SECRET

DASMC 011951

K-WG-6-01

HISTORY

OF

6TH BOMBARDMENT WING (HEAVY, JET)

AND

6TH COMBAT SUPPORT GROUP

1 - 28 FEBRUARY 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 A1C David E. Kelly, Unit Historian, under the supervision of Major 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 the source documents which bear on the combat capability of this organization. This title page contains no classified information. (U)

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CHRONOLOGY

Page		February
28	The Directorate of Supply received a staff assistance visit from the 15th Air Force Directorate of Materiel.	5
33	Mrs. Robert H. Goddard visited the 579th Strategic Missile Squadron, and was conducted on a tour of a site.	18

GLOSSARY

ACR	Advanced Capability Radar
AC&W	Aircraft Control and Warning
ADC	Air Defence Command
AFW	Air Force Weapons
AOCP	Aircraft Out of Commission for Parts
ARCP	Air Refueling Control Point
ARIP	Air Refueling Ingress Point
ARPIP	Air Refueling Pre-Initial Point
ARS	Air Refueling Squadron
ATC	Air Training Command
AWOL	Absent WithOut Leave
CCTS	Combat Crew Training Squadron
CEA	Circular Error Average
CE	Civil Engineering
CEG	Combat Evaluation Group
CSG	Combat Support Group
ECM	Electronic Counter-Measures
EWO	Emergency War Order, Electronic Warfare Officer
GAM	Guided Air Missile
GEOCP	Ground Equipment Out of Commission for Parts
LCC	Launch Control Center
LOX	Liquid Oxygen
IPT	Individual Proficiency Training
MAB	Missile Assembly Building
MAMS	Missile Assembly Maintenance Shops
MATS	Military Air Transport Service
MTD	Mobile Training Detachment
OAP	Offset Aiming Point
OCLO	Oklahoma City Liaison Officer
ORI	Operational Readiness Inspection
PLS	Propellant Loading System
PMV	Private Motor Vehicle
RBS	Radar Bomb Scoring
RPIE	Real Property Installed Equipment
SACCOM-NET	Strategic Air Command Communications Network
SRE	Security Readiness Evaluation
SAC	Strategic Air Command
TWX	Teletypwriter Exchange
TACAN	Tactical Air Navigation
UAL	Unit Authorization List
UMD	Unit Manning Document
UME	Unit Mobility Equipment
USCM	Unit Simulated Combat Mission
VACE	Verification And Checkout

CHAPTER I

MISSION AND ORGANIZATION

INTRODUCTION

Walker was visited by the 47th Air Division Assistance Team, headed by Brigadier General William R. Yancey, Division Commander. The Base Commander continued his policy during the month of keeping close control over airmen residing in barracks. The local mayor was advised of the forthcoming Walker Summer Festival and was asked for concurrence in the suggested date for the event. (U)

As directed by Headquarters, 15th Air Force and Headquarters, 47th Air Division and according to policies established by the United States Air Force and Strategic Air Command, the Commander, 6th Bombardment Wing (H), will: organize, man, train, and equip assigned units to provide B-52 and KC-135 combat crew training for the Strategic Air Command; develop and maintain a capability for conducting long range bombardment air refueling operations using either nuclear or conventional weapons; develop and operational capability to permit conducting of strategic missile operations according to the emergency war order at the earliest practicable date; maintain coordination with the Air Force Ballistic Missile Division Field Office and the Air Force Logistics Command Field Office with respect to support provided to these offices; maintain liaison with the Air Force Ballistic Missile Division and Air Force Logistics Command Field Offices and advise Headquarters, 47th Air Divison and Headquarters, 15th Air Force of progress in the development of missile operational capabilities; establish missile, flying and ground safety programs and monitor for effectiveness; be prepared to participate in emergency protection, defensive actions, disaster relief, and other domestic emergencies; support the Air Reserve and National Guard Programs; and perform such special missions as may be directed by higher headquarters.[1] (U)

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1. 15AFR 23-10, Hq 15AF, 3 May 60.

MISSION CAPABILITY

Of the 35 B-52E aircraft the 6th Bomb Wing had on hand at the end of the month of February 1962, 34 were operational.[2] The 6th Air Refueling Squadron had 17 KC-135A aircraft on hand at the end of February; 16 of these were operational.[3] (S)

The number of combat-ready crews assigned to the 6th Bomb Wing during February increased to 36; there was one non-combat-ready crews. The 6th ARS had 27 combat-ready and no non-combat-ready crews.[4] (S)

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2. MSG, 6BW to SAC, ZIPPO 02-205, 28 Feb 62, Aircraft Availability, Exhibit 1. (S)

3. MSG, 6BW to SAC, ZIPPO 02-206, Sup. 1, 02-211, 28 Feb 62, Aircraft Availability, Exhibit 2. (S)

4. History, Operational Data, DCO, 6BW, Feb 62, Exhibit 3. (S)

6th BOMBARDMENT WING (HEAVY)

UNITS ASSIGNED

Headquarters Squadron

6th Air Refueling Squadron

6th Armament and Electronics Maintenance Squadron

24th Bombardment Squadron

39th Bombardment Squadron

40th Bombardment Squadron

6th Organizational Maintenance Squadron

6th Field Maintenance Squadron

37th Munitions Maintenance Squadron

579th Strategic Missile Squadron

4129th Combat Crew Training Squadron

6th Supply Squadron

812th Medical Group

6th COMBAT SUPPORT GROUP

UNITS ASSIGNED

Headquarters Squadron

6th Combat Defense Squadron

6th Food Service Squadron

6th Civil Engineering Squadron

6th Transportation Squadron

6TH Bombardment Wing (Heavy)

ATTACHED UNITS

511C FTD (ATC)

Site Activation Task Force

686th AC&W (ADC)

2010 Communications Squadron (AFCS)

Det 15, 9 Weather (MATS)

1033rd Auditor General (Hq USAF)

17th Dist. OSI (Hq USAF)

697 AC&W (Pyote)

Det 117

COMMAND

The 15th Air Force Materiel Assistance Team, the 1st Combat Evaluation Group operations team, Brigadier General William R. Yancey and the 47th Air Division Assistance Team arrived at Walker Air Force Base on 5 February 62 to render assistance as requested prior to the Inspector General Compliance Inspection. Also on 5 February, the base was visited by Major General T. P. Gerrity, Commander of the Ballistic Missile Division of the Air Force Logistics Command, the president of General Dynamics/Astronautics, the prime missile contractor, and 25 other persons, who inspected the Walker Site Activation Task Force.[5] (U)

Headquarters USAF recently completed action on the annual screening of the rated inventory conducted by the 1961 Central Flight Status Selection Board. This board is basically the commander's instrument for flying status control; thus, evaluations should be timely and boards must realize that their only objective is to consider all evidence regarding an officer's professional qualifications and come to specific conclusions as to his potential for future utilization as a rated officer. Lieutenant General

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5. History, 6BW, Command Section, 6BW, Feb 62, on file, XDO, 6BW.

John P. McConnell, Vice Commander in Chief, SAC, pointed out that increased flying evaluation board activity is encouraging evidence that commanders recognize the value of these boards as a means of effective management. Major General Joseph J. Nazzaro, Deputy Commander of 15th Air Force, directed that commanders insure that flying evaluation board action is initiated on rated officers who have demonstrated low flying proficiency and limited future air leadership potentials. The Deputy Commander for Operations and the Director of Personnel were instructed by Colonel Donald E. Hillman, Commander of the 6th Bomb Wing, to become familiar with AFB 35-13 in order that those personnel falling within the scope of the flying evaluation board provisions may be ferretted out and the rated structure strengthened.[6] (U)

The Base Commander, Colonel Roderic D. O'Connor, published a letter to all Walker organizations on 16 February, in regard to the best dormitory-best dayroom program. The letter stated that the judging for the best room had already been completed and that the choosing of the best-looking dayroom would not be accomplished on schedule, due to non-receipt of furniture from the Government Services Administration. The new date for the dayroom judging was established as 26 March 1962. Dormitories and dayrooms will be inspected and

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6. History, 6BW Command Section, 6BW, Feb 62, on file, IXO, 6BW.

judged monthly commencing in April 1962.[7] (U)

Also in line with the Base Commander's monitor of the welfare of airmen living in base barracks, a letter was sent to all base squadrons pursuant to the closer control of airmen. The Commander stated that a barrack chief would be named for each barrack; there would be a daily inspection, and at least one weekly open locker inspection of each barrack by each responsible squadron commander. In addition, the Charge of Quarters would inspect once between the hours of 1800 and 2300 for alcoholic beverages, unauthorized personnel, smoking in bed, boisterous behavior, and weapons, and other unauthorized property.[8] (U)

Mr. Edd Sherman of the Redistributing and Marketing Section announced at the Staff meeting of 6 February 1962 that his section holds a Retail Sales Day on the first Saturday of each month, 0900-1500 hours. The first seven days of each month are reserved for base agencies to screen material at the R&M facility for possible use. Colonel O'Connor then directed that all Combat Support Group agencies visit the R&M yard at least once a month. Each visitor will sign the register there, indicating that he has screened the

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7. Ltr, BC to all agencies, 16 Feb 62, Subj: Best Dorm.-Best Dayroom, 6CSG, Exhibit 4.

8. Ltr, BC to all squadrons, 7 Feb 62, Subj: Instructions for Barracks Inspections, 6CSG, Exhibit 5.

material available. Mr. Sherman was well-pleased with the manner in which surplus material is moving from the yard.[9] (U)

Colonel O'Connor wrote a letter to the Mayor of Roswell, the Honorable Lake J. Frazier, notifying him of the planning for the 1962 Walker Summer Festival, and requesting the concurrence of the City for this event to be held on 15, 16, and 17 June 1962.[10] (U)

Captain Thomas W. Wright replaced Major Jack Burton as Commander of the 6th Combat Defense Squadron.[11] (U)

The 579th Strategic Missile Squadron held an open house at missile site #10 on 24 and 25 February. Military personnel and their dependents were taken on tours of the missile facility. This was a result of Colonel O'Connor's suggestion that the military members and their families be given this privelege, as well as the important civilians of the surrounding community.[12] (U)

On 12 February the Wing Commander sent a letter of appreciation to the Base Commander, Director of Supply, Deputy Commander for Operations, Base Deputy Commander for Services, Director pf Personnel, and the Chief of the Com-

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9. History, 6BW, Command Section, 6BW, Feb 62, on file, IXO, 6BW.
10. Ibid.
11. Ibid.
12. History, 6CSG Command Section, 6CSG, Feb 62, on file, IXO, 6BW.

munications-Electronics Division. Colonel Hillman extended his appreciation to these staff agencies for their cooperation and support provided the staff assistance teams from Headquarters 15th Air Force and 47th Air Division. The Colonel stated that he had received many favorable comments from members of both teams regarding the administrative support, transportation, quarters, office facilities, and equipment provided them, and that he was deeply grateful for the job well done.[13] (U)

SUMMARY

The Wing Commander gave guidance concerning the retention of below-standard rated officers. The Base Commander announced that barracks rooms and dayrooms would be inspected and judged every month beginning in April 1962. Colonel O'Connor informed all squadrons that each room should be inspected every day. The Mayor of Roswell was apprised of the Walker Summer Festival during February. Staff agencies which lent outstanding support to the visiting staff assistance teams were praised by the Wing Commander. (U)

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13. Ltr, C to staff agencies, 6BW, 12 Feb 62, Letter of Appreciation, on file, IXO, 6BW.

CHAPTER II

PERSONNEL

INTRODUCTION

A college level program was instituted in the 6th Bomb Wing Alert Facility. (U)

A great improvement was effected in a personnel procedure during February. (U)

A staff visit to Dyess Air Force Base will result in a personnel change. (U)

The Wing Safety Office instituted a new safety bulletin in February. (U)

MILITARY

The wing had a total of 36 combat-ready crews and one non-combat-ready crew. At the end of the month of February, the 6th Air Refueling Squadron 27 combat-ready crews and none in the non-combat-ready category.[1] (S)

The authorized officer strength of the 6th Bomb Wing and 6th Combat Support Group during February was increased to 723.[2] (U)

The assigned airman strength of the wing and group for February increased to 4789.[3] (U)

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1. History, Operational Data, DOO, 6BW, Feb 62, Exhibit 3. (S)
2. Consolidated Strength Rpt, 6BW, 24 Feb 62, Exhibit 8.
3. Ibid.

Appended is the Management Control Data for the month of February 1962.[4] (U)

Colonel Roderic D. O'Connor, Commander of the 6th Combat Support Group, and his staff made a quarterly staff visit to Pyote Air Force Station, Texas, to render any assistance needed by the 697th AC&W Squadron.[5] (U)

Captain Thomas W. Wright replaced Major Jack Burton as Commander of the 6th Combat Defense Squadron.[6] (U)

The retention rate for "first term" airmen on Walker for February was 57.1 percent, a decrease of 20.9 percent of the previous month's rate. The "career" airmen rate was 84.2 percent for February. The officer retention rate for February was 82.7 percent.[7] (U)

A new college level program for alert duty personnel was initiated during February. A course in International Affairs was begun on 19 February in the Alert Building with 60 students enrolled. Notification was received that additional appropriated funds in the amount of $5200 would be available to support the education program for the rest

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4. Mgt. Control Data, Analysis, 6BW, Feb 62, Exhibit 9.
5. History, 6CSG Command Section, Feb 62, on file, IXO, 6BW.
6. Ibid.
7. Ltr, DPR to IXO, 6BW, 5 Mar 62, Retention Rate, Exhibit 10.

of the fiscal year. No new group study class were begun during February due to a lack of funds.[8] (U)

The Skill Knowledge Test passing rate for February was 86 percent; 123 persons were tested, and 106 passed. Ninety-five trainees were upgraded. The major problem exists in the excess training—there are 22 persons in excess training.[9] (U)

The changeover of the Annual Records Review system to be conducted at the squadrons improved efficiency by 50 percent. For February, 325 personnel were scheduled and all were reviewed in half the previous time.[10] (U)

Two representatives from the Directorate of Personnel visited the Dyess Air Force Base, Texas personnel processing operation during February. Several beneficial suggestions were received which will be implemented in the near future. Primarily, these consist of establishing a section to pay newly arrived personnel within the personnel building on the same day of their arrival, and to also have representatives from the Chaplain's office and supply.[11] (U)

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8. History, DP, 6BW, Feb 62, on file, IXO, 6BW.
9. Ibid.
10. Ibid.
11. Ibid.

SAFETY

The 6th Combat Support Group had 20 first aid injuries during February at a cost of $140. The 6th Bombardment Wing had 37 first aid injuries for a loss of $259. This was the summation of the 6th Bomb Wing Safety picture during February.[12] (U)

A new publication entitled Bi-Monthly Safety Briefs was begun by the 6th Bomb Wing Safety Office. This will be a periodical letter issued to all Walker organizations, containing current information pertaining to and in the interest of ground safety.[13] (U)

It was announced at the Walker Base Safety Council meeting on 26 February 1962 that a ground observation station would be in operation to offset the blind area created by tower construction partially blocking the view from the older tower.[14] (U)

Three fuel spills occurred in February for a total of 70 gallons. Organizations concerned were Fuels and Propellants, Organizational Maintenance Squadron, and Quality Control.[15] (U)

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12. History, SAFE, 6BW, Feb 62, on file, IXO, 6BW.

13. Ltr, SAFE, 6BW to all organizations, 7 Mar 62, Bi-Monthly Safety Briefs, on file, IXO, 6BW.

14. Minutes, Base Safety Council, 6BW, 26 Feb 62, Exhibit 11.

15. Ibid.

Walker received a satisfactory grade in the recent nuclear safety inspection by the 15th Air Force inspection team.[16] (U)

The Budget Review Panel decreed that funds were not available for construction of a shelter near the main gate, particularly since the normally favorable weather at Walker precludes the need for such an enclosure. The Wing Safety Office will determine whether picking up hitch-hikers along the esplanade creates a hazard; if necessary, a specifically designed point will be identified by a sign.[17] (U)

Markers were proposed to prevent towing teams from inadvertently positioning aircraft on the asphalt abutting concrete stubs when the area is snow covered. The decision was that a bumper or permanent chock arrangement would create an unnecessary year-round surface hazard. The Deputy Commander for Maintenance will insure that recovery crews uncovered the markers, when obscured, to prevent possible ramp damage.[18] (U)

The new traffic signal on the Air Base Highway at Poe Street was discussed. The Wing Safety Office contacted highway officials requesting better identification of the

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16. Minutes, Base Safety Council, 6BW, 26 Feb 62, Exhibit 11.

17. Ibid.

18. Ibid.

intersection with proper signs and lanes.[19] (U)

A study was requested of the operation of the traffic signal at 3rd and "C" Streets. It was proposed that a manually-controlled signal by operated during rush hours and an automatic one during the remainder of the day to accommodate the heavy input of traffic off 3rd Street from General Dynamics/Astronautics and maintenance personnel.[20] (U)

SUMMARY

The Base Commander and his staff visited Pyote AFS, Texas during February. Another benefit for personnel on alert duty was instituted in February. Personnel in excess training accounted for a problem in the Individual Proficiency training section during the month. Fuel spills during February consisted of a total of 70 gallons lost. (U)

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19. Minutes, Base Safety Council, 6BW, 26 Feb 62, Exhibit 11.

20. Ibid.

CHAPTER III

OPERATIONS AND TRAINING

INTRODUCTION

The plan for the upgrading of 6th Bomb Wing combat crews was published on 14 February. (U)

Sixth Bomb Wing operational commitments during the month of February consisted of "Glass Brick," "Texas Star," and "Airmail." (S)

The wing circular error average for RBS sites during February was 19,643. (C)

The 40th Bomb Squadron Commander announced that it would be impossible to upgrade the 27th crew to combat-ready status by the programmed date. (C)

STATUS OF COMBAT CAPABILITY

The number of operational B-52 aircraft the 6th Bomb Wing had at the end of the month of February 1962 was 34 of a total of 35.[1] Of the 17 KC-135 aircraft assigned to the 6th Air Refueling Squadron, 16 were available.[2] (S)

As of 2400 hours MST, 28 February 1962, the 6th Bomb Wing had a total of 36 combat-ready crews and one non-combat-ready crew. The 6th ARS had a total of 27 combat-ready

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1. MSG, 6BW to SAC, ZIPPO 02-205, 28 Feb 62, Subj: Aircraft Availability, Exhibit 1. (S)

2. MSG, 6BW to SAC, ZIPPO 02-206, Sup. 1, 02-211, 28 Feb 62, Subj: Aircraft Availability, Exhibit 2. (S)

and none in the non-combat-ready category.[3] (S)

On 14 February 1962, the 6th Bomb Wing Operations Plan 403-62 was published, This plan concerns the upgrading of 6th Bomb Wing combat crews, and presents instructions for each of the tactical and maintenance squadrons concerned with the upgrading of 6th Bomb Wing B-52 crews to combat-ready status.[4] (U)

Appended is the SAC Form 677, 6th Bomb Wing Crew Member Upgrading Progress Chart, for the month of February 1962.[5] (U)

On 7 February a message was received from 15th Air Force in regard to unit alert recommendations. Of the eight alert sorties planned for the 6th Bomb Wing for March 1962, sorties five and six were received.[6] (S)

On 1 February, the number seven and eight sorties of the 40th Bomb Squadron assumed alert posture. Sorties 1, 2, 3, 7, and 8 were on alert status as of the end of February.[7] (U)

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3. History, Operational Data, DCO, 6BW, Feb 62, Exhibit 3. (S)

4. 6BW OPLAN, 403-62, 14 Feb 62, Subj: Crew Upgrading Training, Exhibit 12.

5. SAC Form 677, 6BW, 28 Feb 62, Crew Member Upgrading Progress Chart, Exhibit 13.

6. MSG, 15AF to SAC, info ROMEO, DOPMS 338, 7 Feb 62, Subj: Unit Alert Adjustment Recommendations, Exhibit 14. (S)

7. History, DCO, 6BW, Feb 62, on file, IXO, 6BW.

OPERATIONAL EXERCISES

Crew #-30 of the 24th Bomb Squadron, commanded by Lt Colonel Dale C. Maluy, Commander of the 24th, flew a "Glass Brick" mission to the Far East. (For a background of "Glass Brick," see History of the 6th Bomb Wing, November 1961). The B-52 aircraft departed Walker on 13 February and returned on 27 February. The mission was accomplished as scheduled, however, the final mission report was not available at this writing. It will be included in the 6th Bomb Wing history for March 1962.[8] (S)

On 3 February, a message was received from 15th Air Force headquarters in regard to Operation "Airmail" crew rotation. The message stated that the 6th Air Refueling Squadron would move one KC-135 through Shemya Air Force Base, Alaska to exercise facilities and support at that base. The 6th ARS was durected to have the tanker depart Walker so as to arrive at March Air Force Base, California on 5 February at 2300 Zulu, depart March on 6 February at 1500 Zulu for Shemya; Anderson Air Force Base, Guam; and Hickam Air Force Base, Hawaii, in that order. A routine mission, "Airmail" was flown as scheduled.[9] (S)

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8. Amndt. 2 to 6BW OPORD 206-61, "Glass Brick," 7 Feb 62, Exhibit 15. (S)

9. MSG, 15AF to 6BW, DOOC 310, 3 Feb 62, Subj: "Airmail" Crew Rotation, Exhibit 16. (S)

The first of February saw the 6th Air Refueling Squadron deploy one KC-135 to Brize Norton RAF Station, United Kingdom, under operation "Texas Star."[10] On 3 February, the wing received a message from 15th Air Force Headquarters informing them that the special tools and equipment deployed by the 916th ARS which were presently at Operation Location 1 (Brize Norton) would be redeployed on the 6th ARS aircraft to Walker. This equipment would then be reshipped by the traffic manager at Walker to Travis Air Force Base, California by the "most expeditious means." The traffic managers at Travis and Walker were to coordinate the shipment to insure that the tools would be received at Travis in the shortest possible time after the return of the 6th ARS aircraft to Walker.[11] The original date of redeployment, 2 March, mentioned in this message, was changed to 6 March 1962, to provide the necessary time for briefing and planning.[12] (S)

TRAINING

From 1 January through 28 February, there were 17 6th Bomb Wing unreliable RBS runs. Seven unreliable runs were attributed to materiel failure, four were attributed to procedure. The circular error on eight of the unreliable runs

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10. History of the 6th Bomb Wing, January 1962, p. 19. (S)

11. MSG, 15AF to 6BW, DOOC 308, 3 Feb 62, Subj: "Texas Star," on file, IXO, 6BW. (S)

12. MSG, 15AF to 6BW, DOOC 483, 20 Feb 62, Subj: "Texas Star," Exhibit 17. (S)

was between 12,550 and 86,900 feet. There were two unreliable Nike runs, the first with a CE of 3900 feet and the second, a CE of 3950 feet.[13] (C)

One problem during February was that traveling instructor teams in advanced capability radar were sent back to other bases, and as a result, reduced instructor availability.[14] (C)

Under the programmed personnel input to the 40th Bomb Squadron, the Commander of the 40th announced that it is impossible to upgrade the 27th crew to combat-ready status by 30 April 1962. The navigator is scheduled to complete his CCTS flight training on 27 March and is scheduled to attend survival training at Stead Air Force Base from 4 April to 29 April. Further, there is no gunner available to complete the crew. Although 30 gunners are assigned, the 27th combat-ready gunner will not be available due to the training completion date.[15] (C)

The 24th Bomb Squadron flew 65 sorties during February 1962. Of these, 53 were flown by trainee crews and 12 missions were flown by the squadron's permanent combat

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13. Rpt, 6BW T-12, 1 Jan-28 Feb 62, Commander's Remarks, Exhibit 18. (C)

14. Ibid.

15. Ibid.

crews. Eight trainee crews were graduated from the CCTS program.[16] (U)

A total of 69 sorties were flown by the 39th Bombardment Squadron during February for a total flying time of 551:15 hours. Lt Col John P. Leary's crew, S-41, became the first crew in the 39th to be checked out in the use of both advanced capability radar and the GAM-77. Eight student crews completed training including class 62-3 bringing the 39th total to 160 successfully completed combat crews.[17] (U)

The 40th Bomb Squadron flew all of the 56 scheduled sorties during February, for an effectiveness rate of 100 percent.[18] (U)

The 6th Air Refueling Squadron flew 93 8 hours during February. Of the 125 sorties scheduled, 125 were airborne; all the sorties were launched on time for an effectiveness rate of 100 percent.[19] (U)

The B-52 Standardization section was inspected by the 1st Combat Evaluation Group from Barksdale Air Force Base, Louisiana from 5 through 16 February. All phases of the inspection were rated satisfactory.[20] (U)

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16. History, 24BS, 6BW, Feb 62, on file, IXC, 6BW.

17. History, 39BS, 6BW, Feb 62, on file, IXO, 6BW.

18. History, 40BS, 6BW, Feb 62, on file, IXO, 6BW.

19. History, 6ARS, 6BW, Feb 62, on file, IXO, 6BW.

20. History, DCO, 6BW, Feb 62, on file, IXO, 6BW.

Class 62-5 entered training in the 4129th Combat Crew Training Squadron on 6 February, and classes 62-6 and K62-6 entered training on 21 February. During the month, a change in class flow was made so that two classes, one B-52 and one KC-135 class would arrive approximately every two weeks rather than have one class arrive each week. Although this required processing a double group on the same day, no difficulties were encountered.[21] (U)

During the month, class 6202 completed training on 14 February and class K62-3 completed on 23 February. Although not scheduled for completion of all class members until 2 March 1962, all of class K62-4 completed prior to the end of February, dates of various completions were between 19 and 28 February.[22] (U)

Appended is a message received from 15th Air Force Headquarters regarding "Black Night Express" results.[23] (U)

The 6th Air Refueling Squadron received an adjustment in its third quarter of fiscal year 62 flying hour allocation in a message from 15th Air Force on 21 February. ARS re-

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21. History, 4129CCTS, 6BW, Feb 62, on file, IXO, 6BW.

22. Student Crew Roster, 4129CCTS, 6BW, Feb 62, Exhibit 19.

23. MSG, 15AF to ROMEO, DOTO 448, 16 Feb 62, Subj: "Black Night Express" results, Exhibit 20. (C)

ceived an additional 200 hours to bring its total to 3300 hours for the quarter.[24] (C)

The 6th Bomb Wing received an adjustment to its second quarter fiscal year 62 B-52 flying hour allocation. A message received from 15th Air Force relieved the wing of 100 hours to bring its allocation to 5957 hours.[25] (C)

Appended is the 6th Bomb Wing Monthly Operations Plan for February 1962.[26] (U)

SUMMARY

The 6th Bomb Wing T-12 report, a comprehensive outline of the wing's monthly flying training activities, will be included as a regular feature in this chapter. The B-52 Standardization section was inspected by the 1st CEG during February. Both the air refueling squadron and the bomb squadrons received adjustments in their flying hour allocations during the month. (U)

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24. MSG, 15AF to ROMEO, DO 496, 21 Feb 62, Subj: FY3/62 Flying Hour Alocation Adjustment , Exhibit 21. (C)

25. MSG, 15AF to ROMEO, DO 4000, 29 Dec 61, Subj: FQ 2/62 Flying Hour Allocation Adjustment, Exhibit 22. (C)

26. 6BW Monthly OPLAN, 6BW, Feb 62, Exhibit 23.

CHAPTER IV

MAINTENANCE AND FACILITIES

INTRODUCTION

The percentage of CME received rose during the month of February. (U)

SAC Headquarters announced that changes to the qualification of certain units in GAM checkout could be expected. (S)

The 6th Bomb Wing Materiel function was visited by the Directorate of Materiel, 15th Air Force during the month. (U)

The cannibalization rate substantially decreased during February. (U)

MAINTENANCE

Due to a new UAL having been issued in February, approximately 94 percent of the controlled mission equipment line items authorized the GAM section were received.[1] (U)

A technical order compliance modification team from North American Aviation, Inc. arrived on 1 February. The team accomplished block modifications on the missiles and ground support equipment. The first phase of the modification was completed on 5 February, and the second and final phase was completed on 9 February.[2] (U)

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1. History, 6AEMS, 6BW, Feb 62, on file, IXO, 6BW.
2. Ibid.

Installation of refrigerated cooling facilities in the VACE Shop, Bench Maintenance Shop, and the Combined Systems building is still in progress.[3] (U)

There were seven B-52/GAM-77A sorties flown during the month of February, all with satisfactory results. There are presently six GAM-77A's on the base.[4] (U)

The main project for the month of February in the Bomb/Nav section was to establish a central control for all bare ECM equipment. This was completed in conjunction with Base Supply and the 780 section. The EWO capability of ECM systems can now be immediately determined by the controller in order to insure that the wing does not fall below the required equipment status.[5] (U)

On 13 February, a message was received from SAC Headquarters concerning GAM-77A aircrew checkouts. The message stated that as a result of periodic reviews conducted by SAC Headquarters of the projected crew qualification rate in the GAM-77A operation, changes to specific unit's expected progress in GAM qualification could be determined.

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3. History, 6AEMS, 6BW, Feb 62, on file, IXO, 6BW.
4. Ibid.
5. Ibid.

The outstanding factors considered were: changes in unit GAM-77A equipage, and estimated maintenance capability for generating GAM-77A traihing sorties. Due to several contributing factors, the message said, the maintenance capability for generating GAM training sorties has shown a constant increase during equipage. Further, the scheduling of GAM-77A crew qualification sorties in accordance with this increased capability will reduce the time period between the ground course of instruction and air checkouts and the provision of equipping units with the ability to support GAM alert commitments at an early date. Therefore, based upon the SAC Director of Materiel current estimated maintenance capability, 30 days after receipt of the second GAM-77A missile, the wing would be expected to fly a minimum of four B-52/GAM-77A sorties per week. Also, for planning purposes, the wing was to have a minimum of eight crews qualified by 28 February, 16 by 31 March, and 24 by 30 April 1962.[6] (S)

Appended is the GAM-77A Weapons System Program Progress Report for the month of February 1962.[7] (U)

Also appended is the 6th Bomb Wing Monthly Maintenance Order for February 1962, with a foreword by the 6th Bomb

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6. MSG, SAC to 6BW, DOT 1265, 13 Feb 62, Subj: GAM-77A Aircrew Checkouts, Exhibit 24. (S)

7. GAM-77A Program Progress Rpt, 6BW, Feb 62, Exhibit 25.

Wing Deputy Commander for Maintenance, Colonel Samuel P. Parsons.[8] (U)

The Office of the Deputy Commander for Maintenance published a summary and review of the 1961 activities of the 6th Bomb Wing maintenance function. The overall performance led to the selection of the wing to represent 15th Air Force in the competition for the USAF Dadaelian Weapon Systems Maintenance Effectiveness and Efficiency Award.[9] (U)

SUPPLY

An informal staff assistance visit was accomplished within the materiel activities of the 6th Bomb Wing during the period 5 through 8 February 1962, by members of the Directorate of Materiel, Headquarters 15th Air Force, accompanied by the Materiel Staff of the 47th Air Division. The purpose of the visit was to evaluate the efficiency and capability of the 6th Bomb Wing materiel activities.[10] (U)

The overall evaluation of the unit was such that the wing was declared to be able to perform its materiel mission quite satisfactorily. There were, however, certain areas of deficiency which required correction. One of the major

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8. 6BW Monthly Maintenance Order, DCM, 6BW, Feb 62, Exhibit 27.

9. Summary of 6BW Maintenance, 1961, DCM, 6BW, Feb 62, Exhibit 27.

10. Rpt, Informal Staff Visit to 6BW, 15AF, 5-8 Feb 62, Exhibit 28.

problem areas lay in the support of combat crew training. The report mentioned that training losses in support of combat crew training for the 40th Bomb Squadron was double the rate of the wing average. Also, the high failure rate was cause for concern and could affect the effectiveness of the 40th's training program. It was then recommended that a detailed investigation be undertaken to ascertain the specific causes of the deficiency.[11] (U)

The three items required to put the LOX Plant into full operation were received from the contractor during February. However, supply support on the items was unsatisfactory. Several follow-ups were submitted to the San Bernardino Air Materiel Area, to no avail. Positive action was obtained only after discussion with the prime contractor, located in Memphis, Tennessee. The three items were available at the contractor's plant in Memphis.[12] (U)

The Base Equipment Review Office (BERO) completed the formulation of operating procedures for the section as established by BEMO/CEMO instructions. A complete and extensive regerence allowance source document file was established in the BERO and necessary requests for publications were to

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11. Rpt, Informal Staff Visit to 6BW, 15AF, 5-8 Feb 62, Exhibit 28.

12. History, DSUP, 6BW, Feb 62, Exhibit 29.

be forwarded to the Publications Distribution Manager.[13] (U)

Close coordination is being maintained with the Statistical Services Section on the BEMO/CEMO conversion. Stat Services requested that the decks be forwarded on 1 March to commence with the first phase of the conversion program. This date will be met.[14] (U)

For the period 26 January 1962 through 25 February, 6th Bomb Wing B-52 and KC-135 aircraft both experienced zero percent AOCP and ANFE rates. Also during this period, there were 15 items cannibalized, 12 B-52 and three KC-135 items.[15] (U)

Appended is the SAC Form 101, the Logistics Recapitulation sheet, dated 1 February 1962.[16] (U)

SUMMARY

The high cannibalization rate mentioned in the January history improved considerably during February. It is hoped that the supply and materiel facilities on Walker fare no worse in the forthcoming compliance inspection than they did in the most recent visit by 15th Air Force. (U)

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13. History, DSUP, 6BW, Feb 62, Exhibit 29.

14. Ibid.

15. Weapon System Rpt, OCLO, 6BW, Feb 62, Exhibit 30.

16. SAC Form 101, Logistics Recap. Sheet, 6BW, 1 Feb 62, Exhibit 31. (S)

CHAPTER V

THE ICBM PROGRAM

INTRODUCTION

The 579th Strategic Missile squadron received information as to the planned arrival of three more missiles. (U)

There were three minor contractor traffic accidents during the month of February. (U)

Approximately 700 Walker personnel and dependents toured three missile complexes during February. (U)

The widow of the late rocket pioneer, Dr. Robert H. Goddard, visited the 579th on 18 February. (U)

ORGANIZATION

1. Weapon System Configuration - Phase I of installation.
2. Type and model Missile - SM-65 Atlas "F".
3. Launch Site Configuration:
   a. Type of Launch Facility - 1 x 12.
   b. Number of Complexes and Launchers - 12.
   c. Type of Facility - Silo-lift.
   d. Hardness (psi) - 150 to 200 psi.
   e. Location of Launch Sites - From 15.3 to 43.2 miles from the center of Roswell, New Mexico.

The weapon inventory of the 579th presently consists of one weapon on hand. However, on 28 February, a message was

received from the Ballistic Systems Division at Norton Air Force Base, California concerning "site need dates." The message stated that Walker would receive missiles 74F, 88F, and 96F on 16 May 1962, 15 August 1962, and 6 August 1962, respectively.[1] (S)

The squadron is presently authorized 61 crews and is assigned 24. The squadron structure consists of the Commander, Director of Operations ("A" Site Commander, "B" Site Commander, "C" Site Commander, "D" Site Commander), Director of Maintenance, Administration, Safety. The 579th presently has administrative and operational control of all personnel, equipment, and facilities of the MAMS building and 12 missile sites.[2] (U)

PERSONNEL

One officer, 2d Lt Harold W. Goldberg was eliminated from missile training for color blindness.[3] (U)

At the end of February, the 579th Strategic Missile Squadron had 56 personnel in Individual Proficiency Training.[4] (U)

On 26 February, the Training Section was visited by a 15th Air Force IPT team. Every aspect of the training pro-

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1. MSG, BSD, Norton AFB, Cal. to Walker SATAF, BSOL-27-2-16-E, 28 Feb 62, Subj: "Site Need Dates," Exhibit 32. (S)
2. History, 579SMS, 6BW, Feb 62, on file, IXO, 6BW. (S)
3. Ibid.
4. Ibid.

gram was reviewed and determined to be without descrepancies.[5] (U)

OPERATIONS AND TRAINING

At the end of February, there were 110 officers and 156 airmen in technical shcools. There are also three officers and 56 airmen on integration training with SATAF.[6] (U)

There was a total of four minor contractor accidents during February. All were investigated by Captain Jack Lenox, Jr., Squadron Safety Officer. It was determined that the wearing of safety belts during one incident prevented the possibility of three fatalities.[7] (U)

On the weekend of 24 and 25 February, approximately 700 Walker AFB support personnel and their dependents were conducted on a familiarization tour of three missile complexes. After the complex tour, the guests were transported by bus to the MAMS building and permitted to view the Atlas missile.[8] (U)

On 18 February, the 579th was honored with a visit by Mrs. Robert H. Goddard, the wife of the renowned scientist. Mrs. Goddard and a companion, Mrs. Flemings, was escorted on a complex tour by the Commander, Colonel Edward M. Jacquet.[9] (U)

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5. History, 579SMS, 6BW, Feb 62, on file, IXO, 6BW. (S)
6. Ibid.
7. Ibid.
8. Ibid.
9. Ltr, Mrs. Goddard to Col. Jacquet, 3 Mar 62, Exhibit 33.

MATERIEL AND FACILITIES

A project has been initiated and work orders submitted to construct a Central Transportation Control Center within the MAMS building. A temporary vehicle dispatch section has been established pending completion of the project.[10] (U)

Twenty maintenance personnel were assigned to the SATAF Quality Control Group to observe contractor installation and checkout of equipment. This training will supplement formal and integration training during the I & C phase of site activation.[11] (U)

Appended is the 10-SAC-T12 Ballistic Missile Unit Status Report. This is the initial report, comprehensive from September 1961, activation of the squadron, through February 1962.[12] (U)

Also appended is the 579th Strategic Missile Squadron Program Progress Report, classified and unclassified portion.[13] (U)

SUMMARY

The missile squadron was informed of the impending arrival of three additional missiles, In accord with the suggestion of the Base Commander, Walker military personnel and their

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10. History, 579SMS, 6BW, Feb 62, on file, IXO, 6BW. (S)

11. Ibid.

12. Rpt, 10-SAC-T12, 6BW, Sep 61-Feb 62, Ballistic Missile Squadron Program Progress, Exhibit 34. (S)

13. 579SMS Program Progress Rpt, 6BW, Feb 62, Exhibit 35; 579SMS Program Progress Rpt, 6BW, Feb 62, DCM/MMS-1, Exhibit 36. (S)

dependents were escorted on a tour of the missile complexes during the month. An event of historical significance occurred during February, when Mrs. Robert H. Goddard visited the missile site. Mrs. Goddard expressed her appreciation in this regard to Colonel Jacquet. (U)

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

FEBRUARY 1961 -- ROSTER OF KEY PERSONNEL

Col	Donald E Hillman	C, 6 Bomb Wg
Col	Ernest C Eddy	V/C, 6 Bomb Wg
Col	Roderic D O'Connor	C, Combat Sup Gp
Lt Col	Charles W Roth	C, 812th Medical Gp
Major	Thomas A Blake	Director of Admin Svs
Col	Samuel P Parsons	Dep/C for Maintenance
Lt Col	John W Swanson	Dep/C for Operations
Lt Col	Samuel J Patti	Director of Personnel
Lt Col	Keith P Siegfreid	Director of Supply
Lt Col	Richard M Perkins	Base Comptroller
Major	Leonard A Klanecky	Information Officer
Major	Bermon C Hoyle	Director of Safety
Lt Col	Dale C Maluy	24th Bomb Sq
Lt Col	Lee McClendon	39th Bomb Sq
Lt Col	Arthur S Pitts II	40th Bomb Sq
Lt Col	Wayne E Clark	CCTS
Lt Col	Dale E Savidge	A&E Maintenance Sq
Lt Col	Donald R Calof	Organization Maintenance Sq
Lt Col	Enos L Cleland Jr	Field Maintenance Sq
Lt Col	Jesse L Mayo	Maintenance Munitions Sq
Lt Col	Joseph R Hanlen	Air Refueling 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
February 1962

Colonel Roderic D. O'Connor	BC
Lt Col Emmett H. Clements	BVC
Lt Col William N Byers	BJA
Lt Col Robert H Dean	CESC
Lt Col Kenneth E Husemoller	BDCL
Lt Col Paul F Slowiak	BDCM
Lt Col Roscoe Murray, Jr	BDCE
Lt Col Charles J Maloney	BDAS
Lt Col Charles H Platt, Jr	BDCS
Lt Col Robert M Perkins	BDCR
Ch, Lt Col, O W Voelzke	BCH
Maj John R Maroney	TSC
Maj Leonard A Klanecky	IXO
Maj Stanley C Pyfrom	FSSC
Capt R L Hull	SAFE
Capt William J Powers	6HSC
Capt Thomas Wright	CDSC

BIBLIOGRAPHY

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

LIST OF EXHIBITS

1. MSG, 6BW to SAC, ZIPPO 02-205, 28 Feb 62, Aircraft Availability, Exhibit 1. (S)

2. MSG, 6BW to SAC, ZIPPO 02-206, Sup. 1, 02-211, 28 Feb 62, Aircraft Availability, Exhibit 2. (S)

3. History, Operational Data, DCO, 6BW, Feb 62. (S)

4. Ltr, BC to all agencies, 16 Feb 62, Subj: Best Dorm.-Best Dayroom, 6CSG, Exhibit 4.

5. Ltr, BC to all squadrons, 7 Feb 62, Subj: Instructions for Barracks Inspections, 6CSG.

6. Minutes, Staff Meeting, 6CSG, 6 Feb 62,

7. Ltr, BC to Roswell Mayor, 6 Feb 62.

8. Consolidated Strength Rpt, 6BW, 24 Feb 62.

9. Mgt. Control Data, Analysis, 6BW, Feb 62.

10. Ltr, DPR to IXO, 6BW, 5 Mar 62, Retention Rate, Exhibit 10.

11. Minutes, Base Safety Council, 6BW, 26 Feb 62.

12. 6BW OPLAN, 403-62, 14 Feb 62, Subj: Crew Upgrading Training.

13. SAC Form 677, 6BW, 28 Feb 62, Crew Member Upgrading Progress Chart. (C)

14. MSG, 15AF to SAC, info ROMEO, DOPMS 338, 7 Feb 62, Subj: Unit Alert Adjustment Recommendations. (S)

15. Amndt. 2 to 6BW OPORD 206-61, "Glass Brick," 7 Feb 62. (S)

16. MSG, 15AF to 6BW, DOOC 310, 3 Feb 62, Subj: "Airmail" Crew Rotation. (S)

17. MSG, 15AF to 6BW, DOOC 483, 20 Feb 62, Subj: "Texas Star," (S)

18. Rpt, 6BW T-12, 1 Jan-28 Feb 62, Commander's Remarks. (C)

19. Student Crew Roster, 4129CCTS, 6BW, Feb 62.

20. MSG, 15AF to ROMEO, DOTO 448, 16 Feb 62, Subj: "Black Night Express" results, (C)

21. MSG, 15AF to ROMDO, DO 496, 21 Feb 62, Subj: FY 3/62 Flying Hour Allocation Adjustment, Exhibit 21. (C)

22. MSG, 15AF to ROMEO, DO 4000, 29 Dec 61, Subj: FQ 2/62 Flying Hour Allocation Adjustment. (C)

23. 6BW Monthly OPLAN, 6BW, Feb 62, Exhibit 23.

24. MSG, SAC to 6BW, dot 1265, 13 Feb 62, Subj: GAM-77A Aircrew Checkouts, (S)

25. GAM-77A Program Progress Rpt, 6BW, Feb 62.

26. 6BW Monthly Maintenance Order, DCM, 6BW, Feb 62.

27. Summary of 6BW Maintenance, 1961, DCM, 6BW, Feb 62.

28. Rpt, Informal Staff Visit to 6BW, 15AF, 5-8Feb 62.

29. History, DSUP, 6BW, Feb 62.

30. Weapon System Rpt, OCLO, 6BW, Feb 62.

31. SAC Form 101, Oogistics Recap. Sheet, 6BW, 1 Feb 62. (S)

32. MSG, BSD, Norton AFB, Calif. to Walker SATAF, BSOL-27-2-16-E, 28 Feb 62, Subj: "Site Need Dates," Exhibit 32. (S)

33. Ltr, Mrs. Goddard To Col. Jacquet, 3 Mar 62.

34. Rpt, 10-SAC-T12, 6BW, Sep 61-Feb 62, Ballistic Missile Squadron Program Progress, (S)

35. 579SMS Program Progress Rpt, 6BW, Feb 62.

36. 579SMS Program Progress Rpt, 6BW, Feb 62, DCM/MMS-1. (S)

00 SECRET

28/0603Z

FROM: 6BW WALKER

TO: SAC OFFUTT
15 MARCH
2 BARKSDALE
8 WESTOVER

SECRET/ZIPPO 02-205 /SAC-V-1 AS OF
28/ 0600 Z

A. 15AF/KRSW/6BW
B. 35 B-52E
C. 34 B-52E
D. 35
E. 35
F. 5/NA
G. 5/NA
H. 10/NA/NA
I. 0
J. 32/64/0/0
K. SORTIE 01,02,03,07,08
L. N/A
M. 1 ACFT GENERATED A PLUS 44
1 ACFT GENERATED A PLUS 46
1 ACFT SKYSPEED

40TH BOMB SQDN 17 COMBAT CREWS ASSIGNED AND 17 CREWS AVAILABLE

COLUMN J BASED ON 8 ALERT SORTIES

1 cs

SECRET 1

SECRET

00

28/0605Z SECRET
FROM: 6BW WALKER

TO: SAC OFFUTT
15AF MARCH
8 AF WESTOVER
2AF BARKSDALE

SECRET/ZIPPO 02-206 /SAC V-1 AS OF 28/0600Z.

A. 15AF/KRSW/6ARSFS
B. 17 KC-135A
C. 16 KC-135A
D. 27
E. 26
F. 0
G. 0
H. N/A
I. 0
J. 18/0/0/0
K. N/A
L. N/A
M. 1 ACFT TEXAS STAR

SECRET 1 rjh

1

2.

SECRET

SECRET

00

28/18252 SECRET
FROM: 6BW WALKER

TO: SAC OFFUTT
15AF MARCH
8AF WESTOVER
2AF BARKSDALE

SECRET/ZIPPO 02-211 /SAC V-1 SUPPLEMENT #1 AS OF

28/ 1820 Z.

A. 15AF/KRSW/6AREFS
B. 17 KC-135A
C. 16 KC-135A
J. 16/0/0/0
M. 1 ACFT TEXAS STAR

(ACFT 57-1440 DROPPED TO BOEING SEATTLE THIS DATE)
(ACFT 56-1433 DROPPED TO OCAMA THIS DATE)

1 rjh
1

SECRET

SECRET

DCO, 6TH BOMBARDMENT WING, WALKER AFB, NEW MEXICO

SUBJECT: HISTORICAL REPORT (Classified Portion)
February 1962

V. DCOT (Training)

F. Reports and Analysis (DCOT/RA)

1. During the month of February, the 6th Bomb Wing flew a total of 208 sorties in 1635 hours of which 108 hours were utilized as low level flights. Of the 208 sorties, 8 were test and ferry flights. As of 1 January 1962, the 40th Bombardment Squadron went under the SACR 50-8 program, flying 1126 hours in 133 sorties, of which 156 hours were utilized as low-level flights. The figures for the 40th Bomb Squadron are cumlative since 1 January 1962. The 6th Air Refueling Squadron flew 935 hours in 142 sorties, 19 of which were test and ferry flights. As of 2400 hours MST, 28 February 1962 the 6th Bomb Wing had a total of 36 combat-ready crews, and 1 non-combat ready crew. The 6th Air Refueling Squadron had a total of 27 combat-ready crews and none in the non-combat ready category. (S)

2. One officer and three airmen were assigned to the Reports and Analysis Branch as of 28 February 1962. (U)

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

IXO 62-13

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C

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

REPLY TO ATTN OF: BC

16 February 1962

SUBJECT: Best Dormitory - Dormitory Day Room Program

TO:

BVCS	CES	CDS	AC&W	DCR	40BS	37MMS
PSS	BDAS	BPF	FTD	DCO	4129CCTS	DSUP
BDCM	BDCR	6HS	WEA	579SMS	DCM	DP
SS	BJA	2010COMS	SATAF	ARS	60MS	SAFE
TS	BCH	OSI	C	24BS	6AEMS	IXO
BDCE	BDCL	AFAUD	DAS	39BS	6FMS	SU
SUDA1	6BWHS					

1. References:

a. Letter, file BVC, Subj: Good Housekeeping Award (Dormitory Room), dated 27 Nov 61, Hqs. 6CSG.

b. Letter, file BC, Subj: Dormitory Day Room Standardization, dated 12 Dec 61, Hqs, 6CSG.

2. As you are aware the 6th Transportation Squadron won first honors in having the best Dormitory Room at Walker. Judging for this award was made on 22 Jan 62 by members of the Wives Clubs of Walker. Good Housekeeping Certificates to 2nd, 3rd, 4th and 5th places will be presented at a later date.

3. Judging for the best Day Room, as outlined in second reference above, is slated for the month of February 1962. This date can not be met because Day Room furniture recently ordered through GSA has not yet been delivered. The new programmed date for judging of the best Day Room is established as 26 March 1962.

4. All Dormitories will be inspected and judged at the same time judging is conducted for the best Day Room. Suitable awards will be presented for the outstanding Day Room and outstanding Dormitory. Dormitories and Day Rooms will be inspected and judged monthly commencing in April 1962.

5. It is anticipated that Dormitory Outside Appearance and Landscaping judging will commence in April 1962 and will continue on a monthly basis thereafter. More information will be forthcoming on this subject.

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6. The Airmen Commanders are very pleased with the improvements noted in your dormitories and we ask for your continued efforts toward improving the living conditions of Walker Airmen both inside and outside the dormitories.

ROBERIC D. O'CONNOR
Colonel, USAF
Commander

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

REPLY TO
ATTN OF: BC

7 February 1962

SUBJECT: Instructions for Barracks Inspections

TO:	6HS	FSS	6FMS	6ARS	4129CCTS	2010COMS
	CDS	6BWHS	6OMS	24BS	579SMS	686ACW
	TS	SUDA1	6SS	39BS	FTD	9WEA
	CES	6AEMS	37MMS	40BS	DET 117	

(Commander)

INFO:	C	BDCL	BDAS
	DCO	BDCE	DAS
	DCM	BDCS	
	SU	BDCM	

1. The following instructions apply to all squadrons on base.

a. A barrack chief will be named for each barrack. He will be named by the squadron commander, who has been designated responsible for that barrack. See letter, BC, 12 Dec 1961, subject: Dormitory Day Room Standardization.

b. Each floor of the barrack will have a floor chief, named by the same squadron commander.

c. There will be at least one weekly open locker inspection of each barrack by each responsible squadron commander.

d. There will be a daily inspection by the barrack chief and the floor chief.

e. In addition to the hourly fire inspections made by the CQ, he will inspect once between the hours of 1800 and 2300, and once between 2300 and 0600. He will inspect for the following items:

(1) Alcoholic beverages

(2) Unauthorized personnel

(3) Smoking in bed

(4) Boisterous behavior

(5) Weapons, and other unauthorized property

f. The floor chief, barrack chief, and squadron commander will inspect these same items on their periodic inspections.

g. An SOP for all barracks, in accordance with Base Regulation 11-7, 22 Dec 1961, Squadron Charge-of-Quarters, will be formulated by this headquarters and used by all squadrons. Additional items will be added as necessary by each squadron commander.

h. There will be posted in each CQ's post a chart with the name of the responsible squadron commander, the barrack chief, and the floor chief. On each floor there will also be posted the name of the barrack chief and the floor chief.

i. The CQ will be chosen from a list of all airmen first class and above in the squadron, whether living in or out of the barrack.

j. In addition to such corrective or disciplinary action, the squadron commanders may take for discrepancies by personnel in their barracks, the squadron commander will also inform the work supervisor of the man's committing the discrepancies.

RODERIC D. O'CONNOR
Colonel, USAF
Commander

(3) Smoking in bed

(4) Boisterous behavior

(5) Weapons, and other unauthorized property

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RODERIC D. O'CONNOR
Colonel, USAF
Commander

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

MINUTES OF STAFF MEETING

6 February 1962

1. Place: Conference room, Bldg 610

2. Time: 1030

3. Chairman: Col Roderic D. O'Connor, Commander

Members present:

Lt Col W N Byers, BJA
Lt Col R M Perkins, BDCR
Lt Col C H Platt, BDCS
Lt Col P F Slowiak, BDCM
Maj W E Bestgen, BPR
Maj C R Steffey, OSI
Capt L. Basile, for 2010COMS
Capt W J Powers, 6HSC
Capt J P Raymer, FTD
2nd Lt H M Childress, for IXO
2nd Lt J P Guzalak, for ACW
2nd Lt H Rosenthal, for BDAS
Mr Moffitt, for AFAUD
Mr Quackenbush, for SAFE
Mr P Ross, DCRMA

Members absent:

Lt Col E H Clements, BVC (Excused for Broken Arrow)
Lt Col K E Husemoller, BDCL (" " " ")
Lt Col R Murray, BDCE (Excused for Broken Arrow)
Maj WW Forsberg, SATAF
CH, Capt, G Jude, for BCH (Excused for Broken Arrow)

Others present:

Lt Col R H Dean, CESC
Maj J R Maroney, TSC
Maj S C Pyfrom, FSSC
Capt T W Wright, CDSC
Maj F Backert, BDCMCM
Capt Spolarich, DCOI
Mr Edd Sherman, BDCMRM

4. DCOI: Capt Spolarich gave a classifed intelligence briefing.

5. 579SMSC: Open House. Col Jacquet gave a flip chart briefing on the 579SMS Open House to be held 24 - 25 February. Copies of a letter

from Colonel Jacquet, dated 6 February, subject: "Missile Facility Tour," were distributed to CSG Deputy Commanders and Squadrons.

6. BC:

a. The Wing Commander complimented all agencies on the fine reception given the visiting teams from 15th Air Force and 47th Air Division.

b. Personnel Records. DP is requesting that Security Clearance Forms and Personal History Forms be accomplished and sent to them by a number of officers from whose Personnel records these forms are missing. Colonel O'Connor cautioned that the SRE team will look for the Security Clearance Forms during the exercise scheduled for 27 February.

c. SRE. Colonel O'Connor cautioned Maj Maroney concerning security on buses which transport aircrews. All personnel boarding these buses should be wearing a line badge.

d. Improvement of Base Facilities. Dormitory furniture will be arriving in 60 to 90 days. Approximately $30 thousand has been spent on BOQ appliances. Lights were installed in Dining Hall #3 this morning.

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

8. CESC: ORI. Colonel O'Connor directed that the squadron report of the hourly arrival of personnel to duty during an ORI alert will be sent to BDCM. Lt Col Slowiak will forward to the Command Post. The directive to forward these reports to BDCO is void, inasmuch as BDCO has been inactivated.

9. BDCMRM: Sale of Surplus Material. Mr Edd Sherman announced that Redistribution and Marketing holds a Retail Sales Day on the first Saturday of each month, 0900 - 1500 hours. The first seven days of each month are reserved for base agencies to screen material at the R&M facility for possible use. Colonel O'Connor directed that all CSG agencies visit the R&M yard at least once a month. Each visitor will sign the register there, indicating that he has screened the material available. Mr. Sherman is well-pleased with the way in which surplus material is moving from the yard.

10. BDCS: Use of Tech Sergeants as Duty Sergeants. Lt Col Platt reasserted his disagreement with the assignment of technical sergeants as duty sergeants in the 6HS barracks. He presented certain problems

created by the use of the higher grade NCO in this type duty, and requested that the Commander consider directing that airmen firstclass and staff sergeants be used as duty sergeants in the barracks, instead of tech sergeants. After a general discussion, the consensus was that airmen firstclass and staff sergeants should be so assigned instead of tech sergeants - and for one day at a time, instead of for a week at a time.

11. Adjournment: 1145

FOR THE COMMANDER:

HERBERT G. ROSENTHAL
2d Lt, USAF
Deputy Base Director
Administrative Services

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

BC

6 February 1962

The Honorable Lake J. Frazier
Mayor of the City of Roswell
Roswell, New Mexico

Dear Mr. Mayor:

We have commenced our planning for our annual "Walker Summer Festival," a carnival-type affair with several special attractions, intended as a fund-raising device to enable a continued vital Recreational Activities Program here at Walker.

Such events have been held in prior years with outstanding cooperation by the officials, businessmen and citizens of Roswell, and in those prior years have been highly successful. We always conduct the affair on the parade ground north of Wing Headquarters.

Present planning, subject to your concurrence, calls for conduct of the event on 15, 16, and 17 June 1962. We believe that period to be sufficiently in advance of the Fair as to cause no conflict at all, and as far as we know, to not conflict with any other important local events.

I hope you have no objections and find yourself able to give us your official blessing, not only for the event itself but also for its conduct during the planned period.

Sincerely

RODERIC D. O'CONNOR
Colonel, USAF
Commander

COPY

MONTHLY CONSOLIDATED STRENGTH REPORT

RCS: 6-P1

As of 24 February 1962

PART I OFFICERS

UNIT	AUTH	ASGD	ATCH	PRI	PNEI	AWOL	SK	LV	TDY	CONF	OL	FS
6 BW Wg	114	107	0	93	0	0	0	5	9	0	0	71
6AEW Sq	67	66	0	55	2	0	0	0	9	0	0	50
6AFM Sq	11	11	0	11	0	0	0	0	0	0	0	0
24BW Sq	54	57	0	48	0	0	0	1	8	0	0	50
29BW Sq	54	53	0	53	0	0	0	0	0	0	0	50
40BW Sq	138	148	0	128	0	0	0	11	9	0	0	135
6 OM Sq	11	10	0	9	0	0	0	0	1	0	0	7
6FDM Sq	8	9	0	7	0	0	0	0	2	0	0	4
27MDM Sq	8	6	0	6	0	0	0	0	0	0	0	0
579SMS	141	102	4	29	0	0	0	0	77	0	0	0
812MSGP	53	60	0	53	0	0	0	2	5	0	0	0
4129SCT Sq	26	25	153	178	0	0	0	0	0	0	0	133
6STP Sq	11	16	0	10	0	0	0	1	5	0	0	0
6BW Wg Total	696	670	157	680	2	0	0	20	125	0	0	500
6COSCP	35	36	0	31	0	0	0	0	5	0	0	7
6COD Sq	7	6	0	4	0	0	0	0	2	0	0	0
6FSP Sq	2	2	0	2	0	0	0	0	0	0	0	0
6CEG Sq	3	6	0	5	0	0	0	0	1	0	0	0
6TFS Sq	4	3	0	2	0	0	0	0	1	0	0	0
6COSCP Total	51	53	0	44	0	0	0	0	9	0	0	7
SATAF	26	24	1	25	0	0	0	0	0	0	0	8
511C Fld (ATC)	1	1	0	1	0	0	0	0	0	0	0	0
686 AC&W (ATC)	21	18	0	13	0	0	0	3	2	0	0	7
2010 Comm Sq (AFCS)	9	8	0	7	0	0	0	0	1	0	0	5
TRT 15 CWEA (MATS)	5	5	0	5	0	0	0	0	0	0	0	0
1093d Aud Gen (Hq USAF)	1	1	0	1	0	0	0	0	0	0	0	0
OSI (Hq USAF)	2	1	0	1	0	0	0	0	0	0	0	0
699 ACW (Cycle)	20	14	1	12	0	0	0	0	3	0	0	5
TRT 119 (Clare)	2	1	0	1	0	0	0	0	0	0	0	0
Attached Total	93	73	2	66	0	0	0	3	6	0	0	25
Grand Total	840	796	159	790	2	0	0	23	140	0	0	532

PART II ENLISTED

UNIT	AUTH	ASGD	ATCH	PFD	PNFD	AWOL	SK	LV	TDY	CONF	OL	FS
6BH Wg	532	427	13	399	1	0	0	11	29	0	0	13
6ARH Sq	41	43	0	39	0	0	0	0	4	0	0	27
6AEM Sq	481	447	3	401	4	0	1	26	18	0	0	0
24BH Sq	19	18	0	16	0	0	0	0	2	0	0	10
39BH Sq	19	16	0	14	0	0	0	1	1	0	0	10
40BH Sq	30	33	0	28	0	0	0	4	1	0	0	29
6 OM Sq	638	671	4	614	5	0	0	31	25	0	0	0
6FDM Sq	779	789	2	701	1	0	0	51	37	1	0	50
37MUM Sq	135	139	1	128	0	0	0	4	8	0	0	0
579SMS	421	246	1	102	1	0	0	1	143	0	0	0
812MFGGP	172	166	2	152	0	0	0	6	10	0	0	0
4129CCT Sq	68	66	34	86	1	0	0	5	8	0	0	34
6SUP Sq	362	508	0	454	4	0	0	22	22	6	0	0
6BH Wg Total	3697	3569	60	3134	17	0	1	162	308	7	0	173
6COSGP	212	223	0	212	0	0	1	4	6	0	0	0
6COD Sq	271	255	1	213	4	0	1	14	24	0	0	0
6FSR Sq	172	174	0	151	3	0	0	7	13	0	0	0
6CEG Sq	329	348	0	320	0	0	1	10	17	0	0	0
6TPS Sq	170	220	0	204	3	0	0	8	5	0	0	0
6COSGP Total	1154	1220	1	1100	10	0	3	43	65	0	0	0
SATAF	12	11	0	11	0	0	0	0	0	0	0	0
511C Fld (ATC)	34	26	1	23	0	0	0	2	2	0	0	0
686 AC&W (ADC)	150	149	3	133	0	0	0	6	13	0	0	0
2010 Comm Sq (AFCS)	66	64	0	59	0	0	0	2	3	0	0	0
DET 15 9WEA (MATS)	22	17	0	16	0	0	0	0	1	0	0	0
1033d Aud Gen (Hq USAF)	1	1	0	1	0	0	0	0	0	0	0	0
OSI (Hq USAF)	2	2	0	2	0	0	0	0	0	0	0	0
697 AC&W (Pyote)	148	139	1	123	0	0	0	2	5	0	0	0
DET 117 (Class)	12	1	0	1	0	0	0	0	0	0	0	0
Attached Total	447	410	5	379	0	0	0	12	24	0	0	0
Grand Total	5298	5199	66	4613	27	0	4	217	397	7	0	173

PART III AVERAGE STRENGTH

UNIT	ATCH OFF & ENL		ASGD OFF & ENL		PFT & PNFD OFF & ENL		AWOL, SK, LF OFF & ENL		TDY OFF & ENL	
6BF Wg	0	11	105	423	91	396	3	14	12	23
6ARH Sq	0	0	66	43	51	36	1	1	9	4
6AFM Sq	0	3	11	447	11	392	0	27	0	18
24BH Sq	0	0	57	18	48	16	1	0	8	2
39 BH Sq	0	0	54	15	52	14	0	1	0	1
40 BH Sq	0	0	147	33	131	29	11	4	9	1
6 OM Sq	0	4	10	661	9	615	0	31	1	25
6FIM Sq	0	2	9	790	7	704	2	51	2	37
37FUM Sq	0	1	6	139	6	126	0	4	0	8
5796MS	7	1	90	243	27	105	1	3	6	135
812MEGGP	0	2	60	167	56	157	2	3	2	9
4129CCT Sq	145	33	25	67	168	88	2	4	0	7
6SUP Sq	0	4	16	512	12	466	0	26	4	19
6BF Wg Total	152	61	656	3558	669	3144	23	169	53	289
6COSGP	0	6	36	226	30	223	1	6	5	3
6COD Sq	0	5	6	253	4	223	0	10	2	25
6FSR Sq	0	1	2	174	2	154	0	8	0	13
6CFG Sq	0	1	6	347	5	321	0	13	1	14
6TFS Sq	0	0	4	221	3	205	0	10	1	6
6COSGP Total	0	13	54	1221	44	1126	1	47	9	61
SATAF	0	0	25	11	22	11	2	0	1	0
511C Fld (ATC)	0	2	1	26	1	25	0	1	0	1
686 AC&W (ATC)	0	2	18	146	14	124	2	10	2	13
2010 Comm Sq (AFCS)	0	0	8	64	7	59	0	2	1	3
DET 15 9WFA (MATS)	0	0	5	17	5	15	0	1	0	1
1083d Aud Gen (Hq USAF)	0	0	1	1	1	1	0	0	0	0
OSI (Hq USAF)	0	0	1	2	1	2	0	0	0	0
697 AC&W (Pyote)	1	1	14	138	12	133	0	3	3	4
Det 117 (Class)	0	1	1	1	1	1	0	0	0	0
Attached Total	1	6	74	406	64	371	4	17	7	22
Grand Total	153	80	784	5185	777	4641	28	233	69	372

DISTRIBUTION:

BICEMA	1
DPE	1
BJA	1
SAFE	1
BICM	1
FSS	1
BICSC	1
BICSBX	1
BICSRS	1
FSS	1
BCH	1
EDCO	1
IXOH	5
IXO	1
SUDA	22
DPC	1
BICL	1
OSI	1
DSUP	1
BICE	1
TSS	1
BICR	15
4OBS	1
DCRM	2
DAS	2
BDAS	1
BDCS	1
CBF	1
CFS	1
DCM	1

1 X 0 4

MANAGEMENT CONTROL STATEMENT

RECAPITULATION

PERIOD 1 JAN - 28 FEB 1962

ITEM	% SCORE	POINTS EARNED	POINTS POSSIBLE	SAC AVG
PERSONNEL TOTAL	100	50	50	96.6
MIRS Officer - NOT SCORED				98
MIRS Airman - NOT SCORED				96
IPT - SCORED QUARTERLY				95
Retention - SCORED SEMI-ANNUALLY				97
Records Review	100	50	50	100
BASE SUPPORT TOTAL	100	450	450	95.6
Supply Response Capability	100	300	300	96
Supply Management (Info Only)(SCD QTRLY)	100	20	20	94
Fuels - NOT SCORED				100
Officer Mess	100	50	50	96
NCO Mess	100	50	50	97
Fire Incidents	100	50	50	82
GENERAL TOTAL	97.5	292.5	300	85.5
Flying Safety	100	150	150	99
Ground Safety	95	142.5	150	61
Weight Control - SCORED QTRLY				79
Security Effectiveness - SCD SEMI-ANNUALLY				96
Information Acitivties - SCD BY SAC				95
MAINTENANCE TOTAL (MINUS MUNITIONS MAINT)	97.0	1068	1100	90.7
Cancellations	100	600	600	89
Additions	100	400	400	97
Deviations	68	68	100	60
Munitions Maint (Info Only) - SCD QTRLY	100	170	170	99
OPERATIONS TOTAL	93.8	2956	3150	88.7
Basic Training Requirements (50-8)	99	545	550	98
Bombing Reliability	95	570	600	94
Unit Reliability	96	577	600	87
Air Refueling Efficiency	96	337	350	96
Incentive Training (SCD BY SAC) Estimated Score	88	927	1050	80
B A S E T O T A L	95.4	4816.5	5050	91.0

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

FROM: DPR/MSgt FINK/2091

SUBJECT: Retention Rate for February 1962 and Cumulative for FY62 5 Mar 62

TO: IXO

	EFF: 1-28 FEB 62				CUMULATIVE FOR FY62			
	FIRST TERM		CAREER		FIRST TERM		CAREER	
ORGANIZATION	D/R	RATE	D/R	RATE	D/R	RATE	D/R	RATE
6 ARS	-	-	-	-	-	-	2/2	100%
24 BS	-	-	1/1	100%	-	-	1/1	100%
39 BS	-	-	1/1	100%	-	-	1/1	100%
40 BS	-	-	-	-	1/1	100%	1/1	100%
4129 CCTS	-	-	1/1	100%	6/0	0%	7/6	85.7%
37 MMS	1/1	100%	4/4	100%	5/5	100%	9/9	100%
579 SMS	-	-	3/3	100%	2/2	100%	8/8	100%
6 AEMS	1/1	100%	3/3	100%	6/4	66.6%	13/13	100%
6 FMS	5/3	60%	6/5	83.3%	24/19	79.1%	58/50	86.2%
6 OMS	1/1	100%	5/5	100%	3/2	66.6%	46/46	100%
6 SS	1/0	0%	8/6	75%	13/4	30[illegible]%	31/26	83.8%
6 BWHS	1/0	0%	5/4	80%	22/5	22[illegible]%	34/32	94.1%
6 BW TOTAL	10/6	60%	37/33	89.1%	82/42	51.2%	211/195	92.4%
6 CDS	1/1	100%	1/1	100%	6/4	66.6%	11/10	90.9%
6 TS	-	-	4/3	75%	5/2	40%	25/23	92%
6 OPS	DISCONTINUED				5/2	40%	9/7	77.7%
6 ACSS	DISCONTINUED				5/2	40%	6/5	83.3%
6 FSS	-	-	3/2	66.6%	1/1	100%	37/34	91.8%
6 CES	1/0	0%	2/2	100%	20/6	30%	18/17	94.4%
6 HS	-	-	5/4	80%	3/1	33.3%	25/23	92%
6 CSG TOTAL	2/1	50%	15/12	80%	45/18	40%	131/119	90.8%
812 MED GP	2/1	50%	5/3	60%	7/3	42.8%	23/16	69.5%
WALKER AFB TOTAL	14/8	57.1%	57/48	84.2%	134/63	47%	365/330	90.4%

W. C. RATCLIFFE
Major, USAF
Ch, Mil Aff Div

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

REPLY TO ATTN OF: SSN/Major Hoyle/682

26 February 1962

SUBJECT: Base Safety Council Minutes

TO:

BC	BDCEF	579SMS	[illegible]	6AMS (2)	6OMS (2)
BVC	BDCS	DCOT/BO		511TCD(2)	6AMS (2)
BDCL	DCO	2010AFCS(2)	[illegible] (2)	CDS (2)	6FMS (2)
BDCM	DCM	60MS (2)	6HS (2)	FSS (2)	SATAF (2)
BDCE	SU (2)	686AC&W (2)	6BWHS (2)	24BS (2)	9WEARON(2)
DJUP	DCOTAW(2)	37MMS (2)	CES (2)	3ORS (2)	

INFO TO: 15AF 47AIRDIV

1. The monthly meeting of the Walker AFB Safety Council was convened by Colonel Donald E. Hillman, Commander, 6BW, in the Wing Conference Room at 1030, 19 February 1962. This committee was convened in accordance with SACR 50-2, 26 January 1961 and 6BW Special Orders M-424, 15 November 1961.

2. The following members were present:

Col D E Hillman	C
Col R D O Connor	BC
Lt Col H D Wood	DCO
Lt Col W J Daly	DCM
Lt Col C W Roth	SUCO
Maj M E Johnson	BDCM
Maj M J Caldwell	37MMS
Maj R D Kramer	2010CS
Maj C H Larson	DCOT/AW
Maj H F Miller	DSUP
Capt R E Hennessey	DCOT/BO
Capt J Lenox Jr	579SMS
2Lt J P Guzanak	686AC&W
Mr. B Victor	BDCE
Mr. C D Whitacre	BDCE/F
Members absent:	BDCL

3. Major Hoyle presented a summary of accidents during January covering the categories of private motor vehicle, government motor vehicle and personnel injury. Walker incurred one GMV. Also, one off-duty injury caused by accidental gunshot wound due to mishandling of firearm. Abstracts were prepared and distributed base wide.

4. Recurring Reports:

a. Status of Nav Aids: All aids are in commission. A ground observation station should be in use this week to offset the blind area, created by new

ATTACH 5(3)

tower construction partially blocking view from the older in operation tower. Roadbeds to remote facilities are unsatisfactory during inclement weather. Action DCO, 2010, BDCE, SAFE.

b. Status of Fuel Spills: Three spills occurred for a total of 70 gal. Areas concerned were POL, OMS and QC. Safety will check to insure proper corrective action was taken. Action SAFE.

c. Hazards on Airfield Due to Construction: Although well removed from runway tall cranes employed by General Dynamics/Astronautics are in minor violation of AFM 86-8. BDCE will request temporary waiver of criteria as authorized by the manual. Action BDCE, SAFE.

d. Nuclear Safety: Walker graded satisfactory by recent inspection by 15AF team. Major Larson explained implications of new Nuclear Safety Bulletin as applies to the two-man policy. He will extract pertinent information and circularize throughout Wing. Action DCOT/AW.

e. Missile Safety: A briefing of activities, progress and plans covering the entire missile area was given by Captain Lenox. Action complete.

5. Unfinished Business:

a. Painting of Vehicle Restraining Lines: Awaiting funding under Project 153-2 in fiscal year 63, 453 program. Included in K-5, priority 846. Action BDCE.

b. Rewiring of World War II Buildings: Work on theatre included in project 75-2. Has been funded with bid opening date of 6 March. Action BDCE.

c. Lox Demonstration: Safety has arranged a schedule for March 1st and 2nd, when General Dynamics/Astronautics will conduct a demonstration. Notice has been forwarded to Maintenance, 579 Missiles, Fire Department and other interested agencies. Action GD/A and SAFE.

d. Seat Belts in Government Vehicles: This priority program records 400 belt installations. On hand and on order belts will accomodate 400 additional installations. Action BDCM.

e. Maintenance of Airfield Facilities: Awaiting funding on project 26-2, fiscal year 1963, 458 program. Included in K-5 priority 846. Action BDCE.

f. Hitch-hickers on Esplanade: Facilities panel decreed funds were not available for construction of a shelter near main gate, particularly since normally favorable weather at this station obviates the need. Safety will monitor to see if hitch hickers along Esplanade create a hazard. If necessary, a designated pick up point will be identified by a sign. Action BDCL and SAFE.

