SECRET

HISTORY

OF

6TH STRATEGIC AEROSPACE WING

AND

6TH COMBAT SUPPORT GROUP

1 - 30 SEPTEMBER 1962

(UNCLASSIFIED TITLE)

Units Assigned To The

FIFTEENTH AIR FORCE, STRATEGIC AIR COMMAND

Home Station

WALKER AIR FORCE BASE, ROSWELL, NEW MEXICO

This document was prepared by A2C Paul P. Van Bibber, Unit Historian, under the supervision of Lt. Col. Leonard A. Klanecky, Information Officer. It was prepared in compliance with SACR 210-1, 28 Nov 1958, and is classified SECRET under the provisions of paragraph 30B, AFR 205-1, 1 Jun 1960. This classification conforms to that of source documents which bear on the combat capability of this organization. This title page contains no classified information. (U)

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CHRONOLOGY

GLOSSARY

ACR	Advanced Capability Radar
AC&W	Aircraft Control and Warning
ADC	Air Defense Command
AEMS	Armament and Electronics Maintenance Squadron
AFB	Air Force Base
AFCS	Air Force Communications System
AFEMS	Air Force Equipment Management System
AFM	Air Force Manual
AFK	Munitions Account
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
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
NMMI	New Mexico Military Institute
OAP	Offset Aiming Point
ORI	Operational Readiness Inspection
ORT	Operational Readiness Test
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
SAW	Strategic Aerospace Wing
SAC	Strategic Air Command
SACCOM-NET	Strategic Air Command Communications Network
SACM	Strategic Air Command Manual
SACR	Strategic Air Command Regulation
SMS	Strategic Missile Squadron
SRE	Security Readiness Evaluation
TACAN	Tactical Air Navigation
TAD	Technical Acceptance Demonstration
TDY	Temporary Duty
TWX	Teletypewriter Exchange
UAL	Unit Authorization List
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

Colonel Cole, Director of Materiel, 15th Air Force, gave a recapitulation of the wing and group supply activities. (U)

Lt. Col. Perkins became special assistant to the 6th Combat Support Group Commander. (U)

An award was presented to Walker by Mr. Sloan, representative of CARE. (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 conventional or nuclear weapons.

b. Develop and maintain the capability to engage in effective air refueling operations.

c. Develop an operational capability to permit conduct of strategic aerospace missile warfare according to the emergency war order.

d. Maintain coordination with the site activation task force commander with the respect to support. Unresolved problems

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

e. Maintain liaison with the site activation task force commander and advise the commanding strategic aerospace division and this headquarters of progress in the development of missile operational capability.

f. Establish missile, flying, nuclear, and ground safety programs and monitor said programs.

g. Administer the security protection program to insure launch capability is not impaired due to over or covert actions.

h. Insure that aerospace medicine program procedures designed to minimize noneffectiveness for medical causes receive command and supervisory emphasis and support.

i. Organize and direct a professional disaster control capability for wartime and peacetime operations.

j. Be prepared to participate in domestic disaster relief and other domestic emergencies.

k. Perform such special missions as may be assigned by higher headquarters.[1] (U)

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

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

UNITS ASSIGNED

6TH STRATEGIC AEROSPACE WING

6th Strategic Aerospace Wing Headquarters Squadron

24th Bombardment Squadron

39th Bombardment Squadron

40th Bombardment Squadron

6th Air Refueling Squadron

4129th Combat Crew Training Squadron

579th Strategic Missile Squadron

6th Armament and Electronics Maintenance Squadron

6th Field Maintenance Squadron

6th Organizational Maintenance Squadron

37th Munitions Maintenance Squadron

6th Supply Squadron

812th Medical Group

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)

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 September 1962, Colonel George Cole, 15th Air Force Director of Materiel, gave a recapitulation of reorganizational changes of organizational and consolidated supply functions of the 6th Strategic Aerospace Wing and the 6th Combat Support Group since 1959.[2] Colonel Cole said,

> It has been extremely gratifying to me that you have been able to operate your supply functions despite the lack of adequate UMD's. The great change in supply concept in the last years has brought many reorganizational problems. However, the ability to successfully accomplish the required tasks, regardless of problem magnitude is gratifying. (U)

Lt. Col. Richard M. Perkins is acting as special assistant to the 6th Combat Support Group Commander, Lt. Col. Emmett H. Clements. This was done because there was no vice commander assigned at the end of the month.[3] (U)

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2. History, Command Section, 6SAW, on file, IXO, 6SAW.

3. History, Command Section, 6CSG, on file, IXO, 6SAW.

Approving authority was delegated on 7 September to the Director of Base Medical Services to approve post-mortem examinations of military personnel assigned to Walker Air Force Base. Air Force Manual 160-20 names the installation commander as approving authority, but states that he may delegate his authority to the director of base medical services.[4] (U)

The present value of the Walker Air Force Base supply inventory is $22,129,220.06; value of equipment in use-$20,927,169,49; value of real property-$113,301,323.; value of assigned aircraft-$308,305,446.; value of assigned missiles-$12,181,560.[5] (U)

INFORMATION

Mr. John Sloan, representative of CARE, Los Angeles, California, presented an award to Walker at the 25 September 6th Combat Support Group Staff Meeting. The award was presented "in recognition of outstanding achievement in support of CARE, Radio Free Europe, and the American Korean Foundation.[6] (U)

SUMMARY

Colonel Cole, Director of Materiel, 15th Air Force, recapitulated the supply changes of the wing and group since 1959. Lt. Col. Perkins became special assistant to the 6th Combat Sup-

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4. History, Command Section, 6CSG, on file, IXO, 6SAW.

5. History, BDCR, 6CSG, Sep 62, on file, IXO, 6SAW.

6. Minutes, staff meeting, 6CSG, 25 Sep 62, Exhibit 1.

port Group Commander. Mr. John Sloan, representative of CARE presented an award to Walker Air Force Base. (U)

CHAPTER II

PERSONNEL

INTRODUCTION

The "first term" airmen retention rate showed a substantial gain during the month. (U)

Lt. Col. Husemoller gave a briefing at a 6th Combat Support Group staff meeting on the status of discipline. (U)

MILITARY PERSONNEL

During the month of September 1962, the 6th Strategic Aerospace Wing was authorized 640 officers and 3528 airmen. The present assigned strength is 641 officers and 3456 airmen. The 6th Combat Support Group is authorized 54 officers and 1442 airmen. Assigned presently are 52 officers and 1244 airmen. The 812th Medical Group is authorized 53 officers and 167 airmen. Present assigned is 60 officers and 152 airmen.[1] (U)

Changes in key personnel for the month of September are as follows: Lt. Col. Richard M. Perkins became special assistant to the 6th Combat Support Group Commander because of no vice commander being assigned this month; Lt. Col. Kenneth J. Green became the new commander of the 40th Bomb Squadron; Lt. Col. Howard M. Prather became Base Comptroller: and Maj. Harry G. Parrish, Jr., became commander of the 6th Transportation Squadron. (U)

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1. History, Strength Report, DP, 6SAW, 30 Sep 62, Exhibit 2.

The Walker Air Force Base retention rate for "first term" airmen during September showed a substantial gain of 73.8 percent. The retention rate for career airmen was down slightly during the month to 81.7 percent.[2] (U)

The Specialty Knowledge Test passing rate for the first quarter of fiscal year 1963 was 89 percent. Out of 306 persons tested during the quarter, 272 passed the test.[3] (U)

WELFARE AND MORALE

The Honor Squadron of the Month in the 6th Strategic Aerospace Wing for the month of September was again the 812th Medical Group. Second place in the standings went to the 579th Strategic Missile Squadron.[4] (U)

At the 4 September staff meeting of the 6th Combat Support Group, Lt. Col. Kenneth E. Husemoller, Base Deputy Commander for Law Enforcement, reported on the status of discipline as of 31 August 1962. He stated that there was a ring of thieves on base and that all personnel should take precautions to safeguard their possessions. He said that most off-base automobile accidents were caused by personnel driving their vehicles too close to cars ahead of them. He went on to

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2. Ltr., DP to IXO, 6SAW, 15 Oct 62, Subj: Retention Rate for September, Exhibit 3.

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

4. Rpt., BDCRMA, 6CSG, 8 Oct 62, Subj: Honor Squadron Rating System, on file, IXO, 6SAW.

say that most on-base automobile accidents were due to vehicles being backed up without proper caution.[5] (U)

The Walker disciplinary rate for the first quarter of fiscal year 1963 showed two AWOL's, 39 military offenses, one felony, 25 misdemeanors, 16 on-base accidents, 12 off-base accidents, and 9 DWI's.[6] (U)

One special court martial, 13 summary courts martial, and eight Article 15 reductions were reported during the month of September 1962.[7] (U)

SUMMARY

Lt. Col. Perkins became special assistant to the 6th Combat Support Group Commander during September. The "first term" airmen retention rate showed a substantial gain. Lt. Col. Husemoller gave a briefing on the status of discipline as of 31 August 1962. (U)

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5. Minutes, staff meeting, 6CSG, 4 Sep 62, Exhibit 4.

6. Minutes, staff meeting, 6SAW, 25 Sep 62, Exhibit 5.

7. History, SJA, 6CSG, Sep 62, on file, IXO, 6SAW.

say that most on-base automobile accidents were due to vehicles being backed up without proper caution.[5] (U)

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SUMMARY

Lt. Col. Perkins became special assistant to the 6th Combat Support Group Commander during September. The "first term" airmen retention rate showed a substantial gain. Lt. Col. Husemoller gave a briefing on the status of discipline as of 31 August 1962. (U)

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6. Minutes, staff meeting, 6SAW, 25 Sep 62, Exhibit 5.

7. History, SJA, 6CSG, Sep 62, on file, IXO, 6SAW.

CHAPTER III

OPERATIONS AND TRAINING

INTRODUCTION

A quarterly report on the "Chrome Dome" missions was produced during the month. (U)

The 6th Strategic Aerospace Wing mission "Slow Burn Oscar" was completed during September. (U)

The 6th Strategic Aerospace Wing participated in the joint SAC-NORAD exercise "Sky Shield III. (U)

A team from the 1st Combat Evaluation Group evaluated instructors in the 24th and 39th Bomb Squadrons. (U)

Eleven unreliable RBS runs and three unreliable Nike runs were reported during the month. (C)

Only one new crew entered training with the 4129th CCTS during the month. (U)

It was learned in September that the 4129th is to receive a KC-135 simulator in 1963. (U)

The Quarterly Safety Letter was sent to 15th Air Force during September. (U)

STATUS OF COMBAT CAPABILITY

The 6th Strategic Aerospace Wing, at the end of the month of September 1962, had 40 of its 41 assigned B-52 aircraft available for operations[1]. The 6th Air Refueling Squadron was

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1. MSG, 6SAW to 15AF, ZIPPO 09-337, 30 Sep 62, Subj: Aircraft Availability, Exhibit 6. (S)

assigned 20 KC-135 aircraft and had a total of 17 available for operations.[2] (S)

As of 2400 hours MST, 30 September 1962, the 6th Strategic Aerospace Wing had a total of 45 combat ready crews and no non-combat ready crews. In the combat ready category, the 6th Air Refueling Squadron had a total of 29 combat ready crews and no non-combat ready crews.[3] (S)

The month of September 1962 found six sorties of the 40th Bomb Squadron in ground alert posture. With crews changing twice weekly, eight changes were made with a total of 48 crews performing duty at the Alert Facility.[4] (U)

A total of 30 "Chrome Dome" missions were executed from the Alert Facility, which is in addition to the normal ground alert operations. As of the end of September 1962, the 6th Strategic Aerospace Wing completed six months of "Chrome Dome" missions.[5] (U)

Appended is a 6th Strategic Aerospace Wing Secret message concerning the "Chrome Dome" Activities Report for the months of August and September 1962. During this time 59 missions

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2. MSG, 6SAW to 15AF, ZIPPO 09-338, 30 Sep 62, Subj: Aircraft Availability, Exhibit 7. (S)

3. History, Operational Data, DCO, 6SAW, Sep 62, Exhibit 8. (S)

4. History, DCO, 6SAW, Sep 62, on file, IXO, 6SAW.

5. Ibid

were flown, 103 air refuelings were accomplished, a total of 118 weapons were flown, and 11 sorties were aborted.[6] (S)

Appended is a 15th Air Force Secret message concerning the Unit Alert Adjustment Recommendations for the months of October through December 1962.[7] (U)

TRAINING

On 25 September 1962, the 6th Strategic Aerospace Wing flew a mission as outlined in Flight Order 7-63, entitled "Slow Burn Oscar." The mission called for participation of 12 B-52 aircraft from the 24th and 39th Bomb Squadrons in the exercise. Six KC-135 aircraft from the 6th Air Refueling Squadron also participated along with one extra KC-135 acting as a weather scout. One KC-135 aircraft was assigned to each bomber cell and assumed the appropriate color code that was assigned to his receivers. The bomber mission requirements were designed to simulate "Bar None" and USCM requirements as closely as possible within the limitations of the mission. The tanker mission requirements were refueling and navigation.[8] (U)

A general briefing was conducted for air crews participating in the mission, on 20 and 21 September. Specialized briefings were conducted immediately after the general briefings.

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6. MSG, 6SAW to SAC, Sep 62, Subj: Chrome Dome Activities Report, Exhibit 9. (S)

7. MSG, 15AF to ROMEO TWO, DOPMS 2660, 7 Sep 62, Subj: Unit Alert Adjustment Recommendations, Exhibit 10. (S)

8. 6SAW FLTORD 7-63, "Slow Burn Oscar," 14 Sep 62, Exhibit 11. (C)

Pre-takeoff briefings were given to all pilots and navigators.[9] (U)

Bombers were to fly a day celestial grid, starting at the Mormon Messa VOR, Nevada and was to terminate at 47-50N 114-13W.[10] (U)

The 15th Air Force Oil Burner route "Dogtrot" was to be flown, employing a Short Look Large Charge run against targets "H" and "I". A synchronus offset run was to be accomplished at the Scenic Badlands RBS Site against target "A". A synchronus side step bomb run was to be made at the Offutt-Lincoln Mike Site against target "R".[11] (U)

One local defense run (LDR), one bomber defense run, and one radar simulator (RSR)run were to be conducted against the Glasgow RBS in conjunction with a short look large charge RBS run, by each participating bomber. One local defense run and one radar simulator run were performed at the Scenic Badlands RBS in conjunction with a high altitude synchronus bomb release. One low gear run was accomplished at the Offutt-Lincoln Mike Site in conjunction with a side step synchronus bomb run. A manual radar site run (MRSR) was performed against the GCI at Amarillo, Texas.[12] (U)

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9. 6SAW FLTORD 7-63, "Slow Burn Oscar," 14 Sep 62, Exhibit 11. (C)

10. Ibid.

11. Ibid.

12. Ibid.

A point system has been assigned to each individual requirement of the mission. Squadron and individual crew standings were determined by totaling the points for each activity. The total number of points possible for B-52 aircraft were 1000, and KC-135 total points were 200.[13] (U)

Airborne commanders for each cell were the lead bombers. The task force commander was designated at the pre-takeoff briefing. Airborne commanders briefed their respective cells immediately following the pre-takeoff briefing.[14] (U)

Electronic councermeasures (ECM) were to be based upon all of the aforetomenticned runs. If the route was changed, or a ground site was unable to accept or score electronic countermeasure activity, the individual EW was awarded the average score of the wing aircraft participating in this particular activity.[15] (U)

Aircraft were not to be loaded with ammunition for the tail guns. However, the gunnery system was to be fully operational. No nuclear weapons were carried while the mission was flown, although simulate ground loading had taken place.[16] (U)

At one-hundred nautical miles from the air refueling control point (ARCP), the cells were formed into refueling forma-

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13. 6SAW FLTORD 7-63, "Slow Burn Oscar," 14 Sep 62, Exhibit 11. (C)

14. Ibid.

15. Ibid.

16. Ibid.

tion. Eighty nautical miles from the air refueling control point, the receivers were to descent to an altitude which would provide 1000 feet from the tanker to the highest bomber. Normal closure speeds were flown, with the receiver's wing man flying a loose visiual formation on his leader. When the briefed amount of fuel was transferred to the first receiver, a disconnection was accomplished and the leader moved rearward and to the left and assumed a close visual formation on his element wing man who was refueling.[17] (U)

If the weather was such that it would present a safety hazard, all aircraft would maintain cell position in the refueling cell throughout the refueling area and the refueling portion of the mission would be excluded from the scoring criteria. The decision to abort the refueling part of the mission was to be coordinated between the weather scout and the Command Post prior to the first air refueling control point time.[18] (U)

The unit recall words were "Tall Tale Lime." When suffixed by the unit call sigh, aircraft of that unit would return to their base of departure. If the recall words were suffixed by the unit call sign and a geographical location

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17. 6SAW FLTORD 7-63, "Slow Burn Oscar," 14 Sep 62, Exhibit 11. (C)

18. Ibid.

or base meant to divert to a location or base. The Strategic Air Command recall words "Autmn Leaves" were to be utilized for the recall of all SAC unit training flights to their home stations.[19] (C)

Under Flight Order 7-63, a general alert notification was to be made to all personnel to report for duty. Squadrons were to go through normal personnel reporting procedures and they would retain sufficient personnel for the generation of aircraft.[20] (U)

On 2 September 1962, the 6th Strategic Aerospace Wing participated in a joint SAC-NORAD exercise entitled "Sky Shield III." Eight B-52's and four KC-135's participated in this joint exercise. The bombers tried to penetrate a certain NORAD region to help the National air defense system to test its effectiveness. The KC-135's supported the mission by refueling the bombers.[21] At the end of the month of September no report was made on the outcome of this exercise by the 6th Stategic Aerospace Wing. However, the mission went on as planned and there were no unusual incidents or occurances reported by the aircraft flying this mission.[22] (S)

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19. 6SAW FLTORD 7-63, "Slow Barn Oscar," 14 Sep 62, Exhibit 11. (C)

20. IBID.

21. History, 6SAW-6CSG, 1 - 31 August 1962.

22. History, DCOTP, 6SAW, Sep 62, on file, IXO, 6SAW.

A team from the 1st Combat Evaluation Group visited the 6th Strategic Aerospace Wing from 10 to 18 September. While the team was at the wing, they evaluated all of the instructors from the 24th and 39th Bomb Squadrons. A partial inspection of the standardization administration was performed during the visit. The overall rating for the standardization division was satisfactory.[23] (U)

Major Russell C. O'Brien, instructor navigator on crew S-40, went on temporary duty to Turner Air Force Base, Georgia from 14 September to 1 October. The purpose of the TDY was to check out trainee crews in Advanced Capability Radar.[24] (U)

Four instructors, 12 pilots, and two student pilots utilized the 6th Combat Support Group's T-33 aircraft during the month of September for a total flying time of 91:30 hours. Utilizing the C-123 aircraft were four instructors, 10 pilots, one co-pilot, and 11 student pilots for a total flying time of 108:25 hours. Two instructors, one pilot, and one student pilot utilized the H-19 aircraft for a total flying time of 42:10 hours.[25] (U)

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23. History, DCO, 6SAW, Sep 62, on file, IXO, 6SAW.

24. Ibid.

25. Ibid.

During the month of September 1962, the 6th Air Refueling Squadron flew a total of 171 sorties, of which 116 were utilized by student crews and 55 were squadron combat crew missions.[26] (U)

The 24th Bomb Squadron flew a total of 76 sorties during the month of September. Of these, 59 were flown by trainee crews and 17 were flown by the squadron's combat crews.[27] (U)

Eighty-three sorties were flown by the 39th Bomb Squadron during the month. Sixty-one were flown by student crews and 22 by the squadron's combat crews.[28] (U)

A continuous air weapons training program for aircrews from the 40th Bomb Squadron is being accomplished at the 6th Strategic Aerospace Wing's Alert Facility through a minimum of one hour periods during each alert tour.[29] (U)

Captain Kenneth H. Peterson, as a representative of the Air Penetrations Section, went on temporary duty to the La Junta Radar Bomb Scoring Site, Colorado. The purpose of the TDY was to determine why the 6th Strategic Aerospace Wing crews were getting such low scores at the site. It was discovered that the site's antenna tilt mechanism was inoperative.[30] (U)

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26. History, 6ARS, 6SAW, Sep 62, on file, IXO, 6SAW.
27. History, 24BS, 6SAW, Sep 62, on file, IXO, 6SAW.
28. History, 39BS, 6SAW, Sep 62, on file, IXO, 6SAW.
29. History, DCO, 6SAW, Sep 62, on file, IXO, 6SAW.
30. Ibid.

There were 11 unreliable radar bomb scoring (RBS) runs reported during the month of September 1962. Of these, five were due to procedure, two to the aiming point, two to materiel, one to computation, and one the reason was unknown. The circular error (CE) on the unreliable RBS runs ranged from 4600 to 82,600 feet.[31] (C)

Three unreliable Nike runs were also reported during the month. The reason for the unreliable runs were listed as two due to computation and one to the aiming point. Circular error on the runs ranged from 5800 to 70,530 feet.[32] (C)

Appended is a 15th Air Force Confidential message concerning the final results of the Flight Deck RBS Express on 7 September 1962.[33] (U)

A Confidential message from 15th Air Force concerning the Flying Hour Allocation for fiscal year 2/63 for the 6th Strategic Aerospace Wing is appended.[34] (U)

Also appended is the 6th Strategic Aerospace Wing's Monthly Operations Plan for the month of September 1962.[35] (U)

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31. Commander's Remarks, 6SAW, T12, 1 Jul-30 Sep 62, Exhibit 12. (C)

32. Ibid.

33. MSG, 15AF to QUEBEC TWO, DOTO 2656, 7 Sep 62, Subj: Final Results of Flight Deck RBS Express, Exhibit 13. (C)

34. MSG, 15AF to ROMEO TWO, DO 2788, 18 Sep 62, Subj: FY 2/63 Tactical Flying Hour Allocation, Exhibit 14. (C)

35. MONTHLY OPERATIONS PLAN, 6SAW, Sep 62, Exhibit 15.

Appended is a 15th Air Force Confidential message concerning the Low Altitude Flying Hour Allocation for the second quarter of fiscal year 1963.[36] (U)

During the month of September, the 6th Strategic Aerospace Wing flew a total of 2273:55 hours were flown by 202 sorties. Of the total hours flown, the 24th and 39th Bomb Squadrons flew 1218:55 hours and the 40th Bomb Squadron flew 274:05 hours. The 6th Air Refueling Squadron flew a total of 1254:20 hours.[37] (S)

During September, another crew from the 4017th Combat Crew Training Squadron Castle Air Force Base, California arrived at Walker Air Force Base to complete their training with the 4129th Combat Crew Training Squadron. The crew came from the 4017th because of an operational alert held during the month at Castle Air Force Base. The class was designated K62-19 (KC-135) and it entered training with the 4129th on 19 September.[38] (U)

Class 62-19 (B-52) entered training with the 4129th CCTS on 19 September. This was the only new group of trainees to enter training during the month, due to the crew coming from the 4017th. The crew was short six radar operators and seven gunners.[39] (U)

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36. MSG, 15AF to ROMEO TWO, DO 2845, 25 Sep 62, Subj: Low Altitude Flying Hour Allocation for FY 2/63, Exhibit 16. (C)

37. History, Operational Data, DCO, 6SAW, Sep 62, Exhibit 8. (S)

38. Student Crew Rosters, 4017CCTS, 93BW-4129CCTS, 6SAW, Sep 62, Exhibit 17.

39. History, 4129CCTS, 6SAW, Sep 62, on file, IXO, 6SAW.

Classes K62-16 and 62-16 completed training with the 4129th on 19 September.[40] (U)

The installation of an ACR modification on B-52G simulator AF57-110 was completed and accepted by the 4129th on 4 September 1962.[41] (U)

A Quality Control Inspection was conducted in the Training Devices Branch of the 4129th from 4 through 7 September 1962.[42] (U)

There were a few discrepancies in maintenance noted and they were corrected when found. The overall rating of the inspection was satisfactory.[43] (U)

Information was received from SAC by the 4129th that a KC-135 simulator had been assigned to that organization. The simulator is scheduled to arrive from the Ogden Air Materiel Area on 1 March 1963. Personnel to man the simulator are scheduled to come from Barksdale Air Force Base, Louisiana.[44] (U)

Flight simulator MB-14 (B-52) AF55-101 was shipped to OOAMA on 7 September for mobilization. This simulator will be returned to the 4129th on 30 December 1962.[45] (U)

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40. History, 4129CCTS, 6SAW, Sep 62, on file, IXO, 6SAW.

41. Ibid.

42. Ibid.

43. Ibid.

44. Ibid.

45. Ibid.

SAFETY

During the month of September 1962, the 6th Combat Support Group experienced three off duty disabling injuries for a loss of 10 days at a cost of $300. Also experienced by the group were 22 first aid injuries at a cost of $154 and one Air Force motor vehicle accident at a cost of $140. The 6th Strategic Aerospace Wing experienced accident losses that included one military off duty disabling injury for a loss of three days at a cost of $90; 57 first aid injuries at a cost of $399; three property damages at a cost of $2,712, and one civilian employee first aid injury at a cost of $7. The military injury rate for the month was 2.37. The civilian injury rate for September was zero. The military vehicle accident rate for September was .33.[46] (U)

Quarterly safety activity reports were submitted from staff agencies of the wing and group to Colonel Ernest C. Eddy, 6th Strategic Aerospace Wing Commander, for his review. These reports were then consolidated for use as the Commander's Quarterly Safety Letter which went to Headquarters 15th Air Force. The letter outlined the program accomplishments and procedures in missile, flying, nuclear, and ground safety. A copy of this letter appended.[47] (U)

A letter was produced by the Wing Safety Office during the

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46. History, SAFE, 6SAW, Sep 62, on file, IXO, 6SAW.

47. Ltr., C to 15AF, 6SAW, Sep 62, Subj: Quarterly Safety Letter, Exhibit 18.

month on the buying of surplus rifles. The letter was sent to all squadrons and staff agencies.[48] (U)

Firearm safety was the subject of a safety information letter produced by the Wing Safety Office. Distribution of this letter was made to all squadrons and staff agencies.[49] (U)

A command letter was distributed to all squadron commanders reminding them of the unit commander's responsibilities in making sure that all personnel are given safety briefings prior to leaving on a change of station or extended leave travel. Copies of Air Force Pamphlet 32-16-1 were distributed along with the letter by the Wing Safety Office as an assistance in affecting compliance with AFR 32-7.[50] (U)

A letter entitled "Field Archer's Safety Code" was produced during the month of September and distributed to all squadrons. It is an aid in indoctrinating personnel concerning the safe practices in archery.[51] (U)

The operation of vehicles on the flight line and the problem of vehicle and aircraft ground collisions were the subjects

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48. Ltr., SAFE to all squadrons and staff agencies, WAFB, 5 Sep 62, Subj: Pointers on buying Surplus Rifles, Exhibit 19.

49. Ltr., SAFE to all squadrons and staff agencies, WAFB, 5 Sep 62, Subj: Firearm Safety, Exhibit 20.

50. Ltr., SAFE to all squadron commanders, WAFB, 10 Sep 62, Subj: Required Safety Briefings, Exhibit 21.

51. Ltr., SAFE to all squadrons, WAFB, 10 Sep 62, Subj: Field Archer's Safety Code, Exhibit 22.

of concern in a command message from 15th Air Force on 7 September. A reproduction of this message was made for use as an attachment to aletter producted by the Wing Commander on this subject. The message and letter were distributed to all squadrons.[52] (U)

SUMMARY

During the month of September 1962, the 6th Strategic Aerospace Wing completed six months of "Chrome Dome" missions. A quarterly report was made on the "Chrome Dome" missions during the month. On 25 September 1962, the 6th Strategic Aerospace Wing mission "Slow Burn Oscar" was flown. This was a training mission which was to come as close as possible to simulating a "Bar None." All personnel of the wing and group were ordered to report for duty as soon as the mission was executed. On 2 September, the wing participated in the joint SAC-NORAD exercise "Sky Shield III." No unusual incidents were reported on this exercise. A team from the 1st Combat Evaluation Group visited the 6th Strategic Aerospace Wing from 10 to 18 September. They evaluated all instructor personnel from the 24th and the 39th Bomb Squadrons. Eleven unreliable radar bomb scoring (RBS) runs were reported during the month. Three unreliable Nike runs were also reported. The 6th Strategic Aerospace Wing flew a total of 2273:55 hours during the month of September. Only one new class

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52. Ltr., SAFE to all squadrons, WAFB, 17 Sep 62, Subj: Vehicle/ Aircraft Ground Accident Collisions, Exhibit 23.

entered training with the 4129th Combat Crew Training Squadron during the month. This was due to an influx of trainee crews from the 4017th Combat Crew Training Squadron at Castle Air Force Base, California. A Quality Control Inspection was conducted at the 4129th's Training Devices Branch. A satisfactory score was obtained. Information came from SAC that the 4129th is to receive a new KC-135 simulator in 1963. Several disabling injuries occurred in the 6th Strategic Aerospace Wing and the 6th Combat Support Group during the month. The Wing Commander's Quarterly Safety Letter was forwarded to Headquarters 15th Air Force during September. Letters concerning the buying of surplus rifles, firearm safety, safety briefings, field archery safety, and vehicles colliding with aircraft were produced by the Wing Safety Office during the month and distributed to squadrons and staff agencies. (S)

CHAPTER IV

MAINTENANCE AND FACILITIES

INTRODUCTION

The new "High Blower" aircraft recovery concept was initiated during September. (U)

Major General Ray J. Laux, Chief of the Army-Air Force Exchange System, visited Walker during the month. (U)

MAINTENANCE

Captain R. C. Starkel, from the GAM-77A Branch of the 6th Armament and Electronics Maintenance Squadron, went on temporary duty to March Air Force Base, California from 17 to 21 September to coordinate an inspection checklist for all GAM equipped units of 15th Air Force.[1] (U)

On 15 September 1962, the responsibility of loading GAM-77A's on B-52 aircraft was transferred from the 37th Munitions Maintenance Squadron to the 6th Armament and Electronics Maintenance Squadron.[2] (C)

The Electronics Warfare System Branch has experienced difficulty in obtaining initial and sufficient back-up of ALR-18 systems and sub-assemblies. This system is required on all Phase II B-52E aircraft. This system has a lack of repair capabilities due to insufficient test equipment and lack of author-

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1. History, 6AEMS, 6SAW, Sept 62, on file, IXO, 6SAW.

2. History, 6MMS, 6SAW, Sept 62, on file, IXO, 6SAW.

ized spares which greatly hinders the efforts of maintenance personnel to maintain effective operation of the electronic warfare systems on sighted aircraft.[3] (U)

The new aircraft recovery concept, called "High Blower," has been implemented as of 1 September 1962. The concept calls for the reduction of the out of commission time for tactical aircraft to better support the EWO committments of SAC. Since its implementation, the concept has begun to show great progress and improvement in the recovery of aircraft. The average turn-around time, following landing, until the aircraft are placed back in a commissioned status, has averaged less than eight hours per aircraft. During the month of September, 370 B-52 and 240 KC-135 aircraft recoveries were made under "High Blower" for a total of 610 aircraft recoveries.[4] (U)

Appended is the Maintenance Summary covering a period from June to August 1962.[5] (U)

SUPPLY

The problem of tenant units turning over their supply accounts to the Base Equipment Management Office was settled during the month of September. All tenant units, with the exception of the OSI, have turned over their supply accounts.[6] (U)

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3. History, 6AEMS, 6SAW, Sep 62, on file, IXO, 6SAW.

4. History, 6CMS, 6SAW, Sep 62, on file, IXO, 6SAW.

5. Maintenance Summary, 6SAW, Jun-Aug 62, Exhibit 24.

6. History, DSUP, 6SAW, Sep 62, Exhibit 25.

An audit of all BEMO supply records took place during the month. The records went back for a period of five years and took a total of 23 days to complete the audit. Many discrepancies were noted and all of them were adjusted whenever it was possible.[7] (U)

Twelve new supply accounts were assigned to the 579th Strategic Missile Squadron--one for each missile complex. A meeting was held by personnel from the 579th SMS and Base Supply to establish procedures for the delivery of items required by the missile sites and maintenance shops.[8] (U)

Canabalizations for the month were from four B-52's and four from KC-135's for a total of eight.[9] (U)

As of 15 September 1962, the Combat Launch and Recovery Kits (CLARK) were 99.1 percent complete.[10] (U)

FACILITIES

Major General Ray J. Laux, Chief of the Army-Air Force Exchange Service, visited Walker Air Force Base from 19 to 20 September 1962. The purpose of the visit was to inspect the Walker Base Exchange system.[11] (U)

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7. History, DSUP, 6SAW, Sep 62, Exhibit 25.

8. Ibid.

9. Weapon System Logistic Rpt., 6SAW, Sep 62, OCLO, OCAMA, Exhibit 26.

10. Ibid.

11. History, HDCS, 6CSG, Sep 62, on file, IXO, 6SAW.

In the 20 September Airdrome Activities Meeting it was reported that some of the window glass in the aircraft control tower was reflecting a double image. A work order has been submitted to BDCE and DSAFE to check the glass since any reflection of this kind would affect the working conditions of tower personnel.[12] (U)

SUMMARY

The responsibility of loading GAM-77A's was transferred from the 37th MMS to the 6th AEMS during September. The Electronics Warfare Systems Branch experienced difficulty in obtaining AIR-18 systems. The new "High Blower" aircraft recovery concept was implemented during the month. An audit of all BEMO supply records took place during September. Maj. Gen. Ray J. Laux, Chief of the Army-Air Force Exchange Service visited Walker during the month. (C)

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12. Minutes, Airdrome Activities Meeting, 20 Sep 62, Exhibit 27.

CHAPTER V

THE ICBM PROGRAM

INTRODUCTION

A shortage of missile combat crew commanders was a problem during the month. (U)

Three more complexes were placed in Emergency Combat Capability during the month. (S)

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., 36.6 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.[1] (U)

At the end of the month of September, there were 13 missiles

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

on hand at Walker due to the arrival of one more missile. As of 30 September 1962, there were 53 crews assigned to the 579th Strategic Missile Squadron.[2] (S)

PERSONNEL

The authorized manning strength of the 579th remained unchanged during the month of September 1962--143 officers and 424 airmen. The present assigned strength is 146 officers and 464 airmen, slightly over the authorized manning stength.[3] (U)

A shortage of four missile combat crew commanders existed in crews P-58 through P-61 during the month. The losses were caused by medical and acedemic deficiencies at OBR/OZR courses at Sheppard Air Force Base, Texas. Five replacement commanders will be obtained through promotions of lieutenants to captains during the October 1962 promotion cycle.[4] (S)

OPERATIONS AND TRAINING

A team from the 3901SMES arrived at the 579th on 24 September to conduct upgrading certification of crews. Immediately after the upgrading certification, these crews were to start Phase III ORT training.[5] (C)

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2. Rpt., 10-SAC-T12, 6SAW, Sep 62, Ballistic Missile Unit Status, Exhibit 28. (S)

3. History, 579SMS, 6SAW, Sep 62, on file, IXO, 6SAW.

4. Rpt., 10-SAC-T12, 6SAW, Sep 62, Ballistic Missile Unit Status, Exhibit 28. (S)

5. MSG, 15AF to 6SAW, DO2783, 18 Sep 62, Subj: Phase III ORT Program, Exhibit 29. (C)

Three more missile complexes were placed in Emergency Combat Capability (ECC) during September. The three sites placed in this configuration were 579-1, 579-6 and 579-9.[7] (S)

A 3-AF-V14 report was produced by the 579th during the month and sent to Headquarters SAC. A copy of this report is appended.[8] (U)

Three Secret messages were received from SAC concerning the alert adjustments of missile sites in ECC configuration. These messages are appended.[9] (U)

Also appended is a 15th Air Force Secret message concerning Missile Alert Adjustment Recommendations for the months of October through December.[10] (U)

MAINTENANCE AND FACILITIES

The overall Atlas missile acceptance program for the 6th Strategic Aerospace Wing is ahead of schedule. However, the manning input still remains at its original schedule.[11] (U)

All of the self generating breathing apparatus has been found unsatisfactory for emergency use at the missile sites.

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7. History, 579SMS, 6SAW, Sep 62, on file, IXO, 6SAW.

8. MSG, 579SMS to SAC, 579SMSO 476, 26 Sep 62, Subj: 3-AF-V14 Report, Exhibit 30. (S)

9. MSG, SAC to 6SAW, DOPL 7282, 13 Sep 62, Subj: Missile Alert Adjustment; MSG, SAC to 6SAW, DOPL 7383, 18 Sep 62, Subj: Missile Alert Adjustment; MSG, SAC to 6SAW, DOPL 74800, Subj: Missile Alert Adjustment, Exhibit 31. (S)

10. MSG, 15AF to SAC, DOPMS 2660, 7 Sep 62, Subj: Missile Alert Adjustment Recommendations, Exhibit 32. (S)

11. Rpt., 579th Program Progress, 6SAW, 4 Oct 62, Exhibit 33.

A request was submitted through supply channels to higher headquarters for the replacement of these breathing devices for a better type. This request was disapproved by SAC supply personnel. It was requested that supply and safety personnel coordinate their efforts to find a solution to this problem.[12] (U)

Appended is the Site Activation Status Report for the month ending on 30 September 1962.[13] (U)

SUMMARY

A shortage of missile combat crew commanders was a problem during the month. They will be replaced in October 1962 when five lieutenants will be promoted to the rank of captain. A team from the 3901SMES arrived at the 579th to upgrade missile crews. Three more missile complexes went into ECC configuration. A 3-AF-V14 report was produced by the 579th and sent to SAC. Self generating breathing apparatus was found unsatisfactory for use in emergency conditions. (S)

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11. Rpt., 579th Program Progress, 6SAW, 4 Oct 62, Exhibit 33.

12. Site Activation Status Rpt., 6SAW, 30 Sep 62, Exhibit 34.

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

SEPTEMBER - ROSTER OF KEY PERSONNEL

Col	Ernest C Eddy	C, 6SAWg
Col	Eugene N Waldher	V/C, 6 SAWg
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	Samuel J Patti	Dir of Personnel
Lt Col	Keith P Siegfreid	Dir of Supply
Lt Col	Howard M Prather	Base Comptroller
Lt Col	Leonard A Klanecky	Information Services Officer
Major	Burmon C Hoyle	Dir 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	Dale E Savidge	6A&E Maintenance Sq
Lt Col	Donald R Calof	6Organizational Mainte Sq
Lt Col	Enos L Cleland Jr	6Field Maintenance Sq
Lt Col	Jesse L Mayo	37Maintenance Munitions Sq
Lt Col	Joseph R Hanlen	6Air Refueling Sq
Major	Richard D Courtney	6Supply Sq
Major	Arthur L Bruggeman	Hq Sq 6 Bomb Wg

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

ROSTER OF KEY PERSONNEL
SEPTEMBER 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 Richard M Perkins	BDCR (Sp Asst to BC)
Lt Col Charles J Platt, Jr	BDCS
Lt Col Howard M Prather	BDCR
Ch, Lt Col, Oscar W Voelzke	BCH
Maj Donald J Mercer	BPR
Maj Burmon C Hoyle	SAFE
Maj Marvin D Moss	CDSC
Maj Harry G Parrish, Jr	TSC
Capt William J Powers	6HSC
Capt Thomas W Wright	FSSC
1st Lt Charles E Williams	CESC
2d Lt Herbert G Rosenthal	BDAS

BIBLIOGRAPHY

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

LIST OF EXHIBITS

1. Minutes, staff meeting, 6CSG, 25 Sep 62.

2. History, Strength Report, DP, 6SAW, 30 Sep 62.

3. Ltr., DP to IXO, 6SAW, 15 Oct 62, Subj: Retention Rate for September.

4. Minutes, Staff Meeting, 6CSG, 4 Sep 62.

5. Minutes, Staff Meeting, 6SAW, 25 Sep 62.

6. MSG, 6SAW to 15AF, ZIPPO 09-337, 30 Sep 62, Subj: Aircraft Availability. (S)

7. MSG, 6SAW to 15AF, ZIPPO 09-338, 30 Sep 62, Subj: Aircraft Availability. (S)

8. History, Operational Data, DCO, 6SAW, Sep 62. (S)

9. MSG, 6SAW to SAC, Sep 62, Subj: Chrome Dome Activities Report. (S)

10. MSG, 15AF to ROMEO TWO, DOPMS 2660, 7 Sep 62, Subj: Unit Alert Adjustment Recommendations. (S)

11. 6SAW FLTORD 7-63, "Slow Burn Oscar," 14 Sep 62, (C)

12. Commander's Remarks, 6SAW, T12, 1 Jul-30 Sep 62. (C)

13. MSG, 15AF to QUEBEC TWO, DOTO 2656, 7 Sep 62, Subj: Final Results of Flight Deck RBS Express. (C)

14. MSG, 15AF to ROMEO TWO, DO 2788, 18 Sep 62, Subj: FY 2/63 Tactical Flying Hour Allocation. (C)

15. Monthly Operations Plan, 6SAW, Sep 62.

16. MSG, 15AF to ROMEO TWO, DO 2845, 25 Sep 62, Subj: Low Altitude Flying Hour Allocation for FY 2/63. (S)

17. Student Crew Rosters, 4017CCTS, 93BW-4129CCTS, 6SAW, Sep 62.

18. Ltr., C to 15AF, 6SAW, Sep 62, Subj: Quarterly Safety Letter.

19. Ltr., SAFE to all squadrons and staff agencies, WAFB, Subj: Pointers on Buying Surplus Rifles.

20. Ltr., SAFE to all squadrons and staff agencies, WAFB, 5 Sep 62, Subj: Firearm Safety.

21. Ltr., SAFE to all squadron commanders, WAFB, 10 Sep 62, Subj: Required Safety Briefings.

22. Ltr., SAFE to all squadrons, WAFB, 10 Sep 62, Subj: Field Archer's Code.

23. Ltr., SAFE to all squadrons and staff agencies, WAFB, 17 Sep 62, Subj: Vehicle/Aircraft Ground Accident Collisions.

24. Maintenance Summary, 6SAW, Jun - Aug 62.

25. History, DSUP, 6SAW, Sep 62.

26. Weapon System Logistic Rpt., 6SAW, Sep 62, OCLO, OCAMA.

27. Minutes, Airdrome Activities Meeting, 6SAW, 20 Sep 62.

28. Rpt., 10-SAC-T12, 6SAW, Sep 62, Subj: Ballastic Missile Unit Status. (S)

29. MSG, 15AF to 6SAW, DO 2783, 18 Sep 62, Subj: Phase III ORT Program. (C)

30. MSG, 579SMS to SAC, 579SMSO 476, 26 Sep 62, Subj: 3-AF-V14 Report.

31. MSG, SAC to 6SAW, DOPL 7282, 13 Sep 62, Subj: Missile Alert Adjustment; MSG, SAC to 6SAW, DOPL 7383, 18 Sep 62, Subj: Missile Alert Adjustment; MSG, SAC to 6SAW, DOPL 74800, 24 Sep 62, Subj; Missile Alert Adjustment.

32. MSG, 15AF to SAC, DOPMS 2660, 7 Sep 62, Subj: Missile Alert Adjustments Recommendations for Oct-Dec 62.

33. Rpt., 579th Program Progress, 6SAW, 4 Oct 62.

34. Site Activation Status Rpt., 6SAW, 30mSep 62.

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

MINUTES OF STAFF MEETING

25 September 1962

1. Place: Conference room, Bldg 610

2. Time: 1030

3. Chairman: Lt Col Emmett H. Clements, Commander

Members present:

Lt Col K E Husemoller, BDCL
Lt Col M E Johnston, BDCM
Lt Col P D Loomer, BJA
Lt Col R M Perkins, Spl Asst, BC
Lt Col C H Platt, B DCS
Lt Col H M Prather, BDCR
Lt Col W Schwaderer, WEA
Ch, LtCol O W Voelzke, BCH
Maj M H McNulty, OSI
Maj D J Mercer, BPR
Capt W J Powers, 6HSC
Capt J P Raymer, FTD
Capt E M Winogrocki, AFAUD
Capt T W Wright, FSSC
1st Lt J M Stephenson, CDSC
1st Lt C E Williams, CESC
1st Lt J C Zoner, BDCRM
2d Lt H M Childress, IXO
2d Lt H G Rosenthal, BDAS
2d Lt S W Rohrbough, TS
2d Lt H G Rosenthal, BDAS
CWO McCarthy, SATAF
Mr F F Quackenbush, SAFE

Members absent: Maj R D Cramer, 2010COMS

4. BC:

a. Heat in Government Quarters. BDCE has lighted the heaters of most all houses. If anyone has not had the heater turned on, he should phone 381 for service.

b. Military Discipline went down during the second fiscal quarter. All commanders will emphasize discipline in their squadrons. Many new first-term airmen are on the station and need to be indoctrinated into all phases of military life, especially discipline. Commanders will caution troops against "name-calling," in relation to color and race of other persons.

c. United Fund Drive will be kicked off on Monday 1 October. Lt Col Prather will be base project officer and will be assisted by last year's project officer, Lt Col Mandina. Each squadron will appoint a project officer, who will handle the program within the squadron. A United Fund meeting will be held at 1500, Thursday, 27 September, in the Base Headquarters Conference Room (Bldg 610). All project officers will attend. Lotteries to raise money are no longer legal. It is up to the squadron commanders' ingenuity to meet their quotas.

d. Crew Members Compensatory Time is now termed "Combat Crew Rest and Recuperation." DCOT will publish a letter of explanation to all units concerned.

e. Aircraft Accidents. Statistics show that there are more aircraft accidents in September than in any other month during the year. All flying personnel are urged to take extra precaution in light of this trend.

f. Annual Malco Banquet will be held on 3 November. This affair is usually held to honor bomber competition crews. However, this year the honorees will be the "Bar None" winner and also outstanding crews picked from other TAC squadrons of the 6SAW.

g. ORI. There is a possibility that Walker will be subjected to an ORI in the near future. All sections will review the last IG report to ensure that everything possible has been done to preclude repeat deficiencies, and that there is complete justification in evidence for non-correction of repeat items on the last IG report; such as, lack of proper facilities due to lack of funds.

h. Gun Accidents. Commanders will brief their troops continually on how to handle guns. Regulations on storing of weapons will be reviewed for the benefit of personnel. Commanders will inspect barracks and autos to ensure that guns are not being kept at hand against regulation.

i. Slow Burn Oscar critique will be held Monday, 1 October; the hour will be announced later.

j. MCS. Monday, 1 October, is the beginning of a new quarter. Squadron commanders will make every effort to bring squadrons of 6CSG up from the bottom during this quarter.

k. Missiles. Col Clements briefed on the status of missile complexes. A SAC Evaluation Team is at Walker and will have a TAD in Complex No. 4 this date.

l. Language Survey. Officers who have not replied to the questionnaire to DP will do so immediately.

m. POL Officer's replacement will be in in October; 6A&E Commander's replacement, in November.

n. NB3 Jackets and Trousers. DSUP should know the minimum number each agency concerned can get by with. Personnel who use this clothing will be cautioned concerning care of the jackets, which are highly pilferable. Supply will stamp a number on the pocket of each jacket for identification purposes, and each one must have reflective scotch tape affixed, which can be seen at night (for safety purposes).

o. Equipment money has just about run out. Supply and Comptroller are looking at it to see whether some of this money which was spent on missiles can be reimbursed.

p. Horses. For personnel going deer-hunting, pack horses may be rented from the Base Riding Stables.

q. AFR 177-16. There is an annual requirement to read AFR 177-16 and submit a statement to BDCR. All personnel concerned are requested to submit the statement as soon as possible.

r. Winterizing Ground Equipment. The Commander directed that all agencies that have ground equipment, familiarize themselves with operating and maintenance directives and get the equipment ready for cold weather.

s. 5BX goes in the MCS 1 October; it counts 100 points.

t. Dogs. There are many complaints about dogs running loose on base. Dogs must be confined during the night hours, as well as daytime - either penned in or on a leash. There will be doubled effort by the AP's to pick up dogs running loose, and an additional charge levied on repeat offenders if they want their dogs returned. Colonel Clements requested that persons who do not want their dogs, get rid of them and not let them run loose.

u. Staff Visits to Pyote AFS will be on the first Thursday of the first month of each quarter, as a general rule. The next visit will be 11 October because of a prior commitment of the Commander for the first Thursday.

v. Shortage of Bed Linen. BDCM must have specific instances of such losses before action can be taken.

w. Award. Mr John Sloan, representative of CARE, Los Angeles office, has presented the base with an award "in recognition of outstanding achievement in support of CARE - Radio Free Europe - American Korean Foundation."

5. BDCL: Lt Col Husemoller briefed on the status of discipline for the quarter, and commented on the increased offenses during the third quarter of 1962 over the preceding two quarters.

6. TSTMO: Flights to Pyote AFS will not be made henceforth, except by request.

7. BCH:

a. The schedule for Jewish holidays will be published in the Strategian and the Daily Bulletin.

b. Chapel No. 2 will open on 14 October. Chaplain Casey, 15AF, will be present.

c. Episcopal Communion service will be held every Thursday at 0645 hours.

8. BDCE: Care of Trees and Shrubs. Housing occupants who are having trouble with insects damaging trees and shrubs should phone 381 to report this. BDCE will give service within two days.

9. BDCS: Effective 1 October, dances in the Community Center will be held on Saturday nights instead of Sunday nights.

10. BDAS: 6CSG Weekend Commander will be Lt Col Prather.

11. IXO: Lt Childress reported that the Kid's Day observance was most successful, with an attendance of 2900 children.

FOR THE COMMANDER

HERBERT G ROSENTHAL
2d Lieutenant, USAF
Depy Base Dir of Adm Svcs

STRENGTH REPORT AS OF 30 SEPTEMBER 1962

	OFFICERS		AIRMEN	
	Auth	Asgd	Auth	Asgd
Combat Support Group	54	52	1442	1244
812 Medical Group	53	60	167	152
6 Strategic Aerospace Wing	640	641	3528	3456
TOTAL	747	753	5137	4852

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

REPLY TO ATTN OF: DPR/SMSgt Fink/2091

SUBJECT: Retention Rate for August 1962 and Cumulative for FY63 10 Sep 62

TO: IXO

	EFF: 1-31 Aug 62				CUMULATIVE FOR FY63			
	FIRST TERM		CAREER		FIRST TERM		CAREER	
ORGANIZATION	D/R	RATE	D/R	RATE	D/R	RATE	D/R	RATE
6 ARS	-	-	1/1	100%	-	-	2/2	100%
24 BS	-	-	-	-	-	-	-	-
39 BS	-	-	-	-	-	-	-	-
40 BS	-	-	1/1	100%	-	-	4/4	100%
4129 CCTS	1/0	0%	3/3	100%	1/0	0%	3/3	100%
37 MMS	2/0	0%	1/1	100%	3/0	0%	1/1	100%
579 SMS	-	-	4/4	100%	-	-	7/7	100%
6 AEMS	7/1	14.2%	4/2	50%	7/1	14.2%	10/7	70%
6 FMS	2/0	0%	6/6	100%	5/2	40%	10/10	100%
6 OMS	1/0	0%	2/2	100%	2/1	50%	5/4	80%
6 SS	1/1	100%	9/9	100%	1/1	100%	13/13	100%
6 SAW	1/0	0%	5/3	60%	3/2	66.6%	11/7	63.6%
6 SAW TOTAL	15/2	13.3%	36/32	88.8%	22/7	31.8%	66/58	87.8%
6 CDS	4/1	25%	4/4	100%	6/2	33.3%	7/7	100%
6 TS	-	-	2/0	0%	-	-	4/1	25%
6 FSS	-	-	2/2	100%	1/1	100%	3/3	100%
6 CES	1/0	0%	2/2	100%	2/1	50%	5/4	80%
6 HS	2/1	50%	-	-	4/2	50%	1/1	100%
6 CSG TOTAL	7/2	28.5%	10/8	80%	13/6	46.1%	20/16	80%
812 MED GP	3/1	33.3%	1/1	100%	4/2	50%	3/2	66.6%
WALKER AFB TOTAL	25/5	20%	47/41	87.2%	39/15	38.4%	89/76	85.3%

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

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

MINUTES OF STAFF MEETING

4 September 1962

1. Place: Conference Room, Bldg 610

2. Time: 1030

3. Chairman: Lt Col Emmett H. Clements, Commander

Members present:

Lt Col K E Husemoller, BDCL
Lt Col M E Johnston, BDCM
Lt Col P D Loomer, BJA
Lt Col R Murray, BDCE
Lt Col R M Perkins, BDCR
Lt Col H M Prather, BDCR
Ch, Lt Col, O W Voelzke, BCH
Maj R C Geppinger, 2010CS
Maj M H McNulty, OSI
Maj D J Mercer, BPR
Maj H Russell, ACW
Capt J P Raymer, 511FTD
Capt E M Winogrocki, AFAUD
1st Lt J C Zoner, BDCRMA
CWO McCarthy, SATAF
SMSgt Palombo, for SAFE
MSgt Derry, for BDAS
MSgt Williams, for 6HSC
MSgt McEnery, for IXO

4. BC:

a. PFR. The physical fitness program has been formalized in a pamphlet (5BX Pamphlet) which has been distributed throughout the base.

b. Status of Overtime Funds. This base is over-obligated for this quarter. All agencies will place tight control on overtime.

c. 15AF Commanders Conference. Extracts from "Handout 15AF Commanders Conference August 1962 Fairchild Air Force Base, Washington" will be given each directorate concerned, for information and planning.

d. Use of Government Vehicles. BDCM is preparing a written briefing for commanders to give at Commander's Calls.

e. Minor Accidents. The Base Surgeon has announced that he will make a monthly summary of minor accidents (non-reportable type) so that commanders and base authorities may watch for trends.

f. Two missile complexes were accepted by the base over the weekend.

g. Airman promotions are in - Walker has largest quota in 15AF.

h. At the mandatory safety meeting last week there was a very poor showing of commanders and supervisors.

i. Storing of Power Mowers. BDCE and SAFE have not yet submitted a recommendation on what to do about power mowers being kept in barracks storerooms. A report will be given on this at next staff meeting, and instructions will be prepared for publication to all organizations.

5. BDCL: Lt Col Husemoller briefed on the status of discipline as of 31 August. He stated that there is a ring of thieves on the base and all personnel should take precaution to safeguard their possessions. In discussing auto accidents, he stated that most off-base accidents were caused by following too close to the car ahead; on-base accidents involved backing without due caution.

6. BDCM:

a. Due to the mud puddles left by the rain, the R&M did not hold its routine retail sale last Saturday. Further rain this week has necessitated postponing it indefinitely.

b. EWO. On 24 and 25 September a practice EWO generation exercise will be held. 6CSG agencies involved (BDCM, BDCL, CDS, FSS, and TS) should attend the mission planning briefing to be held at 1000, 10 September, Wing Conference Room. The 6SAW War Support Plan, dated 1 August 1962, should be reviewed, as the exercise will be according to this plan. War plan briefings will be given on 4, 5, and 6 September at 1530 hours, Bldg 611.

c. Bowlers, especially couples, are urged to bowl with the Twilight Bowling League every Tuesday at 20000.

d. Monjeau Retreat is in very good condition. However, some personnel who rent the trailers are stripping them of CBF-purchased equipment. All commanders should counsel their troops that they are robbing themselves when they steal or destroy these items.

7. BDAS: 6 CSG Weekend Commander will be Lt Col Perkins.

FOR THE COMMANDER:

HERBERT G ROSENTHAL
2d Lieutenant, USAF
Base Depy Dir of Adm Svcs

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

STAFF MEETING

1. Place: Wing Conference Room, Bldg 812

2. Time: 0800 hours, 25 September 1962

3. President: Colonel Ernest C Eddy — C

Members present:

Colonel E N Waldher	VC
Colonel D D Patch	DCM
Lt Col B McDowell Jr	579SMS
Lt Col W S Beck	SU
Lt Col E H Clements	BC
Lt Col J W Swanson	DCO
Lt Col K P Siegfreid	DSUP
Lt Col W A Ham	DP
Lt Col O W Voelzke	BCH
Lt Col L A Klanecky	IXO
Lt Col J R Cox	DCOI
Lt Col H M Prather	DCR
Lt Col K E Husemoller	BDCL
Lt Col P D Loomer	SJA
Major A L Bruggeman	6SAWHS
Major T A Blake	DAS
Capt H G McMahon, Jr	DAS
Capt J M Bryant	DCRMA
Capt R L Hull	SAFE

C.

a. Discipline. The following rates have been scored on discipline for this quarter: AWOL's - 2; Military offenses - 39; Felonies - 1; Misdemeanors - 25; On-base accidents - 16; Off-base accidents - 12; DWI - 9. The rates are much higher than last quarter.

b. CCRR. We've received directives from 15AF requiring all officers and airmen crewmembers certification that they fully understand the new concept for compensatory time off following alert duty. Guidance and certificates will be disseminated immediately to the squadrons. They will have the certificates completed and returned to the C by 3 October.

c. Flying Safety Msg. We received a flying safety message outlining most deficiencies with regard to flying safety. Director of Safety will cover these in future briefings. Commanders must make every effort to brief their personnel and prepare for winter operations.

d. Malco Banquet. Malco Products will sponsor their annual banquet again this year. In the past they have honored the Bombing Competition crews, this year, the crews will be selected by other criteria; i.e., Bar None and other competitive missions.

e. ORI. We are vulnerable for an ORI any time now. Request all past inspections, staff visits, etc, be reviewed and any areas reflecting deficiencies be examined to preclude repeat discrepancies. 47SAD is preparing a check list.

f. Hunting Accidents. JA was queried regarding control of fire arms accidents. Safety may require individuals to complete a safety course prior to checking out a weapon.

g. Slow Burn "Oscar". The critique of the USCM exercise, 24 - 25 September will be held 1330 hours, Monday, 1 October 1962.

