King

Office: Deputy Commander for Operations

Telephone Nr: 2645

ANNEX "J"
6SAW OPLAN 500-63
1 November 1962

a. When notified by the Base Disaster Control Officer, the 6th Strategic Aerospace Wing or Combat Support Group Commander to implement emergency destruction plans, each unit and staff activity will proceed according to plan.

b. Safe removal under guard is the ideal objective for classified material bearing on SAC operational capability. Mature judgement must be used in the destruction operation and the fact borne in mind that later reconstruction of destroyed material will range from difficult to impossible.

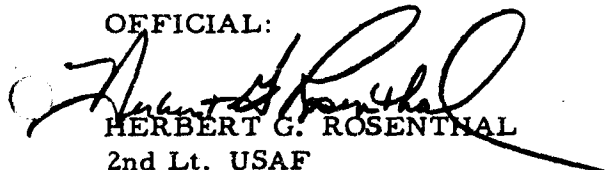
c. Every effort will be made, consistent with the disaster situation, to retain intact all active accountability records against future reporting contingencies.

d. No action under this Annex to destroy material will be taken under simulated conditions.

5. LOGISTICS AND ADMINISTRATION. Guards, containers and transportation to carry material will be from unit resources. Method of destruction will be burning. Reports under AFR 205-1 of material destroyed will not be rendered until called for by the Base Director of Administrative Services.

6. COMMAND AND COMMUNICATION. Not used.

OFFICIAL:


HERBERT G. ROSENTHAL
2nd Lt, USAF
Base Dep Dir of Adm Svcs

ERNEST C. EDDY
Colonel, USAF
Commander

ANNEX "I"
6SAW OPLAN 500-63
1 November 1962

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

1 November 1962

ANNEX "I"

OPERATIONS PLAN 500-63

EMERGENCY DESTRUCTION OF CLASSIFIED DOCUMENTS

1. GENERAL SITUATION. An air attack is imminent; or an air attack has occurred; or a peacetime nuclear accident has occurred.
2. MISSION. Take measures, as a result of a disaster in one of the above categories, to minimize the effects of such a disaster on SAC operational capability. (Under Annex VIII, SACR 355-1 and par. 23a, AFR 205-1/SAC Sup 1, all units and activities are responsible for maintaining current emergency destruction plans.)
3. TASKS FOR PARTICIPATING UNITS. Effect the safe removal of all classified documents; or removal of part of the classified material and complete destruction of the remainder on a priority basis, or complete destruction of all classified material on a priority basis.
4. GENERAL INSTRUCTIONS. Each unit and staff activity possessing classified material will maintain a simple, concise, and workable current destruction plan. A copy of the unit plan will be forwarded to the Base Disaster Control Officer.

ANNEX "I"
6SAW OPLAN 500-63
1 November 1962

6TH STRATEGIC AEROSPACE WING
WALKER AIR FORCE BASE, NEW MEXICO
1 November 1962

"ANNEX "I"
OPERATIONS PLAN 500-63
EMERGENCY DESTRUCTION
OF
CLASSIFIED DOCUMENTS

Project Officer: 2nd Lt Herbert G Rosenthal
Office: Base Director of Administrative Services
Telephone Nr: 303

ANNEX "I"
6SAW OPLAN 500-63
1 November 1962

vehicle resources and permanently assigned on a 24 hour dispatch.

5. COMMAND AND SIGNAL MATTERS: During all disaster control operations the radio call sign for Explosive Ordnance Disposal will be identified by "ARROWHEAD 6".

DISTRIBUTION:
Same as Basic Plan

ERNEST C. EDDY
Colonel, USAF
Commander

OFFICIAL.

Joseph C. Waller
JOSEPH C. WALLER
SMSgt, USAF
EOD NCOIC

ANNEX "H"
6SAW OPLAN 500-63
1 November 1962

(1) Dispatch of assigned EOD personnel off-base will be at the discretion of the Base Commander.

(2) The EOD Officer or his representatives will assemble EOD personnel and equipment and proceed to the scene of the accident/incident, reporting to the senior officer in charge or the on scene commander, if present.

(3) When the incident involves an aircraft crash with resulting fire, the EOD Officer will maintain close coordination with the Base Fire Chief and on scene commander until the fire is sufficiently under control to permit EOD personnel entry to the immediate scene to recover components and render munitions safe.

(4) Recovery of components and/or rendering safe the munitions involved will be in accordance with operating instructions and checklists established by the EOD Section.

e. REPORTS:

(1) The EOD Officer/NGO will supply all necessary data and pertinent facts concerning the ordnance involved in the accident/incident through the on scene commander to the Command Post and MMS representative to insure accurate information is reported to higher headquarters.

(2) Explosive Ordnance Disposal Report: RCS: AFLC U-60. This report will be completed by the senior member of the EOD Team within 72 hours of a disposal mission.

4. LOGISTICS MATTERS: The EOD Team will be equipped with a suitable vehicle, radio controlled, with basic EOD equipment intact to insure a rapid response to any emergency situation requiring EOD support. This vehicle will be furnished from within the Munitions Maintenance Squadron

(2) The EOD Officer is responsible for insuring that all required Operating Instructions for the deactivation and/or disposal of United States and known foreign unexploded ordnance have been developed and are thoroughly understood by all EOD personnel. He will, also, insure that necessary personnel and equipment are available on a standby basis to provide continuous EOD capability.

3. GENERAL INSTRUCTIONS: a. Explosive Ordnance Disposal personnel will be familiar with all aspects of the current Disaster Control Plan (OPLAN 500-63).

b. EOD personnel will conduct monthly training as outlined in AFM 66-1 and supplements thereto to maintain technical proficiency, to insure that personnel and equipment are readily available and in operational status, and to insure complete understanding of all phases of Disaster Control Operations.

c. In the event of an emergency or actual operation, if additional EOD assistance is required, the EOD Officer/NCO will inform the on scene commander who relays the request to the wing/base command post which in turn requests Headquarters SAC to contact the 2705th Air Munitions Wing. Requests should include all pertinent data as to location, access to, and nature of the incident.

d. PROCEDURES: Upon notification that a requirement exists for the services of the EOD Team the following action will be initiated: (NOTE - these procedures do not apply to peacetime nuclear accidents or to Coco, Romeo, or Juliet Alerts. In these instances procedures contained in Annex "E" this plan apply.)

ANNEX "H"
6SAW OPLAN 500-63
1 November 1962

6TH STRATEGIC AEROSPACE WING
WALKER AIR FORCE BASE, NEW MEXICO
1 November 1962

ANNEX "H"

OPERATIONS PLAN 500-63

EXPLOSIVE ORDNANCE DISPOSAL

1. GENERAL SITUATION: In the event of an accident involving munitions (conventional or nuclear) or during hostilities in the deliberate use of weapons by an enemy a need will exist for qualified personnel in explosive ordnance disposal to detect, identify and render safe all munitions that would further present a safety hazard to personnel and property.

2. MISSION: The Explosive Ordnance Disposal Section will provide both on-base and off-base ordnance disposal within their capabilities in the geographical area of responsibility assigned to Walker AFB, New Mexico.

a. Scope: This annex applies to all Explosive Ordnance Disposal personnel assigned to the 37th Munitions Maintenance Squadron.

b. Responsibilities:

(1) The EOD Section, 37th MMS, is responsible for rendering safe and/or disposal of all unexploded ordnance to include conventional munitions, nuclear weapons, missiles and special munitions, which have failed to function when launched, dropped or discharged or which have otherwise become hazardous by accidental arming or by damage in aircraft crashes. This includes the deactivation of explosive sabotage devices introduced on to the base by stealth or clandestine means.

ANNEX "H"
6SAW OPLAN 500-63
1 November 1962

of equipment and aircraft at this installation.

(2) After an initial weather warning has been issued, continued notification of weather trends will be made by the Detachment, advising when:

(a) It is apparent the weather will exceed forecast figures.

(b) The warning is cancelled or will not approach the severity of the initial forecast.

X. GENERAL INSTRUCTIONS:

(1) This plan is designed to conform with provisions of 15AF Supplement to SAC Annex XIII, SACR 355-1 26 May 1960. Safeguard of aircraft and equipment against weather phenomena is divided into three (3) phases as follows: PHASE I includes preliminary safe-guards such as normal storage of maintenance equipment, mandatory check of weather trends by the Supervisor of flying on duty, and maintaining current personnel alert procedures. PHASE II includes actions over and above Phase I as a result of a weather alert. This action will include calling flight crews and maintenance personnel to duty, manning the aircraft with flight crews, and wind vaning and/or mooring of aircraft. PHASE III is the evacuation of aircraft.

(2) The procedure for notification of the 6th Strategic Aerospace Wing Commander of a pending severe weather condition is contained in the Airdrome Clearance Officer's instruction at Base Operations. In addition to these instructions, it will be the duty of the Supervisor of Flying during off duty hours to periodically check the local weather forecast and advise the Wing Commander if necessary.

(3) The Commander 6th Strategic Aerospace Wing has the responsibility for deciding whether or not to evacuate aircraft. Prior to actual evacuation, however, the Commander 6th Strategic Aerospace Wing will contact the Director of Operations, 15th Air Force, informing him of contemplated action.

(4) Personnel notification for implementation of this plan will be in accordance with current Squadron personnel Alert Plan.

(5) It may be necessary to recall all personnel to duty, even though an evacuation is not anticipated, for the purpose of removing aircraft from docks, wind vaning and/or mooring of aircraft, and securing maintenance stands or other equipment.

(6) Upon receipt of instructions to execute this plan, first priority will be given to immediate evacuation of flyable aircraft and to the dispersal, wind vaning and/or mooring of non-flyable aircraft. Second priority will be given to the securing of all flight line equipment, maintenance stands, power units, and other equipment subject to damage by impending weather.

(7) Aircraft versus crew assignments will be made by the 6th Strategic Aerospace Wing Command Post. See TAB C, Reports.

(8) Evacuation folders (See Par X (15) (below) are maintained in squadron operations.

(9) Evacuation Base:

(a) Castle AFB, California.

(10) Routes and altitudes: See TAB A.

(11) For planning purposes, it can be assumed that at least three (3) hours notice will be given prior to evacuation of aircraft. If possible, aircraft will be dispatched in flights; however, take-offs will not be delayed excessively for this purpose.

(12) Reports will be submitted as outlined in TAB "C".

(13) A Senior Field Grade Officer will be designated to act as Task Force Commander and Liaison Officer at the Evacuation Base. He will notify Albuquerque Center of the decision to evacuate and of completion of evacuation. The Task Force

APPENDIX I
ANNEX "N"
6TH SAW OPLAN 500-63
1 November 1962

Commander will be aboard the first aircraft departing for the designated evacuation base and be in command of, and coordinate all activities of personnel at the evacuation base. Additional staff officers and maintenance personnel as required will be dispatched in subsequent aircraft (See TAB "B").

(14) On notification of evacuation order, 6th Strategic Aerospace Wing Deputy Commander for Operations will dispatch a qualified field grade officer to Walker AFB Control Tower. This officer will effect necessary coordination with other units on the base on taxi and take-off procedures, and on routes and altitudes to evacuation bases. This officer will assign the route altitude within the altitude block clearance to all 6th Strategic Aerospace Wing aircraft en route to their take-off as outlined in TAB "A". He will, in addition, designate the first aircraft airborne in each flight, maximum of twenty (20) aircraft, as the lead and the last aircraft of each flight as the deputy lead. They will make the required FAA position reports as the first and last aircraft in the altitude block. Straggler aircraft will file individual clearances and report individually.

(15) Evacuation folders for the execution of this plan will contain:

- (a) Necessary maps and charts and other data.
- (b) Prepared forms 175.
- (c) SAC Form 200, with route prepared.
- (d) Other information deemed necessary to execute this plan.

(16) Time permitting, and advance aircraft carrying the control team will be dispatched to the evacuation base to coordinate parking, supply, housing and messing.

(17) Maximum number of personnel, including crew on tactical aircraft, will not exceed ten (10) persons. Maximum gross weight for take-off will be established by the Deputy Commander for Operations, taking into account predicted climatic

APPENDIX I
ANNEX "N"
6TH SAW OPLAN 500-63
1 November 1962

conditions at estimated time for take-off.

(18) Upon notification by the Commander 6th Strategic Aerospace Wing, the Force Commander at the evacuation base will dispatch aircraft to return to home base following procedures outlined in TAB "A".

(19) The pilot and navigator of each combat crew will be briefed on the provisions of this operations plan.

4. ADMINISTRATIVE AND LOGISTICAL MATTERS:

a. Administrative Matters:

- (1) No change in existing procedures.
- (2) Cost of accounting will be chargeable to local station funds.
- (3) An extra copy of the complete loading list for each aircraft will be sent to the Wing Director of Personnel immediately after departure of the aircraft.

b. Logistical Matters: See TAB "B".

5. COMMAND AND COMMUNICATIONS MATTERS:

a. Command Posts:

- (1) Headquarters 6th Strategic Aerospace Wing will maintain a Command Post during execution of this operations plan, maintaining communications with subordinate units and the evacuation base command post.

b. Communications:

- (1) Normal FAA and ADIZ reporting procedures will be followed with only the lead and last aircraft in the bomber stream making position reports.
- (2) Assigned tactical call sign will be used.
- (3) Each aircraft will contact 6th Strategic Aerospace Wing Command Post on Channel 9, 311.0 mcs, after take-off.
- (4) Channel 9, 311.0 mcs, will be used for interplane communications.
- (5) Monitor HF frequencies as predicted in HF Propagation Charts for

8 evacuation bases.

(6) Monitor UHF frequencies, 311 (Control Rooms), 243 (Emergency),
and 364.2 (ADDC).

(7) IFF, In accordance with 6SAW CEI.

TAB A

OPERATIONS

1. GENERAL: The instructions in this tab will apply to all personnel concerned with the evacuation of 6th Strategic Aerospace Wing aircraft under the provisions of this Annex.

2. EVACUATION BASE:

a. Castle AFB, California

3. CONTROL:

a. Airborne Aircraft Control:

(1) The first aircraft of each flight will be designated the lead aircraft and will control that flight while airborne.

(2) The last aircraft of each flight will be designated the deputy lead aircraft.

(3) The first and last aircraft in the bomber stream and so designated by the 6th Strategic Aerospace Wing Controller in Walker AFB Control Tower will make all necessary ATC calls for the bomber stream.

(4) All interplane instructions will be relayed over UHF Channel 9, 311.0 mcs.

b. At the Evacuation Base:

(1) A senior field grade officer will be designated to act as Task Force Commander at the evacuation base. This officer will be in command of all 6th Strategic Aerospace Wing activities and personnel at the evacuation base.

(2) Each aircraft commander will be responsible to report directly to the Task Force Commander while at the evacuation base. Each aircraft commander will be responsible for knowing, at all times, the whereabouts of each person evacuated on his aircraft, other than control and maintenance personnel.

TAB "A"
APPENDIX I
ANNEX "N"
COW SAW OPLAN 500-63
1 November 1962

(3) Staff Control Team and Maintenance Team OIC will report to the Task Force Commander while at the evacuation base. Each OIC will be responsible for knowing, at all times, the whereabouts of each person on his team.

(4) All evacuated personnel will be on a two (2) hour alert basis while at the evacuation base.

4. PROCEDURE FOR HANDLING CLEARANCES AND LOADING LISTS:

a. Clearance Form DD 175 will be in the folder issued to the aircraft commander. With the exception of take-off time and altitude, this form will be filled out completely and turned into Squadron or Base Operations prior to boarding the aircraft.

b. Loading lists will be filled out in duplicate, at the aircraft to insure accuracy. Both copies will be given to a ground crew member to be turned into the 6th Strategic Aerospace Wing Command file prior to departure of the aircraft. One (1) copy will be for Base Operations file and the other will be for the Wing Dir Director of Personnel, so that proper TDY orders can be prepared on personnel evacuated.

5. TAXI AND TAKE OFF PROCEDURE

a. Dispatching of aircraft will be the responsibility of the 6th Strategic Aerospace Wing Tower Officer, who will designate the runway to be used.

b. When ready to taxi, each pilot will contact Walker Tower for instructions.

6. ROUTES AND ALTITUDES:

a. Primary: Walker via Las Vegas departure, J-58 to Farmington VOR, Bryce Canyon VOR, Tonapah VOR and direct Castle Air Force Base, California.

b. To insure safe altitude separation of aircraft enroute to the evacuation base, the following procedures will be followed:

TAF 100
APPENDIX 1
ANNEX "N"
6TH SAW OPLAN 500-6
1 November 1962

(1) An altitude block clearance of 16,000 feet through 41,000 feet will be obtained for each flight to the evacuation base.

(2) Aircraft will be dispatched in four flights, each flight consists of a maximum of twenty (20) aircraft. Aircraft will take off at one minute intervals. The 6th Strategic Aerospace Wing Tower Officer will assign the first aircraft airborne to the top altitude and subsequent aircraft will be stacked down as follows:

#1 - 41,000 Ft	#6 - 31,000 Ft	#11 - 25,000 Ft	#16 - 20,000 Ft
#2 - 39,000 Ft	#7 - 29,000 Ft	#12 - 24,000 Ft	#17 - 19,000 Ft
#3 - 37,000 Ft	#8 - 28,000 Ft	#13 - 23,000 Ft	#18 - 18,000 Ft
#4 - 35,000 Ft	#9 - 27,000 Ft	#14 - 22,000 Ft	#19 - 17,000 Ft
#5 - 33,000 Ft	#10 - 26,000 Ft	#15 - 21,000 Ft	#20 - 16,000 Ft

7. ORBIT AREAS AND PATTERNS:

a. Castle Air Force Base:

(1) First Flight.

(a) Orbit over Castle VOR, right hand pattern, two minute legs inbound heading 310 degrees magnetic.

(2) Second Flight:

(a) Orbit over Fresno VOR, left hand pattern two minute legs inbound heading 295 degrees magnetic.

(3) Third Flight:

(a) Orbit over Los Banos VOR, left hand pattern, two minute legs inbound heading 358 degrees magnetic.

(4) Fourth Flight: (KC-135)

(a) Orbit over Stockton VOR, Left hand pattern, two minute legs inbound heading 114 degrees magnetic.

c. Let-Down and Land Instructions:

(1) VFR Let-Down:

(a) VFR let-down will be accomplished from the orbit point at the base of intended landing and will be controlled by the lead aircraft. Leader will contact the evacuation base control tower for let-down and landing instructions for his flight.

(b) The last aircraft of each flight will relay information to the other orbiting flight leaders when the block altitude for the evacuation base is cleared so that they can in turn direct their flights for let-down and landing when cleared.

(2) IFR Let-Down:

(a) The leader of each flight will contact ATC for let-down instructions for his flight in the event of IFR weather conditions at the evacuation base.

(b) Communications procedures will be as outlined in SACM 55-13.

8. CALL SIGNS:

- a. For ATC Contacts, use Tactical call sign.
- b. For interplane Communications, use tactical call sign also.

9. AIRCRAFT RETURN TO WALKER FROM EVACUATION BASE:

- a. Redeployment to Walker AFB will be directed by the Task Force Commander.
- b. Clearances and loading lists will be completely filled out and turned into Base Operations at the evacuation base prior to departure.
- c. The Task Force Commander will arrange for briefing of the aircraft commander and navigator for each crew, on crew procedures and weather prior to departure from the evacuation base.

10. Recall for this mission will be in accordance with 6SAW CEI.

11. In the event of recall while aircraft are enroute to the dispersal base

TAB "A" - APPENDIX
ANNEX "N"
6TH SAW OPLAN 500-63
1 November 1962

aircraft will maintain assigned altitude for the return flight.

C 12. Maximum wind velocities for parked aircraft:

a. B-52.

Aircraft Weight	Wind Velocity
170,000 lbs	65 knots
270,000 lbs	80 knots
390 390,000 lbs	95 knots

(1) Prior to winds in excess of 64 knots, the provisions of par 2-35 and 36 of Tech Order 1B-52D-2-2 must be complied with.

b. KC-135.

Aircraft Weight	Wind Velocity	
100,000 lbs	(Dry Concrete) 78 knots	(Wet Concrete) 65 knots
150,000 lbs	95 knots	83 knots
200,000 lbs	110 knots	95 knots
250,000 lbs	122 knots	106 knots

(1) Prior to winds in excess of 65 knots, the provisions of Par 2-46A 4-2 46B of Tech Order 1C-135(K)A-2-2 must be complied with.

LOGGED IN

1. GENERAL:

a. Upon execution of this plan, an enroute team comprised of personnel and equipment set forth in paragraph 2, of this tab, will be evacuated to the base of deployment for the purpose of preparing tactical aircraft and crews for their return to Walker Air Force Base when it is restored to an inhabitable condition.

2. ENROUTE MAINTENANCE TEAM:

a. Control Element:

<u>AFSC</u>	<u>JOB TITLE</u>	<u>NO. REQ</u>	<u>SOURCE</u>
0026	Team Commander	1	39BS Comdr
1416/1435	Asst Controller	1	6HSC
15251	Staff AOB	1	6HSC
70250	Clerk, Operations	1	6HSC
	TOTAL	4	

b. Maintenance Element:

<u>AFSC</u>	<u>JOB TITLE</u>	<u>NO. REQ</u>	<u>SOURCE</u>
4333	Maint Officer	1	6HSC
43171E	Line Chief	1	6HSC
43171E	Crew Chief	1 Per Acft	6 OMS
43171/51	Asst Crew Chief	1 Per Acft	6 OMS
42132/52/72	Hydraulic Mech	2	6 OMS
42230/50/70	Jet Mech	6	6 FMS
42230/50/70	Acft Electrician	6	6 FMS
42230/50/70	Acft Instrument Mech	4	6 FMS

TAB "B"
 APPENDIX I
 ANNEX "N"
 6TH SAW OPLAN 500-63
 1 November 1962

<u>AFSC</u>	<u>JOB TITLE</u>	<u>NO. REQ</u>	<u>SOURCE</u>
53430/50/70	Airframe Repair	4	6FMS
30150/70	Acft Radio Repairman	4	6A&E
43135/55	Fuel Sys Mech	2	6FMS
32150K	ASQ-38	4	6A&E

TOTAL 34 plus one crew chief and assist crew chief per acft.

NOTE: 6th Organizational Maintenance Squadron will provide a crew chief and one assistant crew chief to accompany each aircraft dispatched.

c. Individual maintenance tool kits will be carried by all maintenance personnel normally authorized this item on the organization UAL.

d. Wheel chocks, air plugs and sufficient fuel to make return trip, if possible, should be carried on evacuating aircraft.

3. AIRLIFT:

a. Personnel and equipment of the maintenance team, other than the crew chief and assistant crew chief, will be airlifted to the evacuation base by C-123 cargo aircraft provided by the 6th Strategic Aerospace Wing. In the event starting units for tactical aircraft are not available at the evacuation base, they will be airlifted from Walker AFB by Base Flight C-123 aircraft.

4. In the event dispersal wind-vaning and/or mooring of aircraft is required, contact the Deputy Commander for Maintenance and/or refer to applicable aircraft technical order's for procedure to be utilized.

TAB C

REPORTS

1. REPORTS TO BE MADE TO THE WING COMMAND POST:

a. Maintenance Control Section will report the aircraft by tail number and status:

- (1) Capable of immediate evacuation.
- (2) Capable of evacuation in three (3) hours.
- (3) Capable of evacuation in six (6) hours.
- (4) Capable of evacuation in twelve (12) hours.
- (5) Non-flyable.

b. Aircraft will be reported individually as they become ready for evacuation.