New Business:

a. Major Doyle explained the effect of change in MOS grading criteria [illegible]. Action complete.

b. S.O. Letter 32-1 (Drivesafe Awards Program for 1962) was explained. [illegible].

c. Control of fuel cell activities in connection with Skyspeed modification of B-52 wing structure was covered. Action complete.

d. Discussion on petition by Walker AFB personnel for a "Sky Diving" club was discussed. Referred to BOOS. Action BOOS.

e. Markers were proposed to prevent tow[illegible] beams from inadvertently positioning aft on the asphalt abutting concrete stubs when area is snow covered. Decision was that a bumper or permanent chock arrangement would create an unnecessary year round surface hazard. Maintenance will in stead have recovery crews uncover the markers, when obscured, to prevent possible [illegible]. Action BOM.

f. Safety covered contents of 15AF message DO 13[illegible]4, 15 Feb 62, on [illegible] application of AFR 160-14. Regulation and supplements were exhibited and the consensus agreed Walker was properly employing the point system with regard to traffic violations. Action complete.

g. New traffic signal on Air Base approach Highway at Main and Fox was discussed. Safety has contacted highway officials requesting better [illegible] of the intersection with proper signs and lanes. Action SAFE.

h. A study was requested on operation of traffic signal at 3rd and [illegible] streets. Proposal was manually controlled signal during rush hours and [illegible] during remainder of day to accomodate heavy [illegible] off 3rd [illegible] from BOM and Maintenance. Action BOOL

i. Colonel O'Connor requested a more prominent sign advertising congested area approaching business district surrounding main gate. State official will be contacted. Action SAFE and BOOL

7. Upon receipt of these minutes, Squadron Commanders will note the contents and indorse one copy to the Safety Office for filing, indicating any suggestions or comments they consider appropriate.

3

8. The meeting was adjourned at 1130.

Vernon C. Boyle

VERNON C. BOYLE
Major, USAF
Off., Director of Safety

APPROVED:

D. F. Pillman

D. F. PILLMAN
Colonel, USAF
Commander

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

OPERATIONS PLAN
403-62
CREW UPGRADING TRAINING

DCOTTP 62-191

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

OPERATIONS PLAN

SERIAL NUMBER 403-62

WARNING PAGE
6BW
OPLAN 403-62
14 February 1962

RECORD OF AMENDMENTS

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

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

OPLAN 403-62

Warning Page

Record of Amendments

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Administrative and Security Instructions

Basic Order

Annex "A" . . . . . Air Training

Annex "B" . . . . . Collateral Training

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

ADMINISTRATIVE AND SECURITY INSTRUCTIONS

1. TITLE.

This document is 6th Bombardment Wing Operations Plan 403-62. Short title is 6BW OPlan 403-62.

2. EFFECTIVE DATE.

This plan is effective 14 February 1962 and supersedes 6BW Oplan 403-61, dated 1 November 1960.

3. PRIMARY OFFICE OF INTEREST.

Training Plans Branch, Operations and Training Division, Deputy Commander for Operations, 6th Bombardment Wing is the office of origin. All recommendations for revisions pertaining to this order will be forwarded to this office for action. Project officer is Captain M. E. Scharmen, Drop 33 or extension 2201.

4. CLASSIFICATION.

The overall classification of this plan is unclassified. Certificate of destruction is not required by this headquarters.

5. AMENDMENTS.

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

6. DEFINITIONS AND ABBREVIATIONS.

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

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

OPERATIONS PLAN 403-62

CHART AND MAP REFERENCES. As required.

TASK ORGANIZATIONS

24 Bomb Sq	Lt Colonel D. C. Maluy
39 Bomb Sq	Lt Colonel L. McClendon
40 Bomb	Lt Colonel A. S. Pitts II
6 Armament & Electronics Maint Sq	Lt Colonel D. E. Savidge
6 Field Maint Sq	Lt Colonel E. L. Cleland, Jr.
6 Organizational Maint Sq	Lt Colonel D. F. Calof
4129 Combat Crew Training Sq	Lt Colonel W. E. Clark
6 Combat Support Group	Colonel R. D. O'Connor

1. GENERAL SITUATION:

a. The 6th Bombardment Wing will train in accordance with SACRs 51-19, 50-43, and all pertinent SAC training regulations.

b. All planning for crew and individual upgrading will be accomplished at Walker AFB, New Mexico. Any planning which cannot be accomplished here will be referred to higher headquarters for coordination and completion.

c. Flying safety will be of prime importance in all phases of this plan.

d. Enemy forces--omitted.

e. Friendly forces.

(1) The 6th Combat Support Group provides normal base support at Walker Air Force Base. The Procedural Training Branch provides associated and special training through assigned facilities.

f. Assumptions.

(1) A capability exists to maintain and fly aircraft as planned to train assigned student crews at a normal flow rate and upgrade non-combat ready crews of the 40th Bomb Squadron to combat ready status.

(2) Air refueling support is adequate to meet requirements.

(3) Training of assigned student crews will continue at an uninterrupted rate. Training of non-combat ready crews assigned to the 40th Bomb Squadron will continue until crew manning is complete.

(4) Installed aircraft equipment is adequate to successfully complete training requirements.

2. MISSION:

a. To train student crews assigned to the 6th Bomb Wing at a normal flow rate and upgrade non-combat ready crews assigned to the 40th Bomb Squadron.

b. To train individuals, sections, and units of the 6th Bomb Wing as required in support of a above.

3. TASKS FOR SUBORDINATE UNITS:

a. 24th Bomb Squadron.

(1) To fly aircraft and crews on a schedule to train assigned student crews and upgrading non-combat ready crews of the 40th Bomb Squadron.

b. 39th Bomb Squadron.

(1) Same as a(1).

c. 40th Bomb Squadron.

(1) Same as a(1) in order to effect a conversion from a training mission to a tactical mission.

d. 6th Air Refueling Squadron.

(1) To fly aircraft and crews on a schedule to train assigned student crews and to support the bomb squadrons' missions.

e. 6th Armament & Electronics Squadron.

(1) Provide necessary personnel, tools and equipment to accomplish periodic inspections as required in support of the 6th Organizational Maintenance Squadron.

(2) Provide necessary personnel, tools and equipment to accomplish preflight inspection, postflight inspection, and unscheduled maintenance by flight line activities in support of the flying schedule.

(3) Provide necessary personnel, tools and equipment to accomplish such other maintenance programs as may be assigned.

(4) Provide necessary personnel, tools and equipment to accomplish maintenance of mock-ups and trainers.

f. 6th Field Maintenance Squadron.

(1) Provide necessary personnel, tools, and equipment to accomplish preflight inspection, postflight inspection, and unscheduled maintenance as required by flight line activities in support of the flying schedule.

(2) Provide necessary personnel, tools, and equipment to accomplish periodic inspections as required in support of the 6th Organizational Maintenance Squadron.

(3) Provide necessary personnel, tools, and equipment to accomplish such other maintenance programs as may be assigned.

g. 6th Organizational Maintenance Squadron.

(1) Provide personnel, tools, and equipment to process B-52 aircraft through periodic inspections as scheduled.

(2) Provide personnel, tools, and equipment to accomplish TOCs and such other maintenance programs as may be assigned.

h. 812th Medical Group.

(1) Provide medical care for the 6th Bomb Wing personnel.

3. GENERAL INSTRUCTIONS:

a. Implementation of this plan has commenced. Certain phases of ground training for combat crews, other personnel, sections, and units, are in effect.

b. All units will provide instructors from the best qualified personnel resources available, when requested. This will be a priority duty assignment to meet established training schedules.

c. Tactical squadrons will provide flight planning and combat crew briefing facilities for assigned crews.

d. Personal and survival equipment will be provided by the Consolidated Personal Equipment Section.

e. All mission debriefings will be conducted at a centralized location. All training and mission forms will be turned in at debriefing by the aircraft commander. Immediately following debriefing, instructors and evaluators will conduct a critique of their portions of the mission. A formal crew critique will be scheduled and supervised by the tactical squadron subsequent to the debriefing.

f. All missions accomplishing bombing activity will require supervised pre-mission domestic target study by the observer team, supervised by the Bomb-Nav Section. This will be accomplished the day preceding the flight.

g. Records and reports.

(1) Individual crew member records are maintained by the Reports and Analysis Section, DCOTRA and the Centralized Scheduling Section of DCOTAT.

(2) Crew training records are maintained by Reports and Analysis Section, DCOTRA, to reflect qualitative as well as quantitative crew accomplishments.

(3) Crew training accomplishment charts are maintained by Reports and Analysis Section, DCOTRA, with duplicate charts maintained in each tactical squadron. These charts will be standardized (SACR 50-23) and mounted on 20" by 30" wall boards, removable for audit with wing charts and suitable for briefing purposes.

(4) Air training accomplished will be recorded on mission accomplishment forms. All related documents and records to verify training reported to higher headquarters will be maintained in the Reports and Analysis Section.

(5) Reports to higher headquarters.

(a) 1 SAC T-12

(b) Other, as determined by Comptroller, 47th Air Division.

(6) Crews landing B-52 aircraft away from home station due to weather or emergency conditions will comply with 6BW SOP 60-2.

(a) A SAC Telephone Net (if not available, a commercial government collect call) will be made to the 6th Bomb Wing Command Post as soon as possible after landing if crew or aircraft condition requires a delay of more than 24 hours in departure from the alternate base.

(b) A telephone call (SAC Telephone Net if available) will be made to the 6th Bomb Wing Command Post (after mission planning and prior to departure from the alternate base) to obtain mission approval.

(7) B-11 Strike Reports will be sent only when specifically directed by the Commander 6th Bomb Wing.

h. All flying instructors will maintain currency in accordance with SACR 60-7 and will be subject to flight checks and testing by the Standardization Division for the performance of instructor duties. Standardization records will be maintained in accordance with SACM 51-4.

(1) All non-combat ready crews being upgraded will be qualified according to SACRs 51-19 and 50-43. They will be upgraded to combat ready status by a standardization board evaluation crew in accordance with SACM 51-4.

i. Established air and ground training schedules will be adhered to. Implementation of this plan will be made through the 6th Bomb Wing Monthly Operations Plan as amended by the findings of the Weekly Flight Scheduling Committee (SACR 60-9). Revisions to schedules will be published as amendments to the monthly plan.

4. LOGISTICS AND ADMINISTRATION:

a. Personnel:

(1) Maximum on-the-job training will be implemented. Personnel assigned against authorized positions, who are not at the proper skill level, or in the proper AFSC, will be entered into a formal training school or authorized formal OJT so that effective manning is maintained.

(2) General:

(a) Manning of the 40th Bombardment Squadron will be in accordance with the sample HBS UMD as outlined in Fifteenth Air Force Programming Plan 2-61 (Secret), 7 August 1961.

(3) Personnel source:

(a) Personnel input to the 40th Bomb Squadron will be drawn from the following sources:

1. Personnel presently assigned to the 40th Bomb Squadron.

2. Personnel input from other tactical units assigned to Walker Air Force Base.

3. Best Man policy.

4. Quotas levied against other units in the Strategic Air Command.

(b) Personnel will be assigned to the 40th Bombardment Squadron to meet target dates for upgrading in accordance with Fifteenth Air Force Programming Plan 2-61 (Secret).

1. Manning and upgrading of crews to a combat ready status will be 100% completed as of the date established in the Fifteenth Air Force Plan 62-1.

b. Maintenance:

(1) Flying schedules will be published in the Wing Monthly Operations Plan.

(2) Safety on the flight line will be emphasized throughout the execution of this plan. Safe driving of motorized equipment, proper operation of ground powered equipment, safe maintenance practices and safe operating areas will require constant monitoring by all maintenance supervisors.

5. COMMAND, SIGNAL, AND SECURITY MATTERS:

a. Command:

(1) SAC.

(2) Fifteenth Air Force.

(3) 47th Air Division.

(4) 6th Bombardment Wing.

b. Communications:

(1) Communications will be governed by the USAF CED (AFMs of the 100 series) SACMs of the 55 and 100 series, 6BW CEI and applicable Flight Information Publications, ACPs and JANAPs.

(2) The following procedures will be in accordance with the appropriate document as indicated.

(a) Frequency channelization (HF/UHF).

1. 6BW CEI.

2. Applicable flip for area of operation.

(b) Authentication and recognition.

1. KAA-29 ()TSEC.

2. KAC-72 ()TSEC.

3. 6BW CEI.

(c) Reporting.

1. SAC Manuals 55-8 series.

(d) Air refueling communications/rendezvous plans.

1. SAC Manual 100-24, Annex I.

(e) CIRVIS (reporting vital intelligence sightings).

1. JANAP 146-C.

2. USAF Flight Planning Document.

(f) Positive control/Noah's Ark procedures.

1. SACM 100-24, Annex III.

2. 6BW CEI.

(g) USAF Radiotelephonic procedures.

1. ACP 125B (USAF).

(h) Distress and rescue.

1. ACP 135.

2. USAF Flight Planning Document.

3. 6BW CEI.

(i) Radio direction finding.

1. ACP 130.

2. Applicable flips.

(j) Communications security.

1. ACP 122B.

2. SACM 100-45.

(k) Identification (IFF/SIF) procedures.

1. NORAD/IFF/SIF Instruction 1-61.

2. 6BW CEI.

(3) Pilots' communications data folders and EW operators' folders will be a current copy of 6BW CEI. The 6BW CEI is prepared by the Wing Communications Electronics Division and is distributed to users through normal classified document channels. It is mandatory that these folders accompany the aircraft on each flight.

c. Security.

(1) This training plan is unclassified. Wide dissemination is desired to all personnel associated with or supporting this plan to insure full coordination and comprehension of its contents.

(2) Monthly Operations Plans published to implement this plan will be unclassified, unless contents dictate a military security classification.

(3) Maximum security training at unit level will be conducted for all personnel during the execution of this training plan.

(4) All combat crew members will have security clearances authorizing access to TOP SECRET military information on a "need to know" basis.

D. E. HILLMAN
Colonel, USAF
Commander

ANNEX

A - Air Training
B - Collateral Training

OFFICIAL:

John W. Swanson

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

DISTRIBUTION:
6 Bomb Wg (C, DCO, DCOT, DCOTTP 2, DCOCP, DCOTAW, DCOTCS 2, DCOTBO 2, DCM, IXO 4, DCOS/B-52 2, DCOS/KC-135 2, 6ARS 5, 24BS 5, 39BS 5, 40BS 5, 6FMS 2, 60MS 2, 6AEMS 2, Det 15 9 Wea, DCR, 4129CCTS 3, DCOTRA, 812 Med Gp) 6 Cmbt Spt Gp (BC)

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

ANNEX "A"

TO

OPERATIONS PLAN 403-62

AIR TRAINING

ANNEX A
6BW OPLAN 403-62
14 February 1962

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

ANNEX "A"

6BW OPLAN 403-62

AIR TRAINING

1. Air training in accordance with SACR 50-43, 50-44, and 50-8 must be accomplished prior to a crew up-grading to combat ready status. Individual crew members must complete those items pertaining to their own position. Crew members who successfully complete upgrading in CCTS will be given credit for such items. Every effort will be made to upgrade crews and individuals within 45 days after completion of CCTS or the 51-19 pre-solo check. Five sorties are considered sufficient to complete all required items. SACR 50-43 items are:

Pilots	Quantity
Minimum interval takeoff	1
Night heavyweight refueling	1
Radar Navigator	
Synchronous radar side step	1
Large Charge combat jamming map match	1
Synchronous radar Short Look	1
Large Charge Long Look	1
Large Charge Short Look	1
RBS Express, semi-mobile, Short Look Large Charge	1
Navigator celestial fixes	1
Night tactical navigation leg	1
Navigator	
Night celestial grid	1
Day celestial grid	1
Low altitude Navigation Express semi-mobile	1
GAM 77 run	1
Night tactical navigation leg	1
Navigation celestial fixes	1

EW Officer	Quantity
Local Defense runs	3
Radar simulator runs	3
Gunner	
Live gunnery mission	1

2. ACR and GAM 77 air training will be completed in accordance with current directives as soon as equipment and instructors are available.

3. A typical mission for 50-43 training is reflected on 15AF Form 60 on the following page.

FLIGHT PLANNING FORMAT	CREW NR	MISSION NR	DATE
AIRCRAFT NUMBER	PILOT	OTHER PERSONNEL	
A/C	STATION TIME	TAKE-OFF TIME	MSN DURATION

DEPT	ARR	POSITION	ALT	REMARKS
0900		WAFB		
	0920	Wink VOR		DEPT
	0930	Midland, Tex		Start day grid
	1130	Huron, S.D.		End day grid
	1148	Pierre VOR		Enter Claybank
	1213	Scenic—TGT "UU" - "A"		TGT-S.L.—Large Charge
	1328	La Junta TGT "UU" - "C"		TGT-S.L.—Large Charge
	1352	La Junta TGT "UU" - "C"		TGT-S.L.—Large Charge
	1412	Dalhart, Tex		Clayband departure
	1420	Amarillo, Tex		PIP
	1431	Matagorda, Tex		IP
	1445	Dyess, Tex		Target - (Sidestep)
	1455	Brady, Tex		IP
	1515	Dyess, Tex		Target (Fixed angle)
	1540	Pyote, Tex		ECM
	1600	WAFB		ECM
	1700	Air work—land		

BOMBING

RBS SITE	SCHED TIME	TARGETS	IPS
Clayband	1148 (Racetrack)		
Dyess	1445 MST	Optional	Matagorda
Dyess	1515 MST	Optional	Brady

NAVIGATION

TYPE	DEPARTURE	TERMINATION
Day cel	grid	
	Midland	Huron, S.D.

PHOTO SCORED CAMERA ATTACKS

TARGET CITY	RADAR VISUAL	OTHER	IPS

ECM

SITE NAME	TYPE ACTIVITY	NR OF RUN
Scenic	LDR-BDR-RSR	1
La Junta	LDR-BDR-RSR	1
Dyess	Low gear	2
Escape	MRSR	1
Priestly	MRSR	1

SUMMERY

RANGE AVAIL	CONTROLLING AGENCY	ROUNDS AMMO

OPERATIONS REMARKS

#6 Dry fuel load

PLANNED BY

ANNEX A
6BW OPLAN 403-62
14 February 1962

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

ANNEX "B"

TO

OPERATIONS PLAN 403-62

COLLATERAL TRAINING

ANNEX B
6BW OPLAN 403-62
14 February 1962

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

ANNEX "B"

6BW OPLAN 403-62

COLLATERAL TRAINING

1. SACR 50-43 and 50-44 requirements must be accomplished prior to crew being upgraded to combat ready status. The Wing Collateral Training Officer in conjunction with Centralized Scheduling and the Bomb Squadron Operations Officers will monitor and schedule the requirements listed below:

a. Tactical Doctrine training — 16 hours

b. Supervised Target Study — 30 hours

(1) Radar navigator and navigator only.

c. SACM 55-8 — 4 hours

d. Alert training (proficiency basis)

(1) Weapon acceptance

(2) Aircraft acceptance and cocking procedures

(3) Scramble procedures up to but not including "takeoff."

2. In addition to above one crewmember will receive and demonstrate proficiency in "singlepoint refueling."

3. Positive control until proficiency is demonstrated.

4. ACR and GAM 77 training will be completed in accordance with current directives of the earliest possible date.

5. Low level ground training will be completed in accordance with SACR 50-44 prior to initial upgrading.

(Red In) This form is classified because information is entered relative to the capability of the unit.

UPGRADING PROGRESS | UNIT: 6 B[illegible] WING | PERIOD OF REPORT: 1-28 FEB 62 | PAGE NR: 1 | NR OF PAGES: 3 | REPORTS CONTROL SYMBOL: SAC - T12

			COMBAT CREW TRAINING DATA						OFF-BASE TNG REQUIRED					UNIT TRAINING ACCOMPLISHED					
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
CREW NUMBER (If assigned)	CREW POSITION	NAME OF CREW MEMBER (Last Name and Initials only)	LOCATION (If complete)	DATE COMPLETED (Mo and Year)	ACADEMIC ONLY	SORTIES	HOURS	PREFLO COMPLETE	SURVIVAL	NUCLEAR	PHYSIO-LOGICAL	SIMULATOR (If applicable)	GUNNERY (If applicable)	DATE REPORTED TO UNIT (Mo and Year)	FLYING TRAINING: PRIOR TO THIS REPORT		FLYING TRAINING: DURING REPORTING MONTH		FORECAST COMBAT READY DATE (Day and Month)
															SORTIES	HOURS	SORTIES	HOURS	
N-78	P	Lackey, L.W.	WA	NOV 61		12	92	Y						NOV 61	9	70:00	4	32:00	5 MAR
N-78	CP	Oliver, M.E.	WA	NOV 61		12	92	Y						NOV 61	9	69:00	4	32:00	5 MAR
N-78	RN	Philips, J.L.	WA	NOV 61		12	92	Y						NOV 61	9	77:00	4	32:00	5 MAR
N-78	N	Lemke, J.E.	WA	NOV 61		12	92	Y						NOV 61	6	50:00	4	32:00	5 MAR
N-78	EW	Barnhardt, T.L.	WA	NOV 61		12	92	Y						NOV 61	4	33:00	4	32:00	5 MAR
N-78	G	Clemons, L.C.	CA	AUG 61		12	92	Y						OCT 61	10	77:00	4	32:00	5 MAR
	P	Smeyhl, L.L.	WA	FEB 62		13	100	Y						FEB 62	-	-	-	-	15 APR
	P	Gay, J.W.	CS	JUL 61		12	92	Y						FEB 62	-	-	1	8:00	31 MAR
	P	Defau, S.	CS	SEP 61		12	92	Y						FEB 62	-	-	1	8:00	10 APR
	P	Brooker, C.I.	WA	FEB 62		12	92	Y						FEB 62	-	-	-	-	30 APR
	P	Miller, J.C.	WA	FEB 62		12	92	Y						FEB 62	-	-	-	-	1 APR

REMARKS (Note: Comments concerning quality of OCTS Grades - Training and its impact on a separate attached sheet and will be specific as to individual crews or crew members, exact deficiencies and recommendations):

ATCH 1 (1)

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

IAC 626
DEOTRA 62-188

SAC FORM [illegible] 677

(When Filled In)

(Insert) This form is classified because information is entered relative to the capability of the unit.

UPGRADING PROGRESS

UNIT: 6 BOMB WING | PERIOD OF REPORT: 1-28 FEB 62 | PAGE NR: 2 | NR OF PAGES: 3 | REPORTS CONTROL SYMBOL: SAC [illegible] T12

1	2	3	COMBAT CREW TRAINING DATA						OFF-BASE TNG REQUIRED					UNIT TRAINING ACCOMPLISHED						
CREW NUMBER (If assigned)	CREW POSITION	NAME OF CREW MEMBER (Last Name and Initials only)	4 LOCATION (If complete)	5 DATE COMPLETED (Mo and Year)	6 ACADEMIC ONLY	7 SORTIES	8 HOURS	9 PRESOLO COMPLETE	10 SURVIVAL	11 NUCLEAR	12 PHYSIOLOGICAL	13 SIMULATOR (If applicable)	14 GG GUNNERY (If applicable)	15 DATE REPORTED TO UNIT (Mo and Year)	16 PLYING TRAINING PRIOR TO THIS REPORT SORTIES	17 PRIOR TO THIS REPORT HOURS	18 DURING REPORTING MONTH SORTIES	19 DURING REPORTING MONTH HOURS	20 FORECAST COMBAT READY DATE (Day and Month)	REMARKS (Note: Comments concerning quality of CCTS Graduates - Training and be limited to a succinct statement about each [illegible] specific as to individual crews or crew members, avoid duplication and [illegible])
	CP	Hofstra, D.J.	WA	FEB 62		12	92:00	Y						FEB 62	-	-	-	-	15 APR	
	CP	Butterfield, S.J.	CS	NOV 61		11	77:00	Y						DEC 61	1	9:00	-	-	31 MAR	
	CP	Sahlman, A.F. III	CS	OCT 60		10	81:00	Y						FEB 62	-	-	-	-	6 APR	
	CP	Garlack, J.W.	WA	FEB 62		12	92:00	Y						FEB 62	-	-	-	-	30 APR	
	CP	Cameron, L.	WA	FEB 62		12	92:00	Y						FEB 62	-	-	-	-	1 APR	
	RN	Stiles, P. Jr.	WA	FEB 62		12	92:00	Y						FEB 62	-	-	-	-	31 MAR	
	RN	Bowen, C.W.	WA	FEB 62		12	92:00	Y						FEB 62	-	-	-	-	1 APR	
	RN	Beal, R.A.	CA	AUG 56		5	30:00	Y						NOV 61	-	-	-	-	UNK	Awaiting ASC-38 Quota
	N	Askey, R.E.	CS	NOV 57		5	30:00	Y						FEB 62	3	24:00	1	8:00	15 MAR	
	N	Brakeley, P.W.	WA	FEB 62		12	92:00	Y							-	-	-	-	15 APR	TDY-Stead
	N	Hanley, D.R.	WA	FEB 62		12	92:00	Y							-	-	-	-	31 MAR	TDY Stead
	N	Peterson, B.A.	WA	FEB 62		12	92:00	Y							-	-	-	-	10 APR	TDY Stead
	N	Hamilton, E.F.	WA	FEB 62		12	92:00	Y						FEB 62	-	-	-	-	1 APR	ATCH 2 (a)
	N	Green, T.A.	WA	FEB 62		12	92:00	Y						FEB 62	-	-	-	-	30 APR	
																				DD/PA 62-188

[illegible] AS A UNIT EFFECTIVE [illegible] DOR DTD AUG 62

SAC [illegible] 677

(Ind fn) This form is classified because information is entered relative to the capability of the unit.

SUBJECT: UPGRADING PROGRESS | UNIT: 6 COMB WING | PERIOD OF REPORT: 1-28 FEB 62 | NR: 3 | NR OF PAGES: 3 | REPORTS CONTROL SYMBOL: SAC - T12

3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
			COMBAT CREW TRAINING DATA					OFF-BASE TNG REQUIRED					UNIT TRAINING ACCOMPLISHED					
													FLYING TRAINING					
													PRIOR TO THIS REPORT		DURING REPORTING MONTH			
CREW NUMBER (If assigned)	CREW POSITION	NAME OF CREW MEMBER (Last Name and Initials only)	LOCATION (If complete)	DATE COMPLETED (Mo and Year)	ACADEMIC ONLY	SORTIES	HOURS	PREBOLO COMPLETE	SURVIVAL	NUCLEAR	PHYSIO-LOGICAL	SIMULATOR (If applicable)	99 GUNNERY (If applicable)	DATE REPORTED TO UNIT (Mo and Year)	SORTIES	HOURS	SORTIES	HOURS	FORECAST COMBAT READY DATE (Mo and Year)	REMARKS (Refer to remarks concerning quarterly report of CCTS Combat Training and be limited to a separate attached sheet and will be limited to essential data, individual crew or crew members, unusual deficiencies and recommendations)
	EW	Johnson, A.M.	WA	FEB 62		12	92:00	Y						FEB 62	-	-	-	-	15 APR	
	EW	Hamiga, J.V.	WA	FEB 62		12	92:00	Y							-	-	-	-	15 APR	TDY Stead
	EW	Seh R.H. Jr.	WA	FEB 62		12	92:00	Y						FEB 62	-	-	1	7:00	10 APR	
	EW	Wallach, P.H.	WA	FEB 62		12	92:00	Y						FEB 62	-	-	-	-	1 APR	
	EW	Pugh, J.D.	WA	FEB 62		12	92:00	Y						FEB 62	-	-	-	-	30 APR	
	EW	Larkin, G.M.	-	-	-	-	-	-	X						-	-	-	-	30 SEP	CCTS Quotas from 26 Apr-15 Aug
	EW	Knowles, G.R.	-	-	-	-	-	-	X						-	-	-	-	15 SEP	CCTS Quotas from 12 Apr-31 Jul
	G	Hall, L.L.	WA	OCT 61		12	92:00	Y						DEC 61	1	9:00	-	-	10 APR	
	G	Stephenson, D.R.	WA	OCT 61		12	92:00	Y						DEC 61	1	8:00	-	-	1 APR	
	G	Oster, S.J.	-	-	-	-	-	-	X				X		2	16:00	-	-	5 SEP	CCTS Quotas from 23 Mar-27 Jul
	G	Binford, R.C.	-	-	-	-	-	-	X				X		2	16:00	1	8:00	5 SEP	"
	G	Ickler, B.C.	-	-	-	-	-	-	X				X		1	8:00	1	9:00	5 SEP	"
	G	Carey, W.E.	-	-	-	-	-	-	X				X		1	8:00	1	9:00	5 SEP	"
	G	Jonahahn W.O.A.	CS	SEP 61	-	12	92:00	Y						NOV 61	-	-	1	9:00	15 APR	ATCH 1 (33
																				DEOTRA 62-118

[redacted]

SAC FORM 677

SECRET

JPC117JPA661KNK024
OR 070028Z
FM 15AF MARCH AFB CALIF
TO RJWXBR/SAC
INFO ROMEO
RJWBDM/22AREFSQ MCCHORD AFB WASH
RJWBAR/389SMW F E WARREN AFB WYO
RJWBSP/451SMW LOWRY AFB COLO
BT
S E C R E T DOPMS 338
FOR SAC DOPLMC AND UNIT DCOP. (U) 15AF UNIT ALERT ADJUSTMENT RECOMMENDATIONS. IN COMPLIANCE WITH SAC DO 0860, SECRET, 7 AUG 1961 AS AMENDED, THE FOLLOWING 15AF RECOMMENDATIONS FOR MARCH 62 ARE SUBMITTED. THIS MESSAGE IN THREE PARTS.
PART I. BOMBERS.

UNIT	STATION	PLND ALERT	RECD ADJ	RECD SORTNR	MATCH T/B	REASONS
6	WALKER	8	2	5,6	KMIB 105 KGAF 105	20CR: 3.5NCR

PART III TANKERSD

6	WALKER	0	0			

BT
07/0037ZSFEB RJWBKN

14

SECRET

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

REPLY TO ATTN OF: DCOTTP/Capt Scharmen/Drop 33 — 7 February 1962

SUBJECT: (U) Amendment 2 to Headquarters 6th Bomb Wing Operations Order 206-61

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

1. Attached is amendment 2 to Headquarters 6th Bombardment Wing Operations Order 206-61, 30 October 1961. (U)

2. This amendment changes the itinerary for 6th Bomb Wing aircraft deployment and redeployment for February 1962 and corrects the original operations order. (U)

3. When the attachment is withdrawn (or not attached) the classification of this letter may be down graded to Unclassified in accordance with AFR 205-1. (U)

FOR THE COMMANDER

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

1 Atch
Amend 1, 6BW OPORD 206-61, 7 Feb 62
SECRET

SECRET

IXO 62-18

ENTRY AND DESTRUCTION CERTIFICATE	PAGE NR 1	NR OF PAGES 1

SECTION I - ENTRY AND DESTRUCTION DATA

1. FROM: (Hq and Staff Agency) (To be filled in only when certification required by originator)	2. DOCUMENT
C	AMENDMENT 2 to 6BW OPORD 206-61, 7 Feb 62

3. SECTION(S) AMENDED	4. ENTER PAGE(S)	5. REMOVE PAGE(S)
Insert Letter of Transmittal		
Insert Entry and Destruction Cert		
Annex A--Air Operations	3, 4, 5	3, 4, 5
Annex A, Appendix 1	1, 2	1, 2
Annex A, Appendix 3	1, 2, 3, 4, 5, 6, 7, 8, 9, 10	1, 2, 3, 4, 5, 6, 7, 8, 9, 10
Annex A, Appendix 6	1, 2	1, 2
Annex A, Appendix 8	1, 2	1, 2

SECTION II - CERTIFICATE OF ENTRY

6. I CERTIFY THAT PAGES LISTED IN ITEM 4 HAVE BEEN ENTERED IN COPY NUMBER _____ OF BASIC DOCUMENT, WHICH NOW CONSISTS OF _____ PAGES.

Pages listed in Item 5 have been removed and destruction is authorized by Paragraph 806, AFM 181-5.

7. DATE	8. ORGANIZATION AND OFFICE	9. SIGNATURE (Individual making certification)

SECTION III - RECEIPT

I ACKNOWLEDGE RECEIPT FOR PAGES LISTED IN ITEM 5.	10. DATE	11. OFFICE	12. SIGNATURE AND GRADE

SECTION IV - CERTIFICATE OF DESTRUCTION

I CERTIFY THAT PAGES LISTED IN ITEM 5 HAVE BEEN DESTROYED IN ACCORDANCE WITH AFR 205-1.

13. SIGNATURE	14. SIGNATURE	16. DATE DESTROYED
15. TYPED/STAMPED NAME AND GRADE	17. TYPED/STAMPED NAME AND GRADE	18. CERTIFICATE NR

ENTRY AND DESTRUCTION CERTIFICATE

PAGE NR	NR OF PAGES
1	1

SECTION I - ENTRY AND DESTRUCTION DATA

1. FROM: (Hq and Staff Agency) (To be filled in only when certification required by originator)	2. DOCUMENT
C	AMENDMENT 2 to 6BW OPORD 206-61, 7 Feb 62

3. SECTION(S) AMENDED	4. ENTER PAGE(S)	5. REMOVE PAGE(S)
Insert Letter of Transmittal		
Insert Entry and Destruction Cert		
Annex A--Air Operations	3, 4, 5	3, 4, 5
Annex A, Appendix 1	1, 2	1, 2
Annex A, Appendix 3	1, 2, 3, 4, 5, 6, 7, 8, 9, 10	1, 2, 3, 4, 5, 6, 7, 8, 9, 10
Annex A, Appendix 6	1, 2	1, 2
Annex A, Appendix 8	1, 2	1, 2

SECTION II - CERTIFICATE OF ENTRY

6. I CERTIFY THAT PAGES LISTED IN ITEM 4 HAVE BEEN ENTERED IN COPY NUMBER _____ OF BASIC DOCUMENT, WHICH NOW CONSISTS OF _____ PAGES.

Pages listed in Item 5 have been removed and destruction is authorized by Paragraph 606, AFM 181-5.

7. DATE	8. ORGANIZATION AND OFFICE	9. SIGNATURE (Individual making certification)

SECTION III - RECEIPT

I ACKNOWLEDGE RECEIPT FOR PAGES LISTED IN ITEM 5.	10. DATE	11. OFFICE	12. SIGNATURE AND GRADE

SECTION IV - CERTIFICATE OF DESTRUCTION

I CERTIFY THAT PAGES LISTED IN ITEM 5 HAVE BEEN DESTROYED IN ACCORDANCE WITH AFR 205-1.

13. SIGNATURE	14. SIGNATURE	15. DATE DESTROYED
16. TYPED/STAMPED NAME AND GRADE	17. TYPED/STAMPED NAME AND GRADE	18. CERTIFICATE NR

SAC FORM NOV 57 28 PREVIOUS EDITION MAY BE USED. FC: 5012

Air Force-SAC, Offutt

(1) An inflight test of the HF radio equipment will be conducted prior to coast out (deployment). Mission will not proceed past coast out with inoperative HF radio. (U)

(2) Loss of HF radio prior to departing the Guam ADIZ boundary will return to Andersen AFB. After ADIZ boundary is crossed, proceed flight plan route. (U)

c. Loss of engines, alternators, or any other aircraft emergency which in the opinion of the aircraft commander would jeopardize safety of flight if mission is continued (Proceed to the nearest suitable alternate). (U)

6. MINIMUM DISTANCE FROM COMMUNIST DOMINATED TERRITORY: (C)

a. To preclude B-52 aircraft appearing on Communist controlled radar, the following minimum distances and altitudes will govern operation of B-52 aircraft. (C)

(1) Altitudes up to 6,000 feet—150 NM. (C)

(2) Altitudes 6,000-25,000 feet—200 NM. (C)

(3) Altitudes above 25,000 feet—280 NM. (C)

7. TRAINING REQUIREMENTS: (U)

a. Rendezvous. (U)

b. Heavyweight air refueling. (U)

c. Strange field approaches, landings, and departures. (U)

d. Record navigation. Record navigation legs will be scheduled by individual crew navigators as required. Aircraft commanders will insure scheduled termination points are listed on the flight order directing the mission. (U)

e. Bombing. No bombing activity scheduled. (U)

f. Special weapons loading (if applicable). (S)

g. O-32 photography. (U)

(1) O-32 photography will be accomplished on all approaches and ADIZ penetrations. (U)

(2) All exposed film will be returned to Walker AFB for processing. (U)

(3) 6th A&E Squadron will insure that a spare O-32 magazine is aboard the aircraft departing on this mission. (U)

8. SAFETY OF FLIGHT: (U)

a. The route has been planned to avoid all danger and/or restricted areas. (U)

b. Aircraft will not be flown within 100 nautical miles of the HHCL. (C)

c. Overwater survival equipment will be carried. (U)

d. Thunderstorms will be avoided. (U)

e. Flying safety is paramount. (U)

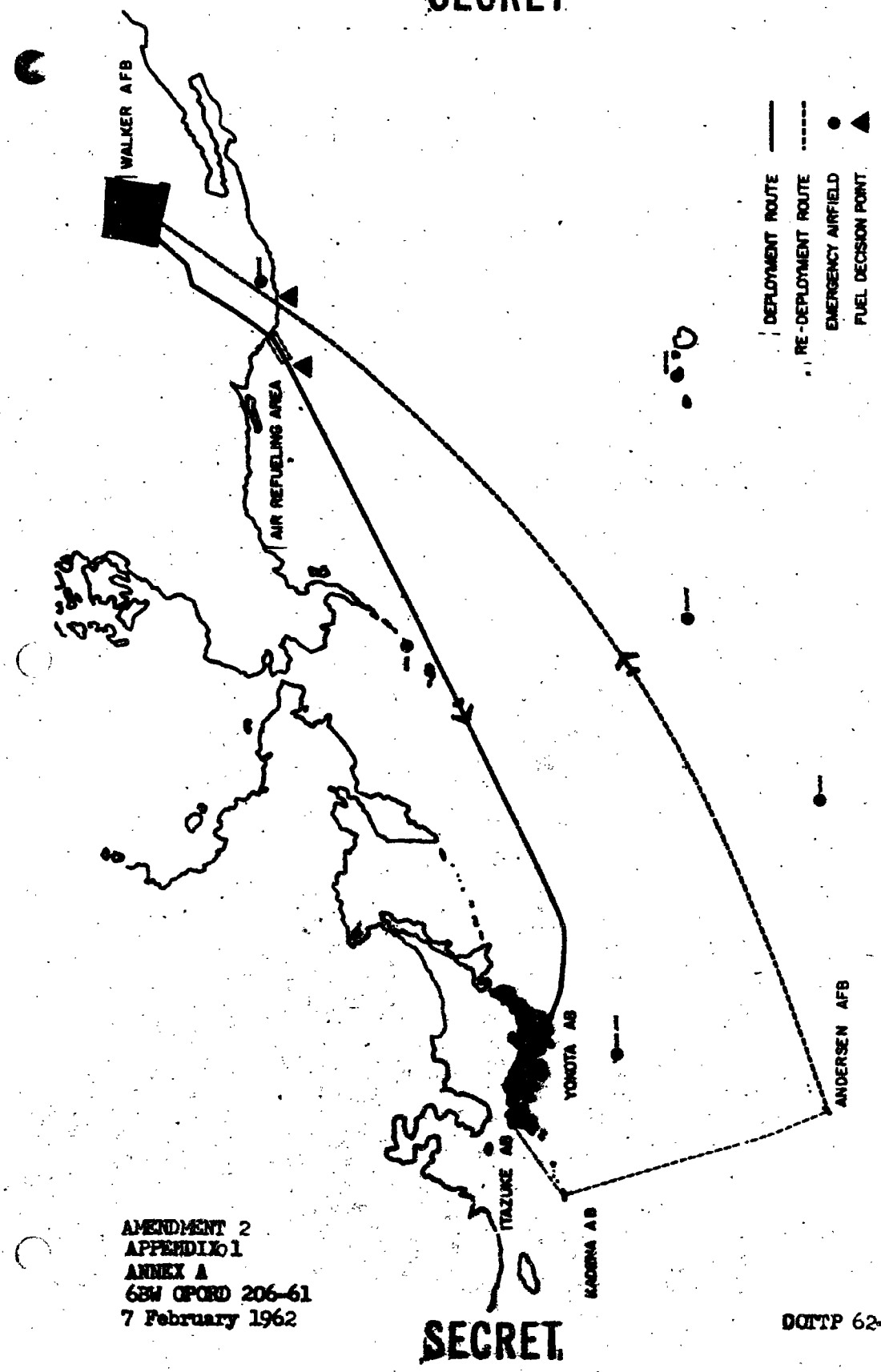
9. SCHEDULE: (U)

a. 6th Bomb Wing "Glass Brick" aircraft will replace 4126 Bomb Wing aircraft for this exercise. (U)

b. With the exception of a control time arrival of 0430Z on 14 February 1962 at Yokota AB, Japan; 6th Bomb Wing aircraft deployment/redeployment schedule will be in accordance with Fifteenth Air Operations Schedule (Peacetime) as outlined for 4126 Bomb Wing "Glass Brick" aircraft. (S)

c. Itinerary. (February) (S)

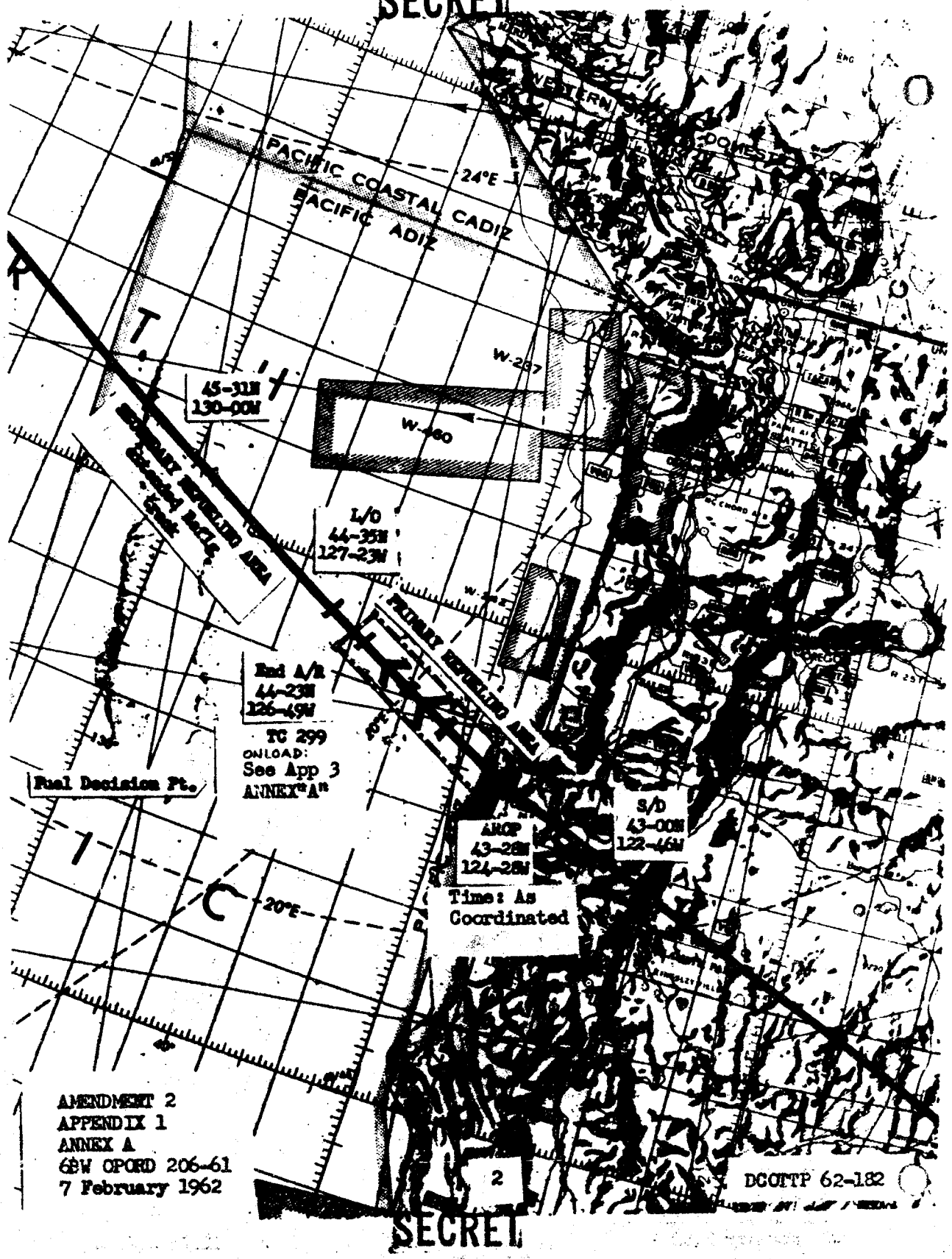
Depart/Arrive	Time	Date
Depart Walker AFB	1215Z (0515MST)	13 Feb 62
Arrive Yokota AB	0430Z (1330LMT)	14 Feb 62
Depart Yokota AB	0200Z (1100LMT)	19 Feb 62
Arrive Itazuke AB	0400Z (1300LMT)	19 Feb 62
Depart Itazuke AB	0200Z (1100LMT)	21 Feb 62
Arrive Kadena AB	0330Z (1230LMT)	21 Feb 62
Depart Kadena AB	0100Z (1000LMT)	23 Feb 62
Arrive Andersen AFB	0345Z (1445LMT)	23 Feb 62
Depart Andersen AFB	0230Z (1330LMT)	27 Feb 62
Arrive Walker AFB	1530Z (0830MST)	27 Feb 62



AMENDMENT 2
APPENDIX 1
ANNEX A
63W OPORD 206-61
7 February 1962

DOTTP 62-182

SECRET



SECRET

HEADQUARTERS 6TH BOMBARDMENT WING
Walker Air Force Base, New Mexico
7 February 1962

APPENDIX 3

ANNEX "A"

6BW OPORD 206-61

FLIGHT PLANS

1. PLANNING FACTORS: (U)

a. The following planning factors were used in computing the flight plans for this operations order. (U)

(1) B-52E static operating weight--180,796 pounds.(C)

(2) Fuel onload (air refueling)--92,304 pounds. (C)

(3) Range degradation--in accordance with flight manual and safety of flight supplements. (U)

(4) Winds used--mean and 90% worst winds derived from 200 MB February 3WWM 55-5 and Volumes 1 and 2 of SACM 105-2. All fuel computations are based on 90% worst winds in accordance with SACM 55-12. (C)

2. FLIGHT PLAN COMPUTATIONS: (U)

a. Walker AFB to Yokota AB: (C)

(1) This is the only leg requiring air refueling. (C)

(2) Level off to end air refueling: (U)

(a) Ground distance . . . . . 1160 NM (C)

(b) Air distance . . . . . 1435 NM (C)

(c) Time . . . . . 3 + 15 (C)

(d) Average TAS . . . . . 440K (C)

(e) Critical wind component . . . -85K (C)

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

(3) End air refueling to alternate (Kadena AB): (C)

(a) Ground distance . . . . . 5043 NM (C)

(b) Air distance capability . . . . . 6812 NM (C)

(c) Time (20,000 lb. reserve) . . . . . 15 + 21 (C)

(d) TAS . . . . . 444K (C)

(e) Critical wind component . . . . . -115K (C)

b. A critical wind component was not computed for the inter-island flights; (Yokota AB to Itazuke AF; Itazuke AB to Kadena AB; Kadena AB to Andersen AFB) because ample fuel is available to proceed to destination alternates as necessary. (C)

c. Andersen AFB to Walker AFB: (C)

(1) Level off to alternate (Clinton Sherman AFB): (C)

(a) Ground distance . . . . . 6126 NM (C)

(b) Air distance capability . . . . . 6239 NM (C)

(c) Time (20,000 lb. reserve) . . . . . 14 + 06 (C)

(d) TAS . . . . . 444K (C)

(e) Critical wind component . . . . . -8K (C)

3. FUEL DECISION POINTS: (U)

a. Walker AFB to Yokota AB: (C)

(1) The primary fuel decision point will be at the "end air refueling." The receiver must have at least 211,000 pounds of fuel in the tanks in order to arrive over the alternate of Itazuke AB with 20,000 pounds of fuel in reserve. (C)

(2) The point of no return is the 180-00 longitude. After passing this point the aircraft would not be able to return to Walker AFB. (C)

b. Andersen AFB to Walker AFB: (C)

(1) The fuel decision point is "coast in" (40-15N 124-15W).

Aircraft must have 57,204 pounds of fuel to arrive over the alternate of Clinton Sherman AFB with 20,000 pounds of fuel in reserve. If less than 57,000 pounds of fuel are in the tanks at this point, the pilot will proceed to the nearest suitable alternate. (C)

MISSION FLIGHT PLAN	O. O. AND NICKNAME	UNIT	TYPE ACFT	WAVE	CELL/CALL SIGN	REMARKS (DEPLOYMENT)
	206-61 GLASS BRICK	6 BW	B-52E	S/S		FEBRUARY WIND DATA

	POUNDS					POUNDS			RUNWAY		
ACFT BASIC	170 000			BOMBS					PRESSURE ALT	LENGTH	AIR TEMP
CREW	2 700			AMMO					3600	12800	76
OIL	986			WATER AUG		2500			CRITICAL FIELD LENGTH MER		CRITICAL AIR TEMP
~~ACL~~ AMMO	720		#11	STATIC		441296	NR FULL ATO REQUIRED		12800		76
RACK KITS	2 200								TAKE-OFF DISTANCE		TAKE-OFF SPEED
EXT TANKS WEIGHT (EMPTY)	2 590			START ENGINES AND TAXI FUEL ALLOWANCE		-4000	NR EMPTY ATO REQUIRED		11300		153
MISCELLANEOUS	500								CRITICAL WIND COMPONENT		
CHAFF	1 100	TOTAL FUEL	258 000	TAKE-OFF GROSS		437296	ATO FIRING SPEED		1ST LEG	2ND LEG	3D LEG
OPERATING	180 786								-85K	-115K	

PRE-FLIGHT PLAN — 90% WW 90% Mean 90% WW

FROM / ROUTE	FLT COND	T. C.	WIND D/V / DRIFT	T. H.	VAR	M. N.	TEMP / ALT	IAS / MACH	T. A. S.	G. S.	GND DIS / ACC GND DIS	TIME / ACC TIME	AIR DIS / ACC AIR DIS	MEAN TIME	FUEL FLIGHT PLAN: PRED FUEL REMAINING	GROSS WT
WALKER AFB NEV			90% WW MEAN												257000	441296
															9000	11500
SETTOAC											10	:03	10	:03	248000	429796
LEVEL OFF			-99				+5 REV	280		465	150	:25	169	1:28	13500	13500
35-25N 105-05W	CL		-10		-12		32.0	IAS	405	396	160	:28	179	1:56	235500	416296
			-53							391	15	:02	19	:30	8000	2000
LAS VEGAS VOR	CR	350	-14		-12		32.0	.77	444	440	175	:30	197	2:26	233500	414296
ELY, NEV			-89							395	511	01:27	690	4:52	29000	29000
39-15N 114-52W	CR	295	-53		-15		32.0	✓	✓	392	686	01:57	887	6:49	204500	385296
ELKO, NEV			-65							379	100	:16	118	7:05	5150	5150
40-46N 115-47W	CR	338	-27		-17		32.0	✓	✓	417	786	02:18	955	9:23	199350	370146
S/D			-79							365	321	:54	414	10:17	19000	19000
43-00N 122-46W	CR	292	-52		-19		32.0	✓	✓	402	1124	03:09	1369	13:26	191350	362146
ACCP			-82							378	30	:13	100	13:39	5000	5000
43-28W 124-28W	DS	292	-42		-21		30.0	.80	460	418	1209	03:22	1469	17:01	176350	357146
END A/R			-80							385	116	:21	145	17:22	9450	9450
44-23W 126-49W	AC	299	-41		-21		30.0	.74	415	379	1320	03:43	1619	21:05	166900	347696
FUEL OFFLOAD AT															92304	92304
OIL LOAD															359204	440000
LEVEL OFF			-81					280		381	16	:03	19	21:08	1500	1500
44-35N 127-23W	CL	299	-41		-22		OAT 33.0	IAS	382	341	1354	03:46	1633	24:54	257704	438500
			-80							369	130	:21	155	25:15	7000	7000
45-31N 130-00W	CR	299	-41		-22		33.6	.77	444	424	1466	04:07	1788	29:22	250704	431500
			-78							396	496	01:13	539	30:35	25500	25500
48-26N 140-00W	CR	293	-41		-23		34.8	✓	✓	409	1912	05:20	2327	35:55	225204	406000
			-80							368	405	01:07	494	36:49	21900	21900
50-12N 150-00W	CR	285	-82		-22		36.9	✓	✓	402	2317	06:27	2821	43:16	203904	384200
			-87							357	385	01:05	480	44:21	19800	19800
50-57N 160-00W	CR	276	-97		-20		37.0	✓	✓	397	2702	07:32	3301	51:53	183604	364400

MISSION FLIGHT PLAN – CONTINUATION SHEET

90% 90% 90% WW

FROM / ROUTE	FLT COND	T.C.	WIND D/V / DRIFT	T.H.	VAR	M.H.	TEMP / ALT	IAS / MACH	T. A. S.	90% G. S.	GND DIS / ACC GND DIS	TIME / ACC TIME	AIR DIS / ACC AIR DIS	MEAN BLOCK / TIME	FUEL FLIGHT PLAN: PRED FUEL REMAINING	FUEL FLIGHT PLAN: GROSS WT
50-57N 160-00W															183604	364400
			-91							382	382	01:05	480	:31	19400	19400
50-52N 170-00W	CR	269	-53		-14		38.0	.77	444	391	3084	08:37	3781	0750	164204	345000
			-92					✓	✓	352	390	01:07	494	0120	18800	18800
49-56N 180-00	CR	262	-55		-10		39.1			389	3474	09:44	4275	0850	145404	326200
			-99							345	433	01:15	553	0109	19600	19600
47-07N 170-00E	CR	248	-64		-4		40.5	✓	✓	380	3907	10:59	4828	0859	125804	306600
			-110							334	497	01:29	657	0121	12400	12400
42-52N 160-00E	CR	240	-76		±0		42.0	✓	✓	368	4404	12:28	5485	1120	103404	284200
			-117							327	277	:51	377	:46	12200	12200
40-08N 155-00E	CR	234	-83		+3		43.0	✓	✓	361	4681	13:19	5862	1206	91209	272000
CONTROL POINT			-128							316	309	:59	436	:52	13000	13000
36-50N 150-00E	CR	231	-91		+4		44	✓	✓	353	4989	14:18	6298	1258	78204	259000
			-155							289	202	:42	310	:37	9700	9700
36-00N 146-00E	CR	255	-114		+5		45	✓	✓	330	5191	15.00	6608	1335	68509	249300
			-155							289	190	:40	295	:35	8100	8100
FT WAINSKEY																
35-23N 142-12E	CR	258	-115		+5		45	✓	✓	339	5381	15:40	6903	1410	60404	241200
			-156							288	142	:30	222	:24	6200	6200
YOKOTA AB																
35-44N 139-21E	CR	279	-115		+6		45	✓	✓	329	5523	16:10	7125	1436	54204	235000
ALTERNATES																
KADENA AB			-159								956	02:59	1320		34204	34204
26-21N 127-46E	CR	281					44	.77	444	290	6879	19:07	8445		20000	200796
MISAWA AB			-18								315	:45	373		9200	9200
40-42N 141-23E	CR	017					42	.77	444	426	5838	16:53	7458		45004	225800
ITAZUKE AB			-164								456	01:38	722		19300	19300
33-25N 130-27E	CR	255					44	.77	444	290	5979	17:46	7847		34904	215700

SAC FORM 16 APR 56 16 FC: 2730 AMEND SHEET 2 APPENDIX 3 ANNEX A TO OPORD 206-61 7 FEBRUARY 1962 DCOPS 62-182 Air Force - SAC, Offutt O-1858(56)

MISSION FLIGHT PLAN	O. O. AND NICKNAME 206-61 GLASS BRICK	UNIT 6 BW	TYPE ACFT [illegible]2B	WAVE S/S	CELL CALL SIGN	REMARKS FEBRUARY WIND DATA

	POUNDS				POUNDS			RUNWAY		
ACFT BASIC	170 000			BOMBS				PRESSURE ALT	LENGTH	AIR TEMP
CREW	2 700			AMMO		SLC		500	11000	59
OIL	986			WATER AUG	2500			CRITICAL FUEL BALANCE PT		CRITICAL AIR TEMP
ATO AMMO	720		#2	STATIC	328796	NR FULL ATO REQUIRED		NRR 4300		120+
BACK KITS	2 200							TAKE-OFF DISTANCE	TAKE-OFF SPEED	
EXT TANKS WEIGHT (Empty)	1 590			START ENGINES AND TAXI FUEL ALLOWANCE	4000	NR EMPTY ATO REQUIRED		4300	134	
MISCELLANEOUS	500							CRITICAL WIND COMPONENT		
CHAFF	1 100	TOTAL FUEL	158000	TAKE-OFF GROSS	334796	ATO FIRING SPEED		1ST LEG	2ND LEG	3D LEG
OPERATING	180 796									

PRE-FLIGHT PLAN — 90% — 80% — 90%

FROM / ROUTE	FLT COND	T. C.	WIND D/V / DRIFT	T. H.	VAR	M. H.	TEMP / ALT	IAS / MACH	T. A. S.	90% G. S. / MEAN	GND DIS / ACC GND DIS	TIME / ACC TIME	AIR DIS / ACC AIR DIS	MEAN E-T-A	FUEL FLIGHT PLAN: PRED FUEL REMAINING / GROSS WT
YOKOTA AB															158000 / 338796
			90° LABY MEAN												7300 / 9100
SETTOAC											10 / 10	:03 / :03	10 / 10	:03	150700 / 328996
T.P.			+9					280		424	45 / 55	:06 / :09	44 / 54	:06 / :09	
35-42N 139-51E	CL	149	+50		+6			IAS	415	465	55 / 110	:09 / :18	54 / 108	:09 / :18	
LEVEL OFF			-106							309	39 / 149	:08 / :26	52 / 160	:08 / :26	125000 / 129900
35-07N 139-37E	CL	205	-65		+6		40,0	✓	✓	350	94 / 243	:17 / :43	106 / 266	:16 / :42	138200 / 316496
O-SHIMA			-111							333	25 / 268	:05 / :48	33 / 299	:04 / :46	1300 / 1300
34-44N 139-25E	CR	205	-70		+6		40,0	.77	444	374	119 / 387	:22 / 1:10	139 / 438	:22 / 1:08	136900 / 315196
NAGOYA			-155							289	121 / 508	:26 / 1:36	195 / 633	:28 / 1:36	7000 / 7000
35-10N 136-55E	CR	283	-115		+6		40,0	✓	✓	329	246 / 754	:44 / 2:20	334 / 967	:48 / 2:24	129800 / 308196
ITAZUKE AB			-162							282	334 / 1088	01:11 / 3:31	526 / 1493	1:03 / 3:27	18000 / 18000
33-34N 130-29E	CR	255	-123		+6		40,0	✓	✓	321	580 / 1668	01:54 / 5:25	760 / 2253	1:54 / 5:21	111900 / 290196
ALTERNATES															
YOKOTA AB			+98								453	:50	371		12000 / 12000
35-44N 139-21E	CR	074					42.0	.77	440	542	1033	02:49	1231		99800 / 278196
KADENA AB			-92								457	01:18	576		19500 / 19500
26-21N 127-46E	CR	197					40,0	.77	444	352	1037	03:17	1436		92400 / 270496
ANDERSEN AFB			+11								1448	03:11	1410		44000 / 44000
13-35N 144-55E	CR	147					42,0	.77	444	455	2028	05:10	2270		67900 / 246196

MISSION FLIGHT PLAN

O. O. AND NICKNAME: 306-61 GLASS BRICK | UNIT: 6 BW | TYPE ACFT: B-52H | WAVE: S/S | CELL CALL SIGN: | REMARKS: FEBRUARY WIND DATA

	POUNDS				POUNDS		
ACFT BASIC	107 000			BOMBS		SECRET	
CREW	2 700			AMMO			
OIL	986			WATER AUG	2500		
~~ATO~~ AMMO	720		#1	STATIC	335796	NR FULL ATO REQUIRED	
~~DASH~~ KITS	2200						
EXT TANKS WEIGHT (Empty)	2590			START ENGINES AND TAXI FUEL ALLOWANCE	-4000	NR EMPTY ATO REQUIRED	
MISCELLANEOUS	500						
CHAFF	1100	TOTAL FUEL	152500	TAKE-OFF GROSS	331796	ATO FIRING SPEED	
OPERATING	180796						

RUNWAY: PRESSURE ALT -50 | LENGTH 10 000 | AIR TEMP 61

~~CRITICAL FIELD LENGTH~~ MLR 4200 | CRITICAL AIR TEMP 120+

TAKE-OFF DISTANCE 4200 | TAKE-OFF SPEED 135

CRITICAL WIND COMPONENT: 1ST LEG | 2ND LEG | 3D LEG

PRE-FLIGHT PLAN

90% 90% 90%

FROM / ROUTE	FLT COND	T. C.	WIND D/V / DRIFT	T. H.	VAR	M. H.	TEMP / ALT	IAS / MACH	T. A. S.	90% G. S.	GND DIS / ACC GND DIS	TIME / ACC TIME	AIR DIS / ACC AIR DIS	MEAN ERA / ZONE	FUEL FLIGHT PLAN: PRED FUEL REMAINING	GROSS WT
ITAZUKE AB															152500	331796
			90%(MIN)												7300	9800
SETTOAC			MEAN								10	:03	10	303	145200	325996
LEVEL OFF			-100					280			88	:19	122	316	127000	127000
31-57N 130-01E	CL	198	-60		+6		40.0	MAS	395		98	:22	132	319	132800	313296
T.P			-92								321	:56	412	328	14600	14600
26-51N 128-16E	CR	197	-68		+4		40.0	.77	444		419	01:18	549	0410	117900	298696
KADENA AB>			-121								41	:08	57	291	2000	2000
26-21N 127-46E	CR	221	-93		+3		40.0	✓	✓		460	01:26	661	0417	115900	296696
ALTERNATES																
ITAZUKE AB			-5								455	01:09	92		17700	17700
33-35N 130-27E	CR	017					42.0	.77	444	395	915	02:35	1113		99200	277996
YOKOTA AB			+45								843	02:10	960		31200	31200
35-44N 139-21E	CR	046					42.0	.77	444	389	1303	03:36	1561		84700	265496
ANDERSEN AFB			+24								1239	02:38	1174		38000	38000
13-35N 144-55E	CR	130					42.0	.77	444	468	1699	04:04	1775		77900	258696

SAC FORM 75 APR 58 1a FC: 2720 AMENDMENT 2 APPENDIX 3 ANNEX A 6 BW OPORD 306-61 7 FEBRUARY 1962 DOCKET 62-182 Air Force - SAC, Offset O-1649(56)

MISSION FLIGHT PLAN	O. O. AND NICKNAME	UNIT	TYPE ACFT	WAVE	CELL CALL SIGN	REMARKS
	206-61 GLASS BRICK	6 BW	B-0E	S/S		FEBRUARY WIND DATA

	POUNDS					POUNDS		RUNWAY		
ACFT BASIC	170 000				BOMBS		SECRET	PRESSURE ALT	LENGTH	AIR TEMP
CREW	2 700				AMMO			150	12100	75
OIL	986				WATER AUG	2500		CRITICAL FIELD LENGTH MRL		CRITICAL AIR TEMP
~~AMMO~~ AMMO	720			#2	STATIC	338 796	NR FULL ATO REQUIRED	4800		120+
~~RACK~~ KITS	2 200							TAKE-OFF DISTANCE		TAKE-OFF SPEED
EXT TANKS WEIGHT (Empty)	2 590				START ENGINES AND TAXI FUEL ALLOWANCE	4000	NR EMPTY ATO REQUIRED	4700		134
MISCELLANEOUS	500							CRITICAL WIND COMPONENT		
CHAFF	1100		TOTAL FUEL	158000	TAKE-OFF GROSS	334796	ATO FIRING SPEED	1ST LEG	2ND LEG	3D LEG
OPERATING	180 796									

PRE-FLIGHT PLAN — 90% — 90% — 90%

FROM / ROUTE	FLT COND	T. C.	WIND D/V / DRIFT	T. H.	VAR	M. H.	TEMP / ALT	IAS / MACH	T. A. S.	90% G. S.	GND DIS / ACC GND DIS	TIME / ACC TIME	AIR DIS / ACC AIR DIS	ETA / TIME	FUEL FLIGHT PLAN: PRED FUEL REMAINING	FUEL FLIGHT PLAN: GROSS WT
KADENA AB			90 DOWN												158 000	338 796
			MEAN												7300	9800
SETTOAC											10	:03	10	2:3	150 700	328 796
LEVEL OFF			+38					280		428	103	:14	94	:14	12500	12500
25-00N 129-00E	CL	133	+65		+3		38.0	IAS	390	453	113	:17	104	1:17	138200	316496
			+32							426	206	:26	192	:25	6900	6900
23-00N 132-00E	CR	126	+55		+2		38.0	.77	444	499	319	:43	296	1:42	131300	309596
			+14							458	560	01:13	582	1:10	19700	19700
17-15N 140-00E	CR	128	+34		+1		38.0	↓	↓	478	879	01:56	838	01:52	111600	289896
ANDERSEN AB			-13							431	360	:50	371	1:48	12300	12300
13-35N 144-55E	CR	133	+5		+1		38.0	↓	↓	449	1239	02:46	1209	02:46	99300	277596
ALTERNATES																
KADENA AB			+66								1239	02:26	1080		33600	33400
26-21N 127-46E	CR	310					40.0	.77	444	510	2978	05:09	2268		65900	249196
ITAZUKE AB			-65								1442	03:48	1690		50000	50000
33-35N 130-21E	CR	327					40.0	.77	444	519	2681	06:31	2876		99300	227596
YOKOTA AB			-60								1374	03:34	1585		47500	47500
35-44N 139-21E	CR	346					40.0	.77	444	384	2613	06:17	2773		51800	230096

MISSION FLIGHT PLAN

O. & AND NICKNAME	UNIT	TYPE ACFT	WAVE	CELL CALL SIGN	REMARKS
208-61 GLASS BEAK	6 BW	B-52E	S/S		FEBRUARY WIND DATA

	POUNDS					POUNDS		RUNWAY		
ACFT BASIC	170 000				BOMBS		SECRET	PRESSURE ALT	LENGTH	AIR TEMP
CREW	2700				AMMO			750	11200	84
OIL	986				WATER AUG	2500		~~ORIGINAL FIELD LENGTH~~ MGR		CRITICAL AIR TEMP
~~ATO~~ AMMO	720			#1	STATIC	441 296	NR FULL ATO REQUIRED	10800		94
~~BASIC~~ KITS	2200							TAKE-OFF DISTANCE		TAKE-OFF SPEED
EXT TANKS WEIGHT (Empty)	2590				START ENGINES AND TAXI FUEL ALLOWANCE	4 000	NR EMPTY ATO REQUIRED	9520		153
MISCELLANEOUS	500							CRITICAL WIND COMPONENT		
CHAFF	1100	TOTAL FUEL	258 000		TAKE-OFF GROSS	437 296	ATO FIRING SPEED	1ST LEG	2ND LEG	3D LEG
OPERATING	180 796							-8K		

PRE-FLIGHT PLAN

90% 90% 90%

FROM / ROUTE	FLT COND	T. C.	WIND D/V / DRIFT	T. H.	VAR	M. H.	TEMP / ALT	IAS / MACH	T. A. S.	96% G. S. / MEAN	GND DIS / ACC GND DIS	TIME / ACC TIME	AIR DIS / ACC AIR DIS	NAV E.T.A.	FUEL FLIGHT PLAN: PRED FUEL REMAINING	FUEL FLIGHT PLAN: GROSS WT
ANDERSEN AFB GMAM			90 WN											ANE	258000	441296
			MEAN												9000	11500
SETTOAC											10	:03	10	:03	249000	429796
LEVEL OFF			-14					280		386	133	:21	138	:20	15700	15700
15-12N 146-51E	CL	052	+4		-1		OPT 31.2	IAS	400	404	143	:24	148	:23	233300	414096
			-10							434	230	:32	235	:31	11096	11096
17-25N 150-00E	CR	052	+9		-1		34.8	.77	444	453	373	:56	383	:54	222209	403000
			+22							466	709	01:31	673	01:27	28500	28500
24-32N 160-00E	CR	052	+46		-2		36.4	✓	✓	490	1082	02:27	1056	02:22	193704	374500
			+41							485	637	01:19	583	01:14	23700	23700
30-20N 170-00E	CR	056	+74		-4		37.7	✓	✓	518	1719	03:46	1639	03:35	170004	350800
			+41							485	513	01:11	524	01:14	20300	20300
34-47N 178-00	CR	061	+78		-6		39.0	✓	✓	522	2292	04:57	2163	04:41	149704	330500
			+20							464	521	01:07	498	01:02	17000	17000
38-02N 178-00W	CR	067	+60		-10		40.1	✓	✓	504	2813	06:04	2661	05:43	132704	313500
			+5							469	485	01:05	480	:58	17400	17400
40-12N 160-00W	CR	074	+96		-14		41.2	✓	✓	490	3298	07:09	3141	06:48	115304	296100
			+1							445	461	01:02	459	:57	15100	15100
41-28N 150-00W	CR	080	+42		-17		42.4	✓	✓	486	3759	08:11	3600	07:55	100204	281000
			+1							445	450	01:01	446	:58	14000	14000
41-52N 140-00W	CR	087	+42		-19		43.5	✓	✓	486	4209	09:12	4046	08:55	86204	267000
			+1							445	450	01:01	446	:58	13500	13500
41-20N 130-00W	CR	094	+42		-20		44.5	✓	✓	486	4659	10:13	4492	09:53	72104	253500
CONST-MI RECISION PT			+2							446	262	:35	261	:34	8000	8000
40-~~55N~~ 124-15W	CR	098	+42		-20		46.0	✓	✓	486	4921	10:48	4753	10:25	64704	245500
RENO VOR			+4							448	222	:30	219	:29	6500	6500
39-32N 119-49W	CR	109	+42		-18		46.0	✓	✓	484	5143	11:18	4972	10:54	58204	239000
BOYCE CAMBON VOR			+11							455	363	:48	355	:47	10000	10000
37-~~44N~~ 112-18W	CR	108	+47		-16		46.	✓	✓	491	5506	12:06	5327	11:45	48204	229000

SAC FORM 15 APR 84 1a FC: 2720 AMENDMENT 2 APPENDIX 3 ANNEX A TO OPORD 208-61 7 FEBRUARY 1962 DUMP 62-182 Air Force - SAC, Offutt O-1049(86)

SECRET

MISSION FLIGHT PLAN — CONTINUATION SHEET

90% 90% 90%

FROM / ROUTE	FLT COND	T.C.	WIND D/V / DRIFT	T.H.	VAR	M.H.	TEMP / ALT	IAS / MACH	T. A. S.	90% G. S. MEAN	GND DIS / ACC GND DIS	TIME / ACC TIME	AIR DIS / ACC AIR DIS	MEAN ETA TIME	FUEL FLIGHT PLAN PRED FUEL REMAINING	FUEL FLIGHT PLAN GROSS WT
BRYCE CANYON VOR															48204	229000
ALBUQUERQUE VOR			+15							459	311	:41	301	:38	8000	8000
35-03N 106-49W	CR	121	+50		-14		46.0	.77	444	494	5817	12:47	5628	11:53	40204	221000
CORONA VOR			+10							454	70	:09	68	:09	2000	2000
34-22N 105-41W	CR	126	+47		-13		46.0	✓	✓	491	5887	12:56	5696	12:02	38204	219000
WALKER AFB NM			-1							443	87	:12	87	:11	2500	2500
33-18N 104-32W	CR	139	+35		-12		46.0	✓	✓	479	5974	13:08	5783	12:13	35704	216500
ALTERNATES																
BIGGS AFB			-89								164	:28	205		5500	5500
31-51N 106-23W	CR	222					46.0	.77	444	355	6138	13:36	5988		30204	211000
CLINTON-SHERMAN			-101								295	:52	382		10000	10000
35-21N 99-11W	CR	065					46.0	.77	444	343	6269	14:00	6165		25704	206500
AMARILLO AFB			-98								180	:31	230		6000	6000
35-14½N 101-42W	CR	051					46.0	.77	444	346	6159	13:39	6013		29704	210500

SAC FORM 15 APR 56 1b FC: 2720 AMENDMENT 2 APPENDIX 3 ANNEX A 6BW OPORD 206-61 7 FEBRUARY 1962 DCOMP 62-182 Air Force-SAC, Offutt O-1050(56)

HEADQUARTERS 6TH BOMBARDMENT WING
Walker Air Force Base, New Mexico
7 February 1962

APPENDIX 6

ANNEX "A"

6BW OPORD 206-61

AIR REFUELING

1. GENERAL: The 916 Air Refueling Squadron will provide two KC-135's with a total offload capability of 93,000 pounds. (C)

a. The tanker will take off from Travis AFB in time to make the scheduled rendezvous. (U)

b. Descent to air refueling altitude will be initiated 80 NM prior to ARCP. Contact should be made as soon as practical after descent and not necessarily delayed until arrival over the ARCP. (U)

2. PROCEDURES: (U)

a. C/R plan Andy Alpha will be used for formation close-up. Reference: Annex I, SACM 100-24. (U)

b. Since there is not a secondary refueling area, the primary track will be extended as required to accomplish refueling or the decision to discontinue the refueling is made by the receiver. (U)

c. Refueling area. (U)

(1) ARCP: 43-28N 124-28W. (C)

(2) Refueling track: 299°.

(3) Refueling altitude: 30,000 feet. (C)

(4) Onload: 93,000 pounds. (U)

(5) End air refueling: 44-23N 126-49W. (C)

(6) Rendezvous time: 1525Z 13 February 1962. (U)

(7) Restrictions: A waiver has been obtained from SAC to exceed 415,000 pounds gross weight at end of air refueling. (U)

PEACETIME EXERCISE RECAPITULATION SHEET - BOMBARDMENT

UNIT: 6 Bomb Wing | OPERATIONS ORDER NUMBER: 206-61 | MISSION NICKNAME: Glass Brick | LAUNCH OPTION: N/A | DATE PREPARED: 7 February 1962 | PAGE 1 OF 2 PAGES

SORTIE NUMBER	TAKEOFF DATA										AIR REFUELING DATA												
	DEPARTURE BASE (A)	UNIT / CALL SIGN (B)	CELL COLOR/NR (C)	STATIC GROSS WEIGHT (D)	TOTAL FUEL ON BOARD (E)	TYPE TAKEOFF WET, DRY OR ATO (F)	ETD (G)	OUTBOUND CONTROL POINT (H)	COMMUNICATIONS FACILITY (I)	TIME OVER OUTBOUND CONTROL POINT (J)	REFUELING AREA (K)	REFUELING CONTROL POINT (L)	REFUELING CONTROL TIME (M)	SUPPORTING TANKER UNIT/TF (N)	TANKER CYCLE (O)	TANKER SORTIE NUMBER (P)	C/R PLAN (Q)	OFF LOAD AVAILABLE (R)	ON LOAD PLANNED (S)	MINIMUM ON LOAD REQUIRED TO COMPLETE MISSION (T)	MINED REFUELING FUEL RESERVE (U)	MINED A/R ALTERNATE AIR BASE (V)	FUEL RESERVE OVER MINED A/R ALTERNATE AIR BASE (W)
1	KRSW	6BW MOVE	N/A	441	258	W	1215Z 13 Feb 62	43-28N 124-28W	N.Bend VOR	03:05	43-28N 124-28W		1525Z	916ARS	N/A	N/A	ANDY ALPHA	93	93	93		N/A	N/A
2	RJTY	6BW MOVE		339	158	W	0200Z 19 Feb 62	Itazuke	N/A	01:46													
3	RJOI	6BW MOVE		336	153	W	0100Z 21 Feb 62	Kadena	N/A	01:17													
4	RODN	6BW MOVE		339	158	W	0100Z 23 Feb 62	Andersen	N/A	02:40													
5	PGUA	6BW MOVE		441	258	W	0230Z 27 Feb 62	34-47N 180-00W	N/A	04:41													

AMENDMENT 2
APPENDIX B
ANNEX A
6BW OPORD 206-61
7 February 1962
DCOTP 68-182

SAC FORM JUNE 66 181 PREVIOUS TEST FORM IS OBSOLETE

SECRET

JPC003JPAOKNJ468
DE RJWBKN 5A
FM 15AF MARCH AFB CALIF
TO RJWBJP/6BW WALKER AFB NMEX
BT
S E C R E T DOOC 310.
FOR SAC DOOPOO. (U) MAR 62, "AIR MAIL" CREW ROTATION.
THIS MESSAGE IN SEVEN PARTS. PART I. THIS IS FRAG ORD NR3
TO 15AF OPORD 297-62, "AIR MAIL" AND DIRECTS MOVEMENT OF ONE
9BW KC-97 AND ONE KC-135 EACH FROM 6 AND 905AREFS IN SUPPORT
OF ROTATIONS FOR MARCH 1962. 15AF OPORD 297-62 APPLIES EXCEPT
SCHEDULED AS CHANGED HEREIN. PART II. A REQUIREMENT EXISTS
STARTING I MARCH TO DEPLOY CERTAIN AIRCRAFT THROUGH SHEMYA TO
EXERCISE FACILITIES AND SUPPORT AT THIS BASE. THE 6AREFS KC-135
WILL BE THE FIRST "AIR MAIL" AIRCRAFT SELECTED TO COMPLY WITH
THIS DIRECTIVE. PART III. CREW SELECTED WILL BE BRIEFED
SPECIFICALLY FOR THIS OPERATION AFTER COMPLETION OF FLIGHT TESTS
BY THE 93BW OF SHEMYA ROUTES, FACILITIES AND INSTRUMENT PROCE-
DURES.THESE TESTS ARE SCHEDULED FOR EARLY FEBRUARY COMPLETIONGM
ADDITIONAL INSTRUCTIONS WILL BE ISSUED AT A LATER DATE FOR
TIME/PLACE OF BRIEFINGS. PART IV. SCHEDULES: 9AREFS KC-97
WILL DEPART MT HOME 2/0500Z ARRIVE HICKAM 2/1800Z, DEPART
HICKAM 4/0600Z, ARRIVE ANDERSEN 4/2200Z, REDEPLOYING KC-97
WILL DEPART ANDERSEN 6/0200Z, ARRIVE HICKAM 6/1800Z. DEPART
HICKAM 8/0400Z, ARRIVE MT HOME 8/1600Z. PART V. SCHEDULES:
6BW KC-135
ARR MARCH 5/2300Z
DEP MARCH 6/1500Z
ARR SHEMYA 6/2200Z
DEP SHEMYA 7/0001Z
ARR ANDERSEN 7/0030Z
DEP ANDERSEN 9/1030Z
ARR HICKAM 9/1800Z
DEP HICKAM 9/2000Z
ARR MARCH 10/0200Z
DEP MARCH 10/1600Z
ARR WALKER 10/1800Z
PART VI. STANDARD "AIR MAIL" ROUTES APPLY EXCEPT FOR KC-135
DEPLOYMENT THROUGH SHEMYA. ROUTE INFORMATION FOR THIS
AIRCRAFT WILL BE FORTHCOMING PENDING ACCOMPLISHMENT OF FLIGHT
CHECKS DESCRIBED IN PART III. PART VII. DIRECT COORDINATION
IS AUTHORIZED BETWEEN UNITS INVOLVED FOR PASSENGER AND WEIGHT
REQUIREMENTS. SCP-4/
BT
03/0009Z FEB RJWBKN

16

SECRET

SECRET

JPC149JPA185TKNJ871
FM 15AF MARCH AFB CALIF
TO RJDXGW/7AIRDIV HIGH WYCOMBE AIR STN ENGLAND
RJDXGU/OL 1 BRIZE NORTON RAF STN UNITED KINGDOM
INFO RJWXBR/SAC

RJEBFB/55STRATRECOMWG FORBES AFB KANS
RJWBJP/6BMWG WALKER AFB NMEX
RJWBNG/4133STWG GRAND FORKS AFB NKDA
BT
S E C R E T DOOC 483.
SAC FOR DOQPOP. (U) "TEXAS STAR" KC-135 ROTATIONS.
THIS MESSAGE IN TWO PARTS. PART I. REFERENCE 15AF SECRET
DOOC 308, 3 FEB 62(FRAG ORD NR3) REDEPLOYMENT DATE FOR
6BW AND 4133SW AIRCRAFT WILL BE DELAYED TO 6 MAR 62 TO
PROVIDE NECESSARY OVERLAP FOR BRIEFING AND PLANNING AS
REQUESTED BY 7ADZM PART II. FOR 4133SW. THIS IS ACTION
ON YOUR DCOTTP 027, 16 FEB 62. SCP-4.
BT
20/2237Z FEB RJWBKN

17

SECRET

6 Bomb Wing (T-12) Commander's Remarks:

1 January through 28 February 1962

1. Waiver of training requirements:

a. Air weapons simulator SACR 50-8 requirements one per training quarter, card K03, waived, SAC message DOT 41324, 18 Nov 61. (U)

b. GAM 77, SACR 50-8 requirements, cards A15 and A15A, not applicable this unit. The 6th Bomb Wing is not programmed for combat ready status in this area during this training quarter. (U)

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

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

4. Compensatory Time Off for Alert Crews: N/A. (U)

5. Crew members upgrading progress: See SAC Form 677. (U)

6. Unreliable RBS Runs: (U)

CE	Date	Run Type	Crew No.	RBS Site	Reason
13050	23 Jan	R-5, Side Step	R-72	La Junta	Procedure
26920	25 Jan	L-B	R-72	Black Knight	Materiel
23070	25 Jan	L-B	R-72	Black Knight	Materiel
4650	26 Jan	R-5, 2d Tgt	N-82	Winslow	Materiel
3650	30 Jan	R-5, 1st Tgt	E-22	Scenic	Operator
4620	31 Jan	L-B	E-79	La Junta	Tgt Identification
86900	1 Feb	R-5	E-77	La Junta	Site
5620	2 Feb	R-5, 2d Tgt	N-82	Winslow	Procedure
6400	5 Feb	R-5, 2d Tgt	E-71	Matagorda	Materiel
7700	8 Feb	R-5	E-81	Winslow	Aiming Point
8450	9 Feb	R-4	E-70	Winslow	Procedure
21920	16 Feb	R-5, 2d Tgt	E-81	Dusty Desert	Materiel
5000	16 Feb	R-5, Side Step	N-80	Winslow	Materiel
6700	20 Feb	R-5, 2d Tgt	S-68	Winslow	Procedure
12550	20 Feb	R-5, 2d Tgt	E-70	La Junta	Materiel
46130	27 Feb	R-5, 1st Tgt	R-73	Dusty Desert	Aiming Point
50600	27 Feb	R-5, 2d Tgt	R-73	Dusty Desert	Aiming Point

7. Unreliable Nike Runs: (U)

CE	Date	Run Type	Crew No.	RBS Site	Reason
3900	15 Feb	R-5	R-73	Dallas	Operator
3950	15 Feb	R-5	R-73	Dyess	Operator

DCOTRA 62-188
IXC 67-6

DOWNGRADED AT 3 YEAR INTERVALS;
DECLASSIFIED AFTER 12 YEARS

8. Navigation CE: a. 8 NM. b. 7 NM. c. 3 NM. d. 1 NM. e. N/A. f. 11 NM/12 legs.

9. Unreliable Navigation Legs: (C)

CE	Date	Type Navigation	Crew No.	Reason
5.0/46%	29 Jan	Nitc Cel Grid	E-70	Shooting error out of corridor

10. Unreliable Local Defense Runs: (C)

Score	Date	Crew No.	Site	Reason
0XE	25 Jan	N-82	Winslow	Crew/Site
9XM	29 Jan	E-70	Matagorda	Crew/Materiel
0XE	30 Jan	E-70	Black Knight	Crew
9XE	31 Jan	R-72	Black Knight	Crew
0X0	8 Feb	Spare	Black Knight	Materiel
9XE	14 Feb	N-82	La Junta	Site
0X0	21 Feb	Spare	Scenic	Crew
0XE	21 Feb	E-70	Dusty Desert	Site
9XE	21 Feb	E-70	La Junta	Materiel

11. Unreliable Radar Simulator Runs: (C)

Score	Signals	Date	Crew No.	Site	Reason
B-06	B 0-0, S 3-3	25 Jan	N-80	Scenic	Materiel
B-06	B 0-0, S 3-3	29 Jan	E-70	Matagorda	Materiel
C-06	C 0-0, S 3-3	30 Jan	E-70	Matagorda	Crew
B-03	B 3-0, S 0-0	31 Jan	E-69	La Junta	Site
B-06	B 3-3, S 0-0	31 Jan	E-70	Winslow	Site
B-03	B 0-0, S 3-0	5 Feb	E-71	Matagorda	Site
B-06	B 0-0, S 3-3	13 Feb	E-84	La Junta	Site
B-06	B 3-0, S 3-0	20 Feb	E-22	Dusty Desert	Crew
B-04	B 3-0, S 0-1	21 Feb	Spare	Hastings	Materiel

12. Fire Control Systems Reliability: a. 14. b. 11. c. 84.4. d. 16800/14188. e. 102. f. 7. g. 26. (C)

13. GAM 77/72 Information: (C)

a. 9/NA.

b. Mar 17/NA, Apr 26/NA, May 26/NA, Jun 26/NA.

c. None/NA.

d. Mar 0/NA, Apr 0/NA, May 0/NA, Jun 0/NA.

e. Pilots (2), Radar Navigator (1), Navigator (1).

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

f. GAM 77/0. GAM 72/NA.

g. 7.

h. 60-5596 (2 times); 60-5602 (5 times); 61-2190 (1 time); 61-2194 (1 time).

i. 0.

j. 61-2190 (Guidance Secondary Power Supply Failure); 60-5596 (Guidance Secondary Power Supply Failure).

k. 60-5596 (2 times); 60-5602 (5 times); 61-2190 (1 time); 61-2194 (1 time).

l. (1) E-50, E-77, E-84.

(2) R-72, Pilot, Co-pilot, Radar Navigator, E-71 Navigator.

(3) None.

(4) 2.

(5) 2.

(6) N/A.

m. 0.

n. 2.

o. 6 assigned, 4 available.

p.

CE	Date	Run Type	Crew No.	RBS Site	Reason
30,600	25 Jan	GAM 77	E-50	Dallas	Site

14. N/A. (U)

15. a. 11.

b. 3--total of 5 qualified.

c. 0.

d. 1.

e. (1) Poker Deck 5, (2) Oil Burner 0.

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

f. 3/3.

g. Problem areas:

(1) Unexpected revisit program that sends travelling ACR instructor teams back to other bases reduced instructor availability in February.

(2) Two CCTS instructor teams air aborted ACR checkouts that would have provided more instructors.

(3) Although lessons learned from the visiting OBS team are expected to improve ACR operation, a delay of approximately 90 days from the 30 April programmed date is anticipated for the following reasons:

(a) Unknown reliability factor.

(b) Restrictions imposed by SAC message DOT 19992.

(c) Scheduling available crews with ACR equipped aircraft.

(d) Ground alert, Chrome Dome, and CCTS requirements.

h. 31 July 1962. (C)

16. N/A. (U)

17. N/A. (U)

18. N/A. (U)

19. Comments and Recommendations of Unit Commander: (C)

a. Under the programmed personnel input to the 40th Bombardment Squadron it is impossible to upgrade the 27th crew to combat ready status by 30 April 1962. The Navigator will complete his CCTS flight training on 27 March 1962 and is scheduled to attend survival training at Stead Air Force Base from 4 April to 29 April 1962. In addition, no gunner is available to complete the formation of this crew. Although 30 gunners are assigned, the 27th combat ready gunner will not be available due to training completion date.

b. Forecast combat ready and non-combat ready dates as previously reported have been revised, due to conditions stated in par. 19a above.

ARTHUR S. PITTS III
Lt Colonel, USAF
Commander, 40 Bomb Sq

DCOTRA 62-188

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

20. Wing Commander's Remarks:

I have reviewed this report and concur with the unit commander's remarks. (U)

D. E. HILLMAN
Colonel, USAF
Commander

1 Atch
SAC Form 677

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

4129TH COMBAT CREW TRAINING SQUADRON
CREWS TO TRAIN AT WALKER AFB, N MEXICO

CLASS 62-6
ENTER FLY - 21 FEB 62
GRAD FLY - 11 APR 62
ENTER G&H - 12 APR 62

Crew 1669 asgd Homestead AFB (H) 39th Bomb Sq

AC	MAJ	HAFTEL, STACY D	34309A	
PLT	1LT	SHELLENBERGER, ROBERT T JR	50001A	
RA	CPT	WOOLARD, WILLIAM H	A02215733	
NAV	2LT	HUNT, BOB G W	A03117682	
EWO	2LT	RUSH, THOMAS E	A03116464	
GUN	TSG	DARNELL, WALTER J	AF13320562	

Crew 1670 asgd Homestead AFB (H) 39th Bomb Sq

AC	CPT	PARKER, JOHN M	A03034119	
PLT	CPT	BOSWELL, JAMES A JR	A03005808	
RA	MAJ	WEINBERG, BERNARD B	60069A	
NAV	2LT	MORROW, GERALD A	A03117703	
EWO	1LT	RIPPY, LESTER G	A03096112	
GUN	SSG	MORRIS, WILLIAM R	AF14486096	McDill (G) Loring

Crew 1671 asgd Homestead AFB (H) 24th Bomb Sq

AC	MAJ	SAFTEYER, RAYMOND E	A0759391	
PLT				
RA	CPT	ROLPH, CHARLES E	A0683865	
NAV	2LT	POOLE, RONALD L	A03117717	
EWO	2LT	MILLER, WILLIAM R	A03116236	
GUN	A1C	CONGLETON, DALLAS C	AF14705618	McDill (G) Loring

Crew 1672 asgd as indicated 24th Bomb Sq

AC	LC	LANE, WILLIAM P	33483A	Blytheville (G)
PLT	MAJ	RICHARDSON, HOWARD	14345A	Homestead (H)
RA	MAJ	VANDERPOOL, DOUGLAS O	A0743735	Loring (G)
NAV	2LT	RODGERS, JAMES R	A03109945	W-Patterson
EWO	2LT	GINGERICK, JOHN D	A0 3116222	Minot (H)
GUN	SSG	BURBRIDGE, JOHN J	AF12363471	Blytheville (G)

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

Class K62-6

Class Entry Date: 19 Jan 62
Grad Academics : 14 Feb 62
Enter Fly Trng : 21 Feb 62
Graduation Date : 11 Apr 62

CREWS ASSIGNED 6TH ARS, WALKER AFB, NEW MEXICO

Crew 1063 Assigned 912th ARS, Robins AFB

TS	AC	CAPT	WHITAKER, HUBERT M	A03005049
TS	PLT	CAPT	RAZIN, RUDOLPH R	A03025863
S	NAV	2/LT	MC INTYRE, SIDNEY G	A03117918
TS	BO	MSGT	MC INTOSH, DONALD W JR	AF15128943

Crew 1064 Assigned 912th ARS, Robins AFB

TS	AC	CAPT	BROWN, RALPH E	A03023240
TS	PLT	CAPT	SCHROEDER, JAMES F	A03053246
	NAV	2/LT	CAMERLO, RONALD J	A03117871
S	BO	SSGT	SMITH, DOYLE E	AF17264001

Crew 1065 Assigned 912th ARS Robins AFB

TS	AC	CAPT	WALKER, BILLY L	A0590847
S	PLT	1/LT	LANKFORD, BOBBY C	A03027959
S	NAV	2/LT	WYATT, CHARLES A	A03109930
TS	BO	A1C	JONES, THOMAS A	AF14584254

Crew 1066 Assigned as Indicated

	AC		(Fly Only)	
S	AC	MAJ	MAC CALLUM, JOHN A	A0706428 (MATS-Travis)
TS	PLT	1/LT	DORSEE, NOBLE H JR	A03081246 (Griffiss)
S	NAV	2/LT	BERINGSON, RICHARD J	A03104872 (Griffiss)
	BO			

Crew 1067 Assigned as Indicated

	AC		(Fly Only)	
S	AC	CAPT	KIRSTEIN, LEROY M	51153A (MATS-Travis)
TS	PLT	1/LT	CANTARANO, THOMAS F	50111A (Westover)
S	NAV	1/LT	ALL, WILLIAM D	A03098650 (Turner)
	BO			

Crew 1068 (MATS TEAM)

S	AC	MAJ	DAILY, THOMPSON H	A0817823 (MATS-Travis)
S	AC	1/LT	NIFFENEGGER, ROSCOE JR	A03066237 (MATS-Travis)

ACADEMIC TRAINING ONLY STUDENTS

278X	PLT	LT COL	DYKE, EUGENE H	33471A	(Scott-MATS)
	PLT	COL	BUNKER, WALTER I	6115A	(McGuire-MATS)
279X	PLT	COL	OWENS, MARCUS O JR	5135A	(Travis-MATS)
	PLT	COL	BLAND, EDWIN A JR	3892A	(Travis-MATS)
280X	PLT	CAPT	RUTHERFORD, JOHN M	A03009389	(Travis-MATS)
	PLT	CAPT	ALTON, LLOYDE L	A03026953	(Travis-MATS)
281X	PLT	CAPT	WILKES, KENNETH J	A01908611	(Travis-MATS)
	PLT	1/LT	FARMAN, ROBERT R	58008A	(Travis-MATS)
282X	PLT	MAJ	PALMER, NORMAN M	A0801961	(Travis-MATS)
	PLT	MAJ	GEISKOFF, EARL A	A0701059	(Travis-MATS)
283X	PLT	MAJ	KEEL, JAMES S	51081A	(Scott-MATS)
284X	PLT	LT COL	SITTON, RAY B	16345A	(Robins)
	PLT	CAPT	MORIN, NORMAND C	A02222078	(Ellsworth)
	FLT ENG	SMSGT	LAWSON, DANIEL M	AF15015542	(MATS-Travis)
	FLT ENG	MSGT	ORR, ROBERT R	AF19028057	(MATS-Travis)
	FLT ENG	TSGT	STEWART, PICKENS H	AF18271617	(MATS-McGuire)

CLASS 62-5

CREW TO TRAIN AT WALKER AFB NMEX

4129th Combat Crew Training Squadron

Enter Fly Tng: 6 Feb 62 Grad Fly Tng: 27 Mar 62

Crew 1658 Asgd as indicated: 39th BSq

AC	MAJ	BYNUM, JAMES E	A0834948	Walker
PLT				
RA	MAJ	VANDERPOOL, DOUGLAS O	A0743735	Loring (G)
NAV	1LT	DILLINGER, ROYAL K	A03094745	Walker
EWO	1LT	STELLHORN, RONALD F	A03109626	Kincheloe (H)
GUN	TSG	GAY, BERNARD	AF34344260	Westover

CREW 1659 Asgd Homestead AFB (H) 24th BSq

AC	CPT	HURST, JOHN F JR	A02227212
PLT	CPT	LANDON, WILLIAM D	23409A
RA	CPT	BONWIT, BARRY L	43304A
NAV	2LT	RANKIN, ROBERT C	A03117317
EWO	1LT	ROSS, LYNDELL E	57782A
GUN	TSG	PINSON, WAYLAND R	AF14343236

CREW 1660 Asg Homestead AFB (H) 24th BSq

AC	MAJ	GIAMBRA, MICHAEL L	A02095838	
PLT	CPT	WINTRODE, JOHN H	26304A	
RA	CPT	ANDERSON, KEITH L	A0717583	(Walker)
NAV	2LT	HOWARD, LYNN W	A03117678	
EWO	1LT	MCKISSACK, MILLARD J	A03109598	
GUN	SSG	BRANCH, CHARLES J	AF17373884	Plattsburg

CREW 1661 Asgd Homestead AFB (H) 39th BSq

AC	CPT	LEATHERWOOD, BERNIE F	A03036231	
PLT				
RA	CPT	WEISSMAN, MORTON	A0741120	
NAV	1LT	HALE, HOLLIS B JR	A03096593	
EWO	2LT	SMITH, DENNIS E	A03116084	
GUN	TSG	LANGELIER, WILFRED S	AF12492631	

CREW 1662 Asgd as indicated: 24th BSq

AC	CPT	KENDREX, EDWARD	40740A	
PLT	CPT	WELLS, HERBERT G	A03037553	Blytheville (G)
RA	MAJ	SHAY, RICHARD W	36038A	Griffiss (G)
NAV	2LT	PATTERSON, JOHN T	A03117713	S-Johnson (G)
EWO	2LT	ROTHER, HENRY G	A03116442	K I Sawyer (H)
GUN	MSG	KELLUM, WILLIAM E	AF18054482	Carswell

Crew 1663 asgd as indicated: 39th BSQ

AC	MAJ	KOHOUT, ROBERT F	A0675353	Barksdale
PLT	CPT	BRADFORD, ELMER L JR	A03037198	S-Johnson (G)
RA	MAJ	DORING, ROBERT O	A02098946	Wurtsmith (H)
NAV	2LT	SINCLAIR, MALVIN D	A03117618	Robins (G)
EWO	2LT	SLADOWNIK, DAVID E	A03116086	K I Sawyer (H)
GUN	A2C	WILLIAMS, TOM L	AF13670724	Pease

JPC002JPA803
FM 15AF MARCH AFB CALIF
TO TANGO
ROMEO
BT
C O N F I D E N T I A L DOTO 448.
TANGO FOR DO: ROMEO FOR DCOT. (U) BLACK NIGHT EXPRESS RESULTS.
(1) UNIT (2) TOTAL ACCOMPLISHED (3) DOWNGRADED (4) HIGH ALTITUDE
(5) SYNC SHORT LOOK (6) RELIABLE FIRST TARGET (7) RELIABLE SECOND
TARGET (8) RELIABLE BOTH TARGETS (9) PERCENT RELIABLE FIRST TAR-
GET (10) PERCENT RELIABLE SECOND TARGET (11) PERCENT RELIABLE BOTH
TARGETS. FIGURES INCLUDE NON-COMBAT READY.

(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)
6	50	2	1	47	45	45	45	96	96	96

(SCP-4)
BT
16/1929Z FEB RJWBKN

CONFIDENTIAL

JPC003
JPA348
FM 15AF MARCH AFB CALIFORNIA
TO ROMEO
INFO TANGO
BT
C O N F I D E N T I A L DO 496. FOR DO. FY 3/62 FLYING HOUR ALLOCATION ADJUSTMENT. THIS MSG IN FOUR PARTS. PART 1. TACTICAL UNIT FLYING HOUR ALLOCATIONS ARE ADJUSTED AS FOLLOWS FOR FY 3/62 REF TELECON EFFECTED UNITS AND MAJ GALLAGHER, THIS HQS:

LINE	UNIT	T/M/S	OLD	ADJUSTMENT	NEW
5	6ARS	KC-135A	3200	PLUS 100	3300

PART 11. DELETED. PART 111. FOR B-52 UNITS. AT THERPRESENT TIME, THIS HQS HAS APPROXIMATELY 1200 HOURS OF B-52 FLYING TIME APAILABLE FOR UNITS TO FLY. THIS TIME HAS ACCUJULATED FROM B-52 UNDERFLY OF FY 2/62 ALLOCATIONS AND SAC RETURNED CHROME DOME ABORTEED HOURS THROUGH 31 DEC 61. THIS FLYING TIME MUST BE FLOWN OUT

PAGE THREE RJWEKN 12A
BY 15AF B-52 UNITS PRIORT TO END OF FY 62. IN ORDER TO PRECLUDE EXCESSIVE FY 4/62 ALLOCATIONS. ALL B-52 UNITS ARE DIRECTED TO REEVALUATE THEIR FY 3/62 FLYING PROGRAMS IN VIEW OF ACCOMMODAING INCREASED ALLOCATION OF ADDITIONAL B-52 TIME FOR THIS CURRENT FISCAL QUARTER. PART IV. FOR B-52 TIME FOR THIS CURRENT FISCAL (REPEAT ON ABOVE LINE: FOR B-52 TIME FOR THIS CURRENT FISCAL) FOR B-52 AND B-47 UNITS. YOUR REQUESTED WITHDRAWAL OF LOW LEVEL AUTHORIZATIONS HAVE BEEN FORWARDED TO SAC FOR RESOLUTION. PENDING SAC GUIDANCE ON WITHDRAWAL OF LOW LEVEL AUTHORIZATIONS YOUR RESPECTIVE UNIT LOW LEVEL AUTHORIZATIONS REMAIN UNCHANGED FOR FY 3/62. THIS HQS HAS REQUESTED WITHDRAWAL OF SUFFICIENT LOW LEVEL AUTHORIZATIONS TO ACCOMODATE ALL UNIT SUBMITTED REQUEST. (SCP-4)
BT
21/2346Z FEB RJWEKN

CONFIDENTIAL

CONFIDENTIAL

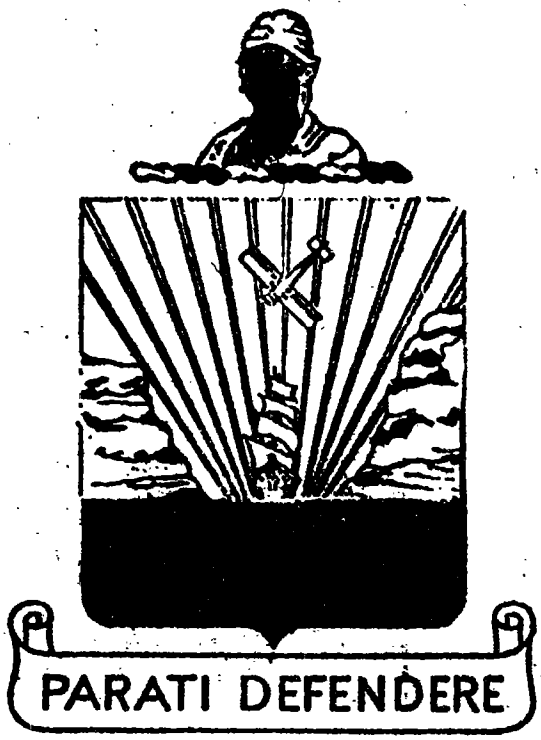
JPG123JPA029
AKNB 655
R 282349Z
FM 15AF MARCH AFB CALIF
TO ROMEO
BT
C O N F I D E N T I A L DO 4002. FOR DO. FQ 2/62 FLYING HOUR ALLOCATION ADJUSTMENT. THIS MSG IN TWO PARTS. PART I. TACTICAL UNIT FLYING HOUR ALLOCATIONS ARE ADJUSTED AS FOLLOWS FOR FQ 2/62, REF TELECON AFFECTED UNITS AND MAJ GALLAGHER, THIS HQS:

LINE	UNIT	T/M/S	OLD	ADJUSTMENT	NEW
3	6BW	B-52-VE	6057	MINUS 100	5957

PART II. THIS MSG ANSWERS 4128SW DCOT 9266, 21 DEC 61; 4134 SW DCOTF 318, 12 DEC 61; and 93BW C 562, 7 DEC 61. (SCP-4)
BT
29/0023Z DEC RJWBKM

CONFIDENTIAL

6th BOMBARDMENT WING
HEAVY, JET



MONTHLY OPERATIONS PLAN

FEBRUARY

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DISTRIBUTION:

15AF (DOTE)	1	BDCE	1	60S	2
47C	1	BDCM	1	579SMS	2
47DO	1	BDAS/O	1	SATAF	2
C	1	SAFE	1	6FSS	2
VC	1	6BWHS	4	6CDS	4
DCO	15	6HS	1	6SS	3
DCOBO	3	24BS	15	6TS	3
DCOI	1	39BS	15	Link Trainer	1
DCOTAW	1	40BS	15	Simulator	2
DCOCP	1	6ARS	15	Base Historian	4
DCOS	2	60MS	3		
DCOTGT	20	6FMS	3		
DCM	2	6ABS	2		
DCM/T	2	Alert F[illegible]	2		
DSUP	1	4129CTS	2		
DSUP/PE	1	37MMS	2		
DP	1	686ACWS	1		
DCR	1	812MEDGP	4		
BC	1	2010CS	2		
BDCS	1	CES	1		
BDCL	2	POL	1		

Headquarters, 6th Bombardment Wing
Walker Air Force Base, New Mexico
1 February 1962

Operations Plan
Number 6-2-62

TASK ORGANIZATIONS:

6th Combat Support Group	Col Roderic D O'Connor
579th Strategic Missile Squadron	Col Edward M Jacquet
Headquarters Sq 6BW	Maj Arthur L Bruggeman
24th Bomb Sq	LtCol Dale C Maluy
39th Bomb Sq	LtCol Lee McClendon
40th Bomb Sq	LtCol Arthur S Pitts II
6th Air Refueling Sq	LtCol Joseph R Hanlen
6th A&E Maintenance Sq	LtCol Dale E Savidge
6th Organizational Maintenance Sq	LtCol Donald R Calof
4129th Combat Crew Training Sq	LtCol Wayne E Clark

1. PURPOSE: To establish ground and air training schedules in support of the Bombardment Wing mission. Provide all available data to facilitate programming of all aspects of student 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. Priority 1.

(1) 60-3 Flying Requirements.

(2) 50-8 40th Bomb Squadron.

(3) Student Sorties.

(4) Upgrading Combat Crews - 40th Bomb Squadron.

(5) Stand Boards.

(6) ACR and GAM-77 Qualifying for Combat Crews.

b. Priority 2.

(1) 1 Sortie per instructor crew per month.

(2) 50-24 Ground Training.

4. GOALS TO BE REACHED BY 28 FEBRUARY 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 1500 hours each Tuesday in the Consolidated Scheduling office. The 60-9 meeting will be held each Thursday following the Malfunction Board Meeting scheduled at 0830 on the third floor, Tier "C", building 1083.

b. The following takeoff time blocks are effective Monday through Friday until further notice. No more than 2 aircraft will be in the Walker VFR Traffic Pattern at any one time. Monday 1000-1200, Tuesday, Wednesday, Thursday, and Friday 0730-0930. Monday, Tuesday, Wednesday and Thursday 1730-1930. Friday 1330-1530.

c. Takeoff times will be coordinated between squadrons at the 60-9 planning meeting. Takeoffs that are not within the block periods must be approved by the Deputy Commander for Operations and the Deputy Commander for Maintenance.

d. Higher Headquarters commitments during February 1962:

(1) "Alarm Bell".

(2) "Jet Black" - 8 Feb.

(3) Express missions.

(4) 47th Air Division - 5th February.

(5) CEP Flights - 13-15 February.

e. Special emphasis must be placed on the following requirements for the 6th Bomb Wing.

(1) 60-3 Requirements.

(2) 40th Bomb Squadron 50-8.

(3) Higher Headquarters commitments listed above.

(4) Student Solo qualification.

(5) Maximum training for staff personnel who are upgrading and individuals as required.

6. MISCELLANEOUS:

a. Test Flight crews are assigned to Flight Test Section of Quality Control Division. Each squadron will have four crews assigned on Test Flight [illegible].

(1) Back up schedule for February and March 1962.

1-15 Feb 39BS
16-28 Feb 24BS
1-15 Mar 39BS
16-31 Mar 24BS

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

6th Air Refueling Sq	Due Date
J-05 Stockton	Feb 62
J-06 Mahoney	Feb 62

39th Bomb Squadron	Due Date
E-42 Sommers	Feb 62
E-54 Waldon	Feb 62 (CEG)
E-64 Simpson	Feb 62

40th Bomb Squadron

All 40th Bomb Squadron Crews will have standboard prior to 15 Feb 62.

c. General Guidance for Student Course Completions.

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

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

(b) Each student crew will attempt to complete all 50-43 and 50-44 requirements. All missions subsequent to 51-19 checkout must have an instructor aboard for refueling or low level if scheduled.

(c) Priority three - Each student crew will accomplish twelve (12) missions.

d. Utilization of Non-Student Sorties.

24th Bomb Squadron

DATE	SORTIE	CREW	STAFF PERSONNEL	TYPE MISSION
5 Feb	F2	S-01	Cleland	CCTM
5 Feb	F2	E-28	Daly	CCTM
6 Feb	F1	S-04	Flores	CCTM
7 Feb	F1	E-13	Hillman	CCTM
7 Feb	F2	5-X	Parkinson/Reese/McMahon, McDowell, Pratt	CCTM
12 Feb	F1	E-28	To Westover	CCTM
13 Feb	F2	E-28	Gallacher	CCTM
15 Feb	F1	E-28	Return Westover	CCTM
15 Feb	F2	5-X	Nadon, Rogers, Cox, Collins, Leonard, Norris	CCTM
20 Feb	F2	E-19	Johnson	CCTM
21 Feb	F1	5-X	Craig, Collins, Misuraca, Eckhoff, Calof, Cleland.	Standboard
26 Feb	F1	E-13	Lupie	CCTM
27 Feb	F2	E-30	Clark	CCTM
28 Feb	F1	E-12	Rassmussen	CCTM
28 Feb	F2	E-15	Lamb	CCTM

39th Bomb Squadron

5 Feb	F2	5-X	None	CCTM
5 Feb	F2	E-42	None	CCTM
6 Feb	F2	E-65	Pearson	CCTM
7 Feb	F1	E-54	None	CEG
12 Feb	F2	S-35	None	CCTM
14 Feb	F1	S-41	Col. Hillman	CCTM
15 Feb	F2	E-65	None	CCTM
20 Feb	F1	E-42	None	Standboard
21 Feb	F2	E-64	None	Standboard
21 Feb	F2	E-44	None	CCTM
26 Feb	F1	E-54	None	CCTM
26 Feb	F1	E-64	None	Standboard
27 Feb	F1	E-44	None	CCTM
28 Feb	F2	E-42	None	Standboard

6th Air Refueling Squadron

2 Feb	F1	J-06	Errington	CCTM
7 Feb	F1	J-27	Ray, Ballard	CCTM
8 Feb	F1	T-25	Loomis, Brown, Bellmore	CCTM
8 Feb	F2	T-12	Perkins, Donnelly	CCTM
13 Feb	F1	J-18	Underwood, Lane, Schifferer	CCTM
13 Feb	F2	J-41	Lund, Klanecky	CCTM
14 Feb	F1	J-02	Hanlen, Starkel	CCTM
14 Feb	F1	T-42	Hamilton, Ferons	CCTM

6th Air Refueling Squadron Cont'd

DATE	SORTIE	CREW NR	STAFF PERSONNEL	TYPE MISSION
14 Feb	F2	T-44	Moore, Hunter	CCTM
14 Feb	F2	J-09	Miller, Porter	CCTM
15 Feb	F1	J-01	Underwood	CCTM
16 Feb	F1	T-10	Boehm	CCTM
16 Feb	F2	J-06	Stuhr	CCTM
19 Feb	F1	J-31	Guryn	CCTM
19 Feb	F2	J-05	Mohr	CCTM
19 Feb	F2	T-46	Errington	CCTM
19 Feb	F2	T-25	Miller, Bellmore	CCTM
20 Feb	F1	T-12	Moore	CCTM
20 Feb	F1	J-18	Helton, Brown	CCTM
21 Feb	F1	J-27	Ferons, Donnelly	CCTM
21 Feb	F2	J-39	Ray, Schifferer	CCTM
23 Feb	F1	T-42	Perkins	CCTM
23 Feb	F1	T-44	Lund, Klanecky	CCTM
23 Feb	F2	T-46	Hanlen, Lane	CCTM
23 Feb	F2	T-48	Helton	CCTM
23 Feb	F2	J-01	Guryn, Starkel	CCTM
28 Feb	F1	T-10	Stuhr, Hunter	CCTM
28 Feb	F1	T-12	Mohr, Porter	CCTM
28 Feb	F2	T-16	Hamilton	CCTM
28 Feb	F2	J-06	Loomis, Ballard	CCTM
28 Feb	F2	T-23	Boehm	CCTM

7. COLLATERAL TRAINING

a. Representatives of each squadron training section will meet the third Thursday of each month in Room 50, Bldg 810, 1000 hours.

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 (50 man team).

(3) Members of the Disaster Control Team.

(4) Shelter Monitors.

(5) This is a 30 hour course conducted during the normal duty hours of 0730-1630 on four consecutive days, Building 604, the old fire station. This is a one-time requirement.

(a) Disaster Control Training is scheduled as follows:

19-23 February 1962
Instructor: TSgt Kabelitz/2645

c. Disaster Actions: Includes Medical Training, Disaster Control and Fire Protection.

(1) Proficiency exam is required annually for all personnel.

(2) Training sections have these examinations available.

d. Code of Conduct:

(1) Proficiency exam required annually for all personnel.

(2) Training sections now have these examinations.

e. Buddy Care Medical Training:

(1) One-time proficiency course in lieu of Disaster Actions for those individuals who have not received this training.

(2) Training sections will be notified when this course is available.

(3) This training will be recorded on SAC Form 293 as a one time requirement.

f. Carbine Qualification:

(1) Firing will be conducted at the Small Arms range, Bldg 745. Advise participants to wear warm clothing, particularly for morning schedules.

(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 February 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 HR.
FMS	5 FEB	MON	1-2-3	6
	12 FEB	MON	1-2-3	6
	19 FEB	MON	1-2-3	6
	26 FEB	MON	1-2-3	6
CMS	5 FEB	MON	6-7-8	6
	12 FEB	MON	6-7-8	6
	19 FEB	MON	6-7-8	6
	26 FEB	MON	6-7-8	6
A & E	6 FEB	TUES	1-2-3	6
	13 FEB	TUES	1-2-3	6
	20 FEB	TUES	1-2-3	6
	27 FEB	TUES	1-2-3	6
SS	6 FEB	TUES	6-7-8	6
HQ 6BW	13 FEB	TUES	6-7-8	6
CES	20 FEB	TUES	6-7-8	6
HQ 6CSG	27 FEB	TUES	6-7-8	6
T.S.	7 FEB	WED	1-2-3	6
CDS	7 FEB	WED	6-7-8	6
	14 FEB	WED	6-7-8	6
	21 FEB	WED	6-7-8	6
	28 FEB	WED	6-7-8	6
4129CCTS	14 FEB	WED	1-2-3	6
37MMS	21 FEB	WED	1-2-3	6
579SMS	28 FEB	WED	1-2-3	6

g. Handgun Qualifications

(1) Due to the limited range facilities it is imperative each individual and scheduling section fill the quotas of the following schedule or arrange substitutions. In the event of inclement weather the range personnel will make the decision of cancellation and make the 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 may be scheduled by calling the range, Ext. 2739.

(6) Pistol Schedules: Combat Crew.

Period 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 PERIOD
40BS	1 FEB	THURS	1 and 2	6
40BS	15 FEB	THURS	1 and 2	6
24BS	1 FEB	THURS	3 and 4	6
24BS	15 FEB	THURS	3 and 4	6
6ARS	8 FEB	THURS	1 and 2	6
6ARS	22 FEB	THURS	1 and 2	6
39BS	8 FEB	THURS	3 and 4	6
39BS	22 FEB	THURS	3 and 4	6

Pistol Schedules: Staff Personnel and CDS

SQUADRON	DATE	DAY	PERIOD	MEN PER HR.
STAFF	2 FEB	FRI	1-2-3	6
	9 FEB	FRI	1-2-3	6
	16 FEB	FRI	1-2-3	6
	23 FEB	FRI	1-2-3	6
CDS	2 FEB	FRI	5-6-7-8	6
	9 FEB	FRI	5-6-7-8	6
	16 FEB	FRI	5-6-7-8	6
	23 FEB	FRI	5-6-7-8	6

b. Physical Fitness Test and Weight Control:

(1) PFR testing is required semi-annually.

(a) Test will be administered by the individual squadrons. (Ref EDCOT letter, dated 1 Aug 61, subject: PFR and Weight Control.)

(b) The following time is available for testing at the PCU, Bldg 747, scheduling is controlled by Airman Moseley, Ext. 431:

1 Tuesday, Wednesday and Friday, 0830-1100.

2 Monday thru Friday, 1330-1600

(2) Weight Check is required for all personnel once each quarter, (Ref SACR 50-24), and will be accomplished within the squadron or at PCU.

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

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

1. Instrument Ground School

(1) Annual requirements. Each pilot will complete an instrument ground school course prior to his instrument flight check in accordance with SACR 51-12.

(2) Classes will be conducted in Room 56, Bldg 810, 12, and 13 Feb 62, at times indicated. Pilots will bring their own type MB-2A, air navigation computer for the computer course and exam.

(3) Schedules: Monday, 12 February 1962.

TIME	SUBJECT	INSTRUCTOR
0730-1000	Flight Instruments	Capt Berner
1000-1200	Navigation Aids-I	Major Echabarne
1300-1700	Navigation Aids-II	LtCol Morris

Tuesday, 13 February 1962.

0730-1100	Regulations/Publications	Capt Bertic
1200-1400	Computer & Spatial Disorientation	Capt Reese
1400-1630	Weather	Lt Gassman

(4) The 5th Bomb Wing Instrument Program Review Committee meeting will be held in the Wing Conference Room at 1000 hours, 5 Feb 1962. All committee members and squadron instrument monitors will attend or send an alternate.

(5) Instrument Ground School is scheduled for 21-22 March 1962.

J. Instrument Trainers

(1) Two hours (One period) are required each quarter for each pilot. One period will be scheduled with an IP within 90 days prior to instrument flight check for lesson #4 (SACR 51-4).

(2) Schedules:

TIME	MON	TUES	WED	THUR	FRI
0730	24th	ARS	40th	39th	BF
0930	39th	24th	ARS	40th	BF
1230	40th	39th	24th	ARS	Open
1430	ARS	40th	39th	24th	Open

(3) Scheduled times must be filled. Deviation from an assigned period must be coordinated through the Collateral Training Office, Ext. 2831.

1. Ejection Proficiency:

(1) One hour refresher course is required annually for all personnel currently qualified in jet aircraft equipped with ejection seats. Sgt. Bradshaw, Ext. 578.

(2) Class Schedules: Monday, 12 Feb 62, Bldg 810, Room 14.

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

2. Ultrasonic Trainer - T-29s:

(1) Six hours required annually for all staff officers who possess AFSC [illegible]. Three hours per quarter required for all crew M/RNs.

(2) One hour of malfunction procedures will be included in each period.

3. IFM Proficiency:

(1) All B-52 crew radar navigators and navigators will attend one class each quarter.

(2) Classes are scheduled every Wednesday, 1230-1600, Bldg 611 in T-29 trainer room, Ext. 2251.

4. Flight Simulators:

(1) Pilots who have been combat-ready for a continuous year or more require one simulator mission per quarter.

(2) All other KC-135 and B-52 pilots require two simulator missions per quarter.

(3) Schedules:

B-52 Simulator #1 Bldg 810, Ext 2312

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

B-52 Simulator #2 Bldg S-85

TIME	MON	TUES	WED	THUR	FRI
0630	40	A	A	A	A
0930	24	39	40	24	39
1230	40	24	39	40	40
1530	A	39	40	24	39

(4) Periods will be filled by SACR 50-8, 50-24, or 51-19 as required.

5. Gunnery Trainer-T-34s: Bldg 810, Room 42, Ext. 2532

(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:

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

p. Air Weapons:

(1) AWR-01 (Academic Refresher) course is scheduled each Wednesday, Feb 7, 14, 21, and 28, at Building 755, 0830 hours for Non-Alert crews and staff officers.

(a) AWR-01 is scheduled at the alert facility each Monday and Friday Feb 2, 5, 9, 12, 16, 19, 23, 26. 1430-1630 hours. The course will be divided in two parts, with attendance to a Monday and a Friday class necessary for completion of the course.

(b) Staff Officers, excluding EWO's who are currently qualified in B-52, are required to attend AWR-01 Academic Refresher course semi-annually.

(2) Weapon Acceptance (AWS-01) for those crews on alert will be conducted at the aircraft during daily preflight. Crews not on alert will perform weapon acceptance on aircraft scheduled on weekly 60-9 for special load training. Time and instructor will be coordinated with Wing Air Weapons Section, Ext. 635.

q. ECM Procedures:

(1) Two hours required each quarter for all currently qualified EW officers.

(2) Schedule: 1330 hours, Bldg 810, Room 20
16th and 23rd February 1962.

r. EWO Study:

(1) The following is the EWO Study Schedule for all crew members of the 24BS and 39BS who are not on alert during the month of February.

POSITION	SUBJECT	GIVEN BY
Pilot	Fuel Curve	Capt Jackson (1:00)
R Nav & Nav	Ballistics	Major Wright (1:00)
ECM	Tape Briefing	Capt Eckoff (1:00)
	ECM Code Study	
Gunner	Tape Briefing	Capt Bates (1:00)

(2) The entire crew will have a Weapons Separation Briefing (:20) by Capt Bates. Also 40 min of route study.

(3) An Intelligence film will be given by Capt Bates which lasts 30 Min.

(4) CMF Review will be 1:30 by Maj Garrett.

(5) Tactical Doctrine Lectures for the 24th and 39th Bomb Sq will be given the 13th and 27th of February at 1300 hours in Bldg 611.

(6) EWO Study for all Alert crews will be per published study agenda.

(7) ARS crews will have two (2) hours of EWO study consisting of:

Route briefing and study	1:00
Task Force study	1:00

s. Combative Measures:

(1) Proficiency test required annually for all B-52 combat crew members.

(2) Building 747 - scheduled Tuesday, Wednesday, and Friday, 1300-1600 and 0900-1200.

(3) Ladies Day, Monday and Thursday 0930-1115.

t. Aquatic Survival:

(1) One time requirement for all personnel on flying status.

(2) Scheduled as necessary.

u. Physiological Training:

(1) The passenger course is scheduled at Cannon AFB 0745, 26-27 Feb 62.

(2) Non-tactical rated personnel should call Capt Clark, Ext. 2831, 40 days prior to expiration date to be scheduled individually for refresher training.

8. OFFICER DETAILS

a. Tower Officers: Place of duty is the control tower, except on week-ends and holidays. During these special periods, telephone contact with the ACO (ext 538) is required for possible duty assignment. Tactical Squadrons are responsible for manning the tower with a qualified aircraft commander Monday through Friday from 0700 on the day scheduled until 0700 the following day. If student flight is scheduled for Saturday or Sunday, the squadron flying will schedule a qualified tower officer.

b. Supervisor of Flying: This duty is scheduled by name with qualified pilots. Normal place of duty is in the Command Post while flying is in progress.

(1) Officers detailed for Supervisor of Flying will report to stand-up briefing on the day of this assigned detail, or, on Friday if the assignment is during the week-end. The Command Post must be notified that this activity has been completed.

c. Airdrome Clearance Officer (ACO): 24 hour tour of duty 0730-0730. Place of duty: Base Operations. Uniform: Class "A".

d. Airdrome Officer (AO): Personnel scheduled for AO will report to Base Operations. Duty tour 0630-1830. Uniform: Class "A".

e. Commanders Key Supervisors

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

OFFICER DETAILS

TOWER OFFICER

DATE	ORGAN	RANK	NAME
1	ARS	Maj	Hansen
2	24	Maj	Bozeman
		Capt	Keevil
*3	DCM	Maj	McCluskey
*4	4129	Capt	Rogers
5	39	Maj	Waldon
		Capt	Hendrix
6	ARS	Maj	Scorrano
7	24	Capt	McGrath
		Maj	Richardon
8	39	Maj	Berneberg
		Maj	Sommer
9	ARS	Capt	Walls
*10	DCM	Capt	Carney
*11	4129	Lt	Helton
12	24	Maj	MacFawn
		Maj	Brunetti
13	39	Capt	Mays
		Maj	Hassett
14	ARS	Maj	Dyer
15	24	Capt	Maloney
		Capt	Porter
16	39	Capt	Mays
		Maj	Yupcavage
*17	DCM	Capt	Reese
*18	4129	Capt	Boehm
19	ARS	Capt	Carroll
20	24	Capt	Goddard
		Capt	Massingill
21	39	Capt	Bertic
		Maj	Davis
22	ARS	Capt	McIlvain
23	24	Capt	Maloney
		Maj	Bozeman
*24	DCO/BO	Capt	Raymer
*25	4129	Capt	Johnson
26	39	Capt	Dalton
		Maj	Yupcavage
27	ARS	Maj	Sorenson
28	24	Capt	Richards
		Capt	McGrath

ACO

DATE	ORGAN	RANK	NAME
1	4129	Capt	Boehm
2	DCM	Capt	Carney
*3	40	Lt	Gaines
*4	4129	Capt	Pichee
5	DCM	Capt	Mohr
6	4129	Capt	Gallacher
7	40	Lt	Duft
8	DCM	Maj	Ely
9	DCO/BO	Capt	Smith
*10	4129	Capt	Lupei
*11	DCM	Capt	Rhoades
12	4129	Capt	Johnson
13	2010CS	Capt	Moise
14	DCM	Maj	Gill
15	579	Capt	Smeloff
16	4129	Capt	Flores
*17	DCM	Maj	McCluskey
*18	DCO	Maj	Larson
19	4129	Capt	Rogers
20	DCM	Capt	Rustvold
21	4129	Capt	Errington
22	2010CS	Capt	Odom
23	DCM	Capt	Reese
*24	579	Capt	O'Donnell
*25	4129	Capt	Ward
26	DCM	Maj	Case
27	DCO/BO	Capt	Hennessey
28	4129	Capt	Gurya

AIRDROME OFFICER			SUPERVISOR OF FLYING			COMBAT KEY SUPERVISORS		
DATE	ORGAN	NAME	DATE	ORGAN	NAME	DATE	ORGAN	NAME
1	24	Capt Fisher	1	DCOS	Maj Turner	1	DCOS	LtCol Morris
2	39	Capt Parker	2	DCM	LtCol Howard	2	ARS	LtCol Hanlen
*3	ARS	Capt Still	*3	DCO	Maj Bader	*3	DCOS	LtCol Stone
*4	24	Maj Peacock	*4	ARS	Maj Stuhr	*4	DCOS	Maj Eastling
5	39	Capt Lilius	5	DCOS	Capt Berner	5	24	LtCol Maluy
6	ARS	Capt Fussell	6	4129	Maj Henderson	6	39	LtCol McClendon
7	24	Capt Piccioni	7	ARS	Maj Greenwade	7	DCOS	LtCol Leary
8	39	Capt Harrison	8	DCM	Maj Parkison	8	40	LtCol Pitts
9	ARS	Capt Knapp	9	ARS	Maj Albright	9	DCOS	LtCol Morris
*10	24	Capt Walden	*10	4129	Maj Holmes	*10	DCOS	LtCol Leary
*11	39	Capt Johnson	*11	DCOS	Capt Cole	*11	ARS	LtCol Hanlen
12	ARS	1Lt Winn	12	DCM	Maj Loomis	12	DCOS	Maj Eastling
13	24	Capt Jefferson	13	ARS	Maj Stockton	13	DCOS	LtCol Stone
14	39	Capt Goetze	14	4129	Maj Lund	14	24	LtCol Maluy
15	ARS	Maj Horton	15	DCO	Maj Wise	15	39	LtCol McClendon
16	24	Capt Ebert	16	DCM	LtCol Cleland	16	DCOS	LtCol Morris
*17	39	Capt Kunc	*17	40	Maj Green	*17	DCOS	LtCol Leary
*18	ARS	Capt Darnell	*18	4129	Maj Gennrich	*18	40	LtCol Pitts
19	24	Maj Wiegman	19	ARS	Maj Echabarne	19	DCOS	Maj Eastling
20	39	Capt Lusk	20	DCM	LtCol Calof	20	DCOS	LtCol Stone
21	ARS	1Lt Philips	21	DCOS	Maj Fowler	21	ARS	LtCol Pitts
22	24	Capt Schwartz	22	24	Maj Yancey	22	DCOS	LtCol Morris
23	39	Maj Gabriel	23	ARS	Capt Diamond	23	DCOS	LtCol Leary
24	ARS	Capt Foulk	*24	DCM	Maj Moore	*24	24	LtCol Maluy
*25	24	Maj Reifsteck	*25	ARS	Maj Ray	*25	39	LtCol McClendon
26	39	Maj Mahon	26	39	Maj Kalebaugh	26	DCOS	Maj Eastling
27	ARS	Capt Morton	27	DCO	Capt Clark	27	40	LtCol Hanlen
28	24	Capt Miller	28	DCM	Maj Gaston	28	DCOS	LtCol Stone

* Week-ends and Holidays.

Individuals unable to comply with this schedule must arrange a substitution. Leaves that may conflict with the March schedule must be called to the attention of the Collateral Training Scheduling Officer (Ext 2831) prior to the 22th of February.

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

MONTHLY SORTIES FORECAST — B-52

DATE: February 1962

DAY		F	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W			
DATE		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31
(20)-StandBoard Sorties-71	Day	0	3			0	3	3	3				2	1	3	0	3			0	3	0		3			2	3	0			
Ferry-3	Nite	1	6			0	0	0	3				0	0	5	1	0			3	3	0		3			0	0	0			
Pick Up-117 24th	Day						1	1														1							1			
Time-556:00 Other	Nite					2		1					1	1		2					0						1	1	1			
	Day																															
	Nite																															
7-CEG Crew Evaluation	Day	4	0			3	0	0	1				3	3	1	4	1			5	0	3		1			1	0	3			
Standboard-Tanker-20 39th	Nite	4	0			0	3	3	0				0	3	0	0	3			0	0	3		2			3	3	0			
	Day							1							1						1						1	1	0			
Sortie-74 Other	Nite					2	1						1			1	1			0		1							2			
Time-580:00	Day																															
	Nite																															
GAM to Eglin	Day	2	2			2	1	0	1	0			1	1	1	1	2			0	1	1		1			1	1	1			
(1 Add Sortie) 40th	Nite	0	0			0	0	0	1	0			3	1	1	1	2			1	1	0		0			0	0	1			
	Day	1	1			1	1	1	1	1			0	0	0	0	0			1	1	1		1			1	1	1			
Sorties-58 Express	Nite	1	0			1	1	1	1	0			0	0	0	0	0			1	1	1		1			1	1	1			
Time-476:00	Day													1		1																
CEG	Nite																															
Total		13	12			11	11	11	11	1			11	11	12	11	12			12	11	11		12			11	11	11			

1. A total of 205 sorties to be flown
2. A total of 1654 hours

WALKER FORM NO. 210 | FOR SIGN

Atch 1

SECRET

JPC141JPA437DCC009BRD502
R 131706Z
FM SAC OFFUTT AFB NEBR
TO ALFA TWO
RJWBJP/6 BOMBWG WALKER AFB NMEX
BT
S E C R E T DOT 1265.
FOR DOT. SUBJ: (U) GAM-77A AIRCREW CHECKOUTS. PART I OF FIVE PARTS. PERIODIC REVIEWS ARE CONDUCTED BY THIS HEADQUARTERS OF THE PROJECTED CREW QUALIFICATION RATE IN GAM-77A OPERATION. AS A RESULT, CHANGES TO SPECIFIC UNITS EXPECTED PROGRESS IN GAM QUALIFICATION CAN BE DETERMINED. OUTSTANDING FACTORS CONSIDERED ARE AS FOLLOWS: (A) CHANGES IN UNIT GAM-77A EQUIPAGE. (B) MISSILE MODIFICATION PROGRAMS DURING UNIT EQUIPAGE. (C) ESTIMATED MAINTENANCE CAPABILITY FOR GENERATING GAM-77A TRAINING SORTIES. PART II. DUE TO EXPERIENCE GAINED THROUGH TESTING AND OPERATIONAL USE OF THE MISSILE, THE MAINTENANCE CAPABILITY FOR GENERATING GAM TRAINING SORTIES HAS SHOWN A CONSTANT INCREASE DURING UNITS GAM EQUIPAGE. SCHEDULING OF CREW GAM-77A QUALIFICATIONS SORTIES IN ACCORDANCE WITH THIS INCREASED CAPABILITY WILL REDUCE THE TIME PERIOD BETWEEN GROUND COURSE OF INSTRUCTION AND AIR CHECKOUTS AND PROVIDE EQUIPPING UNITS WITH THE ABILITY TO SUPPORT GAM ALERT COMMITMENTS AT AN EARLY DATE. PART III. BASED UPON SAC/D/MATERIEL CURRENT ESTIMATED MAINTENANCE CAPABILITY, THE FOLLOWING WILL APPLY AFTER I APRIL 1962 FOR UNITS QUALIFYING WITH GAM-77A/: (A) THIRTY DAYS AFTER RECEIPT OF THE SECOND MISSILE, UNITS WILL BE EXPECTED TO FLY A MINIMUM OF FOUR B-52/GAM-77A SORTIES PER WEEK. PART IV. FOR PLANNING PURPOSES AND BASED UPON PRESENT FACTORS STATED IN PART ONE ABOVE, THE EXPECTED CREW QUALIFICATION RATE IN GAM-77A OPERATION NOW WILL BE AS FOLLOWS:

UNIT	MINIMUM OF 8 CREWS QUAL	MINIMUM OF 16 CREWS QUAL	MINIMUM OF 24 CREWS QUAL
6 BW-WALKER AFB	28 FEB 62	31 MAR 62	30 APR 62

PART V. ONLY THE UNITS EQUIPPING WITH GAM-77AS PRIOR TO 1 JUL 62 ARE LISTED ABOVE AS CHANGES IN THE RATE OF EQUIPAGE TO SUCCESSIVE UNITS MAY OCCUR. FURTHER GUIDANCE FOR PLANNING PURPOSES WILL BE PROVIDED SUCCESSIVE UNITS PRIOR TO THEIR INITIAL EQUIPAGE. SCP-4.
BZ
13/1724Z FEB RJWXBR

SECRET

6TH BOMBARDMENT WING

RCS: I5AF-U9

GAM-77A WEAPONS SYSTEM

PROGRAM PROGRESS REPORT

FEB 1962

C O M M A N D E R ' S C O M M E N T S

1. PROGRESS: The GAM-77A Program continues to progress as scheduled. To date fourteen missions have flown, thirteen with satisfactory results.

2. PROBLEMS:

a. Problems still exist with Controlled Mission Equipment. Reference Projects DSUPSPA-1 and DSUPO-GAM 77-3.

b. The difficulties experienced in obtaining adequate site support and scoring of Big Bark Missions are hampering full evaluation of GAM missions.

DONALD E. HILLMAN
Colonel, USAF
Commander

I N D E X

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DISTRIBUTION

AGENCY	NR COPIES
Hq SAC, Offutt AFB, Nebraska	
DCRMP	2
DM7A	2
DOCEPP	1
Hq 15AF (DAS), March AFB, Calif	20
Hq 47AD, Castle AFB, Calif	
C	2
DM	2
DO	1
Hq 6CSG, Walker AFB, New Mexico	
BC	1
BDCL	1
BDCR	1
BDCE	1
IXOH	4
OCLO	1
511th FTD	1

AGENCY	NR COPIES
Hq 6BW, Walker AFB, New Mexico	
C	1
DP	1
SU	1
SAFE	1
DCML	1
DSUPS	1
24BS	1
40BS	1
3[illegible]MS	1
DCOTAW	2
DCRM	3
DSUP	3
DCO	3
DCM	4
FMS/PPB	3
6AIMS/GAM-77A	3
TOTAL	70

PROGRAM PROJECT SCHEDULE CHART

PROJECT TITLE: SAMPLE OF SYMBOL ENTRIES

PROGRAM AGENCY:

PROJECT NUMBER:

ADMINISTERING OFFICE:

■ COMPLETION PRIOR TO AND OF

△ SCHEDULED TO START
▲ ACTUAL START

○ SCHEDULED COMPLETION
● ACTUAL COMPLETION

	MILESTONES
1	Completed Prior to January 1961
2	Scheduled Start & Scheduled Completion
3	Re-Scheduled Start & Re-Scheduled Completion
4	Actual Start & Scheduled Completion
5	Re-Scheduled & Actual Start & Re-Scheduled & Actual Completion
6	If Project is to be started & completed within one month, indicate scheduled start. Then when the project has been completed change the △ to a ●

FY 60 | FY 61 | FY 62 | FY 63

CY 60 | CY 61 | CY 62

J F M A M J J A S O N D

PROGRAM PROJECT SCHEDULE CHART

PROJECT TITLE SAMPLES OF SYMBOLS ENTRIES (Cont'd)

PROGRAM AGENCY

PROJECT NUMBER

ADMINISTRATIVE OFFICE

▣ COMPLETION PERIOD TO ANY ☆

△ SCHEDULED TO START
▲ ACTUAL START

○ SCHEDULED COMPLETION
● ACTUAL COMPLETION

	MILESTONES	FY 19	FY 19	FY 19	FY 19	
		QT 19	QT 19	QT 19	QT 19	
		J F M A M J J A S O N D	J F M A M J J A S O N D	J F M A M J J A S O N D	J F M A M J J A S O N D	
	(For projects with more detailed milestones)					
1	Determine Location of Tool Crib	△				1
2	Determine Tools to be Maintained	△				2
3	Equip Central Tool Crib	○				3
	(As the Project Progresses)					
1	Determine Location of Tool Crib	●				1
2	Determine Tools to be Maintained	△				2
3	Equip Central Tool Crib	○				3
	(When Project is Completed)					
1	Determine Location of Tool Crib	●				1
2	Determine Tools to be Maintained	●				2
3	Equip Central Tool Crib	●				3

PROGRAM PROJECT SCHEDULE CHART

PROJECT TITLE 511th FTD Schedule for GAM-77A Program

PROGRAM AGENCY 6AFMS/GAM-77A

PROJECT NUMBER 6AFMS/GAM-1

ADMINISTRATIVE OFFICER Lt. Col. W.J. DALY JR.

■ COMPLETION PRIOR TO JAN 62 ▲ SCHEDULED TO START ● SCHEDULED COMPLETION
▲ ACTUAL START ● ACTUAL COMPLETION

	MILESTONES	FY 61				FY 62												FY 63												FY 64											
		4th Qtr				1st Qtr				2nd Qtr				3rd Qtr				4th Qtr				1st Qtr				2nd Qtr				3rd Qtr				4th Qtr							
		J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J
1	Guidance Spec. 31751Q							▲						■																													
2	Cont. Sys. Tech. 31572Q									▲				■																													
3	Missile Analyst 31573Q							▲										○		○																							
4	Specialists Console 31574Q								▲				○	■																													
5	Missile Maint. Tech. 44370Z									▲				■																													
6	[illegible] Eng. Mech. 43270							▲					○	■																													
7	Supers and Planners 3216							▲						■																													
8	AMS Loading 331/463											▲	○	○	○																												

PROGRAM PROJECT STATUS SUMMARY

Program Project Title: 511th FTD Schedule for GAM-77A Program

28 Feb 1962

Project Nr. 6AEMS/GAM-1

1. Programmed Milestones Completed this Month:

Nr.	Title	STATUS-REMARKS
1.	Guidance Spec. 31571Q	Completed Jan 62
2.	Cont. Sys. Tech 31572Q	Completed Feb 62
4.	Spec. Console 31574Q	Completed Dec 61
5.	Missile Maint Tech 44370Z	Completed Dec 61
6.	Jet Eng. Mech. 43270	Completed Dec 61
7.	Supers and Planners 3216	Completed Dec 61

2. Programmed Milestones not completed this Month:

Nr.	Title	STATUS-REMARKS
3.	Missile Analyst 31573Q	None Scheduled, last Class to complete 13 Apr 62
8.	MMS Loading 331/463	None scheduled, a message was sent 20 Feb 62 requesting a Lowry AFB instructor team for 12 thru 16 March 62, however no answer has been received to date. The team was not requested previously because insufficient GAM-77A's were on station to properly utilize the team.

3. Potential Slippage: Milestones Nr. 2 & 3 slipped to the dates indicated.

4. Discussion: Milestones Nr. 2 & 3 were adjusted to meet additional training requirements. No problems anticipated because of this slippage.

WILLIAM J. DALY, JR., Lt. Col., USAF
Asst Deputy Commander for Maintenance

PROGRAM PROJECT SCHEDULE CHART

PROJECT TITLE: Work Orders on GAM-77A Facilities

PROGRAM AGENCY: 6AEMS/GAM-77A

PROJECT NUMBER: 6AEMS/GAM-7

ADMINISTRATIVE OFFICER: Lt. Col. W.J. DALY JR.

■ COMPLETION POINT TO DATE OF

▲ SCHEDULED TO START
▲ ACTUAL START

○ SCHEDULED COMPLETION
● ACTUAL COMPLETION

	SELECTIONS	FY 61	FY 62			FY 63	
		QTR 61	QTR 62		QTR 63	QTR 63	
		J F M A M J	J A S O N D	J F M A M J	J A S O N D	J F M A M J	J A S O N D
1.	#63-62 Support pre-issue supply section		▲▲▲▲■				
2.	#64-62 110V AC outlet support NH3 vent system.		▲▲■				
3.	#36-62 110V AC outlet support telephone relay box.		▲■				
4.	#167-62 Dust proof engine build up room door		■				
5.	Oil and paint storage building.			▲▲			

FORMER EDITION OF THIS FORM ARE OBSOLETE.

PROGRAM PROJECT STATUS SUMMARY

Program Project Title: Work Orders on GAM-77A Facilities 28 Feb 62

Project Nr. 6AEMS/GAM-7

1. Programmed Milestones completed this Month:

Nr.	Title	STATUS-REMARKS
1.	#63-62 Support Pre-Issue Supply Section	Completed Jan 62
2.	#64-62 110V AC outlet to Support Ammonia Vent System	Completed 9 Nov 61
3.	#36-62 110V AC outlet support telephone relay box	Completed 9 Nov 61
4.	#167-62 Dust proof engine build-up room door	Completed 1 Dec 61

2. Programmed Milestones not completed this Month:

Nr.	Title	STATUS-REMARKS
5.	Oil and Paint storage building	None Scheduled, Completion unknown

3. Potential Slippage: Milestone NR 5

4. Discussion: The availability of a metal storage building is still unknown. A message was sent to 15th AF, 20 Feb 62 by DSUP/BEMO (MSgt Cockrum), coordinated thru C.E., asking for guidance to procure 41 buildings which is the amount needed base wide. No answer has been received to date.

WILLIAM J. DALY, JR., Lt. Col., USAF
Asst Deputy Commander for Maintenance

PROGRAM PROJECT SCHEDULE CHART

PROJECT TITLE: Begin Reporting and Support AGE Team

PROGRAM AGENCY: DSUPO

PROJECT NUMBER: DSUPO - GAM "77" - 3

ADMINISTERING OFFICER: Lt Col Siegfreid

■ COMPLETION PRIOR TO JAN 01

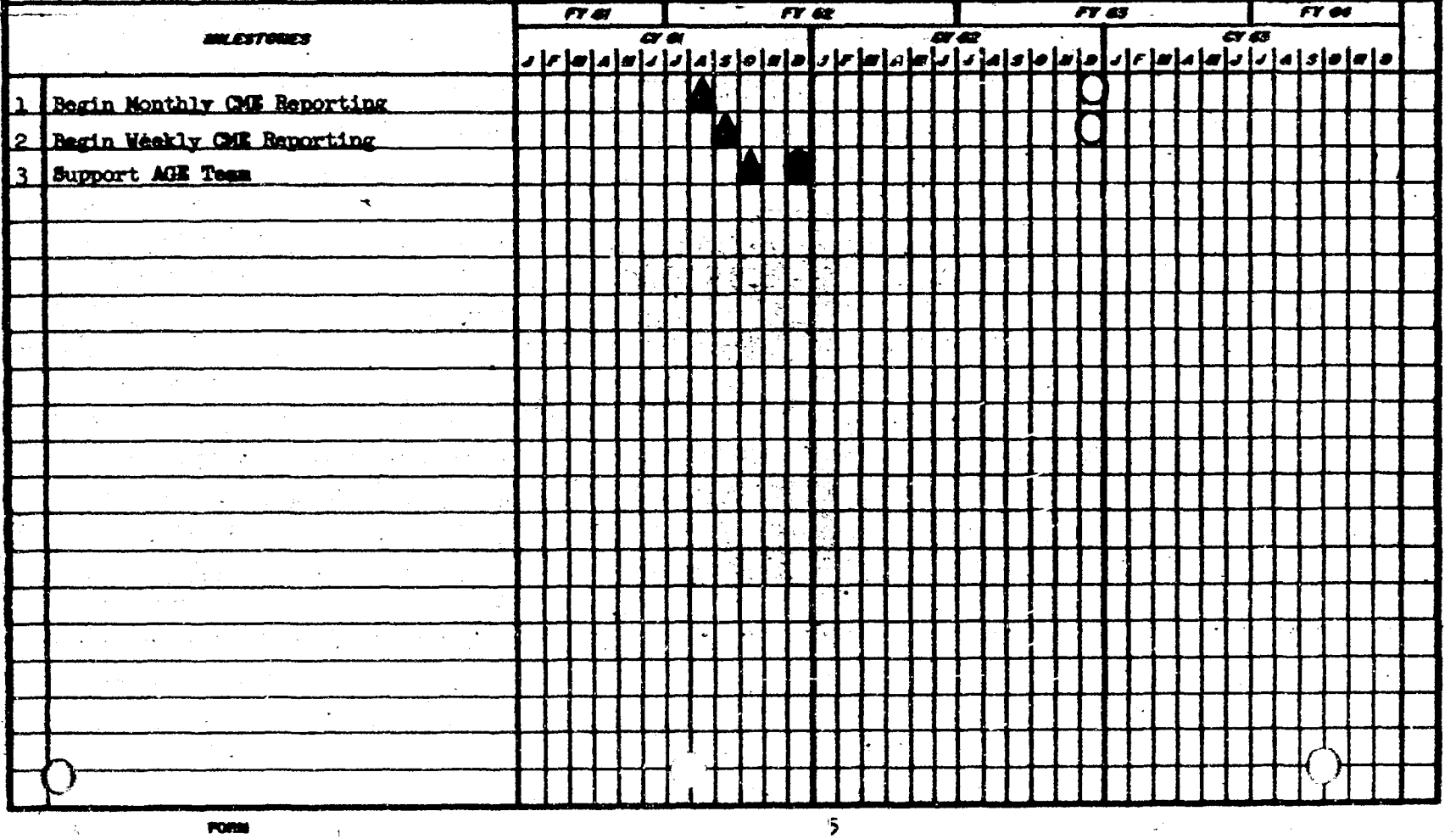
▲ SCHEDULED TO START

▲ ACTUAL START

○ SCHEDULED COMPLETION

● ACTUAL COMPLETION

	MILESTONES
1	Begin Monthly CME Reporting
2	Begin Weekly CME Reporting
3	Support AGE Team



FORM

PROGRAM PROJECT TITLE: Begin Reporting and Support AGE Team 28 Feb 62

PROJECT NO: DSUPO - GAM "77" - 3

1. PROGRAMMED MILESTONES COMPLETED THIS MONTH: None Scheduled

2. PROGRAMMED MILESTONES NOT COMPLETED THIS MONTH:

NR	TITLE	STATUS - REMARKS
3	Support AGE Team	See Discussion

3. POTENTIAL SLIPPAGE: All items of selected test equipment were not available for the AGE Team.

4. DISCUSSION:

a. The three Model 803 Voltmeters have not been received. Latest information from OCAMA is Letter, OCNBOB, Subject: GAM-77 CME and AEE Status Report, Part B, dated 14 February 1962 which indicates two each of subject Voltmeters are being processed for shipment direct from the Contractor.

b. An additional FSN 5120-769-4598, Fixture, was received from OCAMA but was missing the same components as the original fixture. Mr. Bridges of OCAMA was contacted and again made aware of this discrepancy and upon a physical check of the remaining fixtures in stock at OCAMA it was found that all of them were short the components. The Gage and two segments have been received. The Ring, FSN 5120-776-3672, is not available from OCAMA or SAAMA. Mr. Solis of SAAMA was notified of this discrepancy and he sent a message, SANTRP 26445 dated 20 February 1962, to Pratt and Whitney of East Hartford, Connecticut requesting some subject ring be shipped direct to Walker AFB, New Mexico.

KEITH F. SIEGFRIED
Lt. Colonel, USAF
Director of Supply

PROGRAM PROJECT SCHEDULE CHART

PROJECT TITLE: GAM 77A Control Mission Equipment Lay-in

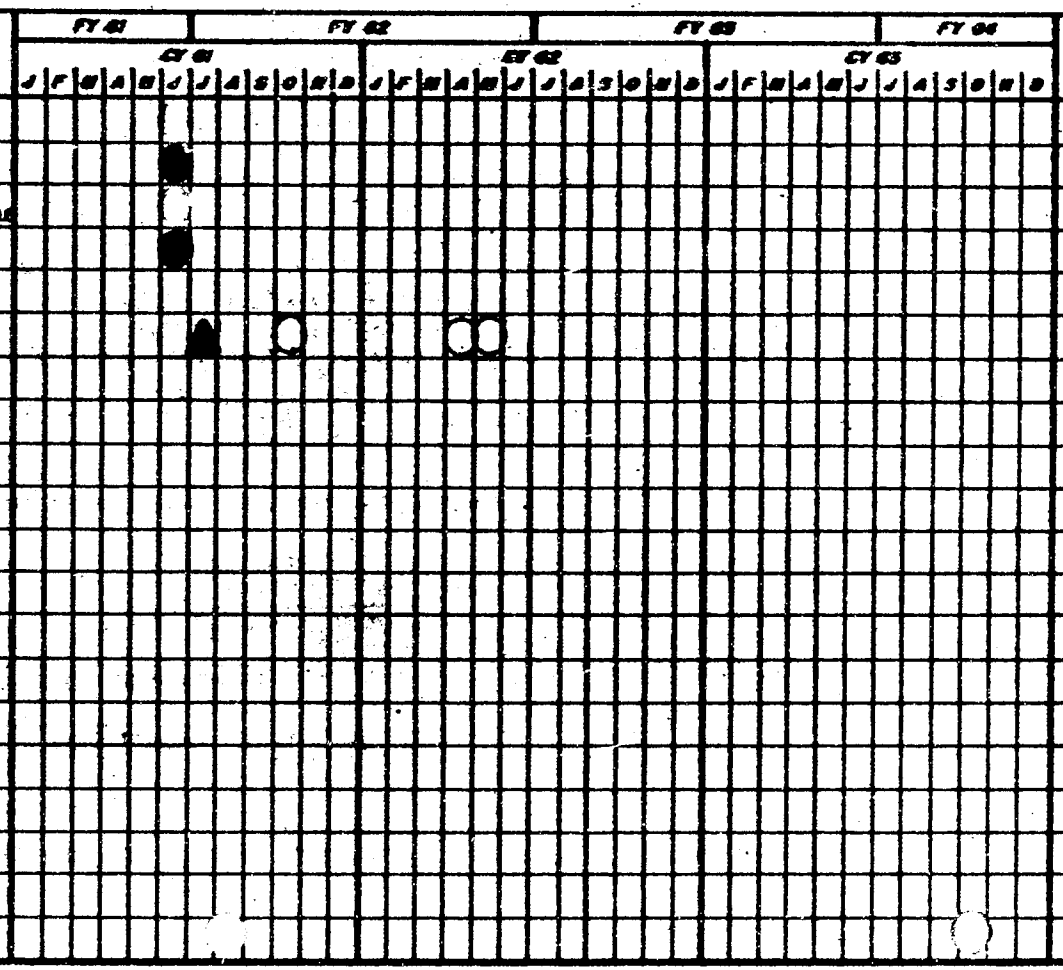
PROGRAM AGENCY: DSUPSPA

PROJECT NUMBER: DSUPSPA -1

ADMINISTRATIVE OFFICER: Lt Col Siegfreid

■ COMPLETION PRIOR TO JAN 81 ▲ SCHEDULED TO START ▲ ACTUAL START ○ SCHEDULED COMPLETION ● ACTUAL COMPLETION

	MILESTONES
1	Wing Supply prepares and Forwards GAM 77A CME Requirements
2	Base Supply prepares CME Requisitions and hand carry to OCAMA
3	Receive and Issue property to Wing Supply



PROGRAM PROJECT TITLE: GAM 77A Control Mission Equipment Lay In 28 Feb 62

PROJECT NO: DSUPSPA - 1

1. PROGRAMMED MILESTONES COMPLETED THIS MONTH: None Scheduled

2. PROGRAMMED MILESTONES NOT COMPLETED THIS MONTH:

NR	TITLE	STATUS - REMARKS
3	Receive and Issue Property to Wing Supply	93.2%

3. POTENTIAL SLIPPAGE: Milestone # 3: Has slipped to May 1962 due to the criticality of Line Item # 105. Follow-ups to the depots of outstanding requisitions has revealed Estimated Delivery Dates, EDD of as late as May 1962.

4. DISCUSSION:

a. The 16 February 1962 Weekly S-83 Report revealed: 369 line items controlled, 335 completed; 9 on hand partially, 25 with no supply action; 2 AEE deficient, hence 93.2% completed.

b. 15AF message DM3EA1 5665 dated 5 January 1962 authorized an addition of six each line items to CAM-77 CME Listing. Two each of Line Item # 12 was received on Requisition No. OB4686202698O8 and forward to organization on C/N 101 3416. Two each line item # 149 was received on OW4427-20159791. Line Item # 69, no reply received as of EDD of item.

c. Line Item # 22 received and issued to Wing Supply 25 January 1962. Line Item # 45 received and issued to Wing Supply 1 February 1962. Line Item # 392 received and issued to Wing Supply 15 February 1962.

d. Line Item # 69 Supply Difficulty Letter was forwarded off station 23 January 1962 and follow-up action was taken 15 February 1962.

e. Line Item # 206 received and issued to Wing Supply 15 February 1962.

KEITH P. SIEGFRIED
Lt. Colonel, USAF
Director of Supply

PROGRAM PROJECT SCHEDULE CHART

PROJECT TITLE: GAM-77A FTD Ground Training for Airerews

PROGRAM AGENCY: 40th Bomb Squadron

PROJECT NUMBER: 40BS-1

ADMINISTERING OFFICER: Lt Col Pitts

■ COMPLETION PRIOR TO JAN 60

▲ SCHEDULED TO START

▲ ACTUAL START

○ SCHEDULED COMPLETION

● ACTUAL COMPLETION

	MILESTONES	FY 61												FY 62												FY 63												FY 64											
		CY 61												CY 62												CY 63																							
		J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D
1	6BW Airerew Training										●																																					
2	40BS Crew Build Up										●																																					
3	Input of CCTS Crews													▲			○																																
4	Air Check for Senior StaBd Crew										●																																					
5	Initial Training Flight For GAM-77A											●																																				
6	Operational Launch Training Flight																▲																														

PROGRAM PROJECT STATUS SUMMARY

28 February 1962

PROGRAM PROJECT TITLE: GAM-77A FTD Ground Training For Aircrews

PROJECT NR. 4OBS-1

1. PROGRAMMING MILESTONES COMPLETED THIS MONTH:

None Scheduled

2. PROGRAMMED MILESTONES NOT COMPLETED THIS MONTH:

Nr	Title	STATUS - REMARKS
3	Input of CCTS Crews	CCTS crews reporting to the 4OBS commenced training 8 Jan 62. Estimated completion date, April 1962.
6	Operation Launch Training Flight	Scheduled for March 1962.

3. POTENTIAL SLIPPAGE: None

4. DISCUSSION: None

ARTHUR S. PITTS II
Lt Colonel, USAF
Commander, 4OBS

PROGRAM PROJECT SCHEDULE CHART

PROJECT TITLE: ADDITIONAL CONSTRUCTION FOR GAM-77 FAC

PROGRAM AGENCY: EDCE

PROJECT NUMBER: EDCE/GAM-1

ADMINISTRATIVE OFFICER: Lt Swihart & D D Thomas

■ COMPLETION PRIOR TO JAN 61 | ▲ SCHEDULED TO START | ▲ ACTUAL START | ○ SCHEDULED COMPLETION | ● ACTUAL COMPLETION

	MILESTONES	FY 61						FY 62						FY 63						FY 64					
		CY 61						CY 62						CY 63						CY 64					
		J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D
1	Install Compressed Air System											▲		○	○	○																																					
2	Install Environment A/Cond System											▲		○	○	○																																					
3	Paving Access Road											▲		○	○	○																																					
4	Construct Blast Deflectors											▲		○	○	○																																					

FC 1000 PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE.

PROGRAM PROJECT STATUS SUMMARY

28 February 1962

Program Project Title: Additional Construction for GAM-77 Fac

Project Nr: BDCE/GAM-1

1. Programmed Milestones Completed This Month:

NR	TITLE	STATUS	REMARKS
None			

2. Programmed Milestones Not Completed This Month: (Engr Contract #3154)

NR	TITLE	STATUS	REMARKS
1	Install Compressed Air System	60% Complete	Contr Lot 21 Dec 62, Est BOD 21 Mar 62
2	Install Environment A/Cond System	60% Complete	" " "
3	Road	0% Complete	" " "
4	Blast Deflector	25% Complete	" " "

3. Potential Slippage:

4. Discussion: Road relocation approved by AFRCE and Corps of Engineers.

for ROSCOE MURRAY, JR
Lt Colonel, USAF
D/Comdr for Civil Engineering

PROGRAM PROJECT SCHEDULE CHART

PROJECT TITLE: CONSTRUCT MISSILE STORAGE RACKS (E2-40 A)

PROGRAM AGENCY: EDCR

PROJECT NUMBER: EDCR/CAM-2

AUTHENTICATING OFFICER: Lt Swibart & D D Thomas

■ COMPLETION POINT TO BE IN

▲ SCHEDULED TO START
▲ ACTUAL START

○ SCHEDULED COMPLETION
● ACTUAL COMPLETION

	MILESTONES	FY 61												FY 62												FY 63												FY 64											
		CY 61												CY 62												CY 63																							
		J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D
1	Programming Document Approval													▲												○	○																						
2	Construction of Support Footings																																															
3	Construction of Flood Lighting																																															
4	Striping of Pavement																																															

■ FOR SOME PREVIOUS VERSIONS OF THIS FORM ARE OBSOLETE.

PROGRAM PROJECT STATUS SUMMARY

28 February 1962

Program Project Title: Construct Missile Storage Racks (H2-49-A)

Project Nr: BDCE/GAM-2

1. Programmed Milestones Completed this Month:

NR.	TITLE	STATUS	REMARKS
1.	Programming Document Approval		WKR 176-2 Cons Stor Racks Missile - Approved by 15AF.

2. Programmed Milestones Not Completed this Month:

NR	TITLE	STATUS	REMARKS
2.	Construction of Support Footings	Under Design	
3.	Construction of Flood Lighting		
4.	Striping of Pavement		

3. Slippage: Project starting dates slipped due to change in programming documents required by 15AF. Design will be accomplished during March.

4. Discussion. Project on AF K-5 Report. The construction will start as soon thereafter as funding is available.

ROSCOE MURRAY, JR
Lt Colonel, USAF
D/Comdr for Civil Engineering

PROGRAM PROJECT SCHEDULE CHART

PROJECT TITLE: CORRECTION OF AIR CONDITIONING DEFICIENCIES

PROGRAM AGENCY: BDCE

PROJECT NUMBER: BDCE/GAM-3

ADMINISTERING OFFICE: Lt Swibart & D.D Thomas

■ COMPLETION PRIOR TO JULY 01 ▲ SCHEDULED TO START ▲ ACTUAL START ○ SCHEDULED COMPLETION ● ACTUAL COMPLETION

	MILESTONES	FY 81	FY 82			FY 83				FY 84			
		QTR 01	QTR 02	QTR 03	QTR 04	QTR 01	QTR 02	QTR 03	QTR 04	QTR 01	QTR 02	QTR 03	QTR 04
		J F M A M J	J A S O N D	J F M A M J	J A S O N D	J F M A M J	J A S O N D	J F M A M J	J A S O N D	J F M A M J	J A S O N D	J F M A M J	J A S O N D
1	Purchase Order on Motor & Equip			◢ ○ ○									
2	Purchase Order on Comp Air System			◢ ○ ○									
3	Repairs by Contractor			○ ◢									

WALKER FORMS MAY 01 III PE 1040 PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE.

PROGRAM PROJECT STATUS SUMMARY

28 February 1962

Program Project Title: Correction of Air Conditioning Deficiencies

Project Nr: BDCE/GAM-3

1. Programmed Milestones Completed This Month:

NR	TITLE	STATUS	REMARKS
	None		

2. Programmed Milestones Not Completed This Month:

NR	TITLE	STATUS	REMARKS
1.	Purchase Order on Motor & Equipment)	Contract let to State Contractors and work completed except for installation of motor, which should arrive NLT 10 March 1962.	
2.	Purchase Order of Comp Air System)		

3. Potential Slippage: None

4. Discussion: None.

BRUCE MURRAY, JR
Lt Colonel, USAF
D/Comdr for Civil Engineering

PROGRAM PROJECT SCHEDULE CHART

PROJECT TITLE: 511C FTD GAM-77A Training Facilities and Equipment

PROGRAM AGENCY: 511C FTD

PROJECT NUMBER: 511C FTD/GAM-1

ADMINISTERING OFFICER: J.P.RAYMER,JR

■ COMPLETIONS PRIOR TO JAN 81

▲ SCHEDULED TO START
▲ ACTUAL START

○ SCHEDULED COMPLETION
● ACTUAL COMPLETION

	MILESTONES	FY 81	FY 82	FY 83	FY 84
		QTR 81	QTR 82	QTR 83	QTR 84
		J F M A M J J A S O N D	J F M A M J J A S O N D	J F M A M J J A S O N D	J F M A M J J A S O N D
1	Secure classroom for classified		▲○		
	Aircrew Trainer (C.E. Work Order				
	Nr. 1524				
2	Aircrew Trainer		▲ ○		

WALKER FORM NAVY 01 M PC 0900 PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE.

PROGRAM PROJECT STATUS SUMMARY

Program Project Title: 511C FTD GAM-77A Training Facilities and Equipment 28 Feb 62

Project Nr. 511C FTD1GAM-1

1. Programmed Milestones completed this month: None

2. Programmed Milestones not completed this month:

Nr.	Title	STATUS-REMARKS
1.	Secure Classroom for Classified Aircrew Trainer (C.E. Work Order Nr. 1524)	None Scheduled, Completion Mar 62
2.	Aircrew Trainer	None Scheduled, Completion Mar 62

3. Potential Slippage: Milestone Nr. 1. Slipped 30 days

4. Discussion: Milestone Nr. 1: Materials are 50% complete and the rest are on emergency requisition with no definite date of the work to start.

Milestone Nr. 2: The adapter for connecting the signal generator has not arrived. Headquarters 3345 Tech Tng Center at Chanute AFB has given this adapter a priority for delivery. No estimated date of delivery is available at this time.

JOHN P. RAYMER, JR
Captain, USAF
Commander, 511C FTD



MONTHLY

MAINTENANCE

REPORT

FEBRUARY 1962

DISTRIBUTION:

47AD (DM)	6
15AF (DM4AA)	1
3345 USAF Tech School, Chanute AFB, Ill	12
C	1
LCO	5
DCR	2
DCOT	1
DCOTOS	2
DCOTAW	1
DCOBO	1
DCM	1
DCMRA	2
DCMMT	2
DCML	1
DCMQ	1
DCMMC	32
DCRMA	1
60MS	75
6FMS	20
6AEMS	15
37MMS	6
DSUP	1
DSUPP	5
DSUPM	1
DSUPS	1
24BS	2
39BS	2
40BS	2
6ARS	2
OCLO	6
BC	2
FSS	2
BDCM	1
TS	2
CDS	2
511FTD	1
TOTAL:	220

A MESSAGE FROM THE DCM

1. Beginning with this month, the maintenance order will have a "new look". We are trying to "weed-out" some of the un-necessary and monotonous information which, in the past has tended to fill its pages. From now on, the information will be limited to what is actually required and what is necessary and useful for all maintenance personnel to complete their assigned duties. The first page or two I will use each month to pass on information, such as special projects, changes in operating procedures, and comments, both constructively and critically, about selected phases of the operation. These, I hope, will be of benifit to each and every assigned person.

2. Therefore, I would like to start by congratulating and extending to each individual my deepest appreciation for the hard work and coordinated effort which made it possible for this wing to be selected as the 15th Air Force nomination for the Air Force Daedalian Maintenance Trophy. Regardless of whether we receive the trophy or not, I feel that you have done a tremendous job and it is an honour well deserved.

3. The following subjects I feel need to be emphasized and require some aggressive action by the responsible supervisory personnel:

a. The availability and use of aerospace ground equipment is just not up to standard. This is due in part to the equipment not being turned loose after the particular job for which it was dispatched is complete, equipment being moved by unauthorized personnel without notifying the proper authority, over-scheduling of equipment, and requesting equipment when it is not actually needed.

b. I think our after flight inspections can be improved considerably. This fact is verified by the large number of call-in work orders which are received daily in Job Control and Plans and Scheduling. I would like to see these inspections being carried out more thoroughly and the maximum number of work orders per-loaded into the next days work plan.

c. Procurement of parts has been and will probably always be a problem. I think the logical solution and the one I want to emphasize is to trouble-shoot each discrepancy early and thoroughly, determine the parts requirement accurately, order it, and then after a reasonable time lag take aggressive follow-up action.

4. The work plan for February seems to be toward the lighter side compared to some we have had in the past. No week-end work is scheduled and the 22nd will be a holiday. We will participate in a new project, "jet black" on the 28th. This project is classified, and I urge those with a need-to-know to become thoroughly familiar with it.

Samuel P. Parsons

SAMUEL P. PARSONS
Colonel, USAF
Deputy Commander for Maintenance

HEADQUARTERS
6TH BOMBARDMENT WING, HEAVY, JET
United States Air Force
Walker Air Force Base New Mexico

MONTHLY MAINTENANCE ORDER FOR FEB 1962

1. Operational requirements:

a. ALERT: The alert structure is five B-52 aircraft.

b. B-52 sortie requirements:

Sqdn	Type Sortie	(Hours) Length	No. of Sorties	Total Hours
24BS	Student	8	54	432
24BS	Student Solo	4	3	12
24BS	CCTM's	8	13	104
24BS	Ferry	7.3	3	22
		Sub Total:	73	570
39BS	Student	8	57	456
39BS	Student Solo	4	3	12
39BS	CCTM	8	14	112
		Sub Total:	74	580
40BS	50-8	8	32	256
40BS	Express	9	12	108
40BS	Express	8	14	112
		Sub Total:	58	476
Higher Hqs	CEG	10	2	20
		TOTAL:	207	1646

Average sortie length is 7.95 hours.

Average number of sorties each day is 10.89.

c. KC-135 sortie requirements:

Type Sortie	(Hours) Length	No. of Sorties	Total Hours
Student	8	61	488
Student	6	30	180
CCTM's	8	13	104
CCTM's	6	22	132
Air Mail	30	1	30
Texas Star	90	1	90
Ferries	3	1	3
	TOTAL:	129	1027

Average sortie length is 8.09 hours.

Average number of sorties each day is 7.16.

d. GAM training sorties:

Date	GAM's	Aircraft
8 Feb	***Unknown	57-100
12 Feb	Unknown	57-100
16 Feb	5596 and 5602	57-098
20 Feb	5596 and 5602	57-098
21 Feb	Unknown	56-645
**26 Feb	Unknown	56-646
27 Feb	Unknown	56-646
*28 Feb	5596 and 5602	57-098

*Indicates aircraft and GAM on project "Jet Black".
**Indicates back up aircraft and GAM on project "Jet Black".
***GAM's scheduled are incoming from factory, flights will be cancelled if units do not arrive.

2. Known work requirements:

a. Transient Alert will be prepared to meet, park, service, accomplish turnaround maintenance and launch all transient aircraft, 24 hours each day and seven days each week. Each day will be divided into three duty shifts:

"A" Shift - 0715 - 1530
"B" Shift - 1515 - 2330
"C" Shift - 2315 - 0730

Daily, 40 per cent of the personnel will be assigned to "A" Shift, 30 per cent to "B" Shift and 20 per cent to "C" Shift. Days off will be rotated so that each person receives a full two days off each week. Total assigned personnel is 30.

b. A total of 210 B-52 sorties, 129 KC-135 sorties, and 8 GAM-77 sorties will be generated. The work schedule is based on a five-day week. Each day is divided into three shifts:

"A" Shift - 0730 - 1630
"B" Shift - 1600 - 0030
"C" Shift - 2400 - 0800

Ninety-nine per cent of all work will be accomplished on "A" Shift. "B" and "C" Shifts will be manned by a minimum force sufficient to provide "red ball" coverage to flyers and other high priority work. Number of personnel to be assigned will be 488 from OMS, 215 from FMS, 167 from AES and 75 from MMS.

c. Inspection schedules: Pre-dock meetings are scheduled in the weekly 60-9, and will be held in Plans and Scheduling Branch. H-hour for inspections is 0730.

(1) B-52 POPE Schedule: Maximum work will be accomplished on "A" shift. Only retractions, moving of the aircraft or other heavy maintenance which would interfer with normal flow time will be scheduled for "B" and "C" shift:

Aircraft	Date in Dock	Inspection No.	Dock	Flow Time	Clock Hours
57-097	2- 5 Feb	1	1	3.5 days	28
57-105	5- 6 Feb	1	2	3.5 days	28
56-635	7- 8 Feb	4	1	4.5 days	36
57-109	8- 9 Feb	4	2	4.5 days	36
57-132	9-12 Feb	3	1	3.5 days	28
57-128	13-14 Feb	3	2	3.5 days	28
56-646	13-14 Feb	1	1	3.5 days	28
57-118	16-19 Feb	3	2	3.5 days	28
57-016	19-20 Feb	4	1	4.5 days	36
57-100	20-21 Feb	2	2	3.5 days	28
57-120	21-23 Feb	3	1	3.5 days	28
56-656	26-27 Feb	2	1	3.5 days	28
57-112	26-27 Feb	1	2	3.5 days	28
57-095	28 Feb-1 Mar	4	2	4.5 days	36

(2) KC-135 Inspection Schedule: Maximum work will be accomplished on "A" Shift. Only retractions, moving of the aircraft or other heavy maintenance which would interfer with normal inspection flow time will be scheduled for "B" and "C" shifts: No engines due change;

Aircraft	Date in Dock	Inspection No.	Dock	Flow Time	Clock Hours
58-041	1 Feb	4	3	1.5 days	12
57-1433	6 Feb	7	3	1.5 days	12
56-3651	7 Feb	4	3	1.5 days	12
57-1447	8 Feb	4	3	1.5 days	12
58-043	12 Feb	3	3	1.5 days	12
58-107	14 Feb	2	3	1.5 days	12
57-1421	15 Feb	7	3	1.5 days	12
56-3629	16 Feb	8	3	1.5 days	12
57-1465	27 Feb	4	3	1.5 days	12

(3) Base Support Aircraft Inspections: Maximum work will be accomplished on "A" Shift. Only retractions, moving of the aircraft or other heavy maintenance which would interfer with normal inspection flow time will be scheduled for "B" and "C" shifts:

(a) C-123 Aircraft:

Aircraft	Date in Dock	Type Inspection	Dock	Flow Time	Clock Hours
54-669	2 Feb	HPO	5	1 day	8
54-704	23 Feb	HPO	5	1 day	8
54-669	27 Feb	HPO	5	1 day	8

(b) T-33 Aircraft:

Aircraft	Date in Dock	Type Inspection	Dock	Flow Time	Clock Hours
57-611	2- 6 Feb	HPO	5	4.5 days	36
52-9391	15-19 Feb	HPO	5	4.5 days	36
51-17421	27 Feb-1 Mar	HPE	5	4.5 days	36

(c) H-19 Aircraft:

52-7547	7 Feb	HPO	5	1 day	8
52-7550	13 Feb	HPO	5	1 day	8
52-7547	26 Feb	HPO	5	1 day	8

(4) The following is the AGE calendar inspection schedule. In addition two hourly periodic inspections will be accomplished each day. All work will be done by "A" Shift personnel: This list includes Nomenclature, type, unit number and manhours;

1 February 1962

MC-1A	#21	Air Compressor	4.5
NF-1	#3	Flood Light	2.0
D-3	#5	Hyd Test Stand	5.5
BT-400	#26	H-1 Heater	2.5
BT-400	#28	H-1 Heater	2.5
BT-400	#29	H-1 Heater	2.5

2 February 1962

NF-1	#6	Flood Light	2.0
BT-400	#17	H-1 Heater	2.5
BT-400	#19	H-1 Heater	2.5
BT-400	#22	H-1 Heater	2.5
BT-400	#24	H-1 Heater	2.5
BT-400	#66	H-1 Heater	2.5

5 February 1962

PE-95	#1	Generator Set	2.5
MC-1A	#18	Air Compressor	4.5
NF-1	#8	Flood Light	2.0
CPT-6	#1	Cabin Pressure Tester	6.5
BT-400	#3	H-1 Heater	2.5
BT-400	#55	H-1 Heater	2.5
BT-400	#58	H-1 Heater	2.5
MD-4	#0107	Generator D-5 & 6	.5

6 February 1962

MA-3	#31	Air Conditioner	1.5
MC-1A	#3	Air Compressor	4.5
CPT-6	#2	Cabin Pressure Tester	6.5
BT-400	#35	H-1 Heater	2.5
BT-400	#36	H-1 Heater	2.5
BT-400	#67	H-1 Heater	2.5
BT-400	#74	H-1 Heater	2.5

7 February 1962

MA-3	#19	Air Conditioner	5.0
MC-1A	#7	Air Compressor	4.5
MB-3	#773	De-Icing Unit	12.0
BT-400	#46	H-1 Heater	2.5
BT-400	#47	H-1 Heater	2.5
BT-400	#75	H-1 Heater	2.5
BT-400	#76	H-1 Heater	2.5
MD-4	#0019	Generater D-3&4	.5

8 February 1962

MA-3	#5	Air Conditioner	1.5
MC-1A	#17	Air Compressor	4.5
MB-8	#4	Air Compressor	1.5
MC-1	#1	Heater	2.5
BT-400	#40	H-1 Heater	2.5
BT-400	#41	H-1 Heater	2.5
BT-400	#64	H-1 Heater	2.5

9 February 1962

MA-3	#41	Air Conditioner	5.0
MD-3	#27	Generator Set	4.5
MB-8	#2	Air Compressor	1.5
BT-400	#2	H-1 Heater	2.5
BT-400	#4	H-1 Heater	2.5
BT-400	#20	H-1 Heater	2.5
BT-400	#27	H-1 Heater	2.5

12 February 1962

MA-3	#22	Air Conditioner	1.5
MD-3	#11	Generator Set	4.5
MC-1A	#8	Air Compressor	4.5
BT-400	#5	H-1 Heater	2.5
BT-400	#31	H-1 Heater	2.5
BT-400	#61	H-1 Heater	2.5
BT-400	#63	H-1 Heater	2.5
MD-4	#0132	Generator D-1&2	2.5

13 February 1962

MA-3	#1	Air Conditioner	5.0
MC-1A	#21	Air Compressor	4.5
BT-400	#33	H-1 Heater	2.5
BT-400	#34	H-1 Heater	2.5
BT-400	#59	H-1 Heater	2.5
BT-400	#60	H-1 Heater	2.5
BT-400	#78	H-1 Heater	2.5

14 February 1962

MA-3	#14	Air Conditioner	5.0
MC-1A	#19	Air Compressor	4.5
MC-2A	#11	Air Compressor	1.5
BT-400	#42	H-1 Heater	2.5
BT-400	#44	H-1 Heater	2.5
BT-400	#45	H-1 Heater	2.5
BT-400	#79	H-1 Heater	2.5
MB-8	#1115	Air Compressor LD-6	1.5

15 February 1962

MA-3	#24	Air Conditioner	5.0
EA-536	#5	Generator Set	2.5
MC-1A	#6	Air Compressor	4.5
MC-2A	#13	Air Compressor	1.5
BT-400	#6	H-1 Heater	2.5
BT-400	#10	H-1 Heater	2.5
BT-400	#81	H-1 Heater	2.5

16 February 1962

MA-3	#13	Air Conditioner	5.0
EG-101	#11	Generator Set	2.5
MC-1A	#16	Air Compressor	4.5
MC-2A	#7	Air Compressor	1.5
BT-400	#83	H-1 Heater	2.5
BT-400	#84	H-1 Heater	2.5

19 February 1962

MA-3	#6	Air Conditioner	5.0
B-11	#1	Generator Set	2.5
MC-1A	#11	Air Compressor	4.5
BT-400	#9	H-1 Heater	2.5
BT-400	#14	H-1 Heater	2.5
BT-400	#25	H-1 Heater	2.5
BT-400	#82	H-1 Heater	2.5
MB-8	#0401	Air Compressor 1050	1.5

20 February 1962

MA-3	#16	Air Conditioner	5.0
MC-1A	#13	Air Compressor	4.5
MC-2A	#22	Air Compressor	1.5
BT-400	#50	H-1 Heater	2.5
BT-400	#86	H-1 Heater	2.5

21 February 1962

MA-3	#27	Air Conditioner	5.0
MA-1A	#1	Gas Turbine Compressor	4.5
MC-1A	#10	Air Compressor	4.5
MC-2A	#9	Air Compressor	1.5
BT-400	#11	H-1 Heater	2.5
MB-8	#0564	Air Compressor LD-3	1.5

22 February 1962

MD-3	#12	Generator Set	4.5
MA-1A	#4	Gas Turbine Compressor	4.5
MC-1A	#12	Air Compressor	4.5
MC-2A	#24	Air Compressor	1.5
BT-400	#38	H-1 Heater	2.5

23 February 1962

MA-3	#8	Air Conditioner	4.5
MD-4	#2	Generator Set	.5
MA-1A	#36	Gas Turbine Compressor	4.5
MC-1A	#9	Air Compressor	4.5
BT-400	#27	H-1 Heater	2.5
BT-400	#30	H-1 Heater	2.5

26 February 1962

MD-3	#41	Generator Set	4.5
MD-4	#1	Generator Set	.5
MA-1A	#43	Gas Turbine Compressor	4.5
MC-1A	#20	Air Compressor	4.5
MC-2A	#19	Air Compressor	4.5
MB-8	#0186	Air Compressor LD-2	1.5

27 February 1962

MA-3	#18	Air Conditioner	5.0
MD-3	#28	Generator Set	.5
MD-2	#3	Generator Set	3.0
MA-1A	#29	Gas Turbine Compressor	5.5
MC-1A	#16	Air Compressor	4.5

28 February 1962

MA-3	#2	Air Conditioner	5.0
MD-3	#24	Generator Set	4.5
MD-2	#4	Generator Set	3.0
MA-1A	#20	Gas Turbine Compressor	5.5
MC-2A	#14	Air Compressor	1.5
MJ-1	#8	Hyd Test Stand	6.5

d. IRAN, depot and contract maintenance schedule:

(1) B-52 Aircraft:

A/C Number	Input Date	Location	Output Date
57-095	26 Jan	Walker-Skyspeed	6 Feb 62
57-015	6 Feb	Boeing-Wichita	22 Jun 62
57-024	7 Feb	Walker-Skyspeed	14 Feb 62
57-134	14 Feb	Walker-Skyspeed	3 Mar 62
57-115	15 Feb	Boeing-Wichita	6 Jul 62
56-655	26 Feb	Boeing-Wichita	13 Jul 62

(2) KC-135 Aircraft:

57-1439	5 Feb	OCAMA	19 Mar 62
57-1458	19 Feb	OCAMA	26 Mar 62

e. Estimated unscheduled workload requirements:

(1) The following average number of transient aircraft are expected each day:

Type Aircraft	"A" Shift	"B" Shift	"C" Shift
Jet	2	1.4	.22
Reciprocating	7.8	2	1.7

(2) The following extensive maintenance is anticipated:

Type		Number	Days
Fuel leaks	(B-52)	2	6
	(KC-135)	1	2
Sheetmetal Work	(B-52)	3	7
	(KC-135)	1	2
Gear Retractions	(B-52)	3	3

(3) The following AGE is anticipated to be in shop daily for unscheduled maintenance: Two MD-3's; Two MA-3's; Two BT-400's; One MA-1A; One MC-1A; and One MC-2A. The required work will be done by "A" and "B" Shifts.

(4) Estimated total required flight line specialist support in manhours:

Squadron	"A" Shift	"B" Shift	"C" Shift
FMS	12,443.1	1,402.1	876.3
AES	10,687.2	486.2	555.6
MMS	6,029	0	0

(5) Estimated in shop requirements in manhours:

Squadron	"A" Shift	"B" Shift	"C" Shift
FMS	5,584.4	605.8	126.2
AES	1,335.1	44.4	6.9

3. Support Requirements:

a. Transportation Support:

(1) Twenty-four hour dispatch of maintenance vehicles as authorized in SAC Supplement 1 to Chapter 2, AFM 66-1.

(2) Twenty-four hour service station operation for maintenance vehicles.

(3) Additional vehicle support as directed by the Deputy Commander for Maintenance.

b. POL Requirements:

(1) Maximum number of JP-4 pump houses and F-6/R-2 refueling units to support the daily flying schedule.

(2) One JP-4 fuel truck and one pump house for defueling.

(3) Five A-2 water trucks for water servicing.

(4) Six MH-2 hose carts or perma-dry units.

c. Supply Support: Full supply support will be required Monday through Friday, 0730-0100. A CQ type operation will be required from 0100 to 0730 hours daily and from 0100 Saturdays until 0730 Monday's.

4. Ground Rules for Crew Familiarization:

a. If the flight crew does not arrive at the aircraft by 1400 hours the day crew familiarization is scheduled, it has been cancelled.

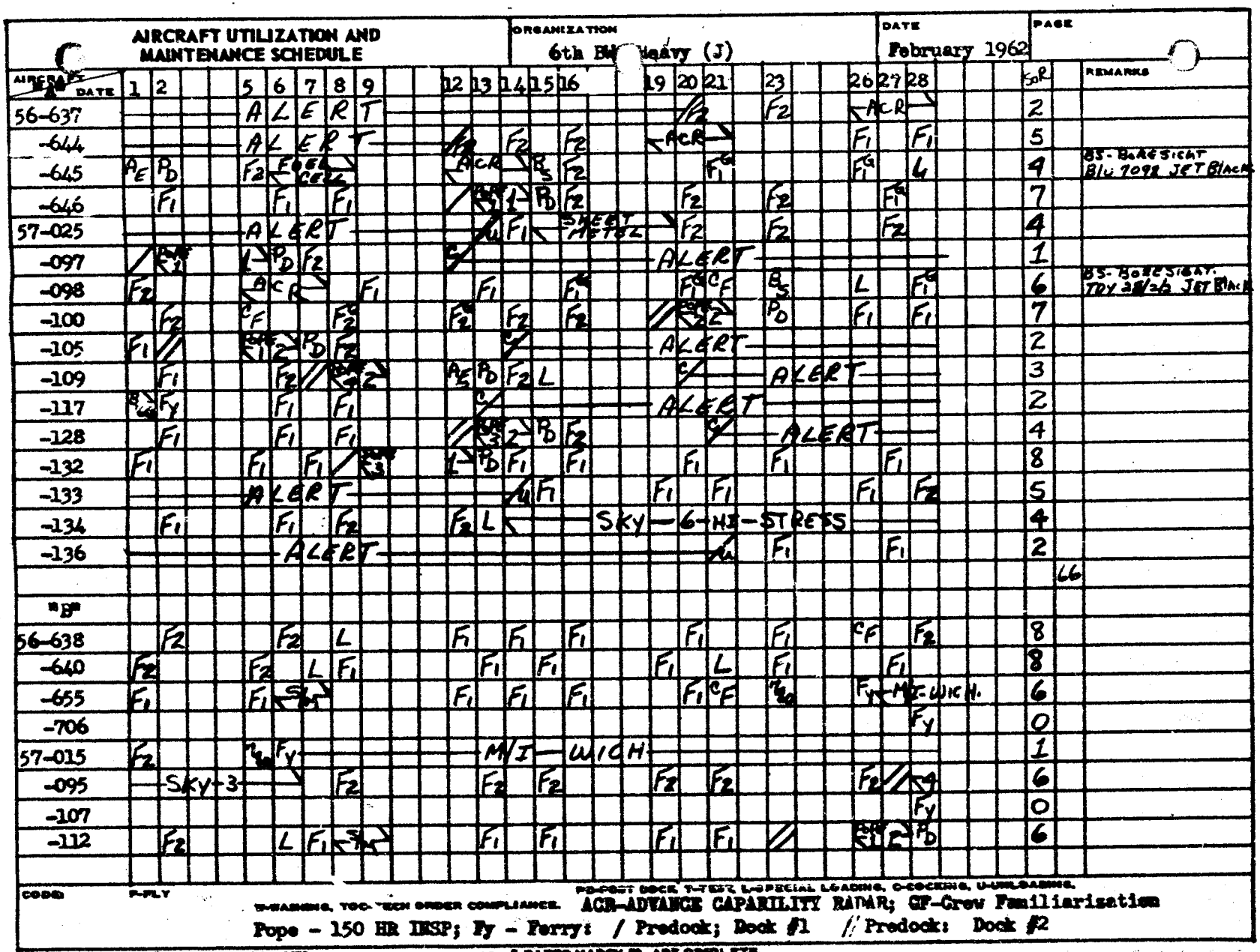
b. The flight crew will accomplish all "power-off" checks. They can accomplish "power-on" checks only with the permission of the crew chief who will consider its effect upon maintenance in progress.

c. No engines will be started.

FOR THE COMMANDER:

SAMUEL P. PARSONS
Colonel, USAF
Deputy Commander for Maintenance

5 Atch
1. B-52/GAM77A fly maint sched
2. B-52/Alert Sched
3. KC-135 fly maint sched
4. Sup acft fly maint sched
5. B-52 Acft Assgy by Bomb Sec



WALKER FORM 8 REVISED PRI 4/59 PREVIOUS WALKER FORM 8 DATED MARCH 59, ARE OBSOLETE.

Attachment #1 to Monthly Maintenance Order, February 1962

AIRCRAFT UTILIZATION AND MAINTENANCE SCHEDULE

ORGANIZATION: 68th BW, " ary (J)

DATE: February 1962

PAGE:

AIRCRAFT / DATE	1	2	5	6	7	8	9	12	13	14	15	16	19	20	21	23	26	27	28	TOT	REMARKS
"B" Cont'd																					
57-115	F2		F2		F2	CF		F1		Mo	Fy			M/I		WICH				4	
-120	F1		F1		F2	CF		L	F2		F2		F2				PD	F2		7	
-121		F2		F2		F2			F1		F1		F1		F1		F2		F2	9	
-126	F1		F1		F1			L	F2		F2		L	F1		F1		F1		8	
"C"																					
56-634		F1	CF	F2		L		F1		F1		F1		F2		F2		L	F1	8	
-635			F1				AE	PD	F2		F2		F2		F2		F2		F2	7	
-656	F2		L	F1		F1			F1		F1		F2		F2				PD	7	
-707		F2		L	F1			F2		F2		F2		F2	CF	F2		F2		8	
57-016	F2		CF	F1		F1			F1		F1				AE			F2		7	
-038	L	F1	CF		F1			F1		F1		F1		F1		F1		F1		8	
-024		F2		F2		SKY-3							F1		F1		F1		F1	6	
-118	F1		F2		F2			F1		F2			2	PD	F2		F2		F2	8	
-[illegible]		L	F1		F1				F2		F2		F2		F2		F2		F2	8	
-127	F1		F2		F2			F2	TOY		Fy		F1		F1		F1		F1	8	TOY-WESTOVER AFB, MASS.
"GAM"		"GAM"						"GAM"					"GAM"				"GAM"				
	1	2	5	6	7	8	9	12	13	14	15	16	19	20	21	23	26	27	28		
60-5596												F1 C		F1 C					F1 C	3	TOY-JET BLACK
-5602												F1 C		F1 C					F1 C	3	TOY-JET BLACK

CODES: P-FLY; W-WASHING, TOC-TECH ORDER COMPLIANCE; NORDO-T-TEST, L-SPECIAL LOADING, C-COCKING, U-UNLOADING.

ACR-ADVANCE CAPABILITY RADAR; CF-Crew Familiarization

Pope - 150 HR INSP; Fy - Ferry: / Predock; Dock #1 // Predock: Dock #2

WALKER FORM 8 JAN 61 REVISED. PC: 4428 PREVIOUS WALKER FORM 8 DATED MARCH 60, ARE OBSOLETE.

Attachment #1 to Monthly Maintenance Order, February 1962

AIRCRAFT UTILIZATION AND MAINTENANCE SCHEDULE

ORGANIZATION: [illegible] TW Heavy (A)

DATE: Febry 9, [illegible]

PAGE:

AIRCRAFT / DATE	1	2	3			5	6	7	8	9																		REMARKS
-035 -037				ALERT																	F2			F2				
-644				ALERT								F2		F2		F2												
57-025				ALERT								C/	U	F1	S/M													
-07								F2				C/						ALERT										UNCOCK 3/5/2
-105									F2				C/					ALERT										UNCOCK 3/7/2
-109													F2					C/		ALERT								UNCOCK 3/13/2
-117									F1			C/						ALERT										UNCOCK 3/6/2
-128														F2					C/	ALERT								UNCOCK 3/14/2
-133				ALERT									U	F1			F1											
-136									ALERT										U	F1			F1					

CODE: P-FLY

R-WARNING, TOC-TECH ORDER COMPLIANCE. PREDOCK TEST, C-SERVICING, U-UPLOADING.

ACR-ADVANCE CAPABILITY RADAR; CF-Crew Familiarization

Pope - 150 HR INSP; Fy - Ferry; / Predock; Dock #1 // Predock; Dock #2

WALKER FORM 8 JAN 61 REVISED. PCN 4488 PREVIOUS WALKER FORM 8 DATED MARCH 59. ARE OBSOLETE.

Attachment #2 to Monthly Maintenance Orde: February 1962

AIRCRAFT UTILIZATION AND MAINTENANCE SCHEDULE

ORGANIZATION: 6th BW, (J) Tanker Beam

DATE: February 1962

PAGE:

AIRCRAFT / DATE	1	2	5	6	7	8	9	12	13	14	15	19	20	21	26	27	28	REMARKS
56-3629			F1		F2			F1		F1	W<8>	PD	F2		F2		F1	
-3634			F2			F1				F1	F2			F		F2	F2	
-3642		F1			F1			F2		F2			F2		F1		F1	
-3651			F2	W<4>	PD			F2			F1	F1		F2		F1	F1	
57-1421	F1		F-TDY-TDY->						F2	W<7>	PD	F1			F2		F1	
-1433		F2	W<7>	PD	F2					F1	F1		F2			F1	F2	
-1439	F2<7>		FY		M/I				O	C	A	M	A					ETR 19 MAR 62
-1440		F1			F1			F1		F2		F1		F1			F1	
-1443		F2		F1		F1			F1		F2	F1		F2		F2		
-1447	F1			F2	W<4>			PD	F2		F1		F1		F2		F2	
-1450												TDY						ETR 1 MAR 62
-1451		M/I		O	C	A	M	A			>	<ACCEPT>					F2	
-1452			M/I						O	C	A	M	A				>ACCEPT	THRU 5 MAR 62
-1458	F2				F2				F1		F2	FY		M/I	O	C	A	M	A-	ETR 26 MAR 62
-1463		F1		F2				F1			F1			F2	F2		F1	
-1465				F1		F1			F1		F2			F2		F1	W<4>	PD	
-1467	PD	F2		F1		F1		F2			F1		F1				F1	
58-041	<4>	PD	F1		F1				F2			F1		F2			F1	F1	
-043	F1		F2		F2	W<	3		>PD	F2		F2		F1		F1	F2	
-056		F1		F2		F2			F1		F1				F1		F2	
-079	F2		F1		F1			F2			F1		F2			F1		F1	
-107	F1			F1		F2		F1	W<2>	PD	F2			F1			F1	

CODE: P-FLY PD-100 HR PD, PE-400 HR PE, PRE-PREDOCK, D-DOCK, PD-POST DOCK, T-TEST, L-SPECIAL LOADING, C-COCKING, U-UNLOADING, S-SPREADCHECK, W-WASHING, TOC-TECH ORDER COMPLIANCE.
FY - Ferry; P-Paint; M/I - Modification-IRAN.

WALKER FORM 8 JAN 61 REVISED. PCI 4459 PREVIOUS WALKER FORM 8 DATED MARCH 60, ARE OBSOLETE.

Attachment #3 to Monthly Maintenance Orde( ) February 1962

AIRCRAFT UTILIZATION AND MAINTENANCE SCHEDULE	ORGANIZATION	DATE	PAGE
	[illegible] BW([illegible]) Supporting Aircraft	February 1962	

AIRCRAFT / DATE	1	2			5	6		8	9			12	13	14	15	16			19	20			23	24					REMARKS
C-123																													
54-669	W	PDT			F/F		F		X-3→				F		F/F				F		F/F		F		F/W	PDT	F/F			
54-704	F	F	CARGO ALERT			F/F		F	X-4		X-4			F		F/F				F/F	W		PDT		F	F/F				
T-33A																													
51-17421	X-4	F	X-12	→					F/F			F/F			F/F	F/F	F			F/F	F			F/F		PRE	←PE #13			F/C/F Est. 2 MAR
52-9391	F	X-3→			F	F/F	F	F/F				F/F	F/F	W←	H	P	O	→	PDT	F/F				F/F	F/F				
57-611	W←	H	P	O	→	PDT	F/F	F/F				F/F	F/F	F	F/F			F	F/F	F		F			F/F	F/F			
B-19B																													
52-7547	F	X-5			F	F	PRE	F	F			F	F		F			F		F		F		PDT	F				
52-7550	F	F				F	F		F		F	PDT	F	F				F	F		F		F		F				

CODE: F-FLY PO-100 HR PD, PE-600 HR PE, PRE-PREDOCK, D-DOCK, PD-POST DOCK, T-TEST, L-SPECIAL LOADING, C-COCKING, U-UNLOADING, S-SPREADCHECK, W-WASHING, TOC-TECH ORDER COMPLIANCE.
X = Cross Country

WALKER FORM 8 JAN 61 REVISED. FCI 4429 PREVIOUS WALKER FORM 8 DATED MARCH 59, ARE OBSOLETE.

Attachment 4 to Monthly Maintenance Order, February 1962

AIRCRAFT ASSIGNMENT AND CLASSIFICATION DATA

BOMBER MAINT. SECTION-"A" (WCC-21200)				BOMBER MAINTENANCE SECTION-"B" (WCC-21300)							BOMBER MAINTENANCE SECTION-"C" (WCC-21400)						
NO.	ACFT NO.	ACR	GAM COMP	NO.	ACFT NO.	ACR	GAM COMP	LOSE	GAIN	FROM	NO.	ACFT NO.	ACR	GAM COMP	LOSE	GAIN	FROM
1	6637	YES	B	1	6638	NO	A				1	6634	YES	A			
2	6644	YES	B	2	6640	NO	A				2	6635	NO	A			
3	6645	YES	B	3	6652				27 APR 62	M/I WICH	3	6648				6 APR 62	M/I WICH
4	6646	YES	B	4	6653				4 MAY 62	M/I WICH	4	6649	YES			30 MAR 62	M/I WICH
5	7025	NO	B	5	6655	NO		26 FEB 62	13 JUL 62	M/I WICH	5	6651				13 APR 62	M/I WICH
6	7097	YES	B	6	6701	YES			25 MAY 62	ACR WICH	6	6656			16 APR 62	31 AUG 62	M/I WICH
7	7098	YES	B	7	6706	YES			28 FEB 62	ACR WICH	7	6707	NO	A			
8	7100	NO	B	8	7015	NO		6 FEB 62	22 JUN 62	M/I WICH	8	7016	NO	A			
9	7105	YES	B	9	7020	NO		26 JAN 62	15 JUN 62	M/I WICH	9	7018	YES	A			
10	7109	YES	B	10	7095	NO	A				10	7024	NO	A			
11	7117	NO	B	11	7107				28 FEB 62	M/I WICH	11	7099				30 MAR 62	M/I WICH
12	7128	NO	B	12	7112	NO		7 MAR 62	27 JUL 62	M/I WICH	12	7108				16 MAR 62	M/I WICH
13	7132	NO	B	13	7115	NO		15 FEB 62	6 JUL 62	M/I WICH	13	7118	NO	A			
14	7133	NO	B	14	7120	NO		16 MAR 62	3 AUG 62	M/I WICH	14	7123	NO	A			
15	7134	NO	B	15	7121	NO		27 MAR 62	10 AUG 62	M/I WICH	15	7127	NO	A			
16	7136	NO	B	16							16						
17				17							17						

MAINTENANCE SUMMARY
& REVIEW

6TH BOMBARDMENT WING
WALKER AFB, NMEX

DECEMBER 1957

The following charts and data are a review of your efforts during the year 1961. This "package" was the Wing submission for the USAF Dadalian Weapon Systems Maintenance Effectiveness and Efficiency Award. Although we have "unofficially" been eliminated by SAC, each of you can certainly feel proud in the realization that we were selected as the 15th Air Force Nominee.

3a. AVERAGE NUMBER OF AIRCRAFT ASSIGNED BY TYPE AND MODEL, BY MONTH

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov
B-52	37	38	37	35	33	36	37	36	37	38	40
KC-135	21	21	21	21	20	20	19	19	21	20	19
T-33	4	4	4	4	4	3	3	3	3	3	3
C-123	2	2	2	2	2	2	2	2	2	2	2
H-19	2	2	2	2	2	2	2	2	2	2	2

The following charts and data are a review of your efforts during the year 1961. This "package" was the Wing submission for the USAF Dadalian Weapon Systems Maintenance Effectiveness and Efficiency Award. Although we have "unofficially" been eliminated by SAC, each of you can certainly feel proud in the realization that we were selected as the 15th Air Force Nominee.

3b. AVERAGE IN-COMMISSION (OPERATIONALLY READY) RATE BY MONTH. 1 January through 30 November, and the average 11 month in-commission rate for each type and model aircraft. Non-tactical ricraft were assigned 6th OMS 1 Sep 61; therefore, the average represent only the months of September, October and November 1961.

B-52E

JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV
88.0	78.6	69.6	85.6	72.7	86.7	83.3	84.9	84.9	92.5	94.0

Average 11 month in-commission rate -- 83.8

KC-135A

JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV
86.7	79.1	82.4	92.1	79.4	84.1	83.7	84.4	84.1	90.8	92.3

Average 11 month in commission rate: 85.5

C-123

JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV
								54.7	92.1	97.2

Average 3 month in commission rate: 81.2

T-33

JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV
								60.3	94.3	97.4

Average 3 month in-commission rate: 84.0

H-19

JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV
								50.7	94.3	97.6

Average 3 month in-commission rate: 84.1

NOTE: It should be noted that the average in-commission rate, of all aircraft assigned, has progressively increased during this entire period. This has been attributed to thorough inspections as well as top quality maintenance at all times. Additionally, the careful planning required in anticipating parts requirements coupled with the expeditious requisitioning and follow-up have played a tremendous role in attaining this goal.

4a. TOTAL PROGRAMMED FLYING HOURS VERSUS HOURS FLOWN.

	TOTAL	1st Qtr	2nd Qtr	3d Qtr	Oct and Nov
B-52					
Programmed	22,346	6005	6150	5930	4261
Flown	22,306	6313	6150	5859	3984
%	99.8	105.1	100.0	98.8	93.5
KC-135					
Programmed	12,390	3245	3468	3515	2162
Flown	12,438	3236	3468	3508	2226
%	100.3	99.7	100.0	99.8	103.0

SUPPORT AIRCRAFT (ASSIGNED 6 OMS, 1 SEP 61; THEREFORE TOTAL INCLUDES SEP, OCT AND NOV ONLY)

	PROGRAMMED	FLOWN	PERCENTAGE
C-123	380	414	108.9
H-19B	149	138	92.6
T-33A	384	358	93.2

4b. TOTAL NUMBER SORTIES FLOWN AS OF 30 NOV 61:

B-52E	KC-135A	C-123A	H-19B	T-33A
2867	1823	*115	*92	*117

*Totals for Sep, Oct and Nov only

5a. NUMBER OF PERIODIC INSPECTIONS PERFORMED BY MONTH, BY ASSIGNED AIRCRAFT/MISSILE TYPE AND MODEL AND AVERAGE NUMBER OF "LOOK AND FIX" MANHOURS PER PERIODIC FOR THE CORRESPONDING MONTH.

B-52E

Nr. of PE's Performed	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV
	2	1	3	2	-	-	-	-	-	-	-
Average Nr of Look & Fix Manhours	2470.5	1258.0	1143.8	1046.5	-	-	-	-	-	-	-
5a(1)											
Nr of POPE's Performed	-	-	-	-	17	14	8	7	20	15	9
Average Nr of Look Fix Manhours	-	-	-	-	351.8	489.7	433.5	489.0	413.9	351.8	378.7

KC-135A

Nr. of PE's Performed	0	2	2	1	15	12	11	11	10	11	10
Aver. Nr. of Look & Fix Manhours	0	441.0	350.6	2180.5*	152.6	188.8	123.3	161.8	212.5	236.6	179.4

*1800 Manhours were utilized during this PE inspection to perform a complete electrical system and components replacement caused by faulty generators.

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5b.

	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV
					B-52						
Number of Basic Postflights	220	227	288	366	259	394	269	255	73	139	223
Average Nr of Look & Fix Manhours per Basic PO	31.3	31.9	30.1	38.5	28.0	7.0	9.0	14.0	39.0	30.0	23.0
					KC-135A						
Number of basic Postflights	137	167	176	127	165	139	103	143	112	113	116
Aver Nr of Look & Fix manhours per basic PO	14.0	12.7	11.7	13.5	14.6	15.0	16.9	15.1	16.5	17.7	14.5
					B-52E						
Number of hourly Postflights	10	21	19	15	26	38	23	27	18	17	18
Aver Nr of Look & Fix manhours per hourly PO	532.7	211.9	45.0	33.0	25.0	5.0	17.0	8.0	4.0	18.0	14.0
					KC-135A						
Nr of hourly Postflights	8	11	12	10	26	37	28	35	36	33	30
Aver Nr of Look & Fix Manhours per hourly PO	262.6	317.5	261.8	65.4	57.2	15.0	18.6	18.3	20.1	14.8	17.7

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A-5

5c.

B-52E

	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV
Nr of Preflight Inspections Performed	289	319	315	288	270	288	321	392	234	269	261
Aver Nr of Look & Fix Manhours per Preflight	15.0	14.2	12.0	11.0	10.5	7.0	5.0	6.0	7.0	8.0	11.0

KC-135A

Nr of Preflight Insp Performed	143	193	196	184	167	185	192	235	161	161	166
Aver Nr of Look & Fix Man-hours per pre-flight	12.1	10.8	12.6	11.8	12.6	12.0	11.9	10.2	13.1	14.4	15.5

5d.

B-52E

Average elapsed block hours per PR	541.5	216	296	312							

KC-135A

Average elapsed block hours per PE	0	360	264	264	235	183.9	152.9	138.9	104.9	78.3	71.4

B-52E

5d(1) Aver. Elapsed block hours per POPE insp					212	196	154	202.8	200.5	185.8	182.8

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5e.

B-52E

Nr of Unsched Maint Manhours (B work order Prefix)	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV
	18561	23033	24711	31971	27725	22885	20578	25138	20413	25516	21212

KC-135A

Nr of Unsched Maint Manhours (B work order Prefix)											
	4230	6237	4930	5153	5587	5467	5194	5844	5282	5786	4795

NOTE: In May 1961, there was a refinement of the Inspection program. It was common knowledge that the system of scheduled maintenance inspections required many unnecessary maintenance actions. This condition existed from the fact that prior to AFM 66-1, AMC had no means of identifying or analyzing those maintenance actions actually required and automatically eleminating unnecessary actions. As a result they developed new preflight (PR), turnaround (TA), hourly postflights, IPOI, and periodic (PE) inspections. The conversion to the new system was initiated in a smooth and orderly manner with no loss in flying capabilities nor quality of inspections. The average elapsed time per POPE inspection is actually three times that required in that the 6BW has throughout the year maintained the above production on a five-day one-shift basis, i.e., had the inspection been pursued around-the-clock, time would have been reduced to one-third of the present stated figure.

5f. TOTAL NUMBER OF ENGINES CHANGED DURING THE YEAR BY AIRCRAFT TYPE, MODEL AND AVERAGE MANHOURS PER ENGINE CHANGE.

	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV
					B-52F	J57-19W					
Total number of engines changed	29	38	36	27	25	32	24	33	42	34	22
Average manhours per eng change	20*	20*	20*	20*	20*	20*	10.2	11.1	9.8	12.5	8.7
*Job Standard Time					KC-135A	J57-59W					
Total number of engines changed	4	8	10	11	24	8	17	7	6	2	3
Average manhours per engine change	12*	12*	12*	12*	12*	12*	11.3	11.2	8.6	11.5	10.1
*Job Standard Time					T-33A	J-33A-35					
Total number of engine changes	2	2	2	2	2	2	2	1	3	1	2
Average manhours per engine change	8	8	7	8	8	5	5	11	5	6	4

5.f. (continued)

C-123 R-2800-99W

	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV
Total Number of engines changed	0	0	1	0	1	0	0	0	0	0	1
Average manhours per engine change	0	0	68	0	50	0	0	0	0	0	44

H-19B R-1300-3C

Total number of engines changed	0	0	0	0	0	0	0	1	0	1	0
Average manhours per engine change	0	0	0	0	0	0	0	30	0	36	0

5.g. ERROR RATES, AFM 66-1 MAINTENANCE DATA COLLECTION SYSTEM - PARTS I & II

As of:	31 Jan	28 Feb	31 Mar	30 Apr	31 May	30 Jun	31 Jul	31 Aug	31 Sep	31 Oct	30 Nov
	*32.4	*5.8	4.89	1.54	2.04	3.75	.25	.12	.40	.26	

ERROR RATES, AFM 66-1 DATA COLLECTION SYSTEM - ENGINE ERROR ANALYSIS (OCAMA)

5h.

As of:	31 Jan	28 Feb	31 Mar	30 Apr	31 May	30 Jun	31 Jul	31 Aug	31 Sep	31 Oct	30 Nov
	*32.4	*5.8	10.13	2.92	2.68	1.25	.123	.62	8.91	1.16	

*Machine Reports are not available this station for detailed breakdown of these two error rates. Cited error rate is overall rate of errors from Memphis and OCAMA combined. Error rates were computed in January and February using total cards submitted and total cards in error.

5i. TRANSIENT MAINTENANCE DATA.

(1) Total number of Inbound Aircraft, January - November 1961

	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	TOTAL
Jet	149	284	163	160	166	109	149	114	97	104	120	1615
Recipro-cating	162	169	191	187	207	183	124	157	132	151	121	1784
Total	311	453	354	347	373	292	273	271	229	255	241	3399

6a. BENCH CHECK

	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV
(1) Total items bench checked	2056	3111	3659	3640	3472	4032	3902	4030	4442	5975	3450
(2) Code "B" Serviceable # Repair Req	894	1180	1296	1389	1316	1496	1383	1593	1524	1290	1151
(3) Code "C" Shop Repair Required	271	531	498	478	447	540	445	526	435	511	400
(4) Code "E" Condemned	74	78	119	177	95	155	85	169	290	410	208
(5) Codes "1"- "8" Nor Reparable this Station	381	741	1094	1053	893	1078	1015	1034	1476	948	940
Codes "1" & "8" Repair Not Authorized	344	650	1020	1041	874	1042	364	994	1444	929	913
Codes "2" - "7" Repair Authorized	37	91	74	12	19	36	151	40	32	19	27

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6b. JEFM BY ENGINE TYPE, MODEL, AND SERIES, BY MONTH.

	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV
J-57-59W Engines											
(1) Nr of Engines thru JEFM Process	7	14	10	6	3	5	4	0	1	0	0
(2) Average Nr of Man-hours per JEFM	52.1	122.0	102.7	120.3	73.3	74.4	101.5	0	424.0	0	0
(3) Average elapsed time per JEFM	17.3	40.6	34.2	40.1	24.4	24.8	33.8	0	141.3	0	0
(4) Number of JEFM Engs Tested in test cell	6	14	10	6	2	5	4	0	1	0	0
(5) Number of test cell rejects of JEFM engs*	1	1	0	1	0	0	0	0	1	0	0

*JEFM engines rejected from test cell were shipped to depot because of excessive manhours required to repair in accordance with SACR 66-8.

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6b (continued)

	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV
J-57-19W Engines											
(1) number of engines through JEFM process	14	14	18	7	5	15	16	18	11	20	15
(2) Average number of manhours per JEFM	104.9	119.5	137.4	102.6	150.0	86.2	102.0	146.5	124.0	142.5	144.0
(3) Average elapsed time per JEFM	34.9	39.8	45.8	34.2	50.0	28.7	34.0	48.8	41.3	47.5	48.0
(4) Number of JEFM engs tested in test cell	13	13	16	6	5	10	13	17	11	20	15
(5) Number of test cell rejections of test cell engines*	3	1	3	0	0	2	3	0	0	1	1

*JEFM engines rejected from test cell were shipped to depot because of excessive manhours required for repair, in accordance with SACR 66-8.

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6c. (1) Yearly Out-of-commission for Parts Rate - Zero.

(2) Yearly average number of days per OCP: Zero.

(3) Yearly ANORS Rate:

	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	YR. RATE
B-52E	0.7	1.4	7.2	4.7	3.0	0.1	2.3	1.9	1.5	0	0	2.1
KC-135A	2.0	1.0	2.6	1.5	5.7	0.6	3.0	0.8	1.5	0.1	0.1	1.8
C-123B	Base Flight aircraft did not come under the 6th Bomb Wing until 1 September 1961								9.7	0.6	0	3.5
H-19B									14.2	0	0	4.7
T-33A									18.7	0.7	0.4	6.6

(4) Total number of Wing/Base Outstanding TCTO's as of 30 November 61:

B-52E	31
T-33	2
Total	33

6d. Supply Precedence Rating of 6th Bomb Wing: 1-50.

7. Personnel Utilization.

a. Assigned Authorized Personnel.

(1) Average number of personnel authorized in the maintenance comples during year by squadron and quarterly.

	1st Qtr	2d Qtr	3d Qtr	4th Qtr
OMS	582	580	580	649
FMS	780	780	780	796
MMS	121	121	144	143
A&E	349	362	475	479
DCM	116	117	120	119
TOTAL	1948	1960	2099	2186

(2) Average number personnel assigned in maintenance complex during year by squadron and quarterly.

OMS	534	527	544	643
FMS	706	726	759	732
MMS	114	120	132	147
A&E	367	397	445	444
DCM	101	100	96	99
TOTAL	1822	1870	1976	1966

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7b. NUMBER OF DIRECT LABOR MANHOURS EXPENDED BY THE MAINTENANCE COMPLEX, January-November 1961.

JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV
39,448	97,973	103,240	90,539	95,264	98,291	82,728	105,610	96,228	110,131	98,031

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8. Time Change Technical Order Compliance Program. Status as of 30 Nov 61:

a. Total number of all outstanding TCTO's:

(1)	Wing/Base TCTO's:	B-52E	32
		T-33	1
		TOTAL	33
(2)	Depot Level TCTO's:	B-52E	162
		KC-135A	62
		TOTAL	224

b. Total number of TCTO's received during the reporting year:

(1)	Wing/Base TCTO's:	B-52E	1925
		KC-135A	1102
		T-33	39
		C-123	8
		H-19B	2
		J-57	1424
		TOTAL	4500
(2)	Depot Level TCTO's:	B-52E	1050
		KC-135A	38
		T-33	1
		J-57	11,760
		TOTAL	12,849

c. Total number manhours backlog for all outstanding TCTO's:

(1)	Wing/Base TCTO's:	B-52E	395
		T-33	1.3
		TOTAL	396.3
(2)	Depot Level TCTO's:	B-52E	208,790
		KC-135A	8,372
		TOTAL	217,162

8. (continued)

d. Number of wing/base and depot level TCTO's accomplished during reporting year:

(1) Wing/Base TCTO's	B-52E	1,869
	KC-135A	1,137
	T-33	36
	C-123	9
	H-19B	6
	J-57	413
	TOTAL	3,470
(2) Depot Level TCTO's:	B-52E	1,200
	KC-135A	120
	TOTAL	1,320

e. Number of manhours expended accomplishing TCTO's during reporting year:

(1) Wing/Base TCTO's:	B-52E	26,250
	KC-135A	10,065
	T-33	264
	C-123	89
	H-19B	12
	J-57	289
	TOTAL	36,969
(2) Depot Level TCTO's:	B-52E	767,476
	KC-135A	8,955
	T-33	661
	J-57	3,640
	TOTAL	780,732

9. Aerospace Ground Equipment Maintenance Program by Month and Powered AGE Equipment General Classification

	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	1961 AVG
MD-3 Generator Set												
Assigned	63	63	63	63	63	63	63	63	63	63	63	63
In-Comm Rate%	92	93	91	90	93	94	96	95	97	97	96	94
Periodic Inspection completed	44	44	44	45	44	46	46	43	45	45	45	492
Average manhrs	4.5	4.5	4.6	46	4.3	4.4	4.3	4.2	4.4	4.4	4.4	4.4
MA-1A Compressor (Gas Turbine)												
Assigned	43	43	43	43	43	43	43	43	43	43	43	43
In-Comm rate %	94	94	94	94	95	97	97	98	100	98	96	95.5
Periodic Inspection completed	46	43	44	46	46	45	45	44	43	43	43	488
Average Manhrs	5.3	5.3	55	5.6	5.4	5.4	5.3	5.2	5.2	5.4	5.4	5.3
MA-3 Air Conditioners												
Assigned	51	51	51	51	51	51	51	40	40	40	40	47.0
In-Comm Rate%	92	92	96	69	93	93	93	92	92	94	98	94
Periodic Inspection completed	18	17	19	18	21	22	24	24	24	22	19	228
Average Manhrs	5.2	5.2	5.2	5.0	5.0	5.0	5.0	5.2	5.4	5.1	5.0	5.1

Par. 9 (continued)

	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	1961 AVG
H-1 Heaters												
Assigned	118	118	118	118	118	118	118	118	118	118	118	118
In-Commission Rate %	90	90	91	93	100	100	100	100	100	97	97	96.2
Periodic Inspection Completed	60	80	82	60	30	20	20	20	20	80	60	532
Average Manhours	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
MC-1 HEATERS												
Assigned	4	4	4	4	4	4	4	4	4	4	4	4
In-Commission Rate %	90	90	95	100	100	100	100	100	100	95	90	96.3
Periodic Inspection Completed	1	1	1	1	1	1	1	1	1	2	2	13
Average Manhours	6.5	6.5	6.5	6.0	6.0	6.0	6.0	6.0	6.0	6.4	6.4	6.2
B-11 GENERATOR SET												
Assigned	4	4	4	4	4	4	4	4	4	4	4	4
In-Commission Rate %	100	100	100	100	90	90	90	100	90	100	100	96.4
Periodic Inspection Completed	2	2	2	3	2	1	2	3	2	2	1	22
Average Manhours	2.5	2.5	2.5	2.5	3	3	3	3	2.5	2.5	2.5	2.79

Par 9. (Continued)

	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	1961 AVG
EA-536 GENERATOR SET												
Assigned	6	6	6	6	6	6	6	6	6	6	6	6
In-Commission Rate %	85	85	100	90	90	90	90	90	100	90	100	92.0
Periodic Inspection Completed	2	3	3	3	4	2	3	1	3	4	2	30
Average Manhours	3.0	3.0	3.0	3.0	3.0	3.0	2.5	2.5	2.5	2.5	2.5	2.8
EG-101 GENERATOR SET												
Assigned	2	2	2	2	2	2	2	2	2	2	2	2
In-Commission Rate %	100	100	100	100	100	100	100	100	100	90	90	98.1
Periodic Inspection Completed	2	1	2	2	2	1	1	1	2	2	2	18
Average Manhours	3.0	3.0	3.0	2.5	2.5	2.5	2.5	3.0	3.0	3.0	3.0	2.8
PE-95 GENERATOR SET												
Assigned	1	1	1	1	1	1	1	1	1	1	1	1
In-Commission Rate %	100	100	100	100	100	100	90	80	100	100	100	97.3
Periodic Inspection Completed	1	1	1	1	1	0	1	0	1	0	1	8
Average Manhours	3.0	3.0	3.5	3.5	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.1

Par 9. (Continued)

	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	1961 AVG
MD-2 GENERATOR SET												
Assigned	3	3	3	3	3	3	3	3	3	3	3	3
In-Commission Rate %	100	100	100	100	100	100	100	100	100	100	100	100
Periodic Inspection Completed	2	2	2	1	2	2	1	1	2	2	2	19
Average Manhours	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
MD-4 GENERATOR SET												
Assigned	5	5	5	5	5	5	5	5	5	5	5	5
In-Commission Rate %	100	100	100	100	100	90	100	100	100	100	100	99
Periodic Inspection Completed	2	2	2	1	3	2	2	2	2	2	2	22
Average Manhours	4.5	4.5	4.5	4.5	4.5	4.5	4.5	5.0	5.0	5.0	4.5	4.6
MC-1A Air Compressors												
Assigned	22	22	22	22	22	22	22	17	17	17	17	20.2
In-Commission Rate %	90	90	95	95	95	95	95	95	96	95	98	94.5
Periodic Inspection Completed	3	3	5	6	6	6	7	7	8	9	8	68
Average Manhours	4.5	4.5	4.5	4.5	4.5	5.0	5.0	5.0	5.0	4.5	4.0	4.6

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Par 9. (Continued)

	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	1961 AVG
B-2 Steam Cleaner												
Assigned	2	2	2	2	2	2	2	2	2	2	2	2
In-Commission Rate %	100	100	100	100	0	0	100	100	100	100	100	81.6
Periodic Inspection Completed	1	1	1	2	2	2	0	2	1	0	1	13
Average Manhours	3.0	3.0	3.0	3.0	3.5	3.5	3.5	3.5	3.0	3.0	3.0	3.2
CPT-6 Tester, Cabin Leakage												
Assigned	2	2	2	2	2	2	2	2	2	2	2	2
In-Commission Rate %	100	100	100	100	100	100	100	100	100	100	100	100
Periodic Inspection Completed	2	1	1	1	1	1	1	1	2	1	1	13
Average Manhours	6.5	6.5	6.5	6.5	6.5	7.0	6.5	6.5	6.5	6.5	6.5	6.55
MC-3A Load Bank, Generator Set												
Assigned	4	4	4	4	4	4	4	4	4	4	4	4
In-Commission Rate %	100	100	100	100	100	100	100	100	75	75	75	93.2
Periodic Inspection Completed	1	1	1	1	1	1	1	1	1	1	1	11
Average Manhours	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0

Par 9. (Continued)

	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	1961 AVG
NF-1 Flood Light Set												
Assigned	14	14	14	14	14	14	14	14	14	14	14	14
In-Commission Rate %	100	100	100	100	100	100	100	100	100	100	95	99.5
Periodic Inspection Completed	2	2	2	1	1	1	1	1	2	2	2	17
Average Manhours	4.0	4.0	4.0	5.0	4.5	4.5	4.5	4.5	4.0	4.0	4.0	4.27
MJ-1 Hydraulic Test Stand												
Assigned	5	5	5	5	5	5	5	5	5	5	5	5
In-Commission Rate %	100	100	100	90	100	100	90	100	100	90	90	96.4
Periodic Inspection Completed	4	7	2	3	3	2	2	2	2	3	2	25
Average Manhours	5.5	5.5	6.0	6.0	6.0	6.0	6.0	6.0	5.5	5.5	5.5	5.76
MB-3 De-icing Units												
Assigned	2	2	2	2	2	2	2	2	2	2	2	2
In-Commission Rate %	100	100	100	100	100	100	50	50	50	100	100	86.5
Periodic Inspection Completed	2	2	2	2	1	1	1	1	1	2	2	17
Average Manhours	7.0	6.5	7.0	7.0	7.0	7.0	7.0	7.0	7.0	6.5	6.5	6.9

Par 9. (Completed)

	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	1961 AVG
MC-2A Air Compressors												
Assigned	11	11	11	11	11	11	11	11	11	11	11	11
In-Commission Rate %	90	100	100	80	80	85	85	85	80	85	90	86.4
Periodic Inspection Completed	4	4	4	4	3	5	4	6	3	4	4	45
Average Manhours	1.5	1.5	2.0	1.5	1.5	1.5	2.0	2.0	2.0	1.5	1.5	1.68
MB-2 Air Compressor												
Assigned	2	2	2	2	2	2	2	2	2	2	2	2
In-Commission Rate %	100	100	100	100	100	100	100	100	100	100	100	100
Periodic Inspection Completed	1	1	1	1	1	1	1	1	1	1	1	11
Average Manhours	2.5	2.5	2.5	2.5	2.5	2.5	3.0	3.0	3.0	3.0	2.5	2.68
MB-8 Air Compressors												
Assigned	5	5	5	5	5	5	5	5	5	5	5	5
In-Commission Rate %	100	100	100	100	100	100	100	100	100	100	100	100
Periodic Inspection Completed	1	1	2	1	2	1	1	2	1	1	1	14
Average Manhours	1.5	1.5	1.5	2.0	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5

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Par 9. (Continued)

	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV
Average Total Assigned	369	369	369	369	369	369	369	353	353	353	353
Monthly Total Periodic Insp Completed	199	214	223	203	177	163	165	164	168	228	202

1961 IN-COMMISSION RATE: 94.06

TOTAL PERIODIC INSPECTIONS COMPLETED: 2106

10. PERSONNEL TRAINING PROGRAM.

a. Total number of airman and Civilian Manning spaces authorized in the 010, 3, 5, 7, and 9 skill levels.