VC.

USCM. Colonel Waldher urged all organizations to review their activities' participation in the USCM exercise and any problem areas be scrutinized for best solution.

BC.

a. United Fund Drive. Lt Col Mandino will be project officer; briefings to be presented at each staff meeting subsequent [illegible].

b. Wherry. Civil Engineers are lighting pilots to heaters; however, many occupants were not home and will need to notify C-E when gas can be lit.

c. Dogs. Many complaints are received on dogs running loose on base. Be assured that all dogs will be picked up if turned loose.

579SMS

Evaluation Team. There is a missile evaluation team on base; a countdown with liquid nitrogen will be held Thursday.

DP.

a. Records Review. Request first sergeants insure their personnel meet formation for records review as scheduled.

b. Base Stables. Pack horses are available for deer hunters at the Base Stables.

DSUP.

a. Flying Clothing. Authorization to submit requisitions for flying clothing (parka -- 3NB) has been received; but is very limited. For the purpose of control, a numbering system will be used and reflective tape sewn on as required by regulation.

b. Storing of Personal Fire Arms. A centralized weapons storage has been established in Building S-72; only 6 rifles and 2 pistols have been registered. Under no condition will weapons be kept in barracks by individuals and/or in personal possession.

BDCR.

Obligation of Funds. AF Regulation 177-16 requires comptroller to notify all staff agencies of requirements for obligating funds. This is an item of special interest for IG inspections.

SAFE.

Winterizing of Equipment. The safety office has received material on winterizing of equipment and a safety of flight packet stressing winterizing of power units, vehicles, and the use of de-icing fluid.

DCRMA.

5BX. The 5BX will be reflected in MCS and will be accomplished by birth dates; the first month will rate both PFR and 5BS.

BCH.

a. Jewish Services. Services for the Jewish holidays will be conducted; time to be announced in DB.

b. Episcopal Communion. The Episcopal Communion services will be conducted each Tuesday at 0645.

c. Chapel #2. Chapel #2 will be completed 14 October 1962.

EXO.

Kids' Day. Colonel Klanecky expressed thanks to the staff and all personnel who participated in Kids' Day. There were 2900 kids in attendance as compared to 2400 last year and 1700 two years ago. Particular credit for the success should go to the NCO's who were in charge of the kids. National Guard will be requested to assist with this program next year.

FOR THE COMMANDER:

H G McMAHON, JR, Captain USAF
Director of Administrative Services

00 30/0003Z S E C R E T

FROM: 6SAW WALKER

TO: 15AF
SAC

S E C R E T/ZIFFO 09/337 /SAC V-1 AS OF 30/0001Z.

A. 1 AF/KRSW/6SAW
B. 41 B-52E
C. 40 B-52E
D. 45/45
E. 45/45
F. 6/1
G. 6/1
H. 12/10/0
I. 12/10/0
J. 2/0/0
K. 2/0/0
L. 33/A/20
M. 02,03,04,06,07,08,81
N. 0
O. AGST 57-100 SRYSPELD

40TH BOMB SQDN 27 CREWS ASSIGNED 27 CREWS AVAILABLE

1 1

S E C R E T

00 30/0005Z S E C R E T

FM:.:6SAM WALKER

TO: 15AF
SAC

S E C R E T/ZIPPO 05-337 /SAC V-1 AS OF 30/0001Z.

A. 15AF/KWSC/6AREFS
B. 20 KC-135A
C. 17 KC-135A
D. 30/29
E. 29/27
F. 0
G. 0
H. 0
I. 0
J. 0
K. 0
L. 17/A/17
M. 0
N. 0
O. 2 ACFT TDY ACFT 58-043 (TAR PAPER) ACFT 58-0041 (WILD DOG)
ACFT 57-1433 STRUCTURAL DAMAGE IN MAINT DOCK

1 1

S E C R E T

DCO, 6TH STRATEGIC AEROSPACE WING, WALKER AFB, NEW MEXICO

SUBJECT: HISTORICAL REPORT (Classified Portion)
September 1962

V. DCOT (Training)

H. Reports and Analysis (DCOT/RA)

1. During the month of September 1962 the 6th Strategic Aerospace Wing flew a total of 2273:55 hours (B-52E), accomplished in 202 sorties. Of the above total the 24th and 39th Bomb Squadrons flew a total of 1218:55 hours in 130 sorties, plus an additional 93:00 hours at low level. The 40th Bomb Squadron (also included in the above total) flew 274:05 hours in 43 sorties, 40:00 hours of which were low level. The 40th Bomb Squadron continued to fly "Chrome Dome" for the month of September, flying 648 hours in 29 sorties, also included in the grand total. The 6th Air Refueling Squadron flew a total of 1254:20 hours in 171 sorties. As of 2400 hours MST, 30 September 1962, the 6th Strategic Aerospace Wing had a total of 45 combat-ready crews, and no non-combat-ready crew. The 6th Air Refueling Squadron had a total of 29 combat-ready crews. (S)

2. One officer and three airmen were assigned to the Statistical Reports Branch of 30 September 1962. (U)

4, 7 5 4

SECRET

ROUTINE
ROUTINE X AF

6STRATAEROSPACEWG WALKER AFB NMEX

SAC

15AF MARCH AFB CALIF

INFO: 47STRATAEROSPACEDIV CASTLE AFB CALIF

SECRET DCOTRA 538 . FOR SAC DOOPOP, 15AF DOT, 47SAD DO. THE FOLLOWING INFORMATION IS SUBMITTED FOR THE MONTHS OF AUGUST AND SEPTEMBER 1962. CHROME DOME ACTIVITY FOR THE 6STRAT AEROSPACE WING:

PART I:

A. NUMBER OF SORTIES AIRBORNE FOR THE MONTHS OF AUGUST AND SEPTEMBER 1962: 59

B. NUMBER OF SORTIES ABORTED: 11

C. NARRATIVE EXPLANATION OF ABORTS:

1. 7 AUGUST 1962 TANKER ABORT. FLIGHT TIME: 9:10
2. 12 AUGUST 1962 TANKER ABORT. FLIGHT TIME: 9:30
3. 17 AUGUST 1962 TANKER ABORT. FLIGHT TIME: 12:40
4. 21 AUGUST 1962 TANKER ABORT. FLIGHT TIME: 13:20
5. 23 AUGUST 1962 LOST ALL RADAR. FLIGHT TIME: 4:35
6. 24 AUGUST 1962 #10 PACK FAILURE. FLIGHT TIME: 5:00
7. 26 AUGUST 1962 LOST ALL RADAR. FLIGHTTIME: 13:10
8. 2 SEPTEMBER NO CHROME DOME DUE TO SKY SHIELD III.
9. 5 SEPTEMBER 1962 LOW OIL PRESSURE #3 ENGINE. FLIGHT TIME: 12:48

SECRET

6STRAT AEROSPACEWG WALKER AFB NMEX

10. 9 SEPTEMBER 1962 RIGHT TIP TANK WILL NOT FEED.

FLIGHT TIME: 12:22

11. 23 SEPTEMBER 1962 GROUND ABORTED FOR MAINT. SPOILER ROD BROKEN.

D. AUGUST AND SEPTEMBER 1962 TOTAL EFFECTIVE TIME: AUGUST 1962: 544:04

SEPTEMBER 1962: 567:23 TOTAL 544:04
567:23
1111:27

E. AUGUST AND SEPTEMBER TOTAL FLYING TIME:

AUGUST 1962: 636:30

SEPTEMBER 1962: 642:55 TOTAL 636:30
642:55
1279: 25

F. NUMBER OF REFUELING ACCOMPLISHED FOR AUGUST AND SEPTEMBER

AUGUST 1962: 49

SEPTEMBER 1962: 54 TOTAL 49
54
103

G. TOTAL WEAPONS FLOWN: (AUGUST AND SEPTEMBER 1962)

AUGUST 1962: 62

SEPTEMBER 1962: 56 TOTAL 62
56
118

PART II. COMMENTS AND RECOMMENDATIONS:

NONE.

SCP 4

SECRET

JPC009JPA088LXC 158KNJ331
OO RUWBJL RUWBJM RJWBJP RUWBKA RUWBKB RUWBND RUWBNG RUWBSZ RUWBAR
DE RUWBJN 11A
O P 071624Z
FM 15AF MARCH AFB CALIF
TO SAC
ROMEO TWO
ROMEO THREE
BT
S E C R E T DOPMS 2660
SAC FOR DOPLN: INFO FOR DCOP. (U) 15AF ALERT ADJUSTMENT RECOMMENDATIONS OFR OCT - DEC 62. THE FOLLOWING RECOMMENDATIONS ARE SUBMITTED IN ACCORDANCE WITH OUR DOPL 6618, SECRET, 22 AUG 62. THIS MESSAGE IN FOUR PARTS. PART I. EXPLANATION OF COLUMN HEADINGS.
A- UNIT
b - LOCATION
C- PLANNED ALERT
D - RECOMMENDED ADJUSTMENT

PAGE TWO RUWBKN 11A
E- NUMBER AND REASON
F - MATCHED TANKER
G- REMARKS
H - GAM 77 SORTIES
PART II. BOMBERS.

A	B	C	D	E	F	G	H
5	KSUU	8	1	8E	961/10		2 THRU 7
6.	KRSW	8	1	5E	905/102		3,4,6,7,8

****

07/1724Z SEP RUWBKN

NNNN

SECRET

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

CREW FLIGHT

"SLOW BURN OSCAR"

FLIGHT ORDER NO. 7-63

6SAW
Flight Order 7-63
14 September 1962

CONFIDENTIAL

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

REPLY TO ATTN OF: DCOTP/Maj Scharmen/2180 19 Sep 1962

SUBJECT: Amendment Number One to Headquarters 6th Strategic Aerospace Wing Flight Order 7-63/Slow Burn Oscar Crew Flimsy

TO: 47 Strat Aerospace Div

The following pen and ink changes are applicable to Flight Order 7-63, Slow Burn Oscar.

a. Change basic order, Briefing, Debriefing, and Critique, par. 4a, line 3, to read "attend one of these briefings." (U)

b. Flight Plans, Appendix 3, Annex A. Page 3, line 4, TP 43 33N 121 00W; change TH to 321°. (U)

c. Continuation sheet, Appendix 4, Annex A. Page 2, lines 19 and 20. Change LKV 047/24 to 320/65 and PDT 290/66 to 066/44. (U)

d. Navigation and Bombing, Appendix 5, Annex A.

(1) Page 1. Add par. 1h(6) to read "Low altitude RBS release (±2 minutes tolerance). (U)

(2) Page 3. Add following offsets to target India (second release target).

1. Description: RBS site.
2. Elevation: 2600'.
3. Distances: S030914', W051100. (C)

(3) Page 4. Eliminate OAP #1--TGT ECHO 3050' Elev. S019690, W002630

and replace with OAP #1--TGT COCOA 3028' Elev. S004140 W007770. (C)

(4) Page 5. Eliminate offset information at tope of page, lines 1, 2, and 3. (U)

e. Penetration Aids, Appendix 6, Annex A. Page 2, ECM Loading Plan, eliminate phrase "for use against fighters," par. 3b(1). (U)

f. Scoring Criteria, Appendix 9, Annex A. Page 2, Change par. 4c, "Low altitude bombing--maximum 180 points to "maximum 200 points." (U)

Copy 78 of 100

g. Air Operations, Annex A, page 2. Add par. 8:

The 6th Air Refueling Squadron Weather Scout will fly the same common route as the cell tankers and bombers to the ARCP. At this point they will continue down the Bravo track and back the Alpha track at 26.0 ft. for four hours. (U)

h. Flight Plans, Appendix 3, Annex A. (U)

(1) Page 4, line 7. Eliminate breakaway turn after Side Step. Release at Offutt/Lincoln. (U)

(2) Page 4, line 8. Change TC 178 to read TC 164. (U)

i. Continuation sheet, Appendix 4, Annex A. Page 2, line 6. Change OMH to OMA 246/27. (U)

FOR THE COMMANDER:

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

Copies to:
DCO 20, DCM 16, 6ARS 10,
24BS 10, 39BS 10, BC, BDCM,
DSUP, 2010CS, IXO 4, Det 15
9 Wea Sq.

CONFIDENTIAL

RECORD OF AMENDMENTS		
AMENDMENT NUMBER	DATE OF ENTRY	SIGNATURE AND GRADE OF PERSON ENTERING AMENDMENT
1	18 Oct. 62	Paul P. Van Ribber, A2C

RECORD OF AMENDMENTS

AMENDMENT NUMBER	DATE OF ENTRY	SIGNATURE AND GRADE OF PERSON ENTERING AMENDMENT

FORM

HEADQUARTERS 6TH STRATEGIC AEROSPACE WING
Walker Air Force Base, New Mexico
14 September 1962

FLIGHT ORDER 7-63

WARNING PAGE

RECORD OF AMENDMENTS

TABLE OF CONTENTS

ADMINISTRATIVE AND SECURITY INSTRUCTIONS

BASIC ORDER

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

ADMINISTRATIVE AND SECURITY INSTRUCTIONS

1. TITLE. (U)

This document is a 6th Strategic Aerospace Wing directed mission 7-63. (U)

2. EFFECTIVE DATE. (U)

This crew flimsy is effective 14 September 1962. (U)

3. NICKNAME. (U)

The unclassified nickname assigned this flimsy is "Slow Burn Oscar". (U)

4. OFFICE OF PRIMARY INTEREST. (U)

The Training Plans Branch, DCOT, Training Division, Deputy Commander for Operations, Headquarters 6th Strategic Aerospace Wing is the office of origin. All recommendations for revisions pertaining to this flimsy will be forwarded to Training Plans. Project Officer is Major Merrill E. Scharmen, phone 2180. (U)

5. CLASSIFICATION. (U)

The overall classification of this order is CONFIDENTIAL. Each paragraph and page is classified according to the individual content. Reproducing, extracting and/or paraphrasing in whole or in part is authorized only when necessary to satisfy actual military requirements, provided the original classification of the affected portion is maintained. This document will be safeguarded and when no longer required, or when superseded, destroyed in accordance with AFR 205-1. (U)

6. AMENDMENTS. (U)

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

7. DEFINITIONS AND ABBREVIATIONS. (U)

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

HEADQUARTERS 6TH STRATEGIC AEROSPACE WING
Walker Air Force Base, New Mexico
14 September 1962

6SAW CREW FLIMSY

FLIGHT ORDER 7-63

"SLOW BURN OSCAR"

1. GENERAL. 6th Strat Aerospace Wing mission, unclassified code name, "Slow Burn Oscar", will be flown on 25 September 1962. Twelve B-52s, Six KC-135s and one weather ship (KC-135) will participate in the exercise. The B-52s will deploy in color designated cells consisting of two bombers per cell. One KC-135 will be assigned to each bomber cell and will assume the appropriate color code assigned his receivers. The bomber mission requirements are designed to simulate "Bar None" and USCM requirements as closely as possible within the limitations of the mission. Tanker mission requirements are air refueling and navigation. (U)

2. EXECUTION PHASE: (U)

a. The 6th Strategic Aerospace Wing will execute the order of launch for this mission. Takeoff and enroute schedules are listed in the pilot flimsies. (U)

b. Aircraft generation will be exercised on this mission. (U)

3. CLEARANCE: Crews will file individual flight plans at Base Operations prior to takeoff. (U)

4. BRIEFING, DEBRIEFING AND CRITIQUE: (U)

a. The general briefing will be conducted on 20 and 21 September at 1000 MST in building 611. All participating bomber and tanker crews will attend these briefings. (U)

b. Specialized briefings will be conducted immediately following the general briefing. (U)

c. Pre-takeoff briefings will be given to the pilots and navigators in the 24th Bombardment Squadron Briefing Room in accordance with the following schedule: (U)

CELL COLOR DESIGNATOR	PRE-TAKEOFF BRIEFING
Red cell and tanker	1240Z
Green cell and tanker	1240Z
Blue cell and tanker	1340Z
White cell and tanker	1340Z
Purple cell and tanker	1440Z
Yellow cell and tanker	1440Z

d. Maintenance and mission debriefing will be held in the 24th Bombardment Squadron. Buses must be unloaded and released prior to debriefing. (U)

e. Critique of the mission will be conducted 1 October 1962 at 1330 MST in building 611. All participating crew members will attend. (U)

5. MISSION OUTLINE:

a. Flight time: The bomber mission will average 10+00 and the tanker 4+45. (U)

b. Fuel loads: Bombers - 237,000 pounds.
Tankers - 147,325 pounds. (U)

c. Takeoff gross weight: Bombers - 415,166 pounds (wet).
Tankers - 254,915 pounds (wet). (U)

d. Taxi sequence: The bomber cells and tankers will start taxiing 20 minutes prior to their scheduled takeoff. The number one bomber of each cell will initiate taxi clearance. (U)

e. Takeoff: The bomber cell will take off with one minute separation between aircraft. The number one aircraft will initiate the departure clearance. (U)

f. Aircraft deviation: Late takeoff aircraft will pick up their position in the bomber stream where possible. Bombers unable to complete air refueling will complete the rest of the briefed mission including the low level phase. (U)

g. Air refueling: (U)

Primary

(1) Area: Fade Out

(2) CR Plan: George Alpha
George Bravo

(3) Altitude: 26.0M

(4) On/Off load: 30,000 lbs

h. Bomber stream: Aircraft will be flown at 444K TAS during the high altitude navigation phase and 280 KIAS during the low level phase of the mission. (U)

i. Navigation and bombing: (U)

(1) B-52s. (U)

(a) The bombers will fly a day celestial grid starting at Mormon Mesa VOR, Nevada and terminating at 47-50N 114-13W. (U)

(b) Fifteenth Air Force Oil Burner route "DOGTROT" will be flown employing a Short Look Large Charge run against targets "H" and "I". (U)

(c) A synchronous offset run will be accomplished at Scenic Badlands RBS Site against Target "A". (U)

(d) A synchronous side step bomb run will be made at Offutt-Lincoln Nike Site against Target "R". (U)

(2) KC-135s. (U)

(a) A day celestial grid will be accomplished starting at Farmington, New Mexico and terminating at 34-58N 101-56W. (U)

(b) Tankers will fly all navigation legs at 450K TAS. (U)

j. Penetration Aids: (U)

(1) One local defense run (LDR), one bomber defense run, and one radar simulator run (RSR) will be conducted against Glasgow RBS in conjunction with the short look large charge RBS run. (U)

(2) One local defense run (LDR) and one radar simulator run (RSR) will be performed at Scenic Badlands RBS in conjunction with a high altitude synchronous bomb release. (U)

(3) One low gear run will be accomplished at Offutt/Lincoln Nike in conjunction with a side step synchronous bomb run. (U)

(4) A manual radar site run (MRSR) will be performed against GCI "Sleeper" at Amarillo, Texas.

k. Scoring. (U)

(1) A point system has been assigned to each individual mission requirement. Squadron and individual crew standings will be determined by totaling the points for each activity. Total B-52 points possible, 1000; KC-135, 200 points. (U)

l. Safety of Flight. Safety is paramount and will not be compromised on this mission. (U)

E. C. EDDY
Colonel, USAF
Commander

APPENDIXES
1 - Route Pictures
2 - Flight Plans
3 - Air Refueling
4 - Air Traffic
5 - Navigation and Bombing
6 - Penetration Aids
7 - Scoring Criteria
8 - Reports

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

DISTRIBUTION: 47SAD, DCO (20), DCM (16), 6ARS (10), 24BS (10), 39BS (10), BC, HDCM, DSUP, 2010CS, IXO (4), Det 15 9 Weo.

HEADQUARTERS 6TH STRATEGIC AEROSPACE WING
Walker Air Force Base, New Mexico
14 September 1962

ANNEX "A"

TO

6SAW FLIMSY 7-63

AIR OPERATIONS

ANNEX "A"
6SAW Flimsy 7-63
14 September 1962

HEADQUARTERS, 6TH STRATEGIC AEROSPACE WING
Walker Air Force Base, New Mexico
14 September 1962

ANNEX "A"

6SAW 7-63

AIR OPERATIONS

1. GENERAL: (U)

a. This exercise has been planned by the 6SAW for training of the 24BS and the 39BS.

b. Routes have been selected to accomplished maximum training in the allotted time.

2. WEATHER SCOUTS: (U) a. The 6ARS will provide a crew and KC-135 to scout weather in the refueling area.

3. TIMING AND TACTICS: (U)

a. Control times are outlined in the flow charts in Appedix 3, Annex A.

b. 6th SAW aircraft will employ mission tactics in accordance with current directives.

4. TRAINING: (U)

a. All accomplishments will be credited to crew requirements that were established by the 6SAW.

b. Primary crew members will accomplish the training as set forth in the crew flimsy.

5. MISSION PREPARATION: (U)

a. Crews will study, prepare, and become familiar with this operations order and appropriate procedures prior to the execution of this exercise.

b. Individual target study as required will be completed in applicable target complexes prior to mission execution. Bombing requirements will be accomplished in accordance with SACR's 50-4 and 50-44. (U)

c. Air Refueling requirements will be accomplished in accordance with the SAC Tactical Doctrine and flight manual.

d. Celestial and low altitude navigation requirements will be as outlined in SACR's 51-11 and 50-8. (U)

e. ECM and gunnery requirements are outlined in Appendix 6, Annex A.

6. SCORING: (U)

a. Film will be picked up by A&E personnel at the aircraft and delivered to the photo shop for immediate developing.

b. ONLY Intelligence personnel will camera score bombing and navigation requirements.

c. Squadron participation will not be authorized in the film scoring process. (This statement was agreed upon in the planning briefing).

7. SAFETY OF FLIGHT: (U)

a. This mission will be flown using peace time practices with flying safety the primary consideration.(U)

(1) Danger areas will be avoided. (U)

(2) High-density traffic areas will be avoided. (U)

(3) Low level entry times will be as scheduled ±1 min or the low level protion will be aborted.

8. THE 6TH AIR REFUELING SQUADRON WEATHER SCOUT WILL FLY THE SAME COMMON ROUTE AS THE CELL TANKERS AND BOMBERS TO THE ARCP. AT THIS POINT THEY WILL CONTINUE DOWN THE BRAVO TRACK AND BACK THE ALPHA TRACK AT 26.0 FT. FOR FOUR HOURS. (U)

HEADQUARTERS, 6TH STRATEGIC AEROSPACE WING
Walker Air Force Base, New Mexico
14 September 1962

APPENDIX 1

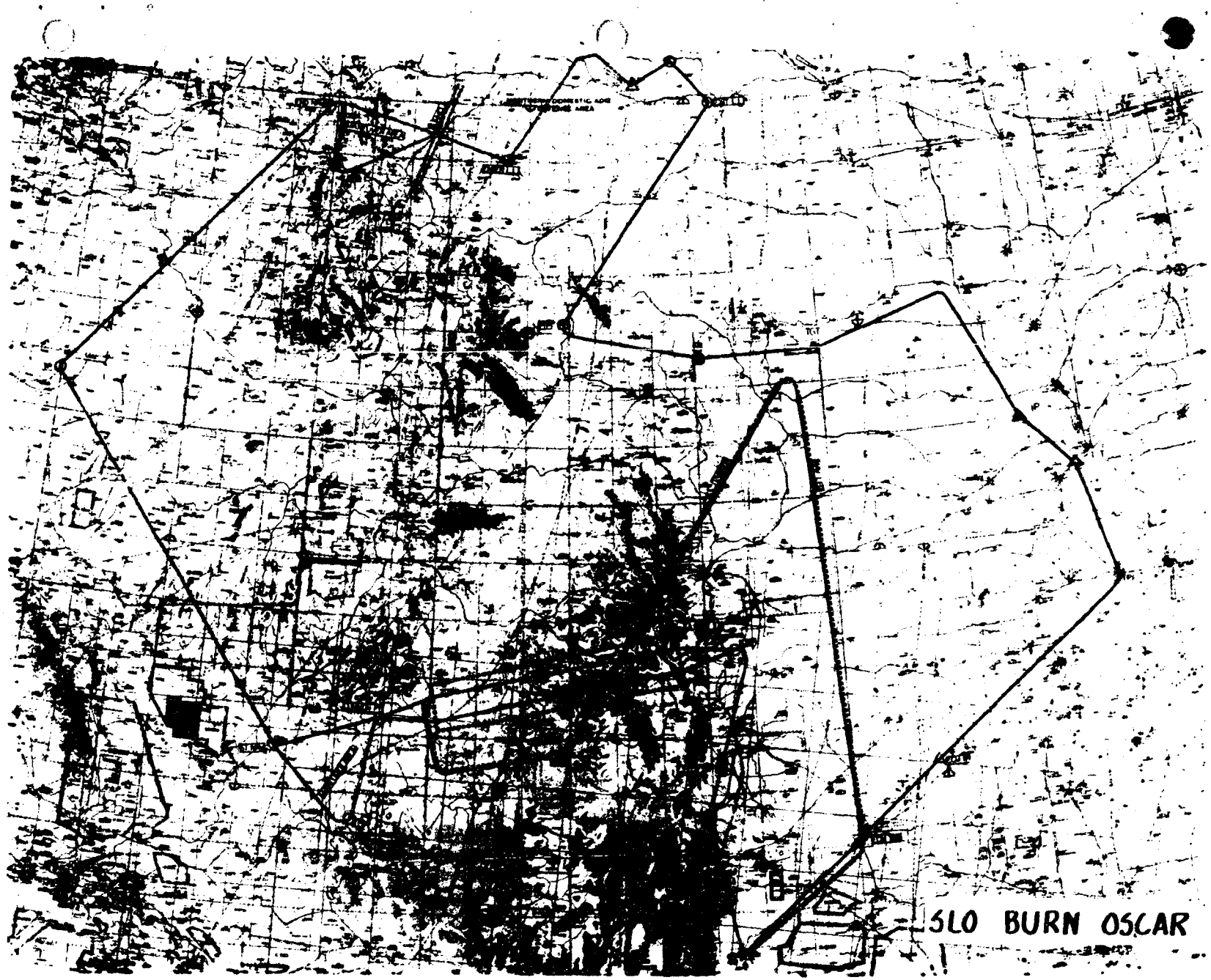
ANNEX "A"

TO

6SAW FLIMSY 7-63

ROUTE PICTURES

APPENDIX 1
ANNEX A
6SAW 7-63
14 September 1962


SLO BURN OSCAR

HEADQUARTERS, 6TH STRATEGIC AEROSPACE WING
Walker Air Force Base, New Mexico
14 September 1962

APPENDIX 2

ANNEX "A"

TO

6SAW FLIMSY 7-63

FLOW CHARTS

APPENDIX 2
ANNEX A
6SAW 7-63
14 September 1962

CONFIDENTIAL

FLOW CHART

A/C NAME / TAIL NO.	TACTICAL CALL SIGN	CELL	T/O	ARCT	HHCL	LOW LEVEL ENTRY	GLASGOW	SCENIC BADLANDS	OFFUTT LINCOLN	ROSWELL
LEARY 112	STALK 51	RED 2	1512Z	1624Z	1956Z	2006Z	2040Z	2209Z	2300Z	0045Z
MACPAWN 701	STALK 46	RED 3	1513Z	1639Z	2011Z	2021Z	2055Z	2224Z	2315Z	0100Z
EASTLING 648	STALK 43	GREEN 2	1542Z	1654Z	2026Z	2036Z	2110Z	2239Z	2330Z	0115Z
WALDEN 120	STALK 52	GREEN 3	1543Z	1709Z	2041Z	2051Z	2125Z	2254Z	2345Z	0130Z
DAVIS 108	STALK 38	Blue 2	1612Z	1724Z	2056Z	2106Z	2140Z	2309Z	0000Z	0145Z
PARTIN 638	STALK 26	Blue 3	1613Z	1739Z	2111Z	2121Z	2155Z	2324Z	0015Z	0200Z
PORTER 127	STALK 25	WHITE 2	1642Z	1754Z	2126Z	2136Z	2210Z	2339Z	0030Z	0215Z
ROSENBAUM 646	STALK 35	WHITE 3	1643Z	1809Z	2141Z	2151Z	2225Z	2354Z	0045Z	0230Z
STONE 640	STALK 24	PURPLE 2	1712Z	1824Z	2156Z	2206Z	2240Z	0009Z	0100Z	0245Z
KETCHAM 118	STALK 57	PURPLE 3	1713Z	1839Z	2211Z	2221Z	2255Z	0024Z	0115Z	0300Z
MORRIS 705	STALK 17	YELLOW 2	1742Z	1854Z	2226Z	2236Z	2310Z	0039Z	0130Z	0315Z
SIMPSON 656	STALK 13	YELLOW 3	1743Z	1909Z	2241Z	2251Z	2325Z	0054Z	0145Z	0330Z

FLOW CHART NO.

APPENDIX 2
ANNEX A
6SAW PLINSY 7-63

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FLOW CHART					
A/C NAME / TAIL NUMBER	CALL SIGN	CELL COLOR	T/O	ARCT	ROSWELL
YATES 1440	DOOM 18	WX SCOUT	1100Z		1710Z
HANSEN 8079	DOOM 21	RED 1	1514Z	1624Z	1950Z
PICINICH 8056	DOOM 34	GREEN 1	1544Z	1654Z	2020Z
SCORRANO 1465	DOOM 14	BLUE 1	1614Z	1724Z	2050Z
TRUMBULL 1451	DOOM 24	WHITE 1	1644Z	1754Z	2120Z
SEWARD 1421	DOOM 11	PURPLE 1	1714Z	1824Z	2150Z
GREENWADE 1439	DOOM 35	YELLOW 1	1744Z	1854Z	2220Z

FLOW CHART (C)

APPENDIX 2
ANNEX A
6SAW FLIMSY 7-63
14 September 1962

HEADQUARTERS, 6TH STRATEGIC AEROSPACE WING
Walker Air Force Base, New Mexico
14 September 1962

APPENDIX 3

ANNEX "A"

TO

6SAW FLIMSY 7-63

FLIGHT PLANS

MISSION FLIGHT PLAN	O. O. AND NICKNAME	UNIT	TYPE ACFT	WAVE	CELL CALL SIGN	REMARKS
	SLOW BURN OSCAR	6 SAW	B-52E	All		Scott Main Wing

	POUNDS				POUNDS		RUNWAY		
ACFT BASIC	170,000		#9	BOMBS			PRESSURE ALT	LENGTH	AIR TEMP
CREW	1,740			AMMO			4050	13,000	87°
OIL	986		MINUS	WATER AUG	2500		CRITICAL FIELD LENGTH		CRITICAL AIR TEMP
ATO	2,900		1000 LBS	STATIC	419,166	NR FULL ATO REQUIRED	12,400		87°
RACK			MID-BODY				TAKE-OFF DISTANCE	TAKE-OFF SPEED	
EXT TANKS WEIGHT (Empty)	2570			START ENGINES AND TAXI FUEL ALLOWANCE	-4,000	NR EMPTY ATO REQUIRED	11,150	149	
MISCELLANEOUS	450						CRITICAL WIND COMPONENT		
CHAFF	1000	TOTAL FUEL	237,000	TAKE-OFF GROSS	415,166	ATO FIRING SPEED	1ST LEG	2ND LEG	3D LEG
OPERATING	179,666								

PRE-FLIGHT PLAN

FROM WALKER AFB 33-18N 104-32W / ROUTE	FLT COND	T. C.	WIND D/V / DRIFT	T. H.	VAR	M. H.	TEMP / ALT	IAS / MACH	T. A. S.	G. S.	GND DIS / ACC GND DIS	TIME / ACC TIME	AIR DIS / ACC AIR DIS	ETA	FUEL FLIGHT PLAN: PRED FUEL REMAINING	FUEL FLIGHT PLAN: GROSS WT
															237,000	419,166
															8,500	11 000
STETTO AC											10	:03	10		228.5	408.2
L/O 34-45N 104-54W	CL	349	250/20 / -3	346	-12	338	45 / 26.5/27.0	IAS 280	390	392	98 / 108	:15 / :18	98 / 108		10.6 / 217.9	10.6 / 397.6
LAS VEGAS VOR 35-39N 105-08W	CR	349	270/30 / -5	344	-13	331	26.5/27.0	.592	377	370	57 / 165	:09 / :27	58 / 166		2.7 / 215.2	2.7 / 394.9
T.P. 38.15N 104.10W	CL	047	275/30 / -5	012	←	359	26.5/27.0	.57 / .73	377 / 440	384 / 445	163 / 328	:24 / :51	162 / 328		7.8 / 207.4	7.8 / 382.1
CELL 1, 3, 5 ALPHA TRACK																
											19	:03	19		19	19
38-28N 104.23W	CL	G	270/30 / 0				26.5/27.0	.73	440	440	347	:54	347		206.5	386.2
S/D 38.30N 104.59W	←	274	← / 0	274	-13	261	26.5/27.0	←	←	440	29 / 376	:04 / :58	21 / 378		1.5 / 205.0	1.5 / 384.7
INGLESS 38.32N 105.38W	DS	274	← / 0	274	-14	260	26.5	←	←	←	31 / 407	:05 / 1:03	33 / 411		1.6 / 203.4	1.6 / 383.1
ARCD 38.24N 106.40W	CL	261	← / +1	262	←	248	24.5	.55	370	340	99 / 476	:09 / 1:12	53 / 464		2.6 / 200.8	2.6 / 380.5
END A/R 37.57N 109.36W	A/R	259	← / +1	260	-15	245	26.0	←	←	←	162 / 638	:25 / 1:37	154 / 618		9.5 / 191.3	9.5 / 371.0
															30.0	30.0
ON LOAD															221.3	401.0
EGRESS 3R 37.42N 110.56W	CL	257	270/30 / +1	258	-15	243	26.0	.55			65 / 663	:11 / 1:48	71 / 689		3.6 / 217.7	3.6 / 397.4
COMMON PT. 37.18N 112.05W	CL	247	265/30 / +1	248	←	233	36.0	.80			60 / 723	:09 / 1:57	64 / 753		5.0 / 212.7	5.0 / 392.4
A1 AIRCRAFT CELLS 1, 3, 5																

Air Force-SAC, Offutt O-1049(56)

#2

MISSION FLIGHT PLAN - CONTINUATION SHEET

FROM / ROUTE	FLT COND	T.C.	WIND D/V / DRIFT	T.H.	VAR	M.H.	TEMP / ALT	IAS / MACH	T. A. S.	G. S.	GND DIS / ACC GND DIS	TIME / ACC TIME	AIR DIS / ACC AIR DIS	ETA	FUEL FLIGHT PLAN: PRED FUEL REMAINING	FUEL FLIGHT PLAN: GROSS WT
T.P. 36.44N 114.05W	CR	250	265/30 +1	251	-15	236	36.0	.77	444	415	102 825	:15 2:12	109 862			
MORMON MESA VOR ST DNG 36.46N 114.17W	↓	G	265/30				36.0	↓	↓	444	24 849	03 2:15	24 886			
#2 AIRCRAFT CELLS 1, 3, 5																
COMMON AT 270 37.18N 112.05W	CL	247	265/30 +1	248	-15	233	36.0	280	440	412	60 723	:09 1:57			5.0 212.7	5.0 343.4
T.P. 35.38N 112.32W	CR	189	↓ +4	193	-15	178	36.0	.77	444	436	103 826	:14 2:11			4.6 208.1	4.6 327.8
MORMON MESA VOR ST DNG 36.46N 114.17W	↓	347	↓ -3	344	-15	329	36.0	↓	↓	425	123 949	17 2:28			5.6 202.5	5.6 321.7
CEL 2, 4, 6 BRAVO TRACK																
38.28N 104.23W	CR	G						.73	440	440	19 347	:03 :54				
SID 38.17N 104.56W	↓	249	270/30 +1	250	-13	237		↓	↓	410	29 376	04 :58				
INGRESS 38.06N 105.33W	D/S	↓	↓ +1	250	-14	236		↓	↓	410	31 407	:05 1:03				
ACP 37.58N 106.34W	CR	261	↓ +1	262	-14	248		255	370	340	49 456	:09 1:11				
END AIR 37.30N 109.21W	A/C	259	↓ +1	260	-15	245	36.0	255	370	340	142 598	:25 1:37				
On Load															30.0	30.0
EGRESS 31C 37.16N 110.50W	CR	257	270/30 +1	258	-15	243	36.0	255	370	341	65 663	:11 1:48				
COMMON AT. 270 37.18N 112.05W	CL	271	265/30 -1	271	-15	256	36.0	280	440	410	60 723	:09 1:57				
#1 AIRCRAFT CELLS 2, 4, 6																
T.P. 36.44N 114.05W	CR	250	265/30 +1	251	-15	236	36.0	.77	444	415	102 825	:15 2:12				
MORMAN MESA VORTAC ST DNG CEL G2N 36.46N 118.17W	↓	G	↓ 0				36.0	.77	444	444	24 849	:03 2:15				
#2 AIRCRAFT CELLS 2, 4, 6																
COMMON PT. 270 37.18N 112.05W	CL	272	265/30 -1	271	-15	256	36.0	280	440	410	60 723	:09 1:57				

#3

MISSION FLIGHT PLAN – CONTINUATION SHEET

FROM / ROUTE	FLT COND	T.C.	WIND D/V / DRIFT	T.H.	VAR	M.H.	TE / ALT	IAS / MACH	T. A. S.	G. S.	GND DIS / ACC GND DIS	TIME / ACC TIME	AIR DIS / ACC AIR DIS	ETA	FUEL FLIC PRED FUEL REMAINING	PLAN GROSS WT
T.P 35.38N 112.32W	CL	189	265/30 +4	193	-15	178	36.0	.77	444	436	103 826	:14 2:11	105 858			
MORMON MESA VOR ST. DAY CEL GEID 36.46N 114.17W	↓	317	↓ -3	314	-15	299	36.0	↓	↓	425	143 969	:17 2:28	148 986			
COMMON ROUTE															202.5	387.2
T.P 43.33N 121.00W	CL	324	265/30 -3	321	-17	304	36.0	.77	444	425	509 1478	1:12 3:40	532 1518		22.2 180.3	22.2 360.0
TERM GRID 47.50N 114.13W	↓	049	275/35 -3	046	-20	026	38.0	↓	↓	468	387 1865	:50 4:30	367 1885		14.9 165.4	14.9 345.1
T.P 46.51N 119.00W	↓	189	285/35 +3	194	-20	174	38.0	↓	↓	444	74 1919	:10 4:40	74 1959		3.0 162.4	3.0 342.1
HHCL S/D 47.29N 111.16W	↓	064	↓ -3	061	-19	042	38.0	↓	↓	470	130 2049	:17 4:57	123 2082		4.9 157.5	4.9 337.2
LEWISTON VOR L/O DOGTROT ENTRY 47.03N 109.36W	DK	112	↓ 0	112	-18	094	27.0	.75/260	420	450	73 2122	:10 5:07	68 2150		.9 156.6	.9 336.3
S/D 47.22N 109.16W	↓	033	290/30 -4	089	-18	011	27.0	260	386	392	24 2146	:04 5.11	24 2174		1.1 155.5	1.1 335.2
S/D 48.13N 108.27W	LL	033	↓ -5	028	-18	010	15.5	260	361	366	61 2207	10 5:21	60 2234		2.2 153.3	2.2 333.0
S/D 48.35N 108.04W	↓	035	310/12 -3	032	-18	014	11.0	260	310	308	27 2234	05 5:26	27 2261		1.4 151.9	1.4 331.6
ENTRY POINT 48.50N 107.47W	↓	087	↑		-18		5.4	280	304	304	18 2252	:04 5:30	18 2279		1.0 150.9	1.0 330.6
48.55N 107.15W	↓	077	WIND		-18		4.7	↓	300	300	21 2273	04 5:34	21 2300		1.6 149.3	1.6 329.0
48.36N 106.30W	↓	123			-17		4.7	↓	300	300	35 2308	:07 5:41	35 2335		2.7 146.6	2.7 326.3
GLASGOW RBS	↓	123	NO		-17		6.3	↓	307	307	6 2314	:01 5:42	6 2341		.5 146.1	.5 325.8
S/C 48.39N 105.48W	↓	073	↓		-16		6.3	↓	307	307	24 2338	:05 5:47	24 2365		1.8 144.3	1.8 324.0
48.45N 105.25W	CL	074	285/20 -2	072	-16	056	↗	↓	321	336	23 2361	:04 5:51	22 2387			
48.00N 104.27W	↓	145	285/35 +3	148	-16	132	36.0	↓	380	406	56 2417	:08 5:59	52 2439			
L/O 47.48N 104.39W	↓	215	285/45 +5	220	-16	204	36.0	265	444	476	13 2430	:02 6:01	13 2452		8.8 135.5	8.8 315.2
T/D S/C 44.12N 108.05W	CR	215	↓ +5	220	-16	204	36.0	77	440	476	263 2693	:37 6:38	275 2727		10.0 125.5	10.0 305.2

#4

MISSION FLIGHT PLAN – CONTINUATION SHEET

FROM / ROUTE	FLT COND	T.C.	WIND D/V / DRIFT	T.H.	VAR	M.H.	TEM / ALT	IAS / MACH	T. A. S.	G. S.	GND DIS ACC GND DIS	TIME ACC TIME	AIR DIS ACC AIR DIS	ETA	FUEL FLO PRED FUEL REMAINING	PLAN GROSS WT
44.12N 108.05W															125.5	305.V
PIP WORLAND			280/45								19	:23	19		.9	.9
43.58N 107.57W	CK	G					38.0	77	444	444	271V	6:41	2746		124.6	304.3
ID SHERIDAN			290/45								134	:16	1VV		4.V	4.V
43.31N 104.54W	V	101	0	101	-15	086	38.0	—	V	489	2846	6:57	2868		120.4	300.1
SCENIC BADLANDS	V	088	V	087	-13	074	38.0	V	450	495	148	:18	141		5.5	5.5
			-1								V994	7:15	3009		114.9	294.6
44.18N 99.00W	V	073	270/40	071V	-1V	060	38.0	V	444	483	140	:18	133		4.5	4.5
			-1								3134	7:33	3142		110.0	290.1
NORFOLK	V	156	V	161	-10	151	38.0	V	V	459	159	:21	155		5.V	5.V
			+5								3V93	7:54	3V97		105.V	285.9
OFFUTT/LINCOLN			V								98	:12	94		3.5	3.5
41.04N 96.V1W	V	140	+4	144	-10	134	38.0	.8V	470	49V	3391	8:06	3393		101.7	V81.4
											37	:05	37		14	14
BREAKAWAY "L"	V										3428	8:11	3430		100.3	280.0
			V75/35								134	:18	133		4.3	4.3
FORBES AFB	V	178	+5	183	-9	174	38.0	77	444	448	356V	8:29	3563		96.0	275.7
			V								375	:54	400		13.0	13.0
AMARILLO	V	V33	+3	V36	-10	VV6	40.0	V	V	416	3937	9:23	3963		83.0	262.7
			V								178	:25	188		5.8	5.8
WALKER AFB	V	VV9	+3	V3V	-1V	VV0	40.0	V	V	418	4115	9:48	4151		77.V	256.9

MISSION FLIGHT PLAN	O. O. AND NICKNAME	UNIT	TYPE ACFT	WAVE	CELL CALL SIGN	REMARKS
	SLOW BURN	6 AREFS	KC 135A			SEPT MEAN WX

	POUNDS				POUNDS			RUNWAY		
ACFT BASIC	102500			BOMBS				PRESSURE ALT	LENGTH	AIR TEMP
CREW	1340			AMMO				4050	13000	87
OIL	169		#8	WATER AUG	5581			CRITICAL FIELD LENGTH		CRITICAL AIR TEMP
ATO				STATIC	256915	NR FULL ATO REQUIRED		12300		87
RACK								TAKE-OFF DISTANCE	TAKE-OFF SPEED	
EXT TANKS WEIGHT (Empty)				START ENGINES AND TAXI FUEL ALLOWANCE	2000	NR EMPTY ATO REQUIRED		10500	165	
MISCELLANEOUS								CRITICAL WIND COMPONENT		
CHAFF		TOTAL FUEL		TAKE-OFF GROSS	254915	ATO FIRING SPEED		1ST LEG	2ND LEG	3D LEG
OPERATING	104009		147325							

PRE-FLIGHT PLAN

FROM WALKER AFB 33-18N 104-32W ROUTE	FLT COND	T. C.	WIND D/V DRIFT	T. H.	VAR	M. H.	TEMP ALT	IAS MACH	T. A. S.	G. S.	GND DIS ACC GND DIS	TIME ACC TIME	AIR DIS ACC AIR DIS	ETA	FUEL FLIGHT PLAN PRED FUEL REMAINING	 GROSS WT
															147.3	256.9
			-				+5				-	-	-		4.0	9.6
SETTOAC	-	-	-	-	-	-	DEV	-	-	-	10	03	10		143.3	247.3
L/O			250/20								89	14	87		6.0	6.0
34-32N 104-50W	LL	349	-3	346	-12	334	26.0	280	375	380	99	17	97		137.3	241.3
LAS VEGAS VORTAC			270/30								66	09	67		2.0	2.0
35-39N 105-08W	CR	349	-4	345	-13	332	26.0	.745	450	442	165	26	164		135.3	239.3
TP (CLOSING CELL)			275/30					.745/.73	450/440	455/445	163	22	163		4.0	4.0
38-15N 104-10W	CR	017	-4	013	-13	360	26.0				328	48	327		130.5	234.5
CELL 1-3-5																
REVERSE ALFA																
											19	03	19		.6	.6
38-28N 104-23W	CR	3					26.0	.73	440	440	347	51	346		129.9	233.9
INGRESS			270/30								60	09	64		1.9	1.9
38-32N 105-38W	CR	274	0	274	-13	261	26.0	.73	440	410	407	1:00	410		128.0	232.0
ARCP			270/30								49	09	53		1.5	1.5
38-24N 106-40W	CR	261	+1	262	-14	248	26.0	255	370	340	456	1:09	463		126.5	230.5
END AR			270/30								57	10	62		2.0	2.0
38-14N 107-51W	CR	259	+1	260	-15	245	26.0	255	370	340	513	1:19	525		124.5	228.5
															30.0	30.0
OFFLOAD-1						30,000 LBS									94.5	198.5
ARCP			270/30								25	05	31		.9	.9
38-08N 108-36W	CR	258	+1	259	-15	244	26.0	255	370	340	541	1:24	556		93.6	197.6
END AR			270/30								57	10	62		2.0	2.0
37-57N 109-36W	CR	257	+1	258	-15	243	26.0	255	370	341	598	1:34	618		91.6	195.6
															30.0	30.0
OFFLOAD-2						30,000 LBS									61.6	165.6
EGRESS SIC			270/30								65	11	71		1.8	1.8
37-42N 110-56W	CR	257	+1	258	-15	243	26.0	255	370	341	663	1:45	689		59.8	163.8

MISSION FLIGHT PLAN – CONTINUATION SHEET

FROM / ROUTE	FLT COND	T.C.	WIND D/V / DRIFT	T.H.	VAR	M.H.	TEMP / ALT	MACH	T. A. S.	G. S.	GND DIS / ACC GND DIS	TIME / ACC TIME	AIR DIS / ACC AIR DIS	ETA	FUEL FLIGHT PLAN: PRED FUEL REMAINING	FUEL FLIGHT PLAN: GROSS WT
EGRESS S/C															59.8	163.8
L/O & TURN PT			270/30								53	07	53		2.1	2.1
36-51N 110-55W	CL	170	+4	174	-15	159	38	.78	450	455	716	1:52	742		57.7	161.7
ST CEL NAV LEG			270/30								136	17	128		2.5	2.5
FARMINGTON VORTAC	CR	094	0	094	-14	080	38	.78	450	480	852	2:09	870		55.2	159.2
36-44N 108-12W																
CELES 24-6																
BEAUO TRACK																
38-28N 104-23W	CR	↻					26.0	.73	440	440	19	03	19		.6	.6
INGRESS											347	51	346		129.9	233.9
38-17N 104-56W	CR	249	270/30 +1	250	-13	237	26.0	.73	440	440	60	09	64		1.9	1.9
ARCP											407	1:00	410		128.0	232.0
37-58N 106-34W	CR	261	270/30 +1	262	-14	248	26.0	.255	370	340	49	09	53		1.5	1.5
END AIR											436	1:09	463		126.5	230.5
37-48N 107-45W	CR	259	270/30 +1	260	-15	245	26.0	255	370	340	57	10	62		2.0	2.0
											513	1:19	525		124.5	228.5
OFF LOAD-1						30,000 LBS.									30.0	30.0
ARCP															94.5	198.5
37-42N 108-19W	CR	258	270/30 +1	259	-15	244	26.0	255	370	340	28	05	31		.9	.9
END AIR											541	1:24	556		93.6	197.6
37-30N 109-31W	CR	257	270/30 +1	258	-15	243	26.0	255	370	341	57	10	62		2.0	2.0
											598	1:34	618		91.6	195.6
OFFLOAD-2						30,000 LBS.									30.0	30.0
EGRESS S/C															61.6	165.6
37-16N 110-50W	CR	257	270/30 +1	258	-15	243	26.0	255	370	341	65	11	71		1.8	1.8
L/O & TURN PT											663	1:45	689		59.8	163.8
36-28N 110-51W	CL	170	270/30 +4	174	-15	159	38.0	.78	450	455	53	07	53		2.1	2.1
ST CEL NAV LEG											716	1:52	742		57.7	161.7
FARMINGTON VORTAC			270/30								136	17	128		2.5	2.5
36-44N 108-12W	CR	081	0	081	-14	067	38.0	.78	450	480	852	2:09	870		55.2	159.2
COMMON ROUTE																
TP											442	:58	432		8.3	8.3
43-00N 103-00W	CR	032	275/30 -3	029	-14	015	38.0	.78	450	462	1294	3:07	1302		46.9	150.9
END NAV LEG											500	1:05	482		8.8	8.8
CANYON TEXAS			280/35													
34-58N 101-56W	CR	176	+4	180	-12	168	38.0	-	450	458	1794	4:12	1784		38.1	142.1
WALKER VOR			270/20								170	24	180		3.2	3.2
33-25N 104-22W	CR	236	+3	239	-12	227	36.0	-	450	425	1964	4:36	1964		34.9	138.9

HEADQUARTERS 6TH STRATEGIC AEROSPACE WING
Walker Air Force Base, New Mexico
14 September 1962

APPENDIX 4

ANNEX "A"

TO

6SAW FLIMSY 7-63

AIR TRAFFIC CONTROL

HEADQUARTERS 6TH STRATEGIC AEROSPACE WING
Walker Air Force Base, New Mexico
14 September 1962

APPENDIX 4

ANNEX "A"

6SAW FLIMSY 7-63

AIR TRAFFIC CONTROL

1. GENERAL: (U)

a. Aircraft will file individual clearances for this mission. (U)

b. Aircraft will "MARSA" other aircraft within their cell. (U)

c. The lead bomber of each cell will make all position reports for his respective cell. All aircraft will make individual reports from cell breakup to termination of the mission. (U)

d. All aircraft will request Albuquerque Center to provide enroute descent with a radar handoff to Walker RAPCON after passing the Amarillo Area. (U)

2. AIRBORNE COMMANDERS: Airborne Commanders for each cell will be the Lead Bomber. Task Force Commander will be designated at the pre-takeoff briefing. Airborne Commanders will be prepared to brief their respective cells immediately following the pre-takeoff briefing.