2. Reports to be made to 47th Strategic Aerospace Division and 15AF by the 6th Strategic Aerospace Wing Command Post as soon as the decision to evacuate is made and hourly thereafter:

- a. Total number of aircraft in commission. (By type acft)
- b. Total number of partial aircrews available for evacuation. (By type acft)
- c. Total number of complete crew available for evacuation. (By type acft)
- d. Arrival and departure reports:

(1) Immediately after departure and/or arrival of first aircraft and hourly thereafter until evacuation is complete.

(a) Depart _____
(Home Sta) (Type Acft) (No Acft)

(Refuge Station)

(b) Arrival _____
(Refuge Station)

TAB "C"
APPENDIX I
ANNEX "N"
6TH SAW OPLAN 500-63
1 November 1962

(Type Acft)	(No Acft)	(Home Station)
(c) Depart _____		
	(Refuge Station)	

	(Home Station)	
(d) Arrival _____		
	(Home Station)	

(Type Acft)	(No. Acft)	(Refuge Station)

3. Departure Reports will be submitted in accordance with SACM 55-8 series.

4. Reports required while at the Evacuation Base. These reports will be sent by the 6th Strategic Aerospace Wing Controller accompanying the evacuating aircraft.

a. Reports will be IAW SACM 55-8 series.

b. M-17 report will be submitted in the event aircraft remain at the evacuation base for more than 24 hours.

5. Within four (4) working days after return of aircraft at home station, a report to include success of evacuation, deviations from schedule, and difficulties encountered will be submitted to Headquarters 47th Strategic Aerospace Division.

TAB "C"
 APPENDIX I
 ANNEX "N"
 6TH SAW OPLAN 500-63
 1 November 1962

8TH STRATEGIC AIRBORNE DIV
WALKER AIR FORCE BASE, AFB WILCOX
1 November 1962

APPENDIX II

ANDEX III

OPERATIONS PLAN 804-63

SEVEN SEATTLE PLAN

(NON TACTICAL AIRBORNE)

APPENDIX II
ANDEX III
OPERATIONS PLAN 804-63
1 November 1962

6TH STRATEGIC AEROSPACE WING
WALKER AIR FORCE BASE, NEW MEXICO
1 November 1962

APPENDIX II ANNEX "N"

OPERATIONS PLAN 500-63

SEVERE WEATHER PLAN (NON-TACTICAL AIRCRAFT)

1. GENERAL SITUATION: Because of the destructive potential of adverse weather a plan is required for the protection of 6SAW non-tactical aircraft and the evacuation of non-tactical aircraft, if necessary, during periods of emergency.

a. Intelligence: Omitted.

b. Friendly Forces:

(1) Kansas City, Missouri, Severe Weather Warning Center.

(2) 9th Weather Squadron, March AFB, Calif.

(3) FAA

(4) Air Force Communications Service

(5) Air Rescue Service

(6) Any USAF base outside the weather area may be used by the 6SAW non-tactical aircraft as an evacuation base. The following are best suited:

(a) Amarillo AFB, Texas

(b) Buckley ANGB, Colo. (Jet only)

(c) Davis-Monthan AFB, Ariz.

(d) James Connally AFB, Texas

(e) Kelly AFB, Texas

(f) Lowry AFB, Colo. (Recip only)

(g) Peterson Field, Colo.

(h) Williams AFB, Arizona

APPENDIX II

ANNEX "N"

6SAW OPLAN 500-63

1 November 1962

c. Assumptions:

- (1) Three (3) hours notice will be given for implementation of this plan.
- (2) Hangar space will be utilized to maximum extent for aircraft storage during the adverse weather period.

2. MISSION: Upon notification by station weather personnel of impending dangerous weather phenomena, immediate action will be taken for preliminary safeguarding of non-tactical aircraft and equipment, mustering of crews and if weather conditions require, evacuation of aircraft. The mission will be accomplished in three (3) phases, defined as follows:

a. Phase I: Actions which are required as preliminary safeguards, such as:

- (1) Stabilization and storage of maintenance stands and other equipment.
- (2) Mandatory checks of weather trends by the ACO.
- (3) Maintenance of current alert procedures.

b. Phase II: Special action required over and above Phase I actions to further protect aircraft and equipment, such as:

- (1) Mustering of crews.
- (2) Wind-vaning and mooring of aircraft in accordance with applicable aircraft T.O.'s.

c. Phase III: The evacuation of flyable aircraft.

3. TASKS FOR SUBORDINATE UNITS:

a. Base Operations Branch:

(1) The Chief, Base Operations Branch will take the following action during Phase I:

- (a) Prepare and maintain a current aircrew list with alternates for all non-tactical aircraft.

APPENDIX II
ANNEX "N"
6TH SAW OPLAN 600-63
1 NOVEMBER 1962

(b) Submit a letter to each aircrew member selected on the evacuation list and advise him to:

1. Familiarise himself with the contents of this plan.
2. Advise the Chief, Base Operations Branch of any change in his status, such as, TDY, leave, transfer, etc.
3. Acknowledge by indorsement compliance with paragraph 1 above.

(c) Prepare and maintain a minimum of four (4) evacuation folders for assigned non-tactical aircraft and minimum of three (3) evacuation folders for transient aircraft, to include:

1. A copy of this evacuation plan.
2. Maps, with routes via airways, to probable evacuation bases.
3. DD Form 175 and AF Form 21a completed as nearly as possible.

(d) Instruct the AGO to make periodic checks of weather trends.

(e) Retain names and local addresses of pilots of transient aircraft in the Dispatch Section so that, upon notification of impending dangerous weather phenomena, they may be alerted to report to Base Operations for briefing and possible evacuation.

1. Transient tactical aircraft will be evacuated with the 6th SAW unless the pilot requests and is granted permission to return to his home station.

2. All non-tactical aircraft will be evacuated with the base non-tactical aircraft unless the pilot requests and is granted permission to return to his home station.

APPENDIX II
ANNEX "N"
6TH SAW OPLAN 500-63
1 NOVEMBER 1962

(g) No transient aircraft at Walker AFB will be authorized to return to his home station during a weather evacuation of this station until enroute and destination weather is closely checked by clearance authorities.

(h) Each aircraft commander will be responsible for security of his aircraft upon which classified equipment is installed or carried.

(2) The Chief, Base Operations Branch will take the following action during Phase II:

(a) Request the Non-Tactical Aircraft Maintenance Officer to:

1. Determine the type and number of non-tactical aircraft that are ready for flight.

(b) Contact the 15AF Command Post to designate refuge bases.

(c) Establish liaison with the weather station and closely monitor current and forecast weather to insure that immediate notification of changing weather trends is received.

(d) Alert evacuation crews to report at once to Base Operations if evacuation seems probable or imminent.

(e) Submit information to the 6th SAW Command Post as outlined in TAB "A".

(f) Prepare flight orders as required.

(3) The Chief, Base Operations Branch will take the following action during Phase III:

(a) Distribute evacuation folders.

(b) Brief aircrew members.

(c) Supervise completion of Form 175's.

(d) Obtain FAA and 15AF Command Post approval prior to dispatching aircraft.

APPENDIX II
ANNEX "N"
6TH SAW OPLAN 500-63
1 NOVEMBER 1962

(e) Execute evacuation of flyable aircraft upon order of the Commander, 6th Strat Aerospace Wg.

b. The Deputy Commander for Maintenance will insure that:

(1) The Non-Tactical Aircraft Maintenance Officer take the following action:

(a) Establish an OI for accomplishment of this plan.

(b) Familiarize himself and responsible personnel (including Transient Alert) with provisions of this plan.

(c) During Phase I, see that all aircraft and equipment are properly secured or stored.

(d) During Phase II:

1. Notify crew chiefs or engineers of the weather alert.

2. Place as many non-tactical aircraft as possible in available hangars. Wind-vane and moor unsheltered aircraft in accordance with applicable T.O.s.

(e) During Phase III, assist in all possible ways to evacuate the acft.

(f) Coordinate to the fullest extent with the Chief, Base Operations Branch in the execution of this plan.

c. Detachment 15, 9th WEARON Will:

(1) Notify Base Operations (ACO) of all impending dangerous weather conditions.

(2) After an initial weather warning has been issued, continued notification of weather trends will be made advising when:

(a) It is apparent the weather will exceed forecast figures.

(b) The warning is cancelled or will not approach the severity of the initial forecast.

APPENDIX II
ANNEX "N"
6TH SAW OPLAN 500-63
1 NOVEMBER 1962

d. 2010th Communications Squadron Will:

- (1) Prepare OI's as necessary to insure the accomplishment of this plan.
- (2) Assign additional control tower and radar approach control personnel to complement normal shift operations, if necessary.

e. Director of Safety Will:

- (1) Advise the Commander, 6th SAW, of all safety matters relevant to this operation.

3. GENERAL INSTRUCTIONS:

a. Procedure for Handling Clearances and Loading Lists:

- (1) Clearance Form DD 175 will be in the folder issued to the aircraft commander. This form will be filled out completely and turned into Base Ops prior to boarding aircraft.

- (2) Loading lists will be filled out and turned in to Base Operations prior to departure of the aircraft.

b. Taxi and Take-Off Procedures:

- (1) Dispatching of aircraft will be the responsibility of the 6th SAW Tower Officer who will designate the runway to be used.
- (2) When ready to taxi each pilot will contact the Tower for instructions.

c. Routes and Altitudes:

- (1) As assigned by the Chief, Base Operations Branch and FAA.

d. Airborne Communications:

- (1) Normal UHF/VHF.

e. At The Evacuation Base:

- (1) The senior officer will be designated to act as Task Force Commander

APPENDIX II
ANNEX "N"
6TH SAW OPLAN 500-63
1 NOVEMBER 1962

at the evacuation base. This officer will be in command of all 6th SAW activities and personnel at the evacuation base.

(2) Each aircraft commander will be responsible to report directly to the Task Force Commander while at the evacuation base. Each aircraft commander will be responsible for knowing, at all times, the whereabouts of each person evacuated on his aircraft, other than maintenance personnel.

f. Redeployment to Walker AFB:

(1) Redeployment will be directed by the Task Force Commander.

(2) Clearances and loading lists will be completely filled out and turned in to Base Operations at the evacuation base prior to departure.

4. ADMINISTRATIVE AND LOGISTICAL MATTERS:

a. Administrative.

(1) Cost and accounting will be chargeable to local station funds.

(2) After all aircraft have returned to Walker AFB, a critique will be held with all participating pilots by the Chief, Base Operations Branch to discuss unusual problems encountered in execution of this plan. A written report will be submitted by the Chief, Base Operations Branch, to the 6 SAW Commander within three (3) working days after all aircraft have returned to Walker AFB, outlining problems encountered, adequacy of planning and recommendations, if any, for amending this plan.

b. Logistics.

(1) The following items will be carried by C-123 aircraft on evacuation flights:

- (a) Tie down equipment
- (b) Wheel checks
- (c) Immediate essential tools

APPENDIX II
ANNEX "N"
6TH SAW OPLAN 500-63
1 NOVEMBER 1962

(2) If maintenance and/or supplies are required which are beyond the capabilities of the evacuation base, the Task Commander will notify the 6th SAW DCM by telephone or priority teletype giving the exact assistance required.

5. COMMAND AND COMMUNICATION MATTERS:

a. Command:

(1) The 6th SAW will maintain the Command Post during the execution of this annex.

b. Point to Point Communications:

(1) Communications between Hq 6th SAW and evacuation bases will be maintained by the following facilities:

- (a) SAC Telephone Network
- (b) Communications telephone.
- (c) SAC Communications Net (TWX)
- (d) Commercial teletype.

TAB "A" - Reporting Format

TAB "B" - Wing Limitations

APPENDIX II
ANNEX "N"
6TH SAW OPLAN 500-63
1 November 1962

TAB "A"

REPORTING FORMAT

1. Upon receipt of order to execute this plan, the following information will be submitted to the 6th SAW Command Post as soon as possible and hourly thereafter:

a. Number and Type of Aircraft In-Commission:

<u>NO.</u>	<u>TYPE</u>	<u>NO.</u>	<u>TYPE</u>	<u>NO.</u>	<u>TYPE</u>
—	—	—	—	—	—
—	—	—	—	—	—

b. Total Number of Partial Crews Available for Evacuation:

<u>NO.</u>	<u>TYPE</u>	<u>NO.</u>	<u>TYPE</u>	<u>NO.</u>	<u>TYPE</u>
—	—	—	—	—	—
—	—	—	—	—	—

c. Total Number of Complete Crews Available for Evacuation:

<u>NO.</u>	<u>TYPE</u>	<u>NO.</u>	<u>TYPE</u>	<u>NO.</u>	<u>TYPE</u>
—	—	—	—	—	—
—	—	—	—	—	—

2. Arrival and Departure Reports to 6th SAW Command Post: Immediately after departure and/or arrival of first aircraft, and hourly thereafter, until evacuation is complete:

a. Depart:

(Home Sta)	(Type Acft)	(No. Acft)
(Refuge Sta)		

b. Arrival:

(Refuge Sta)	(Type Acft)	(No Acft)
--------------	-------------	-----------

TAB "A"
APPENDIX II
ANNEX "N"
6TH SAW OPLAN 500-63
1 NOVEMBER 1962

TAB "B"

WIND LIMITATIONS

1. REFERENCES: Applicable Aircraft T.O.'s.

2. DEFINITIONS:

a. High Winds: High winds will be considered to exist at the velocity specified by applicable aircraft T.O.'s for unsheltered aircraft.

b. Severe Weather Warning Advisory: These forecasts issued, by the Severe Weather Warning Center, Kansas City, Missouri, and/or the local Base Station, when probable tornadoes, heavy hail or wind in excess of 50 knots accompanying severe thunderstorms are expected.

c. Black Area: That area designated in a severe weather warning advisory in which the development of a tornado is considered probable.

3. MAXIMUM WIND VELOCITIES:

a. Listed below in knots are wind velocities moored aircraft can withstand as listed in applicable aircraft T.O.s.

(1) T-33 - 10,500 # Gross Weight - 71 knots.

T-33 - 17,500 # Gross Weight - 80 knots.

(2) C-123 - 30,000 # Gross Weight - 29 knots.

C-123 - 55,000 # Gross Weight - 36 knots.

(3) H-19 - 7500 # Gross Weight - 60 knots.

b. Listed below are the recommended evacuation wind velocities:

(1) C-123 - 65 knots

(2) T-33 - 119 knots

(3) H-19 - 75 knots

TAB "B"
APPENDIX II
ANNEX "B"
6TH SAW OPLAN-500-63
1 NOVEMBER 1962

HEADQUARTERS, 6TH STRATEGIC AEROSPACE WING
WALKER AIR FORCE BASE, NEW MEXICO
1 November 1962

APPENDIX III

ANNEX "N"

OPERATIONS PLAN 500-63

FIRE, EXPLOSION, SABOTAGE

APPENDIX III
ANNEX "N"
6SAW OPLAN 500-63
1 November 1962

HEADQUARTERS, 6TH STRATEGIC AEROSPACE WING
WALKER AIR FORCE BASE, NEW MEXICO
1 November 1962

APPENDIX III, ANNEX "N"

OPERATIONS PLAN 500-62

FIRE, EXPLOSION, SABOTAGE

1. GENERAL SITUATION: This base, being subject to the possibility of a disaster such as fire, explosion and/or sabotage happening at any time, is required to formulate a plan of action to afford maximum protection for, and minimize damage to, aircraft, materiel and personnel.
2. MISSION: To be able to rapidly put this plan into effect to safeguard the maximum number of aircraft and amount of materiel.
3. TASKS FOR SUBORDINATE UNITS:
 - a. All 6th Strategic Aerospace Wing and 6th Combat Support Group organizations having responsibilities in Tab A and Tab B to this appendix will be prepared to effect immediate implementation of their respective duties.
 - x. General Instructions
 1. Sabotage action is covered in the 6th Strategic Aerospace Wing Operations Plan 190-62.
 2. Implementation of emergency dispersal, if required, will be by CINCSAC and accomplished by transmission of an emergency dispersal fast reaction message by the Command Post, as outlined in SACM 55-2, as amended, using selective call procedures.
 3. Implementation of emergency dispersal of weapon/non weapon configured aircraft will be as follows:
 - (a) Weapon configured will be downloaded before dispersal or evacuation except:

APPENDIX III
ANNEX "N"
6TH SAW OPLAN 500-62
1 November

(1) When immediate evacuation or dispersal is mandatory to the safety of life, materiel and possible survival of the force.

(b) The authority to download ground alert aircraft and to evaluate weapon configured aircraft rests with CINCSAC and will only be delegated down to numbered Air Force, Strategic Aerospace Division, and Strategic Aerospace Wing Commanders in cases of complete communications failure with CINCSAC and immediate downloading on dispersal is mandatory.

(c) Weapon configured aircraft will be evacuated/dispersed only in ferry condition with aircraft/weapon sequencing mechanisms disconnected.

(d) Non-weapon configured aircraft dispersion rests with the Wing Commander.

4. If evacuation is necessary, refuge bases will be those bases pre-designated for severe weather evacuation as far as possible.

5. Headquarters SAC Command Post will be advised immediately by the STN and all developments will be reported until the termination of the emergency.

4. ADMINISTRATIVE AND LOGISTICAL MATTERS:

a. Command

6th Strategic Aerospace Wing will maintain the Command Post during the execution of this Appendix.

b. Communications

Employment of all required telephone and radio systems.

APPENDIX III
ANNEX "N"
6TH SAW CPLAN 500-62
1 November 1962

DISPERSAL OF AIRCRAFT DURING GROUND FIRE AND/OR EXPLOSION

1. WHAT THIS INSTRUCTION DOES: Outlines responsibilities and procedures for aircraft dispersal when a fire and/or explosion occurs on the flightline.
2. TO WHOM THIS INSTRUCTION APPLIES: This instruction applies to each individual and organization at this installation whose action is necessary in reporting or combating a fire and/or explosion on the flightline and the dispersing of aircraft incidental thereto.
3. GENERAL INSTRUCTIONS: Minimizes destruction during an aircraft fire or explosion on the flightline or in aircraft parking areas; aircraft must be dispersed in an efficient orderly manner with minimum delay. This instruction outlines dispersal procedure and responsibility for duty and off-duty hour emergencies.
4. RESPONSIBILITIES: (a) The 6th Strategic Aerospace Wing Commander and the 6th Combat Support Group Commander will publish organizational standard operation procedures to implement the provisions of this instruction. The OI's will specifically include the following essentials:
 - (1) Personnel responsibilities will be outlined in sufficient detail to assure thorough understanding of each responsible person concerned.
 - (2) The individual responsibilities will be reviewed monthly to enhance familiarity and comprehension.
 - (3) Assure expeditious action during off-duty hours. Specific action to be taken in chronological order will be posted in each responsible office and the required actions will be briefed to each duty officer or airman when he reports to duty (CO, etc.,).
 - (4) Special cognizance will be taken of the problems peculiar to aircraft situated in hangars which will require maximum coordination.

b. The Commander 6th Combat Support Group is responsible for:

(1) Provide fire fighting personnel and equipment as required for implementation of this instruction.

(2) Providing Combat Defense Force required in this instruction.

c. The Commander 6th Strategic Aerospace Wing will have available at all times, aircraft towing equipment and qualified operators to assist the Fire Chief in the dispersal of aircraft during ground fire and/or explosion.

(1) During normal duty hours, 6th Organizational Maintenance Squadron will have available an Euclid A-2 tractor or appropriate substitute with a B-52 tow bar and qualified operator; also, an Euclid A-2 tractor or appropriate substitute with a KC-135 tow bar and qualified operator.

(a) The 6th OMS will provide an alert standby crew with a minimum of one alert vehicle and tow bars appropriate to non-tactical aircraft and transient aircraft. Alert crew will standby during non-duty hours at Transient Alert Section (Ext 8311).

(b) In the event of aircraft fire and/or explosion, the 6th Strategic Aerospace Wing Job Control will be notified by Flight Control, radio equipped maintenance vehicle or by telephone as outlined in 6th Strategic OI. Job Control will immediately dispatch all towing equipment to the scene reporting to the Fire Chief in charge.

(2) During non-duty hours, weekends and holidays, an aircraft towing vehicle, tow bars and a qualified operator will be available at OMS in accordance with 6th Strategic Aerospace Wing Monthly Maintenance Order.

(3) The OMS operator assigned to standby will closely inspect his vehicle and towing equipment to insure safe operational condition prior to

TAB "A"
APPENDIX III
ANNEX "N"
6TH SAW OPLAN 500-63
1 November 1962

the beginning and end of each duty period.

d. All unit Commanders will insure that grid maps are posted in the cabs of all fire fighting vehicles, radio equipped maintenance vehicles, Combat Defense Force vehicles operating in the aircraft parking areas, transient alert vehicles and tractors utilized for towing aircraft.

e. The Fire Chief is responsible for supervising and conducting tests of this instruction when directed by the Combat Support Group Commander.

5. REPORTING FIRE AND/OR EXPLOSION: In the event of an aircraft fire and/or explosion, the crash fire station will be notified by the most positive and expeditious means available, i.e., telephone number 8333, aircraft by radio to control tower or flight control, radio equipped maintenance vehicle to Job Control, radio equipped Combat Defense Force vehicle to command post or field telephone (if available) to Job Control. Agencies receiving calls described above will immediately call the crash fire station by dialing 8333. It is imperative that all information initiated or relayed concerning the fire or explosion contain the following elements:

a. Statement of fire and/or explosion.

b. Type aircraft involved.

c. Grid position, parking spot or hangar number, whichever is appropriate.

Responsibility for reporting such an emergency will be that of any person in the vicinity. After being assured that the fire department is properly informed or being informed, the person reporting the fire will remain at the scene to signal or guide crash/fire truck personnel.

TAB "A"
APPENDIX III
ANNEX "N"
6TH SAW OPLAN 500-63
1 November 1962

TAB B

HANDLING OF CRASHED AND/OR DAMAGED AIRCRAFT

1. The following establishes procedures for handling and removal of aircraft which:

- a. Have crashed or received damage on or near Walker AFB, New Mexico.
- b. Have crashed or received damage elsewhere but investigation and disposition responsibilities have been accepted by this station.

2. The OIC, Aero Repair Branch, Field Maintenance Squadron, at the request of the Combat Support Group Commander and direction of the Strategic Aerospace Commander, will:

- a. Supervise pickup, disassembly, disposition and reclamation of crashed and/or damaged aircraft and components within the jurisdiction of Walker AFB, New Mexico.

- b. Request specialist support from Munitions Maintenance Squadron or similar units when needed.

- c. Establish a crash removal/reclamation plan which will include manning and off-duty notification of assigned personnel.

3. For periods of wing deployment, the Combat Support Group Commander will develop plans and obtain equipment to accomplish the crash removal and/or reclamation responsibilities.

4. Periodic exercise of the crash removal/reclamation plan will be requested to assure proper functioning. The organization responsible for execution of the plan will periodically inspect equipment for serviceability, conduct simulated crash recoveries and perform other training as required to assure efficient operation of the plan. The training program will be sufficiently comprehensive to permit designated personnel to become generally familiar with base assigned aircraft and the most common types of transient aircraft.

5. No aircraft which has been damaged will be moved until authorized by either the President of the Accident Investigation Board or the investigation officer except when location of the aircraft wreckage:

- a. Interferes with the EWO or.
- b. Prevents an aircraft or group of aircraft from landing after an emergency condition has been declared by the landing aircraft.
- c. If location of the aircraft wreckage interferes with one of the above (see paragraphs 5a & 5b), the Wing Commander or the Base Operations Officer will authorize removal insuring that:

- (1) The wreckage is handled in such a manner as to minimize wreckage disturbance and further damage.

- (2) The wreckage is moved only the minimum distance necessary.

- (3) Prior to wreckage removal, time permitting, pictures of the aircraft and a diagram of the wreckage location are made. In the event of war time operations, this requirement is waived.

d. Authorization to move damaged aircraft in all cases will be coordinated with the 6th Strategic Aerospace Wing Job Control who will in turn notify the Aero Report Shop.

6. The procedure to be followed in reclaiming damaged aircraft will vary, depending on the location and condition of the aircraft.

- a. When the aircraft is located on the runway, it will be moved as expeditiously as possible, but not until proper authorization is received. Close coordination will be maintained with Base Operations. Removal of crashed/damaged aircraft will normally (equipment being moveable to the site) be accomplished by lifting the aircraft, extending the landing gear and towing the aircraft from the runway. If landing gear damage prevents this procedure from being used, the aircraft will be lowered on a flat bed.

type trailer for removal. In the event neither of the above methods is practicable and an alternate runway is not or cannot be made available to permit essential landings and takeoffs, the aircraft will be dragged from the runway, then lifted on a trailer or repaired for towing.

b. When the damaged aircraft is clear of the runway it will be moved to a repair location by methods which will cause the least damage to the aircraft.

c. Whenever possible light type aircraft will be moved with cranes utilizing approved hoisting lugs or lifting points as described by applicable technical orders, to minimize damage to the aircraft.

d. Medium and heavy type aircraft will be moved in the following manner:

(1) Procedure for Nose Gear Failures: Lifting bags will be placed under the fuselage and inflated to lift the nose high enough for a jack to be placed in position. In some instances it may be necessary to utilize truck mounted cranes placed on each side of the nose and a special sling or cable placed under the nose at the strongest point of bulkhead as designated by the officer-in-charge. The aircraft will be lifted high enough to permit jacks to be placed under it for safety. The nose gear will then be extended and locked. If this is impossible, the nose will be lowered onto a trailer and the aircraft towed off the runway. Lowering the nose of B-52 aircraft onto a trailer is impractical due to size and weight. T.O. 1B-52D-3, Section 1 applies to B-52 aircraft for gear up landings or crashed aircraft involved landing gear malfunctions.

(2) Procedure for Main Gear Failures: Lifting bags will be placed under the wing or wings and inflated to lift the aircraft high enough to place jacks under it. The aircraft will then be jacked so that the main gear can be lowered and locked. If this is impossible, the aircraft will

TAB "B"
APPENDIX III
ANNEX "N"
6TH SAW OPLAN 500-63
1 November 1962

be lowered on a trailer, supported by cradles and the aircraft towed off the runway.

(3) Procedure for Demolished Aircraft: After danger of fire is over, the quickest method of clearing the runway will be used. Cranes and trailers will be utilized to remove the aircraft. Initial control of the crash site will be maintained by the fire chief or his authorized representative. This individual will relinquish control after he has determined there is no further hazard from fire, armament and/or injection mechanisms and bomb load.

(4) Procedure when Aircraft Runs Off Runway: An aircraft which is mired, but requires only normal flight line or unit change crew maintenance will be the responsibility of the possessing organization (i.e., Tactical Squadron or Base Flight Maintenance). If possible, the aircraft will be towed onto hard surface with a Coleman or A-2 tractor under the supervision of the flight line section involved. Specialist assistance and equipment will be requested as required. If mired too deeply to be towed, the aircraft will be dug out and steel mats or timber will be placed to form a pathway. The aircraft will then be towed or winched onto the runway with a Coleman or an A-2 tractor.

(5) In the event of gear failure and/or aircraft completely off the runway, it may be necessary to remove engine and defuel to lighten the aircraft. In this case, the OIC, Aero Repair Branch, 6FMS will assume the responsibility and control of the operation.

(6) When the crashed aircraft has classified equipment or components on board, action will be taken by the first person at the scene to insure proper control and security of the items. No aircraft will be moved to an unguarded security area until classified equipment is removed, secured and documented.

TAB "B"
APPENDIX III
ANNEX "N"
6TH SAW OPLAN 500-63
1 November 1962

(7) Necessary turn-in slips and aircraft disposition papers will be prepared by the responsible organization as authorized in paragraphs 2a and 2b above. It is imperative that all copies of all records documenting aircraft and classified items disposition be forwarded to the owning organization, i.e., the organization reporting the aircraft on the 110 report.

e. The following equipment will be furnished by the organization indicated when called for by the OIC of the 6th Aero Repair Branch.

- (1) Two (2) each 20 ton cranes, truck mounted.
 - (a) One from 6th Field Maintenance Squadron.
 - (b) One from Civil Engineering.
- (2) One (1) each wrecker, type M-246, (6th Transportation Squadron).
- (3) One (1) 40 foot trailer, flat float type, w/tractor (6th Transportation Squadron). One (1) tractor to tow 6th Field Maintenance Squadron). Reclamation van, furnished by the 6th Transportation Squadron.
- (4) Two (2) each fire axes (6th Field Maintenance Squadron).
- (5) One (1) each sledge hammer, (6th Field Maintenance Squadron).
- (6) One (1) each welding kit w/cutting torch (6th Field Maintenance Squadron).
- (7) One (1) each bolt cutter 0-5/8 inch, (6th Field Maintenance Squadron).

f. The following equipment will be assembled in a convenient location and maintain in ready-to-use condition by the 6th Aero Repair Branch.

- (1) One (1) inch diameter hemp rope.
- (2) Twenty-two (22) low pressure lifting bags.
- (3) Eleven (11) type A-2 blowers.
- (4) Odd lengths of steel cable with the end prepared for crane hook attachment.

(5) A reel of one-half ($\frac{1}{2}$) inch steel cable that may be out and prepared for any use required.

(6) Cross ties and timber in assorted lengths and sizes.

(7) One-half ($\frac{1}{2}$) inch cable clamps.

(8) Canvas bags filled with sawdust.

(9) Odd size sheets of rubber padding.

(10) Miscellaneous canvas slings.

(11) Four (4) salvage mattresses.

7. RELATED PUBLICATIONS: Reclamation personnel will familiarize themselves with the following publications.

a. Par 8, Amendment #45, Section 17, Vol 1, AFM 67-1, 31 May 57.

b. AFR 127-4 - Aircraft Accidents.

c. SACM 65-3 - Aircraft Distribution.

d. T.O. 00-25-110 - Expeditious Repair of Damaged Aircraft.

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



REPLY TO
ATTN OF: DCOTP/Major Scharmen/2180

SUBJECT: Amendment 2 to Headquarters 6th Strategic Aerospace Wing Frag Order 300-62. 15 November 1962
"STRAIGHT SHOT KILO"

TO: 15AF (DOOC, DOC, DOW, IG)
47 Strat Aerospace Div
95BW (917 AREFS, DCOTP)

1. Attached is Amendment 2 to Headquarters 6th Strategic Aerospace Wing Frag Order 300-62, 25 March 1962.

2. Make the following page for page changes:

a. Annex "A" Appendix 1: Remove page 1 and 2. Insert new page 1 and 2.

b. Annex "A" Appendix 2: Remove page 1 and 2. Insert new page 1 and 2.

c. Annex "A" Appendix 3: Remove all Flight Plans. Insert new Flight Plans.

d. Annex "A" Appendix 6: Remove page 1 and 2. Insert new page 1 and 2.

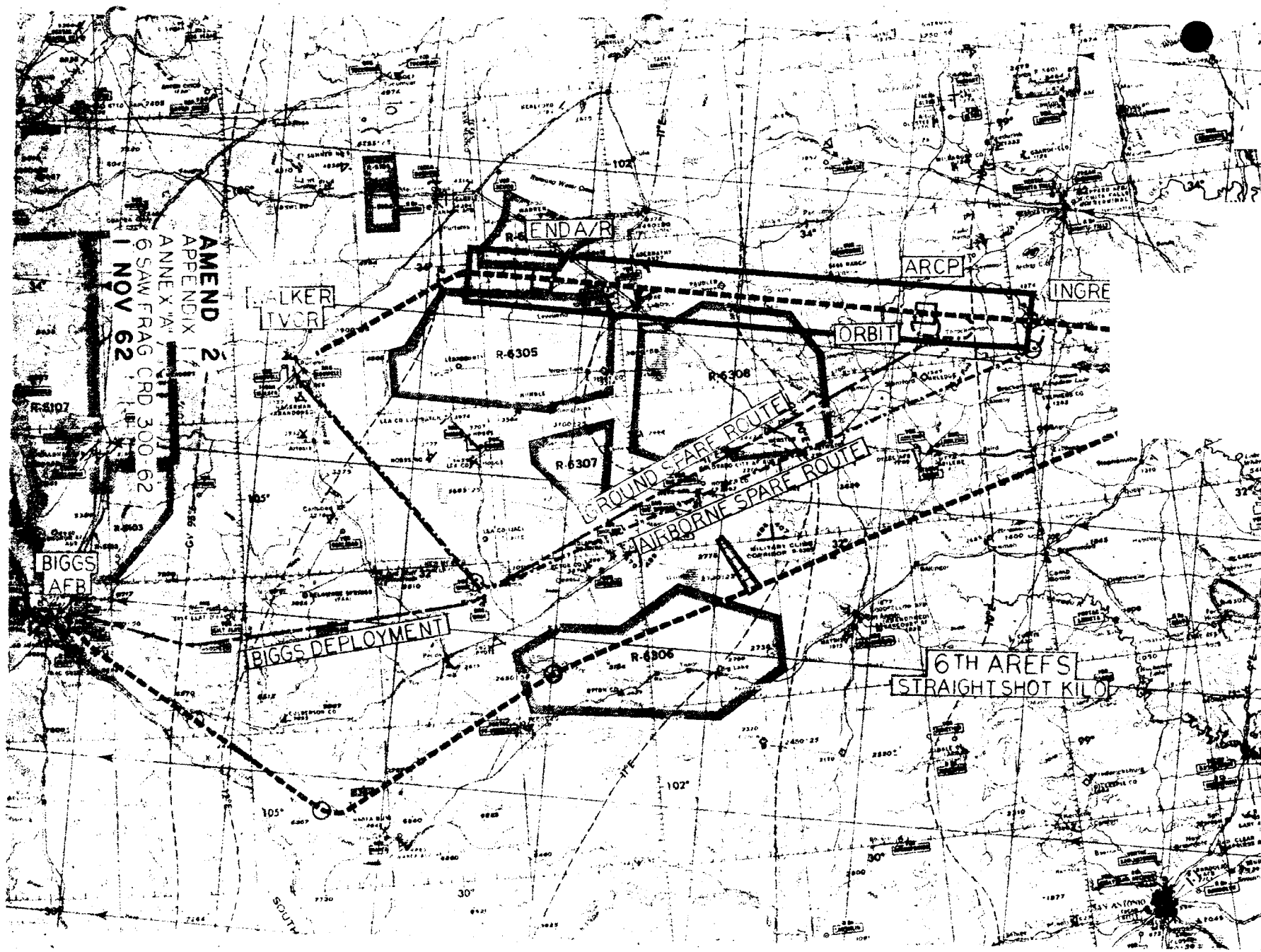
e. Annex "A" Appendix 7: Remove page 1 and 2. Insert new page 1 and 2.

FOR THE COMMANDER:

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

1 Atch:
Amend 2 to 6SAW Frag
Order 300-62, 15
March 1962

Copies to:
DCO, DCOT, DCOTP 2,
DCOP, DCOC, DCM,
DCOTBO 2, IXO 4,
6FMS 2, 6OMS 2,
6AEMS 2, 2010CS,
Det 15-9Wea, 686AC&W,
6ARS 12,
Total: 42



HEADQUARTERS 6TH STRATEGIC AEROSPACE WING
Walker Air Force Base, New Mexico
15 November 1962

APPENDIX 2

ANNEX "A"

6SAW FRAG ORDER 300-62

FLOW CHART

1. 6th Strategic Aerospace Wing KC-135's: (Primary as required). (U)

<u>SORTIES</u>	<u>BRIEFING</u>	<u>TAKEOFF</u>	<u>ARCP</u>
IN PLACE SPARE	ASAP	AS DIRECTED	AS DIRECTED
AIR BORNE SPARE	E - 0220	E + 0030	E + 0131
GROUND SPARE	E - 0220	As required	As required
Primary 01	E - 0220	E + 0040	E + 0131
Primary 02	E - 0220	E + 0055	E + 0146
Primary 03	E - 0150	E + 0110	E + 0201
Primary 04	E - 0150	E + 0125	E + 0216
Primary 05	E - 0120	E + 0140	E + 0231
Primary 06	E - 0120	E + 0155	E + 0246
Primary 07	E - 0050	E + 0210	E + 0301
Primary 08	E - 0050	E + 0225	E + 0316

2. Take-off and ARCP times are based on 95th Bomb Wing's adjusted "E" hour. Briefing times are based on original "A" hour plus 24 hours. (U)

3. Pre-takeoff briefing will be conducted at Base Operations. (U)

AMENDMENT 2

APPENDIX 2

ANNEX A

6SAW FRAG ORDER 300-62

15 November 1962

MISSION FLIGHT PLAN		O. O. AND NICKNAME		UNIT	TYPE	WAVE	CELL CALL SIGN	REMARKS
		300-62 ST. SHOT KILO		GAREFS	KC-105A	S/S		AIRBORNE SPARE
POUNDS				POUNDS				
ACFT BASIC	102 500			BOMBS				
CREW	1340			AMMO				
OIL	169	#8		WATER AUG	5581			
ATO				STATIC	256 890	NR FULL ATO REQUIRED		
RACK				START ENGINES AND TAXI FUEL ALLOWANCE	2 000	NR EMPTY ATO REQUIRED		
EXT TANKS WEIGHT (LBS)				TAKE-OFF GROSS	254 890	ATO FIRING SPEED		
MISCELLANEOUS								
CHAFF								
OPERATING	104 009	TOTAL FUEL	147325					
PRE-FLIGHT PLAN								
FROM WALKER AFB NM	FLY COND	T. C.	WIND D/V	T. H.	VAR	M. H.	TEMP	IAS
33-18N 104-32W								
ROUTE			DRIFT				ALT	MACH
SET TO AC								
WINK VOR								
31-52N 103-15W	CL	143		143	-12	131	280	400
LEVEL OFF			270/045					
32-08N 102-10W	CL	070	-2	068	-11	057	34.0	280
SIC T.P.			270/050					
33-01N 98-52W	CR	072	-2	070	-11	059	34.0	78
L/O INGRESS								
33-12N 98-53W	CL	5					35.0	78
ARCP			265/055					
33-20N 99-40W	CR	283	-2	281	-10	271	35.0	74
ORBIT							35.0	74
CONDITION #1								
NO OFF LOAD								
EGRESS			265/055					
33-52N 103-11W	CR	282	-2	280	-11	269	35.0	255
WALKER TVOR			265/055					
33-25N 104-22W	CR	244	+3	247	-12	235	36.0	78
INDIVIDUAL								
FLIGHT PLAN								

[illegible]

MISSION FLIGHT PLAN		O. O. AND NICKNAME		UNIT	TYPE ACFT	WAVE	CELL CALL SIGN	REMARKS		
		300-62 ST. SHOTKILLO		6 AREFS	KC-135A			WALKER GROUND SPARE USED AS PRIMARY REF FUEL		
	POUNDS				POUNDS			RUNWAY		
ACFT BASIC	102500			BOMBS				PRESSURE ALT	LENGTH	AIR TEMP
CREW	1340			AMMO				8650	13000	85
OIL	169			WATER AUG	5581			CRITICAL FIELD LENGTH		CRITICAL AIR TEMP
ATO			#7	STATIC	246890	NR FULL ATO REQUIRED		11500		90
RACK				START ENGINES AND TAXI FUEL ALLOWANCE	2000	NR EMPTY ATO REQUIRED		TAKE-OFF DISTANCE		TAKE-OFF SPEED
EXT TANKS WEIGHT (FUEL)								9800		163
MISCELLANEOUS								CRITICAL WIND COMPONENT		
CHAFF				TAKE-OFF GROSS	244890	ATO FIRING SPEED		1ST LEG	2ND LEG	3RD LEG
OPERATING	104009	TOTAL FUEL	137300							

[illegible]

MISSION FLIGHT PLAN		O. O. AND NICKNAME		UNIT	TYPE ACFT	WAVE	CELL CALL SIGN	REMARKS BIGGS GROUND SPARE USED AS PRIMARY REFUELER		
		300-62 ST. SHOT KILL		6 AREFS	KC-135A					
POUNDS				POUNDS		RUNWAY				
ACFT BASIC	102 500			BOMBS		PRESSURE ALT 3900 LENGTH 13355 AIR TEMP 87				
CREW	1348			AMMO		CRITICAL FIELD LENGTH 10150 CRITICAL AIR TEMP 120+				
OIL	169			WATER AUG	5581	TAKE-OFF DISTANCE 8600 TAKE-OFF SPEED 157				
ATO		#6		STATIC	236 890	CRITICAL WIND COMPONENT				
RACK				START ENGINES AND TAXI FUEL ALLOWANCE	2000	1ST LEG 2ND LEG 3D LEG				
EXT TANKS WEIGHT (BOMB)				TAKE-OFF GROSS	234 890	N/A				
MISCELLANEOUS										
CHAFF										
OPERATING	104 009	TOTAL FUEL 127300								

PRE-FLIGHT PLAN															
FROM BIGGS AFB TEX	FLT COND	T. C.	WIND D/V	T. H.	VAR	M. H.	TEMP	IAS	T. A. S.	G. S.	GND DIS	TIME	AIR DIS	ETA	FUEL FLIGHT PLAN
31-51N 106-23W			DRIFT				ALT	MACH			ACC GND DIS	ACC TIME	ACC AIR DIS		PRED FUEL REMAINING GROSS WT
ROUTE															127.3 236.9
SET TO AC											10	1:03	10		3.8 9.4
CLINT VOR											17	1:04	17		1.5 1.5
31-36N 106-10W	CL						6.0	280			27	1:07	27		122.0 226.0
MSHARY INT			270/015								50	1:07	48		2.7 2.7
31-07N 105-24W	CL	127	+1	128	-12	116	24.0	280			77	1:14	75		119.3 223.3
L/O			270/030								59	1:09	57		3.0 3.0
30-30N 104-30W	CL	127	+3	130	-12	118	28.0	280	430	470	136	1:22	132		116.3 220.3
SIC			270/030								102	1:13	96		2.8 2.8
31-16N 102-44W	CR	065	-2	063	-11	052	28.0	.71	426	470	238	1:35	228		113.5 217.5
L/O			280/030								35	1:05	37		1.3 1.3
31-31N 102-07W	CL	065	-2	063	-11	052	33.0	.71	426	470	273	1:40	265		112.2 216.2
T.P.			265/055								250	1:30	222		5.6 5.6
32-37N 97-27W	CR	074	-1	073	-10	063	33.0	.765	444	482	523	01:10	487		106.6 210.6
											26	1:04	30		.7 .7
32-54N 97-28W	CR	5					33.0	.765	444	444	549	01:14	517		105.9 209.9
			265/055								35	1:05	37		.9 .9
33-02N 98-07W	CR	283	-2	281	-9	272	33.0	.765	444	395	584	01:19	554		105.0 209.0
INGRESS			265/055								41	1:06	46		1.1 1.1
33-12N 98-53W	CR	283	-2	281	-10	271	33.0	255	426	377	625	01:25	600		103.9 207.9
ARCP			265/055								40	1:06	44		1.1 1.1
83-20N 99-40W	CR	283	-2	281	-10	271	33.0	255	426	377	665	01:31	644		102.8 206.8
END AIR			265/055								148	1:24	168		4.7 4.7
	AR	282	-2	280	-11	269	33.0	255	426	377	813	01:55	812		98.1 202.1
OFF LOAD															60.0 60.0
															38.1 142.1
EGRE			265/055								28	1:04	32		.8 .8
33-52N 103-11W	CR	282	-2	280	-11	269	33.0	255	426	377	841	01:59	844		37.3 1.1.3

[illegible]

HEADQUARTERS 6TH STRATEGIC AEROSPACE WING
Walker Air Force Base, New Mexico
15 November 1962

APPENDIX 6

ANNEX "A"

6SAW FRAG ORDER 300-62

AIR REFUELING

1. GENERAL. The 917th Air Refueling Squadron, Biggs AFB, Texas and the 6th Air Refueling Squadron, Walker AFB, New Mexico, will provide air refueling support to the 95th Bombardment Wing for the latter's ORT/ORI. (U)

2. REFUELING AREA: (U)

- a. Name: IVORY SNOW (U)
- b. Track: Bravo (U)
- c. 6AREFS ARCP: 33-20N 99-40W (U)
- d. Orbit altitude: 35,000 ft. (U)
- e. Refueling track: 282° (U)
- f. Base altitude: 33M (U)
- g. Communications plan: Perry Bravo (U)
- h. Off load: 60,000 lbs. (U)
- i. Transfer time schedule: 24 minutes (U)

3. PROCEDURES: (U)

a. Receivers will not be in the observation position until reaching the ARCP. (U)

b. Tanker and bomber navigators will log times at initial contact, final disconnect, and when over the established end air point. (U)

c. Deviation from briefed route due to weather or inaccurate tanker navigation will not cause penalty to the receiver if refueling criteria are established. (U)

AMENDMENT 2

APPENDIX 6

ANNEX A

6SAW FRAG ORDER 300-62

15 November 1962

PAGE 1 OF 1

PAGE 1 OF 1

ANNEX 2
APPENDIX 7
ANNEX 1
GSAM FRAG OPORD 300-62
15 November 1962

PEACETIME EXERCISE RECAPITULATION SHEET - TANKER (CONTINUATION)

4th Air Refueling Sq

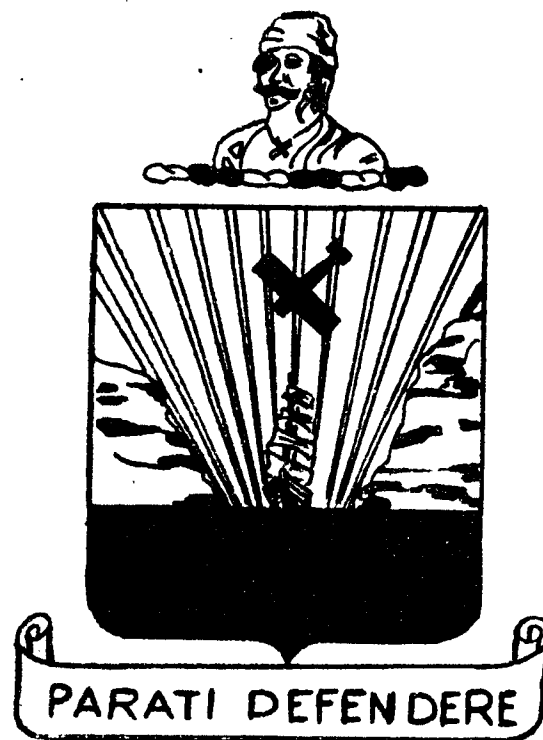
PAGE 2 OF 2

SORTIE NUMBER	AIR REFUELING DATA (CONTINUED)									DESIGNATION AND ALTERNATIVE INFORMATION											MISSION NOTES
	C/R PLAN Q	OFF LOAD AVAILABLE R	PLANNED OFF LOAD S	MINIMUM OFF LOAD REQUIRED T	TANKER FUEL RESERVE AT END A/R U	ALTERNATE AVAILABLE IF DIVERTED AT END A/R V	FUEL FROM ENG A TO DIVERSION BASE W	FUEL RESERVE OVER DIVERSION BASE X	DESTINATION Y	ETA Z	NAUTICAL SMO. NO. MILES (7-miles mission) AA	ETA (E plus) BB	FUEL RESERVE OVER DESTINATION CC	ALTERNATE DD	NAUTICAL GROUND MILES Destination (7-airborne) EE	ETA (Destination to alternate) FF	FUEL RESERVE OVER ALTERNATE GG	CARL HH	PASSENGERS II		
1	PERRY BRAVO	80	60	57	35.4	KRSW	10	MIN 20	KRSW	04:00										At end air refueling, tank will fly training mission. Individual flight plans.	
2		MIN 60			35.6														Primary tankers will be la as required by 95 Bomb Wing		
3		84			64																
4																					
5																					
6																					
7																					
8																					
9																					
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AMEND 2
APPENDIX 7
ANNEX A
SSAW PRAG ORDER 300-62
15 November 1962

PAGE 2

6TH STRAT AEROSPACE WING



OPERATIONS PLAN

- DECEMBER 1962 -

TABLE OF CONTENTS

Priorities for Training	Page	1
Goals	Page	2
Air Training	Page	3
Miscellaneous	Page	4
Collateral Training	Page	5
Disaster Control Training	Page	6
Disaster Actions	Page	7
Buddy Care Medical Training	Page	8
Carbine Qualification	Page	9
Handgun Qualification	Page	10
SEX Testing	Page	11
Instrument Ground School	Page	12
Instrument Trainer	Page	13
Ultrasonic Trainer	Page	14
Ejection Procedures	Page	15
IFM Procedures	Page	16
Flight Simulator	Page	17
Gunnery Trainer T-1A	Page	18
Air Weapons	Page	19
TAC Doctrine	Page	20
GAM-77 FTD Training	Page	21
Combat Measures	Page	22
Aquatic Survival	Page	23
Physiological Training	Page	24
Personal Equipment Oxygen Mask Inspection	Page	25
Positive Control Training	Page	26
FWO Study Agenda	Page	27
Officer Details	Page	28

47 C	1	DCR	1	4129CCTS	2
47 DO	1	BDCS	1	37MMS	2
C	1	BDCL	2	686ACW/OTT	2
DCO	5	BDCE	1	812MEDGP	4
DCOIBO	3	BDCM	1	2010COMM	2
DCOT	1	BDASO	1	CFS	2
DCOI	1	SAFE	1	POL	1
DCOTAW	1	6SAWHS	4	579SMS	2
DCOCP	1	6HS	1	SATAF	2
DCOS	2	24BS	15	FSS	2
DCOTGT	20	39BS	15	CDS	4
DCM	2	40BS	15	SS	3
DCMT	2	6ARS	15	TS	3
DSUP	1	OMS	3	Link Trainer	1
DCUPPE	1	FMS	3	Simulator	2
DP	1	A&E	3	Base Historian	4
		Alert Force	2	511FTD	3

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

Operations Plan
Number 6-12-62

1. ORGANIZATION

6th Combat Support Group
52nd Strategic Missile Squadron
Headquarters Sq, 6 SAW
24th Bomb Sq
39th Bomb Sq
6th Air Refueling Sq
6th Air Maintenance Sq
6th Air National Maintenance Sq
12th Combat Crew Training Co

Lt Col Emmett H. Clements
Col Edward M. Jacquet
Maj Arthur L. Bruggeman
Lt Col Dale C. Maluy
Lt Col Lee McClendon
Lt Col Kenneth J. Green
Lt Col Joseph R. Harlen
Lt Col William C. Manicom
Lt Col Donald P. Calof
Lt Col Wayne E. Clark

1. MISSION. 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 student and combat crew activity to include alert.

2. FUNCTION. The 24th Bomb Squadron, 39th Bomb Squadron, and 6th Air Refueling Squadron have a requirement to train student crews in B-52D-135 aircraft as programmed by higher headquarters and to develop and maintain an alert capability. The 40th Bomb Squadron will maintain a constant alert to include complete 50-8, and upgrade maximum crews to combat ready status.

3. REQUIREMENTS FOR TRAINING

- (1) 60-1 Flying Requirements - Overdue currency/Qualification checks
- (2) Higher headquarters directed missions
- (3) FWO essential training
- (4) Student sorties
- (5) Upgrading Combat Crews - 40th Bomb Squadron
- (6) CCR and CAM 77 Qualifier for Combat Crews

b. Priority 2.

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

4. GOALS TO BE REACHED BY DECEMBER 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 permits.

(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 hours on the third floor, Tier "C", Building 1083.

b. Higher Headquarters commitments during December 1962:

- (1) None; Except the 6th BW is vulnerable for an ORI.

6. MISCELLANEOUS:

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 December 1962 and January 1963.

1-15 December 1962 - 39th BS
15-31 December 1962 - 24th BS
1-15 January 1963 - 39th BS
15-31 January 1963 - 24th BS

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

6th Air Refueling Sqn:

T-15 McChesney
T-25 Hansen
J-31 Dyer

Due Date:

Dec 62
Dec 62
Dec 62

39th Bomb Sqn:

E-44 Davis

Due Date:

Dec 62

40th Bomb Sqdn:

E-71 Payne
E-72 Stair
S-52 Bergman
S-67 Hayes

Due Date:

Dec 62
Dec 62
Dec 62
Dec 62

c. General Guidance for Student Course Completions.

(1) The priorities for student flying are as follows:

(a.) Priority one - Each Student must complete the requirements of 51-19 and the pilot team must have as least one solo sortie.

(b.) Priority two - 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.

d. Utilization of Non-Student Sorties.

24th Bomb Squadron

<u>Date</u>	<u>Sortie</u>	<u>Crew</u>	<u>Staff Personnel</u>	<u>Type Mission</u>
3	F-1	5X		Standboard
7	F-1	S-04		Inst.
12	F-2	S-01		CCTM
26	F-2	E-19		CCTM
28	F-1	5X		Standboard

39th Bomb Squadron

<u>Date</u>	<u>Sortie</u>	<u>Crew</u>	<u>Staff Personnel</u>	<u>Type Mission</u>
4	F-1	E-44		CCTM
5	F-2	S-35		CCTM
12	F-2	5X	Col. Eddy	CCTM
17	F-2	E-54		CCTM
19	F-2	S-41		CCTM

6th Air Refueling Squadron

<u>Date</u>	<u>Sortie</u>	<u>Crew</u>	<u>Type Mission</u>
3	F-2	T-47	CCTM
3	F-2	T-46	CCTM
5	F-1	J-31	Standboard
5	F-2	T-29	CCTM

6th Air Refueling Squadron (Cont'd)

		<u>Crew</u>	<u>Staff Personnel</u>	<u>Type Mission</u>
6	F-2	T-44		CCTM
7	F-1	T-25		Standboard
7	F-2	T-34		CCTM
10	F-1	T-15		Standboard
12	F-2	T-21		CCTM
13	F-2	T-48		CCTM
18	F-2	T-42		CCTM
19	F-2	J-39		CCTM
20	F-2	J-27		CCTM
26	F-1	Staff	Ray	Standboard
27	F-2	J-18		CCTM
28	F-2	J-31		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.

(1) Personnel are reminded that all ground training requirements, both annual and periodic, are scheduled for completion by the end of November, only minor ground training will be scheduled for December.

(2) Personnel should be individually scheduled by training OIC/NCOIC for completion of:

(a) Disaster Action Testing.

(b) Code of Conduct.

(c) Buddy Care Training.

(d) Small Arms Qualification.

(e) 5BX Testing and SACR 50-24, PFR Testing.

(3) All staff officers will review their requirements and will be scheduled through their ground training sections.

(4) Periodic requirements for all staff pilots (link and simulator) are scheduled by the tactical squadron to which they are assigned for flying.

(5) 5BX testing is an individual responsibility for all officers.

(6) SQUADRON COMMANDERS AND DIVISION CHIEFS WILL NOT GRANT LEAVES OR TDY WHICH PRECLUDE COMPLETION OF PERIODIC OR ANNUAL TRAINING REQUIREMENTS WITHIN THE NORMAL ALLOTTED PERIOD OF TIME.

b. Disaster Control Training: 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 Dec 12, 13, 14, 17, 18, 19, 20, and 21, from 1230 - 1630, in Building 755. This is a one time requirement. instructor: A2C Kreager, 2645.

c. Disaster Actions: 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.

(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.

(4) SAC (PCC) Code of Conduct Manual dated, 25 July 1962, is now available for testing requirements.

d. Buddy Care:

(1) Each Squadron will assign a minimum of two personnel to attend this one time requirement. Training NCO's will submit a letter through this office for personnel scheduled to attend this course.

(2) Instructors of each squadron should make every effort to complete the (16) hour course of instruction. Requirements for each individual assigned to Walker AFB is one eight hour course.

TUESDAYS 0730 - 1630 8 Hours

WEDNESDAY 0730 - 1130 8 Hours

THURSDAY 0730 - 1130 8 Hours

e. 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. Squadrons will contact Small Arms Range for schedules and coordination, dates, and periods will be given at that time. Training personnel must make every effort for completion of their squadron personnel.

a. RIFLE PERIODS FOR DECEMBER 1962 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 |

f. 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.

g. 5BX Testing:

(1) Changes to SACR 50-24 are being initiated by SAC Headquarters. PFR/EPFR testing discontinued as of 1 October 1962.

(2) 5BX testing will commence 1 October 1962, for personnel having birthdays during that month. Personnel previously tested in SAC PFR test and having birthday in October will be tested even though they tested and passed their PFR test; starting at the lowest level on Chart I, page 20 to AFP 50-5-1 (5BX Plan for Physical Fitness).

(a) Personnel having birthdays in November and December 1962 will be tested in the 5BX thirty days prior to their birthday to thirty days after; starting at the lowest level on Chart I, page 20 to AFP 50-5-1.

1 Written approval from the flight surgeon for participation by all personnel over 40 years of age is no longer required.

2 Personnel may be excused from testing and exercising by the Director of Base Medical Services. The period of excusal from participation or testing during illness and recuperation will not exceed ninety days, thereafter, or in case of permanent physical defects or limitations, the Director of Base Medical Services will indicate the chart number and level which he desires the individual to obtain.

3 Specific exercises may be omitted at his direction. The exercise so indicated will be accomplished and the individual tested at the computed level and total time for these only.

4 No person will be permanently excused from all participation, it is felt by SAC that such inactivity would be more detrimental to health than a reasonable medically directed regime under the program.

5 Medical limitation imposed will be reviewed at least annually and the exercises and level desired will be reviewed in relation to the individuals current status.

6 Individuals that are medically excused from participating in the program during the period 30 days prior and 30 days after their birthday will be tested within 60 days after the excuse expires. This new 60 day period will then be counted as their vulnerability period for testing and reporting purposes.

(3) Weight Check: The modified quarterly weight check will be implemented.

(a) Personnel weighting ninety percent of their maximum weight as indicated in Attachment O, AFR 50-5, or less during first and third calendar quarters need not be weighed in the second and fourth calendar quarters.

1. Example: Male, height 69 inches, age 41, maximum weight 200 lbs. and if this individual weighs 180 lbs or less he doesn't require to be weighed in the second and fourth calendar quarters. These people will be reported as having weighed and meeting the weight for reporting purposes for 1st and 3rd quarters.

(b) Overweights will be required to weigh weekly (on Fridays) with the report submitted to DCOTCT by noon each Monday (Reference to SACR 50-24, para 7f, and Base Sup 1 to SACR 50-24).

(c) Physical conditioning exercises for personnel not meeting the SBX/air weight standards will be conducted daily at 1645 in Bldg 747.

(d) Individuals reporting in the last 10 days of a reporting

h. 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, 12 and 13 December 1962, at times indicated. Pilots bring their own tyow MB-2A, Air Navigation Computer for the computer course and exam.

(3) Schedule: Wed 12 Dec 62.

<u>TIME</u>	<u>SUBJECT</u>	<u>INSTRUCTOR</u>
0700-1000	Flight Instruments	Major Brunitti
1000-1200	Navigation Aids-I	Major Echabarne
1200-1630	Navigation Aids-II	Capt Walls
Thur 13 Dec 62		
0700-1100	Regulations/Publications	Major Rosanbalm
1200-1430	Computer and Spatial Disorientation	Capt Reese
1430-1700	Weather	Lt Gossman

i. Instrument Trainer: (Note adjustment 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 IF within 90 days prior to the instrument flight check for lesson #1 (SACR 51-5).

(a) Personnel weighting ninety percent of their maximum weight as indicated in Attachment O, AFR 50-5, or less during first and third calendar quarters need not be weighed in the second and fourth calendar quarters.

1 Example: Male, height 69 inches, age 41, maximum weight 200 lbs, and if this individual weighs 180 lbs or less he doesn't require to be weighed in the second and fourth calendar quarters. These people will be reported as having weighed and meeting the weight for reporting purposes for 1st and 3rd quarters.

(b) Overweights will be required to weigh weekly (on Fridays) with the report submitted to DCOTCT by noon each Monday (Reference to SACR 50-24, para 7f, and Base Sup 1 to SACR 50-24).

(4) Physical conditioning exercises for personnel not meeting the SBX weight standards will be conducted daily at 1645 in Bldg 747.

(5) Individuals reporting in the last 10 days of a reporting

h. Instrument Ground Schools:

(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, 12 and 13 December 1962, at times indicated. Pilots bring their own typow MB-2A, Alt Navigation Computer for the computer course and exam.

(3) Schedule: Wed 12 Dec 62.

<u>TIME</u>	<u>SUBJECT</u>	<u>INSTRUCTOR</u>
0700-1000	Flight Instruments	Major Brunitti
1000-1300	Navigation Aids I	Major Echabarne
1300-1630	Navigation Aids-II	Capt Walls
Thur 13 Dec 62		
0730-1100	Regulations/Publications	Major Rosanbalm
1200-1430	Computer and Spatial Disorientation	Capt Reese
1430-1710	Weather	Lt Gossman

i. Instrument Training (Note adjustment 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 #. (SACR 51-5).

(2) Alert Crew scheduling requirements may alter the following schedule:

<u>TIME</u>	<u>MON</u>	<u>TUES</u>	<u>WED</u>	<u>THUR</u>	<u>FRI</u>
0730	24BS	6ARS	STAFF	39BS	BF
0930	39BS	24BS	6ARS	OPFN	BF
1230	OPFN	39BS	24BS	6ARS	579MMS
1430	6ARS	OPFN	39BS	24BS	579MMS

(3) Schedule times must be filled. Deviation from an assigned period must be coordinated through DCOTGT, Ext 2831.

j. Ultrasonic Trainer T-2A: (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.

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. 13 Dec 62, Bldg 81C, Room 14.

GROUND CREW

0730
0830
0930
1030

FLIGHT CREW

1230
1330
1430
1530

l. 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.

m. 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 scheduled.

B-52 Simulator #1 Bldg S-85

NOTE: Only one Trainer available.
Periods must be filled.

TIME	MON	TUE	WED	THU	FRI
0630	24	39	24	39	24
0930	39	40	40	40	39
1230	24	24	39	24	39
1530	39	39	24	39	24
1830	24	40	39	40	24

n. Gunnery Trainer T-1A: 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:

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

c. Air Weapons:

(1) AWR-01 (Weapons Academic Refresher) course is scheduled on Friday 7 December and Wednesday 12 December for those Staff Officers who have not completed their semi-annual requirement. Staff Officers, excluding FWO's who are currently B-52 qualified are required by SACR 50-24 to attend AWR-01 semi-annually.

(2) Alert Force (40th Bomb Squadron), one hour of refresher training will be given to all crews each alert tour as scheduled by Collateral Training Section.

p. TAC Doctrine: (See page 14 FWO Study)

(1) Requirements: 4 hours quarterly for all combat crew members. Courses will be given in conjunction with FWO Study for 24BS and 39BS.

(2) Location: 40 Bomb Sq Briefing Room. ARS Course will be given following Commander's Call.

q. GAM-77 FTD Training: GAM-77 Supervisor and Planners Course will be conducted in Bldg. 734, on 5 - 7 December, from 0730-1130 and on 12 - 14 December from 0730-1130. All Supervisors concerned are urged to attend one of these courses.

r. 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.

s. Aquatic Survival:

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

t. Physiological Training:

- (1) The passenger course scheduled at Cannon AFB is scheduled for 11 and 12 December 1962.
- (2) Non-tactical rated personnel should call, Ext. 2831, at least 90 days prior to expiration date for refresher course scheduling.

u. 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 calendar day oxygen inspection, units will be inspected as noted:

<u>SQUADRON</u>	<u>DATE</u>	<u>HOURS OF INSPECTION</u>
39BS	3, 4, 5 Dec 62	0830-1030 Hours
40BS	5 Dec 62	0830-1030 Hours

NOTE: Equipment at the Alert Area will be inspected each Thursday at 0800 hours.

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

v. Positive Control Training:

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

Place: Air Weapons Building 755, for 24BS, 39BS and Staff;
ARS Brief Room for ARS and Staff.

Date: ARS 10, 11, 12 December 1962, ARS Briefing Room.

Time: 1400 hours, Monday, Tuesday and Wednesday.

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

w. FWO Study Agenda:

(1) Immediately after pre-flight on alert change over days, the following study will be accomplished:

P.C. Review - Instructor Capt Brown - 2 Hrs

FWO Sortie - Instructor Major Lyons - 2 Hrs

Intelligence - Instructor Capt Spolarich & Major Bates

C.M.F. Review - Instructor Major Lyons & Capt Bybee

Communications - Instructor Lt Wilson & Sgt Bladon

(2) Penetration Aids, FWO's only, briefing each Monday 1330-1430 hrs:

CAA Readout sheets and instructions - Instructor Captain Eckhoff.

(3) FWO Chrome Dome Refresher required per month - Instructor Capt Bybee.

Tuesdays 1330-1430

Fridays 1330-1430

(4) SAC Tactical Doctrine - Slides & Tapes - Instructors Major Stickler & Captain Brown.

Mondays 1430

Saturdays 0915

(5) 24th and 39th crews will be scheduled for the following FWO Study:

TAC Doctrine - Slides & Tapes 1:30

Individual Sortie Problems Instructor Captain Bybee 2:30

(Professional Equipment necessary) Total 4:00

Study: (6) 6th ARS crews will be scheduled for the following FWO Refresher

TAC Doctrine - Slides & Tapes 1:00

Communications - Pacific Procedures - MSgt Baldon 1:00

Total 2:00

4. Aircraft Ground Refueling Training:

1. SAC is directed that all Pilots, Flight engineers and those assigned to tactical units will complete single point and gravity refueling including satisfactory demonstration of these items. In addition, maintenance will include proper instruction for accomplishment of the Aircraft Fuel Quantity Data loading Charts. The above requirements will be incorporated into SACR 50-43 as upgrading, and SACR 50-8 as an annual requirement. Maintenance will notify the Standboards of completions so this can appear on SAC Form 112. This training must be completed by 15 April 53 and will be a special item of interest on 15AP Staff visit.

42 Aircraft available Mon. 12 & 13.

KC-135 Aircraft available Mon. 12 & 13.

08	2143	1230	3943
09	3981	1300	2143
10	2143	1330	3983
11	3983	1400	2143
12	2143	1430	3983
13	3983	1500	2143
14	2143	1530	3983
15	3983	1600	2143

0900	ARC	1230	ARC
0800	ARC	1300	ARC
0900	ARC	1330	ARC
0900	ARC	1400	ARC
1000	ARC	1430	ARC
1000	ARC	1500	ARC
1100	ARC	1530	ARC
		1600	ARC

(1) Two crews each period.

(2) Aircraft tail number and spot number will be published in the weekly ground support sheet.

5. AIRCRAFT TOWER

1. Tower Officer: Tower officer will be on stand-by basis for both 42 & 135 aircraft. He will be on-base and keep the Command Post informed of location and status number at all times. Tour of duty will be from 1230 - 1400. When no 42 or 135 aircraft are flying, the squadron concerned will provide an IP in the tower. He will be an IP qualified in the aircraft being used for the tour. Officer will be in the Tower from one half hour before take-off until landing. Ref. SAC 500T 9186. Any time NIPD training is being conducted, the squadron concerned will provide an IP in the Tower. Ref. SACR 51-2.

Even days - 2143.

Odd days - 3983.

Everyday 4143.

2. Ground Operations Officer (AO): 24 hour tour of duty 0730-0730. Place Ground Operations Uniform: Class "A".

3. Flight Officer (AO): Personnel scheduled for AO will report to Base 0730. Duty tour 0630-1800. Uniform: Class "A".

4. Supervisor of Flying: Officers detailed for this duty will report to the Base on the day of the assigned detail. Duty hours are from 1400 - 1800 Monday through Friday and 0730-0730 Saturday and Sunday.

SIANA BY TOWER OFFICER

P-52

P-52

DATE	SIANA	RANK	NAME
3	39ES	Major	Walden
4	24ES	Capt	Maloney
5	39BS	Capt	Mays
6	24BS	Capt	Richards
7	39BS	Major	Rosantain
10	24BS	Major	Caulsbury
11	39BS	Capt	Hendrix
12	24BS	Lt Col	Marshaw
13	39BS	Capt	Dalton
14	24BS	Lt Col	Partin
17	39BS	Capt	Bertie
18	24BS	Major	DeHaven
19	39BS	Lt Col	Davis
20	24BS	Major	Bozeman
21	39BS	Major	Walden
24	24BS	Capt	Massingill
27	39BS	Capt	Mays
28	24BS	Lt Col	Ketcham

and will furnish list to DCOTG & Command Post.

SUPERVISOR OF FLYING

<u>DATE</u>	<u>START</u>	<u>ORGAN</u>	<u>RANK</u>	<u>NAME</u>
* 1	0730	6ARS	Major	Greenwade
* 2	0730	6SAW	LtCol	Stone
3	1630	24BS	LtCol	Yancey
4	1630	DCO	Major	Marshall
5	1630	39BS	LtCol	McClendon
6	1630	6ARS	LtCol	Hanlin
7	1630	4129	Major	Lund
* 8	0730	39BS	Major	Kalebaugh
* 9	0730	6SAW	Major	Berner
10	1630	4OBS	Major	Gibson, C.V.
11	1630	6SAW	LtCol	Fowler
12	1630	6ARS	Major	Stockton
13	1630	6SAW	LtCol	Morris
14	1630	6ARS	Capt	Diamond
*15	0730	6ARS	Major	Echabarne
*16	0730	4129	LtCol	Clark
17	1630	4OBS	LtCol	Green
18	1630	24BS	LtCol	Maluy
19	1630	DCO	LtCol	Gibson, W
20	1630	6SAW	Capt	Turner
21	1630	6ARS	Major	Ray
*22	0730	DCO	Major	Scharmen
*23	0730	6SAW	LtCol	Eastling
*24	0730	DCO	LtCol	Rasmussen
*25	0730	DCO	Major	Holmes
26	1630	6SAW	LtCol	McIntire
27	1630	4129	Major	Gennrich
28	1630	4129	Major	Henderson
*29	0730	6SAW	LtCol	Leary
*30	0730	6ARS	LtCol	Stuhr
*31	0730	6ARS	Major	Albirtght

AO

<u>DATE</u>	<u>ORGAN</u>	<u>RANK</u>	<u>NAME</u>
* 1	39BS	Major	Gabriel
* 2	6ARS	Capt	Foulk
3	24BS	Capt	Chess
4	39BS	Capt	Kunc
5	6ARS	Capt	Smith
6	24BS	Capt	Lusig
7	39BS	Capt	Johnson
* 8	6ARS	Capt	Wade
* 9	24BS	Capt	Ebert
10	39BS	Capt	Mahon
11	6ARS	Capt	Norton
12	24BS	Major	Allison
13	39BS	Capt	Loney
14	6ARS	Capt	Still
*15	24BS	Capt	Liu
*16	39BS	Major	Wahlborg
17	6ARS	Capt	Udall
18	24BS	Capt	Schwartz
19	39BS	Major	Lavelle
20	6ARS	Major	King
21	24BS	Capt	Fisher
*22	39BS	Capt	Hinman
*23	6ARS	Capt	Watson
*24	24BS	Capt	Fitzgerald
*25	39BS	Major	Krautkramer
26	6ARS	Capt	Gibson
27	24BS	Capt	Miller
28	39BS	Capt	Lusk
*29	6ARS	Capt	Lee
*30	24BS	Capt	Aloy
*31	39BS	Capt	Osborn

* Weekends and hoildays.

ACO - December 1962

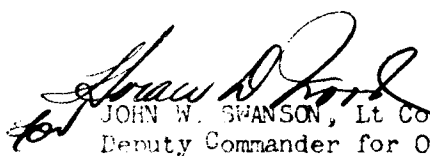
DATE ORGAN RANK NAME

* 1 DSUP Capt HAFF
 * 2 4129 Capt FLORES
 3 DCMT Maj ELY
 4 DCOBO Capt YANN
 5 511 Capt RAYMER
 6 2010 Capt GREYNER
 7 4129 Capt GALLACHER
 * 8 DSUP Capt STAPLES
 * 9 4129 Capt HELLTON
 10 DCMT Capt CARNEY
 11 DCOBO Lt POWELL
 12 2010 Capt ODOM
 13 DSUP Maj MILLER
 14 4129 Maj JOHNSON
 *15 DCMT Capt RUSTVOLD
 *16 DCO Capt BRYANT

DATE ORGAN RANK NAME

17 4129 Capt LUPIN
 18 DCMT Capt REESE
 19 DCOBO Lt POWELL
 20 4129 Capt MARKHAM
 21 DCMT Capt CARNEY
 *22 DCO Maj LARSON
 *23 579 Maj DOUGHTY
 *24 DCOBO Capt SMITH
 *25 4129 Maj ROGERS
 26 DCOBO Capt HENNESSY
 27 DCO Maj LARSON
 28 4129 Maj WARD
 *29 6TRAN Maj PARRISH
 *30 4129 Capt FERRINGTON
 *31 DCMT Capt VANCE

* Weekends and holidays.


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

CONFIDENTIAL

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



REF ID: A66118
ATTN: SAC/MAJ Morris/2418

SUBJECT: (U) Commander's Remarks (T12), 1 October through 30 November 1962

TO: SAC (T12) (T12) (DCOTT (T12)) (DCRMD (T12))
SAC (T12) (T12) (DCRMD (T12)) (DCRM (T12))
AF Strat Aerospace Div (DC T12))
SAC (T12) (T12) Bardsdale AFB, La

1. Waiver of training requirements: (C)

a. SACM 60-8 quarter and annual requirements waived, reference
SAC Secret message DCOT 9380, dated 27 November 1962 and SAC unclassified
message DCOT 104397, dated 21 November 1962.

2. Subsequent Combat-Ready Crews: N/A. (U)

3. Alert Cycle: 4 Monday thru Thursday or 3 Friday thru Sunday. (C)

4. Crew Upgrading Progress: Reported separately on SAC Form 677. (U)

5. Unreliable ERB Runs: N/A. (U)

6. Pilot Control Systems Activity: (C)

a. SACM 60-8 ERB Fireout

CCPR and 51-19

(1) 0

1

(2) 0

0

(3) 0

78.0

(4) 0/

12/1/62

b. SACM 60-8 and COTS Radar Reliability

(1) 100

(2) 0

(3) 100

DOWNWARD 1/2 1/2 1/2 1/2 1/2 1/2
INCL 1/2 1/2 1/2 1/2 1/2 1/2
1/2 1/2 1/2 1/2 1/2 1/2

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(c) Airborne Alert Indoctrination FCS Activity (6th SAW)

(1) N/A.

(2) N/A.

(3) N/A.

(4) N/A.

(5) 26/.

(6) 4.

(7) 13.

7. GAM 77/72 Information: (0)

a. 27.

b. 0.

c. 2.

d. 7.

e. 7.

f. 1; broken 28 volt line at tie-in converter.

g. 12.

h. 19.5.

i. N/A.

8. N/A. (U)

9. Advanced Capability Radar Training: (0)

a. 15.

b. 18.

c. 0.

d. 0.

(1) 0.

(2) 0.

e. 0.

f. None.

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DOWNGRADED AT 3 YEAR INTERVALS;
DECLASSIFIED AFTER 12 YEARS
DOD DIR 5200.10

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g. Programmed date is advanced to 31 January 1963, due to the Cuban crisis.

10. N/A. (U)

11. N/A. (U)

12. N/A. (U)

13. Comments and Recommendations of Unit Commander: (U)

I have no comments or recommendations to make at this time.

Kenneth J. Green

KENNETH J. GREEN
Lt Colonel, USAF
Commander, 40th Bombardment Squadron

14. Wing Commander's Remarks: (U)

I concur with the Unit Commander's remarks.

Ernest C. Eddy

ERNEST C. EDDY
Colonel, USAF
Commander

Copies to:

40th Bombardment Squadron (2)
6th SAW (Historian) (4)

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DECLASSIFIED AFTER 12 YEARS
DOD DIR 5200.10

SECRET

JPC002JPA345MXC022KNK073

RRHRUWBDL RUWBJP RUWBAP RUWBBG RUWBAS RUWBAU
DE RUWBN 20A

R 272122Z

FM 15AF MARCH AFB CALIF

TO RUCSER/SAC

INFO RUWBJP/6SAW WALKER AFB NMEX

BT

SECRET DOOTOE 3566.

FOR SAC DOOTO. 821SAD FOR 28BW. 28NORAD FOR NROP-C.

(U) "BIG BLAST SIERRA". PART I OF III PARTS. REPORT

SUBMITTED IAW PART IX, SAC AIR OPERATIONS SCHEDULE. PART II

"BIG BLAST" EXERCISE FLOWN 8 OCT 62. ALFA.

UNIT	SORTIES SCHED	SORTIES FLOWN	FLYING HOURS
5BW	1	0	0
6SAW	2	2	16 PLUS 15

SCP-4

BT

27/2133Z NOV RUWBN

SECRET

HEADQUARTERS
 6th Strategic Aerospace Wing
 UNITED STATES AIR FORCE
 Walker Air Force Base, New Mexico

27 November 1962

1. Summary of Government Vehicle Accidents

1. 1	MM	5798MS	413/00TS	5110 FTL (2)
1. 2	BM	1007RO	72 (2)	OPS (2)
1. 3	DM	201007MS (2)	HS (2)	F5F (2)
1. 4	DM	60MS (2)	600WH3 (2)	ESS-16 (2)
1. 5	SM	6000FW (2)	CLS (2)	9WEARON (2)
1. 6	DM	370MS (2)	600MS (2)	FMS (2)
1. 7	SM	400 (2)	600 (2)	AMMS (2)

1. A copy of General Vance's letter expressing concern over Government vehicle accidents is attached for your information. Our current cumulative Government vehicle accident rate is higher than the 10th Air Force average and has been so throughout the year. Eight reportable Government vehicle accidents have occurred during the period January through October. However, there have been other accidents which did not affect our accident rates, on a scale of the minor damage involved, but which indicate the need for closer controls and better supervision.

2. Predominate has been the backing type of accident where the driver failed to assure that he has proper clearance to the rear and failed to use a guide man. There have been accidents which resulted from personnel leaving their vehicles unattended with the motor running. Misjudging clearance while turning or maneuvering in close quarters, failure to yield the right-of-way, and failure to drive defensively have been cause factors in other accidents.

3. Positive and continuous supervisory action is needed to reverse this trend. Observed unsafe driving practices will be corrected by the supervisor on-the-spot. Supervisors will also assure that drivers understand and practice defensive driving techniques. Information is attached which will be of use in furthering the safe driving indoctrination of personnel. I desire that your immediate supervisory personnel take action now to re-apprise their subordinates.

Ernest C. Kelly
 Ernest C. Kelly
 Colonel, USAF
 Commander

2 Atch
 1. Defensive Driving
 2. Ltr, 6 Nov 62

DEFENSIVE DRIVING TACTICS

(Or The Art of Second-Guessing The Other Driver)

There are no safer than the worst driver you meet, just as a chain is no stronger than its weakest link. That's why you should use defensive driving tactics to protect yourself from traffic accidents caused by reckless and careless acts of others.

You may know and abide by all traffic regulations, always drive at safe speeds, and be courteous to other drivers, but that's not enough! It's really up to you to avoid the errors of other motorists. You've probably said, "Driving would be a pleasure if I didn't have to watch out for so many crazy drivers." Well, the only way you can protect yourself against any hazards they might create is with a good driving defense.

Over 90% of all collisions are caused by human error. A smart motorist always expects the worst of every pedestrian and driver on the street. Here are a few defensive driving tactics:

Be ready and willing to yield the right-of-way at unprotected intersections. The fact that you are right won't keep you from having an accident. You've probably heard that old song, "I Didn't Know The Gun Was Loaded." A lot of drivers have been heard singing a similar tune called, "I Didn't Know The Car Was Coming." Many "right" drivers have been involved in accidents which sent people to hospitals. Always expect an intersection to be loaded with accident hazards, so slow down as you approach. Have your foot ready on the brake pedal to reduce your reaction time distance. Your chances of getting safely across will be much greater.

Keep your eyes and mind constantly on your driving, especially when meeting other cars. Too many of the increasing number of rural highway accidents are the result of passing collisions or being forced off the road. If the other fellow goes out of his lane, blow your horn, slow down and give him plenty of room to get by. Remember, he may be asleep at the wheel, ill, or just plain reckless.

Avoid following other cars too closely. With the increased traffic on the roads today, more and more people are being involved in rear-end collisions. You can defend yourself against this type accident by keeping a safe distance between your car and the car ahead of you, and by giving the car behind you plenty of warning by timely hand signals or gradual braking, before you come to a stop. A good rule of thumb for maintaining a safe following distance is to keep at least one car length for every ten miles per hour of your speed between you and the car ahead.

Watch the parked cars out of the corner of your eye. They often leave the curb without signalling. And take an extra close look at those parked diagonally, or backing out of driveways or parking lots, because they might back right into traffic. Exhaust fumes from a parked car, or a person getting into a parked car, are warnings to you.

Pedestrians are supposed to cross the street only at intersections, but you can't count on it. You'll be better off if you expect them to cross in the middle of the block or from behind parked cars, because you know they often do. And, since youngsters are unpredictable, slow down when you approach school zones. Think of every child and bicyclist along the street as a human caution sign.

ATCH 1

HEADQUARTERS
47th Strategic Aerospace Division
United States Air Force
Castle Air Force Base California

6 November 1968

Colonel Ernest C Eddy
Commander, 15AW
Walker AFB, NMex

Dear Sir,

A study of the ground accident rates/costs for 15AW indicates that Walker AFB has throughout this year, exceeded the 15AF average for DMV accident rates. The cost per accident for Walker has also been above that of 15AF average since Feb 62. These two areas indicate an undesirable trend that must be reversed.

The primary operating agencies of government motor vehicles must be apprised of these facts and steps must be taken to reduce the number of accidents involving government motor vehicles.

A study of accidents involving cost to the government will be accomplished. Proper administrative and reporting procedures will be reviewed to ascertain if present cost figures are in order.

I note that Walker AFB has averaged an "Excellent" combined rate for ground safety, according to the 15AF standards, throughout the year. With the exception of the two areas I mentioned this is commendable. Therefore, we must not permit such areas of our safety program to deteriorate far out of proportion which could easily destroy this excellent rating.

Sincerely,

S/P WILLIAM R YANCEY
Brigadier General, USAF
Commander

ATCH 2

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

Reply to
Attn of: C

Subject: Private Motor Vehicle Control

21 November 1962

To: 24BS	6SAWHS	37MMS	CDS	511C FTD
39BS	6AEWS	579SMS	FSS	686AC&W
40BS	6AMMS	SUCO	CES	2010CS
6ARS	6OMS	6SS	TS	9WEA
4129CCTS	6FMS	HS	BSS-16	697AC&W (Fyote)
DET 117				

(Commanders)

1. I am deeply concerned with the continued high accident rate in the operation of private motor vehicles involving personnel of Walker Air Force Base. It is my desire that every military person, possessing a license to operate a private motor vehicle, assume the legal and moral responsibility to himself and his fellow citizens while driving on our streets and highways.
2. We are approaching that season of the year when being on the highway is extremely hazardous due to weather, road congestion, the holiday spirit, driver fatigue and numerous other factors. Therefore, it is imperative that each of us take another look at ourselves while behind the wheel to determine how we may correct our driving, therefore preventing such appalling and useless loss of life.
3. I desire that each squadron commander take a real close look at his private vehicle accident prevention program to determine if everything is being done in accordance with established procedures as outlined in AFR 32-7, AFR 125-14, AFR 32-17 and other applicable directives, to maintain a zero private motor vehicle accident rate. In addition, I desire your program to be revitalized by the following:
 - a. Evaluate your assigned safety personnel and assure your safety officer to be other than a figure head.
 - b. Use a positive approach to motivate your personnel.
 - c. Award and publicize the individuals that use good safety practices and improve your safety program.
 - d. Assure that all licensed drivers sign a safe drivers pledge.
 - e. Continued emphasis placed on operation "Seat Belt".

f. An informal letter to the parents or guardian of those airmen who show, by their actions, to be a poor driver risk.

g. Require each of your branches or sections to prepare periodic safety posters for display on your safety bulletin boards.

h. Talk to your people on good driving safety practices and take positive action against violators.

i. Adopt a get-tough policy towards traffic violators. I will not accept corrective action that does not reflect this attitude.

j. Require those personnel involved in private motor vehicle accidents, if at fault, and moving traffic violators to prepare an essay with a minimum of four hundred words, explaining how the accident happened, lessons learned and how to prevent a similar occurrence. This essay should be sent through channels to the squadron commander who may, if the circumstances warrant, require individual to present briefing at commander's call.

k. Make greater use of 6th Strat Aerospace Wing Safety Technician and off-base law enforcement agencies in the furtherance of your safety program.

4. I realize that tenant units have accident prevention responsibilities to their parent organizations and carry out programs that are directive upon them. I do however, expect them to support the base effort, by conforming as closely as is practical to established policies that will benefit the total military population.

5. I expect all commanders to concentrate on elimination of all actions which could contribute to accidents.

Ernest C. Eddy
ERNEST C. EDDY
Colonel USAF
Commander

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

REPLY TO
ATTN OF: SAFE/Major Larson/8635

SUBJECT: Nuclear Safety Deficiency Reporting,
Interim Change to AFR 127-4

5 November 1962

TO: C	DCOI	DCOTAW - 6	24BS - 2	579SMS - 25	AMMS - 5
BC	DCOP	DCOC - 2	39BS - 2	FMS - 5	
DCM	DCOS	SUCO - 2	40BS - 2	OMS - 5	
BDCL	DCOT	4129CCTS - 2	6ARS - 2	37MMS - 5	
BDCEF	DCOAM - 2		AEMS - 3	CDS - 5	

1. Recent 15AF message, DS 48952, amplifies the nuclear reporting procedures as an Interim Change to AFR 127-4. In addition to aircraft accidents, the basic regulation is established to cover all safety and nuclear safety reporting procedures for nuclear type accidents or incidents which might occur at any Air Force Station or as a result of an aircraft accident adjacent to the air base.

2. Prior to this interim change nuclear reporting of accidents/incidents were either a "Broken Arrow" report of a Nuclear Accident or a "Bent Spear" report for a Nuclear Incident. With this Interim Change to AFR 127-4, a third report has been added to the reporting procedures, which is called a "Dull Sword" report. This is primarily titled a Nuclear Safety Deficiency report.

3. When a Nuclear Safety Deficiency situation occurs, a "Dull Sword" report will be initiated by the Wing Safety Officer to higher headquarters. A Dull Sword report would cover an unexpected event or procedure that could contribute to an accident/incident and includes such items as listed below:

a. Damage to a nuclear weapon that USAF Field Depot Units (MMS) are authorized to correct, such as: Bent Fins, Scratches, etc.

b. Deliberate unauthorized procedures or acts which degrades the reliability, safety, or security of Nuclear Weapons.

c. Failure or malfunction of handling, loading, storage, maintenance, transportation, and test equipment when weapons are involved.

d. Damage or malfunction of suspension and release systems when a nuclear weapon or nuclear training weapon is involved.

e. Damage, loss or destruction of full size nuclear weapon training units.

f. Lightning strikes on aircraft, missile or ground handling equipment loaded with nuclear weapon, or any time the command suspects that lightning has degraded the safety or reliability of a nuclear weapon system.

g. Failure of personnel to adhere to established nuclear safety procedures.

h. Circumstances affecting nuclear safety deemed reportable by commanders possessing a nuclear capability.

4. The following items cover further aspects of the new report:

a. Re-entry vehicles, missiles, and pods containing nuclear weapons are included for nuclear mishap reporting purposes.

b. Special instructions will be provided by the Directorate of Nuclear Safety on investigating and reporting of nuclear reactor mishaps.

c. Reports are submitted in message form within 24 hours of the occurrence.

d. If a formal report of investigation on a Nuclear Safety Deficiency (Dull Sword) is required, due to the nature of the mishap, the Wing will be notified by 15AF for such a report.

e. All accidents/incidents (Broken Arrow and Bent Spear) are reportable to the AEC, while Nuclear Safety Deficiency Mishaps (Dull Sword) are the sole responsibility of the Air Force.

5. Request that this letter be posted on the Nuclear Safety Bulletin Boards in those squadrons possessing them. Also, request this letter be made available to all aircrews and applicable staff officers, at daily briefings, until all concerned have been briefed on this latest category of Nuclear Safety Reporting.

Burmon C. Hoyle
BURMON C. HOYLE
Major, USAF
Director of Safety

6TH

STRATEGIC

AEROSPACE

WING

MONTHLY

MAINTENANCE

ORDER

DECEMBER 1962

Message from the DCM

1. The following personnel changes become effective 1 December 1962 as a result of Colonel Daly's reassignment as Deputy Commander for Maintenance at Biggs Air Force Base, Texas. Colonel Calof is the new Assistant Deputy Commander for Maintenance, Colonel Marchl the new OMS Commander and Colonel Welch the OMS Supervisor.
2. For the immediate future we are continuing the "Hi-Blower" concept. We have heard informally that we may be excused from certain portions of Hi-Blower, but have nothing in writing to date. We will keep you advised in writing of changes as they are formulated into future plans.
3. I want to take this opportunity to give you a well deserved note of thanks for the way everyone responded to the DEFCON changes of October and November. Your response and conduct during the Cuban Crises gave confidence to the American People and added to the prestige of SAC. The generation particularly was the most professional exercise of the EWO plan ever accomplished by any Wing in SAC. Thanks again for producing so magnificently when the "chips were down".



D. D. PATCH
Colonel, USAF
Deputy Commander for Maintenance

MONTHLY MAINTENANCE ORDER
6TH STRATEGIC AEROSPACE WING
Walker Air Force Base, New Mexico

December 1962

1. This order presents flying and maintenance schedules and wing requirements projected for December 1962. The sorties scheduled in Annex 1 are approved by the Flight Scheduling Committee.
2. The Monthly Maintenance Order consists of the following Annexes:
 - a. Annex I - General
 - b. Annex II - Organizational Maintenance
 - c. Annex III - Field Maintenance
 - d. Annex IV - Armament and Electronic
 - e. Annex V - Munitions Maintenance
 - f. Annex VI - Airborne Missile Maintenance
 - g. Annex VII - 6th Supply Squadron
 - h. Annex VIII - 6th Combat Support Group
 - i. Annex IX - WAFB Form 8, Flying and Maintenance Schedule
 - j. Annex X - WAFB Form 8, GAM Fly and Maintenance Schedule

ANNEX I

GENERAL

1. The flight schedule for B-52's programs 213 training and 10 Ground Alert Sorties. Flying Hours are:

a. B-52 Sorties Requirements:

<u>SQDN</u>	<u>TYPE</u> <u>SORTIE</u>	<u>HOURS</u> <u>LENGTH</u>	<u>NUMBER</u> <u>SORTIES</u>	<u>TOTAL</u> <u>HOURS</u>
24BS	Student (Day)	8	32	256
24BS	Student (Night)	8	27	216
24BS	Student (Solo)	8	7	56
24BS	CCTM (Day)	8	4	32
24BS	CCTM (Night)	8	3	24
	SUB TOTAL		73	584
39BS	Student (Day)	8	26	208
39BS	Student (Night)	8	28	224
39BS	Student (Solo)	8	9	72
39BS	CCTM (Day)	8	4	32
39BS	CCTM (Night)	8	4	32
	SUB TOTAL		71	568
40BS	CCTM (Day)	8	39	312
40BS	CCTM (Night)	8	30	240
	SUB TOTAL		69	552
	TOTAL		213	1704

AVERAGE SORTIE LENGTH. 8 HRS

AVERAGE SORTIE/DAY: 11.833

b. The flight schedule for KC-135's programs 160 training sorties, no Ferry or Higher Headquarters Directed sorties are programed. Flying hours are:

<u>SQDN</u>	<u>TYPE</u> <u>SORTIE</u>	<u>HOURS</u> <u>LENGTH</u>	<u>NUMBER</u> <u>SORTIES</u>	<u>TOTAL</u> <u>HOURS</u>
6ARS	Student (Day)	8	101	808
6ARS	Student (Night)	8	43	344
6ARS	CCTM (Day)	8	4	32
6ARS	CCTM (Night)	6	11	66
	TOTAL		159	1250

AVERAGE SORTIE LENGTH.. 7.86 HRS

AVERAGE SORTIES PER DAY: 8.8

c. Support Aircraft Requirements

<u>TYPE AIRCRAFT</u>	<u>TYPE SORTIE</u>	<u>NUMBER SORTIES</u>	<u>TOTAL HOURS</u>
C-123	Day	20	80
C-123	Night	2	8
T-33	Day	28	56
T-33	Night	8	16
H-19	Day	18	36

Base Support will maintain a C-123 for 15AF cargo alert 22-24 Dec

<u>d. GAM SORTIES:</u>	<u>TYPE</u>	<u>NUMBER</u>
GAM 77A	F/1 Training	11
GAM 77A	F/2 Training	1
GAM 77A	Alert	8

2. Tactical Aircraft maintenance cycle is based on 25 hour phase inspections. The Recovery Team Chief will review inspection status from the Aircraft Forms and determine whether a basic postflight or Phase Inspection is to be accomplished. The inspection Schedule on the information page of the 60-9 will be used as a guide, however, final determination will be made by the Team Chief.

3. The following Aircraft are projected for depot level work with location:

<u>ACFT #</u>	<u>INPUT DATE</u>	<u>LOCATION</u>	<u>TYPE WORK</u>	<u>OUTPUT DATE</u>	<u>ASSIGNMENT</u>
56-706	Nov 62	Walker AFB	Skyspeed	6 Dec 62	Bomb "B"
57-132		WRAMA	ECM/ACR	*18 Dec 62	Bomb "B"
57-025		WRAMA	ECM/ACR	*26 Dec 62	Bomb "C"
57-095		WRAMA	ECM/ACR	*31 Dec 62	Bomb "B"
57-707		SAAMA	ECM/ACR	*28 Dec 62	Bomb "B"
57-107	6 Dec 62	Walker AFB	Skyspeed	27 Dec 62	Bomb "A"
57-108	27 Dec 62	Walker AFB	Skyspeed	17 Jan 63	Bomb "B"

* these dates in accordance with SAC Msg DM4B 103674, 19 Nov 62.

4. Aircraft scheduled in the weekly 60-9 for MMS loading will be made available from 0730 hours unless other wise coordinated by Maintenance Control.

5. The number of sorties planned does not exceed the Wing Maintenance Capability.

6. Ten (10) bomber and five (5) Tanker Recovery Teams will be provided until T.O.C. 1B-52-1469 is completed.

7. The following is the Officer Duty Roster, DCM. Changes to this roster will be coordinated with Major Ely, DCMQ ext 2106:

ACO

3 - Ely
10 - Carney
15 - Rustvold

18 - Reese
21 - Carney
31 - Vance

MDO

1 - Maj McCluskey
2 - Maj Moore
8 - Maj Tripp
9 - Maj Vanderveer

15 - Capt Branham
16 - Capt Rustvold
22 - Capt Vance
23 - Col Cleland

25 - Col Loomis
29 - Col Marohl
30 - Col Welsh
31 - Maj Gill



D.D. PATCH
Colonel, USAF
Deputy Commander for Maintenance

ANNEX II

Organizational Maintenance Squadron

1. The Organizational Maintenance Squadron will provide support for the sorties specified in Annex I, Alert aircraft, base flight, and transient aircraft.
2. Average anticipated transient aircraft arrivals, based on three month data are:

Monday thru Friday	0730 - 1530	5.1
	1530 - 2330	2.1
	2330 - 0730	.8
Saturday & Sunday	0730 - 1530	7.3
	1530 - 2330	2.9
	2330 - 0730	1.6
3. All tactical aircraft will be recovered immediately upon landing. Team schedule will be published in the Weekly Maintenance Order. Two Hundred and thirteen (213) B-52 and One hundred and Fifty-nine (159) KC-135's will be recovered during the month.

ANNEX III

FIELD MAINTENANCE SQUADRON

1. The Field Maintenance Squadron will provide support for the sorties specified in Annex I, Alert aircraft, base flight, transient aircraft, and AGE.

2. Required specialist availability, weekdays:

a. Accessory Branch:

SHOP	SHIFT			<u>REQUIRED TEAMS</u>
	A	B	C	
Electric	5	3	3	17
IFR	2	1	1	0
Instrument	1	1	1	0
Pneumatic	1	1	1	0
Hydraulic	11	10	5	17

b. Aero Repair Branch:

Repair & Reclamation	30	9	8	0
Fuel System	7	4	4	0
Egress	2	1	1	0

c. Fabrication Branch:

Structural Repair	40	8	7	12
Machine Shop	10	1	0	0
Paint Shop	7	1	0	0
Survival Equip Shop	29	0	0	0

d. Propulsion Branch:

Engine Condition	3	3	3	17
APU	3	0	0	0

3. Shop availability will be as required by FMS Production Scheduling.

4. The following Aerospace Ground Equipment is scheduled for calendar Periodic Inspection. Those units are scheduled by nomenclature, type unit and spot number as prescribed.

The following Aerospace Ground Equipment is pre-planned for a periodic inspection for the month of December 1962. These units are scheduled by date, type and spot number as indicated below. This listing is subject to change.

3 Dec 62

Flood Light	NF-2	21
Gas Turb Comp	MA-1A	43
Gas Turb Comp	MA-1A	44
Air Cond	MA-3	20
Gen Set	MD-3	52
Gen Set	MD-3	62

4 Dec 62

Gas Turb Comp	MA-1A	17
Gas Turb Comp	MA-1A	25
Gen Set	MD-3	47
Gen Set	MD-3	9

5 Dec 62

Gas Turb Comp	MA 1A	10
Gas Turb Comp	MA-1A	24
Gen Set	MD-3	55
Gen Set	MD-3	36
Gen Set	PU-286	1
Air Comp	MC-1A	21

6 Dec 62

Gen Set	MD-3	35
Gen Set	MD-3	2
Blower	A-1	5
Air Cond	MA-3	41
Air Comp	MC-2A	14
Motor Gen Set	MD-4	6
Motor Gen Set	MD-4	7

7 Dec 62

Blower	A-1	3
Gen Set	MD-3	16
Gen Set	MD-3	14
Gas Turb Comp	MA-1A	2
Air Cond	MA-8	1

10 Dec 62

Flood Light	NF-1	5
Air Comp	MA-3	16
Air Cond	MA-3	18
Air Cond	MA-8	2
Gen Set	MD-3	22
Gen Set	MD-3	23
Gas Turb Comp	MA-1A	7

11 Dec 62

Flood Light	NF-1	4
Flood Light	NF-2	12
Gen Set	MD-3	28
Gen Set	MD-3	29
Air Comp	MB-8	2

12 Dec 62

Air Comp	MB-8	5
Gen Set	MD-3	18
Gen Set	MD-3	49
Gas Turb Comp	MA-1A	41
Gas Turb Comp	MA-1A	42
Air Cond	MA-3	21

13 Dec 62

Gen Set	MD-3	21
Gen Set	MD-3	19
Gen Set	B-10-B	5
Flood Light	NF-1	2
Heater	BT-400	3

14 Dec 62

Gen Set	MD-3	12
Gen Set	MD-3	57
Blower	A-1	10
Blower	A-1	11
Air Cond	MA-3	29
Gas Turb Comp	MA-1A	10

17 Dec 62

Air Cond	MA-3	5
Air Cond	MA-3	6
Gen Set	MD-3	3
Gen Set	MD-3	25
Gas Turb Comp	MA-1A	5
Gas Turb Comp	MA-1A	4
Heater	BT-400	1
Heater	BT-400	2

18 Dec 62

Gen Set	MD-3	35
Gen Set	MD-3	63
Gas Turb Comp	MA-1A	40
Air Cond	MA-3	1
Flood Light	NF-2	13
Flood Light	NF-2	11
Heater	BT-400	4
Heater	BT-400	5
Blower	A-1	7
Blower	A-1	8

19 Dec 62

Generator Set	MD-3	39
Gen Set	MD-3	59
Gen Set	PU-286	2
Gen Set	PU-286	3
Heater	BT-400	6
Heater	BT-400	8
Heater	BT-400	9
Blower	A-1	1

20 Dec 62

Gen Set	MD-3	41
Gen Set	MD-3	38
Gen Set	PU-286	4
Heater	BT-400	12
Heater	BT-400	22
Heater	BT-400	23
Air Cond	MA-3	40
Blower	A-1	12

21 Dec 62

Gen Set	MD-3	37
Gen Set	MD-3	44
Air Cond	MA-3	10
Heater	BT-400	11
Heater	BT-400	13
Heater	BT-400	14
Blower	A-1	2
Gas Turb Comp	MA-1A	22

24 Dec 62

Gas Turb Comp	MA-1A	31
Air Cond	MA-3	30
Blower	A-1	6
Heater	BT-400	16
Heater	BT-400	17
Heater	BT-400	18
Gen Set	MD-3	46

26 Dec 62

Air Comp	MC-2A	16
Air Comp	MC-2A	7
Gen Set	B-11	3
Gen Set	MD-3	31
Air Cond	MA-3	13
Flood Light	NF-1	1
Heater	BT-400	19
Heater	BT-400	20
Heater	BT-400	10

27 Dec 62

Motor Gen Set	MD-4	8
Air Cond	MA-3	38
Flood Light	NF-1	7
Flood Light	NF-1	8
Gen Set	MD-3	6
Heater	BT-400	7
Heater	BT-400	21

28 Dec 62

Heater	BT-400	27
Heater	BT-400	15
Blower	A-1	9
Blower	A-1	13
Air Cond	MA-3	12
Gen Set	MD-3	26

31 Dec 62

Air Cond	MA-3	31
Gen Set	MD-3	33
Heater	BT-400	24
Heater	BT-400	25
Heater	BT-400	26

ANNEX IV

Armament & Electronic

1. The A&E Maintenance Squadron will provide support for the sorties specified in Annex I, Alert aircraft, base flight and transient aircraft.

2. Required specialists availability for Monday thru Friday.

a. Comm/Nav & ECM Section:

SHOP	SHIFT			<u>REQUIRED TEAM</u>
	A	B	C	
Radio	3	2	3	17
ECM	5	3	4	12
Aux Radar	10	12	11	17

b. Bomb/Nav Section:

Bomb Nav	9	6	3	12
Auto Pilot Shop	3	4	3	10
Camera	3	2	2	0

c. Armament Systems Section:

Fire Control	7	5	5	12
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3. Systems will be configured as shown on Weekly Flying Maintenance Schedule.

4. Shop availability will be as required by A&E Production Scheduling.

ANNEX VI

Airborne Missile Maintenance Squadron

1. The AMMSquadron will provide support for GAM sorties specified in Annex I, IX and X, this order.

2. Required specialist availability by shift is:

	SHIFT		
	A	B	C
SPECIALIST	8	5	5
TEAM(s)	2	1	1

3. Aircraft will be configured as shown on Weekly 60-9 schedule.

4. Shop availability will be as required by AMMS Production Control Scheduling.

ANNEX VII

6th Supply Squadron

1. The 6th Supply Squadron will provide support for the sorties specified in Annex I, Alert aircraft, base flight and transient aircraft.
2. Full support from 0200 hours Monday to 1200 hours Saturday, standby from 1200 hours Saturday to 0200 hours Monday. Immediate delivery of all items ordered on expediter net.
3. Provide POL requirements as follows:
 - a. Six (6) JP-4 pump houses and seven (7) F-6/R-2 refueling units to support the daily fly schedule.
 - b. Two (2) JP-4 fuel trucks and six (6) pump houses for defuelings.
 - c. Six (6) A-2 water trucks for water servicing.
 - d. Five (5) MH-2 hose carts and four (4) permadry units.

ANNEX VIII

6th Combat Support Group

The 6th Combat Support Group will provide support for the sorties specified in Annex I, alert aircraft, base flight and transient aircraft.

a. 6th Transportation Squadron:

(1) Provide maintenance vehicles as authorized in SACSUP 1 to Chapter 2, and proposed 15AF SUP-1 to Chapter 2, AFM 66-1, with permanent dispatch on these vehicles.

(2) Provide twenty-four (24) hours 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 Project High Blower, on twenty-four (24) hours operation day in maintenance.

(2) Be prepared to furnish dining facilities in support of EWO operation.

c. 6th Combat Defense Squadron:

(1) Provide maximum security of aircraft on the flight line.

AIRCRAFT UTILIZATION AND MAINTENANCE SCHEDULE														ORGANIZATION		BOMBER BRANCH		DATE		PAGE																
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-653				F ₁	F ₂																															
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Ref. Prac.: Refueling Practice by Flight Crews.

PAGE

Oct 62

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



REPLY TO
ATTN OF: DSUP/SMSGt. Reeves/8588

SUBJECT: Monthly Historical Report (November 1962) RCS: AU-D5

TO: IXOH

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 November 1962 averaged 450 (military) and 75 (civilian) for a total of 525. This when applied to an authorization of 589 gives an overall percentage of 89.1.

b. This manning percentage represents a slight regression over last month's report. Inputs are just about equalling withdrawal, consequently manning should stabilize at around 90%.

c. Two new officers were assigned to the Directorate of Supply during this period. Major Byard F. Baker was assigned to 6SS as Commander, replacing Major Courtney who returned to flying status. Captain Wesley G. Alston, a new input to the station, was assigned to Fuels and Propellants as Base Fuels Supply Officer. Captain Whitcomb who has been acting in this capacity again assumed the duty of Missile Propellants Officer.

d. Air Force concurred in Lt. Col. Frisinger's release as Base Supply Officer. Consequently, Lt. Col. Frisinger officially will assume the duties of Director of Supply on 1 December 1962. Captain Howard will assume the duties of Base Accountable Supply Officer on this same date.

e. Ground-work has been laid to merge AFW Supply with Base Supply on 1 December 1962. This merger entails integration of 32 personnel and five branches into similar branches of Base Supply. Future DSUP Histories will no longer contain a separate resume of AFW Supply activity.

f. The Fuels and Propellants Division had the following visitors during this reporting period:

(1) Mr. Turrow, Mr. Jackson and the SBAMA Team, who performed the synthetic lube oil conversion at the 25 T/D LOX Plant, departed Walker AFB 5 November 1962.

3. OPERATIONS:

a. Fuels and Propellants Division:

(1) Three airmen were TDY during the month of November 1962, in support of Operation Chrome Dome. These men were SSgt. Thompson, SSgt. Welty and ALC Langston.

4. MAINTENANCE AND SUPPLY:

a. Base Supply Division activity of historical significance follows:

(1) Management Branch:

(a) During the month of November, Procedures personnel briefed all organizations on automation of the Base Supply Service Store. Written procedures were prepared and distributed to all Service Store customers. Listings of all items normally stocked by the Service Store were published and distributed. Effective 1 December all expendable local purchase items except those required by Motor Vehicle and Civil Engineers, will be procured through the Maintenance Support Division Call-In Center.

(b) Quarterly Procedures inspections were conducted as scheduled for this month.

(c) Procedures were published for the AFW-AFB merge which will be effective on 1 December.

(d) Check lists and operating instructions were prepared to support the 6SAW War Support Plan.

(e) A special briefing was held with all maintenance type personnel to once again instruct them in the proper procedures for the turn-in of items which were issued on hand receipts.

(2) Warehousing Branch:

(a) During the month of November 1962 the Receiving Section processed 10,040 line items. In order to cope with this volume of receipts it was decided that a more streamlined operation was necessary. All curves in the receiving lines have been removed and lines now run direct from the incoming doors to the outgoing doors.

(b) Building S-58 (formerly Clark Storage) has been taken over by this branch and is now being used for large bulk items of Hi-Valu, Janitorial and Stationery Supplies from BPSS and other miscellaneous supplies that require protected storage.

(c) All Open Storage Area, Paint and Dope, Area 2, Area 10, have been re-warehoused after shipment and removal of all excesses.

(d) All CE Scheme material has been removed from Building S-118 and re-located in Building 1113. This is the first step in a complete re-warehousing program initiated in Building S-118.

(3) Accounting Branch:

(a) PCAM Unit: Following is a report of machine utilization in this unit:

Assigned 4 - 026 Keypunches - used 496.67 hours
Assigned 2 - 056 Verifiers - used 218.58 hours
Assigned 1 - 082 Card Sorter - used 131.50 hours
Assigned 1 - 548 Interpreter - used 72.86 hours

(b) Machine Room: During the month of November, the EDPM processed a total of 71,590 transactions, in normal routines. The EDPM was used a total of 325.11 hours, of this time, 269.24 was used for normal routines; 26.38 was used on file status; 3.26 was used on machine testing; 16.61 was used on various miscellaneous items. Also 3.42 was spent on statistical services routines and 6.20 was put on man hour accounting routines.

(c) Stock Control: As of 15 November 1962 the Funding Unit of the Accounting Branch assumed the responsibility for the support of all Local Purchase Bench Stock items.

(4) Service Store:

(1) Phase out of BPSS in accordance with SAC OM3 dated 22 October 1962 implemented.

(2) Maintenance bench stock records and property transfer completed.

(3) Civil Engineers and Transportation records transfer completed.

(4) Office and janitorial supply transfer will be complete as of 1 December 1962.

b. Fuels and Propellants Division activity of historical significance follows:

(1) Fuels Accounting Branch:

(a) During the month of November 1962, there was 84,435 gallons of 115/145 and 5,290,174 gallons of JP-4 Jet Fuel received. There was 102,187 gallons of 115/145 and 4,952,716 gallons of JP-4 Jet fuel issued during the month of November 1962.

(2) Fuels Laboratory:

(a) A total of 325 tests were conducted by the Fuels Laboratory during the month of November 1962. This total is broken down as follows:

1. In accordance with T. O. 42B1-1-13, 155 samples of JP-4 were tested for total solids.
2. In accordance with T. O. 42B1-1-13, 165 samples of JP-4 were tested for moisture content.
3. In accordance with SACM 67-2, 4 samples of demineralized water were tested for dissolved solids.
4. In accordance with T. O. 42B1-1-1, JP-4 tank number 1216 was tested for sulfides.
5. All tests were satisfactory for the month of November 1962.
6. Quality Control personnel assisted the Director of Safety in an accident investigation in taking fuel and oil samples from a crashed C-47 aircraft and sending these samples to Wright-Patterson AFB, for a laboratory analysis.
7. Laboratory personnel assisted the Distribution Branch and the Bulk Storage Branch on weekends during the alert.
8. In accordance with T. O. 42B-1-1, 11 samples (4 JP-4, 4 DTE/HVY/K oil, one 1100 oil and two 115/145) were sent to Wright-Patterson AFB, for analysis.

(3) LOX Plant:

(a) There was a total of 58,325 gallons of LO2 produced by the LOX Plant and 1,720 gallons were purchased. There was a total of 54,960 gallons of LN2 produced by the LOX Plant. There was a total of 48,760 gallons of LOX issued and 52,950 gallons of LN2 issued during the month of November 1962.

(b) The synthetic lube oil conversion was completed on 4 November 1962.

(c) Since 4 November 1962, only minor downtime has been experienced by the 25 T/D LOX Plant.

(4) Propellants Branch:

(a) Four Tube Bank Trailers were signed over to SAC from GDA contractor on 20 November 1962.

(b) All equipment authorized on the VAL is now on hand, with the exception of two R-10 Refuelers.

(5) Cryogenics Laboratory:

(a) The Cryogenics Laboratory was started in July 1962 and the first test of Cryogenics began in November 1962. A total of 20 samples of LO2 and 18 samples of LN2 have been tested during the month of November 1962. These samples were taken from the storage tanks at the LOX Plant, LOX Pad and trailers. Cryogenics are tested for purity, hydro-carbon count, dewpoint, acetylene content and particulate weight. These tests are conducted in accordance with T. O. 42B6-1-1 and T. O. 42B7-3-1-2. All tests were satisfactory except one LN2 sample, taken from Trailer Number 61L-411, which had low purity. The contents of Trailer Number 61L-411 were disposed of in accordance with T. O. 42B7-3-1-2. Trailer is now awaiting a vacuum check.

(b) The cryogenics hydro-carbon analyzer will become operational upon receipt of a required battery.

(c) High pressure gas sampling is scheduled to begin during the month of December 1962.

(6) Fuels Distribution:

(a) The Fuels Distribution Branch sent one airman, AFSC: 64350A, TDY, to train into AFSC: 64330B. Class is being conducted at Chanute AFB.

(7) Bulk Storage:

(a) During November 1962, the Base C&E Division began work on Project "Hose Rack", to replace or re-build all hose racks in the Bulk Storage Branch.

c. Base Equipment Management Office activity of historical significance follows:

(1) Equipment Control Division:

(a) Property Records Branch: A request was submitted to Base Supply to cancel a total of seventy-three (73) line items. The majority of these cancellations was as a direct result of Project Excess.

(b) Requirements: Due to the Cuban Crisis, many items such as cold weather gear and flying clothing that were on routine requisitions suddenly became emergency requirements to support the mission. Ten (10) additional requisitions were prepared, as a direct result of this crisis. These requisitions were for beds, mattresses, sheets, pillowcases, etc. Due to time element this caused a large additional workload and numerous hours of overtime.

(c) PCAM: A list of discrepancies in the 3AF-S106 Report was received from SAC. There were no discrepancies listed against this base. In compliance with new REMS all "K" Cards on vehicles had to be re-cut. This involved 1,600 cards requiring 24 machine hours and 48 manhours to complete. The inventory lists for 10 missile sites were received and cut into the EAID Deck. This involved approximately 390 end items. The inventory list for the MAMS was received and is approximately 70% complete. The balance was delayed pending research for valid stock numbers, status, price and etc. Difficulty was experienced in processing items authorized the Safety Office of the 579SMS due to their issue and utilization in other areas. A new WSECL 252 for the 579SMS was received. The document changed from a seven part breakdown to a six part breakdown, (Example: 252AFNF to 252AWN), This required all cards for this squadron to be re-cut in order that the EAID cards would be compatible with the source document. This project is approximately 50% complete. Due to various projects now in being and the Cuban Crisis, this activity had approximately 432 machine hours and 168 manhours of overtime.

(d) REMS Branch: There are 602 vehicles on station of which 9.4% are code "A"; 2.5% code "B"; and 88.1% code "C" and "D". Fifty (50) vehicles are due in as initial issue and replacement before March 1963. Sixteen (16) excess vehicles have been reported to higher headquarters for disposition instructions, nine (9) new vehicles were received this month. Instructions were received from higher headquarters requesting a survey of all activities to determine if jeeps could be used in place of the six (6) passenger pick-ups now authorized. This base submitted a negative report.

(e) Inventory Branch: Requests for special inventories to support the new Custody Receipt program continue to be received in increasingly large numbers. If the trend continues, this activity will require increased manning to cope with the situation.

(2) Equipment Review Division:

(a) Ninety-five (95) AF Form 601A changes have been processed as a result of Project "Excess". The dollar value of these changes are as follows:

1. Approved Changes \$89,033.92.
2. Pending ACEMO Approval \$10,681.00.
3. Disapproved at Base \$364.00.

(b) Changes to Source Documents is a continuing problem in this activity and is becoming increasingly difficult to cope with. 15AF directed that headsets, authorized the missile sites, be transferred from the EAID Cards to the P. C. Document.

(3) Equipment Support Division:

(a) Tool Issue Branch: During the first two (2) weeks of the Cuban Crisis, this activity was deluged with requests for tools. The activity was manned 24 hours daily and still encountered difficulty in processing customers. Although, 110 additional tool kits were issued, the majority of requests were for replacement of broken and worn out tools. Approximately 600 requests for tools were processed through Base Supply this month. GDA excess tools are being screened three days each week for items that can be used by this activity. Approximately 75 line items have been received this month through this procedure.

(b) Warehousing Branch: Operation of this activity was greatly curtailed during the Cuban Crisis due to unavailability of transportation. This was alleviated to some extent by loan of vehicles from Base Supply and the P. E. Branch. 314 line items of equipment were turned in to Base Supply and 294 line items turned into R&M. The majority of these turn-ins were a result of Project "Excess".

(5) Operational Support Division:

(a) 538 Branch: As a result of the Cuban Crisis this activity had to request additional funds to requisition flying clothing. However, due to the limited amount of funds received this activity is still short flying and cold weather clothing.

(b) Personal Equipment Branch: The Cuban Crisis revealed this activity short the following items of equipment. 10 KC-135 aircraft were short LPU life vests, 13 KC-135 aircraft were short R-1A suits. 3 KC-135 aircraft were short F-2B life rafts, and 8 B-52 aircraft were short integrated parachutes. Non-integrated parachutes were used as substitutes. Items short were on routine requisition and were upgraded to priority. Due to changes in crew rosters, considerable difficulty was encountered in scheduling oxygen mask and parachute inspections.

(c) 780 Branch: Scheduled inventories of aircraft were disrupted, due to the Cuban Crisis, because our personnel were not permitted to board the aircraft. As of 30 November the backlog had been reduced to two (2). They will be inventoried during the first week in December.

5. PROBLEMS: None.

6. SPECIAL PROJECTS:


a. Fuels and Propellants Division:

(1) Contractors began painting interior and exterior of pumphouses 1 through 5 during November 1962.

(2) During November 1962, an aircraft downloading operation was accomplished. This operation was the largest ever seen of its kind, according to DCM, and was accomplished without incident.

b. Base Equipment Management Office:

(1) Special Activities Section: "Project Excess" which replaced "Project XX", 15AF AFEMS Implementation Schedule was received and implemented. Upon implementation there were 15,785 pieces of excess equipment on station. As of this date 3,809 pieces have been disposed of; 220 approved for retention by AF Form 601A action; 69 controlled items are awaiting disposition instructions by MAC; and 652 items have AF Form 601A action pending.