	010	3	5	7	9
Jan	0	458	963	333	68
Feb	0	458	963	333	68
Mar	0	458	963	333	68
Apr	0	458	1054	332	71
May	0	458	1054	332	71
Jun	0	458	1054	332	71
Jul	0	496	1126	350	79
Aug	0	496	1126	350	79
Sep	0	496	1126	350	80
Oct	0	506	1179	372	81
Nov	0	506	1179	372	81

b. Total number of airman and civilians assigned in the 010, 3, 5, 7, and 9 skill levels.

	010	3	5	7	9
Jan	9	341	974	419	50
Feb	12	340	940	406	50
Mar	13	343	954	389	54
Apr	23	367	947	381	57
May	26	333	1012	399	60
Jun	39	342	1018	395	56
Jul	39	378	938	391	56
Aug	41	464	1012	376	62
Sep	40	466	997	388	68
Oct	45	450	1055	426	72
Nov	45	467	1082	395	74

Par 10. (Continued)

	c. On OJT	d. Upgraded	e. Cross-training	f. Completed Cross Training
January	426	25	38	0
February	396	39	40	9
March	383	39	45	6
April	373	20	37	17
May	417	62	36	13
June	372	50	20	3
July	429	16	18	4
August	406	37	21	1
September	534	55	23	3
October	470	5	18	2
November	553	66	16	1

11. Safety Program:

a. Number of aircraft/missile major accidents chargeable to Maintenance: None.

b. Number of aircraft/missile minor accidents chargeable to Maintenance: None.

c. Number of aircraft/missile incidents chargeable to Maintenance: One (1). (An Airman failed to secure a panel on the wing of a B-52.)

d. Number of on-the-job maintenance ground accidents resulting in injury to personnel: Two (2) accidents, two (2) injuries, total days lost, seventeen (17).

12. Noteworthy Maintenance Accomplishments of Activity Nominated.

a. Commendable Ratings:

(1) During the Fifteenth Air Force Compliance Inspection of the 6th Bombardment Wing, conducted 13-17 March 1961, the Maintenance activity received an overall rating of Excellent. There were no repeat discrepancies and three of the four squadrons under the DCM supervision received a rating of Excellent. This was the first time in several years that the maintenance activities under the DCM had been rated that high by the Fifteenth Air Force IG. House-Keeping and discipline throughout the maintenance complex was Outstanding; ten of the acitivites under DCM supervision received a rating of Outstanding and thirty received a rating of Excellent, attesting to a stron, efficient an well-directed maintenance organization. As a result of aggressive top level supervision, the Propulsion Branch, Job Control, Analysis and Reports Division, and Nuclear and Explosives Safety, all received a rating of "Outstanding." Considering the vast expanse and diversity of the DCM complex, and the 1960 personnel involved, this is considered a noteworthy accomplishment. Some of the findings of the inspection report were:

(a) "DCM: Excellent. A stron, efficient, well-directed Maintenance organization exists within the 6th Bomb Wing."

(b) "Job Control Branch: Outstanding. The Job Control management and direction of maintenance requirements and support assets is the finest observed in 15th Air Force. The training program employed to decelop the younger airmen into qualified members of the Job Control Team is worthy of use throughout the command."

(c) "Reports and Analysis Division: Outstanding. This Branch is producing the most complete and encompassing analysis within Fifteenth Air Force."

(d) "Accessory Branch. Outstanding. The Aggressiveness, originality, and control observed throughout the shops in this branch are exemplary."

(2) On 1 August 1961, a Security Readiness Exercise was conducted in which our score was 97.05 which is 1.2 above SAC average and 1.52 above 15AF average. The Base Commander, Walker Air Force Base, stated "Only through the efforts of your organization (DCM) were we able to secure such a fine score as this; of 18 people tested, 18 gave correct answers all the way through."

(3) In September 1961, the 37th MMS Loading Standardization Team participated with the 6th Bomb Wing in the SAC Combat Competition, in the loading portion of the competition for the Fairchild Trophy. The Loading Team came out best in B-52 Aircraft munitions loading.

b. Awards:

Maintenance-Man-Of-The Month Award. Three 6th Bomb Wing men have received the 15AF Maintenance -Man-of-the-Month Award and two 6th Bomb Wing men received the SAC Maintenance-Man-of-the-Month Award during 1961.

c. Flying Safety Award. The following is an extract from a letter dated 25 September 1961, signed by Major General Perry B. Griffith, Deputy Inspector General for Safety, USAF, addressed to SAC, indorsed by General Power, SAC; General Old, 15AF; and General Yancey, 47th Air Division:

> "Name of the Awards: USAF Flying Safety Award. Period ending: 30 June 61. The Division accomplished more than 42,000 accident-free flying hours in seven different air-types. The highly enviable record was attained as the

completed all operational requirements. During the nomination period, 325 air crews were graduated, entailing 763 solo missions by the student crews. Successful accomplishment of the mission required intensive planning, excellent supervision, utmost in aircrew ability and outstanding maintenance support.

13. Other.

a. Performance.

(1) It is noteworthy that the performance of the 6th Bomb Wing in accomplishing the tremendous number of flying hours, sorties, inspection, and unscheduled maintenance has been done on a one-shift, five-day week operation. At the same time, an average of only 3.8 percent of the direct labor expended for the year was overtime. This low overtime rate, in conjunction with a five-day work week has been a significant morale factor and asset to the 6th Bomb Wing in meeting its mission requirements.

(2) Indicative of the professional skill of our personnel are the maintenance records established by our crew chiefs. Two B-52 and one KC-135 crew chiefs have been awarded the 15th Air Force Outstanding Achievement Certificates for their consecutive on-time take-off records. Two KC-135 crew chiefs have since accomplished over 150 sorties each and one B-52 crew chief over 130 sorties without a late take-off or cancellation due to maintenance. This performance reflects the high caliber of crew chiefs assigned to the 6th Bomb Wing.

b. Mangement. The 6th Bomb Wing DCM employs many excellent management techniques that have increased the overall maintenance effectiveness of this unit.

(1) Daily review of all repeat malfunctions by DCM and key supervisors to insure proper corrective action.

(2) Daily analysis of all malfunctions that occur during flight crew preflights so that immediate corrective action can be taken in terms of improved maintenance procedures and techniques to eliminate potential late take-offs or cancellations. This emphasis has resulted

in a substantial reduction of malfunctions that occur during flight crew preflights. During the last quarter, the rate per sortie was .38 malfunction per B-52 sortie and.25 malfunction per KC-135 sortie.

(3) Establishment of Incentive Charts which reflect the sortie effectiveness of each crew chief and aircraft and various maintenance shops. This program has resulted in a health competitive spirit and esprit de corp throughout the whole maintenance organization.

c. GAM Program Integration.

(1) The GAM branch of 6AEMS was activated 1 July 1961, with 37 personnel present for duty, attaining a full complement of 97 personnel as of 30 November 1961.

(2) Formal IPT was initiated in July to include FTD and all phases of proficiency training. The results of this program were outstanding in that as of 30 November 1961, 39 airmen have been upgraded to their 5-level.

(3) Two GAM 77A's were delivered to this organization on 18 November at which time an acceptance check was inaugurated along with a complete check of missile and console compatibility. The exceptional technical ability of our USAF GAM personnel and extensive planning and preparation for receipt of the GAM 77's were immeasurably responsible for the success of the first GAM captive flight, 32 days after delivery. This flight of 20 December 61 was, according to the senior North American technical representative, unprecedented. In each instance, the first captive flight has not been made until after the departure of the North American Installation Team.

(4) The 6th Bomb Wing's GAM facility has been visited by numerous senior staff officers, each stating that Walker's GAM organization is the finest that they have observed. As a result of staff visits, the SAC Director of Materiel commended the 6th Bomb Wing for its outstanding GAM training program, and overall exceptional physical facility.

d. SAC's Combat Competition Representative. Particularly noteworthy is the fact that of all the B-52 Wings in Fifteenth Air Force, the 6th Bombardment Wing was selected as one of two

B-52 wings to represent the Fifteenth Air Force in the SAC 1961 Combat Competition. The selection was made on the basis of a competition "run-off" between the top three B-52 Wings for the year in Fifteenth Air Force. The 6th Bomb Wing emerged number one in the "run-off" by virtue of the most training activity conducted in a given time and the bombing reliability shown. This is indicative of the fine overall maintenance capability of this organization.

e. Shop Repair Capability. The 6th Bombardment Wing achieved a 99.0 percent shop-repair capability during the period January through November 1961. This high rate was maintained without an excessive overtime rate, on a five-day, forty-hour basis.

f. Shop Performance.

(1) Several accomplishments and pertinent factors within field maintenance are not otherwise covered, yet were contributing factors in the overall 99.0 percent shop repair capability. Included is the substantial reduction of unscheduled engine changes per month and manhours expended on engine changes. This saving was accomplished by better analysis of each malfunction and repairing the engine on the aircraft without bringing the engine into JEFM, and by increasing the quality of engines in spare status. To reduce the number of manhours expended on all engine changes, quick change crews were established and conpetition among them started. After each engine change, a critique was held to uncover shortcomings in procedures and support areas. Closer relationship between the flightline work and all facets of shop production was effected. Numerous engines have been changed in less than two clock hours, using both three and five man crews. A noteworthy achievement was accomplished on 16 November 61, when a three-man crew changed a J-57 engine on a B-52 aircraft in 74 minutes.

(2) Shop production has steadily improved as result of the emphasis placed on quality control of spare engines as they relate to flight line support. The functions of the hot section inspection and JEFM sections were combined and as each engine came into the shop for a scheduled time hot section inspection, the engine was further processed through JEFM for preventive maintenance. All known TCTO's were complied with, and the engine reconditioned whenever the number of spare engines on hand permitted this procedure. This system was used prior to the elimination of the

Scheduled hot section inspection and the establishment of the SAC wide reconditioning program in December 1961.

(3) The high aerospace ground equipment in-commission rate of 94.06 percent was maintained despite an approximate fifty percent turnover in personnel including top supervisors in 1961.

(4) Fuel system repair was improved in 1961 as a result of a long-range program initiated in 1960, wherein B-52 fuel tanks were reworkded to eliminate known deficiencies. With improved management techniques, the overall downtime for repair has been 12 hours for the fix phase and 24 hours for the required leak checks.

(5) A lighting initiated fire destroyed the major part of the personnel parachute and deceleration chute shop and equipment. For nine months in 1961, the subject shop and personnel functioned under near field conditions, yet maintained a 100 percent repair capability and performed their support function.

g. Precision Measurement Equipment Laboratory.

(1) The precision measurement equipment laboratory was transferred from the 6th Combat Support Group to the 6AEMS on 1 February 1961. From this time through 30 November 1961, a total of 3,341 items of test equipment had been calibrated and an additional 608 had been repaired. The squadron is fully manned in this area with highly skilled technicians. The PMEL is responsible for 1,766 items of precision measurement equipment, all of which are systematically scheduled through the laboratory for calibration.

(2) The PMEL is also responsible for 576 items of Atlas missile equipment, many of which have already been calibrated or repaired. The NCOIC of PMEL recently received a letter of appreciation from the Site Activation Task Force Commander for the outstanding support rendered by the Lab. The advent of the SM-65 missile installation program created many new and unusual problems, especially in the area of pressure measuring devices. The formal training given PME technicians by ATC is extremely limited in the pressure area; therefore, most of the procedures used by this lab were locally devised. The pressure problem was magnified by the critical tolerance demanded in the missile program. It became necessary to obtain and place into operation a pressure calibrator of extreme accuracy. A Ruska Dead

Weight Tester was obtained. This device is an Air Force standard, normally used by depots. All personnel of PMEL have become proficient in the operation of this tester and have been able to provide the calibration of pressure devices at a rate which allowed planned progression of Atlas missile site installation.

h. Radio Quality Control and Modification Programs. Several significant maintenance accomplishments were instituted in the radio section during the period of this report. The most noteworthy items are as follows:

(1) ARC-34 reliability was sharply increased by a quality control program of maintenance on the RT-263. This program consists of "marrying" the tubes installed in the RT-263. All tubes are first checked, marginal ones replaced, and the RT-263 is aligned and restored to serviceable condition. The RT-263 is then placed in a specially constructed rack and operated continuously for eight hours. After this cooking procedure, the unit is again given an alignment check. Approximately 80 percent of the units being removed from the cooker have to be realigned. These are unit which would malfunction on the first mission or soon thereafter if they were allowed to be installed on the airplanes. The 100 percent UHF reliability each month since 1 September is directly attributed to this quality control program of RT-263's. After the 6AEMS had been using this quality program for three months, OES suggested its utilization.

(2) Increased reliability of the ARC-65 system has resulted from a similar quality control program developed by the 6AEMS. This program consists of checking all tubes in the RT-400 for quality every 90 days. Marginal tubes are replaced and allowed time to "Marry" before system alignment is performed. The 100 percent reliability each month since 1 April can again be directly attributed to the meticulous quality control program of RT-400's.

(3) The radio section corrected a safety of flight deficiency on KC-135 type airplanes by installing an extra microphone switch for the pilot. This switch is located on the right side of the control wheel, providing the pilot with convenient and immediate operation of the mike switch during take off and landing, critical phases of the mission. An Operational Hazard Report was submitted and a TOC was later published. All 6th Bomb Wing Airplanes were modified before the TOC was published.

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(4) 6AEMS has recently pioneeded another modification for KC-135 type airplanes. An auxilliary command switch has been placed on the cord of the instructor boom operator. This will enable him to use either interphone or command radio at his discretion with no movement or loss of time. Previously, the instructor boom operator could not use interphone and command radio without changing the position of his control box. This extra movement caused a waste of time which could not be afforded in the event of an emergency.

i. Advanced Capability Radar Program.

(1) The rapid development of more sophisticated defensive weapon systems has measurably increased the probability of attrition to bomber crews on delivery missions using customary high-altitude tactics. To decrease this probability, a method of low altitude delivery was developed. This in turn emphasized the need of a safe, all-weather radar system which would enable the aircrew to fly an extremely low altitudes over any type of terrain. To meet this need, the IBM Corporation developed the Advanced Capability Radar (ACR). This equipment, by necessity, had to be flexible enough to allow installation in the exting inventory of aircraft.

(2) This organization was selected by the Strategic Air Command to receive th first ACR modified prototype aircraft. The ACR prototype arrived 30 June 1961, and since that date a total of ten aircraft have been accepted by this organization. By the end of November 1961, nine of the ten were aligned in preparation for low altitude flights. This accomplishment in itself was considered outstanding because this new type of radar represents an extreme engineering departure from normal systems. The before-flight alingment phase requires the expenditure of many manhours by a highly qualified and integrated team of three extremely well qualified technicians.

(3) By the end of November 1961, 71 percent of all assigned Bomb/Nav personnel had completed the formal Air Training Command ACR school. In September, 1961, when the necessary Aero Space Equipment was made available, the gradually returning formal trainees were started in a local vigorous practical alignment program where three technicians were integrated into a highly skilled team.

(4) In support of the ACR aircraft, the three ASB-4 mock-ups were modified to check ACR components. The modifications were completed in only one-half the programmed time because of the 6AEMS technical assistance given to the joing IBM and AFLC modification team.

(5) By the end of November, two ACR low-altitude flights were scheduled and both accomplished all requirements with no ACR malfunctions.

j. Life Insurance. Consolidation of 6th Bomb Wing and Support Group Maintenance was outlined under letter, Hq SAC, subject: Project Life Insurance, dated 28 March 1961. A target date for completion by 1 October 1961 was established. Action was initiated by the Organizational Maintenance Squadron to consolidate bench stocks, technical files, special tools and equipment with the various functions of OMS. The transfer of aircraft records and associated equipment was expedited so efficiently that these items were completed by 1 September 1961. The work center coding was another function affected by this change and it too was completed prior to 1 September 1961.

k. Suggestion and Awards. During the 15th Air Force Inspection in 1961, the Walker AFB Suggestion and Award Program was praised very highly and given an Excellent rating. A major factor in acquiring this rating was the high participation by the maintenance personnel of the 6th Bomb Wing. Out of 53 suggestions submitted, 16 were accepted and awards given accordingly. A total of $12,962.95 was saved and eight suggestions were intangible, so no actual savings could be applied. Seven awardees received $25.00 each for a total of $175.00.

l. Foreign Object Damage (FOD) Control.

(1) Our FOD Control Program, recognized as "ambitious and highly successful" by the Aerospace Accident and Maintenance Review, June 1961, continued to improve its outstanding results. During 1961, engine damage was again lowered over the previous year to .132 for the B-52, .021 for the KC-135 and 0 for the three T-33's. These are based on the number of damaged engines per 1000 engine sorties, and are significantly lower than the published results in AFM 66-3, Foreign Object Damage to Gas Turbine Engines.

(2) The great efforts of all maintenance personnel in reducing FOD are emphasized in two salient areas:

(a) No engines were damaged from maintenance malpractice.

(b) Tire FOD was greatly reduced and correspondingly, the number of landings per tire was increased. The damage rate was reduced from a high of 34 percent early in the year to 10 percent in December. The number of landings for B-52 main tires was increased to 69, while the KC-135 went up to 108.

(3) Achieving results like this requires the conscientious, wholehearted support of all personnel within the maintenance complex. This support ranges from individuals stooping to pick up debris on the ramp to the fabrication of bird-scaring devices. As a result of all this enthusiasm, no engines have ever been lost to FOD in the test cell, the Field Maintenance Propulsion Branch is rated outstanding, ground crews scrutinize each inlet before and after each engine run, and all A&E and MMS specialists diligently clean their work area after completing their work. This drive for perfection in FOD control permeates all echelons within the maintenance complex, and will continue until all FOD rates are zero.

m. Supply Achievements.

(1) By close supply and maintenance coordination and by scrutinizing the Quarterly Maintenance Support Listings produced from the RAMAC Machine, the bench stock listings were purified this past year. In January 1961, there were 7,449 line items authorized and this was reduced to alow of 4,972. This provides better management of resources and saves numerous manhours on inventorying, binning and processing. The outstanding results of this reduction are further amplified by the fact that the number of line items reported as awaiting parts was reduced from a monthly high of 105 in March 1961 to a record low of 45 in December 1961.

(2) A complete analysis was conducted on the reasons for the excessive number of ground powered equipment out-of-commission for parts. The results indicated that closer coordination between Base Supply and Maintenance personnel was necessary and a better system of notification and anticipation of requirements. The results

(a) Average Manhours per aircraft: 131.

(b) Fleetwide inspection accomplished in 16 days.

o. Safety Program.

(1) Ground Safety.

(a) There were no Government Motor Vehicle accidents on the flight line.

(b) Only one government vehicle accident occurred in DCM. This was a minor accident that occured in a remote area of the Base with no injuries and only $75.00 vehicle damage. This occurred to a 2 1/2 ton truck, which struck the gate post a narrow entrance of a fence. The road was covered with ice and snow at that time.

(c) A total of 51 fuel cells were opened, entered and repaired with no incidents.

(d) There were only two disabling injuries charged to the Maintenance Organizations: One was a slightback strain charged to 6th Armament and Electronics and other was a slipping accident while loading a KC-135 which was charged to 6th Organizational Maintenance Squadron.

(e) An outstanding safety accomplishment of which we are justly proud is the performance of our OMS Support Branch in the 6th Bomb Wing. This unit during the period of 1 January 1961, to 30 November 1961, refueled and defueled 5,717 aircraft, servicing a total of 97,753,000 gallons of fuel, completd 6,950 ground movements of B-52E, KC-135A type aircraft, and a total of 1,687 MB-3 "High Reach" vehicle operations, all without accident chargeable to the unit. This record includes several months of winter operation during which abnormal snow and ice conditions were encountered. Major General Kingsbury, Commander 47th Air Division, SAC, stated in his letter of favorable communication, 12 June 1961, "This type of operation is especially noteworthy in that the majority of these operations were accomplished during the hours of darkness and could not have been attained without the excellent leadership and supervision."

CANNIBALIZATIONS (Continued)

Month (1961)	T-33	B-52	KC-135
August	0	5	16
September	4	28	25
October	4	9	17
November	0	14	10
TOTALS	8	188	120

n. Special Reaction Maintenance Capability.

(1) Typical of the flexibility and capability of the 6th Bomb Wing to deal with new technical problems is the response to the hazard of unsafe pneumatic ducting in the B-52. As a result of several in-flight incidents, SAC directed that a special inspection be made in accordance with T.O. 1B-52-1448, Inspection of Pneumatic Ducts, received at this station on 27 November 1961 as a 30 day TCTO with a suspense date of 26 December 1961 for Fleet Wide (37 aircraft) compliance.

(2) A special inspection crew was set up consisting of 90 men on a two-shift operation, 12 hour shift, 45 men per shift, 3 each 15 man crews, one crew for each wing and one crew for the fuselage.

(3) The first aircraft was completed on 30 November, expending 293 manhours. The last aircraft was completed on 19 December, expending 88 manhours.

(4) The following is a breakdown of the fleetwide inspection.

Preparation Manhours	Inspection Manhours	Fix-phase Manhours	Button-up Manhours	Bolts Repl NAS	Bolts Repl AN	Average Flow Time
1,789	612	1,552	878	2,724	1,071	9 clockhrs

(5) There were 37 B-52E Aircraft affected for a total of 4,831 expended manhours.

(a) Average Manhours per aircraft: 131.

(b) Fleetwide inspection accomplished in 16 days.

o. Safety Program.

(1) Ground Safety.

(a) There were no Government Motor Vehicle accidents on the flight line.

(b) Only one government vehicle accident occurred in DCM. This was a minor accident that occured in a remote area of the Base with no injuries and only $75.00 vehicle damage. This occurred to a 2 1/2 ton truck, which struck the gate post a narrow entrance of a fence. The road was covered with ice and snow at that time.

(c) A total of 51 fuel cells were opened, entered and repaired with no incidents.

(d) There were only two disabling injuries charged to the Maintenance Organizations: One was a slightback strain charged to 6th Armament and Electronics and other was a slipping accident while loading a KC-135 which was charged to 6th Organizational Maintenance Squadron.

(e) An outstanding safety accomplishment of which we are justly proud is the performance of our OMS Support Branch in the 6th Bomb Wing. This unit during the period of 1 January 1961, to 30 November 1961, refueled and defueled 5,717 aircraft, servicing a total of 97,753,000 gallons of fuel, completd 6,950 ground movements of B-52E, KC-135A type aircraft, and a total of 1,687 MB-3 "High Reach" vehicle operations, all without accident chargeable to the unit. This record includes several months of winter operation during which abnormal snow and ice conditions were encountered. Major General Kingsbury, Commander 47th Air Division, SAC, stated in his letter of favorable communication, 12 June 1961, "This type of operation is especially noteworthy in that the majority of these operations were accomplished during the hours of darkness and could not have been attained without the excellent leadership and supervision."

(2) Nuclear Safety.

(a) During the period 1 January through 30 November 1961, the DCM has enjoyed a perfect record in Nuclear Safety. An explanation of factors involved is as follows:

1. No loss or destruction of nuclear items for any cause.

2. No damage to nuclear bombs or warheads requiring any repair or replacement of components.

3. No inadvertent release of any items using the nuclear weapon suspension and release systems.

4. No damage to or failure of handling and test equipment during any phase of the stockpile-to-target sequence of nuclear weapons.

5. No lost time injury to any personnel while working with nuclear weapons.

(b) The following is a resume of the major time consuming operations expended on weapons during this period:

1. 881 weapons loaded in tactical aircraft - 10,572 manhours expended.

2. Approximately 2,225 manhours expended in ground handling and transporting weapons.

3. Approximately 4,114 manhours expended on weapons alteration and modification.

4. Approximately 3,190 manhours expended on weapons maintenance.

p. Project Money Tree. Full participation in Project Money Tree by the 6th Bomb Wing has netted a saving of $1,036,290,69. This was derived from the submission of 56 projects of improved management and control of resources. By maintaining unique and varied publicity, and constantly seeking greater participation from all units, these 56 projects have resulted in a total of 46,915 manhours

saved. These figures do not include the 33 procedural improvements and 33 other benefits derived from this program. Of these 56 projects submitted, five have been accepted as ACORNS (Projects worthy of adoption by other Air Force units). Maintenance was responsible for $801,725 of the money saved, 31,980 manhours saved with 31 procedural changes, and 19 other benefits.

q. High Quality of Unsatisfactory Reports submitted by 6th Bomb Wing. The quality of the UR program at Walker AFB is indicated by the fact that of 60 UR's submitted over a period of eleven months, 22 of these directly resulted in the establishment of AFLC and depot Military Improvements Projects to effect a fix for the reported discrepancies. In keeping with the tradition of a high maintenance capability of the 6th Bomb Wing, the UR Control office carefully screened each UR request to determine effectiveness and reporting and in so doing, always utilized the AFM 66-1 Maintenance Data Collection System. Whenever a discrepancy could not be accurately reported, a Form 22 requesting coding changes was submitted with satisfactory results in nearly all cases. This office originated the paperwork to 15th Air Force citing several B-52 aircraft in SAC that were not standardized so far as the wiring of the water pump operation was concerned. It was felt that in the interest of flying safety, these service test aircraft should be wired in the standard configuration. Both 15th Air Force and SAC concurred. When reporting a discrepancy that involved installation procedures, a thorough research of the applicable T.O. was made and recommended changes were made when submitting a UR to aid the other operating agencies in effecting a fix.

r. Training Program. The 6th Bomb Wing Maintenance complex's OJT upgrading rate was 28 percent per quarter for the reporting period, which is one percent above that established by SAC Regulation 35-6 to be a 100 percent effective. To attain this upgrading rate, the 511 FTD was utilized an average of 3703 student hours per month and ATC Resident Schools an average of 3200 student hours per month.

~ DIRECTORATE OF MATERIEL

REPORT OF INFORMAL STAFF VISIT

WALKER AIR FORCE BASE, NEW MEXICO

DATE 5 - 8 January 1962

HEADQUARTERS FIFTEENTH AIR FORCE

MARCH AIR FORCE BASE • CALIFORNIA

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OVERALL EVALUATION

Materiel activities within the 6th Bomb Wing have demonstrated their capability to support the unit mission. Overall, management has implemented many procedures to enhance the efficiency of operation. Attention to detail is in marked evidence. Personnel up and down the ladder demonstrate a "can do" attitude.

Areas of deficiency however, do exist and which require immediate attention, these being:

a. Training losses in support of combat crew training for the 40th Bomb Squadron is presently double the rate of the Wing average. To some extent, this is attributable to increased training activity per sortie. The high failure rate however is cause for concern and may affect the effectiveness of the 40th Bomb Squadron crew training program. It is recommended that a detailed investigation be undertaken to ascertain the specific causes of this inequity.

b. Within the Munitions Maintenance Squadron positive action is required in production control, EOD, scheduling and AFK supply.

c. Logistics - The Mobility and Base Support Plans are currently not in accordance with the existing EWO commitment.

d. Logair support within the EDCM activity is unsatisfactory.

e. Management and accounting of Base cafeteria within the EDCS activity is unsatisfactory.

f. Bench stock and pre-issue levels are considered questionable. Many items are presently held AWP or being shipped NRTS, due to lack of bits and pieces. Additionally, the unit encountered a severely high cannibalization rate in the month of January. Further, many reparable items of AGE equipment were noted in the shops. A tour of the Marketing and Redistribution Yard revealed serviceable items which were needed to bring reparables into a serviceable state. It is strongly recommended that a moratorium be called and that a detailed investigation be conducted jointly by both maintenance and supply to ascertain the adequacy of bench stock and pre-issue levels, plus the availability of serviceable parts within the Marketing and Redistribution Yard. Further, that positive procedures, closely coordinated between both maintenance and supply be developed to insure neither overstocking or inadvertent purging of pre-issue and bench stock items.

I. LOGISTICS - Marginal

1. PLANS

*a. Base Support Plan. Base Support Plan was not in accordance with the current EWO commitment of the 6th Bomb Wing. Considerable work on a revised plan had been accomplished. However, this plan has not reached publication form. Consequently the Units of the Wing and Combat Support Group do not have up-to-date directives. Further the draft of the new plan requires expansion to include the Who, What, When, Where and How of execution.

*b. Mobility Plan. The 6th Bomb Wing Mobility Plan is also written in a general nature. Expansion of this plan to include specifics is also required.

*2. Logistics Office Procedures. The Logistics Office had an aggressive program of unit inspections and meetings with unit mobility officers and NCOs. However, much of this effort is not culminating in a productive effort by the units. The inspection reports of the Logistics Office are directed to the Unit Mobility Officers, rather than the Unit Commanders. The replies from the unit are signed by the Unit Mobility Officers. Consequently, the Unit Commanders are not at all times, aware of their deficiencies. In the instance of the Organizational Maintenance Squadron it was noted that the same items have been repeatedly brought to the units attention. However, corrective action indicated on the unit replies had not actually corrected the situation. Wing Mobility meetings have been conducted each month. These meetings have been fully documented by Minutes; however, minimum participation of mobility officers has been experienced.

3. A spot check inspection of two units of the 6th Bomb Wing - Armament and Electronics Maintenance Squadron and the Organizational Maintenance Squadron, and two sections of the Director of Supply; i.e., Combat Launch and Recovery Kit, and Wing Consolidated Supply Arctic and Field Equipment and Weapons Storage Unit was conducted. Findings are as follows:

*a. Armament & Electronics Maintenance Squadron personnel committed for deployment were aware of their deployment commitments and were properly prepared. Personnel documentation was up-to-date and necessary charts were maintained. Material committed to deployment was not, in all cases, in accordance with the 6th Bomb Wing Mobility Plan.

Five of the ten boxes required to support 6th Bomb Wing Operations Order 44-62, were not properly stencilled with weight, cube or box number, or the documentation, packing slips, etc, were not in accordance with the data stencilled on the box.

*b. Organizational Maintenance Squadron: The personnel portion was current and up-to-date. All personnel contacted were aware of their responsibilities and documentation was in accordance with the 6th Bomb Wing Mobility Plan. Material committed for deployment was not as prescribed by the Load List of the 6th Bomb Wing Mobility Plan. Many boxes were found mis-stencilled with weight, or cube and, in some instances, three or four containers containing the same box number, weight and cube. This situation requires immediate attention to insure successful deployment in accordance with 6th Bomb Wing EWO and contingencies commitments.

c. Director of Supply:

(1) CLARK: The CLARK Section has prepared containers for deployment in accordance with directions of the 6th Bomb Wing Mobility Plan. No discrepancies were noted.

*(2) Field and Arctic Equipment: The Field and Arctic Equipment Storage Room was arranged in an attractive manner. However, the procedures in force were not effective. Many items were on order; however, documentation was not available to show which bags were affected. A serious shortage of blankets was evident. Further, personnel operating this section indicated that a large portion of the personnel committed to deployment had not actually tried on the items in their bag as required by 6BW Mobility Plan. Spot checks of two bags indicated that many items were in their original depot shipping configuration. This substantiated the statements of the section operators. An aggressive program is required to bring this section up to an acceptable standard.

*(3) Weapons: A spot check of the weapons boxed for deployment indicated that no officer hand weapons had been included. On two MATS trips the number of weapons boxed would not have properly equipped the number of people deploying. Ammunition contained the same errors as that of the weapons. This situation must be corrected immediately.

I.A. PROJECT "MONEY TREE" - Satisfactory

The "Money Tree" Project of the 6th Bomb Wing and Walker Air Force Base is in "high gear". Aggressive management, successful exploitation of available assets and a thorough and complete program to acquaint all personnel with the objective and how they fit in the plan, has been accomplished. The present standing of the 6th Bomb Wing within 15AF will rise if the present program is continued in the manner in which it is now being conducted. Sixty-one (61) projects for the month of January will provide savings in manhours and money to Walker AFB and 15AF. Thorough application of the present program in yet untouched fields; i.e., operations etc. will provide an even stronger program.

II. SUPPLY

1. D/SUP (Directorate of Supply)

a. BEMO - Satisfactory.

(1) Management - Satisfactory.

(a) The organization of the Base Equipment Management Office was progressing satisfactorily. There is a tremendous amount of work to be accomplished and the first milestone, the submission of the authorization and asset deck by 15 March, should be met with continued aggressive action.

* (b) A firm program to turn in all excess UAL equipment has not been developed. (Ref AFM 67-10 and Vol II, SACM 67-3)

*(c) The file of allied documents consisting of transfer certificates, inventory certificates, listing of supply officers by date assuming and relinquishing the account and others was not readily available. (Ref Vol IV, AFM 67-1)

(2) BERAA (Base Equipment Review Authorization Activity) - Satisfactory.

(a) The Base Equipment Review Activity appeared to be functioning in a satisfactory manner. Reorganization plans were under way to establish the necessary technical panels for compliance with the CEMO-BEMO procedures.

(3) BERO (Base Equipment Review Office) - Satisfactory.

(a) UALS were reviewed by Area CEMO evaluaters who added and deleted items based on authorization documents and requests for individual section chiefs and supervisors. A good portion of the changes will fall into the category of equipment that will be within the authority of the Base Equipment Review Activity. However, Area CEMO took action at this time to help alleviate the backlog that was starting to develop. Field Maintenance changes resulted in deletions of approximately $39,000; and additions of approximately $4,500. Other changes were roughly, Physical Conditioning Unit, delete $85.00; Teletype Maintenance, delete $289.00; Crypto Maintenance,

delete $584.00; Photo Lab, delete $17,311.00; Training Aids, delete $489.00; 429th Combat Crew Training Squadron, added $100.00; Munitions Maintenance Squadron, delete $197.25 of explosive ordnance demolition equipment; Chaplain, delete $26.00; Recreation Services, delete $1,516.06; Laundry, delete $882.66; Procurement, delete $39.60; Marketing and Redistribution, delete $30.00, add $14.00; Transportation Squadron, delete $10,246.07; A&E Squadron, adds and deletes approximately the same; Civil Engineers, mostly additions to cover substitute items already on hand.

*(b) There was evidence of a lack of aggressive action to turn in excesses created as a result of UAL changes. The OMS had items on hand that had been deleted from the UAL a year ago. Under the new BEMO-CEMO operation it will be imperative that these be turned in to Base Supply in order that redistribution action may be taken where required by the Area CEMO.

(4) BECO (Base Equipment Control Office)- Satisfactory.

(a) Accounting - Satisfactory.

*1. Follow-up action on issue/turn-in requests to Base Supply was inadequate. (Ref Vol IV, AFM 67-1)

*2. AF Forms 197 were not being maintained on recoverable components of CE scheme equipment. (Ref Vol IV, AFM 67-1)

*3. Obsolete records were on hand which should be disposed of as outlined in SAC SUP-1 to AFM 181-5.

*4. The organization's copies of AF Form 568 were not being maintained properly. Under the BEMO/CEMO concept the BVRO will assume this responsibility, thus the set of forms will no longer be required. Action was being taken to transfer the BVRO and records to the BECO (Base Equipment Control Office).

*5. Vehicles issued from Redistribution and Marketing for subsequent use by non-appropriated fund activities were being accounted for on AF Form 158 within the BECO rather than on Central Base Fund accounting records. (Ref AFM 176-1)

(b) Receipt and Issue - Satisfactory.

*1. Consolidated custody receipt file maintenance, preparation of custody receipts and turn-in documents was being accomplished in the BESO area rather than the BECO office. (Ref Part III, CEMO/BEMO Instruction Booklet)

(c) Inventory - Satisfactory.

(5) BESO (Base Equipment Support Office) - Satisfactory.

(a) Tool Issue Center - Satisfactory.

*1. Locator cards for items stocked in the tool issue center had not been established. (Ref Part I, Vol I, AFM 67-1)

*2. Multimeters stocked in the tool issue center required calibration. (Ref T.O. 33K-1-01)

*3. An adequate procedure to accomplish scheduled inventories and documentation of technician tool kits within prescribed time limits had not been developed. (Ref SACR 65-2 and Chap 10, Sec L, Part I, Vol I, AFM 67-1.

(b) Storage and Issue - Satisfactory.

(c) Personal Equipment - Satisfactory.

*1. LPU-2/P Life Preservers did not have the oral inflation tube installed in pocket of the container. The possibility exists that clip would not remove on inflation, allowing CO_2 to be lost.

*2. T.O. 14S2-3-21, Para 5-5h not accomplished. This paragraph requires installation of reinforcement type on LPU-2/P cells.

*3. Quick-donning anti-exposure suits, type R-1A, did not have stencilling accomplished in compliance with para 3-2d of T.O. 14P3-5-21.

*4. Parachutes, automatic back, did not have lower breathing oxygen hose retaining loop removed in accordance with para 4-24, T.O. 14D1-2-81.

*5. Parachute assemblies type BA-15 were being used in C-123 aircraft. Authorized parachute, as specified in T.O. 14D1-1-1, is non-automatic type B-17.

*6. In-flight rations to be used in alert aircraft did not have veterinarian inspection stamp. Required by para 5c(4)(b), SAC SUP-1 to AFR 145-19. In addition, the cumulative time that rations were being left in aircraft was not being recorded.

(6) BSMO (Base Maintenance Support Office) - Satisfactory.

*(a) Supply Liaison Branch - Overall operation is satisfactory. Procedures were being complied with. The one area requiring corrective action was the monthly verification of AFTO Forms 781a (aircraft records) against SAC Forms 230 in accordance with Vol II, SACM 67-3.

(b) Tool Cribs - Satisfactory.

*1. Tools in reparable condition were not being evacuated promptly. (Ref Vol IV, AFM 67-1)

*2. Several items were overdue for calibration. (Ref T.O. 33K-1-01)

(c) Aircraft Installed Equipment Branch - Satisfactory.

(d) Civil Engineering Work Order Requirements Branch - Satisfactory.

b. BASE SUPPLY - Satisfactory. Great improvements have been made in the appearance of this account in past months, with a marked improvement in Materiel Facilities.

(1) Administration and Procedures - Satisfactory.

*(a) IPT and EDPS Training. Wing Training letter dated 1 July 1961 and 15 September 1961 change to this letter, requires a staff sergeant 7-level to be a high school graduate, or GED qualified and receive a minimum score of 115 on reading test. Only the minimum requirements as outlined in AFM 35-1 and AFR 39-4, and SAC supplements thereto, should restrict airmen from the IPT program. Paragraph 4d, AFR 39-4 states that commanders need not enter or retrain

an airman in up-grade training to the advanced (7) skill level if they consider him incapable of progressing or lacking the supervisory ability. However, this should be accomplished on an individual basis, since many of the individuals restricted from entry to the IPT program in accordance with the above-referenced letter may be technically qualified in their respective career field even though they do not possess a high school education. These requirements are desirable, rather than mandatory.

(2) Property Accounting - Satisfactory.

*(a) For the quarter ending December 1961, there was a total of 4,612 receipts processed as not due-in. Through research of the transaction register, it was determined that receipts being posted not due-in could be decreased through more effective control by the due-in and due-out unit. Prior to processing a receipt not due-in, it should be thoroughly researched to determine if the item was previously received or cancelled. It was noted in one instance that when personnel in quality control were processing reverse postings for receipts due-in, they would reverse post the transaction as a receipt not due-in.

(b) In January 1962, there were over 1,200 reverse post transactions processed. Forty percent of the reverse post transactions resulted from warehouse refusals. The high number of warehouse refusals was due to the numerous amounts of excess items processed during that month. The remaining 60 percent was due to lack of quality control throughout various units within Base Supply.

*(c) Adequate records are not maintained on controlled items as outlined in Paragraph 6, Section 11, Vol I, SACM 67-3. There were eight items with an established issue control code of seven. Hand receipts were not available to identify these items as being on loan. A check was made of warehouse locations and it was determined that the items were returned to stock and the issue control codes were not deleted from the EDPM. Corrective action was taken immediately by the stock control supervisor to delete these issue control codes during this visit.

(3) Materiel Facilities - Satisfactory.

(a) Storage and Issue - Satisfactory. Seventy-two items were checked for correct location with a

three (3) percent error rate. Inspection of locator deck revealed one delinquent AF Form 40. An aggressive rewarehousing program had been in effect which had resulted in the low location error rate. Items requiring TOC are screened daily and input to shops for inspection. Controls on WRM items are adequate to preclude issue below WRM levels.

(b) Hi-Valu Storage and Issue - This section was satisfactory. Locations checked revealed 100 percent accuracy between warehouse and locator deck. All items were clearly marked Hi-Valu. Items requiring TOC had been complied with.

(4) Base Procurement Service Store - Satisfactory.

(a) AF Forms 16 were physically checked against warehouse locations for Civil Engineers and automotive departments. Although location checks did not reveal excesses according to the levels established it was apparent, due to past consumption, levels established were too high. The BPSS Manager was aware of this area and had established a special project to review all AF Forms 16 and adjust levels according to past consumption and bench stock requirements.

*(b) Levels on AF Forms 16 did not coincide with levels on bin locations.

*(c) Personnel shopping for items in BPSS were opening packages of paper and other similar items leaving them in an untidy condition on the shelves.

*(d) A written directive from the Commander providing local requirements for justification of 1-10 priority requests was not in effect. (Ref Chapter 8, Vol I, Part I, AFM 67-1)

*(e) There were 130 one-time requirements processed in BPSS from 1 - 4 February 1962. Of the 130 requests, 63 were priority 1-5. It was recommended that the BPSS Manager screen priority requests for validity of requirement prior to requisitioning.

*(f) There were no established procedures in BPSS to exchange reparable items with local vendors such as batteries, generators, etc. This was brought to the attention of the BPSS Manager and he immediately coordinated with Base Procurement to obtain a list of exchange items from local vendors.

(5) CLARK - Unsatisfactory. This rating was due to non-compliance with procedures applicable to cure dated items. These items had new inspection dates on the AF Form 508 Tags; a physical check of the items revealed expired cure dates. This condition greatly reduces the effectiveness of the CLARK. Dated items that are due to expire should be processed in accordance with procedures outlined in para 32c, Chapter 5, SACM 65-1. Procedures applicable to all other areas, authorisations, on hand, and warehousing were checked and no errors found. Field Maintenance, armament-electronic maintenance shops are not complying with inspection criteria outlined in T.O. 00-20K. A check of AAE shops revealed no copies of tech orders on hand except in the master library. Due to non-compliance with tech orders, next inspection dates assigned were in most instances causing too frequent inspection of items. This places an extra workload on shops and activities that possess the items.

(6) Bench Stock and Preissue - Satisfactory.

*(a) Civil Engineer bench stocks had a reported value of $40,042.24. This is the second largest in Fifteenth Air Force. The Fifteenth Air Force average for civil engineer bench stock dollar value is $21,069.65. This excessive figure of $40,042.24 is primarily due to unrealistic levels in BPSS bench stock. Base Supply had initiated a project to adjust these levels and to date had reduced this figure by $6,532.80 for this quarter. The program will be continued to reduce all levels in this area based upon actual consumption.

*(b) Vehicle Maintenance Bench Stocks. Walker AFB enjoys the largest in Fifteenth Air Force valued at $13,178.00. The Fifteenth Air Force average dollar value is $4,951.98. Again, the problem in this area is that as encountered in the Civil Engineer area. Base Supply has reduced this figure to date by $3,841.08 for this quarter.

*(c) Field Maintenance Electric Shop. Discussion with shop supervisors revealed that Base Supply had at one time, approximately five months ago, erroneously reduced this bench stock by some 90 line items. These supervisors stated that this problem had not repeated itself since, although build-up of this bench stock had been slow. An unauthorized quantity of approximately 25 bench

stock type items were found adjacent to the authorized bench stock. The Bench Stock and Preissue Officer agreed to include these items on the authorized bench stock and give the using activity 180 days to justify their inclusion or return them to base stocks.

*(d) Unauthorized bench stock type items were found in large quantities in the Propulsion and Ground Power branches. These items should be immediately returned to base stocks to gain recorded consumption for inclusion in authorized bench stocks. Maintenance personnel in general were confused as to the actual definition of a bench stock authorization. They expressed concern regarding items in base stocks being shipped off base and were unaware of procedures for establishing stand-by levels of items in base supply.

*(e) Preissue - Armament and Electronics. Discrepancies were revealed in accounting for the following listed items:

ITEM NR.	AUTH. QTY.	O/H BAL	BASO D/I	ON W/O	ON HAND RECEIPT
16540084	2	2	2	1	0
1 each excess					
16540087	11	4	9	4	0
1 each short					
16540136	6	3	0	0	0

c. Base Fuels and Propellants Division - Satisfactory.

(1) Mission Support - Satisfactory.

(a) SAC Form 525 "Refueling Request Log" was not properly utilized. Cancellations should be qualified in "Remarks" Section to indicate reason, authority, etc.

(b) Refueling requests were handled on an "as required" basis, rather than on a pre-planned basis, using the weekly flying schedule as a guide.

(2) Management - Satisfactory.

(a) Considerable improvement had been made in the present Operations and Administration building. A central control and dispatch point had been developed and implemented and the improved physical layout of the building interior has provided a more effective office and administrative control.

**(b) The present base fuels and propellants operations and administration facility was sub-standard. It was noted that the units FY63 O&M program contained a project to rehabilitate a more suitable facility. This project was subsequently disapproved. Re-evaluation of this requirement will be conducted at numbered Air Force level.

*(c) The Motor Transportation Officer was not complying with paragraph 56c(3) and (4), Section E, Part 3, Volume I, AFM 67-1, 23 January 1961. Contaminated avfuel was not being recovered from segregators and a written report of such fuel recovered was not furnished the Base Fuels and Propellants Officer on a monthly basis.

(3) Mobile Refueling - Satisfactory.

*(a) The lack of a refueling maintenance facility precluded the ability of maintenance personnel to properly maintain refueling equipment during inclement weather. No protection from the elements is provided and all work is performed out of doors. Immediate and aggressive action is required of the Motor Transportation Officer and the Civil Engineer to justify and present a project to provide a suitable facility in accordance with Headquarters USAF and SAC criteria.

(b) Nozzle spouts on "over the wing" nozzles had been tightened excessively, causing difficulty for operators to inspect and clean nozzle screens as required.

(4) Hydrant Refueling - Satisfactory.

(a) Hydrant system outlet valves on couplers and/or hose cart inlet valves and couplers were not marked for identification in accordance with T.O. 37A1-1-101.

(b) Storage racks for single point hose assemblies used with the Panero System is unsatisfactory. Hoses of 30-foot lengths were stored on a series of packing crates with no protection from the elements. A safety hazard was also involved due to the weight of the assemblies and the possible injury to operating personnel when removing or storing hoses on the present facility.

(5) Bulk Storage - Satisfactory.

(a) Several hose storage racks on the railroad off-loading spur require repair. Covers were loose and racks should be strengthened to prevent further deterioration.

(6) Quality Control - Satisfactory.

(a) The sink drain for the laboratory empties into a concrete pit, containing a 55-gallon drum. No other disposal facility exists. Action should be taken to connect the sink drain to existing sewer lines.

(b) Inadequate sink drains prevent the proper cold soaking of avfuel samples prior to laboratory analysis. Samples should be cold soaked under running water for 16 hours to obtain proper results.

(7) Accounting and Administration - Satisfactory.

(8) 25 T/D LOX Plant - Satisfactory.

(a) Present LOX disposal site is marginal. Non-usable LOX is dumped into a ditch adjacent to the plant. It was recommended that immediate action be taken to provide a suitable remote LOX disposal area.

2. BDCM (BASE DEPUTY COMMANDER FOR MATERIEL)

a. Base Vehicle Reporting Office: Satisfactory. With a few exceptions, as indicated below, adequate control and reporting of vehicles was in effect.

*(1) Mileage codes were not being reported on AF Forms 589 as soon as the changes occur. Action had been initiated on 1 February 1962 to alleviate this condition.

*(2) Item 10 of AF Forms 588 had TA OIC entered in lieu of the authorization document number. Reference AFR 77-1.

*(3) One sedan was assigned to the Wing Vice Commander, although the vehicle allowance list does not include a vehicle for this assignment.

b. Redistribution and Marketing: Satisfactory.

(1) Class & Item files were checked against AF Form 274 and no discrepancies were noted.

(2) Informal records on spot checks of accounting entries were not being maintained.

(3) Cash deposits were checked and are being made daily.

(4) The entire R&M activity reflects the personal interest of Mr Sherman, Agent, and is very commendable.

3. BDCS (BASE DEPUTY COMMANDER FOR SERVICES)

a. Base Exchange activities were satisfactory.

(1) Main Store - Satisfactory

(a) Merchandise was in depth and well displayed.

(b) Although the store fixtures are old and outdated, they are being utilized to their best advantage. A renovation program is being planned to include new self-service fixtures.

(c) Although the Merchandise Unit Control (MUC) count was in effect, there was no scheduled dates established for its accomplishment.

(d) Lay away jewelry is stored in the same safe with the main store change funds.

(e) The want slip is being used, however, not in accordance with AFR 147-16.

(f) Fixed assets, are not signed for by the store manager.

(g) A no notice cash count was made of the cashier's funds. The account was .30 cents over. Additional no notice counts were made at the Cafeteria, $1.55 over and Service Station .85 cents short.

(h) The main store manager has good controls and records of no notice cash counts for cash register funds in the main store.

(i) The library of Air Force Regulations and directives pertinent to operation were not complete and up to date.

(2) Cafeteria - Marginal

*(a) Left over foods in large amounts were noted in walk-in coolers. Many items were beyond the time limit for safe keeping.

*(b) Very limited use of the Commissary as a source of supply was noted. The cafeteria manager stated that commercial suppliers were cheaper in most instances.

*(c) Recipe Food Cost Cards, Form XS-10, were checked and found to be of little or no use as they are either not complete or done incorrectly.

*(d) No advance menu planning was done as required by AFR 147-19.

*(e) Beer was still being received incorrectly, even though this item had been a matter of record in two separate instances.

(f) Receiving scale was not being used when receiving merchandise.

(g) Issue and receiving procedures in the cafeteria were completely inadequate. Drivers of both Mobile Snack wagons prepare all food items for resale, make their own count, and turn in receipts for the day. This procedure is done with no other person checking the validity of the original count. Further, as to issuing and receiving popcorn, it was noted that no accountability controls were in effect. This was checked by the popcorn attendant only.

(h) The dry stores were purchased and issued without control or record of consumption on issue.

(i) Single Item Food Cost Cards, Form XS-9, were not completely used in the operation. Further, they were not current to present prices from supply sources.

(j) Many items of subsistence had been purchased in excessive amounts.

(k) Unit pricing was not in accordance with Exchange Pricing policy, AFR 147-19.

(l) Ageing of inventory was not being done in accordance with AFR 147-19.

(m) No library of Air Force Regulations or directives pertinent to the food phase of the Exchange were being maintained.

(n) The filing system was inadequate.

(3) Recommend that the Cafeteria manager be counseled as to her job responsibilities, and put on probation with a definite time date established to bring the cafeteria operation up to a satisfactory rating. It should be noted that those items in paragraph 2, marked with an asterisk were deficiencies noted in the last staff visit report.

b. Commissary: Satisfactory

(1) The Commissary Store facility is considered one of the better facilities in Fifteenth Air Force.

(2) The overall housekeeping and sanitation throughout the sales store was satisfactory.

(3) Internal controls appeared to be effective.

(4) The customer service desks, recently installed in the sales store are a welcome addition for patron service.

(5) It was noted that only U.S.D.A. "good" beef was available for resale. It was recommended that a limited supply of choice beef be made available for those customers desiring the choicer cuts.

c. Food Service - Satisfactory

(1) All dining halls had a renovation program which was partially completed. New lighting fixtures were installed in #2 and #3 (Very attractive).

(2) The dining halls were experiencing difficulty in the timely receipt of DD Forms 1156, Ration Strength Rpts, from the Squadrons.

(3) The trays of the milk dispenser were not kept clean during the serving periods.

(4) The preparation of food was exceptionally good.

(5) The central pastry shop was clean. The majority of painting had been done by the bakers.

(6) The Alert Dining Hall was exceptionally clean. The entire operation was above average.

(7) Additional steam table inserts were required in order to properly garnish and replace those items which required replenishment.

(8) Saucers were not on hand. It was recommended that they be procured as soon as possible.

d. Clothing Sales Store - Satisfactory

(1) All items were properly and attractively displayed.

(2) A sufficient supply of clothing, shoes, and accessories were available.

(3) The overall layout and housekeeping was satisfactory.

e. Housing and Billeting - Satisfactory

(1) 15th Air Force Forms 287 were not available. They had been requisitioned and will be utilized upon receipt.

f. Laundry & Dry Cleaning - Satisfactory

(1) Production efficiency has improved.

(2) Plan for installation of new laundry equipment noted.

(3) Finished laundry presented a very nice appearance and acceptability to the customer.

III. MAINTENANCE

A. Deputy Commander for Maintenance

1. Management. Satisfactory. The overall quality and level of management provided the maintenance organization was well above average. The positive control and direction given to maintenance accomplishment is particularly noteworthy. An excellent program was in effect to identify repeat and recurring malfunctions and to insure that positive action is taken on their correction. The work shift philosophy being employed by the maintenance organization has proven to be most satisfactory. Under this schedule, maintenance reaction to bring aircraft back into commission is delayed up to 15 hours by concentration of personnel on the daylight shift. The present flying schedule, aircraft availability, and maintenance manning is such that the work force can be employed in this manner without detrimental effect to the unit's mission. Management, however, must be ever alert to adjust its work force and maintenance time table to meet changing criteria. As alert and equipment requirements change, this delayed maintenance time may become critical. Additionally, undue concentration of "fast fix" aircraft recovery may cause an adverse effect in in-shop repair capability. Accordingly, a careful review of the unit's "B" shift capability to insure optimum in-shop repair production is essential. Certain other weaknesses existed in the areas of training, TCTO control and aircrew debriefing. These items require adequate corrective action to insure the continuation of the same high level of maintenance performance that has been evidenced in the past.

2. Maintenance Control.

a. Job Control. Satisfactory. The operation of the Job Control Branch was most noteworthy. Daily operation of this unit was conducted in a highly professional manner. Positive direction and control was provided, on a continuous basis, to the maintenance organization. Personnel manning this branch appeared extremely competent and undergo a continuous cross-training program within the branch. Status of aircraft and supporting equipment is known at all times. Current control of the maintenance organization appeared to be the continuing goal. Only one minor discrepancy was noted.

*b. A review of the AFTO Forms 210/211, held as suspense copies, revealed incomplete documentation of the status of work in progress. Entries for Job Control should be

arranged neatly, in order of sequence in the corrective action block and on the back of the forms. Entries should include reasons for work stoppages, rescheduling, and AWP status, along with the time, date, and initials of the person making the entries. In this manner, it is possible for various shift personnel to more closely determine the status of work.

3. Plans and Scheduling. Satisfactory. The overall operation of this branch was generally satisfactory. However, certain deficiencies were discovered in the operation of the debriefing section and TCTO control that require corrective action.

a. Scheduling - This section is operating in a satisfactory manner. Schedules for B-52 and KC-135 aircraft appeared well planned and aircraft utilization appeared well balanced throughout the fleet. Although not required, a flying schedule is developed for assigned base flight aircraft. A high degree of effectiveness has been achieved in the scheduling of these latter type of aircraft. The following discrepancy was noted:

*(1) Although aware of their responsibility, there was no evidence that responsibility for preparation of the maintenance readiness plan had been assumed by this section.

b. Centralized Planning - In general, this section was operating in accordance with established directives. However, additional refinements are needed to improve the quality of the scheduling provided to the maintenance organization and to insure the timely accomplishment of maintenance tasks.

*(1) No effective servicing and towing schedule is being furnished to the Aircraft Support Branch. A review of servicing times scheduled versus actual time accomplished, revealed that less than 10% were accomplished as scheduled. Additionally, the towing schedule furnished to the Aircraft Support Branch, was a move by a certain time, rather than an actual time interval for movement. The Support Branch establishes the time for movement. In many instances, this may conflict with previously scheduled maintenance.

*(2) A review of the daily plan, furnished by this section to the flight line on 7 February 1962, revealed the following discrepancies in planning:

(a) Aircraft 1443 - Engine conditioning - Work order scheduled 0730 - 1430 - Work actually completed at 0930.

(b) Aircraft 1433 - Engine conditioning - Work order scheduled 0900 - 1200. Work actually completed at 0945.

(c) Aircraft 1463 - Work order on planning board indicated an IFR discrepancy. After much research, the actual work order was found to be an instrument requirement.

(3) While not required by directive, it is strongly recommended that specialist availability be furnished by skill level and number on an hourly basis instead of a shift basis. This can indicate the variations that normally take place during the course of a shift and provide a more sound basis for better maintenance planning.

*(4) The practice of making the complete assets of shops available for flight line dispatch is highly debatable. While every effort should be made to insure maximum personnel utilization, shop resources should not be depleted to the extent of degrading in-shop repair capability. It is recommended that FMS and AEMS Production Scheduling sections furnish this section with shop backlog information, in order to provide more effective scheduling control

c. Aircraft Records - While operating in a generally satisfactory manner, several areas require correction in order to bring it up to the maximum degree of effectiveness.

*(1) This section is not maintaining AGE records. Ref par 6-7, AFM 66-1, 1 July 1961.

*(2) This section must provide the focal point for the control of the TCTO program which is a responsibility of the Maintenance Control Division. This includes an aggressive follow-up program to insure that action is taken on kit ordering and monitorship of TCTO backlog versus rate of accomplishment. Effective management procedures dictate the need for required displays to relate backlog by equipment and related areas versus rate of TCTO accomplishment. In order to do this, it is necessary that the Records section closely monitor the entire pace of the program. It is strongly recommended that such a degree of monitorship be established within this section to insure the timely accomplishment of TCTO action.

d. Debriefing - The operation of this section was considered marginal. While steps are being taken to improve the appearance of the facility, the housekeeping was not up to the standards desired for a professional type operation. The following specific discrepancies were noted:

*(1) Although some checklists were available, they were limited in scope and all aircraft systems were not covered.

*(2) During the course of debriefing, there was no evidence that maintenance debriefers used these checklists.

*(3) Complete information received from an aircrew member being debriefed was not entered on the AFTO Form 210.

*(4) Job performance standards were not used in preparation of AFTO Form 210.

*(5) Debriefing was conducted in a lax manner. Aircrew members came to the debriefing consoles as individual members and not as a complete crew. All crew members of a crew did not debrief.

*(6) In one instance, two crew members of one crew, and another member from another crew were being debriefed at the same time.

*(7) Flight crews are filling out operational forms prior to debriefing. Ref par 2-21e(1)(d), Chap 2, AFM 66-1/SACSUP-1.

*(8) The assignment of a recently upgraded 43151E as an NCOIC of one of the debriefing teams is questionable. This does not appear the intent of par 2-21b(2), Chap 2, AFM 66-1/SACSUP-1.

4. Quality Control Division. Satisfactory. This division was operating in accordance with existing directives. Schedules are established and met for required inspections. Functional check flights and high speed taxi tests were controlled in an acceptable manner. While some steps had been taken in the role of the "eyes and ears" of maintenance, additional work is required. The following specific recommendations are made:

*a. Reports and Analysis Division was not furnishing this section with special areas of investigation. As a result, the Quality Control Division is not providing the complete control of which it is capable.

*b. While not required by specific directive, it is felt that good management principles would dictate the need for some method for jacket file inspection. This division should make recommendations to the DCM for some system to provide this necessary coverage.

5. Reports and Analysis Division. Satisfactory. The Reports and Analysis Division is currently operating in a satisfactory manner. The Division, operating under a new OIC, Captain Roger Gary, was rated outstanding during the last IG inspection. The Division is adequately manned with above average quality personnel. The overall product is higher than average in this command. Improvement can be made in the following areas:

a. A general atmosphere of waiting for the AFLC standards exists. While these standards represent tremendous volume, they may not represent complete validity. Action should be immediate to develop the overall statistical program procedures utilizing the sufficiently large [illegible] Wing sample.

*b. The Division was not accomplishing sufficient actions regarding management evaluation techniques contained in Ch 16, par 20 of AFM 66-1. The establishment of these techniques is at the discretion of local management; however, they are highly recommended. These management evaluation techniques, consisting of charts, graphs and applicable analyst comments, can be developed for any or all management levels from individual work center level to DCM level. The folders can become a valuable tool in the overall management process. These evaluations represent important data for use by maintenance managers, instill high regard for manhour data and promote general acceptance of the possibilities of MDC and ETA.

c. Increasing cooperation by Reports & Analysis and A&E analysis will assure that a sufficiently detailed study of failing components/bits and pieces is being accomplished. This will enable Wing Reports & Analysis to concentrate immediately on the area of failure analysis that is usually most neglected, i.e., APG Systems. By failing to establish detail analysis techniques, the Division has been unable to provide both Quality Control & Training Control with Analysis briefs on

significant items regarding quality standards, safety and recurring failures that require technical as well as statistical investigation.

d. The Reports and Analysis Division had limited in-being data on reliability for the aircraft of the newly formed 40 BS. Plans were in evidence however for a recurring evaluation on alert aircraft. Similarily, the Division had no established method of monitoring the sortie/training reliability of the new 40 BS. With a higher than average amount of training to accomplish, high training losses are of paramount importance and should be monitored and rated on a frequently recurring basis.

6. Training Control. Satisfactory. While this division is operating in accordance with applicable directives, there was evidence that a more aggressive approach is needed to insure a quality maintenance training program. While it is realized that certain recommendations might consolidate information available elsewhere, it is felt that a central monitoring point is needed. Therefore, the following comments and recommendations are made:

*a. Information was not readily available or portrayed as to the number of personnel on OJT within the maintenance organization. Additionally, information was not readily available as to the number of personnel upgrading to 5 and 7 level.

*b. Information was not readily available as to passing rate for SKT by Wing or by squadron.

*c. There was evidence that proper follow-up control is not being made of squadron training sections. For example, a review of AF Forms 59 in QMS revealed that no tests had been given at the completion of phase testing for several airmen, although an average of seven to nine phases had been completed.

*d. It is recommended that a maintenance technician from the Training Division accompany IFT representatives on their scheduled visits to squadron training sections.

*e. More effective utilization of CTSPs should be made through their use in formal classroom training. Maximum use of the potential of these personnel cannot be made when they are used strictly on an "[illegible]" OJT basis.

*f. A more aggressive and planned program is needed to provide all applicable personnel with AFTO Forms 35.

*g. Action is required to provide necessary FTD spaces to CMS for APG training required on B-52 and KC-135 aircraft. The class limitation of 10 men and a backlog of 70 personnel require immediate action on the part of this Division.

B. ORGANIZATIONAL MAINTENANCE SQUADRON:

1. GENERAL. The Organizational Maintenance Squadron was organized and performing duties in accordance with published directives. Strong emphasis was being placed on improving the late-take off and cancellation rates. The squadron was capable of supporting the Wing mission; however, additional emphasis is needed in weak areas within the following activities.

2. SUPERVISION. Satisfactory. Maintenance was receiving adequate supervision demonstrated by use of published checklists and plans. It was noted that of 642 assigned personnel, 255 were in the grade of A2C and A3C. The upgrading of these lower grade unskilled airmen is essential to the future manning of the squadron. Areas of weakness in the IPT program exist requiring immediate attention.

*a. Spot check of numerous training folders revealed lack of phase testing after completion of a phase of training. (Par 4-7b, SSI, AFM 66-1).

*b. Entries made by the trainer were not realistic and indicated a lack of interest being shown towards advancement of the trainee.

*c. A locally formulated job training standard was being utilized in lieu of the prescribed Air Force standard.

d. Seventy-two personnel had not attended the F.T.D. The current quota of seven men per month will not reduce this backlog in sufficient time to provide each man the opportunity to attend FTD during upgrading training without exceeding the prescribed training intervals.

*e. A plan had not been established to rotate personnel through the sections of the squadron within the scope of their AFSC (Par 11F-SS-I, AFR 39-4).

*f. A formal training program had not been established on utilization of the AFTO 200 series forms.

*g. A simple signal system for notifying radio vehicles was not in effect in either the bomber or tanker branch.

3. BOMBER BRANCH. Satisfactory. The Bomber Maintenance Branch was found capable of meeting its operational commitments. Recovery teams were established and performing after-

flight inspections by adhering to published check-lists and inspection work cards. Minor discrepancies noted were:

*a. General lack of utilization of A.F.T.O. Forms 35. It was indicated that adequate supply of the forms was not available, however, aggressive follow-up action should be taken on requisitions previously submitted.

*b. Crew chiefs were not aware of their responsibility as outlined in 15th AFR 66-6 regarding the 15th AF Form 185 maintained by the wheel and tire shop.

4. TANKER BRANCH. Satisfactory. Supervisory personnel were well qualified and immediately aware of all potential problems on the flight line. Supervisors made frequent checks on the flight line and were constantly aware of the current aircraft status.

*a. Two panel trucks are assigned to this branch; however, only one has a radio installed. A second radio is authorized and needed to provide more efficient coverage on the flight line. (Par 2-16F, SACSUP-1, Ch 2, AFM 66-1).

*b. The Daily Maintenance Chart in the flight line vehicle did not accurately portray maintenance requirements and specialist dispatch data. On 7 February, Engine Conditioning was scheduled on KC-135, 1443 from 0730 to 1430 hours. The specialists completed the work order at 0930. Engine Conditioning was also scheduled on KC-135, 1433 from 0900 to 1200. The specialists completed this work order at 0945. KC-135, 1463 had an IFR work order plotted on the chart but there was no knowledge of an IFR discrepancy. After considerable discussion, it was determined that the IFR entry should have been an instrument work order. It is recommended that the Propulsion Branch review their job standards for accuracy.

5. INSPECTION BRANCH. Satisfactory. The Inspection Branch was operating under the IBR concept in accordance with Chapter 12, AFM 66-1, SACSUP-1. It was noted that the branch has operated for nearly a year under the supervision of a Senior Master Sergeant. The even flow of aircraft inspections and efficient personnel management within this branch was noteworthy.

6. SUPPORT BRANCH. Satisfactory.

a. The management, organization and manning of this branch was capable of supporting its assigned mission. Of three

aircraft towings, two fueling and two lox servicing observed, it was noted that current safety procedures and check lists were being utilized.

*b. Current records were being maintained in the Support Branch on periodic and daily inspections of lox carts, however, added emphasis on scheduling of periodic inspections is required to insure the minimum number are due periodic inspection at any one time. At the time of inspection, eight lox carts of the total assets of 14 were due periodic inspection within a ten-day period.

*c A lox cart which was overdue periodic inspection was on dispatch to the alert force.

7. ALERT BRANCH. Satisfactory. The Alert Branch was fully capable of supporting the wing alert commitment. Supervisory personnel have been aggressive in formulating plans and check lists for their operation Five crew chiefs were questioned and were familiar with their job requirements under all alert exercises. The briefing of crew chiefs and newly assigned maintenance personnel was adequate.

*a. Plans for Delta alert and minimum reaction posture were not included in the crew chief's check lists. It was understood that new plans have recently been completed; however, the inclusion of these plans in check list form must be expedited.

b. A minor discrepancy in the Alert Branch organizational chart was corrected at the time of the visit.

c. The practice of starting engines to rotate tires daily was discontinued during the visit.

*d. One crew chief on alert did not possess an AFTO Form 35, Operator's Permit (T.O. 00-20A, Par 1-113.

C. FIELD MAINTENANCE

1. Supervision: Satisfactory. The 6th Field Maintenance Squadron was considered capable of performing its assigned mission. Aggressive supervisory action was noted in solution of technical and procedural problems.

a. Production Control: Review of repair data indicated a high rate of repair and backlogs were not excessive. No items were being held in AWP status beyond allowable times; however, several factors were noted which were handicapping production control personnel in effective scheduling of reparable items to shops for repair.

*(1) Utilization of units "B" shift personnel was not pointed toward in-shop repair. As a result, no stable element for priority reparable scheduling purpose as required in Chap 3 of AFM 66-1, as supplemented, has been established. It was recommended that this procedure be re-evaluated.

*(2) No local procedure has been established to apprise production scheduling and various supervisors of daily backlog status, as required by AFM 66-1.

b. Training: Though the training section was established in accordance with current directives, full evaluation of the IPT program was not accomplished due to the preponderance of training folders having been forwarded with Forms 1098 to Wing training for the forth coming upgrade testing cycle. It was noted, however, from a review of 1961 testing data that several shops had an excessive failure rate in the 5 and 7 level areas.

2. Propulsion Branch: Satisfactory.

a. Building: The general condition of the building was satisfactory and adequate lighting and heating was available. However, it was noted that essential working floor space, was being used for storing spare engines. The CLARK engine storage area was reviewed for adequacy and was considered satisfactory.

b. Component Parts Repair: The parts cleaning/repair shop had adequate room, and cleaning facilities were available and in use, however, the following discrepancies were noted:

*(1) Numerous bench stock items improperly stored, i.e., "O" ring seals, serviceable pump gears and allied components were stored in open bins with no protective covering.

*(2) Serviceable fuel, oil and CSD screens stored in bins with no protective wrapping.

*(3) KC135 fuel screen cleaning considered inadequate; numerous serviceable fuel screens were inspected and found to contain excessive amounts of lint.

*(4) No means of identifying serviceable engine mount links stored in open bins (no serviceable parts tag available).

c. Tooling and Equipment: Tooling and equipment was considered adequate with the following exceptions:

*(1) Several tool boxes were checked and found to contain tools which were worn and in need of replacement (Ref AFM 66-1, Chapter 3, par 40).

*(2) Stands and equipment throughout the shop were in fair condition and adequate; however, several transportation stands had low air pressure in tires.

(3) It was noted that special adapter kits required to support the J52 engines were not available. Letters of supply difficulty were forwarded to supply for action by the Propulsion Branch on 30 January 1962. Telephone conversation by team member with Mr. J. Cook (WSMO) revealed that shipping date on subject equipment by prime depot (Ref OCAMA Message OCMBOB-24057, dated 5 Feb 62) was 2 February 1962 and should be available on station within a few days.

(4) Torque Wrenches: It was noted that approximately 50% of the assigned torque wrenches were removed and processed to Materiel Control for periodic calibration.

*(5) Additional parts bins/racks are needed throughout shop work area. Mechanics were removing engine components and storing them on work floor.

d. Manpower: The overall manning of the Propulsion Shop was considered adequate. (Authorized - 195; Assigned - 191)

(1) OJT program could not be fully evaluated; all records forwarded to Wing Training for up-grade testing of personnel.' Total of 36 people were being programmed for testing from 3 to 5 level and two 5-level personnel were being tested for 7-level up-grading.

*(2) It was noted that engine mechanics were removing various engine components (bearings, accessories, drives, etc.) and storing these items in the general work area with no action taken to protect parts from being damaged by environmental conditions.

*(3) QEC kits that were stored in bins had numerous fuel and oil lines open which made them susceptible to contamination.

e. Repairs: The jet engine shop repaired a total of 155 engines in 1961 and, in addition, processed a total of 121 engines for return to depot for modification and overhaul.

(1) No backlog of reparable engines was noted during this visit and adequate spares were on hand.

f. Supply: There were 370 line items being carried in bench stock; this was below 15AF average; however, it was noted that an additional 250 line items were being added to their present level. Other items noted were as follows:

(1) Several bench stock bins were empty with no AF-209 or 1336-2 forms indicating supply action.

(2) Numerous loose "O" ring seals received and stored in open bins.

*(3) Fluid carrying lines not capped to prevent contamination.

*(4) Several precision parts stored in bins without benefit of protective covering.

(5) Two engines were EOCP for parts which was confirmed by supply and maintenance.

g. Periodic Inspection: Engines were being processed into periodic inspection in accordance with the 6 work cards

and supplemental work books. The engines were being test run after inspection for operation and leaks. The following discrepancies were noted:

*(1) Several work sheets were not fully annotated by mechanic or supervisor.

*(2) Deep fat fryer, which was used in bearing pre-heating, was not covered, which results in contamination of oil bath and bearings.

*(3) The manifold spray booth was being used; however, numerous spray nozzles were noted lying in the area and the general condition of this area was marginal relative to operation and good housekeeping procedures.

* h. Engine Testing: A Shaw-Estes test cell was in use and in fair condition; equipment was available to carboblast engines when required. A total of 275 engines have been processed through this cell within the last six months and the overall operation was considered satisfactory. However, it was noted that all assigned personnel have not been formally trained in test cell operation.

i. Engine Trim: A total of 30 people were qualified for this phase of maintenance; action was being taken by supervision to comply with Hq 15AF DM letter, dated 27 Jan 62, subject: Standard Engine Conditioning and Engine Trim Team. PT 7 gages were checked and found adequate relative to calibration.

j. Jet Cal Test: Engine shop had three Jet Cal Testers available for dispatch and twenty people fully qualified in its operation. However, it was noted that the Jet Cal testers had different decal calibration requirements, i.e., one had a requirement to calibrate every 90 days, two other units had AF Form 108 annotated that calibration was due every 180 days.

k. General: It was favorably noted that:

(1) Supervision had taken aggressive steps to improve the engine conditioning team procedures and quality of maintenance. This action has resulted in a reduction of overall engine write-ups since implementation.

3. Accessories Branch: Satisfactory.

a. General: Shops of this Branch were well organized

and operating satisfactorily. Various test units have been locally devised in all areas to facilitate functional check-out of units and universal aggressive action was in effect to analyze and eliminate repeat malfunctions. Areas were noted in various shops requiring corrective action as follows:

*(1) Items of assigned test equipment were found overdue for calibration. It was recommended that action be taken to insure that complete listings of equipment be furnished to PMEL and coordination be effected to insure timely scheduling for calibration.

*(2) Supervisors stated that bench stocks in this branch had recently been reduced without prior coordination with affected activities. Additionally, electric shop inventory board indicated zero balance of 67 items of the presently authorized 135 items. Very few Forms 209 or 1336-2 were available in empty bins to indicate due-out actions. This condition was prevalent throughout all shops. It was recommended that all supervisors become familiar with provisions of SACM 67-3 to provide better coordination with supply activities.

*(3) A check on shop activities at 2100, 6 Feb, during "B" shift, disclosed that assigned personnel, not on work orders, were engaged in various recreational activities. It was recommended that shop supervisors schedule backlog bench work as fill-in work for these personnel when not on dispatch, with a view toward increasing personnel utilization and reducing reparable backlogs.

**b. Electric Shop:

(1) Electric Shop manning was below authorized strength and projection based on tentative discharges and reassignments disclosed that shop manning will reduce to approximately 63% by May 62. This projection data has been forwarded to Wing Personnel for action; however, it was recommended that complete data be tabulated and furnished to Assistance Team for personnel action at 15AF.

*(2) Procedures for servicing and charging of Ni-Cad and Swiss batteries do not meet health and safety requirements of AFM 32-3. A work order was submitted for construction of adequate facilities on 17 Jan 62 and assigned IE Project #556-62. It was recommended that action be taken to insure priority review and accomplishment.

c. Pneudraulic Shop:

*(1) Bench stocks contained various neoprene seals which had been removed from protective wrappings. In addition, painting operations in the shop had been accomplished without providing adequate protection for bench stocks and tool items, resulting in an unsightly condition and paint overspray residue on these items.

*(2) Degreaser operation in brake repair section was not in accordance with health and safety requirements of AFM 32-3. Although supervisors stated that work order to improve ventilation had been submitted, no action has been programmed. (AFM 32-3)

4. Fabrication Branch: Satisfactory. Personnel and equipment are adequate for requirements. Housekeeping standards were excellent. Supervisors stated that a project had been programmed for Fiscal 1963 to rehabilitate the shop areas. Following items required corrective action:

*a. No program has been established to document inspection of shop equipment. (AFM 66-1)

*b. Magniflux machine in welding shop required installation

5. Aero Repair Branch: Satisfactory. This Branch has the potential for performing its assigned mission. Quantity and skill level of personnel assigned is above SAC average. Various improvements have been made in all areas to improve facilities and working conditions.

*a. AGE. Marginal - This rating was based on high out-of-commission rate and condition of assigned AGE. At time of inspection 21 units were carried on the status board as AGEOCP. A multitude of other units were carried as GEOCM. Many of these were coded as work stoppage on the status board; however, in most instances, the work stoppage was actually an AWP condition. Quantity of units deadlined for maintenance and parts was attributed by supervisors to recent shortages of supervisory personnel with attendant inadequate supply programming, indiscriminate cannibalization and inadequate inspection. Additionally, a recent increase of engine failures on MD-3 generator sets has greatly increased workload of the repair section. Any further degeneration of in-commission status could seriously jeopardize unit mission accomplishment.

Additional emphasis is required in the following areas:

*(1) Specialist Planning charts, though in the correct format, were not being utilized as required by AFM 66-1, as supplemented.

*(2) Bench stocks and pre-issue were deemed inadequate for requirements. It was recommended that aggressive action be taken to review bench stock, preissue and standby level requirements with a view toward acquiring immediate assets to reduce the current AGEOCP of this section.

(3) Spot check of ready line units revealed minor discrepancies on units checked.

*(4) AFTO Forms 45 were not in use for unit maintenance record.

*(5) Various unidentified and reparable items of equipment were stored on the upper deck of the AGE tool room.

(6) A spot check of B-11 generator set, utilized as stand-by power for Job Control, disclosed it to be of questionable status, unit was generally poor condition and appearance.

b. Fuel System Repair. Satisfactory. This function was well organized, and operating in accordance with T.O. 1-1-3 and 15AFM 66-5. Required equipment was available and serviceable, required check lists were on hand in use. Personnel were scheduled for semi-annual physicals. Fuel cell dock facilities were in excellent condition.

c. Repair and Reclamation: Satisfactory. This function, including the wheel and tire and egress shops was well organized and adequately meeting requirements. Recent improvements to the tire shop facilities to improve operation, specifically fabrication of cleaning facilities and general rehabilitation were noted. An aggressive FOD program by supervisors concerned had resulted in a material reduction of tire changes from this cause. Items requiring corrective action as follows:

*(1) An excessive quantity of non-powered AGE was in reparable status, some since 11 Oct 61; i.e., jacks and tire dollies.

*(2) Compressors on crash trailer had no recent form entries indicating daily or weekly inspection and were found to be low on fuel.

*(3) Spot check of individual tool kits in R&R revealed that several kits of individuals assigned for over 5 months were only 55-85% complete. Several unserviceable tools were noted which individuals stated had been issued in this configuration.

(4) It was noted that only six each serviceable lifting bags were available in the crash trailer, reaminder had been condition condemned and replacements were on requisition.

D. 6th Armament and Electronics Maintenance Squadron

The 6th Armament and Electronics Maintenance Squadron was capable of performing its assigned mission. Squadron management and direction was effective; however there were some areas that require added emphasis.

1. Supervision - Satisfactory

a. Maintenance supervision had a thorough system for controlling repeat or recurring malfunctions. The Form 126 is stamped "repeat" at debriefing if the system malfunctions any time within the ten previous flights. The item is discussed at length at the next morning maintenance meeting, and appropriate follow-up action is taken.

b. Analysis and Training - Satisfactory

(1) AFM 66-1 maintenance data and malfunction reports were being used and are of great value to the supervisors as a management tool.

(2) The analysis function in the A&E Squadron was functioning in a satisfactory manner. They produce timely failure data that is well used throughout the unit. Extremely detailed work is done on high failure rate items in all systems. In this regard A&E analysts are able to study in sufficient detail the lowest possible assembly in bits and pieces.

(3) Training. Scheduling and participation in F.T.D. classes was satisfactory. In some cases extra classes were being planned upon availability of pure tool. Excellent use of CTSP's was observed in both classroom and over-the-shoulder training.

c. Production Scheduling. Satisfactory

(1) An aggressive TCTO program had in the past few months greatly decreased the number of outstanding TCTO within the "black box" program.

*(2) There were 156 items on AWP and 134 AWM. The ECM equipment accounted for 7% of the AWP units. The largest single item required was FSN (WRA 5895-679-5121. Fifty-two (52) items of ECM equipment could be placed back in operation if these units were received.

*(3) Production Scheduling was not monitoring the equipment under going maintenance within the shops. Several radio and many auxiliary radar components were overdue repair time standards by approximately seven days. Aggressive action should be taken to closely monitor the equipment undergoing repair in the shops.

2. Systems Maintenance - Satisfactory

a. All shops were found to be neat, orderly, and operating in a professional manner. Check Lists were available, current and being used. Specialist planning charts were being properly utilized.

*(1) Several items of test equipment were found overdue inspection in the Auto-Pilot Shop, Aux Radar Shop and Tool Crib. The Aux/Radar Shop test equipment TS-382 D/U SN 1025 overdue since 10 Mar 60, was not listed on the PMEL master inventory list.

(2) The repair capability of the shops is considerably below the 15AF average. Special emphasis must be placed on the individual shops to increase the repair capability of A&E equipment.

(3) The NRTS Tags (AFTO 211) were in many cases being signed off by A/2C with no supervisor's review. To insure the highest possible repair rate, the shop chief should review all items declared N.R.T.S., to determine that repair is beyond the capability of the shop.

b. ECM System - Satisfactory

(1) Chaff loading check lists were available and current. Many items of excess UAL equipment were reduced by the CEMO Team during the staff visit.

c. Fire Control System - Satisfactory

d. Auto Pilot System - Satisfactory

*(1) Even though the MC-1 compass calibrator was used when in-commission, the documentation of 15AF Form 224 was sometimes incorrect and inaccurate.

e. Nav/Aids Systems - Satisfactory

f. PMEL - Satisfactory

(1) There was excessive traffic in and out of the open door between the production scheduling and the AWP/AWM area. Care should be taken to insure positive control of personnel in and out of this area.

(2) The PMEL is fully capable of supporting all dependent organizations. This capability however, is being restricted because the using units have not accurately informed the PMEL of items in inventory. Report number ten, PMEL Equipment Scheduling by work center code, should be reviewed and corrected information be sent the Production Scheduling Section of the PMEL.

(3) It was noted during the staff visit that the total backlog of work for the PMEL was 213 units with a total of 740.5 manhours.

g. GAM System

(1) The GAM organization is operating in accordance with 15AF Manual 65-3.

(2) The unit at present has a limited number of GAM units. Therefore, much time is spent on training of personnel within the GAM Maintenance area.

h. Bomb Nav System - Satisfactory

(1) The overall procedures and shop arrangement were observed to be satisfactory.

3. SPECIAL ITEM - Summary of training loss for the month of January is as follows:

	4CBS	6BW
Sorties	76	168
Total Vol Sched	1743	2087
Lost	79 (4.5%)	41 (2.0%)

	40BS	6BW
Ind Tng By Type		
Bomb/Nav		
Sch	611	549
Lost	32(5.2%)	21(3.8%)
Air Refueling		
Sch	84	162
Lost	1(1.2%)	5(3.5%)
Rendezvous		
Sch	84	162
Lost	1(1.2%)	5(3.1%)
ECME		
Sch	667	1022
Lost	34(5.2%)	10(.9%)
Gunnery		
Sch	219	19
Lost	[illegible]	[illegible]

As shown above the 40BS had a higher percentage of lost training than the remainder of the 6BW fleet. This area will require immediate attention to adequately support the intensified 40BS upgrading program.

E. Munitions Maintenance Squadron - Satisfactory

The 37th MMS was considered to be capable of meeting assigned mission. Items checked during visit are covered in SAC Sup-1 to Chapters 15 and 5.1,AFM 66-1.

1. Command and Management: Satisfactory. In order to add emphasis to squadron safety program recommend the Commander attend and Chair safety council meetings. The Commander should also periodically attend standardization evaluation critiques.

2. Maintenance Supervision: Satisfactory

a. Documentation of EWO briefing not adequate. Recommend these briefings be recorded by name and date to insure all personnel have received briefings a minimum of once per month.

b. Standardization procedures were in process of being combined into one office instruction which was drafted. Recommend this OI be published as a maintenance supervision instruction and the subjects of safety and security, as pertain, be included.

c. Additional emphasis is required in manhour documentation, especially in Code .01 (direct labor). Current machine listing indicated thirty-seven (37) percent documented. Recommend closer monitoring by work center supervisors.

d. The Maintenance Readiness Plan, revised Jan 62, calls for use of three straddle carriers. This should be revised to show use of MHU-7 trailers.

3. Munition Maintenance Branch Chief: Satisfactory

a. Recommend a complete package of pertinent safety procedures, current safety topics, minutes of safety council meetings and safety references be maintained within the Branch. This safety folder should be readily available to all personnel.

b. Recommend a production improvement folder be established and maintained within the Branch to include such items as AFTO 122, Procedural Changes, and AF Form 1000, Improvement Suggestions.

4. EOD/Conventional Munitions - Marginal

*a. Procedures have not been established to insure adequate training progress. Documentation is recorded on obsolete Form SJR 992 and these do not show in sufficient detail the type training received. Form example: One Form 992 indicated a specialist had received four hours IPT. Recommend emphasis be given to EOD training to properly record by name, subject and test results.

*b. All items of authorized equipment were not on hand. A spot check of ECL indicated 51 of 181 items on current requisition,and in some cases, supply difficulty letters submitted. Although many of these items were small tools in varying sizes and items of protective clothing, the EOD function could conceivably suffer if not readily available. Recommend consideration be given to obtaining depot funds to enable procurement through local purchase when depot action is not provided within a reasonable length of time.

c. There was insufficient documentation and stress being placed on periodic base-wide storage area and mandatory munitions inspections. Recommend these inspections be integrated into the Weekly 60-9 scheduled to insure timely completion and proper documentation.

d. Status of ammunition can 90-day inspection was unsatisfactory. Of 42 sets (4 ea), 28 were overdue inspection. Recommend closer coordination be established with the AEM Squadron to expedite correction and establish a schedule which will preclude such backlogs.

5. AFK Supply - Marginal

a. Monitoring of common requisitions was not emphasized by the OIC. This was evident during further check on follow-up action to shortages reflected on EOD equipment.

*b. A spot check of accounting procedures did not indicate accuracy.

(1) Item 1370-092-9955-L275, MK 13 signal entry on AF Form 105F-2 showed 6 issued to Personal Equipment under the "Issue" column, zero in "serviceable" column and zero in "miscellaneous" column; thus indicating the signal had been expended. The entry should reflect issue but not expended in accordance with AFM 67-1, Vol II, Par 10-12.

(2) AFTO Form 15, Item 1370-096-3137-L277, Signal, MK 131, Mod 0, was identified as a MK 13 and AF Form 105 F2 had not been established.

* c. No procedure for access control to ADT structures was available in AFK Office, no check list was established to insure proper notification and opening sequence, or adherence to the two-man policy. This is a security requirement under SACM 205-5.

*d. Recommend replacement supply officer be assigned immediately, proficiency training program be established for assigned supply specialists and procedures/checklists be developed to insure proper functioning of this section.

6. Training - Satisfactory

a. Entries in job performance evaluation block (SAC Form 569) are not current on all personnel and do not judicate team position in some cases. Recommend SAC Form 308's be routed through squadron training section to insure all current evaluations are posted to include team position.

b. Lesson plans do not indicate having been reviewed by the Squadron Safety Officer. Recommend all lesson plans be reviewed by the squadron safety officer to insure adequate safety coverage.

c. The Squadron Training Section is not maintaining a record of all minimum proficiency training requirements. Recommend squadron training section implement procedures to insure and monitor that all training requirements are accomplished.

d. 462X0 personnel not assigned to a loading team are not actively participating as team members in their two training loadings per month. Recommend standardization team insure active participation.

7. Safety - Satisfactory

a. Documentation of daily safety briefings to include nuclear safety was not recorded as having been accomplished in the servicing branch. A procedure for proper documentation was established 5 Feb 62.

*b. There was no indication that the Squadron Safety Officer was reviewing 462X0 lesson plans for adequate stress on safety. (Ref AFR 122-1)

8. Production Control - Marginal

a. Loading Team No. 11 (Safety Supervisor) listed on Personnel Status and EWO Functional Organization Chart, did not have a current evaluation IAW SAC Sup-1, Chapter 5.1, SACM 66-1.

* b. All MMS Operations were not included in the weekly schedule in sufficient detail to enable supervisors to thoroughly check individual specialist activities. Recommend this schedule reflect in detail by name, date, and time, all activities.

*c. Numerous deviations were noted in the weekly schedule. These changes should be held to an absolute minimum and only made on approval of the Maintenance Supervisor or the Squadron Commander.

9. Munitions Service Branch - Satisfactory

a. Annex "H", Atch 6 to Maintenance Readiness Plan 1-62, dated 1 Oct 61, Rev 1 Dec 61 and 5 Jan 62, was not current. Equipment requirements shown in the Plan were for single sling loading. Recommend Atch 6 be brought up-to-date to include equipment for clip-in loading.

b. T.O. File was very limited. Only acft series TO's were on hand. Recommend AFM 32-3 and T.O.'s on current equipment used by the service branch be added to the T.O. file.

c. T.O. 00-1-1 was not being currently posted or reviewed. Recommend document control monitor T.O. file monthly to insure postings are current and rescinded T.O.'s removed from file.

d. Time standards for weapons loading and downloading was not current. Recommend time standards for clip-in loading and downloading be established.

10. Munitions Loading Section - Satisfactory

a. Housekeeping in bay of building S-56 was very poor. Recommend supervisors insure daily police-up and all excess equipment processed through proper supply channels.

11. Weapons Release Section - Satisfactory

*a. Five (5) personnel did not perform required two training loadings per month. Recommend munition service branch chief implement procedures to insure all personnel are getting minimum monthly training loadings.

b. Entries in FCAG Form 41's on test equipment were incomplete. Recommend section NCOIC periodically review all records to insure all entries are complete.

*c. Bench stock items required for support of MHU-7/M Trailer should be established through the bench stock and pre-issue officer, Base Supply, in accordance with par 1, Section 20, Vol I, SACM 67-3.

12. Standardization Sections - Satisfactory

a. Munitions Service Branch, Standardization Program - Satisfactory.

(1) No downloading comments on 308's for Teams #1, #5, and #10. Recommend the munitions service branch chief closely monitor all 308's for inclusion of all required entries.

(2) Evaluations are not scheduled so that ready teams are evaluated during normal operations with W/R items. Recommend ready teams be scheduled for evaluation on alert uploadings.

(3) Trend chart results show that the majority of the loading teams are substandard on safety and time. Recommend special emphasis be placed on these items to bring them up to desired standards.

b. Weapons Maintenance Standardization Section - Satisfactory.

IV. TRANSPORTATION

1. The overall operation of the Transportation Squadron was satisfactory, with exception of the LOGAIR Section, which was unsatisfactory. The Traffic Management Office presented a cluttered appearance, primarily due to the configuration and layout of the partitioning panels. It was recommended an O&M project be initiated to rearrange the Traffic Management Office to provide an adequate area for dependent counciling and comfort while awaiting service. The Passenger Section is operating in a commendable manner. Utilization of military aircraft space available and cargo capacity of aircraft is ascertained prior to issuance of Transportation Request and/or Government Bills of Lading.

a. Traffic Management: Satisfactory

*(1) Form 24, Self Evaluation, had not been completed during calendar year 1961, as required by 15AF SUP-1 to AFM 75-1.

*(2) SAC and 15AF Transportation Guidance Letters were not maintained in a Traffic Management Policy file.

b. Freight Traffic: Satisfactory

*(1) Seal records of all carrier equipment were not being maintained as required by par 60104A, AFM 75-1.

*(2) Form 1089, Movement of Military Interchange Railroad Cars, was not being submitted on all POL tank cars in accordance with paragraphs 20808 and 208014, AFM 75-1.

c. Personnel Movements Branch: Satisfactory

*(1) 15AF Form 74, Reusable Container Record did not include Government Bills of Lading numbers on all outgoing shipments.

*(2) 15AF Form 485, Counselor's Check List, was not being utilized when counseling all personnel proceeding on TDY orders in accordance with 15AF Sup 3, AFM 75-2.

d. Packing and Crating Section: Satisfactory

*(1) The Modular Panel System of packaging was not implemented by 1 Jan 62; however, action had been taken to purchase the modular panels. Hammers and Klimps were on hand.

The modular panel system should be in effect by 1 Mar 1962.

e. LOGAIR Section: Unsatisfactory

*(1) During the month of January, six LOGAIR Flight delays were chargeable to Walker AFB, ref: RCS: J9 Report Jan 62. When delays are due to improper sequence of cargo, action should be taken with TMC to obtain additional ground time.

*(2) The required certificate on reverse of the manifest on all over/short LOGAIR shipments were not executed and no record of tracer action initiated was available. Ref AFLC Manual 71-6, SOP 21.

*(3) A receipt for property received by LOGAIR and delivery to Base Supply and/or contractors was not being maintained in the LOGAIR files.

f. Motor Transportation Branch: Satisfactory

Indefinite dispatch was in accordance with SAC Sup-1, AFM 77-1.

g. Automotive Maintenance Branch: Satisfactory

*(1) Minor parts; i.e., light bulbs, valve caps, gas caps, windshield wiper, arms and blades, etc, were not available for use by the gas pump mechanics.

*(2) Stock levels for batteries and tires had not been established.

*(3) Bench stocks on hand in support of automotive shops were inadequate. Parts required were issued on an 'as required' basis, which entails the time of the supervisor to go to BPSS to get the items. Immediate action should be taken to replenish the bench stock to established levels.

*(4) AF Forms 648 require review to insure all entries relative to acceptance and mileage are completed to cover manufacturer's Warranty.

*(5) AFTO Form 220 were not indicating the mileage, next lubrication or when the oil change was due.

2. SPECIAL SUBJECTS:

a. Fast Ride Vehicles - Procedures for servicing and maintaining Fast Ride Vehicles - Satisfactory. Vehicles condition - New.

b. Procedures for handling shipments of dangerous materials were in affect.

V. PROCUREMENT:

1. General: The overall management and operation of the function was satisfactory and there had been improvement in several areas of the operation since the previous visit. The facility housing the function was unsatisfactory. Deficiencies were noted in administrative areas of the operation and in the documentation of files. Three of the authorized spaces were not manned which had contributed in part to the deficiencies noted. Deficiencies noted were discussed with supervisory personnel and "on-the-spot" corrective action effected where possible.

2. Facility: Assigned floor space is inadequate. The building was designed and utilized as a family quarters, consequently the building layout does not permit efficient alignment. Several of the small rooms are not usable as administrative office space and the limited space does not provide a visitors' reception room. Visitor traffic must be routed through working areas which detracts personnel from their work. Lack of traffic control coupled with overcrowded working conditions reduces the efficiency of assigned personnel. The building interior had been painted since the previous visit to improve the appearance. Projects submitted by the base for inclusion in the FY62 O & M program and FY63 Major Construction Program, to provide an adequate facility for the function, have been disapproved by Hq SAC and USAF. It was recommended that the function be assigned adequate office space in an existing administrative facility as soon as space becomes available due to changes in mission requirements.

*3. UMD Authorization and Manning: The current UMD authorizes 21 spaces. Eighteen personnel were assigned. One civilian and two airmen AFSC 65150 spaces were not manned and there were no scheduled inputs to man the vacant airmen spaces. A request had been submitted to the Base Civilian and Military Personnel Offices to recruit and man the civilian space and to select airmen from surplus career fields, to cross-train into the procurement career field, to man the vacant airmen spaces. It was recommended that action be effected to man these spaces at the earliest possible date in view of the impending increased workload, in connection with the FY62 O & M Program and fiscal year end procurement actions, to preclude any regression in operation of the function.

4. Operations Division:

a. ASPR, AFPI and required series of other regulations and directives were being maintained. Those not on file were on requisition. Some instances were noted where AFPC's were not posted to reflect superseding AFPI revisions.

*b. Priority 1-5 requirements (0-7 day delivery) and Priority 6-10 requirements (8-21 day delivery) submitted by Base Procurement Service Store were excessive. AFPI requires that the total percent of requirements in these two categories not exceed 25%. The percentage of line items requested in Priority 1-5 category was 21% in Nov 61, 25% in Dec 61 and 29% in Jan 62. The percentage of line items in the Priority 6-10 category was 4% in Nov 61, 4% in Dec 61 and 16% in Jan 62. This reflects an increasing trend in requirements being requested in Priority 1-5 and 6-10 categories. Excessive rush requirement results in increased administrative costs due to priority handling, and premium transportation costs. It was recommended that these areas be reviewed by the BPSS and emphasis be afforded to reduce "rush-requirements" and provide adequate lead time to permit orderly and efficient procurement action by the procurement function.

c. Department of Defense and Air Force policy require an increase in awards to small business concerns during FY62. SAC goal for FY62 is 78% of dollar awards to small business. Review of operation July 61 thru Jan 62 reflects that the percentage of dollars awarded to small business during this period was 59%. Increased emphasis should be afforded to this program by both the procurement function and requirement activities to insure that maximum awards are made to small business in keeping with Department of Defense and Air Force policy. It was recommended that:

(1) Base Procurement Officer and Small Business Specialist (Deputy Base Procurement Officer) closely monitor this program for the balance of FY62 and increased emphasis be afforded to insure that maximum dollar awards are placed with small business concerns.

(2) Activities submitting purchase requests provide adequate lead time to permit solicitation of bids from small business to permit maximum participation by small business concerns.

(3) That all proposed procurement actions over $2,500.00 be reviewed by the Small Business Specialist and that maximum set-asides for small business participation be effected.

d. The purchase order follow-up system in effect requires utilization of a separate 5x8 card file in addition to the purchase order folders, which increases the manhours required to effect follow-up action. It was recommended that the Remington-Rand "follow-up" type folders be obtained and utilized to reduce manhours required under existing procedures.

e. Several orders were on file pending receipt of payment vouchers from the finance office for over 30 days. The procurement function was effecting monthly follow up with the finance office to obtain payment vouchers in this category. Increased emphasis should be afforded to prompt payment of accounts in the interest of good vendor relationships.

5. Supply Contracts Division:

a. There had been considerable improvement in the operations of this division since the previous visit.

b. Small purchase procedures were being effectively utilized. Procedures were discussed with the supervisor which would reduce the administrative workload in preparing delivery orders against requirement contracts for commissary items

c. Contract files did not contain documentation to indicate contract distribution had been effected. It was recommended that a distribution check list be established and utilized to insure proper distribution and to reflect distribution made.

6. Service Contracts Division:

a. The permanent address of employees was not included on the payroll on which the employee's name first appears on negotiated contract AF 29(602)-2256 as required by ASPR 12-403.1(4), Payroll Records and Payrolls, appearing as General Provision 23 in the contract.

b. Architect-Engineer Contract AF 29(602)-2209 was modified by Supplemental Agreement Nr. 1, 29 January 1962,

allowing an extension of time in performance. The file did not reflect justification for an excuseable delay and the authority for the extension appearing on the modification was inappropriate. It appears that the contractor more properly should have been placed in technical default and allowed to proceed with the completion of the contract under the circumstances recited in the file.

c. Duplication of project references and costs was noted as having been accomplished in Architect-Engineer Contract AF 29(602)-2209. It was recommended that such unnecessary duplication be avoided in the future. The contract covering eleven (11) projects reflected that cost, for the accomplishment of A-E services for each project, was negotiated within a few cents or dollars of the statutory limitation of 6% allowed for the design. It was obvious that the curves for the accomplishment of such work as set forth in AFR 70-22 had been exceeded in each instance; however, written justification for exceeding the applicable curves of AFR 70-20 was not found in the contract file as covered in SAC AFPI Supplement 8. 4 March 1960.

d. Contract AF 29(602)-2095 for Care of Remains improperly contained Aerial Port of Embarkation items 4a thru 5b; this was commented on by Headquarters AFLC. It was recommended that partial no-cost termination action be taken to terminate items 4a thru 5b of the contract.

e. Maintenance and rental of office machines was being accomplished on a monthly and quarterly basis in several instances. This was caused by quarterly or shorter period funding action and as a consequence the preparation of unnecessary delivery orders, additional administrative workload and costs are incurred. It was recommended that such delivery or purchase orders be made and funded on an annual basis. This procedure will reduce the administrative workload and enable advantage to be taken of administrative savings and lower prices, which, in many instances, result from longer term coverage under GSA schedules and base contracts. Delivery and purchase orders should be completed to reflect frequency of services and payment, i.e., monthly, quarterly, etc.

f. Utilities Services Sales Contract AF 29(017)s-45 and AF 29(602)s-60 concern sale of utilities to the Walker AFB Elementary School and the CAA and did not reflect any control or action since November 1960 although

of continuing applicability. No evidence exists since that time that the contracting officer has been assured of billing and collection of money for utility service sold as outlined in AFR 91-5. It was recommended these contracts be transferred to the Service Contracts Division for administration.

g. Contract AF 29(602)s-73 for sale of utility services to a contractor indicated that the contract had been completed prior to May 1961; however, the file contained no evidence of billing, collection, or final payment. It was recommended that the file be returned to the Service Contracts Division for completion to reflect final billing and collection action prior to retirement.

h. Attention should be given prior to the negotiation of contracts and/or supplemental agreements to insure that price breakdowns are secured in greater detail to allow analysis to determine that costs are not excessive as outlined in AFPI 54-3005(c)(5). This was not shown as having been accomplished to the greatest extent possible in negotiated contract AF 29(602)-2256 for repair of family housing water lines.

i. Construction contract specifications were being prepared on multilith masters or direct image plates by the Civil Engineer; however, these specifications were not being furnished the Procurement Office for review prior to printing as provided for in paragraph 5b, SACR 85-8, 22 Sep 61, in some instances.

7. Petty Cash:

a. MSgt Charles W. Brannon was appointed Cash Purchasing Agent under paragraph 3, Base Special Orders Nr. A-22, 25 January 1960, with the authorized amount of fund established at $1,000.00 in paragraph 2, Base Special Orders Nr. A-25, 28 January 1960. This fund has been administratively reduced to $800.00, which is compatible with expenditures made during the months of November and December 1961. Expenditures during the month of January 1962 were curtailed; however, an acceleration of expenditures during the first part of February 1962 indicates that justification for maintaining the account at the $800.00 cash level exists. The account has been audited each month by a disinterested officer, the last audit being performed on 29 January 1962, and by a representative of the Base Finance Office during the month of November 1961.

b. TSgt Philippe R. St. Pierre was appointed Cash Purchasing Agent under paragraph 5, Base Special Orders Nr. M-33, 30 March 1961, and SSgt Floyd E. Frederickson was appointed under Base Special Orders Nr. M-37, 10 April 1961, each with an authorized $1,000.00 fund. These accounts have not been active during the current year.

c. Special Orders appointing Cash Purchasing Agent in the procurement function do not reflect the assignment of an alphabetical suffix for each account in accordance with AFPI 3-604.1(c)(2)(vi) and AFPI 3-604.2(a)(1)(B), although this has been accomplished for the off-base supported cash purchasing account established at Pyote AFS, Texas. It was recommended that action be accomplished to comply with this requirement.

d. For internal reporting purposes the petty cash fund at the procurement function was being closed approximately five (5) days prior to the end of each month. It was recommended that action be taken to close the account as of the last transaction of each month, and monthly reports be accomplished accordingly.

e. It was recommended that in the base procurement function, two active cash purchasing accounts be established in the amount of $500.00 each, and that proper safeguarding means be procured and provided as set forth in AFPI 3-604.1(g).

f. One (1) cash purchasing position for an off-base supported activity has been established at 697 Aircraft Control and Warning Sq., ADC, Pyote AFS, Texas. Major Bernard J. Farrell has been appointed Cash Purchasing Agent under paragraph 2, Base Special Orders Nr. M-53, 31 May 1961, with an account established in the amount of $1,000.00. Expenditures made during the months of November ($729.59) and December ($620.36) 1961 and January ($654.50) 1962, do not support the amount of the fund as established. It was recommended that the account be reviewed by the Base Finance Officer to insure that the established amount is one-third of the monthly disbursement or $500.00, whichever is greater, in accordance with AFPI 3-604.1 (d)(1).

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

REPLY TO ATTN OF: DSUP/SMSgt. Reeves/738 8 March 1962

SUBJECT: Monthly Historical Report (February 1962) RCS: AU-D5

TO: IXOH

1. In accordance with SACR 210-1/Base Supplement 1, 22 March 1961, the following information is submitted for the Directorate of Supply.

2. ADMINISTRATION AND PERSONNEL:

a. Manning during the month of February 1962 averaged 523 (Military) and 73 (Civilians) for a total of 606. This total assigned when applied to an authorization of 610 gives an overall manning percentage of 99.3. No serious manning problems exist at this time.

b. Two (2) supply officers were lost from the Directorate during February 1962. Captain Ekeline, former Material Facilities Officer (Base Supply), was transferred to 37MMS. 2/Lt. Cockburn (AFW Supply) departed for Navigator Training. Two (2) new officers were assigned, Captain Geary and 2/Lt. Mc Cormick. Consequently officer manning remained constant.

c. Base Supply was visited by the following personnel during this reporting period:

(1) MSgt. J. L. Lackey, Dyess AFB, on 1 February 1962 to review control procedures.

(2) Group of personnel from Hq 15AF and 47th Air Division from 5 February thru 9 February 1962, Staff Visit.

(3) Messrs A. B. Polk and J. A. Lee, SAAMA, from 8 February thru 16 February 1962, Staff Visit.

(4) Mr. A. Jeansonne, Utah General Depot, from 15 February thru 19 February 1962, QM Liaison Visit.

d. Base Fuels and Propellants Division was visited by the following personnel during the month of February 1962:

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(1) Major Metcalf, 15AF, March AFB, California, 5 February thru 9 February 1962, SACM 67-4 Evaluation for the Fuels and Propellants Division.

(2) Mr. Worsiloski, Technical Representative from 15AF visited the 25 Ton LOX Plant for SACM 67-4 Evaluation, 5 February thru 9 February 1962.

e. TDY travel during the month of February was limited to routine business, depot visits, school attendance, etc.

3. OPERATIONS: Negative.

4. MAINTENANCE AND SUPPLY:

a. Base Supply Division activity of historical significance follows:

(1) CLARK Branch:

(a) During Lt. Col. R. R. R. Niemi's informal visit from 15AF, 5 February 1962, it was determined that dated items were not thoroughly inspected and re-requisitioned as outlined in Paragraph 32c, Chapter 5, SACM 65-1, dated 26 April 1961. Since that date all dated items in the CLARK have been opened, inspected and items within 90 days of expiration date were exchanged or requisitioned from Base Supply.

(b) Overall percentage for the Combat Launch and Recovery Kits is 98.3%.

(2) Materiel Facilities Branch: The excess maintenance platforms that were stored in Area 10 have been processed to R&M, sold to a commercial buyer and the buyer has evacuated the platforms off base. The dollar value deducted from our account for the platforms amounted to a total of $106,000.

(3) Property Accounting Branch:

(a) Research Section:

1. Processed stock lists and change notices involving 5,585 line items and requiring 164 manhours.

2. Processed SAC Form 40's involving 4,000 items and requiring 160 manhours.

3. Processed ten listings for Disk Addresses and ERC requiring 24 manhours and involving 1,313 items. Listings were not in stock number sequence nor double spaced. If the listings could be arranged in stock number sequence, the processing time could be reduced at least 50%.

4. Screened 1,090 Hi Valu line items against 00-35F-1 Series Technical Orders that were effective 1 March 1962. This required 24 manhours and involved 350 item changes.

(b) Due-In/Due-Out Unit, Stock Control Section: The Due-Out verification deck from OCAMA which comprised 1165 cards has been screened and the appropriate action taken with the depot. Status is now being filed by the clerks rather than by Statistical Services.

(c) Funding Unit: During the month of February, requisitions to GSA for equipment amounted to approximately $88,355.68 with 27 line items; for supplies, approximately $24,584.57 with 474 line items. Requisitions to P&C for equipment amounted to $26,696.13 with 27 line items; for supplies, $4,547.88 for 41 line items. Tech Service requisitions, 66 line items for $1,848.96; MGSA requisitions for 129 line items amounted to approximately $8,658.05; MISA for approximately 46 line items amounted to $4,227.56 and CTA has 56 line items amounting to $13,376.00.

(d) Stock Status & Reporting Unit:

1. Total line items transferred to R&M - 614; total dollar value - $132,050.40.

2. Total line items shipped to depot - 1811; total dollar value - $741,182.09.

3. Total line items shipped to other bases - 87; total dollar value - $159,099.97.

(e) Priorities Section:

2794 requests received through Expediter Unit.
9685 status cards were received from OCAMA.
9840 cards were transmitted to OCAMA, including requisitions, follow ups, and cancellations.
498 requests were received from Transportation.
3500 (approximately) receiving documents processed.

(f) Machine Section:

1. On 12 February 1962, the EDPM Unit began the manhour accounting procedure. This requires approximately 30 minutes of machine utilization each night.

2. The Civil Engineering daily listing is run each day for an average of 15 minutes per day.

3. The FSD Expense Report requires 1 hour of machine time; Cloth SBCR requires 30 minutes per day.

(g) PCAM Unit:

1. Started punching manhour accounting cards on a daily basis on 9 February. Approximately three manhours used each day on this project.

2. Key-punched 2,000 bench stock and preissue cards due to change in quantities authorization being changed. This is in addition to the normal workload of approximately 5,000 cards per day output.

3. The following machines are located in this Unit with 8 personnel assigned:

4 each - 026 - Key-punch machines
2 each - 056 - Verifiers
1 each - 082 - Sorter
1 each - 548 - Interpreter

Approximately 490 machine hours used on the 026's; 312 hours on the verifiers; 108 hours on the sorter and 94 hours on the interpreter.

b. AFW Supply Division activity of historical significance follows:

(1) The three items required to put the LOX Plant into full operation were received from the contractor. However supply support on these items was unsatisfactory. Several follow-ups were submitted to SBAMA, with info 15AFth AF with negative results. Positive action was obtained only after talking to Memphis, which is prime for the LOX Plant. The three items were available at Memphis, on the contractor's shelf.

(2) A total of 20 requisitions were submitted during the month of February with a fill of 17 each for a total of 85 percent effectiveness. As of the end of February there were six outstanding requisitions.

(3) A total of 402 transactions were processed and transmitted to SBAMA, with no known errors.

(4) Error transaction report for the month of January was received in February from SBAMA. No errors were reported. This places the AFW Supply at this station in the number 1 position.

c. Fuels and Propellants Division activity of historical significance follows:

(1) Fuels Accounting Branch:

(a) During the month of February there was a total of 38,697 gallons of 115/145 and 6,918,752 gallons of JP-4 Jet Fuel received. There was a total of 53,180 gallons of 115/145 aviation gasoline, 38,187 gallons of 100/130 aviation gasoline and 7,284,008 gallons of JP-4 Jet Fuel issued during the month of February.

(2) Fuels Laboratory:

(a) There were a total of 353 samples tested for solids, a total of 303 samples tested for water and 6 samples tested for sulfide. All of the above samples were on jet fuels. There were 4 samples tested on demineralized water and 23 samples were tested for saturation.

(3) LOX Section:

(a) A total of 5,770 gallons of LOX was produced by the 25 Ton LOX Plant during February 1962. A total of 5,545 gallons of LOX was issued. A total of 39,916 gallons of LN2 were produced by the Plant.

d. Base Equipment Management Office activity of historical significance follows:

(1) The bi-monthly RCS: AF-883 Report for GAM-77 was prepared and mailed to the required headquarters. Supply support percentage for the GAM-77 has reached 94.3%. The RCS: AF-883 Report for the B-52 and KC-135 Weapons Systems were mailed from OCAMA on the 19th of February and were received on 23 February 1962 by DSUPBEMO. The KC-135 Report was checked and annotated by the Reports Section of DSUPBEMO and given to Special Activities Section of Base Supply 26 February 1962 for verification of requisition numbers of all shortages. The B-52 Report was checked, annotated, and given to Base Supply 27 February 1962 for appropriate action. No difficulty is foreseen in completing and forwarding these reports.

(2) A fixture, FSN 5120-769-4598 was received from OCAMA in an incomplete condition. The items short were a segment, FSN 4920-776-3562 and a ring, FSN 5120-776-3672. This discrepancy was not known until an attempt was made to replace a damaged tail cone on a GAM77A. OCAMA was notified of this error and another fixture was shipped to Walker AFB, but when this item was received and checked it was also incomplete. Mr. Bridges of the GAM CME Section of OCAMA was apprised of this and assistance was requested. Mr. Bridges inspected the remaining fixtures in stock and found that they were all complete. OCAMA shipped one segment to Walker AFB and SAAMA was contacted by both OCAMA and Walker AFB and their assistance on correcting this error was solicited. SAAMA notified the manufacturer, Pratt & Whitney Company of Hartford, Connecticut, and requested they furnish one ring direct to Walker AFB to complete the fixture assembly.

(3) The Base Equipment Review Office has completed formulation of operating procedures for the Section as established by BEMO/CEMO Instructions. A complete and extensive reference allowance source document file has been established in the BERO and necessary requests for publications have been forwarded to the Base PDO.

(4) A total of twenty-two (22) special inventories were conducted during the month of February by the Inventory Branch, Base Equipment Control Office.

(5) Mobility bags have been changed to team and flight numbers by the Mobility Section, Base Equipment Support Office. Mobility kits are being inventoried for correction of proper sizes and amount of property.

(6) Issues to sub-accounts by warehouse personnel utilizing assigned vehicle has resulted in property being moved more rapidly from the warehouse section.

(7) A Tool Issue Center has been initiated and custody receipts for tools removed from the individual AF Form 538. Missile tools are on order and are being received daily.

(8) The Machine Room, Base Equipment Control Office, has started on a three shift operation, 12 February 1962. This was because of the heavy work load during the BEMO/CEMO conversion. Machine Room personnel have been working a minimum of 48 hours a week during this reporting period.

(9) Close coordination is being maintained with Statistical Services on the BEMO/CEMO conversion. Stat Services requested our decks on 1 March 1962 to commence their first phase of the conversion program. This date will be met. It is felt that with the slippage from Stat Services this activity will still be able to have the reporting deck to the Area Command Equipment Management Office on or before 15 March 1962.

(10) Base Vehicle Reporting Office was transferred from BDCM to DSUPBEMO. Five (5) vehicles were processed for off-base shipment. Fifteen (15) vehicles were processed to repair and maintenance, including the preparation of reports. A total of 620 AF Form 588's (Individual Vehicle Record) were re-accomplished.

e. Base Maintenance Support Office activity of historical significance follows:

(1) Base Flight Tool Crib items transferred from A1C Thorne (OMS Tool Crib) to MSgt. Ventrella (Transient Tool Crib, Account CB) on 19 February 1962 due to changes in current UAL.

(2) GAM 77 Tool Crib completed turn-in and/or transfer of unauthorized and excess UAL property as a result of screening current UAL authorizations.

(3) Transfer of OMS Tool Crib operation and responsibility from BMSO/TC to OMS still pending due to further investigation and discussion. Also, the taking over responsibility for Aerospace Ground Power Equipment Shop and Engine Shops equipment by BMSO/TC, pending for same reasons.

(4) During this reporting period there were a total of 14 cannibalizations: 11 B-52's and 3 KC-135's.

(5) Balance for work order credits for Civil Engineering Work Order Requirements Section: $33,399.81.

5. PROBLEMS: Negative

6. SPECIAL PROJECTS:

a. Base Supply Division:

(1) Administration and Procedures Branch:

(a) The Inventory Section conducted special inventories of WRM assets and sensitive items.

(b) The Document Control Section was re-arranged and partitions installed. The new arrangement provides better working conditions for Document Control personnel and eliminates much interference from other personnel requiring access to the transaction registers.

(c) Change 3 to SACR 67-5 (Manhour Accounting) was implemented on 16 February 1962. This change established a mechanized manhour accounting system for Base Supply and Fuels personnel.

(d) The Procedures Section has initiated a study of 8 Deck effectiveness. The 15AF desired goal for 8 Deck effectiveness is 65%.

(e) A committee of representatives from all branches has been formed for the purpose of implementing Project "MILSTRIP". This is an armed forces-wide project to standardize requisitioning and issue procedures. The first phase, elimination of dashes in stock numbers within specified federal groups, was completed on 26 February 1962.

(2) Bench Stock and Preissue Branch: MILSTRIP Phase I conversion of Federal Classes 1005 thru 3040 completed by BS/PI on schedule.

(3) Property Accounting Branch:

(a) Research Section:

1. Project "MILSTRIP", Groups 10 thru 30 changed to new stock number format on 24 February 1962. No problems encountered. On 23 April 1962, the second phase, consisting of 36 classes, will be completed.

2. Non-Stock Listed Part Number Items cannot be converted to the new format until the receipt of SAC Forms 18, which should be distributed to us by 15 March 1962.

(b) Machine Section (EDPM): During the February portion of MILSTRIP conversion, there were 5,000 index cards, 5,000 locator cards, 400 bench stock master cards, 500 preissue master cards and 800 preissue due-in cards processed for a total of 5 hours, 38 minutes.

(4) Materiel Facilities Branch: The warehouse location verification program for 1962 is progressing satisfactorily. A total of 11,529 locations have been checked for correctness as of 28 February 1962.

(5) Base Procurement Service Store:

(a) Paint and Dope Warehouse has been rearranged; new bin cards have been put on shelves and locator file established for all items.

(b) A uniform system of handling back orders has been established. This will eliminate the majority of 529's and 67-7 follow-up from CE, thus saving manhours and also giving better service.

(c) Signs were prepared for departments instructing customers not to open unit packs. This will improve the appearance of stock on shelves.

b. AFW Supply Division:

(1) A further study is being conducted to pin point discrepancies between AFM 66-1, 67-1, and SACM 65-2. DSUPAFW Project Number 17 has been established for this purpose with an estimated date of completion on 30 March 1962.

c. Base Maintenance Support Office:

(1) DSUPBMSO has been establishing a one man control of all ECM assets on Walker Air Force Base. Procedures have been established and physical location effected. Estimated date of final completion is 12 March 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: AFLC - Weapon System Logistic Officer Report

TO: ~~XXX (Wpn Sys Log Off)~~

Weapon System B-52E, KC-135, and GAM-77A

Reporting Activity Walker AFB, New Mexico

As of Date 28 February 1962

Date Prepared 1 March 1962

In compliance with WSLO Reporting Procedures, dated 1 Dec 1960, subject report is submitted:

A. GENERAL
B. SUMMARY OF AOCP/AMFE/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. CANNIBALIZATION
L. COMMENTS/RECOMMENDATIONS

SAMUEL P. PARSONS USAF
COLONEL
Deputy Commander for Maintenance
Walker Air Force Base, New Mexico

Information Copies to:

See Distribution List on Page 1.

KEITH P. SIEGFRIED USAF
LT. COLONEL
Director of Supply
Walker Air Force Base, New Mexico

30

ELZA J. COOK
OCAMA WSLO
Walker Air Force Base, New Mexico

DISTRIBUTION

ON BASE:

1 - C (Col. D. E. Hillman)
1 - BC (Col. R. D. O'Connor)
1 - DCM (Col. S. P. Parsons)
1 - DSUP (L/Col. K. P. Siegfreid)
1 - BDCM (L/Col. P. F. Slowiak)
1 - DSUP/S (L/Col. M. J. Frisinger)
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 SAC
OFFUTT AFB NEBR

1 - DM3
1 - DM4

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 OCAMA
TINKER AFB OKLA

50 - OCM-2 - Mr. Clark
8 - OCMA - Mr. Farrar
8 - OCMB - Col. McCorkle
7 - OCME - Mr. Jones
3 - OCMM - Mr. Talkington
1 - OCMAOG - Mr. Greene
8 - OCMC - Mr. Evans

HEADQUARTERS MOAMA
BROOKLEY AFB ALA

1 - MOME - Mr. Warren West

HEADQUARTERS MAAMA
OLMSTED AFB PA

1 - MAMTOL - Maj. Davis

DAYTON AIR FORCE DEPOT
GENTILE AFS
DAYTON 20 OHIO

1 - C

HEADQUARTERS SAAMA
KELLY AFB TEXAS

1 - SAM - Col. Grubaugh
1 - SASMS - Mr. Anderson

HEADQUARTERS WRAMA
ROBINS AFB GA

1 - WRMR - Col. Soukup

A. GENERAL INFORMATION

1. LSM Information

This representative was TDY to Headquarters OCAMA, Tinker Air Force Base, Oklahoma, to attend the WSLO Conference during the period 26 February 1962 through 2 March 1962.

2. LSM Information

Representatives of 47 Air Division and 15th Air Force visited this station 5 February through 9 February 1962, on a staff assistance visit.

3. LSM Information

A representative from Dyess Air Force Base, Texas, visited this station on 1 February 1962, to review control procedures.

4. LSM Information

A representative from UTAH General Depot visited this activity 16 February 1962 through 19 February 1962, on QM Liaison.

5. LSM Information

Representatives from Headquarters SAAMA, Kelly Air Force Base, Texas, visited this activity 8 February 1962 through 16 February 1962, on an area assistance visit.

6. KC-135 LSM Information

A team from The Boeing Company, Wichita, Kansas, visited this activity 19 February through 23 February 1962 to perform "Cookie Cut" on the left and right wings on 18 KC-135 aircraft. It was reported that no cracks were found.

B. SUMMARY OF AOCP/ANFE/MOCP/EOCP STATUS

1. B-52 and KC-135 LSM Information

For the period 26 January 1962 through 25 February 1962, Walker Air Force Base assigned B-52 and KC-135 aircraft both experienced a zero per cent for both AOCP and ANFE rates.

2. LSM Information

For the month of February, 1962, Walker Air Force Base EOCP rates reported on the local 2-AF-S-52 Report are as follows:

	J-57-19W	J-57-59W
Report Dated Feb 62	0	0
Report Dated Feb 62	0	0
Report Dated Feb 62	4.5	9.1
Report Dated Feb 62	3.1	0

Items contributing to EOCP status are:

Housing - S/N 0245-2840-521-0724
Gasket - S/N 0245-2840-514-3382
Sleeve - S/N 0245-2840-376-6830
Vane - S/N 0245-2840-040-2670
Vane - S/N 0245-2840-098-3018
Pump - S/N 0245-2840-330-6878

C. SUMMARY OF PUBLICATIONS

1. LSM Information

No problems were reported to this office during this reporting period.

D. STOCK CONTROL AND REQUISITIONING

1. LSM Information

As of 15 February 1962, CLARK percentage of completion is as follows:

B-52	KC-135	Overall Percentage
97.8%	99.4%	98.2%

2. GAM-77 LSM Information

As of 19 February 1962, GAM-77 Lay-in Spares was 93% completed and CME 88% completed.

E. PIPELINE TIME

1. LSM Information

No problems were reported to this office during this reporting period.

F. LOCAL REPAIR

1. LSM Information

The 6th Bomb Wing AFD-25 Report was forwarded to OCMASB and OCMCSB at Headquarters OCAMA.

G. REPARABLE PROCESSING

1. LSM Information

A review of the reparable processing unit and discussions with field maintenance personnel indicated that Valve, S/N 1630-547-0116 and S/N 1630-575-6750, both coded XD 2 utilized the same repair component as S/N 1630-575-6751, coded XB 2. Communications with OCAMA indicated the XB 2 coding for S/N 1630-575-6751 should be XD 2, and will be changed in the next FSC 1630 stock list.

H. UNIQUE ITEM REQUIREMENTS

1. KC-135 LSM Information

KC-135 Instructor Pilot's Seat, reference T. O. 1C-135/K/A-4, figure 437, index 13. The 6th Bomb Wing has an urgent requirement for subject seat. During a recent visit to Headquarters OCAMA, this representative was informed that no spare seats had been provisioned and an extremely limited number of spare parts had been procured, and apparently none of the spare parts were hardware required to maintain seat serviceability. KC-135 Weapon System Management Division has requested that 6th BCM submit a letter outlining the requirement and history relative to this requirement for a seat. This information is necessary to utilize expenditure of procurement funds obviously needed to support the KC-135 fleet at this time.

I. PROJECTS

1. LSM Information

Reference Headquarters OCAMA letter, dated 9 Nov 60, paragraph 3b and 3c, the following quantities in the categories noted below were returned to the appropriate depot or base. These shipments are:

Category I - 55
Category II - 916
Category III - 1032

J. EQUIPMENT

1. GAM-77 LSM Information

Subject: J-57 Engine Tool - S/N 5120-769-4598. The 6th Bomb Wing has received two each subject item, both short #3 Ring, P/N 9895. Correspondence with Headquarters OCAMA has indicated that this ring has been re-identified to PWA 14090. Further correspondence with Headquarters OCAMA has resulted in one each subject tool being returned to the storage site. Further, correspondence with Headquarters OCAMA and Headquarters SAAMA has verified that apparently several of subject tools have been shipped to field activities short the #3 Ring. Information from Headquarters SAAMA indicates that Pratt & Whitney Engine Company have been requested to furnish field activities the missing component of subject tools. To date, no EDD of the tool has been received.

K. CANNIBALIZATION

1. B-52 and KC-135 LSM Information

The following is a resume of the number of cannibalizations and the number of line items involved during the S-39 reporting period of 26 January 62 through 25 February 1962:

	B-52	KC-135
Total	12	3
Line Items Cannibalized	11	2

Items listed below are required to avoid cannibalization action:

CMEA 5895-711-3690 - Counter
CMEA 5895-708-6117 - Counter
CMEA 5895-544-4927 - Oscillator
CMEA 5895-679-5121 - Seal
1280-318-9785 - Converter

L. COMMENTS/RECOMMENDATIONS

I would like to take this opportunity to express my appreciation to Mr. C. R. Boles, OCAMA WSLO, Barksdale AFB, Louisiana, for his assistance in furnishing copies of Technical Orders reported in my January report, as unavailable at this station

1. LSM Information

The 6th Bomb Wing personnel requested this office to advise them of the Mil Spec and/or federal stock number of "Dow 1", to be used for corrosion treatment of aircraft wheels, referenced on page 6, paragraph 4a(2) of the Technical Order 4W-1-61 dated 26 August 1960. A message was transmitted to OOAMA, Hill Air Force Base, Utah, and this office was advised that subject "Technical Order 4W-1-61 dated 26 August 1960 is presently being revised to delete the note from paragraph 4A/2/, page 6. Reference to "Dow 1" will be removed as this compound is not a pre-mixed compound. Therefore, it is not stock listed. The Chrome-Pickle solution listed in paragraph 4A/2A is the only solution authorized for corrosion treatment of wheels."

2. LSM Information

The 6th Bomb Wing personnel have requested that in the next revision to T.O. 1B-52-1450 (ECP 951-27), that it be included that when subject technical order is accomplished, the requirement for T. O. 1B-52-1427 is deleted. Correspondence with Headquarters OCAMA (OCMAS) has indicated that action has been initiated to supplement T. O. 1B-52-1427 to reflect the intent of this request.

SECRET (When Filled In)

COMBAT SUPPORT GROUP LOGISTICS RECAP SHEET

UNIT: 6BW | AIR FORCE: 15 | HOME BASE: WAFB | (1 Feb 62) | PAGE 1 OF [redacted] PAGES

GENERAL INSTRUCTIONS

1. This form escapes all ZIPO logistical requirements levied against the combat support group by SAC and non-SAC units.

2. For SAC units, list total tactical aircraft generated by each unit by type (tanker or bombardment/reconnaissance) at the required A+ hour generation time specified in SACM 55-7. Alert aircraft will be totalled by type and reflected in columns 3 and 4. Since alert aircraft are already serviced, columns 5 through 25 will be left blank.

3. Integrate non-SAC, support, and SAC administrative aircraft within the time phase of SAC tactical aircraft generation rates. Arrival times will be used.

Line No.	Unit	Arr. Aircraft Number Type	Aircraft No.	Aircraft Type	Fuel (Thousands of gallons required for mission) Average	Fuel Total	Oil (Gallons) Type	Oil Total	Ammunition (Rounds of Ammo) 50 Cal.	Ammunition 20 MM	Chaff (Canisters) Mark	Chaff Mod	Oxygen (Liters) Gas	Oxygen Liquid	Alcohol MIX (Gallons) Type	Alcohol MIX MOD	Alcohol MIX N/A	ATO (Sortie)	Pilots (Number)	Sq. Time (Number sortied)	Sq. Time (Hours flown)	Start Fail (Number)	Cancel (Prior to crew on aircraft)	Abort (Number)	Abort Code (Use code letter from SAC manual)	Remarks (Continue on reverse by item number if needed)
1	6BW	0000	5	B-52	←																					Alert Aircraft
2	6BW	0400	2	KC-135		54.8		46						16	1140					300	120		4				
3	6BW	0600	2	KC-135		54.8		46						16	1140					300	120		4				Column 22: Each KC-135
4	6BW	0600	4	B-52		156.4		128	96		16	16		60	1216					600	320				4		carries a Crew Chief and
5	6BW	0800	2	KC-135		54.8		46						16	1140					300	120		4				an assistant Crew Chief
6	6BW	0800	2	B-52		78.2		64	48		8	8		30	608					300	160				2		
7	6BW	1000	2	KC-135		54.8		46						16	1140					300	120		4				Column 19: De-ice fluid
8	6BW	1000	2	B-52		78.2		64	48		8	8		30	608					300	160				2		consumption assumes all
9	6BW	1200	2	KC-135		54.8		46						16	1140					300	120		4				aircraft requires de-icing
10	6BW	1200	2	B-52		78.2		64	48		8	8		30	608					300	160				2		Quantity per aircraft is
11	12Hr	Total	25	X		665.0		550	240		40	40		250	8740					3000	1400		20		10		based upon past experience
12	6BW	1400	2	KC-135		54.8		46						16	1140					300	120		4				
13	6BW	1400	2	B-52		78.2		64	48		8	8		30	608					300	160				2		
14	6BW	1600	2	B-52		78.2		64	48		8	8		30	608					300	160				2		
15	6BW	1800	2	B-52		78.2		64	48		8	8		30	608					300	150				2		
16	6BW	2000	2	B-52		78.2		64	48		8	8		30	608					300	160				2		
17	6BW	2200	2	B-52		78.2		64	48		8	8		30	608					300	160				2		
18	6BW	2400	2	B-52		78.2		64	48		8	8		30	608					300	160				2		
19	6BW	2600	2	KC-135		54.8		46						16	1140					300	120		4				
20	12Hr	Total	16	X		578.8		476	288		48	48		212	9928					2400	1200		8		12		
21	6BW	2600	2	B-52		78.2		64	48		8	8		30	608					300	160				2		
22	6BW	2800	2	B-52		78.2		64	48		8	8		30	608					300	160				2		
23	6BW	3000	4	KC-135		109.6		92						32	2280					600	240		8				
24	6BW	3000	1	B-52		39.1		32	24		4	4		15	304					150	80				1		
25	MATS	3000	1	C-133		5.5		4						2			70/30			150	40		4	12.6			
26	MATS	3010	1	C-121	1.5		20						10							150	300		44				
27	MATS	3020	1	C-121	1.5		20						10							150	300		65				
28	MATS	3030	1	C-121	1.5		20						10							150	300		65				
29	12Hr	Total	13	X	4.5	310.8	80	256	120		20	20	30	107	3800		70/30			1950	1580		206	12.6	5		

SAC [illegible] 100 PREVIOUS EDITION IS OBSOLETE. FC: 2776.

2

(When Filled In) SECRET

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31

DCSL 69-4

AD 62-14

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SECRET (When Filled In)

COMBAT SUPPORT GROUP LOGISTICS RECAP SHEET

UNIT: 6Bw | AIR FORCE: 15 | HOME BASE: MAFB (1 Feb 62) | PAGE 2 OF 2 PAGES

GENERAL INSTRUCTIONS

1. This form accepts all ETO logistical requirements levied against the combat support group by SAC and non-SAC units.

2. For SAC units, list total tactical aircraft generated by each unit by type (number or dash-number/ reconnaissance) at the required A+ hour generation time specified in SACM 55-7. Alert aircraft will be totalled by type and reflected in columns 3 and 4. Since alert aircraft are already serviced, columns 5 through 25 will be left blank.

3. Integrate non-SAC, support, and SAC administrative aircraft within the time phase of SAC tactical aircraft generation rates. Arrival times will be used.

LINE NO.	UNIT	A/C GENERATION A+HOUR TIME	AIRCRAFT NR.	AIRCRAFT TYPE	FUEL (Thousands of gallons by increment for command use only) EVENT	FUEL CUM	OIL (Gallons) 1000	OIL 1000	AMMUNITION (Hundreds of Rounds) 50 CAL	AMMUNITION 20 MM	CHAFF (Cartons) 4000	CHAFF 1000	OXYGEN G AND P (1000)	OXYGEN A AND D	ALCOHOL ENG (Gallons) H2O	ALCOHOL ADD	W/A	ATO (Numbers)	NO-NOTE PLANS (Numbers)	RA TYPE (Number of crews needed)	GILLETTE (Number of crews needed for each mission - 4 max)	STAR MAP SET (Number of sets)	CARGO (Tons per mission - one sortie)	FILM (Rolls) 9SP-2	FILM 6 SM	DEP ORD Plans for Combat (Number required by SAC units)	REMARKS (Continue on reverse by line number if needed)
1	MATS	4 Days	1	C-124	3		40						50				50/50									MATS 107-61	
2	12Hr	Total	1	X	3		40						50				50/50									X	
3	MATS	11 Days	1	C-124	3		40						50				50/50									MATS 107-61	
4	12Hr	Total	1	X	3		40						50				50/50									X	
5																											
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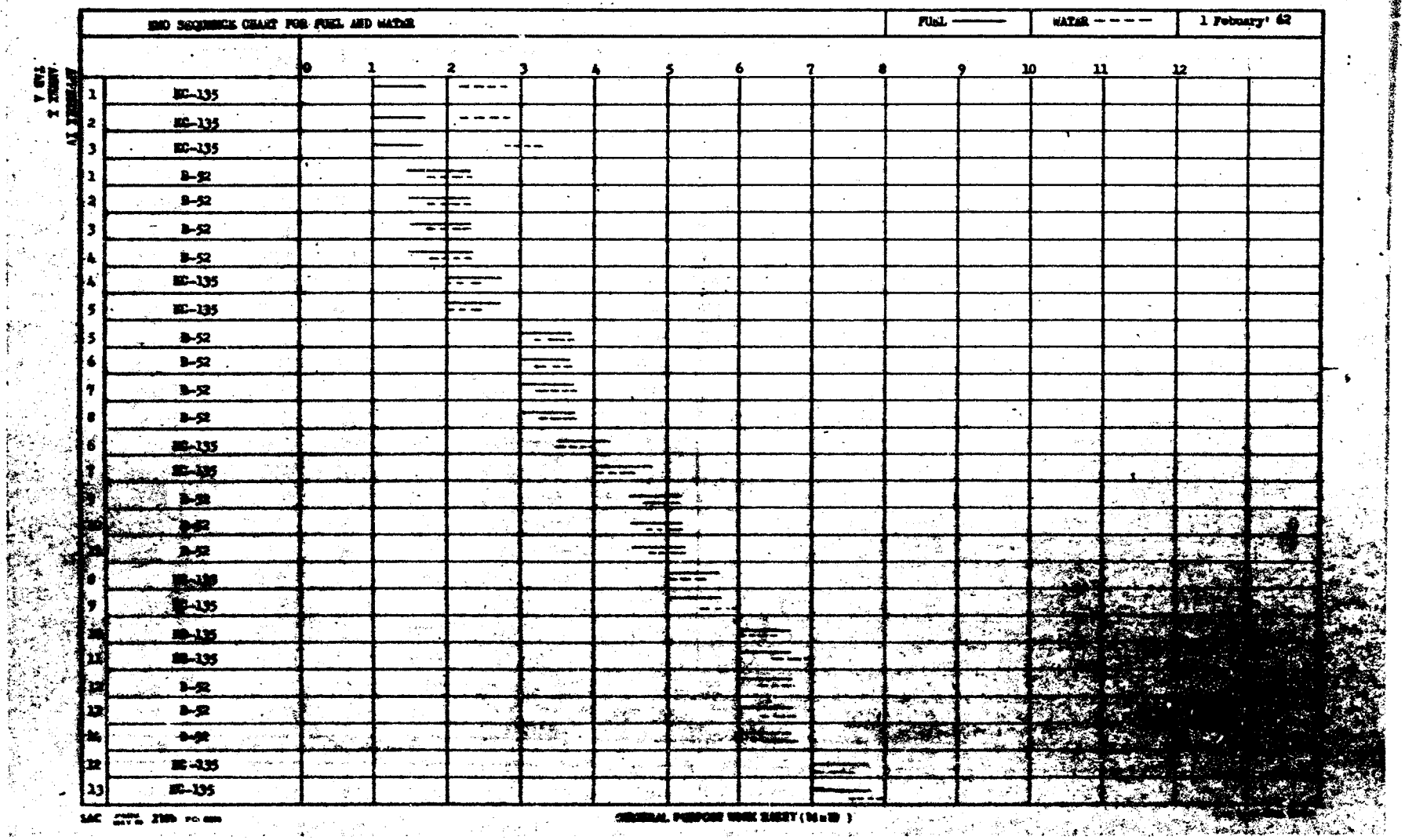
DCM 62-1

AFM 101 PREVIOUS EDITION IS OBSOLETE. PC: 2770.

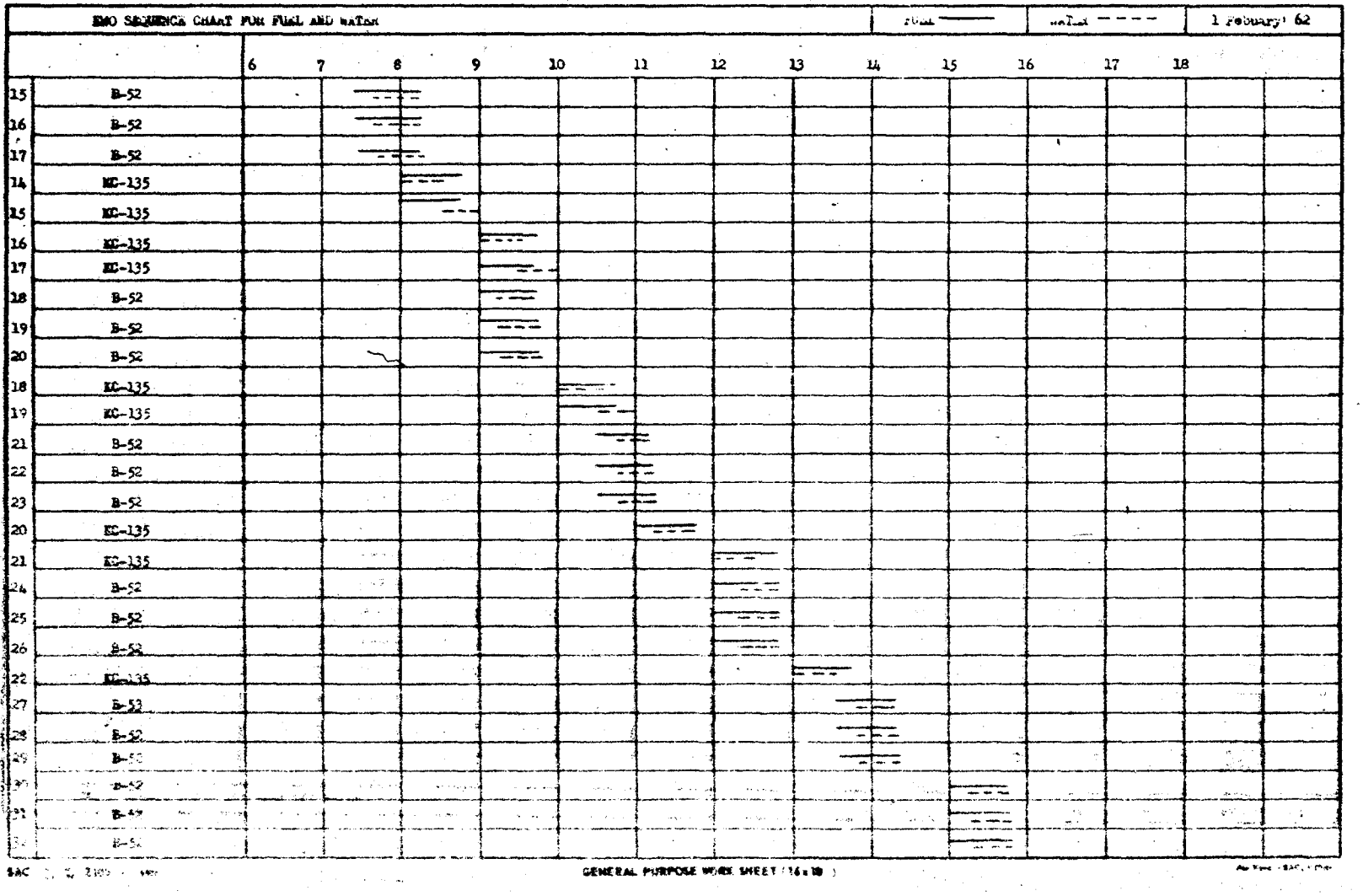
SECRET (When Filled In)

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END SEQUENCE CHART FOR FUEL AND WATER
FUEL
WATER
1 February '62
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3 KC-135
1 B-52
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12 B-52
13 KC-135
13 KC-135

TAB A
APPENDIX IV
ANNEX 4



SECRET

JPA861
FM BALLISTIC SYSTEMS DIVISION NORTON AFB CALIF
TO/RJWBJP/SATAF WAIKER AFB NMEX
BT
S E C R ET BSOL-27-2-16-E. THE FOLLOWING A LIST OF REVISED SITE NEED DATES FOR ATLAS MISSILES AS PROPOSED TO THE AFPR AT SAN DIEGO, FY GD/A BASE MANAGER. REQUEST SATAF'S REVIEW AND ADVISE IMMEDIATELY OF CONCURRENCE OR NON-CONCURRENCE.

WALKER

[redacted] NR	FROM	TO
74F	1 MAR 62	16 MAY 62
88F	6 AUG 62	15 AUG 62
96F	15 AUG 62	6 AUG 62

SCP-4
BT
28/0005Z FEB RJWZNF

SECRET

One Tallawanda Drive
Worcester 3, Massachusetts

Santa Barbara, California
March 3, 1962

Colonel E. M. Jacquet, Commander
Missile Squadron
Walker Air Force Base
Roswell New Mexico

Dear Colonel Jacquet:

Mrs. Flemings and I would like to express to you and Colonel Henkel our gratitude and appreciation for the wonderful tour we had a few weeks ago to one of the missile sites near Roswell. We both understand that this was a special arrangement, and are correspondingly appreciative.

I had of course read much of the missile installations that are being made, but was deeply impressed with the planning and detail that are entailed in their establishment. It give a sense of immediacy of deterrent that I had never experienced before. It is a reassuring feeling, and you should be proud.

With every good wish to you both,

Sincerely,

Esther C. Goddard

SECRET

579th Strategic Missile Squadron

RCS: 10-SAC-T12

BALLISTIC MISSILE UNIT STATUS REPORT

Initial Report

SEP 61 - FEB 62

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

34

Copy 23 of 26 copies

IXO 62-19

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ATTACH #2

D I S T R I B U T I O N

AGENCY	NO. OF COPIES
Hq SAC, Offutt AFB, Nebraska	
DOTCM	2
DOTOMGGN	1
DOTPM	1
DOTSMW	1
DCRMD	1
DPALM	1
DPOPC	1
Hq 15AF March AFB, Calif	
DOS	1
DCRM	1
DM4A	1
DPP	1
DPLPM	1
Hq 47AD, Castle AFB, Calif	2
Hq 6BW, Walker AFB, New Mexico	
DCOT/RA	5
579SMS, Walker AFB, New Mexico	
579SMSO	2
579SMSA	4

BALLISTIC MISSILE UNIT STATUS REPORT

(RCS: 10-SAC-T12)

(1) 579TH STRATEGIC MISSILE SQUADRON, 6TH BOMBARDMENT WING, as of 28 February 1962.

(2) Launch Emplacements on Alert: None.

(3) Missiles on Hand: 0/1.

(4) Present and Projected Crew Status as of:

	28Feb	31Mar	30Apr	31May	30Jun
(a) Total number of crews assigned	24	24	24	24	27
(b) Crews (CR) assigned	0	0	0	0	0
(c) Crews (CR) on TDY and/or leave	0	0	0	0	0
(d) Crews (NCR) assigned/available (ORT) Graduates	0/0	0/0	0/0	0/0	0/0
(e) Crews (NCR) assigned/available. Not ORT Graduates.	0/0	0/0	7/7	16/8	27/16

(5) Status of Combat Ready Crews with Waivers: No Combat Ready Crews.

(6) Noncombat Ready Crews (ORT Graduates): None.

(7) Spare Crew Members:

AFSC	ORT COMP.	IN ORT	IT COMPLETE
3124B	0	0	0
3124D	0	0	0
541X0D	0	0	0
543X0	0	0	0

(8) Training and Evaluation Data: N/A.

(9) Problem Areas:

(a) Training deficiencies and/or excessive training in specific areas experienced by personnel while attending individual training.

Part I: OBR 1821/3121-3. The initial two weeks of executive management practices and procedures course is excessive training. Younger officers have previously received this in ROTC, OTS and OCS. Senior officers have obtained experience in management practices. The course AFM 66-1 Maintenance Procedures is given at the wrong time. A basic knowledge of missiles is needed to understand many of the terms and ideas presented in the course. The reference to the THOR Weapons System seems to detract from the Atlas "F" concepts.

Part II: OZR 1821/3121-1. At present this course in an overall sense is presented in an excellent manner. Professionalism could be enhanced. Continuity from one program of instruction on the Atlas "F" Systems to the next could be improved. At the present time during the last two weeks of instruction this course emphasizes the light sequence that should appear on the Launch Officer's Control Console. Each program or course of instruction should emphasize the light sequence that should appear on the Launch Officer's Control Console. The indoctrination and realism of equipment usage of a missile unit could be improved. Sometimes obsolete material is encountered concerning the standard technical procedures in the field. A SAC liaison officer should be stationed at Sheppard AFB for at least the next four months for purposes of correcting minor areas of criticism as listed above.

(b) Atlas "F" ORT Schedule.

Based on the present Vandenberg ORT schedule and the SATAF/SAC projected complex turn-over dates this unit will not have the required Combat Crews and Maintenance Teams available for acceptance of the first four complexes. This unit has recommended that changes be made to the ORT schedules to provide an earlier graduation date for the Missile Instructor Crews and four Mobile Maintenance Teams. For a detailed study of this problem, refer to 6th Bomb Wing Letter (SECRET) dated 20 February 1962, Subject: "Atlas "F" ORT Schedule".

(10) None.

(11) This Squadron is progressing according to schedule with respect to the established Combat Readiness date. There are no problems (except as listed in (9)(b) above) existing at present which would delay this goal.

Edward M. Jacquet

EDWARD M. JACQUET
Colonel, USAF
Commander

I Concur.

D. E. Hillman

D. E. HILLMAN
Colonel, USAF
Commander

6TH BOMBARDMENT WING
RCS: 15AF-U9

5791h SMS

PROGRAM PROGRESS REPORT

JAN 1962

[redacted]

COMMANDER'S COMMENTS

1. Progress is normal. There are no areas at this time that are beyond our capability.
2. An early identification by higher headquarters of RPIE and AGE equipment would expedite local planning for delineation of maintenance responsibility between BDCE and SMS.
3. Due to the similarity of projects, BDCE-9 has been integrated into Project BDCE-8.

D E HILLMAN
Colonel USAF
Commander

DIRECTORY OF COMPLETED PROJECTS

NUMBER	TITLE	LAST REPORT IN WHICH SHOWN
DSUPO-1	Receive and Review Tentative Unit Authorization List	Oct 61
DSUPO-2	Receive and Review Weapons System Equipment Component	Oct 61
DSUPO-3	Obtain Publications	Oct 61
DSUPO-4	Receive and Annotate Initial Ground Support Equipment Listing	Aug 61
DSUPO-7	Receive and Process Unit Authorization List	Oct 61
DSUPO-8	Requisition Organizational Property	Sep 61
DSUPO-9	Establish Accounting Records	Aug 61
DSUPO-10	Report AGE Assets	Jan 62
DSUPO-11	Monthly CME Reporting	Jan 62
DSUPO-12	Weekly Status Reporting	Jan 62
DSUP/AFW-2	AFW Personnel Requirements, Selection & Training	Oct 61
DSUP/AFW-3	AFW Publications Requirements	Aug 61
DSUP/AFW-6	Funds For Indirect Spare Support	Sep 61
DSUP/AFW-7	Logistics Plan	Jan 62
DCOCE-7	Administrative Telephone	Nov 61
DCOBO-1	Aircraft Support and Flying Hour Allocation	Oct 61
6AEMS/PME-1	Test Equipment Calibration and Repair Support For SM-65	Jan 62
DCRF-1	Obtaining Appropriated Funds for Support of 579th SMS	Aug 61
DCR/MA-1	Publish Base Regulation 27-1	Jun 61
BDCE-1	Master Planning, Siting & Program for On-Base Facilities	Jun 61
BDCE-2	Modification of Existing Facilities for I&C Contractor	Jul 61
BDCE-4	Integrate Government Real Estate into Real Property	Jun 61
BDCE-6	Program for Fire Protection and Continuous Training of Personnel	Oct 61
BDCE-7	Coordinate With Fire Districts and Local Communities For Fire Protection	Dec 61
BDCE-9	Establish Procedures to Accomplish Maintenance Repairs for Which BDCE is Responsible (Project integrated with BDCE-8)	Dec 61
DCM/OMB-1	Integration of Base Flight & Transient Maintenance into OMS	Sep 61
BDCM/TSMTB-6	Roadside Repair Capability	Oct 61
BDCS-1	Dormitory Space for 579th Strategic Missile Squadron	Oct 61
BDCM/TSMTB-8	Cargo Service (Deleted)	Dec 61
DP-5	SAC Specialists on Duty With SATAF (Deleted)	Dec 61
DSUPO-6	Supply Support Plan (Project is now numbered DSUP/AFW-7)	Nov 61

I N D E X

Commander's Comments

Directory of Completed Projects

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Sample Symbols iii & iv

DIRECTOR OF SUPPLY

Consolidated Organizational Supply 1
AFW Supply Division 7
Fuels and Propellants Division 15

DEPUTY COMMANDER FOR OPERATIONS

Communications/Electronics Division 19
Command Post 35
Combat Operations Division 43
Training Division 45

DEPUTY COMMANDER FOR MAINTENANCE

Armament & Electronics Maintenance Squadron 47

COMMANDER 812TH MEDICAL GROUP 49

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Motor Transportation Branch 55
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COMMANDER 579TH STRATEGIC MISSILE SQUADRON 95

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DSUP	5
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579SMB	10
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SBAMA, SBMC, Norton AFB, Calif	1

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Hq 47AD, Castle AFB, Calif	
C	2
DM	2
DO	1
Hq 706SMW (DCRM), F.E. Warren AFB, Wyo	2
Hq 310BW (DCR), Shilling AFB, Kansas	1
Hq 93BW (IXO), Castle AFB, Calif	4
TOTAL	86

PROGRAM PROJECT SCHEDULE CHART

PROJECT TITLE SAMPLE OF SYMBOL ENTRIES

PROGRAM AGENCY

PROJECT NUMBER

AUTHENTICATING OFFICER

■ COMPLETION PRIOR TO JAN 61

△ SCHEDULED TO START

▲ ACTUAL START

○ SCHEDULED COMPLETION

● ACTUAL COMPLETION

	MILESTONES	FY 61						FY 62						FY 63						FY 64						
		CY 60						CY 61						CY 62						CY 63						
		J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D	
1	Completed Prior to January 1961	■																								1
2	Scheduled Start & Scheduled Completion			△							○															2
3	Re-Scheduled Start & Re-Scheduled			△	△						○	○														3
	Completion																									
4	Actual Start & Scheduled Completion			▲							○															4
5	Re-Scheduled & Actual Start & Re-Scheduled & Actual Completion			△	▲						○	●														5
6	If Project is to be started & completed within one month, indicate scheduled start. Then when the project has been completed change the △ to a ●			△																						6

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PROGRAM PROJECT SCHEDULE CHART

PROJECT TITLE: SAMPLES OF SYMBOLS ENTRIES (Cont'd)

PROGRAM AGENCY:

PROJECT NUMBER:

ADMINISTERING OFFICE:

■ COMPLETION PRIOR TO JAN 01 | ▲ SCHEDULED TO START | ▲ ACTUAL START | ○ SCHEDULED COMPLETION | ● ACTUAL COMPLETION

	MILESTONES	FY 01	FY 02	FY 03	FY 04
		CY 01	CY 02	CY 03	
		J F M A M J J A S O N D	J F M A M J J A S O N D	J F M A M J J A S O N D	J F M A M J J A S O N D
	(For projects with more detailed				
	milestones)				
1	Determine Location of Tool Crib	△			1
2	Determine Tools to be Maintained	△			2
3	Equip Central Tool Crib	○			3
	(As the Project Progresses)				
1	Determine Location of Tool Crib	●			1
2	Determine Tools to be Maintained	△			2
3	Equip Central Tool Crib	○			3
	(When Project is Completed)				
1	Determine Location of Tool Crib	●			1
2	Determine Tools to be Maintained	●			2
3	Equip Central Tool Crib	●			3

PROGRAM PROJECT SCHEDULE CHART

PROJECT TITLE Report AGE Assets

PROGRAM AGENCY DSUPO

PROJECT NUMBER DSUPO - 10

AUTHENTICATING OFFICER Lt Col Siegfreid

■ COMPLETION PRIOR TO JAN 61 ▲ SCHEDULED TO START ▲ ACTUAL START O SCHEDULED COMPLETION ● ACTUAL COMPLETION

	MILESTONES	FY 61	FY 62	FY 63	FY 64
		CY 61	CY 62	CY 63	
		J F M A M J J A S O N D	J F M A M J J A S O N D	J F M A M J J A S O N D	
1	Determine AGE Assets	▲	■		
2	Prepare Listing	▲	■		
3	Forward Listing to WSM/SSM	▲	■		

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PROGRAM PROJECT TITLE: Report AGE Assets

31 Jan 1962

PROJECT NO. DSUPO - 10

1. PROGRAMMED MILESTONES COMPLETED THIS MONTH: See Discussion

2. PROGRAMMED MILESTONES NOT COMPLETED THIS MONTH:

NR	TITLE	STATUS - REMARKS
1	Determine AGE Assets	See Discussion
2	Prepare Listing	See Discussion
3	Forward Listing to WSM/SSM	See Discussion

3. POTENTIAL SLIPPAGE: None

4. DISCUSSION: Reference AFR 67-9C, Section I, dated 1 September 1961. SSAMA obtains the NCS: AF-SC3 Report on the SM-65 and the AGE is selected as stated in cited AFR and reported on the S-83 Report. This project is to be considered closed.

For Kenneth Morgan Major USAF
KEITH F. SIEGFRIED
Lt. Colonel, USAF
Director of Supply

PROGRAM PROJECT SCHEDULE CHART

PROJECT TITLE: Monthly CME Reporting

PROGRAM AGENCY: DSUPO

PROJECT NUMBER: DSUPO - 11

AUTHENTICATING OFFICER: Lt Col Siegfreid

■ COMPLETION PRIOR TO JAN 61 | Δ SCHEDULED TO START | ▲ ACTUAL START | O SCHEDULED COMPLETION | ● ACTUAL COMPLETION

	MILESTONES	FY 61	FY 62	FY 63	FY 64
		CY 61	CY 62	CY 63	
		J F M A M J J A S O N D	J F M A M J J A S O N D	J F M A M J J A S O N D	J F M A M J J A S O N D
1	Annotate CME List		▲		
2	Forward CME List to WSM/SSM		▲		
3	CME Reporting		●		

PROGRAM PROJECT TITLE: Monthly CME Reporting

31 Jan 62

PROJECT NO. DSUPC - 11

1. PROGRAMMED MILESTONES COMPLETED THIS MONTH: See Discussion

2. PROGRAMMED MILESTONES NOT COMPLETED THIS MONTH:

NR	TITLE	STATUS - REMARKS
1	Annotate CME List	See Discussion
2	Forward CME Listing to WSM/SSM	See Discussion
3	Continue Monthly CME Reporting Until Terminated by SAC or WSM/SSM	See Discussion

4. DISCUSSION: Reference AFR 67-90, Section D, dated 1 September 1960. Sperry submits the RCS: AF-563 Report on the SM-65 and the A&E is selected as stated in cited AFR and reports on the S-63 Report. This project is to be considered closed.

Kenneth J. Morgan Major USAF
(for) KEITH P. SIEJKOWSKI
Lt. Colonel, USAF
Director of Supply

PROGRAM PROJECT SCHEDULE CHART

PROJECT TITLE: Weekly Status Reporting

PROGRAM AGENCY: DSUPO

PROJECT NUMBER: DSUPO - 12

AUTHENTICATING OFFICER: Lt Col Siegfreid

■ COMPLETION PRIOR TO JAN 61

△ SCHEDULED TO START

▲ ACTUAL START

○ SCHEDULED COMPLETION

● ACTUAL COMPLETION

	MILESTONES	FY 61						FY 62						FY 63						FY 64					
		CY 61						CY 62						CY 63											
		J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D
1	Prepare Initial Weekly Status Report													▲											
2	Forward Initial Weekly Status Report													▲											
3	Continue Weekly Reporting													▲											

PROGRAM PROJECT TITLE: Begin Weekly Status Reporting 31 Jan 62

PROJECT NO. DSUPO - 12

1. PROGRAMMED MILESTONES COMPLETED THIS MONTH: See Discussion.

2. PROGRAMMED MILESTONES NOT COMPLETED THIS MONTH:

NR	TITLE	STATUS - REMARKS
1	Prepare Initial Weekly Status Report	See Discussion
2	Forward Initial Weekly Status Report	See Discussion
3	Continue Weekly Status Report Until Terminated by SAC or WSM/SSM	See Discussion

3. POTENTIAL SLIPPAGE: None

4. DISCUSSION: Reference AFR 67-90, Section D, dated 1 September 1960. SAMA submits the RCS: AF-S83 Report on the SM-65 and the AGE is selected as stated in cited AFR and reported on the S-83 Report. This project is to be considered closed.

Kenneth J. Morgan Major USAF
(for) KEITH P. SIEGFRIED
Lt. Colonel, USAF
Director of Supply

PROGRAM PROJECT SCHEDULE CHART

PROJECT TITLE: Development of AFW Activity

PROGRAM AGENCY: DSUPAFW

PROJECT NUMBER: DSUPAFW - 1

AUTHENTICATING OFFICER: Lt Col Siegfreid

■ COMPLETION PRIOR TO JAN 61

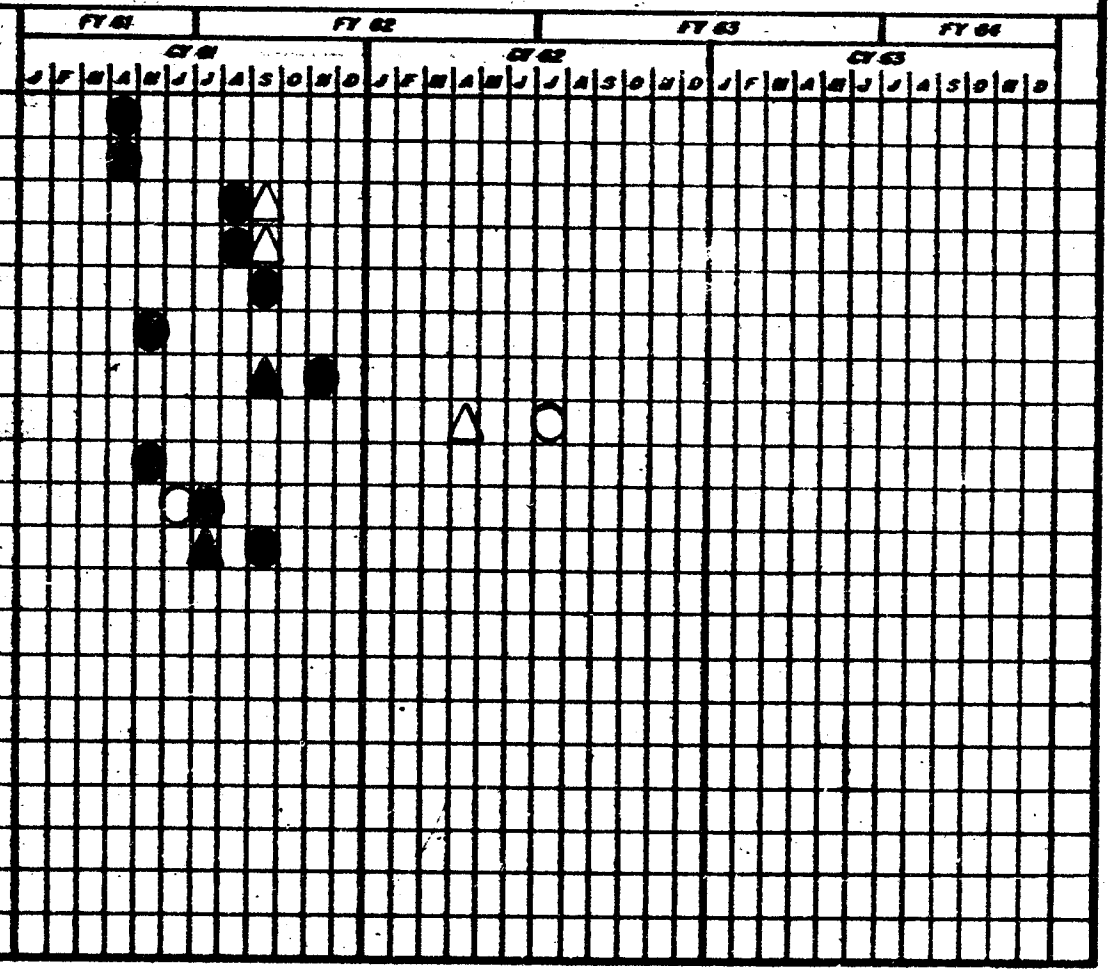
▲ SCHEDULED TO START

▲ ACTUAL START

○ SCHEDULED COMPLETION

● ACTUAL COMPLETION

	MILESTONES
1	Establish Circuitry Requirement
2	Program Terminal Equipment
3	Install Circuit to Support Base
4	Install Terminal Equipment
5	LOGBALNET Operational
6	Receive Supply Plan
7	Lay in LOX Spares
8	Lay in Missile Spares
9	Requisition Warehouse Material
10	BOD Warehouse
11	Build-up of AFW Warehouse



PROGRAM PROJECT TITLE: Development of AFW Activity 31 Jan 62

PROJECT NO. DSUFAFW - 1

1. PROGRAMMED MILESTONES COMPLETED THIS MONTH: None Scheduled

2. PROGRAMMED MILESTONES NOT COMPLETED THIS MONTH: None Scheduled

3. POTENTIAL SLIPPAGE: None

4. DISCUSSION: None

Kenneth J. Morgan Major
(for) KEITH P. SIEGFRIED USAF
Lt. Colonel, USAF
Director of Supply

PROGRAM PROJECT SCHEDULE CHART

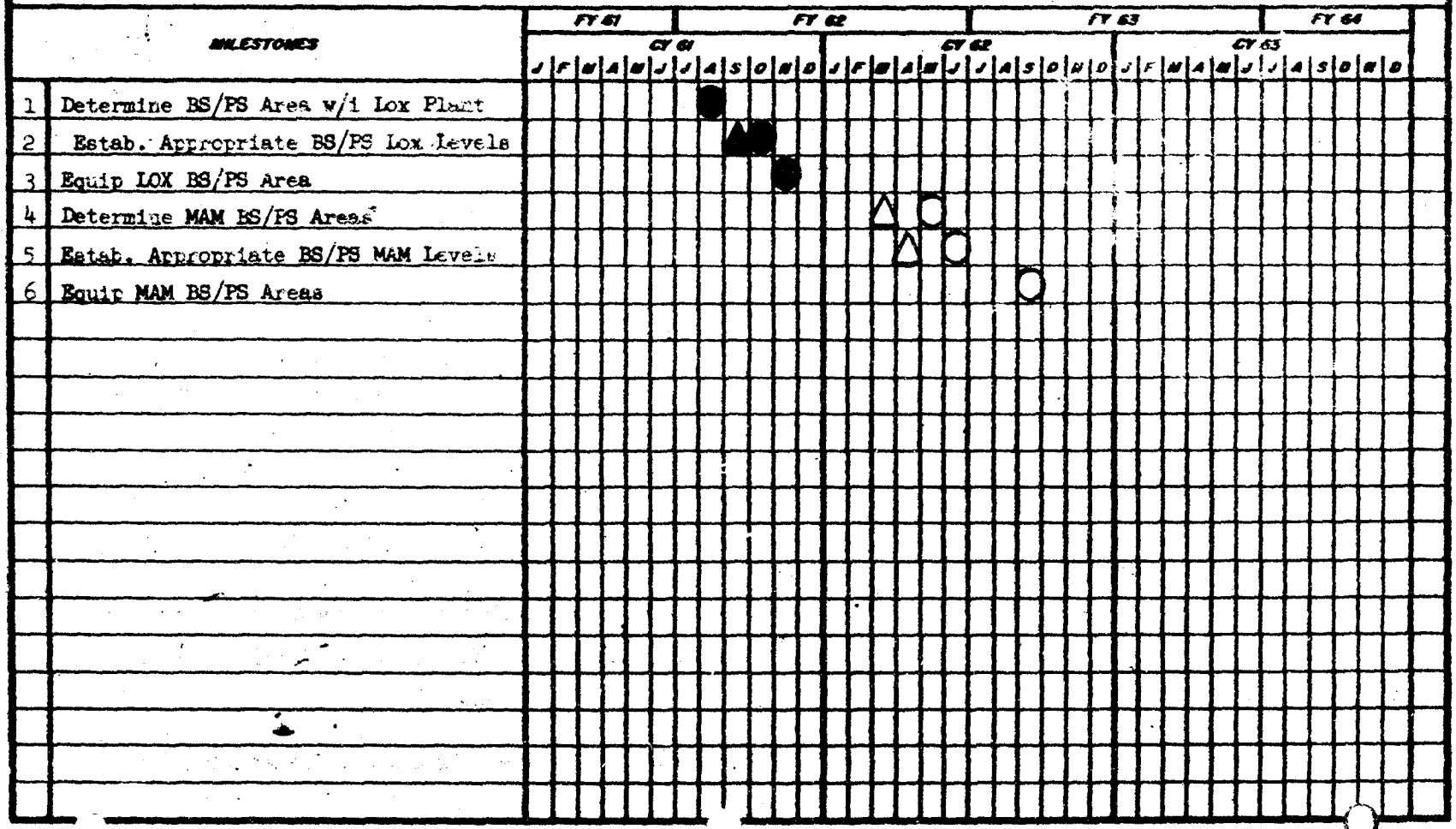
PROJECT TITLE: Bench Stock and Prepositioned Spares - LOX, MAM

PROGRAM AGENCY: DSUPAFW

PROJECT NUMBER: DSUPAFW - 4

AUTHENTICATING OFFICER: Lt Col Siegfreid

■ COMPLETION PRIOR TO JAN 61 | △ SCHEDULED TO START | ▲ ACTUAL START | ○ SCHEDULED COMPLETION | ● ACTUAL COMPLETION



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PROGRAM PROJECT TITLE: Bench Stock and Prepositioned Spares - LOX, MAM

31 Jan 62

PROJECT NO. DSUPAFW - 4

1. PROGRAMMED MILESTONES COMPLETED THIS MONTH: None Scheduled

2. PROGRAMMED MILESTONES NOT COMPLETED THIS MONTH: None Scheduled

3. POTENTIAL SLIPPAGE:

a. Milestones No.4 and 5: The accomplishment of milestones 4 and 5 is dependent upon the capability of the Missile Squadron prior to the programmed completion dates.

b. Milestone 6: The accomplishment of milestone no. 6 is dependent upon the turnover of the MAMS Facility by the Contractor to the Missile Squadron.

4. DISCUSSION: None

Kenneth J. Morgan Major USAF
(for) KEITH P. SIEGFRIED
Lt. Colonel, USAF
Director of Supply

PROGRAM PROJECT SCHEDULE CHART

PROJECT TITLE: Tool Crib MAM

PROGRAM AGENCY: DSUPAFW

PROJECT NUMBER: DSUPAFW - 5

AUTHENTICATING OFFICER: Lt. Col. Siegfreid

■ COMPLETION PRIOR TO JAN 61

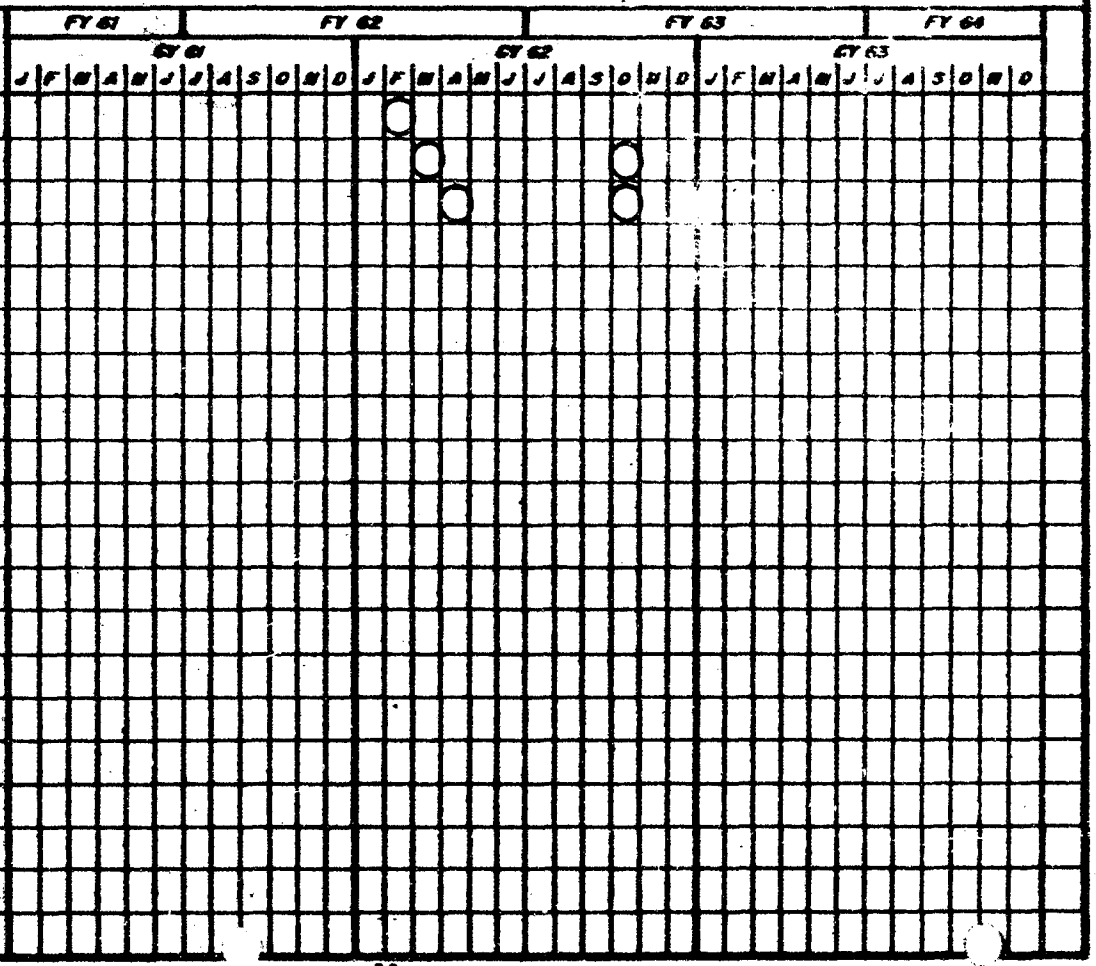
Δ SCHEDULED TO START

▲ ACTUAL START

O SCHEDULED COMPLETION

● ACTUAL COMPLETION

	MILESTONES
1	Determine location of MAM Tool Crib
2	Obtain Tools on Custodial Receipt
3	Equip Tool Crib



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PROGRAM PROJECT TITLE: Tool Crib for MAM

31 Jan 62

PROJECT NO. DSUPAFW - 5

1. PROGRAMMED MILESTONES COMPLETED THIS MONTH: None Scheduled

2. PROGRAMMED MILESTONES NOT COMPLETED THIS MONTH: None Scheduled

3. POTENTIAL SLIPPAGE: The accomplishment of Milestones 2 and 3 is dependent upon the availability of the tool crib area.

4. DISCUSSION: Milestones 2 and 3 have been rescheduled for completion in October 1962 as the facility will not be available from the Contractor until that date.

Kenneth F. Morgan Major USAF
(for) KENIS F. SIEGFRIED
Lt. Colonel, USAF
Director of Supply

PROGRAM PROJECT SCHEDULE CHART

PROJECT TITLE: Logistics Plan

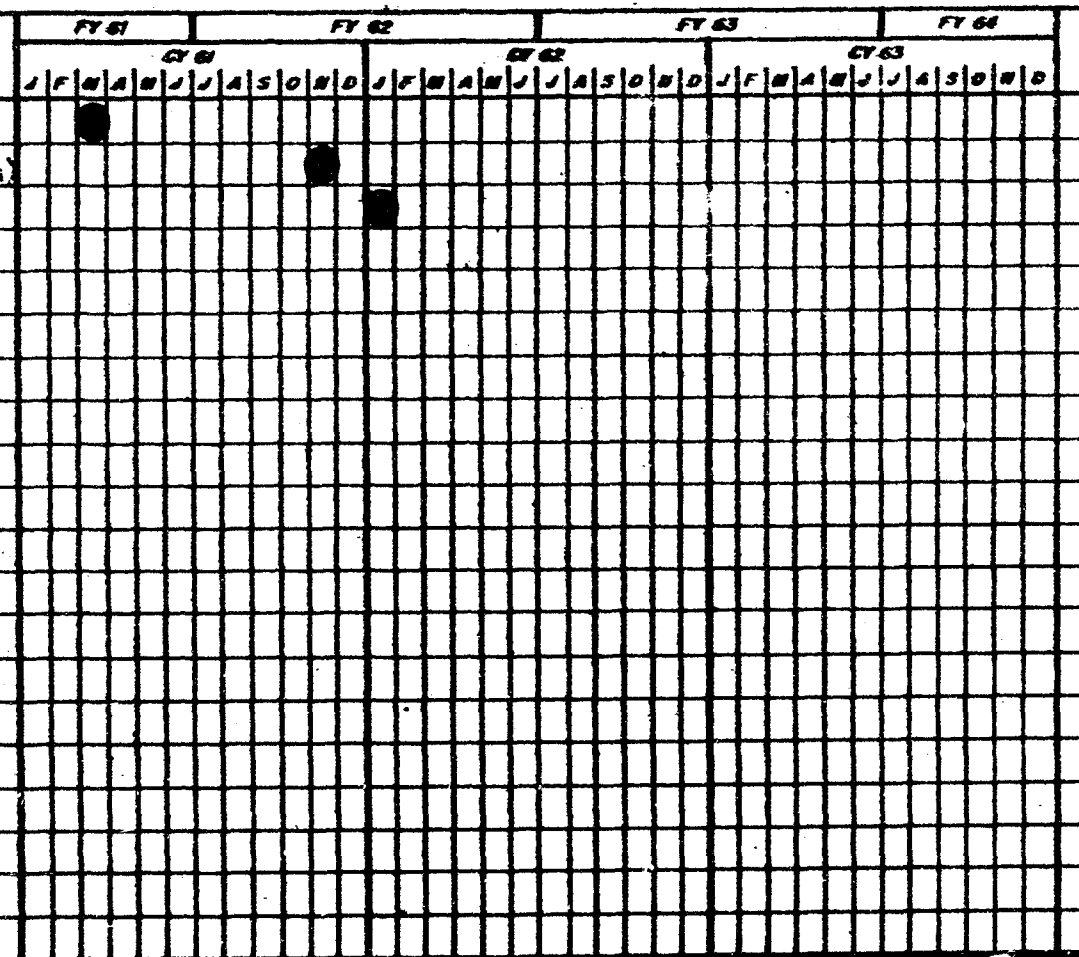
PROGRAM AGENCY: DSUPAFW

PROJECT NUMBER: DSUPAFW - 7

AUTHENTICATING OFFICER: Lt Col Siegfreid

■ COMPLETION PRIOR TO JAN 61 ▲ SCHEDULED TO START ▲ ACTUAL START ○ SCHEDULED COMPLETION ● ACTUAL COMPLETION

	MILESTONES
1	Receive SAC Supply Support Pla.
2	Develop Individual Annexes (Draft form)
3	Publish and Implement Complete Plan



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PROGRAM PROJECT TITLE: Logistics Plan 31 Jan 62

PROJECT NO. DSUPAFW - 7

1. PROGRAMMED MILESTONES COMPLETED THIS MONTH: See discussion

2. PROGRAMMED MILESTONES NOT COMPLETED THIS MONTH:

3. POTENTIAL SLIPPAGE: None Forecasted

4. DISCUSSION: Plan drafted, coordinated and approved. Currently being prepared for publication. Distribution will be accomplished by 31 January 1962.

Kenneth J. Morgan Major USAF
for KEITH P. SIEGFRIED
Lt. Colonel, USAF
Director of Supply

PROGRAM PROJECT SCHEDULE CHART

PROJECT TITLE: Establishment of Liquid Oxygen Capability

PROGRAM AGENCY: DSUPP

PROJECT NUMBER: DSUPP -1

AUTHENTICATING OFFICER: Lt Col Siegfreid

■ COMPLETION PRIOR TO JAN 61

△ SCHEDULED TO START

▲ ACTUAL START

○ SCHEDULED COMPLETION

● ACTUAL COMPLETION

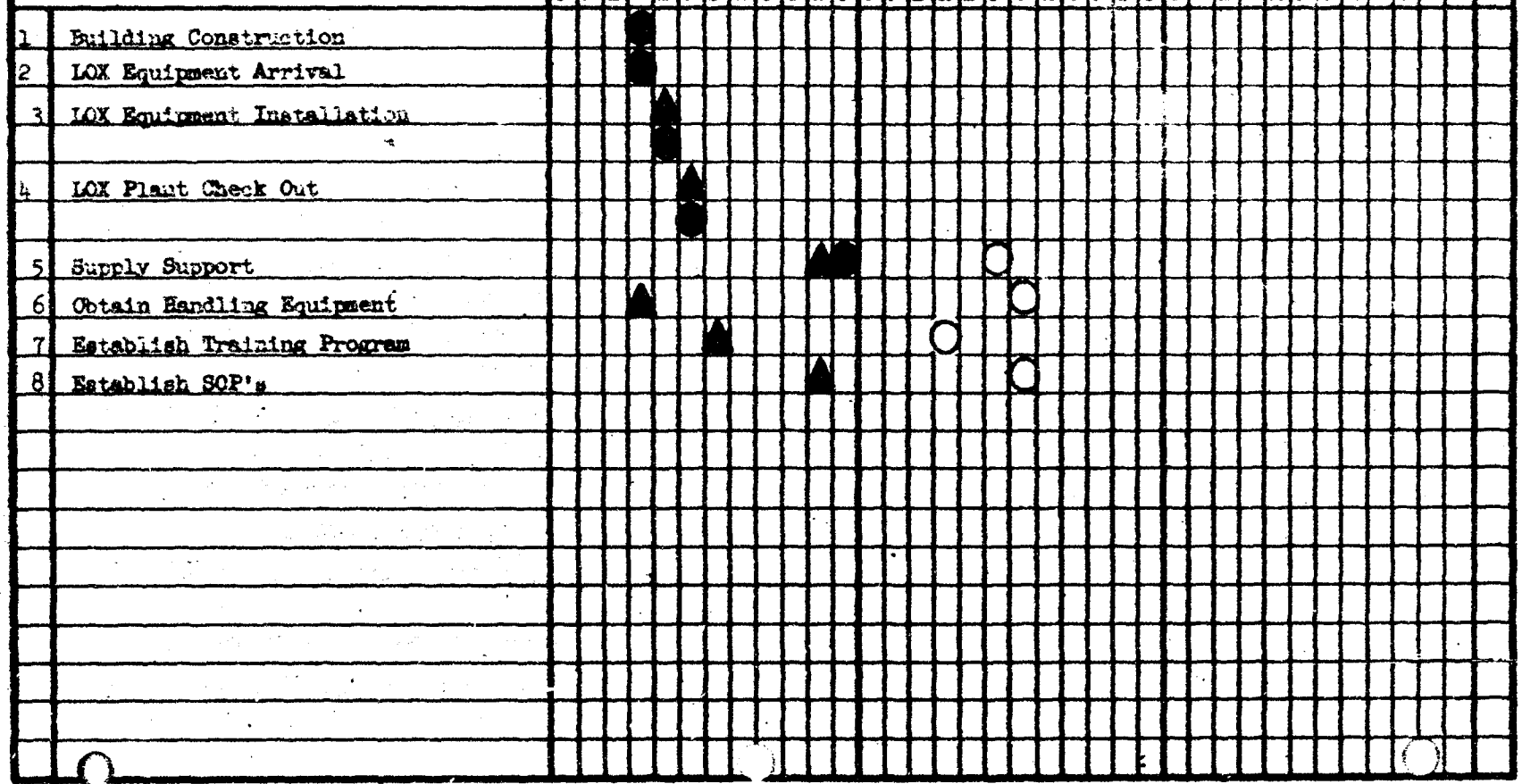
	MILESTONES
1	Building Construction
2	LOX Equipment Arrival
3	LOX Equipment Installation
4	LOX Plant Check Out
5	Supply Support
6	Obtain Handling Equipment
7	Establish Training Program
8	Establish SOP's

FY 61 | FY 62 | FY 63 | FY 64

CY 61: J F M A M J J A S O N D

CY 62: J F M A M J J A S O N D

CY 63: J F M A M J J A S O N D



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PROGRAM PROJECT TITLE: Establishment of Liquid Oxygen Capability 31 Jan 62

PROJECT NO. DSUPP - 1

1. PROGRAMMED MILESTONES COMPLETED THIS MONTH: None

2. PROGRAMMED MILESTONES NOT COMPLETED THIS MONTH: None Scheduled

3. POTENTIAL SLIPPAGE: None

4. DISCUSSION: Milestone # 6: 15AF-CS for December started a new column to show the "Turnover Date" status of the equipment turned over to CDA. This column will be continued until turnover is completed.

TYPE	AUTH	O/H	TO DATE (CDA)
O^2/N^2 Recharger	3	3	2
Helium Compressor	3	3	2
NO^2/LN^2 Semi-trailer	3	3	3
Helium Tube-trailer	6	6	5
RI-1 Rigs	3	3	3
Tractor	10	1	1 (See Note b)

NOTE:

a. The balance of this equipment will be turned over by 1 February 1962 and does not pose a problem at this time to our support of the 579th SMS.

b. The 4 tractors on hand were reduced to one as three were turned over to Consolidated Unit Supply as no requirement exists with the Contractor at this time.

Kenneth L. Morgan Major
(for) KEITH P. SIEGFRIED USAF
Lt. Colonel, USAF
Director of Supply

PROGRAM PROJECT SCHEDULE CHART

PROJECT TITLE: Establishment of Helium Support Capability

PROGRAM AGENCY: DSUPP

PROJECT NUMBER: DSUPP - 2

AUTHENTICATING OFFICER: Lt Col Siegfreid

■ COMPLETION PRIOR TO JAN 61

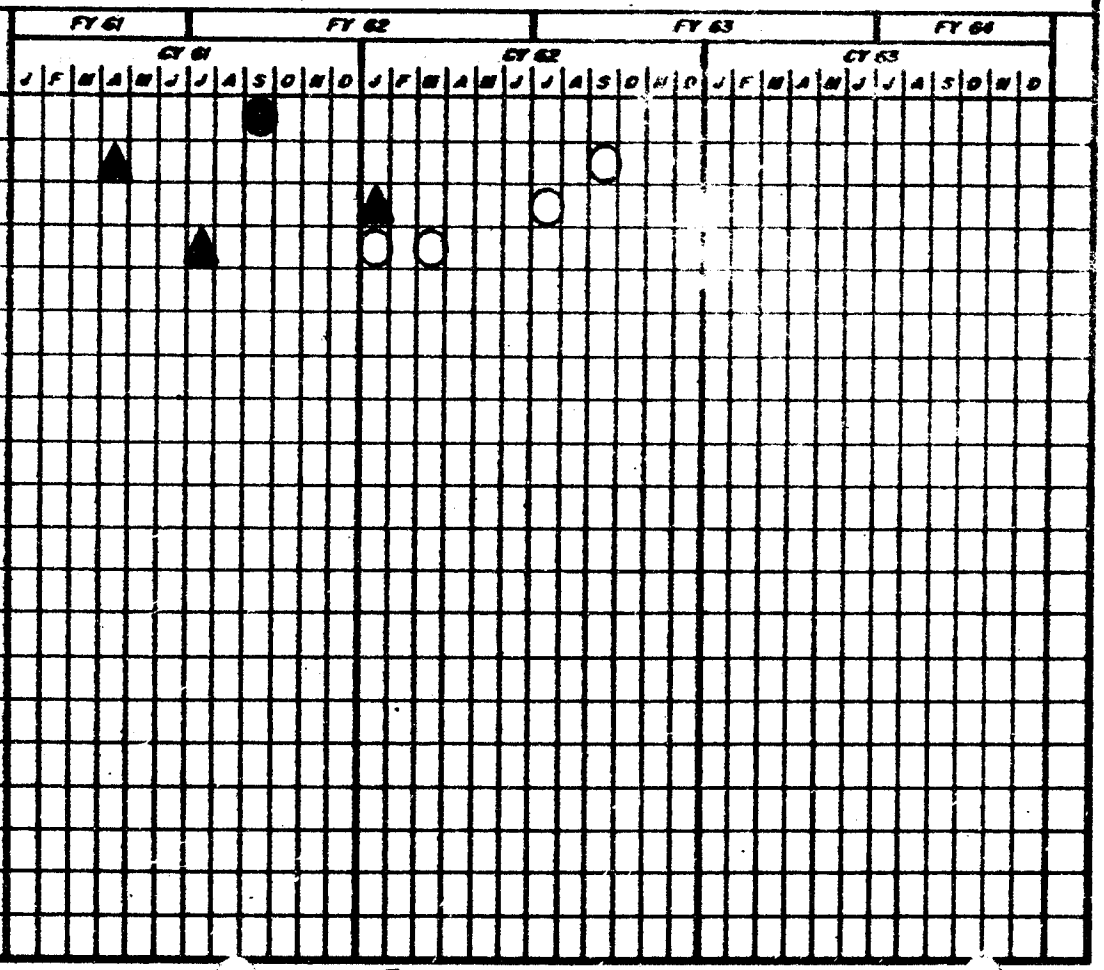
Δ SCHEDULED TO START

▲ ACTUAL START

○ SCHEDULED COMPLETION

● ACTUAL COMPLETION

	MILESTONES
1	Construction of Facility
2	Obtain Transporters
3	Establish SOP's
4	Establish Training Program



31 Jan 62

PROGRAM PROJECT TITLE: Establishment of Helium Support Capability

PROJECT NO. ISUPP-2

1. PROGRAMMED MILESTONES COMPLETE THIS MONTH: None Scheduled

2. PROGRAMMED MILESTONES NOT COMPLETED THIS MONTH: None Scheduled

3. POTENTIAL SLIPPAGE: Milestone # 4: As of 21 December 1961 Mr. Briggs, Director over - the - shoulder training at the MAMS facility after completion of 5 6th SMS. It is felt that a suitable training program can be completed by 31 March 1962 in conjunction with the T&D Program.

4. DISCUSSION: Reference Milestone # 2: 6 tube trailers were scheduled to be turned over to MAMS during the month of December. To date, 5 tube trailers have been turned over with the remaining turnover to be completed by 1 February 1962.

Lemuel J. Morgan Major USAF
(for) KEITH F. SILVERED
Lt. Colonel, USAF
Director of Supply

PROGRAM PROJECT SCHEDULE CHART

PROJECT TITLE SAC Command Control and Communications

PROGRAM AGENCY DCO(BSD) and HQ SAC

PROJECT NUMBER DCOCE-1 (465-L)

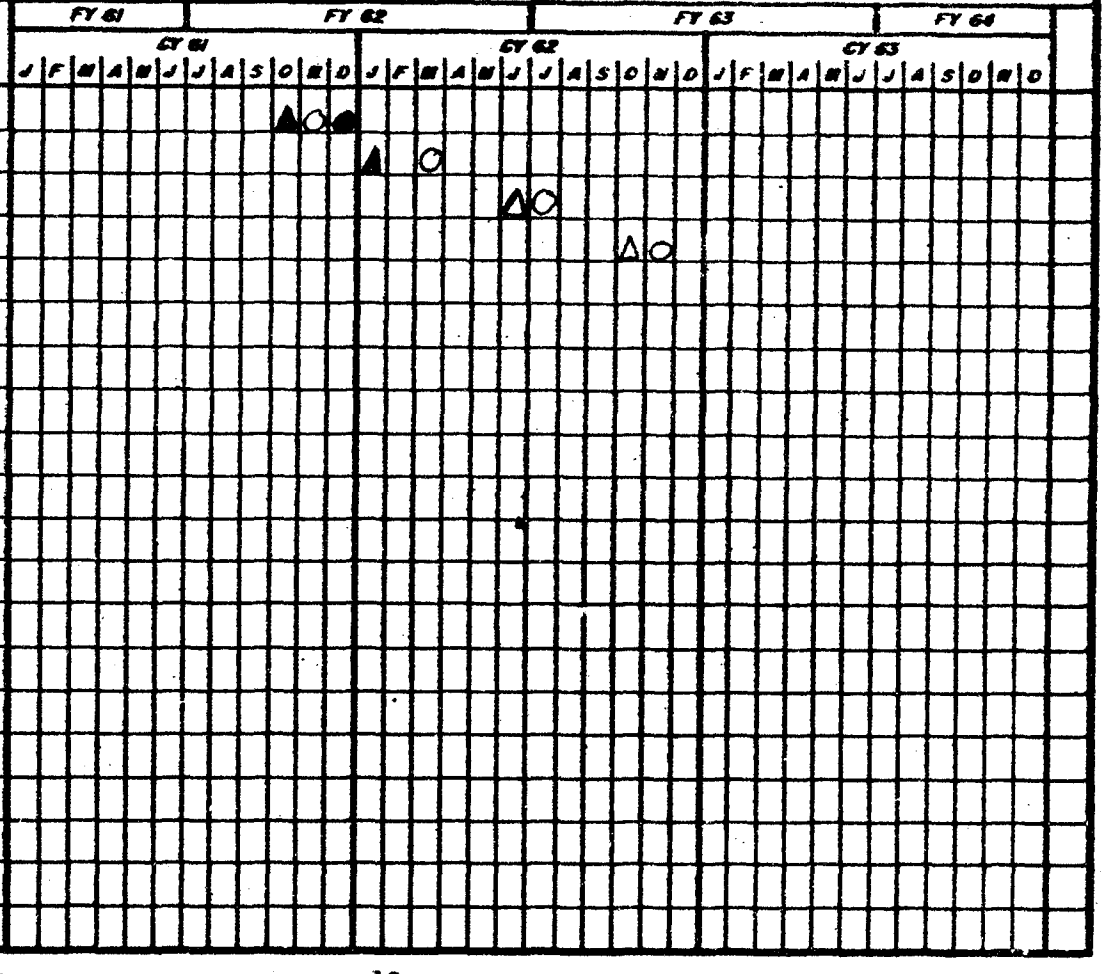
AUTHENTICATING OFFICER Lt Col J.W. Swanson

■ COMPLETION PRIOR TO JAN 61

△ SCHEDULED TO START
▲ ACTUAL START

○ SCHEDULED COMPLETION
● ACTUAL COMPLETION

	MILESTONES
1	Pre-Engineering Survey
2	Construction Drawings
3	B.O.D.
4	Installation Of Equipment



WALKER FORM MAY 61 III FC: 1003 PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE.

PROGRAM PROJECT STATUS SUMMARY

Program Project Title: SAC Command and Control Communications — 31 January 1962

Project No. DCOCE-1 (465-L)

1. Programmed Milestones Completed This Month: None Scheduled

2. Programmed Milestones Not Completed This Month: None Scheduled

No.	Title	STATUS REMARKS
1	Pre-Engineering Survey	Completed December 1961
2	Construction Drawings	None Scheduled
3	BOD	None Scheduled
4.	Installation of Equipment	None Scheduled

3. Potential Slippage: None

4. Discussion: Scheduled completion date is classified, reference Hq USAF approved CDIP 1COMM, 15 Nov 60. Milestones 3 and 4 added in accordance with 15AF unclassified message DCELE 68134 dated 22 December 1961.

J.W. SWANSON
Lt Col., USAF
Deputy Commander for Operations

PROGRAM PROJECT SCHEDULE CHART

PROJECT TITLE: SAC Command and Control Communications

PROGRAM AGENCY: DCO (AFSMD)

PROJECT NUMBER: DCOCE-2 (LES)

ADMINISTRATIVE OFFICER: Lt Col J.W. Swanson

▲ SCHEDULED TO START
▲ ACTUAL START
○ SCHEDULED COMPLETION
● ACTUAL COMPLETION

	MILESTONES	FY 61	FY 62											FY 63											FY 64											
		CY 61												CY 62												CY 63											
		J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D
1	Install Cable Tie Line											▲								○																	
2	Installation of Equipment															▲				○																	

PROGRAM PROJECT SCHEDULE CHART

Program Project Title: SAC Command and Control Communications 31 January 1962

PROJECT No. DCOCE-2 (LES)

1. Programmed Milestones Completed This Month: None Scheduled

2. Programmed Milestones Not Completed This Month: None Scheduled

No.	Title	STATUS REMARKS
1	Install Cable Tie Line	None Scheduled
2	Install Equipment	Kellogg Company advises equipment to start arriving in March 62.

3. Potential Slippage: None

4. Discussion: The starting date is not critical. Mountain States Tel & Tel Has installed a 200 pair cable tie line from their equipment room into the LES room maintained by Kellogg Co. Both of these equipment rooms are adjacent to the WCP.

J.W. SWANSON
Lt Col., USAF
Deputy Commander for Operations

PROGRAM PROJECT SCHEDULE CHART

PROJECT TITLE SAC Command and Control Communications

PROGRAM AGENCY DCO (AFBMD)

PROJECT NUMBER DCOCE-4 (UHF/HF-ACP)

APPROPRIATIONS OFFICER Lt Col J.W.. Swanson

■ COMPLETION PRIOR TO JAN 61

▲ SCHEDULED TO START
▲ ACTUAL START

○ SCHEDULED COMPLETION
● ACTUAL COMPLETION

	MILESTONES	FY 61	FY 62	FY 63	FY 64
		QTR 61	QTR 62	QTR 63	
		J F M A M J J A S O N D	J F M A M J J A S O N D	J F M A M J J A S O N D	
1	Installation of Equipment				

PROGRAM PROJECT STATUS SUMMARY

Program Project Title: SAC Command and Control Communications 31 January 1962

Project No. DCOCE-4 (UHF-ACP)

1. Programmed Milestones Completed This Month: None Scheduled

2. Programmed Milestones Not Completed This Month: None Scheduled

No.	Title	STATUS REMARKS
1	Installation of Equipment	None Scheduled

3. Potential Slippage: None

4. Discussion: Plans for subject radio installation at the Alternate Command Post have been specified by Rome ADA. Contracts were released in Sep 1961. Installation dates for Walker are unknown. Milestone added in accordance with letter, Central GEEIA, subject distribution of data pertinent to intersite communications, ICBM, dated 11 December 1961.

J.W. SWANSON
Lt Col., USAF
Deputy Commander for Operations

PROGRAM PROJECT SCHEDULE CHART

PROJECT TITLE: Inter-Site Cable System

PROGRAM AGENCY: DCO (BSD)

PROJECT NUMBER: DCOCE-6 (I&E Cable)

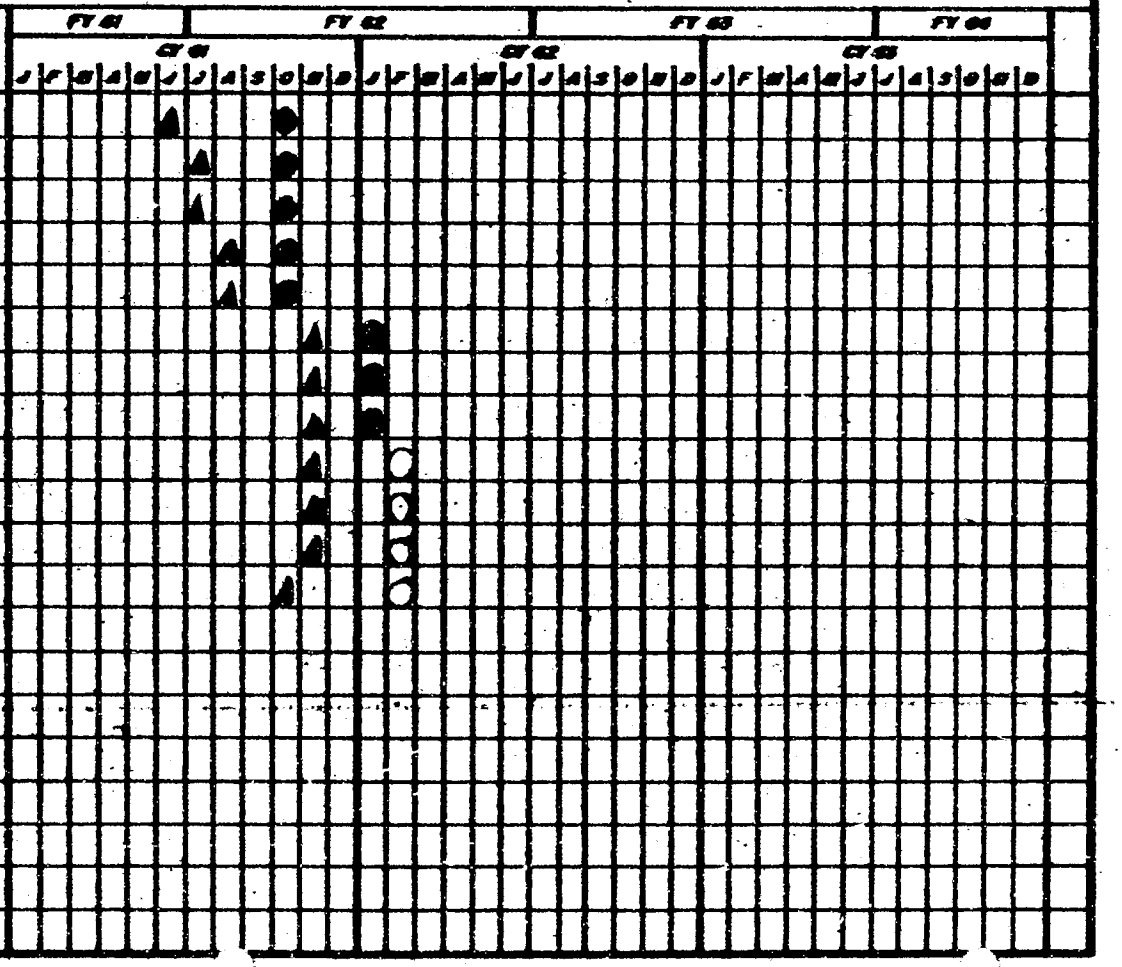
RESPONSIBLE OFFICER: Lt Col J.W. Swanson

B COMPLETION PRIOR TO JAN 81

A SCHEDULED TO START
A ACTUAL START

D SCHEDULED COMPLETION
● ACTUAL COMPLETION

	MILESTONES
1	Site #10
2	Site #9
3	Site #1
4	Site #8
5	Site #3
6	Site #12
7	Site #11
8	Site #2
9	Site #9
10	Site #6
11	Site #4
12	Site #5



WALKER FORMS MAY 81 III PC 1060 PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE.

PROGRAM PROJECT STATUS SUMMARY

Program Project Title: Intersite Cable System — 31 January 1962

Project No. DCOCE-6 (I&E Cable)

1. **Programmed Milestones Completed This Month:** Sites 12, 11, and 2.

2. **Programmed Milestones Not Completed This Month:** None

No.	Title	STATUS REMARKS
1	Site #10	Completed
2	Site # 9	Completed
3	Site # 1	Completed
4	Site # 8	Completed
5	Site # 3	Completed
6	Site #12	Completed
7	Site #11	Completed
8	Site # 2	Completed
9	Site # 7	None Scheduled
10	Site # 6	None Scheduled
11	Site # 4	None Scheduled
12	Site # 5	None Scheduled

3. **Potential Slippage:** None

4. **Discussion:** Milestone dates have been rescheduled in accordance with information provided by SATAF Communications-Electronics personnel. Contractor allowed considerable leeway in order of start and completion. He may start one or more I&C Cable systems prior to completion of any one.

J. [illegible] SWANSON
Lt. Col., USAF
Deputy Commander

PROGRAM PROJECT SCHEDULE CHART

Direct (AUTOMATIC RING) Circuits — DCOCE

DCOCE-6 — Lt Col J.W. Swanson

		FY 62	FY 63	FY 64	FY 65
		4Q 1Q 2Q 3Q 4Q	1Q 2Q 3Q 4Q	1Q 2Q 3Q 4Q	1Q 2Q 3Q 4Q
1	Inter-Site Cable Installation				

PROGRAM PROJECT STATUS SUMMARY

Program Project Title: Direct (AUTOMATIC RING) Circuits 31 January 1962

Project No. DCOCE-8

1. Programmed Milestones Completed This Month: None Scheduled

2. Programmed Milestones Not Completed This Month: None Scheduled

No.	Title	STATUS REMARKS
1.	Intersite Cable Installation	None Scheduled

3. Potential Slippage: None

4. Discussion: First Milestone due April 1962. These circuits are an integral part of the inter-site cable system and depend upon its construction before they can be completed.

J.W. SWANSON
Lt Col., USAF
Deputy Commander for Operations

PROGRAM PROJECT SCHEDULE CHART

PROJECT TITLE SAC Telephone Net

PROGRAM AGENCY DCOCE

PROJECT NUMBER DCOCE-9

AUTHENTICATING OFFICER Lt Col J.W. Swanson

■ COMPLETION PRIOR TO JAN 61 | Δ SCHEDULED TO START | ▲ ACTUAL START | O SCHEDULED COMPLETION | ● ACTUAL COMPLETION

	MILESTONES	FY 61												FY 62												FY 63											
		CY 61												CY 62																							
		J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D
1	Submit SAC Form 166													Δ			O																				
2	Operational Date																○																				

FORM [illegible] 61 III PG: 1900 PREVIOUS EDITIONS OF THIS FORM [illegible] OBSOLETE.

PROGRAM PROJECT STATUS SUMMARY

Program Project Title: SAC Telephone Net

31 January 1962

Project No. DCOCE-9

1. Programmed Milestones Completed This Month: None Scheduled

2. Programmed Milestones Not Completed This Month:

No.	Title	STATUS REMARKS
1.	Submit SAC Form 166	None Scheduled
2.	Operational Date	None Scheduled

3. Potential Slippage: None

4. Discussion: The STN is a leased telephone system with circuits from Headquarters SAC to each grouping point and from each grouping point to the SAC base Switchboard. The base is to initiate a request for activation of alternate routing for the STN grouping point at Biggs AFB through the ACP and to terminate on Base leased SAC telephone PBX switchboard via inter-site cable. This action is to be taken on SAC Form 166, 90 days prior to desired use date. SAC ltr, DOCEG, 9 May 61, Discrepancy in preparation of SAC Form 166, with 1st Ind, 15AF, par 3c, prohibits submission of SAC Form 166 more than 115 days prior to required operational date.

J.W. SWANSON
Lt Col., USAF
Deputy Commander for Operations

PROGRAM PROJECT SCHEDULE CHART

PROJECT TITLE: Primary Alerting System

PROGRAM AGENCY: DCOCE

PROJECT NUMBER: DCOCE-10

AUTHENTICATING OFFICER: Lt Col J.W. Swanson

■ COMPLETION POINT TO DATE ■

▲ SCHEDULED TO START
▲ ACTUAL START

○ SCHEDULED COMPLETION
● ACTUAL COMPLETION

	MILESTONES	FY 61						FY 62						FY 63						FY 64					
		CY 61						CY 62						CY 63						CY 64					
		J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D
1	PAS Installation																		○																		

WALKER FORM MAY 61 III PIC 1000 PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE.

PROGRAM PROGRAM PROJECT SCHEDULE CHART

Program Project Title: Primary Alerting System

31 January 1962

Project No. DCOCE-10

1. Programmed Milestones Completed This Month: None Scheduled

2. Programmed Milestones Not Completed This Month:

No.	Title	STATUS REMARKS
1.	PAS Installation	None Scheduled

3. Potential Slippage: None

4. Discussion: This consists of a circuit from SAC Command Post direct to the unit Command Post hence to each LCC. A circuit is also installed direct from SAC to the ACP. 15AF has notified this base that action has been taken by SAC HQ for all programming associated with the PAS and hence SAC Form 166 action will not be initiated by this base.

J.W. SWANSON
Lt Col., USAF
Deputy Commander for Operations

PROGRAM PROJECT SCHEDULE CHART

PROJECT TITLE Non-Tactical Radio

PROGRAM AGENCY DCOCE

PROJECT NUMBER DCOCE-11

AUTHENTICATING OFFICER Lt Col J.W. Swanson

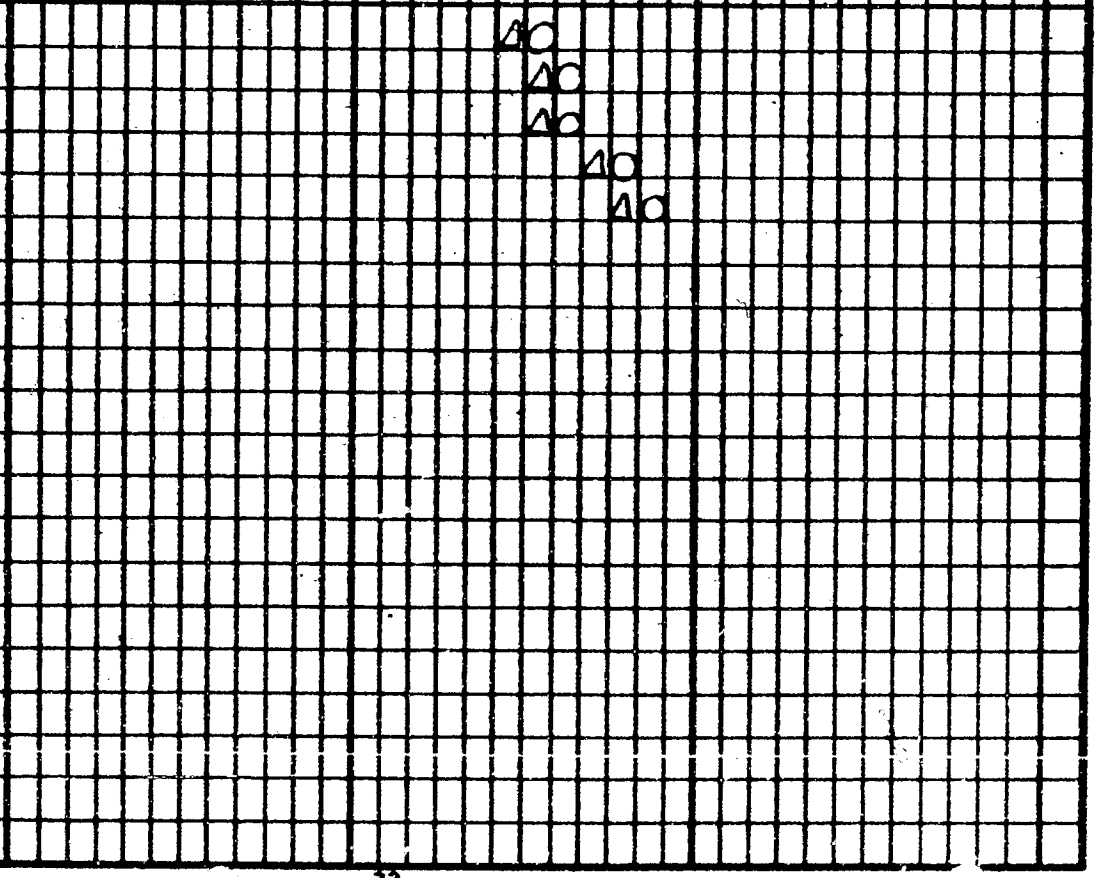
■ COMPLETION PRIOR TO JAN 60 ▲ SCHEDULED TO START ▲ ACTUAL START ○ SCHEDULED COMPLETION ● ACTUAL COMPLETION

	MILESTONES
1	Request for CSA
2	Receipt of Approved CSA
3	Contractor Receipt of Approved CSA
4	Base Support Facilities
5	Equipment Installed and Accepted

FY 60 | FY 61 | FY 62 | FY 63 | FY 64

CY 60 | CY 61 | CY 62 | CY 63

J F M A M J J A S O N D J F M A M J J A S O N D J F M A M J J A S O N D J F M A M J J A S O N D



PROGRAM PROJECT STATUS SUMMARY

Program Project Title: Non-Tactical Radio

31 January 1962

Project No. DCOCE-11

1. Programmed Milestones Completed This Month: None Scheduled

2. Programmed Milestones Not Completed This Month:

No.	Title	STATUS REMARKS
1.	Request for CSA	None Scheduled
2.	Receipt of Approved CSA	None Scheduled
3.	Contractor Receipt of Approved CSA	None Scheduled
4.	Base Support Facilities Completed	None Scheduled
5.	Base Receipt of Equipment	None Scheduled

3. Potential Slippage: None

4. Discussion: This project will provide vehicular radio communications to support base from any point in the Walker Missile Site. The Missile Squadron Commander, Missile Maintenance, Civil Engineers, Security, and Ambulance vehicles will have authorizations for vehicular radios. A central base station will be utilized jointly with control units remoted from the central base station to the Missile Specialist Dispatch Function, the Wing Command Post, AFW Supply, Hospital, Central Security Control, and the Civil Engineering Radio Control Point. This project is funded in the FY 62 budget, however, funds were not made available. Action was initiated to provide Civil Engineers with Non-Tactical radio capability during October, but, request was refused by 15AF. Action initiated for Non-Tactical radio capability for security during Nov 61. Request refused in December 1961. We have asked 15AF for permission to start action 60 days early since most of the subsequent users are already engaged in activities at the sites. No reply to date.

J.W. SWANSON
Lt Col., USAF
Deputy Commander for Operations

PROGRAM PROJECT SCHEDULE CHART

PROJECT TITLE: To Provide SOP's for Concept of Operation

PROGRAM AGENCY: 6DCO

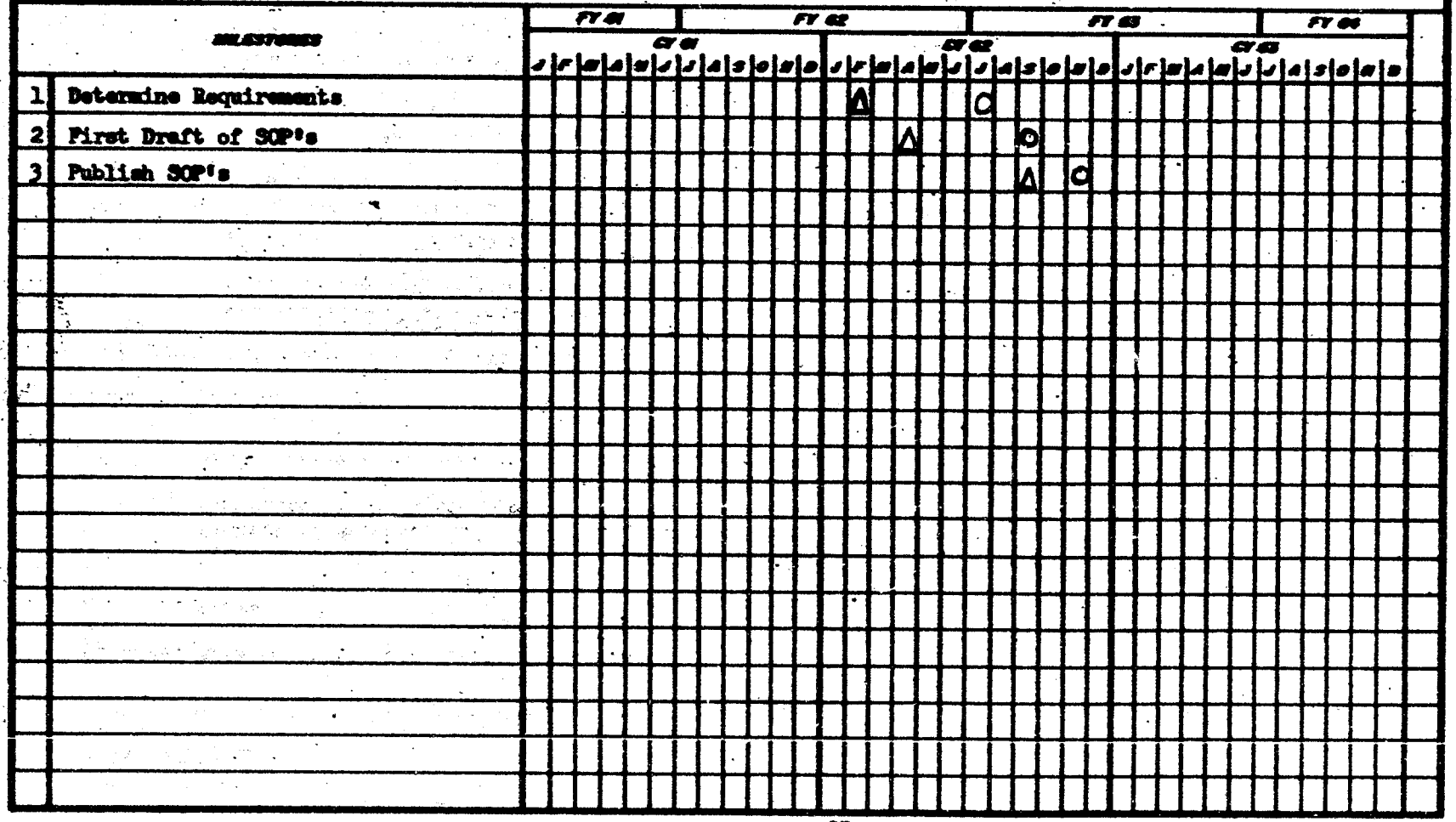
PROJECT NUMBER: DCO/CP-1

RESPONSIBLE OFFICER: Lt Col Swanson

■ COMPLETION PRIOR TO JAN 01

Δ SCHEDULED TO START
▲ ACTUAL START

○ SCHEDULED COMPLETION
● ACTUAL COMPLETION



WALKER FORM MAY 01 III PRC 1000 PREVIOUS EDITIONS OF THIS FORM OBSOLETE.

PROGRAM PROJECT STATUS SUMMARY

Program Project Title: To Provide SOP's for the Concept of Operation 31 January 1962

Project No: DCO/CP-1

1. Programmed Milestones Completed this Month: None scheduled.

2. Programmed Milestones Not Completed this Month:

No.	Title	Status - Remarks
1	Determine Requirements	None scheduled
2	First Draft of SOP's	None scheduled
3	Published SOP's	None scheduled

3. Potential Slippages: None anticipated.

4. Discussion: Guidance and liaison on SOP's will be determined when qualified operational missile personnel are in place at Walker Air Force Base.

JOHN W. [illegible]
Lt Colonel, USAF
Deputy Commander for Operations

PROGRAM PROJECT SCHEDULE CHART

PROJECT TITLE: To Provide SOP's for Positive Control

PROGRAM AGENCY: 6DCO

PROJECT NUMBER: DCO/CP-2

ADMINISTERING OFFICER: Lt Col Swanson

■ COMPLETION PRIOR TO JAN 82 — Δ SCHEDULED TO START — Δ ACTUAL START — O SCHEDULED COMPLETION — ● ACTUAL COMPLETION

	MILESTONES	FY 81	FY 82	FY 83	FY 84
		CY 81: J F M A M J J A S O N D	CY 82: J F M A M J J A S O N D	CY 83: J F M A M J J A S O N D	
1	Determine Requirements		Δ	O	
2	First Draft of SOP's			Δ O	
3	Publish SOP's			Δ O	

WALKER FORM MAY 81 III PRE 1000 PREVIOUS EDITIONS OF THIS FORM OBSOLETE.

PROGRAM PROJECT STATUS SUMMARY

Program Project Title: To Provide SOP's for Positive Control 31 January 1962

Project No: DCO/CP-2

1. Programmed Milestones Completed this Month: None Scheduled

2. Programmed Milestones not Completed This Month:

NO.	Title	Status - Remarks
1	Determine Requirements	None scheduled
2	First Draft of SOP's	None scheduled
3	Publish SOP's	None scheduled

3. Potential Slippage: None anticipated.

4. Discussion: Guidance and liaison on SOP's will be determined when qualified operational missile personnel are in place at Walker Air Force Base.

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

PROGRAM PROJECT SCHEDULE CHART

PROJECT TITLE: To Provide SOP's for DEFCONS

PROGRAM AGENCY: 6DCO

PROJECT NUMBER: DCO/CP-3

ADMINISTRATIVE OFFICER: Lt Col Swanson

■ COMPLETION PRIOR TO JAN 01 ▲ SCHEDULED TO START ▲ ACTUAL START ○ SCHEDULED COMPLETION ● ACTUAL COMPLETION

	MILESTONES	FY 81				FY 82				FY 83				FY 84			
		CY 81				CY 82				CY 83				CY 84			
		J F M A M J J A S O N D				J F M A M J J A S O N D				J F M A M J J A S O N D				J F M A M J J A S O N D			
1	Determine Requirements					▲				○							
2	First Draft of SOP's						▲				○						
3	Publish SOP's									▲		○					

PROGRAM PROJECT STATUS SUMMARY

Program Project Title: To Provide SOP's for SAC DEFCONS 31 January 1962

Project No: DCO/CP-3

1. Programmed Milestones Completed This Month: None scheduled.

2. Programmed Milestones not Completed This Month:

No.	Title	Status - Remarks
1	Determine Requirements	None scheduled
2	First Draft of SOP's	None scheduled
3	Published SOP's	None scheduled

3. Potential Slippages: None anticipated

4. Discussion: SOP's for SAC DEFCONS must be worked out jointly with missile operations personnel. Delay pending assignment of same.

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

PROGRAM PROJECT SCHEDULE CHART

To Provide Detailed Instructions for Modifying The Command

PROJECT TITLE: Post to accomodate Installation of additional equipment

PROGRAM AGENCY: 6DCO

PROJECT NUMBER: DCO/CP-4

RESPONSIBLE OFFICER: Lt Col Swanson

■ COMPLETION PRIOR TO JAN 61

▲ SCHEDULED TO START

▲ ACTUAL START

○ SCHEDULED COMPLETION

● ACTUAL COMPLETION

	MILESTONES	FY 61						FY 62						FY 63						FY 64					
		CY 61						CY 62						CY 63											
		J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D
1	Determine Requirements				●																				
2	Prepare Expansion Request				●																				
3	Submit Expansion Request				●																				
4	Confirm Space Reservations				●																				
5	Modify Console										▲			○											
6	Modify LES Terminal Room										▲			○											
7	Kellog Final Site Survey									●															

WALKER FORMS MAY 64 III PG. 1060 PREVIOUS EDITIONS OF THIS FORM OBSOLETE.

PROGRAM PROJECT STATUS REPORT

Program Project Title: To Provide Detailed Instructions for Modifying the Command Post to Accommodate Installation of Additional Equipment 21 January 1962

Project No: DCO/CP-4

1. Programmed Milestone Completed This Month:

No.	Title	Status - Remarks
1	Determine Requirements	Completed
2	Prepare Expansion Request	Completed
3	Submit Expansion Request	Completed
4	Confirm Space Reservations	Completed
7	Kellogg Final Site Survey	Completed

2. Programmed Milestone Not Completed This Month:

No.	Title	Status - Remarks
5	Modify Console	On schedule
6	Modify LES Terminal Room	On schedule

3. Potential Slippages: None anticipated.

4. Discussions: Request for Command Post expansion disapproved by Hq 15AF. Space allocated in existing Bldg 812. Balance of Milestones proceeding on schedule.

Lt Colonel, USAF
Deputy Commander for Operations

PROGRAM PROJECT SCHEDULE CHART

PROJECT TITLE: Integration of SM-65 into EVO

PROGRAM ASSETS: DCOP

PROJECT NUMBER: DCOP-1

ADMINISTRATIVE OFFICER: LT COL SHANNON

● COMPLETING POINT TO ANY M

Δ SCHEDULED TO START
Δ ACTUAL START

□ SCHEDULED COMPLETION
■ ACTUAL COMPLETION

	RELEVANCE	FY 61	FY 62	FY 63	FY 64
		1ST QTR	2ND QTR	3RD QTR	4TH QTR
		J F M A M J J A S O N D	J F M A M J J A S O N D	J F M A M J J A S O N D	J F M A M J J A S O N D
1	Integration of SM-65 into EVO			Δ ● □	

PROGRAM PROJECT STATUS SUMMARY

Program Project Title: Integration of SM-65 into EWO

31-Jan 1962

Project No. DCOP-1

1. Programmed Milestones Completed This Month: None Scheduled

2. Programmed Milestones Not Completed This Month: Not Applicable

No.	Title	STATUS - REMARKS
1	Integration of SM-65 into EWO	Not Applicable

3. Potential Slippages: None Anticipated

4. Discussions: ESAF Plan expected August 1962.

J. W. SWANSON
Lt Col., USAF
Deputy Commander for Operations

PROGRAM PROJECT SCHEDULE CHART

PROJECT TITLE: Disaster Control Integration of Responsibilities and Actions Effecting

PROGRAM AGENCY: DCOTGT

PROJECT NUMBER: DCOTGT-1

ADMINISTERING OFFICER: Lt Col Swanson

■ COMPLETIONS PRIOR TO JAN 61

▲ SCHEDULED TO START
▲ ACTUAL START

○ SCHEDULED COMPLETION
● ACTUAL COMPLETION

	MILESTONES	FY 61				FY 62				FY 63				FY 64	
		CY 61				CY 62				CY 63					
		J F M A M J J A S O N D				J F M A M J J A S O N D				J F M A M J J A S O N D					
1	Coordination Meeting														1
2	SOP's Written														2
3	500 Plan Integration														3

WALKER FORM MAY 61 M PIC 1000 PREVIOUS EDITIONS OF THIS FORM OBSOLETE.

PROGRAM PROJECT STATUS SUMMARY

Program Project Title: Disaster Control, Integration of Responsibilities and Actions Effecting

Project No. DCOTGT-1

1. Programmed Milestones Completed This Month:

No.	Title	STATUS - REMARKS
1	Coordination Meeting	Completed

2. Programmed Milestones Not Completed This Month:

No.	Title	STATUS - REMARKS
2	SOP's Written	Completion date, Jul 62
3	500 Plan Integration	Completion date, Aug 62

3. Potential Slippage: None

4. Discussion: This project will accomplish the integration of the 579th SMSq into the Base Disaster Control Program. The resolution of the Squadron's requirements will be accomplished as well as an establishing responsibility for those actions required by the squadron and the 6th Combat Support Group. The final result will be the integration of the 579th SMSq into the 6th Bomb Wing 500 OPLAN. Disaster Control Training for 579th personnel will be accomplished by the Base Disaster Control Section. Coordination will be required among DCO, Transportation, EOD Team, Hospital, BDCL, DXO, BDCE, Fire Department, Communications and the 579th Commander and Squadron Disaster Control Officer.

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

PROGRAM PROJECT SCHEDULE CHART

PROJECT TITLE: Test Equipment Calibration and Repair Support for SH-65

PROGRAM AGENCY: DCM/6AEMS

PROJECT NUMBER: 6AEMS/PME-1

ADMINISTERING OFFICER: Col Parsons

■ COMPLETION POINT TO BE IN

▲ SCHEDULED TO START
▲ ACTUAL START

○ SCHEDULED COMPLETION
● ACTUAL COMPLETION

	MILESTONES	FY 61	FY 62	FY 63	FY 64
		CY 61	CY 62	CY 63	
		J F M A M J J A S O N D	J F M A M J J A S O N D	J F M A M J J A S O N D	J F M A M J J A S O N D
1	Rehabilitation of Bldg #3-60				
2	Increase number of trained personnel in PMEL				
3	Increase number of Shop Standards				
4	Increase amount of Shop Test Equipment				

WALKER FORMS MAY 61 IN PLACE OF PREVIOUS EDITIONS OF THIS FORM OBSOLETE.

PROGRAM PROJECT TITLE: Test Equipment Calibration and Repair Support for SM-65 31 January 1962

PROJECT NR. 6AEMS/PME-1

1. PROGRAMMED MILESTONES COMPLETED THIS MONTH:

   NR. 4

2. PROGRAMMED MILESTONES NOT COMPLETED THIS MONTH:

   None

3. POTENTIAL SLIPPAGES:

   None

4. DISCUSSION: On the December report milestone Nr. 4 was shown on the front as an actual completion instead of milestone Nr. 3.

Samuel P. Parsons

SAMUEL P. PARSONS
Colonel, USAF
Deputy Commander for Maintenance

PROGRAM PROJECT SCHEDULE CHART

PROJECT TITLE: FIRST-AID TRAINING

PROGRAM AGENCY: 812th Med Gp

PROJECT NUMBER: 812C-1

ADMINISTRATIVE OFFICER: Lt Colonel Roth

	SELECTIONS	FY 61	FY 62	FY 63	FY 64
		QTR 1 2 3 4	QTR 1 2 3 4	QTR 1 2 3 4	QTR 1 2 3 4
1	Conduct 24 hour Course	▲	●		

WALKER FORM NO. 81 MAY 61 PC 1000 PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE.

PROGRAM PROJECT STATUS SUMMARY 31 Jan 62

Program Project Title: First Aid Training

Project No. 812C-1

1. Programmed Milestones Completed This Month: None

2. Programmed Milestones Not Completed This Month:

No.	Title	STATUS-REMARKS
1	Conduct 24 hour Course	144 Persons trained to date

3. Potential Slippage: None

4. Discussion: This will be a continuing program whereby all missile personnel are trained.

C W Edmonds

C. W. EDMONDS
Major, USAF, MSC
Director, Medical Administrative Services

PROGRAM PROJECT SCHEDULE CHART

PROJECT TITLE: EMERGENCY MEDICAL SUPPLIES

PROGRAM AGENCY: 812th Med Gp

PROJECT NUMBER: 812C-2

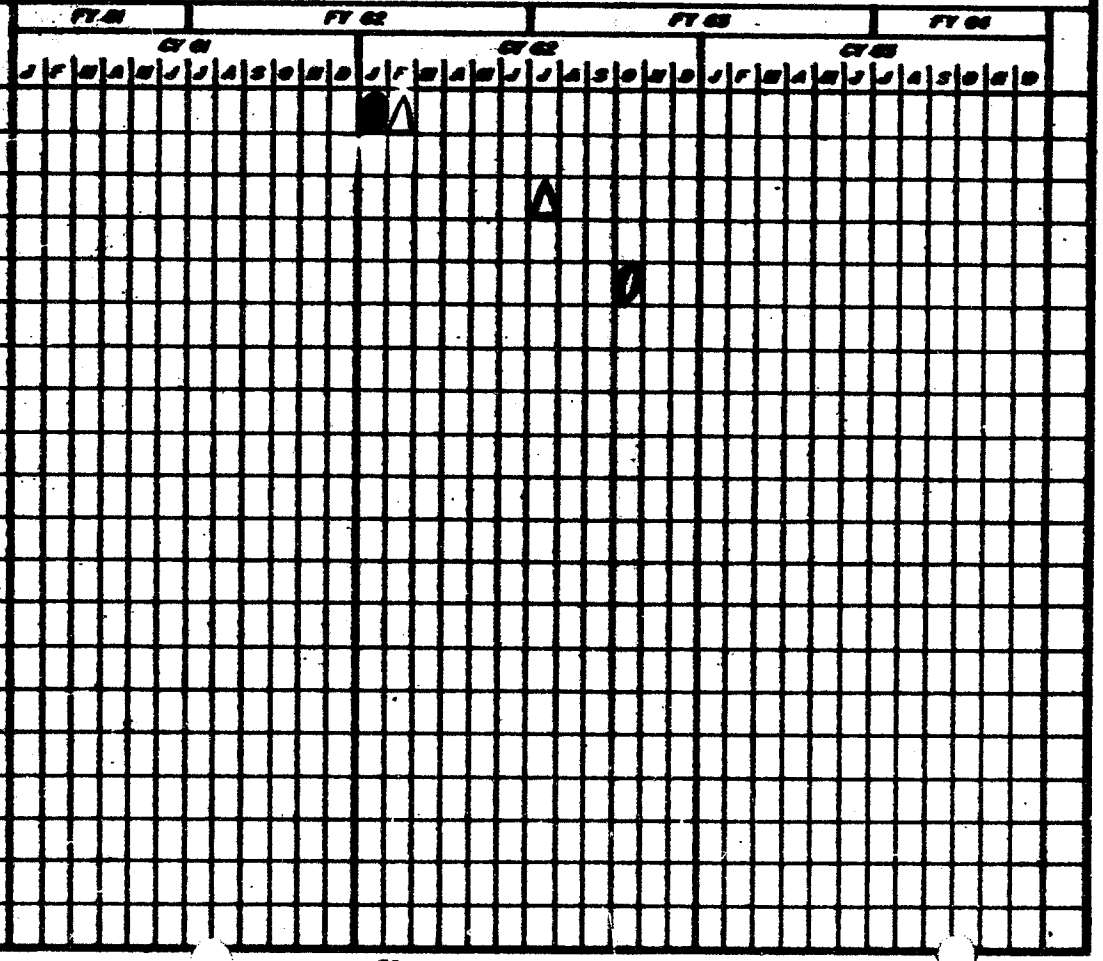
ADMINISTRATIVE OFFICER: Lt Colonel Roth

■ COMPLETION PRIOR TO JAN 61

▲ SCHEDULED TO START
▲ ACTUAL START

○ SCHEDULED COMPLETION
● ACTUAL COMPLETION

	MILESTONES
1	Budget for Supplies
2	Requisition for Supplies
3	Issue Supplies to Complexes



PROGRAM PROJECT STATUS SUMMARY

31 Jan 6

Program Project Title: Emergency Medical Supplies

Project No. 812C-2

1. Programmed Milestones Completed This Month:

Nr.	Title	STATUS-REMARKS
1	Budget For Supplies	Completed, Jan 62

2. Programmed Milestones Not Completed This Month:

Nr.	Title	STATUS-REMARKS
2	Requisition For Supplies	None Scheduled, Completion Date, Jul 62
3	Issue Supplies to Complexes	None Scheduled, Completion Date, Oct 62

3. Potential Slippage: None

4. Discussion: (1) Director of Med Admin Svs will include the item in Annual Financial Plan for FY 63.

(2) Director of Material for Med Gp will requisition supplies in accordance with list furnished from higher headquarters (MMPEC)(WBM).

(3) Supplies to be issued to individual missile complexes.

C W Edmonds

C. W. EDMONDS
Major, USAF, MSC
Director, Medical Administrative Services

PROGRAM PROJECT SCHEDULE CHART

PROJECT TITLE: Industrial Hygiene Engineering

PROGRAM AGENCY: 81st Med Gp

PROJECT NUMBER: 812C-3

RESPONSIBLE OFFICER: Lt Colonel Roth

■ COMPLETION PERIOD TO BE MET

▲ SCHEDULED TO START
▲ ACTUAL START

○ SCHEDULED COMPLETION
● ACTUAL COMPLETION

MILESTONES	FY 61	FY 62	FY 63	FY 64
	QTR 1 2 3 4	QTR 1 2 3 4	QTR 1 2 3 4	QTR 1 2 3 4
1 Industrial Hygiene Engineer assigned as consultant to SATAF Commander.	●			
2 Restricted area badges for medical engineering personnel.	●			
3 Industrial Hygiene survey of all sites (sound, light, temperature, & humidity and ventilation.		▲ ○		
4 Radiation analysis of soil, water, air, and vegetation.		▲ ○		
5 Audonetric Program.		▲		
6 Industrial Hygiene Physical Program		▲		
7 SOP's		▲ ○		

PROGRAM PROJECT STATUS SUMMARY 31 Jan 62

Program Project Title: Industrial Hygiene Engineering

Project No. 812C-3

1. Programmed Milestones Completed This Month: None Schedule

2. Programmed Milestones Not Completed This Month:

No.	Title	STATUS-REMARKS
1	~~Industrial Hygiene Engineer assigned as consultant to SATAF Commander~~	Completed Aug 61
2	~~Restricted area badges for medical engineering service personnel~~	Completed Sep 61
3	Industrial Hygiene surveys of all sites (including sound, light, temperature, humidity, and ventiliation)	None Scheduled, Completion Date, Sep 62
4	Radiation analysis of soil, water, air and vegetation	None Scheduled, Completion Date, Apr 62
5	Audiometric Program	None Scheduled, Starting Date, Feb 62
6	Industrial Hygiene Physical Program	None Scheduled, Starting Date, Feb 62
7	SOP's	None Scheduled, Completion Date, Jun 62

3. Potential Slippage: None

4. Discussion: (1&2) Completed
(3&4) Industrial Hygiene surveys and Radiation sample reports will be reported to the proper authorities upon completion.
(5) Audometric Program will start in February 1962, and be conducted in accordance with current Air Force Directives.
(6) The Industrial Hygiene Physical Program will be conducted in accordance with current Air Force Directives.
(7) SOP's will be written and completed by June 1962.

DONALD J ROGERS
1ST LT, USAF, BSC
Industrial Hygiene Engineer

PROGRAM PROJECT SCHEDULE CHART

PROJECT TITLE: Establishment of (CTCC) Central Transportation Control Center PROGRAM AGENCY: BDCM/TS

PROJECT NUMBER: BDCM/TSMTB 1 ASSIGNED OFFICER: Major, John R. Maroney

■ COMPLETION PERIOD TO BE MET ▲ SCHEDULED TO START ▲ ACTUAL START ○ SCHEDULED COMPLETION ● ACTUAL COMPLETION

	MILESTONES	FY 85				FY 86				FY 87				FY 88			
		1ST QTR				2ND QTR				3RD QTR				4TH QTR			
		J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D
1	Location of CTCC						▲	▲			○																										
2	Planning for CTCC						▲										○																				
3	OIs for CTCC															▲	▲																				
4	Begin Operations																▲																				

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PROGRAM PROJECT STATUS SUMMARY

Program Project Title: Establishment of (CTCC) Central Transportation Control Center 31 January 1962

Project No. BDCM/TSMTB 1

1. Programmed Milestones Completed This Month: None Scheduled

2. Programmed Milestones Not Completed This Month:

No.	Title	STATUS - REMARKS
2	Manning for CTCC	Started
3	OI for CTCC	Started
4	Begin Operation	None Scheduled

3. Potential Slippages: Milestone No. 4. A work order request was submitted, and approved on 11th of September 1961, for modification of room 109, Bldg. S-85. To date no modifications have been made. This work must be accomplished prior to installation of communication equipment. CTCC is scheduled to begin operation in January 1962.

4. Discussion: Personnel by name have been ear marked for assignment to the CTCC.

John R Maroney

JOHN R. MARONEY
Major, USAF
Staff Transportation Officer

PROGRAM PROJECT SCHEDULE CHART

PROJECT TITLE: General & Special Purpose Vehicles for 579th SMS

PROGRAM AGENCY: BDCM/TS

PROJECT NUMBER: BDCM/TSMTB 3

ADMINISTERING OFFICER: Major, John R. Maroney

■ COMPLETION PRIOR TO JAN 01 ▲ SCHEDULED TO START ▲ ACTUAL START ○ SCHEDULED COMPLETION ● ACTUAL COMPLETION

	MILESTONES	FY 01	FY 02	FY 03	FY 04
		CY 01	CY 02	CY 03	
		J F M A M J J A S O N D	J F M A M J J A S O N D	J F M A M J J A S O N D	
1	Number General & Special Purpose Veh.	▲			
2	Put on UAL	●			
3	Receive Equipment		▲	○	

PROGRAM PROJECT STATUS SUMMARY

Program Project Title: General & Special Purpose Vehicles for 579th SMS

31 January 1962

Project No. BDCM/TSMTB 3

1. Programmed Milestones Completed This Month: None Scheduled

2. Programmed Milestones Not Completed This Month:

No.	Title	STATUS - REMARKS
3	Receive Equipment	Started

3. Potential Slippages: None

4. Discussion: The equipment for the 579th Strategic Missile Squadron has started to come in. No problems are expected in receiving this equipment.

John R Maroney

JOHN R. MAROMEY
Major, USAF
Staff Transportation Officer

PROGRAM PROJECT SCHEDULE CHART

PROJECT TITLE: Additional Personnel for 6th Transron

PROGRAM AGENCY: BDCM/TS

PROJECT NUMBER: BDCM/TSMTB 4

ADMINISTRATIVE OFFICER: Major, John R. Maroney

■ COMPLETION FROM TO AND OF

▲ SCHEDULED TO START

▲ ACTUAL START

O SCHEDULED COMPLETION

● ACTUAL COMPLETION

	MILESTONES	FY 81				FY 82												FY 83												FY 84					
		CY 81												CY 82												CY 83											
		J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D
1	Determine Additional Manning							■						■																							
2	Receive Personnel															Δ								O													

WALKER FORMS MAY 81 IH PIC 1000 PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE.

PROGRAM PROJECT STATUS SUMMARY

Program Project Title: Additional Personnel for the 6th Transron — 31 January 1962

Project No. BDCM/TSMTB 4

1. Programmed Milestones Completed This Month: None Scheduled

2. Programmed Milestones Not Completed This Month:

No.	Title	STATUS - REMARKS
1	Determine Additional Manning	Started
2	Received Personnel	None Scheduled

3. Potential Slippages: None

4. Discussion: The new Manning Document for the 6th Transportation Squadron arrived at this office on the 4th of January 1962.

JOHN R. MAHONEY
Major, USAF
Staff Transportation Officer

PROGRAM PROJECT SCHEDULE CHART

PROJECT TITLE: Drivers Training

PROGRAM AGENCY: BDCM/TS

PROJECT MANAGER: BDCM/TSMTB 5

ADMINISTERING OFFICER: Major John R. Maroney

■ COMPLETION PHASE TO ANY GIVEN

▲ SCHEDULED TO START

▲ ACTUAL START

○ SCHEDULED COMPLETION

● ACTUAL COMPLETION

	MILESTONES	FY 81						FY 82						FY 83						FY 84
		CY 81						CY 82						CY 83						
		J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D	
1	Identify Equipment	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	
2	Selection of Drivers to be Trained	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	
3	Practical Driving							■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	
4	Written Examination													■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	

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PROGRAM PROJECT STATUS SUMMARY

Program Project Title: Drivers Training

31 January 1962

Project No. EDCM/TSMTB 5

1. Programmed Milestones Completed This Month: None Scheduled

2. Programmed Milestones Not Completed This Month:

No.	Title	STATUS - REMARKS
2	Selection of Drivers to be Trained	Started
3	Practical Driving	Started
4	Written Examination	Started

3. Potential Slippages: None

4. Discussion: A list of the best qualified personnel is being prepared and these personnel will be ear marked for training at a later date. Driver Training Personnel are being familiarized with new equipment as it is received, by publications received with it, and practical operation of the equipment. Written examinations to determine the knowledge of individuals on the equipment, have been completed and are at the Drivers School.

John R. Maroney

JOHN R. MARONEY
Major, USAF
Staff Transportation Officer

PROGRAM PROJECT SCHEDULE CHART

PROJECT TITLE: Highway Clearances

PROGRAM AGENCY: BDCM/TS

PROJECT NUMBER: BDCM/TSMTB 7

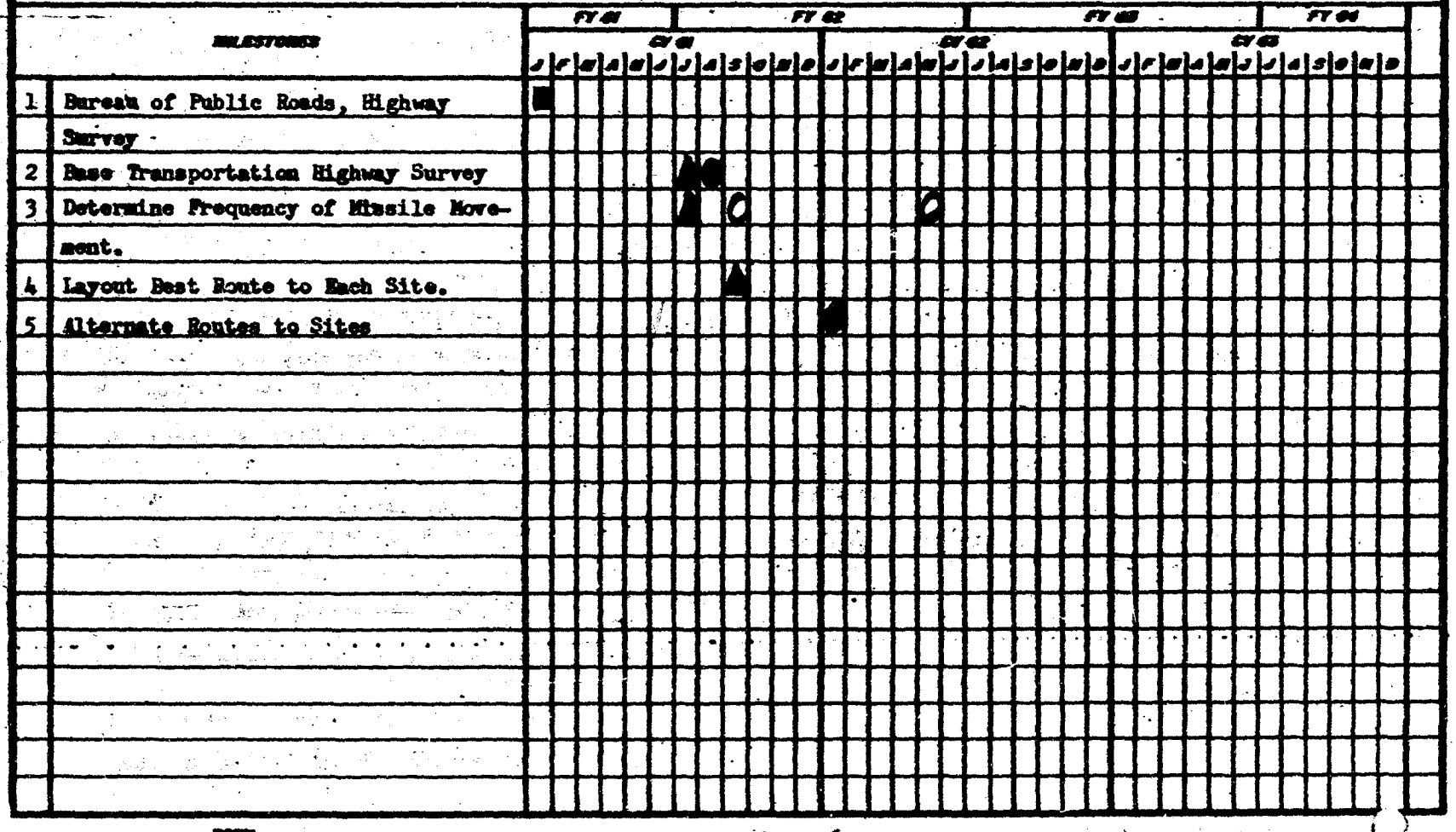
ADMINISTRATIVE OFFICER: Major, John R. Maroney

■ COMPLETION POINT TO AND IN

▲ SCHEDULED TO START
▲ ACTUAL START

○ SCHEDULED COMPLETION
● ACTUAL COMPLETION

	MILESTONES
1	Bureau of Public Roads, Highway Survey
2	Base Transportation Highway Survey
3	Determine Frequency of Missile Movement.
4	Layout Best Route to Each Site.
5	Alternate Routes to Sites



PROGRAM PROJECT STATUS SUMMARY

Program Project Title: Highway Clearance — 31 January 1962

Project No. BDCM/TSMTB 7

1. Programmed Milestones Completed This Month: None Scheduled

2. Programmed Milestones Not Completed This Month:

No.	Title	STATUS - REMARKS
3	Determine Frequency of Missile Movement	Started
4	Layout Best Route to Each Site	Started
5	Alternate Routes to Sites	Started

3. Potential Slippages: None

4. Discussion: Beginning in May 1962, an average of three trips each six months are anticipated between Walker AFB, and each of the twelve complexes. The above information was obtained from Lt Colonel Charles L. Martin, SATAF. Scheduled completion for Milestone No. 3, is changed to May 1962. As of this report no firm schedule on frequency of missile movements has been determined. The best route to each site can not be determined prior to actual dry run with the Mock-up Trailer of the Transporter. This trailer will be made available prior to receipt of the first missile, through Mr. Jim Tedder, Traffic Management Specialest, for SATAF. However from the surveys that have been conducted, no problems are anticipated in selecting the best routes to each site. Alternate routes have been established and driven. A map has been made showing the mileage and routes to each site. During inclement weather it is recommended that snow removal equipment accompany the missile in route to the Northeastern and/or Northwestern sites. There are no reliable fuel stations or maintenance available, therefore it is recommended that fuel and maintenance equipment also accompany the missile when in route.

John R Mahoney

JOHN R. MAHONEY
Major, USAF
Staff Transportation Officer

PROGRAM PROJECT SCHEDULE CHART

PROJECT TITLE: Supply Support - General & Special Purpose Vehicles

PROGRAM AGENCY: BDCM/TS

PROJECT NUMBER: BDCM/TSMGEMB 1

ADMINISTRATIVE OFFICER: Major, John R. Maroney

■ COMPLETION PRIOR TO JAN 68

▲ SCHEDULED TO START
▲ ACTUAL START

○ SCHEDULED COMPLETION
● ACTUAL COMPLETION

	ITEM NUMBER	FY 68												FY 69												FY 70												FY 71											
		1ST QTR			2ND QTR			3RD QTR			4TH QTR			1ST QTR			2ND QTR			3RD QTR			4TH QTR			1ST QTR			2ND QTR			3RD QTR			4TH QTR			1ST QTR			2ND QTR			3RD QTR			4TH QTR		
		J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D
1	Identify Benchstock Requirements																																														
2	Standby Requirements																																														

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PROGRAM PROJECT STATUS SUMMARY

Program Project Title: Supply Support - General & Special Purpose Vehicle 31 January 1962

Project No. BDCM/TSMGEMB 1

1. Programmed Milestones Completed This Month: None Scheduled

2. Programmed Milestones Not Completed This Month:

No.	Title	STATUS - REMARKS
1	Identify Benchstock Requirements	None Scheduled
2	Standby Requirements	None Scheduled

3. Potential Slippages: None

4. Discussion: The bench stock and standby requirements are now in the process of being established for the equipment we now have on hand, with the exception of the 15 ton Ward LaFrance Truck Tractors. (Parts Manuals not received as of present).

John R. Maroney

JOHN R. MARONEY
Major, USAF
Staff Transportation Officer

PROGRAM PROJECT SCHEDULE CHART

PROJECT TITLE: Air Freight Personnel Training

PROGRAM AGENCY: BDCM/TS

PROJECT NUMBER: BDCM/TSTMO 1

ADMINISTRATIVE OFFICER: Major, John R. Maroney

▼ COMPLETION POINT TO DATE OF

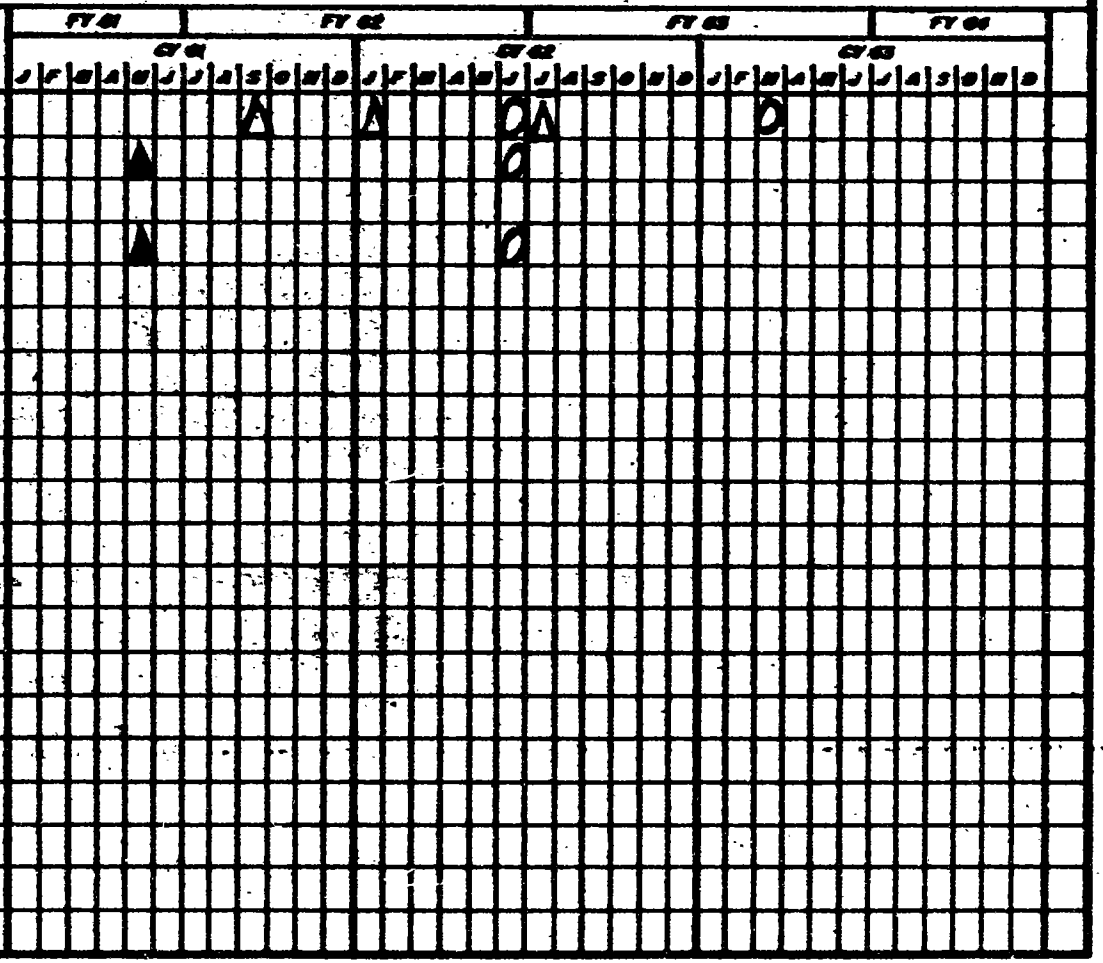
▲ SCHEDULED TO START

▲ ACTUAL START

O SCHEDULED COMPLETION

● ACTUAL COMPLETION

	MILESTONES
1	Personnel Augmentation
2	Presentation of Load and Unloading Tag Film.
3	OJT Program



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PROGRAM PROJECT STATUS SUMMARY

Program Project Title: Air Freight Personnel Training

31 January 1962

Project No. BDCM/TSTMO 1

1. Programmed Milestones Completed This Month: None Scheduled

2. Programmed Milestones Not Completed This Month:

No.	Title	STATUS - REMARKS
1	Personnel Augmentation	None Scheduled
2	Presentation of Load & Unloading Tng Film	Started
3	OJT Program	None Scheduled

3. Potential Slippages: None

4. Discussion: The new Manning Document for the 6th Transportation Squadron was received on 4 January 1962, therefore the scheduled start on Milestone 1 is changed from January to July 1962, and scheduled completion from July 1962 to March 1963. Training Films on load and unloading operations have been presented to 22 personnel with AFSCs as follows: 1-6016; 2-60270; 3-60132; 1-60170; 2-60152; 2-60150; 2-60151; 3-60231; 4-60230; 1-55250; and 1-55230.

Films Presented

Title of Films	ID Number
Air Transportation of the Atlas	FTA 4436 #31
40-135 C	#39

John R. Maroney

JOHN R. MARONEY
Major, USAF
Staff Transportation Officer

PROGRAM PROJECT SCHEDULE CHART

PROJECT TITLE: Accept New Construction of Missile Facilities

PROGRAM AGENCY: BDCE

PROJECT NUMBER: BDCE-3

AUTHENTICATING OFFICER: Bill R. Victor

■ COMPLETION FORCE TO DATE OF

▲ SCHEDULED TO START
▲ ACTUAL START

○ SCHEDULED COMPLETION
● ACTUAL COMPLETION

	MILESTONES	FY 61				FY 62				FY 63				FY 64			
		QTR 61				QTR 62				QTR 63				QTR 64			
		J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D
1	Missile Complex 1											●	●																								
2	Missile Complex 2												●																								
3	Missile Complex 3											○	●																								
4	Missile Complex 4													●																							
5	Missile Complex 5													●																							
6	Missile Complex 6												○	●																							
7	Missile Complex 7												○	●																							
8	Missile Complex 8											●																									
9	Missile Complex 9											●																									
10	Missile Complex 10										●																										
11	Missile Complex 11												●																								
12	Missile Complex 12												●																								
13	LOX Facility Completed					●																															
14	MAMS Facility Completed										●																										
15	Re-entryvehicle completed					●	●																														
16	AFW Supply						●	●																													
17	Mod of AFW Supply, Submission to Higher headquarters										●				●																						
18	Approval by higher headquarters																																				
19	Complete Engineering																																				

FORM MAY 61 [illegible] PC 1060 PREVIOUS EDITIONS OF THIS FORM ARE [illegible] ETE.

PROGRAM PROJECT SCHEDULE CHART

PROJECT TITLE: Accept New Construction of Missile Facilities

PROGRAM AGENCY: BDCE

PROJECT NUMBER: BDCE-3

ADMINISTERING OFFICER: Bill. E. Victor

■ COMPLETION PRIOR TO JAN 68

▲ SCHEDULED TO START
▲ ACTUAL START

○ SCHEDULED COMPLETION
● ACTUAL COMPLETION

	MILESTONES	FY 68				FY 69				FY 70				FY 71			
		QTR 01				QTR 02				QTR 03				QTR 04			
		J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D
20	Contract Award																																				
21	Construction Completed																																				

WALKER FORMS MAY 68 M PRC 9060 PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE.

PROGRAM PROJECT STATUS SUMMARY

Program Project Title: Accept New Construction of Missile Facilities — 31 January 1962

Project No. BDCE-3

1. **Programmed Milestones Completed This Month:**

No.	Title	Status - Remarks
13	LOX Facility Completed	Completed
15	Re-Entry Vehicle Completed	Completed
16	AFW Supply	Completed
14	MAMS Facility Completed	Completed Oct 61
10	Missile Complex 10	Completed Oct 61
9	Missile Complex 9	Completed Nov 61
1	Missile Complex 1	Completed Nov 61
8	Missile Complex 8	Completed Nov 61
2	Missile Complex 2	Completed Dec 61
3	Missile Complex 3	Completed Dec 61
11	Missile Complex 11	Completed Dec 61
12	Missile Complex 12	Completed Dec 61
4	Missile Complex 4	Completed Jan 62
5	Missile Complex 5	Completed Jan 62
6	Missile Complex 6	Completed Jan 62
7	Missile Complex 7	Completed Jan 62
17	Mod of AFW Supply, Re-submission to higher headquarters	Submitted 15 Jan 62

2. **Programmed Milestones Not Completed This Month:**

18	Approval by higher headquarters
19	Complete Engineering
20	Contract Award
21	Construction Complete

3. **Potential Slippages:** Slippages range on site from 10 days to 79 days.

Discussions: Accept new construction on base facilities by receipt of 290 transfer and integrate them into the real property records. 290 transfers on missile site construction are no longer accepted by base. At this time, acceptance is accomplished by SATAF with an acknowledgement of deficiencies listed by the Base Missile Engineer. Upon completion of I&C Phase, the sites will be integrated into the real property records.

BILL E. VICTOR
Asst Civil Engineering Staff Officer

PROGRAM PROJECT SCHEDULE CHART

PROJECT TITLE: Establish Requirements for Special Equipment and Transportation

PROGRAM AGENCY: BDCE

PROJECT NUMBER: BDCE-5

RESPONSIBLE OFFICER: Bill E. Victor

■ COMPLETION POINT TO BE MET

▲ SCHEDULED TO START
▲ ACTUAL START

○ SCHEDULED COMPLETION
● ACTUAL COMPLETION

	MILESTONES	FY 81				FY 82				FY 83				FY 84			
		QTR 3				QTR 1				QTR 2				QTR 3			
		J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D
1	Administrative Vehicles																																				
2	Snow plows									▲	○	○	○																								
3	Garbage Vehicles																																				

WALKER FORMS MAY '84 ■ PRC 2000 PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE.

PROGRAM PROJECT STATUS SUMMARY

Program Project Title: Establish Requirements for Special Equipment and Transportation

31 January 1962

Project No. BDCE-5

1. Programmed Milestones Completed This Month:

No.	Title	Status - Remarks
1	Administrative Vehicles	Ref TWX, DM3ED-2238, dtd 14 Apr 61, reclammer is being initiated by BDCE.

2. Programmed Milestones Not Completed This Month:

No.	Title	Status - Remarks
2	Snow Plows	4 each 5-ton dump trucks are on hand for direct missile support. Blades to convert trucks for snow plow use are on order.
3	Garbage Vehicles	UAL's increase for missiles being accomplished by SAC Headquarters

3. Potential Slippages: Milestone 2 is pending arrival of snowblades.

4. Discussions: Provide necessary vehicle transportation, radio control, Dempsey-Dumpster, and snow plows. Programming of milestones will be entered on chart upon approval from higher headquarters.

BILL E. VICTOR
Asst Civil Engineering Staff Officer

PROGRAM PROJECT SCHEDULE CHART

PROJECT TITLE: Establish Procedures for maintenance and Repair and PM Program for Missile Facilities Real Property in Coordination with Missile Squadron

PROGRAM AGENCY: BDCE

PROGRAM MANAGER: BDCE-E

ADMINISTERING OFFICER: Bill E. Victor

■ COMPLETION PRIOR TO JAN 80 ▲ SCHEDULED TO START ▲ ACTUAL START ○ SCHEDULED COMPLETION ● ACTUAL COMPLETION

	MILESTONES	FY 80	FY 81	FY 82	FY 83
		OCT NOV DEC JAN FEB MAR APR MAY JUN JUL AUG SEP	OCT NOV DEC JAN FEB MAR APR MAY JUN JUL AUG SEP	OCT NOV DEC JAN FEB MAR APR MAY JUN JUL AUG SEP	OCT NOV DEC JAN FEB MAR APR MAY JUN JUL AUG SEP
1	PM folders, off-base		○	○	
2	PM folders, [illegible]		●		
3	PM folders, MAB		○■		
4	PM folders, re-entry vehicles		■○		
5	Prepare SOP's on indirect support and backup support			○	

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PROGRAM PROJECT STATUS SUMMARY

Program Project Title: Establish PM Program for Missile Facilities Real Property and Establish Procedures to Accomplish Maintenance and Repair for Which BDCE is Responsible in Coordination with 579th SMS.

31 January 1962

Project No. BDCE-8

1. **Programmed Milestones Completed This Month:**

No.	Title	Status - Remarks
2	PM folders, LOX	100% Completed
4	PM folders, re-entry vehicles	Completed
3	PM folders, MAM	Completed 5 Oct 61

2. **Programmed Milestones Not Completed This Month:**

No.	Title	Status - Remarks
1	PM folders, off-base	Completion date 30 June 1962
5	Prepare SOP's on indirect support and backup support	Completion date 30 June 1962

3. **Potential Slippages:** Re-schedule of milestones number one and number five pending designation of maintenance responsibilities by higher headquarters.

4. **Discussions:** Set up necessary PM folders in accordance with existing directives and establish a PM cycle for off-base sites and integrate into present PM plan for on-base new facilities being constructed for Missile Squadron use. Establish necessary SOP's defining areas of responsibility for various organizations connected with Missile Site maintenance in accordance with higher headquarter's directives.

BILL E. VICTOR
Asst Civil Engineering Staff Officer

PROGRAM PROJECT SCHEDULE CHART

PROJECT TITLE: Instruct Missile Personnel on Preparation and Submission of Cost Accounting on Real Property Maintenance Repair and Operation. Coordinate with Missile Squadron on CE Cost Accounting and Work Order Procedures

PROGRAM AGENCY: RDCE

PROJECT NUMBER: RDCE-10

ADMINISTRATIVE OFFICER: Bill R. Victor

B COMPLETION POINT TO BE MET

A SCHEDULED TO START

A ACTUAL START

D SCHEDULED COMPLETION

D ACTUAL COMPLETION

	MILESTONES	FY 66	FY 67	FY 68	FY 69
		SEP OCT NOV DEC JAN FEB MAR APR MAY JUN JUL AUG	SEP OCT NOV DEC JAN FEB MAR APR MAY JUN JUL AUG	SEP OCT NOV DEC JAN FEB MAR APR MAY JUN JUL AUG	SEP OCT NOV DEC JAN FEB MAR APR MAY JUN JUL AUG
1	Prepare briefing		AD		
2	Give briefing		AC		

WALKER FORM NAVY OC 35 PUC 5060 PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE. 77

PROGRAM PROJECT STATUS SUMMARY

Program Project Title: Instruct Missile Personnel on Preparation and Submission of Cost Accounting on Real Property Maintenance, Repair and Operation. Coordinate with Missile Squadron on CE Cost Accounting and Work Order Procedures

31 January 1962

Project No. BDCE-10

1. Programmed Milestones Completed This Month:

No.	Title	Status - Remarks
[redacted]	Prepare briefing	Completion date Feb 1962

2. Programmed Milestones Not Completed This Month:

No.	Title	Status - Remarks
2	Give briefing	None Scheduled - Completion date 1 May 1962

3. Potential Slippages: None

4. Discussions: Establish necessary meetings with interested personnel in the requirements of BDCE for necessary paperwork for accomplishment of cost accounts.

BILL E. VICTOR
Asst Civil Engineering Staff Officer

PROGRAM PROJECT SCHEDULE CHART

PROJECT TITLE: Prepare Snow Removal Program at Sites and Government Access Roads

PROGRAM AGENCY: BDCE

PROJECT NUMBER: BDCE-11

ADMINISTERING OFFICER: Bill E. Victor

■ COMPLETION PRIOR TO JAN 01

▲ SCHEDULED TO START
▲ ACTUAL START

○ SCHEDULED COMPLETION
● ACTUAL COMPLETION

	MILESTONES	FY 01	FY 02	FY 03	FY 04
		CY 01	CY 02	CY 03	
		J F M A M J J A S O N D	J F M A M J J A S O N D	J F M A M J J A S O N D	
1	Coordinate with state and local highway officials in establishing a mutual aid agreement on necessary snow removal contracts with the above listed authorities for state and county roads.	▲	○		
2	Snow removal program for sites and government access roads	▲	○		

PROGRAM PROJECT STATUS SUMMARY

Program Project Title: Prepare Snow Removal Program at Sites, Government Access Roads, and State and County Roads

31 January 1962

Project No. BDCE-11

1. Programmed Milestones Completed This Month:

No.	Title	Status - Remarks
None Scheduled		

2. Programmed Milestones Not Completed This Month:

No.	Title	Status - Remarks
1	Coordinate with State and Local officials in establishing a mutual aid agreement on necessary snow removal contracts with the above-listed authorities for State and County Roads.	Re-scheduled to Aug 62, SAC operational responsibility date
2	Snow Removal program for sites and government access roads	Awaiting arrival of snow plows

3. Potential Slippages: Completion of milestone 2 to correspond with arrival of snow plows.

4. Discussions: Provide necessary snow removal plan for off-base and on base facilities in support of missiles. Coordinate with State, County, and Municipal authorities concerning snow removal to access roads. This portion of the program to be accomplished by SATAF during I&C Phase of construction.

BILL E. VICTOR
Asst Civil Engineering Staff Officer

PROGRAM PROJECT SCHEDULE CHART

PROJECT TITLE: Program for Custodial Services in Support of Missile — PROGRAM AGENCY: BDCE

PROJECT NUMBER: BDCE-12 — ADMINISTRATIVE OFFICER: Bill E. Victor

■ COMPLETION POINT TO DATE (X)

Δ SCHEDULED TO START
▲ ACTUAL START

O SCHEDULED COMPLETION
● ACTUAL COMPLETION

	MILESTONES	FY 81	FY 82	FY 83	FY 84
		CY 81	CY 82	CY 83	CY 84
		J F M A M J J A S O N D	J F M A M J J A S O N D	J F M A M J J A S O N D	J F M A M J J A S O N D
1	Submit requirements to higher headquarters		Δ O		
2	Contract awarded			Δ O	

WALKER FORMS MAY 80 III — PC 1000 — PREVIOUS EDITIONS OF THIS FORM ... OBSOLETE.

PROGRAM PROJECT STATUS SUMMARY

Program Project Title: Program for Custodial Services in Support of a Missile Squadron at WAFB MAB

31 January 1962

Project No. BDCE-12

1. Programmed Milestones Completed This Month:

No.	Title	Status - Remarks
None Scheduled		

2. Programmed Milestones Not Completed This Month:

No.	Title	Status - Remarks
1	Submit requirements to higher headquarters	None Scheduled - Completion Date 15 Feb 1962
2	Contract awarded	None Scheduled - Completion Date 1 July 1962

3. Potential Slippages: None

4. Discussions: Project will provide for necessary custodial services at the 12 missile sites. Reference 15th Air Force letter dated 6 October 1961, custodial services will be provided by in-house capability of using agency until augmentation for SMS is provided.

BILL E. VICTOR
Asst Civil Engineering Staff Officer

PROGRAM PROJECT SCHEDULE CHART

PROJECT TITLE: Siting and Cost Estimates for Short Take-Off and Landing Aircraft Strips at Off-Base Missile Sites

PROGRAM AGENCY: BDCE

PROJECT NUMBER: BDCE-13

APPROPRIATION OFFICER: Bill E. Victor

■ COMPLETION PRIOR TO JAN 61 ▲ SCHEDULED TO START ▲ ACTUAL START ○ SCHEDULED COMPLETION ● ACTUAL COMPLETION

	MILESTONES	FY 61				FY 62				FY 63				FY 64
		QTR 01				QTR 02				QTR 03				
		J	F	M	A	M	J	J	A	S	O	N	D	J F M A M J J A S O N D J F M A M J J A S O N D
1	Submission to higher headquarters						■							
2	Approval by higher Headquarters													
3	Complete engineering													
4	Contract awarded													
5	Construction complete													

WALKER FORM NO. 83 PIC 1000 PREVIOUS EDITIONS OF THIS FORM OBSOLETE.

PROGRAM PROJECT STATUS SUMMARY

Program Project Title: Siting and Cost Estimate for Short Takeoff and Landing Strips at Off-Base Missile Sites

31 January 1962

Project No. EDCE-13

1. Programmed Milestones Completed This Month:

No.	Title	Status - Remarks
1	Submission to higher headquarters	Completed May 1961. Submitted revised cost estimate and site location July 1961.

2. Programmed Milestones Not Completed This Month:

No.	Title	Status - Remarks
None Scheduled		

3. Potential Slippages: None

4. Discussions: Provide site location and cost estimate for construction of short takeoff and Landing Strips for support of off-base missile sites. Programming of additional milestones will be submitted upon approval by higher headquarters.

BILL E. VICTOR
Asst Civil Engineering Staff Officer

PROGRAM PROJECT SCHEDULE CHART

PROJECT TITLE: Officer Missile Training (Basic and Specialized Courses)

PROGRAM AGENCY: Director of Personnel

PROJECT NUMBER: DP-1

AUTHENTICATING OFFICER: S. J. Patti
Lt Col, USAF

■ COMPLETION PRIOR TO JAN 61

▲ SCHEDULED TO START
▲ ACTUAL START

○ SCHEDULED COMPLETION
● ACTUAL COMPLETION

	MILESTONES
1	Comp TDY Act for 579 Comdr
2	Comp TDY Act on 9 Off Nov Tng Reqmt
3	Comp TDY Act on 30 Off Dec Tng Reqmt
4	Comp TDY Act on 29 Off Jan Tng Reqmt
5	Comp TDY Act on 41 Off Feb Tng Reqmt
6	Comp TDY Act on 25 Off Mar Tng Reqmt
7	Comp TDY Act on 8 Off Apr Tng Reqmt

FY 61 | FY 62 | FY 63 | FY 64

CY 61: J F M A M J J A S O N D
CY 62: J F M A M J J A S O N D
CY 63: J F M A M J J A S O N D

PROGRAM PROJECT STATUS SUMMARY

Program Project Title: Officer Missile Training (Basic & Specialized Courses) 31 Jan 62

Project No. DP-1

1. Programmed Milestones Completed this month:

No.	Title	STATUS - REMARKS
4	Comp TDY Act on 29 Off Jan Tng Reqmt	Completed

2. Programmed Milestones not Completed this month:

No.	Title	STATUS - REMARKS
5	Comp TDY Act on 41 Off Feb Tng Reqmt	None Scheduled - Completion date: Feb 62
6	Comp TDY Act on 25 Off Mar Tng Reqmt	None Scheduled - Completion date: Mar 62
7	Comp TDY Act on 8 Off Apr Tng Reqmt	None Scheduled - Completion date: Apr 62

3. Potential Slippage: None

4. Discussion: Select and detail 143 Officers in TDY status to Basic and Specialized Officer Missile Training Courses. An unspecified number of student officer inputs will be furnished by higher headquarters which may be deducted from total quotas levied by SAC.

S. J. PATTI
Lt Colonel, USAF
Director of Personnel

PROGRAM PROJECT SCHEDULE CHART

PROJECT TITLE: AIRMEN MISSILE TRAINING (BASIC AND SPECIALIZED COURSES)

PROGRAM AGENCY: Director of Personnel

PROJECT NUMBER: DP-2

ADMINISTERING OFFICER: S. J. PATTI, Lt Col, USAF

▲ SCHEDULED TO START
▲ ACTUAL START
● ACTUAL COMPLETION

	MILESTONES
1	Completion of TDY for May-Sep 61 Training (34 Airmen)
2	Completion of TDY for Oct Tng - 15 Amn
3	Completion of TDY for Nov Tng - 16 Amn
4	Completion of TDY for Dec Tng - 24 Amn
5	Completion of TDY for Jan Tng - 91 Amn
6	Completion of TDY for Feb Tng - 20 Amn
7	Completion of TDY for Mar Tng - 10 Amn
8	Completion of TDY for Apr Tng - 20 Amn
9	Completion of TDY for May Tng - 8 Amn
10	Completion of TDY for Sep Tng - 1 Amn

PROGRAM PROJECT STATUS SUMMARY

Program Project Title: Airman Missile Training (Basic and Specialized Courses) 31 Jan 62

Project No. DP-2

1. Programmed Milestones Completed This Month:

No.	Title	STATUS - REMARKS
5	Completion of TDY Jan Tng - 91 Amn	None Scheduled - Completion Date: Jan 62

2. Programmed Milestones Not Completed This Month:

No.	Title	STATUS - REMARKS
6	Completion of TDY Feb Tng - 20 Amn	None Scheduled - Completion date: Feb 62
7	Completion of TDY Mar Tng - 10 Amn	None Scheduled - Completion date: Mar 62
8	Completion of TDY Apr Tng - 20 Amn	None Scheduled - Completion date: Apr 62
9	Completion of TDY May Tng - 8 Amn	None Scheduled - Completion date: May 62
10	Completion of TDY Sep Tng - 1 Amn	None Scheduled - Completion date: Sep 62

3. Potential Slippage: None

4. Letter, DPCM, this Hq, 8 Jan 62, Subj: Unskilled Missile Communications Maintenance Personnel, was forwarded to SAC 8 Jan 62 requesting all future allocations in AFSC 362X1 and 361X2 be fully qualified due to the non-availability of training facilities this station.

S. J. PATTI
Lt Colonel, USAF
Director of Personnel

PROGRAM PROJECT SCHEDULE CHART

PROJECT TITLE: Officer Manning of 579 SMS

PROGRAM AGENCY: Director of Personnel

PROJECT NUMBER: DP-3

AUTHENTICATING OFFICER: S. J. Patti, Lt Col, USAF

■ COMPLETION PRIOR TO JAN 61 | Δ SCHEDULED TO START | ▲ ACTUAL START | O SCHEDULED COMPLETION | ● ACTUAL COMPLETION

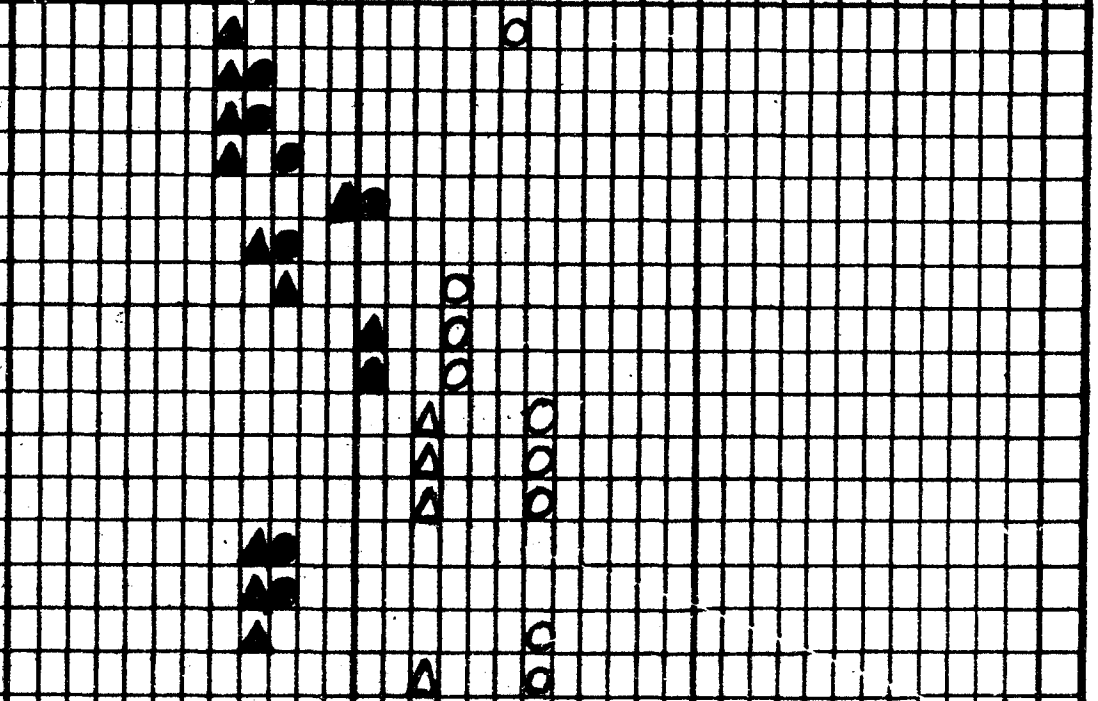
	MILESTONES
1	Command - 4 Off
2	Unit Admin - 1 Off
3	Missile Safety - 1 Off
4	G & B Missile Maint - 1 Off
5	Quality Cont - 1 Off
6	Rpts & Anly - 1 Off
7	Maint Control - 2 Off
8	Maint Supv - 1 Off
9	Org Maint - 1 Off
10	Missile Assy Maint - 2 Off
11	Per/Mob Maint - 1 Off
12	Elec & Elect - 1 Off
13	G & B Missile Opns - 1 Off
14	Missile Training - 1 Off
15	Missile Launch Crew - 120 Off
16	Standardization - 1 Off

FY 61 | FY 62 | FY 63 | FY 64

CY 61: J F M A M J J A S O N D

CY 62: J F M A M J J A S O N D

CY 63: J F M A M J J A S O N D



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PROGRAM PROJECT STATUS SUMMARY

Program Project Title: Officer Manning of 579 SMS 31 Jan 62

Project No. DP-3

1. Programmed Milestones Completed This Month: Quality Cont - 1 Off

2. Programmed Milestones Not Completed This Month:

No.	Title	STATUS - REMARKS
1	Command - 4 Off	None Scheduled - Completion date: Jul 62
7	Maint Control - 2 Off	None Scheduled - Completion date: Apr 62
8	Maint Supv - 1 Off	None Scheduled - Completion date: Apr 62
9	Org Maint - 1 Off	None Scheduled - Completion date: Apr 62
10	Missile Assy Maint - 2 Off	None Scheduled - Completion date: Jul 62
11	Per/Mob Maint - 1 Off	None Scheduled - Completion date: Jul 62
12	Elec & Elect - 1 Off	None Scheduled - Completion date: Jul 62
15	Missile Launch Crew - 120 Off	None Scheduled - Completion date: Jul 62
16	Standardization - 1 Off	None Scheduled - Completion date: Jul 62

3. Potential Slippage: None

4. Discussion: This project will provide 579 SMS with 100% Officer Manning. The majority of the Officers will be graduates of the Altas Missile Technical Course.

/s/ Patti

S. J. PATTI
Lt Colonel, USAF
Director of Personnel

PROGRAM PROJECT SCHEDULE CHART

PROJECT TITLE: Airmen Manning of 579 SMS

PROGRAM AGENCY: Director of Personnel

PROJECT NUMBER: DP-4

AUTHENTICATING OFFICER: S. J. PATTI, Lt Col, USAF

■ COMPLETION PRIOR TO JAN 62 ▲ SCHEDULED TO START ▲ ACTUAL START ○ SCHEDULED COMPLETION ● ACTUAL COMPLETION

	MILESTONES	FY 62 CY 61 J F M A M J	FY 62 J A S O N D J F M A M J	FY 63 J A S O N D J F M A M J	FY 64 J A S O N D
1	Unit Admin - 1 Asn		▲ ○		
2	Missile Safety - 3 Asn		▲		○
3	C & R Missile Maint - 2 Asn		▲		○
4	Quality Control - 19 Asn		▲		○
5	Rpts & Anly - 4 Asn		▲ ▲		○
6	Maint Trg - 4 Asn		▲		○
7	Maint Control - 15 Asn		▲		○
8	Maint Supv - 2 Asn		▲		○
9	Org Maint - 2 Asn		▲		○
10	Missile Assy Maint - 2 Asn		▲ ●		
11	Prod Control - 18 Asn		▲		○
12	Servicing - 5 Asn		▲		○
13	Mob Calib - 5 Asn		▲		○
14	Per/Mob Maint - 91 Asn		▲		○
15	Propulsion - 6 Asn		▲		○
16	Pneudraulics - 11 Asn		▲		○
17	Mechanical - 17 Asn		▲		○
18	Elec & Elect - 1 Asn		▲ ○ ○		
19	Test Equipment - 7 Asn		▲		○
20	Guid & Control - 10 Asn		▲		○

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PROGRAM PROJECT SCHEDULE CHART

PROJECT TITLE: Airmen Manning of 579 SMS

PROGRAM AGENCY: Director of Personnel

PROJECT NUMBER: DP-4 (Continued)

AUTHENTICATING OFFICER: S. J. PATTI, Lt Col, USAF

B COMPLETION POINT TO AND OF — A SCHEDULED TO START — A ACTUAL START — D SCHEDULED COMPLETION — ● ACTUAL COMPLETION

	MILESTONES	FY 61	FY 62	FY 63	FY 64
		CY 61	CY 62	CY 63	
		J F M A M J J A S O N D	J F M A M J J A S O N D	J F M A M J J A S O N D	J F M A M J J A S O N D
21	Electrical - 8 Amn				
22	Missile Training - 5 Amn				
23	Missile Launch Crew - 180 Amn				
24	Standardization - 4 Amn				

WALKER FORM MAY 61 IE — PRECEDING EDITIONS OF THIS FORM ARE OBSOLETE.

Program Project Title: Airmen Manning of 579 SMS 31 Januaary 1962

Project No. DP-4

1. Programmed Milestones Completed This Month: None Scheduled

No.	Title	STATUS - REMARKS

2. Programmed Milestones Not Completed This Month:

No.	Title	STATUS - REMARKS
2	Missile Safety - 3 Amn	None Scheduled - Completion date: Jul 62
3	G & B Missile Maint - 2 Amn	None Scheduled - Completion date: Jul 62
4	Quality Control - 19 Amn	None Scheduled - Completion date: Jul 62
5	Rpts & Anly - 4 Amn	None Scheduled - Completion date: Jul 62
6	Maint Tng - 4 Amn	None Scheduled - Completion date: Jul 62
7	Maint Control - 15 Amn	None Scheduled - Completion date: Jul 62
8	Maint Supv - 2 Amn	None Scheduled - Completion date: Jul 62
9	Org Maint - 2 Amn	None Scheduled - Completion date: Jul 62
11	Prod Control - 18 Amn	None Scheduled - Completion date: Jul 62
12	Servicing - 5 Amn	None Scheduled - Completion date: Jul 62
13	Mob Calib - 5 Amn	None Scheduled - Completion date: Jul 62
14	Per/Mob Maint - 91 Amn	None Scheduled - Completion date: Jul 62
15	Propulsion - 6 Amn	None Scheduled - Completion date: Jul 62
16	Pneudraulics - 11 Amn	None Scheduled - Completion date: Jul 62
17	Mechanical - 17 Amn	None Scheduled - Completion date: Jul 62
18	Elec & Elect - 1 Amn	None Scheduled - Completion date: Feb 62
19	Test Equip - 7 Amn	None Scheduled - Completion date: Jul 62
20	Guid & Control - 10 Amn	None Scheduled - Completion date: Jul 62
21	Electrical - 8 Amn	None Scheduled - Completion date: Sep 62
22	Missile Training - 5 Amn	None Scheduled - Completion date: Sep 62
23	Missile Launch Crew - 180 Amn	None Scheduled - Completion date: Sep 62
24	Standardization - 4 Amn	None Scheduled - Completion date: Sep 62

3. Potential Slippage: Milestone 18. Completion date moved to Apr 62. Amn in Tng, graduate Apr 62.

4. Discussion: Man the 579 SMS 100% with airman from Base Resources, Technical School Graduates detailed from base resources, and Technical School Graduate inputs from SAC resources.

S. J. PATTI
Colonel, USAF
Director of Personnel

PROGRAM PROJECT SCHEDULE CHART

PROJECT TITLE: Base Augmentation

PROGRAM AGENCY: Director of Personnel

PROJECT NUMBER: DP-6

ASSIGNED/RESPONSIBLE OFFICER: S. J. PATTI, Lt Col, USAF

■ COMPLETION PRIOR TO JAN 61 ▲ SCHEDULED TO START ▲ ACTUAL START ○ SCHEDULED COMPLETION ● ACTUAL COMPLETION

	MILESTONES	FY 61 CY 61 J F M A M J J A S O N D	FY 62 CY 62 J F M A M J J A S O N D	FY 63 CY 63 J F M A M J J A S O N D	FY 64
1	Man Hq 6 CSG Augmentation	▲ ■ ○			
2	Man Hq 6 BW Augmentation	▲ ■ ○			
3	(Hq 6 Bomb) Opns Sq Augmentation	△ △ ▲ ○	○		
5	Man CES Augmentation		△ ○		
6	Man Fd Svc Sq Augmentation		△ ○		
7	Man Trans Sq Augmentation		△ ○		
8	Man CDS Augmentation		△ ○		
9	Man 812 Med Gp Augmentation		△ ○		

PROGRAM PROJECT STATUS SUMMARY

Program Project Title: Base Augmentation 31 Jan 62

Project No. DP-6

1. Programmed Milestones Completed This Month: None

2. Programmed Milestones Not Completed This Month:

No.	Title	STATUS - REMARKS
3	(Hq 6 BW) Opns Sq Augmentation	None Scheduled - Completion date: Apr 62
5	Man GES Augmentation	None Scheduled - Completion date: Jul 62
6	Man Fd Svc Sq Augmentation	None Scheduled - Completion date: Jul 62
7	Man Trans Sq Augmentation	None Scheduled - Completion date: Jul 62
8	Man CDS Augmentation	None Scheduled - Completion date: Jul 62
9	Man 812 Med Gp Augmentation	None Scheduled - Completion date: Jul 62

3. Potential Slippage: None

4. Milestone 3. Opns Sq Augmentation requirements transferred to Hq 6 BW due to deactivation of Opns Sq 31 Dec 61.

5. Discussion: The base manning will be augmented in support of the 579 SMS. The personnel will be assigned upon direction by Headquarters SAC as necessary to support the build up of the 579 SMS. Attachment #8 to 6 BW Programming Plan 9-61 (s) indicates the guide for augmentation. This augmentation is not firm and will be used for informational purposes only. Reference Milestone #5. This augmentation guide for the Demineralized Water Plant is considered inadequate to accomplish responsibilities placed on the CES. Separate correspondence was forwarded to 15AF on this problem, 12 December 1961.

S. J. PATTI
Lt Colonel, USAF
Director of Personnel

PROGRAM PROJECT SCHEDULE CHART

PROJECT TITLE: SAC Specialists on Duty with SATAF

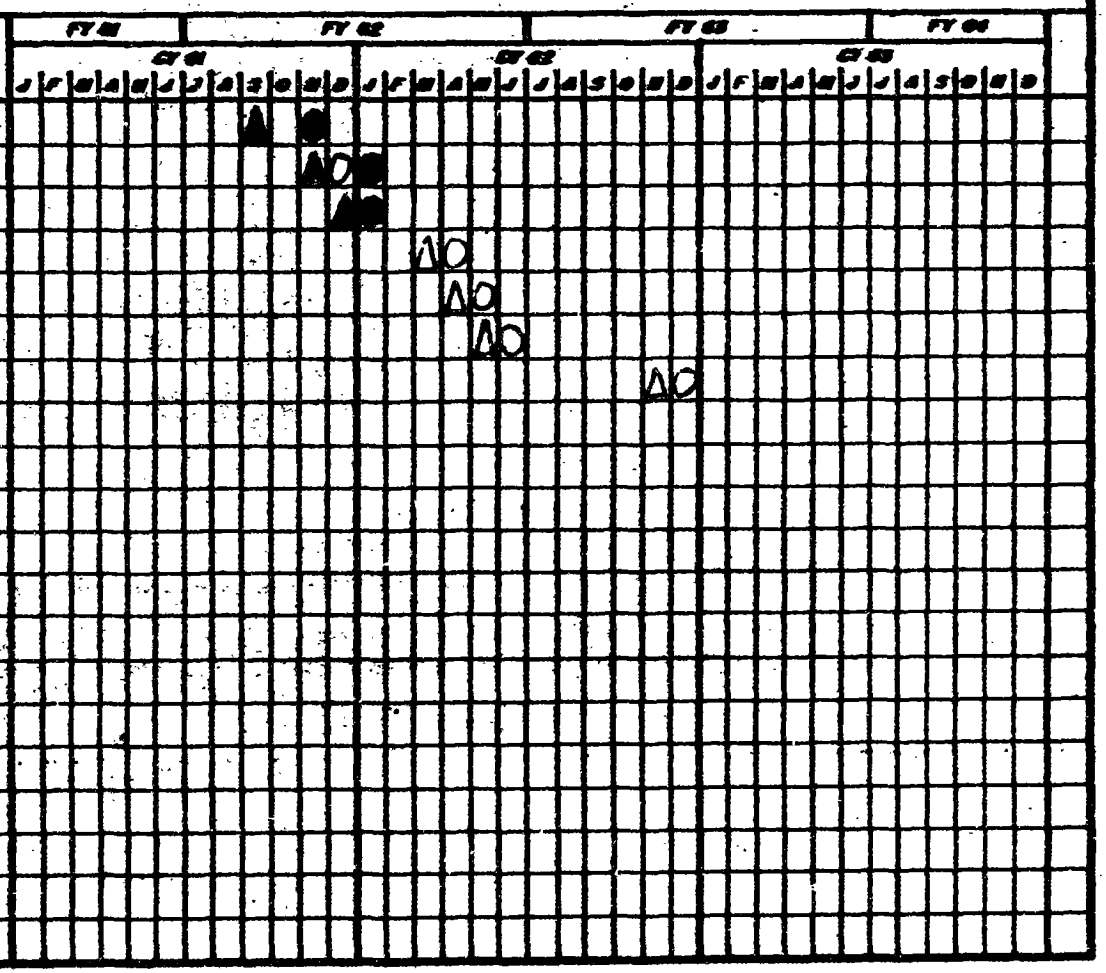
PROJECT NUMBER: 579th SMS-1

PROGRAM AGENCY: Commander 579th SMS
E. M. JACQUET

ADMINISTERING OFFICE: Col, USAF

■ COMPLETION PRIOR TO JAN 61 ▲ SCHEDULED TO START △ ACTUAL START ○ SCHEDULED COMPLETION ● ACTUAL COMPLETION

	MILESTONES
1	Place 1 Off & 4 Amn on SD
2	Place 14 Amn on SD
3	Place 15 Amn on SD
4	Place 3 Off & 1 Amn on SD
5	Place 54 Amn on SD
6	Place 26 Amn on SD
7	Place 1 Amn on SD



PROGRAM PROJECT STATUS SUMMARY

31 January 19[illegible]

Program Project Title: SAC Specialists on Duty with SATAF

Project No. 57yth SMS-1

1. Programmed Milestones Completed This Month

NO.	TITLE	STATUS - REMARKS
2	Placed 14 Airmen on SD	Milestone #2 - Completed
3	Placed 15 Airmen on SD	Milestone #3 - Completed

2. Programmed Milestones Not Completed This Month:

NO.	TITLE	STATUS - REMARKS
4	Place 3 Off & 1 Amn on SD	None Scheduled - Completion date Apr 62
5	Place 54 Amn on SD	None Scheduled - Completion date May 62
6	Place 26 Amn on SD	None Scheduled - Completion date Jun 62
7	Place 1 Amn on SD	None Scheduled - Completion date Dec 62

3. Discussion: Personnel being placed on Special Duty from 579 SMS are listed in attachments to Memorandum of Agreement Concerning Turnover of ICBM Sites from ARDC/AMC to SAC, 10 Oct 62. Certain Specialists are being placed on Special Duty with the SATAF Commander to be used for management, quality control, documentation and site coordination purposes identified on Atch #2. Other specialists are being placed on special duty with the SATAF Commander and will be under his operational control and the technical supervision of the contractor to perform operation and maintenance tasks identified on Atch #1.

4. Project DF-5 discontinued effective 31 Dec 62, has been redesignated as [illegible] 579 SMS (AFSC Project) has assumed responsibility for placing airmen on duty with SATAF in accordance with the OPLAN overall training requirement.

EDWARD V. [illegible]
Colonel, USAF
Commander

PROGRAM PROJECT SCHEDULE CHART

PROJECT TITLE 579th SMS Quality Control and Evaluation Manning

PROGRAM AGENCY 579SMS

PROJECT NUMBER 579th SMS-2

ADMINISTERING OFFICER Col. Jacquet

■ CUMULATIVE POINT TO ADD ON

▲ SCHEDULED TO START
▲ ACTUAL START

○ SCHEDULED COMPLETION
● ACTUAL COMPLETION

	MILESTONES	FY 82				FY 83				FY 84				FY 85			
		QTR 1				QTR 2				QTR 3				QTR 4			
		J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D
1	DMO Authorized									▲																											
	Manning Authorized																																			○	

WALKER [illegible] ■ PC 1000 PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE. 97

PROGRAM PROJECT STATUS SUMMARY

31 January 1962

PROGRAM PROJECT TITLE: 579th Quality Control and Evaluation Manning Program

PROJECT NO. 579th SMS-2

1. PROGRAMMED MILESTONES COMPLETED THIS MONTH: None Scheduled

2. PROGRAMMED MILESTONES NOT COMPLETED THIS MONTH:

No.	Title	AUTH	ASSIGNED	AUTH	ASSIGNED
1	UMD Authorized Versus Assigned	03116	3121 B	31275D	None
		31290	None	31276D	None
		44390	44370A	44170A	44170A
		54170D(2)	None	44270A	44270A
		54270D	54270D	44370A	44350A
		54570Y	54570Y	44371A(2)	44351A(1)
		54670D	None	54170D	None
		31274D(2)	31274D(2)	70250	70230
				70230	70010
	TOTAL	12	8	6	6

3. POTENTIAL SLIPPAGE: None

4. DISCUSSION: This squadron has been taking action to man QC&E proportionately with other maintenance activities. Every effort is being made to mann QC&E with the most qualified personnel. This project is included in the Program Progress Report, as a result of 15AF Ltr, subject QC&E Program, dated 9 January 1962. This program will not be complete until 579th SMS is manned 100%, on/or about March 1963.

for EDWARD M JACQUET
Colonel, USAF
Commander

SECRET

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

REPLY TO
ATTN OF: BDCRM 5 March 1962

SUBJECT: 6BW Program Progress Report, RCS: 15AF-U9, Feb 1962 (U)

TO:

SAC (DCRMP)(2)	47AD(DO)	DCM	BDCE(2)
SAC (DM7A)(2)	47AD(DM)	DCML	IXOH(4)
SAC (DOCEPP)	BDCRM(3)	BC	37MMS
15AF(DAS)(20)	DSUO	BDCL	SU
47AD(C)(2)	DCO(5)	BDCM(3)	579SMS(C)(3)

1. Attached is 579th SMS Programming Committee Project 37MMS-1. This project comprises the classified portion of the 6th Bomb Wing Program Progress Report, RCS: 15AF-U9 for February 1962. (U)

2. If Attachment 1 is withdrawn (or not attached) the classification of this correspondence will be downgraded to Unclassified in accordance with AFR 205-1. (U)

FOR THE COMMANDER:

James M. Bryant
JAMES M. BRYANT
Captain, USAF
Chief Management Analysis

1 Atch
1. 37MMS-1 Project (S)

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

DCR 62-031

MMS 62-233

PROGRAM PROJECT SCHEDULE CHART

PROJECT TITLE: MMS R/V Capability

PROGRAM AGENCY: 37 MTS

PROJECT NUMBER: DCM/MMS

AUTHENTICATING OFFICER: Lt Col Mayo

■ COMPLETION PRIOR TO JAN 61

▲ SCHEDULED TO START

▲ ACTUAL START

O SCHEDULED COMPLETION

● ACTUAL COMPLETION

	MILESTONES	FY 61						FY 62												FY 63												FY 64					
		CY 61												CY 62												CY 63											
		J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D
1	ORI Training Vandenberg 1 Officer and																																				
	Team 1 and 2, 3 and 4																		Δ						O												
2	Establish Control Room						●																														
3	Lesson Plans for Unit Training								▲							O																					
4	Unit Proficiency														▲										O												
5	Personnel Manning								▲										O																		
6	Officer Training, Lowry										▲		●																								
7	Storage Facilities for Pyrotechnics													▲					O																		
8	Receipt of AFS-35E													▲					O																		
9	T.O. Library													▲											O												
10	Vehicles for R/V arena													▲				O																			
11	R/V Tools and Equipment S and I													▲					O																		
12	Construction Pad for Mating Trainer																																				
	in SPF Area													▲					O																		

WALKER FORM MAY 61 III PIC 1000 PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE.

DCR 62-031 MMS 62-233