3. INTERPLANE COMMUNICATIONS: (U)

a. While in cell, aircraft will use the Air Refueling CR Plan. (U)

b. After cell breakup and in bomber stream the interplane frequency will be 321.0. (U)

4. POSITION REPORTING: Pages two thru four of this Appendix will be used as a guide in completing the SAC Form 207 (Route Continuation Sheet). (U)

B-52

CONTINUATION SHEET - SECTION C, DD FORM 175

FLIGHT PLAN (Continued)

RADIO CALL	AIRCRAFT TYPE	DATE	POINT OF DEPARTURE
STALK	B-52	25 Sept 62	WALKER AFB N. MEX

ROUTE TO BE FLOWN					(✓)	FOR OPTIONAL USE					REMARKS
IFR	VFR	ALT	RTE	TO (City, State, Radio-LF/VOR)	RPT PT	FREQ / IDENT	DIST	TIME	ETA	ATA	(Indicate Departure Plan, Delays in Route, Air Refueling, etc.)
✓		↗		LVS TACAN DEP.							HLT DEP LVS VOR
✓		VFR ON TOP		LVS				27			
✓		"	DIR	PUB 096/13				24			
		"		RED, BLUE, PURPLE CELLS				"			
✓		VFR ON TOP	DIR	PUB 270/58				12			ENTER FADE OUT ALPHA WITH 260
✓		"	"	HVE 179/44				45			EXIT FADE OUT
✓		"	"	BCE 141/26				27			
		"		GREEN, WHITE, YELLOW CELLS				"			
✓		VFR ON TOP	DIR	PUB 244/55				12			ENTER FADE OUT BRAVO WITH 260
✓		"	"	HVE 171/69				45			EXIT FADE OUT
✓		"	"	BCE 141/26				09			
		"		NUMBER ONE BOMBER				"			
✓		VFR ON TOP	DIR	LAS 029/60				18			START CLSTNAV
		"		NUMBER TWO BOMBER				"			
✓		VFR ON TOP	DIR	PGS 025/50				14			
✓		"	"	LAS 029/60				17			START CLSTNAV
				COMMON ROUTE				"			
✓		VFR ON TOP	DIR	EKO 229/84				36			
✓		"	"	LKV 320/65 ~~047/84~~				36			
✓		"	"	PDT 066/84 ~~294/66~~				24			
✓		"	"	MLP 048/63				26			END CLSTNAV
✓		"	"	MLP 088/76				10			
✓		"	"	GTF				17			
✓		"	"	LWT				10			
✓		OIL BURNER		"DOG TROT"				52			ENTRY 2
✓		↓	↓	GLASGOW				↓			TARGET
✓		↓	↓	GSG 089/88				↓			RECOVERY

APPENDIX H
ANNEX A
SAC FORM 7-63
19 September 1962

☐ Para 55, AFR 60-16, complied with

LENGTH	TEMPERATURE	PRESSURE ALTITUDE	TANKER CALL SIGN

WET	ATO	BIG PHOTO ACTIVITY		
		NR	TYPE	SITE CODE
		ETA IP		PASS TO ADIV

SAC FORM NOV 60 207 PREVIOUS EDITION MAY BE USED

B-52 CONT

CONTINUATION SHEET - SECTION C, DD FORM 175

FLIGHT PLAN (Continued)

RADIO CALL	AIRCRAFT TYPE	DATE	POINT OF DEPARTURE
		—	

ROUTE TO BE FLOWN					(✓) RPT PT	FOR OPTIONAL USE					REMARKS (Indicate Departure Plan, Delays in Route, Air Refueling, etc.)
IFR	VFR	ALT	RTE	TO (City, State, Radio-LF/VOR)		FREQ / IDENT	DIST	TIME	ETA	ATA	
✓		VFR ON TOP	DIR	C2I 263/72				37			
✓		"	"	C2I 099/73				19			
✓		"	"	RAP 104/47				18			
✓		"	"	ABR 195/74				18			
✓		"	"	ONL 104/60				21			
✓		"	"	OMA				17			
✓		"	"	MKC 256/51				18			
✓		"	"	ICT 305/05				17			
✓		"	"	AMA				37			
✓		"	"	RDW				25			REQUEST ENROUTE DESCENT

Appendix [illegible]
[illegible]
USAF [illegible] 2-63
19 [illegible]

☐ Para 55, APR 60-16, complied with			
...NGTH	TEMPERATURE	PRESSURE ALTITUDE	TANKER CALL SIGN
...WET	ATO	BIG PHOTO ACTIVITY: NR / TYPE / SITE CODE	
		ETA IP	PASS TO ADIV

KC-135

CONTINUATION SHEET - SECTION C, DD FORM 175

FLIGHT PLAN (Continued)

RADIO CALL	AIRCRAFT TYPE	DATE	POINT OF DEPARTURE
DOOM	KC 135	25 Sept 62	WALKER AFB N. MEX

ROUTE TO BE FLOWN: IFR	VFR	ALT	RTE	TO (City, State, Radio-LF/VOR)	(✓) RPT PT	FOR OPTIONAL USE: FREQ / IDENT	DIST	TIME	ETA	ATA	REMARKS (Indicate Departure Plan, Delays in Route, Air Refueling, etc.)
✓		↗		LVS TACAN DEP.							ALT DEP LVS VOR
✓		VFR ON TOP		LVS				27			
✓		"	DIR	PUB 096/113				24			
				"RED, BLUE, PURPLE CELLS"							
✓		VFR ON TOP	DIR	PUB 270/58				12			
✓		"	"	HVE 179/44				45			
✓		"	"	TBC 008/48				07			
✓		"	"	FMN 221/12				17			START CLSTNAV
				"GREEN, WHITE YELLOW CELLS"							
✓		VFR ON TOP	DIR	PUB 244/55				12			
✓		"	"	HVE 171/67				45			
✓		"	"	TBC 031/31				07			
✓		"	"	FMN 221/12				17			START CLSTNAV
				"COMMON ROUTE"							
✓		VFR ON TOP	DIR	DEN 288/37				32			
✓		"	"	RAP 168/61				26			
✓		"	"	GCK 074/70				41			
✓		"	"	AMA 207/24				24			END CLSTNAV
✓		"	"	ROW				24			REQUEST ENROUTE DESCENT

☐ Para 55, AFR 60-16, complied with

LENGTH	TEMPERATURE	PRESSURE ALTITUDE	TANKER CALL SIGN

WET	ATO	BIG PHOTO ACTIVITY: NR	TYPE	SITE CODE
		ETA IP	PASS TO ADIV	

[illegible]PENDIX 4
[illegible] A
[illegible] 7-62
[illegible] SEPTEMBER 1962

SAC FORM NOV 60 207 PREVIOUS EDITION MAY BE USED

HEADQUARTERS, 6TH STRATEGIC AEROSPACE WING
Walker Air Force Base, New Mexico
14 September 1962

APPENDIX 5

ANNEX "A"

TO

6SAW FLIMSY 7-63

BOMBING AND NAVIGATION

APPENDIX 5
ANNEX A
6SAW 7-63
14 Setpember 1962

HEADQUARTERS 6TH STRATEGIC AEROSPACE WING
Walker Air Force Base, New Mexico
14 September 1962

APPENDIX 5

ANNEX A

6SAW 7-63

NAVIGATION AND BOMBING

B-52

1. REQUIREMENTS: (U)

a. Cell Formation. (U)

b. Air Refueling Rendezvous (Buddy Tactics). (U)

c. Low Altitude Navigation Leg. (U)

d. Low Altitude Short Look Large Charge RBS. (U)

e. High Altitude Synchroneous RBS Run. (U)

f. High Altitude Side Step with Synchroneous RBS Release. (U)

g. Day Celestial Grid. (U)

h. Five Control Times. (U)

(1) HHCL (± 5 minutes tolerance). (U)

(2) Low altitude entry point (± 1 minute tolerance). (U)

(3) High altitude RBS Release (± 2 minutes tolerance). (U)

(4) High altitude Nike Side Step Release (± 2 minutes tolerance). (U)

(5) ARCP (± 5 minutes tolerance). (U)

i. Radar monitored approach. (U)

2. CHARTS AND MAPS REQUIRED. JN 44, 29; JNU 44, JNU 29, GNC's 217, 267, 268. (U)

3. MISSION PREPARATION. (U)

a. SAC Forms 1a and 1b have been prepared using September Mean Winds and are based on the number two bomber. Courses and distances will be recomputed by individual navigators when preparing SAC Form 200. (U)

4. CELL FORMATION. (U)

a. Will be conducted in accordance with the SAC Tactical Doctrine. (U)

5. AIR REFUELING RENDEZVOUS. (U)

a. Buddy refueling tactics will be utilized. Procedures will be in accordance with the SAC Tactical Doctrine. (U)

b. Timing: (U)

(1) Fade Out Refueling Area. Control time to ARCP ± 5 minutes. Number One Bomber will start refueling at ARCP and will cease refueling at ARCP + 10 min. The number two bomber will start refueling at ARCP + 15 minutes and cease refueling at ARCP + 25 minutes. (U)

c. Scope photography will be accomplished from the ARIP to the end of refueling at 1:12 scans. (U)

6. LOW ALTITUDE NAVIGATION LEG: (U)

a. The navigation leg will be flown on the approved 15th Air Force Oil Burner Route "Dog Trot" at outlined in the current Airman's Guide. Aircraft must remain in a corridor 5 miles either side of track or the Nav. Leg will be declared unreliable. (U)

b. The leg will be flown in accordance with the procedures outlined in SACRs 50-44, 50-8 and 51-11. (U)

7. LOW ALTITUDE BOMBING: (U)

a. A synchroneous short look large charge will be made against targets Hotel and India. The targets will be attacked using the procedures outlined in SACR 50-4. (U)

8. HIGH ALTITUDE BOMBING:

a. A synchroneous radar run will be made against Target Alpha at Scenic Badlands. (U)

b. A synchroneous radar side step run will be made against Target Romeo at Offutt-Lincoln NIKE. (U)

9. RULES APPLICABLE TO BOTH HIGH AND LOW ALTITUDE BOMBING. (U)

a. All RBS runs will be made as record runs. (U)

b. In the event of malfunctioning RBS Equipment, the target will be attacked using the best available emergency method. These methods will include last resort, celestial fixes and timing procedures. (U)

c. Optics will not be used during or in lieu of emergency type runs. (U)

d. Bombing reliability will be scored in accordance with the accuracy standards established in SACP 170-1A. (U)

10. TARGET INFORMATION: (U)

a. Low altitude target data. (U)

(1) Target "Hotel" (First release target). (U)

(a) Coordinates: 48-34-00N, 106-26-00W. (C)

(b) Elevation: 2750'. (C)

(c) Target Description: Class three Alpha No Show Target. (U)

(d) Offset #1: (U)

1. Description: RBS Site. (U)

2. Elevation: 2750'. (C)

3. Distances: S055235, W016709. (C)

(2) Target "India" (Second Release Target). (U)

(a) Coordinates: 48-30-00N, 106-17-30W. (C)

(b) Elevation: 2700'. (C)

(c) Target Description: Class three Alpha No Show Target. (U)

b. High altitude target data. (U)

(1) RBS Release

(a) Scenic Badlands target Alpha (U)

(b) Coordinates: 43-35-50.2N, 102-04-45.95W (C)

(c) Elevation: 3020' (C)

(d) Offset distances

OAP #1 - Target Echo 3050' Elev
S019690, W002630 (C)

OAP #2 - RBS Site 2775' Elev
N044600, W016650 (C)

(e) Target Discreption: Reflector target in Scenic Badlands reflector city.

(2) Nike Release

(a) Offutt - Lincoln target Romeo (U)

(b) Coordinates: 41-03-37N, 96-19-37W (C)

(c) Elevation: 1050' (C)

(d) Distances

OAP #1 - Center of Bridge 11NM North of target Romeo.
N-086 531, W-013 996 (C) Elevation 1100'

OAP #2 - Center of Bridge 6NM South east of target Romeo.
S-022568, E-026510 (C) Elevation 1000'

(e) Target discreption: Center of Ashland Railorad Bridge crossing the Platte River, Class 1A.

1. Description: RBS Site. (U)

2. Elevation: 2600'. (C)

3. Distances: S030914, W051100. (C)

11. DAY CELESTIAL GRID LEG: (U)

a. The day celestial grid leg will be accomplished in accordance with the requirements outlined in SACR 51-11. (U)

b. The celestial termination point is 47-50N, 114-13W. The Georef Coordinates for call in to the Sage Sector Sites is EKFC 4750. (U)

c. Radar scope photography is the primary scoring method. This will be backed up by the following GCI Sites: (U)

(1) Primary: Gas Light at Kalispel Montana. (C)

(2) Secondary: Sidewalk at Great Falls, Montana. (C)

d. Navigation reliability will be computed using the navigation accuracy standard established in SACP 170-1A. (U)

e. The celestial leg will be flown using a TAS of 444k. (U)

12. CONTROL TIMES: All control times are listed in the Pilots Flimsy, Appendix 3, for each individual crew. (U)

13. RADAR MONITORED APPROACH: Will be accomplished at Walker at the termination of the mission. (U)

HEADQUARTERS, 6TH STRATEGIC AEROSPACE WING
Walker Air Force Base, New Mexico
14 September 1962

APPENDIX 6

ANNEX "A"

TO

6SAW FLIMSY 7-63

PENETRATION AIDS

APPENDIX 6
ANNEX A
6SAW 7-63
14 September 1962

HEADQUARTERS 6TH STRATEGIC AEROSPACE WING
Walker Air Force Base, New Mexico
14 September 1962

APPENDIX 6

ANNEX A

6SAW 6-73

PENETRATION AIDS

1. ELECTRONIC WARFARE OPERATION: (U)

a. ECM activity: (U)

(1) A total of two LDRs, two RSRs, one BDR, one Low Gear run, and one MRSR will be scored on this mission. (U)

(2) Sites and type runs: (U)

(a) Glasgow RBS--one LDR, one RSR, one BDR will be accomplished in conjunction with a Short Look Large Charge bomb run. (U)

(b) Scenic Bad Lands RBS--one LDR and one RSR in conjunction with high level bomb run. (U)

(c) Omaha Nike--one Low Gear run will be accomplished in conjunction with a side step synchronous bomb run. (U)

(3) Sleeper--one MRSR will be accomplished. (U)

(4) **Chaff will not be dispensed during this mission. (U)**

(5) ECM effectiveness will be based upon scores received for all runs listed above. Loss of equipment or any type of abort attributed to the aircrew will be considered as an "attempted run" and a score of zero will be awarded. (U)

(6) If the route is changed or a ground site is unable to accept or score scheduled ECM activity, the individual EW will be awarded the average score of the wing aircraft participating in this activity. (U)

b. Training Division (DCOTAP) will accomplish the necessary ECM clearances and alerting. (U)

2. ELECTRONIC WARFARE CONTROL: (U)

a. The Electronic Warfare Officer will go on watch as soon as practical after takeoff. (U)

b. Equipment operation and tactics will be in accordance with SACR 51-5, SACR 51-25, and the SAC Tactical Doctrine. (U)

c. Electronic jamming: (U)

(1) All ECM transmitters except the ALT-7s, ALT-15s, and ALT-16s will be operated a minimum of 45 minutes for the purpose of determining equipment reliability. (U)

(2) Electronic Warfare Officers will be alert for requests to stop ECM. One UHF radio will be used to monitor 364.2 and 243.0 mcs at all times while ECM activity is being conducted. (U)

(3) No ECM is authorized if both UHF radios are inoperative. (U)

3. ECM EQUIPMENT LOADING PLAN: (U)

a. Transmitters: (U)

(1) Phase II aircraft--standard EWO load. (C)

(2) Phase I aircraft--standard EWO load except an "L" band oscillator will be installed. (C)

b. Chaff: (U)

(1) Left bin--top loaded with three cartons of RR-39 for use against fighters. (U)

(2) Right bin--normal training load. (U)

c. Receivers--standard EWO load. (C)

4. SPECIAL INSTRUCTIONS: (U)

a. Forms to be accomplished. (U)

(1) SAC Form 76. (U)

(2) 15AF Form 429. (U)

(3) Walker Form 141, when appropriate. (U)

b. All equipment malfunctions will be fully explained in equipment write-ups. (U)

5. GUNNERY: (U)

a. Aircraft will not be loaded with ammunition. However, the gunnery system must be fully operational. (U)

b. Forms: SAC Form 206 2ill be completed by each gunner. (U)

HEADQUARTERS 6TH STRATEGIC AEROSPACE WING
Walker Air Force Base, New Mexico
14 September 1962

APPENDIX 7

ANNEX "A"

TO

6SAW FLIMSY 7-63

AIR REFUELING

AND

CELL PROCEDURES

APPENDIX 7
ANNEX A
6SAW FLIMSY 7-63
14 September 1962

HEADQUARTERS 6TH STRATEGIC AEROSPACE WING
Walker Air Force Base, New Mexico
14 September 1962

APPENDIX 7

ANNEX "A"

6SAW FLIMSY 7-63

AIR REFUELING AND CELL PROCEDURES

1. GENERAL: SACTD Volumes II and V will apply, utilizing "Buddy Tactics". (U).

a. Aircraft within cells will take off at one minute intervals. They will accelerate on take off heading to 280 KIAS. All aircraft will turn (20 degree bank) four minutes after start of take off roll. (U)

b. Bombers will take off first with tankers last. (All take offs will be rolling take offs). Lead bomber will act as cell leader until cell is formed. Number one bomber will make all FAA position reports while aircraft are in cell. (U)

c. All aircraft will climb at 280 IAS. (U)

d. At level off the number one bomber will decelerate to approximately 252 IAS (377 TAS) maintaining this airspeed until cell is formed. (U)

e. 100NM from ARCP the cell will form into refueling formation. Echelon 60° to the right maintaining 1NM and 500' separation.

f. 80NM from ARCP receivers will descend to an altitude which will provide 1000' separation from the tanker and the highest bomber. (U)

g. After the receivers have reached level off altitude, the leader will inform the tanker. At this time the tanker will adjust to refueling airspeed. (U)

h. Normal closure speeds will be flown with the receiver wing man flying loose visual formation on his leader. (U)

i. When briefed amount of fuel has been transferred to the first receiver a disconnect will be accomplished and the leader will move aft and to the left and assume close visual formation on the left wing of his element wing man. Receivers will use flight plan time on boom. (U)

j. After the first receiver has reported he has completed his refueling and is stabilized on the wing man's left wing the second receiver will move into observation, stabilize and refuel. Upon reaching end refueling point he will move aft and assume close visual formation on the right wing of his element leader. (U)

k. At egress of the refueling area the tanker will climb straight ahead to 2000 feet above refueling altitude before turning left. (U)

l. Bombers will reform in cell and start climb as indicated in the flight plan. (U)

m. If weather is such that it presents a safety hazard, aircraft will maintain cell position through the refueling area and the refueling portion of the mission will be excluded from the scoring criteria. Decision to abort the refueling will be coordinated between the weather scout and the command post prior to the first ARCP Time. (U)

2. AIR REFUELING DATA: (U)

AREA.	Odd Cells:	Fade Out Alpha (Reverse)
	Even Cells:	Fade Out Bravo
ALTITUDE		260
ARCP #1	Odd Cells:	38-24N 106-40W
	Even Cells:	37-58N 106-34W
ARCP #2	Odd Cells:	38-08N 106-25W
	Even Cells:	37-43N 106-16W
ON LOAD:		30M
CR PLAN	Odd Cells:	George Alpha
	Even Cells:	George Bravo

HEADQUARTERS 6TH STRATEGIC AEROSPACE WING
Walker Air Force Base, New Mexico
14 September 1962

APPENDIX 8

ANNEX "A"

TO

6SAW FLIMSY 7-63

REPORTS

(See Annex "B" - Communications)

HEADQUARTERS 6TH STRATEGIC AEROSPACE WING
Walker Air Force Base, New Mexico
14 September 1962

APPENDIX 9

ANNEX "A"

TO

6SAW FLIMSY 7-73

SCORING CRITERIA

APPENDIX 9
ANNEX A
6SAW FLIMSY 7-63
14 September 1962

HEADQUARTERS 6TH STRATEGIC AEROSPACE WING
Walker Air Force Base, New Mexico
14 September 1962

APPENDIX 9

ANNEX A

6SAW FLIMSY 7-63

SCORING CRITERIA

1. ARBITRATIONS: Any difficulties encountered by crews which result in loss of points not covered by the scoring criteria are subject to arbitration. Crews will submit all arbitrations to the Deputy Commander for Operations or his designated representative within two hours after landing. (U)

2. STANDINGS: (U)

a. Squadron standings will be based on the sum total points of all participating crews from that squadron. (U)

b. Individual crew standings will be determined by totaling the points received for each activity. (U)

3. B-52 MAXIMUM POINTS: A total of 1000 points can be accrued by each bomber crew for the following activities: (U)

a. Air refueling - maximum 100 points. (U)

b. Low altitude navigation leg - maximum 75 points. (U)

c. Bombing (high and low alt) - maximum 400 points. (U)

d. Day celestial grid - maximum 100 points. (U)

e. ECM activity - maximum 275 points. (U)

f. Side step maneuver - maximum 50 points. (U)

4. B-52 SCORING: (U)

a. Air Refueling - maximum 100 points. (U)

(1) A maximum of 100 points will be awarded for a total of 30,000 # transfer during the specified refueling periods. (U)

(a) Disconnects - a 20 point penalty will be assessed for each disconnect, not to exceed 80 points. (This does not include the final disconnects.) (U)

(2) If the tanker aborts or is cancelled, 100 points will be awarded to the bomber crew. (U)

b. Low altitude navigation leg - maximum 75 points.(U)

(1) The entire low altitude navigation leg is worth 75 points. In order to receive maximum points, you cannot deviate more than 5 miles from the planned entry point or planned course. For deviations greater than 5 miles at any given point, 0 points will be given.

(2) Crews unable to obtain scorable scope photography of the low altitude navigation leg due to a camera malfunction will receive 37.5 points. If a portion of the film is scorable, that portion of the film will be scored and the crew will receive whichever of the total points is higher. (Scorable film or 37.5 points). (U)

(3) In the event that scorable scope photograph is not obtained for reasons other than a camera malfunction, the crew will receive zero points.(U)

c. Low altitude bombing - maximum 180 points (U)

(1) First release (Synchronous) each 25 feet of circular error subtracts 1 point. A shack is worth 140 points and 3500 feet or more is zero points. (U)

(2) First release (Emergency) each 150 feet subtracts 1 points. A shack is worth 100 points and 15,000 feet or more is worth zero points. (U)

(3) Second release (Synchronous) each 50 feet subtracts ½ point. A shack is worth 60 points and 6,000 feet or more is worth zero points. (U)

(4) Second release (Emergency) each 150 feet subtracts ½ point. A shack is worth 50 points and 15,000 feet or more is worth zero points. (U)

(5) Emergeancy bombing includes all type runs other than synchronous. (U)

(6) Crews detected at bombing altitude for over 30 Seconds prior to the first release will receive zero points for both releases. (U)

(7) Crews unable to obtain a scored release will receive zero points for that release with the exception of a type II abort. (U)

d. High altitude synchronous bombing - maximum 200 points. (U)

(1) High altitude (synchronous) each 25 feet circular error subtracts 3/4 point. A shack is worth 100 points and 3350 feet is worth 0 points. (U)

(2) High altitude synchronous bombing (Conjunction with Side Step Maneuver) each 25 feet of circular error subtracts ½ point. A shack is worth 100 points and 5000' is worth 0 points. (U)

(3) High altitude (Emergency) each 200' will deduct 1 point. A shack is worth 75 points and 15,000' or more is worth 0 points.

e. Type II and III aberts. (High and low altitude bombing.) (U)

(1) In the event of a type II abert, radar photography will be used for scoring. If 50% or more of the releases on one target are not scored by the site, camera scores will be used for all aircraft releases on that particular run. (U)

(2) In the event of a type III abert, the aircrew will receive zero points for that run. (U)

f. Side-Step Maneuver - A reliable maneuver is worth 50 points. An unreliable maneuver is worth 0 points. If the Nike Site is unable to score the maneuver (Site Abert), 25 points will be awarded.

g. Day Celestial Grid - maximum 100 points. (U)

(1) Each ½ MM of circular error subtracts 2 points. A shack is worth 100 points and 25MM or more is worth zero points. (U)

h. ECM Activity - maximum 275 points. (U)

(1) Points for runs are as follows: (U)

(a) Local Defense Run - 30 points maximum score. (U)

(b) Radar Simulator Run - 60 points maximum score. (U)

(c) Bomber Defense Run - 30 points maximum score. (U)

(d) Low Gear Run - 50 points maximum score. (U)

(e) MRSR - 15 Points maximum score. (U)

(2) Scoring. (U)

(a) Local Defense and Bomber Defense Runs. (U)

Score	Points	Score	Points
00E	30	00M	27
01E	27	01M	24
02E	24	02M	21
03E	21	03M	18
04E	18	04M	15
05E	15	05M	12
06E	12	06M	9
07E	9	07M	7
08E	7	08M	5
09E	5	09M	3
10E	3	10M	1

(b) Radar Simulator Runs. (U)

Score	Points
12	60
11	50
10	40
9	30
8	20
7	10

(c) Low Gear. (U)

Score	Points	Score	Points	Score	Points
3AA	50	26P	36	13P	22
201	49	271	35	141	21
20P	48	27P	34	14P	20
211	47	281	33	151	19
21P	46	28P	32	15P	18
221	45	291	31	161	17
22P	44	29P	30	16P	16
231	43	101	29	171	15
23P	42	10P	28	17P	14

Score	Points	Score	Points	Score	Points
241	41	111	27	181	13
24P	40	11P	26	18P	12
251	39	121	25	191	11
25P	38	12P	24	19P	10
261	37	131	23		

5. KC-135 MAXIMUM POINTS: A total of 200 points can be accrued by each tanker crew for the following activities: (U)

a. Air refueling - maximum 100 points. (U)

b. Day celestial grid leg - maximum 100 points. (U)

6. KC-135 SCORING: (U)

a. Air Refueling - maximum 100 points. (U)

(1) Each off load will be worth 50 points if it is transferred within the specified period.

(2) If the receiver aborts or is cancelled, 50 points will be awarded to the tanker crew.

b. Night celestial grid - maximum 100 points. (U)

(1) Each 1 NM of circular error subtracts four points. A shack is worth 100 points and 25 NM or more is worth 0 points. (U)

HEADQUARTERS 6TH BOMBARDMENT WING
Walker Air Force Base, New Mexico
14 September 1962

ANNEX "B"

TO

6 SAW FLIMSY 7-63

COMMUNICATIONS

ANNEX "B"
6SAW 7-63
14 Sept 62

HEADQUARTERS 6TH STRATEGIC AEROSPACE WING
Walker Air Force Base, New Mexico
14 September 1962

ANNEX "B"

6SAW 7-63

COMMUNICATIONS

1. GENERAL: Communications applicable to this mission will be in accordance with AFMs of the 100 series, SACMs of the 55 and 100 series, JANAPs, ACPs, current Flight Information Publications, and the 6th SAW CEI. (U)

2. Communications Security: To deny unfriendly forces any intelligence gained through the monitoring of air/ground communications, the following procedures will be adhered to during the exercise. (U)

a. HF radio silence will be maintained except for submission of the Strike Report as required by this annex, and Distress, Hot News, CIRVIS, Weather, Operations Normal and emergency transmissions are required. (U)

b. All UHF/HF transmissions will be as brief as possible and will be held to a minimum. (U)

c. All messages containing classified information will be encoded/decoded using the current KAC 72 TSEC. (U)

d. Authentication of transmissions and challenge and reply procedures will be accomplished with the current KAA-29 TSEC authentication tables. (U)

e. HF radio preflights will be accomplished in accordance with SACM 100-24 and DCOSOP 100-1. (U)

3. Call Signs, SACADS and Location Identifiers: (Effective 25/0001Z Sep) (C)

a. Control Rooms Enroute: (See 6SAW CEI for complete list)

WALKER	STALK	MINOT	ZING
MOUNTAIN HOME	MAXIM	ELLSWORTH	ADHOC
FAIRCHILD	RONDO	FORBES	MAYOR
MALMSTROM	HAIL	SCHILLING	DARE
GLASGOW	HIRAM	CLINTON SHERMAN	SWIPE (C)

b. Aircraft Tactical Call Signs (Tactical plus two digits) (C)

6SAW B-52's	STALK
6ARS KC-135's	DOOM (C)

c. SACADS: SAC addressees (SACADS) are listed in the 6SAW CEI on page 2-5.

d. Special Call Signs: (U)

6th SAW Unit Recall:	TALL TALE LIMA	(C)
SAC Recall:	AUTUMN LEAVES	(C)
All SAC aircraft copy:	SKYKING	(C)
All SAC Control Posts:	SKYBIRD	(C)

4. FREQUENCIES: The March Short Order Station is the primary guard station on SSB frequencies listed on Crew Flip charts. In addition to standard UHF frequencies, listed on Crew Flip charts, the following frequencies will be used as indicated:

GLASGOW RBS	278.2MCS
SCENIC BADLANDS	289.9MCS
OFFUTT/LINCOLN NIKE	260.9MCS

5. IFF PROCEDURES: (U)

a. Display MODE I CODE 02, MODE III CODE 30 upon departing Walker Control. (U)

b. During air refueling receiver and tanker aircraft continue squawking MIDE III CODE 30. (U)

c. Aircraft will continue to squawk during ECM activity unless directed otherwise by ADDC/FAA. (C) (15AF Msg, CONF, DOTL 2064, 25 May 59) (C)

d. IFF emergency procedures must be accomplished as follows: (U)

(1) Contact a ground facility on 243.0 MCS (GUARD) (U)

(2) Set IFF to squawk MODE I CODE 00 MODE III CODE 77. (U)

(3) Activate emergency IFF switch. (U)

6. ENROUTE PROCEDURES: Normal FAA reporting will be in accordance with current Flight Information Publications and as directed in Appendix 4, Annex A. (U)

a. In cell, the number two aircraft Lead Bomber, is responsible for ATC reporting (U)

b. During air refueling, the tanker leader is responsible for ATC reporting for the receivers. (U)

7. POSITIVE CONTROL/NOAH'S ARK TRAINING: In accordance with SACM 100-24, Annex III and 6th SAW CEI. (U)

a. The "GO CODE" will be transmitted by "FOXTROT" HF broadcast during SAC ALFA monitoring periods. Stations and broadcast times are listed in the 6th SAW CEI. (U)

b. The "GO CODE" will be the current Noah's Ark message in effect at time of receipt. (U)

c. In accordance with SACR 50-6, all sorties are required to log at least one HF, plus any change, and one UHF Noah's Ark message, properly authenticated. When in cell, the cell leader will monitor the predicted frequency and assign separate frequencies to cell elements above and below the predicted frequency. (U)

d. A UHF request for Noah's Ark traffic will be logged prior to HHCL. The designated station is the Fairchild Control Room. (U)

8. RECALL/DIVERSION PROCEDURES: (U)

a. The unit recall words are "TALL TALE LIMA." When suffixed by the unit call sign, aircraft of that unit will return to launch base. The recall words suffixed by unit call sign and a geographical location identifier or base name means divert to the location or base. (Example: TALL TALE LIMA STALK SIMPSON means 6SAW B-52's divert to and land at Amarillo. STALK being the 6th SAW B-52 tactical call and SIMPSON is the location identifier for Amarillo.) (C)

b. SAC recall words AUTUMN LEAVES will be utilized for recall of all SAC unit training flights to their home station. (C)

c. Recall/diversion messages must be properly authenticated. (U)

d. Additional ATC clearances must be obtained if diverted. (U)

e. Recall/diversion messages will be transmitted by UHF facilities and by HF "FOXTROT" broadcast during ALFA monitoring periods. (U)

f. Diversion bases and location identifiers for this mission are:

BASE	IDENTIFIER
CASTLE	PENMAN
FAIRCHILD	BUSH BRAMBLE
MINOT	HUDSON WASP
GLASGOW	SENORITA
CLINTON SHERMAN	FERN DUCK
WICHITA	WICHITA

9. STRIKE REPORT: (U)

a. The strike report will be transmitted by aircraft in accordance with SACM 55-8 Vol I and the 6th SAW CEI. Aircraft will monitor all strike reports heard and enter on radio logs to provide a summary report at debriefing. (U)

(1) Primary means of transmission will be the SAC SSB "Short Order" stations. Primary guard station for this Wing is DEMOCRAT. (U)

(2) Secondary means of tranmission is via UHF to SAC Control Rooms listed in paragraph 3a. (U)

(3) For this mission, the SACAD will be STALK, indicating relay to the 6TH SAW Control Room. (C)

b. The strike report format for air to ground transmission is as follows:

"DEMOCRAT, STALK TWO TWO ZERO ONE PASS TO STALK. ZIPPO STRIKE

STALK TWO TWO ZERO ONE-NUMBER ONE ALFA PAPA OVER"

c. The strike report will be submitted only on the target at Glasgow. Glasgow RBS, 258.2 MCS UHF channel 12. (U)

d. Strike reports will be considered "on time" if filed with a ground station within 30 minutes of weapons release. (U)

e. Bombing success estimate code is listed in paragraph 401.2 and figures 4-2 and 4-3, 6SAW CEI. (U)

f. When release is effected in other than synchronous mode, range and azimuth will be followed by a phonetic to indicate type of run, i.e., M(MIKE) for malfunction run, P(PAPA) for GPI, R(ROMEO) for fixed angle run. (C)

10. EMERGENCY COMMUNICATIONS: Communications procedures during emergency and distress conditions are outlined in Flight Information Publications and in Chapter 5, 6SAW CEI. (U)

HEADQUARTERS 6TH STRATEGIC AEROSPACE WING
Walker Air Force Base, New Mexico
14 September 1962

ANNEX "C"

TO

6SAW FLIMSY 7-63

INTELLIGENCE

(To Be Used When Applicable)

HEADQUARTERS, 6TH STRATEGIC AEROSPACE WING
Walker Air Force Base, New Mexico
14 September 1962

ANNEX "D"

TO

6SAW FLIMSY 7-63

MAINTENANCE

ANNEX D
6SAW 7-63
14 September 1962

HEADQUARTERS 6TH STRATEGIC AEROSPACE WING
Walker Air Force Base, New Mexico
14 September 1962

ANNEX D

6SAW 6-73

MAINTENANCE

1. GENERAL:

a. The 6SAW War Support Plan will be followed as close as possible for generation of aircraft and simulated deployment of the Mobile Recovery Team during the USCM, Slow Burn Oscar exercise. There are some exceptions that must occur and are prescribed in this annex.

b. On notification, under the pyramid alert system, all personnel will report for duty. Squadrons will go through their normal personnel reporting procedures and will retain sufficient personnel for generation of aircraft. Release as soon as possible those High Blower recovery team personnel required to recover the 60-9 flyers and loss of the Mobile Recovery Team (simulated deployment) personnel during initial generation must be taken into consideration.

HEADQUARTERS, 6TH STRATEGIC AEROSPACE WING
Walker Air Force Base, New Mexico
14 September 1962

APPENDIX 1

ANNEX "D"

TO

6SAW FLIMSY 7-63

MAINTENANCE TASKS

HEADQUARTERS 6TH STRATEGIC AEROSPACE WING
Walker Air Force Base, New Mexico
14 September 1962

APPENDIX 1

ANNEX "D"

MAINTENANCE TASKS

1. GENERAL. This appendix is published for the purpose of defining the reconfiguration procedures for the Slow Burn Oscar exercise. It will also outline the exceptions to the EWO sequence actions and/or loads as prescribed in the 6SAW War Support Plan, dated 15 September 1962. (U)

2. B-52 GENERATION PROCEDURES. Twelve aircraft will be generated in accordance with the War Support Plan and Tab A to this Appendix. Each aircraft will be fully configured to the EWO requirements except as follows: (U)

a. The fuel load will be brought up to a #9 load on lines one through nine and a #9 less 1000 lbs. from mid body on lines 10, 11, and 12. (U)

b. The internal stores for line three and four will be as required for an ORIT and external stores fully EWO equipped. All stores for lines 1, 2, 5 through 12 will be as required for an EWO. (U)

c. EWO weapons and chaff will be delivered but will not be loaded on lines 10, 11, and 12. At the end of the scheduled sequence, all stores will be returned to the appropriate storage areas. (U)

d. The remainder of the B-52 fleet will have maintenance scheduled as required to put them in-commission as rapidly as possible. (U)

e. Engine start will be effected on aircraft lines one through nine. Preflight may be accomplished on lines 10, 11, and 12. (U)

3. B-52 USCM RECONFIGURATION: (U)

a. Reconfiguration timing for the USCM will be as indicated in Tab A this Appendix. All stores will be down loaded. EWO chaff will be downloaded and the training chaff installed. The fuel load will be a #9 load, less

approximately 1000 lbs. from the mid body tank. (U)

b. Maintenance performed on aircraft participating in the USCM after they are generated will be coordinated through Job Control. Job Control will maintain record of any deviation from this plan for either maintenance or servicing. The DCM will be provided this information. (U)

4. KC-135 GENERATION: (U)

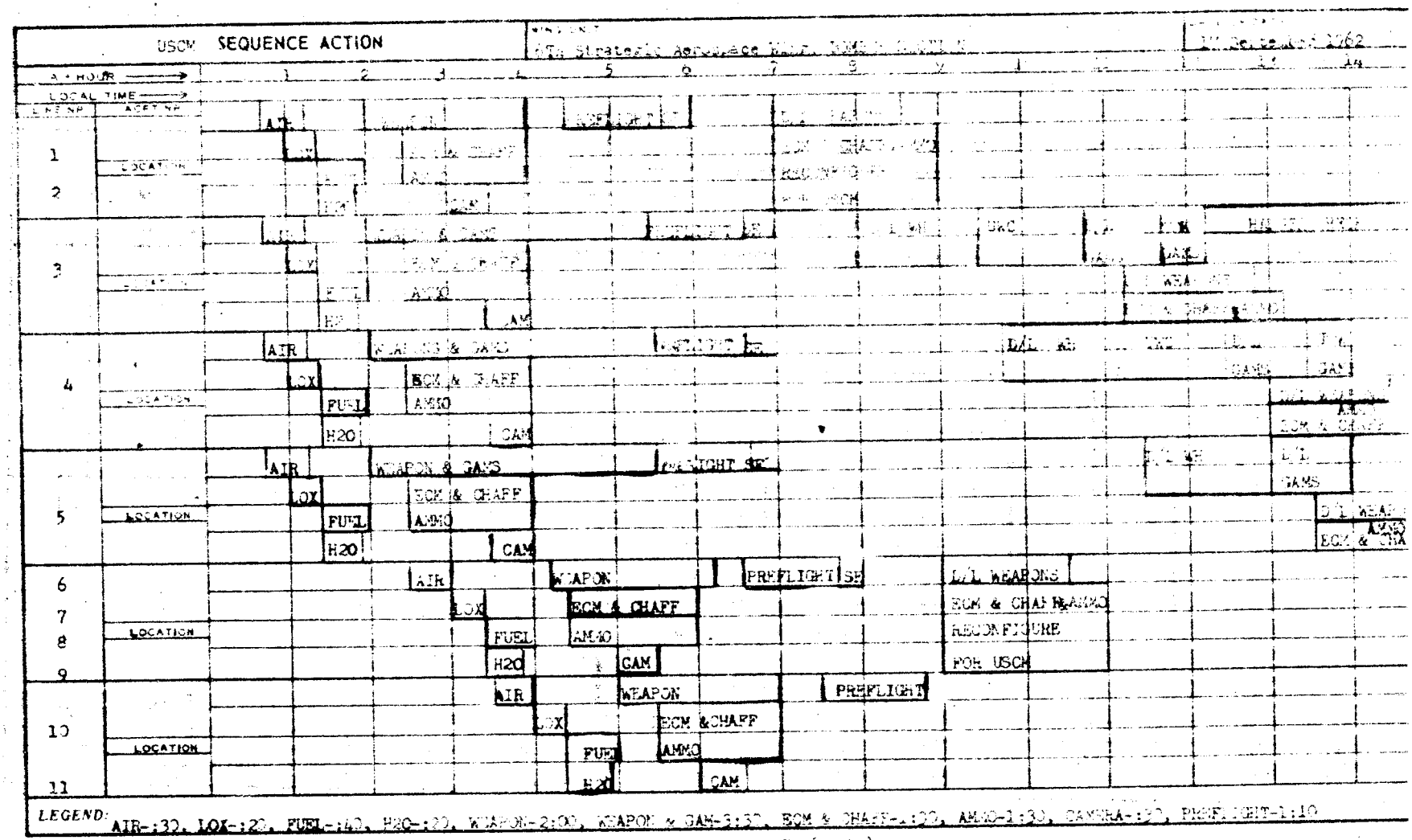
a. This generation will follow the flow sequence in the War Support Plan on lines one through six. Flight crews will perform a preflight and engine start as scheduled in Tab B to this Appendix. (U)

b. A #8 wet fuel load will be substituted for the EWO load during generation. (U)

c. The remainder of the KC-135 fleet will have maintenance scheduled as required to put them in-commission as rapidly as possible. (U)

5. USCM FLYING:

a. B-52 and KC-135 engine start "20 minutes" before takeoff. Takeoff must not be earlier than scheduled and not later than "05 minutes" after the scheduled time. Mission length is approximately 10 to 10 plus 40 for the B-52s and six hours for the KC-135s. (U)


USCM SEQUENCE ACTION
A + HOUR
LOCAL TIME
LOCATION
AIR
LOX
FUEL
H2O
WEAPON & GAMS
ECM & CHAFF
AMMO
CAM
WEAPON
PREFLIGHT
D/L WEAPONS
ECM & CHAFF/AMMO
RECONFIGURE
FOR USCM
LEGEND: AIR-:30, LOX-:20, FUEL-:40, H2O-:20, WEAPON-2:00, WEAPON & GAM-3:30, ECM & CHAFF-:20, AMMO-1:30, CAMERA-:20, PREFLIGHT-1:10

USCM EQUENCE ACTION

WING/UNIT: 6TH STRATEGIC AEROSPACE WING, BOMBER SECTION

DATE OF DATA: 17 September 1962

A + HOUR → 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15

LOCAL TIME →

LINE NR	ACFT NR	
12	LOCATION	AIR, LOX, FUEL, H2O, WEAPON, ECM & CHAFF, AMMO, CAM, PREFLIGHT
10		RETURN STORES TO AREA; RECONFIGURE FOR USCM
11	LOCATION	
12	LOCATION	RETURN STORES TO AREA; RECONFIGURE FOR USCM
	LOCATION	

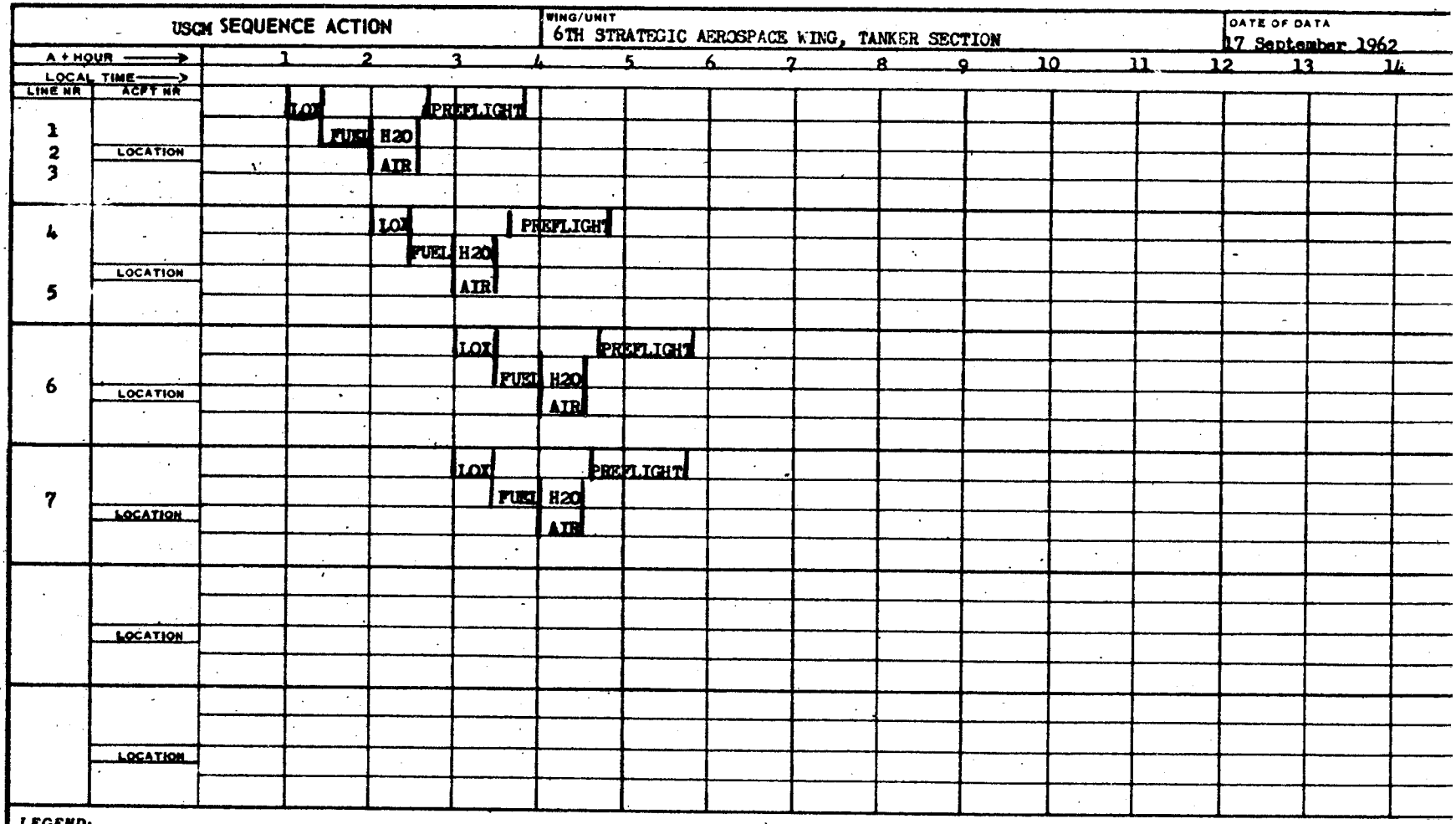
16 17 18 19 20 21 22 23 24 25 26 27 28 29 30

3	GAM #1	
	GAM #2	HANGER CHECK
4	GAM #1	HANGER CHECK
	GAM #2	HANGER CHECK
5	LOCATION	

LEGEND: AIR-:30, LOX-:20, FUEL-:40, H2O-:20, WEAPON-2:00, WEAPON & GAM-3:30, ECM & CHAFF-1:30, AMMO-1:30, CAMERA-:30, PREFLIGHT-1:10

SAC FORM JAN 61 541 Page 4, APPENDIX 1, ANNEX "D", 6SAW CREW FLIMSEY SLOW BURN OSCAR (2 of 2)

USCM SEQUENCE ACTION	WING/UNIT: 6TH STRATEGIC AEROSPACE WING, TANKER SECTION	DATE OF DATA: 17 September 1962



LEGEND: LOX-:20, FUEL-:40, H2O-:30, AIR-:30, PREFLIGHT-1:00

HEADQUARTERS, 6TH STRATEGIC AEROSPACE WING
Walker Air Force Base, New Mexico
14 September 1962

APPENDIX 2

ANNEX "D"

TO

6SAW FLIMSY 7-63

DEPLOYMENT

APPENDIX 2
ANNEX D
6SAW 7-63
14 September 1962

HEADQUARTERS 6TH STRATEGIC AEROSPACE WING
Walker Air Force Base, New Mexico
14 September 1962

APPENDIX 2

ANNEX "D"

DEPLOYMENT

1. GENERAL. The procedures prescribed herein pertain only to the Slow Burn Oscar exercise. Deployment of the mobility personnel and equipment will be effected to a simulated off-base assembly area as prescribed in Appendix 3, Annex "O", 6SAW War Support Plan, dated 15 September 1962. (U)

2. DEPLOYMENT PROCEDURES: (U)

a. Assembly. As prescribed in par. 2a, Appendix 3, Annex O, 6SAW War Support Plan, dated 15 September 1962. (U)

(1) The Control/Start Team will not be exercised during this exercise. (U)

(2) Mobile Recovery Team procedures: (U)

(a) Upon declaration of an A hour for the Slow Burn Oscar exercise, the mobile recovery teams will be exercised as prescribed in Appendix 3, Annex O, 6SAW War Support Plan, dated 15 September 1962. (U)

(b) Simulated team mission folders will be provided by the DCML. (U)

(3) The Transportation Squadron will furnish transportation and pick up equipment for the MRTs only as prescribed in Appendix 3 and 4, Annex O, Annex C and E, 6SAW War Support Plan, dated 15 September 1962. (U)

3. MONITOR. The mobility exercise will be monitored and checked by personnel from the Logistics Office. (U)

APPENDIX 2
ANNEX D
6SAW 7-63
14 September 1962

4. COMPLETION. All personnel will return to their normal place of duty on completion of the exercise or as directed by the Control Room. (U)

HEADQUARTERS, 6TH STRATEGIC AEROSPACE WING
Walker Air Force Base, New Mexico
14 September 1962

APPENDIX 3

ANNEX "D"

TO

6SAW FLIMSY 7-63

COMBAT CREW ACTIVITY

HEADQUARTERS, 6TH STRATEGIC AEROSPACE WING
Walker Air Force Base, New Mexico
14 September 1962

APPENDIX III

ANNEX D

COMBAT CREW ACTIVITY

1. Crew assignment to aircraft will be accomplished in the Command Post. Complete crew status and crew availability reports will be furnished the Command Post by the 24th and 39th Squadron Operations.

a. No SAS study or pre-take off briefings will be conducted in bldg. 611. Combat Crews will perform normal EWO acceptance preflight on maintenance generated aircraft in accordance with crew activity flow charts furnished for this exercise.

b. The time normally scheduled for SAS study and pre take off briefing will be utilized to mission plan for the Slow Burn mission.

HEADQUARTERS, 6TH STRATEGIC AEROSPACE WING
Walker Air Force Base, New Mexico
14 September 1962

ANNEX E

TO

6SAW FLIMSY 7-63

AIR WEAPONS

CONFIDENTIAL

HEADQUARTERS 6TH STRATEGIC AEROSPACE WING
Walker Air Force Base, New Mexico
14 September 1962

ANNEX E

6SAW PLMOT [illegible]

AIR WEAPONS

1. GENERAL. A requirement exists to demonstrate the capability to perform CAM and weapons actions as outlined in SACM 50-5. (C)

2. MISSION. To demonstrate ability to perform actions required by the 6SAW War Support Plan and Wing OI/50-62. (C)

3. GENERAL INSTRUCTIONS. (U)

a. No live weapons are authorized for only the ground support portion of the wing exercise and not for the airlift portion of Slow Burn Oscar. Therefore, the off loading times will be in accordance with Tab A, Appendix 1, Annex C, 6SAW War Support Plan, 15 Sept 62, and will be provided prior to the flight phase in compliance with SACM 50-5. Coordination for off-load will be exercised between 6th Job Control and MMS Job Control. (C)

b. Those aircraft equipped with GAM 77A's will be configured with WR Warheads, however, will be off loaded prior to flight phase. (C)

c. Ground phase procedures are as outlined in Annex D. (U)

d. Aircrew preflight of weapons will be in accordance with current "Aircrew Bomb Delivery Procedure Checklists" for appropriate weapons. (U)

e. Safety of personnel and equipment is of paramount importance throughout the operation of this mission. (U)

f. All action outlined in this annex will be conducted in accordance with EWO Orders, regulations, Wing War Support Plans, maintenance directives, Technical Orders and 6SAW SOP's. (U)

CONFIDENTIAL

ANNEX E
6SAW PLMOT [illegible] 63
14 September 1962

CONFIDENTIAL

HEADQUARTERS
5TH STRATEGIC AEROSPACE WING
UNITED STATES AIR FORCE
WALKER AIR FORCE BASE, NEW MEXICO

[illegible] DCOTRA/Major Monroe/418

[illegible] Commander's Remarks (T12), 1 July through 30 September 1962

SAC (DC[illegible]A T12) (DOTO T12) (DCRMD T12)
15[illegible] ([illegible] T12) (DM/A T12) (DCRM T12)
47 [illegible] Aerospace Division, (DO T12)
1st CEG (DAN T12), Barksdale AFB, La.

1. Waiver of training requirements: (U)

a. The July - September quarter has been designated a numbered Air Force training period for this Wing. The requirement of SACR 50-8 are waived for this quarter.

2. Delinquent Combat-ready Crews: N/A. (U)

3. Alert Cycle: 4 Monday thru Thursday or 3 Friday thru Sunday. (C)

4. Compensatory Time Off for Alert Crews: N/A. Deleted by SAC message DOOT 65722, 16 July 1962. (U)

5. Crew Members Upgrading Progress: N/A. SAC Form 677 submitted weekly. (U)

6. Unreliable RBS Runs: (C)

CE	Date	Run Type	Crew No.	RBS Site	Reason
6150	4 Sep	R-5,SS	R85	La Junta	Procedure
12500	6 Sep	F-2	S50	La Junta	Computation
6000	6 Sep	R-5,SS	R90	Winslow	Procedure
6320	11 Sep	R-5 2nd Tgt LC	R89	Winslow	Aiming Point
7000	14 Sep	R-5,SS	E82	La Junta	Unknown
6800	17 Sep	R-5 2nd Tgt LC	R90	Scope Dope	Procedure
47950	18 Sep	R-5 1st Tgt LC	E86	Scope Dope	Procedure
48000	18 Sep	R-5 2nd Tgt LC	E86	Scope Dope	Procedure
4600	20 Sep	R-5 2nd Tgt LC	S81	Scope Dope	Aiming Point
6320	18 Sep	R-5 1st Tgt LC	E69	Scope Dope	Materiel
82600	20 Sep	GAM Impact	S50	La Junta	Materiel

7. Unreliable Nike Runs: (C)

CE	Date	Run Type	Crew No.	RBS Site	Reason
10700	6 Sep	F-2	S50	Dyess	Computation
5800	13 Sep	R-5	S70	Dyess	Coordination
70530	27 Aug	GAM Impact	R90	Dyess	Aiming Point

8. Unreliable Navigation Legs: None. (U)

9. Unreliable Local Defense Runs: Deleted (U)

10. Unreliable Radar Simulator Runs: Deleted. (U)

11. Fire Control Systems Firecut and Reliability: a. J, b. N/A, c. N/A, d. N/A/N/A, e. 72, f. 4, g. 1. (C)

12. GAM 77/72 Information: Deleted. (U)

13. N/A. (U)

14. Advanced Capability Radar Training: (C)

a. 15.

b. 18.

c. N/A.

d. 0.

e. (1) Poker Deck 16. (2) Oil Burner 0.

f. 16 scheduled. 11 flown. 3 ACR malfunction, 1 weather, 1 tanker diverted by Higher Headquarters direction.

g. None.

h. 30 November 1962.

15. N/A. (U)

16. N/A. (U)

17. N/A. (U)

18. N/A. (U)

19. N/A. (U)

20. 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

21. Wing Commander's Remarks: (U)

I concur with the Unit Commander's remarks.

Eugene D. Waldher

ERNEST C. EDDY
Colonel, USAF
Commander

Copies to:

40th Bombardment Squadron
6th SAW (Historian) 4 copies

JPC003JPA041

MXEC40K J218
RT RUWLA R WSJL RUWLJM RUWLTP RUWBKA RUWLKE RUWLED RUWLFG RUWLSZ
DE RUWBKN 10A
R 070050Z
FM 15 AF MARCH AFB CALIF
TO QUEBEC TWO
QUEBEC THREE
ROMEO TWO
ROMEO THREE
ZEN/22BW
BT
CONFIDENTIAL DOTO 2656.
FOR WING DCOT/DIV FOR DO. (U) FINAL RESULTS OF FLIGHT DECK
RBS EXPRESS. (1) UNIT (2) TOTAL RUNS (3) DOWNGRADED
(4) HIGH ALTITUDE RUNS (5) PERCENT RELIABLE LOW ALTITUDE
FIRST RELEASE (6) PERCENT RELIABLE LOW ALTITUDE SECOND
RELEASE (7) PERCENT RELIABLE LOW ALTITUDE BOTH RELEASES.

(1)	(2)	(3)	(4)	(4)	(")	(7)
5BW	121	6	20	100	99	99
6SAW	27	2	0	65	--	--

****

SCP-4)
BT
07/0058Z SEP RUWBKN

JPCOO4JPA383
MXC033
KMJC27
CO RUWEJC RUWEJL RUWEJM RUWEJP RUWEKA RUWEKE RUWEND RUWENG
DE RUWEKN 6A
O 182217Z
FM 15AF MARCH AFB CALIF
TO ROMEO TWO
ROMEO THREE
ZEN/22BW MARCH AFB CALIF
RUWHJR/341SMW MALMSTROM AFB MONT
INFO QUEBEC TWO
QUEBEC THREE
BT
C O N F I D E N T I A L DO 2788
FOR DCO/97ARSC; INFO DO. FY 2/63 TACTICAL FLYING HOUR ALLOCATION. THIS MSG IN SEVEN PARTS. PART 1. TACTICAL UNIT FLYING HOUR ALLOCATION FOR THE SECOND QUARTER FISCAL YEAR 1962 IS AS FOLLOWS:

LINE	UNIT	T/M/S	CODE	FY 2/63 ALLOCATION
1	5BW	B-52G	CC	1630
2	6SAW	B-52U	CC	4760

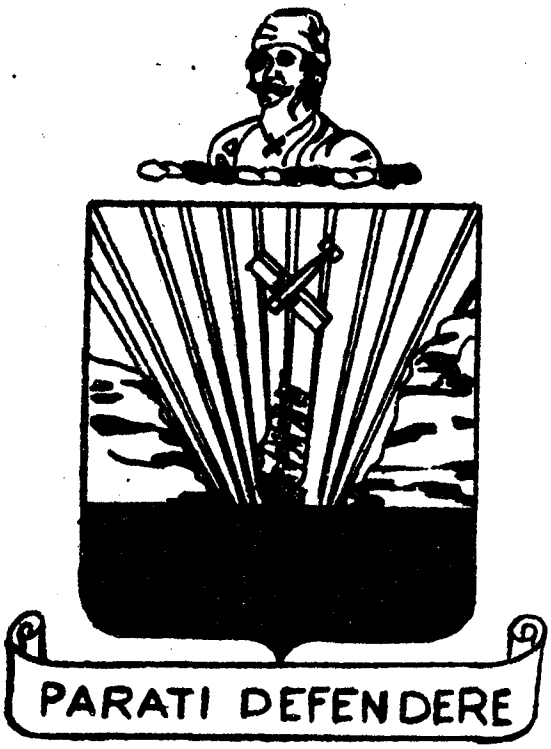
****

23	6ARS	KC-135	CA	3450

****

(SCP-4)
BT
18/2227Z SEP RUWEKN

6TH STRAT AEROSPACE WING



OCTOBER 1962

OPERATIONS PLAN

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DISTRIBUTION

15AF (DOTE)	1	DCR	1	4129CCTS	2
47 C	1	BDCS	1	37MMS	2
47 DO	1	BDCL	2	686AC&W/ OTI	2
C	1	BDCE	1	812MEDGP	4
DCO	15	BDCM	1	2010COMM	2
DCOTBO	3	BDASO	1	CES	1
DCOT	1	SAFE	1	POL	1
DCOI	1	6SAWHS	4	579SMS	2
DCOTAW	1	6HS	1	SATAF	2
DCOCP	1	24BS	15	6FSS	2
DCOS	2	39BS	15	6CDS	4
DCOTGT	20	40BS	15	6SS	3
DCM	2	6ARS	15	6TS	3
DCMT	2	6OMS	3	Link Trainer	1
DSUP	1	6FMS	3	Simulator	2
DSUPPE	1	6A&E	3	Base Historian	4
DP	1	Alert Force	2	511FTD	2

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

Operations Plan
Number 6-9-62

TASK ORGANIZATIONS:

6th Combat Support Group	Lt Col Emmett H. Clements
579th Strategic Missile Squadron	Col Edward M. Jacquet
Headquarters Sq, 6 SAW	Maj Arthur L. Bruggeman
24th Bomb Sq	Lt Col Dale C. Maluy
39th Bomb Sq	Lt Col Lee McClendon
40th Bomb Sq	Lt Col Kenneth J. Green
6th Air Refueling Sq	Lt Col Joseph R. Hanlen
6th A&E Maintenance Sq	Lt Col Dale E. Savidge
6th Organizational Maintenance Sq	Lt Col Donald R. Calof
4129th Combat Crew Training Sq	Lt Col Wayne E. Clark

1. PURPOSE: To establish ground and air training schedules in support of the Strategic Aerospace Wing Mission. Provide all available data to facilitate programming of all aspects of students and combat crew activity to include alert.

2. MISSION: The 24th Bomb Squadron, 39th Bomb Squadron, and 6th Air Refueling Squadron have a requirement to train student crews in B/52-KC/135 aircraft as programmed by higher headquarters and to develop and maintain an EWO capability. The 40th Bomb Squadron will maintain a constant alert posture, complete 50-8, and upgrade maximum crews to combat ready status.

3. PRIORITIES FOR TRAINING:

a. Priorty 1.
   (1) 60-3 Flying Requirements
   (2) Higher Headquarters directed missions
   (3) 50-8 40th Bomb Squadron
   (4) Student Sorties
   (5) Upgrading Combat Crews- 40th Bomb Squadron
   (6) Stand Boards
   (7) ACR and GAM-77 Qualifying for Combat Crews

b. Priority 2.
(1) 1 Sortie per instructor per month
(2) 50-24 Ground Training

4. GOALS TO BE REACHED BY OCTOBER 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 on the third floor, Tier "C" , building 1981.

b. Higher Headquarters commitments during October 1962:
(1) Big Blast
(2) Texas Star

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 October and November 1962.

1-15 October 39th BS
15-31 October 24th BS
1-15 November 39th BS
15-30 November 24th BS

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

6th Air Refueling Sqdn:	Due Date:
T-16 Sewart	Oct 62
T-29 Walls	Oct 62
24th Bomb Sqdn:	
S-13 Maloney	Oct 62
S-30 Partin	Oct 62

39th Bomb Sqdn:	Due Date:
S-35 Stone	Oct 62
S-39 Rosenbalm	Oct 62
E-44 Davis	Oct 62
40th Bomb Sqdn:	
S-68 Renfro	Oct 62
S-84 Parkison	Oct 62
S-22 Wright	Oct 62
E-71 Payne	Oct 62
S-77 Meyers	Oct 62
E-70 Irvine	Oct 62
E-72 Stair	Oct 62
S-81 Parenti	Oct 62
E-73 Clay	Oct 62

c. General Guidance for Student Course Completions.

(1) The priorities for student flying are as follows:

(a) Priority one- Each student crew must complete the requirement of 51-19 and the pilot team must have at least one solo sortie.

(b) 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

Date	Sortie	Crew	Staff Personnel	Type Mission
4 Oct	F-1	S-04		CCTM
4 Oct	F-1	S-13		CCTM
9 Oct	F-2	S-28		CCTM
10 Oct	F-1	S-01	Col Lady	CCTM
16 Oct	F-2	CEG		CCTM
18 Oct	F-2	CEG		CCTM
18 Oct	F-2	E-29		CCTM
23 Oct	F-2	S-15		CCTM
24 Oct	F-2	E-30	Col Lady	CCTM

39th Bomb Squadron

3 Oct	F-1	S-35		Stand Board
3 Oct	F-1	S-65		CCTM

Date	Sortie	Crew	Staff Personnel	Type Mission
9 Oct	F-1	S-44		CEG
10 Oct	F-2	S-39		CCTM
15 Oct	F-1	S-39		Stand Board
16 Oct	F-1	CEG		Proficiency
17 Oct	F-1	S-44	Col Eddy	CCTM
18 Oct	F-1	CEG		Proficiency
18 Oct	F-2	S-41		Big Blast
24 Oct	F-2	S-42		CCTM
25 Oct	F-1	S-54		CCTM
31 Oct	F-1	S-42		CCTM
6th Air Refueling Squadron				
1 Oct	F-2	T-16		CCTM
2 Oct	F-2	T-23		CCTM
2 Oct	F-2	T-50		CCTM
3 Oct	F-2	T-25		CCTM
4 Oct	F-2	T-47		CCTM
5 Oct	F-1	T-16		Stand Board
8 Oct	F-2	J-05		CCTM
9 Oct	F-2	J-40		CCTM
10 Oct	F-2	J-27		CCTM
11 Oct	F-2	T-51		CCTM
14 Oct	F-1	J-01		15 AF Support
15 Oct	F-1	J-09		CCTM
16 Oct	F-2	J-06		CCTM
17 Oct	F-2	T-45		CCTM
19 Oct	F-1	T-15		CCTM
19 Oct	F-2	J-31		CCTM
22 Oct	F-1	J-05		CCTM
22 Oct	F-2	J-41		CCTM
23 Oct	F-2	T-42		CCTM
24 Oct	F-2	T-44		CCTM
25 Oct	F-2	J-39		CCTM
29 Oct	F-2	T-34		CCTM
30 Oct	F-2	T-46		CCTM
31 Oct	F-2	T-10		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) PFR, 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 Oct 22 - 31 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	4 Hours
THURSDAY	0730 - 1130	4 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. (Contact Sgt Dossett, Ext 2739 for any scheduling requirements).

RIFLE SCHEDULE FOR OCTOBER 1962

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

SQUADRON	DATE	DAY	PERIOD	MEN PER HOUR
FMS	1	MON	1-2-3-4	6
	8	MON	1-2-3-4	6
	15	MON	1-2-3-4	6
	22	MON	1-2-3-4	6
	29	MON	1-2-3-4	6

OCTOBER

SQUADRON	DATE	DAY	PERIOD	MEN PER HOUR
OMS	1	MON	6-7-8	6
	8	MON	6-7-8	6
	15	MON	6-7-8	6
	22	MON	6-7-8	6
	29	MON	6-7-8	6
A&E	2	TUE	1-2-3-4	6
	9	TUE	1-2-3-4	6
	16	TUE	1-2-3-4	6
	23	TUE	1-2-3-4	6
	30	TUE	1-2-3-4	6
579	2	TUE	6-7-8	6
	9	TUE	6-7-8	6
	16	TUE	6-7-8	6
	23	TUE	6-7-8	6
	30	TUE	6-7-8	6
CES	3	WED	1-2-3-4	6
	10	WED	1-2-3-4	6
	17	WED	1-2-3-4	6
FSS	24	WED	1-2-3-4	6
HQCSG	31	WED	1-2-3-4	6
HQSAW	3	WED	6-7-8	6
	10	WED	6-7-8	6
	17	WED	6-7-8	6
TS	24	WED	6-7-8	6
MMS	31	WED	6-7-8	6
FMS	4	THU	5-6-7-8	6
	18	THU	5-6-7-8	6
OMS	11	THU	5-6-7-8	6
	25	THU	5-6-7-8	6

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 date).

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

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

SQUADRON	DATE	DAY	PERIOD	QUOTA PER HR
S	5	FRI	1 - 8	6
T	12	FRI	1 - 8	6
A	19	FRI	1 - 8	6
F	26	FRI	1 - 8	6
F				

COMBAT CREW - Pistol Schedule - Two Hours

SQUADRON	DATE	DAY	PERIOD	QUOTA PER HR
40BS	4	THR	1 - 2	6
	11	THR	1 - 2	6
6ARS	4	THR	3 - 4	6
	11	THR	3 - 4	6
24BS	18	THR	1 - 2	6
	25	THR	1 - 2	6
39BS	18	THR	3 - 4	6
	25	THR	3 - 4	6

8. PFR and 5BX Testing:

(1) Changes to SACR 50-24 are being initiated by SAC Headquarters. Present requirements for PFR testing will be completed by 31 December 62.

(a) 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).

(b) 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.

(2) Weight Check: The modified quarterly weight check will be implemented.

(a) Personnel weighing ninety percent of their maximum weight as indicated in attachment 0, 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 calandar 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 DCOTGT by noon each Monday (Reference to SACR 50-24, para 7f, and Base Sup 1 to SACR 50-24).

(3) Physical conditioning exercises for personnel not meeting the 5BX/PFR and/or weigh standards will be conducted daily at 1645 in Bldg 747.

(4) Individuals reporting in the last 10 days of a reporting period need not accomplish PFR testing.

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, 17 and 18 October 1962, at times indicated. Pilots bring their own type MB-2A, air navigation computer for the computer course and exam.

(3) Schedule: Wed, 17 Oct 62

TIME	SUBJECT	INSTRUCTOR
0730-1000	Flight Instruments	Major Berner
1000-1200	Navigation Aids-I	Capt Diamond
1300-1630	Navigation Aids-II	LC Morris
	Thurs, 18 Oct 62	
0730-1100	Regulations/Publications	Major Bertic
1200-1430	Computer and Spatial Disorientation	Capt Eby
1430-1700	Weather	Capt Sanders

(5) November instrument ground school is scheduled 14 and 15 November 1962.

i. Instrument Trainer: (Note adjustments in daily schedules)

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

(2) Alert Crew scheduling requirements may alter the following schedule:

TIME	MON	TUES	WED	THUR	FRI
0730	24th	ARS	STAFF	39th	BF
0930	39th	24th	ARS	OPEN	BF
1230	OPEN	39th	24th	ARS	579
1430	ARS	OPEN	39th	24th	579

(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 AN 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: 25 Oct 62, Bldg 810, Room 14.

GROUND CREW	FLIGHT CREW
0730	1230
0830	1330
0930	1430
1030	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 continous year or more require one simulator mission per quarter.

(2) All other KC-135 and B-52 pilots require two simulator missions per quarter.

(3) Alert Crew scheduling requirements may alter the following schedule.

B-52 Simulator #1 Bldg S-85

NOTE: Only one Trainer available. Periods must be filled.

TIME	MON	TUES	WED	THURS	FRI
0630	24	39	24	39	24
0930	39	40	40	40	39
1230	24	24	40	40	24
1530	39	39	39	24	39
1830					

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:

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

o. Air Weapons:

(1) AWR-01 (Weapons Academic Refresher) course is scheduled on Friday Oct 5, 12, 19, and 26, at Bldg 755, 0830 hours for non-alert crew members, (24th, 39th and 40th) and Wing Staff Officers.

(a) Weapons Academic Refresher is scheduled at the Alert Facility Wednesdays (0830-1130) Oct 3, 10, and 17 and Thursday (0830-1130) Oct 4, 11, and 18. GAM-77, SACR 50-24 type training will also be covered during these refresher courses.

(b) Staff Officers, excluding EWO's who are currently B-52 qualified are required by SACR 50-24 to attend AWR-01, Weapons Academic Refresher (4hours) semi-annually.

(2) Weapons Acceptance (AWS-01) for those aircrews on alert will be conducted at the aircraft during daily aircraft preflight times. Crews not not Alert (24th and 39th) will perform Weapons Acceptance Checks on aircraft scheduled on weekly 60-9 schedule for MMS Special Loading Training. Time and instructor will be coordinated with Wing Air Weapons Section, Ext 635 or 2557.

p. TAC Doctrine:

(1) Requirements: 4 hours quarterly for all combat crew members. Courses will be given Tuesdays Oct 9 and 23 at 1300 hours 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:

(1) Air Crew Course will be given 8, 9, 10, 11, 12 October 62, 6 hours per day, 0730 - 1130 and 1300 - 1500. No limit on the number of pilots that can attend, however a maximum of 2 navigators teams is desired.

(2) Location: Building 734.

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 23 and 24 October 1962.

(2) Non-tactical-rated personnel should call, Ext 2831, at least 90 days prior to expiration date for refresher course scheduling.

v. Personal Equipment Oxygen Mask Inspection: Qualified personnel from the PE Section will visit the following named organizations on dates and times indicated.

(1) In order to perform the required 30 calander day oxygen inspection, units will be inspected as noted:

SQUADRON	DATE	HOURS OF INSPECTION
24BS	26, 27, 28 Oct	0830-1030 hours
6ARS	26, 27, 28 Oct	0830-1030 hours
39BS	8, 9, 10 Oct	0830-1030 hours
40BS	10 Oct	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.

w. Positive Control Training:

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

Place: Air Weapons Building 755, for 24BS, 39BS and Staff. ARS Brief Room for ARS and Staff.

Date: ARS 1, 2, 3, 15, 16, and 17 Oct 62, ARS Briefing Room. 24BS and 39BS, 8, 9, 10, 22, 23, and 24 Oct 62.

Time: 1400 hours, Monday, Tuesday and Wednesday.

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

8. OFFICER DETAILS

a. Tower Officer: Place of duty is the control tower, except on weekends and holidays. During these special periods, telephone contact with the ACO (Ext 538) is required for possible duty assighment. Tactical Squadrons are responsible for manning the tower with a qualified aircraft commander Monday through Friday from 0700 on the day scheduled until 0700 the following day. If student flight is scheduled for Saturday or Sunday, the squadron flying will schedule a qualified tower officer.

b. Airdrome Clearance Officer (ACO): 24 hour tour of duty 0730-0730, Place of duty: Base Operations. Uniform: Class "A".

c. Airdrome Officer (AO): Personnel scheduled for AO will report to Base Operations. Duty tour 0630-1830. Uniform: Class "A".

d. Commanders Key Supervisor: (see Supervisor of Flying)

e. Supervisor of Flying: Officers detailed for this duty will report to stand-up briefing on the day of the assigned detail. Duty hours are from 1630-0730, Monday through Friday and 0730-0730 Saturday and Sunday.

SUPERVISOR OF FLYING					ACO			
DATE	START	ORGAN	RANK	NAME	DATE	ORGAN	RANK	NAME
1	1630	ARS	MAJ	STOCKTON	1	DSUP	CAPT	STAPLES
2	1630	DCO	CAPT	HAMILTON	2	4129	CAPT	GALLAGHER
3	1630	24BS	LTCOL	EASTLING	3	DCM	CAPT	REESE
4	1630	24BS	LTCOL	YANCEY	4	DCOBO	LT	POWELL
5	1630	39BS	MAJ	KALEBAUGH	5	DCO	CAPT	BRYANT
*6	0730	ARS	MAJ	RAY	*6	579	CAPT	KLIENSTIVER
*7	0730	4129	MAJ	LUND	*7	579	CAPT	ANDERSON
8	1630	39BS	LTCOL	STONE	8	DSUP	MAJ	MILLER, H.F.
9	1630	DCO	LTCOL	RASMUSSEN	9	4129	CAPT	HELTON
10	1630	40BS	LTCOL	GREEN	10	DCM	MAJ	ELY
11	1630	SAW	MAJ	TURNER	11	4129	CAPT	LUPEI
12	1630	ARS	MAJ	SCHABARNE	12	4129	MAJ	JOHNSON
*13	0730	ARS	LTCOL	HANLEN	*13	4129	CAPT	ERRINGTON
*14	0730	4129	MAJ	HOLMES	*14	DCM	CAPT	RUSTVOLD
15	1630	4129	MAJ	GENNRICH	15	FTD	CAPT	RAYMER
16	1630	ARS	CAPT	DIAMOND	16	2010	CAPT	ODOM
17	1630	DCO	MAJ	SCHARMEN	17	4129	MAJ	ROGERS
18	1630	24BS	LTCOL	MORRIS	18	DCOBO	CAPT	YAHN
19	1630	ARS	LTCOL	STUHR	19	DCM	CAPT	CARNEY
*20	0730	4129	LTCOL	CLARK	*20	DCO	CAPT	BRYANT
*21	0730	ARS	MAJ	GREENWADE	*21	4129	CAPT	FLORES
22	1630	SAW	MAJ	BERNER	22	DSUP	MAJ	MILLER
23	1630	39BS	LTCOL	McCLENDON	23	2010	CAPT	GREENER
24	1630	24BS	LTCOL	MALUY	24	4129	CAPT	WARD
25	1630	24BS	LTCOL	McINTIRE	25	DCOBO	CAPT	HENNESSEY
26	1630	DCO	LTCOL	GIBSON	26	4129	MAJ	GURYN
*27	0730	DCO	MAJ	WISE	*27	4129	CAPT	LUPEI
*28	0730	SAW	MAJ	FOWLER	*28	579	MAJ	DOUGHTY
29	1630	4129	MAJ	HENDERSON	29	DCOBO	CAPT	SMITH
30	1630	39BS	LTCOL	LEARY	30	4129	CAPT	ERRINGTON
31	1630	40BS	MAJ	GIBSON, C.V.	31	DCOBO	CAPT	YAHN

AO - October 62

DATE	ORGAN	RANK	NAME	DATE	ORGAN	RANK	NAME
1	ARS	CAPT	WATSON	17	24BS	CAPT	ALOY
2	24BS	CAPT	SCHWARTZ	18	39BS	MAJ	YOUNG
3	39BS	CAPT	LONEY	19	ARS	CAPT	DARNELL
4	ARS	CAPT	FUSSELL	*20	24BS	CAPT	CHESS
5	24BS	CAPT	LUSTIC	*21	39BS	CAPT	KUNG
*6	39BS	CAPT	JOHNSON	22	ARS	CAPT	PHILLIPS
*7	ARS	CAPT	KNAPP	23	24BS	CAPT	COLE, E.
8	24BS	CAPT	MILLER	24	39BS	MAJ	LUSK
9	39BS	CAPT	PARKER	25	ARS	CAPT	FOULK
10	ARS	CAPT	WINN	26	24BS	CAPT	JOHNSON
11	24BS	CAPT	FITZGERALD	*27	39BS	CAPT	HINMAN
12	39BS	CAPT	GOETZE	*28	ARS	MAJ	HORTON, A.
*13	ARS	MAJ	HORTON	29	24BS	CAPT	EBERT
*14	24BS	CAPT	CARROLL	30	39BS	CAPT	KRAUTKRAMER
15	39BS	CAPT	GIBSON	31	ARS		
16	ARS	CAPT	WALKER				

TOWER OFFICER - OCTOBER 62

DATE	ORGAN	RANK	NAME	DATE	ORGAN	RANK	NAME
1	ARS	CAPT	CARROLL	17	ARS	MAJ	BEACH
2	24BS	LTCOL	MCFALN	12	24BS	MAJ	BRUNNETTI
2	24BS	CAPT	PORTER	13	24BS	MAJ	RICHARDSON
3	39BS	LTCOL	SOMMER	19	39BS	LTCOL	RHOADES
3	39BS	LTCOL	HASSETT	19	39BS	MAJ	ROBERTS
4	ARS	CAPT	MCILVAIN	22	ARS	CAPT	HOOKIN
5	24BS	CAPT	KEEVIL	23	24BS	MAJ	GODDARD
5	24BS	LTCOL	KETCHAM	23	24BS	CAPT	MASSINGALE
8	39BS	LTCOL	WALDON	24	39BS	LTCOL	SIMPSON
8	39BS	CAPT	MAYS	24	39BS	MAJ	BENNESSEE
9	ARS	MAJ	SORENSON	25	ARS	MAJ	CHAPMAN
10	24BS	MAJ	SAULSBURY	26	24BS	CAPT	RICHARDS
10	24BS	CAPT	MASSINGALE	26	24BS	LTCOL	MOFFATT
11	39	CAPT	HENDRIX	29	39BS	LTCOL	DUPONTAGE
11	39	LTCOL	DAVIS	29	39BS	CAPT	BERTIG
12	ARS	MAJ	YATES	30	ARS	CAPT	ESI
15	24BS	CAPT	RICHARDS	31	24BS	LTCOL	PORTER
15	24BS	CAPT	KEEVIL	31	24BS	MAJ	BOZEMAN
16	39BS	MAJ	ROSANBALM				
16	39BS	CAPT	DALTON				

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

RIFLE SCHEDULE FOR NOVEMBER 1962

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

SQUADRONS	DATE	DAY	PERIOD	MEN PER HOUR
FMS	5	MON	1-2-3-4	6
579	19	MON	1-2-3-4	6
	26	MON	1-2-3-4	6
OMS	5	MON	6-7-8	6
	19	MON	6-7-8	6
	26	MON	6-7-8	6
SS	6	TUE	1-2-3-4	6
	13	TUE	1-2-3-4	6
	20	TUE	1-2-3-4	6
	27	TUE	1-2-3-4	6
HQSAW	6	TUE	6-7-8	6
	13	TUE	6-7-8	6
	20	TUE	6-7-8	6
	27	TUE	6-7-8	6
CES	7	WED	1-2-3-4	6
TS	14	WED	1-2-3-4	6
CES	21	WED	1-2-3-4	6
TS	28	WED	1-2-3-4	6
HQCSG	7	WED	6-7-8	6
MMS	14	WED	6-7-8	6
HQCSG	21	WED	6-7-8	6
FSS	28	WED	6-7-8	6
579	1	THU	5-6-7-8	6
OMS	8	THU	5-6-7-8	6
579	15	THU	5-6-7-8	6
	29	THU	5-6-7-8	6

CONFIDENTIAL

JPCOO8JPA300
MKSC75RN.407
RR RUWBJG RUWJJL RUWJJL RUWJJF RUWJKA RUWBAB RUWBIL RUWBNG
DE RUWBKN 6A
R 251913Z
FM 15AF MARCH AFB CALIF
TO ROMEO TWO
ROMEO THREE
ZEN/22BW
INFO QUEBEC TWO
QUEBEC THREE
BT
C O N F I D E NTIA L DO 2845.
FOR DOO. INFO SAD/AL DO. LOW ALTITUDE FLYING HOUR ALLOCA-
TION THIS MSG IN FOUR PARTS. PART I. FY 2/63 LOW ALTI-
TUDE FLYING HOURS ARE ALLOCATED AS FOLLOWS:

LINE	UNIT	T/M/S	CODE	FY 2/63 ALLOCATIONS
1	5 BW	B-52G	CC	252
2.	6 SAW	B-52E	CC	416

****

PART II. THIS QUARTER'S ALLOATION REPRESENTS AND OVERALL
7.5 PERCENT REDUCTION OVER FY 1/63. IT IS REALIZED THAT
IN MANY CASES THIS IS STILL IN EXCESS OF UNIT REQUIREMENTS.
A CONTINUING EFFORT IS BEING MADE TO SECURE A SAC REDUCTION
IN LOW LEVEL FLYING HOUR ALLOCATION WHICH IS COMPATIBLE
WITH OUR TRAINING AND OPERATIONAL COMMITMENTS. IT
IS IMPERATIVE THAT UNITS UTILIZE AN AGGRESSIVE SCHEDULING
PROGRAM ON LOW ALTITUDE FLYING HOURS TO PRECLUDE A HEAVY
CARRYOVER INTO FY 3/62. (SCP-4)
BT
25/1914Z SEP RUWBKN

NNNNN

CONFIDENTIAL

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

Enter Acad Tng: 13 Aug 62 — Enter Fly Tng: 19 Sep 62
Grad Academics: 12 Sep 62 — Grad Date : 7 Nov 62

K62-19 CREW ROSTER

CREWS FLT TRNG - WALKER AFB

Crew 1198 Assigned as indicated:

TS	AC	CPT	SMITH, DEAN H, AO3038369	(913ARS, Barksdale)
TS	AC	CPT	GLOAD, ROBERT F, AO3034903	(19BW, Homestead)
TS	PLT	1LT	NORTON, LEON B, 67317A	(19BW, Homestead)
TS	NAV	1LT	EDWARDS, DONALD R, 49323A	(19BW, Homestead)
TS	BO	MSGT	SUMNER, RONALD J, AF35544743	(19BW, Homestead)

Crew 1199 Assigned as Indicated:

TS	AC	CPT	CRAWFORD, JAMES C, 60699A	(902ARS, C-Sherman)
TS	AC	MAJ	CHAPLA, EMIL J, AO803557	(910ARS, Bergstrom)
TS	PIT	CPT	LANE, PAUL R, AO3064432	(910ARS, Bergstrom)
TS	NAV	1LT	SIMMONS, LEO E JR., AO3104001	(910ARS, Bergstrom)
S	BO	A1C	BROWAND, WILLIAM H, AF13535311	(910ARS, Bergstrom)

Crew 1200 Assigned as indicated:

T	AC	CPT	SOOY, JOHN B, AO1909875	(19BW, Homestead)
S	PLT	1LT	NALEWAIK, WILLIAM J JR., 68061A	(34ARS, Offutt)
TS	PLT	CPT	TRYLING, DAVID G, 45465A	(19BW, Homestead)
S	NAV	2LT	BUNTON, EDWARD E JR., AO3105695	(19BW, Homestead)
TS	BO	A1C	MC LEOD, RALPH, AF16508247	(19BW, Homestead)

Crew 1201 Assigned 910ARS, Bergstrom AFB

TS	AC	CPT	NIGHTINGALE, GEORGE W, 43242A	
TS	PLT	1LT	KINOL, ROBERT L, 68677A	
TS	PLT	1LT	PICHT, ROBERT B, AO3086812	
TS	NAV	2LT	SORENSON, GERALD W, AO3118085	
TS	BO	A1C	KINSER, JOHN L, AF18474619	

Crew 1202 Assigned as indicated:

TS	AC	CPT	GECEWICZ, LEO J, AO3058277	(4047SW, McCoy AFB)
TS	PLT	1LT	PARCELL, RICHARD L, AO3103340	(917ARS, Biggs)
TS	PLT	1LT	OPPENHEIMER, EDWARD J, AO3117113	(4047SW, McCoy)
TS	NAV	1LT	PHILIBERT, AARON O JR., AO3115385	(4047SW, McCoy)
TS	BO	MSGT	CHITTY, ROY N, AF18254997	(4047SW, McCoy)

Crew 1203 Assigned 915ARS, Ramey AFB

TS	AC	MAJ	CLINE, WILLIAM J, 40162A	
TS	PLT	1LT	GRIFFITH, RICHARD E, 67012A	(68ARS, Bunker-Hill)
TS	PLT	1LT	ROSS, JAMES D, 67341A	
TS	NAV	1LT	ELLER, JAMES M, 62248A	
T	BO	TSGT	DEIBLER, ALFRED E, AF13218113	

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

Enter Acad Trng: 13 Aug 62
Grad Academics : 12 Sep 62

Enter Fly Trng: 13 Sep 62
Graduation Date: 1 Nov 62

[redacted]

KC-135 K62-19 CREW ROSTER
CREWS FLT TRNG -CASTLE AFB

Crew 1204 Assigned 4047SW, McCoy AFB

TS	AC	CPT	LOVDAHL, ERVIN L, 46284A	(903ARS, Beale)
TS	AC	CPT	LOCK, VIVIAN E, AO522924	
TS	PLT	CPT	HITCHCOCK, GARY D, AO3035594	
TS	NAV	1LT	BOSCH, RICHARD C, AO3116328	
S	BO	SSGT	KING, JAMES F, AF16493450	

Crew 1205 Assigned 4047SW, McCoy AFB

TS	AC	CPT	SMITH, PETER L, 29372A	(93ARS, Castle)
TS	PLT	1LT	JONES, TURNER H E, 67996A	(92BW, Fairchild)
TS	PLT	CPT	MOYER, JAMES K, 48266A	
TS	NAV	CPT	LYNCH, JOHN C, 57549A	
S	BO	SSGT	BRANCATO, FRANK, AF12401062	

Crew 1206 Assigned 4047SW, McCoy AFB

TS	AC	1LT	BINGHAM, JACK E, AO3080472	
TS	PLT	1LT	DENISON, ROBERT D, AO3101383	
TS	NAV	2LT	ALTMAN, KENT N, AO3117695	
S	BO	A1C	HALLIE, ROGER E, AF19543678	

Crew 1207 Assigned 4047SW, McCoy AFB

TS	AC	CPT	MAYGER, BROOKE W, 46290A	
TS	PLT	1LT	EATON, ROBERT G, AO3103648	(99BW, Westover)
TS	PLT	1LT	SMITH, JOSH M JR., 61934A	
TS	NAV	1LT	BRIESACHER, HERBERT A, AO3115674	
S	BO	SSGT	WOODSON, ROBERT E, AF27528077	

Crew 1208 Assigned 915ARS, Ramey AFB

TS	AC	MAJ	SMITH, LUTHER E JR., 37476A	
S	PLT	CPT	CULP, KENNETH C, 28714A	(34ARS, Offutt)
TS	PLT	1LT	FREEMAN, PATRICK W, AO3104100	
TS	NAV	1LT	BLACKMON, ZEB JR, AO3066196	
TS	BO	TSGT	HARRIS, CECIL D, AF34677517	
TS	BO	TSGT	SYNOVE, JOHN L, AF16393559	

ACADEMIC TRAINING ONLY

TS	PLT	MAJ	KINZER, JOHN A, AO837944	(68ARS, Bunker-Hill)
TS	PLT	COL	BOWDEN, WILLIAM M, 5790A	(68ARS, Bunker-Hill)
S	PLT	1LT	CLARK, PERRY G, 68457A	(MATS-Travis)
S	PLT	CPT	CURTIS, BOBBY L, AO930275	(MATS-Travis)
S	PLT	CPT	NIXON, GEORGE W, AO3064473	(MATS-Travis)
S	PLT	1LT	DISTELDORF, BERNARD N, 58260A	(MATS-Travis)
TS	PLT	CPT	WAGNER, RICHARD E, 23088A	(93ARS, Castle)
TS	NAV	CPT	SIMMONS, HARRY J, 45508A	(42BW, Loring)
S	BO	SMSGT	JONES, CARROLL D, AF14307482	(919ARS, Turner)

4129TH COMBAT CREW TRAINING SQUADRON
B-52 CREW ROSTER CLASS 62-19

ENTER FLY TNG: 19 SEP 62
GRAD FLY TNG: 7 NOV 62
ENTER G&H TNG: 8 NOV 62

Crew 1794 - Assigned as Indicated -- 24th BSq

AC	CAPT	BENSON, FREDRICK JR., 32765A	4239SW Kincheloe - H
PLT	2LT	ROBERTS, JIMMY N., A03115391	4239SW Kincheloe - H
RN			
NAV	1LT	BURNS, CHESTER H JR., A03106165	4136SW Minot - H
EWO	2LT	HANSON, LEROY J., A03118236	4137SW Robins - G
GUN			

Crew 1797 - Assigned as Indicated -- 24th BSq

AC	MAJ	GILBERT, DONALD E., A0685588	4128SW Amarillo
PLT	1LT	GARCIA, MANUEL C., A03109654	4128SW Amarillo
RN			
NAV	1LT	PFISTER, LEWIS M., A03104602	4039SW Griffiss - G
EWO	1LT	FORD, RAYMOND F JR., A03115467	4128SW Amarillo
GUN			

Crew 1798 - Assigned as Indicated -- 24th BSq

AC	MAJ	SCHUTTE, JUNE V., 36225A	4241SW S-Johnson - G
PLT	2LT	THOMPSON, JERRY R., A03105029	4241SW S-Johnson - G
RN			
NAV	1LT	KELLY, RONALD P., A03105476	4241SW S-Johnson - G
EWO	1LT	VICKERS, JOEL E., 59670A	4241SW S-Johnson - G
GUN			

Crew 1799 - Assigned as Indicated -- 24th BSq

AC	COL	DULA, MASON A., 7605A	19BW Homestead - H
PLT	1LT	HERREID, DONALD A., A03103887	92BW Fairchild
RN			
NAV	1LT	HILL, DELBERT M JR., A03109666	42BW Loring - G
EWO	1LT	JOHNSON, HOWARD R., 59908A	4238SW Barksdale
GUN			

Crew 1800 - Assigned as Indicated -- 39th BSq

AC	MAJ	BUTTREY, WALLACE C., 40317A	4137SW Robins - G
PLT	1LT	MCNICHOLS, ROBERT H., A03016688	4137SW Robins - G
RN			
NAV	1LT	STRICKLAND, WILTON W., A03109727	4137SW Robins - G
EWO	1LT	DAVIS, MICHAEL D., A03115457	42BW Loring - G
GUN			

Crew 1801 - Assigned as Indicated -- 39th BSq

AC	CAPT	ERVIN, GEORGE W., A03025578	11BW Altus
PLT	CAPT	STEED, MUNSON S., A03033781	28BW Ellsworth
RN	CAPT	MILLS, WILFRED L., A0938856	11BW Altus
NAV	1LT	WITTMAACK, CHARLES S., 62037A	4136SW Eglin - G
EWO	2LT	POVELONES, JOHN E JR., A03118262	4137SW Robins - G
GUN			

Crew 1802 - Assigned as Indicated -- 39th BSq

AC	CAPT	GOSSAGE, WILLIAM R., A03092074	4134SW Mather
PLT	1LT	ROWE, RAYMOND H.,A03081711	6BW Walker
RN			
NAV	1LT	ADELMAN, PHILIP J., A03110026	99BW Westover
EWO	2LT	FAVRE, BYRON P., A03120940	4228SW Columbus
GUN			

C

Quarterly Safety Letter

47 Strat Aerospace Div (C)
Castle AFB Calif

1. We are now difinitely in the missile business and this is perhaps our most critical phase, as we are conducting more hazardous operations and traveling to and from the complexes more than the normal routine will call for. Our record to date has been outstanding. During the first year of activation, of the 579th Strategic Missile Squadron, we have driven two and one-half million miles in private motor vehicles with only one lost-time accident of four days. An additional 240,220 miles were traveled in government motor vehicles without an accident of any kind. The hazardous operations being conducted at the complexes, such as liquid oxygen loadings, et cetera, have not resulted in a single military injury. This record has not been happenstance, but is the result of a well-programmed effort. Our Missile Pre-Accident Plan has been published and I understand that it is being used by other missile organizations throughout the Command. This Plan is in close paralles with our Disaster Control and Aircraft Pre-Accident Plans and we conduct two or more combined simulated exercises a quarter. Needless to say, we gain valuable experience and learn a great deal from those exercises and our Plans are revised to take advantage of what we learn. Each hazardous operation is covered by the Fire Department, Medical and Safety personnel. Although this has placed a strain on each of these organizations, the results of their pre-inspections and constant surveillance have been veryrewarding. Perhaps the best effective tool we have in the missile safety field is the eight hour safety school. All personnel assigned to the 579th Strategic Missile Squadron are required to attend this school. The following is a brief course outline:

One hour	-	Driver Orientation
Two Hours	-	Handling, storage and care of chemicals/explosives and high pressures
Three hours	-	Silo Emergency procedures
Two hours	-	General Supervisory safety

In addition, all personnel receive:

a. A liquid oxygen demonstration

b. A fire-fighting demonstration

c. A test based on Fifteenth Air Force Manual 32-4

(CONT)

Also each missile combat crew receives a two hour safety refresher course once each month.

2. Flying Safety continues to be paramount. Our Flying Safety Program is centered around investigation, standardization and education. The first key to this program is an effective Operational Hazard Report Program. Personnel are encouraged to submit an Operational Hazard Report any time on anything they feel requires attention. This, in a sense, gives a direct line of communication to sources of trouble that may have gone unnoticed. Operational Hazard Reports are logged in a control ledger, receive a control number and treated, by this Wing, as a controlled document. This gives the individual submitting the Operational Hazard Report confidence, in that his report will not be taken lightly and he si assured that either action will be taken at this level, or recommended to higher headquarters. These reports are answered by the agency directly concerned and then reviewed by Quality Control and the Standardization Section. The final multilithed copy of the report is then read at the 60-9 Meeting, held weekly, where all agencies of the base are represented and either coordinate, rebut or give addistional recommendations. Operational Hazard Reports, of local interest only, are published periodically in a "Local Summary". The results have been most gratifying, not only for this Wing, but to SAC. The review of these reports, by the Standardization Section, has resulted either directly or indirectly in the submission of thirty recommended changes to the Aircraft Handbook for the T-33, KC-135 and B-52 aircraft this quarter. Coordination of these reports, by the Quality Control Section of Maintenance, has resulted either directly or indirectly in seventeen Emergency Unsatisfactory Reports being submitted this quarter. Fourteen of these Emergency Unsatisfactory Reports established projects either by the prome depot or the manufacturer. In addition, thirty-four Air Force Technical Orders, Form 22, were submitted recommending changes to maintenance procedures, checklists and/or technical publications. A special project was established to monitor water injuction control valves on KC-135 aircraft. This project lowered our abort and/or late take-off rate, due to faulty valves being detected prior to established take-off time. The program doesnot stop here. All this valuable information, plus what is received from higher headquarters and other bases, is reproduced and disseminated laily. This information is discussed at instructor meetings, daily roll calls, daily briefings and a portion of the Commanders Calls in the Tactical Squadrons is devoted to this type of information. It is also posted and kept current on the safety bulletin boardsby each unit for detailed study. At our monthly Wing Flying Safety Meeting, we continually stress the importance of this program, encourage all participation and give recognition where it is due. In addition the the Wing Flying Safety Meeting, a Flying Safety Meeting is held each month for the Base Flight personnel.

3. The Nuclear Safety Program remains very active. In addition to being a regular part of the Special Weapons Quarterly Course, Special Nuclear

(COPY)

Safety Tests are administered to the combat crews at least quarterly. The Safety Program in the 37th Munitions Maintenance Squadron has produced some very effective results.

a. Safety chains have been installed on all support trailers.

b. Local retrofit of all MMU-7M electrical cables has been accomplished to allow use of brake and stop lights on the trailer when being pulled by the two and one-half ton International truck.

c. The MMU-7M trailers are all being painted with reflective paint.

d. A Hookup Checklist, for the MMU-7M to the International two and one-half ton truck, is now stenciled on the tail gate of each truck.

e. A Drivers Checklist is permanently attached to the left hand door of each International two and one-half ton truck.

f. The two-lock two-bay system has been adopted in the Weapons Maintenance Bay, to preclude compromise of the SAC Two-Man Policy during break periods and the lunch hour. It is obvious that a strong Nuclear Safety Program, with good participation, is in effect to produced this kind of result.

4. Ground Safety is divided into two distinct parts, "On-Base, Off-Base Safety" and "Flight Line Safety".

a. Our Labor Day Safety Program, which was conducted for three days prior to the holliday in the teater, was highly succesful. We did not have a single accident or lost-time injury over the holiday period. Ground Safety continues to be a prime part of each Commanders Call. A portion of every squadron bulletin board is devoted to Ground Safety where promotional materiels, generated by higher headquarters as well as locally, are attractively displayed. Our policy of the Commander of each squadron personally briefing personnel prior to going on leave continues to pay big dividends. The Air Police has initiated a drive on defective vehicles and restricted a great number from the base pending repair of the defects. More pedestrian crosswalks have been designated and painted. A program is underway to establish a better traffic flow on the base, which will give the driver a clear understanding of how to maneuver his vehicle when making left and right turns.

b. Flight Line Safety is of prime concern to me. With the implementation of the "High Blower" Maintenance Procedures, the problems of safety on the flight line have become even more acute. Due to the increase in maintenance activities during the hours of darkness and the absense of sufficient lighting facilities on the parking ramp, I have asked my

(COPY)

entire Staff to closely monitor this operation with greater emphasis being placed on safe driving practices, moving of Aerospace/Ground Equipment and engine and aircraft systems operation. The attached letter outlines the Flight Line Safety Program in effect in the 6th Field Maintenance Squadron. The 6th Organizational Maintenance Branch has had an officer and Chief Master Sergeant on duty twenty-four hours each day, Monday through Friday, to oversee and monitor the flight line maintenance activities, stressing adhereance to established maintenance and safety procedures. It is felt this higher level supervision on an around-the-clock basis will greatly improve the ground safety discipline. The Support Branch has tested an adopted an improved procedure whereby the towing team chief occupies a rigid seat, facing the rear and equipped with a safety belt, located in the rear of the metro vehicle assigned to the tow team. The metro vehicle procedes the aircraft by approximately one hundred feet. From this point the team chief has a better observation and can exercise more effective control of the entire towing operation. The metro vehicle driver can monitor the tow path, allowing the team chief full time to watch the tow tractor, the aircraft and the towing crew. Vehicle restraining lines have been painted around aircraft parking positions to aid all venicle operators in keeping a minimum safe distance from parked aircraft and its aerospace/ground equipment. All supervisors are monitoring the number of private vehicles being driven to the flight line. Recovery team chiefs are limiting private vehicles being driven to the flight line two two per team. This should aird considerably in relieving vehicular congestion and eliminate potential incidents/accidents on the flight line.

5. there is a continuing wood and foriegn object removal program in effect. Roads and Grounds personnel are regularly called upon to utilize mechanical sweepers and mowers to supplement this program. Carpeting has been laid in all the hallways of the Alert Facility. This has enhanced the safety features for air crew personnel, expecially during alert scrambles. Initial planning and consturction of the Alert Facility aircraft parking areas overlooked to an appreciable degree the need for specific parking and storage space for auxiliary power equipment, air carts, tow bars, A-2 tractors, liquid oxygen carts, et cetera. This equipment has had to be positioned haphazardly as space becomes available. To correct this marginally safe condition, pierced steel planking has been utilized to lay out these much needed areas adjacent to the parked aircraft.

ERNEST C. EDDY
Colonel, USAF
Commander

1 Atch
Letter dated 26 June 1962
"Accident Prevention Program"

(COPY)

Ltr, 6SAW (SAFE) 5 Jun 62, "Accident Prevention Program"

1st Ind (FMSFB) 25 June 1962

6th Field Maintenance Squdron, Walker AFB, Mnex

TO: Branch Safety NCO

1. You have been designated as the _____ for the current quarter (three months). As such, you will be exempt from all other additional duties within the branch which in itself points out the emphasis and urgency attached to this task.

2. You will not accept this title in the light of filling a requirement set forth by higher headquarters. Instead, you are expected to put forth your best in ingenuity and resourcefulness to insure that safety, both on and off duty, is a recurring thought in each member of this organization. To accomplish this end, it is expected half your duty time will be channeled in this direction. In all matters of safety violation, I expect you to take a hard-heeled, solid-shouldered approach toward all excuses and lackadaisical attitudes.

3. To assist you in maintaining a safety program second to none, the following paragraphs establish the minimum requirements expected.

4. A must is to become familiar with the Wing Commander's Accident Prevention Program.

5. Monthly, the following will be accomplished:

a. Review the appropriate chapter in AFM 32-3 for one of the branch shops and conduct a through no-notice safety compliance inspection, which must include oral questioning of all shop personnel on both shop safety practices and flight line safety regulations (15AFM 32-4). The same shop will not again be inspected until all other shops have each been checked, then the cycle will start again.

b. Review the Maintenance, Flying Safety, TIG and Weapons Maintenance Brief literature and extract all pertinent information briefing or posting on the branch safety bulletin boards.

c. Check the three safety bulletin boards to insure that current posters are up and that the boards are not cluttered with old or redundent materiel on the branch safety bulletin boards.

d. Attend the monthly squadron safety meeting.

e. Process all branch accident investigation reports.

(COPY)

f. Attend at least one mourning roll call at either S/E, S/A, or 1070 and brief the formation on all current safety problems either on or off duty.

g. Insure that sufficient copies of 15AFB 32-4 are available.

6. Weekly, the following must be accomplished:

a. Each Monday, in the morning, the branch OIC or NCOIC will be birefed on all past week inspections, problems and action taken to correct them. Also, a resume of action you intend to undertake the current week.

b. At least three oral questions will be asked at each weekly branch supervisor's meeting pertaining to flight line safety from 15ARM 32-4.

c. Periodically check the safety practices of branch personnel engaged in work on the flight line, docks and hangers.

d. Spot check the driver operating the branch assigned metro.

7. Again, I wish to impresssupon you the fact that the above are minimums and guide lines, not limitations. The success of an accident-free quarter lies on the shoulder of each individual in the branch, but the responsibility of reworkingthe safety program and the attendent accident-free record will be to great measure determined by your efforts.

STERLING L MC CLUSKY
Major, USAF
Squadron Safety Officer

(COPY)

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

Reply to
Attn of: SAFE/Major Hoyle/2372 5 September 1962

Subject: Pointers on Buying a Surplus Rifle

To:

C (1)	DP (4)	SUA1 (5)	6AEMS (10)	WEA (2)	579SMS (10)
BC (1)	BDCE (10)	6SAWHS (5)	24BS (4)	37MMS (6)	SS (10)
VC (1)	BDCL (2)	6HS (8)	39BS (4)	B&S-16 (10)	TS (7)
BVC (1)	BJA (2)	6CDS (4)	40BS (4)	DET 117 (1)	511C FTD (3)
DCO (8)	BDCS (6)	6OMS (10)	6ARS (4)	IXC (1)	
DCM (10)	BDCM (5)	6FMS (10)	41290TS (5)	686AC&W (4)	
DSUP (10)	BDCR (10)	6CES (10)	20100MS (6)	6FSS (4)	

1. Hundreds of thousands of war surplus firearms have been put on the market. They are of many calibers and range in price from $10 to $100. This market poses a question for prospective buyers as to the safety and dependability of the product. Many weapons on sale are of foreign make. Therefore neither the prospective buyer nor dealer has adequate knowledge of the weapons.

2. Listed below are several tips which will be of assistance in selecting a firearm.

a. Is the gun packed in heavy grease, such as cosmoline? Weapon must be thoroughly cleaned for visual inspection and most certainly grease must be removed before firing.

b. Information on teardown and assembly of these weapons may be found in such books as Basic Manual of Military Small Arms, Author, W H B Smith.

c. Remove the bolt and inspect the rifling. If you can see well-defined lands and grooves your rifle is in pretty good condition. A shallow depression that extends, as a smudge up the rifling for an inch or more, will indicate the rifle has had considerable use.

d. Inspect firing pin and assure it is not excessively sharp. A sharp firing pin will rupture the primer, causing hot gas to squirt into the shooter's eyes. Experienced riflemen always wear shooting glasses when on the range.

e. Inspect the firearm for proper head space. It should be such that the cartridge fits snug in the chamber. Improper head space may result in injuring the shooter and damaging the rifle. Actual head space can be checked by use of gages manufactured by gunsmith supply

firms for this purpose. Many rifles of recent import have been proof-tested, which means proving the safety of the barrel and action insofar as having been fired with one or more extreme pressure cartridges. American Winchesters, for example, bear the mark "OVAL-WP" which indicates "Winchester Proof". British rifles may bear the mark, "CROWN OVER CIRCLE-NP". Other nations have analogous marks and knowing these is a worthwhile study, if you are in the market for a foreign rifle of any kind - military, surplus or sporting.

f. Much has been written concerning the unsafe qualities of military surplus rifles. Remember, a sporting rifle may fail and a hunter not get his deer, but if military rifles failed, a nation could loose a war. Try to buy your rifle in its original state. Know as much as you can about the rifle you are purchasing and thoroughly check for mechanical condition.

Burmon C. Hoyle

BURMON C HOYLE
Major, USAF
Director of Safety

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

Reply to
Attn of: SAFE/Major Hoyle/2372 5 September 1962

Subject: Firearm Safety

To:

C (1)	DP (4)	SUA1 (5)	6AEMS (10)	WEA (2)	579SMS (20)
BC (1)	BDCE (10)	6SAWHS (5)	24BS (4)	37MMS (6)	SS (10)
VC (1)	BDCL (2)	6HS (8)	39BS (4)	BSS-16 (10)	TS (7)
BVC (1)	BJA (2)	6CDS (4)	40BS (4)	DET 717 (1)	511C FTD (3)
DCO (8)	BDCS (6)	6OMS (10)	6ARS (4)	IXO (1)	
DCM (10)	BDCM (5)	6FMS (10)	4129CCTS (5)	686AC&W (4)	
DSUP (10)	BDCR (10)	6CES (10)	2010COMS (6)	6FSS (4)	

1. Each year a tragic toll in human life is taken as a result of hunting accidents.

2. We are in the midst of dove season. After this, of course, will come prairie chicken, quail, duck, sand hill crane and then the larger game - elk, bear and deer. Many of our base personnel will participate in one or more hunts. Therefore it is of vital importance that hunting safety be given wide publicity.

2. Listed below are tried and true safety rules which, if observed, will keep our firearm accidents to zero.

a. Treat every gun with respect due a loaded weapon.

b. Physically check your firearm before each hunt to assure its safe condition. Remove all grease from chamber and bore before firing.

c. Carry only unloaded guns, broken down or with action open, into your car, camp and home.

d. Always carry your gun so that you can control the direction of the muzzle, even if you stumble.

e. Keep the safety "ON" until you are ready to shoot.

f. Be absolutely sure of your target before you pull the trigger by knowing the identifying features of the game you intend to shoot.

g. Never point a gun at anything you do not intend to shoot. Avoid all horseplay.

h. Never leave your gun unattended unless you have unloaded it first.

i. Store your equipment with guns and ammunition separate.

j. Never climb a tree, fence or other obstruction with a loaded gun.

k. Never pull a gun toward you by the muzzle.

l. Never shoot a rifle at a flat hard surface or the surface of water.

m. Always use an adequate backstop.

n. Never mix gun powder and alcohol. The result can be deadly!

o. Always have permission from the landowner if you are on private property.

p. Always approach your "dead" game with caution. Some hunters have discovered too late that their kill was still alive and "kicking".

q. Never go hunting without notifying proper persons of the location of your hunt.

r. A word to hand loaders - assure you have thorough knowledge of procedures involved in loading your weapon.

3. HAPPY HUNTING!

Burmon C. Hoyle

BURMON C HOYLE
Major, USAF
Director of Safety

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

Reply to
Attn of: C

10 September 1962

Subject: Required Safety Briefings

To:

24BS	SU	AEMS	511C FTD
39BS	SS	579SMS	686AC&W
40BS	FMS	37MMS	697AC&W
6ARS	OMS	4129CCTS	CDS
HS	CES	FSS	TS
6SAWHS	BSS-16		

(Commander)

1. AFR 32-7A, 19 January 1961, establishes the requirement that unit commanders insure personnel are briefed on traffic safety, while operating a private motor vehicle, prior to change of station or extended leave travel. However, the present system of requiring personnel to sign out at the Personnel Office, during duty hours, and at the Staff Duty Office, after duty hours, could defeat the proper implementation of the AFR 32-7 requirement.

2. As a means to insure that all personnel are properly briefed prior to leave, etc., it is recommended that such briefings be conducted at the time orders requests are signed.

3. The Wing Safety Office is furnishing unit commanders with copies of Air Force Pamphlet 32-16-1 as an assistance in effecting compliance with AFR 32-7. Additional copies of this publication should be requisitioned locally, as required.

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/Mr Quackenbush/2372 10 September 1962

Subject: Field Archer's Safety Code

To:

C	DP (8)	TS (4)	HS (7)	6SAWHS (5)	6OMS (7)
BC	BDCE (6)	24BS (3)	WEA (3)	2010COMS (3)	4129CCTS (5)
VC	BDCL	39BS (3)	37MMS (4)	DET 117 (3)	6FSS (4)
BVC	BDCS (5)	4OBS (3)	SUA1 (3)	511C FTD (2)	6AEMS (7)
DCO (8)	BDCM	6ARS (3)	CES (6)	686AC&W (4)	
DCM (10)	BDCR	SS (5)	BSS-16	579SMSS (15)	
DSUP (10)	BJA	6FMS (5)	6CDS (3)	IXO	

Remember that archery is a modern adaptation of ancient warfare, and in all cases conduct yourself accordingly. Listed are archery safety rules for you, spectators and equipment.

a. A bow, like a gun, must never be pointed at a person.

b. The only safe place is behind the shooting line. Never shoot an arrow until you are absolutely sure that no one is in front of you. It is not safe to stand in front of a bow while it is being shot even if you are considerably to one side.

c. Arrows should be nocked only on the shooting line - pointed only in the direction of the targets - only after the field captain has blown the whistle!

d. Always remember that a double blast of the field captain's whistle means "STOP SHOOTING IMMEDIATELY!"

e. Under no circumstances should arrows with broad heads be used except for hunting game. Such arrows are too dangerous for everyday use.

f. Deliberately break all cracked arrows. To shoot such an arrow might result in it breaking and injuring yourself while shooting.

g. Never release an arrow when you cannot see where it will land; never "flight shoot" an arrow in the woods. Never shoot straight up.

h. For the protection of the bow, as well as yourself, do not draw a bowstring back further than the length of the arrow for which intended. This means you should not draw the string back except with an arrow on it. Overdrawing frequently breaks the bow and sometimes injures the archer because of flying pieces of bow material.

i. Use bows and arrows only in places especially set aside for their use. Such places must be laid out so as to remove all possibility

of someone accidentally getting hit. Remember that arrows sometimes glance dangerously. Allow at least 20 yards behind targets or an equivalent rise of ground.

j. In field archery, if you are hunting a lost arrow behind a target, always leave your bow leaning against the target face so that it will be seen by the group of archers coming from the target behind. Better yet, leave one archer from the group in front of the target to prevent anyone shooting.

k. In field archery, be sure to stay on the path and travel only in the direction in which the targets are laid out while shooting is in progress. To cut across the area may put you in the path of a flying arrow and result in serious injury.

l. Carefully follow the instructions given by the field captain. He gives them for your benefit.

m. Allow no visitors to approach the targets since they will be unaccustomed to looking for arrows not on the targets.

n. Provide a person to watch archers' equipment so that spectators will not handle valuable materials.

o. When the field captain calls for shooting to stop for a hanging arrow - cooperate immediately even though ready to release.

p. Always practice courtesy on the archery range. If you are considerate and practice archery safely, your good example will help make it easier for others to do likewise.

q. Remember at all times that a bow and arrow is a deadly weapon, as dangerous as a gun in the hands of an irresponsible person.

r. Never attempt to demonstrate your skill by using a person as a target, or by permitting another to hold the object at which you shoot.

s. Protect your sport by being careful and sure when you shoot.

t. Last, but not least, be a good sport.

Forrest F Quackenbush

FORREST F QUACKENBUSH
Civ, GS-11
Safety Officer

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

Reply to
Attn of: C

17 September 1962

Subject: Vehicle/Aircraft Ground Accident Collisions

To:

DCO	BDCM	6ARS	SUA1	511C FTD
DCM	BDCR	4129CCTS	CES	6AEMS
DSUP	TS	SS	BSS-16	686AC&W
DP	2010COMS	6FMS	6SAWHS	60MS
BDCE	24BS	HS	6CDS	579SMS
BDCL	39BS	WEA	DET 117	
BDCS	40BS	37MMS	6FSS	

1. The operation of vehicles on the flight line is of great concern to me. Nine months ago, on 12 December 1962 at 0620, an airman fell asleep while operating a half tone pickup and collided with the #3 engine of a parked KC-135 aircraft. On 24 March 1962 at 0300, an airman left a half ton pickup truck unattended with the motor running. The vehicle rolled backward seventy-five feet into a parked private motor vehicle. Several other incidents of lesser magnitude have occurred. Needless to say, we have been indeed fortunate. However, the trend is obvious. This type of laxity around millions of dollars worth of highly critical equipment cannot be condoned. Negligence of this nature directly reflects the type supervision to which the individual has become accustomed.

2. I have asked the Base Deputy for Law Enforcement to become exceedingly strict with reference to the operation of vehicles on the flight line. I intend for this to apply to special purpose vehicles, as well as government and private motor vehicles, and I expect you as commanders and supervisors to deal with the situation with the same emphasis and concern.

Ernest C Eddy

ERNEST C EDDY
Colonel, USAF
Commander

1 Atch
Msg JPC124 from 15AF,
dated 7 September 1962

C O P Y

JPC124JPA2185

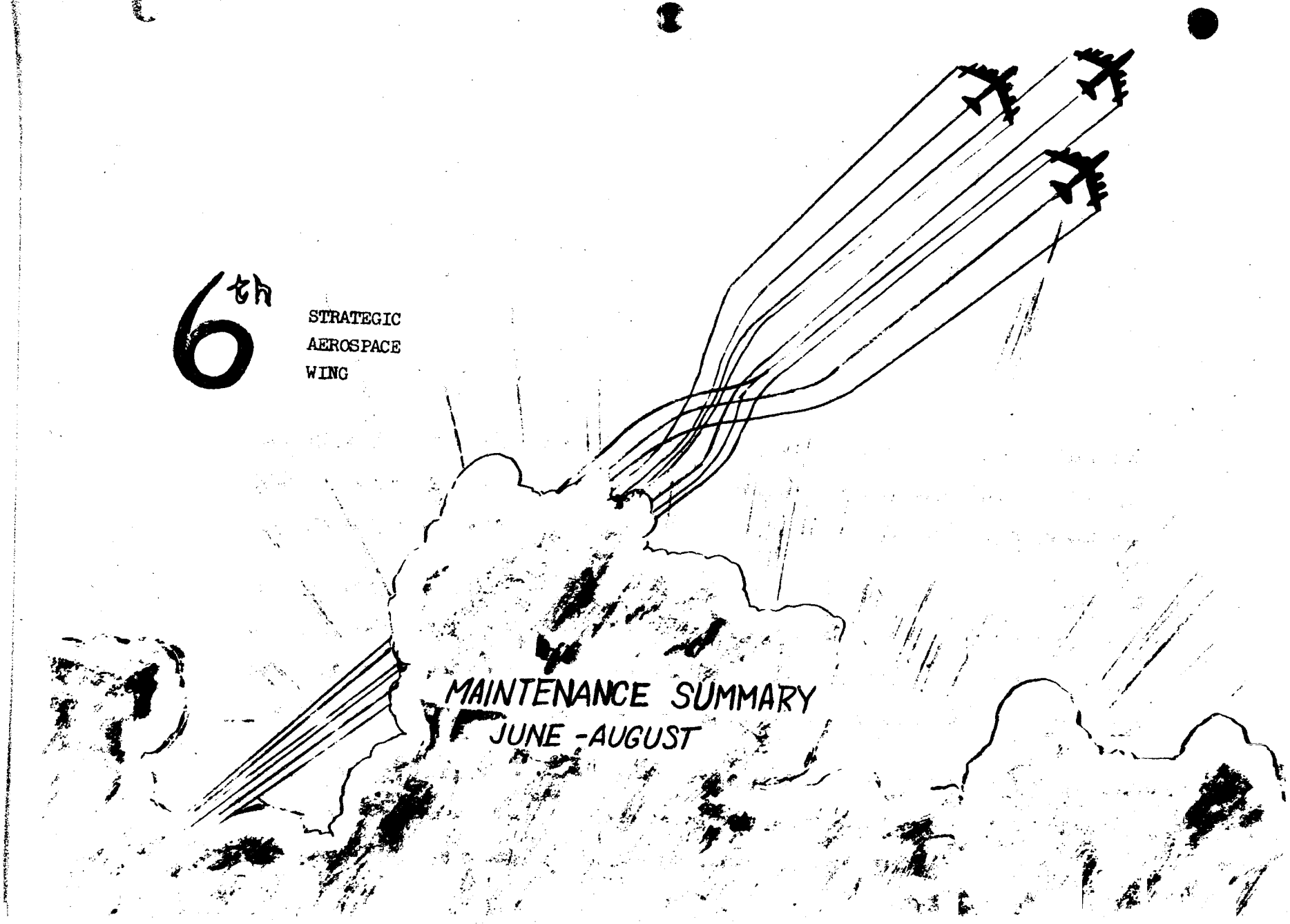
FM 15AF MARCH AFB CALIF

TO: QUEBEC TWO

FOR: C, DS AND SAFE

TO THE FREQUENCY OF AIRCRAFT/VEHICLE GROUND ACCIDENT COLLISIONS IN WHICH THE VEHICLE IS LEFT UNATTENDED WITH ENGINE RUNNING, IT IS EVIDENT COMMANDERS ARE NOT PLACING ADEQUATE EMPHASIS ON SAFE MOTOR VEHICLE OPERATION AROUND AIRCRAFT. WHILE THE MAJORITY OF THESE ACCIDENTS TO DATE HAVE BEEN BELOW THE DAMAGE COST FIGURE WHICH REQUIRES EXTENSIVE REPORTING, IT DOES NOT LESSEN THE SERIOUSNESS OF THIS TREND IN AVOIDABLE ACCIDENTS DUE TO CARELESS OPERATION. PREVIOUS UP TRENDS IN MINOR ACCIDENT EXPERIENCE HAVE LED TO AIRCRAFT GROUND ACCIDENTS OF MAJOR PROPORTIONS. UNLESS POSITIVE PREVENTIVE MEASURES ARE ESTABLISHED AND VIGOROUSLY PURSUED, A RETURN TO THE REQUIREMENT FOR A PERSONAL VISIT OF THE RESPONSIBLE COMMANDER TO BRIEF THE FIFTEENTH AIR FORCE COMMANDER ON SUCH MINOR AIRCRAFT GROUND ACCIDENTS, REGARDLESS OF DOLLAR DAMAGE, IS IMMINENT.

07/2237Z SEP


6th
STRATEGIC
AEROSPACE
WING
MAINTENANCE SUMMARY
JUNE - AUGUST

The Maintenance Analysts serving as Editors for this publication are:

1st Lt. Zim M. McDowell	Division OIC	Ext 2672/589
SMSgt Philip G. Harrison	Division NCOIC	Ext 2672/589
TSgt Henry A. Southard	NCOIC Production Analysis Br	Ext 2672
TSgt William F. Smarz	Production Analysis Br	Ext 2672
TSgt William Brown Jr.	Production Analysis Br	Ext 2672
SSgt Ray A. Standiford	Production Analysis Br	Ext 2672
MSgt Kenneth E. Daniel	NCOIC Exception Time Accounting Br	Ext 589
SSgt Robert J. Grandfield	Exception Time Accounting Br	Ext 589
SSgt Clyde C. Lemion	Exception Time Accounting Br	Ext 589

SORTIE CAPABILITY (15AF Form 390) The computed sortie capability for the 6th Strategic Aerospace Wind during the month of October is 274 for B-52 aircraft and 218 for KC135 aircraft. The true sortie capability of the wing is 244 for B-52 aircraft and 207 for KC-135 aircraft. The decrease in sortie capability is attributed to the decrease in the percent of support figure. Previous to this month this percent of support figure has been unduly high because a portion of the maintenance data had been omitted. Through this oversight of data, the percent of support figure has been about 20% higher than it should have been.

MAINTENANCE PRODUCTION (15AF Form 392) The sorties per available aircraft increased slightly in August primarily due to the number of operational and maintenance days. Along those same lines, you will note an increase in the average down time between sorties, which should have been some relief to the aircraft ground crews. We realize the increase in the down time is only a small amount and while it remains fairly stable on the B52 aircraft, the KC135 down time fluxuates quite a bit. Last month the KC135 down time decreased in comparison to June, but is picking up somewhat now.

SCHEDULING EFFECTIVENESS (15AF Form 393) There were ten total deviations for B52 aircraft and sixteen total deviations for KC135 aircraft during the Quarter. A break out of the deviations by month type number is as follows:

	B52E			KC135		
	JUN	JUL	AUG	JUN	JUL	AUG
LTO	3	4	2	5	5	4
CANX	1	0	0	1	0	1
EARLY	0	0	0	0	0	0
TOTAL	4	4	2	6	5	5

The B52 aircraft caused the wing a lesser problem in August compared to the two previous months, which is a step in the right direction. Isolated problems such as those causing the deviations can not be foreseen. The number of KC135 late take off's decreased by one, which is good, but we did pickup a cancellation due to no water on number two engine. This still gives us five deviations total.

01 MANHOURS PER SORTIE (15AF Form 395) Manhour cost per sortie has increased slighty over last month on both types of aircraft possessed by this wing. The marked increase for B-52's is shown to be in OMS while the increase for KC-135's is shown to be in FMS. Judging from past data the figures are more realistic than they were in July.

DISCREPANCIES PER SORTIE (When Discovered 15AF Form 400) Discrepancies per sortie discovered by flight crews increased in most areas as compared to the previous month. The majority of those on the rise are negligible with exception of A&E on B52's. As far as KC135's go, it seems that FMS is on the rise with those in the catagory listed as other than flight crews. This is what we feel is correct, in that the maintenance people are finding more discrepancies than the flight crews. This indicates good supervision and a positive approach to the problem.

GROSS OVERTIME (15AF Form 405) Your attention is directed to the analysis of net overtime contained in Section III of this review.

SHOP PRODUCTION DATA (15AF Form 408) The Shop Repair Effectiveness for June through August has continually improved. The bench check "OK" rate is steadily going downward. The trouble shooting procedures and knowledge of personnel are

continually improving. We must continue to improve in this area due to the remove, replace and bench check of an item is 100% waste of man hours when the item found not to be defective. The ANP rate dropped from 9.0% in July to 5.5% in August. This shows that supply support is improving.

CANNIBALIZATIONS (15AF Form 415) It's gratifying to note the decrease in cannibalizations for August compared with the previous month. We are starting to decline again, but are still not at the desired point. As an example, the airspeed computer for the E/W system appears to be high in number. There are no trends evident at this time however. It is an item which will bear watching in the future, taking into consideration, of course, the reason for cannibalization code.

MANPOWER DISTRIBUTION (15AF Form 402 & 403) This Wing has attained a new high of 45.5% direct labor expenditure. This is only 4.5% below the desired of 50.0%. This is an indication of proper labor code assignment and in turn proper utilization of these labor codes by the Squadrons. The various Squadrons and labor codes will be discussed farther in Part III.

PERSONNEL AND MANHOUR AVAILABILITY PROJECTION AND SORTIE CAPABILITY FORECAST	ORGANIZATION	REPORTING PERIOD
	6th Strat Aerospace Wing	OCT

1. Total men assigned	1788
2. Operation and maintenance days	23
3. Man days assigned	41124
4. Projected manhour assignment	328992
5. Projected manhour gains	1905
6. Projected manhour losses	2480
7. Gains and losses adjustment	-575
8. Adjusted manhours assignment	328417
9. 01 availability percent	44.4
10. Projected 01 available manhours	145100
11. Percent of support (Primary aircraft)	58.9
a. Manhours for support of primary aircraft	85464
b. 01 Manhour cost per sortie	312.4
c. Sortie production capability (Primary aircraft)	274
12. Percent of support (Secondary aircraft)	16.6%
a. Manhours for support of secondary aircraft	24087
b. 01 Manhour cost per sortie	110.4
c. Sortie production capability (Secondary aircraft)	218

PERSONNEL AND MANHOUR AVAILABILITY PROJECTION AND SORTIE CAPABILITY FORECAST	ORGANIZATION	REPORTING PERIOD
	[illegible] 010	OCT

1.	Total men assigned	598
2.	Operation and maintenance days	23
3.	Man days assigned	13,754
4.	Projected manhour assignment	110032
5.	Projected manhour gains	507
6.	Projected manhour losses	861
7.	Gains and losses adjustment	-354
8.	Adjusted manhours assignment	109678
9.	01 availability percent	49.9
10.	Projected 01 available manhours	56330
11.	Percent of support (Primary aircraft)	57.0
	a. Manhours for support of primary aircraft	32108
	b. 01 Manhour cost per sortie	131.7
	c. Sortie production capability (Primary aircraft)	244
12.	Percent of support (Secondary aircraft)	24.7
	a. Manhours for support of secondary aircraft	13914
	b. 01 Manhour cost per sortie	65.4
	c. Sortie production capability (Sec dary aircraft)	213

PERSONNEL AND MANHOUR AVAILABILITY PROJECTION AND SORTIE CAPABILITY FORECAST	ORGANIZATION	REPORTING PERIOD
	6TH FMS	OCT

1. Total men assigned	656
2. Operation and maintenance days	23
3. Man days assigned	15088
4. Projected manhour assignment	120704
5. Projected manhour gains	607
6. Projected manhour losses	1085
7. Gains and losses adjustment	-478
8. Adjusted manhours assignment	120 226
9. 01 availability percent	45.5
10. Projected 01 available manhours	53517
11. Percent of support (Primary aircraft)	51.8
a. Manhours for support of primary aircraft	27722
b. 01 Manhour cost per sortie	106.8
c. Sortie production capability (Primary aircraft)	260
12. Percent of support (Secondary aircraft)	13.1
a. Manhours for support of secondary aircraft	7011
b. 01 Manhour cost per sortie	33.8
c. Sortie production capability (Secondary aircraft)	207

PERSONNEL AND MANHOUR AVAILABILITY PROJECTION AND SORTIE CAPABILITY FORECAST	ORGANIZATION	REPORTING PERIOD
	6TH AEMS	OCT

1. Total men assigned	404
2. Operation and maintenance days	23
3. Man days assigned	9292
4. Projected manhour assignment	74336
5. Projected manhour gains	439
6. Projected manhour losses	177
7. Gains and losses adjustment	262
8. Adjusted manhours assignment	74598
9. 01 availability percent	39.6
10. Projected 01 available manhours	29514
11. Percent of support (Primary aircraft)	64.2
a. Manhours for support of primary aircraft	18948
b. 01 Manhour cost per sortie	62.2
c. Sortie production capability (Primary aircraft)	305
12. Percent of support (Secondary aircraft)	9.3
a. Manhours for support of secondary aircraft	2745
b. 01 Manhour cost per sortie	11.2
c. Sortie production capability (Secondary aircraft)	245

15AF FORM MAR 68 390 PGI 4410

68-395

PART II. MAINTENANCE SUMMARY

HASKELL GRAY SCORES - 1-31 AUGUST

ITEM	% SCORE EARNED	POINTS POSSIBLE	POINTS EARNED
Percent on time takeoffs			
B52 APG & A&E Systems	99.5	200.0	199.0
KC135 APG & A&E Systems	98.5	200.0	197.0
Weighted Score	99.0	200.0	198.0
Percent Sorties Flown w/o material caused cancellation			
B52 APG & A&E Systems	100.0	200.0	200.0
KC135 APG & A&E Systems	99.7	200.0	199.3
Weighted Score	99.8	200.0	199.6
Percent Sorties Flown w/o material caused addition			
B52 APG & A&E System	100.0	200.0	200.0
KC135 APG & A&E System	100.0	200.0	200.0
Weighted	100.0	200.0	200.0
Percent Training Items Sched/Attemp vs Training Items lost due to Maint/Materiel			
B52 APG & A&E System	96.7	600.0	580.0
KC135 APG & A&E System	99.0	600.0	594.0
Weighted Score	98.0	600.0	588.0
Alert Aircraft Reliability			
Effective Cocked hours	99.8	200.0	199.6
Maintenance Quality	98.4	200.0	196.8
Combined Score	99.1	400.0	396.4

Base Self-sufficiency

	REPAIR	NRTS	BENCH CHECK OK	AWP	NRTS VS AWP	TOTAL PTS	TOTAL %
Wing Total	(60) 41.9	(70) 59.1	(65) 60.7	(70) 68.3	(85) 52.2	(350) 282.2	80.6
FMS	(25) 20.2	(30) 26.0	(30) 29.8	(30) 29.8	(35) 29.5		
AEMS	(25) 15.4	(30) 23.5	(30) 25.4	(30) 28.4	(35) 19.6		
MMS	(5) 5.0	(5) 5.0	(5) 5.0	(5) 5.0	(5) 5.0		
PMEL	(5) 4.9	(5) 4.9	(0) N/S	(5) 5.0	(10) 10.0		

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

Personnel Utilization	Work Scheduling	Work Delays	Total Pts.	Total %
OMS	(10) 10.0	(10) 10.0	(115) 114.8	99.8%
PMS	(30) 30.0	(10) 9.9		
AEMS	(25) 25.0	(10) 9.9		
MMS	(10) 10.0	(5) 5.0		
PMEL	(5) 5.0	(0) N/S		

Personnel Training

SQDN	NUMBERED PRESKT	TESTED SKT	NUMBER PRESKT	PASSED SKT	PERCENT PRESKT	PASSED SKT
OMS	3	0	3	0	100.0	0.0
PMS	5	11	5	11	100.0	100.0
AEMS	8	23	6	20	75.0	87.0
MMS	4	0	4	0	100.0	0.0
SAWHS	0	0	0	0	0.0	0.0
TOTAL	20	34	18	31	90.0	91.2

TOTAL TESTED	TOTAL PASSED	%SCORE EARNED	POINTS POSSIBLE	POINTS EARNED
54	49	90.7	50	45.4

HASKELL GRAY TOTAL	% SCORE EARNED	POINTS POSSIBLE	POINTS EARNED
	95.7	2115	2024.4

Letter From the Editor

The following is extracted from [illegible]AF Weapons Maintenance Control Letter A [illegible] for compliance within the Wing.

" The volume of unmatched source data errors has become unacceptable. The AFLC-AD-150 [illegible] report is based upon invalid work unit codes, codes not in the AFLC master records, codes reported from outdated manuals, or use of codes previously deleted from the manuals. AFLC action has been taken to purify the computer programs to eliminate machine acceptance errors. SAC action to increase data accuracy is necessary.

The following faulty data causes are most prevalent and local continuing corrective action is essential to prevent their occurrence:

a. Use of out dated -06 manuals.

b. Failure to post -06 changes.

c. Transposition of characters within valid work unit codes.

d. Key punch errors.

Additionally, a large quantity of work unit codes are recorded with last position "9" (not otherwise coded) or last three position zeroes. It is recognized that these two conditions are not necessarily errors but their use renders the data of little value. Large quantity use of these coding methods indicate that either the -06 code manuals are deficient or the maintenance personnel are being [illegible]. In any event the following should be observed:

a. Every deficiency discovered in a code manual should be reported on AFTO Form 22 recommending the appropriate correction, change, or addition.

b. Components for which work unit codes do not exist (making the "9" code necessary) should be reported on AFTO Form 22.

c. Supervisory inspection of completed forms must be more thorough and demanding (paragraph 6-[illegible], TO 00-20A-1; first note following paragraph 6-[illegible], TO 00-20A-1, paragraph [illegible], AFM [illegible]).

d. Each work check error discovered should be immediately corrected and the initiator made aware of his mistake and the correct [illegible].

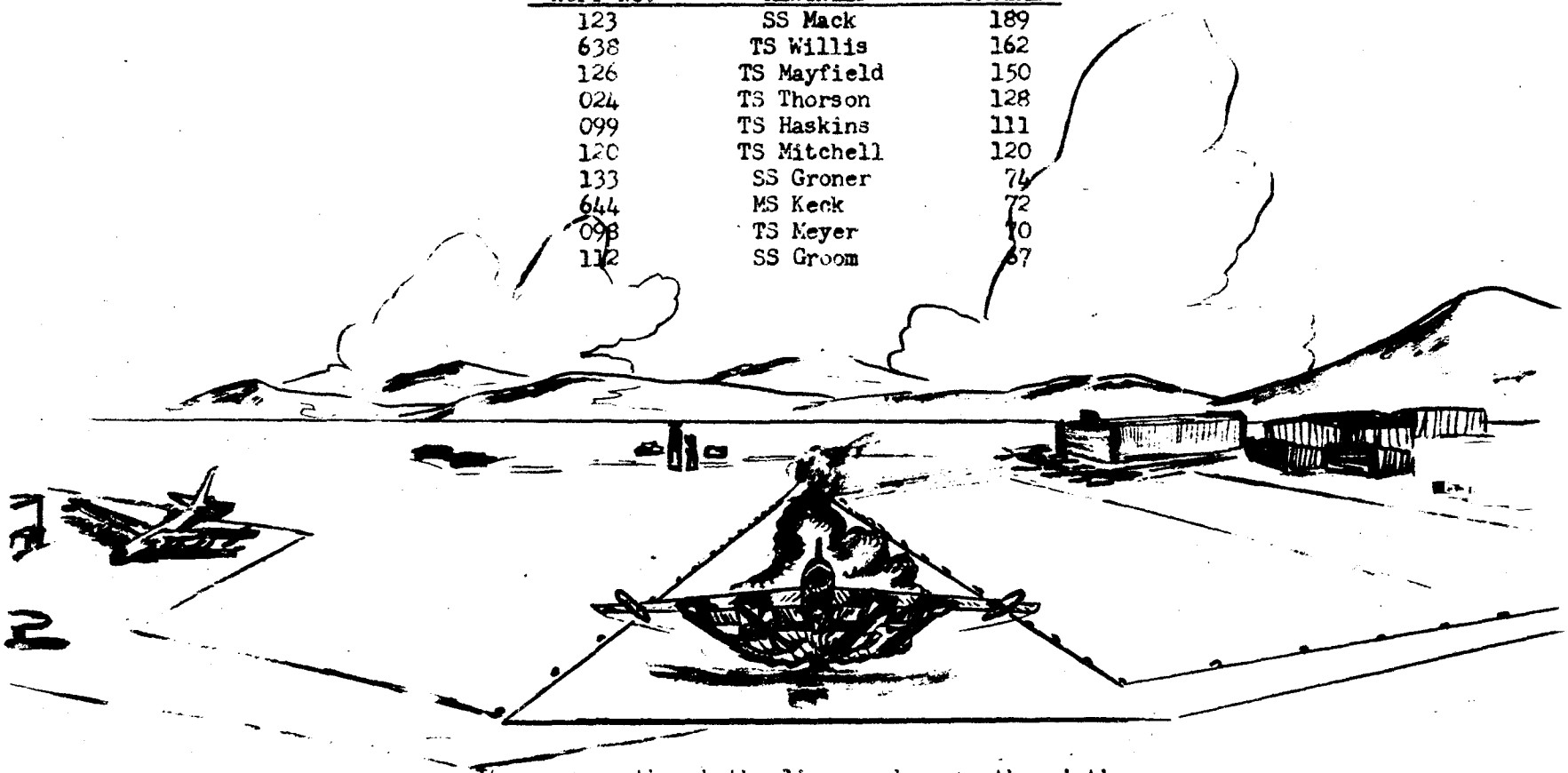
The importance of correct data has been repeatedly [illegible]. Data input to AFLC which does not match the master records is rejected and is not used in any computations, deviation analyses, and the like. This data rejection increases the possibility of incorrect decisions which can drastically affect SAC's mission. Component [illegible] [illegible] system [illegible] that 100 per cent data accuracy is absolutely essential ([illegible] AFM [illegible]).

[illegible] This letter will remain in effect until rescinded by this headquarters."

TOP TEN B52 CREWCHIEFS

6TH STRATEGIC AEROSPACE WING

ACFT NO.	CREWCHIEF	ONTIME
123	SS Mack	189
638	TS Willis	162
126	TS Mayfield	150
024	TS Thorson	128
099	TS Haskins	111
120	TS Mitchell	120
133	SS Groner	74
644	MS Keck	72
098	TS Meyer	70
112	SS Groom	67



It seems as though the line up down to the sixth man is fairly constant,but fluctuates quite a bit from month to month below that. TSgt Leadford has dropped out of the running and Sgts Groner and Keck have stepped up one slot. Sgts Meyer and Groom have come into the running this month. Glad to see you both. Tough luck on the part of Sgt's Leadford and Meyer. Hate to see you

FLYING DATA AUGUST 62

	B52E AUG	B52E CALENDAR YEAR TOTAL	KC135A AUG	KC135A CALENDAR YEAR TOTAL
OPS REQUIRED (HRS)	2490	17616	1396	9474
SCHD FLYING (HRS)	2490	17520	1330	9301
TOTAL FLOWN (HRS)	2490	17275	1330	9268
FLOWN PER SORTIE (HRS)	9.5	9.0	6.5	6.6
OPS REQUIRED (Sorties)	246	1865	197	1259
MAINT CAPABILITY (Sorties)	246	1873	197	1294
SCHD FLYING 60-9 (Sorties)	250	1873	190	1259
CANCELLATIONS (Sorties)	1	7	3	14
AIRBORNE AS SCHD (Sorties)	249	1876	177	1245
ADDITIONS (Sorties)	12	22	29	106
TEST FLIGHTS				
FERRY FLIGHTS		11		44
TOTAL AIRBORNE (Sorties)	261	1919	206	1395
LATE TAKE OFFS	3	1627	5	41

BOMBER "A"

ACFT	SORTIES SCHD	CANC	ADD	TEST & FERRY	LTO	SORTIES FLOWN	HOURS FLOWN	TOTAL LANDINGS
634	5					5	96.0	
637	5					5	95.2	
644	7					7	77.2	
645	5					5	45.0	
646	1		1			2	17.5	
651	7					7	59.1	
653	6	1	1			6	67.9	
706	6		1			7	89.7	
018	5					5	60.4	
020	5					5	51.4	
097	8				1	8	67.5	
098	6					6	64.3	
099	9					9	92.4	
107	5					5	75.0	
108	7		1			8	79.6	
109	5		2			7	69.1	
TOTAL	92	1	6		1	97	1106.1	

BOMBER "B"

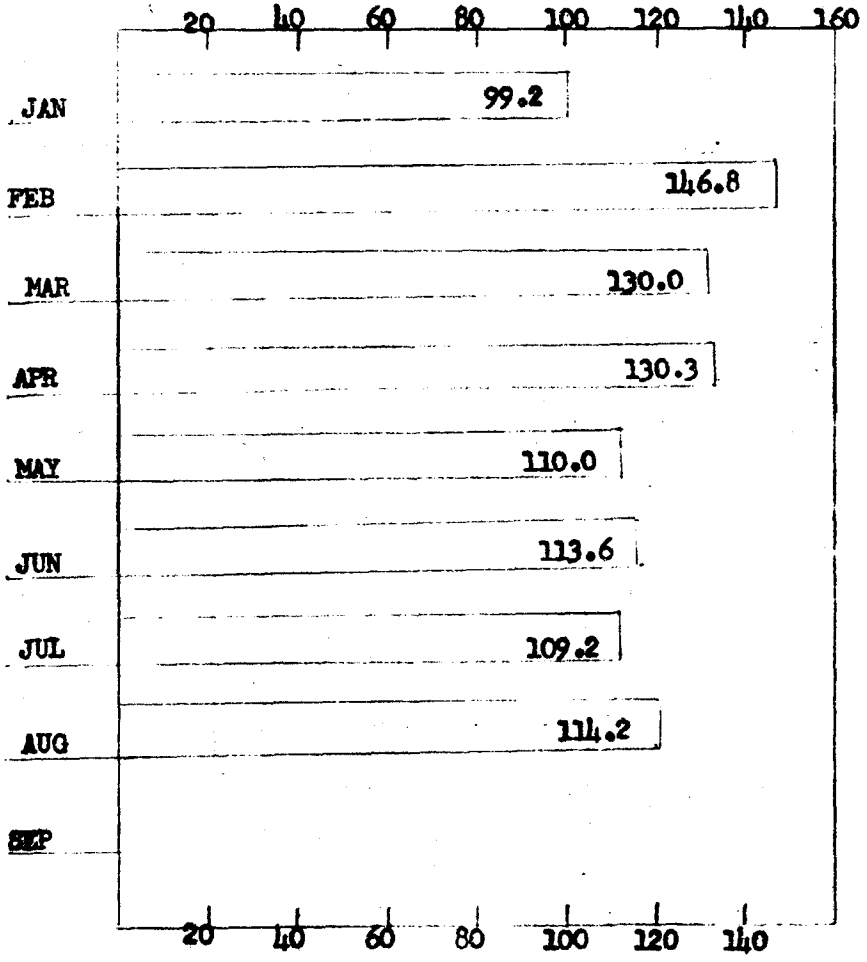
ACFT	SORTIES SCHD	CANC	ADD	TEST & FERRY	ITO	SORTIES FLOWN	HOURS FLOWN	TOTAL LANDINGS
638	5		1			6	38.4	
640	6				1	6	48.0	
652	1					1	8.2	
655	7					7	55.5	
701	6					6	127.8	
015	8					8	62.2	
095	4					4	32.0	
105	6					6	48.0	
112	7					7	56.0	
115	7					7	56.7	
120	5		1			6	46.5	
121	4					4	34.0	
126	6					6	50.2	
128	5					5	40.0	
134	7					7	71.5	
TOTALS	84		2		1	86	775.0	

BOMBER "C"

635	7					7	58.5	
648	7					7	50.0	
649	4					4	32.7	
656	-	-	-	-	-	-	-	-
707	7					7	56.0	
016	8					8	64.1	
024	7					7	51.5	
025	4					4	26.8	
100	7		1			8	64.6	
118	8				1	8	63.4	
123	3		3			6	49.1	
127	7					7	56.0	
132	1					1	4.0	
133	4					4	32.0	
TOTALS	74		4		1	78	608.7	
GRAND TOTALS	250	1	12		3	261	2489.8	

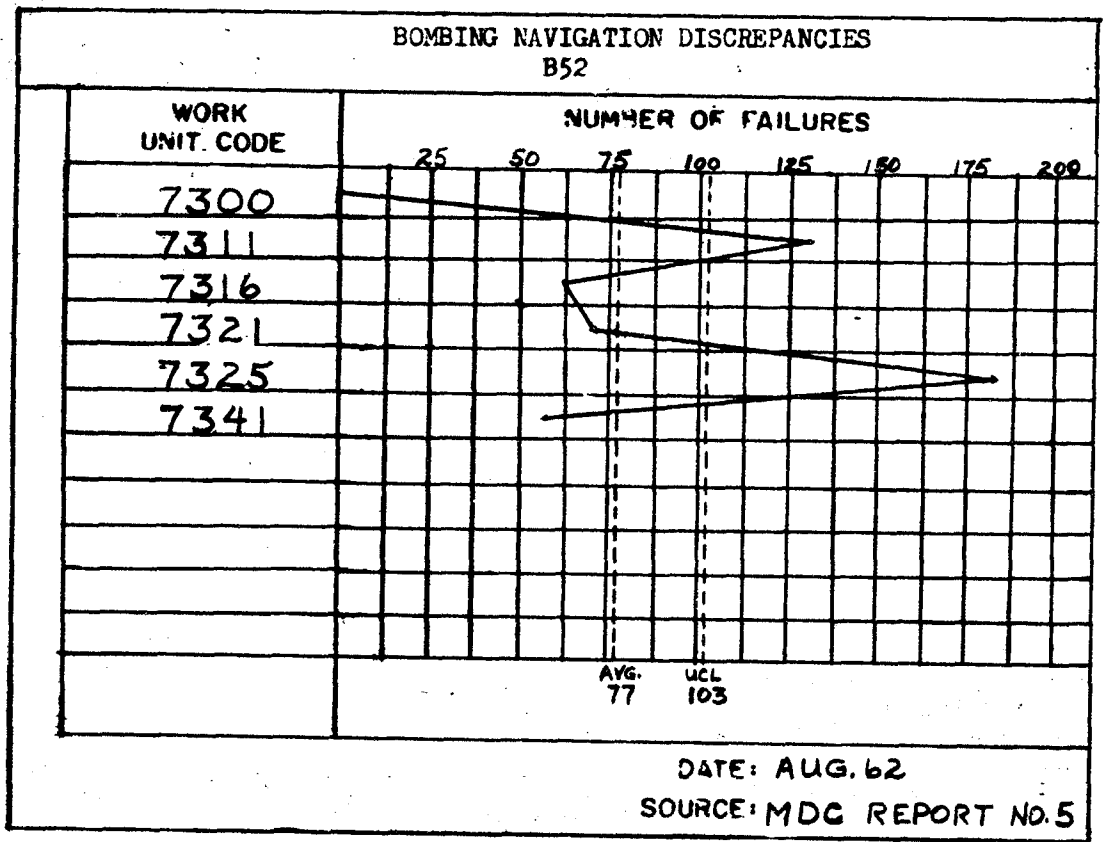
AVERAGE UNSCHEDULED MANHOURS PER SORTIE

B-52

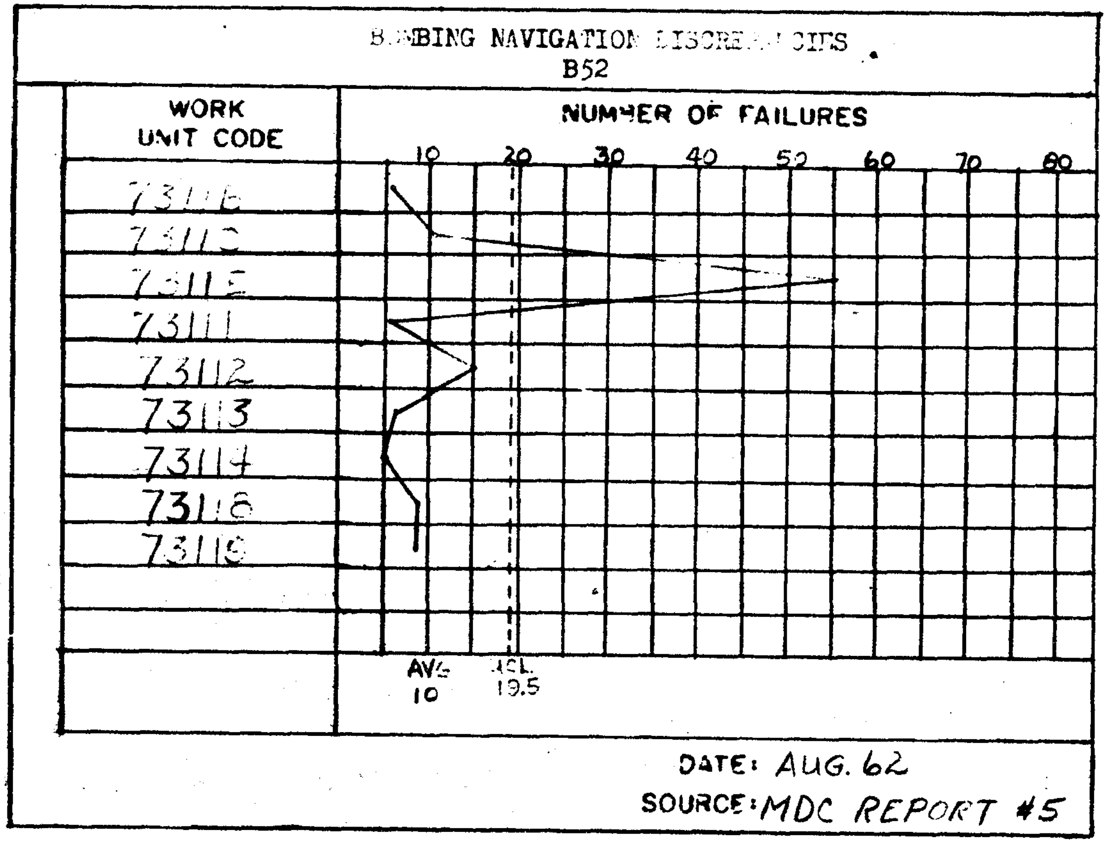


AVERAGE UNSCHEDULED MANHOURS PER SORTIE
B52

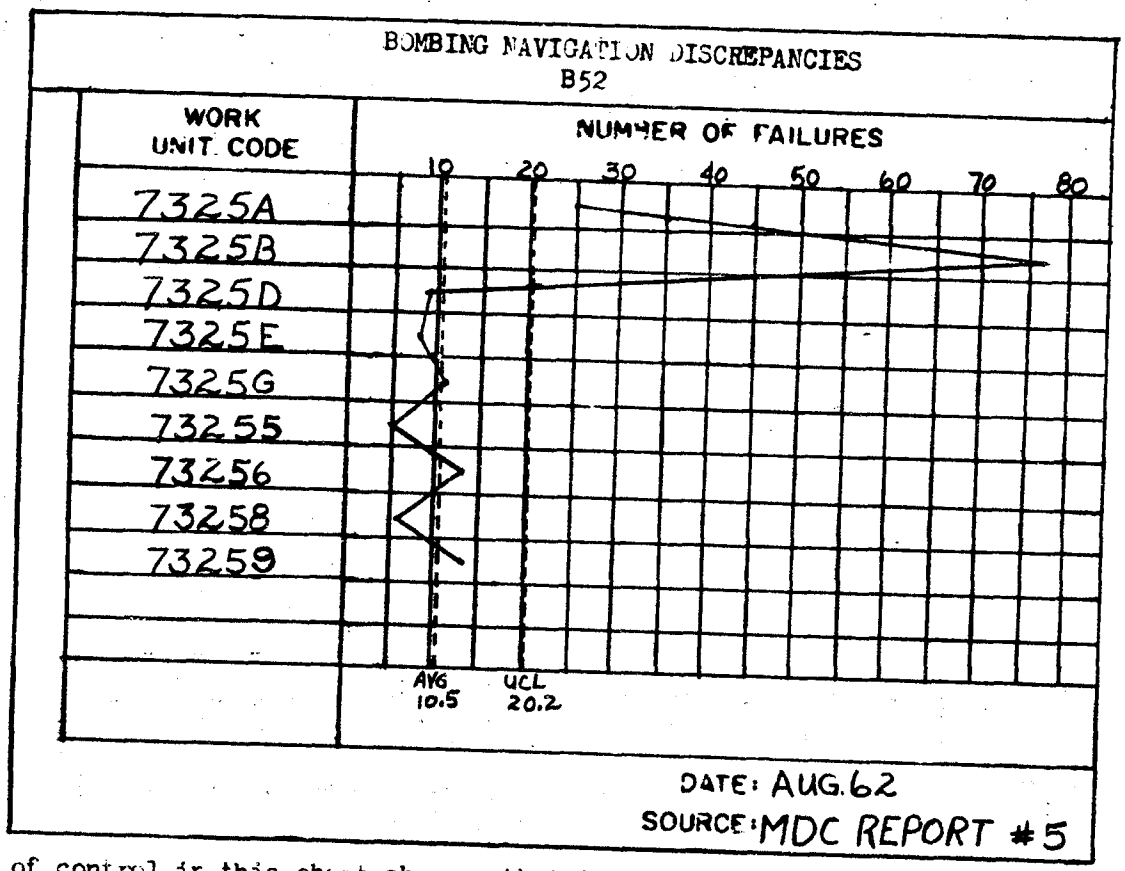
During August the average unscheduled manhours per sortie increased. The indication is that some of this may be carry over from other inspections. For example the total manhour expenditure per sortie for preflights during July was 18.1, while in August it decreased to 17.1. We flew more sorties in August too! As mentioned before, the "AB" code should not be used as a catchall. If there are any personel lacking familiarity with the prefix code meanings, a quick look into chapter 2, AFM 66-1 should be of great assistance to them. To go a bit further - you may look at SAC Sup 1 Chapter 2, AFM 66-1 paragraph 2-63b B.



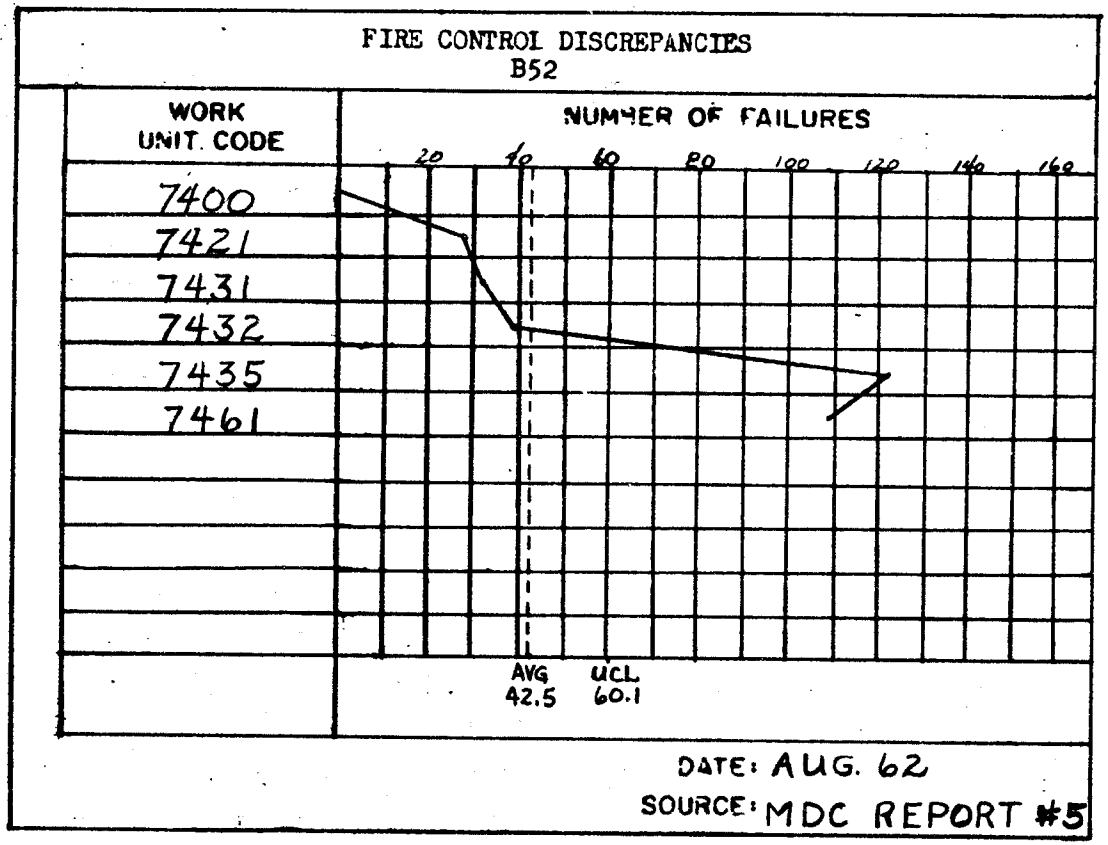
Looking at the systems which failed this month, we find that there are only two components in the Bomb Nav. System going over the control limit. In comparing the number of components that went out of control to the month before, this looks very good. Lets take another look at the over all picture. We see that the control limit this month has increased 68 units which is not good at all. We realize that changing the control limit every month is not of much value for we can not give a complete picture of those components that are continueously out of control. Presently we are in the process of establishing a more realistic and concrete average and upper control limit. Once the average and upper control limit is established, it will remain fairly constant. We will then have a better tool to work with.



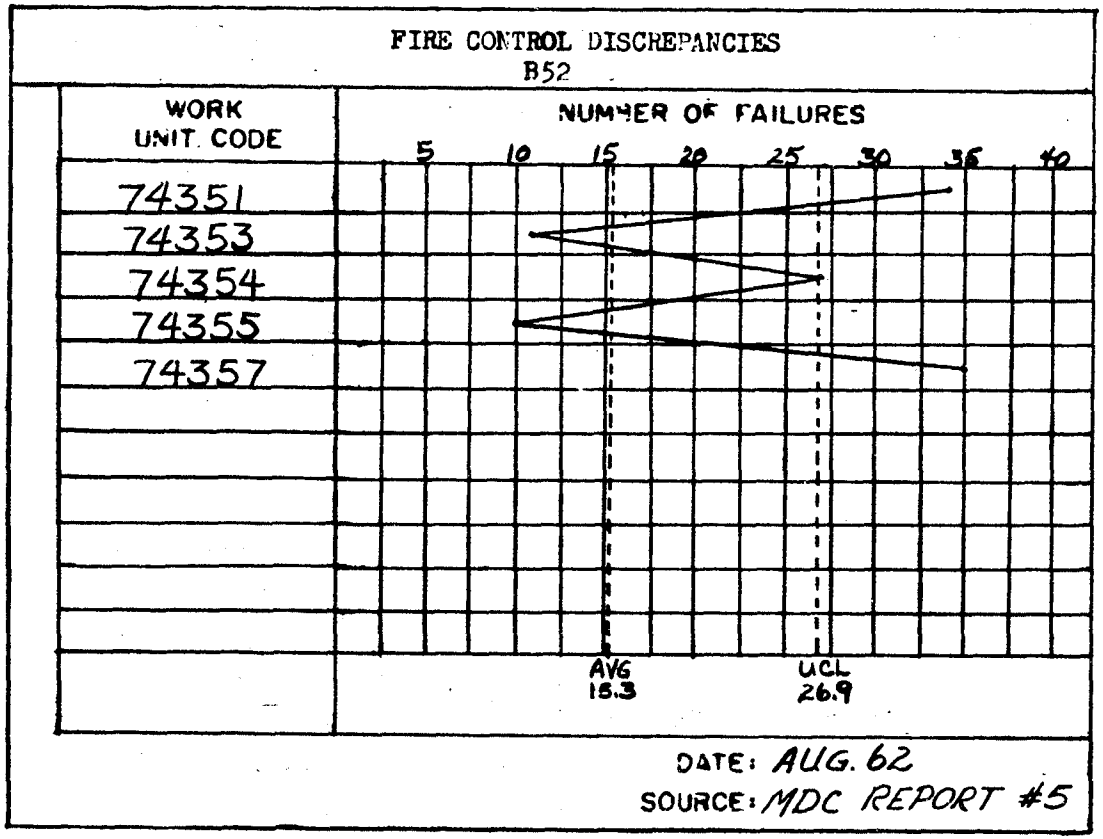
After breaking [illegible] component [illegible] to the end i[illegible] [illegible] UC 7311E is the only end item out of control. This end item [illegible] total of 55 discrepancies. [illegible] of these discrepancies were improper alignment. It took a total [illegible] manhours to clear these [illegible]. Air[illegible] 015 consumed [illegible] of these manhours while aircraft [illegible] little dos[illegible] 015's first discrepancy appeared on the 4th of August [illegible] aircraft hours. The same [illegible] up on subsequent flights on the 13th, 18th, 21st, and [illegible] of August [illegible] [illegible] less aircraft hours on 25[illegible] then the 4th of August. The [illegible] code appearin[illegible] 274 (internal failure) with 17 units credited to it. [illegible] third is code [illegible] [illegible]justment) with 11 units completed. There are more [illegible] actually sh[illegible] why we say this. Aircraft 653 had 5 units completed [illegible] UC [illegible] malfunction [illegible] improper[illegible]). This would not be odd had these 5 units bee[illegible] different [illegible] aircraft hours, but they were all completed on the 20th of Aug[illegible] ar[illegible] the same aircraft hours. [illegible]



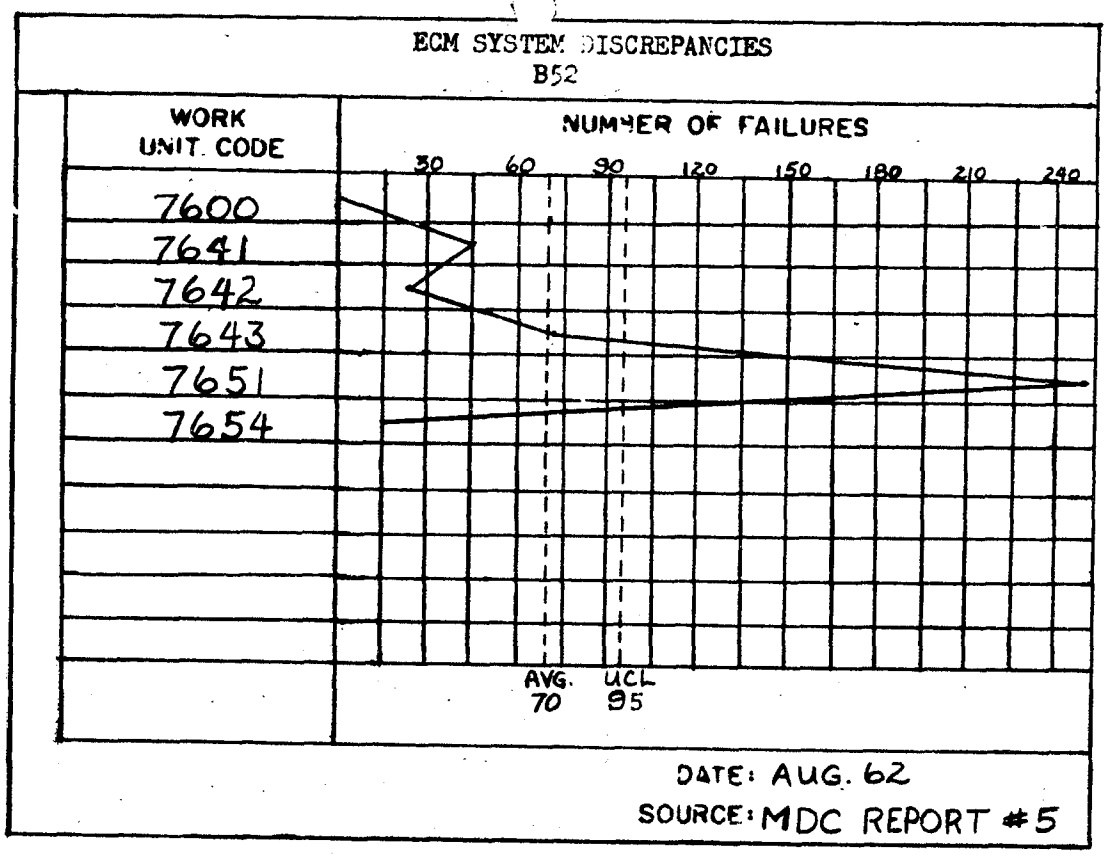
The end item out of control in this chart show us that two items, WUC 7325 and 7325B, are out of control. We have just about the same situation on these end items as we had on the previous chart. This situation we are referring to is where too many units are being completed on the same aircraft on the same day with the same number of aircraft hours on the fix. If anyone has any doubt as to how or who take credit for unit count refer to T.O. CO-20A-1 paragraph 1-49 thru 1-52 and 6-37.



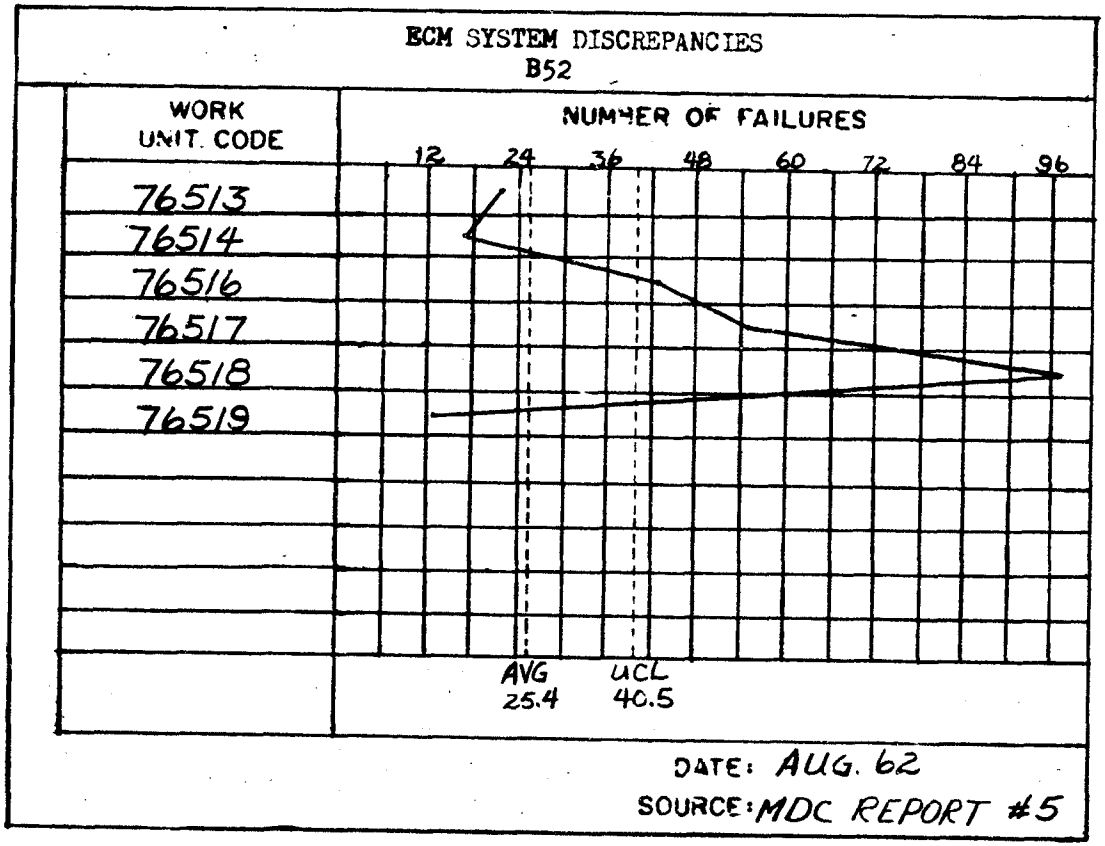
This chart depicts the sub-systems that exceed the control limit for August. Actually it is as bad as it looks for WUC 7561 is your 50 cal guns as you well know. Since the guns have to be cleaned after firing and also after a certain number of days we see no problem here. The components portion of the MD-9 radar is broken down to the item another chart.



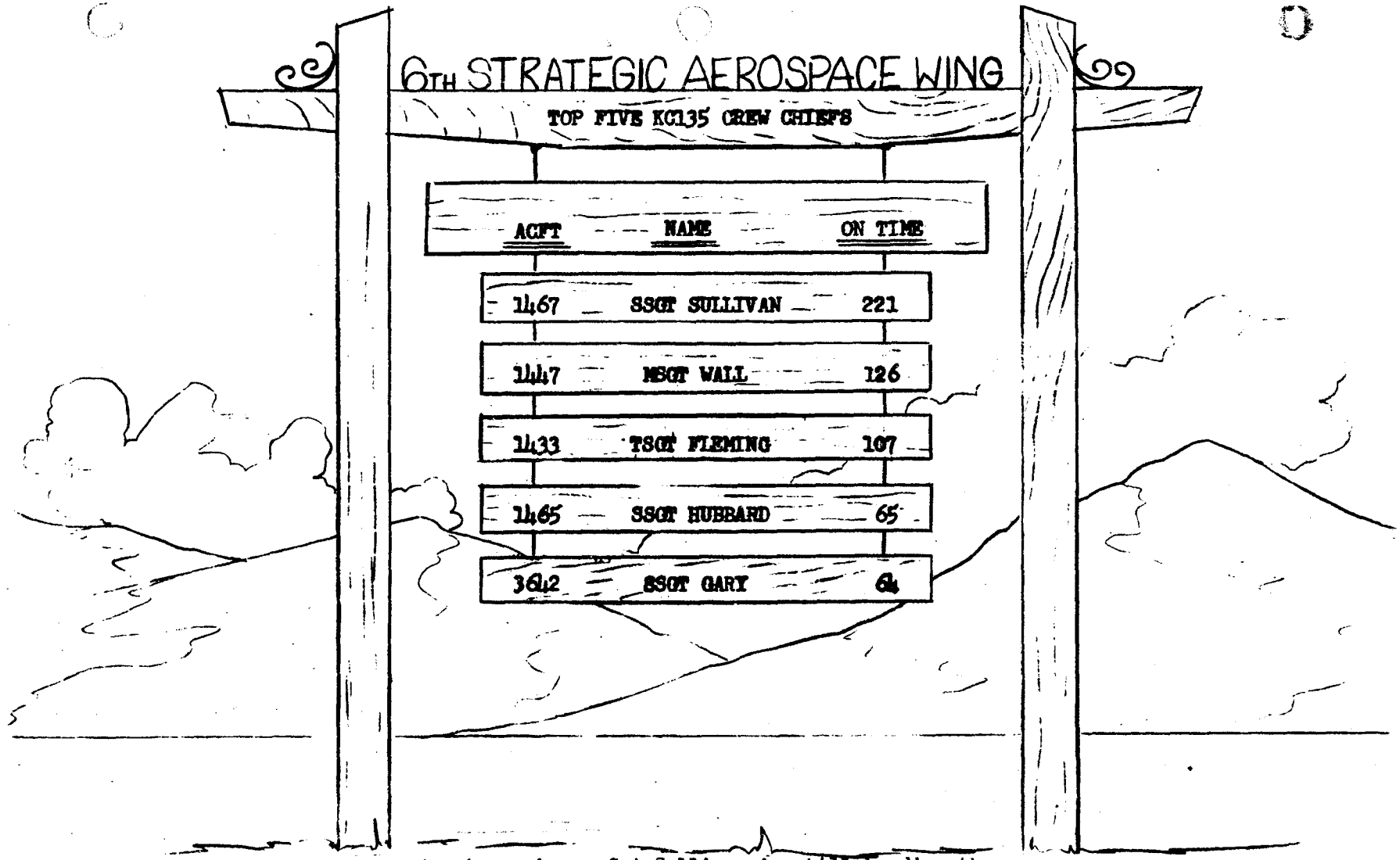
As we can see the compressor and the modulator are giving us the trouble. WUC 74351 had a total of 33 discrepancies. Twenty-one were leaking (381), seven were internal failure (374), three were loose (730), and the remainder were various other codes. WUC 74357 had a total of 35 failures. Twenty-one had internal failure, nine items failed, and three items the adjustment was improper.



The information portrayed on this chart shows that your biggest problem in ECM is the ALT 6 transmitter with [illegible] discrepancies. Last month the UCL for this system was 43 units and as you can see it has jumped to 95 this month. This increase in UCL makes the ECM system look good, for only one component has exceeded the limit. We realize that changing the control limit as is being done doesn't give us a very picture, but this is all we have to work with at the present time. This condition will be changed shortly.



he [illegible] that three items are out of con[illegible]e AIT-[illegible] transmitting system. WUC 76518 (tuning unit) came up [illegible] the most discrepancies with 98. [illegible] of these discrepancies carried a how malfunction code of 24[illegible]led, another twenty carried 374 [illegible]al failure) while 48 were leaking (381). The other two WUC [illegible]17 and 76716 are next in line with [illegible] and 43 discrepancies respectively. I think you all know the[illegible] three items have been your bi[illegible] problems for quite awhile so no more should be said.

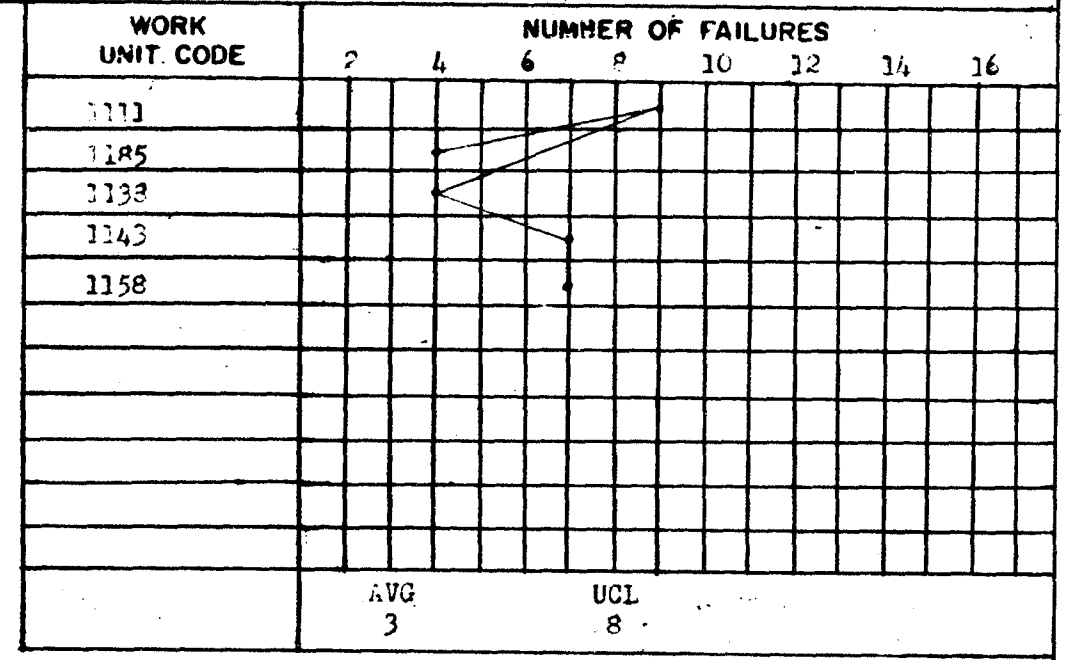


As shown above, Sgt Sullivan is still heading the pack, with Sgt's Wall and Fleming nipping at his heels. We do wonder tho; what happened to Sgt's Quinn and Gregory? Those lower brackets don't appear to be as stable as the others. There must be some sort of a charm in 100 and above huh? Our congratulations go out to you new people, and best wishes to all in the future.

ARS

ACFT	SORTIES SCHD	CANC	ADD	TEST & FERRY	ITO	SORTIES FLOWN	HOURS FLOWN	TOTAL LANDINGS
3634	10				1	10	68.0	
3642	10					10	64.1	
3651	9		1		1	10	61.8	
1421	10					10	69.3	
1433	5					5	40.0	
1439	10		1			11	56.7	
1440	10		2			12	67.0	
1443	6					6	43.5	
1447	8	1	1			8	53.7	
1450	10					10	71.0	
1451	10					10	66.8	
1452	11	2				9	63.5	
1458	10					10	64.7	
1463	9				1	9	63.1	
1465	10					10	68.3	
1467	10					10	66.6	
041	7				1	7	52.3	
043	7				1	7	48.3	
056	2		16			18	185.0	
079	9		1			10	55.5	
107	7		7			14	62.8	
TOTALS	180	3	29		5	206	1329.8	1256

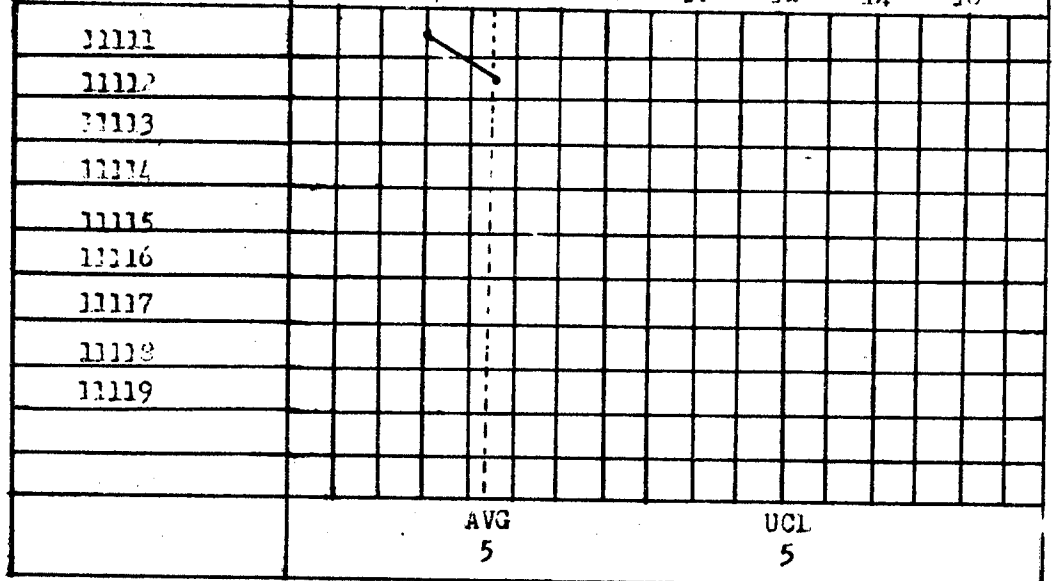
AIRFRAME FUSELAGE FAILURE CHART FUSELAGE (GROUP I)
KC135



DATE: AUGUST 1962
SOURCE: MDC REPORT # 5

The airframe fuselage had 1 system (1111) exceeding the statistical control limit for the month of August. The system that exceeded the control limit accounted for 15% of the malfunctions and 60.0% of the manhours spent on airframe fuselage. This system is further broken down by WUC on a component failure chart.

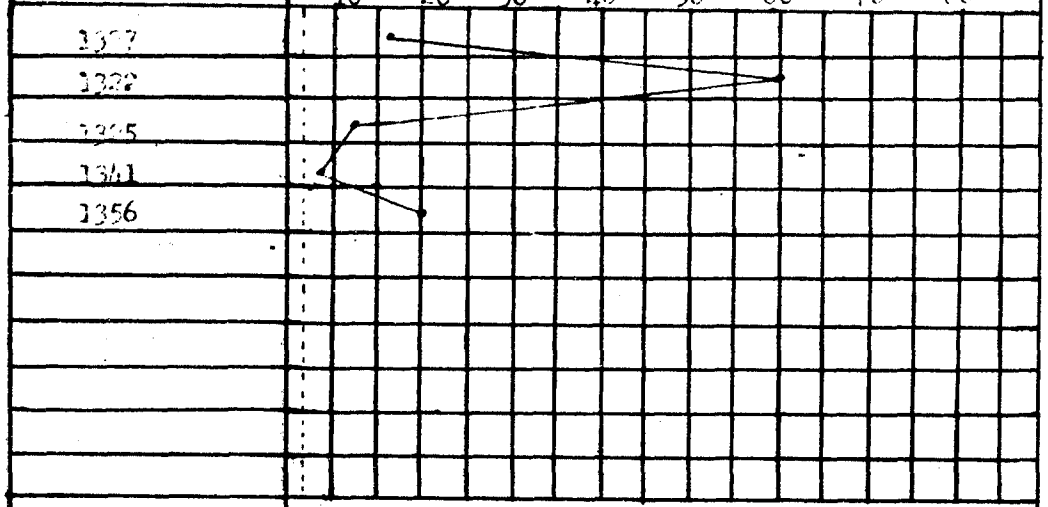
AIRFRAME FUSELAGE GENERAL COMPONENT FAILURE CHART
(GROUP I) KC135



DATE: AUGUST 1962
SOURCE: MDC REPORT #5

Within the fuselage general (Group I) no components exceeded the upper control limit. WUC 11117 (Fairing) is on the average. The malfunctions were discovered during periodic inspection. The fairing had loose and missing rivets which were replaced by sheet metal shop.

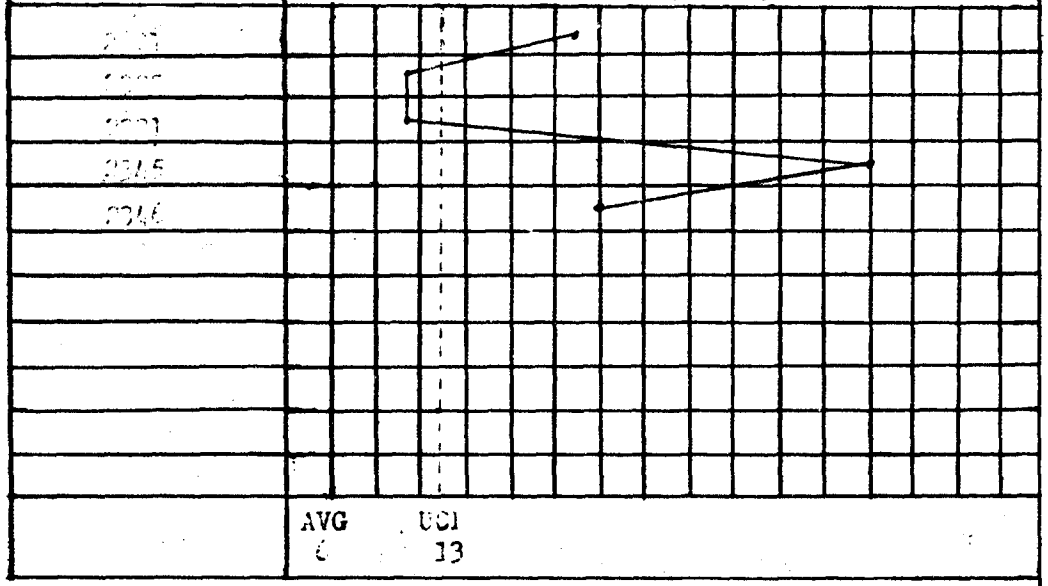
LANDING GEAR FAILURE CHART
KC135



DATE: AUGUST 1962
SOURCE: MDC REPORT #5

This chart portrays the five high sub-systems for August. The nose tire (WUC 13561) had 19 failures for a total of 53 manhours. There were 17 discrepancies with How Mal Code 020 (worn) Action Taker "B" remove and replace, 2 cut (116), action taken "B" remove and replace. Looking at when discovered codes, we found that 1 tire was discovered worn, and 2 tires discovered cut, while in flgith code "D" is this possible?

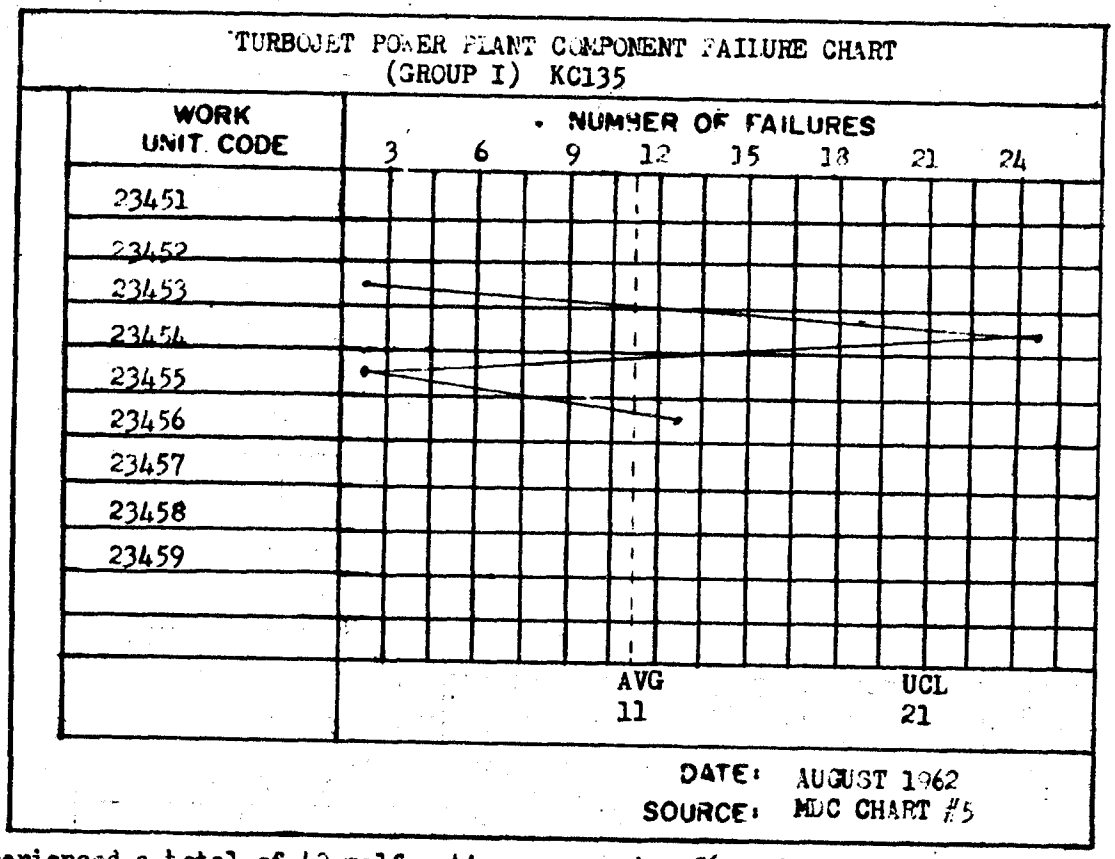
TURBOJET POWER PLANT FAILURE CHART
KC135



DATE: AUGUST 1962
SOURCE: KC135 REPORT #5

The KC135 power plant system had 3 systems exceed the statistical control limit for the month of August. This is an increase of 1 from July. System 2321 had an increase from 12 discrepancies in July, to 22 in August. System 2345 increased from 4 discrepancies in July to 42 in August, and system 2346 discrepancies increased from 11 in July to 24 in August. Of the sub-systems within 2321, 2345, and 2346 only 2345 had enough to exceed the control limits.

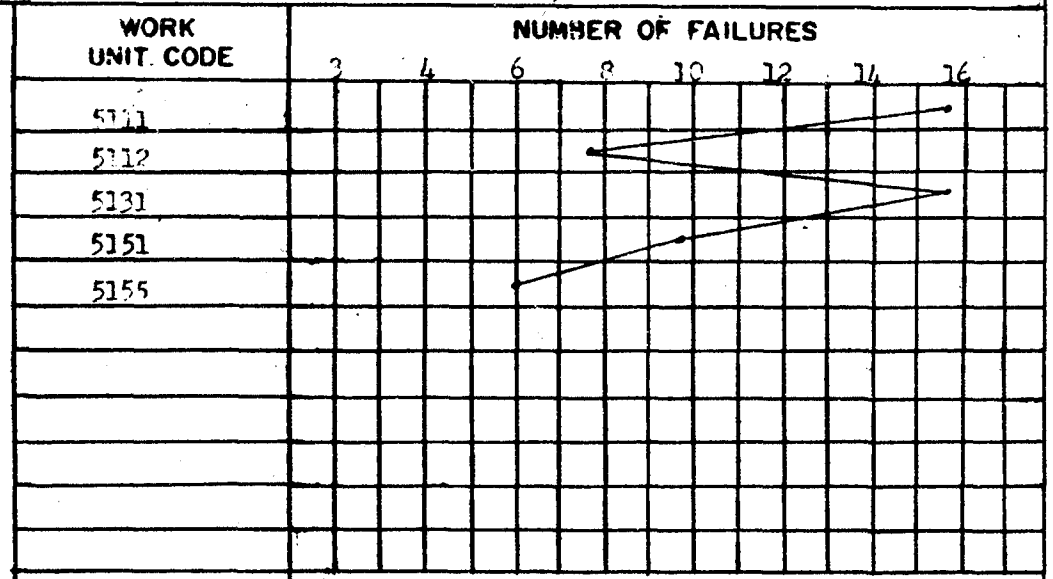
TURBOJET POWER PLANT COMPONENT FAILURE CHART
(GROUP I) KC135



DATE: AUGUST 1962
SOURCE: MDC CHART #5

Sub-system 2345 experienced a total of 42 malfunctions consuming 56 manhours of the 42 malfunctions the side cowl panel (WUC 23454) had 25 failures and consumed 35 manhours. Twenty-four of the failures were found during periodic inspection, and 1 after flight by aircrew. The one item was removed and replaced for being cracked.

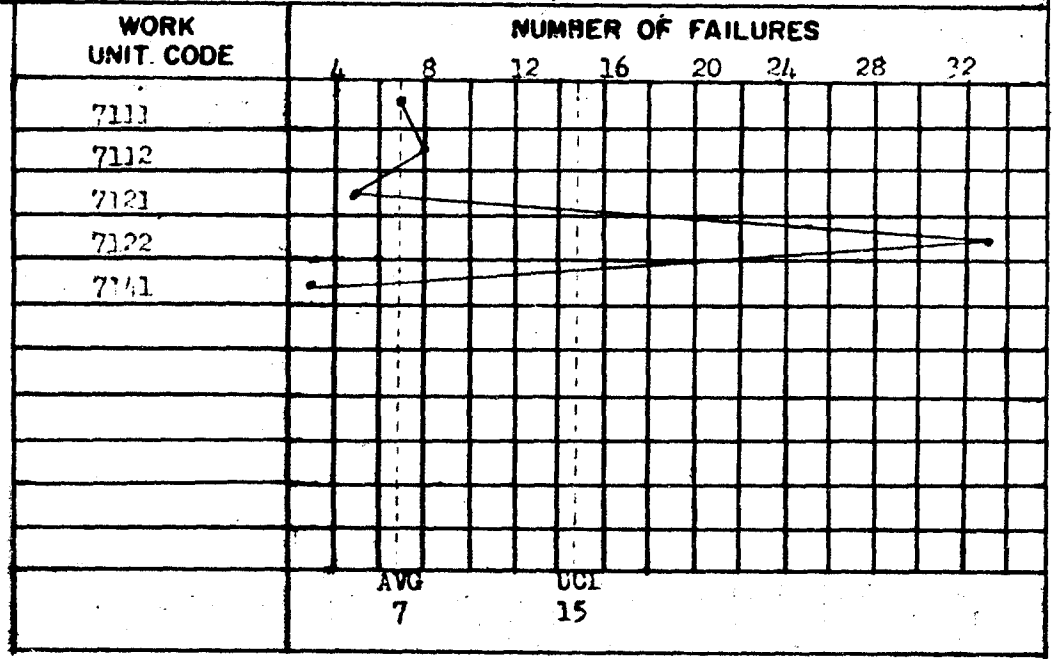
INSTRUMENT SYSTEM FAILURE CHART
KC-135



DATE: AUGUST 1962
SOURCE: MDC REPORT #5

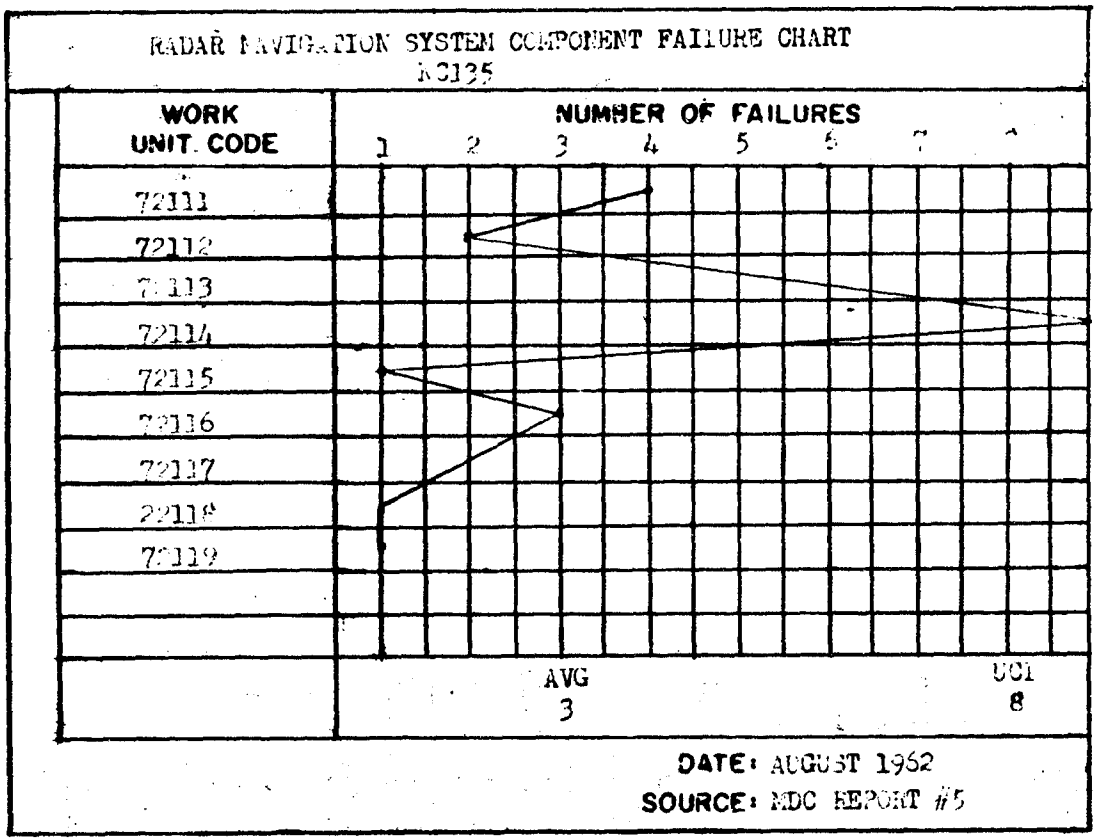
The above chart portrays the five high failures within the Instrument System. During August two systems are out of control, they are 5111 (Pilots Indicators) and 5131 (Indicators). There were a total of fifteen pilots indicators that failed costing 190 manhours, and 15 Indicator failed costing 34 manhours. Aircraft 1422 had one Attitude Indicator, and one Instrument panel Indicator to fail on the same day 15 August. The component that caused system 5111 (pilots indicators) to go out of control is 51115 (attitude indicator). The Attitude indicator failed four time during August. Three of the Indicators were found to be erratic and was removed and replaced, the other indicator was out of adjustment, and was adjusted on equipment. The component that caused system 5131 (Indicators) to go out of control is 51314 (Oil pressure indicator). This component failed six times consuming 13.5 manhours, this is 40.0% of the total failures and 39.7% of the total manhours.

RADIO NAVIGATION SYSTEM FAILURE CHART
KC135

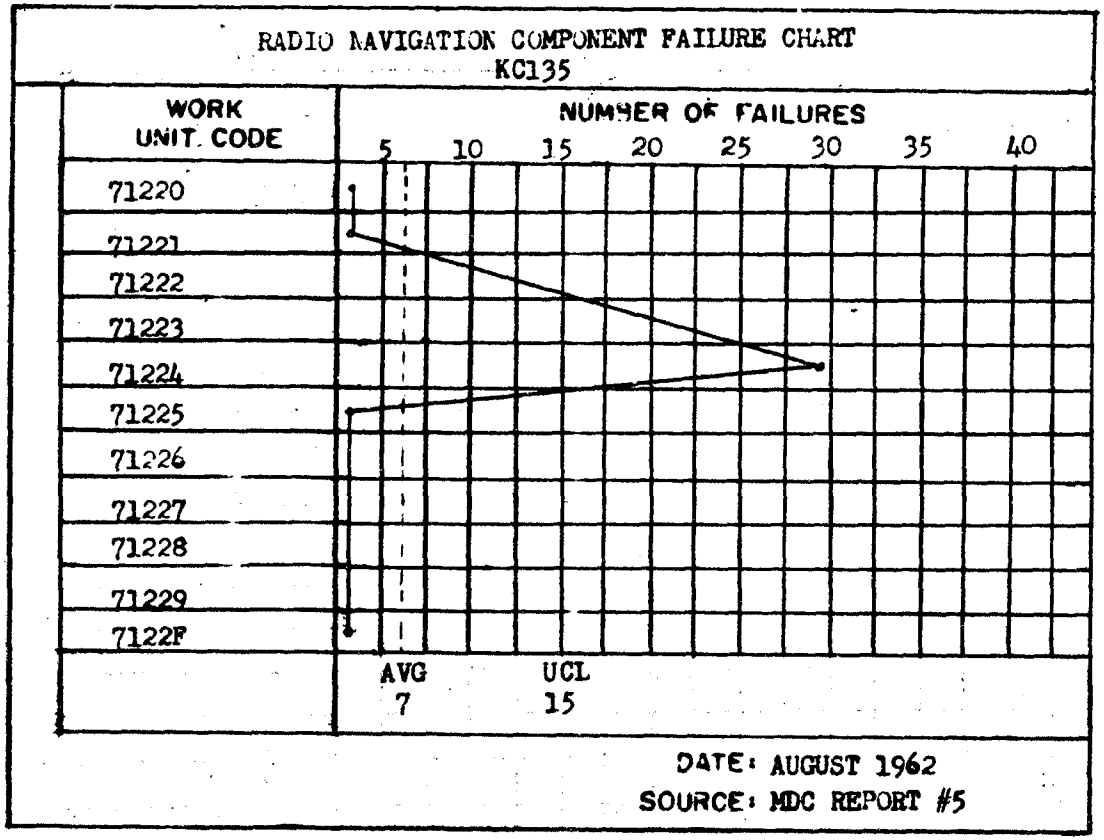


DATE: AUGUST 1962
SOURCE: MDC REPORT #5

Work Unit Code 7122 was the only sub-system that exceeded the upper control limit. WUC 7122 (ARN-21 TACAN) had 33 failures which is 50.0% of the total failures, and consumed 113 manhours which is 48.1% of the total direct manhours expended. A tech rep. was available in April to assist you. It appears that you are not utilizing the information or training passed on to you by the tech rep.

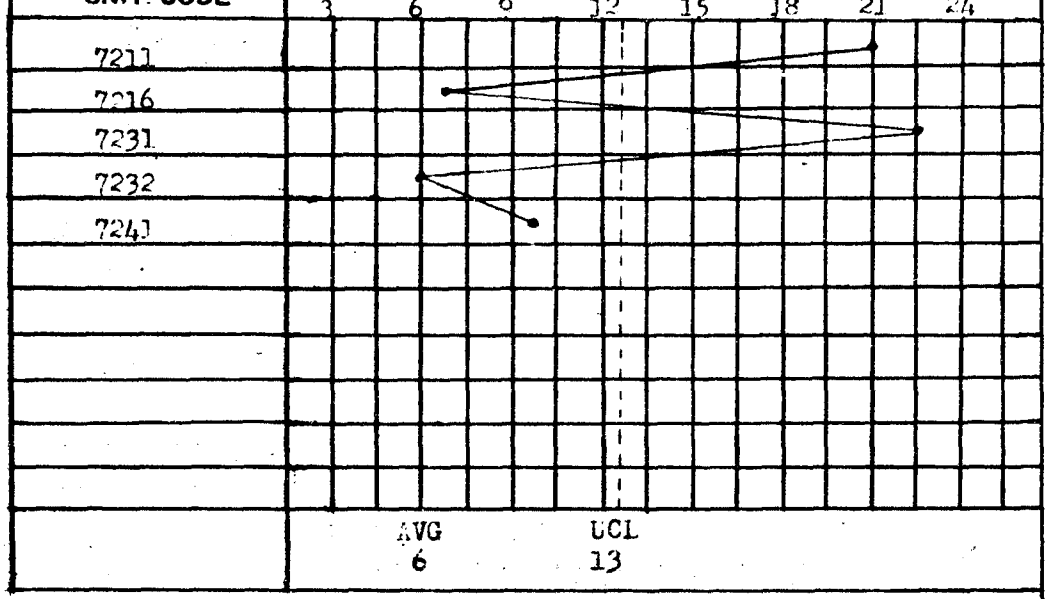


WUC 72114 (Frequency Tracker Computer) experienced 9 failures and consumed 4.0 manhours. All of the malfunctions were on aircraft 1433, on the same day 8 August. The work center that did the work was Inspection. How can this system fail 9 times without leaving [illegible] the AFTO Form correctly.



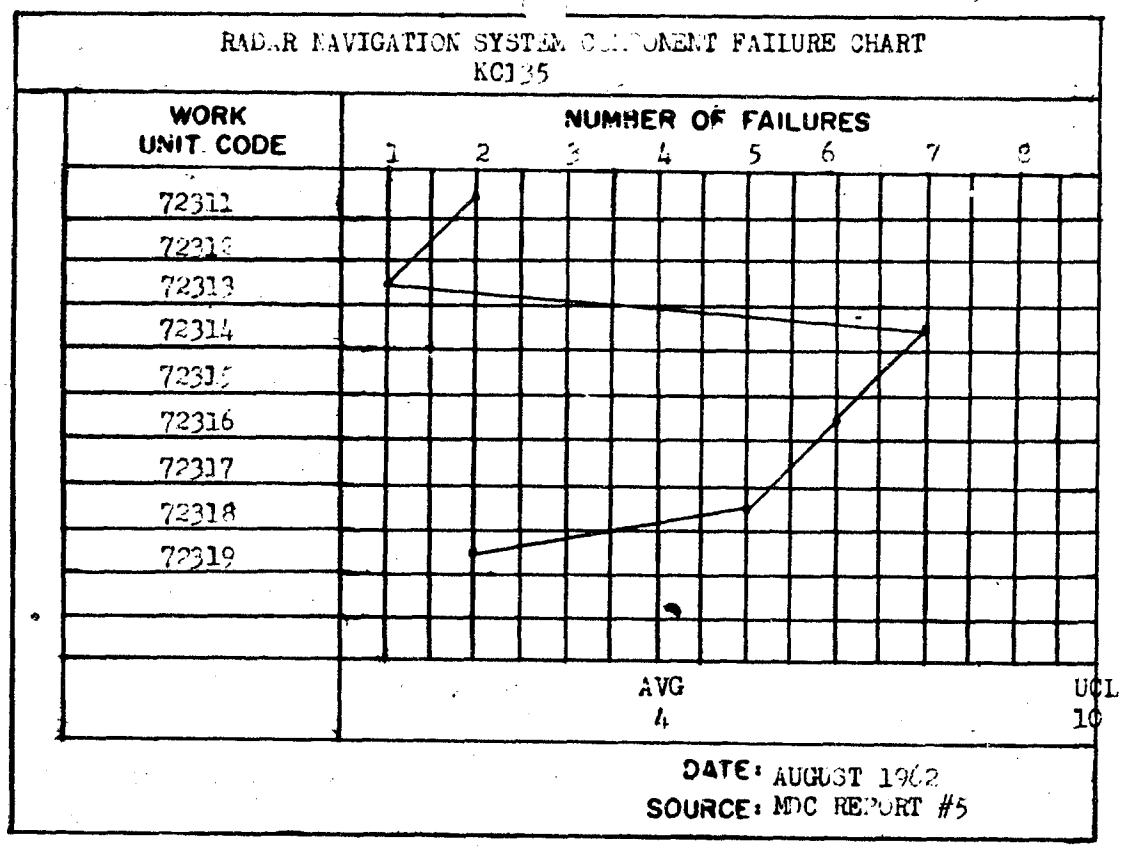
Receiver Transmitters 220 A and B (WUC 71224) was the only component to go beyond the upper control limit. You only wasted 3.0 manhours by calling the specialist this month. Lets keep up the good work.

RADAR NAVIGATION SYSTEM FAILURE CHART
KC135



DATE: AUGUST 1962
SOURCE: MDC REPORT #5

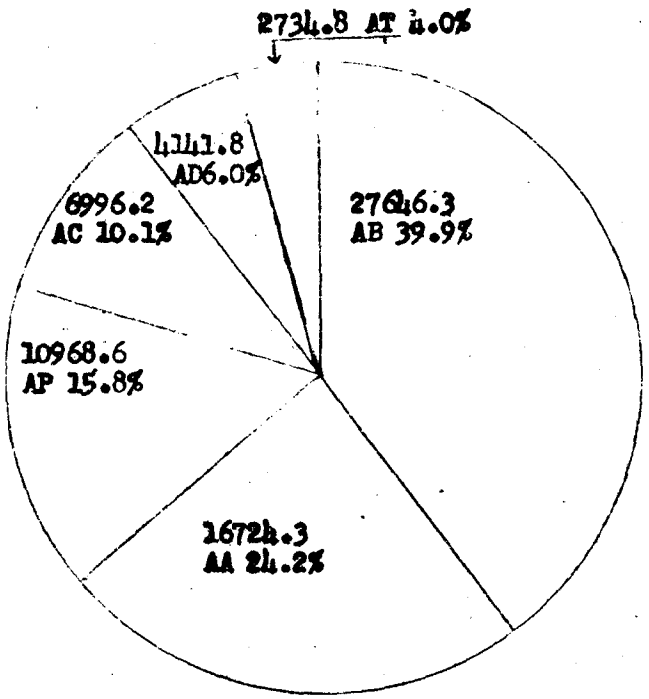
This chart portrays the five high sub-systems for August. There are only two sub-systems out of control. They are 7211 (AN/APR 21), and 7231 (AN-APN 59). Sub-System 7231 (AN-APN 59) experienced 23 failures at a cost of 119 manhours. Seventeen of the 23 units that failed were for internal failure. How Mal Code 920, and 371 were used, but there is no such codes in T.O. 1C-135(K) A-06 dated 1 August 1962. One unit was erratic (How Mal Code 233), one unit broken or missing safety wire or key (How Mal Code 108), one unit out of adjustment (How Mal Code 127), and one unit failed (How Mal Code 242). There were two AN/APN 21 units changed on Acft 8107, the dates are 10 August and 2 August, and taken a total of 10 manhours to remove and replace the units.



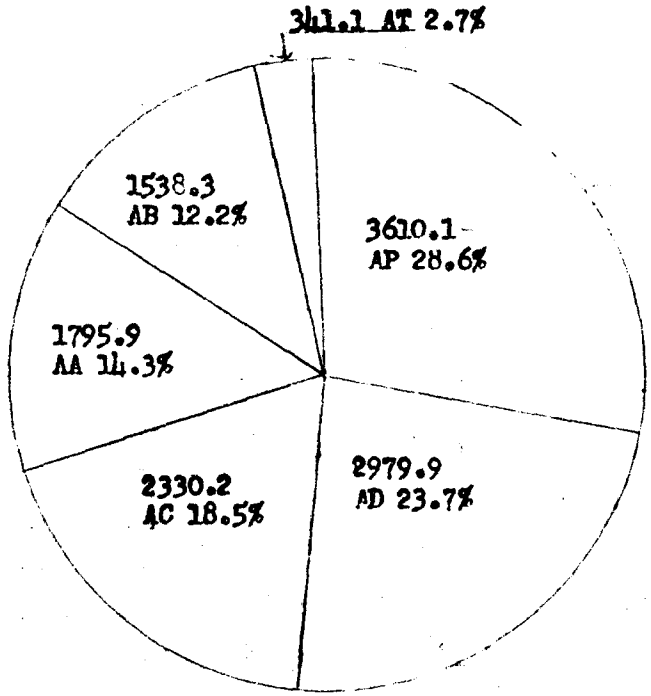
No components were out of control, although WUC's 72314 (Navigators Indicator), and 72318 (Antenna) are beyond the average. Aircraft 1458 had trouble with the antenna on two flights 22 August and 24 August. There were two navigators indicators failures coded with How Mal 799 (no defect) and action taken B (remove and replace) for a waste of 5.0 manhours. The aircrafts involved were 3634 on 16 August, and 1450 on 4 August.

6TH STRATEGIC AEROSPACE WING MAINTENANCE MANHOURS BY WORK CENTER PREFIX

AUGUST 1962



B-52E
TOTAL MANHOURS EXPENDED - 69212.0



KC-135A
TOTAL MANHOURS EXPENDED - 12595.5

AA - Servicing
AB - Unscheduled Maintenance
AC - Basic Postflight
AD - Preflight

AE - Hourly Postflight
AP - Periodic Inspection
AT - Time Compliance Technical Orders

NET OVERTIME BY BRANCH AUG 62

	M/HRS AVAIL	TOTAL M/HRS OVERTIME	COMP TIME (CODE 40)	NET OVERTIME	% NET OVERTIME
WING TOTAL	332824	17690	8863	8827	2.7
ONS TOTAL	113961	8652	3707	4949	4.3
210 Command		66.0		66.0	
211 Maint Supervision		6.0		6.0	
212 Bomber Maint "A"	11184.7	536.0	94.0	442.0	4.0
213 Bomber Maint "B"	11213.8	280.5	101.0	179.5	1.6
214 Bomber Maint "C"	11827.4	106.5	110.0	-3.5	
215 Tanker Maintenance	16771.7	637.0	141.0	496.0	3.0
216 Insp Branch Supv	18133.0	25.5	10.0	15.5	0.1
218 Maint Support	31364.8	1948.3	524.5	1423.8	4.5
219 Alert	13465.8	5046.5	2723.0	2323.5	17.3
FMS TOTAL	118450	3536	2033	1503	1.3
240 Command	2920.2	385.5	88.0	297.5	10.2
241 Maint Supervision	273.1	12.0	0.0	12.0	4.4
242 Propulsion Branch	31008.5	455.5	432.0	23.5	0.1
243 Aero Repair Branch	34454.0	1070.6	669.0	401.6	1.2
244 Accessories Repair Br	26613.6	1241.8	476.0	765.8	2.9
245 Fabrication Branch	23180.9	370.5	368.0	2.5	
MMS TOTAL	25901	1633	592	1041	4.0
250 Command	586.6	63.4	8.0	55.4	9.4
251 Training	99.5	1.0	0.0	1.0	1.0
252 Production Control	-	-	-	-	-
253 Munitions Maint	3489.8	73.5	21.1	52.4	1.5
254 Munition Service	16077.2	1369.2	510.0	859.2	5.3
255 Re-Entry Veh Maint Sup	4384.9	8.9	23.8	-14.9	NEG
256 Accountable Supply	1262.8	117.3	29.3	88.0	7.0
AEMS TOTAL	74512	3869	2531	1338	1.8
260 Command	4036.1	322.2	40.0	282.2	7.0
261 Analysis	928.0	-	-	-	-
262 Production Control	761.5	-	-	-	-
263 A/C system Branch	49287.2	3001.3	1910.8	1090.5	2.2
264 GAM system Branch	15909.3	512.8	565.0	-52.2	NEG
269 PMEL	3590.0	33.0	16.0	17.0	0.5

CONTINUED ON FOLLOWING PAGE

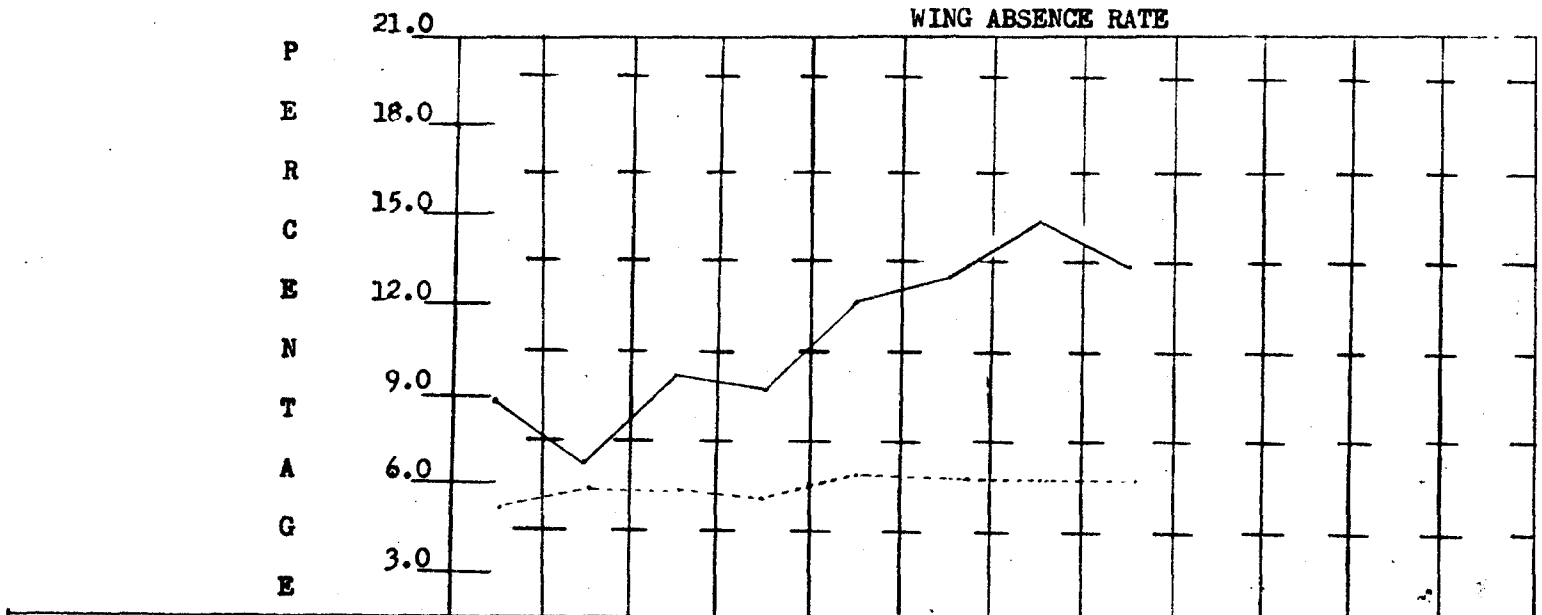
The Wing continues to have a respectable net overtime rate. We are [illegible] than last month but still 2.3% below the maximum of 5.0%. OMS has the highest overtime rate with a 4.3%, next come MMS with a 4.0%. While these two Squadrons are the highest, they have a common problem in their alert branch (OMS) and standby team (MMS). The only thing you people can do in this area is to make sure everything you put into the system is correct and then give as much comp. time (code 40) as possible. FMS and AMS are both below 2.0% and are looking good. You will find two entries that are marked negative. We would like to remind you people that you can only give comp. time for the number of hours spent on overtime any time off given over this is excused from duty (code 41).

PERCENT PRODUCTION OF AVAILABLE 01 AND 01.1 MANHOURS
AUGUST 62

	AVAILABLE M/H	TOTAL PRODUCTION	% PRODUCTION OF AVAILABLE M/H
WING TOTAL	149,930.7	130,164.3	86.8
OMS TOTAL	60,243.6	51,663.2	85.8
211 Maint. Supv.	4.5	0.0	0.0
212 Bomber Maint "A"	8234.7	4515.9	55.5
213 Bomber Maint "B"	7277.8	5800.1	79.7
214 Bomber Maint "C"	6354.7	6786.0	106.8
215 Tanker Maint	9819.8	6816.6	69.4
216 Insp Br Supv.	12,517.5	12,316.1	98.4
218 Aircraft Sup	16,116.6	15,390.5	95.5
219 Alert	18.0	36.0	200.0
FMS TOTAL	53,935.9	49,996.4	92.7
242 Propulsion Br.	16,463.0	14,777.2	89.8
243 Aero Repair Br.	14,106.2	12,739.9	90.3
244 Accessories Br.	11,554.2	10,760.2	93.1
245 Fabrication Br.	11,812.5	11,711.1	99.1
MMS TOTAL	6,268.2	3,825.7	61.0
253 Munitions Maint	786.4	666.4	84.7
254 Munitions Ser.	4,343.4	3,159.3	72.7
255 Re-entry Maint Sup	1,139.4		0.0
AMS TOTAL	29,883.0	24,678.8	83.7
263 Aeft System Br	22,508.3	18,682.9	83.0
264 GAM Sys. Br.	5,268.7	4,430.4	84.1
269 PMEL	1,706.0	1,565.5	91.8

Continued on next page

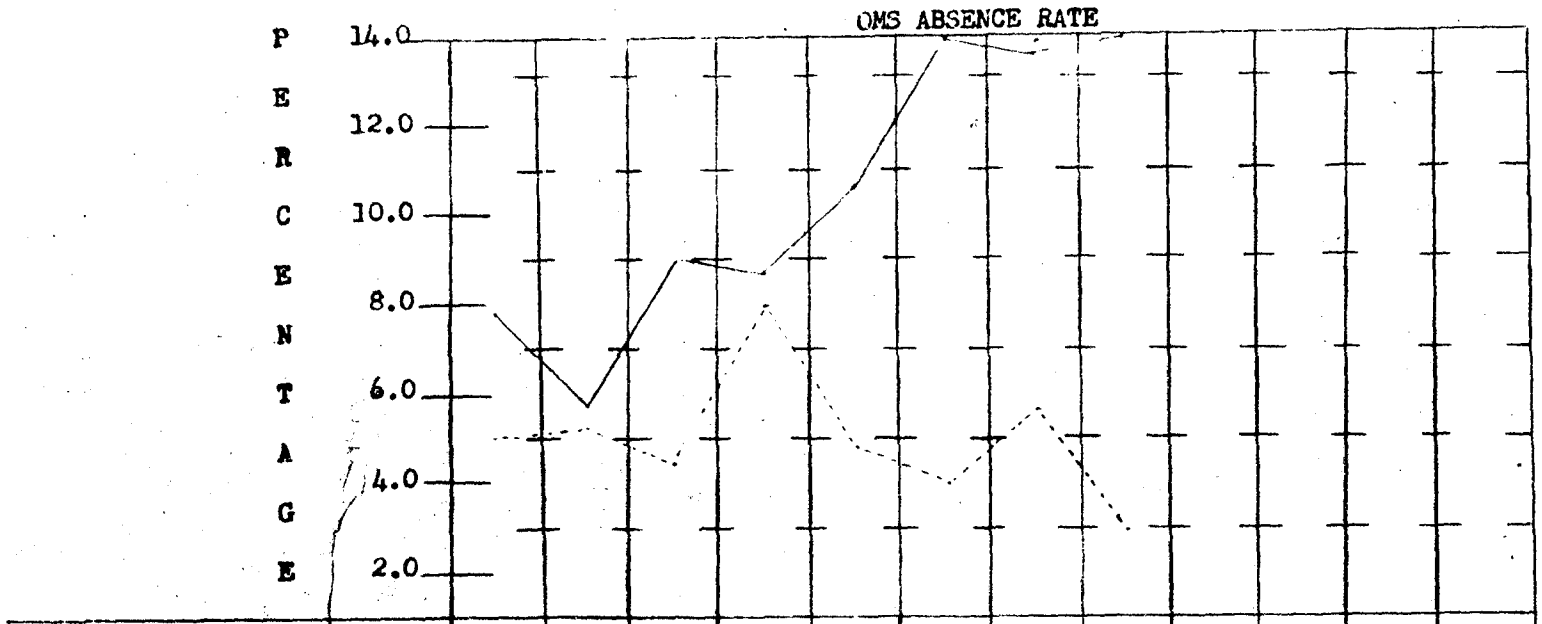
The statistics protrayed on the previous page are suppose to show how the Wing branches are standing Production Effectiveness wise. These figures when compared to last months figures show a marked improvement last month the percentages ran from 38.7% (GAM) to 290.9% (Maint. Supervision OMS) from these figures it would appear everyone was having their troubles. FMS has the best percentage for August with a 92.7%, MMS has the lowest with a 61.0%, A&E has the most improved with an 83.7%, and last but not to be forgotten our Black Hatters, OMS they have the largest range and most messed up mixtures with their 85.8%.



MONTHS	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT		
TOT. ASGD M/HRS	314203	315954	370166	356617	334540	305723	312914	322476				
DUTY ABS - - - - -	18206	18317	21274	18880	21174	19386	17306	17999				
NON DUTY ABS ———	3102	22323	34124	32605	39569	40933	45723	43027				

SOURCE: ETA REPT #3
DATE: JAN THRU AUG

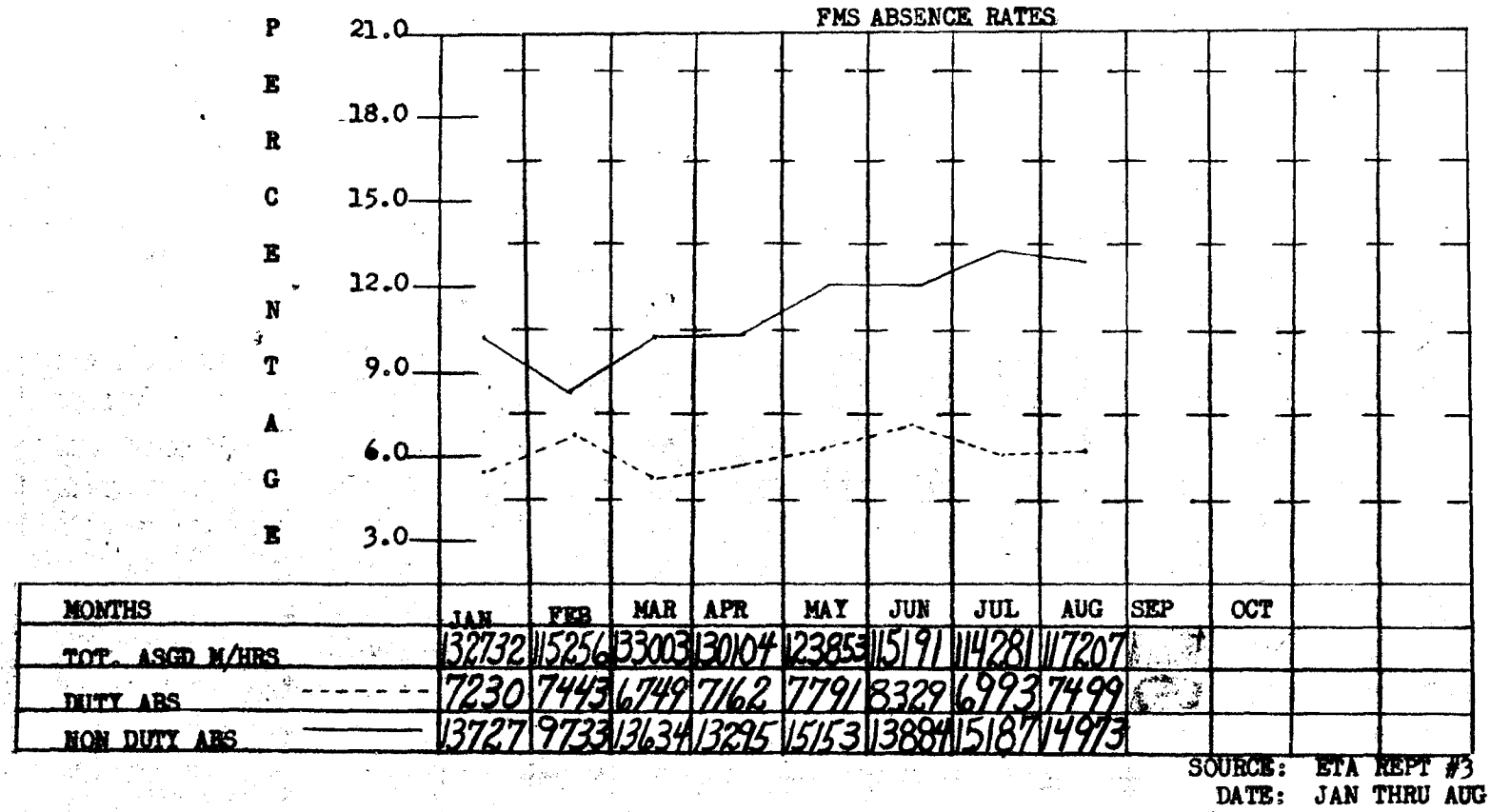
The Wing has started a downward trend in Non Duty Absence Codes (40-46). We dropped 1.3% from last month. We hope this downward trend will stop so we can get back up to the desired average of 15%. The decrease can be primarily accredited to MMS who had a drop of 7.6% which is the largest drop in the Wing. In Duty Absence Codes (30-36) we are continuing to remain steady. We have had no appreciable gains or losses since May. Perhaps next month will show the start of an upward trend.



MONTHS	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT
TOT. ASGD M/HRS	[illegible]	[illegible]	[illegible]	110536	115333	102722	101463	110712		
DUTY ABS	5397	4966	4924	8674	5368	3871	3619	3379		
NON DUTY ABS	8430	5706	10239	9588	12373	14692	13568	16123		

SOURCE: ETA REPT #3
DATE: JAN THRU AUG

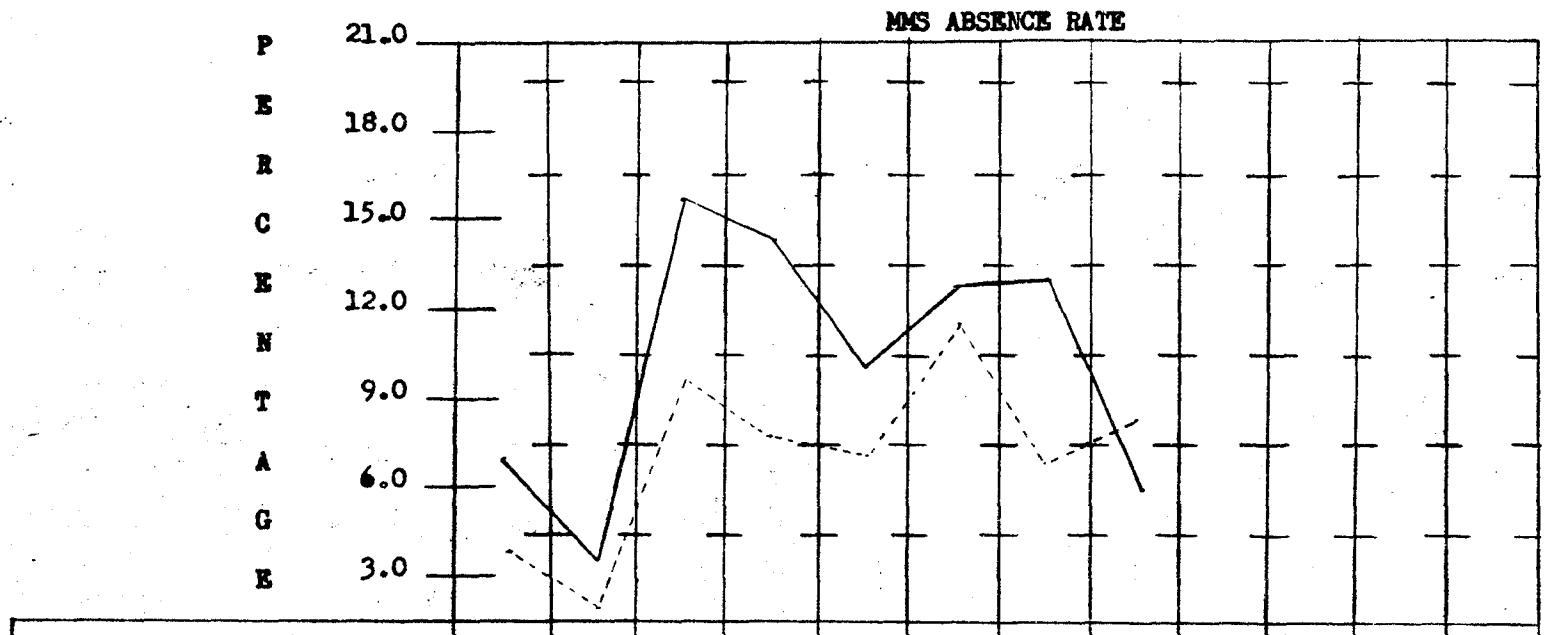
In OMS Duty Absence Codes (30-36) had a drop of 2.8% exactly half of what you had last month (5.6%). You now have 2.8%, a new low. This is also the lowest in the wing. The chart clearly depicts (excluding the rise in July) you have been continuing on your downward trend since April. We assumed you realized your problem in July, when you had the upward trend, but it is evident you have not, as your downward trend continues. For example you had 602 men assigned. In Labor Distribution Code 30 (Military Training) which is parades and commanders call, etc you expended only 259 manhours. If only half of the total men assigned stood the parade you should have had a minimum of 1,204 manhours expended in labor Distribution code 30. What happened to the other 945 manhours? With figures like these it is time to find out why the manhours are not being documented. If we of the Analysis Section can be of any assistance come and see us we are here to help you. Non Duty Absence Codes (40-46) have started what appears to be an upward trend. You have gained 0.2%. Although this does not seem like a great gain it is a start in the right direction. Let us hope this upward trend continues so you can attain the desired average of 15%.



MONTHS	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT		
TOT. ASGD M/HRS	32732	15256	33003	30104	23853	15191	14281	17207				
DUTY ABS -------	7230	7443	6749	7162	7791	8329	6993	7499				
NON DUTY ABS ———	13727	9733	13634	13295	15153	13884	15187	14973				

SOURCE: ETA REPT #3
DATE: JAN THRU AUG

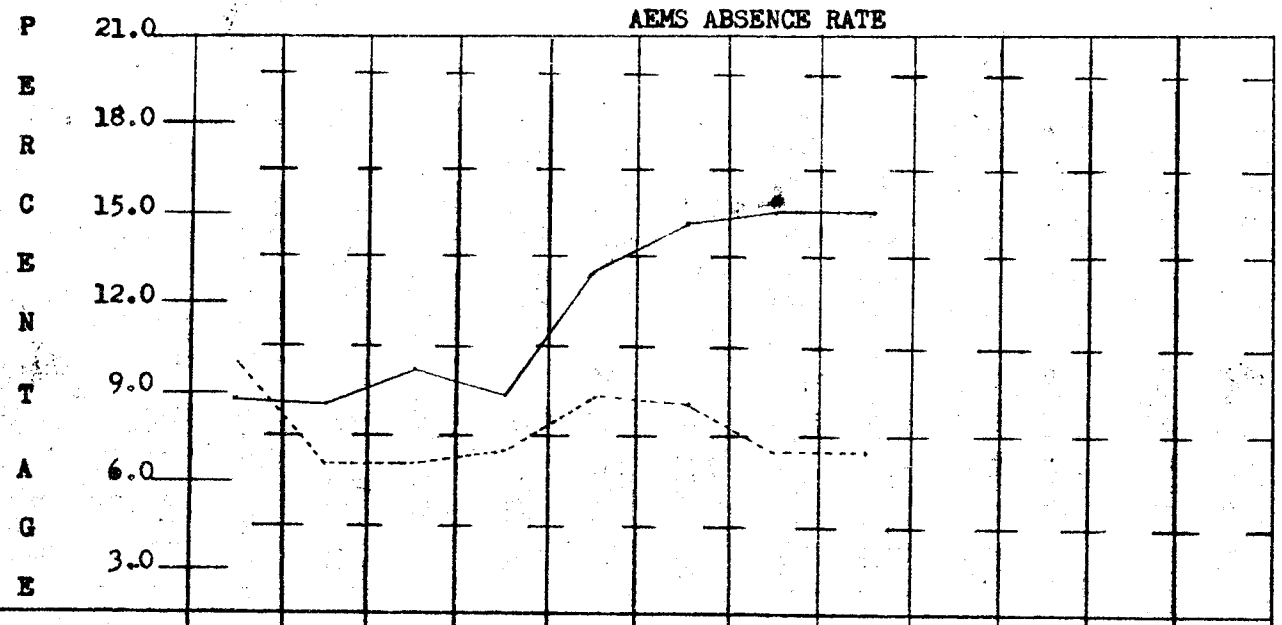
In FMS an error of 30,664 assigned manhours went completely unnoticed in last months maintenance summary. This indicates that "You are not reading our Monthly Maintenance Summary". The Monthly Maintenance Summary is for you, to help you to realize and solve your problem area's. It is of little value if the people for which it is prepared do not read it. The time spent extracting data, preparing narratives, and plotting charts are all wasted if you do not read the information contained therein. For the benefit of everyone concerned the chart depicts a 0.5% decrease in Non Duty Absence Codes (40-46). You are now 2.2% away from the desired average of 15.0%. In Duty Absence Codes (30-36) you have a 6.4% which is a 3.6% away from the desired average of 10.0%. Perhaps next month will show an increase.



MONTHS	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	OCT			
TOT ASGD M/HRS	24368	21200	24672	23544	22954	21086	21630	23474				
DUTY ABS -------	776	510	2528	1995	1782	2449	1555	2032				
NON DUTY ABS ———	1723	1203	3840	3431	2361	2766	2884	1415				

SOURCE: ETA REPT #3
DATE: JAN THRU AUG

MMS shows an improvement in Duty Absence Codes (30-36). You gained 0.9% over last month , you have started a good trend with careful watch it is quite possible you will attain the desired level of 10% which is only 1.9% away. "Good Luck". While your Duty Absence Codes (30-36) are increasing, you had a drastic decrease in Non Duty Absence Codes (40-46). You dropped from a respectable 13.3% to a low of 5.7% which is the lowest in the wing. All this with an increase of 1,844 Assigned Manhours over last month. This decrease could be attributed to the end of the vacation season. With the children going back to school requests for leave lessen. This area should be checked now, so you will not have an excessive amount during the deer season.



MONTHS	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT		
TOT ASGD M/HRS	76705	68788	83504	74241	72400	66724	75540	71083				
30-36 DUTY ABS ------	7510	4271	5277	5257	6233	5187	5143	5089				
40-46 NON DUTY ABS ———	6733	5249	8057	6411	9682	9591	11231	10517				

SOURCE: ETA REPT #3
DATE: JAN THRU AUG

AEMS is continuing to maintain the best in the Wing in Non Duty Absence Codes (40-46). They dropped 0.1% from last month which is good considering they had a loss of 4,457 assigned manhours. Keep up the good work AEMS and again CONGRATULATIONS. While your Non Duty Absence Codes (30-36) have increased slightly, perhaps with careful watch you can bring it up to the desired average of 10%.

MAINTENANCE PRODUCTION	ORGANIZATION	REPORTING PERIOD
	Strategic Aerospace Div	1-31 Aug 1962

1. SORTIE PRODUCTION

	JUN	JUL	AUG
BOMBER (B-52E)			
ACFT POSSESSED	38.73	40.90	40.60
ACFT AVAILABLE	29.76	33.09	33.13
SORTIES FLOWN	224	237	242
TANKER (KC-135A)			
ACFT POSSESSED	20.23	20.25	20.19
ACFT AVAILABLE	20.19	20.20	20.10
SORTIES FLOWN	162	199	201

2. SORTIES PER AVAIL ACFT

BOMBER	7.53	7.16	7.31
TANKER	8.02	9.85	10.00

3. DOWN TIME BETWEEN SORTIES (AVG)

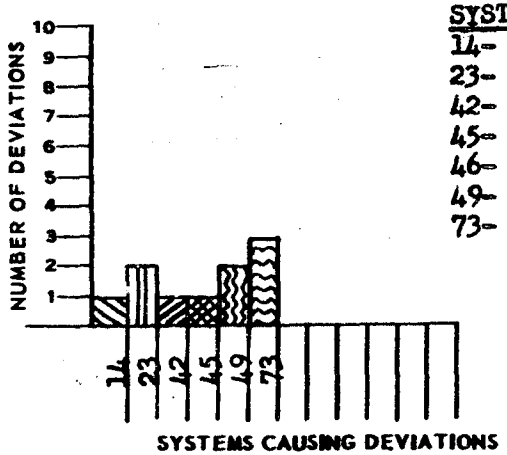
BOMBER	2.79	2.93	3.15
TANKER	2.62	2.13	2.30

SCHEDULING EFFECTIVENESS	ORGANIZATION	REPORTING PERIOD
	6th Strat Aerospace Wing	1-31 Aug 62

BOMBER (B52E)	JUN	JUL	AUG
SORTIES SCHED. (1-4)	192	226	238
LATE TAKE OFF RATE	1.56	1.76	0.08
CANCELLATION RATE	0.52	0.00	0.00

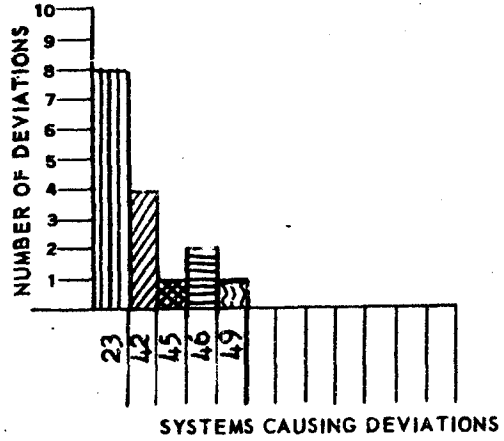
TANKER (KC135A)	JUN	JUL	AUG
SORTIES SCHED. (1-4)	158	168	175
LATE TAKE OFF RATE	3.16	2.97	0.02
CANCELLATION RATE	0.36	0.00	0.01

BOMBER



SYSTEM
14- Flt controls
23- Jet engines
42- Elect Pwr sup
45- Hyd/Pneu pwr sup
46- Fuel systems
49- Misc. Utilities
73- B/N systems

TANKER



01 MANHOURS PER SORTIE	ORGANIZATION: 6th Strategic Aerospace Wing	REPORTING PERIOD: 1-31 Aug 1962

1. BOMBER

	JUN	JUL	AUG
WING	325.1	299.3	313.5
OMS	138.2	116.1	140.2
AEMS	60.1	61.3	65.1
FMS	13.7	109.5	97.7
MMS	13.0	11.7	10.5

2. TANKER

WING	115.7	97.1	119.4
OMS	74.8	58.9	64.2
AEMS	12.0	9.3	12.5
FMS	28.8	28.9	42.7
MMS	0.1		

3. REMARKS

62-400

DISCREPANCIES PER SORTIE (When Discovered)	ORGANIZATION	REPORTING PERIOD
	6th Strat Aerospace Wing	1-31 Aug 62

1. BOMBER (B52E)

		JUNE	JULY	AUGUST
WING	A-E	12.3	12.2	14.1
	OTHER	17.7	17.3	16.0
	TOTAL	30.0	29.5	30.1
PMS	A-E	4.1	3.6	4.0
	OTHER	12.5	13.2	11.8
	TOTAL	16.6	16.8	15.8
AES	A-E	8.2	8.6	10.1
	OTHER	5.2	4.1	4.2
	TOTAL	13.4	12.7	14.3

2. TANKER (KC135A)

WING	A-E	3.9	3.7	3.9
	OTHER	3.6	4.0	5.0
	TOTAL	7.5	7.7	8.9
PMS	A-E	1.6	1.7	1.8
	OTHER	3.2	3.5	4.7
	TOTAL	4.8	5.2	6.5
AES	A-E	2.3	2.0	2.1
	OTHER	0.4	.5	.3
	TOTAL	2.7	2.5	2.4

*When discovered codes A-E * Aircrew discovered*

Other = All non aircrew codes

MANPOWER DISTRIBUTION (Expended vs Assigned)
(Wing, OMS, or FMS)

ORGANIZATION: 6th Strat[illegible] Aerospace Wing

REPORTING PERIOD: 1-31 Aug 62

		JUNE		JULY		AUGUST	
		ASGD	EXPD	ASGD	EXPD	ASGD	EXPD
WING TOTAL	Total	305723	3159[illegible]	3[illegible]	322955	322476	330027
	01	80.5	[illegible]	79.2	42.6	82.8	45.5
	01.1				0.7		0.5
	02		[illegible]		4.5		4.5
	03 and 16	12.6	11.7	13.4	12.2	11.1	11.8
	05		6.6		6.2		6.3
	04, 06–15, 17, 18	6.9	16.6	7.4	13.6	6.1	12.3
	20–24		0.6		0.6		0.6
	30–36		6.1		5.4		5.5
	40–46		13.0		14.2		13.0
OMS	Total	102722	110427	101463	110295	110712	118791
	01	83.7	43.2	84.1	45.2	84.8	50.9
	01.1						
	02		12.3		11.0		9.7
	03 and 16	12.0	10.3	11.5	8.9	11.1	10.8
	05		3.4		3.2		2.1
	04, 06–15, 17, 18	4.3	12.5	4.4	13.2	4.1	9.6
	20–24		0.5		0.3		0.5
	30–36		3.6		3.3		2.8
	40–46		13.2		14.9		13.6
FMS	Total	115191	115033	117265	114345	117207	111866
	01	75.9	43.8	72.9	45.7	77.9	48.2
	01.1						
	02		0.7		0.8		1.2
	03 and 16	13.9	11.8	15.7	16.1	12.9	12.7
	05		5.2		4.1		4.9
	04, 06–15, 17, 18	11.2	18.8	11.4	13.2	9.9	12.1
	20–24		0.4		0.7		0.7
	30–36		7.2		6.1		6.7
	40–46		12.1		13.3		13.4

USAF FORM MAR 62 402 FC: 4410

62-379

MANPOWER DISTRIBUTION (Expanded vs Assigned)
(AEMS, MMS, or PMEL)

ORGANIZATION

REPORTING PERIOD
31 August 02

		JUNE				AUGUST	
		ASGD	EXPD	ASGD	EXPD	ASGD	EXPD
AEMS (Excl PMEL)	Total	[illegible]	63260	[illegible]	72289	72587	70827
	01	86.1	36.7	81.9	42.6	90.6	39.3
	01.1						
	02		2.3		2.1		[illegible]
	03 and 16	12.6	12.6	[illegible]	11.8	8.3	[illegible]
	05		13.3		12.3		[illegible]
	04, 06–15, 17, 18	1.3	11.0	1.3	9.2	1.1	[illegible]
	20–24		.8		0.2		[illegible]
	30–36		3.2		6.8		[illegible]
	40–46		12.6		11.5		[illegible]
MMS	Total	21086	26272	18462	22576	[illegible]	[illegible]
	01	71.1	18.2	82.5	35.5	78.1	29.0
	01.1		.5		10.2		7.0
	02		.9		0.2		[illegible]
	03 and 16	15.2	20.3	16.9	11.2	21.[illegible]	[illegible]
	05		10.8		[illegible]		[illegible]
	04, 06–15, 17, 18	13.7	36.0	2.5	29.1	9.2	[illegible]
	20–24		1.6		1.1		[illegible]
	30–36		[illegible]		[illegible]		[illegible]
	40–46		11.4		12.[illegible]		[illegible]
PMEL	Total	3376	3019	[illegible]	[illegible]	[illegible]	[illegible]
	01.1	78.6	43.9	29.9	[illegible]	[illegible]	[illegible]
	01.1						
	03						
	03 and 16	5.3	[illegible]	7.4	32.4	[illegible]	[illegible]
	05		5.4		1.1		8.3
	04, 06–15, 17, 18	16.1	23.3	12.7	[illegible]	[illegible]	[illegible]
	20–24						
	30–36		.6		4.8		[illegible]
	40–46		12.8		[illegible]		6.8

GROSS OVERTIME (Aircraft)

ORGANIZATION: 6[illegible] Strat Aeros[illegible]

REPORTING PERIOD: 1-31 Aug 62

		JUNE		[illegible]		AUGUST	
		HOURS	PERCENT	HOU[illegible]	[illegible]	HOURS	PERCENT
WING	01	14508	11.4	[illegible]	[illegible]	12[illegible]	8.1
	01.1	69	45.3	[illegible]	[illegible]	1087	58.8
	03 and 16	1151	3.1	[illegible]	[illegible]	781	2.0
	Other	3749	2.5	[illegible]	2.1	3798	2.6
	Total Overtime	19477	6.2	[illegible]	6.4	17357	5.3
OMS	01	7948	16.6	7[illegible]	15.9	6762	11.2
	01.1						
	03 and 16	185	1.5	2[illegible]	[illegible]	195	1.5
	Other	1840	3.7	1[illegible]	3.1	1[illegible]	3.8
	Total Overtime	9974	9.0	9738	[illegible]	8933	7.3
FMS	01	3623	7.2	2796	5.3	2[illegible]	4.7
	01.1	24	100.0				
	03 and 16	535	4.0	398	2.2	307	2.2
	Other	783	1.5	731	1.7	854	1.7
	Total Overtime	4965	4.3	3924	3.4	3681	3.1
AE (less PME)	01	2119	9.6	2697	8.9	2573	9.2
	01.1						
	03 and 16	378	4.7	308	3.6	258	2.9
	Other	721	2.3	792	2.4	1050	3.1
	Total Overtime	3318	5.3	3797	5.3	3881	5.5
MMS	01	685	[illegible]	688	[illegible]	355	5.7
	01.1	45	[illegible]	[illegible]	[illegible]	1037	59.1
	03 and 16	33	[illegible]	56	[illegible]	22	0.7
	Other	390	[illegible]	190	[illegible]	217	1.4
	Total Overtime	1152	[illegible]	2199	9.7	1630	6.3
PAEL	01	53	[illegible]	60	3.8	33	1.9
	01.1	20	4.7				
	Other	16	1.3	8	0.4		
	Total Overtime	69	2.3	67	1.7	33	0.9

SUPPORT EQUIPMENT STATUS (Average Status)	ORGANIZATION	REPORTING PERIOD
	SEE FN	Jun, Jul, Aug

		JUN	JUL	AUG
1.	Flood Light Stands, NF-1&2			
	ASSIGNED	[illegible].0	[illegible].0	20.0
	IN COMMISSION	[illegible].3	[illegible]	20.0
	OUT OF COMMISSION, PARTS	[illegible]	[illegible]	0.0
	MAINTENANCE	[illegible]	0.4	0.0
2.	Generator Set, B-11			
	ASSIGNED	3.0	1.0	1.0
	IN COMMISSION	2.0	0.0	0.0
	OUT OF COMMISSION, PARTS	0.4	1.0	0.0
	MAINTENANCE	0.6	0.0	1.0
3.	Heaters H-1, BT-400			
	ASSIGNED	102.0	102.0	102.0
	IN COMMISSION	101.5	102.0	102.0
	OUT OF COMMISSION, PARTS	0.1	0.0	0.0
	MAINTENANCE	0.4	0.0	0.0
4.	Hyd Test Stands, MJ-1			
	ASSIGNED	3.0	4.0	4.0
	IN COMMISSION	1.7	1.2	1.9
	OUT OF COMMISSION, PARTS	0.3	1.0	0.4
	MAINTENANCE	1.0	1.8	1.7
5.	De-Icing Unit, MB-3			
	ASSIGNED	2.0	2.0	2.0
	IN COMMISSION	2.0	1.3	1.0
	OUT OF COMMISSION, PARTS	0.0	0.6	0.1
	MAINTENANCE	0.0	0.1	0.9

SUPPORT EQUIPMENT STATUS (Average Status)	ORGANIZATION 6TH [illegible]	REPORTING PERIOD Jun, Jul, Aug

		JUN	JUL	AUG
1.	Cabin Press, tester, CPT-6			
	ASSIGNED	2.0	2.0	2.0
	IN COMMISSION	2.0	2.0	2.0
	OUT OF COMMISSION, PARTS	0.0	0.0	0.0
	MAINTENANCE	0.0	0.0	0.0
2.	Load Banks, Test Sets			
	ASSIGNED	4.0	4.0	4.0
	IN COMMISSION	3.0	3.0	3.0
	OUT OF COMMISSION, PARTS	0.0	0.2	0.0
	MAINTENANCE	1.0	0.8	1.0
3.	Steam Cleaner, B-2C			
	ASSIGNED	1.0	1.0	1.0
	IN COMMISSION	0.0	0.0	0.0
	OUT OF COMMISSION, PARTS	1.0	1.0	.3
	MAINTENANCE	0.0	0.0	.7
4.	Generator Set, PU-286			
	ASSIGNED	8.0	8.0	8.0
	IN COMMISSION	8.0	8.0	8.0
	OUT OF COMMISSION, PARTS	0.0	0.0	0.0
	MAINTENANCE	0.0	0.0	0.0
5.	Air Compressor, MB-8			
	ASSIGNED	5.0	5.0	5.0
	IN COMMISSION	5.0	5.0	5.0
	OUT OF COMMISSION, PARTS	0.0	0.0	0.0
	MAINTENANCE	0.0	0.0	0.0

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SUPPORT EQUIPMENT STATUS (Average Status)	ORGANIZATION	REPORTING PERIOD
	6TH [illegible]	Jun, Jul, Aug

		JUN	JUL	AUG
1.	Generator Set, MD-3			
	ASSIGNED	62.0	62.0	61.0
	IN COMMISSION	[illegible]	[illegible]	54.7
	OUT OF COMMISSION, PARTS	3.0	3.8	5.0
	MAINTENANCE	[illegible].4	1.7	1.3
2.	Air Conditioner, MA-3			
	ASSIGNED	40.0	38.0	40.0
	IN COMMISSION	32.7	[illegible].2	30.7
	OUT OF COMMISSION, PARTS	5.7	5.6	3.7
	MAINTENANCE	1.6	3.2	5.6
3.	Gas Turbine Comp, MA-1A			
	ASSIGNED	44.0	44.0	44.0
	IN COMMISSION	40.0	39.0	38.3
	OUT OF COMMISSION, PARTS	3.7	4.7	5.3
	MAINTENANCE	0.3	0.3	0.4
4.	Air Compressor, MC-1A			
	ASSIGNED	16.0	16.0	16.0
	IN COMMISSION	14.8	14.7	13.3
	OUT OF COMMISSION, PARTS	1.0	1.1	1.6
	MAINTENANCE	0.2	0.2	1.1
5.	Air Compressor, MC-2A			
	ASSIGNED	11.0	11.0	11.0
	IN COMMISSION	10.5	10.5	9.1
	OUT OF COMMISSION, PARTS	0.3	0.1	1.7
	MAINTENANCE	0.2	0.4	0.2

SUPPORT EQUIPMENT STATUS (Average Status)	ORGANIZATION	REPORTING PERIOD
	6TH FL.	Jun, Jul, Aug

		JUN	JUL	AUG
1.	Blower A-1			
	ASSIGNED	13.0	13.0	13.0
	IN COMMISSION	13.0	13.0	13.0
	OUT OF COMMISSION, PARTS	0.0	0.0	0.0
	MAINTENANCE	0.0	0.0	0.0
2.	Air Conditioner, MA-8			
	ASSIGNED	2.0	2.0	2.0
	IN COMMISSION	2.0	2.0	2.0
	OUT OF COMMISSION, PARTS	0.0	0.0	0.0
	MAINTENANCE	0.0	0.0	0.0
3.	Generator Set, B-10B			
	ASSIGNED	3.0	3.0	4.0
	IN COMMISSION	3.0	3.0	3.1
	OUT OF COMMISSION, PARTS	0.0	0.0	.9
	MAINTENANCE	0.0	0.0	0.0
4.	Air Compressor, AC-315			
	ASSIGNED			
	IN COMMISSION			
	OUT OF COMMISSION, PARTS			
	MAINTENANCE			
5.	_____			
	ASSIGNED			
	IN COMMISSION			
	OUT OF COMMISSION, PARTS			
	MAINTENANCE			

SHOP PRODUCTION DATA (Aircraft)	ORGANIZATION	REPORTING PERIOD
	6th Strat Aerospace Wing	1-31 Aug 62

		JUN	JULY	AUG
1. Processed	WING	4253	4432	4434
	FMS	2379	2395	2380
	AES	1639	1779	1767
	MMS			
	PMEL	235	258	287
2. Repaired	WING	77.6	73.8	69.9
	FMS	75.0	69.6	80.6
	AES	78.5	76.5	61.4
	MMS			
	PMEL	97.4	97.3	97.9
3. BCOK	WING	6.6	6.8	6.6
	FMS	0.6	1.1	0.7
	AES	16.3	15.3	15.5
	MMS			
	PMEL	N/A	N/A	N/A
4. NRTS	WING	18.3	21.9	15.6
	FMS	20.0	29.6	13.4
	AES	15.5	20.1	21.6
	MMS			
	PMEL		1.6	2.1
5. AWP	WING	5.0	4.2	2.4
	FMS	2.9	1.5	.8
	AES	9.3	9.0	5.5
	MMS			
	PMEL			

SHOP PRODUCTION DATA (Aircraft)	ORGANIZATION	REPORTING PERIOD
	6th Strat Aerospace Wing	1-31 Aug 62

		JUN	JUL	AUG
6. Condemned	WING	3.7	0.9	2.9
	FMS	5.2	5.4	4.4
	AES	1.3	1.5	1.3
	MMS			
	PMEL	1.7	1.2	
7.	WING	11/2.5	9/2.0	
	FMS	3/0.7	0/0	
	AES	8/1.8	9/2.0	
	MMS			
	PMEL			
8.	WING			
	FMS			
	AES			
	MMS			
	PMEL			
9.	WING			
	FMS			
	AES			
	MMS			
	PMEL			
10.	WING			
	FMS			
	AES			
	MMS			
	PMEL			

SHOP REPAIR DATA		ORGANIZATION: 6th Strategic Aerospace Wing													REPORTING PERIOD: 1-31 Aug 1962			
ARMAMENT-ELECTRONICS		A	B	C	E	F	G	J	L	W	X	1	2	3	4	5	6	7
CODE	WORK CENTER	ITEMS PROCESSED BY ACTION TAKEN CODE (MDC Report Number 8)																
26310	Radio	44	34		4	150				19	25	13	1		5	16		
26320	Electronics-Navigation Equip		62	30	2	154			5	18	55	2	9		12			
26330	ECM	133	30	34	5	15			90	24	177	21			7			
26340	Bomb/Nav	18	88	2	8	63			11	4	124		130		7			
26350	Auto Pilot/ Flight Control	40	50			1		1	9	8	113	16	80		1			
26360	Photographic	14							1		5							
26370	Fire Control	64	6	3		5	1		19	9	62	8			4			
26380	Release/Weapons	118	4								1	2						
ARMAMENT-ELECT TOTAL (Less PMEL and GAMS)		431	274	69	19	388	1	1	135	82	562	62	220		36	16		
26900	PMEL					85		153	43		4		6					
GAM MAINTENANCE		8	19	13		2	15	5	1	5	27	20						
ARMAMENT-ELECTRONICS GRAND TOTAL		439	293	82	19	475	16	159	179	87	593	82	226		36	16		

SHOP REPAIR DATA		ORGANIZATION: 6 Strategic Aerospace Wing																
REPORTING PERIOD: 1-31 Aug 1962																		
FIELD MAINTENANCE		A	B	C	E	F	G	J	L	W	X	1	2	3	4	5	6	7
CODE	WORK CENTER	ITEMS PROCESSED BY ACTION TAKEN CODE (MDC Report Number 8)																
24210	Jet Engine	81	4		15				1		3	24	43		1			
24220	Reciprocating Eng																	
24230	Propeller																	
PROPULSION TOTAL		81	4		15				1		3	24	43		1			
24310	Repair and Reclamation			3	4	496	48			3		1	2		1			
24320	Fuel System		1									1	6					
24330	Aerospace Ground Equipment																	
AERO-REPAIR TOTAL			1	3	4	496	48			3		2	8		1			
24420	Pneudraulic			1									1					
24430	Inflight Refueling	3				1	2											
24440	Electric	52	4	9	59	1004			1	9	61	74	56		1			
24450	Instrument	17	8	42	25	68	10	139	15	7	152	54	38					
ACCESSORIES TOTAL		72	12	52	84	1073	12	139	16	16	213	128	95		1			
FIELD MAINT TOTAL		153	17	55	103	1569	60	139	17	19	216	154	146		3			

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SUPPLY	ORGANIZATION	REPORTING PERIOD
	6th Strategic Aerospace Wing	1-31 Aug 1962

	JUN	JUL	AUG
1. FILL/CONFIRM TRANSACTIONS	462	63	2012
2. ACTIVITY TRANSACTIONS			
CODE 2	1785	2539	3119
CODE 5	1321	1225	1299
CODE 6	6286	2902	4801
OTHER	1915	1645	2050
3. DELIVERY TIMES			
PRIORITY 1 & 2	15 MIN	11 MIN	14 MIN
PRIORITY 3	30 MIN	28 MIN	30 MIN
4. SUPPLY EFFECTIVENESS			
EXPEDITER	69.3	80.4	78.8
PRE-ISSUE	96.6	96.9	98.8
BENCH STOCK	99.0	90.1	92.4

CANNIBALIZATION (Aircraft)	ORGANIZATION	REPORTING PERIOD
	6th Strat Aerospace Wing	1-31 Aug 62

1. TOTAL CANNIBALIZATIONS PER MONTH

	JUN	JUL	AUG
BOMBER	8	12	9
TANKER	0	6	5

2. CANNIBALIZATION RECAP

MONTH	ITEM	NOUN	CODE	QUANTITY	ACFT
AUGUST	6610 5365 316	COMPUTOR	3C	3	B52E
	6925 5493 844	CIRCUIT BREAKER	3B	1	B52E
	1280 5863 499	COMPUTOR	3B	1	B52E
	1560 3262 181FC	FITTING	1A	2	B52E
	5355 3689 484	HANDWHEEL	1A	1	B52E
	1280 8978 468	WAVEGUIDE	3B	1	B52E
AUGUST	16306500768	DETECTOR	31	1	KC135A
	53068220132	BOLT	1A	1	KC135A
	66205269451	GUAGE	3C	1	KC135A
	58416805934	COMPUTOR	2F	1	KC135A
	66156244321	CONTROLLER	2E	1	KC135A

TRAINING (CTSP & TDY)	ORGANIZATION	REPORTING PERIOD
	6th Strat Aerospace Wing	1-31 Aug 62

Training CTSP

	JUN	JUL	AUG
CTSP HOURS UTILIZED IN TRAINING	159	130	210
STUDENT HOURS EXPENDED IN TRAINING	908	726	1480

TRAINING PROVIDED:

COURSE TITLE	DURATION	AVG STUDENT LOAD	HRS COMPLETED	#GRADUATED
(PMEL) FREQ MEASURING STANDARDS	40 HRS		200	5
(ECM) APS-54	2 HRS		18	9
(GAM) GUIDANCE UNDER WING CHECK	8 HRS		32	4
(GAM) C2-2A CONSOLE MAINT	12 HRS		48	4
(GAM) BASIC GUIDANCE MECH	20 HRS		140	7
(GAM) CONTROL SYS MECH	22 HRS		132	6
(GAM) SEPERATION SYS PROCEDURE	2 HRS		16	8
(GAM) SIMULATED FLT CHECKOUT	6 HRS		30	5
(F/C) 5 LEVEL TNG JTS 323506	16 HRS		32	2
(GAM) FLIGHT CREW GUIDANCE TNG. (OPS)	6 HRS		84	14
(GAM) INFLIGH CREW TNG (NAV) (OPS)	16 HRS		48	3

Training TDY

STUDENT HOURS EXPENDED IN TRAINING	2,772	2,488	2,616

COURSE TITLE	DURATION	AVG STUDENT LOAD	HRS COMPLETED	#GRADUATED
AZR 30151-2 ACFT ELECT NAV EQUIP REPM	240 HRS	0.3	48	1
ALR 32470 PRECISION MEASURING EQUIP	1120 HRS	2.0	368	
AAR 42270 ACFT INST REPM	560	2.0	368	
ATS 42251-25 MA-10 STARTER REPM	120	0.6	104	
AMF 42373-401 MD-1 ASTRO COMPASS TESTEQUIP	260	1.4	264	1
AAR 42373 MD-1 TEST EQUIP	640	1.0	184	
AAR 42470 ACFT FUEL SYS TECH	360	1.0	184	
ATS 43151-1 CORROSION CONTROL	80	0.4	80	1
AAR 43171E ACFT MAINT TECH (JET)	640	2.6	480	2
AAR 43270 JET ENG TECH	640	1.8	328	
ALR 43430 MAINT ANALYSIS	320	0.1	24	
ATS 53450-10 BONDED HONEY COMB	160	1.0	184	1

TRAINING (CTSP & TDY)	ORGANIZATION	REPORTING PERIOD
	6th Strat Aerospace Wing	1-31 Aug 62

Training CTSP

	JUN	JUL	AUG
CTSP HOURS UTILIZED IN TRAINING	159	130	210
STUDENT HOURS EXPENDED IN TRAINING	908	726	1480

TRAINING PROVIDED:

COURSE TITLE	DURATION	AVG STUDENT LOAD	HRS COMPLETED	#GRADUATED
(GAM) INFLIGHT MAINT (BOMB NAV) (OPS)	20 HRS		180	9
(GAM) INFLIGHT MAINT (OPS)	40 HRS		520	13

Training TDY

STUDENT HOURS EXPENDED IN TRAINING			

COURSE TITLE	DURATION	AVG STUDENT LOAD	HRS COMPLETED	#GRADUATED

TRAINING RESULTS (MPT & SKT)	ORGANIZATION	REPORTING PERIOD
	6th Strat Aerospace Wing	1-31 Aug 62

TRAINING — MPT Results

AFSC	JUN # TESTED	JUN # PASSED	JUN %PASSED	JUL # TESTED	JUL # PASSED	JUL %PASSED	AUG # TESTED	AUG # PASSED	AUG %PASSED
301X0	1	1	100	-	-	-	-	-	-
301X1	7/1	6/1	87.5	8	8	100	6/1	4/1	71.4
301X3A	2	1	50	-	-	-	-	-	-
301X3B	1	1	100	-	-	-	-	-	-
315X2Q	-	-	-	1	1	100	-	-	-
315X3Q	2	2	100	-	-	-	1	1	100
315X4Q	1	1	100	-	-	-	-	-	-
323X0G	7	7	100	-	-	-	-	-	-
331X0A	1	1	100	-	-	-	-	-	-
331X0B	-	-	-	-	-	-	3	3	100
421X2	-	-	-	3/4	2/3	71.4	1	1	100
421X3	1	1	100	0/1	0/0	0	1	1	100
422X1	-	-	-	1	1	100	-	-	-

TRAINING — SKT Results

AFSC	# TESTED	# PASSED	% PASSED	# TESTED	# PASSED	% PASSED	# TESTED	# PASSED	% PASSED
301X0	1	1	100	-	-	-	0/1	0/1	100
301X1	-	-	-	-	-	-	12/1	11/0	85.4
301X3A	-	-	-	-	-	-	1	1	100
301X3B	-	-	-	-	-	-	1	0	0
323X0G	-	-	-	-	-	-	7	7	100
421X2	4	4	100	-	-	-	-	-	-
421X3	6	5	83.5	-	-	-	-	-	-
422X0	2	2	100	-	-	-	-	-	-
422X1	1	1	100	-	-	-	-	-	-

TRAINING RESULTS (MPT & SKT)	ORGANIZATION	REPORTING PERIOD
	6th Strat Aerospace Wing	1-31 Aug 62

TRAINING — MPT Results

AFSC	JUN # TESTED	JUN # PASSED	JUN % PASSED	JUL # TESTED	JUL # PASSED	JUL % PASSED	AUG # TESTED	AUG # PASSED	AUG % PASSED
423X3C	-	-	-	5/1	1/1	33.3	-	-	-
424X0	-	-	-	1	0	0	-	-	-
424X1	-	-	-	1	0	0	-	-	-
431X1E	-	-	-	41/20	31/19	81.9	0/3	0/3	100
432X0	-	-	-	18/1	17/1	94.7	-	-	-
443X0Z	1/1	1/1	100	0/1	0/1	100	-	-	-
462X0	-	-	-	-	-	-	1	1	100
534X0	5	5	100	-	-	-	-	-	-
581X0	1/1	0/1	50	-	-	-	-	-	-
582X0	3/3	0/3	50	-	-	-	-	-	-
603X0A	-	-	-	-	-	-	3	3	100

TRAINING — SKT Results

AFSC	# TESTED	# PASSED	% PASSED	# TESTED	# PASSED	% PASSED	# TESTED	# PASSED	% PASSED
424X0	1	1	100	-	-	-	-	-	-
431X1C	1	1	100	-	-	-	-	-	-
431X1E	31/20	8/8	31.4	-	-	-	-	-	-
432X0	7/2	7/0	76.6	-	-	-	-	-	-
461X1	-	-	-	1	0	0	-	-	-
534X0	-	-	-	-	-	-	6	6	100
552X1	-	-	-	-	-	-	1	1	100
581X0	-	-	-	-	-	-	1	1	100
582X0	-	-	-	-	-	-	3	3	100
603X0A	-	-	-	4	4	100	-	-	-

TRAINING (FTD)	ORGANIZATION	REPORTING PERIOD
	6th Strat Aerospace Wing	1-31 Aug 62

	JUN	JUL	AUG
STUDENT HOURS EXPENDED IN FTD TRAINING	5,382	6,365	6,711
PERCENT FTD UTILIZATION	54	53.4	56%

TRAINING PROVIDED:

COURSE TITLE	DURATION	AVG STUDENT LOAD	HOURS COMPLETED	# GRADUATED
AMF 43171E-2 B52 MAINT FAM	136 HRS	14.8	1360	10
AMF 43171E-2 EGRESS SYS SAFETY	1 HRS	3.6	89	89
AZF 43171E-2 PNEUMATICS SPEC (B52)	40 HRS	2.2	200	5
AMF 43171E-5 KC135 MAINT FAM	104 HRS	1.2	108	9
AMF 42172-4 PNEUDRAULIC REPAIR TECH (B52)	40 HRS	0.9	80	
AZF 43250-4 JET ENG TECH (J-57)	40 HRS	2.2	200	5
AJF 75000-18 OJT TRAINER	18 HRS	1.5	140	7
AJF 75000-48 OJT SUPERVISOR	48 HRS	3.5	320	8
AMF 3XXXX ELECTONICS FUND	160 HRS	5.0	465	
AMF 30170-10 ACFT RADIO TECH (ARC-34)	60 HRS	3.3	375	5
AMF 30171-18 ACFT ELECT NAV (APX 25)	40 HRS	4.2	384	6
AMF 30173-101 ELECT COUNTERMEASURES MAINT TECH.	108 HRS	4.3	400	
AZF 31573Q GAM ANALYST TECH (GAM77A)	180 HRS	1.4	198	1
AMF 32170K-103 BOMB NAV TECH (ASB-4)	240 HRS	5.2	480	
AZF 32350G-4 TURRET SYS EVAL (MD-9)	60 HRS	2.6	240	4
AMF 43270-31 JET ENG TECH (J-52)	120 HRS	0.7	60	5
AMF 46270-2 WPNS MAINT SUPV. BOMB REL.	40 HRS	2.2	200	5
ADB 47152-312 MB-3 SPRAY DEICING	60 HRS	8.0	480	7
COURSES CONDUCTED IN ALERT AREA.				
1. GAM 77 FAM	10 HRS		388	17
2. ALERT PROCEDURES	2 HRS		78	36

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

REPLY TO ATTN OF: DSUP/SMSgt. Reeves/588

SUBJECT: Monthly Historical Report (September 1962) RCS: AU-D5 8 October 1962

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 September 1962 averaged 467 (military) and 75 (civilian) for a total of 542. This total assigned when applied to an authorization of 597 gives an overall percentage of 90.7%.

b. The manning percentage reported above represents a slight increase over last month. This is due primarily to receiving numerous AFSC: 64630 personnel directly from school. No relief has been realized in the 643X0A (Fuels) area.

c. Due to a loss in personnel and reorganization within the Directorate, a change in supervisor personnel was necessary. The changes were as follows:

(1) Major H. F. Miller, Jr. assumed the duties of Staff Supply Officer vice Captain W. K. Haff.

(2) Capt. W. K. Haff assumed the duties of Accounting Officer, Base Supply, vice Capt. V. P. Ford, Jr., who was transferred to 579SMS for missile training.

(3) 2/Lt. C. B. Ruggles assumed the duties of AFW Supply Officer (with 15AF approval) vice Major K. Ramey who was transferred to 579SMS for missile training.

(4) Consistent with his duties as Staff Supply Officer, Major Miller assumed responsibility of War Readiness Material (WRM). He also became DSUP Security Officer.

d. The Base Maintenance Support Division (DSUPBMSO) has practically been desolved. As previously reported the tool cribs transferred to maintenance, the Civil Eng. Work Order Section (CEWO) transferred to Base Supply and the Acft. Installed Equipment (780) was absorbed by the Base Equipment Management Office. This leaves only the Supply Liaison Section which is temporarily reporting directly to the Director of Supply. In the near future this last section will transfer to DCM.

e. During the period of this report the Director, Lt. Col. K. P. Siegfreid, made a staff visit to 15AF, 26-27 September 1962, to resolve difficulties experienced in review of contractor excesses.

f. The Fuels and Propellants Division had the following visitors during the reporting period:

(1) Mr. Burns, 2709th AF Vehicle Control Group and Mr. Bierne, Worthington Corporation, were at the 25 Ton Lox Plant for the entire month of September to assist in the repair of the expansion engine.

(2) Mr. Rumsey, Worthington Corporation Senior Engineer, arrived 9 September to assist in the repair of the expansion engine and departed 26 September 1962.

(3) Mr. Turrow and Mr. Jackson, SBAMA Team Leader for the synthetic lube oil conversion arrived 24 September 1962 to inventory the conversion kit. The remaining eleven (11) team members arrived 26 and 27 September 1962. Synthetic lube oil conversion started 28 September 1962. Plant flush out to remove contamination from system was started 28 September 1962 and completed 30 September 1962.

3. OPERATIONS: The AFW Supply went into direct support of the 579th SMS, effective 10 September 1962.

4. MAINTENANCE AND SUPPLY:

a. Base Supply Division activity of historical significance follows:

(1) Management Branch:

(a) The Procedures Section completed the 3rd quarter cycle of internal inspection during the month of September. A schedule for 4th quarter inspections was prepared and distributed.

(b) A special study was conducted of Service Store operations. Results of this study and recommendations were forwarded to the Management Officer.

(c) A monthly meeting between Base Supply and Base Machine Room personnel was set up and the first meeting held on 25 September 1962. The purpose of these meetings is to identify and resolve problem areas between the two activities and develop better working relations.

(d) Three supplements to SACM 67-3 were prepared by Procedures to further clarify various sections of the manual.

(e) Check lists were screened against SACM 67-3, dated 10 September 1962 and revised where required.

(f) A meeting was held with personnel of Base Supply and the 579th SMS to establish procedures for the delivery of items required by the missile sites and maintenance shops. A revision to the delivery point listing was prepared and distributed as a result of this meeting.

(g) A procedure was drafted and circulated for coordination on the requesting, receiving, and issuing of Atlas propellant.

(h) A procedure for the processing of time change items was prepared and is in the process of being published.

(2) Warehousing Branch:

(a) Upon receipt of the new SACM 67-3, Receiving Section was realigned so that all property received in-line processing. Reparable Processing Unit was completely revamped to comply with SACM 67-3. The old horse shoe conveyor line was torn down and another conveyor line was added to Receiving Section for processing reparables.

(b) The Receiving and Inspection Section underwent a complete face-lifting during the month of September with the addition of several gallons of paint. New stands were made for the receiving lines, lines were relocated for a smoother flow of property, and the catalogs were relocated near the center of the inspection lines.

(c) Relocation of the Receiving Unit for base procured items to the BPSS has proven satisfactory as this cut down on the distance receiving was having to transport property. Installing 110 feet of conveyor line in BPSS has expedited the flow of base procured items.

(d) Preissue assets were turned into the warehouse and were placed in storage pending the establishing of resupply points for some of these items.

(3) Service Store:

(a) Conveyor system set up in receiving to expedite the handling of property.

(b) New shelving for store has been authorized by BEMO.

(c) Fluorescent lights installed over bins. Project to be completed week of October 5th.

(4) Accounting Branch:

(a) Priorities Section:

1. 4043 requests received through Expediter Unit.

2. 8735 approximate number of status cards received from OCAMA.

3. 7069 cards were transmitted to OCAMA. Includes requisitions, follow-ups, and cancellations.

4. 33 requests were received from Transportation.

5. 7500 approximate number receiving documents processed.

(b) PCAM Unit: Following is a report of machine utilization in this unit:

Assigned 4 - 026 Keypunches - used 500.5 hours
Assigned 2 - 056 Verifiers - used 240.7 hours
Assigned 1 - 082 Card Sorter - used 115-3 hours
Assigned 1 - 548 Interpreter - used 89.1 hours

(c) Machine Room: The RAMAC operated for 344 hours and 24 minutes during the month of September. A total of 66,721 transactions were processed. 279 hours were spent running routine inputs. The Quarterly File Readout was processed for a total of 15 hours and 50 minutes; Inventory count card preparation 11 hours and 51 minutes; Shipments to Salvage and Depot 6 hours and 54 minutes; and Manhour posting and reporting for a total of 11 hours and 31 minutes. Processing routines for Statistical Services was 2 hours and 54 minutes and a one time, Requirements for DSA Items, report used 7 hours and 25 minutes.

(d) Bench Stock and Repair Cycle Branch: Accounting for preissue was eliminated. In lieu of preissue, supply points were established to meet the needs of aircraft maintenance. The concept of the supply point will eliminate the handling agency between Base Supply and the user, special inventory and adjustments procedures to account for preissue and abolishes the small Base Supply within Base Supply.

b. AFW Supply Division activity of historical significance follows:

(1) A total of 8,322 line items have been received and stored for the LOX Plant and the initial lay-in of missile spares. The percentage for the missile lay-in is 69 per cent.

(2) There were no Hi-Valu items inventoried during the month of September.

c. Fuels and Propellants Division activity of historical significance follows:

(1) Fuels Accounting Branch:

(a) During the month of September 1962 there was a total of 103,684 gallons of 115/145 and 8,549,483 gallons of JP-4 Jet Fuel received. There was a total of 98,300 gallons of 115/145 and 8,457,859 gallons of JP-4 Jet Fuel issued during the month of September 1962.

(2) Fuels Laboratory:

(a) A total of 780 tests were conducted by the Fuels and Propellants Laboratory during the month of September. This total is broken down as follows:

1. In accordance with T. O. 42B1-1-13, 400 samples of JP-4 were tested for total solids.

2. In accordance with T. O. 42B1-1-13, 370 samples of JP-4 were tested for water content.

3. In accordance with SACM 67-2, 7 samples of demineralized water were tested for solids.

4. Three samples of water were tested for sulfide in accordance with T. O. 42B-1-1.

5. All tests were satisfactory for the month of September 1962.

(3) LOX Plant:

(a) No LO2 was produced by the LOX Plant. A total of 82,240 gallons of LO2 was purchased during the month of September 1962. A total of 93,008 gallons of LO2 was issued. NO LN2 was produced by the plant during the month of September. There was 80,900 gallons of LN2 purchased. A total of 82,400 gallons of LN2 was issued during the month of September.

(4) Fuels Distribution:

(a) All personnel of the "A" Field were given familiarization on the MV-2, A-2, A1B, MH-2, R-2, F-6, L-6, and L-6D on 22 September 1962.

(5) Propellants Branch:

(a) The Missile Propellants Branch delivered the first propellants to the complexes on the dates indicated below in support of the 579th SMS.

1. LN2 Issue 14 September 1962

2. LO2 Issue 18 September 1962

3. GN2 Recharger 12 September 1962

4. Helium Compressor 15 September 1962

5. Helium 15 September 1962

(b) The following equipment was assigned to the Missile Propellants Branch on dates indicated below:

1. LO2 Transporter 27 September 1962

2. LN2 Transporter 28 September 1962

3. Tube Bank Trailer 28 September 1962

(c) The personnel assigned to the Missile Propellants Branch have driven 6 tractors for a total of 13,000 miles while in training, and in support of the 579th SMS, since SAC has accepted the first complex.

(6) Bulk Storage:

(a) On 26 September 1962, work began by BDCE Maintenance personnel to install a new pump and motor for Tank # 235 at the Avgas Storage Area. Estimated completion and back into service date is approximately 4 October 1962.

d. Base Equipment Management Office activity of historical significance follows:

(1) Equipment Control Division:

(a) Property Records Branch:

1. Document Control: Under the provisions of Paragraph 3b (7)(a)8, AF Equipment Management Brochure/SAC Sup 1, dated 1 August 1962 and 15th AF Message, IM3EB 45209, dated 15 September 1962 the Document Control Section began to close out the SAC BEMO Control Register on 19 September 1962.

a. The following is a break down of the progress made by the Document Control Section, as of 30 September 1962: (1). Total line items carried forward on the AFEMS Control Register number one (1) deck: 1,854 line items. (2). Total line items carried forward on the AFEMS Control Register number one d (1d) deck: 1,526 line items. (3). Total line items submitted to BASO for cancellation: 565 line items. (4). Total line items carried forward to the AFEMS Control Register number one a (1a), Individual Issue Section: 539 line items.

b. All folders for the Supporting Documents of Decks Number one (1) and one d (1d) have been prepared.

c. Total completed documents received from BASO: 505.

2. Requirements: A total of 2392 documents were processed during the month of September. The following is a break down:

a. Requisitions: 1638

b. Turn-ins (Base Supply): 0

c. Turn-ins (R&M): 9

d. IAV: 10

e. Statement of Charges: 5

f. Supply Assistance Request: 4

g. Work Orders: 1

h. Custody Receipts: 725

3. The responsibility of preparing Custody Receipt, AF Form 1297, was transferred from the Requirement Branch to the Receipt & Issue Branch. The reason for the low amount of IAV, Work Orders, Turn-ins, etc., being processed is due to BEMO being closed down. Approximately 1500 of the 1638 requisitions submitted were for the 579SMS.

4. A total of 62 hours overtime was required to meet dealine dates. Only 12 hours was lost due to Bay Orderly. No time lost due to passes, days off, green thumb, etc.

5. PCAM: A zero balance listing was run of the BEMO account prior to implementation of the AFEMS system. The first week of September was used to complete the purification of this zero balance, in an effort to correct any out of balance conditions, machine punch errors, etc. As of 23 July 1962 the PCAM Section went to a twenty-four (24) hour per day operation in order to handle the daily operation and to make preparation for the first EMBR Listing of the new system.

a. The first EMBR Listing under the AFEMS Procedures was received from Data Services as of 3 September 1962. This listing is similar in appearance to the zero balance listing in that it provides a balanced or unbalanced condition of each item. However, this listing is a much better management tool than the zero balance listing in that it reflects the out of balance condition within each organization and also the totals of each item overall. The last twenty-three (23) days of September were spent purifying this listing and cutting certain codes into the deck that are required under the AFEMS Operation that was not used in the previous BEMO Concept, such as Fund Codes, Preferred and Substitute Items Codes, etc. A copy of the first EMBR was forwarded to the ACEMO. The E-AID Deck will be duplicated and forwarded as of the 15 October 1962 initial report.

b. The PCAM Section began cutting in the backlog of paper work, 1 October 1962, that had accumulated during the time this section was in preparation of the new system, this included backlog for approximately two (2) months, August and September. All of this backlog should be completed processing in PCAM approximately 8 October 1962.

c. The PCAM Section spent many hours overtime during the month of September 1962, as a result of the recent audit performed in the BEMO. This audit covered approximately five (5) years accumulated records that had not been cleared for destruction, as a result, numerous discrepancies were noted. Many of these were cleared up during September by review of these records and reconciliation where possible. The percentage will be adjusted at the time of physical inventory. Many of the discrepancies resulted due to continual change of procedures, and not being able to keep personnel educated in the procedures. This possibly affected the auditor in trying to follow balances through the system from one procedure to the next. It is visually apparent that the discrepancies are of an administrative nature and not a physical loss of property, such as Key Punch errors, Stock Number Change, etc. In time these conditions can be corrected with no loss to the government.

d. The PCAM Section processed approximately 32 UAL Change Requests during September 1962 for the 579SMS.

6. Receipt & Issue Section: Twelve new accounts were assigned the 579SMS, one for each missile complex. All the 579SMS accounts have been received in order to bring the account symbols in line with the symbols authorized in the appropriate ECL. Under the Air Force BEMO-CEMO program (being implemented 15 October 1962) the Custody Receipt Section has assumed the following additional responsibilities:

a. Preparing all debit/credit custody receipts.

b. Researching accounts and EMBR Listings in order to facilitate the excess program by redistribution or excess turn-in.

c. Insuring all accounts are signed every three (3) months.

7. Special Activities Section: During the past 30 days this section has devoted over 75% of its normal duty time, monitoring supply status for the 579SMS.

a. ECL 252 was screened against the current authorization for Controlled Mission Equipment (CME) and 177 line items were added.

b. A chart is being maintained by this section to show the current supply status of the 579SMS.

c. Eleven hours of overtime has been put into this project.

(b) Registered Equipment Management Branch: Processed eight (8) uneconomical reparable vehicles to the R&M Section. Received eleven (11) new vehicles on station and have gained all to the Registered Equipment Management Section's records.

1. Submitted to higher headquarters 6 each RCS: 1-AF-E27 Reports, consisting of 28 Vehicle Changes.

2. There are 602 vehicles on station, of these 9.4% are in Code "A" which require replacement immediately. 2.5% are in Code "B" which require replacement within the next 6 months. 88.1% are in Codes "C" and "D" which don't require a replacement within the next 12 months.

3. 82 vehicles due-in as initial shortages and to replace vehicles which are Code "A", uneconomical reparable.

4. REMS implementation instructions were received in this office on 13 September 1962. Project is 94.2% complete. Estimated completion date is 5 October 1962.

(c) Inventory Branch: The zero balance listing, dated 8 August 1962, was researched to correct all information recorded on formal records, any changes to Stock Numbers, Prices or Status was annotated on the zero balance listing, also annotated was the new funding codes. This was accomplished by the 24th of September 1962 for implementation of E-AID by the Machine Room prior to 20 October 1962.

1. The gun rack for privately owned weapons was modified to insure that no weapons could be damaged accidentally.

2. There has been 3 normal and 10 special inventories conducted by personnel assigned to the Inventory Branch.

(2) Equipment Review Division: The Base Equipment Management Office evaluation worksheet, SAC Form 682, was reproduced by the Photo Lab in sufficient copies size 16" x 22" for each activity. This was accomplished through coordination between this activity and the Base Photo Lab.

(a) A utilization survey schedule chart was prepared by this activity to assist in:

1. Inspect custodian operation.

2. Evaluate utilization of equipment.

3. Evaluate substitute item utilization.

4. Direct turn-in or provide recommendations for disposition of excess (through senior review committee).

5. Determine areas and equipment where increased joint utilization can be applied. The implementation of the Air Force Equipment Management System Program.

(b) Airman Shapiro of this activity was recognized in the September 18th issue of the Strategian for achieving Supply Man of the Month (August 1962).

(c) The following is a breakdown of the work load within the Equipment Review Division in processing AF Form 601A, as of 30 September 1962:

601B REC	601B Reviewed	AF Form 601A Disapproved ERAA/ACEMO	AF Form 601A Approved ERAA/ACEMO	Pending Action by ACEMO
622	622	97/60	374/50	41

1. Of this 622 AF Form 601A's the following is a breakdown for the 579SMS:

a. AF Form 601A processed: 104

b. AF Form 601A approved: 82

c. AF Form 601A disapproved: 11

d. AF Form 601A pending ACEMO action: 12

2. During the month of September the following Missile Sites were inventoried for Communications Equipment and AGE by Captain Campbell, SSgt. Wills and Airman Jackson.

a. Site 7 - 7 September

b. Site 11 - 6 September

c. Site 12 - 14 September

d. Site 7 - 24 September

3. The Safety Equipment for the following sites was inventoried and accepted during September.

a. Site 10 - 6 September

b. Site 9 - 7 September

c. Site 3 - 15 September

d. Site 1 - 18 September

4. Microphone headsets were received from ITT Kellogg by BEMO, inventoried and placed in the following sites.

a. Site 10 - 13 September

b. Site 9 - 14 September

c. Site 1 - 18 September

d. Site 3 - 18 September

e. Site 6 - 24 September

5. Four (4) items of cryogenic equipment were received from contractors and transferred to Motor Pool for use on Missile Sites.

(3) Operational Support Division:

(a) Personal Equipment Branch: Required items of supply on outstanding requisitions are not being received and are not expected to be received until October 1962 due to supply being closed.

(b) Individual Equipment Branch:

1. Annual inventory of all individual clothing and equipment (AF Form 538) records was accomplished and the individual equipment branch is now 100% effective.

2. Considerable difficulty has been encountered in obtaining flying clothing and equipment such as: Coveralls, Jackets, Computers and Plotters. Funded items seem to be the main difficulty; supply assistance letters have been submitted and it is anticipated that action is forthcoming.

3. Under the provision of AFEMS the BEMO has assumed responsibility for maintaining all AF Form 538's for Tenant Units. This action has been completed for all units with the exception of OSI. The OSI will forward AF Form 538's to this Division 5 October 1962.

4. The Individual Equipment Branch's storage area has been re-modeled providing efficient storage for clothing and Mobility Equipment.

5. Under the provision of AFEMS the Individual Equipment Branch now have their own Control Register. All items ordered under Deck # 1 have been carried forward to our Deck # 1A.

(c) 780 Section: The 780 Section is in the process of being transferred from Base Maintenance Support Office to Base Equipment Management Office. Inventory of equipment is 90% complete. It is anticipated that the complete transfer will be accomplished on or before 15 October 1962.

1. The following aircraft were transferred to and from Walker AFB during September 1962.

B-52E	57-126 Transferred PCS to WRAMA.
B-52E	57-016 Transferred PCS to WRAMA.
T-33A	51-17421 Transferred PCS to Davis-Monthan.
T-33A	52-9391 Transferred PCS to Davis-Monthan.
KC-135	57-1443 Transferred TDY to OCAMA.
B-52E	56-646 Transferred PCS from Boeing, Wichita.
B-52E	56-705 Transferred PCS from Boeing, Wichita.

All B-52E Aircraft equipped with two (2) sextants as of 26 September.

2. Special inventory of inflight maintenance spares. Fourteen (14) spares will have to be re-identified via inventory adjustment vouchers. Inventory complete as of 30 September. Initiated new procedures to prevent unauthorized removal of spares and to obtain correct current inventories. Procedure utilized incorporates the use of wire

seals on maintenance spares containers. When a seal is broken an inventory is taken and action taken to correct discrepancies, if any, is taken immediately.

(4) Equipment Support Division:

(a) Warehouse Section:

1. The Warehouse Section received a total of 792 line items from Base Supply for the 579SMS.

2. The Warehouse Section was open for emergencies only for the month of September.

(b) Tool Issue Center:

1. During the month of September 743 requisitions for tools were submitted to Base Supply. Of these approximately 40% were filled and the remainder are due out. All of the tools required for support of 579SMS tool boxes have been placed on requisition. Approximately 80% of the tools required have been received. The 10% authorization of hand tools authorized to be maintained in the Base Tool Center for back up stock have been ordered. Approximately 30% have been received as of this date.

2. The bench stock maintained in the Base Tool Center has been screened for slow moving items. These items have been removed from bench stock and will be ordered as required by the Base Tool Center. Approximately 160 tool boxes were issued to newly arrived personnel during the month of September.

5. PROBLEMS:

A. Fuels and Propellants Division:

(1) The LOX Plant was down during the month of September, due to the expansion engine.

(2) Manning during the month of September was a continuing concern to the Fuels and Propellants Division.

6. SPECIAL PROJECTS:

A. Base Supply Division:

(1) Document Conveyor was installed on 16 September 1962 and is now in operation.

(2) The Radio Room has been completely rebuilt and is in operation in the new location.

b. AFW Supply Division: Maintenance Support Branch and Maintenance Supply Liaison Unit were established in the MAMS Building, S-85, effective 20 September 1962.

CLAUDE H. REEVES
SMSgt., USAF
DSUP Historian

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/365

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 September 1962

Date Prepared 1 October 1962

In compliance with OCAMA Reporting Procedures, dated 19 March 1962, subject report is submitted:

A. GENERAL ACTIVITY
B. SUMMARY OF AOCP/MOCP/EOCP STATUS
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

W. D. Patch 4 Encl
W. D. Patch
Colonel, USAF
Deputy Commander for Maintenance

Information Copies Furnished: (see distribution list on Page i)

M. J. Prisk
M. J. Prisk
Lt. Colonel, USAF
Director of Supply
Walker Air Force Base, New Mexico

Eliza J. Cook
Eliza J. 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/1C Kelly)

OFF BASE:

HEADQUARTERS 15TH AIR FORCE
MARCH AFB CALIF

1 - DM4B
1 - DM3D
1 - DM5
3 - DM3

HEADQUARTERS MOAMA
BROCKLEY AFB ALA

1 - MON

HEADQUARTERS SAC
OFFUTT AFB NEBR

1 - DM3
1 - DM4

HEADQUARTERS MAAMA
OLMSTED AFB PA

1 - MANTOL - Maj. Davis

HEADQUARTERS 47TH AIR DIVISION
CASTLE AFB CALIF

1 - DM - 47th Air Div
1 - DCM - 93rd Bomb Wing
1 - DSUP - 93rd Bomb Wing
1 - BDCM - 93rd Bomb Wing

HEADQUARTERS SAAMA
KELLY AFB TEXAS

1 - SAM - Col. Grubaugh
1 - SASMS - Mr. Anderson
1 - SANR - Mr. Warren West

HEADQUARTERS OCAMA
TINKER AFB OKLA

50 - OCN-2 - Mr. Clark
8 - OCNA - Mr. Leffler
8 - OCNB - Col. McCorkle
7 - OCNE - Mr. Jones
3 - OCNN - Mr. Talkington
1 - OCNAOG - Mr. Hamilton
8 - OCNCO - Mr. Irvin

HEADQUARTERS WRAMA
ROBINS AFB GA

1 - WRN

A. GENERAL ACTIVITY

1. LSM Information

Col. O. F. Fowler and staff, 47 Strategic Aerospace Division, Castle AFB, visited Walker AFB 4-7 September 1962 for an abbreviated staff assistance visit.

2. B-52 LSM Information

Lt/Col R. B. Rogers and Mr. Walt Dapper, Phoenix APD, and Capt Israel Valdez, Kirtland AFB, visited this station 7 September 1962 for coordination purposes with their personnel on duty at this station.

3. KC-135 LSM Information

Lt. William Lamb, OCNE Hq OCAMA, visited this station for the purpose of reviewing structural repair requirements on KC-135 aircraft 57-1433 during the period 9-11 September 1962.

4. GAM-77A LSM Information

A North American Aviation Company team arrived this station 14 September 1962 for the purpose of modifying the GAM-77A Field Training Detachment Instructions Aids.

5. KC-135 LSM Information

During the period 17-21 September 1962, two representatives of Hq OCAMA visited this station to provide assistance in the repair of KC-135 aircraft 57-1433.

6. B-52 LSM Information

During the period 18-21 September 1962, representatives of ASD, IBM, Hq SAC, implemented a new ACR service test program at this station. As of this date, I have not been furnished copies of a meeting or results of their ACR testing program.

7. B-52 LSM Information

Mr. Walt Dapper, Phoenix APD, visited this station 19 September 1962 for the purpose of placing a new Quality Control representative on the Sky Speed Program bringing to a total of two Air Force Quality Control monitors on the Sky Speed contract.

8. KC-135 LSM Information

On 26 September 1962, Mr. Ernest M. Winfield, Hq SAAMA, Maintenance Area Activities Office, visited this station for the purpose of reviewing status of the structural repair program on KC-135 aircraft 57-1433. The SAAMA team accomplishing this structural rework program was dispatched to this station under the auspices of the SAAMA Maintenance Area Activities Office.

B. SUMMARY OF AOCP/ANFE/MOCP/EOCP STATUS

1. B-52 and KC-135 LSM Information

For the period 26 August 1962 through 25 September 1962, Walker Air Force Base assigned B-52E and KC-135 aircraft both experienced a zero per cent for both AOCP and ANFE rates. The MOCP for GAM-77 was also zero per cent.

2. LSM Information

For the month of September, 1962, Walker Air Force Base EOCP rates reported on the local 2AF-S-52 Report were as follows:

	J57-19W	J57-59W
1st Week Report	1.9	12.5
2nd Week Report	9.1	12.5
3rd Week Report	9.1	22.2
4th Week Report	9.4	14.3

Major items contributing to EOCP status are:

*Rotor	Stock Number 2840-816-8512PH
Case	Stock Number 2840-533-5627PH
*Seal	Stock Number 2840-396-4649PH
*Seal	Stock Number 2840-396-4649PH
*Seal	Stock Number 2840-396-4649PH
*Seal	Stock Number 2840-396-4649PH
Pump	Stock Number 2840-031-6411PH
Chamber	Stock Number 2840-505-5597PH
*Seal	Stock Number 2840-396-4649PH
Nozzle	Stock Number 2840-601-6518PH
Bearing	Stock Number 3110-585-5708
Bolt	Stock Number 5306-638-8359
Lockring	Stock Number 5340-598-4891
Housing	Stock Number 2995-321-3127
Nut	Stock Number 5310-639-0420
Packing	Stock Number 2840-807-4384
Bolt	Stock Number 5306-639-4250
Bolt	Stock Number 5306-207-6745
Housing	Stock Number 2995-321-3127
Tube	Stock Number 2840-604-4407
Seal	Stock Number 2840-396-4649PH
Body Assy	Stock Number 2995-505-5342
*Seal	Stock Number 2840-396-4649PH
Washer	Stock Number 5310-209-5199
*Seal	Stock Number 2840-396-4649PH
Regulator	Stock Number 2995-340-2189
Tube Assy	Stock Number 2840-396-5445PH
Washer	Stock Number 5310-275-9211

*These were for different engine numbers.

C. SUMMARY OF PUBLICATIONS

1. LSM Information

Stock List publications are not being received by the effective date, some examples are listed below:

Federal Class Code 5315, Revision date 1 May 62, effective date 1 Sep 62, was received at this station 25 Sep 62.

Federal Class Code 6115 EN, Basic date 1 Jun 62, effective date 1 Sep 62, was received at this station 18 Sep 62.

D. STOCK CONTROL & REQUISITIONING

1. LSM Information

As of 15 September 1962, CLARK percentage of completion was as follows;

B-52	KC-135	Overall Percentage
99.1%	99.1%	99.1%

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

A review of the base S-35 Report for the period 1-30 September 1962 indicates priority requisitions "on time" receipts was 36.9%. Breakdown of the priorities are as follows: priorities 1-3, 7.6% on time receipts, 4-8, 7.26% on time receipts, 9-15, 9.89% and 16-20, 74.4% on time receipts. These figures indicate on time receipts for priorities 1-15 to be very low percentage wise.

In an effort to determine where some delays might be encountered, a check was made with the Base Transportation officer relative to his figures on transit time. During the month of July, the transit time, Log Air terminal to Log Air terminal, was 91% on time delivery (i.e., property was received 91% or 89% on the same day as shipped from the Log Air terminal.) In August, on time delivery was 89%. For September, a break down of receipts at this station in support of local first line weapons are as follows: from Tinker AFB, Log Air flight, 3 shipments were received the same date of the requisition; 211 shipments had a transit time of 1 day; 1 shipment, 3 days; 1 shipment, 4 days. For receipts coming from Kelly AFB, 1 shipment received the same day as requisitioned; 54 shipments, 1 day transit time; 85 shipments, 2 days; 15 shipments, 3 days; 2 shipments, 4 days; 1 shipment, 5 days. A review of transit time indicates Log Air, for the most part, giving very low transit time. The remaining total pipe line time would consist of supply agencies processing actions. Follow-up with the B-52 Weapons System personnel, Mr. W. T. McMillian, reveals a B-52 Weapons System support for this station for the period 1-30 September was 72% fill-rate of all B-52 requisitions submitted to Hq OCAMA.

The priority delivery time as reported on the S-35 report reflects the intervening time from the date the requisition was prepared by the Base Supply computer until the time of posting the receipt of that item into the computer records. The Base Supply officer is of the opinion that the figures thus generated do not reflect the true actual pipeline time. Additional pipeline time is added when the computer is either out for maintenance, when special routines are being run, during inventories, when special index cards or other external files are not available for immediate processing. The existing SAC procedures do not provide a cut off date when the property is physically received in Base Supply. There is no analysis to indicate what portion of the excessive time is due to depot delays or to Base Supply processing delays. However, it is noteworthy that, notwithstanding the low percent of receipts on time, Walker has a low cannibalization rate, zero NORS rate, and an acceptable rate of priority requisitions. This would indicate that although receipts may not be posted on the same date received, adequate support is nevertheless being rendered by both Base Supply and supporting depots.

F. LOCAL REPAIR

1. LSM Information

During the period covered by this report, base had reparable generations of 1212, 1030 reparable shipments, and 50 reparable shipments AWP. Field Maintenance presently has on hand 20 items AWP in Category I and 65 items in Category II. 6th AEMS has 17 items AWP in Category I and 63 items AWP in Category II.

G. REPARABLE PROCESSING

1. LSM Information

No outstanding problem areas have been brought to the attention of this office during the period covered by this report.

H. UNIQUE ITEM REQUIREMENTS

1. LSM Information

Base personnel have requested assistance in obtaining federal stock number for a rubber seal and rubber cap used on Fuel Quantity Gauges, P/N F-71216. The P/N for the rubber seal is F-71216-7 and the P/N for the rubber cup is F-71216-37. In reply to my message, OCLO 19698 dated 3 October 1962 to Hq OCAMA, Mr. Ransom with the KC-135 Division, contacted this office by telephone in an attempt to determine the exact local requirements. Mr. Ransom indicated that depot was unable to locate the part numbers referenced above. Base personnel obtained these part numbers from a blueprint furnished by The Boeing Company Technical Representative formally at this station. This blueprint number will be furnished to Mr. Ransom in an effort to obtain the required parts for base personnel.

I. PROJECTS

1. LSM Information

Reference OCAMA letter dated 9 Nov 60, paragraph 2, misdirected shipments have been in areas other than Base Supply.

2. LSM Information

Reference OCAMA letter dated 9 Nov 60, paragraph 3a, reparable shipments have been processed in accordance with current directives.

3. LSM Information

Reference OCAMA letter dated 9 Nov 60, paragraph 3b and 3c, for the period of 15 August 1962 through 15 September 1962, there were 1196 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 62 Code 9 cards of which 5 were KC-135 and 57 were B-52.

J. EQUIPMENT

1. LSM Information

No outstanding problem areas have been brought to the attention of this office during the period covered by this report.

K. CANNIBALIZATIONS

1. B-52, KC-135 and GAM-77 LSM Information

The following is a resume of the number of cannibalizations and the number of line items involved during the S-39 Report, during the period 27 August 1962 through 25 September 1962:

	B-52	KC-135	GAM-77
Total	4	4	0
Line Items Cannibalized	4	4	0

L. COMMENTS/RECOMMENDATIONS

1. LSM Information

Progress on structural repair of the KC-135 aircraft 57-1433 is going as well as can be expected. There have been some delays due to non-receipt of parts from The Boeing Company. The depot had to initiate necessary procurement action for a second purchase of some items. These have now been received and are in the process of being installed. It was revealed by telephone conversation with personnel at Hq OCAMA the depot has no records of these requisitions for certain stock listed items that were requisitioned by Base Supply eventhough Base Supply records reveal the requisitions were transceived. This required the base to re-requisition these stock listed items thereby contributing to the delay in completing repair of subject aircraft. Present indications are that aircraft 57-1433 will be completed during the week of 15-19 October 1962 and will be available for test flight the following week. This is a slippage of approximately one week from the original projected schedule established seven weeks ago.

2. LSM Information

There has been a reorganization within the Supply complex of Walker AFB. These changes are as follows:

Lt/Col. Keith P. Seigfreid	Formally Wing Director of Supply,DSUP, transferred to the Base Vice Commander, position, VBC.
Lt/Col. M. J. Frisinger	Formally Base Supply Officer, DSUP/S, is now Wing Director of Supply, DSUP.
Capt. Theron Howard	Formally Assistant Base Supply Officer has now assumed the functions of Base Supply Officer, DSUP/S.

3. B-52 LSM Information

ACR Test Program. B-52 aircraft 57-015 has been assigned to a 30 day test program for the purpose of (1) establishing source of error (2) provide solution for elimination of errors and (3) determine method for elimination of errors. This test program was to run from 10 September 1962 to 10 October 1962. As this representative has been unable to obtain any written reports from contractor personnel participating in this service test, I am relying on verbal information only. Of the basic objectives cited above, I do not believe any degree of success has been achieved so far during the test program. Confirmation of these comments very likely have been forwarded through contractor ASD, Hq SAC, channels. It would appear from the local test program that to achieve any success, it might be to the best interest of all concerned if the test program were transferred to an Air Force Flight Test Center.

OFFICE OF THE BASE OPERATIONS OFFICER
WALKER AIR FORCE BASE
NEW MEXICO

1. The weekly Airdrome Activities Meeting was held in the Base Operations briefing room on the 20 September 1962 for the purpose of discussing projected activities and/or improvements for the airdrome at Walker AFB, New Mexico.

a. The following representatives were present:

DCOTBO	Major Boley
DCM	Captain Branham
DSAFE	MSGT Cooper
2010 C.S.	MSGT Leroy
BDCE	MSGT Humnicutt

b. The following were absent:

U.S. Corp of Engineers

2. The following activities improvements and discrepancies were discussed by the representatives listed below.

a. Old Business: Broken asphalt on left side of taxiway to approach run pad of runway 21. DSAFE request immediate action be taken to repaint taxiway lines and restraining lines.

b. New Business:

(1) 2010 C.S.: A work order will be submitted to BDCE and DSAFE to check the glass intower as some of the windows are given double image to tower personnel. ACTION: BDCE & DSAFE

(2) DSAFE: Maintenance has submitted a letter & sketch thru DSAFE to have flood lamps repositioned on ramp side of buildings 1533, 1535, 1536, and flood lamps atop power transmission poles in the vicinity of these buildings and Base Operations S-1000. The above request is due to limited parking spaces on outer ramp and the inner ramp is used for parking B-52s. This creates a definate vechicular traffic hazard during hours of darkness. DSAFE has approved the request. DCOTBO will submit work order with letter and sketch to BDCE. ACTION: DCOTBO & BDCE.

(3) DCOTBO: Request that BDCE cut the weeds & grass along runway 17 and between the road and aree club. ACTION BDCE: Request that DCM to check and insure that the hydraulic cams are pick up along side of runway 17. ACTION: DCM Request that [redacted] give the number of parking spots of B-52 to DCOTBO: ACTION: DCM.

Maurice C Boley
MAURICE C BOLEY
Major, USAF
Chief, Base Operations Division

SECRET

579th Strategic Missile Squadron

6th Strategic Aerospace Wing

Walker Air Force Base, New Mexico

RCS: 10-SAC-T12

BALLISTIC MISSILE UNIT STATUS REPORT

September 1962

Cy 28 of 28 cys

579-62-648

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579 SMS, Walker AFB, New Mexico	
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BALLISTIC MISSILE [illegible] STATUS REPORT

(RCS: 10-SAC-T12)

1. 6[illegible]H STRATEGIC AEROSPACE WING, WALKER AFB, NEW MEXICO, as of 30 September 1962.

2. 579TH STRATEGIC MISSILE SQUADRON.

3. Type Weapon System: Atlas "F".

4. Missiles on Hand: 4/9.

5. Present and Projected Crew Status as of:

		30Sep	31Oct	30Nov	31Dec	31Jan
a.	Total Number of Crews Assigned	53	57	57	57	61
b.	CR Crews Assigned Without Waiver	0	2	3	11	19
c.	CR Crews Assigned With Waiver	*19	38	42	46	38
d.	CR Crews on TDY and/or Leave	1	4	4	4	2
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	34/11	17/0	12/0	0/0	4/0
g.	ECC Crews Assigned/Available	*19/18	40/36	45/41	57/53	57/55

*Reference c and g above: 19 crews completed training requirements for ECC and Combat Ready in accordance with SAC SECRET Message DO 2949, 16 April 62 (Waiver).

6. Status of Combat Crews with Waivers: All crews reported as Combat Ready, in accordance with SAC SECRET Message DO 2949, 16 April 62, have not completed final Phase ORT and local upgrade training, except R-01 who has completed final Phase II ORT but have not been certified as completely Combat Ready by 3901st SMES.

CREW NO.	TRNG REQUIRED	ORT GRAD DATE	PROGRAMMED CR DATE	CREW POSITION NOT MANNED
R-01	S	31Aug62	90ct62	
R-02	F,L,S	12Oct62	7Nov62	
R-03	F,L,S	23Nov62	15Dec62	
R-04	F,L,S	23Nov62	15Dec62	
R-05	F,L,S	4Jan63	16Jan63	
R-06	F,L,S	4Jan63	16Jan63	
R-07	F,L,S	18Dec62	28Dec62	
N-08	F,E,L,S	18Dec62	28Dec62	
N-09	F,E,L,S	18Dec62	28Dec62	
N-10	F,E,L,S	18Dec62	28Dec62	
R-11	F,L,S	6Dec62	14Dec62	
R-12	F,L,S	6Dec62	14Dec62	
R-13	F,L,S	6Dec62	14Dec62	
R-14	F,L,S	6Dec62	14Dec62	
R-15	F,L,S	27Dec62	6Jan63	
R-16	F,L,S	27Dec62	6Jan63	
R-17	F,L,S	27Dec62	6Jan63	
R-18	F,L,S	27Dec62	6Jan63	
R-19	F,L,S	12Jan63	20Jan63	
R-20	F,L,S	12Jan63	20Jan63	
R-21	F,L,S	12Jan63	20Jan63	
N-22	F,E,L,S	12Jan63	20Jan63	
R-23	F,L,S	17Jan63	25Jan63	
N-24	I,F,E,L,S	17Jan63	25Jan63	
N-25	I,F,E,L,S	31Jan63	8Feb63	
N-26	I,F,E,L,S	31Jan63	8Feb63	
N-27	I,F,E,L,S	31Jan63	8Feb63	
N-28	I,F,E,L,S	31Jan63	8Feb63	
N-29	I,F,E,L,S	5Feb63	13Feb63	
N-30	I,F,E,L,S	5Feb63	13Feb63	
N-31	I,F,E,L,S	5Feb63	13Feb63	
N-32	I,F,E,L,S	5Feb63	13Feb63	
N-33	I,F,E,L,S	19Feb63	27Feb63	
N-34	I,F,E,L,S	19Feb63	27Feb63	
N-35	I,F,E,L,S	19Feb63	27Feb63	
N-36	I,F,E,L,S	19Feb63	27Feb63	
N-37	I,F,E,L,S	25Jan63	2Feb63	
N-38	I,F,E,L,S	25Jan63	2Feb63	
N-39	I,F,E,L,S	23Feb63	3Mar63	
N-40	I,F,E,L,S	23Feb63	3Mar63	
N-41	I,F,E,L,S	23Feb63	3Mar63	
N-42	I,F,E,L,S	23Feb63	3Mar63	
N-43	I,F,E,L,S	9Mar63	17Mar63	
N-44	I,F,E,L,S	9Mar63	17Mar63	
N-45	I,F,E,L,S	14Mar63	22Mar63	

CREW NO.	IRNG REQUIRED	ORT GRAD DATE	PROGRAMMED CR DATE	CREW POSITION NOT MANNED
N-46	I,F,E,L,S	14Mar63	22Mar63	
N-47	I,F,E,L,S	14Mar63	22Mar63	
N-48	I,F,E,L,S	14Mar63	22Mar63	
N-49	I,F,E,L,S	28Mar63	5Apr63	
N-50	I,F,E,L,S	28Mar63	5Apr63	
N-51	I,F,E,L,S	28Mar63	5Apr63	
N-52	I,F,E,L,S	28Mar63	5Apr63	
P-53	I,F,E,L,S	2Apr63	10Apr63	
N-54	I,F,E,L,S	2Apr63	10Apr63	
P-55	I,F,E,L,S	2Apr63	10Apr63	
P-56	I,F,E,L,S	8Mar63	17Mar63	
P-57	I,F,E,L,S	5Apr63	10Apr63	
P-58	I,F,E,L,S	5Apr63	10Apr63	MCCC, BMAT
P-59	I,F,E,L,S	20Mar63	10Apr63	MCCC, BMAT
P-60	I,F,E,L,S	19Mar63	27Mar63	MCCC, DMCCC, BMAT
P-61	I,F,E,L,S	2Apr63	10Apr63	MCCC, DMCCC, BMAT

***Crews R-01 through and to include N-52 and N-54 have been officially formed. Crew position not manned column of paragraph 7 reflects positions that remain vacant. Specific dates of assignments not known by individual crew position. However four (4) BMAT vacancies are projected to be filled during the month of October. The known MCCC inputs are nine (9) ATC graduates scheduled to arrive during the months of January and February 1963. There is only one (1) known DMCCC input scheduled to arrive from ATC Training during the month of January 1963. The individuals above will arrive too late to meet four (4) of the twelve (12) scheduled Phase I ORT quotas for class twenty-four (24) starting 29 October 1962.

8. Training and Evaluation Data:

a. Qualification and requalification checks administered this month: N/A.

b. Delinquent CR Crews and Individuals: N/A.

c. Action taken this month on crews and individuals failing requalification checks: N/A.

d. Individuals conditionally qualified this training period: N/A.

9. [redacted] Problem Areas:

a. Missile Combat Crew Commanders: A shortage of four (4) Missile Combat Crew Commanders exist on Combat Crews P-58 through P-61. All sixty-one (61) Missile Combat Crew Commander positions were originally filled by line number, name and rank (Captain or above), however, the losses were caused primarily by medical and academic deficiencies at OBR/OZR courses, Sheppard AFB. Five (5) replacement Combat Crew Commanders were obtained through the October promotion of Lieutenants to Captain.

b. DMCCC's promoted to Captain were moved to fill MCCC positions which in turn caused a shortage of DMCCC's on Crew P-60 and P-61.

c. The vacancy of four (4) MCCC's and two (2) DMCCC's must be filled by 10 October 1962 if the 579th SMS is to fulfill the Phase I ORT quota, as presently scheduled, for Class 24 starting 29 October 1962.

d. EWO Alert Duty - Phase III ORT.

(1) Equipment is available for ORT start and continuation, however, this squadron is experiencing difficulties in projecting sufficient combat ready crews to man accepted complexes on a three to one ratio and continue Phase III ORT on a one to one basis during the month of October. Problem: Phase I crews not available from Vandenberg AFB Phase I to meet acceptance, EWO and Phase III local ORT requirements. Schedule timing problems between equipment acceptance and crew training has been further compounded by the 30 ( ) advance of I&C contractor turnover schedules. This area was outlined to higher headquarters in February and again in September 1962. The following actions have been taken by this unit to reduce this problem area:

(a) Requested and accepted the earliest possible Phase I ORT schedules commensurate with crew personnel inputs from ATC.

(b) Reduced travel time and local waiver type combat readiness training days to the absolute minimum.

(c) Non-Combat Ready complex management type partial crews used for ORT complex "watch" duty.

(d) Project to use every available Combat Ready Crew in the EWO alert schedule except for one instructor crew and one student crew who will continue in Phase III ORT as directed by 15AF Confidential message DO/DM 2/83 dated 18 September 1962.

(2) In order to maintain a three to one ratio on EWO complexes and to continue Phase III ORT as directed this unit eliminated all crews from the Technical Acceptance and Demonstration (TAD) Program. This is considered to be an extremely critical event in that the TAD crews were a key assist in insuring a quality product at final acceptance and augmented the maintenance

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and TAD force during a very compressed acceptance schedule; eight complexes in the late stages of acceptance at this time. An example of the reliability and quality maintenance achieved on turnover of the first complex was the refusal to accept 579-12 due to more than 60 discrepancies reported by the Combat Crew in accordance with 579th policy during the EWO alert demonstration (72 hour hold). The refusal of this silo based on poor quality of contractor maintenance has resulted in higher contractor standards for subsequent complexes.

(3) Considering the 579 SMS best estimate of complex acceptance dates one TDY Combat Ready Crew will be required for alert duty 19 through 28 October if Phase III ORT is to continue and EWO alert complexes are to be manned on a three to one ratio. If the last two complexes become available for acceptance prior to the estimated date a total of seven TDY crews could be required during the last seven to ten days of October.

10. Comments and Recommendations:

a. Recommend continuous personnel action be taken to fill the vacancies of four MCCC's and two DMCCC's. This shortage is deemed serious after considering the combat crew requirement to support EWO, Phase III ORT instructors/evaluators, ORT complex management crews and student crews for ORT.

11. Commander's Remarks: None.

Edward M. Jacobet

EDWARD M. JACOBET
Colonel, USAF
Commander

I Concur.

Eugene N. Walahu
for
Ernest C. Eddy

ERNEST C. EDDY
Colonel, USAF
Commander

JPC010JPA45MMXC096KNJ858
PP RUWBJP RUWBJM RUWBFK
ZDK
KNJ803
PP RUWBJP RUWBJM RUWBFK
DE RUWBKN 4A
P181800Z
FM 15AF MARCH AFB CALIF
TO RUWBJP/6STRATAEROSPACEWG WALKER AFB NMEX
BT
C O N FI D E N T I A L DO/DM 2783. 6SAD FOR 579SMO, 47SAD FOR DO AND 3901SMES FOR DO. 3901SMES EVALUATION SCHEDULE AND PHASE III ORT PROGRAM REFERENCEE YOUR SECRET MESSAGE 579SMSO 397, 11SEP 62, AND 15AF DO 43410, 4AUG 62. DUE TO TURNOVER DATE OF 579-12 AND ELAPSED PERIOD OF TIME FOR SENIOR STANDARDIZATION CREW TO SATISFY ALL POSSIBLE SACR 58-6, ANNEX I UPGRADE REQUIREMENTS, THE 3901SMES TEAM WILL ARRIVE YOUR STATION TO CONDUCT UPGRADE CERTIFICATION ACTION STRATING 24 SEP 62. PART II. INITATE ACTION TO CONVERTE 579-12 ON PASPASATION FOR STANFARDIZATION PLUS ACTIONTENTATIVELY SCHEDUIED FOR 22 SEP 62
PAGE TWO RUWBKN 4A
THIS IS WITHIN THE PARAMETERS OF 15AF DO43410 AND WILL ALLOW YOUR SENIOR STANDARDIZATION CREW TO CHECK 579-12 TO INSURE THAT ESSENTIAL TECHNICAL DATA AND SUPPORT EQUIPMENT ARE IN PLACE OR ACCOUNTED FOR / PART III. IMMEIATELY FOLLOWING THE COMPLETION OF SCES ACTION DURING THE WEEK OF 24 SEP 62, PHASE III ORT WILL COMMENCE WITHOUT DELAY. PART IV. BASED ON 24-29 SEP 3901SMES UPGRADE PERIOD, IT IS EXPECTED THAT PHASE III ORT WILL START 1 OCT 62. YOUR SECOND CREW TO COMPLETE TPHASE IPHASE II QRT WILL BE READY FOR UPGRADE STAND ARDIZATION WITH THE TWO STUDENT CREWS GOING THROUGH YOUR PHASE III PILOT CLASS. THIS SHOULD BE DURING THE FOURTH WEEK OF OCTOBER. BECAUSE REQUIREMENT FOR MOCAM SUPPORT IN PHASE III PILOT CLASS IS LIGHT, THIS HEADQUARTERS FEELS THAT AFR66-17 MOCAM SUPPORT WILL NOT BE NECESSARY TO SUPPORT STANDARDIZATION ACTION OF THE PILOT CLASS AND THE RECENTLY RETURNED SECOND PHASE II TRAINED INSTRUCTOR CREW. YOUR REQUEST FOR AFR66-17 SUPPORT SUBSEQUENTLY SHOLD BE FOR WARDED TO 15AF DMAC WITH INFO 15AF DOTM AS SOON AS FIRM NEED DATES ARE KNOWN. PART V. ACTION RELATIVE TO TWO TO ONE MANNING
PAGE THREE RUWBKN4A
PENDING RECIEPT AND EVALUATION OF YOUR CREW AVAILABILITY AND COMPLEX EWO REQUIREMENTS LETTER. (SCP-4)
BT
18/1807Z SEP RUWBKN

NNNN

SECRET

PRIORITY
ROUTINE X AF

6STRATAEROSPACEWG WALKER AFB NMEX

SAC

INFO: 15AF MARCH AFB CALIF

47STRAT AEROSPACE DIV CASTLE AFB CALIF

SECRET 579SMSO 476 . SAC FOR DCRSO. 15AF FOR DCRM, DOOP, DM4C, DI AND DPL. 47STRAT AEROSPACE DIV FOR DO. STRATMOS RCS: 3-AF-V14 REPORT AS OF 1200HRS 26 SEP 62.

A. 579SMS WALKER AFB NMEX

B. ATLAS SM65F

C. 13

D. THREE

E. (1) NINE W-38 WARHEADS

. (2) THIRTEEN RE-ENTRY VEHICLES

E. THIRTEEN ATLAS SM65F

G. ECC	DATE	REACTION TIME
579-9	11 SEP 62	24HRS
579-12	21 SEP 62	50HRS PLUS

SECRET

6STRATAEROSPACEWG WALKER AFB NMEX

QUALIFICATIONS: 579-9, REACTION TIME BY SATAF AND CONTRACTOR TO PLACE COMPLEX IN A LAUNCHABLE STATUS. COMPLEX NOT ACCEPTED SAC. 579-12, DOWNGRADED FOR ORT TRAINING.

H. C-4: EST: C-3, 1 OCT 62

I. REMARKS: TWO MISSILES LOCATED ON WALKER AFB, MISSILE REMOVED FROM 579-4 FOR TAD AND ACCEPTANCE OF MAMS BUILDING, ELEVEN MISSILES AT COMPLEXES. REF H: EST OF C-3CAPABILITY IS BASED ON THE FORECAST OF ORT FOR COMBAT CREWS/MAINTENANCE TEAMS AND THE ACCEPTANCE OF LAUNCHERS AS FORECAST IN SAC PROGRAMMING PLAN 9-16, 13 MAR 61, FOR WALKER AFB.

J. 579-4 AND 579-10 REMAIN IN ELC CONFIGURATION. THE FOLLOWING SATAF EMERGENCY LAUNCH CAPABILITY FORECAST FOR THE FIVE COMPLEXES WAS RECEIVED BY THIS UNIT ON 24 SEP 62.

COMPLEX	ELC EST	COMPLEX	ELC EST
579-2	28 SEP 62	579-8	17 OCT 62
579-5	26 SEP 62	579-11	26 SEP 62
579-7	22 OCT 62		

SCP 3.

SECRET

JPC010DJPA844
V
MXA142
DCA080B.D001
00 R RUWBKN RUWBJP
ZDK
00 RUCVAA RUCVFL RUETHB RUWBKN RUWBJP
DE RUCSBR 461B
O R 132315Z ZFX
FM SAC
TO ALFA TWO
RUWBJP/6STRAT AEROSPACE WG WALKER AFB NMEX
BT
S E C R E T DOPL 7283. IMMEDIATE ACTION REQUIRED.
CSAF FOR AFOOP-ST. REFERENCE SAC TS MESSAGE B-84790, SEPTEMBER
ALERT POSTURE. CHANGE PART FOUR OF REFERENCED MESSAGE, EFFECTIVE
UPON RECEIPT, AS FOLLOWS:

UNIT	LOCATION	PLANNED ALERT	TOTAL ADJUST	ADJUSTED SORTIES	REQUIRED ALERT
577	ALTUS	5	1	03	02,04,05,06
579	WALKER	2	0	0	03,12

(SCP-4)
BT
13/2322Z SEP RUCSBR

SECRET

SECRET

JPCOOLJPA373MXF010 DCA988 BRD 371
OO RUWBKN RUWBAP RUWBSP RUWBJC RUWBJP
DE RUCSBR 319
O R 182316Z
FM SAC
TO ALFA TWO
RUWBJP /6STRATAEROSPACEWG WALKER AFB NMEXN
BT
S E C R E T /DOPL 7383. IMMDIATE ACTION REQUIRED.
CSAF FOR AFO P-SH. REFERENCE SAC TOP SECRET MESSAGE B-84190, SEPTEMBER ALERT POSTURE. CHANGE PART FOUR OF REFERENCED MESSAGE, EFFECTIVE UPON RECIEPT AS FOLLOWS.

UNIT	LOCATION	PLND ALERT	TOTAL ADJUSH	ADJUST D SORTIES	REQD ALERT
57?	WALKER	3	0	0	03,06, 12

(SCP-4)
BT
18/2318Z SEP RUCSBR

NNN

SECRET

SECRET

JPC010
JPA048MXC078DCA514BED783
00 AUWBKN RUWBJP RUWLJG
DE RUCSER 342A
O 242105Z ZEX
FM SAC
TO ALFA TWO
RUWBJP/6STRAT AEROSPACE WALKER AFB NEX
BT
S E C R E T DOPL 74800 IMMEDIATE ACTION REQUIRED.
CSAF FOR AFOOP-ST. REFERENCE SAC TS MESSAGE B-84190, SEPTEMBER
ALERT POSTURE. CHANGE PART FOUR OF REFERENCED MESSAGE, EFFECTIVE
UPON RECEIPT AS FOLLOWS:

UNIT	LOCATION	PLND ALERT	TOTAL ADJUST	ADJUST SORTIES	REQUIRED SORTIES
**********	**********	**********	**********	**********	**********
579	WALKER	4	1	05(ORT)	01,03,06

BT
24/2109Z SEP RUCSER

NNNN

SECRET

SECRET

JPA006TMAB 042KNK300
OO RUWBJL RUWBJM RUWBJP RUWBKA RUWBKB RUWBND RUWBNG RUWBSP RUWBJR
DE RUWBKN 12A
O P 071624Z
FM 15AF MARCH AFB CALIF
TO SAC
INFO RUCVAA 2AF BARKSDALE AFB LA
RUCDDH 8AF WESTOVER AFB MASS
ROMEO TWO
ROMEO THREE (ZEN/22BW MAFB)
RUWBJR 97AIRRFLSQ MALMSTROM AFB MONT
VICTOR THREE
RUWBAR 389STRATMSLWG F E WARREN AFB WYO
RUWBSP 451STRATMSLWG LOWRY AFB COLO
BT
S E C R T DOPMS 2660.
SAC FOR DOPLM; INFO FOR DCOP. (U) 15AF ALE T ADJUSTMENT
RECOMMENDATIONS FOR OCT - DEC 62.

****

579	KRSW	12	8	11,12	ORT

****

BT (SCF 4)
07/1724Z SEP RUWBKN

SECRET

HEADQUARTERS
6[illegible] STRATEGIC AEROSPACE WING
United States Air Force
Walker Air Force Base, New Mexico

4 October 1962

REPLY TO
ATTN OF: C

SUBJECT: 579th Program Progress Report (15AF-U9)

TO: SAC (DCRMA) 47SAD (C)
15th AF (DPL) (8)

COMMANDER COMMENTS

1. GENERAL: The overall Atlas missile complex equipment acceptance program for the 6th Strategic Aerospace Wing is ahead of schedule. However, the manning input is geared to the old schedule. As a result of the differences in schedules, a problem is being experienced with combat crew manning. The current combat crew manning ratio is less than to 1 for Oct 1962. Non-tactical radio installation is not scheduled until 60 days after receipt of the first launchable missile. The manning and training problems coupled with the lack of operational non-tactical radios hamp rs the overall wing coordination efforts in support of FWO and CRT.

2. INSTALLATION AND CHECKOUT: GDA scheduling including TAD requires 99% completion with actual completion being 98% for a lag of 1% on installation and checkout. Programmed turnover of the complete weapons systems by GDA has again been advanced by one week. Significant problems which affect progress of I and C are parts for work completion, parts for MDU trailers and failure of Complex 18 (579-9) to successfully complete Pr TAD contractor procedures.

3. PROBLEM AREAS:

a. Missile Combat Crew Personnel.

(1) Missile Combat Crew Commanders: A shortage of four Missile Combat Crew Commanders exist on Combat Crews P-58 through P-61. All eighteen Missile Combat Crew Commander positions were originally filled by line officers, rated and rank (Captain or above), however, the losses were caused primarily by medical and academic deficiencies at OBR/OZR courses, Sheppard AFB. Five replacement Combat Crew Commanders were made available through the October promotion of Lieutenants to Captain.

(2) DMCCC's promoted to Captain were assigned to fill MCCC positions which in turn caused a shortage of DMCCC's on Crew P-60 and P-61.

(3) The vacancy of four MCCC's and two DMCCC's must be filled by 15 October 1962 if the 579th SMS is to fulfill the Phase I CRT quota, as presently scheduled, for Class 24 starting 29 October 1962.

(4) Recent indications are that nine officers in the grade of Captain and Major will be assigned to the 579th SMS after completing missile training at Sheppard AFB during January and February of 1963. These officers are [illegible]

to be part of the "attrition" program and do not affect the present shortage of [illegible]'s.

b. Breathing Apparatus.

(1) The 579th SMS is authorized ninety-six Chemox, self generating, breathing apparatus. The SAC ORT Plan SM65[illegible] dated 22 December 1962 (Classified) and subject letter "Personnel Protective Clothing and Equipment" dated 11 June 196[illegible] from 15th AF DS suggests that this equipment has been found to be unsatisfactory for emergency use. Reports from upstream sites have also indicated that these units are unsatisfactory.

(2) As suggested by the above listed documents, a request was submitted to 6th SAW BEMO and in turn forwarded through supply channels to higher headquarters for UAL replacement of the Chemox by the Scott Air Pack which will provide oxygen immediately and in contaminated air.

(3) This request was approved at 15AF but disapproved by CEMO at SAC Hqs.

(4) It is requested that safety and supply personnel at higher headquarters coordinate their efforts to resolve this problem and provide a solution.

Eugene D Waedher

FOR THE COMMANDER
ERNEST C. EDDY
Colonel, USAF
Commander

1 Atch
1. 15AF-U9 Program Status Report, Sep 62

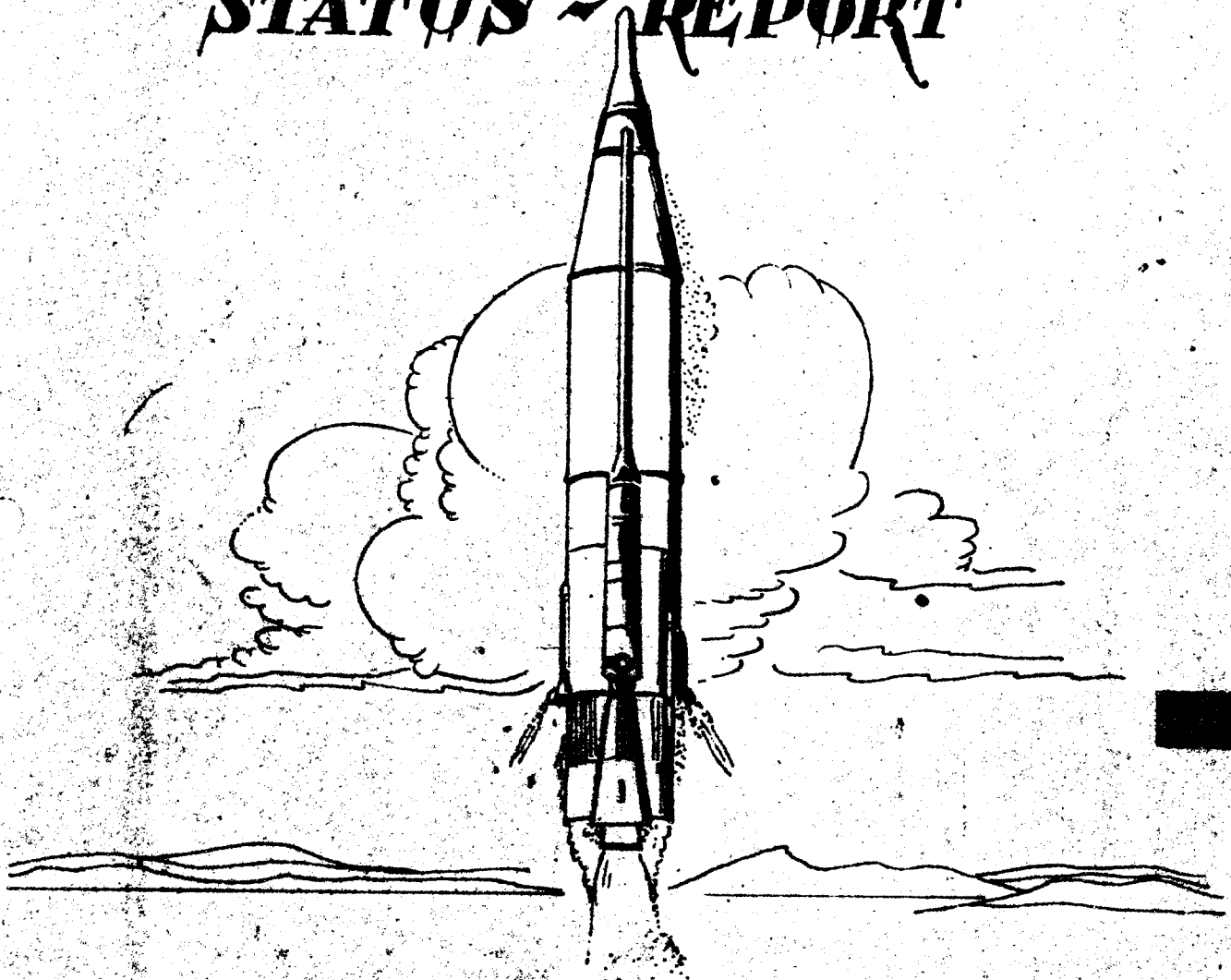
CC: BDCM (2), DXOH (4), DP, DSUP (3), DCM SU, BDCR, 579SMS (4), BDCRM (2), EC, BDCE, DCO (2)

PROJECT	STATUS
DSUPAFW-1	Development of AFW Activity. Reference Milestone #8, approximately 8224 spares are on hand for support of the missile program. The milestone is now 68% complete and considered to be on schedule.
DSUPAFW-4	Bench Stock and Prepositioned Spares. No change from Aug report.
DSUPP-1	Establish Liquid Oxygen Capability. One (1) tube bank trailer was turned over to SAC from GDA/SATAF 20 Sep 62. Handling equipment will still be turned over to SAC as complexes are accepted. Equipment scheduled for turn over in October 1962 are as follows: Three (3) tube bank trailers, two (2) re-chargers, two (2) LN2/LO2 transporters, and two (2) helium compressors. Time completion of this milestone is scheduled for Jan 63.
DSUPP-2	Establish Helium Support Capability. Project is completed.
DCOCE-1	SAC Command Control & Communications. No change in project. Site concurrence has not been achieved for the 465-L communications.
DCOCE-4	SAC Command Control & Communications (UHF/HF-ACP). Components are arriving on base for this project. Installation starting date for this project unknown. Project has slipped 30 days.
DCOCE-8	Direct (Automatic Ring) Circuits. Milestone #2 completed. Project is completed.
DCOCE-10	Primary Alerting System. Milestone #2 completed. Project is completed.
DCOCE-11	Non-Tactical Radio. Reference Milestone #3, CSA issued to General Electric on 17 Aug 62 by 15AF. Notification received from GE, Lynchburg, Virginia, that equipment for this project would be shipped approximately 28 Sep 62. Milestone #4 on schedule.
DCOCP-2	Provide SOP's for Positive Control. Project is completed.
DCOCP-3	Provide SOP's for DEFCONS. Project on schedule.
DCOP-1	Integrate SM65 into EWO. Project on schedule.
812C-1	First Aid Training. Reference Milestone #1, a total of 540 persons have been trained, an increase of 68 since last report. This project is extended to Nov 62. This is not a slippage but to include more personnel than originally planned.
812C-2	Emergency Medical Supplies. Project on schedule.

PROJECT	STATUS
BDCE-1	Industrial Hygiene Engineering. Project is completed.
BDCM/TSMTB-1	Establish Central Transportation Control Center. Project is completed.
BDCM/TSMTB-3	General & Special Purpose Vehicles for 579SMS. Project is on schedule.
BDCE-3	Accept New Construction of Missile Facilities. Milestone #21 is approximately 88% complete.
BDCE-5	Establish Requirements for Special Equipment and Transportation. No Change from August report.
BDCE-8	Establish Procedures For Prev Maint and Real Property. Project on schedule.
BDCE-10	Instruct Missile Personnel on Cost Accouting. Project is completed.
BDCE-13	Missile Site Short Runways. No change from August report.
DP-2	Airmen Missile Training. Project is completed.
DP-4	Airmen Manning for 579SMS. Milestones #10 & #16 completed. Remainder of project on schedule.
DP-6	Base Augmentation. Reference Milestone #5, CES Augmentation. Although 11 manpower spaces 563X0, were added for water demineralization effective 1 Oct 62, 13 spaces 563X0 are programmed to be deleted in the Refuse Collection and Disposal Function. As a result, the base manning in AFSC 563X0 is projected at 100%. This project is considered complete.
579SMS-2	Quality Control & Evaluation Manning. Project on schedule.
37MMS-1	(Project Classified) Project on schedule.

I-10 Walker

SITE ACTIVATION STATUS ~ REPORT



Atlas Missile Project

WALKER AIR FORCE BASE,

NEW MEXICO

30 September 62

This report is published by Chief of Program Management, semi-monthly, as directed by the Commander Site Activation Task Force, Walker Air Force Base, New Mexico.

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1 - Commander, 579th SMS

10 - Reserved (for VIP's)

1 - File

1 - 579th SMS (LtCol Rayner)

TABLE OF CONTENTS

KEY PERSONNEL

AFP COMMANDER	[illegible]	[illegible]
DEPUTY COMMANDER	[illegible]	[illegible]
DEPUTY FOR ENGINEERING	[illegible]	[illegible]
DEPUTY FOR LOGISTICS	[illegible]	[illegible]
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OPERATIONS MANAGER	[illegible]	[illegible]
CHIEF SCHEDULING & ANALYSIS	[illegible]	[illegible]
CHIEF OPERATIONS	[illegible]	[illegible]
CHIEF MATERIAL SERVICES	Mr. J. J. Zaiboh	[illegible]
CHIEF QUALITY CONTROL	[illegible]	[illegible]
CHIEF INDUSTRIAL RELATIONS	[illegible]	[illegible]
CHIEF ADMINISTRATIVE SERVICES	Mr. M. E. Post	[illegible]
CHIEF ACTIVATION ENGINEERING	[illegible]	[illegible]
COMMUNICATIONS REPRESENTATIVE	[illegible]	[illegible]

INSTALLATION & CHECKOUT
SUMMARY
for period 16 Sept thru 30 Sept 62

1. Problems in Phase I: No problems exist at the MAMS or Complexes.

2. Validation and Integration Problems:

a. Complex 6 - Have had Missile Lift problems. Unable to get Launch Platform in Uplock. Changed six leaking Capacitors. Now have filter problems. Cannot transfer LO2 at a sufficient rate.

b. Complex 8 - ARMA problems. Changing computors.

c. Complex 11 - LOX fill lines and flanges require cleaning due to oil contamination.

d. Complex 12 - Have had Thrust Section Heater, POD Air Conditioner, and ARMA problems. All have possibly been cleared. Final Confidence Tanking will be attempted 28 September 1962.

e. Complex 7 - In TAD. No problems.

f. Complex 2 - In Procedure 41073. Phase I tanking should start 29 September. No problems.

g. Complex 5 - In Procedure 41073. Phase I tanking should start 1 October 1962. No problems.

h. Complex 4 - Need EID 3080 for Missile Pyrotechnics. This is being held by the TAD Tanking at Complex 6. MSA Drawers are being reworked.

3. Milestones:

a. Procedure 41066 completed at all complexes.

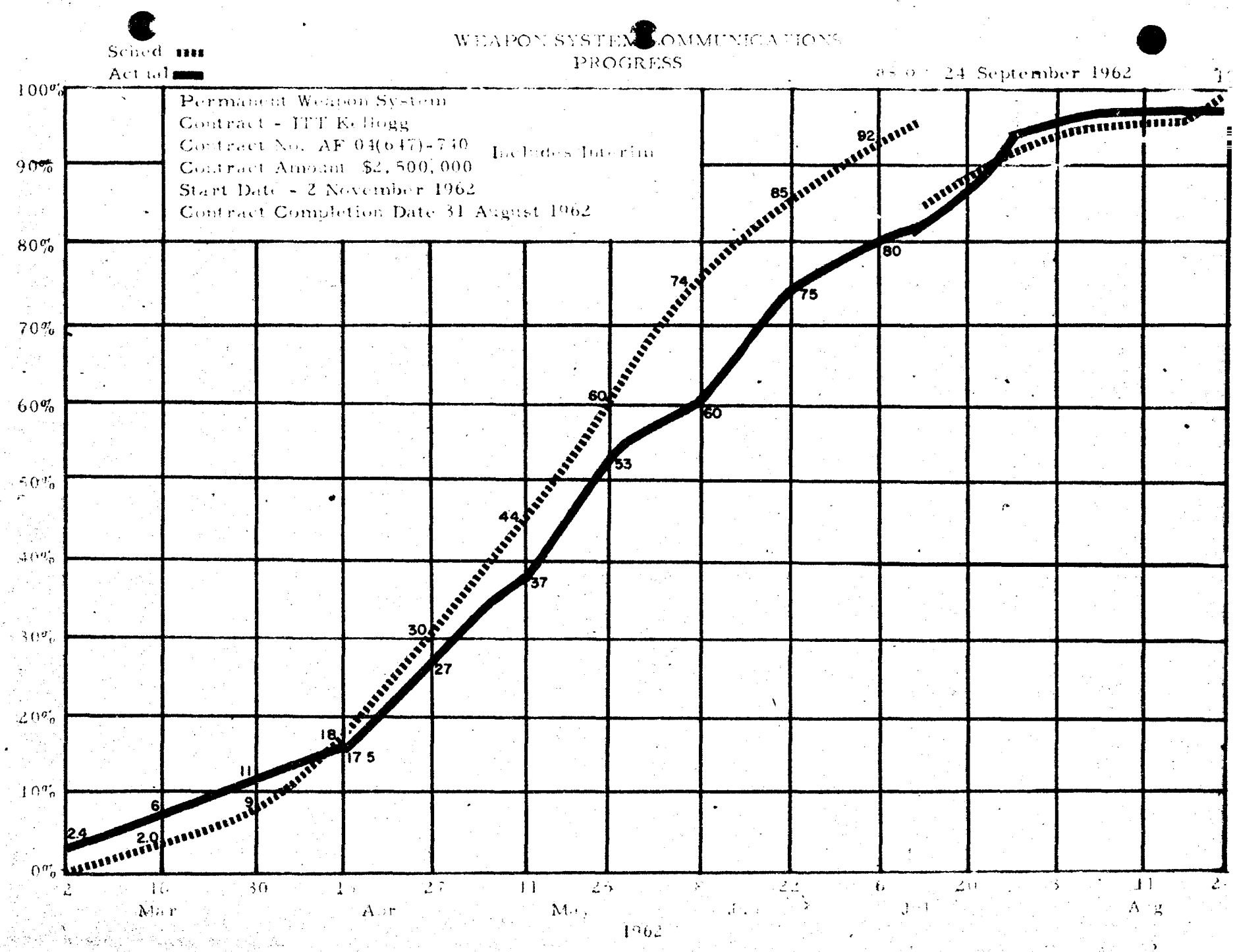
b. Procedure 98451 completed all complexes except Complex 4 and is in work there with ECD 28 September 1962.

c. Procedure 41074 completed at all complexes except Complexes 2, 5, and 4.

4. Dynamo Alerts: There are no open Dynamo Alerts at Walker AFB.

5. PERT Comments:

Cplx	Crit Path Procedure In Work	LAD for Procedure	+ or - Slack as of 28 Sep	ECD
6	IN TAD	N/A	N/A	N/A
8	Final Conf	28 Aug 62	-4.5	28 Sep 62
11	In TAD	N/A	N/A	N/A
12	Final Conf	19 Sep 62	-1.3	28 Sep 62
7	In TAD	N/A	N/A	N/A
2	41073	22 Sep 62	- .8	28 Sep 62
5	41073	30 Sep 62	- .1	1 Oct 62
4	Mapche I & II	30 Sep 62	+ .2	28 Sep 62


WEAPON SYSTEM COMMUNICATIONS
PROGRESS
as of 24 September 1962
Scied
Actual
Permanent Weapon System
Contract - ITT Kellogg
Contract No. AF 04(647)-740
Contract Amount $2,500,000
Start Date - 2 November 1962
Contract Completion Date 31 August 1962
Includes Interim
100%
90%
80%
70%
60%
50%
40%
30%
20%
10%
0%
2.4
2.0
6
9
11
18
17.5
30
27
44
37
60
53
74
60
85
75
92
80
Mar
Apr
May
Aug
1962

WEAPON SYSTEM COMMUNICATIONS

As of 24 September 1962

Complex	Scheduled Percent	Actual Percent	START		TAD COMPLETION		Contract Completion Date
			Sched	Actual	Sched	Actual	
10	100	TAD	5Mar 62	2 Nov 61	25 May 62	8 June 1962	31 May 62
9	100	TAD	12 Mar 62	14 Nov 61	7 June 62	14 June 1962	30 Jun 62
1	100	TAD	19 Mar 62	22 Nov 61	14 June 62	27 June 62	30 Jun 62
6	100	TAD	23 Apr 62	12 Jan 62	19 July 62	[illegible]	31 Jul 62
8	100	TAD	26 Mar 62	29 Nov 61	21 June 62	21 June 62	30 Jun 62
3	100	TAD	2 Apr 62	27 Dec 61	28 June 62	3 July 62	30 Jun 62
11	100	TAD	16 Apr 62	13 Jan 62	12 July 62	1 July 62	31 Jul 62
12	100	TAD	9 Apr 62	11 Jan 62	5 July 62	6 July 62	31 Jul 62
7	100	TAD	7 May 62	14 Jan 62	9 Aug 62	14 Aug 62	31 Aug 62
2	100	TAD	30 Apr 62	3 Jan 62	26 July 62	2 August 62	31 Jul 62
5	100	TAD	14 May 62	14 Jan 62	15 Aug 62	21 August 62	31 Aug 62
4	100	TAD	21 May 62	5 Jan 62	23 Aug 62	30 August 62	31 Aug 62
MAMS	100	TAD	5 Mar 62	19 Feb 62	14 May 62	4 Aug 1962	31 May 62
WCP	100	TAD	5 Mar 62	26 Feb 62	30 Aug 62	29 August 62	31 Aug 62
ACP	100	TAD	23 Jan 62	7 Mar 62	30 Aug 62	29 August 62	31 Aug 62
CAI	100	99.9%					

*Only task remaining is installation of communication panels on MDU's.

INSTALLATION AND CHECKOUT PHASE DATES PLANNED TASKS ONLY

Comp	TURNOVER		PHASE I				PHASE II				PHASE III			
			START		COMPLETE		START		COMPLETE		START		COMPLETE	
	AF Need	JOD	Sched	Actual	Sched	Actual	Sched	Actual	Sched	Actual	Sched	Actual	Sched	Actual
10	4Nov 61	6Nov 61	22Dec 61	6Nov 61	25Apr 62	[illegible] 62	25Jan 62	25Jan 62	18May 62	19 [illegible] 62	21May 62	[illegible] 62	[illegible] Aug 62	15Aug 62
9	11Nov 61	10Nov 61	8Jan 62	18Dec 61	4May 62	8 Aug 62	5Feb 62	5Feb 62	29May 62	[illegible] 62	31May 62	15May 62	[illegible] Aug 62	14 Aug 62
1	18Nov 61	15Nov 61	17Jan 62	27Dec 61	15May 62	[illegible] 62	14Feb 62	14Feb 62	8Jun 62	[illegible] 62	11Jun 62	[illegible] 62	14Aug 62	21 Aug 62
6	7 Jun 62	2 Jan 62	26Jan 62	15 Feb 62	24May 62	[illegible] 62	23Feb 62	2Mar 62	19Jun 62	[illegible] 62	20Jun 62	25Jun 62	21Aug 62	5 Sep 62
8	25 Nov 61	24 Nov 61	6Feb 62	27 Dec 61	5Jun 62	10 Aug 62	6Mar 62	23Feb 62	28Jun 62	[illegible] 62	29Jun 62	8Jun 62	28Aug 62	
3	16Dec 61	15Dec 61	15Feb 62	8Jan 62	14Jun 62	27 Aug 62	15Mar 62	6Mar 62	10Jul 62	9 Aug 62	11Jul 62	4Jun 62	5Sep 62	28 Aug 62
11	15Jan 62	15Jan 62	26Feb 62	8Feb 62	25Jun 62	4 Aug 62	26Mar 62	26Mar 62	19Jul 62	11 Aug 62	20Jul 62	[illegible]	[illegible] Sep 62	22 Sep 62
12	23Dec 61	27Dec 61	7Mar 62	1Feb 62	[illegible] 62	4 Sep 62	[illegible] 62	28Mar 62	[illegible] 62	11 Sep 62	[illegible] 62	[illegible] 62	[illegible] Sep 62	
7	[illegible] 62	[illegible] 62	[illegible] Mar 62	[illegible] Mar 62	16 Jul 62	6 Aug 62	13Apr 62	4Apr 62	[illegible] 62	14 Aug 62	[illegible] 62	[illegible] 62	[illegible] Sep 62	22 Sep 62
	[illegible] 62	[illegible] 62	[illegible] Mar 62	[illegible] Feb 62	[illegible] 62	4 Sep 62	[illegible] 62	[illegible] 62	[illegible] 62	11 Sep 62	[illegible] 62	[illegible]	[illegible]	
5	27Jan 62	22Jan 62	5Apr 62	14Mar 62	3Aug 62	[illegible] 62	3May 62	[illegible] 2	28Aug 62	[illegible] 62	29Aug 62	16 Sep 62	[illegible] 62	
4	4Feb 62	19Jan 62	16Apr 62	26Mar 62	14Aug 62	26 Sep 62	14May 62	[illegible] 2	7Sep 62	21 [illegible] 62	10Sep 62	22 Sep 62	[illegible] 62	
MAMS	4Nov 61	6Nov 61	22Dec 61	6Nov 61	13Apr 62 #1		22Dec 61	6Nov 61	18Apr 62 #2	15 Aug 62	5Mar 62	16Feb 62	12Apr 62	[illegible] 62

#1 72 hours sched 9-10 July completed.

[illegible] adjusted [illegible] flow sequence change

PERCENTAGE OF COMPLETION
OF PLANNED TASKS

(Close of Work)
As of 26 September 62

PERCENT COMPLETE												
Complex No.	I			II			III			TOTAL		
	Based	Actual Planned Only	Actual Supp & Planned	Based	Actual Planned Only	Actual Supp & Planned	Based	Actual Planned Only	Actual Supp & Planned	Based	Actual Planned Only	Actual Supp & Planned
MAMS	100	97	97	100	100	100	100	100	100	100	99	99
6	100	100	99	100	100	99	100	100	98	100	100	99
8	100	100	99	100	100	98	100	97	97	100	99	99
	100	100	96	100	100	96	100	100	98	100	100	96
12	100	100	99	100	100	100	100	87	78	100	98	96
	100	100	99	100	100	99	100	100	100	100	100	99
	100	100	95	100	100	99	82	66	67	98	96	92
	100	100	99	100	100	99	57	62	63	95	96	94
	100	100	98	100	100	99	11	25	24	94	92	87
	100	100		100	100		92	89		99	98	