CLAUDE H. REEVES
SMSgt., USAF
DSUP Historian

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

REPLY TO

ATTN OF: C

28 November 1962

SUBJECT: Automation of the Base Procurement Service Store

TO: DCM	4129CCTS	BC	BJA
6OMS	DP	6HS	BPR
6AEMS	DSUP	BDAS	2010CS
6FMS	SAFE	BDCE	OCLO
37MMS	579SMS	BDCL	9WEA
6AMMS	24BS	BDCM	511FTD
6ARS	39BS	BDCR	CDS
6SAWHS	40BS	BDCS	FSS
DCO	IXO	BCH	6SS
		CES	6TS

INFO TO: SATAF 686ACW
SU 697ACW

1. As most of you have already discovered, the Base Procurement Service Store (BPSS), better known as "Country Store" or "Local Purchase Store" is no longer with us. The expendable supplies formerly stocked in the BPSS are now warehoused in Base Supply; accounting for the items will be accomplished by RAMAC (Random Access Method of Accounting and Control). Many advantages will be accrued by this change to automation; the USAF as well as this base can hope to obtain a better return for the funds that have been used to acquire, operate and maintain this advanced piece of computer machinery.

2. Offsetting the prowess of this gigantic computer, which can establish stock levels, requisition, issue, and record due-in and due-out records, is the fact that the consumer will no longer be able to handle the merchandise before purchasing. This however is a small psychological set-back which we will have to accept in order to gain the advantage of greater savings in manpower, money and material that can and will be realized under this new method of operation.

3. Funds for supplies are extremely short; consequently, expenditures for supplies other than those presently stocked will be limited to direct mission support items. While some relief from this situation may be realized after the first revision to the FY63 financial plan has been acted upon by higher headquarters, we must continue to be frugal and cautious in our spending. Increased awareness of our limited fund resources and the practice of fiscal responsibility must now, as always, be a way of life for all of us.

4. Each of your organizations, if it has not already, will soon receive a list of approximately 450 line items from which you may order your office and janitorial supplies. These lists have been carefully prepared and represent by and large what you, the user, have required in the past to get the job done. This list can, and will be revised from time to time to either add or delete items as the needs of the base dictate. However, items not on this list will not be requested.

5. The funds required for the purchase of these items have been distributed in the form of Service Store Credits which are to be closely monitored by the squadron commanders and essentially controlled as a commercial bank checking account. The squadron commanders are responsible for insuring that the organization he represents does not over-spend, but adheres to the dollar limitation that he imposes as well as those imposed upon him.

6. Your conscientious efforts to assist us in establishing this new system will foster a renewed monetary fitness in our expendable supply program and insure timely and maximum support to all organizations involved.

Eugene N. Washer
ERNEST C. EDDY
Colonel, USAF
Commander

OFFICE OF THE WEAPON SYSTEM LOGISTIC OFFICER
OKLAHOMA CITY AIR MATERIEL AREA (AFLC)
UNITED STATES AIR FORCE
WALKER AIR FORCE BASE, NEW MEXICO

REPLY TO
ATTN OF:

OCLO/E. J. Cook/8365

SUBJECT:

OCAMA Weapon System Logistic Office Report


TO:

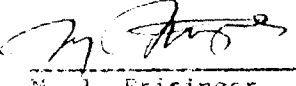
Weapon System B-52E, KC-135, & GAM-77A
Reporting Activity Walker AFB, New Mexico
As of Date 30 November 1962
Date Prepared 6 December 1962

In compliance with OCAMA Reporting Procedures, dated 19 March 1962, subject report is submitted:

- A. GENERAL ACTIVITY
- B. SUMMARY OF NORS/ANORS/ECOP
- C. SUMMARY OF PUBLICATIONS
- D. STOCK CONTROL AND REQUISITIONING
- E. PIPELINE TIME
- F. LOCAL REPAIR
- G. REPARABLE PROCESSING
- H. UNIQUE ITEM REQUIREMENTS
- I. PROJECTS
- J. EQUIPMENT
- K. CANNIBALIZATIONS
- L. COMMENTS/RECOMMENDATIONS

Information Copies
Furnished: (See
distribution list
on Page i)


D. D. Patch
Colonel, USAF
Deputy Commander for Maintenance


M. J. Frisinger
Lt. Colonel, USAF
Director of Supply
Walker Air Force Base, New Mexico


Elize E. Cook
OCAMA WSLO
Walker Air Force Base, New Mexico

D I S T R I B U T I O N

ON BASE:

1 - C (Col. Ernest C. Eddy)
1 - BC (Lt/Col. Emmett H. Clements)
1 - DCM (Col. D. D. Patch)
1 - DSUP (Lt/Col. M. J. Frisinger)
1 - BDCM (Lt/Col. M. E. Johnston)
1 - DSUP/S (Capt. Theron Howard)
1 - DSUP/S (Mrs. Norma Ruppe)
4 - IXO/H (A/IC Kelly)

OFF BASE:

HEADQUARTERS 15TH AIR FORCE
MARCH AFB CALIF

1 - DM4B
1 - DM3D
1 - DM5
3 - DM3

HEADQUARTERS SAC
OFFUTT AFB NEBR

1 - DM3
1 - DM4

HEADQUARTERS 47TH STRAT AEROSPACE DIV
CASTLE AFB CALIF

1 - DM - 47th Strat Aerospace Div
1 - DCM - 93rd Bomb Wing
1 - DSUP - 93rd Bomb Wing
1 - BDCM - 93rd Bomb Wing

HEADQUARTERS OCAMA
TINKER AFB OKLA

30 - OCN-2 - Mr. Clark
8 - OCNA - Mr. Leffler
8 - OCNB - Mr. Dalkington
3 - OCNN - Mr. Lawwater
1 - OCNAOG - Mr. Hamilton
8 - OCNGO - Mr. Irvin

HEADQUARTERS MOAMA
BROOKLEY AFB ALA

1 - MON

HEADQUARTERS MAAMA
OLMSTED AFB PA

1 - MANTOL - Maj. Davis

HEADQUARTERS SAAMA
KELLY AFB TEXAS

1 - SAM - Col. Grubaugh
1 - SASMS - Mr. Anderson
1 - SANR - Mr. Warren West

HEADQUARTERS WRAMA
ROBINS AFB GA

1 - WRN

A. GENERAL ACTIVITY

1. LSM Information

15th AF, a Supply Team, visited on 14 November 1962 for a 67-4 inspection.

B. SUMMARY OF NORS/ANORS/EOCP STATUS

1. B-52 and KC-135 LSM Information

For the period 26 October 1962 through 25 November 1962, Walker Air Force Base assigned B-52E and KC-135 aircraft and GAM-77A Missile all experienced a zero per cent NORS rate.

2. LSM Information

For the month of November 1962, Walker Air Force Base EOCP rates reported on the local 2AF-S-52 Report were as follows:

	<u>J57-19W</u>	<u>J57-59W</u>
1st Week Report	7.8	22.2
2nd Week Report	6.1	11.1
3rd Week Report	6.1	11.1
4th Week Report	6.4	11.1
5th Week Report	0	11.1

Major items contributing to EOCP status are:

Bolt	Stock Number 5306-285-9725PH
Seal	Stock Number 2840-396-4649PH
Bolt	Stock Number 5306-033-4896PH
Spacer	Stock Number 2840-576-4711PH
Spacer	Stock Number 2840-396-4741PH
Seal	Stock Number 2840-510-4959PH
Rotor	Stock Number 2840-340-8076PH
Pump	Stock Number 2915-588-8949PH
Case	Stock Number 2840-523-3485PH
Chamber	Stock Number 2840-474-0974
Chamber	Stock Number 2840-474-0954
Spacer	Stock Number 5310-285-4488PH
Pin	Stock Number 2840-545-2179PH
Spacer	Stock Number 2840-092-1935PH

C. SUMMARY OF PUBLICATIONS

1. LSM Information

Stock List Publications are not being received by the effective date, some examples are listed below:

Stock List 4920 effective 1 November 1962 was received on 14 November 1962.

D. STOCK CONTROL AND REQUISITIONING

1. LSM Information

15th AF directive relative to Base Action on CLARK assets has been complied with. The percentage of completion of KC-135 was 99.2%. GAM-77 Lay-in Spares is the same as reported in last month's report, i.e., 96.6% completed and CME is 97.8%.

E. PIPELINE TIME

1. LSM Information

Accumulated Priority Delivery Time from 1 through 28 November 1962 is 34.8%.

F. LOCAL REPAIR

1. LSM Information

This station experienced 905 reparable generations with 848 reparable shipments. Presently, there are 70 items AWP status. The 6th Field Maintenance Organizations has 15 Category I AWP items and 46 Category II. The 6AEMS presently has 16 Category I items and 41 Category II items in AWP status.

G. REPARABLE PROCESSING

1. LSM Information

No problem areas reported to this office during this period.

H. UNIQUE ITEM REQUIREMENTS

1. LSM Information

No problem areas reported to this office during this period.

I. PROJECTS

1. LSM Information

Reference OCAMA letter dated 9 November 1960, paragraph 2, misdirected shipments have been in areas other than Base Supply.

2. LSM Information

Reference paragraph 3a, OCAMA letter, reparable shipments have been processed in accordance with current directives.

3. LSM Information

Reference paragraph 3b and 3c, OCAMA letter, for the period of 16 October 1962 through November 1962, there were 1085 serviceable returns.

4. LSM Information

In accordance with OCNA letter dated 15 August 1962, reference paragraph 3, Code 9 cards. During the period covered by this report, this station submitted 244 Code 9 cards of which 58 were KC-135 and 186 were B-52.

J. EQUIPMENT

1. LSM Information

The following items over 15 days old are causing AGEOSP. These items support B-52 and KC-135 aircraft and action is unsatisfactory.

<u>TYPE</u>	<u>PART #</u>	<u>QTY</u>	<u>STOCK NUMBER</u>	<u>ITEM</u>	<u>REQUISITION #</u>	<u>EDD</u>
MA3	5906	1	4130-600-7811	Hose	23092243	8 Feb 63
MJ-1	0014	1	4920-707-3155	Indicator	23057877	No Action
BT-400	0691	1	4520-346-7334	Control/Fuel	23177875	MRS

K. CANNIBALIZATIONS

1. B-52, KC-135 and GAM-77 LSM Information

No cannibalizations on the B-52, KC-135 and GAM-77 during the period of this report.

L. COMMENTS/RECOMMENDATIONS

1. LSM INFORMATION

Negative

DATE.

[illegible]

CONSTRUCTION PROGRESS

0A

PROJ. NO.	CON NO.	DESCRIPTION OF PROJECT	CONTRACTOR	CONT PRICE	DATE TO P-C	DATE CONT LET	ORDER TO PROCD	START DATE N.L.T.	ACTUAL START DATE	PROP COMPL DATE	ACTUAL COMPL DATE	% CG
09-3	-2401	Refuse Coll	Horn & Smith, Lawton, Okla	16,025.22	25Apr62	1Jul62	1Jul62	1Jul62	1Jul62	30Jun63		0
24-2	-2357	Repr Apron Opr	E E Anderson Co, Roswell, NM	139,130.00	2Apr62	21May62	4Jun62	4Jul62	11Jan62	1Dec62	27Nov62	100
A-E	-2364	File I Serv for 64-1, 32-1	C. Kraper & Assoc, Santa Fe, NM	2,500.00	21May62	1Jun62	11Jun62		14Aug62	14Nov62		90
43-2	-2367	Rep Bldg 85 Miss Asmp	E E Anderson, Roswell, NM	10,072.00	21Apr62	8Jun62	12Jun62	22Jun62	19Jun62	9Dec62	27Nov62	100
376-0	-62-4	Repr 664 Mesa Library	State Contractors, Roswell, NM	26,374.00		17Jul62	17Jul62		18Jul62	11Oct62		90
124A-1	2438	Mcn Multl I/F Pump Station	Curtis Wheeler, Roswell, NM	1,990.00	20Sep62	1Oct62	19Oct62		7Nov62	17Jan63		20
121-3	2452	Alter Dup Prec App Wm/Fa	Allen Elec Co, Roswell, NM	668.65	20Oct62	19Oct62	22Oct62		26Nov62	6Dec62	28Nov62	100
126-3	2494	Re 908-910-913 boilers	Roy Montgomery, Roswell, NM	13,245.00	8Oct62	14Nov62	20Nov62	30Nov62		18Feb63		
132-3	2495	Eng Maint Bldg 388 MCC	Hamilton Roof Co, Roswell, NM	6,125.00	31Oct62	14Nov62	15Nov62		21Nov62	15Dec62		20
76A-0	62-8	Alter 664 Shelving & A/C	Roy J Montgomery, Roswell, NM	2,993.00	N/A	14Nov62			16Nov62	31Dec62		10
126-3	62-10	Alter 502 Theatre, Base	Westerfield Cont., Roswell, NM	306.00	N/A	14Nov62	23Nov62		26Nov62	3Dec62	26Nov62	100
115-1	62-9	Const Water Well, Riding	State Contractors, Inc., Roswell, NM	3,600.00	N/A	20Nov62	21Nov62	N/A	26Nov62	22Dec62		65
54-3	2500	Alter 85 Maint Contr Center	Roy E Montgomery, Roswell, NM	4,490.00	18Oct62	26Nov62	28Nov62		27Jan63			
Proje 03-2	2501	Alter Opr Bldg 3000 A/C	Works, Abilene, Tex Construction Sheet Metal	10,283.00	27Sep62	26Nov62						
68-3	2502	Repr Apron Access	E E Anderson, Roswell, NM	20,552.30	17Oct62	29Nov62						

CERTIFIED CORRECT

[Signature]
J. L. LEE

CONSTRUCTION PROGRESS

DATE 1 December 1962

DESCRIPTION OF PROJECT	CONTRACTOR	CONT PRICE	DATE TO P-C	DATE CONT LET	ORDER TO PROCD	START DATE N.L.T.	ACTUAL START DATE	PROP COMPL DATE	ACTUAL COMPL DATE	% COMPL	REMARKS
Base Coll	Horn & Smith, Lawton, Okla	16,625.22	25Apr62	1Jul62	1Jul62	1Jul62	1Jul62	30Jun62		36	
Apron Opr	E E Anderson Co, Roswell, NM	109,130.00	2Apr62	2May62	4Jun62	4Jul62	11Jan62	1Dec62	27Nov62	100	
62-I le I Serv for CR-1, 32-2	C. Cooper & Assoc, Santa Fe, NM	3,500.00	21May62	1Jun62	11Jun62		14Aug62	14Nov62		90	
Shop Bldg 85 Miss Asseb	E E Anderson, Roswell, NM	17,072.00	20Apr62	8Jun62	12Jun62	22Jun62	19Jun62	9Dec62	27Nov62	100	Seeding of Grass Only
er 664 Base Library	State Contractors, Roswell, NM	28,374.00		17Jul62	17Jul62		18Jul62	11Oct62		99	Awaiting 15AF Inspection
Multi I/F Pump Station	Curtis Wheeler, Roswell, NM	1,590.00	20Sep62	1Oct62	19Oct62		7Nov62	17Jan63		20	
er Dup Proc App Wm/Fa	Allen Elec Co, Roswell, NM	668.65	8Oct62	9Oct62	22Oct62		26Nov62	6Dec62	28Nov62	100	
908-910-913 Boilers	Roy Montgomery, Roswell, NM	13,245.00	8Oct62	14Nov62	20Nov62	30Nov62		18Feb63			
Miss Bldg 388 NCC	Hamilton Roof Co, Roswell, NM	6,125.00	31Oct62	14Nov62	15Nov62		21Nov62	15Dec62		20	
er 664 Shelving & A/C	Roy J Montgomery, Roswell, NM	2,993.00	N/A	14Nov62			16Nov62	31Dec62		15	
er 502 Theatre, Base	Westerfield Cont., Roswell, NM	306.00	N/A	14Nov62	23Nov62		26Nov62	30Dec62	26Nov62	100	
Stables t Water Well, Riding	State Contractors, Inc., NM	3,600.00	N/A	20Nov62	21Nov62	N/A	26Nov62	22Dec62		65	
er 85 Maint Contr Center	Roy E Montgomery, Roswell, NM	4,490.00	18Oct62	26Nov62	28Nov62		27Jan63				
er Opr Bldg 3000 A/C	Works, Abilene, Tex Construction Sheet Metal	10,283.00	27Sep62	26Nov62							
Apron Access	E E Anderson, Roswell, NM	20,552.30	17Oct62	29Nov62							

CERTIFIED CORRECT

[Signature]
S. L. LEE, INSPECTOR

atch 14

SECRET

579th Strategic Missile Squadron
6th Strategic Aerospace Wing
Walker Air Force Base, New Mexico

RCS: 10-SAC-T12

BALLISTIC MISSILE UNIT STATUS REPORT

November 1962

Cy 25 of 28 cys
579-62-799

DECLASSIFIED AT 12 YEAR INTERVALS;
NOT AUTOMATICALLY DECLASSIFIED.
DOD DIR 5200.10

SECRET

1X0 62-162

D I S T R I B U T I O N

<u>AGENCY</u>	<u>NO. OF COPIES</u>
Hq SAC, Offutt AFB, Nebraska	
DOOIC	2
DOOTI	1
DOOTIP	1
DOOIS	1
DCRM	1
DPAMM	1
DPOPA	1
DM4A	1
3901st SMES, Vandenberg AFB, California	1
Hq 15AF, March AFB, California	
DOS	1
DOIE	2
DOTM	1
DCRM	1
DM4A	1
DPPC	1
DPLM	1
Hq 47th Strat Aerospace Div, Castle AFB, California	2
Hq 6th Strat Aerospace Wg, Walker AFB, New Mexico	
DCOT/RA	2
579 SMS, Walker AFB, New Mexico	
579SMSOT	2
579SMSA	4

SECRET

BALLISTIC MISSILE UNIT STATUS REPORT

(RCS: 10-SAC-T12)

1. 6TH STRATEGIC AEROSPACE WING, WALKER AFB, NEW MEXICO, as of 30 November 1962. (U)
2. 579TH STRATEGIC MISSILE SQUADRON. (U)
3. Type Weapon System: Atlas "F". (U)
4. Missiles on Hand: 13/0.

*5 Present and Projected Crew Status as of: (S)

	<u>30Nov</u>	<u>31Dec</u>	<u>31Jan</u>	<u>28Feb</u>	<u>31Mar</u>
a. Total Number of Crews Assigned	57	57	60	62	63
b. CR Crews Assigned Without Waiver	2	5	11	19	29
c. CR Crews Assigned With Waiver	43	52	47	43	34
d. CR Crews on TDY and/or Leave	5	6	6	6	6
e. NCR Crews Assigned/Available. Graduates from Final Phase ORT	0/0	0/0	0/0	0/0	0/0
f. NCR Crews Assigned/Available. Non-graduates from Final Phase ORT.	12/5	0/0	3/2	0/0	0/0

Reference 5a. Three (3) MCCC's, graduates of Phase I ORT, are being investigated per AFR 35-9, Human Reliability Program and one (1) MCCC, spare crew force, graduate of Phase I ORT is on leave prior to undergoing major surgery in the month of December 1962. Replacement MCCC's due in from APC training during the month of January 1963.

Reference 5b. Forty-three (43) crews completed training requirements for EOC and Combat Ready Status (Waiver) in accordance with SAC SECRET message DO 1949, 16 April 1962.

Reference 5d. Crews R(W)-03, R(W)-04, F(W)-05 and F(W)-06 are TDY to Phase II ORT training. Crew R(W)-29 on leave.

6. Combat Ready Crew Waiver Status: (S)

- a. Crew Number R(W)-01 to include R(W)-21 and R(W)-23 to include R(W)-46.
- b. Reason for Waiver: Require final phase ORT and qualification check.
- c. Crew members not 100% ORT complete: R(W)-03, R(W)-04, F(W)-05, R(W)-06, R(W)-08 to include F(W)-23 and R(W)-25 to include R(W)-46.

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*d. Programmed Completion Date:

<u>CREW</u>	<u>DATE</u>	<u>CREW</u>	<u>DATE</u>
R(W)-03	29Dec62	R(W)-26	15Mar63
R(W)-04	29Dec62	R(W)-27	10May63
R(W)-05	19Jan63	R(W)-28	Unknown
R(W)-06	19Jan63	R(W)-29	15Mar63
R(W)-07	30Nov62	R(W)-30	15Feb63
R(W)-08	11Jan63	R(W)-31	22Feb63
R(W)-09	15Mar63	R(W)-32	12Apr63
R(W)-10	15Feb63	R(W)-33	4Apr63
R(W)-11	15Feb63	R(W)-34	12Apr63
R(W)-12	15Mar63	R(W)-35	10May63
R(W)-13	Unknown	R(W)-36	10May63
R(W)-14	11Jan63	R(W)-37	4Mar63
R(W)-15	Unknown	R(W)-38	4Mar63
R(W)-16	4Apr63	R(W)-39	11Jan63
R(W)-17	Unknown	R(W)-40	17May63
R(W)-18	4Apr63	R(W)-41	14Jun63
R(W)-19	21Feb63	R(W)-42	4Apr63
R(W)-20	21Feb63	R(W)-43	24May63
R(W)-21	15Feb63	R(W)-44	4Apr63
R(W)-22	12Apr63	R(W)-45	10May63
R(W)-23	11Jan63	R(W)-46	15May63
R(W)-25	22Feb63		

*Crews R(W)-13, R(W)-15, R(W)-17 and R(W)-28 are reported completion date unknown due to the lack of a firm Phase II ORF date for subject crews. (Programmed as Instructor Crews).

e. Waiver expiration date will be based on completion of final phase ORF, Standardization Qualification Check and upgrading by the Unit Commander.

***7. NCR Crews (S)

<u>CREW NO.</u>	<u>TRNG REQUIRED</u>	<u>ORF GRAD DATE</u>	<u>PROGRAMMED CR DATE</u>	<u>CREW POSITION NOT MANNED</u>
N-47	F,I,S	14Apr63	22May63	
N-48	F,I,S	14Apr63	22May63	
N-49	T,F,I,S	28Apr63	5May63	
N-50	T,F,I,S	28Apr63	5May63	
N-51	F,I,S	28Apr63	5May63	
N-52	F,I,S	28Apr63	5May63	
N-53	F,I,S	2May63	10May63	
N-54	T,F,I,S	2May63	10May63	
N-55	T,F,I,S	2May63	10May63	

SECRET

SECRET

<u>CREW NO.</u>	<u>TRNG REQUIRED</u>	<u>ORT GRAD DATE</u>	<u>PROGRAMMED CR DATE</u>	<u>CREW POSITION NOT MANNED</u>
N-56	T.F.L.S	5May63	17Apr63	
N-57	T.F.L.S	5May63	10May63	
N-58	T.F.L.S	5May63	10May63	
N-59	T.F.L.S	20Apr63	10May63	
P-60	T.F.L.S	19Apr63	27Apr63	MCC
P-61	T.F.L.S	2May63	10May63	MCC, DMCC, BMAI

***Crews N-56 through and to include N-59, N-58 and N-59 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 positions. The known MCC inputs are shown in (1) AIC graduates scheduled to arrive during the months of January and February 1963. There are only two (2) known DMCC input scheduled to arrive from AIC training during the month of January 1963. (S)

8. NCR Crew Member Status: 30/0. (U)

9. Training and Evaluation Data: (S)

a. Qualification and Requalification Checks administered this month:

<u>CREW NO.</u>	<u>TYPE TEAM</u>	<u>DATE OF CHECK</u>	<u>CHECK</u>	<u>RECHECK</u>
R-02	SSC	20Nov62	X	

b. Delinquent CR Crews and Individuals: None.

c. Action taken this month on crews and individuals failing requalification checks: None required.

d. Individuals conditionally qualified this training period: None.

e. Conditionally qualified crew members completing corrective training to date this training period: None.

10. Missile Safety: 0/0. (U)

11. ORT Performance: None. (U)

12. Crew Probation Status: 0/0 (Certified Combat Ready Crews: 0). (U)

13. Wing Standardization Crews - Training and Evaluation Data: N/A. (U)

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14. Problem Areas: (S)

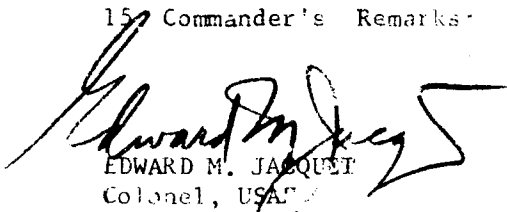
a. Missile Combat Crews P-24, P-57, P-60 and P-61 are not formed because of non-availability of assigned personnel.

b. This organization has four (4) Phase II ORL trained MCCC's who are not performing crew duty. Three are presently undergoing AFR 35-9, Human Reliability action and one (1) is on leave prior to surgery during the month of December 1962.

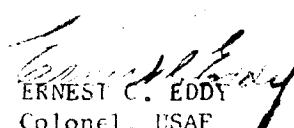
c. Regrouping to fill vacancies, created by the above, the 579th SMS utilized a Captain DMCCC from Crew R(W)-04 to man Crew R(W)-40 as MCCC. Replacement DMCCC for R(W)-04 was obtained from degraded crew P 24.

d. Inputs from AIC training during the month of January 1963 will eliminate all MCCC and DMCCC shortages.

15. Commander's Remarks: None. (U).


EDWARD M. JACQUET
Colonel, USAF
Commander

I Concur.


ERNEST C. EDDY
Colonel, USAF
Commander

SECRET

SECRET

00

FROM: 63AW WALKER

30/0009Z

TO: SAC

15AF

1SAD

SECRET/ZIPPO 11-509/SAC V-1 AS OF 30/0001Z

A. 15AF/KRSW/579SMS

B. 12

C. 12

D. 01/11

E. 57/45

F. 46/41

G. 07

H. 06

I. 01,02,03,04,05,08

J. REMARKS: 43 CR CREWS ITEMS E & F IAW SAC MSG 2949. 02 CR CREW ITEMS E & F IAW SACR 58-6. 579-12 NON ALERT CODE 11 SUPPORTING CRT. 579-10 NON ALERT CODE 3 CLEANSWEEP. ETIC 01/1400Z. 579-06 NON ALERT, CODE 3, CLEANSWEEP ETIC 07/1400Z. 579-09 NON ALERT CODE 3, CLEANSWEEP, ETIC 02/2400Z. 579-11, CRP ALERT, CODE 5, GUIDANCE ETIC 30/2400Z. SPARE MISSILE IN RAMS.

PART II

1.

2.

3.

4.

5.

579-01	65F	ALERT		
579-02	65F	ALERT		
579-03	65F	ALERT		
579-04	65F	ALERT		
579-05	65F	ALERT		
579-06	65F	27 NOV	07 DEC	16 HRS
579-07	65F	06 NOV	30 NOV	32 HRS
579-08	65F	ALERT		
579-09	65F	23 NOV	02 DEC	16 HRS
579-10	65F	19 NOV	01 DEC	16 HRS
579-11	65F	ALERT		
579-12	65F	15 NOV	UNKNOWN	16 HRS

SECRET

IXO 62-100

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

REPLY TO
ATTN OF: C

30 November 1962

SUBJECT: 579th Program Progress Report (15AF-U9)

TO: SAC (DCRMA) 47BAD (C)
15AF (DPL) (18)

A. Commander Comments

1. The Installation and Checkout Phase is on schedule; GD/A scheduling, including Technical Acceptance Demonstration, following the recent Cuban crisis and against the actual contractual schedule requires 99% completion with actual completion being 99%.

2. Clean sweep modification is ahead of schedule. GD/A scheduling for Clean Sweep modification activity on all complexes requires 58% completion with actual completion being 63%.

B. Status Summaries:

1. Personnel Status:

a. The 579th SMS Airmen Manning Project is scheduled for completion in December 1962.

b. The 579th SMS Quality Control and Evaluation Manning, a separate project from the Airmen Manning, is scheduled for completion in March 1963.

2. Crew Training:

a. Waiver Combat Readiness Training. Proceeding normal according to schedule. Crews returning from Phase I ORT are immediately placed in a local training program to accomplish the requirements of SAC SECRET message 2949 dated 16 April 1962, prior to assuming alert duty. Crews complete at least two OJT tours of alert duty with an experienced crew prior to assuming solo alert duty.

b. Phase II Instructor ORT. Two crews have completed this training and have been upgraded to fully Combat Ready status. Four other crews are presently in Phase II training; two crews will graduate on 21 December and two about 11 January. Phase II training for these four crews was delayed about 30 days due to the increased DEFCON posture.

c. Phase III Local ORT. This program was also delayed by the increased DEFCON posture. At present one student crew is progressing through Phase III ORT and the standardization evaluation is due to be completed by 7 December. Two instructor crews and four student crews are scheduled to start the next Phase III ORT class on 10 December which will be a two shift operation on one ORT complex.

3. Maintenance Training: A total of fifteen different maintenance courses are presently being offered by Maintenance Training Control. Key among these courses are the Maintenance Management Course 66-1 for Officers and Supervisors, Mechanized Reporting System, Pneudraulics; MAPCHE, and Emergency Procedures. Two Audio Visual Machines are now on hand, eight programs have been completed, six programs are being reviewed by QC&E and five programs are being developed. Progress in this area has been slower than desired during November due to the necessity of utilizing all available personnel to assist in the JOTS Program and Cuban Crisis.

4. Supply and Equipment Status: Approximately 9894 spares are on hand for support of the missile program. This is an increase of 1347 line items over last month's report or 81.7% overall project completion. The emergency rescue vehicle requirement is being prepared for submission thru supply channels. Two R-10 refuelers that are authorized are scheduled for delivery approximately 1 January 1963.

5. Communications System Status:

a. The 465L communications site concurrence has not been achieved. Estimated completion date unknown.

b. The contractor representative arrived at Walker 19 November 1962 to initiate installation for the UHF/HF for the Alternate Command Post. The soft antennas, UHF and SSB radios are presently being installed at two complexes. These pieces of Radio Equipment will be installed simultaneously by the contractor at each of the complexes. Completion is scheduled for 15 January 1963. Collins Radio contractor will install semi-hard and hard antennas. Bids have been advertised and will be opened 2 January 1963. Installation should be completed by 19 August 1963.

c. All non-tactical radios for base stations and remote units have been installed. Two mobile units remain to be installed one for a medical vehicle and one for a security vehicle, vehicles are not available for installation of these radios

6. Facilities Status:

a. Demineralized Water Plants: Repeated difficulties with burned out stacks in the Ionics system has been investigated by Base Civil Engineering and determination made that improper plastic pipe in the acid system is the cause. This contract error was overlooked by all personnel involved from the various agencies that have participated in the design, construction, inspection and rehabilitation of these plants; and was left to be discovered by the Base Civil Engineer and operating personnel. Replacement pipe

has been received from the contractor and installation proceeding at all water plants. Operations of water plants to date indicates that an impossible maintenance problem exists due to the fact that most equipment bases sit directly on the concrete floor. This situation makes the prevention of rust on the foundations virtually impossible. One of the water plants was modified prior to Air Force acceptance by installation of small concrete piers under the equipment bases. This permits easy access for rust prevention measures. It is anticipated that all plants will have to be modified in this manner to prevent rapid deterioration.

b. STOL Landing Strips. Revised lighting and land acquisition requirements were submitted to higher headquarters 23 Nov 62.

c. Design Deficiencies Correction. Design deficiency corrections are being worked by one engineer full time in order to prepare adequate justification documents, cost and programming documents, to be submitted to higher headquarters so our needs can be officially noted for funding action. Our manpower requirements for inspection during I&C is reducing and increased emphasis can now be placed on programming action necessary for accomplishment of design deficiencies.

d. Access Roads. Access Roads to the complexes have been in use for a period of one and a half to two years. During this time the heavy equipment operated by the Corps of Engineers and by the contractors have caused extensive damage and numerous civilian vehicles operated by contractor personnel have aggravated the problem. Some access roads have chunk holes. Ruts and shoulders of all roads have been damaged by civilian vehicles driving off the road at unauthorized locations. All access road run offs reflect erosion damage. Efforts to have the roads repaired prior to turnover to the 579th have been unsuccessful. The commander, SATAF, states the responsibility for repair rests with this base. This decision is based on the Base Support Agreement dated 1 February 1962 which was negotiated prior to the appointment of the Chief, SAC Acceptance Team.

C. "Soft Spots"

1. There are two MC-1 cranes assigned for the mating and demating of the R/V. Both of these cranes were manufactured in 1949 and considerable difficulty is experienced in obtaining parts and keeping the cranes in an operational status. This has been especially true during the period following the recent crisis when both cranes were in almost continuous service returning complexes from temporary operational control to I&C and/or Clean Sweep status and accepting operational control of complexes from the contractor. On 21 November 1962, during an actual mating operation, slippage was experienced on one MC-1 crane. This particular crane had been inspected for slippage which occurred during demating and tests and was cleared for operation. Tear down inspection revealed the inner cylinder walls of the Main Boom Cylinder were scored, allowing hydraulic fluid to by pass and result in slippage. The cylinder has been repaired locally and kit parts for the remainder of the cylinder are on order.

Weight tests will be accomplished prior to returning to an operational status

D. Problems/Deficiencies Requiring Higher Headquarters Action. None.

Ernest C. Eddy
ERNEST C. EDDY
Colonel, USAF
Commander

1 Atch
1. 15AF-49 Program Status Report, Nove 62

COPIES TO BCOM (2), IXOH (4), DP,
DSUP (3), DCM, GJ, BCCR,
579SMS (4), BICRM (2), PC,
BYE, BCO (2)

P R O J E C T

S T A T U S

DSUFAFW-1	<u>Development of AFW Activity.</u> Reference Milestone #8, 98% spares are on hand for support of missile program. The lay-in of spares is now 81.7% complete. Project on schedule.
DSUPP-1	<u>Establish Liquid Oxygen Capability.</u> Reference Milestone #6, all equipment that was in the hands of the contractor has been turned over to SAC with the exception of one LN2/LO2 transporter. This item should be turned over prior to the end of this reporting period. Two authorized R-10 refuelers are scheduled for delivery approximately 1 January 1963.
DCOCE-1	<u>SAC Command Control and Comm. (465L).</u> No change.
DCOCE-4	<u>SAC Command and Comm. (UHF/HF-ACP).</u> Contractor representative arrived 19 November to initiate action on installation.
DCOCE-11	<u>Non-Tactical Radio.</u> All base stations and remote units have been installed. Twenty-eight (28) of thirty (30) mobile units have been installed. The remaining two (2) mobile units will be installed soon.
DCOCP-3	<u>Provide SOP's for IEFCONs.</u> Milestone #4 completed. Project is now complete.
DCOP-1	<u>Integrate SM65 into EWO.</u> Project is slipped 60 days because all complexes have not been accepted.
812C-1	<u>First Aid Training.</u> This project is complete. New personnel will be trained upon arrival.
BDCM/TSMTB-3	<u>General and Special Purpose Vehicles for 579SMS.</u> Project is slipped until May 1963. Equipment now scheduled to arrive during or prior to May 1963.
BDCE-3	<u>Accept New Construction of Missile Facilities.</u> Milestone #21 approximately 98% complete.
BDCE-5	<u>Establish Requirements for Special Equipment and Transportation.</u> Reference Milestone #2; arrangements are being processed with New Mexico Highway Department to clear routes to missile complexes within two hours.
BDCE-8	<u>Establish Procedures for Prev Maint and Real Prop.</u> Project approximately 35% complete.

P R O J E C T

S T A T U S

BDCE-13	<u>Missile Site Short Runways. Reference Milestone #1,</u> real estate requirements submitted 31 October 1962. Returned for re-siting and evaluation of criteria. Reply forwarded to higher headquarters 23 Nov 62.
DF-4	<u>Airmen Manning for 579SMS.</u> Project on schedule.
579SMS-2	<u>Quality Control and Evaluation Manning for 579SMS.</u> Project on schedule.
37MMS-1	<u>(Project Classified).</u> Project on schedule.

SECRET

JPC0011

JPA905

MXC 121DCB560HRD369

DE RUCSER 97B

O 141701Z

FM SAC

TO ALFA TWO

RUWBJP/67 STRATAEROSPACEWG WALKER AFB NMEX

BT

SE C R E T DO 9026.

ALFA TWO FOR DOOT: INFO ADDRESSEES FOR ATLAS F SMSC. ATLAS F PHASE III ORT. THUS MSG IN V PARTS. PART I. PHASE III ORT WILL BE RESUMED IN EACH ATLAS F SQUADRON ON 15 NOV 62. ALERT MISSILES WILL BE RETURNED TO ORT IN ACCORDANCE WITH THE FOLLOWING GROUND RULES:

A. ONE MISSILE PER SQUADRON WILL BE DEGRADED FROM ALERT POSTURE FOR ORT. AUTHORIZED MISSILES ARE 550-7; 551-12; 577-5 578-4; 579-12; 556-2. B. SITES WILL REMAIN IN LOX CONFIGURATION. FOLLOWING GROUND RULES APPLY FOR CHANGING MISSILES. (1) A

PAGE TWO RUCSER 97

MINIMUM OF 10 EXERCISES, ACCEPTABLE FOR TRAINING PURPOSES, WILL BE ACCOMPLISHED ON EACH MISSILE. (2) IN THE EVENT, AFTER 10 EXERCISE, 2 SUCCESSIVE SUCCESSFUL COUNTDOWNS HAVE NOT BEEN ACCOMPLISHED, TRAINING EXERCISES MAY CONTINUE UNTIL SHAKEDOWN REQUIREMENTS ARE SATISFIED. (E) UPON COMPLETION OF 10 TRAINING EXERCISES ON A GIVEN MISSILE IT WILL BE RELEASED FOR MAINTENANCE, TO BE RETURNED TO ALERT STATUS AND IMMEDIATELY ANOTHER MISSILE WILL BE DESIGNATED TO PERFORM ORT/SHAKEDOWN. (4) UNTIL FURTHER NOTICE, THIS HEADQUARTERS WILL MAKE FINAL DETERMINATION OF MISSILES SELECTED TO SUPPORT THIS PROGRAM. HOWEVER, RECOMMEND SELECTION FROM EACH UNIT IS WELCOMES. PART II. ALL NECESSARY SAFETY MEASURES WILL BE TAKEN AND PERSONNEL INVOLVED RE-BRIEFED ON THE HAZARDS OF OPERATION WITH LOX. PART III. 1. PRIORITY OF TRAINING ON THIS SITE IS AS FOLLOWS: PRIORITY: 1. QUALIFICATION OF PHASE II GRADUATES NOT PRESENTLY FULLY COMBAT READY. PRIORITY 2. QUALIFICATIONS OF PHASE III GRADUATES NOT PRESENTLY FULLY COMBAT READY. PRIORITY 3. COMPLETION OF PHASE III TRAINEES LACKING ONLY PLX. PRIORITY 4. PHASE III TRAINING PART IV. FOR 8AF AND 3901SMS. THE 3901 SMS MCC WILL BE MADE AVAILABLE TO CHECK YOUR STANDBOARD CREW WHEN YOUR FACILITY STATUS

PAGE THREE RUCSER 97

PERMITS. DIRECT CONTACT BETWEEN THE 656 TH SMS AND THE 3901 SMS IS AUTHORIZED TO FINALIZE THIS CHECK. PART V. REVISED PHASE III SCHEDULES WILL BE PROVIDED THIX HQ, ATTN DOOTPT, ASAP. (SCP-4)

BT

14/1706Z NOV RUCSER

NNNN

SECRET

SECRET

OPERATIONS IMMEDIATE X AF

FROM: 6STRATAEROSPACE WALKER AFB TEX

TO: SAC

15AF MARCH AFB CALIF

47STRATAEROSPACE DIV CASTLE AFB CALIF

SECRET 579SMSO 719. 3AF FOR DCMSC. 15AF FOR DCR, DOP, DORMAND
DI. 47STRATAEROSPACE DIV FOR DO. STRATOS RCS: 3-AF-V14 REPORT
AS OF 28 NOV 62.

- A. 579SMS WALKER AFB TEX
- B. ATLAS SK65F
- C. 13
- D. 6
- E. (1) THIRTEEN W-38 WARHEADS
(2) THIRTEEN RE-ENTRY VEHICLES
- F. (1) TWELVE
(2) ONE

DOUGRADED AT 12 YEAR INTERVALS:
NOT AUTOMATICALLY DECLASSIFIED.
DOD DIRM 5200.10

28 1500

NOV 62

579SMSO

WILLIAM HECKLES, CHIEF OF OPERATIONS

1

2

SECRET

1XO 62-K6

SECRET

6STRATATICS PACING WALKER AFB NMEX

G. ECU	DATE	REACTION TIME
579-6	27 NOV 62	16 HRS
579-7	6 NOV 62	25 HRS
579-9	23 NOV 62	16 HRS
579-10	19 NOV 62	16 HRS
579-11	20 NOV 62	16 HRS
579-12	15 NOV 62	16 HRS

H. C-4: EST C-3, 1 FEB 63.

I. REMARKS: REF F: TWELVE MISSILES PERMANENTLY OWNED. ELEVEN INSTALLED IN COMPLEXES AND ONE IN MANS BUILDING. REF H: EST OF C-3 RATING IS BASED ON APPLICABLE OR PERCENTAGE OF FULLY COMBAT READY CREWS AVAILABLE AS A RESULT OF PHASE II AND PHASE III ORT SCHEDULES.

J. NOT APPLICABLE

GP-3

DOWNGRADED AT 12 YEAR INTERVALS;
NOT AUTOMATICALLY DECLASSIFIED.
DOD DIR 5200.10

SECRET

170 62-106

SECRET

JPG0001

JPA461

MXBOL1DCA760ERDO73

OO RUWBJP RUWBJG

DE RUCSER 435

O 302315Z ZIX

FM SAC

TO RUWBJP/6 STRAT AEROSPACE WG WALKER AFB NMEX

RUWBJG/96 STRAT AEROSPACE WG DYESS AFB TEX

RUETHM/820 STRAT AEROSPACE DIV PLATTSBURGH AFB NY

INFOR RUEAHQ/CSAF

BT

S E C R E T DOPLM 9532. IMMEDIATE ACTION REQUIRED. CSAF FOR
AFOOP-ST. REFERENCE SAC TS ZIPPO 11-874 AND SAC TS MESSAGE B-90049,
MISSILE ALERT POSTURE. CHANGE PART TWO OF REFERENCED MESSAGE
EFFECTIVE UPON RECEIPT, TO READ AS FOLLOWS:

UNIT	BASE	PLND	TOTAL	ADJUST	REQUIRED
		ALERT	ADJUST	SORTIES	
556v	PLATTSBURGH	4	1	02 CRT	3
578	DYESS	12	1	04 CRT	11
579	WALKER	12	5	01 CLEAN SWEEP	7
				06 CLEAN SWEEP	

PAGE TWO RUCSER 435

Z

0 CLEAN SWEEP
10 CLEAN SWEEP
12 CRT (GP-4)

BT

30/2322Z NOV RUC OR

NNNNVVVVVVVVVV

SECRET

SECRET

JPC004JPA945
EMK0082KKK292
PP RUWVAR RUWBGJ RUWBJG RUWBSZ RUCSR
DE RUWKN 4A
O P 150142Z
FM 15AF MARCH AFB CALIF
TO VICTOR TWO
INFO RUCSR/SAC
BT

SECRET DM4C 3427. ACTION FOR DCM/CHIEF OF MAINTENANCE ALL
MISSILE UNITS, INFO SAC/DM4C, DOPIM, DOOTOMG. (U) MISSILE ALERT
DEGRADATION. THIS MESSAGE IN TWO PARTS. PART I. THE FOLLOWING
CONSTITUTES APPROVAL OF SCHEDULED MAINTENANCE. ALPHA. FOR 389 SMW.
LOCATION DATE & DURATION REASON CODE
566-2 19/0800 M24/2400 M DRAWTITE 2
ALL OTHER SCHEDULED MAINTENANCE DISAPPROVED AT PRESENT TIME.
BRAVO: FOR 92SAW/567SMS NEGATIVE REPORT SUBMITTED BY UNIT.
REQUEST YOUR DRAWTITE SCHEDULE BE SUBMITTED VIA BARREL ROLL
PROCEDURES.

PAGE TWO RUWKN 4A

COCA: FOR 310 SAW/550 SMS

LOCATION	DATE AND DURATION	REASON	CODE
550-4	15/1500Z - 29/2400Z	CLEAN SWEEP	N/A
550-7	15/1500Z - INDEF	ORT	N/A

IN THE EVENT CLEANSWEEP PROTOTYPE IS COMPLETED WITH THE EXCEPTION
OF ECP 1890, SUBJECT ECP WILL BE PLACED ON A WAIVER DOCUMENT FOR
SUBSEQUENT ACCOMPLISHMENT BY THE CONTRACTOR.

DELTA: FOR 96 SAW/578 SMS. NEGATIVE REPORT RECEIVED.

ECHO: FOR 6SAW/579SMS

LOCATION	DATE AND DURATION	REASON
579-12	15/1500Z - INDEF	ORT

ALL OTHER SCHEDULED MAINTENANCE DISAPPROVED AT PRESENT TIME.
REQUEST YOU TAKE FULL ADVANTAGE OF UNSCHEDULED DOWNTIME TO
ACCOMPLISH KNOWN ROUTINE REQUIREMENTS. SUCH REQUIREMENTS WILL
NOT EXTEND THE RECOVERY TIME FROM UNSCHEDULED MAINTENANCE,
HOWEVER. YOU WILL BE ADVISED OF FOLLOW ON CLEANSWEEP SCHEDULE
AS INFORMATION BECOMES AVAILABLE.

PART II. NO LSR TRAINING / STANDARDIZATION EXERCISES ARE
AUTHORIZED AT THE PRESENT TIME.

BT

15/0148Z NOV RUWKN

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NNNN

SECRET

SECRET

JPC003⁴PA484
EMXDO26KMK2330
PP RUWBJP RUCSBR
DE RUWEKN 10A
P 301907Z
FM 15AF MARCH AFB CALIF
TO RUCSBR/SAC
RUWBJP/6SAW WALKER AFB NMEX
BT

S E C R E T DOPTW/DMAC 3608
FOR SAC DOPLM AND 570SMSMC. (U) CLEANSWEEP. AUTHORITY
TO COMMENCE CLEANSWEEP ON SORTIE 1 IS GRANTED EFFECTIVE
30 NOV 62. FOR SAC ONLY SORTIE 1 TO BE TURNED OVER TO
CONTRACTOR FOR CLEANSWEEP IN EXCHANGE FOR SORTIE 5 WHICH
IS NOW ON ALERT. REQUEST ADJUSTMENT OF UNIT POSTURE ASAP.
SCP 4.
BT

30/1927Z NOV RUWEKN

SECRET