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July 1962

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SECRET

HISTORY

OF

6TH STRATEGIC AEROSPACE WING

AND

6TH COMBAT SUPPORT GROUP

1 - 31 JULY 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:

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LT. COL., USAF
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Approved:

ERNEST C. EDDY
COLONEL, USAF
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SECRET

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GLOSSARY

ACR	Advanced Capability Radar
ADC	Air Defense Command
AEMS	Armament and Electronics Maintenance Squadron
AFB	Air Force Base
AFCS	Air Force Communications System
AFK	Munitions Account
AFR	Air Force Regulation
AFSC	Air Force Systems Command
ANFE	Aircraft Not Fully Equipped
AOCP	Aircraft Out of Commission for Parts
ARS	Air Refueling Squadron
AWOL	Absent Without Leave
BDCE	Base Deputy for Civil Engineering
BOD	Beneficial Occupancy Date
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
DSUP	Director of Supply
DWI	Driving While Intoxicated
GAM	Guided Air Missile
GD/A	General Dynamics/Astronautics
GED	General Educational Development
IPT	Indivitual Proficiency Training
LCO	Launch Control Officer
MAB	Missile Assembly Building
MAMS	Missile Assembly Maintenance Ship
MAPCHE	Mobile Automatic Programmed Checkout Equipment
MATS	Military Air Transport Service
MITO	Minimum Interval Takeoff
MTD	Mobile Training Detachment
NORAD	North American Air Defense Command
NMMI	New Mexico Military Institute
OAP	Offset Aiming Point
ORI	Operational Readiness Inspection
ORT	Operational Readiness Test
PLS	Propelland Loading System
PMV	Private Motor Vehicle
RBS	Radar Bomb Scoring
RPIE	Real Property Installed Equipment
RSR	Radar Simulator Run

SAAMA	San Antonio Air Materiel Area
SBAMA	San Bernardino Air Materiel Area
SAW	Strategic Aerspace Wing
SAC	Strategic Air Command
SACCOM-NET	Strategic Air Command Communications Network
SACR	Strategic Air Command Regulation
SATAF	Site Activation Task Force
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

CHAPTER I

MISSION AND ORGANIZATION

INTRODUCTION

Colonel Eddy became the commander of the 6th Strategic Aerospace Wing during the month. (U)

The 47th Strategic Aerospace Division sent personnel to Walker to follow-up the 15th Air Force IG inspection. (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 nuclear or conventional weapons.

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

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

d. Maintain coordination with the site activation task force commander with respect to base support. Unresolved problems in the area of base support will be referred to this headquarters.

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

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

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 professional disaster control capability for wartime and peacetime operations.

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

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

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

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

UNITS ASSIGNED

6TH STRATEGIC AEROSPACE WING

6th Strategic Aerospace Wing Headquarters Squadron

24th Bombardment Squadron

39th Bombardment Squadron

40th Bombardment Squadron

6th Air Refueling Squadron

4129th Combat Crew Training Squadron

579th Strategic Missile Squadron

6th Armament and Electronics Maintenance Squadron

6th Field Maintenance Squadron

6th Organizational Maintenance Squadron

37th Munitions Maintenance Squadron

6th Supply Squadron

812th Medical Group

6TH COMBAT SUPPORT GROUP

6th Headquarters Squadron

6th Combat Defense Squadron

6th Transportation Squadron

6th Civil Engineering Squadron

6th Food Service Squadron

UNITS ATTACHED

511C FTD (ATC)

Site Activation Task Force (AFSC)

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

BIOGRAPHY: Colonel Ernest C. Eddy CURRENT AS OF: 18 July 1962

Col. Ernest C. Eddy was born in Lethbridge, Alberta, Canada on February 28, 1918, was graduated from the Fargo High School, Fargo, North Dakota in June 1936 and attended the University of Minnesota from 1936 to 1938 and North Dakota State from 1938 to1940. He received his commision as a Second Lieutenant in the Army Air Corps after completing advanced flying school in October 1940. Moving to March AFB, Calif., he joined the 19th Bomb Group until May 1941, when he was assigned to Tucson, Ariz., to activate the 41st Bomb Group. The following December he was assigned patrol duty off the Pacific coast until mid-1943.

Colonel Eddy's tours of duty during World War II started in July 1943 when he was assigned to the Pacific Theater as a squadron commander, B-24's. He remained in the Pacific until 1945, completing 57 missions. During his tour he held the positions of squadron commander and deputy group commander. Returning to the states in May, 1945, the colonel was assigned as deputy commander, Homestead AFB, Fla., and in May 1946 was assigned as base commander at Dakar, North Africa, thence to USAFE, Germany in July 1947.

Upon his return to the states in September 1947, he became commander of the 345th Bomb Squadron at Spokane, Wash., and in June 1949 became the 92nd Air Base Group commander. After completing air command and staff school, he returned to the 326th Bomb Squadron as commander. He took the squadron to Korea, completing 15 missions, until November 1950 and returning to Spokane to become director of operations for the 92nd Bomb Wing.

(more)

Reassignment took the olonel to the 22nd Bomb Wing, March AFB, California as director of operations, in July 1952. He attended the B-47 transition school and was subsequently assigned as deputy wing commander, 320 Bomb Wing, in August 1953 at March AFB.

In March 1956, Colonel Eddy, was reassigned to the 96th Bomb Wing, Altus AFB, Okla. as deputy wing commander and then in September 1957, he became the deputy wing commander of the 341st Bomb Wing, Dyess AFB, Texas.

Between June 1958 and March 1959, he was chosen as the senior representative SAC X-Ray in Hawaii and then completed B-52 training at Castle AFB, California.

He became vice commander, 6th Bomb Wing, Walker AFB, New Mexico, in March 1959, and commander of the 6th Strategic Aerospace Wing at Walker on 18 July 1962.

His awards and decorations include the Air Force Commendation Medal; the Distinguished Flying Cross with two Oak Leaf Clusters; the Air Medal with five Oak Leaf Clusters; the Bronze Star Medal; the Asistic Pacific Ribbon with four Battle Stars; the Korean Service Medal with two Battle Stars; the United Nations Service Medal, the American Defense Ribbon; European Occupation Medal; World War II Victory Medal; National Defense Service Medal; American Campaign Ribbon, and the Air Force Longevity Service award with four Oak Leaf Clusters.

Colonel Eddy and his wife, the former Phyllis Gohlke, of Minneapolis, Minn., have two children - Penny Ann born 5 Jan. 1949, and Jeffery P. born 2 Oct. 1950.

He was commissioned a second Lieutenant on 4 Oct 1940; to first lieutenant (temp) on 1 Feb. 1942, to first lieutenant (perm) on 5 July 1946; to captain (temp) on 24 Sept. 1942, to captain (perm) 25 Oct. 1948; to major (temp) on 29 March 1944, to major (perm) on 14 Dec. 1950; to lietuenant colonel (temp) on 15 Nov. 1944, to lieutenant colonel (perm) on 9 Dec. 1957; to colonel (temp) on 1 Dec. 1951, and to colonel (perm) on 15 Sept. 1961.

686th AC&W (ADC Walker)

679th AC&W (ADC Pyote)

2010 Communications Squadron (AFCS)

Det 15, 9 Weather Squadron (MATS)

1033 Auditor General (Hq USAF)

17th District OSI (Hq USAF)

Detachment 117 (ionospheric research station)

COMMAND

On 18 July 1962, Colonel Ernest C. Eddy assumed command of the 6th Strategic Aerospace Wing, taking the place of Col. Donald E. Hillman who is retiring 21 August 1962. Col. Hillman has been assigned as Special Assistant to the Commander, 15th Air Force, with no change of duty station. Col. Eugene N. Waldher took Col. Eddy's place as Wing Vice Commander on 18 July 1962.[2] (U)

Personnel from the 47th Strategic Aerospace Division visited the 6th Strategic Aerospace Wing for the purpose of following up the 15th Air Force IG inspection held during March 1962.[3] They submitted a report to higher headquarters on the outcome of their visit.[4] (U)

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2. Ltr., C to all staff agencies and squadrons, WAFB, 18 Jul 62, Subj: Change of Command, Exhibit 1.

3. Minutes, staff meeting, 6SAW, 3 Jul 62, on file, IXO 6SAW.

4. TELECON, