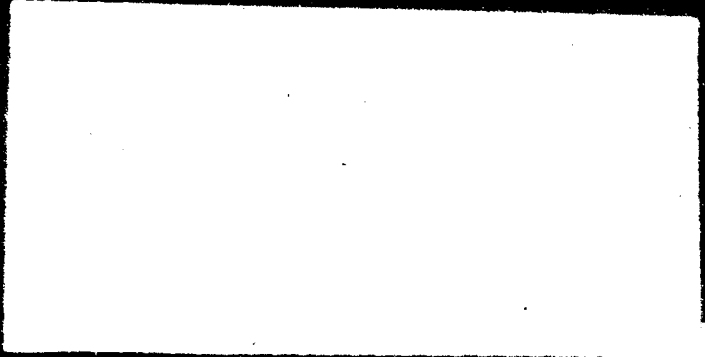


KING, C. H.
Aug. 17, 1917

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Maxwell AFB, Oklahoma
Attn:
K. MG-6. U!

HISTORY
OF
6TH STRATEGIC AEROSPACE WING

AND

6TH COMBAT SUPPORT GROUP

1 - 31 AUGUST 1962

(UNCLASSIFIED TITLE)

Units Assigned To The

FIFTEENTH AIR FORCE, STRATEGIC AIR COMMAND

Home Station

WALKER AIR FORCE BASE, ROSWELL, NEW MEXICO

This document was prepared by A2C Paul P. Van Bibber, Unit Historian, under the supervision of Lt. Col. Leonard A. Klanecky, Information Officer. It was prepared in compliance with SACR 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)

Approved:

Approved:

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Lt.Col., USAF
Information Officer

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Colonel, USAF
Commander

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CHRONOLOGY

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

GLOSSARY

ACR	Advanced Capability Radar
ACOM	Aircraft Control and Warning
ADC	Air Defense Command
AEWS	Armament and Electronics Maintenance Squadron
AFB	Air Force Base
AFCS	Air Force Communications System
AFEMS	Air Force Equipment Management System
AFM	Air Force Manual
AFK	Munitions Account
AFR	Air Force Regulation
AFSC	Air Force Systems Command
ANFE	Aircraft Not Fully Equipped
AOCP	Aircraft Out of Commission for Parts
ARCP	Air Refueling Control Point
ARS	Air Refueling Squadron
AWOL	Absent Without Leave
BEEO	Base Equipment Management Office
BDEE	Base Deputy for Civil Engineering
BOD	Beneficial Occupancy Date
BS	Bombardment Squadron
CCTS	Combat Crew Training Squadron
CDS	Combat Defense Squadron
CE	Circular Error
CEA	Circular Error Average
CEG	Combat Evaluation Group
CSG	Combat Support Group
DCO	Deputy Commander for Operations
DCOI	Deputy Commander for Operations, Intelligence
DCM	Deputy Commander for Maintenance
DP	Director of Personnel
DSUP	Director of Supply
DWI	Driving While Intoxicated
ECM	Electronic Countermeasures
EWO	Emergency War Order
FSS	Food Service Squadron
GAM	Guided Air Missile
GCA	Ground Control Approach
GD/A	General Dynamics/Astronautics
GED	General Educational Development
HHCL	H-Hour Control Line
ILS	Instrument Landing System
IPT	Individual Proficiency Training
JCS	Joint Chiefs of Staff
LCO	Launch Control Officer
MAB	Missile Assembly Building

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

CHAPTER I

MISSION AND ORGANIZATION

INTRODUCTION

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

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

A Security Readiness Evaluation was conducted against Walker Air Force Base. (U)

MISSION

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

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

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

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

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

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

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

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

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

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

1. 15AFR 23-10, Hq 15AF, 1 Aug 1962, on file, IXO, 6SAW.

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UNITS ASSIGNED

6TH STRATEGIC AEROSPACE WING

6th Strategic Aerospace Wing Headquarters Squadron

24th Bombardment Squadron

39th Bombardment Squadron

40th Bombardment Squadron

6th Air Refueling Squadron

4129th Combat Crew Training Squadron

579th Strategic Missile Squadron

6th Armament and Electronics Maintenance Squadron

6th Field Maintenance Squadron

6th Organizational Maintenance Squadron

37th Munitions Maintenance Squadron

6th Supply Squadron

812th Medical Group

6TH COMBAT SUPPORT GROUP

6th Headquarters Squadron

6th Combat Defense Squadron

6th Transportation Squadron

6th Civil Engineering Squadron

6th Food Service Squadron

UNITS ATTACHED

511C FTD (ATC)

Site Activation Task Force (AFSC)

686th ACBW (ADC, Walker)

697th AG&W (ADC, Pyote)

2010 Communications Squadron (AFCS)

Det 15, 9 Weather Squadron (MATS)

1033 Auditor General (Hq USAF)

17th District OSI (Hq USAF)

Detachment 117 (ionospheric research station)

COMMAND

Colonel Donald E. Hillman, former wing commander, retired on 31 August after completing almost 22 years of active military service. Distinguished visitors attending Col. Hillman's retirement ceremony were Brig. Gen. William R. Yancey, Brig. Gen. William J. Crum, Col. Francis M. Nye, Col. Jack T. Bradley, Col. Russell E. Schleich, Col. Richard E. Evans (USAF Ret.), and Col. Woodrow P. Sawmcutt.² (U)

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

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

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

3. Ibid.

⁴
Clements' former position. (U)

Major Paul J. Bates and Captain Jack B. Green prepared a briefing for Col. O'Connor on Venezuela consisting of colored slides and a tape recording. It was presented to Col. O'Connor for his study and review. ⁵ (U)

The present value of the Walker supply inventory is \$25,272,361.49; equipment in use-\$20,814,779.45; value of real property-\$112,401,323.; value of assigned aircraft-\$329,709,261; value of assigned missiles-\$12,790,636. ⁶ (U)

A Security Readiness Evaluation was conducted against Walker Air Force Base from 7 to 10 August. ⁷ The base received a total score of 97.66 percent, while the overall 15th Air Force average was 93 percent. ⁸ (U)

The Honorable Lake J. Frazier, Mayor of Roswell, New Mexico, sent a letter to Lt. Col. Emmett H. Clements, 6th Combat Support Group Commander, making him an honorary citizen of the city of Roswell. ⁹ In response, Col. Clements sent a letter to Mayor Frazier thanking him for the honorary citizenship and al-

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- 4. History, Command Section, 6CSG, Aug 62, on file, IXO, 6SAW.
 - 5. History, DCO, 6SAW, Aug 62, on file, IXO, 6SAW.
 - 6. History, HOCR, 6CSG, Aug 62, on file, IXO, 6SAW.
 - 7. History, RECL, 6CSG, Aug 62, on file, IXO, 6SAW.
 - 8. Minutes, Staff Meeting, 6SAW, 14 Aug 62, Exhibit 1.
 - 9. Ltr., Mayor of Roswell, to EC, 6CSG, 28 Aug 62, Subj: Honorary Citizenship, on file, IXO, 6SAW.

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

SUMMARY

Colonel Donald E. Hillman retired at the end of the month.
Col. Ernest C. Eddy, Wing Commander, attended the 15th Air Force
Commanders' Conference. Lt. Col. Emmett H. Clements became 6th
Combat Support Group Commander during the month due to the re-
assignment of Col. Roderic D. O'Connor. Walker received a 97.6
percent on an SNE during the month. Col. Clements was made an
honorary citizen of Roswell. (U)

10. Ltr., HC to Mayor of Roswell, 6CSG, 29 Aug 62, Subj: Honorary
Citizenship, on file, LXO, 6SAW.

CHAPTER II

PERSONNEL

INTRODUCTION

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

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

MILITARY PERSONNEL

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

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

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1. Ltr., EC to Hq USAF, 24 Aug 62, Subj: Air Police Officer Retention, Exhibit 2.

53 officers and 167 airmen. Assigned are 60 officers and 152² airmen. (U)

The Walker retention rate for "first term" airmen dropped to a low of 20 percent during the month of August 1962. The retention rate for career airmen showed a slight rise during the month to 87.2 percent.³ (U)

The Specialty Knowledge Test passing rate for the month of August was 89 percent. Out of 134 persons tested, 119 passed⁴ the test. (U)

WELFARE AND MORALE

Representatives from the Metropolitan Life Insurance Company have been utilizing office space in the Personnel Affairs Office for the purpose of rendering their service to military personnel during the month of August.⁵ (U)

Changes in key personnel during the month are as follows: Lt. Col. Emmett H. Clements took Colonel Roderic D. O'Connor's place as 6th Combat Support Group Commander; Lt. Col. Charles J. Maloney, Base Director of Administrative Services, retired on 31 August, and no replacement has been assigned; and Capt. Thomas W. Wright became 6th Food Service Squadron Commander. (U)

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2. History, DP, Strength Rpt., 6SAW, 31 Aug 62, Exhibit 3.
 3. Ltr., DP to IXO, 6SAW, Subj: Retention Rate, Aug 62, Exhibit 4.
 4. History, DP, 6SAW, Aug 62, on file, IXO, 6SAW.
 5. Ibid.

The Honor Squadron of the Month in the 6th Strategic Aerospace Wing for the month of August was the 812th Medical Group. Second place in the standings went to 6th Strategic Aerospace Wing Headquarters Squadron. (U)

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

SUMMARY

Col. Roderic D. O'Connor sent a letter to Headquarters USAF concerning the lack of air police officers at Walker. The Walker "first term" retention rate was a low 20 percent. Representatives from the Metropolitan Life Insurance Co. offered their service to base personnel. Col. Clements became commander of the 6th Combat Support Group. (U)

6. Rpt., BDCRMA, 6CSG, 11 Sep 62, Subj: Honor Squadron Rating System, on file, IXO, 6SAW.

7. Minutes, Staff Meeting, 6SAW, 28 Aug 62, on file, IXO, 6SAW.

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CHAPTER III

OPERATIONS AND TRAINING

INTRODUCTION

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

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

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

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

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

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

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

STATUS OF COMBAT CAPABILITY

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

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1. MSG, 6SAW to 15AF, ZLPPO 08-324, 31 Aug 62, Subj: Aircraft Availability, Exhibit 5. (S)
 2. MSG, 6SAW to 15AF, ZLPPO 08-325, 31 Aug 62, Subj: Aircraft Availability, Exhibit 6. (S)

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

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

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

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

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

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3. History, Operational Data, DCO, 6SAW, Aug 62, Exhibit 7. (S)
 4. History, DCO, 6SAW, Aug 62, on file, IXO, 6SAW.
 5. Ibid.
 6. History, Operational Data, DCO, 6SAW, Aug 62, Exhibit 7. (S)
 7. 6SAW Crew Flimsy 23-63, "Chrome Dome," 1 Aug 62, Exhibit 8. (S)
 8. MSG, 15AF to SAC, DOPM 2295, 7 Aug 62, Subj: Unit Alert Adjustment Recommendations, Exhibit 9. (S)

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TRAINING

The Joint Chiefs of Staff have directed that SAC participate with the North American Air Defense Command (NORAD) and other commands in a large scale air defense exercise during fiscal year 1963. The mission is designed to simulate a realistic aggressor attack upon the North American Continent and will exercise all possible NORAD components and systems, including the defensive ground environment system as well as manned interceptors. The exercise environment and mission objectives require the grounding of non-exercise airtraffic, except airborne alert indoctrination and emergency flights. (S)

Crew Flimsy 11-63, entitled "Sky Shield III," was produced during the month of August 1962 for 6th Strategic Aerospace Wing participation in the exercise. The 6th Strategic Aerospace Wing will provide aircrews and aircraft in support of this operation. The 6th Air Refueling Squadron will provide aircraft and aircrews to support 6th Strategic Aerospace bombardment sorties. (U)

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

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

10. Ibid.

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

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

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

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

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

12. Ibid.

13. Ibid.

14. Ibid.

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

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

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

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

Communications will be held to a minimum during the penetration phase. (C)

15. 6SAW Crew Flimsy 11-63, "Sky Shield III," 20 Aug 62, Exhibit 10. (S)

16. Ibid.

17. Ibid.

18. Ibid.

19. Ibid.

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Aircraft with manned EW positions will utilize installed jammers against threat signals, as required, in order of priority. Jammer modes will be narrow or spot, selective barrage or selective sweep, wide barrage or wide sweep. Barrage and sweep widths will be adjusted and monitored to insure coverage of all signals present at one time, rather than utilizing a constant fixed jamming width which allows for the possibility of some signals not being jammed. (S)

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

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

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

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

21. Ibid.

22. Ibid.

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

The 6th Strategic Aerospace Wing War Support Plan pro-
 duced on 1 August 1962, was done so to support the 15th Air
 Force operations orders in the 44 and 66 series. It outlines
 the responsibilities and functions of the supporting elements
 of the 6th Strategic Aerospace Wing and the 6th Combat Support
 Group during execution of the 44 and 66 operations orders. ²⁴ (U)

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

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

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

The Standardization Division was inspected by the 1st
 Combat Evaluation Group during a 40th Bomb Squadron "Bar None"
 exercise. The overall rating, as it pertains to the 40th Bomb
 Squadron standardization, was minimum satisfactory. ²⁸ (U)

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

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

24. 6SAW War Support Plan, 1 Aug 62, on file, IXO, 6SAW.

25. Amend 3 to 6SAW OPSORD 206-61, 9 Aug 62, Exhibit 11. (S)

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

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

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

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

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

Five instructors, 11 pilots, and two student pilots utilized the 6th Combat Support Group's T-33 aircraft during the month for a total flying time of 123:15 hours. Utilizing the C-123 aircraft were four instructors, nine pilots, one co-pilot, and nine student pilots for a total flying time of 156:50 hours. Two instructors and two pilots utilized the H-19 aircraft for a total flying time of 65:30 hours. 31 (U)

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

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

29. History, DCO, 6SAW, Aug 62, on file, LXO, 6SAW.

30. Ibid.

31. Ibid.

32. History, 6ARS, 6SAW, Aug 62, on file, LXO, 6SAW.

33. History, 24ES, 6SAW, Aug 62, on file, LXO, 6SAW.

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

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

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

A new physical fitness program was being prepared during the month. Called the 5BX/10BX, it is designed to keep all male personnel under 60 years of age and all female personnel under the age of 50 physically fit. (U)

There were 30 unreliable radar bomb scoring (RBS) runs experienced during the month of August 1962. Of these, three were due to materiel, one to procedure, and one to computation. Circular error (CE) on the unreliable RBS runs ranged from 4570 to 15,420 feet. (C)

34. History, 39BS, 6SAW, Aug 62, on file, LXC, 6SAW.

35. History, DCO, 6SAW, Aug 62, on file, LXC, 6SAW.

36. Ibid.

37. Ibid.

38. Commander's Remarks, 6SAW, T-12 Rpt., 1 Jul to 31 Aug 62, Exhibit 14. (C)

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Two unreliable Nike runs were reported during the month. Both were due to materiel. Circular error on the first was 36,100 feet and the second ³⁹ 14,250 feet. (C)

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

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

During the month of August the 6th Strategic Aerospace Wing flew a total of 182 sorties, in 1360 hours, of which 55 were utilized as low level flights. There were no test or ferry flights during the month. ⁴² (S)

Due to an operational alert, the 93d Bomb Wing had to send crew members in training with the 4017th Combat Crew Training Squadron at Castle Air Force Base, California to the 4129th CCTS ⁴³ at Walker to complete their training. Thus far two classes arrived during the month at the 4129th. ⁴⁴ (S)

-
39. Commander's Remarks, 6SAW, T-12, 1 Jul to 31 Aug 62, Exhibit 14. (C)
 40. MSG, 15AF to QUEBEC TWO, DOTO 2492, 22 Aug 62, Subj: Flight Deck RBS Express Results, Exhibit 15. (C)
 41. Monthly Operations Plan, 6SAW, Aug 62, Exhibit 16.
 42. History, Operational Data, DCC, 6SAW, Aug 62, Exhibit 7. (S)
 43. MSG, 93BW to 6SAW, C 0368, 2 Aug 62, Subj: Sea Fish, Exhibit 17. (S)
 44. Student Crew Roster, 4017CCTS, 93BW, (crews flt tng at Walker) Aug 62, Exhibit 18.

SECRET

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

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

In the past ten B-52 classes the crew member shortage has averaged 14 at the 4129th CCTS, whereas the average shortage among B-52 classes in the 4017th CCTS at Castal Air Force Base, California, has been nine, indicating that the 4017th has fuller crews. A more equitable distribution of crew personnel between two combat crew training squadrons could alleviate the problem of instructor personnel at the 4129th from having to fill positions on training crews. (U)

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

45. Student Crew Roster, 4129CCTS, 6SAM, Aug 62, Exhibit 19.

46. History, 4129CCTS, 6SAM, Aug 62, on file, IIO, 6SAM.

47. Ibid.

48. Ibid.

SAFETY

The 6th Combat Support Group experienced one fatality during the month of August at a cost of \$31,500 and 16 first aid injuries at a cost of \$112. The 6th Strategic Aerospace Wing experienced one disabling injury and one fatality during the month for a lost time of seven days at a cost of \$31,710 and 41 first aid injuries at a cost of \$287. The base civilian accident rate for the month was zero. The base military disabling injury rate for the month was 1.74. The base government motor vehicle accident rate for August was ⁴⁹.58. (U)

The Wing Safety Office began preparing a campaign during the month to combat traffic and other accidents for the Labor ⁵⁰ Day weekend in September 1962. (U)

A message was received from 15th Air Force by the Wing Safety Office during the month of August concerning near-fatal accidents resulting from the use of cheap imported rifles. This message was reproduced and sent to all squadrons and staff ⁵¹ agencies. (U)

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

49. History, SAFE, 6SAW, Aug 62, on file, IIO, 6SAW.

50. Ibid.

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

The letter and reproduced message were sent to all squadrons
⁵²
 and staff agencies. (U)

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

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

On the morning of 17 August, Major Robert Marshall and a trainee crew were scheduled to fly a routine KC-135 training mission. The mission was flown without incident until the aircraft arrived over the Walker Air Force Base VOR at approximately 1415 hours Mountain Standard Time (MST).
⁵⁵
 (U)

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

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52. Ltr., SAFE to all squadrons and staff agencies, WAFB, 27 Aug 62, Subj: Holiday Safety Program, Exhibit 21.
53. Ltr., SAFE to all squadrons and staff agencies, WAFB, 22 Aug 62, Subj: Restraining Lines, Exhibit 22.
54. History, SAFE, 6SAW, Aug 62, on file, IXD, 6SAW.
55. Ibid.

speed brakes. The before-landing checklist was accomplished after passing the low station and the student pilot began his approach for a touch and go landing. The landing data was⁵⁶ computed by the student co-pilot prior to penetration. (U)

The approach was set up as a visual VOR type without reference to ILS or GCA. At approximately 500 feet above the ground, the instructor pilot assumed control of the aircraft, because the student pilot had allowed the aircraft to reach a position approximately 200 feet above the normal glide path. The instructor pilot adjusted the glide path by means of⁵⁷ pitch and attitude changes. (U)

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

At approximately 150 to 200 feet above the runway, the instructor pilot applied control pressures to start a flare for landing with no discernible reaction applied to the elevator forces. At 50 feet above the runway, the elevator control was full back, the aircraft attitude, according to pilots, had not changed from the attitude from which the flare for landing⁵⁹ was attempted. (U)

56. History, SAFE, 68AW, Aug 62, on file, IXO, 68AW.

57. Ibid.

58. Ibid.

59. Ibid.

The instructor pilot applied full throttle and the aircraft struck the runway in an approximate three point attitude. Impact with the runway, 250 feet from the threshold, was of such magnitude that it caused number three engine to be separated from the aircraft. The landing flaps had not been lowered to the 50 degree positions as planned for the landing.⁶⁰ (U)

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

The tower control officer reported the nose gear of the KC-135 to be out of position and visual observations from the cockpit of the aircraft confirmed that the nose gear was damaged.⁶² (U)

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

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

60. History, SAFE, 6SAW, Aug 62, on file, IIO, 6SAW.

61. Ibid.

62. Ibid.

63. Ibid.

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

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

SUMMARY

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

64. History, SAFE, 68AW, Aug 62, on file, IEO, 6SAW.

65. TELECOM, CMSgt Mieth, DCM, 6SAW, 20 Sept 62.

SECRET

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

SECRET

CHAPTER IV
MAINTENANCE AND FACILITIES

INTRODUCTION

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

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

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

MAINTENANCE

Twenty-one GAM-77A missions were flown during the month of August with no significant incidents reported. (U)

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

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

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

2. Ibid.

3. History, 6OMS, 6SAW, Aug 62, on file, IXO, 6SAW.

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

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

SUPPLY

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

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

The error rejection report for the month of July was received from the San Bernardino Air Materiel Area during August. The overall effectiveness was 99.7 percent, which places the Walker AFW in the number one position once again. (U)

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

4. Monthly Maintenance Summary, 6SAW, May-Jul 62, Exhibit 23.

5. Monthly Maintenance Order, 6SAW, Aug 62, Exhibit 24.

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

7. Ibid.

8. Ibid.

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

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

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

FACILITIES

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

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

10. Weapon System Logistic Rpt., 6SAW, Aug 62, OCLO, OCAMA, Exhibit 26.

11. Ibid.

12. History, 6FSS, 6CSG, Aug 62, on file, IXO, 6SAW.

13. History, Command Section, 6CSG, Aug 62, on file, IED, 6SAW.

14. Ltr., EC to Chaves County Savings and Loan Assn., 23 Aug 62, Subj: Housing for Low Grade Airmen, Exhibit 27.

15. History, Command Section, 6CSG, Aug 62, on file, IED, 6SAW.

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

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

Curtailment of P458 expenditures for fiscal year 1963 has cut the number of alterations of existing facilities and the construction of new ones. The only alterations or construction authorized will be only that which is an operational necessity. This was done in accordance with a letter received from the SAC Vice-Commander in Chief, General Joseph J. Massaro. (U)

SUMMARY

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

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16. Ltr., BC to Hq USAF, 25 Aug 62, Subj: Section 810 Housing, Exhibit 28.
 17. History, HDCS, 6CSG, Aug 62, on file, IXO, 6SAW.
 18. Ltr., C to all squadrons and staff agencies, WAFB, 17 Aug 62, Subj: Curtailment of Expenditures of P458 Funds, on file, IXO, 6SAW.

SECRET

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CHAPTER V

THE ICBM PROGRAM

INTRODUCTION

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

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

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

ORGANIZATION

The Atlas "F" SM65 missile site preparation is presently in Phase III of construction. There are 12 complexes and launchers with side-lift configuration, hardened to 150 to 200 pounds per square inch. Launch site #1 is located northeast of Roswell on Highway 70, 25.3 statute miles (road distance) from Walker; #2, NE of Roswell, Hwy. 70, 33.9 miles; #3, NE of Roswell, Hwy. 70, 42.2 miles; #4, east of Roswell, Hwy. 380, 25.1 miles; #5, east of Roswell, Hwy. 380, 32.9 miles; #6, SE of Roswell, Lovington Hwy., 36.6 miles; #7, SE of Roswell, Lovington Hwy., 27.5 miles; #8, south of Roswell, Hwy. 285, 31.7 miles; #9, west of Roswell, Hwy. 380, 36.2 miles; #10, west of Roswell, Hwy. 380, 27.7 miles; #11, north of Roswell, Hwy. 285, 21.4 miles; #12, north of Roswell, Hwy. 285, 30.1 miles. (U)

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

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Two additional missiles arrived at Walker during the month. This makes a total of 12 presently on hand. At the end of the month there were 44 crews assigned to the 579th Strategic Missile Squadron. (S)

PERSONNEL

The authorized manning strength of the 579th changed slightly during the month of August 1962, to 143 officers and 424 airmen. The present assigned strength of officers is 141 and airmen 445³. (U)

OPERATIONS AND TRAINING

At the end of the month of August, there were six officers and five airmen from the 579th attending technical schools⁴. (U)

Missile crews one through 23 have completed ORT Phase I training at Vandenberg Air Force Base, California. Crews 24 through 40 are presently at Vandenberg in Phase I training. Crews 41 through 46 are attending local training prior to departing⁵ for ORT training at Vandenberg Air Force Base. (U)

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

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2. Rpt., 10-SAC-T12, 6SAW, Aug 62, Ballistic Missile Unit Status, Exhibit 29. (S)
 3. History, 579SMS, 6SAW, Aug 62, on file, IXO, 6SAW.
 4. Ibid.
 5. Ibid.

SECRET

SECRET

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

MAINTENANCE AND FACILITIES

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

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

The 6th Civil Engineering Squadron's manning in Water and Waste Processing Specialists is still projected short. Twenty additional UMD slots were requested for these specialists and 14 were approved. As the acceptance of the sites progresses, the need for the specialists will become more critical. Therefore, if SAC cannot provide immediate assistance for inputs, 15th Air Force will be requested to provide TDY assistance until these inputs arrive. (U)

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

6. Rpt., 579th Program Progress, 6SAW, 7 Sep 62, Exhibit 30.

7. Ibid.

8. Ibid.

SECRET

SECRET

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

SUMMARY

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

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

SECRET

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

AUGUST 1962 -- ROSTER OF KEY PERSONNEL

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

HEADQUARTERS
6TH COMBAT SUPPORT GROUP

KEY PERSONNEL

August 1962

Col Roderic D. O'Connor	BC
Lt Col Emmett H Clements	BVC
Lt Col Kenneth E Husemoller	BDCL
Lt Col Milton E Johnston	BDCM
Lt Col Perry D Loomer	BJA
Lt Col Charles J Maloney	BDAS
Lt Col Leonard A Klanec ky	IXO
Maj Donald J Mercer	BPR
Lt Col Roscoe Murray, Jr	BDCE
Lt Col Robert M Perkins	BDCR
Lt Col Charles J Platt, Jr	BDCS
Ch, Lt ^C ol, Oscar W Voelzke	BCH
Maj Burmon C Hoyle	SAFE
Maj John R Maroney	TSC
Maj Marvin D Moss	CDSC
Capt Thomas W Wright	Comdr FSS
Capt William J Powers	6HSC
1st Lt Charles E Williams	CESC

BIBLIOGRAPHY

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

LIST OF EXHIBITS

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

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

HEADQUARTERS
FIFTEENTH AIR FORCE
WALKER AIR FORCE BASE, NEW MEXICO

STAFF MEETING

1. Place: Wing Conference Room 111g SIA

2. Date: 0800 hours, 11 August 1968

3. Presiding: Colonel R E Walker	VC
Major J. Parsons	
Colonel R E Walker	SU
Colonel R E O'James	BC
Colonel F M Laquet	579SMS
Colonel R E Paton	DCM
Lt Col J W Swanson	DCO
Lt Col S J Patti	DP
Lt Col M S Heisinger	DSUP
Lt Col P M Perkins	BDCR
Lt Col K E Husemoller	BDCL
Lt Col G W Theilke	BCH
Lt Col D A Klanecky	IXO
Lt Col K F Killian	DCOI
Major A J Bruggeman	6SAWHS
Major I A Blake	DAS
Major B C Hoyle	SAFE
Lt J C Zoner	DCRMA

a. Military Discipline. No AWOLs; 19 misdemeanors pending, including drunkenness and larceny. Lt Colonel Husemoller suggested locking possessions up to discourage thievery. Three on-base, four off-base accidents. Three automobile accidents were caused by following too close. Several charges of careless driving.

b. SRE. The inspectors commented favorably on security at Walker. The total score was 97.66 while the Fifteenth Air Force overall average is 93. Our record was marred by one person's forgetting to shout Seven High.

c. Volume of Reproduction. Economy is urged in this area. It is suggested that agencies compare their own volume of paperwork with that of their counterparts at other bases.

d. Elimination of Contract Technical Services. Letter from General Oig states that this is not a reliable source of manpower and that it will be phased out as soon as possible. This service will be obtained in the future from AFSC and AFLC.

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

f. Award to Strategian. Lt Colonel Klanecky accepted an award to the Strategian for services performed in the community.

8 AUG 1962

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

EC.

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

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

DCRMA.

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

SU.

a. Dog Bites and Rabies. More cases of persons bitten by dogs have been reported on Walker than is usual. Two persons are being given treatment since it was not known that the dogs had been vaccinated. Dog owners are urged to have their dogs treated. EDCL is to determine actions to be taken to control dogs.

b. Personnel on Flying Status. Future treatment for flying personnel who need off-base care will be carried out at Lackland AFB, since the doctors there are more familiar with problems of flying personnel.

DP.

a. Air Force Aid Society. In the membership campaign the 24th, 39th, and Food Service Squadrons are 100%. A great many organizations have not reported in yet. Friday of this week is the last day.

b. Visit to SAC. Director of Personnel will go to SAC to discuss manpower problems. Agencies experiencing acute personnel shortages are urged to accompany him or discuss their problems with him.

BCH.

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

DCOI.

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

FOR THE COMMANDER:



THOMAS A BLAKE, Major, USAF
Director of Administrative Services

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



REPLY TO
ATTN OF: BC

24 Aug 1962

SUBJECT: Air Police Officer Retention

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

1. The continued losses of air police officers to other career fields has been of constant concern to me as base commander at Walker AFB. Lt Col Husemoller's analysis (attached) localizes the causes as

a. Failure to select trained air police officers for responsible managerial positions and, instead, moving into these jobs, senior officers without air police experience.

b. Obliging officers to accept the air police field, regardless of their desires or previous training.

2. I have not witnessed 1 a above, but I have experience 1 b above, at this base. I have seen the enlisted field of air police grow in stature and prestige. The high moral standards set for air policemen and their intensive training program have fostered an esprit de corps and personal pride which show good results.

3. The nature of air police and combat defense work demands long hours, night and day work, and being subject to call at any hour. The compensations are not greater than those received in less demanding jobs in the Air Force.

4. Hence, I recommend that positive steps be taken at Air Force Headquarters level to enhance the attractiveness of assignment to air police and combat defense work.

5. A few measures that might be taken are:

a. Lt Col Husemoller's suggestion to exercise more careful selection of officers.

Atch

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

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

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

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



REPLY TO
ATTN OF:

BDCL/Lt Col Husemoller/316

16 Aug 1962

SUBJECT:

Air Police Officer Retention

TO:

BC

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

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

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

History, DP

STRENGTH REPORT AS OF 31 AUGUST 1962

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

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



REPLY TO
ATTN OF: DPR/SMSgt Fink/2091

SUBJECT: Retention Rate for August 1962 and Cumulative for FY63

10 Sep 62

TO: 1X0

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

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

SECRET

CO

31/0018Z

S E C R E T

FROM: 6SAW WALKER

TO: SAC
15AF

S E C R E T / 08-324 / SAC V-1 AS OF 31/0001Z.

- A. 15AF/KRSW/6SAW
- B. 43 B-52E
- C. 42 B-52E
- D. 45
- E. 45
- F. 6/1
- G. 6/1
- H. 14/4/0
- I. 0
- J. 0/80/10/0
- K. SORTIE 02,03,04,06,07,08,81
- L. N/A
- M. SORTIE 81/2/0/0
 - 1 ACFT SKYSPED
 - 1 ACFT GENERATED A PLUS 26
 - 1 ACFT GENERATED A PLUS 28

BOTH BOMB SQUADRON 27 CREWS ASSIGNED 27 CREWS AVAILABLE
NEGATIVE REPORT ON NCR CREWS

1 1

S E C R E T

SECRET

SECRET

CO

31/0020

SECRET

FROM: 6SAW WALKER

TO: SAC
15AF

SECRET / 08-325 / SAC V-1 AS OF 31/0001Z

- A. 15AF/KRSH/GAREFS
- B. 21 KC-135A
- C. 20 KC-135A
- D. 29
- E. 28
- F. 0
- G. 0
- H. N/A
- I. 0
- J. 0/0/0
- K. N/A
- L. N/A
- M. 1 ACFT TDY TEXAS STAR

1 NCR CREW ASSIGNED 1 NCR CREW AVAILABLE

1 1

SECRET

SECRET

SECRET

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

SUBJECT: HISTORICAL REPORT (Classified Portion)
August 1962

V. DCOT (Training)

G. Reports and Analysis (DCOT/PA)

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

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

SECRET

ENTRY AND DESTRUCTION CERTIFICATE		PAGE NR 1	NR OF PAGES 1
SECTION I - ENTRY AND DESTRUCTION DATA			
FROM: (Hq and Staff Agency) (To be filled in only when certification required by originator)		2. DOCUMENT Amendment 5 to 6th Strategic Aerospace Wing Crew Flimsy 23-62A, 1 August 1962	
		INSTRUCTIONS: 1 copy filed in basic document. 1 copy for appropriate Control Officer's file (AFM 181-5). 1 copy returned to originating Hq when Item 1 accomplished. 1 additional copy for Top Secret Control Officer as required.	
3. SECTION(S) AMENDED		4. ENTER PAGE(S)	5. REMOVE PAGE(S)
Replace Cover			
Insert Letter of Transmittal			
Insert Entry & Destruction Certificate			
Basic Order		1, 2, 5, 6	1, 2, 5, 6
Annex A - LWO Procedures		3, 4	3, 4
Annex B - Air Operations		3, 3a	3, 3a
Annex B - Appendix 3		1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12
Annex B - Appendix 6		1, 2	1, 2
Annex E - Appendix 9		3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13	3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17
6. NR OF PAGES IN CHANGE	7. NR OF PAGES IN DOCUMENT	8. COPY NR OF BASIC DOCUMENT (in which pages listed in item 4 have been incorporated)	
Pages listed in Item 5 have been removed and destruction is authorized by Paragraph 562, AFM 181-5.			
9. DATE	10. ORGANIZATION AND OFFICE	11. SIGNATURE (Individual posting document)	
SECTION II - CERTIFICATE OF DESTRUCTION			
I CERTIFY THAT THE PAGES LISTED IN ITEM 5 HAVE BEEN DESTROYED IN ACCORDANCE WITH AFR 205-1.			
12. SIGNATURE		13. SIGNATURE	14. DATE DESTROYED
15. TYPED/STAMPED NAME AND GRADE (Control Officer)		16. TYPED/STAMPED NAME & GRADE (Witnessing Officer)	17. CERTIFICATE NR

ENTRY AND DESTRUCTION CERTIFICATE		PAGE NR 1	NR OF PAGES 1
SECTION I - ENTRY AND DESTRUCTION DATA			
FROM: (Hq and Staff Agency) (To be filled in only when certification required by original agency)		2. DOCUMENT Amendment 3 to 6th Strategic Aerospace Wing Crew Flimsy 23-62A, 1 August 1962	
		INSTRUCTIONS: 1 copy filed in basic document. 1 copy for appropriate Control Officer's file (AFM 181-5). 1 copy returned to originating Hq when Item 1 accomplished. 1 additional copy for Top Secret Control Officer as required.	
3. SECTION(S) AMENDED		4. ENTER PAGE(S)	5. REMOVE PAGE(S)
Replace Cover			
Insert Letter of Transmittal			
Insert Entry & Destruction Certificate			
Basic Order		1, 2, 5, 6	1, 2, 5, 6
Annex A - EWO Procedures		3, 4	3, 4
Annex B - Air Operations		3, 3a	3, 3a
Annex B - Appendix 3		1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12
Annex B - Appendix 6		1, 2	1, 2
Annex D - Appendix 9		3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13	3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17
6. NR OF PAGES IN CHANGE	7. NR OF PAGES IN DOCUMENT	8. COPY NR OF BASIC DOCUMENT (in which pages listed in Item 4 have been incorporated)	
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12. SIGNATURE		13. SIGNATURE	
14. TYPED/STAMPED NAME AND GRADE (Control Officer)		15. TYPED/STAMPED NAME & GRADE (Witnessing Officer)	
		16. DATE DESTROYED	
		17. CERTIFICATE NR	

ENTRY AND DESTRUCTION CERTIFICATE		PAGE NR 1	NR OF PAGES 1
SECTION I - ENTRY AND DESTRUCTION DATA			
FROM: (Hq and Staff Agency) (To be filled in only when certification required by originator)		2. DOCUMENT Amendment 8 to 6th Strategic Aerospace Wing Crew Flimsy 23-62A, 1 August 1962	
INSTRUCTIONS: 1 copy filed in basic document. 1 copy for appropriate Control Officer's file (AFM 181-5). 1 copy returned to originating Hq when Item 1 accomplished. 1 additional copy for Top Secret Control Officer as required.			
3. SECTION(S) AMENDED		4. ENTER PAGE(S)	5. REMOVE PAGE(S)
Replace Cover			
Insert Letter of Transmittal			
Insert Entry & Destruction Certificate			
Basic Order		1, 2, 5, 6	1, 2, 5, 6
Annex A - LWC Procedures		3, 4	3, 4
Annex B - Air Operations		3, 3a	3, 3a
Annex B - Appendix 3		1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12
Annex B - Appendix 6		1, 2	1, 2
Annex D - Appendix 9		3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13	3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17
6. NR OF PAGES IN CHANGE	7. NR OF PAGES IN DOCUMENT	8. COPY NR OF BASIC DOCUMENT (in which pages listed in Item 4 have been incorporated)	
Pages listed in Item 5 have been removed and destruction is authorized by Paragraph 562, AFM 181-5.			
9. DATE	10. ORGANIZATION AND OFFICE	11. SIGNATURE (Individual posting document)	
SECTION II - CERTIFICATE OF DESTRUCTION			
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12. SIGNATURE		13. SIGNATURE	14. DATE DESTROYED
15. TYPED/STAMPED NAME AND GRADE (Control Officer)		16. TYPED/STAMPED NAME & GRADE (Witnessing Officer)	
			17. CERTIFICATE NR

SECRET

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

6SAW CREW FLIMSY 23-63

CHROME DOME

CHARTS AND MAP REFERENCES: As required. (U)

TASK ORGANIZATIONS. (U)

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

1. GENERAL SITUATION. A requirement exists to provide and maintain a daily airborne alert plan with an on-the-shelf capability of being implemented at various levels of operation within a 72-hour time period by SAC. The airborne alert force will be capable of destroying selected targets at any time they are so directed. The 6th Strategic Aerospace Wing will be prepared to conduct airborne alert operations at the prescribed level in accordance with fragmentary orders issued by SAC. (S)

a. Friendly Forces: (U)

(1) AFLC will (U)

(a) Provide necessary supply action to support this operation, to include Log Air. (U)

(2) DASA will (U)

(a) Provide necessary support and guidance as required. (U)

(3) MATS will (U)

(a) Provide necessary support for rescue (ARS). (U)

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

SECRET

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(4) AFCS will (U)

(a) Provide necessary communications services. (U)

(5) NORAD will (U)

(a) Provide flight following of aircraft participating in this operation. (U)

b. Intelligence. See Annex C. (U)

2. MISSION: (U)

a. Maintain airborne alert capable of destroying selected targets with maximum effectiveness. (S)

3. TASKS FOR SUBORDINATE UNITS: (U)

a. 40th Bomb Squadron will (U)

(1) Provide daily a combat ready crew to participate in the airborne alert sortie outlined by this flimsy. (U)

(a) All combat ready air crews and staff personnel of the 40th Bomb Squadron will attend one of the general briefings scheduled at the Alert, F32CB on Tuesdays and Fridays at 1230 hours. (U)

b. 6th Combat Support Group, 6th Field Maintenance, 6th A&E Maintenance and 6th Organizational Maintenance Squadrons will (U)

(1) Provide facilities, aircraft, and equipment to support this operation. (U)

c. 6th Food Service Squadron will (U)

(1) Provide all inflight meals and equipment to be used by aircrews. (U)

X. GENERAL INSTRUCTIONS:

(1) All operations will be conducted in accordance with peacetime practice. (U)

(2) SACMs 50-5, 55-2, 55-3, 55-7, 55-12, and 15AFM 55-3 apply for this operation. (U)

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6SAW CREW FLIMSY 23-63
1 August 1962

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(4) Provisions of paragraph 5c, AFR 55-14 will apply. (U)

e. Implementation of increased airborne alert posture. (U)

(1) Implementation time established in part 3 of the fast reaction message which executes increased airborne alert posture is the basic timing reference for phasing into the increased posture from the indoctrination level. (S)

(2) This implementation time will be referred to as "I" hour. (S)

(3) Phase in schedule from the transition from the indoctrination level to increased airborne alert posture is predicted upon the "I" hour and launch time for the 6th SAW will be 1911Z (1211M). (S)

(4) First sorties are vulnerable for launch within "I" hour plus 15 minutes. Vulnerability requirement is clarified as follows. (S)

(a) "I" hour 1856Z--Scheduled T.O. time 1911Z. This sortie would launch as soon as possible after 1911Z. (S)

(b) "I" hour 1901Z--Scheduled T.O. time 1911Z. This sortie would not launch until "I" hour plus 24:10. (S)

(5) Recall of indoctrination level sortie. Fifteenth Air Force is responsible for recall of the indoctrination sortie upon receipt of the fast reaction message. Recall message will be directed to specific sorties and will not be a normal Foxtrot broadcast. Recalled aircraft will in all cases, safety permitting, recover at Walker AFB or Westover AFB. (S)

(a) Indoctrination sortie airborne at time of implementation will be recalled if it has not passed NC 10. Aircraft past NC 10 will continue as briefed. (S)

ERNEST C. EDDY
Colonel, USAF
Commander

ANNEX

- A - EWO Procedures
- B - Air Operations
- C - Communications
- D - Intelligence
- E - Administrative and Logistical Matters
- F - Air Weapons

SECRET

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

OFFICIAL:

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

DISTRIBUTION:

15AF (DOOC), 47 Strat Aerospace Div, 6 Strat Aerospace Wg: C, DCO, DCOT,
DCOTP 3, DCOCE, DCOP, DCOCP, DCOTAW, DCOI, DCOIT, DCM, DCOTBO, IXO 4,
DCR, 4OBS 30, 24BS 2, 39BS 2, 6AES 2, 6OMS 2, 6FMS 2, 37MMS, 6FSS, Det 1
9 Wea, DCOAM 2, 20LOCS, 686AC&W. 6 Cmbt Spt Gp (BC). Total 69

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

6

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b. If the targets of assigned set cannot be reached applying above criteria, the sortie will continue to strike maximum number of assigned target sets using the last resort target criteria. The excess weapon will be dropped at 5 NM interval past the last assigned target on which a capability exists. (S)

c. If no target of assigned set can be reached, the sortie will proceed to the next assigned set to insure continuous effectiveness. Conversely, if the responsibility for a new target set begins when the capability does not exist to bomb any of the assigned targets, responsibility on the old assignment may be extended for continuous effectiveness. (S)

d. At indoctrination level the desired 24 hour coverage cannot be maintained so the following special procedures will be followed under that level: (U)

(1) If targets of assigned sets cannot be reached by applying criteria outlined in 5a(1) and (2) above, the sorties will proceed to the next assigned set under which all targets can be covered using that criteria. (S)

e. The final responsibility time period will be computed as outlined in paragraph 6 below, concerning the ineffective point. This time, as well as the point, while figured as one point and time for planning purposes, will be adjusted daily in order that maximum effectiveness on final target pair is maintained. If the sortie has the capability to extend the responsibility period of a set assigned just prior to last resort targets, all targets of the previous set should be attacked. (S)

6. INEFFECTIVE POINT. The ineffective point is that final point along the prescribed airborne alert route from which designated target(s) listed as last target set in unit assignment can be bombed with minimum assigned tactics prior to target with dry tanks 50 NM past the target, computed at low level fuel consumption rates. This point is used in planning purposes in order to determine effective time of the sortie. It is recognized that the final ineffective time may vary from the times listed. (S)

7. TARGET TACTICS. Delivery tactics for each sortie set will be as assigned by Headquarters, Fifteenth Air Force. Optimum tactics for weapons assigned will be programmed. Targets defended by SAM defenses will be penetrated at low altitude with Short Look release tactics. (S)

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

SECRET

SECRET

8. POST STRIKE POLICY. Last resort target sets:

a. In order to obtain maximum coverage on certain targets, some sorties are assigned responsibility times based on last resort target criteria for time periods other than final responsibility time period. (S)

b. Internal weapon carrier sorties are ranged to dry tanks 50 NM past the last assigned target based on low level fuel consumption rates. Ranging includes sufficient tactics to provide an acceptable probability of arriving at BRL for the last weapon assigned. (S)

9. UNIT ASSIGNMENT AND RESPONSIBILITY TIMES. The 6th Strategic Aerospace Wing assignment of targets and target set responsibility times for each sortie are as follows (1/16 and 1/8 concept):

SORTIE 81

<u>Tgt Set 1</u>	<u>Tgt Island 1</u>	<u>Tgt Island 2</u>	<u>Indoctrination *Respb Time</u>
1	2815 FD	2815 KA	1920-2259Z
2	2027 KA	3028 KB	2300-0529Z
3	6123 RA	6109 RA	0530-0929Z
4	6445 AA	6734 AA	0930-1229Z
5	6123 RA	6116 RA	1230-1615Z

SORTIE 82

1	2815 RA	2794 RA	1920-2259Z
2	3457 KA	3476 AA	2300-0359Z
3	5083 RA	5056 RA	0400-0929Z
4	6051 RA	6051 KA	0930-1329Z
5	6105 FA	6105 RA	1330-1545Z (S)

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

10. EXECUTION. Upon receipt of a Noah's Ark message, Chrome Dome sorties will not deviate from peacetime route until message has been authenticated and verified Go Code received. Bombers that are within one hour of scheduled air refueling control time will continue through the air refueling prior to deviating to the Common Point. (S)

11. UTILIZATION OF ABORTED BOMBER SORTIES: (U)

a. Bombers which have aborted into home base at time of execution will be utilized by the unit commander to meet unit requirements. (U)

AMEND 4

ANNEX A

6SAW CREW FLMSY 23-63

1 August 1962

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SECRET

(e) The following fuel decisions will be adhered to when Alaskan Weather is above marginal. (U)

1. Fuel decision at NC 17 is 108,400 pounds for primary route. This fuel in tanks will permit normal planned ARCT, planned airspeeds and power settings for ten minutes on refueling track (no onload) and diversion to Elmendorf AFB via "Big Delta VOR" at optimum altitude to arrive Elmendorf with 20,000 pounds reserve. (S)

2. Fuel decision at NC 17 is 98,000 pounds in tanks to fly "Low Road" route. NOTE: HF must be inoperative to fly "Low Road" with Alaska weather above marginal. Fuel specified provides 20,000 pound reserve at Elmendorf after flying "Low Road" route with advance ARCT, planned airspeeds and power settings for ten minutes on refueling track, no onload, and diversion to Elmendorf via Big Delta VOR. (S)

3. With weather forecast above marginal in Alaska, at any time prior to NC 17 that fuel curve plot indicates less than the requirements of par. 4a(1)(e)1 or 2 above (as applicable) an immediate abort is dictated. Abort will be to nearest B-52 base, suitable SAC base, or to nearest suitable alternate in that order. Abort route will be by reverse track unless emergency considerations dictate overflight of Canada to suitable Canadian emergency landing base. (S)

b. At any time a full drop tank fails to feed, using the normal or alternate fuel sequences, an immediate abort is dictated. Aircrews will closely monitor aircraft CG and lateral balance. (S)

c. Use of alternate fuel sequence is authorized and directed under the following conditions. After completion of an air refueling at "Black Goat" normal fuel sequence will be utilized until aircraft gross weight is 400,000 pounds. Normal fuel sequence will be utilized prior to "Black Goat" and after refueling in "Cold Coffee." (S)

d. Fuel transfer in "Black Goat" will be into all tanks, excluding the drop tanks. (U)

e. Fuel transfer in "Cold Coffee" will be into all tanks as required for normal sequence. (U)

f. After use of "Low Road" route and an advanced ARTC, permission for orbit after "Cold Coffee" refueling must be obtained from ARTC in order to intercept original timing and altitude of the reservation. (U)

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

3
SECRET

DCOT 62-468

MISSION FLIGHT PLAN		O. O. AND NICKNAME		UNIT	TYPE ACFT	WAVE	CELL CALL SIGN	REMARKS	
		23-63 CHROME DOME		6 SAW	B 2 E	S/S		AUGUST-INDOCTRINATION	
POUNDS		DRAPS	37.0	POUNDS		RUNWAY			
ACFT BASIC	170000	OUTRD	28.6	BOMBS	15000	PRESSURE ALT		AIR TEMP	
CREW	2160	1F4	30.2	AMMO	720	3700	12800	19.5	
OIL	986	2F3	35.4	WATER AUG	2800	CRITICAL FIELD LENGTH		CRITICAL AIR TEMP	
ATO	800	C.W.	30.7	STATIC	418156	MRR		95	
RACK	2900	F.B.	19.3	START ENGINES AND TAXI FUEL ALLOWANCE		4000	TAKE-OFF DISTANCE		TAKE-OFF SPEED
EXT TANKS WEIGHT (EMPTY)	2590	MID	17.5	NR FULL ATO REQUIRED			11000	149 KTS	
MISCELLANEOUS	500	AFT	20.3	NR EMPTY ATO REQUIRED			CRITICAL WIND COMPONENT		
CHAFF	1000	TOTAL FUEL	219000	TAKE-OFF GROSS	414156	ATO FIRING SPEED	1ST LEG	2ND LEG	3D LEG
OPERATING	180396								

PRE-FLIGHT PLAN

FROM WALKER AFB NM	FLT COND	T. C.	WIND D/V	T. H.	VAR	M. H.	TEMP	IAS	T. A. S.	G. S.	GND DIS	TIME	AIR DIS	ETA	FUEL FLIGHT PLAN	
ROUTE			DRIFT				ALT	MACH			ACC GND DIS	ACC TIME	ACC AIR DIS	1925	PRED FUEL REMAINING	GROSS WT
33-18N 104-32W															219.0	418.2
SET TO AC							F10 DEV				10	:03	10	1929	8.5	11.0
LEVEL OFF											104	:17	104		12.2	12.2
34-50N 104-56W	CL	348			-12		37M	280			114	:20	114	1945	198.3	395.0
LAS VEGAS VOR SIC											51	:07	51		2.5	2.5
35-39N 105-08W	CR	✓			-13		✓	.73	440		165	:27	165	1952	195.8	292.5
LEVEL OFF											32	:04	32		2.5	2.5
35-40N 104-40W	CL	135			✓		33M	280	450		197	:31	197	1956	193.3	390.0
											97	:13	97		4.3	4.3
34-30N 103-20W	CR	✓			-12		✓	.77	444		294	:44	294	2009	189.0	385.7
ORBIT																
											119	:16	119	C.T.	5.1	5.1
34-30N 103-20W	CR				-12		33M	.77	444		413	01:00	413	2025	183.9	380.6
			+07								284	:38	280		11.9	11.9
36-26N 98-02W	✓	064	±0	064	-11	053	✓	✓	✓	451	697	01:38	693	2103	172.0	368.7
			+07								46	:06	45		1.9	1.9
36-45N 97-10W	✓	065	-1	✓	-10	055	✓	✓	✓	✓	743	01:44	738	2109	170.1	366.8
			+14								158	:21	153		6.3	6.3
37-30N 94-00W	✓	073	-1	072	-8	064	✓	✓	✓	458	901	02:05	891	2130	163.8	360.5
			+12								200	:26	195		7.9	7.9
38-07N 89-51W	✓	078	±0	078	-6	072	✓	✓	✓	456	1101	02:31	1086	2156	155.9	352.6
			+11								200	:26	195		7.8	7.8
38-35N 85-38W	✓	081	-1	080	-4	076	✓	✓	✓	455	1301	02:57	1281	2222	148.1	344.8
			+13								80	:11	78		3.1	3.1
38-12N 84-00W	✓	106	±0	106	-1	105	✓	✓	✓	457	1381	03:08	1359	2233	145.0	341.7
			+13								64	:08	62		2.4	2.4
38-36N 82-47W	✓	066	-01	065	+3	068	✓	✓	✓	✓	1445	03:16	1421	2241	142.6	339.3

MISSION FLIGHT PLAN - CONTINUATION SHEET												INDOCTRINATION				
FROM	FLY COND	T.C.	WIND D/V	T.M.	VAR	M.H.	TEMP	IAS	T. A. S.	G. S.	GND DIS	TIME	AIR DIS	ETA	FUEL FLIGHT PLAN	
ROUTE			DRIFT				ALT	MACH			ACC GND DIS	ACC TIME	ACC AIR DIS		PRED FUEL REMAINING	GROSS WT
59-36N 82-47W															142.6	339.3
ORBIT AS NECESSARY																
NC 9			+13								146	:19	142		5.5	5.5
39-33N 79-52W	CR	066	-1	065	+3	068	33M	.77	444	457	1591	03:35	1563	2300	137.1	333.8
NC 10			+21								112	:15	107		4.1	4.1
40-00N 77-30W	✓	075	-1	074	+6	080	✓	✓	✓	465	1703	03:50	1670	2315	133.0	329.7
			+17								150	:19	145		5.5	5.5
41-54N 75-20W	✓	040	-5	035	+9	044	✓	✓	✓	461	1853	04:09	1815	2334	127.5	324.2
NC 11			+17								150	:20	145		5.4	5.4
43-45N 73-03W	✓	041	-4	037	+13	050	✓	✓	✓	✓	2003	04:29	1960	2344	122.1	318.8
ARIP SID			+16								96	:12	93		3.5	3.5
44-55N 71-32W	✓	042	-4	038	+16	054	✓	✓	✓	460	2099	04:41	2053	0006	118.6	315.3
LEVEL OFF			+08								21	:03	21		.9	.9
44-45N 71-05W	DS	117	±0	117	+18	135	29M	✓	✓	452	2120	04:44	2074	0009	117.7	314.4
			+27								49	:06	46		1.9	1.9
44-19N 70-08W	CR	122	+2	124	✓	142	✓	✓	✓	471	2169	04:50	2120	0015	115.8	312.5
ARCP			±00								80	:11	80		3.3	3.3
43-41N 68-30W	✓	119	±0	119	✓	137	✓	✓	✓	444	2249	05:01	2200	0026	112.5	309.2
NC 12			+20								77	:11	73		5.0	5.0
43-00N 67-00W	AR	122	±0	122	+19	141	31M	.68	400	420	2326	05:12	2273	0037	107.5	304.2
NC 13 END AIR			+20								160	:23	153		9.8	9.8
41-31N 64-00W	✓	✓	±0	✓	✓	✓	✓	✓	✓	✓	2486	05:35	2426	0100	97.7	294.4
ON LOAD															113.0	113.0
															210.7	407.4
			±00								11	:02	11		.5	.5
41-33N 63-44W	CR	062	±0	062	+20	082	31M	.77	444	444	2497	05:37	2437	0102	210.2	406.9
SIC			±00								7	:01	7		.3	.3
41-36N 63-37W	✓	✓	±0	✓	✓	✓	✓	✓	✓	✓	2504	05:39	2444	0103	209.9	406.6
LEVEL OFF			-01								8	:01	8		1.0	1.0
41-40N 63-28W	CL	✓	±0	✓	✓	✓	33M	✓	✓	443	2512	05:39	2452	0104	208.9	405.6
COMBAR			+25								290	:38	275		12.4	12.4
43-57N 57-38W	CR	061	-2	059	+23	✓	✓	✓	✓	469	2802	06:17	2727	0142	196.5	393.2
SIC			+31								291	:36	272		12.0	12.0
45-52N 51-21W	✓	065	-1	064	+26	090	✓	✓	✓	475	3093	06:53	2999	0218	184.5	381.2
LEVEL OFF			+06								15	:02	15		1.0	1.0
45-57N 51-00W	CL	070	±0	070	+27	097	35M	✓	✓	450	3108	06:55	3014	0220	183.5	380.2
NC 14 COMBAR			±00								7	:01	7		.3	.3
46-00N 50-50W	CR	066	±0	066	✓	093	✓	✓	✓	444	3116	06:56	3022	0221	183.2	379.9
			-18								287	:41	300		12.4	12.4
50-7 N 53-08W	✓	342	-5	337	+29	006	✓	✓	✓	426	3403	07:37	3322	0302	170.8	367.5

MISSION FLIGHT PLAN - CONTINUATION SHEET INDOCTRINATION

FROM	FLY COND	T.C.	WIND D/V		T.H.	VAR	M.H.	TR	IAS	T. A. S.	G. S.	GND DIS		TIME		AIR DIS		ETA	FUEL PLAN		
			ALT	MACH				ACC GND DIS	ACC TIME			ACC AIR DIS	PRED FUEL REMAINING	GROSS WT							
50-32N 53-08W																					
ROUTE			DRIFT																		
NC 15			-14									286	:40	296						170.8	367.5
55-00N 55-55W	CR	340	-4	336	+33	009	35M	.77	444	430	3689	08:17	3618	0342					11.9	11.9	
			-09									164	:23	168					158.9	355.6	
57-31N 57-49W	✓	338	-3	335	+87	012	✓	✓	✓	435	3853	08:40	3786	0405					6.6	6.6	
NC 16 SIC			+0									164	:23	168					152.3	349.0	
60-00N 60-00W	✓	336	-3	333	+40	013	✓	✓	✓	434	4017	09:03	3954	0421					6.5	6.5	
LEVEL OFF			039	-04	039							15	:02	15					195.8	392.5	
60-15N 60-04W	CL	352	±0	352	+41	033	37M	✓	✓	440	4032	09:05	3969	0430					.9	.9	
			043	-01	042							285	:38	285					194.9	341.6	
64-59N 60-48W	CR	356	-1	355	+46	041	✓	✓	✓	443	4317	09:43	4254	0508					10.9	10.9	
			043	-01	043							151	:21	151					134.0	330.7	
67-30N 61-20W	✓	355	±0	355	+53	048	✓	✓	✓	✓	4468	10:04	4405	0529					5.6	5.6	
NC 17			043	±00	043							151	:20	151					128.9	325.1	
70-00N 62-00W	✓	355	±0	355	+57	052	✓	✓	✓	444	4619	10:24	4556	0544					5.6	5.6	
CONVERGENCE 1:1			047	±00	047							180	:25	180					122.8	319.5	
73-00N 62-20W	✓	358	±0	358	+62	060	✓	✓	✓	✓	4799	10:49	4736	0641					6.5	6.5	
NC 18			059	±00	059							211	:28	211					116.3	313.0	
76-30N 63-00W	✓	357	±0	357	+69	066	✓	✓	✓	✓	5010	11:17	4947	0642					7.5	7.5	
			067	±00	067							299	:40	299					108.8	305.5	
81-28N 60-27W	✓	004	±0	004	+76	080	✓	✓	✓	✓	5309	11:57	5246	0722					10.4	10.4	
TP			067	+02	067							32	:05	32					98.4	295.1	
82-00N 60-00W	✓	007	±0	007			✓	✓	✓	446	5341	12:02	5278	0727					1.1	1.1	
SIC			060	±00	060							105	:14	105					97.3	294.0	
83-45N 60-00W	✓	360	±0	360			✓	✓	✓	444	5446	12:16	5383	0741					3.6	3.6	
NC 19 LEVEL OFF			060	-01	060							15	:02	15					93.7	290.9	
84-00N 60-00W	CL	360	±0	360			39M	✓	✓	443	5461	12:18	5398	0743					.7	.7	
			340	-01	340							300	:41	301					93.0	289.7	
82-52N 103-47W	CR	290	±0	280			✓	✓	✓	✓	5761	12:59	5699	0824					9.9	9.9	
			340	±00	340							300	:40	300					83.1	279.8	
79-15N 126-31W	✓	236	±0	236			✓	✓	✓	444	6061	13:39	5999	0804					9.6	9.6	
			340	-02	341							216	:30	217					73.5	270.2	
76-06N 134-52W	✓	214	+1	215			✓	✓	✓	442	6277	14:09	6216	0834					6.8	6.8	
NC 20			340	-05	341							216	:29	219					66.7	263.4	
72-47N 140-05W	✓	205	+1	206			✓	✓	✓	439	6493	14:38	6435	0803					6.8	6.8	
NC 20 A			341	-07	342							113	:16	115					59.9	256.6	
71-00N 142-07W	✓	201	+1	202			✓	✓	✓	437	6606	14:54	6550	0819					3.5	3.5	
TP			340	-07	341							58	:08	59					56.4	253.1	
70-05N 143-00W	✓	198	+1	199	-36	163	✓	✓	✓	✓	6644	15:02	6609	0827					1.8	1.8	
ARIP			-04									35	:05	35					54.6	251.3	
69-30N 143-00W	✓	180	+1	181	✓	145	✓	✓	✓	440	6699	15:07	6644	0832					1.1	1.1	
																			53.5	250.2	

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INDOCTRINATION

MILITARY FLIGHT PLAN - CONTINUATION SHEET

INDOCTRINATION

ARIP 64-50N 143-00W	FLT COND	T.C.	WIND D/V	T.H.	VAR	M.H.	TEMP	IAS	T. A. S.	G. S.	CRD DIS	TIME	ARR DIS	ETA	FUEL FLIGHT P		
			DRIFT				ALT	MACH			ACC CRD DIS	ACC TIME	ACC ARR DIS		PRED FUEL REMAINING	CRG	
ROUTE																	
ORBIT AS NECESSARY																53.5	250.2
510			-05								30	1:01	71		2.1	2.1	
67-20N 143-00W	CR	180	+1	181	-35	146	39M	.77	444	439	6767	15:36	6715	141	51.4	248.1	
520			+00								30	1:01	30		1.5	1.5	
67-50N 143-00W	DS	✓	+00	180	-34	✓	39M	✓	✓	444	6767	15:36	6715	141	50.9	247.6	
NC 27 ARCP			+00								50	1:07	50		1.8	1.8	
67-50N 143-00W	CR	✓	+00	✓	✓	✓	✓	✓	✓	✓	6749	15:37	6715	140	49.1	247	
NC 27 ARCP			+00								290	1:01	253		13.3	1	
67-50N 143-00W	AR	✓	+12	✓	-31	149	30M	.68	400	412	7089	16:01	7029	106	35.8	23	
520			+00												124.0	12	
ORBIT LOAD															159.8	33	
67-50N 143-15W	CR	263	+00	263	-30	233	30M	.77	444	444	7100	16:03	7039	123	158.3	356.0	
520			+00								7	1:01	7		1.3	1.3	
67-50N 143-27W	✓	✓	+00	✓	✓	✓	✓	✓	✓	✓	7107	16:04	7046	129	159.0	355.7	
520			-12								23	1:04	24		1.6	1.6	
67-50N 144-20W	CL	✓	+00	✓	-29	234	35M	✓	✓	432	7130	16:08	7070	133	157.4	354.1	
520			-17								219	1:00	223		8.8	8.8	
67-50N 152-16W	CR	262	+00	262	-27	235	✓	✓	✓	427	7349	16:38	7299	1203	148.6	346.3	
520			-18								218	1:31	227		8.7	8.7	
67-50N 152-35W	✓	256	+00	256	-22	234	✓	✓	✓	426	7527	17:09	7520	1234	139.9	336.6	
520			-07								155	1:22	158		6.0	6.0	
67-50N 153-00W	✓	161	+1	162	-20	142	✓	✓	✓	437	7722	17:31	7678	129	133.9	330.6	
520			+09								247	1:33	245		9.0	9.0	
67-55N 150-10W	✓	074	+00	074	-22	052	✓	✓	✓	448	7969	18:04	7923	1029	124.9	321.4	
NC 26 SIC			+09								248	1:33	246		8.9	8.9	
60-00N 142-00W	✓	081	+00	081	-27	054	✓	✓	✓	✓	7217	18:37	9169	1402	116.0	312.7	
520			-01								39	1:05	39		1.6	1.6	
67-31N 144-10W	CL	144	+1	145	-28	117	39M	✓	✓	443	8256	18:52	8208	140	118.4	31	
NC 27 ARCP			-01								280	1:31	281		9.8		
55-54N 136-26W	CR	✓	+3	✓	✓	✓	✓	✓	✓	✓	8536	19:20	8489	106	109		
NC 27			+02								201	1:27	200		6		
52-42N 133-30W	✓	148	+2	150	-27	123	✓	✓	✓	446	8737	19:47	8689	150	97		
520			+05								172	1:23	173		5		
50-34N 130-24W	✓	137	+2	139	-25	114	✓	✓	✓	449	8909	20:10	8859	1035	98		
NC 29			+05								172	1:23	170		5		
48-22N 127-35W	✓	139	+2	141	-24	117	✓	✓	✓	✓	9081	20:33	9039	168	76		
SIC			+09								86	1:12	85		2.1		
47-11N 126-16W	✓	142	+3	145	-23	122	✓	✓	✓	448	9167	20:45	9119	140	83.6		

MISSION FLIGHT PLAN - CONTINUATION SHEET INDOCTRINATION

FROM	ROUTE	FLT COND	T.C.	WIND D/V	T.H.	VAR	M.H.	TE	IAS	T. A. S.	G. S.	GND DIS	TIME	AIR DIS	ETA	FUEL FL PLAN	
				DRIFT				ALT	MACH			ACC GND DIS	ACC TIME	ACC AIR DIS		PRED FUEL REMAINING	GROSS WT
47-00N 126-16W				-03												83.6	280.3
TP				+1	143	-22	121	↗	.77	444	491	18	:02	18			
47-00N 126-00W	CL		142									9185	20:47	9132	1612		
L/O				+01								27	:04	27		1.7	1.7
46-47N 125-25W	✓		119	+1	120	✓	098	41M	✓	✓	445	9212	20:51	9159	1616	81.9	278.6
NC32				+12								79	:10	77		2.5	2.5
46-10N 123-43W	CR		117	+2	119	✓	097	✓	✓	✓	456	9291	21:01	9236	1624	79.4	276.1
				+15								151	:20	146		4.7	4.7
45-07N 120-28W	✓		114	+2	116	-21	095	✓	✓	✓	459	9492	21:21	9382	1646	79.7	271.4
NC33				+14								150	:19	146		4.6	4.6
43-59N 117-20W	✓		116	+2	118	-20	098	✓	✓	✓	458	9592	21:40	9528	1705	70.1	266.8
NC34				+12								173	:23	169		5.3	5.3
42-35N 113-52W	✓		118	+2	120	-18	102	✓	✓	✓	456	9765	22:03	9697	1728	69.8	261.5
				+11								150	:20	146		4.5	4.5
41-04N 111-11W	✓		126	+2	128	-17	111	✓	✓	✓	455	9915	22:23	9843	1798	60.3	257.0
NC35				+08								150	:20	148		4.5	4.5
39-30N 108-38W	✓		128	+2	130	-16	114	✓	✓	✓	452	10065	22:43	9991	1808	55.8	252.5
TP				±00								98	:13	98		2.9	2.9
38-27N 107-02W	✓		130	+1	131	-15	116	✓	✓	✓	444	10163	22:56	10089	1821	52.9	249.6
				-05								166	:23	168		5.0	5.0
35-53N 105-44W	✓		158	+1	159	-14	145	✓	✓	✓	439	10329	23:19	10257	1844	47.9	244.6
WALKER AFB				-02								166	:23	169		5.0	5.0
33-18N 104-32W	✓	✓		±0	158	-13	✓	✓	✓	✓	437	10495	23:42	10426	1907	42.9	239.6

INDOCTRINATION

MISSION FLIGHT PLAN - CONTINUATION SHEET *LOW ROAD*

FROM	NC 17	FLT COND	T.C.	WIND D/V	T.H.	VAR	M.H.	TEMP	IAS	T. A. S.	G. S.	GND DIS	TIME	AIR DIS	ETA	FUEL FLIGHT PLAN	
				DRIFT				ALT	MACH			ACC GND DIS	ACC TIME	ACC AIR DIS		PRED FUEL REMAINING	GROSS WT
70-00N 62-00W																122.8	319.5
ROUTE																	
70-57N	76-43W	CR	348	-37	346	+64	345	36M	.77	444	407	300	:44	327	0633	11.7	11.7
			281	-2	279							4881	11:08	4845		111.1	307.8
71-00N	80-00W	V	350	-24	349							64	:09	68	0642	2.4	2.4
			273	-1	272			420	4945	11:17	4913	108.7	305.4				
70-26N	95-06W	V	350	-15	349							300	:42	310	0724	10.8	10.8
			270	-1	269			429	5245	11:59	5223	97.9	294.6				
70-00N	100-00W	V	353	-11	353							103	:14	106	0738	3.6	3.6
			258	±0	258			433	5348	12:13	5329	94.3	291.0				
71-17N	114-36W	V	030	-3	030							300	:41	302	0819	10.1	10.1
			290	±0	290			441	5648	12:54	5631	84.2	280.9				
71-30N	120-00W	V	034	-06	035							104	:14	105	0833	3.5	3.5
			280	+1	281			438	5752	13:08	5736	80.7	277.4				
71-06N	135-35W	V	033	-01	035							300	:41	301	0919	9.8	9.8
			273	+2	275			443	6052	13:49	6037	70.9	267.6				
S/C			034	-09	036							28	:04	29	0918	.9	.9
71-00N	137-00W	V	258	+3	261							435	6080	13:53		6066	70.0
L/O			029	-10	031							10	:01	10	0919	.5	.5
70-57N	137-29W	CL	252	+3	255			37M				434	6090	13:54		6076	69.5
BARTER IS.			029	-02	032							130	:18	131	0937	4.2	4.2
70-08N	143-32W	CR	251	+3	254							442	6220	14:12		6207	65.3
ORBIT AS NECESSARY																	
BARTER IS												370	:50	370	1027	11.5	11.5
70-08N	143-32W	CR						37M	.77	444	444	6590	15:02	6577		53.8	250.5
ARIP			307	-04	308							40	:05	40	1032	1.5	1.5
69-30N	143-00W	V	164	+1	165			39M				440	6630	15:07		6617	52.3
RETURN TO ORIGINAL TIMING																	

LOAD BOARD

MISSION FLIGHT PLAN		O. O. AND NICKNAME		UNIT	TE ACFT	WAVE	CELL CALL SIGN	REMARKS
		23-63 CHROME DOME		6 SAW	52E			7/16 & 1/9 POSTURE
	POUNDS	ACROPS	37.0		POUNDS			RUNWAY
ACFT BASIC	170 000	OUTBD	28.6	BOMBS	15 000			PRESSURE ALT
CREW	2160		184	AMMO	720			LENGTH
OIL	986		253	WATER AUG	2500			AIR TEMP
ATO	800	C.W.	30.7	STATIC	418 156	NR FULL ATO REQUIRED		3700
RACK	2900	FB.	19.3	START ENGINES AND TAXI FUEL ALLOWANCE	4000	NR EMPTY ATO REQUIRED		12800
EXT TANKS HEIGHT (FEET)	2590	MID	17.5	TAKE-OFF GROSS	414 156	ATO FIRING SPEED		CRITICAL FIELD LENGTH
MISCELLANEOUS	500	AFT	20.3					MRR
CHAFF	1000	TOTAL FUEL	219000					CRITICAL TEMP
OPERATING	180 936							12800
								TAKE-OFF DISTANCE
								11000
								TAKE-OFF SPEED
								149 KTS
								CRITICAL WIND COMPONENT
								1ST LEG
								2ND LEG
								3RD LEG

PRE-FLIGHT PLAN

FROM WALKER AFB NM	FLY COND	T. C.	WIND D/V	T. H.	VAR	M. H.	TEMP	IAS	T. A. S.	G. S.	GND DIS	TIME	AIR DIS.	ETA	FUEL FLIGHT PLAN
33-18N 104-32W			DRIFT				ALT	MACH			ACC GND DIS	ACC TIME	ACC AIR DIS	1911	PRED FUEL REMAINING
ROUTE															GROSS WT
SET TO AC							110 DEF				10	:03	10	1914	219.0
LEVEL OFF											104	:17	104		418.2
54-50N 104-56W	CL	348			-12		27M	.280	400		114	:20	114	1921	210.5
LAS VEGAS VGR SIC											51	:07	51		407.
35-39N 105-08W	CR	✓			-13		✓	.73	440		165	:27	165	1928	198.3
LEVEL OFF											32	:04	32		395.8
35-39N 104-44W	CL	135			✓		33M	.280	450		197	:31	197	1942	195.8
34-30N 104-46W	CL	✓			-12		✓	.77	444		97	:13	97		392.
ORBIT											294	:44	294	1955	2.5
34-30N 104-40W	CR				-12		33M	.77	444		119	:16	119	c.t.	2.5
											413	01:00	413	2011	11.9
			+07								284	:38	280		11.9
36-26N 98-00W	✓	064	±0	064	-11	053	✓	✓	✓	451	697	01:38	693	2049	172.0
			+07								46	:06	45		368.2
36-45N 97-10W	✓	065	-1	✓	-10	055	✓	✓	✓	✓	743	01:44	738	2055	1.9
			+14								158	:21	153		1.9
37-30N 94-00W	✓	073	-1	072	-8	064	✓	✓	✓	458	901	02:05	891	2116	6.3
			+12								300	:26	195		6.3
38-07N 89-51W	✓	078	±0	078	-6	072	✓	✓	✓	456	1101	02:31	1086	2142	7.9
			+11								200	:26	195		7.9
38-35N 85-58W	✓	081	-1	080	-4	076	✓	✓	✓	455	1301	02:57	1281	2208	155.9
			+15								80	:11	78		352.1
38-12N 84-00W	✓	104	±0	106	-1	105	✓	✓	✓	457	1381	03:08	1359	2219	7.8
			+15								64	:08	62		7.8
38-36N 82-47W	✓	066	-1	065	+3	068	✓	✓	✓	✓	1445	03:16	1411	2227	3.1
															3.1
															2.4
															2.4
															142.6
															334.

7/16 & 1/9 POSTURE

MISSION FLIGHT PLAN - CONTINUATION SHEET *1/4 + 1/8 POSTURE*

FROM ROUTE	FLT COND	T.C.	WIND D/V	T.H.	VAR	M.H.	TEMP	IAS	T. A. S.	G. S.	GND DIS	TIME	AIR DIS	ETA	FUEL FLIGHT PLAN	
			DRIFT				ALT	MACH			ACC GND DIS	ACC TIME	ACC AIR DIS		PRED FUEL REMAINING	GROSS WT
38-36N 82-47W																
ORBIT AS NECESSARY																
NC 9			+13								146	:19	142		142.6	339.3
39-33N 79-52W	CR	066	-1	065	+3	068	35M	.77	444	457	1591	03:35	1563	2246	137.1	333.8
NC 10			+21								112	:15	107		4.1	4.1
40-00N 77-30W	✓	075	-1	074	+6	080	✓	✓	✓	465	1703	03:50	1670	2301	133.0	329.7
41-54N 75-20W	✓	048	H7								150	:19	145		5.5	5.5
NC 11			-5	035	+9	044	✓	✓	✓	461	1853	04:09	1815	2320	127.5	324.2
43-45N 73-03W	✓	041	+17								150	:20	145		5.4	5.4
ARIP SID			-5	036	+13	049	✓	✓	✓	✓	2003	04:29	1960	2340	122.1	318.8
44-55N 71-32W	✓	042	+16								96	:12	93		3.5	3.5
L10			-4	038	+16	054	✓	✓	✓	460	2099	04:41	2053	2352	118.6	315.3
44-45N 71-05W	DS	117	+08								21	:03	21		.9	.9
			±0	117	+18	135	29M	✓	✓	452	2120	04:44	2074	2355	117.7	314.4
44-19N 70-08W	CR	122	+27								49	:06	46		1.9	1.9
ARCP			+2	124	✓	142	✓	✓	✓	471	2169	04:50	2120	0001	115.8	312.5
43-41N 68-30W	✓	119	±00								80	:11	80	C.T.	3.3	3.3
NC 12			±0	119	✓	137	✓	✓	✓	444	2249	05:01	2200	0012	112.5	309.2
43-00N 67-00W	AR	122	+20								77	:11	73		5.0	5.0
NC 13 END AIR			±0	122	+19	141	31M	.68	400	420	2326	05:12	2273	0023	107.5	304.2
41-31N 64-00W	✓	✓	+20								160	:23	153		9.8	9.8
			±0	✓	✓	✓	✓	✓	✓	✓	2486	05:35	2426	0046	97.7	294.4
ON LOAD															113.0	113.0
															210.7	407.4
41-33N 63-44W	CR	062	±00								11	:02	11		.5	.5
SIC			±0	062	+20	082	31M	.77	444	444	2497	05:37	2437	0048	210.2	406.9
41-36N 63-36W	✓	✓	±00	✓	✓	✓	✓	✓	✓	✓	7	:01	7		.3	.3
L10			±0	✓	✓	✓	✓	✓	✓	✓	2504	05:38	2444	0049	209.9	406.6
41-40N 63-28W	CL	✓	-01	✓	✓	✓	33M	✓	✓	443	8	:01	8		1.0	1.0
43-57N 57-38W	CL	061	±0	✓	✓	✓					2512	05:39	2452	0050	208.9	405.6
SIC			+25								290	:38	275		12.4	12.4
45-52N 57-21W	✓	065	-2	059	+23	✓	✓	✓	✓	469	2802	06:17	2727	0128	196.5	393.2
L10			+31								291	:36	272		12.0	12.0
45-57N 57-00W	CL	070	-1	064	+26	090	✓	✓	✓	475	3093	06:53	2999	0204	184.5	381.2
NC 14			+06								15	:02	15		1.0	1.0
46-00N 50-58W	CR	066	±00	070	+27	097	35M	✓	✓	450	3108	06:55	3014	0206	183.5	380.2
			±00	066	✓	093	✓	✓	✓	444	8	:01	8		.3	.3
50-00N 53-08W	✓	342	±0	066	✓	093	✓	✓	✓	444	3116	06:56	3022	0207	183.2	379.9
			-18								287	:41	300		12.4	12.4
			-5	337	+29	006	✓	✓	✓	426	3403	07:37	3322	0248	170.8	367.5

MISSION FLIGHT PLAN - CONTINUATION SHEET

1/16 + 1/8 POSTURE

FROM 50°N 53-09N	FLT COND	T.C.	WIND D/V	T.H.	VAR	M.H.	TR	IAS	T. A. S.	G. S.	GND DIS	TIME	AIR DIS	ETA	FUEL FLIGHT PLAN	
			DRIFT				ALT				MACH	ACC GND DIS	ACC TIME		ACC AIR DIS	PRED FUEL REMAINING
ROUTE															170.8	367.5
NC 15			-14								286	:40	296		11.9	11.9
55-00N 55-55W	CR	340	-4	336	+33	009	35M	.77	444	430	3689	08:17	3619	0328	1589	355.6
			-09								164	:23	168		6.6	6.6
57-31N 57-49W	✓	338	-3	335	+37	012	✓	✓	✓	435	3853	08:40	3786	0351	152.3	349.0
NC 16 SIC			-10								164	:23	168		6.5	6.5
60-00N 60-00W	✓	336	-3	333	+40	013	✓	✓	✓	434	4017	09:03	3954	0444	145.8	342.5
L10			039	-04	039						15	:02	15		.9	.9
60-15N 60-04N	CL	352	±0	352	+41	033	37M	✓	✓	440	4032	09:05	3969	0416	144.9	341.6
			043	-01	042						285	:38	285		10.9	10.9
64-59N 60-48W	CR	356	-1	355	+46	041	✓	✓	✓	443	4317	09:43	4254	0454	134.0	330.7
			043	-01	043						151	:21	151		5.6	5.6
67-30N 61-20W	✓	355	±0	355	+53	048	✓	✓	✓	✓	4468	10:04	4405	0515	128.4	325.1
NC 17			043	-01	043						151	:20	151		5.6	5.6
70-00N 62-00W	✓	355	±0	355	+57	052	✓	✓	✓	✓	4619	10:24	4656	0535	122.8	319.5
			047	±00	047						180	:25	180		6.5	6.5
73-00N 62-20W	✓	358	±0	358	+62	060	✓	✓	✓	444	4799	10:49	4736	0600	116.3	313.0
NC 18			059	±00	059						211	:28	211		7.5	7.5
76-30N 63-00W	✓	357	±0	357	+69	066	✓	✓	✓	✓	5010	11:17	4947	0625	108.8	305.1
			067	±00	067						299	:40	299		10.4	10.4
81-28N 60-27W	✓	004	±0	004	+76	080	✓	✓	✓	✓	5309	11:57	5246	0708	99.4	295.1
TP			067	+02	067						32	:05	32		1.1	1.1
82-00N 60-00W	✓	007	±0	007			✓	✓	✓	446	5341	12:02	5278	0713	97.3	294.0
SIC			060	±00	060						105	:14	105		3.6	3.6
83-45N 60-00W	✓	360	±0	360			✓	✓	✓	444	5446	12:16	5383	0727	93.7	290.4
NC 19 L10			060	-01	060						15	:02	15		.7	.7
84-00N 60-00W	CL	360	±0	360			39M	✓	✓	443	5461	12:18	5398	0729	93.0	289.7
			340	-01	340						300	:41	301		9.9	9.9
82-52N 103-47W	CR	280	±0	280			✓	✓	✓	✓	5761	12:59	5699	0810	83.1	279.8
			340	±00	340						300	:40	300		9.6	9.6
79-15N 126-34W	✓	236	±0	236			✓	✓	✓	444	6061	13:39	5999	0825	73.5	270.2
			340	-02	341						216	:30	217		6.8	6.8
76-06N 134-52W	✓	214	+1	213			✓	✓	✓	442	6277	14:09	6216	0920	66.7	263.4
NC 20			340	-05	341						216	:29	219		6.8	6.8
72-47N 140-05W	✓	205	+1	206			✓	✓	✓	439	6493	14:38	6435	0949	59.9	256.6
NC 20 A			341	-07	342						113	:16	115		3.5	3.5
71-00N 142-07W	✓	201	+1	202			✓	✓	✓	437	6606	14:54	6550	1005	56.4	253.1
			340	-07	341						58	:08	59		1.8	1.8
70-05N 143-00W	✓	198	+1	199	-36	163	✓	✓	✓	✓	6664	15:02	6609	1013	54.6	251.3
			-04								35	:04	35		1.1	1.1
69-30N 143-00W	✓	180	+1	181	✓	145	✓	✓	✓	440	6699	15:06	6644	1017	53.5	250.2

SAC FORM 15 APR 56

1b FC: 2720 AMEND 4 APPENDIX 3 ANNEK A CSAN CREN FLIMSY 23-63 1 AUGUST 1962 DROT 62-468

Air Force - SAC, Offutt O-1050(56)

MISSION FLIGHT PLAN - CONTINUATION SHEET

V16 ONLY

FROM	FLT COND	T.C.	WIND D/V	T.H.	VAR	M.H.	TEMP	IAS	T. A. S.	G. S.	GND DIS	TIME	AIR DIS	ETA	FUEL FLIGHT PLAN		
			DRIFT				ALT	MACH			ACC GND DIS	ACC TIME	ACC AIR DIS		PRED FUEL REMAINING	GROSS WT	
69-30N 143-00W																	
ROUTE																	
ORBIT AS NECESSARY																	
SID			-05								70	:10	71		53.5	250.2	
68-20N 143-00W	CR	180	+1	181	-35	146	39M	.77	444	439	6769	15:16	6715	1027	57.4	248.1	
LIO			±00								30	:04	30		.5	.5	
67-50N 143-00W	DS	✓	±0	180	-34	✓	29M	✓	✓	444	6799	15:20	6745	1031	50.9	247.6	
NC 21 ARCP			±00								50	:07	50	C.T.	1.9	1.8	
67-00N 143-00W	CR	✓	±0	✓	✓	✓	✓	✓	✓	✓	6849	15:27	6795	1038	49.1	245.8	
NC 22 BND AIR			+12								240	:34	233		13.3	13.3	
63-00N 143-00W	AR	✓	±0	✓	-31	149	30M	.68	400	412	7089	16:01	7028	1112	35.8	232.5	
ON LOAD																	
															124.0	124.0	
															159.8	356.5	
V16 POSTURE ONLY																	
			±00								11	:02	11		.5	.5	
62-51N 143-14W	CR	263	±0	263	-30	233	30M	.77	444	444	7100	16:03	7039	1114	159.3	356.0	
SIC			±00								7	:01	7		.3	.3	
62-50N 143-29W	✓	✓	±0	✓	✓	✓	✓	✓	✓	✓	7107	16:04	7046	1115	159.0	355.7	
LIO			-12								23	:04	24		1.6	1.6	
62-48N 143-20W	CL	✓	±0	✓	-29	234	35M	✓	✓	432	7130	16:09	7070	1119	157.4	354.1	
			-17								219	:30	223		8.8	8.8	
62-13N 152-16W	CR	262	±0	262	-27	235	✓	✓	✓	427	7349	16:38	7293	1149	148.6	345.3	
NC 23			-18								218	:31	227		8.7	8.7	
61-07N 159-35W	✓	256	±0	256	-22	234	✓	✓	✓	426	7567	17:09	7520	1210	139.9	336.6	
NC 25			-07								155	:22	158		6.0	6.0	
58-40N 158-00W	✓	161	+1	162	-20	142	✓	✓	✓	437	7722	17:31	7678	1242	133.9	330.6	
			+04								247	:33	245		9.0	9.0	
58-34N 150-10W	✓	074	±0	074	-22	052	✓	✓	✓	448	7969	18:04	7923	1315	124.9	321.6	
NC 26 SIC			+04								248	:33	246		8.9	8.9	
60-00N 142-00W	✓	081	±0	081	-27	054	✓	✓	✓	✓	8217	18:37	8169	1348	116.0	312.7	
LIO			-01								39	:05	39		1.6	1.6	
59-31N 141-10W	CL	144	+1	145	-28	117	39M	✓	✓	443	8256	18:42	8208	1353	114.4	311.1	
NC 27			-01								280	:37	281		9.8	9.8	
55-34N 136-26W	CR	✓	+1	✓	✓	✓	✓	✓	✓	✓	8536	19:20	8489	1431	104.6	301.3	
NC 28			+02								201	:27	200		6.9	6.9	
52-42N 133-30W	✓	148	+2	150	-27	123	✓	✓	✓	446	8787	19:47	8689	1458	87.7	294.4	
			+05								172	:23	170		5.7	5.7	
53-34N 130-24W	✓	137	+2	139	-25	114	✓	✓	✓	449	8909	20:10	8859	1521	82.0	288.7	
NC 29			+05								172	:23	170		5.6	5.6	
48-22N 127-35W	✓	139	+2	141	-24	117	✓	✓	✓	✓	9081	20:33	9029	1544	86.4	283.1	

MISSION FLIGHT PLAN - CONTINUATION SHEET

1/16 + 1/8 POSTURE

FROM NC 29		FLT COND	T.C.	WIND D/V		T.H.	VAR	M.H.	TAS		G.S.	GND DIS		TIME	AIR DIS		ETA	FUEL FLW PLAN	
ROUTE				DRIFT	ALT				MACH	ACC GND DIS		ACC TIME	ACC AIR DIS		PRED FUEL REMAINING	GROSS WT			
98° 00'N 127.35W																		86.4	283.1
SIC				+04								86	:12	85				2.8	2.8
47-14N 126-16W		CR	142	+3	145	-23	122	39M	.77	444	448	9167	20:45	9114	1556		83.6	280.3	
TP				-03								18	:02	18					
47-00N 126-00W		CL	✓	+1	143	-22	121		✓	✓	441	9185	20:47	9132	1558				
L10				+02								27	:04	27				1.7	1.7
46-47N 125-25W		✓	119	+1	120	✓	098	41M	✓	✓	446	9212	20:51	9159	1602		81.9	278.6	
NC 32				+12								79	:10	77				2.5	2.5
46-10N 123-43W		✓	117	+2	119	✓	097		✓	✓	456	9291	21:01	9236	1612		79.4	276.1	
				+15								151	:20	146				4.7	4.7
45-07N 120-28W		✓	114	+2	116	-21	095		✓	✓	459	9442	21:21	9382	1632		74.7	271.4	
NC 33				+14								150	:19	146				4.6	4.6
43-59N 117-20W		✓	116	+2	118	-20	098		✓	✓	458	9592	21:40	9529	1651		70.1	266.8	
NC 34				+12								173	:23	169				5.3	5.3
42-35N 113-52W		✓	118	+2	120	-18	102		✓	✓	456	9765	22:03	9697	1714		64.8	261.5	
				+11								150	:20	146				4.5	4.5
41-04N 111-11W		✓	126	+2	128	-17	111		✓	✓	455	9915	22:23	9843	1784		60.3	257.0	
NC 35				+08								150	:20	148				4.5	4.5
39-30N 108-38W		✓	128	+2	130	-16	114		✓	✓	452	10065	22:43	9991	1754		55.8	252.5	
TP				+00								98	:13	98				2.9	2.9
38-27N 107-02W		✓	130	+1	131	-15	116		✓	✓	444	10163	22:56	10089	1807		52.9	249.6	
				-05								166	:23	168				5.0	5.0
35-53N 105-44W		✓	158	+1	159	-14	145		✓	✓	439	10329	23:19	10257	1830		47.9	244.6	
WALKER AFB NM				-07								166	:23	169				5.0	5.0
33-18N 104-32W		✓	✓	+0	158	-13	✓		✓	✓	437	10495	23:42	10426	1853		42.9	239.6	
1/8 POSTURE ONLY																		49.1	245.1
NC 22 END AIR				+14								240	:34	233				11.1	11.1
63-00N 143-00W		AR	180	+0	180	-31	149	30M	.68	400	414	7089	16:01	7028	1112		38.0	239.1	
ON LOAN																		62.0	62.0
				+00								11	:02	11				100.0	296.7
62-49N 142-56W		CR	171	+0	171	-30	141	30M	.77	444	444	7100	16:03	7039	1114				
SIC				+00								7	:01	7				.8	.8
62-42N 42-54W		✓	✓	+0	✓	✓	✓		✓	✓	✓	7107	16:04	7046	1115		99.2	259.9	
L10				-07								36	:05	37				2.3	2.3
62-07N 142-41W		CL	✓	+0	✓	-29	142	39M	✓	✓	437	7143	16:09	7083	1120		96.9	293.6	
NC 26				-07								129	:18	130				4.3	4.3
60-00N 142-00W		CR	✓	+1	172	✓	143		✓	✓	✓	7271	16:27	7213	1138		92.6	299.3	

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1/8 POSTURE

MISSION FLIGHT PLAN - CONTINUATION SHEET 1/2 ONLY

FROM NC 26 60-00N 142-00W ROUTE	FLY COND	T.C.	WIND D/V	T.H.	V.W.	M.H.	TEMP	IAS	T. A. S.	G. S.	OND DIS	TIME	AIR DIS	ETA	FUEL FLIGHT PLAN	
			DRIFT				ALT	MACH			ACC GND DIS	ACC TIME	ACC AIR DIS		PRED FUEL REMAINING	GROSS WT
			-02												92.6	289.3
57-49N 139-03W	CR	144	+1	145	-28	117	39M	.77	444	442	160	:22	161		5.3	5.3
NC 27			-02								7431	16:49	7374	1200	87.3	284.0
55-34N 136-26W	✓	146	+1	148	✓	120	✓	✓	✓	✓	160	:21	161		5.2	5.2
NC 28			+00								7591	17:10	7535	1221	82.1	278.8
52-42N 133-30W	✓	148	+1	149	-27	176	✓	✓	✓	444	200	:28	200		6.4	6.4
			+03								7791	17:32	7735	1249	75.7	272.4
50-34N 130-24W	✓	137	+1	138	-25	113	✓	✓	✓	447	172	:23	169		5.3	5.3
NC 29			+03								7963	18:01	7904	1312	70.4	267.1
48-22N 127-35W	✓	139	+2	141	-24	117	✓	✓	✓	✓	172	:23	169		5.3	5.3
SIC			+02								8135	18:24	8073	1335	65.1	261.8
47-14N 126-16W	✓	142	+2	144	-23	121	✓	✓	✓	446	87	:11	86		2.6	2.6
TP			-04								8222	18:35	8159	1376	62.5	259.2
47-00N 126-00W	CL	✓	+1	143	-22	✓	✓	✓	✓	440	17	:03	17		.5	.5
L10			+01								8239	18:38	8176	1377	62.0	258.7
46-47N 125-25W	✓	119	+1	120	✓	098	41M	✓	✓	445	27	:03	27		.8	.8
NC 32			+11								8266	18:41	8203	1352	61.2	257.9
46-10N 123-43W	CR	117	+2	119	✓	097	✓	✓	✓	455	80	:11	78		2.4	2.4
			+13								8346	18:52	8281	1403	58.8	255.5
45-07N 120-28W	✓	114	+2	116	-21	095	✓	✓	✓	457	150	:20	146		4.4	4.4
NC 33			+13								8496	19:12	8427	1423	54.4	251.1
43-59N 117-20W	✓	116	+2	118	-20	098	✓	✓	✓	✓	150	:19	146		4.3	4.3
NC 34			+10								8646	19:31	8573	1442	50.1	246.8
42-35N 113-52W	✓	118	+2	120	-18	102	✓	✓	✓	454	173	:23	169		5.0	5.0
			+10								8819	19:54	8742	1505	45.1	241.8
41-04N 111-11W	✓	126	+2	128	-17	111	✓	✓	✓	✓	150	:20	147		4.3	4.3
NC 35			+06								8969	20:14	8889	1525	40.8	237.5
39-30N 108-38W	✓	128	+2	130	-16	114	✓	✓	✓	450	151	:20	149		4.3	4.3
TP			+00								9120	20:34	9038	1545	36.5	233.2
38-27N 107-02W	✓	130	+1	131	-15	116	✓	✓	✓	444	97	:13	97		2.8	2.8
			-05								9217	20:57	9135	1558	33.7	230.4
35-53N 105-44W	✓	158	+1	159	-14	145	✓	✓	✓	439	167	:23	168		4.7	4.7
WALKER AFB NM			-07								9384	21:10	9303	1621	29.0	225.7
33-18N 104-32W	✓	✓	+0	159	-13	✓	✓	✓	✓	437	166	:23	167		4.7	4.7
											9530	21:33	9472	1649	24.3	221.0

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VI POSTURE

SECRET

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

APPENDIX 6

ANNEX B

6SAW CREW FLIMSY 23-63

AIR REFUELING

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

a. Black Goat:

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

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

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

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

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

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

b. Cold Coffee:

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

ARCT0908Z
ARCP67 OON 143 OOW
C/R Plan	ANDY KILO
True Course	180°
Altitude	30,000 ft*
Onload	124,000 lbs.
End A/R	63 OON 143 OOW
Time	37 minutes (S)

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

*Fairbanks jet advisory or Fairbanks Center may approve flight level

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10. IFR/VFR-ON-TOP CLEARANCE. Flight crews will not request IFR/VFR-on-top clearance for any portion of this operation. Approved instrument clearances of hard altitudes will be used for the complete mission. (U)

11. INSTRUMENT LETDOWN PLATES. It is mandatory that all aircraft have a complete file of instrument letdown plates on board to include all possible alternate landing airfields as well as all those along the line of flight. It will be the responsibility of the Air Training Officer, DCOT, to insure that all crews have practiced letdowns in the trainer, of the primary alternates as listed in this appendix prior to flight. (U)

12. PRIMARY ALTERNATES. (U)

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

13. SECONDARY ALTERNATES. (U)

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

14. EMERGENCY ALTERNATES. (U)

Argentia Newfoundland AB	7400 X 300	
Ernest Harmon AB	10000 X 200	
Frobisher AB, Canada	9000 X 200	
Goose AB, Labrador	11000 X 300	
Sondstrom AB, Greenland	9200 X 150	
Churchill AB, Canada	11200 X 165	
Anchorage Int., Alaska	10600 X 200	
Fairbanks Int., Alaska	10300 X 150	
Kodiak NAS, Alaska	7500 X 150	
King Salmon AFB, Alaska	7500 X 150	
Galena AFB, Alaska	6650 X 150	
Namao AB, Canada	14000 X 150	
Big Delta P, Alaska (no tower)	7500 X 150	
Yakutat P, Alaska (VFR only)	7800 X 150	
Gustavus P, Alaska (VFR only)	7500 X 150	
Ft Wainwright AFF, Alaska (VFR only)	6000 X 150	(U)

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6SAW Crew Flimsy 23-62
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White Horse RCAF NWT
Comox RCAF

7200 X 150
8000 X 200

(U)

15. CHANGE IN PACIFIC COASTAL ADIZ: (U)

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

16. ORBIT AREAS: (U)

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

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

a. Number two aircraft in cell will obtain clearance and make normal position reports. (U)

b. Aircraft will employ normal en route cell procedures until reaching 46-00N 50-50W at which time both aircraft will accomplish a level flight formation. Lead aircraft will continue normal plan, second aircraft will reduce speed dropping astern 2 NM and moving 1 NM to the right. Employ station keeping technique, descend to the same flight level as lead aircraft. Retain this formation until passing NC 16. (U)

c. After passing NC 16 return to normal tactical doctrine en route cell. Aircraft will accept minor deviations (plus or minus 2,000 ft.) from the flight altitude reservation if requested by ATC facilities until passing 65-00N. (U)

d. Aircraft may change positions for crew rest if desired. (U)

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

ALTITUDE RESERVATION FLIGHT PLAN

MISSION NAME GEORGE DOME INDOC	FAA-JCS PRIORITY 2	NO-NOTICE <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	EXECUTED BY SAC
ALTERNATE TACTICAL CALL SIGN FROM CURRENT VCSL	B. AIRCRAFT (No. and Type) 1 B-52	C. POINT OF DEPARTURE KRSW	

D. ROUTE, ALTITUDE AND TIME INFORMATION (Indicate in following order, and in narrative (paragraph) form: Altitude(s) to next fix, name of fix, ETE (Enter hours & minutes from take-off; Example, "0100" for one hour six minutes, etc.). SPECIFY START CLIMB/DESCENT POINTS AND LEVEL OFF POINTS AS THEY OCCUR IN SEQUENCE. Continue repeating sequence until reaching Rom B.)

13 OR SW T/O 270 GRD @ LMA 336 RADIAL LVLOF AT LVS 156/50 (1945Z); LVS VOR 1952Z;
 CLMB TO 330 LVLOF AT LVS 092/31 (1956Z); AMA 229/96 (2005Z) ENTER INSTRUMENT AREA
 BEYOND BY AMA 229/96, ROW VOR, AMA 200/98 FEET AT AMA 229/96 AT 2025Z; PNC 236/46
 (2103Z); SGF 281/52 (2133Z); FAN 030/32 (2156Z); LOU 355/30 (2222Z); LEX 060/25
 (2233Z); GRW 288/52 HOLD CONTINUED ONE MIN LMS RIGHT TURNS DEPART AT 2241Z; PIT
 175/44 (2300Z); PSE 164/60 (2315Z); ALB 043/63 (2354Z); PLB 102/80 (0006Z); DSND
 290 LVLOF AT BGR 286/93 (0009Z); BGR 190/70 (0026Z); CLMB 310 LVLOF WITHIN 20NM.
 AIRFL BLACK GOAT AREA 4300N 6700W (0037Z) 4131N 6400W (0100Z); CLMB 330 LVLOF
 AT 4143N 6330W (0104Z); 4357N 5730W (0142Z); 4552N 5121W (0218Z); CLMB 350 LVLOF AT
 4557N 5100W (0220Z); 4600N 5050W (0215Z) 5032N 5308W (0302Z); 5500N 5555W (0342Z);
 5731N 5749W (0405Z); 6000N 6000W (0420Z); CLMB 370 LVLOF AT 6015N 6004W (0430Z);
 6407N 6048W (0508Z); 6730N 6120W (0529Z); 7000N 6200W (0549Z); 7300N 6220W (0614Z);
 7630N 6300W (0642Z); 8128N 6027W (0722Z); 8200N 6000W (0727Z); 8345N 6000W (0741Z);
 CLMB 390 LVLOF AT 8400N 6000W (0743Z); 8252N 10347W (0824Z); 7915N 12634W (0904Z);
 7606N 13452W (0934Z); 7247N 14005W (1003Z); 7100N 14207W (1019Z); 7005N 14300W
 (1027Z) 6930N 14300W HOLD NORTH ONE MIN PATTERN RIGHT TURNS DEPART AT 1032Z;
 6820N 14300W (1041Z); DSND 290/330 LVLOF 6700N 14300W ARCP 1052Z; AIRFL GOLD COFFEE
 AREA 6300N 14300W ENR AIRFL 1126Z; CLMB 350 LVLOF AT 6255N 14430W (1133Z); 6213N
 15216W (1203Z); 6107N 15935W (1234Z); 5840N 15600W (1256Z); 5935N 15010W (1329Z);
 6000N 14200W (1402Z) CLMB 390 LVLOF AT 5928N 14115W (1407Z); 5534N 13626W (1445Z);
 5242N 13330W (1512Z); 5034N 13024W (1535Z); 4822N 12735W (1558Z); 4714N 12616W (1610Z)
 CLMB 410 4700N 12600W (1612Z) LVLOF AT 4647N 12525W (1616Z) PDX 277/53 (1626Z) BOI
 278/50 (1705Z) MLD 273/67 (1720Z) CST 357/27 (1808Z) ALS 306/88 (1821Z) LVS 282/31
 (1744Z) ROW VOR 1907Z.

AMEND 4, APPENDIX 9, ANNEX B, 6SAM CREW FLINSY 23-63, 1 Aug 62

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(If additional space is needed for any item, continue on blank 8" x 10" sheets and identify item.)

ALTITUDE RESERVATION FLIGHT PLAN (CONTINUED)						MISSION NAME / PRIORITY	
UNIT TACTICAL CALL EAST GHOST TOLL						AIRCRAFT NO. AND TYPE 1 B-52	
E. DESTINATION KESH							
F. PROPOSED DEPARTURE TIME							
COLOR	NO.	EDT (Z-II Known)	ADMIS	COLOR	NO.	EDT (Z-II Known)	ADMIS
1/A	1	1000 DAILY 0000-1800 1 AUG 62					
G. TAs 1/A							
PASS TO ADC RADAR			PRIMARY REFUELING - AREAS/TRACKS		ALT REFUELING - AREAS/TRACKS		
SITE NAME		YES	NO				
TANDEL ANDRA		X		TANK 701/119 210 0500/100		1/A 1/A	
ECM CORRIDOR/S			REFUELING WITH NORTHWEST AND INTERCOMBAT FORCES				
START	STOP	REFUELING AREA AND/OR AIRSPACE RESERVATION		CLEARED BY CONTROLLING AGENCY			
1/A		ENTER BOX W 260 Y 102 Z 103		YES	NO	RESP OF EXECUTING AGENCY	
DEPARTURE PROCEDURE COORDINATED WITH <u> </u> ARTC						SAC SAC SAC	
			LIABILITY PERIOD/"E" HOUR 1/A				
PROJECT OFFICER WILLIAM T. GORHAM		ORGANIZATION 65AW		OFFICE PHONE 2180/33	HOME PHONE FI 741/2	DATE THIS FORM ACCOMPLISHED 11 JUL 62	
REMARKS <p>1. THIS AIRCRAFT IS NOT AIRCRAFT</p> <p>2. NO REPORT FOR RADAR ADVISORY SERVICE</p>							
AMEND 4, APPENDIX 9, ANNEX B, 65AW GROW FLIGHTS 23-63, 1 Aug 62						FORM 62-468	

REMARKS CONTINUED:

CODED POSITION REPORTS:

<u>NORTH COUNTRY</u>	<u>POSITION</u>	<u>TIME ZULU</u>
9	PIT 175/44	2300Z
10	PSB 164/60	2315Z
11	ALB 043/68	2354Z
12	4300N 6700W	0037Z
13	4131N 6400W	0100Z
14	4600N 5050W	0221Z
15	5500N 5555W	0342Z
16	6000N 6000W	0428Z
17	7000N 6200W	0549Z
18	7630N 6300W	0642Z
19	8400N 6000W	0743Z
20	7247N 14005W	1003Z
20A	7100N 14207W	1019Z
21	6700N 14300W	1052Z
22	6300N 14300W	1126Z
23	6107N 15935W	1234Z
25	5840N 15800W	1256Z
26	6000N 14200W	1402Z
27	5534N 13626W	1445Z
28	5242N 13330W	1512Z
29	4822N 12735W	1558Z
32	PDX 277/53	1625Z
33	BOI 278/50	1705Z
34	MLD 273/67	1728Z
35	GJT 357/27	1808Z

REMARKS CONTINUED:

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

LOW ROAD: IN EVENT AIRCRAFT LOSES HF RADIO PRIOR TO NORTH COUNTRY 17,
AIRCRAFT WILL PROCEED TO NORTH COUNTRY 17 THEN REQUEST FOLLOWING ROUTE ON

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

FROM NC 17: DSND TO 360 LVLOF AT 7003N 6220W (0642Z) 7000N 10000W
(0738Z); 7130N 12000W (0833Z); 7100N 13700W (0918Z); CLMB 370 LVLOF AT
7100N 13730W (0919Z); BTI VOR 0937Z; SHUTTLE BETWEEN BTI AND PBI DEPART
BTI ON PRIMARY ROUTE AND TIMING.

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

ALTITUDE RESERVATION FLIGHT PLAN

MISSION NAME HOME DONE 1/16 1/8	FAA-JCS PRIORITY 2	NO-NOTICE <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	EXECUTED BY SAC
A. UNIT TACTICAL CALL SIGN FROM CURRENT VCSL	B. AIRCRAFT (No. and Type) 1/16 1 B-52 1/8 2 B-52's	C. POINT OF DEPARTURE KRSW	

D. ROUTE, ALTITUDE AND TIME INFORMATION (Indicate in following order, and in narrative (paragraph) form: Altitude(s) to next fix, name of fix, ETE (Enter hours & minutes from take-off; Example, "0104" for one hour six minutes, etc.); SPECIFY START CLIMB/DESCENT POINTS AND LEVEL OFF POINTS AS THEY OCCUR IN SEQUENCE. Continue repeating sequence until reaching Rom E.)

NE OR SW T/O 270 CLMB ON LKR 336 RADIAL LVLOF AT LVS 156/50 1931Z; LVS VOR 1938Z;
 CLMB TO 330 LVLOF AT LVS 092/31 (1942Z); AMA 229/96 (1955Z) ENTER INSTRUMENT AREA
 BNDD BY AMA 229/96, ROW VOR, AMA 200/98 EXIT AT AMA 229/96 AT 2011Z; PNC 236/46 (2049Z)
 SGF 281/32 (2116Z); FAM 038/32 (2142Z); LOU 355/30 (2206Z); LEX 060/25 (2219Z); CRW
 288/52; HOLD SOUTHWEST ONE MIN LEGS RIGHT TURNS DEPART AT 2227Z; PIT 175/44
 (2246Z); PSB 164/60 (2301Z); ALB 043/68 (2340Z); PLB 102/60 (2352Z); DSND 290 LVLOF
 AT BGR 286/93 (2355Z); BGR 190/70 (0012Z); CLMB 310 LVLOF WITHIN 20 NM. AIRFL BLACK
 GOAT AREA 4300N 6700W (0023Z); 4131N 6400W (0046Z); CLMB 330 LVLOF AT 4143N 6330W
 (0050Z); 4357N 5738W (0128Z); 4552N 5121W (0204Z); CLMB 350 LVLOF AT 4557N 5100W
 (0206Z); 4600N 5050W (0207Z); 5032N 5308W (0248Z); 5500N 5555W (0328Z); 5731N 5749W
 (0351Z); 6000N 6000W (0414Z); CLMB 370 LVLOF AT 6015N 6000W (0416Z); 6459N 6048W
 (0454Z); 6730N 6120W (0515Z); 7000N 6200W (0535Z); 7300N 6220W (0600Z); 7630N 6300W
 (0628Z); 8128N 6027W (0708Z); 8200N 6000W (0713Z); 8345N 6000W (0727Z); CLMB 390
 LVLOF AT 8400N 6000W (0729Z); 8252N 10347W (0810Z); 7915N 12634W (0850Z); 7606N
 13452W (0920Z); 7247N 14005W (0949Z); 7100N 14207W (1005Z); 7005N 14300W (1013Z);
 6930N 14300W; HOLD NORTH ONE MIN PATTERN RIGHT TURNS DEPART AT 1017Z; 6820N 14300W
 (1027Z); DSND 290/330 LVLOF AT 6700N 14300W ARCP (1038Z); AIRFL GOLD COFFEE AREA
 6300N 14300W END AIRFL 1112Z.

1 16 ONLY

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

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

1/8 ONLY:

FROM 6300N 14300W 1112Z; CLMB 390 LVLOF AT 6207N 14241W (1120Z); 6000N 14200W
(1138Z); 5749N 13903W (1200Z); 5534N 13626W (1221Z); 5242N 13330W (1249Z); 5034N
13024W (1312Z); 4822N 12735W (1335Z); 4714N 12616W (1346Z); CLMB 410 TO 4700N 12600W
(1349Z) LVLOF AT 4647N 12525W (1352Z); PDX 277/53 1403Z; BOI 278/53 1442Z; MLD 273/67
1505Z; GJT 357/27 1545Z; ALS 306/88 1558Z; LVS 282/31 1621Z; ROW VOR 1644Z.

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ANNEX B
6SAW CREW FLIMSY 23-63
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ALTITUDE RESERVATION FLIGHT PLAN (CONTINUED)						MISSION NAME / PRIORITY CHROME DOME 1/16 1/8		
UNIT TACTICAL CALL FRNT CURLETT VCSL				AIRCRAFT NO. AND TYPE 1/16 1 B-52 1/8 2 B-52's				
ESTINATION CSW								
F. PROPOSED DEPARTURE TIME								
COLOR	NO.	EDT (Z-If Known)	ADMIS	COLOR	NO.	EDT (Z-If Known)	ADMIS	
N/A	1/16 1	1911Z		N/A	2	1/8 1911Z	1 MIN	
G. TAS 4447								
PASS TO ADC RADAR			PRIMARY REFUELING - AREAS/TRACKS			ALT REFUELING - AREAS/TRACKS		
SITE NAME		YES	NO	BLACK COAT / 119 COLD COFFEE / 100			N/A N/A	
NO 001 RADIA		X						
ECM CORRIDOR/S			REFUELING WITH NORTHEAST AND NIELSON TASK FORCES					
START		STOP		REFUELING AREA AND/OR AIRSPACE RESERVATION		CLEARED BY CONTROLLING AGENCY		
N/A						YES	NO	RESP OF EXECUTING AGCY
DEPARTURE PROCEDURE COORDINATED WITH ALBQ				LIABILITY PERIOD/"E" HOUR N/A		SAC SAC SAC SAC		
PROJECT OFFICER		ORGANIZATION		OFFICE PHONE		HOME PHONE		DATE THIS FORM ACCOMPLISHED
CAPT N. E. SCHARMEN		6SAW		2180/33		FI-7-2142		11 Jul 62
REMARKS THROU ALL CHROME DOME AIRCRAFT. REQUEST FAA RADAR ADVISORY SERVICE. FOR 1/8 POSTURE: ADDITIONAL AIRCRAFT AS REQUIRED WILL LAUNCH ADMIS 1 MIN AND REQUIRE AN ADDITIONAL 500 FEET TO ALL FILED ALTITUDES EXCEPT THAT A SINGLE ALTITUDE WILL BE MAINTAINED FROM 4600M 5050M TO 6000M 6000M REMARKS CONTINUED								
AMEND 4, APPENDIX 9, ANNEX B, 6SAW CREW FLIMSY 23-63, 1 Aug 62								

6 SAW REMARKS CONTINUED.

<u>NORTH COUNTRY</u>	<u>POSITION</u>	<u>1/16 TIME ZULU</u>	<u>1/8 TIME ZULU</u>
9	PIT 175/44	2246Z	2246Z
10	PSB 164/60	2301Z	2301Z
11	ALB 043/68	2340Z	2340Z
12	4300N 6700W	0023Z	0023Z
13	4131N 6400W	0046Z	0046Z
14	4600N 5050W	0207Z	0207Z
15	5500N 5555W	0328Z	0328Z
16	6000N 6000W	0414Z	0414Z
17	7000N 6200W	0535Z	0535Z
18	7630N 6300W	0628Z	0628Z
19	8400N 6000W	0729Z	0729Z
20	7247N 14005W	0949Z	0949Z
20A	7100N 14207W	1005Z	1005Z
21	6700N 14300W	1038Z	1038Z
22	6300N 14300W	1112Z	1112Z
23	6107N 15935W	1220Z	
25	5840N 15800W	1242Z	
26	6000N 14200W	1348Z	1138Z
27	5534N 13626W	1431Z	1221Z
28	5242N 13330W	1458Z	1249Z
29	4822N 12735W	1544Z	1335Z
32	PDX 277/53	1612Z	1403Z
33	BOI 278/50	1651Z	1442Z
34	MLD 273/67	1714Z	1505Z
35	GJT 357/27	1754Z	1545Z

6SAW REMARKS CONTINUED:

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

LOW ROAD: IN EVENT ACFT LOSES HF RADIO PRIOR TO NORTH COUNTRY 17, ACFT WILL PROCEED TO NORTH COUNTRY 17 THEN REQUEST FOLLOWING ROUTE IN INDVL FLIGHT PLAN BASIS FROM GOOSE CNTR. ROUTE WILL BE AS FOLLOWS: FROM NC17. DSND TO 360 LVLOF AT 7003N 6220W; 7100N 8000W (0628Z); 7000N 10000W (0724Z); 7130N 12900W (0819Z); 7100N 13700W (0904Z); CLMB 370 LVLOF AT 7100N 13730W (0905Z); BTI VOR 0923Z; SHUTTLE BETWEEN BTI AND PBI DEPART BTI ON PRIMARY ROUTE AND TIMING.

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

13

DCOT 62-468

SECRET

JFC005JPA215TNB907

OC RUWBJL RUWBJM RUWBJP RUWCKA RUMBKB RUWEND RUMBNG RUMBSZ RUCSER

DE RUWEN 3A

O P 070059Z

FM 15AF MARCH AFB CALIF

TO RUCSER/SAC

INFO ROMEO TWO

ROMEO THREE

BT

SECRET DOPM 2295.

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

PART I. BOMBERS:

UNIT	STATION	PLAND ALERT	RECD ADJ	SORTIE NRS	MATCH T/B	REASON
5	TRAVIS	8	1	8	916/110	PERM TNK DECD
6	WALKER	8	2	1-5	905/102	GD

BO

07/0100Z AUG RUWBKN

NNNN

SECRET

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

CREW FLIMSY

11-63

"SKY SHIELD III"

(SPECIAL HANDLING REQUIRED - NOT RELEASABLE TO FOREIGN NATIONALS)

DCOT CONTROL NO. 62-524

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

6SAW CREW FLIMSY 11-63

WARNING PAGE

RECORD OF AMENDMENTS

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6SAW CREW FLIMSY 11-63

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

ADMINISTRATIVE AND SECURITY INSTRUCTIONS

1. TITLE. (U)

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

2. EFFECTIVE DATE. (U)

This crew flimsy is effective upon receipt. (U)

3. NICKNAME. (U)

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

4. PRIMARY OFFICE OF INTEREST. (U)

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

5. SUPPORTING ORDERS. (U)

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

6. CLASSIFICATION. (U)

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

7. SPECIAL HANDLING. (U)

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

8. AMENDMENTS. (U)

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

9. DEFINITIONS AND ABBREVIATIONS. (U)

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

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

6SAW CREW FLIMSY 11-63

"SKY SHIELD III"

CHARTS AND MAP REFERENCES: As Required. (U)

TASK ORGANIZATIONS: (U)

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

1. GENERAL SITUATION: The JCS has directed that SAC participate with NORAD and other commands in a large scale air defense exercise during fiscal year 1963. The mission is designed to simulate a realistic aggressor attack upon the North American continent and will exercise all possible NORAD components and systems including the defensive ground environment as well as manned interceptors. The exercise environment and mission objectives require the grounding of non-exercise air traffic, except airborne alert indoctrination and emergency flights, during the exercise. Caution must be exercised by all concerned to insure that any analysis of the exercise is not construed as a command capability test. The unclassified nickname for this exercise is "Sky Shield III," E day 2 Sep 62. (S)

a. Intelligence: SACM 55-12 applies. (U)

b. Friendly forces: (U)

(1) MATS: (U)

(a) Provide on call search, rescue and allied support within applicable areas of aircraft movement. (U)

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(2) AFCS: (U)

(a) Provide communications support within applicable areas of aircraft movement. (U)

(b) Provide communications security of SAC flight plans and movement of SAC aircraft. (U)

(3) AWS: Provide weather support in accordance with Appendix VI, Annex "A", SAC Operations Order 11-63. (U)

(4) AAC: Provide and/or arrange for on call search/rescue and normal communications support within applicable areas of movement. (U)

(5) NORAD: (U)

(a) Maintain the capability of identifying the SAC force, other exercise faker aircraft and/or possible hostile action. (U)

(b) Disseminate the SAC recall procedures and emergency "stop buzzer/stop stream" and "resume buzzer/resume stream" control words to applicable NORAD personnel. (U)

(c) Insure that interceptor activity is planned and conducted in accordance with SAC/NORAD Regulation 51-6. (U)

1. Intercepts are not authorized against SAC aircraft when either interceptor or bomber are armed. (U)

(d) Insure that separation between aircraft of other faker forces, that may participate in conjunction with NORAD exercises, and SAC aircraft is planned and maintained in accordance with SACM 55-3. (U)

(e) Coordinate with FAA/DOT facilities in providing assistance to SAC aircraft that may abort or experience other emergencies. (U)

2. MISSION: (U)

a. To simulate an aggressor attack upon the North American Continent, providing a realistic large scale training exercise for NORAD units. (U)

b. To exercise and analyze certain SAC penetration tactics and equipment within a defined area, in a realistic environment, against a current defense system. (C)

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3. TASKS FOR SUBORDINATE UNITS: (U)

✓ a. 24th and 39th Bomb Squadrons will: Provide aircrews to support this operation. (U)

✓ b. 6th Air Refueling Squadron will: Provide aircrews and aircraft for support of 6th Strategic aerospace Wing bombardment sorties. (U)

c. 6th Combat support Group, 6th Field Maintenance, 6th A&E Maintenance, 6th Organizational Maintenance, and 37th Munitions Maintenance Squadrons will: Provide facilities, security personnel, aircraft, and equipment to support this exercise. (U)

d. 6th Centralized Scheduling will: Provide additional training requirements as required. (U)

e. 812th Medical Group will: Furnish required medical support as required. (U)

x. GENERAL INSTRUCTIONS: (U)

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

(2) Purpose: (U)

(a) To provide a large scale training mission for NORAD that will exercise the complete air defense system. (U)

(b) To realistically exercise and analyze certain SAC penetrations within a defended area. (U)

(3) Responsibilities: (U)

(a) NORAD has the overall responsibility for the basic planning and coordination of the exercise. (U)

(4) Planning Factors: (U)

(a) This is a pre-planned mission for SAC units. The "no-notice" aspect pertains to NORAD and its components only.

✓ (b) To avoid air traffic conflicts, the 6SAW will limit or adjust flying schedules of non-participating aircraft prior to and after grounding period. (U)

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(c) Nuclear weapons will not be loaded nor carried by participating aircraft. (U)

(d) Gunnery will not be conducted on this exercise. (U)

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

(f) Numbered air force will monitor emergency air refueling support in accordance with part one, Chapter 5, par. 5, SACM 55-12. (U)

(5) Public Release of Information: (U)

(a) No release of information concerning any aspect of this exercise is authorized without the specific and prior approval of the Director of Information, Hq SAC. (U)

(b) A detailed information plan for Sky Shield III will be provided to all units before the execution of this exercise. (U)

(6) To provide a realistic exercise environment and permit relative freedom of operations by both offensive and defensive forces, non-exercise air traffic, except emergency flights etc. will be denied use of the air space over the North American continent (excluding Mexico) during the exercise. Within the continental United States (excluding Alaska), this grounding period will be for a 5½ hr period, beginning 1900Z, 2 Sep 62 thru 0030Z 3 Sep 62. The grounding period within Alaskan airspace will be for a 3½ hr period, 1900 thru 2230 hrs 2 Sep 62. (C)

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

4. ADMINISTRATIVE AND LOGISTICAL INSTRUCTIONS: Will be in accordance with Annex "D", SAC Operations Order 11-63. (U)

5. COMMAND AND COMMUNICATIONS: (U)

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a. Command: Normal. (U)

b. Execution and Direction: (U)

(1) 6th Strategic Aerospace Wing forces participating in this exercise will be executed by CINCSAC. (U)

(2) Detailed execution instructions are contained in Appendix VII, Annex "A" of SAC Operations Order. (U)

c. Communications: See Annex "B." (U)

ERNEST C. EDDY
Colonel, USAF
Commander

ANNEX

A - Air Operations
B - Communications

OFFICIAL:

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

DISTRIBUTION:

47 Strat Aerospace Wg. 6 Strat Aerospace Wg: C, DCO, DCOT, DCOTP 3, DCOCE, DCOP, DCM, DCOTBO 2, IXO 4, 24BS 5, 39BS 5, 6ARS 5, 6FMS 2, BC, 6OMS 2, 6AEMS 2, 37MMS, 201OCS, Det 15 9 Wea. Total 41

6SAW CREW FLIMSY 11-63
20 August 1962

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

ANNEX "A"

TO

6SAW CREW FLIMSY 11-63

AIR OPERATIONS

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

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

ANNEX "A"

6SAW CREW FLIMSY 11-63

AIR OPERATIONS

1. GENERAL CONCEPT:

a. Objectives:

(1) Sky Shield III has two basic objectives. Although these objectives mutually complement each other, one is primarily a SAC objective, the other a NORAD objective. (U)

(a) SAC's primary objective is to exercise, analyze, and evaluate certain penetration tactics within a realistic environment, emphasizing super-sonic strike concepts mutually supported by ECM and low level sub-sonic attacks. The accomplishment of this objective requires not only successful execution of the mission, precise flying of the planned routes and strict adherence to tactics outlined herein, but also requires extensive collection of valid data (outlined in Appendix 4 to this Annex) upon which the analysis and evaluation will be based. (C)

(b) NORAD's primary objective will be to provide the entire NORAD system and its components with maximum air defense training exercise. The mission is designed to realistically exercise the ability of the defense system to identify, intercept, and deter an "aggressor" force. (C)

b. The basic design of the exercise incorporates a near simultaneous penetration of the HHCL by strike aircraft. All strike aircraft will withdraw beyond the HHCL prior to turning inbound as strike aircraft. (C)

(1) The basic HHCL time for this exercise is 1930Z 2 Sep 62. This is the approximate time the first strike sortie crosses the HHCL. A maximum number of sorties have been planned to cross the HHCL within a minimum period of time. (C)

d. Due to the magnitude of the exercise, the mass penetrations and saturation of altitudes and certain areas, flight plan tolerances are

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

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

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

3. ABORT PROCEDURES: (U)

a. Prior to 1900Z, 2 September 1962, aircraft, other than exercise aircraft, will be utilizing air space. Aborts and other deviations from approved flight plans will require a change of flight plan and clearance by the appropriate FAA/DOT facility. (U)

b. From 1900Z, 2 September 1962, to 0030Z, 3 September 1962, all non-exercise air traffic, except flights of emergency nature, etc. will be grounded. During this time, neither FAA nor DOT will be responsible for separation to air traffic. FAA and DOT will, to maximum extent possible, maintain plots of all known air traffic and will issue advisory services to requesting aircraft. (U)

c. To assist in providing safe abort procedures and safe abort routes, 20,000 feet has not been planned for use during the en route portion of any SAC sortie (climbs and descents through 20,000 feet are planned during entry to and exit from low level routes and air refueling operations). Headquarters SAC has requested that other participating commands also leave this altitude free of planned exercise air traffic. (U)

d. If the decision is made that "abort" is necessary, the pilot in command will break radio silence and attempt communications contact with the appropriate air traffic agency and ADC facility and: (U)

(1) State intentions and request advisory service. (U)

(2) Cease ECM and chaff. (U)

(3) Turn SIF "ON," Mode 1 and Mode 3 Code 00 or as requested by Air Traffic/Air Defense. (U)

(4) Providing the nature or the cause of abort or emergency permits, the aircraft should remain on the planned route/altitude as indicated in SAC Form 121, or, if VFR, remain VFR or VFR on TOP, until receipt of advisory instructions. (U)

(5) If the nature of the emergency dictates urgent action for safety of crew or aircraft and/or communications with the advisory

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

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

4. TRAINING: (U)

3. 6th Strategic Aerospace Wing DCOTAT will compile the required training report outlined in page 8, Annex A, SAC OPOD 11-63 and forward to reach Hq SAC not later than seven days after mission completion. Report will be forwarded in two copies (1 DOOTTP and 1 DOOTOE). (U)

(1) Since the 24th and 39th Bomb Squadrons are CCTS, incentive credits will be applicable. (U)

(2) Bomber crews will receive "Big Blast" credit for all activity meeting the criteria of SACR 50-8. (U)

(3) Crews may take credit for abbreviated navigation legs and any navigation leg flown which meets the requirement of SACR 51-11. (U)

5. RECALL PROCEDURES: Par. 4d, Chapter 3, Part 1, SACM 55-12 and Annex "B" of this flimsy will apply. (U)

a. Recall word for all SAC forces is "Tight Fit." (C)

b. Aircraft that have passed the "turn around" point and have become strike aircraft will continue to destination via the exercise flight plan route, unless other instructions are contained in the recall message. (C)

c. Aircraft that have not reached the turn around point will contact the closest ADC, FAA, or DOT facility for instructions upon receipt of recall message. Unless the aircraft is VFR or VFR on Top no deviations from the approved flight plan should be made until receipt of instructions from the ground facility. (U)

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

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

APPENDIX 1

ANNEX "A"

TO

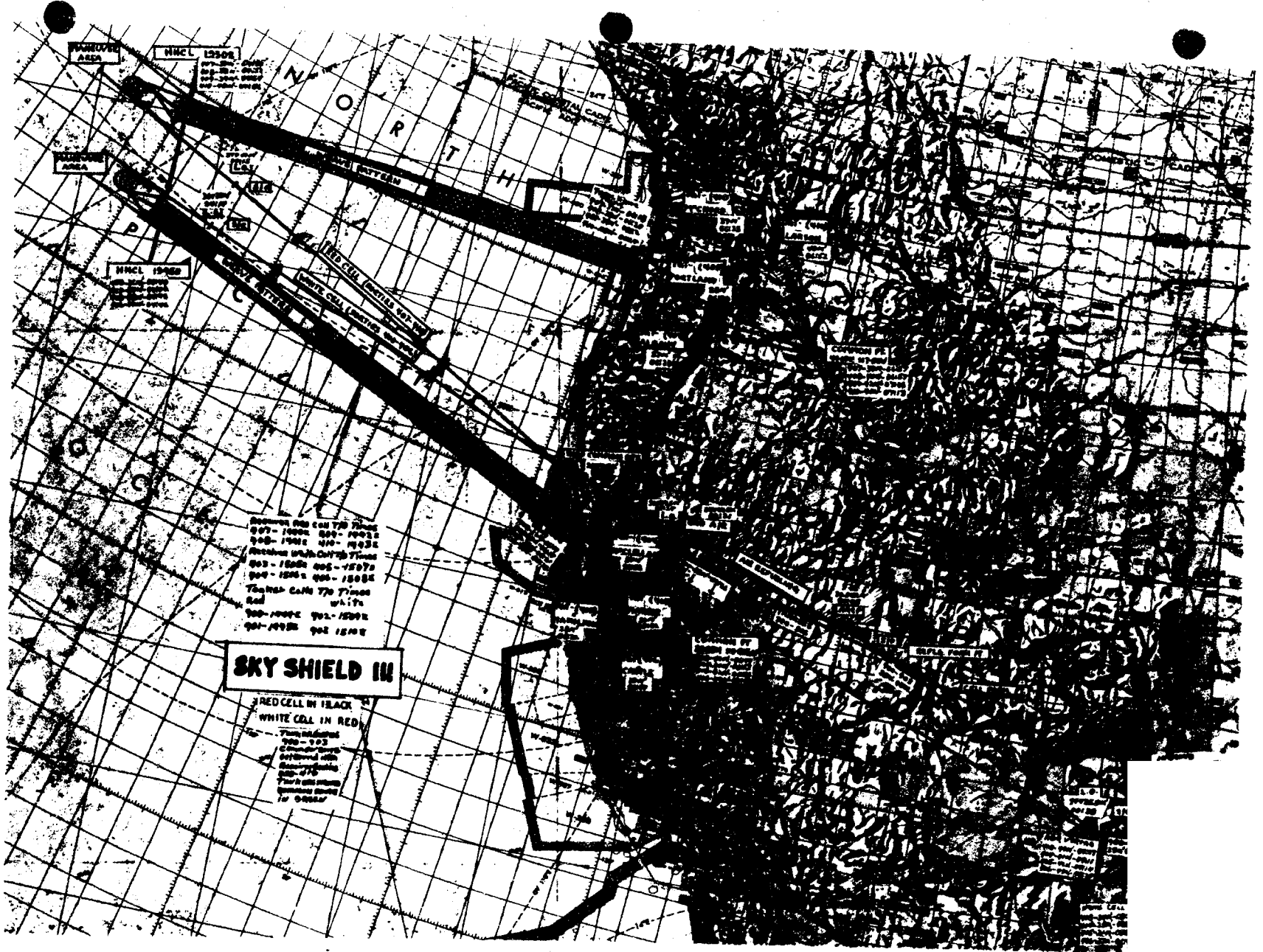
6SAW CREW FLIMSY 11-63

ROUTE PICTURE

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

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APP 1 ANNEX 1 6201 62-254



SKY SHIELD III

RED CELL IN BLACK
 WHITE CELL IN RED

These cells are
 900-903
 904-907
 908-911
 912-915
 916-919
 920-923
 924-927
 928-931
 932-935
 936-939
 940-943
 944-947
 948-951
 952-955
 956-959
 960-963
 964-967
 968-971
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 976-979
 980-983
 984-987
 988-991
 992-995
 996-999

Receives 900 640 700 71000
 907-1000 840-10000
 908-1000 840-10000
 Receives 900 640 700 71000
 903-1000 840-10000
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HEADQUARTERS 6TH STRATEGIC AEROSPACE WING
Walker Air Force Base, New Mexico
20 August 1962

APPENDIX 2

ANNEX "A"

TO

6SAW CREW FLIMSY 11-63

FLOW CHART

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

DCOT 62-254

SKY SHIELD III

W/C NAME TAIL NO.	TACTICAL CALL SIGN	MISSION CALL SIGN	T/O	ARCP	END A/R	HHCL	CAMERA TGTS	ROW VOR
RHODES 120	B-52 LOBE 52	RED 3 BAR 407	02/1440	02/1625	02/1700	02/1930	ALBANY 02/2107	02/2338
YUPCAVAGE 121	B-52 LOBE 54	RED 4 BAR 408	02/1441	02/1625	02/1700	02/1932	PORTLAND 02/2110	02/2339
SIMPSON 648	B-52 LOBE 43	RED 5 BAR 409	02/1442	02/1625	02/1700	02/1934	MCCHORD AFB 02/2115	02/2348
STONE 649	B-52 LOBE 41	RED 6 BAR 410	02/1443	02/1625	02/1700	02/1936	LARSON AFB 2132	02/2355
1439	KC-135 JOSH 35	RED 1 BAR 900	02/1444	02/1625	02/1700			02/1851
1443	KC-135 JOSH 15	RED 2 BAR 901	02/1445	02/1625	02/1700			02/1852
MACFAWN 645	B-52 LOBE 11	WHITE 3 BAR 403	02/1505	02/1650	02/1725	02/1945	MATHER AFB 02/2137	02/2334
TCHAM 706	B-52 LOBE 31	WHITE 4 BAR 404	02/1506	02/1650	02/1725	02/1947	MCCLELLAND AFB 02/2137	02/2337
PARTIN 655	B-52 LOBE 50	WHITE 5 BAR 405	02/1507	02/1650	02/1725	02/1948	HAMILTON AFB 02/2137	02/2338
BOZEMAN 115	B-52 LOBE 49	WHITE 6 BAR 406	02/1508	02/1650	02/1725	02/1951	CASTLE AFB 02/2152	02/2348
1450	KC-135 JOSH 22	WHITE 1 BAR 902	02/1509	02/1650	02/1725			02/1916
1467	KC-135 JOSH 12	WHITE 2 BAR 903	02/1510	02/1650	02/1725			02/1917

FLOW CHART (U)

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

.DCOT 62-524

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

APPENDIX 3

ANNEX "A"

TO

6SAW CREW FLIMSY 11-63

FLIGHT PLANS

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

DCOT 62-254

App. 3 ANNEX A 65AW 11-63 20 Aug 62 DCOT 62-52A

MISSION FLIGHT PLAN		O. O. AND NICKNAME	UNIT	TYPE ACFT	WAVE	CELL CALL SIGN	REMARKS
		SKYSHIELD #7	65AW	R-52			
POUNDS				BUMDS			RUNWAY
ACFT BASIC	171500		BOMBS				PRESSURE ALT 3650' LENGTH 13000' AIR TEMP 61°
CREW	2160		AMMO				CRITICAL FIELD LENGTH 8950' CRITICAL AIR TEMP 107°
OIL	986	#7	WATER AUG	2500			TAKE-OFF DISTANCE 8250' TAKE-OFF SPEED 145.5K
ATO			STATIC	399500	NR FULL ATO REQUIRED		CRITICAL WIND COMPONENT
RACK			START ENGINES AND TAXI FUEL ALLOWANCE	-4000	NR EMPTY ATO REQUIRED		1ST LEG 2ND LEG 3RD LEG
EXT TANKS WEIGHT (EMPTY)	2590		TAKE-OFF GROSS	395500	ATO FIRING SPEED		-200K -116K
MISCELLANEOUS	664						
CHAFF	1100	TOTAL FUEL					
OPERATING	179000	218000					

PRE-FLIGHT PLAN

FROM/TO ROUTE	FLY COND	T. C.	TWC	T. H.	V. R.	M. H.	TEMP	IAS	T. A. S.	G. S.	GND DIS	TIME	AIR DIS	Red	FUEL FLIGHT PLAN	
															PRED FUEL REMAINING	GROSS WT
33-17N 104-32W															2780	399.5
ROUTE			DRIFT				ALT	MACH			ACC GND DIS	ACC TIME	ACC AIR DIS	ETA	2.0	10.5
SETTDL							3.7				10	03	10	509	210.0	389.0
1/10			-10				280				120	18	123	501	12.0	12.0
35-06N 104-59W	CL	349					27-28.5	1.45	410	400	130	21	133	516	148.0	372.0
Low Pegasus TOR			-22								35	05	37	508	1.7	1.7
35-39N 105-08W	CR	349					27-28.5		420	398	165	26	170	531	196.3	375.3
5/10			-25								58	08	61	524	2.4	2.4
36-08N 106-08W	✓	296					27-28.5		444	419	223	34	231	537	192.9	372.2
1/10			-25								29	04	30	529	2.5	2.5
36-21N 106-42W	CL	295					27-28.5		444	419	252	58	261	528	191.4	372
Call Formation Pt			-25					247			207	35	221	563	9.2	
37-41N 110-42W	CR	294						1.45	390	355	454	01:13	482	419	182.2	36
Air Receiving Form Pt.			-25								117	17	125	410	5.1	
37-22N 113-01W	✓	291							77	444	419	576	01:30	607	177.1	28
3/10			-25								20	03	21	413	.9	9
38-28N 113-25W	✓	290							✓	✓	596	01:33	628	638	176.2	35.2
1/10			-23					255			80	12	85	625	3.8	3.1
38-53N 115-02W	✓	289					30.5-32	1.45	420	397	676	01:45	713	650	172.4	35.6
End Air Receiving			-23								180	15	106	640	6.4	6
39-23N 117-06W	AR	287					33-33.5		425	402	776	02:00	819	676	166.0	34.5
															15.0	15.0
OK LOAD															181.0	360.0
End Receiving Pt 3/10			-23					255			140	121	149	670	6.5	6.5
40-00N 120-00W	CR	286					33-33.5	1.45	425	402	916	02:21	968	726	170.5	353.5
			-25								21	03	22	670	1.2	1.2
40-15N 120-27W	CL	284					36-37.5	1.65	440	415	937	02:24	990	679	173.3	352.3
Fortuna TOR			-25								177	25	178	679	2.4	2.4
40-49N 124-14W	CR	282					36-37.5	1.77	444	419	1114	02:49	1178	678	165.9	344.9

Air Force - SAC, ORT 0-1049(S)

MISSION FLIGHT PLAN - CONTINUATION SHEET

FROM SORTIES		FLT COMB	T.C.	TWC			T.M.	VAR	M.H.	TEMP	IAS	T. A. S.	G. S.	GND DIS	TIME	AIR DIS	ETA	FUEL FLIGHT PLAN	
ROUTE				DRIFT														ALT	MACH
407 408 409 410																			
Polina VOR																			
40-40N 124-14W														1114	02:49	1178	170	165.9	3
														276	139	289		11.2	
42-18N 130-00W		CR	279						36-37.5	.77	444	421		1390	03:28	1467	188	154.7	3
S/C														319	145	333		12.5	
47-32N 137-00W		✓	285						✓	✓	✓	✓		1709	04:13	1800	183	142.2	3
H/O														14	103	15		1.5	
47-34N 137-20W		CL	281						37-40	✓	✓	✓		1723	04:15	1815	185	140.7	
SORTIE 407																			
T.P (Planning)																			
44-03N 141-15W		CR	280						37	.77	444	421		172	:24	181		6.6	6.6
SP Wave Tactics														1895	04:39	1996	199	134.1	313.1
														78	:09	73	CT	2.6	2.6
44-10N 140-01W		✓	102						✓	✓	✓	475		1973	04:48	2069	1920	131.5	310.5
H/CL														15	:02	14	CT	.5	.5
44-20N 139-47W		✓	052						✓	✓	✓	✓		1988	04:50	2088	1930	131.0	310.0
SORTIE 408																			
T.P (Planning)																			
44-04N 141-26W		CR	280						38	.77	444	421		179	:25	188		6.8	6.8
SP Wave Tactics														1902	04:40	2003	1900	133.9	312.9
														84	:10	79	CT	2.7	2.7
44-25N 140-10W		✓	086						✓	✓	✓	475		1986	04:50	2082	1930	131.2	310.2
H/CL														19	:02	13		.5	.5
44-25N 139-54W		✓	052						✓	✓	✓	✓		2000	04:52	2095	1930	130.7	309.7
SORTIE 409																			
T.P Planning																			
44-05N 141-35W		CR	280						39	.77	444	421		186	:26	195		7.0	7.0
SP Wave Tactics														1909	04:41	2010	1920	133.7	312.7
														92	:11	87	CT	3.1	3.1
44-43N 140-14W		✓	072						✓	✓	✓	475		2001	04:52	2097	1930	130.6	309.6
H/CL														13	:02	12		.4	.4
44-39N 139-56W		✓	105						✓	✓	✓	✓		2014	04:54	2109	1930	130.2	309.2
SORTIE 410																			
T.P Planning																			
44-06N 141-46W		CR	280						40	.77	444	421		193	:27	202		7.4	7.4
SP Wave Tactics														1916	04:42	2017	1920	133.3	312.3
														99	:12	94	CT	3.4	3.4
44-25N 140-10W		✓	088						✓	✓	✓	475		2015	04:54	2111	1930	129.9	308.9
H/CL														15	:02	14		.5	.5
44-20N 139-47W		✓	105						✓	✓	✓	✓		2030	04:56	2125	1930	129.4	308.4

APP. 3 ANNEX A 69AW 11-63 20 AUG 68 DCOT 62-524 PAGE 2

Red Call

MISSION FLIGHT PLAN CONTINUATION SHEET																	
FROM	ROUTE	FLT COND	T.C.	TWC DRIFT	T.H.	VAR	M.H.	TEMP	IAS	T. A. S.	G. S.	GND DIS	TIME	AIR DIS	ETA	FUEL FLIGHT PLAN	
								ALT	MACH			ACC GND DIS	ACC TIME	ACC AIR DIS		PRED FUEL REMAINING	GROSS WT
44-20N 139-47W																1310	3100
SORTIE 407																	
44-56N 138-42W		CR	051	+31				370	77	444	475	2046	04:57	2138	1977		
44-36N 136-54W		✓	105	✓				✓	✓	✓	✓	2119	05:09	2207	1986		
45-21N 135-34W		✓	054	✓				✓	✓	✓	✓	2192	05:15	2276	1984		
44-57N 133-53W		✓	107	✓				✓	✓	✓	✓	2265	05:24	2345	2003	23.2	23.2
45-40N 132-23W		✓	056	✓				✓	✓	✓	✓	2338	05:35	2414	2011		
45-14N 130-43W		✓	109	✓				✓	✓	✓	✓	2411	05:42	2483	2011		
45-57N 129-11W		✓	058	✓				✓	✓	✓	✓	2485	05:51	2552	2020		
45-25N 127-31W		✓	111	✓				✓	✓	✓	✓	2557	06:00	2621	2024		
46-01N 125-57W		✓	060	✓				✓	✓	✓	✓	2670	06:09	2690	2028		
Team. Wave Tactics		✓		✓				✓	✓	✓	✓	2703	06:17	2754	2032	107.8	286.8
45-24N 124-25W		✓	113	✓				✓	✓	✓	✓	2725	06:20	2808	2037	2.2	2.3
Fort. ALBANY SIC		✓		✓				✓	✓	✓	✓	2728	06:28	2827	2047	105.5	284.5
44-37N 123-05W		✓	136	✓				✓	✓	✓	✓	2720	06:25	2814	2047	1.9	1.9
LHO																	
44-25N 122-37W		CL	085	✓				390	77	444	✓	2798	06:31	2846	2110	104.7	283.7
Common Route Pt				✓								207	06:26	2810		6.2	6.2
44-50N 117-50W		CR	✓					✓	✓	✓	✓	3005	06:57	3036	2136	98.5	277.5
Las Vegas VORTAC				+24				✓	✓	✓	✓	805	07:44	2763		23.8	23.8
35-39N 105-08W		✓	133	✓				✓	✓	✓	468	3810	08:41	3794	2200	74.7	253.7
Roswell VOR		✓		✓				✓	✓	✓	✓	141	08:18	3734		4.1	4.1
33-20N 104-37W		✓	170	✓				✓	✓	✓	✓	3951	08:59	3933	2258	70.6	249.6

APP 3 ANNEX A 65AW CREW FLIMSY 11-63 20 AUG 62 Doc 187-254

MISSION FLIGHT PLAN - CONTINUATION SHEET

APP 3
 ANNEX A
 OSAM CREW
 FLIMSY
 II-03
 20 AIG 526
 CE/BO/8967-274

FROM HACL		FLT COND	T.C.	WIND D/V		T.H.	VAR	M.H.	TEMP	IAS	T. A. S.	G. S.	GND DIS	TIME	AIR DIS	ETA	FUEL FLIGHT PLAN	
ROUTE				DRIFT	ALT				MACH	ACC GND DIS			ACC TIME	ACC AIR DIS	PRED FUEL REMAINING		GROSS WT	
SORTIE 408																	130.7	309.7
44-49N	139-28W	CR	052	+31				38.0	77	444	475	2023	04:54 1/2	2117	1924			
44-30N	137-45W	✓	105	✓			✓	✓	✓	✓	✓	2096	05:10 3/4	2196	1948			
45-15N	136-21W	✓	053	✓			✓	✓	✓	✓	✓	2169	05:11 1/2	2253	1953			
44-52N	134-40W	✓	107	✓			✓	✓	✓	✓	✓	2242	05:21 1/2	2324	2005	27.1	23.1	
45-35N	133-11W	✓	055	✓			✓	✓	✓	✓	✓	2315	05:30 1/2	2393	2005			
45-10N	131-30W	✓	109	✓			✓	✓	✓	✓	✓	2388	05:39 1/2	2462	2007			
45-50N	130-00W	✓	057	✓			✓	✓	✓	✓	✓	2461	05:48 1/2	2531	2008			
45-23N	128-20W	✓	111	✓			✓	✓	✓	✓	✓	2534	05:57 1/2	2600	2009			
46-00N	126-48W	✓	059	✓			✓	✓	✓	✓	✓	2607	06:06 1/2	2669	2006			
45-29N	125-09W	✓	113	✓			✓	✓	✓	✓	✓	2680	06:15 1/2	2738	2030			
Term. Above Totes				✓								26	06:16 1/2	34				
45-46N	124-21W	✓	061	✓			✓	✓	✓	✓	✓	2716	06:20	2772	2100	107.6	226.6	
TPT-Portland S/C				✓								25	06:20	68			2.3	2.3
45-29N	122-37W	✓	103	✓			✓	✓	✓	✓	✓	2791	06:30	2840	2110	105.3	284.3	
L/O				✓								20	06:30	19			.8	.8
45-26N	122-08W	CL	101	✓			40.0	✓	✓	✓	✓	2811	06:33	2859	2113	104.5	283.5	
Common Route Pt.				✓								187	24	175			5.8	5.8
44-50N	117-50W	CR	101	✓			✓	✓	✓	✓	✓	2998	06:57	3034	2137	99.7	277.7	
Los Rogas Vieito				✓								805	1:44	763			23.8	23.8
35-39N	105-08W	✓	133	+24			✓	✓	✓	468	✓	3803	08:41	3797	2321	74.9	253.9	
Roswell VOR				✓								141	13	134			4.1	4.1
33-20N	104-37W	✓	170	✓			✓	✓	✓	✓	✓	3944	08:59	3931	2331	70.8	249.8	

MISSION FLIGHT PLAN CONTINUATION SHEET

APP 3 ANNEX A 65AW CREW FLIMSY 11-63 20 AUG 67LL 480CT 67-2:4

FROM HACL		FLT COND	T.C.	ENC		T.H.	VAR	M.H.	TEMP	IAS	T. A. S.	G. S.	GND DIS	TIME	AIR DIS	ETA	FUEL FLIGHT PLAN	
ROUTE	DRIFT			ACC	DIS												PRED FUEL REMAINING	GROSS WT
44-39N 139-56W																	130.2	309.2
SOCTIE 409																		
44-23N 138-32W	CR	105	+31					39.0	.77	444	475		60	:07	57			
45-09N 137-08W	✓	053	✓					✓	✓	✓	✓	73	:09	69				
44-47N 135-27W	✓	106	✓					✓	✓	✓	✓	73	:09	69				
45-30N 134-00W	✓	055	✓					✓	✓	✓	✓	73	:09	69				
45-06N 132-17W	✓	108	✓					✓	✓	✓	✓	73	:09	69				
45-47N 130-47W	✓	057	✓					✓	✓	✓	✓	73	:09	69				
45-20N 129-08W	✓	110	✓					✓	✓	✓	✓	73	:09	69				
45-58N 127-35W	✓	059	✓					✓	✓	✓	✓	73	:09	69				
45-27N 125-54W	✓	112	✓					✓	✓	✓	✓	73	:09	69				
TERM WEAWE TACTIC	✓		✓					✓	✓	✓	✓	73	:09	69				
46-02N 124-22W	✓	061	✓					✓	✓	✓	✓	73	:09	69			107.2	286.2
TGT MECHORD AFB SK	✓		✓					✓	✓	✓	✓	105	:15	95			3.2	3.2
47-09N 122-29W	✓	049	✓					✓	✓	✓	✓	73	:09	69			104.0	283.0
110			✓					✓	✓	✓	✓	20	:03	19			.9	.9
47-03N 121-02W	CL	125	✓					42.0	✓	✓	✓	73	:09	69			103.1	282.1
COMMON ROUTE FT	✓		✓					✓	✓	✓	✓	225	:28	210			6.6	6.6
44-50N 117-50W	CR	✓	✓					✓	✓	✓	✓	73	:09	69			96.5	275.5
LAS VEGAS VOR	✓		+24					✓	✓	✓	✓	705	01:44	763			23.8	23.8
35-39N 105-08W	✓	133	✓					✓	✓	✓	468	3886	08:50	3874	2330		72.7	251.7
ROSWELL VOR	✓		✓					✓	✓	✓	✓	141	:18	134			4.1	4.1
33-20N 104-37W	✓	170	✓					✓	✓	✓	✓	73	:09	69			68.6	247.6

MISSION FLIGHT PLAN - CONTINUATION SHEET

APR 5 ANNEX A 05AM CLEM FLINSEY II-63 20 AUG 67 00 080CT 489-254

FROM NHCL 44-22N 139-47W ROUTE	FLT COND	T.C.	TWC WINDSPEED DRIFT	T.H.	VAR	M.H.	TEMP	IAS	T. A. S.	G. S.	GND DIS	TIME	AIR DIS	ETA	FUEL FLIGHT PLAN		
							ALT.	MACH			ACC GND DIS	ACC TIME	ACC AIR DIS		PRED FUEL REMAINING	GROSS WT	
SORTIE 410																	
44-16N 139-17W	CR	105	+31				40.0	.77	444	475	2052	04:58 1/2	2146	1538 1/2			
45-03N 137-55W	✓	052	✓				✓	✓	✓	✓	2125	05:07 1/2	2215	1416 1/2			
44-42N 136-13W	✓	106	✓				✓	✓	✓	✓	2198	05:16 1/2	2284	1326 1/2			
45-26N 134-48W	✓	054	✓				✓	✓	✓	✓	2271	05:25 1/2	2353	2005 1/2			
45-02N 133-05W	✓	108	✓				✓	✓	✓	✓	2344	05:34 1/2	2422	2046 1/2			
45-43N 131-35W	✓	056	✓				✓	✓	✓	✓	2417	05:43 1/2	2491	2036 1/2			
45-17N 129-55W	✓	110	✓				✓	✓	✓	✓	2490	05:52 1/2	2560	2032 1/2			
45-56N 128-23W	✓	058	✓				✓	✓	✓	✓	2563	06:01 1/2	2629	2041 1/2			
45-26N 126-43W	✓	112	✓				✓	✓	✓	✓	2636	06:10 1/2	2698	2050 1/2			
46-02N 125-09W	✓	060	✓				✓	✓	✓	✓	2709	06:19 1/2	2767	2059 1/2			
TERMI WEAWE TACTIC			✓								36	:04 1/2	34				
45-46N 124-21W	✓	114	✓				✓	✓	✓	✓	2745	06:24	2801	2064	106.3	285.3	
TGT LARSON AFB SIC			✓								225	:28	209		6.9	6.9	
47-13N 119-20W	✓	067	✓				✓	✓	✓	✓	2970	06:52	3010	2132	99.4	278.4	
L10			✓								20	:03	19		.8	.8	
46-58N 118-59W	CL	159	✓				41.0	✓	✓	✓	2990	06:55	3029	2135	98.6	277.6	
COMMON RTE PT			✓								141	:18	132		4.1	4.1	
44-50N 117-50W	CR	✓	✓				✓	✓	✓	✓	3131	07:13	3161	2159	94.5	273.5	
LAS VEGAS VOR			+24								805	01:44	763		23.8	23.8	
35-39N 105-08W	✓	133	✓				✓	✓	✓	468	3936	08:57	3924	2357	70.7	249.7	
ROSWELL VOR			✓								141	:18	134		4.1	4.1	
33-20N 104-37W	✓	170	✓				✓	✓	✓	✓	4077	09:15	4058	2355	66.6	245.6	

MISSION FLIGHT PLAN CONTINUATION SHEET

FROM	FLT COND	T.C.	WIND D/V	T.H.	VAR	M.H.	TEMP	IAS	T. A. S.	G. S.	GND DIS		TIME	AIR DIS		ETA	FUEL FLIGHT PLAN	
								MACH			ACC GND DIS	ACC TIME	ACC AIR DIS	PRED FUEL REMAINING	GROSS WT			
POSWELL VOR ROUTE																	66.6	245.6
ALTERNATES																		
BIGGS AFB 31-51N 106-23W								.77	444			165 4242	:22 09:36	165 4218			5.0 61.6	5.0 240.6
AMARILLO AFB 35-14N 101-42W								.77	444			185 4262	:25 09:39	185 4238			5.6 61.0	5.6 240.0
SHEPPARD AFB 33-59N 98-30W								.77	444			310 4387	:42 09:56	310 4363			9.0 57.6	9.0 236.6

APP 3 ANNEX A 65AW CREW FLTSY 11-63 20 AUG 6ZED CAGCT 63-214

MISSION FLIGHT PLAN - CONTINUATION SHEET

FROM FORTUNA VOR SORTIES 403-406 ROUTE	FLT COND	T.C.	TWC	T.H.	VAR	M.H.	TEMP	IAS	T. A. S.	G. S.	GND DIS	TIME	AIR DIS	ETA Z	FUEL FLIGHT PLAN	
			DRIFT				ALT	MACH			ACC GND DIS	ACC TIME	ACC AIR DIS		PRED FUEL REMAINING	GROSS WT
41-40N 130-00W	CR	283	-25				36/37.5	.77	444	419	267	:39	283	1832	165.9	344.9
SK	✓	279	-23				36/37.5	✓	✓	421	315	:45	332	1917	10.9	10.9
L10			-23					✓	✓	✓	14	:02	15		155.0	334.0
42-26N 137-20W	CL	275					36/39	✓	✓	✓	1710	04:14	1808	1919	12.4	12.4
															142.6	321.6
															1.5	1.5
															141.1	320.1
SORTIE 403																
T.P. (PLANNING)			-22								111	:15	117		4.3	4.3
42-33N 139-50W	CR	274					36.0	.77	444	422	1821	04:29	1925	1934	136.8	315.8
ST. WEAVE TACTIC			+31								66	:09	75	C.T.	2.7	2.7
41-53N 139-14W	✓	137					✓	✓	✓	475	1887	04:38	2000	1943	134.1	313.1
HHCL			+31								19	:02	17		.5	.5
42-00N 138-50W	✓	072					✓	✓	✓	✓	1906	04:40	2017	1945	133.6	312.6
SORTIE 404																
T.P. (PLANNING)			-22								118	:17	125		4.5	4.5
42-34N 140-00W	CR	274					37.0	.77	444	422	1828	04:31	1933	1936	136.6	315.6
ST. WEAVE TACTIC			+31								70	:09	66	C.T.	2.4	2.4
42-10N 137-10W	✓	096					✓	✓	✓	475	1898	04:40	1999	1945	134.2	313.2
HHCL			+31								14	:02	13		.5	.5
42-14N 138-55W	✓	072					✓	✓	✓	✓	1912	04:42	2012	1947	133.7	312.7
SORTIE 405																
T.P. PLANNING			-22								125	:18	132		4.8	4.8
42-35N 140-10W	CR	274					38.0	.77	444	422	1835	04:32	1940	1937	136.3	315.3
ST. WEAVE TACTIC			+31								80	:10	74	C.T.	2.6	2.6
42-27N 139-08W	✓	077					✓	✓	✓	475	1915	04:42	2014	1947	133.7	312.7
HHCL			+31								9	:01	8		.3	.3
42-23N 138-58W	✓	125					✓	✓	✓	✓	1924	04:43	2022	1948	133.4	312.4
SORTIE 406																
T.P. (PLANNING)			-22								132	:19	139		5.2	5.2
42-36N 140-20W	CR	274					39.0	.77	444	422	1842	04:33	1947	1951	135.9	314.9
ST. WEAVE TACTIC			+31								87	:11	81	C.T.	3.0	3.0
42-10N 139-10W	✓	096					✓	✓	✓	475	1929	04:44	2028	1949	132.9	311.9
HHCL			+31								19	:02	18		.5	.5
42-00N 138-49W	✓	125					✓	✓	✓	✓	1948	04:46	2046	1951	132.4	311.4

APP 3 ANNEX A 65AW CREW FLIMSY 11-63 20 AUG 62 WHITE CELL DOCT 65-234

MISSION FLIGHT PLAN CONTINUATION SHEET

APP 3 ANNEX A 65AW CREW FLINSEY 11-63 20 AUG 62 WHIT 50611-6-03-54

FROM	ROUTE	FLT COND	T.C.	TWC		T.H.	VAR	M.H.	TEMP	IAS	T. A. S.	G. S.	GND DIS	TIME	AIR DIS	ETA	FUEL FLIGHT PLAN		
				DRIFT													PRED FUEL REMAINING	GROSS WT	
42-00N 138-50W																	133.6	312.6	
SORTIE 403																			
42-18N 137-38W	CR	072		+24					36.0	.77	444	468	54	:07	52	1952			
41-35N 136-15W	✓	126		✓					✓	✓	✓	✓	73	:09	69	2033	04:56	2138	3001
41-57N 134-40W	✓	074		✓					✓	✓	✓	✓	73	:09	69	2106	05:05	2207	3010
41-12N 133-21W	✓	128		✓					✓	✓	✓	✓	73	:09	69	3179	05:14	2276	2009
41-31N 131-43W	✓	076		✓					✓	✓	✓	✓	73	:09	69	2252	05:23	2345	2028
40-44N 130-27W	✓	130		✓					✓	✓	✓	✓	73	:09	69	2325	05:32	2414	2037
41-00N 128-52W	✓	078		✓					✓	✓	✓	✓	73	:09	69	2398	05:41	2483	2046
40-11N 127-39W	✓	132		✓					✓	✓	✓	✓	73	:09	69	2471	05:50	2552	2055
40-24N 126-03W	✓	080		✓					✓	✓	✓	✓	73	:09	69	2544	05:59	2621	2104
39-32N 124-52W	✓	134		✓					✓	✓	✓	✓	73	:09	69	2617	06:08	2690	2113
TERM WEAVE TACTIC	✓	082		✓					✓	✓	✓	✓	73	:09	69	2690	06:17	2759	2122
39-42N 123-16W	✓			✓					✓	✓	✓	✓	116	:15	110	2806	06:32	2869	2137
TGT MATHER AFB	✓	126		✓					✓	✓	✓	✓	76	:10	71	2882	06:42	2940	2147
T.P SIC	✓	076		✓					✓	✓	✓	✓	20	:03	18	2902	06:45	2958	2150
L10	CL	112		✓				40.0	✓	✓	✓	✓	33	:09	30	2935	06:49	2988	2154
COMMON ROUTE FT	CR	112		✓					✓	✓	✓	✓	610	01:18	576	3545	08:07	3564	2312
ALBUQUERQUE VOR	✓	111		+25					✓	✓	✓	469	31	:04	30	3576	08:11	3594	2316
35-03N 106-49W	✓			✓					✓	✓	✓	✓	26	:03	25	3602	08:14	3619	2319
S10	✓	097		✓					✓	✓	✓	✓	114	:15	110	3716	08:29	3729	2334
35-00N 106-11W	✓			✓					✓	✓	✓	✓	34.0			459			
TP L10	DS	088		✓					✓	✓	✓	✓							
35-00N 105-40W	✓	155		+15					✓	✓	✓	✓							
ROSWELL VOR	✓			✓					✓	✓	✓	✓							
33-20N 104-37W	✓			✓					✓	✓	✓	✓							

MISSION FLIGHT PLAN - CONTINUATION SHEET

FROM HHCL	FLT COND	T.C.	TWC	T.H.	VAR	M.H.	TEMP	IAS	T. A. S.	G. S.	GND DIS	TIME	AIR DIS	ETA	FUEL FLIGHT PLAN	
			DRIFT				ALT	MACH			ACC GND DIS	ACC TIME	ACC AIR DIS		PRED FUEL REMAINING	GROSS WT
42-14N 138-55W															133.7	312.7
ROUTE																
SORTIE 464																
42-23N 138-23W	CR	072	+24				37.0	.77	444	468	23	:02½	22			
41-40N 137-00W	✓	125	✓				✓	✓	✓	✓	1935	04:44½	2034	199½		
42-03N 135-24W	✓	073	✓				✓	✓	✓	✓	73	:09	69			
41-18N 134-05W	✓	127	✓				✓	✓	✓	✓	2008	04:53½	2103	195½		
41-38N 132-27W	✓	075	✓				✓	✓	✓	✓	73	:09	69			
40-51N 131-10W	✓	129	✓				✓	✓	✓	✓	2081	05:02½	2172	200½		
41-08N 129-35W	✓	077	✓				✓	✓	✓	✓	73	:09	69			
40-19N 128-20W	✓	131	✓				✓	✓	✓	✓	2154	05:11½	2241	206½		
40-33N 126-43W	✓	079	✓				✓	✓	✓	✓	73	:09	69			
39-42N 125-33W	✓	133	✓				✓	✓	✓	✓	2227	05:20½	2310	2025½		
39-53N 123-59W	✓	081	✓				✓	✓	✓	✓	73	:09	69			
TERM WEAVE TACTIC	✓	135	✓				✓	✓	✓	✓	2300	05:29½	2379	203½		
39-27N 123-22½W	✓	117	✓				✓	✓	✓	✓	73	:09	69			
TGT McCLELLAN AFB	✓	134	✓				✓	✓	✓	✓	2373	05:38½	2448	204½	5.4	5.8
38-40N 121-24W	✓	063	✓				✓	✓	✓	✓	73	:09	69			
SK	✓	134	✓				✓	✓	✓	✓	2446	05:47½	2517	2052½		
37-56N 120-30W	✓	064	✓				✓	✓	✓	✓	73	:09	69			
L10	✓	111	✓				✓	✓	✓	✓	2519	05:56½	2586	201½		
37-58N 120-06W	CL	064	✓				✓	✓	✓	✓	73	:09	69			
COMMON RTE PT	✓	097	✓				✓	✓	✓	✓	2592	06:05½	2655	2110½		
38-33N 118-38W	CR	064	✓				✓	✓	✓	✓	73	:09	69			
ALBUQUERQUE VOR	✓	136	+25				✓	✓	✓	✓	2665	06:14½	2724	2119½		
35-03N 106-49W	✓	111	✓				✓	✓	✓	✓	36	:04½	35			
T.P.	✓	097	✓				✓	✓	✓	✓	2701	06:19	2759	2124	107.9	286.9
35-00N 106-11W	✓	136	✓				✓	✓	✓	✓	104	:13	100		3.2	3.2
SID	✓	136	✓				✓	✓	✓	✓	2805	06:32	2859	2137	104.7	283.7
34-01N 105-55W	✓	136	✓				✓	✓	✓	✓	60	:08	57		1.9	1.9
	✓	136	✓				✓	✓	✓	✓	2865	06:46	2916	2145	102.8	281.8
	✓	136	✓				✓	✓	✓	✓	20	:03	19		1.5	1.5
	✓	136	✓				✓	✓	✓	✓	2885	06:43	2935	2148	101.3	280.3
	✓	136	✓				✓	✓	✓	✓	77	:10	73		2.4	2.4
	✓	136	✓				✓	✓	✓	✓	2962	06:53	3008	2158	98.9	277.9
	✓	136	✓				✓	✓	✓	✓	469	01:18	576		18.1	18.1
	✓	136	✓				✓	✓	✓	✓	3572	08:11	3584	2316	80.8	259.8
	✓	136	✓				✓	✓	✓	✓	31	:04	29		.9	.9
	✓	136	✓				✓	✓	✓	✓	3603	08:15	3613	2320	79.9	258.9
	✓	136	✓				✓	✓	✓	✓	20	:03	19		.6	.6
	✓	136	✓				✓	✓	✓	✓	3623	08:18	3632	2323	79.3	58.3

FORM

Air Force - SAC, Offutt O-1050(56)

MISSION FLIGHT PLAN - CONTINUATION SHEET																	
FROM HNCL	FLT COND	T.C.	TWC	T.H.	VAR	M.H.	TEMP	IAS	T. A. S.	G. S.	GND DIS	TIME	AIR DIS	ETA	FUEL FLIGHT PLAN		
ROUTE			DRIFFT				ALT	MACH			ACC GND DIS	ACC TIME	ACC AIR DIS		PRED FUEL REMAINING	GROSS WT	
42-23N 138-58W																133.4	312.4
SORTIE 405																	
41-54N 137-43W	CR	135	424				38.0	.77	444	468	64	1:08	61				
42-08N 136-08W	✓	073	✓				✓	✓	✓	✓	1988	04:51	2083	1956			
41-24N 134-48W	✓	127	✓				✓	✓	✓	✓	73	1:09	69				
41-44N 133-12W	✓	075	✓				✓	✓	✓	✓	2061	05:00	2152	2005			
40-59N 131-53W	✓	129	✓				✓	✓	✓	✓	73	1:09	69				
41-16N 130-17W	✓	077	✓				✓	✓	✓	✓	2134	05:09	2221	2014			
40-27N 129-03W	✓	131	✓				✓	✓	✓	✓	73	1:09	69				
40-42N 127-27W	✓	079	✓				✓	✓	✓	✓	3207	05:18	2290	2023			
39-52N 126-15W	✓	133	✓				✓	✓	✓	✓	73	1:09	69				
40-04N 124-40W	✓	081	✓				✓	✓	✓	✓	2280	05:27	2359	2032			
TERM WEAVE TACTIC			✓				✓	✓	✓	✓	73	1:09	69				
39-11N 123-30W	✓	135	✓				✓	✓	✓	✓	2353	05:36	2428	2041		0	0
TGT HAMILTON AFB			✓				✓	✓	✓	✓	73	1:09	69				
38-04N 122-30W	✓	145	✓				✓	✓	✓	✓	2426	05:45	2497	2050			
SIC			✓				✓	✓	✓	✓	73	1:09	69				
38-25N 120-06W	✓	077	✓				✓	✓	✓	✓	2499	05:54	2566	2059			
L10			✓				✓	✓	✓	✓	73	1:09	69				
38-28N 119-40W	CL	084	✓				✓	✓	✓	✓	2572	06:03	2635	2108			
COMMON RTE PT			✓				✓	✓	✓	✓	73	1:09	69				
38-33N 118-38W	CR	085	✓				✓	✓	✓	✓	2645	06:12	2704	2117			
ALBUQUERQUE VOR			425				✓	✓	✓	✓	73	1:09	69				
35-03N 106-49W	✓	111	✓				✓	✓	✓	✓	2718	06:21	2773	2126		107.4	286.4
SID			✓				✓	✓	✓	✓	82	1:11	79				
34-41N 106-17W	✓	130	✓				✓	✓	✓	✓	2800	06:32	2852	2137		2.6	2.6
L10			✓				✓	✓	✓	✓	117	1:15	111				
34-27N 105-59W	DS	134	✓				✓	✓	✓	✓	2917	06:47	2963	2152		3.7	3.7
WISNELL VOR			15				✓	✓	✓	✓	20	1:03	19				
33 N 104-37W	CR	✓	✓				✓	✓	✓	✓	2937	06:50	2982	2158		1.5	1.5
			✓				✓	✓	✓	✓	50	1:06	47				
			✓				✓	✓	✓	✓	2987	06:56	3029	2201		1.5	1.5
			✓				✓	✓	✓	✓	610	01:18	576				
			✓				✓	✓	✓	✓	3597	08:14	3605	2319		80.0	259.0
			✓				✓	✓	✓	✓	34	1:04	32				
			✓				✓	✓	✓	✓	3631	08:18	3637	2323		1.0	1.0
			✓				36.0	✓	✓	✓	21	1:03	20				
			✓				✓	✓	✓	✓	3652	08:21	3657	2326		79.0	258.0
			✓				✓	✓	✓	✓	95	1:12	92				
			✓				✓	✓	✓	✓	3747	08:33	3749	2338		2.9	2.9
			✓				✓	✓	✓	✓						75.5	54.5

MISSION FLIGHT PLAN - CONTINUATION SHEET

APP 3
ANNEX A
65AM CREW FLINSEY 11-63
20 AUG/86 CELEST 65-214

FROM	FLY COND	T.C.	TWC DRIFT	T.H.	VAR	M.H.	TEMP ALT	IAS MACH	T. A. S.	G. S.	GND DIS ACC GND DIS	TIME ACC TIME	AIR DIS ACC AIR DIS	ETA	FUEL FLIGHT PLAN PRED FUEL REMAINING	GROSS WT
42-00N 138-49W															132.4	311.4
ROUTE																
SORTIE 406																
41-49N 138-29W	CR	125	+24				39.0	77	444	468	18 1966	:02 1/2 04:48 1/2	17 2063	193 1/2		
42-13N 136-54W	✓	072	✓				✓	✓	✓	✓	73 2039	:09 04:57 1/2	69 2132	200 1/2		
41-30N 135-31W	✓	126	✓				✓	✓	✓	✓	73 2112	:09 05:06 1/2	69 2201	201 1/2		
41-51N 133-56W	✓	074	✓				✓	✓	✓	✓	73 2185	:09 05:15 1/2	69 2270	210 1/2		
41-05N 132-36W	✓	129	✓				✓	✓	✓	✓	73 2258	:09 05:24 1/2	69 2339	202 1/2		
41-23N 131-01W	✓	076	✓				✓	✓	✓	✓	73 2331	:09 05:33 1/2	69 2408	203 1/2	5.0	5.0
40-36N 129-45W	✓	130	✓				✓	✓	✓	✓	73 2404	:09 05:42 1/2	69 2477	204 1/2		
40-51N 128-08W	✓	078	✓				✓	✓	✓	✓	73 2477	:09 05:51 1/2	69 2546	205 1/2		
40-02N 126-56W	✓	132	✓				✓	✓	✓	✓	73 2550	:09 06:00 1/2	69 2615	210 1/2		
40-14N 125-21W	✓	080	✓				✓	✓	✓	✓	73 2623	:09 06:09 1/2	69 2684	211 1/2		
39-21N 124-12W	✓	134	✓				✓	✓	✓	✓	73 2696	:09 06:18 1/2	69 2753	212 1/2		
TERM WEAWE TACTIC			✓								36 2732	:04 1/2 06:23	34 2787	212 1/2	106.6	285.6
39-21N 123-22 1/2 W	✓	082	✓				✓	✓	✓	✓	183 2795	:24 06:47	176 2963	215 1/2	5.6	5.6
TGT CASTLE AFB SIC			✓								20 2915	:03 06:47	14 2963	215 1/2	101.0	280.0
37-23N 120-34W	✓	132	✓				✓	✓	✓	✓	20 2935	:03 06:50	14 2982	215 1/2	1.5	1.5
40 37-30N 120-13W	CL	049	✓				43.0	✓	✓	✓	98 3033	:12 07:02	93 3075	220 1/2	99.5	278.5
COMMUN RTE PT			✓								610 3043	:18 07:18	576 3075	220 1/2	3.0	3.0
38-33N 118-38W	✓	✓	✓				✓	✓	✓	✓	45 3043	:06 07:20	44 3075	220 1/2	96.5	275.5
ALBUQUERQUE VOR			+25							469					18.2	18.2
35-03N 106-49W	✓	111	✓				✓	✓	✓	✓	45 3043	:06 07:20	44 3075	220 1/2	78.3	257.3
510 34-20N 106-50W	✓	186	✓				✓	✓	✓	459				2325	1.3	1.3
410 34-08N 106-33W	DS	115	✓				37.0	✓	✓	✓	20 3708	:03 08:29	14 3714	237 1/2	77.0	256.0
KOSWELL VOR			✓								108 3708	:14 08:29	105 3714	237 1/2	.6	.6
33-20N 104-37W	CR	✓	✓				✓	✓	✓	✓	108 3816	:14 08:43	105 3819	238 1/2	76.4	255.4
			✓				✓	✓	✓	✓				238 1/2	3.3	3.3
			✓				✓	✓	✓	✓				238 1/2	73.1	252.1

MISSION FLIGHT PLAN - CONTINUATION SHEET

FROM	FLT COND	T.C.	WIND D/V DRIFT	T.H.	VAR	M.H.	TEMP		IAS		T. A. S.	G. S.	GND DIS		TIME		AIR DIS		ETA	FUEL FLIGHT PLAN		
							ALT	MACH	ACC GND DIS	ACC TIME			ACC AIR DIS	PRED FUEL REMAINING	GROSS WT							
ROSWELL VOR																				74.1	253.1	
ALTERNATES													3816	8:43	3819							
BIGGS AFB													165	:22	165					5.0	5.0	
31-51N 106-23W									.77	444			3981	09:05	3984					69.1	248.1	
AMARILLO AFB													185	:25	185					5.5	5.5	
35-14N 101-42W									.77	444			4001	09:08	4004					68.6	247.6	
SHEPPARD AFB													310	:42	310					9.2	9.2	
33-59N 98-30W									.77	444			4126	09:25	4129					64.9	243.9	

APP 3
ANNEX A
KSAN CREW FLTASY 11-63
20 AUG 62
0000T 6914.4

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App. 3 ANNEX A 6SAM 11-63 20 AUG 62 1501 02-52L Page 15

MISSION FLIGHT PLAN		O. O. AND NICKNAME	UNIT	TYPE ACFT	WAVE	CELL CALL SIGN	REMARKS
		SKY SHIFU JII	6 SAW	KC-135			Rwy GRAB 4.34
ACFT BASIC	POUNDS		BOMBS	POUNDS			700 FT LUN RHWY DISTANCE
CREW	1500		AMMO				PRESSURE ALT
OIL	1169		WATER AUS	5581			36.50 13000 671
ATO		#5	STATIC	226381	NR FULL ATO REQUIRED		CRITICAL FIELD LENGTH
RACK			START ENGINES AND TAXI FUEL ALLOWANCE	-2000	NR EMPTY ATO REQUIRED		CRITICAL TEMP
EXT TANKS WEIGHT (EMPTY)			TAKE-OFF GROSS	224381	ATO FIRING SPEED		8800 120
MISCELLANEOUS	331						TAKE-OFF DISTANCE
CHAFF							TAKE-OFF SPEED
OPERATING	103500	TOTAL FUEL					7400 1534
		117300					CRITICAL WIND COMPONENT
							1ST LEG
							2ND LEG
							3D LEG
							200K

PRE-FLIGHT PLAN														FUEL FLIGHT PLAN		
FROM WALKER AFB	FLY COND	T. C.	WIND D/V	T. H.	VAR	M. H.	TEMP	IAS	T. A. S.	G. S.	GND DIS	TIME	AIR DIS	Red	PRED FUEL REMAINING	GROSS W
ROUTE			DRIFT				ALT	MACH			ACC GND DIS	ACC TIME	ACC AIR DIS	ETA		
32-17N 104-32W							3.7				10	03	10	1447	112.3	226.
SETTLE											98	15	100	1502	3.6	9.
36-06N 104-22W	CL	349	-10				26-26.5	280	400	390	108	18	110	1527	113.7	217.
LEVEL OFF											57	09	60	1511	5.7	5.
33-39N 105-08W	CR	349	-22				26-26.5	280	420	398	165	27	170	1536	108.0	211.
LAS VEGAS VOR											58	08	61	1519	1.7	1.
START/CLIMB											223	35	231	1547	106.3	209.
36-08N 106-08W	CR	296	-25				26-26.5	✓	444	419	35	05	37	1524	1.5	1.
LEVEL OFF											258	40	268	1544	104.8	208.
36-23N 106-48W	CL	295	-25				33-33.5		✓	✓	201	28	213	1552	1.5	1.
CELL FORMATING PT											459	01:08	481	1547	5.3	5.
37-41N 110-42W	CR	274	-25					280	437	412	117	17	125	1509	98.0	201.
AIR FORMAT PT											576	01:25	606	1634	3.0	3.
38-22N 113-01W	CR	291	-25					.77	444	419	480	15	106	1624	95.0	198.
AIR CR											676	01:40	712	1647	4.5	4.
38-53N 115-02W	CR	290	-23					.77	✓		240	36	255	1700	90.5	199.
END AIR											916	02:16	967	1725	6.3	6.
40-00N 120-00W	CR	289	-23					255	425	400					84.2	18.
															30.0	
OFF LOAD 2 REVER		15	000 EACH												54.2	167.
39-43N 120-00W											25	04	25	1704	1.0	1.
LEVEL OFF	CL	G	=								941	02:20	992	1729	53.2	156.
39-31N 119-00W											48	06	45	1710	.9	
FALLON VOR	CR	105	+30				37-37.5	.78	450	480	989	02:26	1037	1735	52.3	155.
39-22N 117-00W											288	36	269	1746	5.1	5.
WINDY VORTAC	CR	104	+30						✓	✓	1287	03:02	1306	1811	47.2	150.
39-53N 108-16W											274	35	262	1824	5.0	5.
CRWV PT. VOR	CR	123	+25						✓	✓	1561	03:37	1568	1846	42.2	145.

SAC FORM 18 APR 56 18 FC: 2720 APPX 3 TO ANNEY A 6SAW OPNS OR R

Air Force - O-1000

HEADQUARTERS 6TH STRATEGIC AEROSPACE WING
Walker Air Force Base, New Mexico
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APPENDIX 4

ANNEX "A"

6SAW CREW FLIMSY 11-63

EVALUATION AND ANALYSIS DATA

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ANNEX A
6SAW CREW FLIMSY 11-63
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APPENDIX 4

ANNEX "A"

6SAW Flimsy 11-63

EVALUATION AND ANALYSIS DATA

1. General: It has been directed by the JCS that SAC will participate with NORAD in a maximum defense training exercise. (U)

2. Objectives: The objectives of the Sky Shield III Evaluation are to determine SAC's ability to penetrate and degrade a high density defense system. (U)

3. Mission Data required of participating crews: (U)

a. For route plotting a precision radar fix will be obtained, when possible, for every turning point, control point, ERL and location along the route at ten (10) minute intervals. Abort locations will be shown if applicable. For each point, indicate by annotation: (U)

(1) Altitude. (U)

(2) Time (Z). (U)

(3) TAS and GS. (U)

(4) Flight Condition (VFR, IFR, etc.). (U)

b. For each electronic and/or mechanical countermeasure action taken: (U)

(1) Time, position and type ECM for beginning and end of action taken. (U)

(2) Time, frequency and type of ground radar against which spot jamming is directed (if applicable).. (U)

c. Interceptor detections: (U)

(1) Time and location of all fighter detections. (U)

(2) Identify detections made as visual or radar, stating the system used in making detection (e.g., APS-54, B-N, FCS, etc.). (U)

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(3) Identify time and position of NIKE lock-ons, if known. (U)

(4) Use of SPD chaff: (U)

(a) Include location and start and stop times for each event (fighter attack or tracking from ground radar). (U)

(5) If detections are visual, indicate the number, type of aircraft and type of attacks made (e.g., beam, stern, snap-up, etc.). (U)

(6) Notation is required on overlay of any cases whereby the Sage Direction Center attempted fighter intercepts on VHF or UHF guard frequencies. If such an event occurs indicate the time (Z), frequency and call signs used as well as the tail number of the SAC aircraft making the observation. (U)

d. SIF/IFF: (U)

(1) Time and position for beginning and end of action requiring SIF/IFF codes to be displayed by exercise ground rules during penetration. (U)

e. List the number of bundles of each type chaff (SPD & SUB): (U)

(1) Loaded. (U)

(2) Dispensed. (U)

(3) Dispensing rate (bundles/min.). (U)

(4) Exact number of bundles dispensed using Self Protection Dispensing (SPD) tactics. (U)

(5) Exact number of minutes Single Unit Dispensing (SUB) or Stream Chaff (HIGH LIGHT) was accomplished. (U)

f. List ECM Transmitters: (U)

(1) Number and type of ECM transmitters (showing frequency band coverage for each type) installed. (U)

(2) Number and type of ECM transmitters operational prior to take-off. (U)

(3) Number and type of ECM transmitters reported malfunctioning after landing. (U)

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Annex "A"

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Walker Air Force Base, New Mexico
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APPENDIX 5

ANNEX "A"

TO

6SAW CREW FLIMSY 11-63

WEATHER

APPENDIX 5
ANNEX A
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APPENDIX 5

ANNEX "A"

6SAW CREW FLIMSY 11-63

WEATHER

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

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APPENDIX 6

ANNEX "A"

TO

6SAW CREW FLIMSY 11-63

AIR REFUELING AND CELL PROCEDURES

APPENDIX 6
ANNEX A
6SAW CREW FLIMSY 11-63
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APPENDIX 6

ANNEX "A"

6SAW CREW FLIMSY 11-63

AIR REFUELING AND CELL PROCEDURES

1. GENERAL. SACTD Volumes II and V will apply. Buddy tactics. (U)

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

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

c. Climb and initial level off airspeed will be 280 IAS. (U)

d. Formation of the cell will not take place until en route cruise altitude is reached (36-21N, 106-42W). At this time number one bomber will deaccelerate to approximately 247 IAS (380 TAS), maintaining this airspeed until cell is formed. (U)

e. 100 NM from the ARCP number two tanker and numbers three and four bombers (number five and six in cell) will assume refueling formation, (2 NM 60° echelon right). Bombers may fly loose visual formation at this time. (U)

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

g. After the receiver leader reaches level-off altitude, he will inform the tanker leader, at which time the tankers will adjust to refueling airspeed (255 IAS). (U)

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

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

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

k. After all receivers have reported that refueling is complete the receiver leader will instruct the tanker aircraft to clear track. Tankers will climb straight ahead to 2000 feet above refueling altitude before turning left. (U)

l. Bombers will reform in cell and start climb to next assigned altitude, after the tankers are well clear. (U)

2. ONLOAD. Briefed onload for each receiver is 15,000 pounds. Tanker abort or failure to on-load will not affect the mission. (U)

3. En route and refueling CR plans are listed in Annex B. (U)

4. AIR REFUELING DATA. (U)

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

<u>Cell Position</u>	<u>Tanker</u>	<u>Receiver</u>	<u>Cell Position</u>
Red One	Bar 900	Bar 407 " 408	Red three Red four
Red two	Bar 901	Bar 409 " 410	Red five Red six
Blue one	Bar 902	Bar 403 " 404	Blue three Blue four
Blue two	Bar 903	Bar 405 " 406	Blue five Blue six

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APPENDIX 7

ANNEX "A"

TO

6SAW CREW FLIMSY 11-63

ECM AND GUNNERY

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ANNEX A
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APPENDIX 7

ANNEX "A"

6SAW CREW FLIMSY 11-63

ECM AND GUNNERY

1. GENERAL: (U)

a. SKY SHIELD III provides the 6th Strategic Aerospace Wing with an excellent opportunity to exercise realistic penetration tactics against the NORAD defense system. It is essential that 6th Strategic Aerospace Wing crews participating in the SKY SHIELD III exercise be thoroughly familiar with instructions contained in this appendix. (S)

b. Units penetrating outside of the 300n NORAD Region will maximize their penetration effort. High altitude sub-sonic aircraft will perform a "basket weave" maneuver, whenever possible, against the NORAD surveillance and control elements. The purpose of the weave is to disrupt the SAGE tracking capability and thereby reduce the vulnerability of these aircraft to the area weapons threat. All high altitude aircraft will begin jamming and chaff operations at the HHCL. High altitude sub-sonic aircraft penetrating NIKE defenses will perform a "side step" bomb run. (S)

c. The "basket weave" penetration maneuver was briefed to all units participating in the detailed planning conference held at CARF in early June 1962. Aircraft will be separated by two minutes upon entering this penetration pattern. (C)

d. Electronic warfare operations will be directed towards countering: (Ref: AFR 55-44) (U)

- (1) A-Band surveillance radars. (C)
- (2) B-Band surveillance radars. (C)
- (3) E and F-Band surveillance radars. (C)
- (4) E-Band height finder radars. (C)

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(5) I-Band radar equipped interceptors. (C)

(6) NIKE D-Band surveillance, F-Band acquisition and I-Band tracking radars. (C)

e. The primary effort during the area penetration phase will be directed against ADC defenses. Equal priority will be directed towards countering ADC RADARS and NIKE surveillance/acquisition/tracking radars in the target area. (C)

2. ECM CONTROL: (U)

a. Procedures for starting and stopping ECM activities. (U)

(1) Strike aircraft will start and stop ECM activities at designated points outlined in paragraph 3, this appendix. (U)

(2) Communications will be held to a minimum during the penetration phase. All aircraft will monitor the emergency guard frequency 243.0 mcs. Discrete target monitor frequencies and procedures will be in accordance with Annex B of this flimsy. (U)

(3) Stop Buzzer/Stop Stream requests as specified in AFR 55-44 will be complied with only when the control word "Wild Pitch" (Stop Buzzer) and "Stiff Neck" (Stop Stream) is used. (Example: "BIG PHOTO this is (CALL SIGN) "Wild Pitch" and "Stiff Neck" on ECHO NINE.") (See notes below) (C)

(4) After receiving a "Wild Pitch" request to cease ECM or a "Stiff Neck" request to cease chaff operations, aircraft will not resume ECM or chaff operations until receipt of control word "Door Step" (resume ECM) or "Jump Rope" (resume chaff) which will signify that the emergency situation no longer exists. (Example: "BIG PHOTO this is (CALL SIGN) "Door Step" and "Jump Rope" on ECHO NINE.") (See notes below.) (C)

NOTE 1: Special stop/start ECM/chaff code words will be known by NORAD trusted agents, FAA/DOT Air Traffic Centers and will be used only in emergency situations. (C)

NOTE 2: Cease buzzer and stream requests will be honored only if above code words are used and band/channel (see paragraph 3e(3) below) are indicated in accordance with AFR 55-44, ATS-67 and ATS-68.(C)

b. ECM entries in the Remarks Section of the DD 175, in accordance with paragraph 7, AFR 55-44, 7 Sep 61, are not required for this

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exercise. (U)

3. ECM OPERATIONS: (U)

- a. The HHCL is defined in Annex A, this flimsy. (U)
- b. All aircraft will start ECM at the HHCL. (C)
- c. ECM stop lines are 100 NM after BRL. (C)
- d. ECM Operations Procedures: (U)

(1) SACTD procedures will apply unless otherwise specified. (U)

(2) Aircraft with manned EW positions will utilize installed jammers against threat signals, as required, in the following manner: In order of priority, jammer modes will be narrow barrage or spot, selective barrage or selective sweep, wide barrage or wide sweep. Barrage widths and sweep widths will be adjusted and monitored to insure coverage of all signals present at one time, rather than utilizing a constant fixed jamming width which allows for the possibility of some signals not being jammed. (S)

(3) Primary use of ECM equipment will be as follows: (U)

(a) T-465/ALT-7, OA-1463/ALT-6B: Spot/Sweep jam A-Band picket ship and ground based surveillance radars. (S)

(b) OA-1186/ALT-6B: Spot/Sweep jam B-Band surveillance radars. (S)

(c) OA-1188/ALT-6B, OA-1055/ALT-8B, QRC-96, QRC-133(A), ALT-13, QRC-139(A)-1: Spot/Sweep/Barrage jam D-Band surveillance radars. (S)

(d) OA-1190/ALT-6B, OA-1057/ALT-8B, QRC-49, QRC-95, ALT-13, QRC-139(A): Spot/Sweep/Barrage jam E and F-Band height finder, surveillance and NIKE acquisition radars. (S)

(e) OA-1195/ALT-6B, QRC-49A, QRC-98, ALR-18/ALT-6B, ALQ-16: Spot/Sweep/Barrage/Deception jam I-Band radar equipped interceptors and NIKE I-Band tracking radars. (S)

(4) ALT-15 and ALT-16 jammers will not be utilized during this exercise. (C)

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(5) Aircraft performing "spoofing" tactics on the MIDIZ will not employ electronic jamming. (C)

e. Electronic Jamming Instructions: (U)

(1) No jamming will be conducted against HF, VHF or UHF communications frequencies. (C)

(2) No jamming will be conducted against United States or Canadian IFF frequencies. (C)

(3) Authorized frequency bands for electronic jamming operations. (U)

<u>BAND & CHANNEL</u>	<u>FREQUENCY</u>
A-9	216-225 mcs
B-7	420-425 mcs
B-8	425-450 mcs
D-3	1215-1300 mcs
D-4	1300-1400 mcs
E-8	2700-2800 mcs
E-9	2800-2900 mcs
E-10	2900-3000 mcs
F-1	3000-3100 mcs
F-2	3100-3200 mcs
F-3	3200-3300 mcs
F-4	3300-3400 mcs
F-5	3400-3500 mcs
I-3	8500-8600 mcs
I-4	8600-8800 mcs
I-5	8800-9000 mcs
I-6	9000-9200 mcs

(4) ALR-18 settings for B-52C-H will be in accordance with SAC Secret message DOPLT 3827, dated 15 May 1962. (U)

f. Chaff dispensing instructions: (U)

(1) SACTD procedures will apply unless otherwise specified. (U)

(2) Aircraft performing "spoofing" tactics on the MIDIZ will not dispense chaff. (C)

(3) All aircraft will dispense self protection (SPD) chaff (RR-39/RR-72) against radar equipped interceptors, only if the attack

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

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

<u>TYPE AIRCRAFT</u>	<u>TYPE CHAFF</u>	<u>EQUIPMENT SETTINGS</u>
B-52C-G	RR-39	ALE-1, Position C

(5) HL chaff (RR-94/RR-72) will be dispensed by all high altitude aircraft performing "basket weave" maneuver in the following manner: (C)

(a) During each leg all aircraft dispense SUD chaff (ALE-1 - Position E). (S)

(b) One minute prior to the termination of each leg, cease SUD and commence stream chaff (ALE-1 - Position 2½ feet per minute). (S)

(c) Cease stream chaff when beginning turn and restart SUD when turn is completed. (S)

(d) Repeat SUD/HL chaff tactics throughout "basket weave" maneuver with the exception as outlined in para 3h(3) above. (C)

(6) WARNING: RR-44, RR-70 and RR-97 chaff will not be used during this exercise. 6A&E and EWs will insure, by physical inspection, that ROPE chaff is not threaded through chaff strippers. (U)

(7) At basket weave break-up point individual aircraft will begin SUD until they reach the ECM stop points, as specified in paragraph 3c, above. (U)

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

a. Chaff. (U)

<u>TYPE AIRCRAFT</u>	<u>LEFT HOPPER RR-39</u>	<u>RIGHT HOPPER RR-94</u>
B-52 (Hi Weave)	2 Ctns	6 Ctns

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

b. ECM equipment. (U)

(1) Standard EWO configuration.

5. GUNNERY. Will not be conducted on this exercise. (U)

a. Safety checks will be in accordance with SACR 51-6. (U)

b. Bomber aircraft will not have loaded guns. Ammunition may be in ammunition boxes, but will not be in chutes or guns. (U)

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APPENDIX 8

ANNEX "A"

TO

6SAW CREW FLIMSY 11-63

AIR TRAFFIC CONTROL

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ANNEX "A"

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AIR TRAFFIC CONTROL

1. POSITION REPORTING. (U)

a. The lead bomber of each cell (Red 3 and White 3) will make all position reports for his respective cell. Tanker leader will report during air refueling and for the tanker cell from end A/R to Walker. (U)

b. Position reports will be terminated by the bombers at 1900Z (see Annex B, Appendix 2 for Faker monitor procedures) and will resume on an individual basis: (U)

(1) After bomb release. (U)

(2) When aircraft deviates from approved route more than 10 miles and five minutes. (U)

(3) When an emergency exists. (U)

c. All aircraft will make every attempt to fly the mission as approved utilizing all means of navigation. (U)

d. Unless an aircraft emergency dictates otherwise, deviating aircraft will maintain VFR or VFR on top until flight advisory can be obtained. (U)

e. All aircraft will contact Albuquerque Center approaching Albuquerque/Las Vegas VORTAC requesting a radar assist with a hand off to Walker RAPCON. If Albuquerque is unable to assist, all aircraft except sortie 406 will fly the briefed route to Roswell. Sortie 406 will amend flight plan to avoid R-5107, R-5108, and R-5109. Unless entry approval is received prior to takeoff. (U)

f. Reporting points: The following reporting points are minimum. Aircraft will comply with ATC requests. (U)

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

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Condition

(c) Sortie 405 (cont.)

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

(U)

(d) Sortie 406 (cont.)

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

(U)

(4) Tankers (cont.) (U)

MLF
FMN 173/53
ABQ
ROW

2. AIRCRAFT CLEARANCE. (U)

a. Following will be included on DD Form 175. (U)

- (1) Route: "Sky Shield III as filed with ARTC." (U)
- (2) Call sign: (Example) "Lobe 20 Bar 403 Red 3."
- (3) "NOPAR" (Do not enter flight follow code). (U)
- (4) "MARSA all Sky Shield III aircraft." (U)

3. DELIVERY OF CLEARANCE. Each crew will receive a copy of the flight clearance at the pre-takeoff briefing which will be held in the 24th Bomb Squadron briefing room 0515MST 2 September 1962. (U)

4. AIRBORNE COMMANDERS. Airborne commanders will be Lt Colonels MacFawn and Rhoades in Red 3 and White 3 who will be prepared to brief their respective cells immediately after the pre-takeoff briefing. (U)

APPENDIX 8

ANNEX A

6SAW CREW FLIMSY 11-63

20 August 1962

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

ANNEX "B"

TO

6SAW CREW FLIMSY 11-63

COMMUNICATIONS

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

DCOT 62-254

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

ANNEX "B"

6SAW CREW FLIMSY 11-63

COMMUNICATIONS

1. GENERAL: Communications will be in accordance with USAF CED (AFMs of the 100 series), SAC CED (SACMs of 100 series), SACMs of 55 series, appropriate JANAPs and ACPs, the 6SAW CEI, and current Flight Information Publications except as modified by this Crew Flimsy. (U)
2. RADIO SILENCE: (U)
 - a. Modified radio silence restrictions will be in effect at "H" hour control time. This restriction applies to all SAC aircraft participating in this operation and will remain in effect until post target. (C)
 - b. This restriction is modified to hold radio transmissions to the minimum while accomplishing requirements as follows: (U)
 - (1) Takeoff departure, outbound ATC/DOT position reports as required. (U)
 - (2) Post target ATC recovery to landing base. (U)
 - (3) Safe passage procedure in accordance with this Flimsy. (U)
 - (4) Aborts, emergency, or urgent aircraft conditions will terminate radio silence for the aircraft involved. (U)
 - (5) Safety of flight, i.e., cell leader may break radio silence to control intra-cell elements when safety of flight is a factor. The length of transmissions will be held to a minimum. (U)
 - (6) Conducting rendezvous and aerial refueling. (U)
 - (7) Tactical reports (B-11, etc.) (U)
3. FREQUENCIES: (U)
 - a. HF SSB frequencies for the Short Order Net, and SAC Commander's Net are listed on crew Flip Charts, in the 6SAW CEI, and in SACM 100-24. (U)

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b. UHF frequencies will be standard ZI channelization as listed in current Flight Information Publications, on crew flip charts and the 6SAW CEI. (U)

c. Faker Monitor System discrete UHF frequencies are listed in Appendix 2, Figure 1.

d. Refueling Frequencies:

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

4. RECALL PROCEDURES: (U)

a. Recall phrase is TIGHT FIT. (C)

b. Due to the scope of this exercise it is mandatory that all operations and crew personnel be thoroughly familiar with recall procedures as outlined in the 6SAW CEI. (U)

c. The collective call sign SKY KING is common to all SAC forces participating in this exercise whenever the FOTTROT (DO NOT ANSWER) method of radio communications is used. For this exercise the recall word TIGHT FIT transmitted by itself signifies that all aircraft of the participating SAC force are being recalled and are to return to their home station, if possible. (C)

d. If the recall applies to a particular wing, unit, cell, or aircraft, the recall word TIGHT FIT will be followed by the call sign of the wing, unit, or aircraft. (C)

e. If aircraft are required to divert to other than home station, the recall word TIGHT FIT will be followed by the call sign of the wing, unit, or aircraft and the diversion base's geographic identifier. (C)

f. To maintain a full-time capability for recall, aircrews will comply with monitor procedure ALFA in accordance with SACM 100-24. Aircrews will monitor Short Order HF SSB frequencies during all other times when not actually committed to HF air traffic/ICAO reporting. (C)

g. Recall procedures and sample messages are contained in the 6SAW CEI. (U)

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5. ECM CONTROL WORDS: (U)
 - a. Stop ECM - WILD PITCH. (C)
 - b. Restart ECM - DOOR STEP. (C)
 - c. Stop Chaff - STIFF NECK. (C)
 - d. Restart Chaff - JUMP ROPE. (C)
6. AUTHENTICATION AND AIR/GROUND CODE: (U)
 - a. KAA-29/TSEC will be used for air/ground/air and point-to-point challenge, reply, and transmission authentication. (C)
 - b. KAC-72/TSEC will be used to encode classified air/ground traffic. (C)
 - c. Aircrews will carry the current KAC-72 and the next effective edition of all flights when no change in effective edition is scheduled during flight. If a change is scheduled during the flight, the aircrew will carry the current edition and the next two editions. (C)
7. IFF/SIF INSTRUCTIONS: See Appendix I. (U)
8. CALL SIGNS, SACADS AND IDENTIFIERS: SACADs, Tactical Call Signs, and Geographical Identifiers will be extracted from the USAF VCSL and SAC CSAS and printed in the 6SAW CBI. (U)
9. SPECIAL CALL SIGNS: (U)
 - a. SKY SHIELD III: Unclassified nickname for this exercise. (U)
 - b. BAR: Tactical call sign with three-digit suffixes (i.e., BAR 095). (C)
 - (1) This special call sign is designated for test purposes only during this exercise. It is designed to increase aircrew usage of a single call sign with the following: (C)
 - (a) FAA/DOT agencies. (U)
 - (b) NORAD/GCI trusted agents. (U)
 - (c) Rendezvous and refueling. (U)

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

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(2) The three-digit suffix used in conjunction with the tactical call "BAR," will denote the specific planned sortie for this mission. Aircrews will use their tactical call sign (plus two digits) followed by special call sign (plus three digits). EXAMPLE: LOBE 22 BAR 403. (C)

(3) Crews will use the "double" call sign under the following conditions: (C)

(a) Routine contacts with any SAC Command Posts or SAC SSB station (Short Order or SCN). (C)

(b) During initial contact with any radio facility during urgent or emergency conditions. After initial contacts, subsequent identification may be reduced to the special call sign (BAR plus three digits). (C)

(c) Aborting aircraft that have determined the necessity to refile their clearance to a landing base will use the double identifying call signs: initially but will refile with their tactical call sign (Tankers: JOSH plus two digits; Bombers: LOBE plus two digits) and will use the tactical call sign for subsequent contacts with ATC/NORAD agencies. (C)

c. Aircrews must be thoroughly familiar with the above procedures. The Fifteenth Air Force communications staff will prepare for and conduct an analysis of the call sign test during this exercise. Evaluation will be included from respective units; comments from FAA/DOT centers and Air Defense Centers in respective areas of each numbered air force. Evaluation will include but not be limited to: (U)

- (1) Means of increasing utilization of a single call sign. (U)
- (2) Application for Combat Plans. (U)
- (3) Application for large scale peacetime exercises. (U)
- (4) Application for all peacetime operations. (U)
- (5) Aircrew comments on actual results of this test call sign with: (U)
 - (a) FAA/DOT centers. (U)
 - (b) NORAD/GCI centers. (U)

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6SAW CREW FLIMSY 11-63
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(c) Rendezvous, refueling. (U)

10. SAC TACTICAL REPORTS: (U)

a. B-11 Strike Report will be transmitted to the March Short Order station within 30 minutes after time over target, SACADs will be TURF and LOBE. (C)

(1) Strike reports are required for target one only. (U)

(2) Aircraft call sign will consist of the tactical call sign and the special call sign BAR plus sortie number. (U)

(3) Example of consolidated B-11 after contact is established:

"DEMOCRAT - THIS LOBE 22/BAR 403 PASS TO TURF AND LOBE. ZIPPO BRAVO ONE ONE. LOBE 22/BAR 403 ALFA LIMA." (C)

b. B/T-13 Airborne Deviation Report. Primary means of transmission is to a SAC Command Post requesting relay. Secondary means is March HF SSB station. (DEMOCRAT). SACADs will be TURF, RINGMASTER, and LOBE. (C)

(1) Aircraft call sign will consist of the tactical call sign and the special call sign BAR plus sortie number. (U)

(2) Example of consolidated B/T-13 after contact is established:

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

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

11. EN ROUTE COMMUNICATIONS: (U)

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

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6SAW CREW FLIMSY 11-63
20 August 1962

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b. Position reporting will be by exception only, as indicated below, during the hours of 1900Z 2 September 1962 through 0030Z 3 September 1962: (U)

(1) Aircraft will report when more than ten miles from flight plan course or more than five minutes from specified control times. ADIZ/CADIZ/MIDIZ reporting will not be accomplished. (U)

(2) Aborts, emergency, or urgent aircraft conditions will terminate radio silence for the aircraft involved. (U)

(3) Aircraft will initiate call to Albuquerque Center for recovery to Walker. Use of 243.0 is permitted if air/ground frequency jamming precludes use of normal UHF frequency. (U)

(4) In the event that necessary air traffic services during the en route or recovery phase cannot be obtained from air traffic control facilities, aircrews will contact NORAD/ADC facilities and request their assistance. (U)

(5) Call leader may break radio silence to control intra-cell elements when safety of flight is a factor. The length of transmissions will be held to a minimum. (U)

(6) Silence may be broken for conducting rendezvous and aerial refueling. (U)

(7) Tactical reports (B-11, B/T-13) will be transmitted as required. (U)

(8) Necessary reports will be made to Faker Monitor Controllers as outlined in Appendix 2, Faker Monitor Procedures. (U)

12. SAFE PASSAGE: (U)

a. Safe passage procedures for "Sky Shield III" will consist of flight following of friendly SAC aircraft, outbound, SAC tankers, inbound, and the granting of safe passage for SAC "Looking Glass" and Post Attack Command and Control System (PACCS) flights. (U)

b. Aircraft will be flight followed in accordance with NORADM 55-4, and IFF/SIF procedures contained in Annex B, Appendix 1, this Flimsy. (U)

13. FAKER MONITOR PROCEDURES: See Appendix 2. (U)

14. COMMUNICATIONS SECURITY: See Appendix 3. (U)

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

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

APPENDIX 1

ANNEX "B"

TO

6SAW CREW FLIMSY 11-63

IFF/SIF PROCEDURES

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

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

ANNEX "B"

6SAW CREW FLIMSY 11-63

IFF/SIF PROCEDURES:

1. GENERAL:

a. Modes I and III, squawk in accordance with attached chart and true track. (U)

b. Mode II is pre-set and will be activated as indicated in following paragraphs. (U)

2. SAFE PASSAGE AIRCRAFT. (Bombers outbound; tankers outbound and inbound). Immediately after becoming airborne, and prior to cell formation, all aircraft will squawk the appropriate Mode II Code to assist in IDBO procedures. Following procedures apply after cell formation: (S)

a. Lead aircraft of cell will squawk Modes I, II, and III. (S)

b. Last aircraft of cell will squawk Modes I and III; Mode II will not be squawked. (S)

c. Remaining aircraft of cell will not squawk IFF/SIF unless requested to do so by Bar Control. (S)

d. Aircraft operating singly will squawk Modes, II, and III. (S)

3. BUDDY REFUELING: (U)

a. Bombers and tankers will utilize the following procedures:

(1) Outbound:

(a) Tanker squawks Modes I, II, and III. (S)

(b) Bomber IFF in Standby. (S)

(2) Tanker inbound, Modes I, II, and III. (S)

APPENDIX 1

ANNEX B

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4. STRIKE AIRCRAFT: (U)

a. Strike aircraft outbound to HHCL or IP, other than SAC safe passage aircraft will squawk Modes I and III. (S)

b. When inbound as trike aircraft (fakers), IFF/SIF will be placed in Standby. Exceptions to this procedure will apply to aircraft which do not wish to be intercepted, i.e., actually in clouds, or in an area of reduced visibility below AFR 60-16 minimums, or when safe separation distances under SAC/NORADR 51-6 cannot be maintained. To indicate negative interception, aircraft will squawk Mode I, Code 00, Mode 3, Code 00. (S)

c. All strike aircraft will activate IFF/SIF Mode 1, Code 00, Mode 3, Code 00, when commencing recovery phase to preclude further interceptor attack. (S)

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

a. In the event "abort" is necessary, the aircraft will break radio silence and attempt communications contact with the appropriate air traffic agency or ADC facility and: (U)

(1) State intentions and request advisory service. (U)

(2) Cease ECM and chaff. (U)

(3) Turn SIF "ON", Mode 1 and Mode 3 Code 00 or as requested by Air Traffic/Air Defense. (U)

(4) If the nature of the emergency dictates urgent action for safety of crew or aircraft and/or communications with the advisory facility are not satisfactory, the SIF will be turned to the "emergency" position. In this situation FAA/ADC facilities may initiate "stop buzzer" procedures for all aircraft in the area, to permit more expeditious and safe handling of the aircraft experiencing the emergency (U)

MODE I AND III TRACK CODES:

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

APPENDIX 1

ANNEX B

6SAW CREW FLIMSY 11-63

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<u>TRACK</u>	<u>MODE I</u>	<u>MODE III</u>	<u>TRACK</u>	<u>MODE I</u>	<u>MODE III</u>
101-120	22	20	281-300	42	31
121-140	21	17	301-320	50	32
141-160	23	16	321-340	43	33
161-180	40	15	341-360	53	34

ORBIT CODE MODE I 73 MODE III 41 (s)

FIGURE 1

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

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

APPENDIX 2

ANNEX "B"

TO

6SAW CREW FLIMSY 11-63

FAKER MONITOR PROCEDURES

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

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

APPENDIX 2

ANNEX "B"

6SAW CREW FLIMSY 11-63

FAKER MONITOR PROCEDURES

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

2. FAKER MONITOR SYSTEM: (U)

a. The primary NORAD facility for contact by faker aircraft during this exercise will be the Faker Monitor Controller. The Faker Monitor Controller is on a "trusted agent" status and is charged with the responsibility of assisting the exercise "trusted agent" in the identification and correlation of SAC aircraft. (C)

b. "Trusted agents" and Faker Monitor Controllers are located in each NORAD Sector. (C)

c. To enable identification and correlation of the SAC force, the planned routes and timing of this Faker force have been pre-positioned with each "trusted agent" and Faker Monitor Controller. Faker aircraft will call the Faker monitor upon entering the system, confirming position and time. (C)

d. To preclude compromising the attack frequencies utilized in contacting the Faker monitor are discrete, and information transmitted over those discrete frequencies will not be available to the normal ADDC Controller participating in the exercise. Different discrete frequencies are designated for each Sector. (C)

3. PROCEDURES: (U)

APPENDIX 2

ANNEX B

6SAW CREW FLIMSY 11-63

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a. During this exercise all Faker Monitor Controllers will utilize the nickname BAR CONTROL. SAC aircraft contacting Faker Monitor Controllers will utilize their exercise sortie number preceded by the nickname BAR; sortie number 123 would be BAR 123. Contact would be made as follows: "BAR CONTROL, this is BAR 123." (C)

b. Upon reaching the HHCL the SAC strike (Faker) aircraft commander will contact the appropriate BAR CONTROL on the specified discrete frequency (reference par. 4) giving time crossing HHCL (i.e., BAR CONTROL, This is BAR 123, HHCL at 30.") (C)

(1) The cell leader will make this contact for the aircraft in his cell and will inform BAR CONTROL of the other sortie numbers that he is reporting for. (C)

(2) Faker aircraft commanders may anticipate difficulty in establishing communications contact with BAR CONTROL if the HHCL is located in remote or over-water areas. Attempts at appropriate intervals should be continued until voice contact is established. (C)

c. When strike aircraft are no longer targets or desire fighter attacks to cease, the aircraft commander will contact the appropriate BAR CONTROL and inform the Faker Monitor Controller that fighter attacks are no longer desired, in addition to turning on IFF/SIF as previously outlined in this flimsy. EXAMPLE: Aircraft simulating quail will, at the end of the quail simulation, turn IFF/SIF on, contact BAR CONTROL, and inform the Faker Monitor that they are no longer targets. (C)

d. After crossing the bomb release line, the Faker aircraft commander will call BAR CONTROL and relay simulated bombs away time and target name. (C)

e. Strike aircraft that deviate from original flight plan route by more than five min/10 NM will contact BAR CONTROL and inform the Faker monitor of revised ETA and course. (C)

f. As SAC aircraft will be primarily monitoring FAA/DOT frequencies, the aircraft commander will obtain approval from the appropriate FAA/DOT agency prior to leaving that frequency. Likewise, BAR CONTROL should be advised when leaving the Faker Monitor. (C)

4. DISCRETE FREQUENCIES: The following primary and alternate discrete frequencies will be utilized during communications with BAR CONTROL (Faker Monitor Controllers in appropriate NORAD Sectors.) (C)

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ANNEX B

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a. <u>29th NORAD Region</u>	<u>Primary</u>	<u>Alternate</u>
Grand Forks Sector	322.2	364.2
Minot Sector	287.8	364.2
Great Falls Sector	274.4	364.2
Sioux City Sector	282.5	364.2
Denver		364.2
b. <u>25th NORAD Region</u>		
Spokane Sector	377.2	364.2
Seattle Sector	228.6	364.2
Portland Sector	261.6	364.2
c. <u>28th NORAD Region</u>		
San Francisco Sector	229.1	364.2
Los Angeles Sector	282.2	364.2
Reno Sector	233.4	364.2
Phoenix Sector	265.4	364.2

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

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

APPENDIX 3

ANNEX "B"

TO

6SAW CREW FLIMSY 11-63

COMMUNICATIONS SECURITY

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

DCOT 62-254

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

APPENDIX 3

ANNEX "B"

6SAW CREW FLIMSY 11-63

COMMUNICATIONS SECURITY

1. PURPOSE. To provide the communications security ground rules for this operation and to prevent the compromise of this flimsy resulting from excessive and indiscriminate use of unclassified messages and telephone coordinations before, during, or after the operation. (U)
2. GENERAL CONSIDERATIONS. Information does not have to be classified to be of significant intelligence value. Telephone conversations and unclassified teletype messages have no protection against enemy interception and exploitation. This information is, item by item, unclassified by existing standards. However, through electrical transmission in plain language, particularly by radio, this information is readily available in sufficient volume to be of great value to unfriendly countries. Mentioning a particular type of equipment, a particular type of specialist, or a particular supporting phase (none of which is individually classified), may be all that is needed to reveal valuable intelligence information and to provide the "key" that leads to eventual compromise of an operation. (U)
3. RESPONSIBILITIES: (U)
 - a. General: All personnel, ground and aircrew, will take maximum security measures at all times to protect information pertaining to this operation. This includes the planning, coordination, and execution phases. (U)
 - b. SAC aircrews and ground personnel: Aircrews will maintain strict radio discipline during both ground and flight operations. Aircrews and ground personnel will not mention the purpose of the mission, the units involved, or the operational concept in any in-the-clear radio transmissions. Air/Ground/Air and Air/Air/VHF/UHF communications will be held to an absolute minimum consistent with requirements for flying safety and aircraft control or as directed in this plan. (U)
4. PROCEDURES: (U)

APPENDIX 3

ANNEX B

6SAW CREW FLIMSY 11-63

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a. Use of nicknames. Security analysis is greatly enhanced by repetitious use of unclassified nicknames over non-secure communications facilities. Facts and data developed in subsequent conversation, with a nickname providing the vital cohesion, permits the analyst to associate this with other accumulated data which will disclose secure aspects of the operation. The most common communications facilities requiring utmost precaution by each individual are listed as follows: (U)

(1) Unprotected air/ground radio-telephone conversations via HF radio circuits. (U)

(2) Telephone calls via radio channels from the continental U.S. to overseas areas. (U)

(3) Telephone calls from overseas bases via radio channels. (U)

(4) Unclassified messages not afforded AFR 205-53 protection. (U)

b. Inter-command/agency coordination. Personnel coordinating with out-of-command agencies such as FAA, commercial concerns, foreign governments, and other air force and service commands will make every effort to protect the security of this operation. They will advise those agencies whenever the information presented is classified and that its distribution will be on a strict "need-to-know" basis. (U)

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

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

6. TELETYPE MESSAGE SECURITY INSTRUCTIONS: (U)

a. General. In order to protect this operation, message drafters and releasing officials must be thoroughly aware of the need for devoting more than cursory thought to the intelligence implication of each message. This need is especially apparent in the area of "supporting" communications, e.g., logistics personnel, etc. (U)

b. Unclassified messages to Department of Defence activities. Message originators must determine the security implications of their unclassified messages. EFTO procedures will be used for messages in the categories specified by AFR 205-53. (U)

APPENDIX 3

ANNEX B

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

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

SECRET

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



REPLY TO
ATTN OF: DCOTP/Maj Scharmen/Drop 33

9 August 1962

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

TO: SAC (DOOPO) 15AF (DOOC) 3 47 Strat Aerospace Div 2
(DOCO) 2 (DOOT) 3 93 Bomb Wg 2
(DOWE) 916 Air Refueling Sq
(IG)

SACLNOFF, APO 239, San Francisco 3
3 Air Div, APO 334, San Francisco 3
3 Air Div, Det 1, APO 328, San Francisco 3
CINCPACAF, APO 953, San Francisco 2
Sr Rep SAC X-Ray, APO 915, San Francisco
3960 CSG, APO 334, San Francisco 3
6102 AB Wg, APO 328, San Francisco
6313 AB Wg, APO 239, San Francisco
6143 AB Wg, APO 929, San Francisco
9 Wea Sq, March AFB, Calif 2
Det 2, 1 Wea Wg, APO 334, San Francisco
Det 8, 1 Wea Wg, APO 239, San Francisco
Det 14, 1 Wea Wg, APO 929, San Francisco
Det 17, 1 Wea Wg, APO 328, San Francisco
1 Wea Wg, APO 925, San Francisco
43 Air Refueling Sq, Larson AFB, Wash 2

1. Attached is amendment 3 to Headquarters 6th Strategic Aerospace Wing Operations Order 206-61, 30 October 1961. (U)
2. This amendment changes the itinerary for 6th Strat Aerospace Wing aircraft deployment and redeployment for August 1962 and corrects the original operations order. (U)
3. When the attachment is withdrawn (or not attached) the classification of this letter may be downgraded to Unclassified in accordance with AFR 885-1. (U)

FOR THE COMMANDER

John W. Scharmen
Lt Colonel, USAF
Deputy Commander for Operations

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

DCOT 62-521
IXO 62-69

SECRET

Copies to:
DCO, DCOI, Base Weather,
DCOT 3, DCOIT, 686AC&W,
DCOTAW, DCM, 37MMS, DCOCE,
24BS 3, DCOTBO 2, 6FMS,
39BS 3, 6CSG, 6OMS, 4OBS 3,
EC, 6AEMS, 6ARS 3, EDCM,
DCOCP, 2010CS, IXO 4

ENTRY AND DESTRUCTION CERTIFICATE		PAGE NR	NR OF PAGES	CONTROL NR
		1	1	DCOT 62-521
SECTION I - ENTRY AND DESTRUCTION DATA				
<small>FROM: (Hq and Staff Agency) (To be filled in only when certification required by originator)</small>	1. DOCUMENT AMENDMENT 3 to 6SAW OPORD 206-61 9 August 1962			
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 ANNEX A-APPENDIX 3 ANNEX A-APPENDIX 6 ANNEX A-APPENDIX 8	 5 1, 2, 3, 4, 5, 6, 7, 8, 9, 10 1, 2 1, 2	 5 1, 2, 3, 4, 5, 6, 7, 8, 9, 10 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.				
<small>Pages listed in Item 5 have been removed and destruction is authorized by Paragraph 230209, AFM 181-5.</small>				
7. DATE	8. ORGANIZATION AND OFFICE	9. SIGNATURE (Individual making certification)		
SECTION III - RECEIPT				
11. I ACKNOWLEDGE RECEIPT FOR PAGES LISTED IN ITEM 5.	10. DATE	11. OFFICE	12. SIGNATURE AND GRADE	
SECTION IV - CERTIFICATE OF DESTRUCTION				
1. 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		

ENTRY AND DESTRUCTION CERTIFICATE		PAGE NR	NR OF PAGES	CONTROL NR
		1	1	DCOT 62-521
SECTION I - ENTRY AND DESTRUCTION DATA				
ROM: (Hq and Staff Agency) (To be filled in only when certification required by originator)		2. DOCUMENT AMENDMENT 3 to 6SAW OPORD 206-61 9 August 1962		
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 ANNEX A-APPENDIX 3 ANNEX A-APPENDIX 6 ANNEX A-APPENDIX 8	 5 1, 2, 3, 4, 5, 6, 7, 8, 9, 10 1, 2 1, 2	 5 1, 2, 3, 4, 5, 6, 7, 8, 9, 10 1, 2 1, 2		
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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 208-1.				
13. SIGNATURE		14. SIGNATURE		15. DATE DESTROYED
16. TYPED/STAMPED NAME AND GRADE		17. TYPED/STAMPED NAME AND GRADE		18. CERTIFICATE NR

ENTRY AND DESTRUCTION CERTIFICATE		PAGE NR	NR OF PAGES	CONTROL NR
		1	1	DCOT 62-521
SECTION I - ENTRY AND DESTRUCTION DATA				
FROM: (Hq and Staff Agency) (To be filled in only when certification required by originator)		2. DOCUMENT AMENDMENT 3 to 6SAW OPORD 206-61 9 August 1962		
3. SECTION(S) AMENDED INSERT LETTER OF TRANSMITTAL INSERT ENTRY AND DESTRUCTION CERT. ANNEX A-Air Operations ANNEX A-APPENDIX 3 ANNEX A-APPENDIX 6 ANNEX A-APPENDIX 8	4. ENTER PAGE(S) 5 1, 2, 3, 4, 5, 6, 7, 8, 9, 10 1, 2 1, 2	5. REMOVE PAGE(S) 5 1, 2, 3, 4, 5, 6, 7, 8, 9, 10 1, 2 1, 2		
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7. DATE	8. ORGANIZATION AND OFFICE	9. SIGNATURE (Individual making certification)		
SECTION III - RECEIPT				
1. ACKNOWLEDGE RECEIPT FOR PAGES LISTED IN ITEM 5.	10. DATE	11. OFFICE	12. SIGNATURE AND GRADE	
SECTION IV - CERTIFICATE OF DESTRUCTION				
1. 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

SECRET

9. SCHEDULE: (U)

a. Itinerary. (August) (S)

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

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ANNEX A
6SAW OPOD 206-61
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HEADQUARTERS 6TH STRATEGIC AEROSPACE WING
Walker Air Force Base, New Mexico
9 August 1962

APPENDIX 3

ANNEX "A"

6SAW OPORD 206-61

FLIGHT PLANS

1. PLANNING FACTORS: (U)

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

(1) B-52E static operating weight--181,588 pounds. (C)

(2) Fuel onload (air refueling)--80,000 pounds. (C)

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

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

2. FLIGHT PLAN COMPUTATIONS: (U)

a. Walker AFB to Yokota AB: (C)

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

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

(a) Ground distance 1145 NM (C)

(b) Air distance 1275 NM (C)

(c) Time 2 + 42 (C)

(d) Average TAS 440K (C)

(e) Critical wind component -214K (C)

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

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ANNEX A

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- (3) End air refueling to alternate (Kadena AB): (C)
 - (a) Ground distance 5060 NM (C)
 - (b) Air distance capability 5680 NM (C)
 - (c) Time (20,000 lb. reserve) 14 + 50 (C)
 - (d) TAS 444K (C)
 - (e) Critical wind component -104K (C)

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

- c. Andersen AFB to Walker AFB: (C)

- (1) Level off to alternate (Clinton Sherman AFB): (C)
 - (a) Ground distance 6157 NM (C)
 - (b) Air distance capability 6350 NM (C)
 - (c) Time (20,000 lb. reserve) 13 + 45 (C)
 - (d) TAS 444K (C)
 - (e) Critical wind component +3K (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 205,000 pounds of fuel in the tanks in order to arrive over the alternate of Itazuke AB with 20,000 pounds of fuel in reserve. (C)

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

- b. Andersen AFB to Walker AFB: (C)

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

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

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ANNEX A
6SAW OPOD 206-61
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MISSION FLIGHT PLAN		O. O. AND NICKNAME		UNIT	T. ACFT	WAVE	CELL CALL SIGN	REMARKS
		206-62 GLASS BRICK		6 SAW	B-52E	S/S	N/A	AUGUST 90% WW & MEAN
POUNDS				POUNDS		RUNWAY		
ACFT BASIC	172012			BOMBS		PRESSURE ALT		AIR TEMP
CREW	2700			AMMO	720	3650	12800	71
OIL	986			WATER AUG	2500	CRITICAL FIELD LENGTH		CRITICAL AIR TEMP
ATO	2200	#10		STATIC	H32808	12150		83
BACK				START ENGINES AND TAXI FUEL ALLOWANCE	4000	TAKE-OFF DISTANCE		TAKE-OFF SPEED
EXT TANKS WEIGHT	2590					10850		151
MISCELLANEOUS						CRITICAL WIND COMPONENT		
CHAFF	1100			TAKE-OFF GROSS	428808	1ST LEG	2ND LEG	3D LEG
OPERATING	181588	TOTAL FUEL 248000				-214	-104	

PRE-FLIGHT PLAN												90% WW		90% WW		
FROM WALKER AFB NM	FLY COND	T. C.	WIND D/V	T. H.	VAR	M. H.	TEMP	IAS	T. A. S.	90% G. S.	GND DIS	TIME	AIR DIS	90% ETA	FUEL FLIGHT PLAN	
ROUTE			DRIFT				ALT	MACH		MEAN	ACC GND DIS	ACC TIME	ACC AIR DIS	TIME	PRED FUEL REMAINING	GROSS WT
33-18N 104-32W			90% WW MEAN				+10				10	:03	10	:03	248.0	432.8
SETTOAC							DEV				160	:24	160	:24	8.9	11.4
LAS VEGAS VORTAC	CL	348			-12		32.0	280	400		170	:27	170	:27	239.1	421.4
ELY, NEV.			-43							401	511	01:12	562	01:16	224.1	406.4
39-15N 114-52W	CR	295	-16		-15		32.0	.77	444	428	681	01:39	732	01:43	26.3	26.3
ELKO, NEV			-43							401	100	:14	111	:15	197.8	380.1
40-46N 115-47W	✓	338	-16		-17		✓	✓	✓	428	781	01:53	843	01:58		
S/D			-43							401	338	:47	377	:51		
43-00N 122-46W	✓	292	-16		-19		✓	✓	✓	428	1119	02:40	1220	02:49		
ARCP			-43							412	80	:11	88	:12	24.4	24.4
43-28N 124-28W	DS	✓	-16		-21		30.0	280	455	439	1199	02:51	1308	03:01	173.4	355.7
END AIR			-53							357	116	:18	134	:19	8.6	8.6
44-23N 126-49W	AR	249	-25		✓		30.0	255	410	385	1315	03:09	1442	03:20	164.8	347.1
FUEL DECISION POINT ON LOAD															80.0	80.0
LEVEL OFF	CL	✓	-53		-22					417	16	:02	18	:02	244.8	427.1
			-25				33	280	470	425	1531	03:11	1450	03:22		
			-53							391	130	:19	148	:20		
45-31N 130-00W	CR	✓	-25		✓		✓	.77	444	419	1461	03:30	1608	03:42		
			-53							391	446	1:04	506	1:08	29.2	29.2
48-26N 140-00W	✓	293	-25		-23		35	✓	✓	419	1457	04:34	2114	04:50	215.6	397.9
			-53							391	425	:53	401	1:00	18.8	18.8
50-12N 150-00W	✓	285	-25		-22		✓	✓	✓	419	2312	05:32	2575	05:52	226.8	371.1
			-53							391	225	:55	435	1:04	17.7	17.7
50-57N 160-00W	✓	276	-25		-20		37	✓	✓	419	2697	06:27	3011	06:51	174.1	311.4
			-53							391	382	:55	436	:59	17.0	17.0
50-52N 170-00W	✓	269	-25		-14		52	✓	✓	411		7:22	344		162.	

MISSION FLIGHT PLAN - CONTINUATION SHEET																90% WW	90% WW					
FROM	ROUTE	FLT COND	T.C.	WIND D/V	T.H.	VAR	M.H.	TEMP	IAS	T. A. S.	70% G.S.	GND DIS	MEAN	ACC GND DIS	MEAN TIME	ACC TIME	AIR DIS	ACC AIR DIS	70% ETA	FUEL FLIGHT PLAN	GROSS WT	
50-52N 170-00W				DRIFT				ALT	MACH		8.S.		ACC GND DIS	ACC TIME	AIR DIS	TIME	PRED FUEL REMAINING					
																					162.1	344.4
49-56N 180-00W	CR	262		-53		-10		39	.77	444	391	390	1:56	444	1:00		444	1:00		16.0	16.0	
				-25							419	3469	08:18	3891	08:50		3891	08:50		146.1	328.4	
47-07N 170-00E	✓	248		-53		-4		40	✓	✓	391	433	1:02	492	1:07		492	1:07		17.0	17.0	
				-25							419	3902	09:20	4383	09:57		4383	09:57		129.1	311.4	
42-52N 160-00E	✓	240		-45		±0		42	✓	✓	399	497	1:10	555	1:15		555	1:15		18.0	18.0	
				-16							428	4399	10:30	4938	11:12		4938	11:12		111.1	293.4	
40-08N 155-00E	✓	234		-45		+3		43	✓	✓	399	277	:39	310	:42		310	:42		9.5	9.5	
				-16							428	4676	11:09	5248	11:54		5248	11:54		101.6	283.9	
36-50N 150-00E	✓	231		-45		+4		44	✓	✓	399	308	:43	343	:46		343	:46		10.0	10.0	
				-16							428	4984	11:52	5591	12:40		5591	12:40		91.6	273.9	
36-00N 146-00E	✓	255		-48		+5		45	✓	✓	396	202	:28	226	:31		226	:31				
				-13							431	5186	12:20	5817	13:11		5817	13:11				
CENTRAL JAPAN ADIZ	✓	260		-48		✓		45	✓	✓	396	78	:11	88	:12		88	:12				
35-46N 144-26E	✓	260		-13				45	✓	✓	431	5264	12:31	5905	13:23		5905	13:23				
POINT WHISKEY	✓	258		-48		+6		45	✓	✓	396	112	:16	125	:17		125	:17		15.4	15.4	
35-23N 142-12E	✓	258		-13				45	✓	✓	431	5376	12:47	6030	13:40		6030	13:40		76.2	258.5	
YOKOTA AB	✓	279		-48		✓		45	✓	✓	396	142	:20	160	:21		160	:21		4.5	4.5	
35-44N 139-21E	✓	279		-13				45	✓	✓	431	5518	13:07	6190	14:01		6190	14:01		71.7	254.0	
ALTERNATES																						
KADENA AB	CR	231		-28				44	.77	444	416	856	1:56	912	02:34		912	02:34		25.0	25.0	
26-21N 127-46E				+1							445	6374	15:03	7102	16:05		7102	16:05		46.7	227.0	
MISANA AB	CR	017		-14				42	.77	444	430	315	:43	325	:44		325	:44		9.0	9.0	
40-42N 141-23E				±0							444	5833	13:50	6515	14:45		6515	14:45		62.7	245.0	
ITAZUKE AB	CR	255		-54				44	.77	444	390	456	1:07	518	1:10		518	1:10		14.0	14.0	
33-25N 130-27E				-34							410	5974	14:14	6708	15:11		6708	15:11		57.7	240.0	

MISSION LIGHT PLAN		O. O. AND NICKNAME	UNIT	TYPE	FT	WAVE	CELL CALL SIGN	REMARKS
		GLASS BRICK	6 SAW	1.2		1/5	11/19	Amount 7.00 in 10000
POUNDS					POUNDS			RUNWAY
ACFT BASIC	172 012		BOMBS					PRESSURE ALT
CREW	2700		AMMO	700				LENGTH
OIL	986		WATER AUG	2500				AIR TEMP
ATO		# 1	STATIC	342,000				CRITICAL FIELD LENGTH
BACK KITS	2,200		START ENGINES AND TAXI FUEL ALLOWANCE	4,000		NR FULL ATO REQUIRED		CRITICAL AIR TEMP
EXT TANKS	2590		TAKE-OFF GROSS	338000		NR EMPTY ATO REQUIRED		TAKE-OFF DISTANCE
MISCELLANEOUS	692							TAKE-OFF SPEED
CHAFF	1100							CRITICAL WIND COMPONENT
OPERATING	182,500	TOTAL FUEL				ATO FIRING SPEED		1ST LEG
		152,500						2ND LEG
								3D LEG

PRE-FLIGHT PLAN														90% WIND		90% WIND	
FROM YOKOTA AB	FLY COND	T. C.	WIND D/V	T. H.	VAR	M. H.	TEMP	IAS	T. A. S.	G. S.	GND DIS	TIME	AIR DIS	MEAN ETA	FUEL FLIGHT PLAN		
35-44N 139-21E			DRIFT				ALT	MACH			ACC GND DIS	ACC TIME	ACC AIR DIS	Time	PRED FUEL REMAINING	GROSS WT	
ROUTE			90% WIND												132.5	342.0	
SETTO AC			MEAN								10	03	10	03	7.5	10.0	
T.P.			-50								25	06	32	08	145.0	332.0	
36-08N 139-19E	CL	354	-9		16		280	320	311		35	09	42	08			
LEVEL OFF			-50								370	109	118	16	12.0	12.0	
SOUTHERN JAPAN 012	CL	252	-9		16		40M	✓	420	410	144	27	168	24	133.0	320.0	
34-48N 134-00E	CR	251	-10		16		✓	.77	444	434	306	52	352	46			
ITAZUKE AFB			-45							399	162	25	184	22			
23-35N 130-37E	✓	247	-5		16		✓	✓	✓	439	496	1.21	565	1.12	14.5	14.5	
															118.5	305.3	
ALTERNATES																	
YOKOTA AB			-45							399	453	1.08	501	1.00	18.5	18.5	
35-44N 139-21E	CR	074	+7				42M	.77	444	451	949	2.29	1066		100.0	287.0	
NAVENA AB			-39							405	457	1.08	501	1.01	18.5	18.5	
26-21N 127-46E	CR	197	+5				40M	.77	444	449	953	2.29	1066		100.0	288.0	
ANDERSON AFB			-33							411	1448	3.32	1560	3.11	51.0	51	
13-35N 144-38E	CR	147	+9				42M	.77	444	453	1944	4.53	2125		67.5	254	

MISSION FLIGHT PLAN			O. O. AND NICKNAME			UNIT			TYP. ACFT			WAVE			CELL CALL SIGN			REMARKS			
			20662 Glass Brick			6 SAW			B-92E			S/C			1/1			1st of 1000W (fitted)			
		POUNDS								POUNDS						RUNWAY					
ACFT BASIC		172.012								BOMBS						PRESSURE ALT		SL			
CREW		2.700								AMMO		720				LENGTH		10,000			
OIL		986		# 1						WATER AUG		2500				AIR TEMP		75			
ATO										STATIC		345,000		NR FULL ATO REQUIRED		CRITICAL FIELD LENGTH		6100'			
BAG KITS		2,200								START ENGINES AND TAXI FUEL ALLOWANCE		4000		NR EMPTY ATO REQUIRED		TAKE-OFF DISTANCE		5900'			
EXT TANKS WEIGHT (READY)		2,590								TAKE-OFF GROSS		338,000		ATO FIRING SPEED		TAKE-OFF SPEED		134			
MISCELLANEOUS		500								TOTAL FUEL		152,500				CRITICAL WIND COMPONENT					
CHAFF		1,100														1ST LEG		2ND LEG			
OPERATING		✓ 1,330																			
PRE-FLIGHT PLAN																					
90% 90% 90%																					
FROM ITAZUKE AB 33-35N 130-27E		FLT COND	T. C.	WIND D/V		T. H.	VAR	M. H.	TEMP		IAS	T. A. S.	G. S.	GND DIS		TIME	AIR DIS		HEAM ETA	FUEL FLIGHT PLAN	
ROUTE				DRIFT	ALT				MACH	ACC GND DIS				ACC TIME	ACC AIR DIS	TIME	PRED FUEL REMAINING	GROSS WT			
SETTO AG LEVEL OFF				90° (W) Mean						703											
CL				-25						370			10	1:03	10	02				152.5	342.0
Nomaike Tacan 31-25N 130-07E		CR	179	+4	+6				361	280	395	399	102	18	109	14				7.5	10.0
OKINAWA AIRZ 40-00N 129-31E		CR	200	+3	+5				✓	✓	✓	408	64	109	66	09				11.0	11.0
GUMIA 26-44N 127-10E		CR	200	+5	+4				✓	✓	✓	448	166	27	175	26					
KASPA AB 26-21N 127-46E		CR	222	+5	+3				✓	✓	✓	411	91	13	96	12					
				-27					✓	✓	✓	447	257	140	271	38					
				-33					✓	✓	✓	417	31	04	30	04				13.5	13.5
				-27					✓	✓	✓	449	497	1:14	523	1:10				120.5	307.5
				-39																	
NOMAIKE TACAN 33-35N 130-27E		CR	017	-5					38.0	77	444	439	455	1:07						17.5	17.5
				-5									952	2:21						103.0	290.0
				-38																	
YORP AB 35-41N 134-21E		CR	046	-6					38.0	77	444	438	843	2:09						33.0	33.0
				-6									1340	3:24						87.5	274.5
				-26																	
NOMAIKE TACAN 33-35N 130-27E		CR	100	-4					38.0	77	444	440	418	2:58						44.0	44.0
				-4									1736	4:12						76.5	263.5

MISSION FLIGHT PLAN		O. O. AND NICKNAME		UNIT	TYPE	FT	WAVE	CELL CALL SIGN	REMARKS
		106-62 Black Bird		6 SAU	278		S/S	1/A	106-62 Black Bird
POUNDS				POUNDS				RUNWAY	
ACFT BASIC	114,012			BOMBS				PRESSURE ALT	150
CREW	5,700			AMMO	720			LENGTH	12,100
OIL	986			WATER AUG	2,500			AIR TEMP	75
ATO		# 1		STATIC	342,000		NR FULL ATO REQUIRED	CRITICAL FIELD LENGTH	6,100'
RACK KITS	2,200			START ENGINES AND TAXI FUEL ALLOWANCE	4,000		NR EMPTY ATO REQUIRED	TAKE-OFF DISTANCE	5,900'
EXT TANKS WEIGHT (Empty)	2,590			TAKE-OFF GROSS	338,000		ATO FIRING SPEED	TAKE-OFF SPEED	134
MISCELLANEOUS	692			TOTAL FUEL	152,500			CRITICAL WIND COMPONENT	
CHAFF	1,100							1ST LEG	2ND LEG
OPERATING	152,500							3RD LEG	

PRE-FLIGHT PLAN

FROM	ROUTE	FLT COND	T. C.	WIND D/V	T. H.	VAR	M. H.	TEMP	IAS	T. A. S.	G. S.	GND DIS	TIME	AIR DIS	ETA	FUEL FLIGHT PLAN	
																PRED FUEL REMAINING	GROSS WT
26-21N 127-46E				909W												152.5	342.0
SET TO 10				116W												7.5	10.0
LEVEL OFF				-29				313	280	315	366	116	1:03	10	03	145.0	332.0
0710W 132-00E	CR	127	-2		13			38.0	280	315	373	166	1:22	125	18	12.0	12.0
23-00N 132-00E	CR	128	-2		12				77	444	415	186	1:27	200	23	133.0	320.0
20-00N 136-19E	CR	127	-5		11						411	302	1:44	325	41	20.0	20.0
17-15N 140-11E	CR	128	-5		10						429	614	1:33	660	127	111.0	300.0
15-40N 140-11E	CR	128	-7								419	267	1:38	280	37		
13-35N 144-35E	CR	128	-7		-1						437	891	2:11	240	204		
11-20N 144-35E	CR	310	+4					40.0	77	444	442	1241	2:55	723	723	38.0	38.0
27-00N 144-35E	CR	127	-8					4.0	77	444	426	1707	2:50	349	349	45.3	45.3
35-40N 144-35E	CR	46	-9					4.0	77	444	435	2115	6:34	354	354	43.4	232.4

MISSION FLIGHT PLAN		O. O. AND NICKNAME		UNIT	WE ACFT	WAVE	CELL CALL SIGN	REMARKS
		20662 Glass Brick		65AW	852E	5/5	4/1	Altitude 20,000 ft
POUNDS				POUNDS		RUNWAY		
ACFT BASIC	172,012	#	11	BOMBS		PRESSURE ALT	LENGTH	AIR TEMP
CREW	2,700			AMMO	720		11,200'	
OIL	986			WATER AUG	2500	CRITICAL FIELD LENGTH		CRITICAL AIR TEMP
ATO				STATIC	442,000	TAKE-OFF DISTANCE		TAKE-OFF SPEED
RACK	2,200			START ENGINES AND TAXI FUEL ALLOWANCE	- 4,000	CRITICAL WIND COMPONENT		
EXT TANKS WEIGHT (EMPTY)	2,590			TAKE-OFF GROSS	438,000	1ST LEG		2ND LEG
MISCELLANEOUS	692					+3		3D LEG
CHAFF	1,100							
OPERATING	182,280	TOTAL FUEL	256,500					

PRE-FLIGHT PLAN													FUEL FLIGHT PLAN					
FROM	ROUTE	FLT COND	T. C.	WIND D/V	T. H.	VAR	M. H.	TEMP	IAS	T. A. S.	G. S.	GND DIS	TIME	AIR DIS	ETA	PRED FUEL REMAINING	GROSS WT	
													ACC GND DIS	ACC TIME	ACC AIR DIS	Time		
ANDERSEN AFB	13-55N 144-55E			700												252.5	426.0	
SET TO AC				1100000												8.7	11.4	
LEAVE OFF																242.6	426.6	
6000m ADIZ		CL	059			-1		34.0	780	350		105	03	105	03	12.0	12.0	
15-16N 147-46E		CR	059	-23		-1		34.0	77	444	421	115	21	115	21	228.6	411.6	
17-25N 150-00E		CR	045	-4		-1		34.0	✓	✓	440	194	37	194	37			
24-32N 160-00E		CR	052	-23		-2		36.0	✓	✓	440	182	25	172	26	12.6		
30-20N 170-00E		CR	056	-4		-4		38.0	✓	✓	440	376	57	376	57	15.0		
34-47N 180-00		CR	061	-13				38.0	✓	✓	440	709	1:37	709	1:41	20.0		
37-02N 170-00W		CR	067	-4		-10		40.0	✓	✓	440	1085	2:34	1136	2:39	183.0		
40-12N 160-00W		CR	074	-23		-14		40.0	✓	✓	448	637	1:27	670	1:31	26.0		
41-28N 150-00W		CR	080	+4		-17		42.0	✓	✓	448	1722	4:01	1806	4:10	159.0	342.0	
41-50N 140-00W		CR	087	+27		-19		44.0	✓	✓	471	573	1:13	567	1:17	21.0	21.0	
41-27N 131-00W		CR	094	+4		-20		44.0	✓	✓	448	2295	5:14	2373	5:27	134.0	221.0	
41-20N 130-00W		CR	077	+27		-20		44.0	✓	✓	448	521	1:06	516	1:10	18.0	18.0	
40-45N 124-15W		CR	092	+15		-20		46.0	✓	✓	471	2816	6:20	2889	6:37	110.0	303.0	
												448	485	1:07	480	1:05	15.8	15.8
												471	3301	7:22	3369	7:22	104.2	227.2
												448	461	1:09	457	1:02	14.2	14.2
												471	3762	8:21	3826	8:24	40.0	273.0
												439	450	1:02	455	1:02	13.0	13.0
												468	4212	9:19	4281	9:26	77.0	262.0
												439	401	1:01	405	1:01	11.5	11.5
												468	4613	10:10	4686	10:21	65.5	43.5
												439	41	1:06	40	1:07		
												468	4662	10:16	4737	10:23		
												262	1:34	269	1:34	9.5	9.5	

MISSION FLIGHT PLAN CONTINUATION SHEET																	
FROM	ROUTE	FLY COND	T.C.	WIND-DIV	T.H.	VAR	M.H.	TEMP	IAS	T. A. S.	G. S.	GND DIS	TIME	AIR DIS	ETA	FUEL FLIGHT PLAN	
				DRIFT				ALT	MACH			ACC GND DIS	ACC TIME	ACC AIR DIS		PRED FUEL REMAINING	GROSS WT
	PERIOD DOR			-12													
	39-32N 119-39W	CR	109	+15		-18		46.0	.77	444	422	222	11:29	222	21	27.0	240.0
	3.PYCE C-1070N			-12													
	37-41N 112-18W	CR	108	+75		-16		46.0	✓	✓	424	363	48	373	21	13.5	13.5
	ANGUSVILLE DOR			-12													
	35-03N 106-49W	CR	121	+15		-14		46.0	✓	✓	432	211	41	320	48		
	CORONA DOR			-12													
	34-22N 105-41W	CR	126	+15		-13		46.0	✓	✓	432	72	09	72	10		
	WALKER AFB			-12													
	33-18N 104-32W	CR	139	+15		-12		46.0			459	87	11	89	12	11.0	11.0
											459	5977	13:03	6087	18:01	30.5	213.5
	ALTERNATES																
	31-51N 106-23W	CR	065	-12				46.0	.77	444	394	164	25	184		5.1	5.1
												6141	13:33	6271		25.4	208.4
	ELINGTON AIRFIELD AFB			-12													
	55-11W 99-11W	CR	065					46.0	.77	444	432	295	41	303		8.0	8.0
												6272	13:47	6390		22.5	209.5
	AMARILLO AFB			-12													
	45-14N 101-42W	CR	051					46.0	.77	444	432	180	25	184		5.1	5.1
												6157	13:33	6271		25.4	208.4

10

CONFIDENTIAL

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

APPENDIX 6

ANNEX "A"

6SAW OPORD 206-61

AIR REFUELING

1. GENERAL. The 43d Air Refueling Squadron will provide one KC-135 with a total offload capability of 80,000 pounds. (C)

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

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

2. PROCEDURES: (U)

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

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

c. Refueling area. (U)

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

(2) Refueling track: 299°.

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

(4) Onload: 80,000 pounds. (U)

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

(6) Rendezvous time: 1300Z 15 August 1962. (U)

AMENDMENT 3

APPENDIX 6

ANNEX A

6SAW OPORD 206-61

9 August 1962

CONFIDENTIAL

62-521
DCOT ~~62-251~~

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

3. REFUELING ROUTE PICTURE: Refer to Appendix 1, this Annex for refueling area route picture. (U)

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

62-521
DCOT ~~62-251~~

PEACETIME EXERCISE RECAPITULATION SHEET - BOMBARDMENT										UNIT	OPERATIONS-ORDER NUMBER	MISSION NICKNAME	LAUNCH OPTION	DATE PREPARED	PAGE 1 OF 2								
										68AW	206-61	CLASS BRICK	N/A	9 August 1962									
SORTIE NUMBER	TAKEOFF DATA							OUTBOUND CONTROL POINT	COMMUNICATIONS FACILITY	TIME OVER OUTBOUND CONTROL POINT	AIR REFUELING DATA												
	DEPARTURE BASE	UNIT	CELL COLOR/HR	STATIC GROSS WEIGHT	TOTAL FUEL ON BOARD	TYPE OF OFF SET, ATO OR AYO	ETD				REFUELING AREA	REFUELING CONTROL POINT	REFUELING CONTROL TIME	SUPPORTING TANKER UNIT/TP	TANKER CYCLE	TANKER NUMBER	C/R PLAN	OFF LOAD AVAILABLE	ON LOAD PLANNED	MINIMUM ON LOAD REQUIRED TO COMPLETE MISSION	MINIMUM REFUELING FUEL RESERVE	MISSED A/A AIR BASE	FUEL RESERVE A/A ALTERNATE
A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	
1	NRW	68AW TRB 22	N/A	433	248	W	1000Z 15 Aug 62	43-28W 124-28W	N. Road VOR	02:51	43-28W 124-28W	1300Z	ASANS	N/A	N/A	BILL ALPHA	80	80	40			N/A	N/A
2	NRW	68AW TRB 22		338	158	W	0200Z 20 Aug 62	Itagubo	N/A	01:21													
3	NRW	68AW TRB 22		338	158	W	0200Z 22 Aug 62	Kadena	N/A	01:14													
4	NRW	68AW TRB 22		338	158	W	0100Z 24 Aug 62	Anderson	N/A	03:03													
5	NRW	68AW TRB 22		442	257	W	0230Z 28 Aug 62	34-47N 160-09W	N/A	05:14													

SECRET

SECRET

APPROVED
 68AW ORDER 206-61
 9 August 1962

SECRET
 68-128

PEACETIME EXERCISE RECAPITULATION SHEET - BOMBARDMENT (CONTINUATION)

UNIT
6SAW

PAGE 2 OF 2 PAGES

SORTIE NUMBER	TARGET DATA							DIVERSION INFORMATION						DESTINATION AND ALTERNATE INFORMATION								MISSION NOTES		
	NHCL COORDINATES X	NHCL TIME Y	TARGET Z	TIME OVER TARGET AA	TARGET REFERENCE NUMBER BB	TYPE BOMB RUN CC	FUEL REMAINING OVER TARGET DD	DIVERSION CONTROL POINT EE	COMMUNICATION FACILITY FF	FUEL REMAINING OVER DCP GG	DIVERSION BASE HH	FUEL OVER DIVERSION BASE II	ETZ (DCP N DB) JJ	DESTINATION KK	ETE LL	TOTAL GROUND NM (Complete mission) MM	ETA (K plus) NN	FUEL REMAINING OVER DESTINATION OO	ALTERNATES PP	NAUTICAL GROUND MILES TO ALTERNATE QQ	ETE (Distribution by Alternates) RR		FUEL RESERVE OVER ALTERNATE SS	TT
													RJTY	13:07	5538			72	KADIBA	856	01:56	47	Timing based on mean winds	
													RJFF	01:12	496			119	YONDA	453	01:08	188		
													BCDB	01:10	497			120	YONDA	843	02:09	88		Fuel Reserves are based on 98% worst winds
													FGWA	02:54	1241			89	KADIBA	1241	02:55	89		
													REBW	13:08	5977			31	CLIFTON SHERMAN	295	00:41	23		

APPENDIX 3
PART I
FORM OROD 206-61
9 August 1962

SECRET

FORM 63-102

SECRET

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



REPLY TO
ATTN OF: DCOTP/Capt Scharmen/Drop 33, ext 2180

1 Aug 1962

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

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

47 Strat Aerospace Div
29 Air Div, Richards-Gebaur AFB, Mo

1. Attached is amendment 2 to Headquarters 6th Strategic Aerospace Wing Operations Order 300-62, 15 March 1962. (U)
2. The changes in this amendment become effective 1 August 1962. (U)
3. Pen and ink changes: (U)
 - a. Annex A, page 5, par. 10a(6): Change to read "High Altitude Fixed Angle combat jamming run." (U)

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

FOR THE COMMANDER

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

- 2 Atch
1. SAC Form 20
2. Amend 2, 6SAW OPOD 300-62
15 Mar 62, CONFIDENTIAL

Copies to:
C, DCO, DCOT 3, BCOCE, DCOP,
DCOCP, DCOTAW, DCOAM 2, DCOI,
DCOIT, DCM, DCML, DCOTBO 2,
IKO 4, 4OBS 27, 6FMS 2, 6OMS 2,
6AEMS 2, BC, 6ARS 15, 37MMS,
201OCS, Det 15, 9 Wea Sq,
686AC&W Sq, DCR

CONFIDENTIAL

110 62-69

ENTRY AND DESTRUCTION CERTIFICATE

PAGE NR

1

NR OF PAGES

1

SECTION I - ENTRY AND DESTRUCTION DATA

FROM: (Hq and Staff Agency) (To be filled in only when certification required by originator)

2. DOCUMENT

AMENDMENT 2 to 6th Strategic Aerospace Wing OPOD 300-62, 15 March 1962

INSTRUCTIONS:

1 copy filed in basic document.
1 copy for appropriate Control Officer's file (AFM 181-5).
1 copy returned to originating Hq when Item 1 accomplished.
1 additional copy for Top Secret Control Officer as required.

3. SECTION(S) AMENDED

INSERT LETTER OF TRANSMITTAL
INSERT ENTRY AND DESTRUCTION CERT.
ANNEX A - Air Operations
ANNEX A - APPENDIX 3
ANNEX A - APPENDIX 9
ANNEX C - APPENDIX 1

4. ENTER PAGE(S)

7, 8
7, 8, 11, 12
1, 2
1, 2

5. REMOVE PAGE(S)

7, 8
7, 8, 11, 12
1, 2
1, 2

6. NR OF PAGES IN CHANGE

7. NR OF PAGES IN DOCUMENT

8. COPY NR OF BASIC DOCUMENT (in which pages listed in Item 4 have been incorporated)

Pages listed in Item 5 have been removed and destruction is authorized by Paragraph 562, AFM 181-5.

9. DATE

10. ORGANIZATION AND OFFICE

11. SIGNATURE (Individual posting document)

SECTION II - CERTIFICATE OF DESTRUCTION

I CERTIFY THAT THE PAGES LISTED IN ITEM 5 HAVE BEEN DESTROYED IN ACCORDANCE WITH AFR 208-1.

12. SIGNATURE

13. SIGNATURE

14. DATE DESTROYED

15. TYPED/STAMPED NAME AND GRADE (Control Officer)

16. TYPED/STAMPED NAME & GRADE (Witnessing Officer)

17. CERTIFICATE NR

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 AMENDMENT 2 to 6th Strategic Aerospace Wing OPOD 300-62, 15 March 1962	
		INSTRUCTIONS: 1 copy filed in basic document. 1 copy for appropriate Control Officer's file (AFM 181-5). 1 copy returned to originating Hq when Item 1 accomplished. 1 additional copy for Top Secret Control Officer as required.	
3. SECTION(S) AMENDED INSERT LETTER OF TRANSMITTAL INSERT ENTRY AND DESTRUCTION CERT. ANNEX A - Air Operations ANNEX A - APPENDIX 3 ANNEX A - APPENDIX 9 ANNEX C - APPENDIX 1		4. ENTER PAGE(S) 7, 8 7, 8, 11, 12 1, 2 1, 2	5. REMOVE PAGE(S) 7, 8 7, 8, 11, 12 1, 2 1, 2
6. NR OF PAGES IN CHANGE	7. NR OF PAGES IN DOCUMENT	8. COPY NR OF BASIC DOCUMENT (In which pages listed in Item 4 have been incorporated)	
Pages listed in Item 5 have been removed and destruction is authorized by Paragraph 562, AFM 181-5.			
9. DATE	10. ORGANIZATION AND OFFICE	11. SIGNATURE (Individual posting document)	
SECTION II - CERTIFICATE OF DESTRUCTION			
I CERTIFY THAT THE PAGES LISTED IN ITEM 5 HAVE BEEN DESTROYED IN ACCORDANCE WITH AFR 205-1.			
12. SIGNATURE		13. SIGNATURE	
14. DATE DESTROYED			
15. TYPED/STAMPED NAME AND GRADE (Control Office)		16. TYPED/STAMPED NAME & GRADE (Witnessing Office)	
		17. 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 originating)		2. DOCUMENT AMENDMENT 2 to 6th Strategic Aerospace Wing OPOD 300-62, 15 March 1962	
		INSTRUCTIONS: 1 copy filed in basic document. 1 copy for appropriate Control Officer's file (AFM 181-5). 1 copy returned to originating Hq when Item 1 accomplished. 1 additional copy for Top Secret Control Officer as required.	
3. SECTION(S) AMENDED INSERT LETTER OF TRANSMITTAL INSERT ENTRY AND DESTRUCTION CERT. ANNEX A - Air Operations ANNEX A - APPENDIX 3 ANNEX A - APPENDIX 9 ANNEX C - APPENDIX 1		4. ENTER PAGE(S) 7, 8 7, 8, 11, 12 1, 2 1, 2	5. REMOVE PAGE(S) 7, 8 7, 8, 11, 12 1, 2 1, 2
6. NR OF PAGES IN CHANGE		7. NR OF PAGES IN DOCUMENT	
		8. COPY NR OF BASIC DOCUMENT (In which pages listed in Item 4 have been incorporated)	
Pages listed in Item 5 have been removed and destruction is authorized by Paragraph 562, AFM 181-5.			
9. DATE		10. ORGANIZATION AND OFFICE	
		11. SIGNATURE (Individual posting document)	
SECTION II - CERTIFICATE OF DESTRUCTION			
I CERTIFY THAT THE PAGES LISTED IN ITEM 5 HAVE BEEN DESTROYED IN ACCORDANCE WITH AFR 205-1.			
12. SIGNATURE		13. SIGNATURE	
		14. DATE DESTROYED	
15. TYPED/STAMPED NAME AND GRADE (Control Officer)		16. TYPED/STAMPED NAME & GRADE (Witnessing Officer)	
		17. CERTIFICATE NR	

f. GAM 77 run: (U)

(1) A GAM 77 simulated launch run (Big Bark) will be accomplished against the Seattle NIKE Site using Fairchild NIKE as the GAM simulated launch point. (U)

(2) Combat crews of GAM 77 carrying aircraft will be thoroughly familiar with and adhere to the appropriate GAM 77 simulated launch procedures checklist and the contents of SACR 55-5 as it applies to GAM 77 activity. (U)

g. Low altitude bombing: (U)

(1) Each crew will accomplish a synchronous Short Look Large run against the designated Boise Semi-mobile target complex. Mission effectiveness will be based on the score obtained on the first release. (U)

(2) The run may be made as offset or direct and will be scored using the accuracy standards established in SACP 170-1A. (U)

(3) If a crew aborts the bomb run after departing the IP, the sortie will be declared as non effective and charged as a non-synchronous run. (U)

(4) If a radio malfunction prevents a scored RBS run, the sortie will not be included in computation of mission effectiveness provided that scorable radar scope photography meets the accuracy standards of SACP 170-1A. Where scorable photography is not available or the photography score exceeds the accuracy standard, the sortie will be scored as non effective. (U)

(5) Once an aircraft is airborne, the crew must accomplish the low altitude bomb run or the sortie will be scored as non effective. Where safety of flight considerations other than weather preclude completion of the low altitude bomb run, the sortie will be scored as non effective in mission effectiveness. (U)

(6) Short Look synchronous radar runs which exceed the time restriction established in SACR 50-4 will be declared as non effective. Time at altitude restrictions do not apply to emergency type runs. (U)

(7) Scores will not be passed to aircrews. Scores will be available to the Wing Commander after the completion of the final B-51 report. (U)

h. High altitude bombing: (U)

(1) A high altitude Fixed Angle combat jamming run will be accomplished against the La Junta RBS site. The run will be made at the mach prescribed by tactical doctrine for high altitude RBS runs. (U)

AMENDMENT 2

ANNEX A

65AW OPOED 300-62

1 August 1962

(2) In the event a BMS malfunction precludes the accomplishment of a fixed angle attack the run will be made by the best means available. To be effective the circle size must not exceed the criteria established in SACP 170-1A for last resort or timing bomb run. These runs will not be included in computing the critical areas of mission effectiveness and bombing reliability.

1. Rules applicable to both high and low altitude bombing: (U)

(1) All runs, both synchronous and emergency, will be executed in accordance with procedures contained in SACR 50-4, to include actuation of the bomb release system. (GAM carrying aircraft will not actuate bomb release system). (U)

(a) Non GAM carrying aircraft possessing a dual U-2 installation will be cocked and fired at each release. Effectiveness scoring will be based on actuation of the U-2 release in unit EWO sequence. (U)

(b) Non GAM carrying aircraft configured for the "clip in" release system will accomplish all items on the bombing checklist to assure an effective release. (U)

(2) All fixed angle or ASQ-38 emergency set type RBS bomb runs made in lieu of synchronous RBS bomb runs will be scored using the fixed angle accuracy standards established in SACP 170-1A. (U)

(3) GPI, last resort, celestial and timing from a predetermined point emergency bomb runs will be scored using the accuracy standards established in SACP 170-1A. (U)

(4) Clamshell doors will remain closed throughout the bomb runs. Optics will not be used during or in lieu of emergency type runs. (U)

(5) All RBS runs will be made as "record". An aircrew unable to make a synchronous run due to malfunctioning equipment will attack the target using the best available emergency method. An aircrew unable to make an emergency run due to totally inoperative BMS equipment will attack the target using the last resort bombsight, celestial fixes, or by timing from a predetermined point. (U)

(6) In the event of an RBS ground abort, type II, scorable radarscope photography will be used for CRT scoring purposes. If radarscope photography is not accomplished or is of such quality as to preclude determination of score, the sortie will not be included in the computation of mission effectiveness or bombing reliability. (U)

(7) In the event of a type III abort, the estimated RBS score will be utilized. If an estimated score is not established by the site, scorable radarscope photography will be used. If an acceptable scoring capability does not exist for the Short Look synchronous run, the sortie will be declared non-effective for mission effectiveness. (U)

AMENDMENT 2

ANNEX A

CSAW OPOED 300-62

1 August 1962

MISSION FLIGHT PLAN - CONTINUATION SHEET													FUEL BASED ON 70%			
FROM MSCALL/ROME	FLT COND	T.C.	WIND D/V	T.H.	VAR	M.H.	TEMP	IAS	T. A. S.	G. S.	GND DIS	TIME	AIR DIS	90% ETA	FUEL FLIGHT PLAN	
VOR ENTRY			DRIFT				ALT	MACH			ACC GND DIS	ACC TIME	ACC AIR DIS	TIME	PRED FUEL REMAINING	GROSS WT
ROUTE			NO WIND													
BOISE SEMI-MOBILE RBS SITE	LL										314	:52	314	:52	118.9	298.6
EXIT ROME VOR 42-35N 117-52W							23.0				3582	08:40	3898	09:10	98.4	279.1
L10 42-57N 116-26W	CL	063	270/030 -2	061	-18	043	39.0	280	400	425 408	78 3660	:11 08:51	77 3975	:12 09:22	4.9 94.5	4.9 274.2
COMMON POINT 43-28N 115-00W	CR	✓	270/035 -2	✓	✓	✓	✓	.77	444	474 452	71 3731	:09 09:00	69 4044	:09 09:31	2.2 92.3	2.2 272.0
EXIT MSCALL VOR 44-46N 116-13W							23.0									
T.P. 44-56N 116-42W	CL	300	270/030 -2	298	-20	278	✓	280	400	375 370	24 3606	:04 08:44	24 3922	:09 09:14		
L10 44-22N 116-11W	✓	136	270/030 +3	139	-19	120	39.0	✓	✓	420 408	54 3660	:07 08:51	53 3975	:09 09:22	4.9	4.9 274.2
COMMON POINT 43-28N 115-00W	CR	✓	270/035 +3	✓	✓	✓	✓	.77	444	470 452	71 3731	:09 09:00	69 4044	:09 09:31	2.2	2.2 272.0
COMMON ROUTE																
PIP KREMMLING 40-03N 106-22W	CR	118	255/030 +3	121	-16	105	39.0	.77	444	466 442	440 4171	:57 09:57	442 4486	09:00 09:31	13.8 78.5	13.8 258.2
ID 39-00N 104-20W	✓	123	250/030 +3	126	-14	112	✓	✓	✓	460 438	114 4285	:15 10:12	117 4603	:16 10:47	3.6	3.6 254.6
TGT FIXED ANGLE LA JUNTA ALPHA	✓	146	250/030 +4	150	-13	137	✓	.82	471	476 454	75 4360	:09 10:21	78 4681	:10 10:57	2.6	2.6 252.0
BREAKAWAY											33	:04	33	:04	1.1	1.1
ALAMOGORDO RES 34-36N 104-25W	CR	188	255/035 +4	192	-13	179	39.0	.77	444	430 413	190 4583	:27 10:52	204 4918	:29 11:29	6.1	6.1 244.8
WALKER AFB, NM RADAR DIR APP	DS									365 358	79 4662	:13 11:05	87 5005	:13 11:42	2.7	2.7 242.1
ALTERNATES																
BIGGS AFB 31-50N 106-23W	CR	222					40.0	.77	444	396	135 4797	:18 11:23	151 5156	:21 12:09	4.5	4.5 237.6
AMARILLO AFB 35-13N 101-42W	CR	051					42.0	.77	444	451	184 4846	:23 11:28	181 5186	:25 12:07	5.5	5.5 236.6
CLINTON-SHERMAN 35-21N 99-11W	CR	065					42.0	.77	444	452	292 4954	:31 11:43	287 5282	:30 12:18	8.5	8.5 233.6

NON GAM (SHERMAN)

MISSION FLIGHT PLAN		O. O. AND NICKNAME		UNIT	TYPE ACFT	WAVE	CELL CALL SIGN	REMARKS
		300-62 "STRAIGHT SHOT GOLF"		65AW	B-57E	570		SUMMER WIND DATA
POUNDS				POUNDS				RUNWAY
ACFT BASIC	171500			BOMBS 6AMS	23000			PRESSURE ALT
CREW	2160		386	AMMO	700			LENGTH
OIL	986		GAM	WATER AUG	2500			AIR TEMP
ATO			LESS	STATIC	410000	NR FULL ATO REQUIRED		CRITICAL FIELD LENGTH
EXT TANKS WEIGHT (EMPTY)	2590		2000 lbs	START ENGINES AND TAXI FUEL ALLOWANCE	40000	NR EMPTY ATO REQUIRED		CRITICAL TEMP
MISCELLANEOUS	664		M10000Y	TAKE-OFF GROSS	406270	ATO FIRING SPEED		TAKE-OFF DISTANCE
CHAFF	1100		(16000)					TAKE-OFF SPEED
OPERATING	179000	TOTAL FUEL	205000					CRITICAL WIND COMPONENT
								1ST LEG
								2ND LEG
								3RD LEG

PRE-FLIGHT PLAN													FUEL BASED ON 0.7% W/V			
FROM WALKERFORD, N. MEX	FLY COND	T. C.	WIND 1000	T. H.	VAR	M. H.	TEMP	IAS	T. A. S.	42000 G. S.	GND DIS	TIME	AIR DIS	900	FUEL FLIGHT PLAN	
33-17N 104-32W			DRIFT				ALT	MACH		90%	ACC GND DIS	ACC TIME	ACC AIR DIS	TIME	PRED FUEL REMAINING	GROSS WT
ROUTE			90%												205.0	410
OUTTOAC			MEAN								10	103	10	03	140.6	349
LEVEL OFF			250/030					280		378	07	117	112	17	13.2	100
34-51N 104-56W	CL	349	-8	345	-12	338	25.8	1AS	393	315	117	120	122	20	183.4	386
EGRESS POINT			251/031							473	49	105	53	07	2.8	2.1
15 VEGAS VOR	CR	349	-4	345	-3	332	25.5		471	437	166	126	175	21	180.6	383
TO			251/035							407	142	121	154	21	8.1	8.1
35-27N 107-55W	CR	261	-1	260	-13	247	25.5		440	406	308	147	309	18	172.5	375
RECEIVER IP											30	104	30	04	1.6	1.6
35-46N 108-00W	CR						25.5				338	151	339	16	170.9	373
CELLS 1,3,5,7 USE ALPHA TRACK																
SID			260/035							476	99	113	101	11	5.3	5.3
36-33N 106-12W	CR	063	-2	061	-13	048	25.5		440	434	427	01:04	460	01:06	163.6	368
INGRESS POINT			260/035							476	40	105	41	06	2.1	2.1
36-50N 105-30W	DS	063	-2	061	-13	048				434	477	01:09	561	01:12	163.5	366
ARC@-ALPHA TRACK			260/035							477	40	105	41	06	2.1	2.1
37-04N 101-42W	DS	069	-1	068	-13	055	24.0			434	517	01:14	542	01:18	161.4	364
END AIR (PLANNING)			260/035					255		410	190	128	193	131	16.0	16.0
38-08N 100-56W	AR	070	-1	069	-12	057	25.0	1AS	375	369	707	01:42	735	01:49	145.4	348
ON LOAD															91.3	91.3
EGRESS POINT			260/035					255		410	54	108	55	09	3.2	3.2
38-24N 99-51W	CR	072	-1	071	-11	060	25.0	1AS	375	370	761	01:50	790	01:54	233.5	426
L/O @ COMMON ROUTE			260/038					280		450	56	108	57	108	5.6	5.6
38-28N 98-38W	CL	081	+1	088	-10	078	35.0	1AS	415	409	817	01:58	847	02:06	227.9	430

MISSION FLIGHT PL/ - CONTINUATION SHEET													FUEL BASED ON 90% WIND			
FROM RECALL/ROME	FLT COND	T.C.	WIND D/V	T.H.	VAR	M.H.	TEMP	IAS	T. A. S.	HEAVY G. S.	GND DIS	TIME	AIR DIS	90% ETA	FUEL FLIGHT PLAN	
VOR ENTRY			ORIFT				ALT	MACH		90%	ACC GND DIS	ACC TIME	ACC AIR DIS	TIME	PRED FUEL REMAINING	GROSS WT
ROUTE																
BOISE SEAFI-MOBILE KBS SITE	LL		NO WIND								314	:52	314	:52	21.0	210
EXIT ROME VOR 42-25N 117-52W							23.0				3582	08:40	3898	09:10	77.0	279.7
L10 42-57N 116-26W	CL	063	270/030 -2	061	-18	043	39.0	280	400	425 468	78 3660	:11 08:51	77 3975	:12 09:22	4.7 72.3	4.7 275.0
COMMON POINT 45-28N 115-00W	CR	✓	270/035 -2	✓	✓	✓	✓	.77	444	474 452	71 3731	:09 09:00	69 4044	:04 09:31	2.4 69.9	2.4 272.6
EXIT RECALL VOR 44-46N 116-13W							23.0									
T.P. 44-56N 116-42W	CL	300	270/030 -2	298	-26	278	✓	280	400	375 370	24 3606	:04 08:44	24 3922	:04 09:14		
L10 44-22N 116-11W	✓	136	270/030 +3	139	-19	120	39.0	✓	✓	420 408	54 3660	:07 08:51	53 3975	:09 09:22	4.7 72.3	4.7 275.0
COMMON POINT 45-28N 115-00W	CR	✓	270/035 +3	✓	✓	✓	✓	.77	444	470 452	71 3731	:09 09:00	69 4044	:04 09:31	2.4 69.9	2.4 272.6
COMMON ROUTE																
PIP KREMLING 40-08N 106-22W	CR	118	255/030 +3	121	-16	105	59.0	.77	444	466 442	440 4171	:57 09:57	442 4486	09:00 10:31	15.0 54.9	15.0 257.6
IP 39-00N 104-20W	✓	123	250/030 +3	126	-14	112	✓	✓	✓	460 438	114 4285	:15 10:12	117 4603	:16 10:47	3.9 51.0	3.9 253.7
TGT FIXED ANGLE LA JUNTA ALPHA	✓	146	250/030 +4	150	-13	137	✓	.82	471	476 454	75 4360	:09 10:21	78 4681	:10 10:57	2.9 48.1	2.9 250.8
BREAKAWAY											33	:04	33	:04	1.2	1.2
ALAMOGORDO RES 34-36N 104-25W	CR	188		192	-13	179	39.0	.77	444	430 413	190 4583	:27 10:52	204 4918	:28 11:29	6.6 40.3	6.6 243.0
WALKER AFB, NM RADAR DIR AFB	DS						✓			365 358	79 4662	:13 11:05	87 5005	:13 11:42	2.8 37.5	2.8 240.2
ALTERNATES																
EIGGS AFB 31-50N 106-13W	CR	222					40.0	.77	444	396	135 4797	:18 11:23	151 5156	:21 12:03	4.6 32.9	4.6 235.6
AMARILLO AFB 35-13N 101-42W	CR	051					42.0	.77	444	451	184 4846	:23 11:28	181 5186	:25 12:07	5.7 31.8	5.7 234.5

AMEN.

11

GAN HIGGART (SIGNED)

MISSION FLIGHT PLAN - CONTINUATION SHEET

FUEL BASED ON 90% WW

FROM END AIR ROUTE	FLT COND	T.C.	WIND D/V DRIFT	T.H.	VAR	M.H.	TEMP ALT	IAS MACH	T. A. S.	MEMO G. S. 90%	GND DIS ACC GND DIS	TIME ACC TIME	AIR DIS ACC AIR DIS	90% TIME	FUEL FLIGHT PLAN	
															PRED FUEL REMAINING BASED ON G.A.M. A.C.F.T. NO ON	GROSS WT LOAD
ON LOAD															145.4	348.1
EGRESS PT	CR						25.0		375	410 370	54 761	108 01:50	55 790	09 01:58	2.8 142.6	2.8 345.3
L/O @ COMMON RTE PT 38-28N 98-38W	CL						35.0	290 195	415	450 409	56 817	128 01:58	57 847	08 02:06	4.2 138.4	4.2 341.1
T.P 38-16N 96-36W	CR	097			-10		35.0		440	488 441	98 915	112 02:10	99 946	08 02:19	4.1 134.3	4.1 337.0
START CELL GRID/RADAR 38-58N 97-00W	CR	314	263/045 -5	309	-10	299	35.0			415 389	60 975	109 02:19	68 1014	09 02:28	2.8 131.5	2.8 324.2
TERM CELL GRID/RADAR 47-39N 112-02W	CR	03066 315	270/060 -6	0746H 309	-10	299	35.0			400 386	839 1814	07:06 04:25	969 1983	02:11 02:39	38.4 93.1	38.4 295.8
LEVEL OFF 47-37N 112-19W	CL	165	280/045 -6	171	-19	152	38.0		400	416 374	14 1828	02 04:27	14 1997	02 04:41	1.0 92.1	1.0 294.8
START CELL WEA 46-36N 112-01W	CR	165	280/045 +6	171	-19	152	38.0		444	460 419	69 1897	109 04:36	73 2070	10 04:51	2.7 89.4	2.7 292.1
TERM CELL WEA 22-46N 103-14W	CR	152	255/050 +6	158	-15	143	38.0			456 420	928 2825	02:02 06:38	980 3050	02:13 07:04	35.0 54.4	35.0 257.1
WALKER AFB 33-17N 104-32W	DS	310	290/035 -4	306	-12	294			400	375 382	99 2924	16 06:54	104 3154	16 07:20	3.5 50.9	3.5 253.6
ALTERNATES																
BIGGS AFB 31-50N 100-23W	CR	222					40.0		444		135 3059	118 07:12	151 3305	21 07:41	5.0 45.9	5.0 248.6
AMARILLO AFB 35-13N 01-42W	CR	051					40.0		444		184 3108	123 07:17	181 3335	25 07:45	6.0 44.9	6.0 247.6
CLINTON SHERMAN AFB 35-22N 99-3W	CR	065					42.0		444		292 3216	138 07:32	287 3441	40 08:00	9.3 41.6	9.3 244.3

12

MISSED AIR RESOLUTION SUMMARY

ALTITUDE RESERVATION FLIGHT PLAN

MISSION NAME STRAIGHT SHOT GOLF	FAA-JCS PRIORITY 7	NO-NOTICE <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	EXECUTED BY SAC
---	------------------------------	--	---------------------------

A. UNIT TACTICAL CALL SIGN From current VCSL	B. AIRCRAFT (No. and Type) 8 B-52, 8 KC-135	C. POINT OF DEPARTURE Walker AFB, New Mexico
--	---	--

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

SW T/O BUDDY AIRFL TACTICS: CLMB 250-260 LKR 336 RADIAL LVLOF AT LVS 156/30 00:20,
LVS 00:26.

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

RED, GREEN, PURPLE AND YELLOW CELLS (ODD): (TIMES ARE CONTINUATION OF SW T/O)

ABQ 280/59 00:47, ALS 186/51 01:04 EXPAND 240-270 LVLOF AT ALS 174/45 01:06, ALS
138/34 INGRESS KITTY CAT ALPHA AIRFL AREA 01:09, GCK 043/50 EGRESS KITTY CAT ALPHA
AIRFL AREA. CELL BREAK UP POINT 01:50.

TANKER AIRCRAFT: IFPP LAND KRSW,

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

BLUE, ORANGE, AMBER AND BLACK CELLS (EVEN): (TIMES ARE CONTINUATION OF SW T/O OF

FIRST AIRCRAFT IN CELL) ABQ 280/59 00:47, LVS 296/57 01:04, EXPAND 240-270 LVLOF AT
LVS 305/53 01:06, LVS 337/49 INGRESS KITTY CAT BRAVO AIRFL AREA 01:09, GCK 073/50
EGRESS KITTY CAT BRAVO AIRFL AREA. CELL BREAK UP POINT 01:50,

TANKER AIRCRAFT: IFPP LAND KRSW.

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

COMMON ROUTE: (TIMES ARE CONTINUATION OF FIRST AIRCRAFT) ICT 042/52 02:10 START
CLSTNAV, OBH 268/114 02:55, CZI 356/52 03:40, GTF 276/29 04:25 END CLSTNAV, CLMB 370
LVLOF AT GTF 268/46 04:28, MLP 054/67 04:38, GEG 023/16 04:59, SEA 328/07 05:27,
SEA 238/23 05:31, DSND 290 LVLOF AT SEA 226/84 05:40, SEA 228/110 05:44 COASTAL ADIZ,
SEA 229/136 05:48 ENTER W-460, 46-08N 128-28W 06:08 EXIT W-460, (AIR TO AIR GUNNERY
WILL BE CONDUCTED BETWEEN 46-35N 126-21W AND 46-08N 128-28W) CLMB 390 LVLOF AT
45-54N 127-41W 06:16, PDX 266/84 06:32 COASTAL ADIZ, PDX 275/58 06:36, SEA 200/47

END 1
APPENDIX 9
ANNEX A
6SAW OPOD 300-62
14 Me 1962

1
(If additional space is needed for any item, continue on blank 8" x 10 1/2" sheets and iden.)

DCOT 62-281

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

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

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

BRAVO ROUTE: BOI 312/75 07:42 DSND AND CROSS MYL 230 07:48, ENTER BOISE SEMI MOBILE OIL BURNER ROUTE IBASF 15 MIN, REO 08:40, CLMB 390 LVLOF AT BOI 167/39 08:51, BOI 078/58 09:00 COMMON POINT.

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

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

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

APPENDIX 1

ANNEX "C"

6SAW OPORD 300-62

TARGETS

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

2. TARGET INFORMATION: (U)

a. The low altitude synchronous radar Short Look Large Charge Run will be accomplished against the Boise Semi-Mobile RBS Target Complex. (U)

b. Target information will be changed approximately every 42 days. Target Information in crew folders will be kept current by Target Intelligence. (U)

c. It will be the responsibility of individual Radar Navigators and Navigators to insure a complete and thorough knowledge of the current targets in effect. (U)

c. The high altitude radar Fixed Angle combat jamming run target information is as follows: (U)

(1) Site: La Junta. (U)

(2) IP: 39-00N 104-20W. (U)

(3) Target #1 information: (U)

(a) Designator: Alpha. (U)

(b) Elevation: 4112'. (C)

(c) Description: 11A Phillips-Shamrock Tank Farm, La Junta, Colorado. (C)

(d) Aiming Point: Top Center of Tank #102. Tank is one of nine. 37-49-37.55N 102-29-49.46W. (C)

APPEND 2
APPENDIX 1

ANNEX C
63AW OPORD 300-62
1 August 1962

CONFIDENTIAL

DCOT 62-501

CONFIDENTIAL

3. BIG BARK TARGET INFORMATION: (U)

a. Launch: (U)

(1) Site: Fairchild Nike. (U)

(2) Launch Target: Alpha. (U)

(a) Coordinates: 47-45-22.07N 117-22-10.94W. (C)

(b) Elevation: 1968'. (C)

(c) Description: Kaiser Aluminum Plant. (C)

(d) Aim Point: N.E. corner of largest building, N.E. corner
of return. (C)

AMENDMENT 2
APPENDIX 1
ANNEX C
6SAW OPOD 300-62
1 August 1962

CONFIDENTIAL

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



DATE OF: 080107/MAY 1962
TYPE OF: Strategic Aerospace Wing New Filney 400-63

7 August 1962

SUBJECT: Amendment to the Strategic Aerospace Wing New Filney 400-63

TO: 25AF (DWS) 47 Strat Aerospace Gp 1 Comd Eval Gp
Barksdale AFB, La

1. Attached is amended to 5th Strategic Aerospace Wing New Filney 400-63, 27 June 1962.

2. You and the changes:

a. Appendix 2 to Annex 1, page 8. Groups 17 coordinated for the La Junta Bomb run from 39-10N 104-52 to west 39-10N 104-25W.

b. Annex 1, page 3, par 10. Delete entire paragraph.

FOR THE COMMANDER:

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

1. Lt Col
New Filney 400-63
7 August 1962

Copies to:
C. HQ, BCC, DCOM 3, DDOGE, DDOF,
D. DCS, DCSFA, COMAS 2, DCOMAW,
E. DCS, DCS, DCSIT, DCM, DCM1,
F. DCS, HQ 4, 6SMS 2, 6OMS 2,
G. 6SMS, 6SMS (GAM), 3YMS,
H. DCS, DET 15 9 WEA SQ,
I. 6BSAW Sq, DCR, 6ARBS 15,
K. 6ORS 31.

FLOW CHART

A/C NAME TAIL NO.	PARK SPOT	CALL SIGN	TAKE OFF	ARSP	START CEL GRID	HREL	FAIR- CHILD NIKE	SEATTLE NIKE (CAM)	LOW ALT ENTRY	LOW ALT REL.	HIGH ALT REL.	ROW
		RED ONE	0327	0416								AS BRIEFED
		RED TWO	0328	0416	0508	0810	0816	0916	1021	1130	1240	1326
		WHITE ONE	0312	0405								AS BRIEFED
		WHITE TWO	0313	0407	0513	0814	0818	0911	1026	1141	1248	1311
		BLUE ONE	0317	0415								AS BRIEFED
		BLUE TWO	0318	0416	0515	0814	0816	0900	1011	1120	1210	1316

PRE TO O. BRIEFING WILL BE HELD AT 0100Z AT THE 406S

AMENDMENT 4
APPENDIX 2
ANNEX A
6SAW FLIMSY 400-63
7 AUGUST 1962

SPARE TANKER _____
SPOT NO. _____
CALL SIGN _____
A/C NAME _____

END A/R COORDINATE _____
NON CAM _____
CAM _____

FLOW CHART

MIS FLIGHT PLAN		O. O. AND NICKNAME PRE HEAT		UNIT 6 AREFS	'CFT 25A	WAVE RED WHITE & BLUE	CELL CALL SIGN ONE	REMARKS AUGUST WIA
ACFT BASIC	POUNDS 102 500			BOMBS				RUNWAY
CREW	1250			AMMO				PRESSURE ALT 3950
OIL	169			WATER AUG	5581			LENGTH 13000
ATO				STATIC	256 906	NR FULL ATO REQUIRED		AIR TEMP 94
RACK				START ENGINES AND TAXI FUEL ALLOWANCE	-2 000	NR EMPTY ATO REQUIRED		CRITICAL FIELD LENGTH 12300
EXT TANKS WEIGHT (LBS)				TAKE-OFF GROSS	254 906	ATO FIRING SPEED		CRITICAL TEMP 94
MISCELLANEOUS	81							TAKE-OFF DISTANCE 10500
CHAFF								TAKE-OFF SPEED 164
OPERATING	104,000	TOTAL FUEL	147.3					CRITICAL WIND COMPONENT
								1ST LEG
								2ND LEG
								3D LEG

PRE-FLIGHT PLAN														FUEL FLIGHT PLAN		
FROM WALKER AFB N. TEX. 33-17N 104-32W ROUTE	FLY COND	T. C.	WIND D/V DRIFT	T. H.	VAR	M. H.	TEMP ALT	IAS MACH	T. A. S.	G. S.	GND DIS ACC GND DIS	TIME ACC TIME	AIR DIS ACC AIR DIS	ETA	PRED FUEL REMAINING	GROSS W
SET TO AC											10	:03	10		4.0	9.
LEVEL OFF			250/020								81	:13	80		143.3	247.
34-26N 104-50W	CL	349	-3	346	-12	334	22.0	280	370	374	91	:16	90		5.9	5.
CELL FORM. PT. ACC			255/028					255	363	365	75	:10	78		137.4	241.
LAS VEGAS VORTAC	CR	349	-4	345	-13	332	✓	300	430	430	166	:26	168		2.6	2.
TURN PT S/C			255/025								147	:21	158		134.8	238.
35-11N 108-00W	✓	261	-1	260	✓	247	✓	300	430	410	313	:47	326		5.0	5.6
RCVR IP L/O											30	:04	30		129.8	233.
34-54N 107-54W	CL	↘					25.0	✓	440		347	:51	356		2.0	2.
			255/028								129	:17	128		127.8	231.
35-47N 105-29W	CR	068	-1	067	-13	054	✓	✓	✓	467	472	01:08	484		3.7	3.
INGRESS DECEL PATH			250/028								29	:09	29		124.1	228.
35-53N 104-55W	✓	070	±0	070	✓	057	✓	✓	✓		581	01:12	513		.6	.5
ARCP			250/028					300	355	468	51	:06	51		123.3	227.
36-11N 103-57W	✓	✓	±0	✓	✓	✓	✓	300	355	468	552	01:18	564		1.5	1.5
END AIR (PLANNING)			255/024								186	:28	184		121.8	225.
37-10N 100-16W	AR	072	±0	072	-12	060	✓	255		399	738	01:46	748		5.7	5.
											738	01:46	748		116.1	220.
OFF LOAD															91.3	91.
															24.8	128.
EGRESS			255/021								18	:03	18		.6	.5
37-15N 99-55W	CR	073	±0	073	-11	062	✓	255		396	756	01:49	766		24.2	128.
CLEARING TURN												:06			1.2	1.5
LEFT TO TRACK	CL	↘					40.0					01:55			23.0	127.
INDIVIDUAL FLIGHT PLAN																

11

KC 135

ALTITUDE RESERVATION FLIGHT PLAN

MISSION NAME WPE HEAT	FAA-JCS PRIORITY 7	NO-NOTICE <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	EXECUTED BY 15TH AIR FORCE
A. UNIT TACTICAL CALL SIGN FROM CURRENT VCSL	B. AIRCRAFT (No. and Type) 3 B-52 3 KC-135	C. POINT OF DEPARTURE	

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

COMMON ROUTE: BUDDY TACTICS. CLIMB TO 220/230 ON LKR TACAN 336 RADIAL LVLOF AT LVS 156/44 0020 LVS 0026 ABQ 263/63 0048 CLMB TO 250/260 LVLOF ABQ 247/57 0052 LVS 267/17 0109 EXPAND 240/270 LVLOF AT LVS 020/18 0114 INGRESS EAGLE EYE AIRFL AREA GCK 125/55 0150 EGRESS EAGLE EYE AIRFL AREA. TANKER ACFT IFFFP. BOMBER ACFT CLIMB FROM END AIRFL 240/330 LVLOF 330 AT ICT 243/66 0158. ICT 114/11 0207 ENTER MNVR AREA BNDD BY ICT 114/11 MKC 183/82 MKC 208/53 EXIT MNVR AREA AT MKC 208/53 0230 OBH 270/74 0312 RAP 212/37 0341 CLMB TO 370 LVLOF AT RAP 232/43 0343 BIL 052/20 0415 ENTER MNVR AREA BNDD BY BIL 052/20 LWT 340/26 GTF 280/28 EXIT MNVR AREA AT GTF 280/28 0446 GEG 019/16 0518 SEA 345/14 0548 GEG 139/54 0618 ENTER MNVR AREA BNDD BY GEG 139/54 BOI 342/87 DLN 244/57 EXIT MNVR AREA DLN 244/57 0646 END TO 260 LVLOV AT DLN 0653 ENTER FLIGHT DECK OIL BURNER ROUTE IBASF 0015 MIN EXIT FLIGHT DECK OIL BURNER AT CZI 250 0824 CZI 153/20 0827 CLMB 390 LVLOF CZI 153/75 0835 DEN 283/25 0857 PUB 097/45 0915 ROW 0858. THIS ALTRV FOR 15, 16, 17, 29, 30, AND 31 AUGUST 1962. ETD RED CELL 0327Z WHITE CELL 0342Z BLUE CELL 0357Z. MARSA VAN LINE/7 FROM DSNT INTO FLIGHT DECK OIL BURNER AND CLMB OUT AFTER EXIT FLIGHT DECK.

AMEND 4
APPENDIX 9
ANNEX A
OSAW CREW FLIMSY 400-63
7 August 1962

AIR FORCE RESERVATION FLIGHT PLAN (CONTINUED)						MISSION NAME / PRIORITY PRE-HEAT/7	
A. AIRCRAFT NO. AND TYPE				3 - B-52 3 - KC-135			
B. DESTINATION WALKER AFB, NEW MEXICO							
F. PROPOSED DEPARTURE TIME							
COLOR	NO.	EDT (Z-3 Hours)	ADMS	COLOR	NO.	EDT (Z-3 Hours)	ADMS
RED	2	0327Z (SEE REMARKS)	1 MIN	BLUE	2	0357Z	1 MIN
WHITE	2	0342Z	1 MIN				
G. TAS 444K (350 LOW LEVEL)							
PASS TO ADC RADAR			PRIMARY REFUELING - AREAS/TRACKS		ALT REFUELING - AREAS/TRACKS		
SITE NAME	YES	NO	EAGLE EYE		NA		
FOX TROT BRAVO 001 PADRA	X						
ECM CORRIDOR/S			REFUELING WITH				
START	STOP		REFUELING AREA AND/OR AIRSPACE RESERVATION	CLEARED BY CONTROLLING AGENCY			
MLP 040/37	GEG 019/16			YES	NO	RESP OF EXECUTING AGCY	
GSG 168/58	BIL 049/70		EAGLE EYE	X			
DEN 148/48	PUB 097/45						
LVS 125/58	ROW						
DEPARTURE PROCEDURE COORDINATED WITH ABQ ARTC			LIABILITY PERIOD/"Z" HOUR NA				
PROJECT OFFICER MAJOR M.E. SCHARMEN		ORGANIZATION 6 STRAT AEROSPACE WING		OFFICE PHONE 2180/33	HOME PHONE FI 7-2142	DATE THIS FORM ACCOMPLISHED	
REMARKS MARS ALL 6SAW AIRCRAFT. MISSIONS WILL BE FLOWN ON THE FOLLOWING DATES (ZULU) AUGUST 15, 16, 17, 29, 30, AND 31. AMEND #4 APPENDIX 9 ANNEX A 6SAW FLIMSY 400-63 7 AUGUST 1962							



ATTACH #4 APPENDIX 1 TO ANNEX B 6th SAM FLTSX 400-63 7 AUGUST 1962

PRE-HEAT POSITION REPORT LOG AND TIMING SHEET

AIRCRAFT	DATE	PILOT	MISSION NR	
RUNWAY	WIND	ALT SETTING	TAXI	TEMP
ATC CLEARS		TO	VIA	
MAINTAIN	DEPARTURE	CLIMB	REPORT	
REMARKS				

POSITION	REMARKS	ELPS TIME	ALT	CALL	ETA ATA
WALKER AFB ROW 116.1 LKR 111.2 CH 36	S.E. -20 START T.O. ROLL -0, +5			AS DIRECTED J-2 LAS VEGAS TACAN DEPT.	/
LAS VEGAS 156/44 LVS 117.3 CH 120	L.O. AT 22.5	T/O +16 or +18	22.5	ABQ CNTR _____, ETA LVS T/O +26 ENROUTE CELL INTERPLANE FREQ RED CELL <u>289.7</u> BLUE CELL <u>366.3</u> WHITE CEL <u>321.0</u> BACK UP <u>295.4</u>	/
LAS VEGAS VOR LVS 117.3 CH 120	CELL FORM PT	+26	22.5	ABQ CNTR _____ ETA ABQ 263/63 +21	/
ALBUQUERQUE 263/63 ABQ 113.2 CH 79	T.P. START CLIMB 25.5	+47	↗	ABQ CNTR _____ ETA LVS 267/17 +21	/
LAS VEGAS 267/17 LVS 117.3 CH 121	START DES 24.0	1+08	↘	ABQ CNTR _____ ETA LVS 020/18 +04	/
LAS VEGAS 020/18 LVS 117.3	INGRESS "EAGLE EYE" AIR REFUEL ALTITUDE LIMITS	1+12	25.0	ABQ CNTR _____ ETA GCK 125/55 +37 ON LOAD GAM - 91300	/

AMEND #1 ATTENDIX 1 TO ANNEX B 6th SAM FLIGHTS 400-63 7AUGUST 1962

GARDEN CITY 125/55 GCK 113.3 CH 80	EGRESS "EAGLE EYE" START CLIMB TO 330	1+49		ABQ CNTR _____ ETA ICT 114/11 +17 ENROUTE INTERPLANE FREQ <u>321.0</u>
WICHITA 114/11 ICT 113.8	ENTER MANEUVER AREA	2+06	33.0	K.C. CNTR _____ ETA MKC 208/53 +24 MANEUVER AREA LIMITS ICT 114/11, MKC 183/82, MKC 208/53
KANSAS CITY 208/53 MKC 112.6 CH 73	EXIT MANEUVER AREA START CEL GRID	2+30	33.0	K.C. CNTR _____ ETA OBW 270/74 +42
WOLBACH 270/74 OBH 116.4 CH 111		3+12	33.0	DEN CNTR _____ ETA RAP 212/37 + 28
RAPID CITY 212/37 RAP 112.3 CH 112	TERM CEL GRID START CLIMB 370	3+40		DEN CNTR _____ ETA BIL 052/20 + 35
GREAT FALLS 052/20 BIL 114.5 CH 92	ENTER MANEUVER AREA	4+15	37.0	GREAT FALLS CNTR _____ ETA GTF 280/28 +31 MANEUVER AREA LIMITS BIL 052/20, LMT 340/26, AND GTF 280/28 CONTACT <u>SIDEWALK 364.2</u> (HHCL SCORING) <i>GET BACK UP</i>
GREAT FALLS 280/28 GTF 115.1	EXIT MANEUVER AREA HHCL TIME _____ Z	4+46	37.0	GREAT FALLS CNTR _____ ETA GEG 019/16 +32 RBS CALL: "GUNFIRE" 260.5
SPOKANE 019/16 GEG 115.5 CH 102	TGT / GAM LAUNCH	5+18	37.0	SPOKANE CNTR _____ ETA SEA 345/14 + 30 RBS CALL: "GRAVAT" 356.8
SEATTLE 345/14 SEA 114.5 CH 92	GAM IMPACT	5+48	37.0	SEATTLE CNTR _____ ETA GEG 139/54 + 30

2

ANNEX #4 APPENDIX 1 TO ANNEX B 6th SAN FLI 151 400-637 AUGUST 1962

SPOKANE 139/54 GEG 115.5 CH 102	ENTER MANEUVER AREA	6+18	370	SPOKANE CNTR _____ ETA DLN 244/57 +28 MANEUVER AREA LIMITS; GEG 139/54, BO. 342/87 AND DLN 244/57
DILLON 244/57 DLN 113.0 CH 77	START DES TO 260	6+46	↓	GREAT FALLS CNTR _____ ETA DLN + 07 OBTAIN LOW LEVEL CLEARANCE LOW LEVEL ENTRY _____
DILLON VOR DLN 113.0 CH 77	ENTER LOW LEVEL <u>"FLIGHT DECK"</u>	6+53	260	GREAT FALLS CNTR <u>291.7</u> ETA "FLIGHT DECK #1" + 19 ALTERNATE FREQ 321.3
FLIGHT DECK #1 45-29N 110-00W		7+12		GREAT FALLS CNTR 281.4 ALTERNATE 321.3 ETA FLIGHT DECK #3 plus 1 + 01 MONITOR LEWISTON 255.4 FROM L/L ENTRY UNTIL RBS CONTACT. HYSHA BOMB PLOT <u>300.5</u>
FLIGHT DECK #3 45-16N 106-57W		8+13		DEN CNTR <u>285.4</u> ALTERNATE 321.3 ETA CZI + 11
CRAZY WOMAN VOR CZI 114.2	LOW LEVEL RECOVERY PT	8+24	250	DEN CNTR 285.4 ALTERNATE 321.3 ETA CZI 153/20 + 03
CRAZY WOMAN 153/20 CZI 114.2	START CLIMB 330	8+27	↗	DEN CNTR _____ ETA CZI 153/95 + 10
CRAZY WOMAN 153/95	START CLIMB 330	8+37	↗	DEN CNTR _____ ETA DEN 283/25 + 20
DENVER 283/25 DEN 116.3 CH 110	PIP	8+57	390	DEN CNTR _____ ETA PUB 097/45 + 18 CALL LA JUNTA BOMB PLOT <u>283.2</u>
PUEBLO 097/45 PUB 116.7 CH 114	TARGET, BREAKAWAY RIGHT	9+15	390	ABQ CNTR _____ ETA ROW + 43

ROSWELL VOR
116.1
111.2
CH 36

ANNEX #4, APPENDIX 1 TO ANNEX B 6th SAW FLINSEY 400-63 7 AUGUST 1962 4

9458 390

ABQ CNTR _____

CONTACT COMMAND POST ASAP
WITH INFO

1. CODED SCORES IN MISSION SEQUENCE

RBS

- 1.
- 2.
- 3.

BCM

- 1.
- 2.
- 3.

2. Main Brev. Code _____

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



REPLY TO
ATTN OF: DCOTRA/Major Menree/418

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

TO: SAC (DOTCA T12) (DOTO T12) (DCRMD T12)
15AF (DOTE T12) (DMQA T12) (DCRM T12)
47th Strat Aerospace Division (DO T12)
1st CEG (DAN T12), Barksdale AFB, La.

1. Waiver of training requirements: (U)

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

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

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

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

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

6. Unreliable RBS Runs: (C)

<u>CE</u>	<u>Date</u>	<u>Run Type</u>	<u>Crew No.</u>	<u>RBS Site</u>	<u>Reason</u>
15420	1 Aug	R-5	R76	Express	Procedure
13810	2 Aug	F-2	R90	La Junta	Computation
6300	3 Aug	R-5	R83	Express	Material
10450	16 Aug	F-2	E71	La Junta	Material
4570	30 Aug	R-5	S67	Express	Material

7. Unreliable Nike Runs: (C)

<u>CE</u>	<u>Date</u>	<u>Run Type</u>	<u>Crew No.</u>	<u>RBS Site</u>	<u>Reason</u>
36100	6 Aug	GAM	E71	La Junta	Material
14250	21 Aug	GAM	S77	La Junta	Material

8. Unreliable Navigation Legs: None. (U)

9. Unreliable Local Defense Runs: Deleted. (U)

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

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DECLASSIFIED AFTER 12 YEARS
DOD DIR 5200.10

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11. Fire Control Systems Firecut and Reliability: a. 0, b. N/A, c. N/A, d. N/A/N/A, e. 74, f. 5, g. 9. (C)

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

13. N/A. (U)

14. Advanced Capability Radar Training: (C)

a. 15.

b. 18.

c. N/A.

d. 0.

e. (1) Peler Deck 12. (2) Oil Burner 0.

f. 12 Scheduled. 10 Flown. 1 unsatisfactory due to ACR equipment, and 1 due to aircraft malfunction.

g. None.

h. 30 September 1962

15. N/A. (U)

16. N/A. (U)

17. N/A. (U)

18. N/A. (U)

19. N/A. (U)

20. Comments and Recommendations of Unit Commander: (U)

I have no comments or recommendations to make at this time.

Kenneth J Green
for **ARTHUR S. PITT II** Lt Col USAF
Lt Colonel, USAF
Commander, 40th Bombardment Squadron

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21. Wing Commander's Remarks: (U)

I concur with the Unit Commander's Remarks.

Ernest C. Eddy
ERNEST C. EDDY
Colonel, USAF
Commander

Copies to:
40th Bombardment Squadron
6th SAW (Historian) 4 copies

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CNNYU
JPC013JPA646
MXE100
SXB 557
KNK719

RR RUWBBD RUWLJR RUMBJP RUMSKA RUMBKB RUWBID RUMBNG RUWBOZ
DE RUWBKN 1A
FM 15AF MARCH AFB CALIF
TO QUEBEC T.O
ROMEO TWO
ROMEO THREE

BT

C O N F I D E N T I A L DOTO2492. WINGS FOR DCOT.
AIR DIVS FOR DO. (U) RESULTS OF FLIGHT DECK RBS EXPRESS
AND CHECK POINT ECHO SAIL-MOBILE FOR ACTIVITY THROUGH
18 AUGUST. (1) UNIT. (2) TOTAL RUNS. (3) DOWNGRADLB.
(4) HIGH ALTITUDE RUNS. (5) PERCENT RELIABLE LOW ALTITUDE
FIRST RELEASE. (6) PERCENT RELIABLE LOW ALTITUDE SECOND RELEASE.
(7) PERCENT RELIABLE LOW ALTITUDES BOTH RELEASES. COMBAT
READY OR HIGHER CREWS ONLY.

RBS EXPRESS FLIGHT DECK:

(1)	(2)	(3)	(4)	(5)	(6)	(7)
5	100	7	14	100	99	99
6.	18	--	--	89	--	--

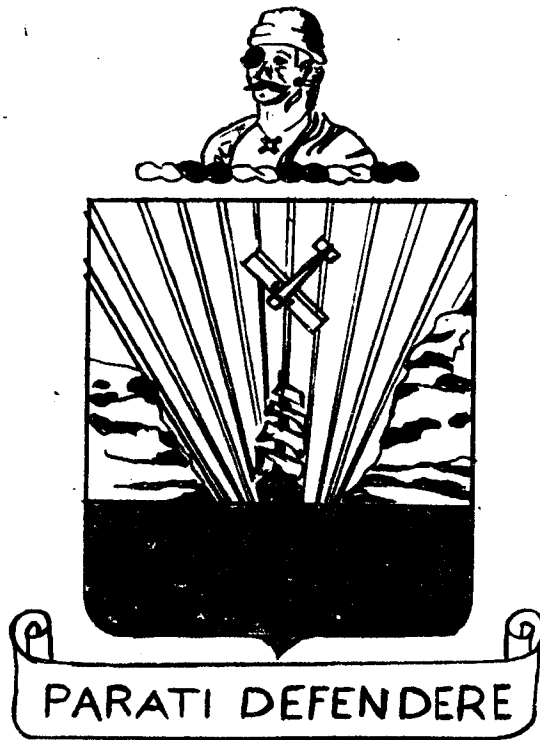
(SCP-4)

BT

22/1538Z AUG RUWBKN

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6TH AEROSPACE WING



AUGUST OPERATIONS PLAN

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DISTRIBUTION

15AF (DOTE)	1	BDCE	1	POL	1
47 C	1	BDCM	1	579SMS	2
47 DO	1	BDAS/O	1	SATAF	2
C	1	SAFE	1	6FSS	2
DCO	15	6SAWHS	4	6CDS	4
DCOBO	3	6HS	1	6SS	3
DCOT	1	24BS	15	6TS	3
DCOI	1	39BS	15	Link Trainer	1
DCOTAW	1	4OBS	15	Simulator	2
DCOCP	1	6ARS	15	Base Historian	4
DCOS	2	6OMS	3	511FTD	2
DCOTGT	20	6FMS	3		
DCM	2	6AES	3		
DCM/T	2	Alert Force	2		
DSUP	1	4129CCTS	2		
DSUP/PE	1	37MMS	2		
DP	1	686ACWS	1		
DCR	1	812MEDGP	4		
BDCS	1	2010CS	2		
BDCL	2	CES	1		

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

Operations Plan
Number 6-7-62

TASK ORGANIZATIONS:

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

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

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

3. PRIORITIES FOR TRAINING:

- a. Priority 1.
- (1) 60-3 Flying Requirements
 - (2) Higher Headquarters directed missions
 - (3) 50-8 40th Bomb Squadron
 - (4) Student Sorties
 - (5) Upgrading Combat Crews- 40th Bomb Squadron
 - (6) Stand Boards
 - (7) ACR and GAM-77 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 31 AUGUST 1962:

a. Flying training for staff crews and staff individuals to be flown with combat crews.

(1) Staff personnel attached to tactical squadrons will fly a minimum of one (1) flight per month. As much time will be flown in the primary position as this combat crew training permits.

(2) Upgrade maximum number of qualified personnel to instructor status.

5. AIR TRAINING SCHEDULE:

a. The pre-60-9 meeting will be held at 1000 hours each Tuesday in the Consolidated Scheduling office. The 60-9 meeting will be held each Thursday following the Malfunction Board Meeting scheduled at 0830 on the third floor, Tier "C", building 1083.

b. The following takeoff time blocks are effective Monday through Friday until further notice. Monday, 1000-1200; 1730-1930. Tuesday, 0730-0930; 1730-1930. Wednesday, 0730-0930; 1730-1930. Thursday, 0730-0930; 1730-1930. Friday, 0730-1030.

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

d. Higher Headquarters commitments during August 1962.

- (1) Chrome Dome
- (2) Bar None
- (3) Glass Brick

6. MISCELLANEOUS:

a. Test Flight crews are assigned to Flight Test Section of Quality Control Division. Each squadron will have crews assigned on Test Flight orders as backup.

(1) Backup schedule for August and September 1962.

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

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

<u>6th Air Refueling Sq.</u>	<u>Due Date</u>
T-47 EBY (BY CEG)	Aug 62
T-48 TRAMBULL (BY CEG)	Aug 62
<u>24th Bomb Sq.</u>	
SO4 Morris	Aug 62

c. General Guidance for Student Course Completions.

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

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

(b) Each student crew will attempt to complete all 50-43 and 50-44 requirements. All missions subsequent to 51-19 checkout must have an instructor aboard for refueling or low level if scheduled. Minimum Interval Take-Off (MITO) and Heavy Weight Refueling will be accomplished.

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

d. Utilization of Non-Student Sorties.

24th Bomb Squadron

<u>DATE</u>	<u>SORTIE</u>	<u>CREW</u>	<u>STAFF PERSONNEL</u>	<u>TYPE MISSION</u>
1 Aug	F1	E-30		CCTM
2 Aug	F1	S-28		CCTM
3 Aug	F1	E-12		CCTM
6 Aug	F1	5X		FERRY
7 Aug	F2	S-28		CCTM
8 Aug	F1	S-04	Colonel Eddy	CCTM
9 Aug	F2	E-29		CCTM
10 Aug	F1	S-01		CCTM
14 Aug	F1	S-15		CCTM
15 Aug	F1	E-12		CCTM
20 Aug	F1	S-01		CCTM
21 Aug	F2	S-15		CCTM
22 Aug	F2	E-19	Colonel Eddy	CCTM
23 Aug	F1	5X		FERRY
29 Aug	F2	E-13		CCTM

39th Bomb Squadron

1 Aug	F1	S-41	Colonel Eddy	CCTM
2 Aug	F1	S-42		FERRY
3 Aug	F1	E-44		CCTM
6 Aug	F2	S-39		CCTM
7 Aug	F2	E-44		CCTM
10 Aug	F1	E-64		CCTM
13 Aug	F1	S-35		CCTM
14 Aug	F1	S-39		CCTM
15 Aug	F1	5X		CCTM
15 Aug	F1	S-42		CCTM
16 Aug	F1	E-54		FERRY
20 Aug	F2	E-63		CCTM
21 Aug	F2	S-35		CCTM
22 Aug	F2	E-54		CCTM
27 Aug	F2	S-42		CCTM
28 Aug	F2	S-41		CCTM
29 Aug	F1	E-63		CCTM

6th Air Refueling Squadron

1 Aug	F2	J-01		CCTM
1 Aug	F2	T-47		CCTM
2 Aug	F2	T-10		CCTM
3 Aug	F1	T-48		CCTM
6 Aug	F2	T-45		CCTM
7 Aug	F1	T-47		CEG
7 Aug	F2	T-25		CCTM
8 Aug	F1	T-48		CEG
8 Aug	F2	T-29		CCTM
9 Aug	F2	T-12		CCTM

d. Cont.

10 Aug	F1	J-02	CCTM
10 Aug	F1	J-40	CCTM
13 Aug	F1	T-48	CCTM
13 Aug	F1	T-47	CCTM
13 Aug	F2	T-23	CCTM
13 Aug	F2	J-09	CCTM
14 Aug	F1	CEG	CCTM
14 Aug	F2	CEG	CCTM
15 Aug	F1	T-48	CCTM
15 Aug	F1	J-18	CCTM
15 Aug	F2	T-15	CCTM
15 Aug	F2	T-21	CCTM
16 Aug	F1	CEG	CCTM
16 Aug	F2	T-06	CCTM
16 Aug	F2	J-31	CCTM
17 Aug	F1	CEG	CCTM
20 Aug	F2	J-27	CCTM
21 Aug	F2	T-48	CCTM
22 Aug	F2	T-47	CCTM
23 Aug	F2	J-40	CCTM
24 Aug	F1	T-48	CCTM
27 Aug	F1	J-02	CCTM
27 Aug	F1	T-50	AIR MAIL
28 Aug	F1	T-23	CCTM
28 Aug	F1	T-47	CCTM
28 Aug	F2	T-48	CCTM
28 Aug	F2	T-29	CCTM
29 Aug	F1	T-10	CCTM
29 Aug	F1	T-45	CCTM
29 Aug	F2	J-09	CCTM
29 Aug	F2	J-18	CCTM
30 Aug	F1	T-15	CCTM
30 Aug	F2	T-12	CCTM
30 Aug	F2	T-21	CCTM
31 Aug	F1	T-48	CCTM
31 Aug	F1	J-01	CCTM

7. COLLATERAL TRAINING

a. Representatives of each squadron training section will meet the third Thursday of each month in the Wing Conference Room, Bldg 812, 1300 hours.

b. Disaster Control Training: The following squadron personnel require this training:

(1) At least one officer and NCO from each squadron assigned the additional duty of Disaster Control Officer.

(2) Members of the Base Disaster Team (65 man team).

(3) Shelter Monitors.

(4) A 32 hour qualifying course will be conducted Aug 22 - 31 from 1230 - 1630, in building 755. This is a one time requirement. 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 now have these examinations available.

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

e. Buddy Care:

(1) The next instructor course will be in September 1962. Each squadron will assign a minimum of two personnel to attend this one time requirement. SSgt Kemp ext 324.

(2) Instructors of each squadron should make every effort to complete the eight hour course of instruction. Requirements for each individual assigned to Walker AFB is one eight hour course.

f. Carbine Qualification:

(1) Firing will be conducted at the Small Arms Range, Bldg 745.

(2) Schedule adjustment must be made 24 hours prior to assigned firing time. (Contact Sgt Dossett, Ext 2739 for any scheduling requirements).

RIFLE SCHEDULE FOR AUGUST 1962

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

<u>SQUADRON</u>	<u>DATE</u>	<u>DAY</u>	<u>PERIOD</u>	<u>MEN PER HOUR</u>
FMS	6	Mon	1-2-3	6
	13	Mon	1-2-3	6
	20	Mon	1-2-3	6
	27	Mon	1-2-3	6
OMS	6	Mon	6-7-8	6
	13	Mon	6-7-8	6
	20	Mon	6-7-8	6
	27	Mon	6-7-8	6
A&E	7	Tues	1-2-3	6
	14	Tues	1-2-3	6
	21	Tues	1-2-3	6
	28	Tues	1-2-3	6
579SMS	7	Tues	6-7-8	6
	14	Tues	6-7-8	6
	21	Tues	6-7-8	6
	28	Tues	6-7-8	6
Hq6SAW	1	Wed	1-2-3	6
	22	Wed	1-2-3	6
Hq6CSG	1	Wed	6-7-8	6
812MedGp	8	Wed	1-2-3	6
37MMS	8	Wed	6-7-8	6
FSS	15	Wed	1-2-3	6
CES	15	Wed	6-7-8	6
TS	22	Wed	6-7-8	6
686AC&N	29	Wed	1-2-3	6
511FTD	29	Wed	6	6
Hq6SAW	29	Wed	7	6
2010 Com	29	Wed	8	6

g. Handgun Qualification:

(1) Due to the limited range facilities it is imperative each individual and scheduling sections fill the quotas of the following schedule. Substitutions must be made prior to day of scheduled firing. In the event of inclement weather the range personnel will make the decision of cancellation and make appropriate notification.

(2) Crew members must qualify annually with minimum score of sharpshooter.

(3) Other Officers (except Chaplains and medics) and airmen are required to fire the handgun and qualify with a minimum score of marksman.

(4) Squadrons will schedule six people each two-hour period as follows: (If unable to fill quota call Ext 2739 at least one day prior to scheduled date).

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

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

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

Combat Crew - Pistol Schedule - Two Hours

<u>SQUADRON</u>	<u>DATE</u>	<u>DAY</u>	<u>PERIOD</u>	<u>QUOTA PER HR</u>
4OBS	2	Thurs	1 - 2	6
	16	Thurs	1 - 2	6
	30	Thurs	1 - 2	6
24BS	2	Thurs	3 - 4	6
	16	Thurs	3 - 4	6
	30	Thurs	3 - 4	6
6ARS	9	Thurs	1 - 2	6
	23	Thurs	1 - 2	6
39BS	9	Thurs	1 - 2	6
	23	Thurs	1 - 2	6

h. Physical Fitness Test and Weight Control:

(1) PFR testing is required semi-annually.

(a) Test will be administered by the individual squadrons. Base Sup 1, to SACR 50-24 dated 8 Feb 62. Subject: PFR and Weight Control.

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

1 Tuesday, Wednesday and Friday, 0830-1100.

2 Monday through Friday, 1330-1600.

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

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

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

i. Instrument Ground School:

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

(2) Classes will be conducted in Room 56, Bldg 810, 15 and 16 August 62, at times indicated. Pilots bring their own type MB-2A, air navigation computer for the computer course and exam.

(3) Schedule: Wed, 15 Aug 1962

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

Thurs, 16 Aug 1962

0730-1100	Regulations/Publications	Capt Rosanbalm
1200-1430	Computer and Spatial Disorientation	Capt Reese
1430-1700	Weather	1Lt Gossman

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

(5) September instrument ground school is scheduled 19 and 20 September 1962.

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

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

(2) Alert Crew scheduling requirements may alter the following schedule

<u>TIME</u>	<u>MON</u>	<u>TUES</u>	<u>WED</u>	<u>THUR</u>	<u>FRI</u>
0730	24th	ARS	STAFF	39th	BF
0930	39th	24th	ARS	40th	BF
1230	OPEN	39th	24th	ARS	579
1430	ARS	40th	39th	24th	579

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

k. Ejection Procedures:

(1) One hour refresher course is required annually for all personnel currently qualified in jet aircraft equipped with ejection seats. Sgt Bradshaw, Ext 678.

(2) Class Schedule: Wednesday, 29 August 62, Bldg 810, Room 14.

GROUND CREW

0730
0830
0930
1030

FLIGHT CREW

1230
1330
1430
1530

1. Ultrasonic Trainer T-2A: (Note adjustments in daily schedules)

(1) Six hours required annually for all staff officers who possess 1521-1525. Three hours per quarter required for all crew RN and Navigators.

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

(3) Trainer Schedule (Sgt Walter, Ext 2261)

(a) Monday, Wednesday and Friday 0730, 1030, and 1330 hours.

(b) Tuesday and Thursday, 0730 and 1030 hours.

m. IFM Procedures:

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

(2) Classes are scheduled Tuesday and Thursday, 1300-1600, Bldg 611 in T-2A trainer room, Ext 2261.

n. Flight Simulator:

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

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

(3) Alert Crew scheduling requirements may alter the following schedule.

B-52 Simulator #1 Bldg 810, Ext 2312

B-52 Simulator #2 Bldg S-85

<u>TIME</u>	<u>MON</u>	<u>TUES</u>	<u>WED</u>	<u>THURS</u>	<u>FRI</u>	<u>TIME</u>	<u>MON</u>	<u>TUES</u>	<u>WED</u>	<u>THURS</u>	<u>FRI</u>
0630	24	0	0	0	0	0630	40	0	0	0	0
0930	39	40	24	39	40	0930	24	39	40	24	40
1230	24	39	40	24	39	1230	40	24	39	40	40
1530	0	24	39	40	24	1530	0	39	40	24	39

o. Gunnery Trainer T-1A: Bldg 810, Room 42, Ext 2532. (Note daily schedule)

(1) Three hours required each quarter. No more than two hours in any one month will be credited toward this requirement.

(2) One hour periods are scheduled daily as follows:

39BS 0800 and 0900
24BS 1000 and 1100

40BS 1300 and 1400
Open 1500 and 1600

p. Air Weapons:

(1) AWR-01 (Weapons Academic Refresher) course is scheduled on Friday August 3, 10, 17, 24, and 31, at Bldg 755, 0830 hours for non-alert crew members, (24th, 39th and 40th) and Wing Staff Officers.

(a) Weapons Academic Refresher is scheduled at the Alert Facility Wednesdays (1330-1630) Aug 1, 8, 15, 22, and 29 and Thursday (0915-1130) Aug 2, 9, 16, 23, and 30. GAM-77, SACR 50-24 type training will also be covered during these refresher courses.

(b) Staff Officers, excluding EWO's who are currently B-52 qualified are required by SACR 50-24 to attend AWR-01, Weapons Academic Refresher (4 hours) semi-annually.

(2) Weapons Acceptance (AWS-01) for those aircrews on alert will be conducted at the aircraft during daily aircraft preflight times. Crews not on Alert (24th and 39th) will perform Weapons Acceptance Checks on aircraft scheduled on weekly 60-9 schedule for MMS Special Loading Training. Time and instructor will be coordinated with Wing Air Weapons Section Ext 635 or 2557.

q. TAC Doctrine:

(1) Requirement: 4 hours quarterly for all combat crew members. Courses will be given Tuesdays Aug 7 and 21 at 1300 hours.

(2) Location: 40 Bomb Squadron Briefing Room.

r. GAM-77 FTD Training:

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

(2) Location Building 743.

s. EWO Study:

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

t. Combative Measures:

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

(2) Building 747, Scheduled Monday through Friday 0900 - 1000 and 1300 - 1500 hours.

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

u. Aquatic Survival:

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

(2) Scheduled as required.

v. Physiological Training:

(1) The passenger course scheduled at Cannon AFB is scheduled for 28 and 29 August 1962.

(2) Non-tactical rated personnel should call ext 2831, at least 90 days prior to expiration date for refresher course scheduling.

w. Personal Equipment Oxygen Mask Inspection: Qualified personnel from the PE Section will visit the following named organizations on dates and times indicated.

(1) In order to perform the required 30 calendar day oxygen inspection, units will be inspected as noted:

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

NOTE: Equipment at the Alert Area will be inspected each Thursday at 0800 hours.

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

x. Positive Control Training:

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

Place: ⁴⁰~~24~~ BOMBRON Operations Brief Room.

Time: 1400 hours, Tuesday, Wednesday and Thursday.

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

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

8. OFFICER DETAILS

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

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

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

d. Commanders Key Supervisor:

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

e. Supervisor of Flying:

(1) Officers detailed for this duty will report to stand-up briefing on the day of the assigned duty or Friday if the detail occurs during the weekend.

(2) With the advent of Chrome Dome; Supervisor of Flying tours on weekends and holidays, will normally be performed by personnel living in quarters on WAFB. This will be from 0730-0730. An extract from SACR 55-11, Change, 16 May 1962 is quoted for information and guidance:

(a) Quarters are on base.

(b) Supervisor has a radio-equipped vehicle in his possession.

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

COMD KEY SUPERVISOR

<u>RANK</u>	<u>NAME</u>	<u>ORGAN</u>	<u>DATE</u>
L/C	PITTS	40	4-8-15-21
L/C	MORRIS	SB	9-16-22-29
L/C	LEARY	SB	3-10-17-23
L/C	MALUY	24	11-18-24-30
L/C	MCCLENDON	39	5-26-31
L/C	EASTLING	SB	6-12-27
L/C	HANLEN	ARS	1
L/C	STONE	SB	2-7-13-19
L/C	GIBSON	HQ	14-20-25-28

TOWER OFFICER

<u>DATE</u>	<u>ORGAN</u>	<u>RANK</u>	<u>NAME</u>
1	ARS	MAJ	HANSEN
		MAJ	LEACH
2	24BS	L/C	PARTIN
		MAJ	GODDARD
3	39BS	MAJ	WALDON
		CAPT	MAYS
*4	DCM	CAPT	RUSTVOLD
*5	DCO	CAPT	LARSON, T.L.
6	ARS	MAJ	MAHONEY
		CAPT	MARSHALL
7	24BS	L/C	MOFFATT
		MAJ	BOZEMAN
8	39BS	CAPT	DALTON
		CAPT	BERTIC
9	ARS	CAPT	MCCHESENEY
		CAPT	MCILVAIN
10	24BS	MAJ	RICHARDSON
		MAJ	BRUNETTI
*11	DCOBO	CAPT	SMITH
*12	4129	CAPT	WARD
13	39BS	L/C	SIMPSON
		MAJ	BERNEBURG
14	ARS	CAPT	TRAMMELL
		CAPT	WALLS
15	24BS	CAPT	PORTER
		CAPT	KEFVIL
16	39BS	L/C	YUPCAVAGE
		CAPT	HENDRIX
17	ARS	CAPT	PICINICH
		MAJ	DYER
*18	DCM	MAJ	CASE
*19	DCO	CAPT	BRYANT
20	24BS	L/C	MACFARREN
		L/C	MOFFATT
21	39BS	MAJ	HASSETT
		MAJ	DAVIS
22	ARS	MAJ	STEWART
		MAJ	YATES
23	24BS	MAJ	KETCHAM
		CAPT	MASSINGILL
24	39BS	CAPT	MAYS
		MAJ	WALDON
*25	DCOBO	1LT	POWELL
*26	4129	CAPT	PICHES

SUPERVISOR OF FLYING

<u>DATE</u>	<u>START</u>	<u>ORGAN</u>	<u>RANK</u>	<u>NAME</u>
1	1630	DCO	MAJ	SCHARMAN
2	1630	4129	L/C	CLARK
3	1630	ARS	MAJ	RAY
*4	0730	DCO	L/C	RASMUSSEN
*5	0730	DCM	L/C	HOWARD
6	1630	4129	MAJ	LUND
7	1630	DCOS	MAJ	TURNER
8	1630	DCO	MAJ	WISE
9	1630	ARS	CAPT	DIAMOND
10	1630	4129	MAJ	HENDERSON
*11	0730	DCOS	CAPT	BERNER
*12	0730	24BS	MAJ	YANCEY
13	1630	40BS	L/C	GREEN
14	1630	ARS	MAJ	ECHABARNE
15	1630	DCO	MAJ	BADER
16	1630	DCOS	MAJ	TURNER
17	1630	4129	MAJ	HOLMES
*18	0730	39BS	MAJ	KALEBAUGH
*19	0730	DCO	L/C	RASMUSSEN
20	1630	ARS	L/C	STUHR
21	1630	4129	MAJ	LUND
22	1630	ARS	MAJ	RAY
23	1630	DCM	L/C	CALOP
24	1630	DCO	MAJ	BADER
*25	0730	ARS	MAJ	ECHABARNE
*26	0730	ARS	MAJ	GREENWADE
27	1630	4129	MAJ	GEMNRICH
28	1630	ARS	MAJ	STOCKTON
29	1630	DCOS	MAJ	FOWLER
30	1630	DCO	MAJ	NADON
31	1630	DCO	CAPT	HAMILTON

TOWER OFFICER, Cont

AO

<u>DATE</u>	<u>ORGAN</u>	<u>RANK</u>	<u>NAME</u>
27	ARS	CAPT	JOHNSON
		CAPT	EBY
28	24BS	MAJ	GODDARD
		MAJ	SAULSBURY
29	39BS	L/C	SOMMERS
		CAPT	BERTIC
30	ARS	CAPT	JOHNSTON
		CAPT	CARROLL
31	24BS	L/C	MACFANN
		MAJ	RICHARDS

<u>DATE</u>	<u>ORGAN</u>	<u>RANK</u>	<u>NAME</u>
1	24BS	CAPT	WALDON
2	39 BS	CAPT	KUNC
3	ARS	MAJ	RATNER
*4	24BS	CAPT	COLE
*5	39BS	CAPT	HARRISON
6	ARS	CAPT	KING
7	24BS	CAPT	VANHORN
8	39BS	CAPT	YOUNG
9	ARS	CAPT	BUSHWELL
10	24BS	CAPT	MORRIS
*11	39BS	CAPT	GOETZE
*12	ARS	CAPT	SULLIVAN
13	24BS	MAJ	CARROLL
14	39BS	CAPT	LEVELLE
15	ARS	CAPT	JACOBS
16	24BS	CAPT	CHESS
17	39BS	CAPT	OSBURN
*18	ARS	CAPT	UDALL
*19	24BS	CAPT	SCHWARTZ
20	39BS	CAPT	KRAUTKRAEMER
21	ARS	CAPT	KNAPP
22	24BS	CAPT	FITZGERALD
23	39BS	CAPT	GIBSON
24	ARS	MAJ	HORTON
*25	24BS	CAPT	MILLER
*26	39BS	CAPT	LUSK
27	ARS	CAPT	NORTON
28	24BS	CAPT	LIU
29	39BS	MAJ	GABRIEL
30	ARS	CAPT	WALKER
31	24BS	CAPT	JEFFERSON

ACO

<u>DATE</u>	<u>ORGAN</u>	<u>RANK</u>	<u>NAME</u>
1	DCOBO	MAJ	JOHNSON, M.
2	4129	CAPT	PICHES
3	DCO	MAJ	LARSON, C.
* 4	DCM	CAPT	REESE
* 5	4129	CAPT	JOHNSON
6	DCM	CAPT	CARNEY
7	4129	CAPT	ERRINGTON
8	DCOBO	LLT	POWELL
9	DSUP	MAJ	MILLER
10	DCM	MAJ	CASE
*11	4129	CAPT	GALLACHER
*12	DCO	MAJ	LARSON, T.L.
13	DCOBO	CAPT	HENNESSEY
14	511PTD	CAPT	RAYMER
15	4129	CAPT	FLORES
16	DCM	CAPT	RUSTVOLD
17	DCOBO	CAPT	SMITH
*18	2010	CAPT	ODOM
*19	4129	CAPT	GURYN
20	4129	CAPT	LUPIE
21	DCOBO	CAPT	SMITH
22	DCM	CAPT	ELY
23	4129	CAPT	MARKHAM
24	DSUP	MAJ	MILLER, H.F.
*25	DCOBO	MAJ	JOHNSON
*26	4129	CAPT	ROGERS
27	DCM	CAPT	CARNEY
28	4129	CAPT	HELTON
29	DCO	CAPT	BRYANT
30	4129	CAPT	WARD
31	DCOBO	LLT	POWELL

***WEEKENDS AND HOLIDAYS.**

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

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

MONTHLY SORTIES FORECAST

DATE
AUGUST 1962

DAY		W	T	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	T	F		
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		
24TH BOMB SQUADRON	Day	1	3	1			0	3	1	1	1			2	2	1	2	2			1	3	2	2	3			1	2	2	2	4		
	Nite	1	3	0			0	2	2	0	0			4	0	1	3	0			1	1	0	1	0			3	0	1	1	0		
STUDENTS	Day	1	1	1			0	0	1	0	1			0	1	1	0	0			1	0	0	0	0			0	0	0	0			
	Nite	0	0	0			0	1	0	1	0			0	0	0	0	0			0	1	1	0	0			0	0	1	0	0		
CGTM	Day																																	
	Nite																																	
TOTAL TIME = 632 HOURS																																		
39TH BOMB SQUADRON	Day	2	1	1			3	0	1	2	1			2	1	1	3	3			2	1	1	2	2			3	3	2	3	2		
	Nite	2	0	0			2	0	0	3	0			0	2	2	0	0			2	0	0	2	0			1	1	0	2	0		
STUDENTS	Day	1	0	1			0	0	0	0	1			0	1	2	0	0			0	0	0	0	0			0	0	1	0	0		
	Nite	0	0	0			1	1	0	0	0			1	0	0	0	0			1	1	1	0	0			1	1	0	0	0		
CGTM	Day																																	
	Nite																																	
TOTAL TIME = 608 HOURS																																		
40TH BOMB SQUADRON	Day	0	0	2			2	2	3	2				1	0	0	0	1			1	1	2	1	1			1	0	0	0	0		
	Nite	3	3	0			2	1	2	0	0			0	3	3	3	0			1	2	2	2	0			0	3	3	2	0		
CGTM	Day	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
	Nite																																	
CHROME DOME	Day																																	
	Nite																																	
TOTAL TIME = 1200 HOURS																																		
TOTALS		12	27	1	1	1	1	1	0	1	7	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	7	
FERRY		1													1																			

TOTAL TIME MINUS CHROME DOME = 1712 HOURS

SECRET

JPC004
JPA 619

JMA286
OO RUMBJP RUMBKN RUCSBR
DE RUMBJM 83
O 021515Z
FM 93 BOMB WG CASTLE AFB CALIF
TO RUMBKN/15AF MARCH AFB CALIF
INFO RUCSBR/ SAC GEPUTT AFB NEBR
RUMBJP/6SAM WALKER AFB NEW MEXICO
BT

SECRET C 0368. FOR 15AF DOCT, INFO SAC DDOPOC:
47SAD DO; 6SAM DCO. SEA FISH. THE 93D BOMB WING RECEIVED SEA FISH
ALERT NUMBER 189 AT 1730Z 01 AUG 62. YOUR ATTENTION IS INVITED TO SAC
DOCP 3649 8 MAY 62. THE 93BW CONTEMPLATES THE UTILIZATION OF FOUR
CREWS (EIGHT INSTRUCTOR TEAMS) THROUGH THE PERIOD OF SUPPORT REQUIRE-
MENTS. THE PROGRAMMED LOSS OF EIGHT INSTRUCTOR TEAMS TO THE COTS
PROGRAM WILL NECESSITATE THE TRANSFER OF TWO STUDENT CREWS FROM
CLASSES 62-16, 62-18, 62-20 AND ONE CREW FROM CLASSES 62-17, 62-19
TO THE 6TH STRATEGIC AEROSPACE WING, WALKER AFB, NEW MEX. NOTE CLASS
62-16 HAS COMPLETED TWO SORTIES AS OF THIS DATE.

PAGE TWO RUMBJM 83
TO SUPPLEMENT STAFF BRIEFING AND PLANNING TEAMS ON A 24-HOUR BASIS,
ADDITIONAL STAFF PERSONNEL ARE REQUIRED; THEREFORE, REQUEST INPUT
OF CFIC AND SENIOR OFFICERS CLASSES BE TERMINATED IMMEDIATELY UNTIL
THIS OPERATION IS CONCLUDED. THESE PLANNING REQUIREMENTS WERE
BASED ON EXPERIENCE GAINED FROM SEA FISH OPERATIONS CONDUCTED BY
THIS WING FROM 1 SEPTEMBER THROUGH 14 NOVEMBER 1961. SCP 1.

BT
02/1635Z AUG RUMBJM

SECRET

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

Enter Acad Trng: 12 July 62
Grad Academics: 6 Aug 62

Enter Fly Trng: 14 Aug 62
Grad Date : 2 Oct 62

K62-17 CREW ROSTER

CREWS FLT TRNG-WALKER AFB

Crew 1176 Assigned 19BW, Homestead AFB

TS AC 1LT SANDELL, NORMAN R, 57950A
S PLT 2LT SHULL, MICHAEL F, A03118217
TS NAV 1LT USHER, HOWARD C JR, A03082151
TS BO SSGT TOBIN, ROBERT V, AF21277981

Crew 1177 Assigned as Indicated

TS AC CPT CHISHOLM, RICHARD K, 46680A (913ARS, Barksdale)
TS AC CPT TEACHOUT, GERALD E, 28328A (28ARS, Ellsworth)
TS PLT 1LT PIERCE, LEON J, A03103933 (917ARS, Biggs)
NAV Vacant
TS BO SSGT PIKE, RONALD E, AF11238483 (915ARS, Ramey)

Crew 1178 Assigned 19BW, Homestead AFB

TS AC CPT HYLAND, JAMES V, 64911A
TS PLT CPT LANGENBACH, GENE A G, A03024037
TS NAV 1LT SMITH, CALVIN JR., 66581A
S BO SSGT TEBBE, ROBERT W, AF14253002

Crew 1179 Assigned 91OARS, Bergstrom AFB

TS AC CPT AUSTEN, FRANKLIN H JR., 65116A
TS PLT 1LT MANSELL, GERALD E, 61394A
TS NAV 1LT HENSLEY, BILLIE L, 29843A
S BO A1C INGHAM, JOSEPH G K, AF16376312

Crew 1180 Assigned as Indicated

TS AC CPT MC GLOTHIN, JACOB M, A02100310 (42ARS, Loring)
S PLT 2LT SERKSNAS, ANTHONY A, A03100071 (42ARS, Loring)
TS NAV CPT RIGOLI, ERNEST C, A03021198 (912ARS, Robins)
TS BO TSGT KOCH, RALPH R, AF12105038 (915ARS, Ramey)

Crew 1181 Assigned 91OARS, Bergstrom AFB

TS AC CPT COLE, JAMES L, 57470A
TS PLT 1LT SUTTON, DANA M, A03103661
TS NAV 1LT OSHIRO, JOHN K, 59263A
TS BO MSGT WALTERS, HERMAN L, AF14070788

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

Enter Acad Trng: 12 Jul 62
Grad Academics: 6 Aug 62

Enter Fly Trng: 7 Aug 62
Graduation Date: 25 Sep 62

K62-17 CREW ROSTER

CREWS FLT TRNG-CASTLE AFB

Crew 1182 Assigned 4047SW, McCoy AFB

TS AC CPT HOOVER, THOMAS R, 44304A
TS PLT 1LT HOLKO, ANDREW R, 68598A
TS NAV 1LT LEIDIG, EDWARD G, 62904A
TS BO TSGT STEWART, JACKIE L, AF14454883

Crew 1183 Assigned 4047SW, McCoy AFB

TS AC CPT POWERS, WILLIAM W JR., A03025703
TS PLT 1LT METZGER, HARRY O, A03103315
TS NAV CPT GOLD, SHEPPERD B, A02251444
TS BO SSGT DE MARTINI, ROBERT L, AF12393151

Crew 1184 Assigned as Indicated

TS AC MAJ HART, WILLIAM M, 37084A (92BW, Fairchild)
TS AC CPT LIDDLE, DALLAS M, 45746A (11BW, Altus)
TS PLT 1LT WOFFORD, TRAVIS, 61477A (93BW, Castle)
TS NAV 1LT HOPKINS, DAVID D, 65682A (11BW, Altus)
TS BO SSGT SHOCKEY, JAMES L, AF17357949 (34ARS, Offutt)

Crew 1185 Assigned as Indicated

TS AC CPT PERRAULT, ROBLEE A, A0718741 (915ARS, Ramey)
S PLT 2LT ENGEL, DAVID E, A03115518 (46ARS, K.I.Sawyer)
TS NAV 1LT FRAZIER, WAYNE C, A03081378 (915ARS, Ramey)
TS BO MSGT FEENEY, EDMUND J, AF37683689 (68ARS, Bunker-Hill)

Crew 1186 Assigned as Indicated

TS AC LCOL MAXWELL, JAMES E, 37625A (42ARS, Loring)
S PLT 2LT HAYDEN, GAYLORD V, A03100425 (916ARS, Travis)
TS NAV 1LT MERZ, RONALD L, A03053909 (915ARS, Ramey)
TS BO SSGT WEAVER, RICHARD H, AF17348534 (28ARS, Ellsworth)

ACADEMIC TRAINING ONLY

S PLT CPT CRUTCHFIELD, LEWIS M, A02224149 (MATS-Travis)
S PLT CPT LUCKIE, EVERETT C, A0945050 (MATS-Travis)
S PLT CPT MURPHY, FRANK N, A02222055 (MATS-Travis)
S PLT 1LT BRANNON, JOHN J, A03099230 (MATS-Travis)
TS NAV COL FARRELL, JOHN E, 10288A (Davis-Monthan)
TS BO SSGT DOUGLAS, MERRIEL D, AF14490931 (912ARS, Robins)
TS FLT ENG SMSGT BENVENISTE, CLEMENT, AF19308942 (15AF, March)

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

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

Crew 1773 - Assigned as Indicated - 24th BSq
AC CAPT SNODGRASS, RICHARD N., 25379A (FO) 99BW WESTOVER
PLT 1LT BONAR, JAMES H., A03082154 4128SW AMARILLO
RN
NAV 2LT HORTON, KENNETH, A03120945 4133SW G-FORKS - H
EWO 2LT HOWE, WILLARD R JR., A03117788 4136SW MINOT - H
GUN

Crew 1777 - Assigned 4241st SWg, Seymour Johnson - G 24th BSq
AC CAPT EVANS, GERALD K JR., 43179A
PLT
RN
NAV 2LT LEHLANC, ULRIC J., A03120918
EWO 2LT KING, GEORGE A., A03119248
GUN

Crew 1778 - Assigned 4043d SWg, W-Patterson 24th BSq
AC MAJ KINARD, ROBERT L., 28219A
PLT
RN
NAV 2LT HOEKSEMA, PETER P., A03120915
EWO 1LT STOGDILL, ROBERT E., 59896A
GUN TSG ROSS, CHARLES R., AF35595680

Crew 1779 - Assigned as Indicated 39th BSq
AC CAPT KEMPE, ALLAN JR., 52899A 4239SW KINCHELOE - H
PLT
RN
NAV 1LT DUNN, CLOYD T. III A03109997 4038SW DOW - G
EWO 2LT HEPOKOSKI, MARK E., A03118239 4038SW DOW - G
GUN

Crew 1780 - Assigned as Indicated 39th BSq
AC MAJ ALLINGTON, ALONZO E, A0774917 4043d SW W-PATTERSON
PLT
RN
NAV
EWO 1LT WATERMAN, QUINTIN L., 55732A 4245SW SHEPPARD
GUN

(00V.121)

62-17W CONTINUED

Crew 1781 - Assigned as Indicated 39th BSq

AC CAPT SIENKIEWICZ, HENRY V., 42251A (FO)

PLT CAPT MAAS, MILTON R., A03022057

RN

NAV 1LT MACKESY, JOHN T., 48463A

EWO 1LT O'BRIEN, THOMAS G., A03115505

GUN

4136SW MINOT - H

42EW LORING - G

19EW HOMESTEAD - H

4039SW GRIFFISS - G

Crew 1782 - Assigned as Indicated 39th BSq

AC CAPT HOLMES, CHARLES W., A03039391 (FO)

PLT

RN

NAV

EWO 1LT KUYPER, HAROLD A., A03105562

GUN

28EW ELLSWORTH

4130SW BERGSTROM

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

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

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

K62-18 CREW ROSTER

CREWS FLT TRNG - WALKER AFB

Crew 1187 Assigned as indicated

TS	AC	CPT	EZELLE, ANCYLON C, A01850941	(19BW, Homestead)
TS	PLT	CPT	EBNETER, FRANCIS E, A03024444	(11BW, Altus)
TS	PLT	1LT	POWELL, ELISHA T, A03081786	(19BW, Homestead)
TS	NAV	CPT	MILLAR, WILLIAM L III, 60930A	(19BW, Homestead)
TS	BO	TSGT	PARRIS, MAX E, AF31375562	(42BW, Loring)

Crew 1188 Assigned 19BW, Homestead

TS	AC	CPT	SARGENT, GALEN B, A02210248	
TS	PLT	1LT	MUNSEY, NORMAN D, A03081420	(91OARS, Bergstrom)
TS	PLT	1LT	GARDINER, KENNETH B, A03103910	
TS	NAV	1LT	TINSLEY, CARL O, A03082311	
TS	BO	SSGT	DESPRES, LOUIS A, AF11192415	

Crew 1189 Assigned 19BW, Homestead

TS	AC	CPT	WILHITE, CECIL F, A0941277	
TS	PLT	1LT	FOWLER, FREDERICK W, A03103651	(92OARS, Wurtsmith)
TS	PLT	CPT	KARDON, SOL L, A02209256	
TS	NAV	1LT	BRAMMER, JOHN E III, A03071149	
TS	BO	SSGT	DALTON, JAMES D, AF17402305	

Crew 1190 Assigned 91OARS, Bergstrom

TS	AC	CPT	WAGNER, FRANK H, 46111A	
TS	PLT	1LT	GUY, RONALD N, 58831A	(4138SW, Turner)
TS	PLT	1LT	CLARK, GEORGE S, A03094149	
TS	NAV	CPT	SWEET, GERALD E, 61051A	
S	BO	A1C	CAMERON, CHARLES B, AF14645897	

Crew 1191 Assigned 91OARS, Bergstrom

TS	AC	LCOL	DAVENPORT, HARRY E, 34725A	(34ARS, Offutt)
TS	AC	CPT	WILSON, CONRAD L, 47444A	
TS	PLT	1LT	THOMAS, RAYMOND D, 62872A	
TS	NAV	1LT	YURKOVICH, DANIEL T, A03081907	
TS	BO	MSGT	MOORE, JAMES R, AF20453638	

Crew 1192 Assigned as indicated

	AC	CPT	O'CONNOR, (Fly Only)	(68ARS-Bunker-Hill)
TS	AC	CPT	WOODS, DAVID A, 24540A	(11BW, Altus)
TS	PLT	CPT	HAFF, WALLACE K, 26077A	(6BW, Walker)
TS	NAV	1LT	CAMPELL, THOMAS E, A03104360	(4241SW, S-Johnson)
S	BO	A1C	BAILEY, WILLIAM F, AF13656908	(42BW, Loring)

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

Enter Acad Trng: 27 Jul 62
 Graduation Acad: 21 Aug 62

Enter Fly Trng: 22 Aug 62
 Grad Date : 12 Oct 62

K62-18 CREW ROSTER

CREWS FLT TRNG - CASTLE AFB

Crew 1193 Assigned 4047SW, McCoy AFB

TS	AC	CPT	PLATT, HARRY D, A03033982	
S	PLT	CPT	YEABOWER, JOHN A, 49581A	(4137SW, Robins)
TS	PLT	1LT	FICKE, ROBERT J, A03087786	
TS	NAV	1LT	MARTIN, GLEN R, A03074432	
TS	BO	TSGT	FRUITT, EDGAR L JR, AF14386678	

Crew 1194 Assigned 4047SW, McCoy AFB

TS	AC	CPT	BRISTOW, BILLY E, A03019407	
TS	PLT	1LT	LYALL, DONALD B, 66047A	(92BW, Fairchild)
TS	PLT	2LT	MC ELROY, DANIEL E, A03118299	
TS	NAV	1LT	BRABBS, JAMES H, A03104358	
TS	BO	TSGT	PAIS, ARMANDO, AF14371720	

Crew 1195 Assigned 4047SW, McCoy AFB

TS	AC	CPT	CURRY, KENNETH G, A03057261	
TS	PLT	1LT	ARBUTHNOT, ALFRED H, 66051A	(92BW, Fairchild)
TS	PLT	1LT	GREEN, DONALD C, 61699A	
TS	NAV	1LT	KLINGENSMITH, JED H, 66649A	
TS	BO	TSGT	SKIERKIEWICZ, MICHAEL A, AF36636258	

Crew 1196 Assigned 4047SW, McCoy AFB

TS	AC	COL	NOLAN, JOHN A, 9106A	(99BW, Westover)
TS	AC	CPT	LEGG, EDGAR E, 65132A	
TS	PLT	1LT	JOHNSON, KENNETH G, A03102561	
TS	NAV	CPT	BATES, JAMES E, A03052383	
TS	BO	SSGT	TALBOTT, JOHN W, AF13386259	

Crew 1197 Assigned as Indicated

TS	AC	COL	LEMOINE, RAY F, 33745A	(Spain)
TS	AC	CPT	COLLIER, JAMES L, 54004A	(4126SW, Beale)
TS	PLT	CPT	HASHIDA, MILES M, A03035813	(4134SW, Mather)
TS	NAV	1LT	CARLSON, NICHOLAS T, 49778A	(4126SW, Beale)
TS	BO	SMSGT	MARTIN, GROVER C, AF14024831	(4047SW, McCoy)

ACADEMIC TRAINING ONLY

S	PLT	1LT	PARENT, MICHAEL G, 54756A	(MATS-Travis)
TS	PLT	1LT	JONES, MARVIN L, 58502A	(MATS-Travis)
TS	PLT	CPT	SCHMIDT, ROBERT H, 30753A	(MATS-Travis)
S	PLT	1LT	ZOLLER, JOHN N, A03080354	(MATS-McGuire)
S	BO	A1C	HARDY, JOHN S, AF16425511	(Griffiss)

FLIGHT TRAINING AT WALKER AFB NMEX

Crew 1786 - Assigned as Indicated

S	AC	MAJ	MCCRORIE, ROBERT E., A0543650 (FO)	99BW Westover
TS	PLT	LLT	WISHART, JOHN R., A03066644	4038SW Dow - G
	RN		VACANT	
S	NAV	2LT	ADAMS, GERALD T., A03118100	4239SW Kincheloe - H
S	EWO	2LT	BOVA, RAYMOND F., A03120931	42BW Loring - G
	GUN		VACANT	

Crew 1787 - Assigned as Indicated

TS	AC	COL	WILSON, RICHARD S., 18121A	19BW Homestead - H
TS	PLT	LLT	BROWN, DOUGLAS L., A03072375	4239SW Kincheloe - H
	RN		VACANT	
S	NAV	2LT	SOUTHWICK, MARTIN W., A03120952	4133SW G-Forks - H
S	EWO	2LT	CORRELL, MONTE R., A03118228	4133SW G-Forks - H
	GUN		VACANT	

Crew 1789 - Assigned as Indicated

	AC	LCOL	AYERS, (FO)	
	PLT		VACANT	
	RN		VACANT	
S	NAV	2LT	YOBLONSKY, GEORGE W., A03118280	4137SW Robins - G
S	EWO	LLT	GRIMES, WILLIAM D., 67939A	99BW Westover
	GUN		VACANT	

Crew 1790 - Assigned as Indicated

TS	AC	MAJ	EICHENBERGER, RALPH S., 42114A	5BW Travis - G
TS	PLT	LLT	ROSE, GEORGE R., 57894A	4138SW Turner
	RN		VACANT	
S	NAV	LLT	MATHIEW, DOUGLAS T., A03115489	4038SW Dow - G
S	EWO	2LT	HAYES, CHARLES E., A03109656	4245SW Sheppard
	GUN		VACANT	

Crew 1791 - Assigned as Indicated

TS	AC	LCOL	POTTER, WILLIAM H., 34521A	4239SW Kincheloe - H
TS	PLT	LLT	LACEY, ARTHUR L., A03080688	99BW Westover
	RN		VACANT	
S	NAV	2LT	ZIEGLER, WILFRED E., A03120954	4239SW Kincheloe - H
TS	EWO	LLT	STORM, ROBERT H., A03109900	7BW Carswell
	GUN		VACANT	

02-18 CONT'D

Crew 1792 - Assigned as Indicated

TS	AC	MAJ	ALEXANDER, WILLIAM, 39404A	4138SW Elgin - G
TS	PLT	1LT	DEITZ, DONALD J., A03082438	4130SW Bergstrom
	RN		VACANT	
S	NAV	2LT	SHELLING, EDWARD T., A03118269	4138SW Elgin - G
S	EWO	2LT	SPITZER, SANFORD E. JR., A03118273	4138SW Elgin - G
	GUN		VACANT	

INN
P007

History

JPC062JPA005KNK767
RR RJWBJP RJWBJR RJWBKA RJWBKB GJWBND RJWCDO
DE RJWBKN 200
UZNR
R 262232Z
FM 15AF MARCH AFB CALIF
TO WUEBEC TWO
QUEBEC THREE
WHISKEY TWO
WHISKEY THREE
WHISKEY SIX
ZEN/22BW MARCH AFB CALIF
WHISKEY SEVEN
RJWBJR/97ARS MALMSTROM AFB MONT
INFO RJWXBR/SAC
BT

28 Jul

wt: SAFE

UNCLAS DS 41836.
ACTION: QUEBEC TWO, THREE, WHISKEY TWOGN THREE, SIX,
SEVEN, 97ARS. INFO: SAC (DOSDG). FOR DS AND SAFE.
THIS MESS

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

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

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

BT
26/2310Z JUL RJWBKN



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

REPLY TO
ATTN OF: SAFE/2372

SUBJECT: Holiday Safety Program

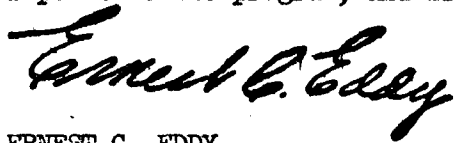
27 Aug 62

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

(Commander)

1. A copy of the message from the Commander in Chief, Strategic Air Command, is attached for your attention and action. The fact that Walker Air Force Base has experienced accident-free holiday periods in the past indicates effective action by each commander, however, it is important that you assure continued positive action in this phase of the accident prevention program.

2. Although the Wing Safety Office is conducting a pre-holiday safety indoctrination program for all personnel, this alone will not suffice. Safety briefings by your immediate supervisors at "shop level" should help to impress personnel with the importance of maintaining a safety awareness while driving or taking part in recreational activities during the Labor Day Holidays. Personnel should also be cognizant of your direct concern for their safety and welfare. Your personal attention will give added impetus to the program, and is therefore desired.



ERNEST C. EDDY
Colonel, USAF
Commander

15
- 02MXE 032

KNK 42
RR RUWBAR RUWBAS RUWBBG RUWBGP RUWBHK RUWBJG RUWBJM RUWBJP RUWBJR
DE RUWBKN 160
R 232305Z
FM 15AF MARCH AFB CALIF
TO WHISKEY TWO
WHISKEY THREE
WHISKEY SIX
WHISKEY SEVEN
WHI KEKEY EIGHT
RUWBJR/97AIRRFLSQ MALMSTROM AFB MONT
INFO QUEBEC TWO
QUEBEC THREE
RUKDAG/SAC VICTOR ELMENDORF AFB ALASKA
BT

U N C L A S E F T O C 118.

FOR C. ACTION: WHISKEY TWO, THREE, SIX, SEVEN, EIGHT, 97ARS. INFO: QUEBEC TWO, THREE, SAC VICTOR.
FOLLOWING MESSAGE FROM THE COMMANDER IN CHIEF, STRATEGIC AIR COMMAND, IS QUOTED FOR YOUR INFORMATION AND NECESSARY ACTION: "EXPOSURE TO SERIOUS INJURY AND DEATH TO SAC PERSONNEL INCREASES IN PROPORTION TO THE NUMBER OF DAYS AVAILABLE FOR PARTICIPATION IN MOTOR VEHICLE OPERATION, SPORTS, AND RECREATIONAL ACTIVITIES DURING HOLIDAY PERIODS. ALTHOUGH TWO SAC AIRMEN LOST

PAGE TWO RUWBKN 160

THEIR LIVES BY DROWNING ON THE 4TH OF JULY 1962, POSITIVE MEASURES TAKEN BY COMMANDERS AND SUPERVISORS HAVE PROVEN EFFECTIVE IN THE REDUCTION OF THESE TRAGIC ACCIDENTS. THE COMING LABOR DAY WEEKEND PRESENTS A CHALLENGE FOR COMMANDERS AND SUPERVISORY PERSONNEL TO EMULATE THE FATALITY FREE RECORD SAC ESTABLISHED FOR THE LABOR DAYRGZWEEKEND IN 1901

22 AUG 21 19 47

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

PAGE THREE RUWBKN 160
ESTABLISHED AND EFFECTIVE NOT ONLY DURING HOLIDAY PERIODS
BUT ON A SUSTAINED AND CONTINUING BASIS.

BT
23/2321Z AUG RUWBKN

NNNN
HQWTT

REPEATING LINE FIVE PAGE TWO
FATALITY FREE RECORD SAC ESTABLISHED FOR THE LABOR DAYRGZWEEKENDO

IN 1901 ENJOIN ALL COMMANDERS AND SUPERVISORS

NNNN
HQRRM

4TH STATION, 4TH AIRBORNE WING
 United States Air Force
 Walker Air Force Base, New Mexico

DATE: 22 AUG 62
 BY: [Redacted]

SUBJECT: Restraining Lines

22 August 1962

TO:	C	TYG	6	22RS	3	599COMS	5	37MMS	10	CES	
	DC	CMS	6	32RS	2	SS	5	CDC	5	2010COMS	
	DCD	10	AAF	6	LOES	3	HS	2	TS	2	686AC&W
	DCM	8	SAWHS	2	4APC	2	FMS		812 MED	2	WEA

1. Contractors have completed painting a 4 inch wide solid white restraining line around aircraft parking areas, alert area, ramp parking, refueling pits, entrance way to nose docks, inspection hangars, etc. Request all of your personnel be made aware of the following paragraphs, which pertain to restraining lines, extracted from S. Ops "DM", 15th Air Force, Volume 30 L.

a. A 4 inch wide solid white line will be painted on the ramp surface entirely around each aircraft parked aircraft. This will be done at all locations where aircraft are parked, other than hangars, and includes alert area, CMS ramp parking, refueling pits, and entrance way to nose docks, inspection hangars, engine repair areas, fuel system repair and base flight ramp and other areas as deemed appropriate. Aircraft parked in rows where 25 foot limit lines would overlap may be lined as a single unit.

(1) These are termed "motor vehicle restraining lines" and will be placed to restrict parking of vehicles nearer to any parking of an aircraft than the maximum distance of 25 feet. No vehicles will be driven inside or parked within the "restraining line" area while an aircraft is parked therein unless for the specific purpose of servicing, loading, unloading, or unloading equipment or materials on or off the aircraft. Vehicles inside the "restraining line" will be immediately removed from the restricted area upon completion of the operations. Supervisors will see that pre-positioned vehicles are in place with adequate guide when personnel are backing or driving a vehicle toward an aircraft.

(2) Refueling pits used for refueling aircraft with aviation gasoline will have the restraining lines painted to comply with the 25 foot limit distance for the largest type aircraft serviced.

(3) Fuel systems repair areas will have limit lines painted to maintain a clearance of at least 50 feet.

11 #2

(4) Vehicle restraining lines around aircraft in alert areas will be either circular or rectangular in shape to allow for any engine starts, radar systems check or tire rotation. An additional 25-foot distance added to the 25-foot distance at each end is adequate.

(5) A 25-foot vehicle restraining line will be painted around entrance ways to any structure, facility, or any area approved for restriction of vehicles by the responsible commander. Distance may be increased if deemed necessary or advisable.

2. Air police have been instructed to issue warning citations up to and including the 3rd of September 1962. Effective 4 September 1962 personnel receiving citations will be assessed points. This action can result in the loss of driving privileges and affect the squadron rating system.

Burton C. Hoyle
BURTON C. HOYLE
Major, USAF
Director of Safety

MONTHLY MAINTENANCE SUMMARY

6TH STRATEGIC AEROSPACE WING

WALKER AIR FORCE BASE, NEW MEXICO

PERIOD: MAY THRU JULY 1962

The Maintenance Analysts serving as Editors for this publication are:

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SORTIE CAPABILITY (15AF Form 390)

The computed capability for the 6th Strategic Aerospace Wing for the month of September for B52E aircraft is 288 and for KC135 aircraft 229. The decrease in sortie production for both type aircraft was expected and attributed to September having only 19 work days. We are experiencing a downward trend for O1 manhours per sortie. Due to the more professional type maintenance we have in the 6th SAW our O1 manhour per sortie is at a new low, with 319.3 O1 manhours per B52E sortie and 106.1 O1 manhours per KC135 Sortie. The true sortie capability forecast for the wing is 227 for B52E aircraft and 181 for KC135 aircraft. The O1 availability percent is still consistent in all squadrons with minor fluctuations.

MAINTENANCE PRODUCTION (15AF Form 392): With the number of possessed B52 aircraft on the rise, during July so go the number of sorties flown. The number of sorties flown may be compared with the month of May when we had more work days and less aircraft. You will note that sorties per available aircraft B52 wise has been on the decline steadily, since May. We hope this has been to some advantage to the ground crews since it has given them a little more time down between sorties. The KC135 sorties per available aircraft have been unsteady through May, June and July, however, the number of possessed aircraft has not varied too much. You will also note the down time between sorties has taken a drop. It seems as though the tanker boys may be getting quite a work out, considering the number of total sorties flown.

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

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

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

O1 MANHOURS PER SORTIE (15AF Form 395):

The manhour expenditures per B52 sortie is continuing to decrease each month. July showed an appreciable 25.8, O1 maintenance manhours per sortie. This can be attributed to an increase of 3.33 available aircraft (Reference 15AF Form 392). The manhour expenditures per KC135 Sortie, portrays a definite improvement over past months. While we flew 37 more sorties, we utilized 18.7 less O1 maintenance manhours per sortie. CONGRATULATIONS and keep up the good work.

DISCREPANCIES PER SORTIE (When Discovered 15AF Form 396):

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

MANPOWER DISTRIBUTION (15AF Form 402 & 403):

Once again we have failed to attain the standard of direct labor expenditure of 50%. It should be noted we did have an increase over June's 40.3% to 42.6% for July. We hope this step in the right direction

will be followed up by a larger increase next month.

In preceeding maintenance summaries you were advised that expenditures in labor codes 04, 06-15, 17 and 18 were exceedingly high, at times double or triple the assigned hours in these areas. Well, the concern is still in this area. This month 7.4% of our labor force was assigned to labor codes 04, 06-15, 17 and 18, while the actual man-hours expended in these codes was 13.6% of the total hours expended, almost double. We again suggest you read para 825 AFM 66-1, it is very possible that some of the people assigned to labor code 01 are primarily performing duties in indirect labor codes. You may need to adjust you assigned labor codes to reflect a man's duties, not his AFSC. Remember the assigned labor code is based on his duties, not his AFSC (excepting vehicle operators). If we of the Analysis and Reports Branch can aid you with any problem, feel free to ask our assistance, we are here to help you.

GROSS OVERTIME (15AF Form 405)

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

SHOP PRODUCTION DATA (15AF Form 408)

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

CANNIBALIZATIONS: (15AF Form 415)

During July, there were twelve B52 cannibalizations, as compared to eight in the previous month. This for the three month period averages out to approximately 9.7 cannibalizations per month. Is this good? During June we mentioned that, cannibalizations on KC135 aircraft was zero and that it was as it should be, but, what happened to you in July? The KC's picked up six cannibalizations in July. We sincerely hope this is not an indication of things to come.

PERSONNEL AND MANHOURLY AVAILABILITY PROJECTION AND SORTIE CAPABILITY FORECAST	ORGANIZATION 6th Strat Aerob and Wing	REPORTING PERIOD SEP
1. Total men assigned		1826
2. Operation and maintenance days		19
3. Man days assigned		34,694
4. Projected manhour assignment		877,352
5. Projected manhour gains		8874
6. Projected manhour losses		3827
7. Gains and losses adjustment		-7153
8. Adjusted manhours assignment		870,199
9. O1 availability percent		48.1
10. Projected O1 available manhours		110,352
11. Percent of support (Primary aircraft)		79.1
a. Manhours for support of primary aircraft		92034
b. O1 Manhour cost per sortie		319.3
c. Sortie production capability (Primary aircraft)		268
12. Percent of support (Secondary aircraft)		20.9
a. Manhours for support of secondary aircraft		24318
b. O1 Manhour cost per sortie		190.1
c. Sortie production capability (Secondary aircraft)		229

PERSONNEL AND MANHOURLY AVAILABILITY PROJECTION AND SORTIE CAPABILITY FORECAST	ORGANIZATION OMS	REPORTING PERIOD SEP
1. Total men assigned _____		603
2. Operation and maintenance days _____		19
3. Man days assigned _____		11,457
4. Projected manhour assignment _____		91,656
5. Projected manhour gains _____		128
6. Projected manhour losses _____		1161
7. Gains and losses adjustment _____		-1038
8. Adjusted manhours assignment _____		90,623
9. O1 availability percent _____		45.9
10. Projected O1 available manhours _____		41,596
11. Percent of support (Primary aircraft) _____		71.6
a. Manhours for support of primary aircraft _____		29783
b. O1 Manhour cost per sortie _____		131.0
c. Sortie production capability (Primary aircraft) _____		227
12. Percent of support (Secondary aircraft) _____		28.4
a. Manhours for support of secondary aircraft _____		11813
b. O1 Manhour cost per sortie _____		65.2
c. Sortie production capability (Secondary aircraft) _____		151

PERSONNEL AND MANHOURLY AVAILABILITY PROJECTION AND SORTIE CAPABILITY FORECAST	ORGANIZATION FMS	REPORTING PERIOD SEP
1. Total men assigned		681
2. Operation and maintenance days		19
3. Man days assigned		12,932
4. Projected manhour assignment		103,512
5. Projected manhour gains		686
6. Projected manhour losses		1319
7. Gains and losses adjustment		-631
8. Adjusted manhours assignment		102,881
9. O1 availability percent		44.5
10. Projected O1 available manhours		45,782
11. Percent of support (Primary aircraft)		83.7
a. Manhours for support of primary aircraft		37862
b. O1 Manhour cost per sortie		114.8
c. Sortie production capability (Primary aircraft)		332
12. Percent of support (Secondary aircraft)		17.3
a. Manhours for support of secondary aircraft		7920
b. O1 Manhour cost per sortie		26.1
c. Sortie production capability (Secondary aircraft)		262

PERSONNEL AND MANHOURLY AVAILABILITY PROJECTION AND SORTIE CAPABILITY FORECAST	ORGANIZATION MMS	REPORTING PERIOD SEP
1. Total men assigned _____		13
2. Operation and maintenance days _____		19
3. Man days assigned _____		2546
4. Projected manhour assignment _____		20,292
5. Projected manhour gains _____		416
6. Projected manhour losses _____		182
7. Gains and losses adjustment _____		294
8. Adjusted manhours assignment _____		20,662
9. O1 availability percent _____		24.2
10. Projected O1 available manhours _____		5000
11. Percent of support (Primary aircraft) _____		100.0
a. Manhours for support of primary aircraft _____		5000
b. O1 Manhour cost per sortie _____		12.4
c. Sortie production capability (Primary aircraft) _____		403
12. Percent of support (Secondary aircraft) _____		-
a. Manhours for support of secondary aircraft _____		-
b. O1 Manhour cost per sortie _____		-
c. Sortie production capability (Secondary aircraft) _____		-

2-4

PERSONNEL AND MANHOURL AVAILABILITY PROJECTION AND SORTIE CAPABILITY FORECAST	ORGANIZATION	REPORTING PERIOD
	AES	SEP
1. Total men assigned		508
2. Operation and maintenance days		30
3. Man days assigned		7752
4. Projected manhour assignment		62,816
5. Projected manhour gains		792
6. Projected manhour losses		604
7. Gains and losses adjustment		88
8. Adjusted manhours assignment		62,104
9. O1 availability percent		38.2
10. Projected O1 available manhours		23,724
11. Percent of support (Primary aircraft)		87.6
a. Manhours for support of primary aircraft		20782
b. O1 Manhour cost per sortie		61.0
c. Sortie production capability (Primary aircraft)		341
12. Percent of support (Secondary aircraft)		12.4
a. Manhours for support of secondary aircraft		292
b. O1 Manhour cost per sortie		10.9
c. Sortie production capability (Secondary aircraft)		270

PART III - MAINTENANCE SUMMARY

HASKELL GRAY SCORES - 1-31 JULY

<u>ITEM</u>	<u>% SCORE EARNED</u>	<u>POINTS POSSIBLE</u>	<u>POINTS EARNED</u>
<u>Percent on time takeoffs</u>			
B52 APG & A&E Systems	99.0	200.0	198.0
KC135 APG & A&E Systems	98.0	200.0	196.0
Weighted Score	98.5	200.0	197.0
<u>Percent Sorties Flown w/o material caused cancellation</u>			
B52 APG & A&E Systems	100.0	200.0	200.0
KC135 APG & A&E Systems	100.0	200.0	200.0
Weighted Score	100.0	200.0	200.0
<u>Percent Sorties Flown w/o Material Caused Addition</u>			
B52 APG & A&E System	100.0	200.0	200.0
KC135 APG & A&E System	100.0	200.0	200.0
Weighted Score	100.0	200.0	200.0
<u>Percent Training Items Sched/Attemp vs Training Items lost due to Maint/Materiel</u>			
B52 APG & A&E System	96.5	600.0	579.2
KC135 APG & A&E System	98.1	600.0	588.6
Weighted Score	97.5	600.0	585.0
<u>Alert Aircraft Reliability</u>			
Effective Cocked Hours	99.9	200.0	199.8
Maintenance Quality	98.4	200.0	196.8
Combined Score	99.2	400.0	396.6

Base Self-sufficiency

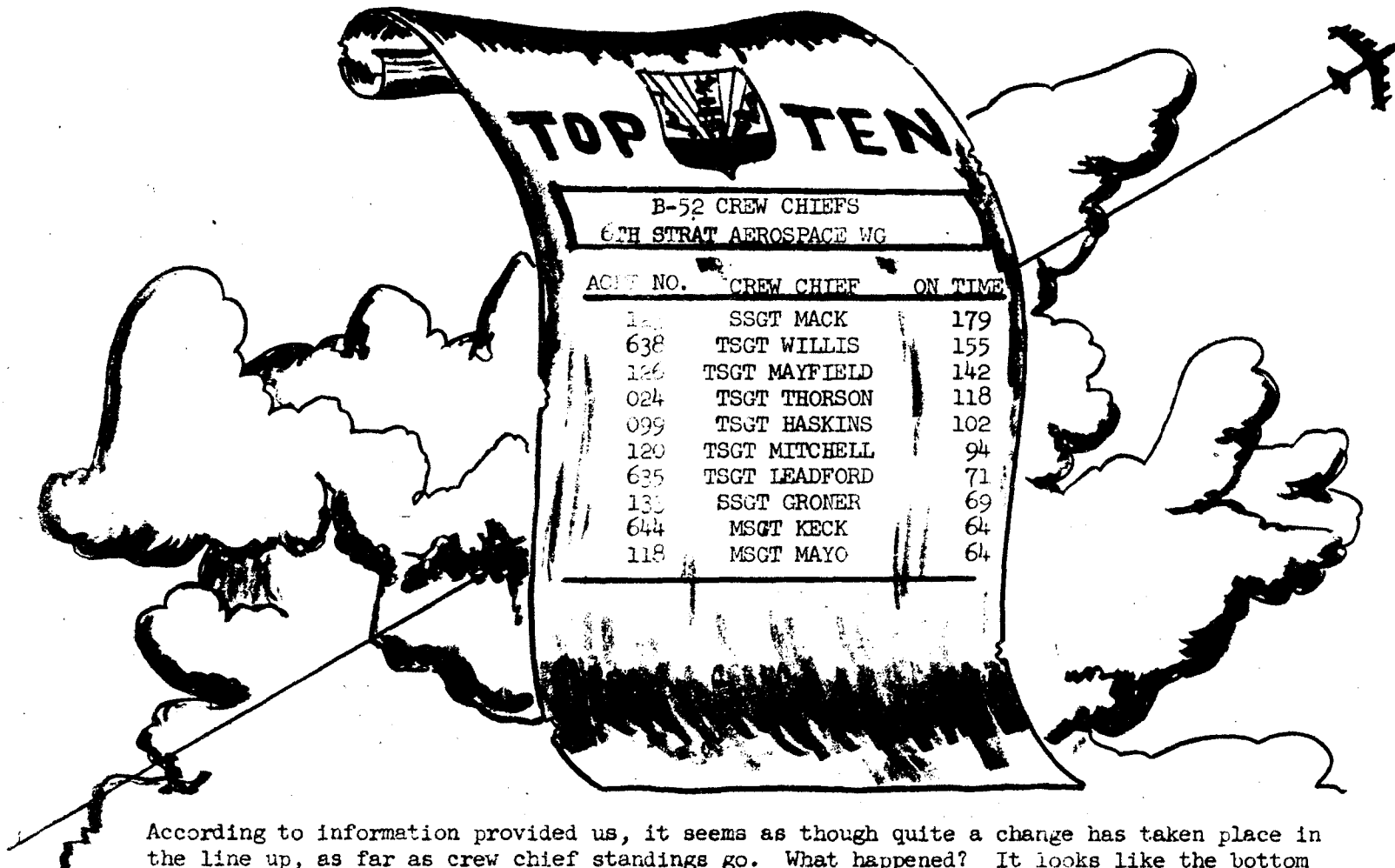
	<u>REPAIR</u>	<u>NRTS</u>	<u>BENCH CHECK OK</u>	<u>AWP</u>	<u>NRTS VS AWP</u>	<u>TOTAL PTS</u>	<u>TOTAL %</u>
Wing Total	(60) 44.3	(70) 54.7	(65) 60.6	(70) 67.1	(85) 64.8	(350) 291.5	83.3
FMS	(25) 17.4	(30) 21.1	(30) 29.7	(30) 29.6	(35) 26.8		
AEMS	(25) 19.1	(30) 24.0	(30) 27.3	(30) 27.3	(35) 23.0		
MMS	(5) 5.0	(5) 5.0	(5) 5.0	(5) 5.0	(5) 5.0		
PMEL	(5) 4.9	(5) 4.9	(0) N/S	(5) 5.0	(10) 5.0		

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

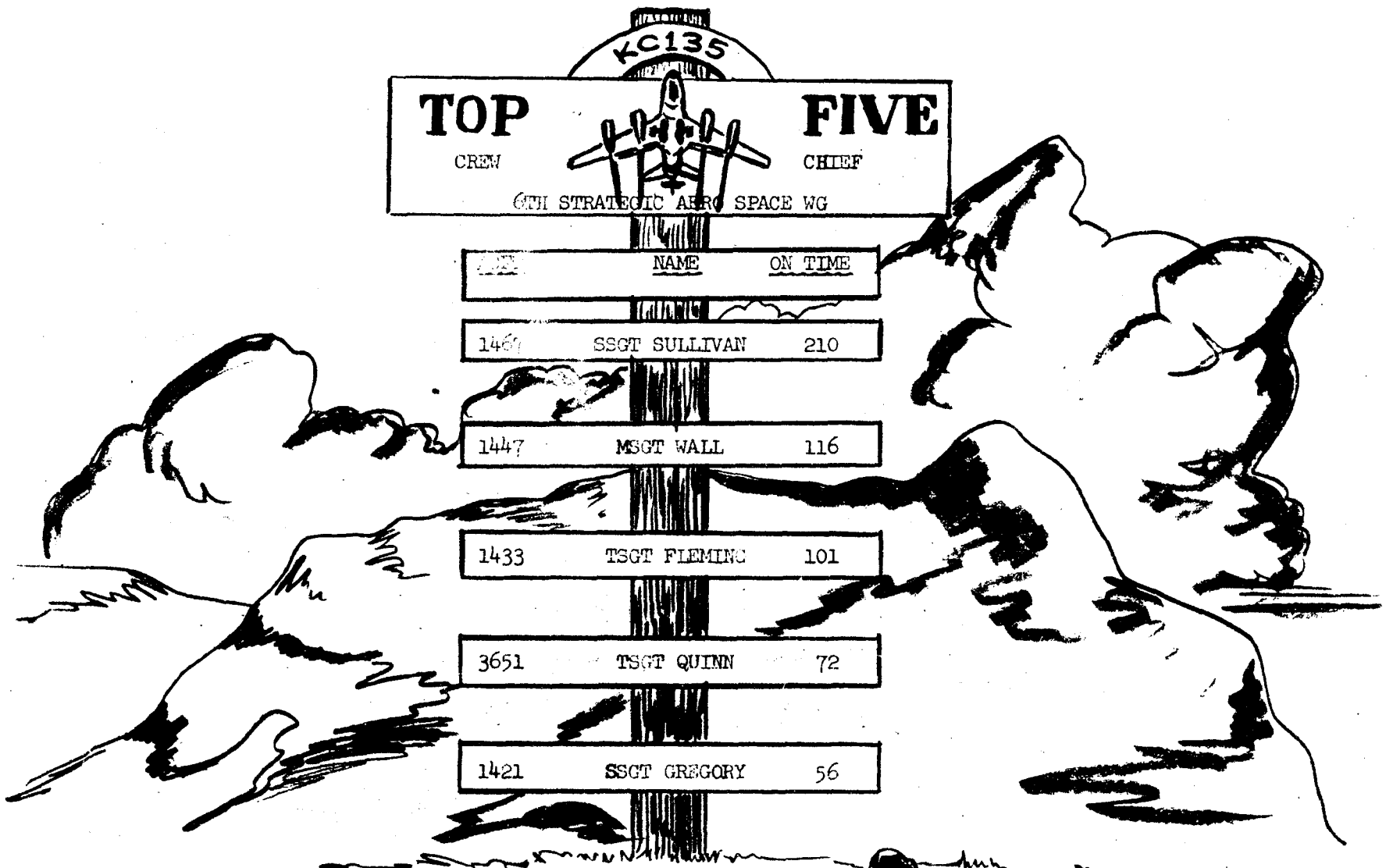
<u>Personnel Utilization</u>	<u>Documentation</u>	<u>Work Scheduling</u>	<u>Work Delays</u>	<u>Total Pts.</u>	<u>Total %</u>
OMS	Not Scored	(10) 10.0	(10) 10.0	(115) 114.8	99.8
FMS	Not Scored	(30) 30.0	(10) 9.9		
AEMS	Not Scored	(25) 25.0	(10) 9.9		
MMS	Not Scored	(10) 10.0	(5) 4.9		
PMEL	Not Scored	(5) 5.0	(0) n/s		

<u>Personnel Training</u>		<u>NUMBER</u>	<u>PASSED</u>	<u>PERCENT</u>	<u>PASSED</u>
<u>SQDN</u>	<u>NUMBERED</u>	<u>NUMBER</u>	<u>PASSED</u>	<u>PERCENT</u>	<u>PASSED</u>
	<u>PRESKT</u>	<u>PRESKT</u>	<u>SKT</u>	<u>PRESKT</u>	<u>SKT</u>
OMS	50	39	1	78.0	100.0
FMS	41	35	3	85.4	100.0
AEMS	16	12	0	75.0	0.0
MMS	0	0	0	0.0	0.0
SAWS	0	0	0	0.0	0.0
<u>TOTAL</u>	<u>107</u>	<u>86</u>	<u>4</u>	<u>80.4</u>	<u>80.0</u>

<u>TOTAL TESTED</u>	<u>TOTAL PASSED</u>	<u>% SCORE EARNED</u>	<u>POINTS POSSIBLE</u>	<u>POINTS EARNED</u>
112	90	80.4	50	40.2
HASKELL GRAY				
<u>TOTAL</u>	<u>% SCORE EARNED</u>	<u>POINTS POSSIBLE</u>	<u>POINTS EARNED</u>	
	95.7	2115	2025.1	



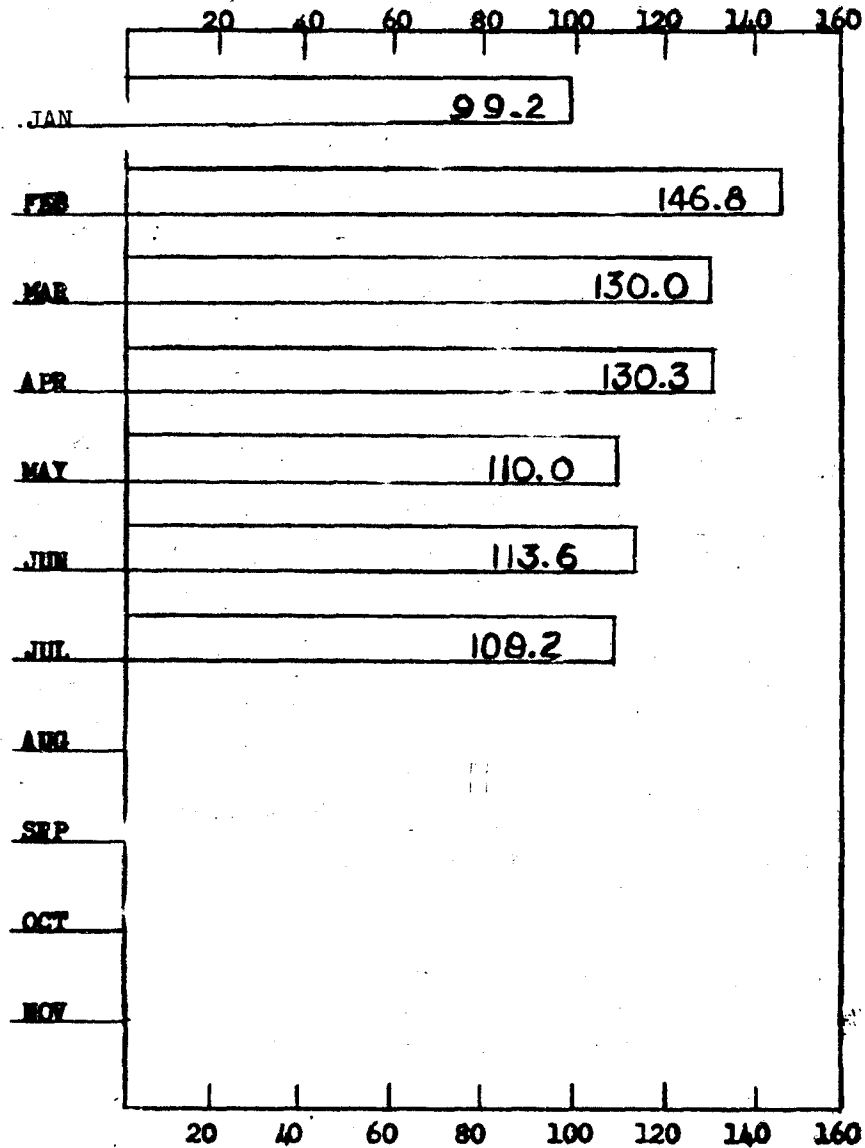
According to information provided us, it seems as though quite a change has taken place in the line up, as far as crew chief standings go. What happened? It looks like the bottom fell out - literally. Sgt Mack is still holding his own with several of the same people right behind him. It's good to see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



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

AVERAGE UNSCHEDULED MANHOURS PER SORTIE

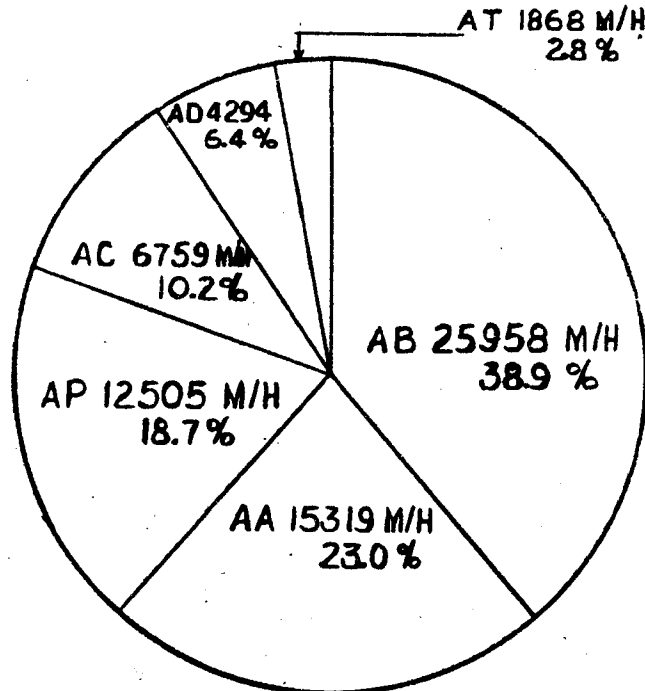
B-52



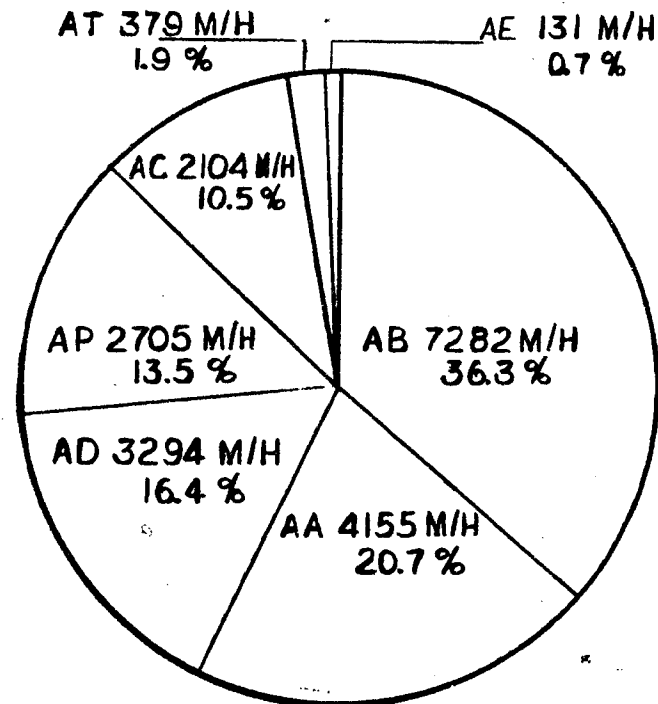
AVERAGE UNSCHEDULED MANHOURS PER SORTIE B-5
 There was a slight reduction in the unscheduled manhours per sortie consumption as reflected by the chart on the left. This was caused mainly by the extra sorties in July rather than a reduced amount of documented unscheduled manhours. However, we do not wish to take any credit away from the maintenance people!

6th Aerospace Wing Maintenance by Work Order Prefix

July 1962



B52E
 AA SERVICING
 AB UNSCHEDULED MAINTENANCE
 AC BASIC POSTFLIGHT
 AD PRE-FLIGHT



F-135A
 AE HOURLY POSTFLIGHT
 AP PERIODIC INSPECTION
 AT TIME COMPLIANCE TECHNICAL ORDERS

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

B-52 SYSTEM ISSUES

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

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

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

AIR CONDITIONING SYSTEM (WUC 41000) almost doubled its discrepancy rate in July over the preceeding month, jumping from 80 discrepancies to 159. Manhour expenditure amounted to 364, another 80 manhours were wasted however on miscoding and by using the no defect how mal action codes. We assume that this increase in mal failures is due to an increase in low level flights.

SYSTEM TRENDS KLM AIRCRAFT TYPE 141

MAIN LANDING GEAR SYSTEM (WUC 13000) experienced 189 discrepancies consuming a total of 536.5 direct labor manhours. Of this total the main landing gear tire claimed 35 discrepancies and utilized 102.5 of the 536.5 hours expended on the whole system, almost 20.0%. The specialist manhours are still being wasted. On 9 occasions the specialist were called, upon arriving and examining the tire, there was no defect. This cost 13.5 manhours that could have been utilized for productive labor. Listed below is a breakdown, by How Malfunction code, of tires Removed and Replaced, (Action Taken Code "B").

<u>NUMBER OF UNITS</u>	<u>HOW MALFUNCTION CODE</u>
17	020
6	116
1	800

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

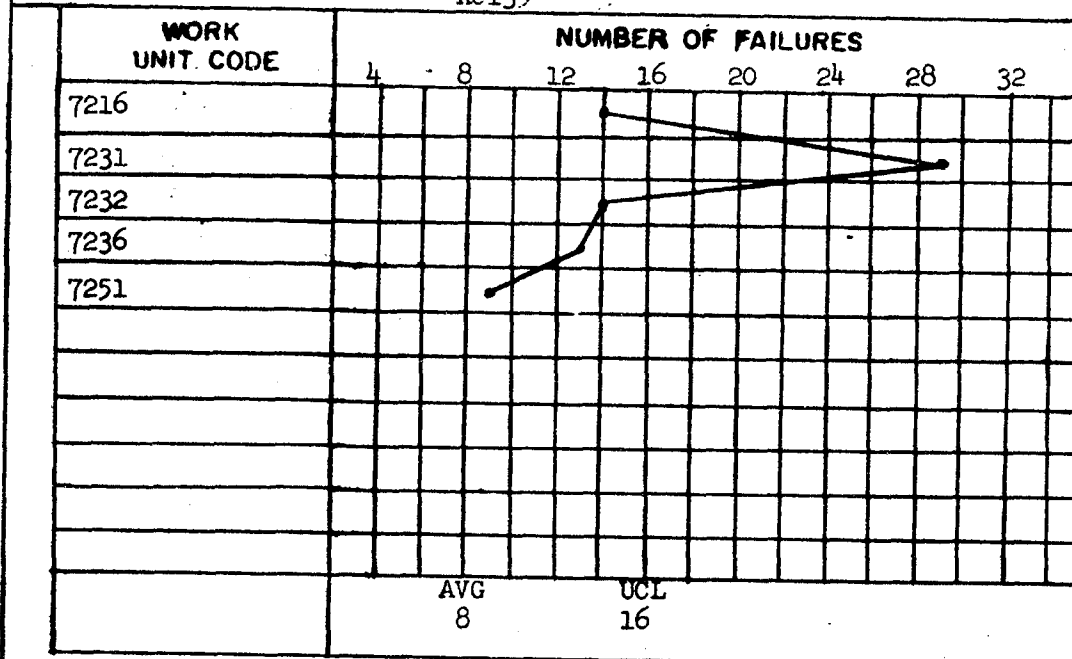
THE NOSE WHEEL TIRE (WUC 13561) is in excellent form, experiencing only 2 discrepancies consuming a total of 4.0 manhours. These were both Removed and Replaced ("B") for excessive vibration. The average landing per tire is 645. It should be noted this was an exceptional month for both main and nose gear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

TURBO JET POWER PLANT SYSTEM (WUC 23000) had 228 failures consuming 843.3 manhours. These figures look quite excessive until the wasted manhours and no failure, (Action Taken Code "A") are weeded out. After This process, the figures change to 163 discrepancies with 688.9 manhours consumed. Quite a difference, wouldn't you say? You have two fuel pumps (WUC 23211) removed and replaced, ("B") during periodic inspection ("M") with How Malfunction Code 000.

Again during a periodic inspection a starter (WUC 2344) was coded Action Taken C, When Discovered C and How Malfunctioned 000. In A/W T.O. 00-20A-1 the only time these blocks can be zeroed out is with a servicing or periodic WUC. It is the Work Center Supervisor's responsibility to check the correctness and neatness all AFTO Form submitted.

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

RADAR NAV SYSTEM FAILURE CHART
KC135



DATE: JULY 1962

SOURCE: MDC REPORT #5

Portrayed on this chart are the 5 high sub-systems for July. Sub-system 7231 is way out of control with 27 discrepancies. The AN/APN-59 Search Radar (Group I) (WUC 72310) experienced 4 failures and consumed 7.0 manhours. The Navigators Indicator (WUC 72314) had 6 failures and used 17.0 manhours, while the Pilot's Indicator (WUC 72316) experienced 7 failures and consumed 39.0 manhours. The other high manhour user was the Antenna (WUC 72318) with 7 failures and 40.5 manhours consumed. Within sub-system 7231 the 4 systems listed above experienced 24 of the 27 failures and consumed 103.5 manhours. You wasted 32.0 manhours by calling the specialist when there was no defect. Sub-systems 7216, 7232, 7236 and 7251, although depicted, and are above the average, seem to present no problem at the present time. But will bear close watching as they are approaching the upper control limit, and could easily present a future problem.

WING TOTAL	NET OVERTIME BY BRANCH JUL 62				
	M/HR AVAIL	TOTAL M/HR OVERTIME	COMP TIME (CODE 40)	NET OVERTIME B-C	% NET OVERTIME D ÷ A
WING TOTAL	323092.5	13930.3	6265.0	7665.3	2.4
OMS TOTAL	109526.7	40 84.1	1194.0	2890.1	2.6
210 Command	2529.0	0.0	0.0	0.0	0.0
211 Maint Supervision	1542.4	0.0	0.0	0.0	0.0
212 Bomber Maint "A"	8938.1	541.5	91.0	450.5	5.0
213 Bomber Maint "B"	10935.0	637.5	104.0	533.5	4.9
214 Bomber Maint "C"	11132.8	105.4	132.0	-26.6	-0.2
215 Tanker Maintenance	14730.9	547.0	128.5	418.5	2.8
216 Insp Branch Supv	15814.0	349.0	169.0	180.0	1.1
218 Maint Support	29375.7	1817.7	569.5	1248.2	4.2
219 Alert	14528.8	86.0	0.0	86.0	0.0
FMS TOTAL	114446.7	3810.8	2089.2	1721.6	1.5
240 Command	3538.7	0.0	0.0	0.0	0.0
241 Maint Supervision	2458.5	0.0	3.2	0.0	0.0
242 Propulsion Branch	29617.5	579.9	600.0	-20.1	-0.1
243 Aero Repair Branch	32245.8	1040.4	590.5	449.9	1.4
244 Accessories Repair Br	24591.2	1518.5	460.0	1058.5	4.3
245 Fabrication Branch	21995.0	672.0	435.5	236.5	1.1
MMS TOTAL	23405.9	2195.3	748.4	1446.9	6.2
250 Command	986.1	0.0	56.0	0.0	0.0
251 Training	114.5	0.0	0.0	0.0	0.0
252 Production Control	0.0	0.0	0.0	0.0	0.0
253 Munitions Maint	2683.3	23.0	14.2	8.8	0.3
254 Munitions Service	14945.8	2095.6	650.2	1445.4	9.7
255 Re-Entry Veh Maint Sup	3469.0	26.0	8.0	18.0	0.5
256 Accountable Supply	1207.2	50.7	20.0	30.7	2.5
AMS TOTAL	75713.2	3840.1	2233.4	1606.7	2.1
260 Command	3136.8	0.0	0.0	0.0	0.0
261 Analysis	466.5	0.0	0.0	0.0	0.0
262 Production Control	768.5	0.0	0.0	0.0	0.0
263 A/C system Branch	46400.9	3043.4	1788.9	1254.5	2.7
264 G/M System Branch	21126.0	729.7	383.0	346.7	1.6
269 PMEL	4234.5	67.0	61.5	5.5	0.1

Continued on following page

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

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

<u>WING TOTAL</u>	<u>AVAILABLE M/H</u>	<u>TOTAL PRODUCTION</u>	<u>% PRODUCTION OF AVAILABLE M/H</u>
	138,242.1	123,881.6	89.6
OMS TOTAL	48,561.0	49,046.3	101.0
211 Maint. Supv	11.0	32.0	290.9
212 Bomber Maint "A"	3350.8	4049.5	120.9
213 Bomber Maint "B"	8100.5	6236.0	77.0
214 Bomber Maint "C"	5729.9	6439.3	112.4
215 Tanker Maint	6641.3	7231.0	108.9
216 Insp Br Supv	10,834.6	10920.4	100.8
218 Aircraft Supv	13,746.9	14117.1	102.7
219 Alert	46.0	21.0	45.7
FMS TOTAL	52308.9	48668.8	93.0
242 Propulsion Br	14,515.4	14,990.9	103.3
243 Aero Repair Br	12799.0	11471.6	89.6
244 Accessories Br	12150.5	9307.1	76.6
245 Fabrication Br	12844.0	12888.2	100.3
MMS TOTAL	3509.1	3671.7	104.6
253 Munitions Maint	505.4	472.0	93.4
254 Munitions Ser.	2818.9	3198.7	113.5
255 Re-Entry Maint Sup	184.8	0	0.0
A&E TOTAL	33,869.1	22,494.8	66.4
263 Acft System Br	21,325.6	17,221.2	80.8
264 CAM Sys. Br	10,995.5	4254.1	38.7
269 PMEL	1548.0	1019.5	65.9

Continued on next page

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

FLYING DATA JULY 1962

	<u>B-52</u>	<u>CALENDAR YEAR</u> <u>TOTAL</u>	<u>KC-135</u>	<u>CALENDAR YEAR</u> <u>TOTAL</u>
	<u>JULY</u>		<u>JULY</u>	
Ops Required	2230	15126	1266	8078
Sched Flying	2193	15030	1279	7971
Total Flown	2193	14785	1279	7938
Flown Per Sortie	9.3	9.0	6.4	6.7
Ops Required	225	1619	169	1072
Maint Capability	225	1627	169	1107
Sched Flying 60-9	233	1633	171	1079
Concellations		6	1	11
Abne As Sched	233	1627	170	1068
Additons	4	10	30	77
Test Flights				
Ferry Flights		11		44
Total Airborne	237	1648	200	1189
Late Takeoffs	4	24	7	36

BOMBER "A"

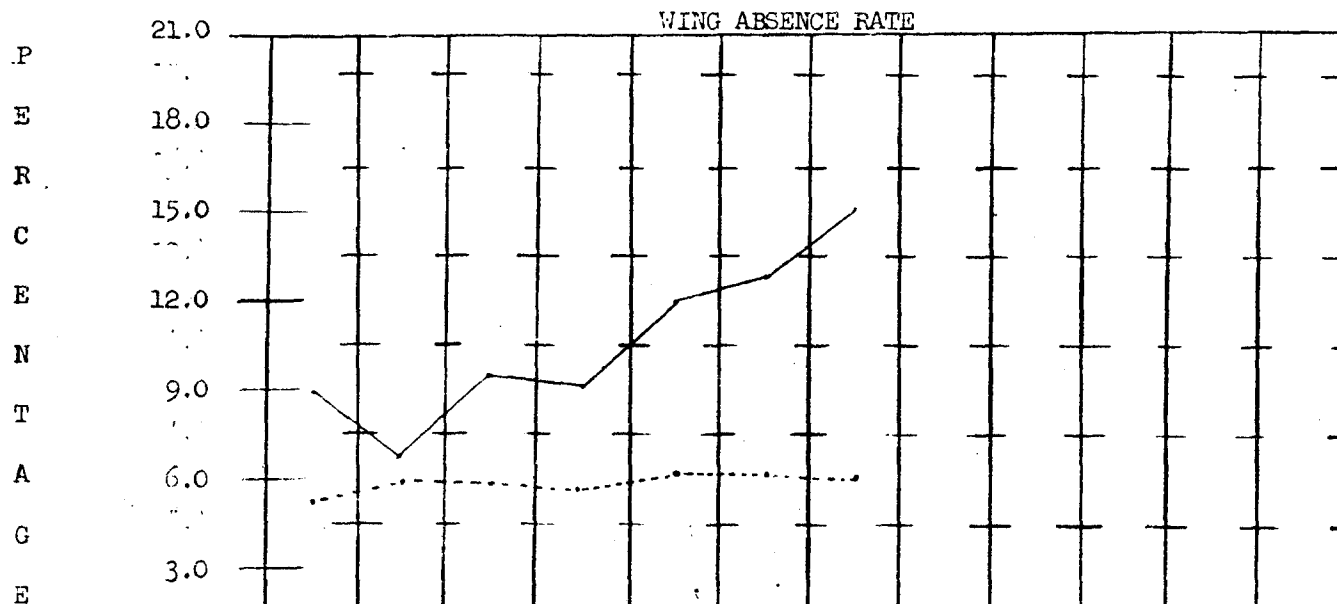
<u>ACFT</u>	<u>SORTIES SCHED</u>	<u>CANC</u>	<u>ADD</u>	<u>TEST & FERRY</u>	<u>LTO</u>	<u>SORTIES FLOWN</u>	<u>HOURS FLOWN</u>	<u>TOTAL LANDINGS</u>
637	5					5	30.2	
644	6				1	6	48.5	
645	3					3	39.5	
646	5					5	64.8	
706	4					4	69.8	
025	6					6	63.0	
097	2					2	47.5	
098	5					5	41.0	
100	7					7	56.1	
109	3					3	55.0	
117	5					5	36.5	
128	6					6	63.8	
132	6					6	49.3	
133	6					6	50.8	
134	5					5	56.7	
136	3					3	35.4	
TOTAL	77				1	77	807.9	

BOMBER "B"

638	6					6	48.9	
640	7					7	57.1	
652	6					6	48.0	
653	3					3	54.4	
655	4					4	32.0	
701	6					6	46.5	
015	6				1	6	51.0	
020	8				1	8	66.5	
095	7					7	57.0	
105	6					6	46.5	
107	3					3	57.5	
112	1					1	2.5	
115	5					5	40.0	
126	6				1	6	47.4	
TOTAL	74				3	74	655.3	

B BER "C"

<u>ACFT</u>	<u>SORTIES SCHED</u>	<u>CANC</u>	<u>ADD</u>	<u>TEST & FERRY</u>	<u>LTO</u>	<u>SORTIES FLOWN</u>	<u>HOURS FLOWN</u>	<u>TOTAL LANDINGS</u>
634	5					5	52.5	
635	6		4			10	52.3	
648	7					7	56.5	
649	6					6	46.6	
651	4					4	42.2	
707	4					4	31.0	
016	10					10	51.8	
018	3					3	71.4	
024	7					7	54.4	
099	6					6	38.1	
108	4					4	79.2	
118	7					7	57.0	
123	7					7	53.0	
127	6					6	43.5	
TOTAL	82		4			86	729.5	
OVERALL TOTAL	233		4		4	237	2192.7	719
<u>ARS</u>								
3634	8		1		1	9	64.4	
3642	9		1			10	64.3	
3651	2		1			3	7.3	
1421	10					10	64.7	
1433	9					9	67.4	
1439	8		4			13	68.9	
1440	8		7			15	71.6	
1443	7				1	7	46.9	
1447	7		4			11	59.2	
1450	9					9	60.6	
1451	8					8	60.6	
1452	8					8	55.7	
1458	8	1	1		3	9	54.6	
1463	8				1	8	64.1	
1465	9					9	62.0	
1467	10		1			11	71.7	
8041	8		4			12	67.4	
8043	8		3			11	64.1	
8056	10					10	69.3	
8079	6		3			9	66.9	
8107	9				1	9	67.4	
TOTAL	171	1	30		7	200	1279.1	1278



MONTHS-----	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT
TOT. ASGD. M/HRS-----	36020	31584	370166	356617	334540	305723	282250			
DUTY ABS-----	18206	18317	21274	18880	21174	19386	17355			
NON DUTY ABS-----	31102	22323	34624	32605	39569	40933	42870			

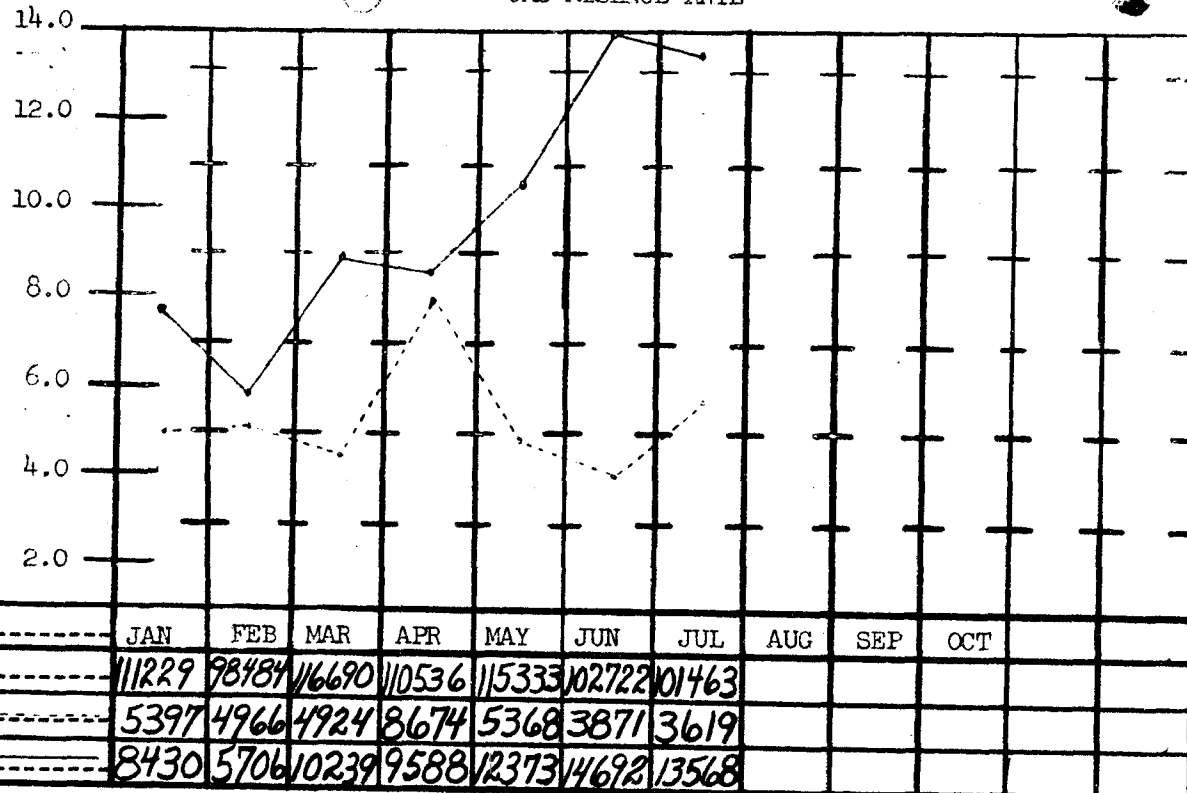
SOURCE: ETA REPT #3
DATE: JAN THRU JUN

Wing has again increased in its Non Duty Absence Codes (40-46) from 13.4% to 15.2% FMS had the highest increase (6.1% over last month which contributed greatly to our Wing increase. While FMS had a high 18.2%, 3.2% above the desired average (15.0%); ONE a squadron of simular size has 13.4% which is 4.8% less this month. A&E has also increased a 0.9%, while MMS remained about the same. The following Charts will depict all of the Squadrons and will show who has hurt or helped the Wing Absence Codes.

Duty Absence Codes (30-36) which are 4.8% have decreased 1.5% from last month, approximately 0.4% below our desired average (10.0%). Although CMS increased our percentage by 1.8% and FMS by 1.2%, MMS has decreased this by 4.4% and A&E by 0.1% which left us with a 1.5% decrease. Lets hope it will increase next month.

P
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OMS ABSENCE RATE

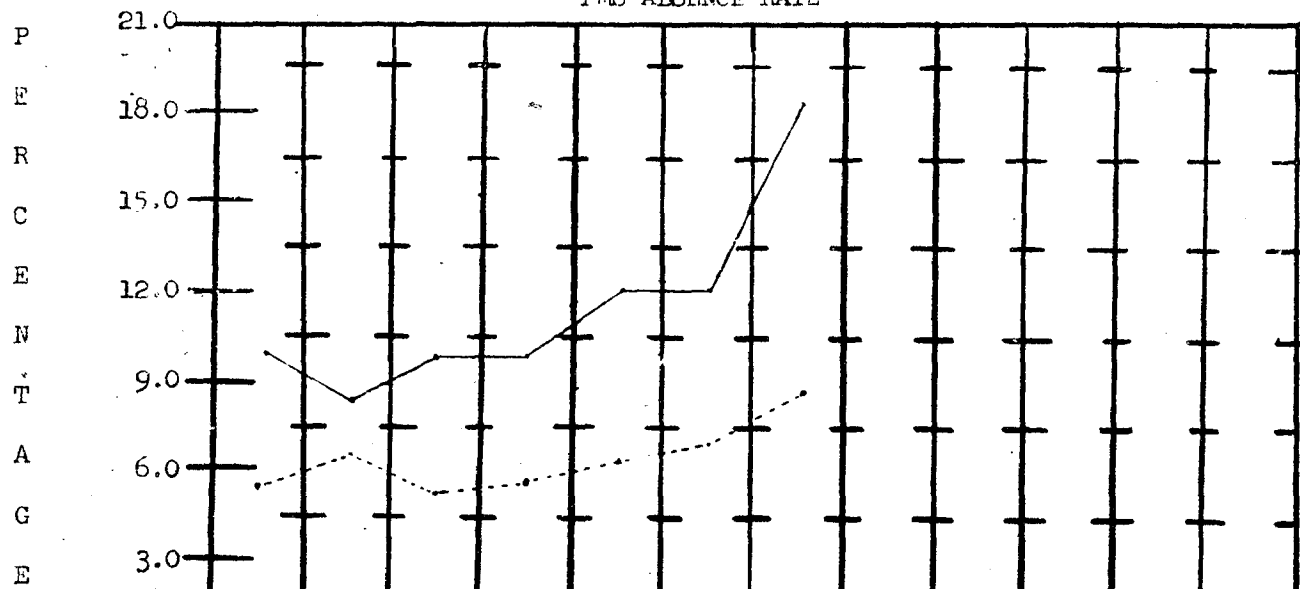


SOURCE: ETA REPT #3
DATE: JAN THRU JUN

In OMS Duty Absence Codes (30-36) have started an upward trend of 1.8% over last month to bring them to a 5.6% which is still 4.4% below the desired average (10.0%). Lets hope this upward trend continues so you can attain the desired average.

Non Duty Absence Codes (40-46) which are now 13.4% have decreased 0.6% from a continuous three (3) month upward trend totaling 5.3%. Lets watch this closely, the desired average 15.0% is only 1.6% away. If this good trend continues it is quite possible you will attain this average in the near future.

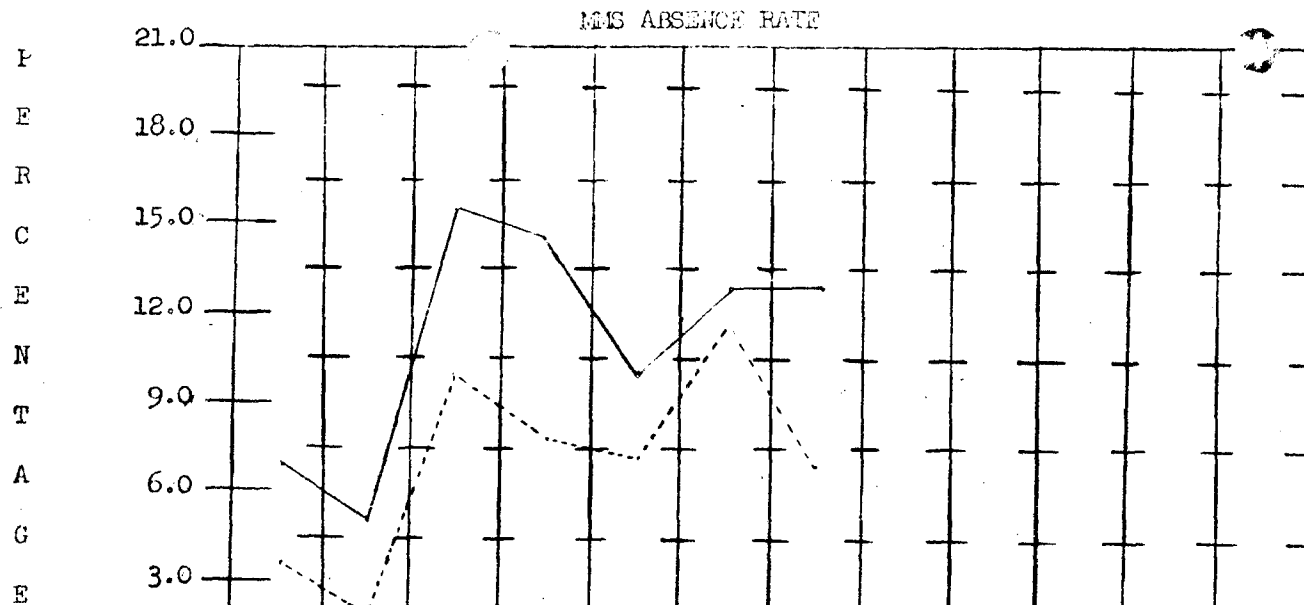
FMS ABSENCE RATE



MONTHS-----	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT
TOT. ASGD M/HRS-----	132732	152561	133003	130104	123853	15191	88617			
DUTY ABS-----	7230	7443	6749	7162	7791	8329	7038			
NON DUTY ABS-----	13727	19733	13634	13295	15153	13884	15187			

SOURCE: ETA REPT #3
DATE: JAN THRU JUN

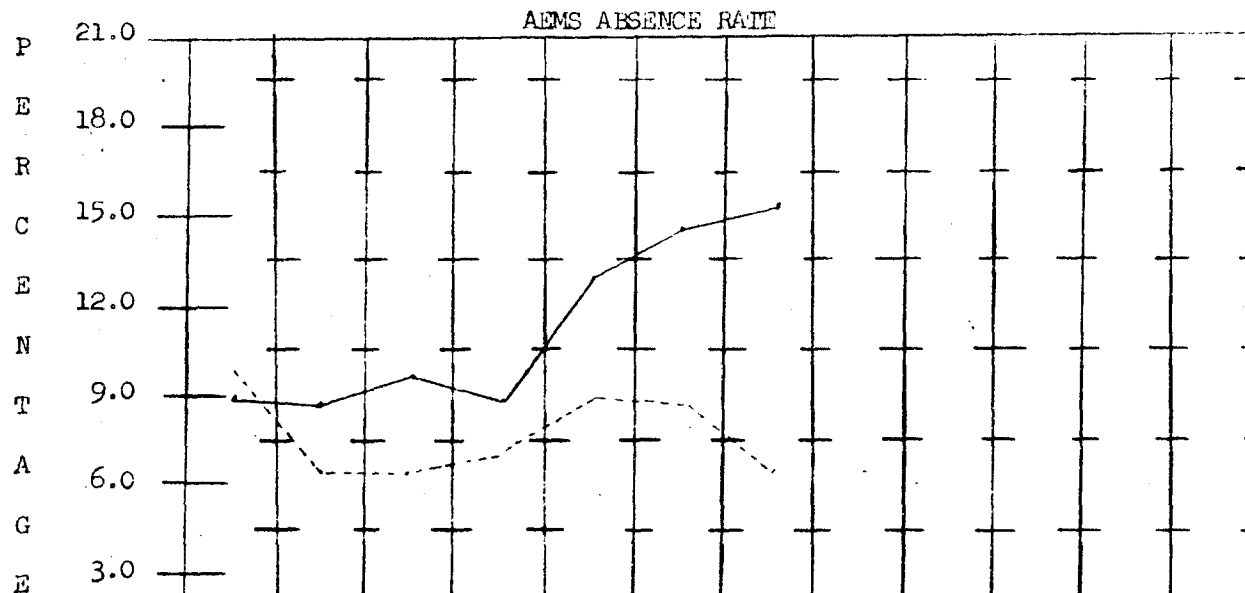
In FMS Duty Absence Codes (30-36) continues its upward trend. While it increased 1.2% this month it has risen continuously since March, for a total increase of 3.3%. With 8.4% you are now only 1.6% away from the desired average of 10.0%, which is the best in the Wing CONGRATULATIONS. Non Duty Absence codes (40-46) has increased from 15.0% in June to 18.2%. This is 3.2% above the 15.0% desired average and a 6.1% increase over last month. The major portion of the increase can be charged to Non Duty Absence Code 42 (Official Leave) this one code alone consumed 11,794 Manhours which is more than half of all Non Duty Absence codes (40-46) which totaled 15,007 manhours. Non Duty Absence Code 41 (Excused from duty) Consumed 3,376 manhours. Non Duty Absence Code 40 (Compensatory Time Off) consumed 2,191 manhours. Although Non Duty Absence Code 42 (Official Leave) is the largest consumer of manhours it would be wise to watch Non Duty Absence Codes 41 (Excused from duty) and 40 (Compensatory Time Off) they are the next two largest consumers of manhours. Let us all try to bring these codes down so you can attain the desired average of 15.0%. It is recommended that leave schedules be scrutinized and adjustments be made to compensate for this upward trend during these summer months. It is also recommended that personnel program their leave one (1) year in advance in compliance with Wing requirements. It is felt that should these recommendations be accepted it would help greatly in solving your problems.



MONTHS-----	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	OCT
TOT. AGGD M/HRS-----	24368	21200	24672	23544	22754	21086	21630		
DUTY ABS-----	776	510	2528	1995	1782	2449	1555		
NON DUTY ABS-----	1723	1203	3840	3431	2361	2766	2884		

Within MMS Duty Absence Codes (30-36) took a 3.8% upward trend in June only to fall all the way back to 7.2% a drop of 4.4%. This is due to a 928 loss of manhours in Duty Absence code 33 (TDY Maintenance Technical training) The sudden rise in June was also due to a gain of 1,019 manhours in Duty Absence Code 33 (TDY Maintenance Technic Training). As the chart clearly depicts (excluding the sudden rise in June and the sudden fall in July) you are continuously going further and further down. You are already 7.2% a 0.6% from May which was 7.8% when you stoped your downward trend temporarily. Could this downward trend of Duty Absence Codes (30-36) be due to a lack of squadron duties, or no submission of AF Form 1457 (Exception Card)?

Non Duty Absence Codes (40-46) have been on an upward trend since May, should this upward trend continue it is quite possible you will reach the desired average of 15.0% which is only 1.7% away.



MONTHS	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT
TOT ASGD M/HRS	76105	64878	83504	74241	72400	66724	75540			
30-36 DUTY ABS -----	7510	4271	5277	5257	6233	5187	5143			
40-46 NON DUTY ABS -----	6733	5249	8057	6411	9682	9591	11231			

AEMS has continued its upward trend in Non Duty Absence Codes (40-46) to attain the best in the Wing. They had a near perfect 14.9%, (15.0% is perfect). CONGRATULATIONS. Lets hope you continue to hold your Non Duty Absence Codes (40-46) where they are. While your Non Duty Absence (40-46) are near perfect, your Duty Absence Codes (30-36) continues its downward trend. It dropped 1.0% since June 1.8% since May, and a full 3.0% since January. Why with an increase of 8,816.0 assigned manhours, should you have a decrease in Duty Absence Codes (30-36). AEMS like MMS might check to see if this is due to no submission of AF Form 1457 (Exception Card) or lack of squadron duties.

MAINTENANCE PRODUCTION	ORGANIZATION 6th Strat Aerospace Wing	REPORTING PERIOD 1-31 July 1962																	
1. SORTIE PRODUCTION				<u>MAY</u>	<u>JUNE</u>	<u>JULY</u>													
<table border="1"> <tr><td>BOMBER (B-52E)</td></tr> <tr><td>ACFT POSSESSED</td></tr> <tr><td>ACFT AVAILABLE</td></tr> <tr><td>SORTIES FLOWN</td></tr> </table>				BOMBER (B-52E)	ACFT POSSESSED	ACFT AVAILABLE	SORTIES FLOWN	<table border="1"> <tr><td>36.00</td></tr> <tr><td>28.77</td></tr> <tr><td>238</td></tr> </table>	36.00	28.77	238	<table border="1"> <tr><td>38.93</td></tr> <tr><td>29.76</td></tr> <tr><td>224</td></tr> </table>	38.93	29.76	224	<table border="1"> <tr><td>40.96</td></tr> <tr><td>33.09</td></tr> <tr><td>237</td></tr> </table>	40.96	33.09	237
BOMBER (B-52E)																			
ACFT POSSESSED																			
ACFT AVAILABLE																			
SORTIES FLOWN																			
36.00																			
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<table border="1"> <tr><td>TANKER (KC135A)</td></tr> <tr><td>ACFT POSSESSED</td></tr> <tr><td>ACFT AVAILABLE</td></tr> <tr><td>SORTIES FLOWN</td></tr> </table>				TANKER (KC135A)	ACFT POSSESSED	ACFT AVAILABLE	SORTIES FLOWN	<table border="1"> <tr><td>20.74</td></tr> <tr><td>20.20</td></tr> <tr><td>194</td></tr> </table>	20.74	20.20	194	<table border="1"> <tr><td>20.23</td></tr> <tr><td>20.19</td></tr> <tr><td>162</td></tr> </table>	20.23	20.19	162	<table border="1"> <tr><td>20.25</td></tr> <tr><td>20.20</td></tr> <tr><td>199</td></tr> </table>	20.25	20.20	199
TANKER (KC135A)																			
ACFT POSSESSED																			
ACFT AVAILABLE																			
SORTIES FLOWN																			
20.74																			
20.20																			
194																			
20.23																			
20.19																			
162																			
20.25																			
20.20																			
199																			
2. SORTIES PER AVAIL ACFT																			
<table border="1"> <tr><td>BOMBER</td></tr> <tr><td>TANKER</td></tr> </table>				BOMBER	TANKER	<table border="1"> <tr><td>8.27</td></tr> <tr><td>9.60</td></tr> </table>	8.27	9.60	<table border="1"> <tr><td>7.53</td></tr> <tr><td>8.02</td></tr> </table>	7.53	8.02	<table border="1"> <tr><td>7.16</td></tr> <tr><td>9.85</td></tr> </table>	7.16	9.85					
BOMBER																			
TANKER																			
8.27																			
9.60																			
7.53																			
8.02																			
7.16																			
9.85																			
3. DOWN TIME BETWEEN SORTIES (AVG)																			
<table border="1"> <tr><td>BOMBER</td></tr> <tr><td>TANKER</td></tr> </table>				BOMBER	TANKER	<table border="1"> <tr><td>2.66</td></tr> <tr><td>2.29</td></tr> </table>	2.66	2.29	<table border="1"> <tr><td>2.79</td></tr> <tr><td>2.62</td></tr> </table>	2.79	2.62	<table border="1"> <tr><td>2.93</td></tr> <tr><td>2.13</td></tr> </table>	2.93	2.13					
BOMBER																			
TANKER																			
2.66																			
2.29																			
2.79																			
2.62																			
2.93																			
2.13																			

SCHEDULING EFFECTIVENESS

ORGANIZATION

6th Strat Aerospace Wing

REPORTING PERIOD

1-31 July 1962

BOMBER (B52E)
SORTIES SCHED. (1-4)
LATE TAKE OFF RATE
CANCELLATION RATE

MAY
236
0.84
0.42

JUNE
192
1.56
0.52

JULY
226
1.76
0.00

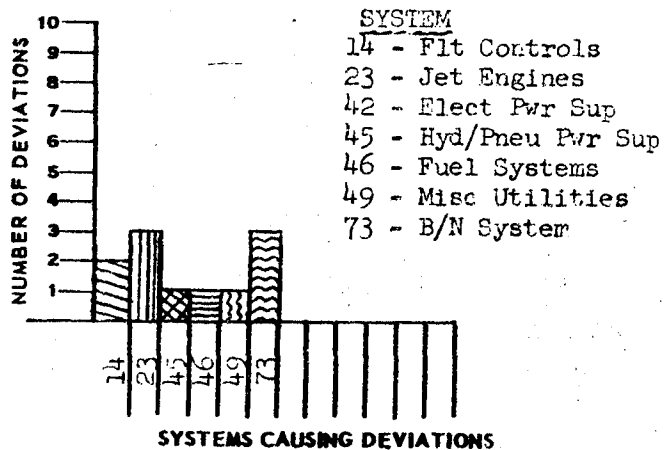
TANKER (KC135A)
SORTIES SCHED. (1-4)
LATE TAKE OFF RATE
CANCELLATION RATE

161
1.86
0.00

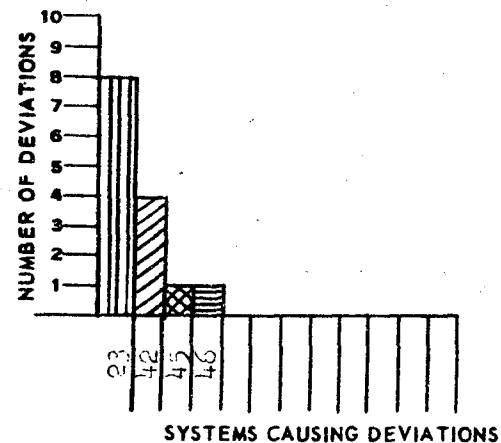
158
3.16
0.36

168
2.97
0.00

BOMBER



TANKER



01 MANHOURS PER SORTIE

ORGANIZATION

6 Strs. Aerospace Wing

REPORTING PERIOD

1-31 July 1968

1. BOMBER

WING
OMS
AEMS
FMS
MMS

MAY

338.5
138.5
61.6
121.2
12.5

JUNE

325.1
138.2
60.1
113.7
13.0

JULY

299.3
116.1
61.3
102.5
11.5

2. TANKER

WING
OMS
AEMS
FMS
MMS

107.5
63.5
11.6
52.4
.0

115.7
74.8
12.0
28.8
0.1

97.1
58.9
9.3
28.9
-

3. REMARKS

DISCREPANCIES PER SORTIE (When Discovered)		ORGANIZATION	REPORTING PERIOD		
		6th Strat Aerospace Wing	1-31 Jul 62		
1. BOMBER (B-52E)			MAY	JUNE	JULY
WING	A-E		9.9	12.3	12.2
	OTHER		14.5	17.7	17.3
	TOTAL		24.4	30.0	29.5
FMS	A-E		2.6	4.1	3.6
	OTHER		11.9	12.5	13.2
	TOTAL		14.5	16.6	16.8
ABS	A-E		7.3	8.2	8.6
	OTHER		2.6	5.2	4.1
	TOTAL		9.9	13.4	12.7
2. TANKER (KC135A)					
WING	A-E		3.4	3.9	3.7
	OTHER		3.1	3.6	4.0
	TOTAL		6.5	7.5	7.7
FMS	A-E		1.5	1.6	1.7
	OTHER		2.8	3.2	3.5
	TOTAL		4.3	4.8	5.2
ABS	A-E		1.9	2.3	2.0
	OTHER		0.3	0.4	.5
	TOTAL		2.2	2.7	2.5
<p>When discovered codes A-E * Aircrew discovered Other = All non aircrew codes</p>					

MANPOWER DISTRIBUTION (Expended vs Assigned)
(Wing, OMS, or FMS)

ORGANIZATION

6th Strat Aerospace Wing

REPORTING PERIOD

1-31 Jul 62

		MAY		JUNE		JULY	
		ASGD	EXPD	ASGD	EXPD	ASGD	EXPD
WING TOTAL	Total	324539.5	339201.8	305723	315951	305723	315951
	01	81.0	42.6	80.5	40.3	80.5	40.3
	01.1		.1				0.1
	02		4.4		5.2		5.2
	03 and 16	12.2	12.0	12.6	11.7	12.6	11.7
	05		6.3		6.6		6.6
	04, 06-15, 17, 18	6.8	15.9	6.9	16.6	6.9	16.6
	20-24		.7		.6		.6
	30-36		6.2		6.1		6.1
40-46		11.7		13.0		13.0	
OMS	Total	115333.0	120306.6	102722	110427	102722	110427
	01	84.2	49.0	83.7	43.2	83.7	43.2
	01.1						
	02		9.6		12.3		12.0
	03 and 16	11.4	11.4	12.0	11.3	11.3	11.9
	05		1.9		3.4		3.2
	04, 06-15, 17, 18	4.4	12.9	4.3	12.6	4.4	13.2
	20-24		.5		.5		0.3
	30-36		4.5		3.6		3.3
40-46		10.3		13.2		14.3	
FMS	Total	123853.0	123314.3	115191	115033	115191	114347
	01	76.5	44.0	75.9	43.8	75.9	43.7
	01.1						
	02		.7		.7		0.3
	03 and 16	12.8	11.8	12.9	11.6	12.7	16.1
	05		5.3		5.2		4.1
	04, 06-15, 17, 18	10.8	18.8	11.2	18.8	11.4	18.2
	20-24		.9		.4		0.7
	30-36		6.3		7.2		6.1
40-46		12.3		12.1		13.2	

MANPOWER DISTRIBUTION (Expended vs Assigned)
(AEMS, MMS, or PMEL)

ORGANIZATION

6th Strat Aerospace Wing

REPORTING PERIOD

1-31 Jul 62

		MAY		JUNE		JULY	
		ASGD	EXPD	ASGD	EXPD	ASGD	EXPD
AEMS (Excl PMEL)	Total	6921.6	6824.5	6354.8	63200	71284.0	72289.4
	01	86.6	35.2	86.1	36.7	85.9	42.0
	01.1						
	02		3.4		2.8		2.1
	03 and 16	12.1	13.4	12.6	12.6	12.3	11.8
	05		13.5		13.3		12.3
	04, 06-15, 17, 18	1.3	11.4	1.3	11.0	1.8	9.7
	20-24		.7		.8		0.7
	30-36		9.0		8.2		6.8
40-46		13.5		14.6		14.6	
MMS	Total	2295.5	24310.4	21086	24272	15842.0	22575.3
	01	73.5	26.4	73.1	18.2	80.5	15.5
	01.1		.9		.5		10.2
	02		.8		.9		0.2
	03 and 16	14.7	12.3	15.2	10.5	16.9	11.2
	05		12.7		10.8		13.0
	04, 06-15, 17, 18	11.8	28.6	11.7	36.0	2.5	29.1
	20-24		1.2		1.6		1.1
	30-36		7.3		10.1		5.9
40-46		9.7		11.4		12.8	
PMEL	Total	3184.0	3090.0	3176	3019	3776.0	4053.5
	01.1	78.6	38.6	78.6	43.9	79.0	38.2
	01.1						
	03						
	03 and 16	5.5	10.8	5.3	14.0	7.4	12.4
	05		3.6		5.4		3.2
	04, 06-15, 17, 18	18.1	23.8	16.1	23.3	12.7	24.6
	20-24		.3				
	30-36		4.0		.6		4.5
40-46		19.0		12.8		16.1	

GROSS OVERTIME
(Aircraft)

ORGANIZATION

6th Strat Aerospace Wing

REPORTING PERIOD

1 Jul 62

		MAY		JUNE		JULY	
		HOURS	PERCENT	HOURS	PERCENT	HOURS	PERCENT
WING	01	14164.5	9.8	14508.1	11.4	14111.9	10.0
	01.1	146.0	55.1	68.8	46.3	111.7	11.7
	03 and 16	970.4	2.4	1150.5	3.1	927.8	7.4
	Other	1137.7	.9	3749.3	2.5	3311.0	2.3
	Total Overtime	17478.9	5.2	19476.7	6.2	18382.4	6.1
OMS	01	7783.5	13.2	7948.3	16.6	7920.7	11.9
	01.1						
	03 and 16	273.6	2.0	185.0	1.5	205.0	2.4
	Other	760.3	1.6	1840.3	3.7	1500.0	2.1
	Total Overtime	8817.4	7.3	9973.6	9.0	9725.7	8.5
FMS	01	3119.2	5.7	3623.3	7.2	3795.0	9.3
	01.1			24.0	100.0		
	03 and 16	459.5	3.2	534.8	4.0	397.5	2.2
	Other	564.5	1.0	782.9	1.5	730.0	1.7
	Total Overtime	4143.2	3.4	4965.0	4.3	4922.5	3.4
AE (less PME)	01	1135.8	4.7	2219.1	9.6	2697.3	8.9
	01.1						
	03 and 16	184.0	2.0	378.2	4.7	307.7	3.6
	Other	733.1	2.1	720.6	2.3	792.0	2.4
	Total Overtime	2052.9	3.0	3317.9	5.3	3797.0	5.3
MMS	01	1015.2	15.8	684.9	15.5	688.2	19.6
	01.1	146.0	65.0	44.8	35.8	1264.9	55.0
	03 and 16	53.3	1.8	32.5	1.3	56.0	2.2
	Other	132.1	.9	389.5	2.3	190.3	1.3
	Total Overtime	1346.6	5.5	1151.7	4.7	2399.4	9.7
PMEL	01	1110.8	95.0	32.5	2.5	59.5	3.8
	01.1			20.0	4.7		
	Other	8.0	.4	16.0	1.3	7.5	0.4
	Total Overtime	1118.8	36.9	68.5	2.3	67.0	1.7

SUPPORT EQUIPMENT STATUS (Average Status)		ORGANIZATION		REPORTING PERIOD	
		6th Field Maintenance Squadron		May, June, July	
1.	Generator, G-3				
	ASSIGNED 62	61	62	62	
	IN COMMISSION	56.3	57.6	56.5	
	OUT OF COMMISSION, PARTS	3.2	3.0	3.8	
	MAINTENANCE	1.5	1.4	1.7	
2.	Air Conditioner, A-1				
	ASSIGNED 39	40	40	38	
	IN COMMISSION	31.6	32.7	29.2	
	OUT OF COMMISSION, PARTS	4.7	5.7	5.6	
	MAINTENANCE	3.7	1.6	3.2	
3.	Gas Turbine Compressor, MC-1A				
	ASSIGNED 44	44	44	44	
	IN COMMISSION	40.0	40.0	38.0	
	OUT OF COMMISSION, PARTS	3.6	3.7	4.7	
	MAINTENANCE	0.4	0.3	0.3	
4.	Air Compressor, MC-1A				
	ASSIGNED 16	16	16	16	
	IN COMMISSION	13.0	14.8	14.7	
	OUT OF COMMISSION, PARTS	2.3	1.0	1.1	
	MAINTENANCE	0.7	0.2	0.2	
5.	Air Compressor, MC-2A				
	ASSIGNED 11	11	11	11	
	IN COMMISSION	10.9	10.9	10.9	
	OUT OF COMMISSION, PARTS	0.3	0.3	0.3	
	MAINTENANCE	0.2	0.7	0.4	

SUPPORT EQUIPMENT STATUS (Average Status)

ORGANIZATION

REPORTING PERIOD

		May	June	July
1.	<u>Flood Light Stands, MF-144</u>			
	ASSIGNED 20	18	17	20
	IN COMMISSION	18.2	18.1	19.4
	OUT OF COMMISSION, PARTS	0.6	0.2	0.6
	MAINTENANCE	0.2	0.3	0.4
2.	<u>Generator Set, F-11</u>			
	ASSIGNED 1	1	1	1
	IN COMMISSION	0.7	0.5	0.3
	OUT OF COMMISSION, PARTS	0.2	0.4	1.0
	MAINTENANCE	0.1	0.6	0.0
3.	<u>Heaters J-1, BF-400</u>			
	ASSIGNED 102	74	102	102
	IN COMMISSION	72.9	101.5	102.0
	OUT OF COMMISSION, PARTS	0.7	0.1	0.0
	MAINTENANCE	0.4	0.4	0.0
4.	<u>Hyd Test Stand, MJ-1</u>			
	ASSIGNED 4	3	3	4
	IN COMMISSION	1.6	1.7	1.2
	OUT OF COMMISSION, PARTS	0.8	0.3	1.0
	MAINTENANCE	0.6	1.0	1.8
5.	<u>De-Icing Unit, MB-3</u>			
	ASSIGNED 2	2	2	2
	IN COMMISSION	2.0	2.0	1.3
	OUT OF COMMISSION, PARTS	0.0	0.0	0.6
	MAINTENANCE	0.0	0.0	0.1

4-9

SUPPORT EQUIPMENT STATUS (Average Status)

ORGANIZATION

C-130 Field Maintenance Squadron

REPORTING PERIOD

May, June, July

		<u>May</u>	<u>June</u>	<u>July</u>
1.	<u>Cabin Pressure Tester, OPT-6</u>			
	ASSIGNED 2	2	2	2
	IN COMMISSION	2.0	2.0	2.0
	OUT OF COMMISSION, PARTS	0.0	0.0	0.0
	MAINTENANCE	0.0	0.0	0.0
2.	<u>Load Banks, Generator Test Sets</u>			
	ASSIGNED 4	4	4	4
	IN COMMISSION	3.3	3.0	3.0
	OUT OF COMMISSION, PARTS	0.1	0.0	0.0
	MAINTENANCE	0.6	1.0	0.8
3.	<u>B-20 Steam Cleaner</u>			
	ASSIGNED 1	1	1	1
	IN COMMISSION	0.0	0.0	0.0
	OUT OF COMMISSION, PARTS	0.0	1.0	1.0
	MAINTENANCE	1.0	0.0	0.0
4.	<u>Generator Set, PU-286</u>			
	ASSIGNED 8	1	8	8
	IN COMMISSION	1.0	8.0	8.0
	OUT OF COMMISSION, PARTS	0.0	0.0	0.0
	MAINTENANCE	0.0	0.0	0.0
5.	<u>Air Compressor, MB-8</u>			
	ASSIGNED 5	5	5	5
	IN COMMISSION	5.0	5.0	5.0
	OUT OF COMMISSION, PARTS	0.0	0.0	0.0
	MAINTENANCE	0.0	0.0	0.0

4-10

SHOP PRODUCTION DATA (Aircraft)		ORGANIZATION 603rd Aerospace Wing	REPORTING PERIOD 1-31 Jul 62		
		MAY	JUNE	JULY	
1. Processed	WING	5072	4253	4432	
	FMS	2349	2579	2325	
	AES	1934	1639	1779	
	MMS	1			
	PMEL	268	235	256	
2. Repaired	WING	67.6	77.6	73.3	
	FMS	56.9	72.0	69.6	
	AES	30.3	78.5	76.5	
	MMS				
	PMEL	98.5	97.4	97.3	
3. BCOK	WING	18.9	6.7	6.8	
	FMS	7.0	0.6	1.1	
	AES	17.8	16.3	15.3	
	MMS				
	PMEL	N/A	N/A	N/A	
4. NRTS	WING	24.4	19.3	21.7	
	FMS	32.2	20.0	29.1	
	AES	17.0	18.5	20.1	
	MMS				
	PMEL			1.6	
5. AWP	WING	5.3	5.0	4.4	
	FMS	2.8	2.9	1.5	
	AES	2.5	2.1	2.9	
	MMS				
	PMEL				

SHOP PRODUCTION DATA
(Aircraft)

ORGANIZATION

REPORTING PERIOD

6. Condemned

WING
FMS
AES
MMS
PMEL

1.2
2.8
0.3
1.1

2.7
2.2
1.3
1.7

0.9
2.4
1.5
1.2

7.

WING
FMS
AES
MMS
PMEL

17/3.8
5/1.1
12/2.7

11/2.5
3/0.7
8/1.5

9/2.0
0/0
9/2.0

8.

WING
FMS
AES
MMS
PMEL

9.

WING
FMS
AES
MMS
PMEL

10.

WING
FMS
AES
MMS
PMEL

SHOP REPAIR DATA		ORGANIZATION											REPORTING PERIOD						
MUNITIONS MAINTENANCE		A	B	C	E	F	G	J	L	W	X	1	2	3	4	5	6	7	
CODE	WORK CENTER	ITEMS PROCESSED BY ACTION TAKEN CODE (MDC Report Number 8)																	
25340	EOD/Conventional Munitions																		
25440	Weapons Release/ATO Systems																		
25520	Re-entry Vehicle Maintenance																		
25540	Re-entry Vehicle Mating																		
25560	Re-entry Vehicle AGE Maintenance																		
MUNITIONS MAINT TOTAL																			

4-15

SHOP REPAIR DATA						ORGANIZATION						REPORTING PERIOD						
						6TH STRAT AEROSPACE WING												
ARMAMENT-ELECTRONICS		A	B	C	E	F	G	J	L	W	X	1	2	3	4	5	6	7
CODE	WORK CENTER	ITEMS PROCESSED BY ACTION TAKEN CODE (MDC Report Number 8)																
26310	Radio	44	16		6	127				22	24	4	1		2	26		
26320	Electronics- Navigation Equip	2	91		1	172			3	48	60	3	21		15			
26330	ECM	135	37	37	8	23	2		146	31	135	18	1		3			
26340	Bomb/Nav	14	73	7	8	46			9	11	85	3	9		4			
26350	Auto Pilot/ Flight Control	60	54					2	1	17	102	25	64		7			
26360	Photographic	20				1			1	1	3	1						
26370	Fire Control	71	1			2			11	6	16	5			1			
26380	Release/Weapons	149							8		1		2					
ARMAMENT-ELECT TOTAL (Less PMEL and GAMS)		495	272	44	23	371	2	2	179	136	426	55	186		32	2		
26900	PMEL		1		3	58		151	41		9		1	1	1		1	
GAM MAINTENANCE		14	11	5	13	3	19		2	2	7	15	1					
ARMAMENT-ELECTRONICS GRAND TOTAL		509	284	49	39	432	21	153	222	138	442	70	188	1	33	26	1	

SUPPLY

ORGANIZATION

REPORTING PERIOD

UNITED STATES AIR FORCE

15 MAY 62

MAY

APR

MAR

1. FILL/CONFIRM TRANSACTIONS

100

100

67

2. ACTIVITY TRANSACTIONS

CODE 2
CODE 5
CODE 6
OTHER

100
0
0
0

100
0
0
0

100
0
0
0

3. DELIVERY TIMES

PRIORITY 1 & 2
PRIORITY 3

15 MIN
31 MIN

13 MIN
30 MIN

11 MIN
28 MIN

4. SUPPLY EFFECTIVENESS

EXPEDITER
PRE-ISSUE
BENCH STOCK

77.3
97.2
93.1

69.3
96.6
99.0

80.4
96.9
90.1

4-17

CANNIBALIZATION <i>(Aircraft)</i>	ORGANIZATION	REPORTING PERIOD
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1. TOTAL CANNIBALIZATIONS PER MONTH

BOMBER
TANKER

JULY	AUG	SEPT
0	0	0
0	0	0

2. CANNIBALIZATION RECAP

MONTH	ITEM	CODE	QUANTITY	ACFT
July	45077052741FC	Cable	2	B-28
	1700000000000	Cable	1	
	52000193322	Conductor	1	
	128005863499	Computer	2	
	12800246870	Computer	7	
	59306785002	Switch	1	
	66105146168	Gyro	2	
	66105854366	Meter	4	
	66835804734	Indicator	2	
	66056582563	Amplifier	2	
	16503293363	Pump	9	
	47205954853	Nose	9	
July	66155151000	Gyro	2	KC-135A
	48416951950	Transmitter	1	
	83065903412	Bolt	1	

4-18

TRAINING (CTSP & TDY)

ORGANIZATION

REPORTING PERIOD

Training

CTSP

CTSP HOURS UTILIZED IN TRAINING

STUDENT HOURS EXPENDED IN TRAINING

TRAINING PROVIDED:

COURSE TITLE	DURATION	AVG STUDENT LOAD	HRS COMPLETED	# GRADUATED
(101) Aft 12-10-11, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100	120	1.0	120	1
(102) Aft 12-10-11, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100	120	1.0	120	1
(103) Aft 12-10-11, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100	120	1.0	120	1
(104) Aft 12-10-11, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100	120	1.0	120	1
(105) Aft 12-10-11, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100	120	1.0	120	1

Training

TDY

STUDENT HOURS EXPENDED IN TRAINING

2,608

2,776

2,400

COURSE TITLE	DURATION	AVG STUDENT LOAD	HRS COMPLETED	# GRADUATED
NAF 4231-2 Acft Elect Nav Equip Rom	240	1.0	162	
NAF 4237-3 Missile Sys Analyst	720	2.3	384	3
NAF 4247-0 Precision Measuring Equip	1120	2.0	336	
NAF 4210-10 HC-8 Hyd Test Stand	40	0.2	40	1
NAF 4227-0 Acft Inst Rep Tech	560	0.7	120	
NAF 4237-3 MD-1 Test Equip	640	1.7	280	1
NAF 4237-3 MD-1 MD- Astro Compass Test Equip	260	1.8	304	
NAF 4247-0 Acft Fuel Sys Tech	360	0.9	152	
NAF 4311-2 Corrosion Control	80	0.5	80	1
NAF 4317-0 Work Load Control	120	0.2	24	1
NAF 4317-1 Acft Maint Tech (Jet)	640	2.0	336	
NAF 4317-0 Jet Eng Tech	640	0.2	40	
NAF 4340-0 Strict Rep High Per Acft	240	0.3	52	1
NAF 5040-10 Bonded Honey Comb	160	1.0	168	1

TRAINING RESULTS (MPT & SKT)

ORGANIZATION

6th Air Support Helicopter Wing

REPORTING PERIOD

1-31 JUL 62

TRAINING MPT Results

AFSC	MAY			JUNE			JULY		
	# TESTED	# PASSED	% PASSED	# TESTED	# PASSED	% PASSED	# TESTED	# PASSED	% PASSED
301X1	1	1	100	1	1	100	-	-	-
301X3A	-	-	-	7/1	6/1	87.5	8	8	100
301X3B	-	-	-	2	1	50	-	-	-
315X2G	-	-	-	1	1	100	1	1	100
315X3G	-	-	-	2	2	100	-	-	-
315X4G	-	-	-	1	1	100	-	-	-
323X0G	-	-	-	7	7	100	-	-	-
331X0A	-	-	-	1	1	100	-	-	-
331X0B	1	1	100	-	-	-	-	-	-
421X2	0/1	0/1	100	-	-	-	3/4	2/3	71.4
421X3	-	-	-	1	1	100	0/1	0/0	00.0
422X0	1	1	100	-	-	-	-	-	-
422X1	-	-	-	-	-	-	1	1	100

TRAINING SKT Results

AFSC	MAY			JUNE			JULY		
	# TESTED	# PASSED	% PASSED	# TESTED	# PASSED	% PASSED	# TESTED	# PASSED	% PASSED
301X0	6	4	66.6	1	1	100	-	-	-
301X1	2	0	00.0	-	-	-	-	-	-
301X3A	3	2	66.6	-	-	-	-	-	-
301X3B	2	2	100	-	-	-	-	-	-
323X0G	3	3	100	-	-	-	-	-	-
324X0	1	0	00.0	-	-	-	-	-	-
421X2	-	-	-	4	4	100	-	-	-
421X3	-	-	-	6	5	83.5	-	-	-
422X0	-	-	-	2	2	100	-	-	-
422X1	-	-	-	1	1	100	-	-	-

TRAINING RESULTS (MPT & SKT)

ORGANIZATION

REPORTING PERIOD

TRAINING MPT Results

AFSC	MPT			MPT			MPT		
	# TESTED	# PASSED	% PASSED	# TESTED	# PASSED	% PASSED	# TESTED	# PASSED	% PASSED
4157X0	-	-	-	-	-	-	7/1	7/1	100.0
424X0	-	-	-	-	-	-	1	0	00.0
424X1	-	-	-	-	-	-	1	0	00.0
431X1P	8/8	5/8	62.5	-	-	-	61/70	31/70	51.0
432X0	-	-	-	-	-	-	17/1	17/1	100.0
433X0P	2	0	00.0	1/1	1/1	100	0/1	0/1	00.0
441X1	1	1	100	-	-	-	-	-	-
442X0	1	1	100	-	-	-	-	-	-
483X0	0/2	0/2	00.0	-	-	-	-	-	-
504X0	-	-	-	5	5	100	-	-	-
511X0	-	-	-	1/2	0/2	00	-	-	-
522X0	-	-	-	3/3	0/3	00	-	-	-
533X0	4	3	75	-	-	-	-	-	-

TRAINING SKT Results

AFSC	SKT			SKT			SKT		
	# TESTED	# PASSED	% PASSED	# TESTED	# PASSED	% PASSED	# TESTED	# PASSED	% PASSED
504X0	-	-	-	1	1	100	-	-	-
431X1C	-	-	-	1	1	100	-	-	-
431X1L	-	-	-	32/20	8/20	31.4	-	-	-
432X0	-	-	-	7/2	1/2	14.3	-	-	-
451X1	-	-	-	-	-	-	1	0	00.0
531X0	0/2	0/2	100	-	-	-	-	-	-
532X0	1	1	100	-	-	-	-	-	-
534X0	1	1	100	-	-	-	-	-	-
56X0	1	1	100	-	-	-	-	-	-
603X0	-	-	-	-	-	-	4	4	100

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TRAINING (FTD)		ORGANIZATION	REPORTING PERIOD		
		6th Strat Aerospace Wing	1-31 July 1968		
		MAY	JUN	JULY	
STUDENT HOURS EXPENDED IN FTD TRAINING		7,198	5,302	4,305	
PERCENT FTD UTILIZATION		57.3%	54%	53.4%	
TRAINING PROVIDED:					
	COURSE TITLE	DURATION	AVG STUDENT LOAD	HOURS COMPLETED	# GRADUATED
AMF 43151E-2	B-52 Maint Fam	136	19	1628	20
AMF 43171E-2	Egress Sys Safety	1	0.7	15	15
AMF 43171E-5	KC-135 Maint Fam	104	9.2	776	
AMF 42172-31	KC-135 Phcu T	40	2.8	210	6
AMF 43171-4	AFM 66-1 Chart Sys	20	12.3	1040	26
AMF 43171	Tech Order Fam	20	1.7	140	7
AJF 75000-18	OJT Trainer	13	3.8	320	16
AJF 75000-48	OJT Supervisor	40	2.0	172	5
AMF 42173-1	AGE MD-3 Gen Set	20	2.3	200	5
AMF 42173-13	AGE MC-1A Air Comp	20	1.2	100	5
AMF 31522K	Electronic Fund	180	1.3	112	
AMF 30170-78	Acft Radio Tech (ARC 65)	60	3.6	300	5
AMF 30171-18	Acft Elect Nav (APX 25)	40	4.0	336	
AMF 315730	GAM Analyst Tech	180	1.0	84	
AMF 323700-4	Turret Sys Eval (MD-9)	120	3.0	252	3
AMF 43270-31	GAM Jet Eng Reqm (J-52)	120	5.0	420	
AMF 46270	Weapons Release Tech	40	2.1	200	5
The following is a list of refresher courses that were conducted by FTD Instructors for personnel in the Alert Area					
	TITLE	DURATION	HRS COMP	GRAD	
1.	B-52 Fuel Sys	1 Hr	15	15	
2.	Egress Sys	1 Hr	15	15	

6th
STRATEGIC
AEROSPACE
WING

Monthly
Maintenance

Order

AUGUST 1962

A MESSAGE FROM THE DCM

The month of August will be one of the busiest months of the year for the Maintenance activities of the 6th Strategic Aerospace Wing. During August we will be supporting the Bar None exercise (Code Named "Pre-Heat"), continue the support of Chrome Dome, and will be preparing for the annual Bombing Competition.


As you all know, July has been a poor month for us on Chrome Dome support. We had more ineffective sorties due to maintenance during July than the previous three months combined. This trend must be reversed for us to regain the position we formerly held as the most effective Chrome Dome organization in SAC.

The Bar None exercise, which takes the place of the former Unit Simulated Combat Mission, is one of the most demanding exercises we've ever conducted. All of the aircraft and crews of the 40th Bomb Squadron must fly a mission designed to tax our flight crews to the peak of their ability. In order for us to do our part in this exercise, we must insure that they have the best equipment our maintenance squadrons are capable of producing. We will all be graded on our effectiveness and this grade, good or bad, will be with us for at least another year. To assist you in identifying the "Pre-Heat" sorties, they will be circled on the monthly schedule for Bomber "A" Section.

Aircraft numbers 651, 706 and 020 have been selected from Bomber "A" as our Bombing Competition aircraft. These aircraft are scheduled early in the Bar None exercise to allow us a little preparatory flying with competition crews during the latter part of the period for the September Competition.

Also on 1 August, we will be under our War Support Plan and the new EWO generation schedule. The new generation timing is the same one which we practiced on 15 June 1962. The War Support Plan combines in one document the Maintenance Readiness Plan, Mobility Plan and the Base Support Plan. Every supervisor must become familiar with these plans and be sure that his subordinates are aware of the changes and the effect it has on them.

In order to accomplish our goals for August, we must start immediate preparation and must all work together as a team. A little extra effort on the part of everyone will put us over the hump.


D. D. PATCH
Colonel, USAF
Deputy Commander for Maintenance

DISTRIBUTION

47SFD (IM)	6
15AF (EMAAA)	1
3345 USAF Tech School, Chanute AFB, Ill	12
C	1
ECO	5
DGR	2
DCOT	1
DCOTUS	2
DCOTAW	1
DCOBO	1
DCM	1
DCMRA	2
DCMT	2
DCML	1
DCMQ	1
DCMMC	32
DCRMA	1
6OMS	75
6FMS	20
6AEMS	15
37FMS	6
DSUP	1
DSUPP	5
DSUPM	1
DSUPS	1
24BS	1
39BS	2
40BS	2
6ARS	2
OCLO	6
BC	2
FSS	2
BDCM	1
TS	2
CDS	2
511FTD	1
TOTAL	<u>220</u>

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

1. OPERATIONAL REQUIREMENTS

a. AEF The alert structure is (b) B-52 aircraft with one (1) Chrome Dome.

b. B-52 Sortie Requirements:

SQDN	TYPE SORTIE	HOURLY LENGTH	NUMBER SORTIES	TOTAL HOURS
24BS	Student (day)	8	36	288
24BS	Student (night)	8	24	192
24BS	Student Solo (day)	8	6	48
24BS	CCTM (day)	8	8	64
24BS	CCTM (night)	8	5	40
	Sub-Total		<u>79</u>	<u>632</u>
39BS	Student (day)	8	38	304
39BS	Student (night)	8	19	152
39BS	Student Solo (day)	8	4	32
39BS	CCTM (day)	8	7	56
39BS	CCTM (night)	8	7	56
	Sub-total		<u>75</u>	<u>600</u>
40BS	50-8 (day)	8	20	160
40BS	50-8 (night)	8	13	104
	Sub-total		<u>33</u>	<u>264</u>
HHQ	Pre Heat	8	23	184
HHQ	Glass Brick	50	1	50
	Sub-total		<u>24</u>	<u>234</u>
	Ferries	4	4	16
	Chrome Dome	24	31	744
Total without Chrome Dome			215	1746
Total with Chrome Dome			246	2490
Average Sortie Length with Chrome Dome			10.12	
Average Sortie per day with Chrome Dome			7.94	

c. KC-135 Sortie Requirements:

<u>SQDN</u>	<u>TYPE SORTIE</u>	<u>HOUR LENGTH</u>	<u>NUMBER SORTIES</u>	<u>TOTAL HOURS</u>
ARC	Student (Day)	6	24	144
ARS	Student (Night)	6	9	54
ARS	Student (Day)	8	73	584
ARS	Student (Night)	8	29	232
ARS	CCTM (Day)	6	12	72
ARS	CCTM (Night)	6	22	132
ARS	CCTM (Day)	8	12	96
ARS	CCTM (Night)	8	4	32
ARS	Airmail	48	1	48
ARS	Ferry	2	1	2
Totals			187	1396

Average Sortie length: 7.47

Average Sortie per day: 8.13

d. Support Aircraft Requirements:

<u>TYPE AIRCRAFT</u>	<u>NUMBER SORTIES</u>	<u>TOTAL HOURS</u>
C-123 (Day)	24	96
C-123 (Night)	6	24
Total	30	120
T-33 (Day)	43	86
T-33 (Night)	14	28
Total	57	114
H-19 (Day)	23	46
H-19 (Night)	4	8
Total	27	54

Average Sortie Length: C-123 4.0 Hours

Average Sortie per day: C-123 1.3

Average Sortie Length: T-33 2.0 Hours

Average Sortie per day: T-33 2.478

Average Sortie Length: H-19 2.0 Hours

Average Sortie per day: H-19 1.173

e. GAM Training Requirements:

GAM-77A (Day)	5 Sorties
GAM-77A (Night)	12 Sorties
Total	17 Sorties

f. To achieve the maximum benefit from the maintenance capability and to minimize overtime requirements this Flying and Maintenance Schedule must remain firm. All deviations will be thoroughly investigated, responsibility fixed and appropriate Corrective Action taken.

g. Seventy nine (79) percent of all work will be accomplished on "A" shift. "B" and "C" shift will be manned by a minimum force sufficient to provide "red Ball" coverage to flyers and other high priority work.

2. SPECIAL PROJECTS:

a. The following B-52 aircraft will receive "Sky Speed" during August.

<u>AIRCRAFT</u>	<u>BASE</u>	<u>INPUT</u>	<u>OUTPUT</u>
6646	WAFB	26 Jul	9 Aug
6638	BIGGS AFB	7 Aug	13 Aug
7133	WAFB	10 Aug	21 Aug
6640	WAFB	22 Aug	29 Aug
7105	WAFB	30 Aug	21 Sept

b. The following B-52 aircraft are scheduled for ACR/ECM turnaround modification.

<u>AIRCRAFT</u>	<u>DEPOT</u>	<u>INPUT</u>	<u>OUTPUT</u>
7132	WRAMA	2 Aug 62	5 Dec 62
7025	WRAMA	16 Aug 62	14 Dec 62
7095	WRAMA	23 Aug 62	19 Dec 62

c. The following KC-135 aircraft are scheduled for MOD IRAN.

<u>AIRCRAFT</u>	<u>DEPOT</u>	<u>INPUT</u>	<u>OUTPUT</u>
1443	OCAMA	7 Aug 62	24 Sept 62

d. The following is the Officer Duty Roster Changes to this roster will be coordinated and cleared through Captain McMahon, Ext. 2019, DCMT.

<u>DAY</u>	<u>DATE</u>	<u>MDO</u>	<u>LAUNCH</u>	<u>SUPERVISOR OF FLYING</u>	<u>ACO</u>	<u>TOWER</u>
W	1		McClusky			
TH	2		Thaxton			
F	3		Rustvold			
S	4	Cleland			Reese	Rustvold
SU	5	Moore		Howard		
M	6		Starkel		Carney	
TU	7		Howard			
W	8		Gill			
TH	9		Branham			
F	10		Case		Case	
S	11	Calof				
SU	12	Howard				
M	13		Pes ante			
TU	14		Peterson			
W	15		McMahon			
TH	16		McDowell		Rustvold	
F	17		Ely			
S	18	Ely				Case
SU	19	Daly				
M	20		Vandever			

<u>DAY</u>	<u>DATE</u>	<u>MDO</u>	<u>LAUNCH</u>	<u>SUPERVISOR OF FLYING</u>	<u>ACO</u>	<u>TOWER</u>
TU	21		Serrano			
W	22		Hartman			
TH	23		Loomis	Calof	Ely	
F	24		Reese			
S	25	Loomis				
SU	26	Savidge				
M	27		Renfro	Carney		
TU	28		McGlusky			
W	29		Starkel			
TH	30		McMahon			
F	31		Thaxton			



D. D. PATCH
Colonel, USAF
Deputy Commander for Maintenance

ANNEX "A"
 To Monthly Maintenance Order
 August 1962

MAINTENANCE PLAN AND SCHEDULE
 Organizational Maintenance Squadron

1. The total number of personnel to be assigned and manhours in support of primary and secondary aircraft are as following:

<u>PERSONNEL ASSIGNED</u>	<u>MANHOURS TO SUPPORT (PRIMARY)</u>	<u>MANHOURS TO SUPPORT (SECONDARY)</u>
616	40,569	15,158

2. OMS is required to furnish 246 B-52 airborne sorties for 2,490 flying hours, 35 B-52 alert sorties, 187 KC-135 sorties for 1,396 flying hours, 30 C-123 sorties for 120 flying hours, 57 T-33 sorties for 114 flying hours and 27 H-19 sorties for 54 flying hours.

NOTE: The sortie capability for OMS is B-52 - 294, KC-135 - 215

3. Transient alert will be prepared to meet, park, service, accomplish turnaround maintenance and launch all transient aircraft 24 hours per day, seven day per week. Each day will be divided into three (3) day shifts:

"A" Shift	0715 - 1530	40 Percent personnel
"B" Shift	1515 - 2330	30 Percent Personnel
"C" Shift	2315 - 0730	20 Percent Personnel

4. The inspection teams will accomplish 97.6 B-52 phased inspection to support 2490 flying hours, and 55.84 phased inspections to support 1396 flying hours. For the inspection schedule see attachment #1 and #2. The support aircraft inspection team will accomplish 2.4 C-123 hourly postflight inspection, 1.14 T-33 hourly postflight inspections, 2.16 H-19 hourly postflight inspections.

5. The following average number of transient aircraft are estimated each day:

TYPE ACFT	<u>MONDAY THRU FRIDAY</u>		
	<u>"A" SHIFT</u>	<u>"B" SHIFT</u>	<u>"C" SHIFT</u>
Jet	2.6	1.3	0
Reciprocating	2.5	.8	.8
<u>SATURDAY THRU SUNDAY</u>			
Jet	4.4	1.9	0
Reciprocating	2.9	1.0	1.6

A-1

ANNEX "B"
 To Monthly Maintenance Order
 August 1962

MAINTENANCE PLAN AND SCHEDULE
 Field Maintenance Squadron

1. The total number of personnel to be assigned and manhours in support of primary and secondary aircraft are as follows:

<u>PERSONNEL ASSIGNED</u>	<u>MANHOURS TO SUPPORT (PRIMARY)</u>	<u>MANHOURS TO SUPPORT (SECONDARY)</u>
699	42,385	9,813

2. The Field Maintenance Squadron will provide personnel, tools and equipment to support 246 fly type sorties, 35 alert sorties for B-52 aircraft, 186 fly type sorties for KC-135 and 114 fly type sorties for support aircraft.

NOTE: The sortie capability for FM is primary aircraft is 376, Secondary aircraft is 275.

3. The following Aerospace Ground Equipment is pre-planned for a calendar Periodic Inspection for the month of August 1962. These units are scheduled by date, type, and unit spot number as indicated below. This listing is subject to change.

<u>1 Aug 62</u>			<u>2 Aug 62</u>		
Gen Set	MD-3	1	Gen Set	MD-3	4
Gen Set	MD-3	2	Gen Set	MD-3	5
Gen Set	MD-3	3	Gen Set	MD-3	6
Air Cond	MA-3	1	Air Cond	MA-3	2
Air Cond	MA-3	27	Air Cond	MA-3	28
Gen Set	MD-3	1145	Fld Lt.	NF-1	6
<u>3 Aug 62</u>			<u>6 Aug 62</u>		
Gen Set	MD-3	7	Gen Set	MD-3	10
Gen Set	MD-3	8	Gen Set	MD-3	11
Gen Set	MD-3	9	Gen Set	MD-3	12
Air Cond	MA-3	3	Air Cond	MA-3	4
Air Comp	MC-1A	7	Air Comp	MC-1A	9
Flt. Lt	NF1	3	Gas Tur Comp	MA-1A	38
Gas Tur Comp	MA-1A	3			
<u>7 Aug 62</u>			<u>8 Aug 62</u>		
Gen Set	MD-3	13	Gen Set	MD-3	16
Gen Set	MD-3	14	Gen Set	MD-3	17
Gen Set	MD-3	15	Gen Set	MD-3	18
Air Cond	MA-3	5	Air Cond	MA-3	6
Air Cond	MA-3	31	Air Cond	MA-3	32
Hyd Test Std	MJ-1	8	Motor GenSet	MD-4	1
Deicer	MB-3	1186	Air Comp	MB-8	1

9 Aug 62

Gen Set	MD-3	19
Gen Set	MD-3	28
Gen Set	MD-3	21
Air Cond	MA-3	7
Air Cond	MA-3	36
Motor Gen Set	MD-4	2
Fld Lt	NF-2	12

13 Aug 62

Gen Set	MD-3	25
Gen Set	MD-3	26
Gen Set	MD-3	27
Air Cond	MA-3	9
Air Comp	MC-1A	16

15 Aug 62

Gen Set	MD-3	31
Gen Set	MD-3	32
Gen Set	MD-3	33
Air Cond	MA-3	11
Air Cond	MA-3	44
Load Bank		1
Gas Tur Comp	MA-1A	4

17 Aug 62

Gen Set	MD-3	37
Gen Set	MD-3	28
Gen Set	MD-3	39
Air Cond	MA-3	13
Air Comp	MC-1A	17
Blower	A-1	2

21 Aug 62

Gen Set	MD-3	43
Gen Set	MD-3	44
Gen Set	MD-3	45
Air Cond	MA-3	15
Air Cond	MA-3	47
Fld Lt	NF-2	15

23 Aug 62

Gen Set	MD-3	49
Gen Set	MD-3	50
Gen Set	MD-3	51
Air Cond	MA-3	17
Air Cond	MA-3	51
Load Bank		4
Gas Tur Comp	MA-1A	5

10 Aug 62

Gen Set	MD-3	22
Gen Set	MD-3	23
Gen Set	MD-3	24
Air Cond	MA-3	8
Air Comp	MC-1A	13
Air Comp	MB-8	2
Gas Turb Comp	MA-1A	26

14 Aug 62

Gen Set	MD-3	28
Gen Set	MD-3	29
Gen Set	MD-3	30
Air Cond	MA-3	10
Air Cond	MA-3	43
Air Cond	MB-8	3
Fld Lt	NF-2	10

16 Aug 62

Gen Set	MD-3	34
Gen Set	MD-3	35
Gen Set	MD-3	36
Air Cond	MA-3	12
Air Cond	MA-3	46
Blower	A-1	1
Fld Lt	NF-2	14

20 Aug 62

Gen Set	MD-3	40
Gen Set	MD-3	41
Gen Set	MD-3	42
Air Cond	MA-3	14
Air Comp	MC-1A	18
Blower	A-1	3

22 Aug 62

Gen Set	MD-3	46
Gen Set	MD-3	47
Gen Set	MD-3	48
Air Cond	MA-3	16
Air Cond	MA-3	50
Blower	A-1	4
Fld Lt	NF-2	11

24 Aug 62

Gen Set	MD-3	52
Gen Set	MD-3	53
Gen Set	MD-3	54
Air Cond	MA-3	18
Air Comp	MC-1A	19
Gen Set	B-10-B	3
Fld Lt	NF-2	13

27 Aug 62
 Gen Set MD-3 55
 Gen Set MD-3 56
 Gen Set MD-3 57
 Air Cond MA-3 19
 Air Comp MC-2A 7
 Gas Turb Comp MA-1A 32

28 Aug 62
 Gen Set MD-3 58
 Gen Set MD-3 59
 Gen Set MD-3 62
 Air Cond MA-3 20
 Air Comp MC-2A 8
 Air Comp AC-315 2
 Gas Turb Comp MA-1A 24

29 Aug 62
 Gen Set MD-3 63
 Air Cond MA-3 21
 Air Cond MA-3 22
 Air Comp MC-2A 9
 Air Cond MA-3 1
 Fld Lt NF-2 16

30 Aug 62
 Air Cond MA-3 24
 Air Cond MA-3 25
 Air Comp MC-2A 13
 Air Cond MA-3 2
 Gas Turb Comp MA-1A 17
 Air Comp MC-2A 24

31 Aug 62
 Air Cond MA-3 26
 Air Comp MC-2A 14
 Air Comp AC-315 1
 Gas Turb Comp MA-1A 29
 Gas Turb Comp MA-1A 15

4. The following extensive maintenance is anticipated:

<u>TYPE</u>	<u>NUMBER</u>	<u>DAYS</u>
Fuel Leaks (B-52)	4	12
Fuel Leaks (KC-135)	3	6
Sheet Metal Work (B-52)	7	14
Sheet Metal Work (KC-135)	2	4
Gear Retractions (B-52)	5	5
Gear Retractions (KC-135)	5	5

5. The Field Maintenance Squadron has several aircraft scheduled for sheet metal work and time compliance technical orders.

NOTE: See attachment #1 for the aircraft number and date scheduled.

6. Estimated maintenance specialists support by day and shifts:

FMS FLIGHT LINE

Aero Repair	15	120	6	48
Egress	2	16	2	16
Wheel & Tire	6	48	4	32
Fuel Cell	10	80	6	48
Machine	5	40	0	0
Instrument	13	104	3	24
Fabric	4	32	0	0
Paint	5	40	0	0
IFR	5	40	0	0
Hydraulic	7	56	4	32
Engines	30	240	18	144
Electrics	7	56	4	32
Sheet Metal	14	112	8	64

FMS SHOP

Aero Repair	6	48	0	0	0
Egress	0	0	0	0	0
Wheel & Tire	7	56	0	0	0
Fuel Cell	4	32	0	0	0
Sheet Metal	26	208	8	0	0
Instrument	6	48	0	0	0
Machine	4	32	0	0	0
Fabric	2	16	0	0	0
Paint	1	8	0	0	0
Electric	2	16	0	0	0
Eng Cond	2	16	8	1	8
IFR	1	8	0	0	0
Mech Acc	1	8	0	0	0
Hyd	5	40	0	0	0

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



REPLY TO
ATTN: [unclear]

DSUP/SMSGt. Reeves/588

7 September 1962

SUBJECT:

Monthly Historical Report (August 1962) RCS: AU-D5

INFO:

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 August 1962 averaged 456 (Military) and 74 (Civilian) for a total of 530. This total assigned when applied to an authorization of 598 gives an overall percentage of 88.5%.

b. This overall percentage represents a slight increase over the previous month. This increase in manning percentage is not necessarily due to input of personnel, but is caused by receipt of July UMD's which reduced overall manning authorization. The Fuels and Propellants Division are still critically short in the 643XOA Skill area.

c. Captain Richard A. Staples was assigned to replace Captain Thomas F. Larson as Personal Equipment Officer. Subsequently, Captain Staples was assigned to duty title of OIC, Operational Support Division, BEMO.

d. Captain Vincent P. Ford, Jr., Property Accounting Officer, Base Supply, was selected for missile training and will depart early in September 1962. A message has been forwarded to 15AF requesting that Captain Theron Howard, Assistant BSO, be approved for assignment to this position.

e. The following personnel visited Base Supply during this reporting period:

(1) Edgar A. Green, Civilian, Castle AFB, California, to review Base Supply Procedures.

(2) TSgt. William Faucett, Biggs AFB, Texas, to process Master Deck through RAMAC.

f. The Fuels and Propellants Division was visited by the following personnel during the reporting period:

(1) Mr. George E. Pue and Mr. George E. Clark, Service Repair Assistance Team from SAAMA, Kelly AFB, Texas, who arrived in July 1962 to repair LOX Plant expander engine, departed 14 August 1962.

(2) Mr. Robert Tilden, Worthington Corporation Field Service Engineer, arrived 21 August 1962, departed 23 August 1962. He returned 28 August 1962 for a one day visit to assist in repair of the LOX Plant expansion engine.

(3) Mr. Franklin Linnville, Technician from 2709th AF Vehicle Control Group, arrived 15 August 1962 and is present as of this date.

(4) Mr. Malcolm Burns, Leading Gas Equipment Specialist, from 2709th AF Vehicle Control Group, arrived at Walker AFB 25 August 1962 and is present as of this date.

(5) Major Metcalf completed SACM 67-4 Evaluation and departed 3 August 1962.

3. OPERATIONS: Negative.

4. MAINTENANCE AND SUPPLY:

a. Base Supply Division activity of historical significance follows:

(1) Management Branch:

(a) Inventory Section:

1. Inventory Schedule has been revised so as to get all the classes inventoried by the end of this year.

2. Pre-Issue has been inventoried, with approximately 3000 line items involved in Pre-Issue.

3. 6500 line items inventoried in month of August on cycle.

4. 500 line items have been inventoried on Specials in month of August.

ANNEX "C"
 To Monthly Maintenance Order
 August 1962

MAINTENANCE PLAN AND SCHEDULE
 Armament and Electronic Maintenance Squadron

1. The total number of personnel to be assigned and manhours in support of primary and secondary aircraft are as follows:

<u>PERSONNEL ASSIGNED</u>	<u>MANHOUR TO SUPPORT (PRIMARY)</u>	<u>MANHOURS TO SUPPORT (SECONDARY)</u>
394	22,686	3,152

2. The A&E Squadron will provide personnel, tools, and equipment to support 246 fly type sorties, 35 alert sorties for B-52 aircraft, 186 fly type sorties for KC-135, 114 fly type sorties for support aircraft, and 17 GAM sorties.

NOTE: The sortie capability for A&E is primary aircraft 357,
 secondary aircraft 260

3. Estimated maintenance specialists support by day and shift:

<u>SHOP</u>	<u>AES FLIGHT LINE</u>					
	<u>MORNING SHIFT</u>		<u>NIGHT SHIFT</u>			
	<u>PERSONNEL</u>	<u>MANHOURS</u>	<u>PERSONNEL</u>	<u>MANHOURS</u>		
Bomb Nav	14	112	8	64		
Auto Pilot	10	80	12	96		
Comm Nav	14	112	2	16		
Aux Radar	30	240	18	144		
ECM	14	112	8	64		
Fire Control	14	112	8	64		
Camera	7	56	4	32		
GAM	4	32	2	16		
Bomb Nav	6	48	2	16	1	8
Auto Pilot	5	40	0	0	0	0
Comm Nav	3	24	2	16	0	0
Aux Radar	11	88	6	48	1	8
ECM	4	32	3	24	0	0
Fire Control	4	32	2	16	0	0
Weapons	7	56	0	0	0	0
Camera	1	8	1	8	1	8
GAM	0	0	0	0	0	0

ANNEX "D"
To Monthly Maintenance Order
August 1962

MAINTENANCE PLAN AND SCHEDULE
Munitions Maintenance Squadron

1. The total number of personnel and manhours to be assigned in support of primary and secondary aircraft is:

<u>PERSONNEL ASSIGNED</u>	<u>MANHOUR IN SUPPORT OF (PRIMARY)</u>	<u>MANHOUR IN SUPPORT OF (SECONDARY)</u>
126	4,590	0

2. The Munitions Maintenance Squadron will provide personnel, tools and equipment to support 246 fly type sorties, 35 alert sorties B-52, and 17 GAM sorties.

3. The loadings Combat and Training will be conducted as scheduled on Attachment #1 and the Weekly MMS Activities sheet attached to weekly 60-9.

4. Estimated maintenance specialists support by day and shift:

MMS SHOP

<u>MORNING SHIFT</u>	
<u>PERSONNEL</u>	<u>MANHOURS</u>
13	104

<u>NIGHT SHIFT</u>	
<u>PERSONNEL</u>	<u>MANHOURS</u>
12	96

ANNEX 1

To: M. 111, Maintenance Order
August 1952

MAINTENANCE PLAN AND SCHEDULE
6th Supply Squadron

1. The 6th Supply Squadron will be required to support 246 fly type sorties, 35 alert sorties, 17 GAM sorties for 2,490 hours on B-52, 186 fly type sorties for 1,396 hours on KC-135, 30 fly type sorties for 14 hours on T-33, and 27 fly type sorties for 54 hours on H-19.
2. Provide full supply support will be required Monday through Friday 0730-0100. A CQ type operation will be required from 0100 to 0730 daily and from 0100 Saturdays until 0730 Monday.
3. Provide PCL requirements as follows:
 - a. Six (6) JP-4 pump houses and seven (7) F-6/R-2 refueling units to support the daily flying schedule.
 - b. Two (2) JP-4 fuel trucks and six (6) pump houses for defueling.
 - c. Six (6) A-2 water trucks for water servicing.
 - d. Five (5) MH-2 hose carts and four (4) perma-dry units.

ANNEX F
To Monthly Maintenance Order
August 1962

MAINTENANCE PLAN AND SCHEDULE
6th Combat Support Group

1. The 6th Combat Support Group will be required to support 246 fly type sorties, 35 alert sorties, 17 GAM sorties for 2,490 hours for B-52, 186 fly type sorties for 1,396 hours for KC-135, 30 fly type sorties for 120 hours C-123, 57 fly type sorties for 114 hours T-33, and 27 fly type sorties for 54 hours H-19.

2. Specific Combat Support Group requirements are:

a. 6th Transportation Squadron:

(1) Provide maintenance vehicles as authorized in SAC Supplement 1 to Chapter 2, AFM 66-1, with permanent dispatch on these vehicles.

(2) Provide (24) twenty-four hour service station operation for maintenance vehicles.

(3) Provide additional vehicle support as directed by the Deputy Commander for Maintenance.

b. Food Service Squadron:

(1) Provide dining facilities for the 6th Strategic Aerospace Wing maintenance personnel as established by the Deputy Commander for Maintenance.

(2) Be prepared to furnish dining facilities in support of EWO operations.

c. 6th Combat Defense Squadron:

(1) Provide maximum security of aircraft on the flight line.

AIRCRAFT UTILIZATION AND MAINTENANCE SCHEDULE										ORGANIZATION BOMBERS										DATE AUGUST 1962					PAGE		
AIRCRAFT	DATE	1	2	3	6	7	8	9	10	13	14	15	16	17	20	21	22	23	24	27	28	29	30	31	REMARKS		
56-634				Feb 16 M					Feb 16 M						Feb 17 M					Feb 18 M					F2	F2	
-637	F2								Feb 21 M						Feb 22 M					Feb 23 M							
-644	Feb 22 M								Feb 23 M						Feb 24 M					Feb 25 M						F2	F2
-645															Feb 26 M					Feb 27 M						F2	
-646				SKYSPEED					20						Feb 28 M					Feb 29 M							
-651	F2														Feb 30 M					Feb 31 M							
-653					Feb 1 A+E				F1						Feb 2 A+E					Feb 3 A+E						F2	3
-706	F2								F1 13						Feb 4 A+E					Feb 5 A+E						F2	
57-018					F2				F1						Feb 6 A+E					Feb 7 A+E						Feb 8 M	
-020	F2				7				F2						Feb 9 A+E					Feb 10 A+E						F1	9
-097	F2								F2						Feb 11 A+E					Feb 12 A+E						F2	F2
-098	F2														Feb 13 A+E					Feb 14 A+E						F2	
-099	F1								F2 16						Feb 15 A+E					Feb 16 A+E						F2	
-107	F2														Feb 17 A+E					Feb 18 A+E						Feb 19 M	
-108	6								F1						Feb 20 A+E					Feb 21 A+E						Feb 22 M	
-109					Feb 13				F1						Feb 23 A+E					Feb 24 A+E						Feb 25 M	
56-638	F1								F1						Feb 26 A+E					Feb 27 A+E						Feb 28 M	
-640	F2								F1						Feb 29 A+E					Feb 30 A+E						Feb 31 M	
-652															Feb 32 A+E					Feb 33 A+E						Feb 34 M	
-655	17	F2							F1						Feb 35 A+E					Feb 36 A+E						Feb 37 M	
-701															Feb 38 A+E					Feb 39 A+E						Feb 40 M	
57-015	F1	9							F1						Feb 41 A+E					Feb 42 A+E						Feb 43 M	
-095		F1	11						F1						Feb 44 A+E					Feb 45 A+E						Feb 46 M	
-105		F1							F1						Feb 47 A+E					Feb 48 A+E						Feb 49 M	
-112									F2 1 A+E						Feb 50 A+E					Feb 51 A+E						Feb 52 M	

CGDE:

F-FLY

EC - ENG CHANGE

FCD - CHROME DOME

TOC-TECH ORDER COMPLIANCE

L-SPECIAL LOADING

U-UNLOADING

F2 - PREHEAT SORTIES NUMERALS - #P.I. DU

WALKER FORM 8 JAN 61

REVISED, FC: 4488

PREVIOUS WALKER FORM DATED MARCH 60, ARE OBSOLETE.

AIRCRAFT UTILIZATION AND MAINTENANCE SCHEDULE										ORGANIZATION BOMBERS										DATE AUGUST 1962					PAGE		
AIRCRAFT	DATE	1	2	3	6	7	8	9	10	13	14	15	16	17	20	21	22	23	24	27	28	29	30	31	REMARKS		
#B#	Cont																										
-115		F1			F1	F2			19		F1		F1					F1	20			F1					
-120		^{MVS} WICHITA → Fy ← ACCEPT → P.I.									F1		F1				F2				F2		F1				
-121		M/I			WICHITA				Fy ← ACCEPT → P.I.						F1		F2					F1					
-126		F2			F2			F1			F2	11			F1		F2					F1		12			
-128					F1			F1			^{SMA} F2 → 7 F1					F2					F1	8	F2				
-134					F2	4		F2	5		^{SMA} F2 → 4				F1			F1	6				F1				
95																											
57-001		14			F2			F2			F1			^{TOC} 14/14 →	15	F1					F1		F1				
-120			F1			22		F2			F1		F1			23	F1					F2		F1			
-126		F2	F1				F1		L													F1	4				
-127									M/I				WICHITA												Fy		
-127					F1			F1			F2		F1				6	23				F2		F1			
57-003			F1			F1		F1			11		F1			F2		F2				12	F1				
-122			F2	10			F2				F1	11		F1			F1		F1				F2		12		
-025		^{A/E} F2			F2				F1			2	³ Fy		ACR		ECM					WRAMA					
-100		F1	^{TDY} WESTOVER					F2			F2		F1	1		^{A/E} F1		F1						^{SMA} F1			
-018			F1		7		F1				F2		F2			8	F2					F1		F1			
-123			F1			F2	11		^{SMA} WORK			F		GLASS			BRICK					Fy		F1			
-227		^{SMA} WORK	F1			F1					F1	5	F1				F1					F2	6	F1			
-132		⁶ Fy								ACR			ECM				WRAMA										
-133		F1			^{TOC} 16/14		F2						SKYSPEED									F2		4	F1		F1

CODE: F-FLY BC - ENG CHANGE ECD - CHROME DOME L-SPECIAL LOADING, U-UNLOADING.
 (P2) - PREHEAT SORTIES NUMERALS - #P.I. DT
 TOC - TECH ORDER COMPLIANCE

AIRCRAFT UTILIZATION AND MAINTENANCE SCHEDULE										ORGANIZATION							DATE				PAGE													
										TANKERS							AUGUST 1962																	
AIRCRAFT 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	REMARKS		
56-3634	F ₁	F ₁				1	F ₁	F ₁							F ₂	F ₁				2	W	F ₁	F ₁					F ₂		3	F ₁			
-3642		W	F ₁			2	F ₁	F ₁							F ₁	F ₂					F ₁	F ₂					F ₁	S	F ₂					
-3651	F ₂					F ₁	2	F ₁							F ₂	F ₂	W				F ₂	F ₂						F ₁	S	F ₂				
57-1421		F ₁				3	F ₂			F ₁					F ₂	W	F ₁				F ₁	F ₁						F ₁	S	F ₂	F ₁			
-1433	F ₁	F ₁				F ₂	3	F ₂		F ₁					W	F ₁	F ₁				F ₂	F ₂							F ₁		F ₁			
-1439		F ₁				F ₂	F ₂		W						F ₁	F ₁	F ₁												F ₂	S	F ₁	F ₂		
-1440	F ₁	2				F ₁		F ₁							F ₂	F ₂	F ₂				F ₁	F ₁						F ₂	S	F ₁	W			
-1443	F ₂					7	8	0																										
-1447		F ₁				W	F ₁	1	2	F ₂					F ₂		F ₁				F ₁	4	W	F ₂	S			F	AIR	MAIL				
-1450	1	2	F ₂				F ₁	F ₁							W	F ₁	3	F ₁										F ₂		F ₁				
-1451	F ₂	1				F ₁	F ₂								F ₁		F ₁	4				F ₁	F ₁					W	F ₂	S	F ₁			
-1452	W	1	F ₁			F ₁	F ₂	4							F ₁	F ₂					F ₁	F ₁	S	W			F ₂	F ₂						
-1453	F ₁	F ₁				W	F ₁	1	2	F ₁					F ₁	F ₁						4	F ₂					F ₁	F ₂	F ₁				
-1456		F ₁	1			F ₂	W	F ₁							F ₂		F ₁					3	F ₁	F ₂				4	F ₁	F ₂				
-1455	F ₁	F ₁					F ₁	F ₁							2	F ₂	F ₁				W	F ₁	F ₁					3	F ₁	F ₁	F ₁			
-1461	1	2	F ₂			F ₁	F ₁								F ₂	4	F ₁					F ₂							F ₁	W	F ₁			
58-042	1	2	F ₁			F ₂	W	F ₁							4	F ₂		F ₁				F ₁						5	F ₁	F ₁	F ₁			
-043		F ₁	1			F ₂	4	F ₁							F ₂		F ₁	3				F ₂	W	F ₁				F ₂	F ₁	6				
-056		F ₂	3			F ₁		F ₁							F ₁	2	F ₂					F ₁	F ₂	3				F ₁	F ₁	W				
-079	F ₂	W				F ₁	2	F ₂							F ₁	F ₁	3					F ₂						F ₂	4	F ₁				
-107		F ₁				F ₁	2	F ₂							F ₁	F ₂	W					F ₁	3		F ₁				F ₁	F ₂	4			

CODE: F-FLY PO

AIRCRAFT UTILIZATION AND MAINTENANCE SCHEDULE

ORGANIZATION

GAMS

DATE

AUGUST 1962

PAGE

AIRCRAFT	DATE	1	2	3	6	7	8	9	10	13	14	15	16	17	20	21	22	23	24	27	28	29	30	31	REMARKS	
60-5596	F2 598										F2 109	F2 109										F2 098				
61-2189										F2 651																
-2190																										
-2191																										
-2194	F2 706											F2 648									F2 644	F2 644				
-2203					F2 218									F1 097		F2 097										
-2215									L		649			ALERT												U
-2216	F2 098										F2 109	F2 109											F2 098			
-2218					645 - ALERT					U											F1 706		F1 704			
-2228									L		649			ALERT												U
-2230						F2 097			F1 097						L			646								ALERT
-2235					F2 098									F1 097		F2 097										
-2238						F2 097			F1 097						L			646								ALERT
-2258						F1 098																L		109		ALERT
-2259					645 - ALERT					U																
-2260								652								U										
-2262						F1 108																				
-2263	F2 706																									
-2265								652																		
-2267																										

CODE:

F-FLY

L-SPECIAL LOADING.

U-UNLOADING.

DSUP/SMSgt. Reeves/588

7 September 1962

Monthly Historical Report (August 1962) RCS: AU-D5

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 August 1962 averaged 456 (Military) and 74 (Civilian) for a total of 530. This total assigned when applied to an authorization of 598 gives an overall percentage of 88.5%.

b. This overall percentage represents a slight increase over the previous month. This increase in manning percentage is not necessarily due to input of personnel, but is caused by receipt of July UMD's which reduce overall manning authorization. The Fuels and Propellants Division are still critically short in the 643IOA Skill area.

c. Captain Richard A. Staples was assigned to replace Captain Thomas F. Larson as Personal Equipment Officer. Subsequently, Captain Staples was assigned to duty title of OIC, Operational Support Division, BMO.

d. Captain Vincent P. Ford, Jr., Property Accounting Officer, Base Supply, was selected for missile training and will depart early in September 1962. A message has been forwarded to 15AF requesting that Captain Theron Howard, Assistant BSO, be approved for assignment to this position.

e. The following personnel visited Base Supply during this reporting period:

(1) Edgar A. Green, Civilian, Castle AFB, California, to review Base Supply procedures.

(2) TSgt. William Faucett, Biggs AFB, Texas, to process Master Deck through RAMAC.

f. The Fuels and Propellants Division was visited by the following personnel during the reporting period:

(1) Mr. George E. Poe and Mr. George E. Clark, Service Repair Assistant Team from SAAMA, Kelly AFB, Texas, who arrived in July 1962 to repair LOX Plant expander engine, departed 14 August 1962.

(2) Mr. Robert Tilden, Worthington Corporation Field Service Engineer, arrived 21 August 1962, departed 23 August 1962. He returned 28 August 1962 for a one day visit to assist in repair of the LOX Plant expansion engine.

(3) Mr. Franklin Linnville, Technician from 2709th AF Vehicle Control Group, arrived 15 August 1962 and is present as of this date.

(4) Mr. Malcom Burns, Leading Gas Equipment Specialist, from the 2709th AF Vehicle Control Group, arrived at Walker AFB, 25 August 1962 and is present as of this date.

(5) Major Metcalf completed SACM 67-4 Evaluation and departed 3 August 1962.

3. OPERATIONS: Negative.

4. MAINTENANCE AND SUPPLY:

a. Base Supply Division activity of historical significance follows:

(1) Management Branch

(a) Inventory Section

1. Inventory Schedule has been revised so as to get all classes inventoried by the end of this year.

2. Pre-Issue has been inventoried, with approximately 3000 line items involved in Pre-Issue.

3. 6500 line items inventoried in the month of August on cycle.

4. 500 line items have been inventoried on Specials in the month of August.

(b) Document Control:

1. Training classes within Document Control on MILSTRIP procedures to familiarize personnel assigned to the section was conducted by Document Control Supervisor on a daily basis.

2. Index markers have been placed in the 1336-2 file to separate documents by document numbers at each 100 intervals.

3. Keys for reading the Document Control Registers have been made and sent to all organizations on base.

(2) Warehousing Branch:

(a) Early in the month of August, it was realized we could not maintain three individual locator registers. All efforts were concentrated toward verifying the accuracy of one locator register. The register was placed near the entrance to the main warehouse in order that the warehousemen would have a convenient access to the register and at the same time speed up processing time through receiving.

(b) Other changes made in the physical lay-out of warehousing consisted of moving the Inspection Section Office into Building 115. At the north end of Building 115, we now have offices and rooms for Locator, Breakroom, Storage, Inspection and Delivery.

(c) A new mezzanine and tire storage racks have been installed in Building S-42. A survey was made by a representative from the Acme Steel Co. in regards to constructing a mezzanine in Stockroom 11C. Complete drawings and prices have been received but will be delayed for a period due to funds not being available.

(3) Service Store:

(a) Base Procurement Service Store operation revised to more effectively handle request and issues and receipt. All records now consolidated in office.

(b) Inventory team set up to inventory each item on weekly basis. Reorder points adjusted to 75 percent of level to assure that stocks are adequate.

(4) Accounting Branch:

(a) PCAM Unit: Following is a report of machine utilization in this unit:

Assigned 4 - 026 Key punches - used 579.8 hours
Assigned 2 - 056 Verifiers - used 160.8 hours
Assigned 1 - 082 Card Sorter - used 124.4 hours
Assigned 1 - 548 Interpreter - used 98.6 hours

(b) Priorities Section:

1. 4,573 requests received through Expediter Unit.
2. 11,106 status cards were received from OCAMA.
3. 6,456 cards were transmitted to OCAMA, including requisitions, follow-ups and cancellations.
4. 68 requests were received from Transportation.
5. Approximately 6,800 receiving documents were processed.

(c) Stock Control:

1. Special Activities:

a. Deadline date was met on all reports submitted. RCS: AF S-83 for B-52 and KC-135 suspended until 15th October 1962 or until such time revised reporting procedures are received. Revised SAC Reg 67-3 received, this revises procedures for submission of the Cannibalization Report effective 1 August 1962.

2. Hi-Value:

a. A project is in progress to insure that all master items have maximum levels established in accordance with AF Form 231's. Corrective action is being taken to tie all substitutes to the master item.

(d) Stock Status:

1. Quarterly verification of SAC Form 18 has been completed. All maintenance stand-by levels have been screened individually to determine validity of authorization for stand-by level.

2. Authorization was received to delete minimum levels previously established by the Base Supply Officer. These levels have been deleted.

3. Processing of the low activity warning deck has been completed except for 600 line items. Completion of processing will be accomplished no later than 15 September 1962.

4. Approximately 15 line items remain to be disposed of in Area 2 and 10. This project has been stepped up.

(e) Due-In/Due-Out:

1. All due-outs to Wing Consolidated Supply are being maintained in a separate file. No issues are being made to BEMO, except on their approval, until after their inventory has been completed.

b. AFW Supply Division activity of historical significance follows:

(1) The error rejection report for the month of July indicated an effectiveness of 99.7 percent. Once again, this places the AFW at Walker in the number one position within the ARLS.

(2) A total of 7,984 line items have been received and stored for the LOX Plant and the initial lay-in of missile spares. The percentage for the missile lay-in is 63 per cent.

(3) A total of one hundred and fourteen Hi-Valu items were inventoried during the month of August 1962.

c. Fuels and Propellants Division activity of historical significance follows:

(1) Fuels Accounting Branch:

(a) During the month of August 1962 there was a total of 157,806 gallons of 115/145 and 11,160,591 gallons of JP-4 Jet Fuel received. There was a total of 141,361 gallons of 115/145 and 9,611,933 gallons of JP-4 Jet Fuel issued during the month of August 1962.

(2) Fuels Laboratory:

(a) A total of 1139 tests were conducted by the Fuels and Propellants Laboratory during the month of August. This total is broken down as follows:

1. In accordance with T. O. 42B1-1-13, 570 tests were for total solids. Five (5) of the samples tested exceeded the 8 milligram per gallon limit. The cause was determined and corrective action taken.

2. In accordance with T. O. 42B1-1-13, 550 tests were for moisture content. All of these samples were within the prescribed limits.

3. In accordance with SACM 67-2, eight (8) tests for solids were made on Demineralized Water - all tests were within the prescribed limits.

4. In accordance with T. O. 42B-1-1, one (1) sulfide test was conducted with negative results.

(3) LOX Plant:

(a) A total of 0 gallons of LO2 was produced by the LOX Plant and 54,350 gallons was purchased during the month of August 1962. A total of 13,876 gallons of LO2 was issued. A total of 0 gallons of LN2 was produced by the plant and 69,300 gallons of LN2 was purchased. A total of 109,250 gallons was issued.

d. Base Equipment Management Office activity of historical significance follows:

(1) There are 591 vehicles on the station of which 12.8% are Code "A".

(2) A large amount of overtime has been expended in implementation of the Air Force Equipment Management System.

(3) Two (2) people have been assigned primary duty of determining status of 579th SMS UAL. This is proving to be a much larger task than anticipated due to number of items required, the rapidity of ECL and UAL Changes, and the fact that many of the required items remain in the hands of contractors until the project is turned over to the Air Force.

e. Base Maintenance Support Office activity of historical significance follows:

(1) Maintenance Liaison Branch:

(a) Cannibalizations for the month of August were 8, B-52's, 1, KC-135 and 1, GAM-77 for a total of 10.

(2) 780 Branch:

(a) Aircraft 120 came from Boeing.

(b) Aircraft 132 transferred to IRAN.

(c) Aircraft 095 transferred to IRAN.

(d) Following aircraft and missiles were inventoried:

1. KC-135 Aircraft: 0079, 1451 and 0107.

2. Missiles: 62-2191 and 61-2194.

5. PROBLEMS:

a. Fuels and Propellants Division:

(1) The LOX Plant was down during the month of August 100% due to the expansion engine.

b. Base Equipment Management Office:

✓(1) Problems have been encountered in getting tenant units property accounts transferred into the AFEMS. This stems primarily from lack of authority to go ahead from their respective commands.

✓(2) Although the BEMO account is supposed to be closed for AFEMS conversion, there has been 900 priority 2 requisitions submitted to Base Supply. This is definitely slowing down this program.


6. SPECIAL PROJECTS:

a. AFW Supply Division:

(1) Satisfactory progress is being made by the contractors on the modifications to the AFW building which includes construction of a classified store room.

b. Base Equipment Management Office:

(1) The Inventory Branch and 538 Section have rehabilitated their areas on a self help basis. This has been a definite contribution to better working conditions in these areas.


CLAUDE H. REEVES
SMSgt., USAF
DSUP Historian

OFFICE OF THE WEAPON SYSTEM LOGISTIC OFFICER
OKLAHOMA CITY AIR MATERIEL AREA (AFLC)
UNITED STATES AIR FORCE
WALKER AIR FORCE BASE, NEW MEXICO

REPLY TO
ATTN OF: OCLO/E. J. Cook/365

SUBJECT: OCAMA Weapon System Logistic Officer Report

TO: _____

Weapon System B-52E, KC-135, & GAM-77A
Reporting Activity Walker AFB, New Mexico
As of Date 31 August 1962
Date Prepared 5 September 1962

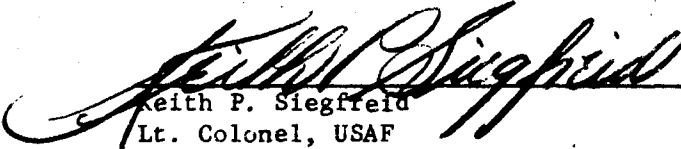
In compliance with OCAMA Reporting Procedures, dated 19 March 1962, subject report is submitted:

- A. GENERAL ACTIVITY
- B. SUMMARY OF AOCF/MOCP/EOCP STATUS
- C. SUMMARY OF PUBLICATIONS
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OCAMA WS/O
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A. GENERAL ACTIVITY

1. B-52 LSM Information

A Boeing team visited this station 4-6 August 1962 for the purpose of replacing the doppler installed on B-52 Aircraft 57-120. This aircraft returned to this station from Mod/Maint program, WIBAC, 3 August 1962. During the ferry flight, it was noted that the doppler system became inoperative. The Boeing Company, AFPR, and WIBAC dispatched a team to effect replacement of this defective system with a serviceable system. Work was completed and the team returned to WIBAC 6 August 1962.

2. LSM Information

A representative of Castle AFB Base Supply visited Walker Base Supply 6-10 August 1962 for the purpose of reviewing internal Walker Base Supply procedures.

3. B-52 LSM Information

On 8 August, representatives of Phoenix APD and a three man team of Norton IG Office visited this station for the purpose of reviewing local AFQCR duties and responsibilities relative to Sky Speed Program and POL procurement.

4. GAM-77 LSM Information

Mr. W. W. Wright, Manager of Field Engineering, Space & Information System Division, North American Aviation, Downey, California, visited this station 9 August 1962 for the purpose of visiting 6th S&W, GAM-77 Operation and reviewing North American Technical Representatives functions.

5. KC-135 LSM Information

Capt. L. E. Peterson, Chief of Maintenance Area Activities, SAAMA, visited this station 16 August 1962 for the purpose of coordinating man power requirements to allow the depot to successfully accomplish T.O. 12-135-502, "Addition of Aluminized Paint to Thin Gage Clad Skin." SAAMA will be required to accomplish this T.O. on two aircraft and complete a partially accomplished KC-135 aircraft. Work is tentatively scheduled to begin the latter part of 1962.

6. KC-135 LSM Information

A four man team from Hq OCAMA and one representative from SAAMA arrived this station on 18 August 1962 for the purpose of compiling a Structural Repair Document for KC-135 aircraft 57-1433. This combined OCAMA-SAAMA team was supplemented with a second representative from SAAMA on 21 August 1962. This aircraft received damage from a severe hard landing on 17 August 1962. Required coordination between the depot representatives and base personnel was completed and on 23-24 August, the team departed. An eleven man SAAMA repair team arrived this station 28 August 1962 and began performing the required functions necessary to accomplish repair of this damaged aircraft.

7. LSM Information

I/Sgt William L. Fawcett from Biggs AFB, Texas, visited this station 23 August 1962 to process a Master Teck through the local RAMAC machine.

8. KC-135 LSM Information

On 23 August 1962, a representative from The Boeing Company, Seattle, Washington, arrived this station to assist the Accident Investigation Board. This representative worked as an advisor to the Accident Investigation Board on KC-135 aircraft 57-1433 and departed this station 27 August 1962.

9. KC-135 LSM Information

During the period 30-31 August 1962, a representative from Hq OCAMA, OCNCSA, visited this station for the purpose of inspecting the KC-135 aircraft 57-1433. This representative worked with base personnel until 01:00, 31 August 1962, and presented the Investigation Board with a report at 08:00, 31 August 1962 as to his findings. These findings were forwarded to The Boeing Company, Seattle, Washington, Transport Division, for evaluation. The Boeing Company reported their evaluation back to the Accident Investigation Board 4 September 1962.

10. B-52 LSM Information

B-52 aircraft 56-656 returned to this station from Mod/Maint Program, WIBAC, on 29 August 1962. A ferry crew reported a momentary seizing of the elevator system during the ferry flight to this station. Because of this, the aircraft was isolated pending the arrival of a Boeing team to investigate this reported one-time problem. The work "one-time" is used in that this momentary seizing of the elevator control occurred early in the flight and was not repeated during the balance of the ferry mission. A four man Boeing team arrived this station 31 August 62 and with the assistance of Sky Speed personnel, it was discovered that a brass screw approximately 10/32 by 1 1/2" was lodged in the bottom co-polit control column. After removal of the screw, the aircraft was returned into the base 60-9 flying schedule. The Boeing team departed late afternoon of 31 August 1962.

B. SUMMARY OF AOC/P/ANFE/MOCP/EOCP RATES

1. B-52 and KC-135 LSM Information

For the period 25 July 1962 through 26 August 1962, Walker Air Force Base assigned B-52E and KC-135 aircraft both experienced a zero per cent for both AOC/P and ANFE rates. The MOCP for GAM-77 was also zero percent.

2. LSM Information

For the month of July, 1962, Walker Air Force Base EOCP rates reported on the local 2AF-B-52 Report are as follows:

	<u>257-19W</u>	<u>J-57-59W</u>
1st Week Report	0	0

	<u>J57-19W</u>	<u>J-57-59W</u>
2nd Week Report	0	0
3rd Week Report	0	0
4th Week Report	0	0
5th Week Report	0	0

C. SUMMARY OF PUBLICATIONS

1. LSM Information

No comments.

D. STOCK CONTROL & REQUISITIONING

1. LSM Information

As of 15 August 1962, CLARK percentage of completion was as follows:

<u>B-52</u>	<u>KC-135</u>	<u>Overall Percentage</u>
99.5%	98.5%	99.2%

As of 15 August 1962, GAM-77 Lay-in Spares is 96.6% completed and CME is 97.8%.

E. PIPELINE TIME

1. LSM Information

The SAC S-35 Reports indicate that for the month of July the percent of on-time receipts for all priorities was 58.11%. For the month of August, the on-time deliveries for all priorities was 47.9%. The above figures include all depots, all weapons, and priorities 1 through 20. As reported in my WSLO Report dated 3 August 1962, Base Supply officer believes the schedule of Log-Air flight 55 servicing Walker from the east is a contributing factor in this increase in delinquent or over-age pipeline time figures. The Walker maintenance and supply personnel have now implemented immediate recovery of base assigned aircraft. Base personnel feel it is imperative, that to be successful in immediate recovery of aircraft, there must be an improvement in this pipeline time from the depots.

F. LOCAL REPAIR

1. LSM Information

There were 46 items in AWP status shipped off base during the month of August. Presently A & E has 21 Category I and 41 Category II items in AWP status. The Field Maintenance Organization presently has 16 Category I and 47 Category II items in AWP status for a total of 125 items in AWP status.

G. REPARABLE PROCESSING

1. LSM Information

No outstanding problem areas have been brought to the attention of this office during the period covered by this report.

H. UNIQUE ITEM REQUIREMENTS

1. LSM Information

No outstanding problem areas have been brought to the attention of this office during the period covered by this report.

I. PROJECTS

1. LSM Information

Reference OCAMA letter dated 9 Nov 60, paragraph 2. Misdirected shipments have been in areas other than Base Supply.

2. LSM Information

Reference OCAMA letter dated 9 Nov 60, paragraph 3a, reparable shipments have been processed in accordance with current directives.

3. LSM Information

Reference OCAMA letter dated 9 Nov 60, paragraphs 3b and 3c, for the period of 1 July 1962 through 15 August 1962, there were 674 serviceable returns.

4. B-52 LSM Information

Project Sky Speed is in the process of developing capabilities to implement ECP 13962-8, Pneumatic Duct Rehabilitation Program, beginning 19 September 1962. Civilian contractor has begun installing the required specialized equipment and it is scheduled to be completed on or before 16 September 1962. A representative of The Boeing Company is scheduled to visit this station 10 September 1962 for the purpose of instructing local personnel in the use of Glass Bead Blasting Machine. Based on information relative to this subject, to date no serious problems are anticipated at this time that would prevent beginning the program on target date.

J. EQUIPMENT

1. LSM Information

No outstanding problem areas have been brought to the attention of this office during the period covered by this report.

K. CANNIBALIZATIONS

1. B-52, KC-135 and GAM-77 LSM Information

The following is a resume of the number of cannibalizations and the number of line items involved during the S-39 Report, during the period 25 July 1962 through 25 August 1962:

	<u>B-52</u>	<u>KC-135</u>	<u>GAM-77</u>
Total	9	5	1
Line Items Cannibalized	7	5	1

Computer S/N 66105365316 was cannibalized three times.

L. COMMENTS/RECOMMENDATIONS

1. B-52 LSM Information

Reference OCNA letter 15 August 1962, WSLD Information #8, paragraph 3. As of this date, this office has been unable to obtain from Base Statistical Services Section and/or DCM Report Analysis Section the requested information. However, it is hoped that arrangements can be made to include the required information in the next report.

2. KC-135 LSM Information

This station has had some difficulty in obtaining KC-135 batteries, S/N 6140-809-9494. Personnel Hq OCAMA, OCNAR, has informed this office that there are no subject batteries in the Air Force system at this time. Battery life is projected for nine years and sufficient quantities have been purchased to support Air Force requirements. OCAMA personnel further suggested that replacement cells be requisitioned to support KC-135 batteries at this station. Required replacement cells have been requisitioned, but as yet no deliveries have been received. Follow up information to Hq OCAMA and ROAMA resulted in the following information:

"The correct S/N for replacement cell is 6140-827-9311. Item is available in very limited quantities, however, it is requested that requisitions be submitted so that procurement can be justified for additional support."

This information has been made available to concerned base personnel.

3. LSM Information

As reported in paragraph B-2 of this report, this station has reported no EOCP for the month of August. Under MILSTRIP conversion and SAC Reg 66-8, paragraph 4B, dated 1 February 1962, stated that parts ordered TRJ, Code 06 will be ordered supply priority II with a status of item ordered received within 72 hours. However, SAC Manual 67-3, page 108, dated 1 July 1962, stated that EOCP's will receive a supply priority V. Because of this low

priority, a status or follow up cannot be made to the LSM or AMA for 10 days minimum. This station is experiencing difficulty in maintaining sufficient spare engines to support their missions due to the excessive pipeline time for requisitioned parts under local MILSTRIP operation. If SAC Manual 67-3 were to be revised to allow TRJ06 (pre MILSTRIP) to enjoy a priority II "urgency of need designator" (post MILSTRIP), I am certain this station would enjoy an improvement in reduction of pipeline time for items needed to support the local engine spare part requirements.

4. LSM Information

6th SAW DCM staff gave numerous briefings during the week of 27-31 August in an attempt to indoctrinate all concerned base personnel with the impact of beginning "PROJECT HI-BLOWER". Hi-Blower was officially implemented at this station 2 September 1962 on aircraft participating in "SKY-SHIELD". As of the date of this report, there have been no major difficulties reported to this office as a result of Project Hi-Blower. It would appear at this time that this station will successfully implement Hi-Blower in accordance with instructions furnished from higher Hq.

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

BC

23 August 1962

Housing for Low Grade Airmen

Chaves County Savings and Loan Assn
300 N Pennsylvania Ave
Roswell, New Mexico

Gentlemen:

1. As you are well aware, we have been trying for some time to achieve low cost housing for our low grade airmen at Walker Air Force Base. The proposal originally made by the Chamber of Commerce to build housing through the Chaves County Housing Corporation has been placed in abeyance due to the publication of the new Section 810 of the Public Housing Law. Under this Section, a builder offers to construct houses of size and adequacy to meet Air Force standards and must fall within the amount of money allowed to the airman for his housing allowance.
2. We have received through the FHA a proposal by Dungan Homes, Inc., to build us houses which meet Air Force standards of construction and adequacy. However, due to the costs involved, which have been examined by the FHA, the amount of rent charged will amount to more than the airmen can afford to pay and, incidentally, more than the Air Force will accept. The problem therefore boils down to reducing this amount in one fashion or another. In my discussions with the FHA and the builder, I find no other reasonable answer than to lower the cost of the loan. If the loan could be achieved by eliminating the discount rate and the initial service charge, these homes for our low grade airmen can become a reality by January 1963. Accordingly, I would appreciate the assistance of your institution in making available to the Dungan Homes, Inc., about \$500,000 FHA insured loan to commence this enterprise.
3. I would hesitate to seek this advantage from you had we not known that the same approach has been applied by the Air Force base at Clovis and has been worked out in that community. I feel sure that there is no better relationship between Cannon Air Force Base and Clovis than there is between Walker Air Force Base and Roswell.

4. If you desire, the Base Commander at Walker and Dungan Homes can appear before you to discuss this proposal in any further detail that you may wish.

Sincerely

ROBERT D. O'CONNOR
Colonel, USAF
Base Commander

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



REPLY TO
ATTN OF:

BC

25 Aug 1962

SUBJECT: Section 810 Housing, Walker AFB, NMex

TO: 6 Strat Aerospace Wg
15AF (DE)
SAC (DE)
HQ USAF (AFCOE-H)
IN TURN

1. In accordance with paragraph 5b, AFR 85-11, I have reviewed the attached plans for the construction of housing under Section 810, Public Law 86-372.
2. Before giving detailed consideration to the original proposal, the Federal Housing Administration Director at Albuquerque requested my reaction to the suitability of the project, the rental schedule, and location of the proposed project.
3. I answered this, concurring in the proposed location and pointed out that in accordance with Air Force standards, the proposed units were deficient in space and in excess of the housing allowance for low grade airmen. Accordingly, on 23 August 1962 I met with Mr. Walker, the Director of the Federal Housing Administration, State of New Mexico, and Mr. Clyde Dungan, sponsor of the proposal. The sponsor at this time presented a revised house plan which is in excess of the space requirements for a two-bedroom house as stated in AFR 93-5, but less than Air Force requirements for a three-bedroom house. I pointed out that the amount of \$98 per month plus an estimated \$12 a month for utilities would be \$5.00 in excess of the proposed housing allowance of \$105 for low grade airmen which will be effective 1 January 1963. The \$98 includes refrigerator, range, sewerage assessment, garbage assessment, and water utilities. For the type houses involved, the FHA office concurred in the proposal.
4. I submit the following comments:
 - a. For the past two years this base has attempted unsuccessfully, despite the cooperation of the Chamber of Commerce, to obtain low cost rental housing for low grade airmen.
 - b. The housing occupied by airmen in this area has been and is inadequate, as indicated in the 30 June 1962 Survey of Family Housing.

Webb

c. For the type housing offered in comparison with present rental costs, these rents are much more favorable to the low grade airmen.

5. There is no reason to believe that any additional proposals under Section 810 will be forthcoming to assist in a solution of this problem, nor is there any indication of any relief from any other quarters. Hence, I recommend that Headquarters USAF approve the specific project proposal.

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

SECRET

579th Strategic Missile Squadron
6th Strategic Aerospace Wing
Walker Air Force Base, New Mexico

RCS: 10-SAC-T12

BALLISTIC MISSILE UNIT STATUS REPORT

AUGUST 1962

SECRET

Cy 28 of 28 cys

579-62-570

DOWNGRADED AT 3 YEAR INTERVALS;
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579SMSOT	2
579SMSA	4

-19-20
2 21-22
23-24

SECRET

BALLISTIC MISSILE UNIT STATUS REPORT

(RCS: 10-SAC-T12)

1. 6TH STRATEGIC AEROSPACE WING, WALKER AFB, NEW MEXICO, as of 31 August 1962.
2. 579TH STRATEGIC MISSILE SQUADRON.
3. Type Weapon System: Atlas "F".
4. Missiles on Hand: 0/12.
5. Present and Projected Crew Status as of:

	<u>31Aug</u>	<u>30Sep</u>	<u>31Oct</u>	<u>30Nov</u>	<u>31Dec</u>
a. Total Number of Crews Assigned	44	52	51	53	53
b. CR Crews Assigned Without Waiver	0	1	2	6	12
c. CR Crews Assigned With Waiver	*14	18	36	43	41
d. CR Crews on TDY and/or Leave	1	1	2	2	2
e. NCR Crews Assigned/Available. Graduates from Final Phase ORT	0/0	0/0	0/0	2/2	0/0
f. NCR Crews Assigned/Available. Non -graduates from Final Phase ORT	30/16	33/10	15/3	4/0	0/0
g. ECC Crews Assigned/Available	*14/13	19/18	38/36	49/47	53/51

*Reference c and g above: 14 crews completed training requirements for ECC and Combat Ready in accordance with SAC SECRET Message DO 2949, 16 April 62 (Waiver).

6. Status of Combat Crews with Waivers: All crews reported as Combat Ready, in accordance with SAC SECRET Message DO 2949, 16 April 62, have not completed final Phase ORT and local upgrade training.

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***7. NCR Crews:

<u>CREW NO.</u>	<u>TRNG REQUIRED</u>	<u>ORT GRAD DATE</u>	<u>PROGRAMMED CR DATE</u>	<u>CREW POSITION NOT MANNED</u>
N-01	F,E,L,S	31Aug62	17Sep62	
R-02	F,L,S	12Oct62	7Nov62	
R-03	F,L,S	23Nov62	15Dec62	
R-04	F,L,S	23Nov62	15Dec62	
R-05	F,L,S	4Jan63	16Jan63	
R-06	F,L,S	4Jan63	16Jan63	
N-07	F,E,L,S	18Dec62	28Dec62	
N-08	F,E,L,S	18Dec62	28Dec62	
N-09	F,E,L,S	18Dec62	28Dec62	
N-10	F,E,L,S	18Dec62	28Dec62	
R-11	F,L,S	6Dec62	14Dec62	
R-12	F,L,S	6Dec62	14Dec62	
R-13	F,L,S	6Dec62	14Dec62	
R-14	F,L,S	6Dec62	14Dec62	
R-15	F,L,S	27Dec62	6Jan63	
R-16	F,L,S	27Dec62	6Jan63	
R-17	F,L,S	27Dec62	6Jan63	
R-18	F,L,S	27Dec62	6Jan63	
R-19	F,L,S	12Jan63	20Jan63	
N-20	I,F,E,L,S	12Jan63	20Jan63	
N-21	I,F,E,L,S	12Jan63	20Jan63	
N-22	I,F,E,L,S	12Jan63	20Jan63	
N-23	I,F,E,L,S	17Jan63	25Jan63	
N-24	I,F,E,L,S	17Jan63	25Jan63	
N-25	I,F,E,L,S	31Jan63	8Feb63	
N-26	I,F,E,L,S	31Jan63	8Feb63	
N-27	I,F,E,L,S	31Jan63	8Feb63	
N-28	I,F,E,L,S	31Jan63	8Feb63	
N-29	I,F,E,L,S	5Feb63	13Feb63	
N-30	I,F,E,L,S	5Feb63	13Feb63	
N-31	I,F,E,L,S	5Feb63	13Feb63	
N-32	I,F,E,L,S	5Feb63	13Feb63	
N-33	I,F,E,L,S	19Feb63	27Feb63	
N-34	I,F,E,L,S	19Feb63	27Feb63	
N-35	I,F,E,L,S	19Feb63	27Feb63	
N-36	I,F,E,L,S	19Feb63	27Feb63	
N-37	I,F,E,L,S	25Jan63	25Jan63	
N-38	I,F,E,L,S	25Jan63	25Jan63	
N-39	I,F,E,L,S	23Feb63	3Mar63	
N-40	I,F,E,L,S	23Feb63	3Mar63	
N-41	I,F,E,L,S	23Feb63	3Mar63	
N-42	I,F,E,L,S	23Feb63	3Mar63	
N-43	I,F,E,L,S	9Mar63	17Mar63	
N-44	I,F,E,L,S	9Mar63	17Mar63	
P-45	I,F,E,L,S	14Mar63	22Mar63	

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<u>CREW NO.</u>	<u>TRNG REQUIRED</u>	<u>ORT GRAD DATE</u>	<u>PROGRAMMED CR DATE</u>	<u>CREW POSITION NOT MANNED</u>
P-46	I,F,E,L,S	14Mar63	22Mar63	
P-47	I,F,E,L,S	14Mar63	22Mar63	
P-48	I,F,E,L,S	14Mar63	22Mar63	
P-49	I,F,E,L,S	28Mar63	5Apr63	
P-50	I,F,E,L,S	28Mar63	5Apr63	
P-51	I,F,E,L,S	28Mar63	5Apr63	
P-52	I,F,E,L,S	28Mar63	5Apr63	
P-53	I,F,E,L,S	2Apr63	10Apr63	BMAT
P-54	I,F,E,L,S	2Apr63	10Apr63	MCCC, BMAT
P-55	I,F,E,L,S	2Apr63	10Apr63	MCCC, BMAT
P-56	I,F,E,L,S	8Mar63	17Mar63	MCCC, BMAT
P-57	I,F,E,L,S	5Apr63	3Mar63	MCCC, BMAT
P-58	I,F,E,L,S	5Apr63	10Apr63	MCCC, BMAT
P-59	I,F,E,L,S	20Mar63	10Apr63	MCCC, BMAT
P-60	I,F,E,L,S	19Mar63	27Mar63	MCCC, BMAT
P-61	I,F,E,L,S	2Apr63	10Apr63	MCCC, BMAT

***Crews N-01 to include N-44 have been officially formed. Crew position not manned column of paragraph 7 reflects positions that remain vacant. Specific dates of assignments not known by individual crew position. However, all vacancies are projected to be filled not later than 1 October 1962 except for eight (8) MCCC. The only MCCC qualified inputs are nine ATC graduates scheduled to arrive during the months of January and February 1963. The individuals will arrive too late to meet eight (8) of the twelve (12) scheduled Phase I ORT quotas for class twenty-four (24) on 29 October 1962.

8. Training and Evaluation Data:

- a. Qualification and requalification checks administered this month: N/A.
- b. Delinquent CR Crews and Individuals: N/A.
- c. Action taken this month on crews and individuals failing requalification checks: N/A.
- d. Individuals conditionally qualified this training period: N/A.

9. Problem Areas:

- a. Missile Combat Crew Commanders.

(1) A shortage of eight Missile Combat Crew Commanders exist on Combat Crews P-54 through P-61. All 61 Missile Combat Crew Commander positions were originally filled by line number, name and rank (Captain or above), however, the eight losses were caused primarily by medical and academic deficiencies at OBR/OZR Courses, Sheppard AFB. The automatic replacement for subject losses failed to materialize.

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(2) The vacancy for 8 MCCC's must be filled by 10 October if the 579th SMS is to fulfill the Phase I ORT quota, as presently scheduled, for Class 24 starting 29 October.

(3) The 6th SAW Director of Personnel and representative from 579th SMS recently attended a Personnel Conference at SAC Headquarters and this problem concerning MCCC's was discussed. Indications were that the probability of eight MCCC's being assigned to meet the Phase I ORT date as scheduled was very dim due to non-availability of qualified personnel.

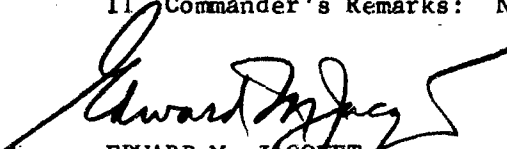
(4) The 579th SMS has seven First Lieutenants eligible for promotion to Captain in the near future. Six of these officers are presently on crews as DMCCC's and the other is attending Phase I ORT on an attrition quota. Of the six officers two are assigned to Instructor/Standardization Crews and all six are involved in and have completed considerable combat crew training. Some of these seven officers to be promoted could be projected to fill MCCC vacancies however this is a poor planning factor in that the promotions are not positive and it would seriously degrade the crew integrity policy and reduce crew effectiveness. In any event this possibility would only satisfy four MCCC vacancies as only four attrition trained lieutenants are assigned to replace the promoted officer. The officer now attending Phase I ORT (attrition) could be used to fill the fifth vacancy if promoted.

(5) Recent indications are that nine officers in the grade of Captain and Major will be assigned to the 579th SMS after completing missile training at Sheppard AFB during January and February of 1963. These officers are considered to be a part of the "attrition" program and do not affect the present shortage of MCCC's.

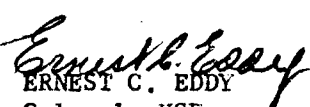
10. Comments and Recommendations:

a. Recommend continuous personnel action be taken to fill the vacancies of eight MCCC's. This shortage of MCCC's is deemed serious after considering the combat crew requirement to support EWO, Phase III ORT instructors/evaluators, ORI complex management crews and student crews for ORT.

11. Commander's Remarks: None.


EDWARD M. JACQUET
Colonel, USAF
Commander

I Concur.


ERNEST C. EDDY
Colonel, USF
Commander

4
SECRET

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

7 September 1962

REPLY TO
ATTN OF: C

SUBJECT: 579th Program Progress Report (15AF-U9)

TO: 15th AF (DPL) (20)
47SAD (C)

INFO: SBAMA, Det #16 SBNC/G
SBAMA, SBNC, Norton AFB, California

COMMANDER COMMENTS

1. GENERAL: The 6th Strategic Aerospace Wing Atlas missile program remains on schedule: however, manning and non-tactical radio problems continues to hamper this organization's efforts to retain the "on schedule" status.

2. INSTALLATION AND CHECKOUT: The previous reported 3% lag still exists but the accelerated GD/A schedule is being adhered to. The problem of a shortage of tools and special kits has been resolved by the receipt of shipments within the last 30 days. All existing cracks in silo cribs have been repaired, and no further damage has been observed. Additional modifications will be installed at the direction of the R&D at the remaining 6 sites which had not been previously modified.

3. PROBLEM AREAS:

a. The 6th Civil Engineering Squadron manning in AFSC 56300 (Water and Waste Processing Specialist) are still projected short. This problem was first identified in the September 1961 report, again in the October 1961 report. The same problem was re-stated in detail in the December 1961 report. Also a letter from this headquarters to 15AF (BFIAD) was forwarded 11 December 1961, subject: UMD Augmentation for De-mineralized Water Treatment Plants. Twenty additional UMD slots were requested of which fourteen were approved. To date, no inputs have been projected for Walker Air Force Base. As the acceptance of silos progresses, the need for these AFSC's becomes more critical. If SAC Hqs cannot provide immediate assistance (PCB) inputs, the 6SAW will request 15AF TDY assistance to overcome these shortages until PCB personnel arrive.

b. Missile spares lay-in. All facilities will be accepted from the contractor approximately two months prior to the scheduled date. For this reason, it is suggested that 15AF assist in accelerating the initial spares lay-in program.

c. Missile Combat Crew Commanders.

(1) A shortage of eight Missile Combat Crew Commanders exist on Combat Crews P-54 through P-61. All 61 Missile Combat Crew Commander

positions were originally filled by line number, name and rank (Captain or above); however, the eight losses were caused primarily by medical and academic deficiencies at OBR/OZR courses, Sheppard AFB. The automatic replacement for subject losses failed to materialize.

(2) The vacancy for 8 MCCC's must be filled by 10 October if the 579th SMS is to fulfill the Phase I ORT quota, as presently scheduled, for Class 24 starting 29 October.

(3) The 6th SAW Director of Personnel and representative from 579th SMS recently attended a Personnel Conference at SAC Headquarters and this problem concerning the MCCC's was discussed. Indications were that the probability of eight MCCC's being assigned to meet the Phase I ORT date as scheduled was very dim due to non-availability of qualified personnel.

(4) The 579th SMS has seven First Lieutenants eligible for promotion to Captain in the near future. Six of these officers are presently on crews as DMCCC's and the other is attending Phase I ORT on an attrition quota. Of the six officers two are assigned to Instructor/Standardization Crews and all six are involved in and have completed considerable Combat Crew training. Some of these seven officers to be promoted could be projected to fill MCCC vacancies; however, this is a poor planning factor in that the promotions are not positive and it would seriously degrade the crew integrity policy and reduce crew effectiveness. In any event this possibility would only satisfy four MCCC vacancies as only four attrition trained lieutenants are assigned to replace the promoted officers. The officer now attending Phase I ORT (Attrition) could be used to fill the fifth vacancy if promoted.

(5) Recent indications are that nine officers in the grade of Captain to Major will be assigned to the 579th SMS after completing missile training at Sheppard AFB during January and February of 1963. These officers are considered to be a part of the "attrition" program and do not affect the present shortage of MCCC's.

Ernest C. Eddy
ERNEST C. EDDY
Colonel, USAF
Commander

1 Atch

1. 15AF-U9, Program Status Report, Aug 62

CC: BDCM (2), DCOH (4), DP, DSUP (3), DCM,
SU, BDCR, 579SMS (4), BDCRM (2), BC,
BDCE, DCO (2)

579TH SMS PROGRAM PROGRESS REPORT RCS: 15AF-U9 - August 1961

PROJECT

STATUS

DSUPAFW-1 Reference Milestone #8, approximately 7789 spares are on hand for the support of the missile program. This is 64% complete. Completion date is still scheduled for November 1962.

DSUPAFW-4 No change.

DSUPP-1 Reference Milestone #6. Handling equipment is still in the hands of the contractor and will be turned over to SAC as the complexes are accepted. Two (2) tube bank trailers and one (1) R-6 re-charger will be turned over to SAC with the acceptance of the first complex. Additional equipment will continue to be turned over to SAC until the turn-over of equipment is complete.
Reference Milestone #8. This milestone was completed on schedule but was not reported in the July U-9 report. Changes and revisions are to be expected as more experience is gained after site acceptance.

DSUPP-1 No change.

DCOCE-1 No milestones completed or projected this month for this project. ITT engineers arrived this month for site concurrence. During the site survey it was noted that equipment location posed access problems and would limit the field of vision of the MCCC. Due to the above problems, site concurrence was not accomplished.

DCOCE-2 Project completed.

DCOCE-4 No change.

DCOCE-8 This project has been re-opened for an additional milestone. This milestone will be designated Number 2 and titled, Technical Acceptance Demonstration. Scheduled completion 1 Sep 62.

DCOCE-10 This project has been re-opened for an additional milestone. This milestone will be designated Number 2 and titled, Technical Acceptance Demonstration. Scheduled completion 1 Sep 62.

DCOCE-11 Reference Milestone #3. This milestone is re-opened pending receipt of corrected copy of CSA SAC (15AF)-133-~~FEFA~~, 21 June 1962 by the contractor. This information along with confirmation of frequency was received in 15AF message, DOELOR 45774 17 August 1962.

DCOCP-2 Project on schedule.

DCOCP-3 Project on schedule.

P R O J E C TS T A T U S

DCOP-1 Project on schedule.

812C-1 Reference Milestone #1. A total of 472 personnel have been trained, an increase of 65 since last report.

812C-2 Milestone #2 completed.

812C-3 No change.

BDCM/TSMTB-1 Reference Milestone #1. Construction is complete. Operation to begin 1 September 1962.

BDCM/TSMTB-3 Due to recent VAL changes received, milestone #3 is re-scheduled for completion in November 1962.

BDCM/TSMGEMB-1 Project completed.

BDCE-3 Milestone #20 completed. Milestone #21 approximately 25% complete.

BDCE-5 The Base Civil Engineers submitted a Vehicle Authorization List change and justification 2 Aug 62 for an additional six pick-up type vehicles. No other changes are reported.

BDCE-8 Reference Milestone #1. FM Folders for the Silos and LCCs will be accomplished by the 579SMS in accordance with par 8b, SACH 85-1. FM folders for the Demineralized Water Plants are approximately 5% complete.

BDCE-10 Milestone #2 re-scheduled for September completion.

BDCE-11 Telephone coordination was conducted between Highway officials and Civil Engineering. The Highway officials indicated they would assist in the access road snow removal operation when required. Project is considered closed.

BDCE-13 Milestone #2 completed. The starting dates on the remaining milestones are dependent upon direction by Higher Headquarters.

DP-2 Project on schedule.

DP-4 Project on schedule. Re-scheduled completion dates reported in July report.

DP-6 Reference Milestone #5. Civil Engineering Squadron Augmentation. Requests for manning assistance has been forwarded to SAC Headquarters for personnel manning in career fields 551X0, 551X2, 552X0, and 563X0. Replies have not been received (See Commanders Comments)

P R O J E C T

S T A T U S

579SMS-2

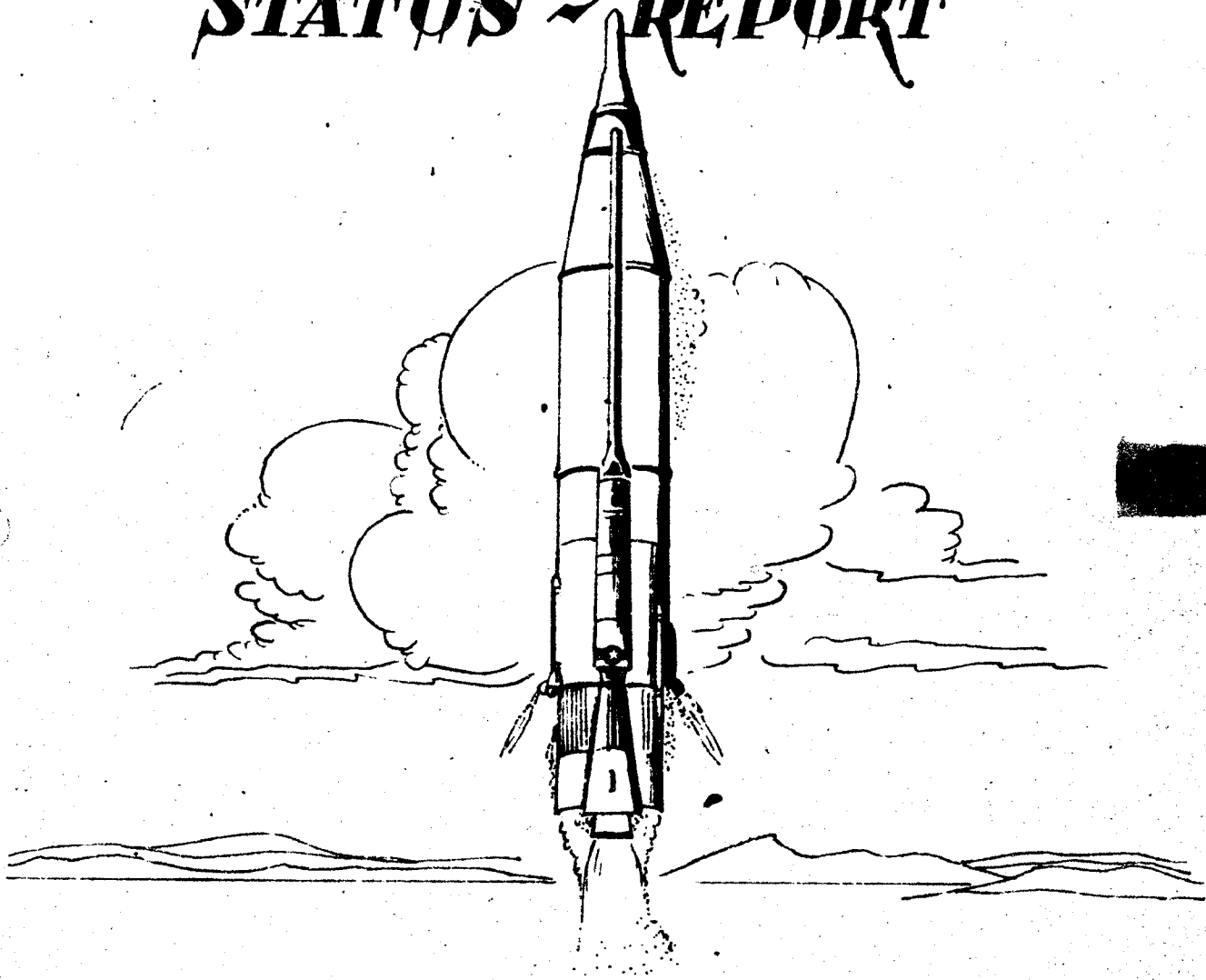
Project on schedule.

37MMS-1

Milestone #7 complete. Milestone #9, 95% complete.
Milestone #11, hand tools are being received in sufficient
quantity to equip at least two tool kits. Milestone #12
completed.

NOTE: These monthly reports are to be used in conjunction with February
1962, U-9 report. The February report was the last report published
that included charts and summaries

SITE ACTIVATION STATUS - REPORT



Atlas Missile Project

WALKER AIR FORCE BASE,

NEW MEXICO

31 August 1962

This report is published by Chief of Program Management, semi-monthly, as directed by the Commander, Site Activation Task Force, Walker Air Force Base, New Mexico.

DISTRIBUTION: (39)

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- 1 - Asst. Deputy for Site Activation, BSD (BSS), AFUPO, LosA
- 1 - Commander, 6 Strat Aerospace Wing
- 1 - Commander, 579th SMS
- 10 - Reserved (for VIP's)
- 1 - File
- 1 - 579th SMS (LtCol Rayner)

C.

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I & C Phase Progress	6

KEY PERSONNEL

CHIEF COMMANDER	Col. B. L. Berrowclough	2175
DEPUTY COMMANDER	L. Col. T. C. Tine	2452
DEPUTY FOR ENGINEERING	L. Col. R. L. Mervin	2707
DEPUTY FOR LOGISTICS	L. Col. C. A. Martin	633
DEPUTY FOR CONTRACT ADMINISTRATION	L. Col. H. W. Moore	2341
DEPUTY FOR COMMUNICATIONS	Mr. F. O. von Dorn	511
CHIEF ADMINISTRATIVE SERVICES	Mr. W. W. Eisenberg	2497
CHIEF PROGRAM MANAGEMENT	Colt K. L. Hunter	2466
GEIA RESIDENT ENGINEER	Mr. Roy E. Evans	422
GENERAL DYNAMICS/ASTRONAUTICS		
OPERATIONS MANAGER	Mr. M. R. Usher	2078
CHIEF SCHEDULING ANALYSIS	Mr. E. D. Campbell	2224
CHIEF OPERATIONS	Mr. E. H. Soudar	2515
CHIEF MATERIAL SERVICES	Mr. C. A. Knibger	2315
CHIEF QUALITY CONTROL	Mr. J. W. Dixon	2113
CHIEF INDUSTRIAL RELATIONS	Mr. C. M. Dranley	688
CHIEF ADMINISTRATIVE SERVICES	Mr. M. E. Post	2132
CHIEF ACTIVATION ENGINEERING	Mr. F. J. Coffey	559
COMMUNICATIONS REPRESENTATIVE	Mr. R. F. C. Decker	603

**INSTALLATION & CHECKOUT
SUMMARY
for period 16 Aug thru 31 Aug 62**

1. Problems for Phase I: No problems exist at the MAMS or complexes.
2. Validation and Integration Problems:
 - a. MAMS - no problems.
 - b. Complex 10 - in 72 hour hold; no problems.
 - c. Complex 9 - in 72 hr hold; no problems.
 - d. Complex 1 - in cleanup prior to TAD P-1 Inspection start. Standpipe Gasket Team should arrive 1300, 31 August; no problems.
 - e. Complex 6 - did have Diesel Generator problems which are cleared; should start first Phase II LN2 Tanking late 31 August. No problems.
 - f. Complex 8 - Having ARMA problems, needed to replace platform which is in work now. All other procedures held pending completion of DAG 7443.
 - g. Complex 3 - in TAD P-1 Inspection since 29 August. Gasket replacement should complete 31 August; no problems.
 - h. Complex 11 - Need ~~desiccant~~ for FPU; need replacement for leaky PCU valve.
 - i. Complex 12 - working Procedures 41077 and 41083; no problems.
 - j. Complex 7 - Need FPU and desiccant.
 - k. Complex 2 - PCU valve leaking; need replacement.
 - l. Complex 5 - Blew seals on Overhead Door Cylinder. New Cylinder arrived 31 August. This should allow completion of Procedure 42083 and start of Missile Installation on 6 September.
 - m. Complex 4 - has four leaking PCU valves, need replacement. Should complete 42083 31 August with missile installation on 7 September.

n. Milestones - Procedure 42083 complete all complexes except 5 and 4. Complex 5 ECD 5 September. Complex 4 ECD 31 August. Procedure 41066 complete all complexes except 5 and 4. Complex 5 ECD 6 September. Complex 4 ECD 7 September. Procedure 98451 complete all complexes except 8, 2, 5, and 4. Procedure 41074 complete at Complexes 10, 9, 1, and 3; started at Complex 6.

3. Dynamo Alerts: Walker SATAF is carrying two open Dynamo Alerts;

a. Suspect 47-7-62, Cracks in Crib Structure. Decision of a kill for this Alert is pending analysis of engineering impact. Sufficient data for analysis should be available 4 September.

b. Bogey 23-8-61, Shortage of ARMA Spares. Five remaining drawers needed should be received by 4 September. Estimate kill then.

4. PERT Comments:

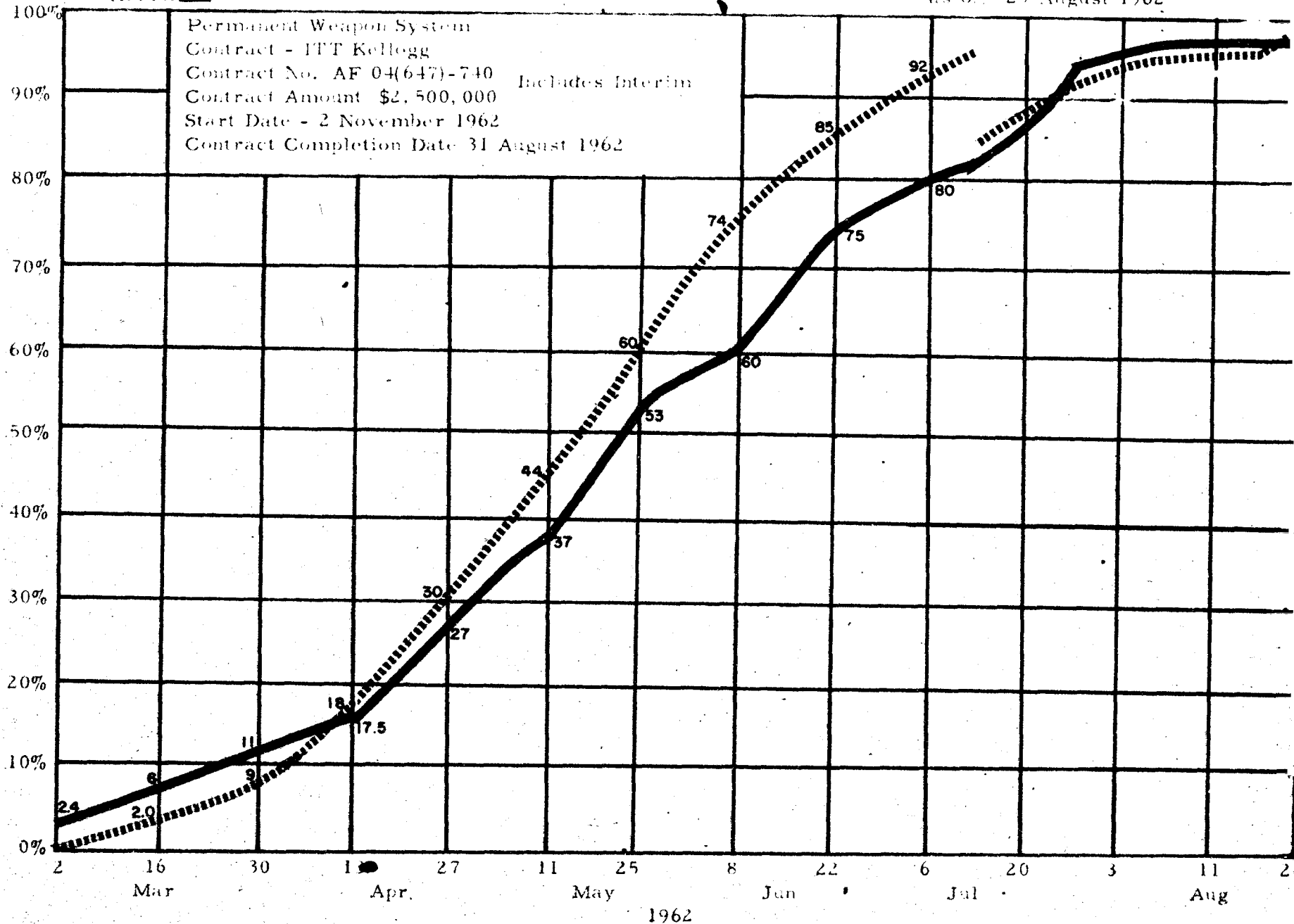
<u>Cplx</u>	<u>Crit Path Procedure in Work</u>	<u>LAD for Procedure</u>	<u>+ or - Slack as of 31 Aug</u>	<u>ECD</u>
10	In TAD	N/A	N/A	N/A
9	In TAD	N/A	N/A	N/A
1	In TAD	N/A	N/A	N/A
6	41074	18 August	-2.0	31 August
8	ARMA	1 August	-4.2	31 August
3	In TAD	N/A	N/A	N/A
11	43788	25 August	-1.0	4 September
12	41084	2 September	0	31 August
7	43899	11 September	+1.0	4 September
2	ARMA	1 September	- .3	4 September
5	42083	29 August	-1.1	7 September
4	42083	30 August	- .1	31 August

WEAPON SYSTEM COMMUNICATIONS PROGRESS

as of: 29 August 1962

Scheduled
 Actual

Permanent Weapon System
 Contract - IIT Kellogg
 Contract No. AF 04(647)-740 Includes Interim
 Contract Amount \$2,500,000
 Start Date - 2 November 1961
 Contract Completion Date 31 August 1962



WEAPON SYSTEM COMMUNICATIONS

As of 29 August 1962

Complex	Scheduled Percent	Actual Percent	START		TAD COMPLETION		Contract Completion Date
			Sched	Actual	Sched	Actual	
10	100	TAD	5 Mar 62	2 Nov 61	25 May 62	6 June 1962	31 May 62
9	100	TAD	12 Mar 62	14 Nov 61	7 June 62	14 June 1962	30 Jun 62
1	100	TAD	19 Mar 62	22 Nov 61	14 June 62	27 June 62	30 Jun 62
6	100	TAD	23 Apr 62	12 Jan 62	19 July 62	4 July 62	31 Jul 62
8	100	TAD	26 Mar 62	29 Nov 61	21 June 62	31 June 62	30 Jun 62
3	100	TAD	2 Apr 62	27 Dec 61	28 June 62	3 July 62	30 Jun 62
11	100	TAD	16 Apr 62	13 Jan 62	12 July 62	13 July 62	31 Jul 62
12	100	TAD	9 Apr 62	11 Jan 62	5 July 62	6 July 62	31 Jul 62
7	100	TAD	7 May 62	14 Jan 62	9 Aug 62	14 Aug 62	31 Aug 62
2	100	TAD	30 Apr 62	3 Jan 62	26 July 62	2 August 62	31 Jul 62
5	100	TAD	14 May 62	14 Jan 62	15 Aug 62	21 August 62	31 Aug 62
4	100	TAD	21 May 62	5 Jan 62	23 Aug 62	30 August 62	31 Aug 62
MAMS	100	TAD	5 Mar 62	19 Feb 62	14 May 62	14 May 1962	31 May 62
WCP	100	TAD	5 Mar 62	26 Feb 62	30 Aug 62	29 August 62	31 Aug 62
ACP	100	TAD	23 Jul 62	7 Mar 62	30 Aug 62	29 August 62	31 Aug 62
TOTAL	100	99.91*					

*Only task remaining is installation of communication panels on MAPCHES and MDUs.

INSTALLATION AND CHECKOUT PHASE DATES PLANNED TASKS ONLY

Comp	TURNOVER		PHASE I				PHASE II				PHASE III			
			START		COMPLETE		START		COMPLETE		START		COMPLETE	
	AF Need	JOD	Sched	Actual	Sched	Actual	Sched	Actual	Sched	Actual	Sched	Actual	Sched	Actual
10	4Nov 61	6Nov 61	22Dec 61	6Nov 61	25Apr 62	20Jul 62	25Jan 62	25Jan 62	18May 62	19Jul 62	21May 62	15Jun 62	7Aug 62	15Aug 62
9	11Nov 61	10Nov 61	8Jan 62	18Dec 61	4May 62	8 Aug 62	5Feb 62	5Feb 62	29May 62	6Jul 62	31May 62	15May 62	10Aug 62	14 Aug 62
1	18Nov 61	15Nov 61	17Jan 62	27Dec 61	15May 62	23Jul 62	14Feb 62	14Feb 62	8Jun 62	15Jul 62	11Jun 62	29May 62	14Aug 62	21 Aug 62
6	7 Jun 62	2 Jan 62	26Jan 62	15 Feb 62	24May 62	15Jul 62	23Feb 62	2Mar 62	19Jun 62	25Jul 62	20Jun 62	25Jun 62	21Aug 62	
8	25 Nov 61	24 Nov 61	6Feb 62	27 Dec 61	5Jun 62	10 Aug 62	6Mar 62	23Feb 62	28Jun 62	24 Jul 62	29Jun 62	8Jun 62	28Aug 62	
3	16Dec 61	15Dec 61	15Feb 62	8Jan 62	14Jun 62	27 Aug 62	15Mar 62	6Mar 62	10Jul 62	9 Aug 62	11Jul 62	4Jun 62	5Sep 62	28 Aug 62
11	15Jan 62	15Jan 62	26Feb 62	8Feb 62	25Jun 62	4 Aug 62	26Mar 62	26Mar 62	19Jul 62	11 Aug 62	20Jul 62	12 Jun 62	25Sep 62	
12	23Dec 61	27Dec 61	7Mar 62	1Feb 62	5Jul 62		4Apr 62	28Mar 62	30Jul 62		31Jul 62	21Jun 62	19Sep 62	
7	14Jan 62	16Jan 62	16Mar 62	6Mar 62	16 Jul 62	6 Aug 62	13Apr 62	4Apr 62	8Aug 62	14 Aug 62	9Aug 62	22 Jun 62	26Sep 62	
2	20Jan 62	2Jan 62	27Mar 62	23Feb 62	25Jun 62		24Apr 62	13Apr 62	17Aug 62		20Aug 62	10Jun 62	30Oct 62	
5	27Jan 62	22Jan 62	5Apr 62	14Mar 62	3Aug 62		3May 62	1 May 62	28Aug 62		29Aug 62		10Oct 62	
4	4Feb 62	19Jan 62	16Apr 62	26Mar 62	14Aug 62		14May 62	30 Apr 62	7Sep 62		10Sep 62		17Oct 62	
MAMS	4Nov 61	6Nov 61	22Dec 61	6Nov 61	13Apr 62 #1		22Dec 61	6Nov 61	18Apr 62 #2	15 Aug 62	8Mar 62	16Feb 62	12Apr 62	3May 62

#1 72 hours sched 9-10 July completed.

#2 Except for 192 hours scheduled 11-13

*Adjusted to show sequence change

UNITED AIR FORCE



PERCENT OF COMPLETION
OF PLANNED TASKS

(Close of Shift)
As of 29 August 1962

PHASE 2 COMPLETE												
Task No.	I			II			III			TOTAL		
	Sched	Actual Planned	Actual Supp & Planned	Sched	Actual Planned Only	Actual Supp & Planned	Sched	Actual Planned Only	Actual Supp & Planned	Sched	Actual Planned Only	Actual Supp & Planned
MAAM	100	97	97	100	100	100	100	100	100	100	99	99
10	100	100	99	100	100	99	100	100	96	100	100	99
	100	100	99	100	100	99	100	100	100	100	100	99
	100	100	99	100	100	100	100	100	99	100	100	99
6	100	100	99	100	100	99	100	89	85	100	98	97
8	100	100	99	100	100	92	100	27	27	100	90	86
3	100	100	99	100	100	100	88	100	99	98	100	99
11	100	100	95	100	100	95	70	69	68	96	96	91
12	100	99	99	100	99	88	53	52	40	94	94	87
7	100	100	98	100	100	97	39	50	50	93	94	91
2	100	99	93	100	99	96	21	31	31	91	92	85
5	100	96	90	100	87	87	5	0	0	89	83	76
4	100	95	83	95	72	65	0	0	0	88	78	65
Total	100	99		99	97		71	65		96	94	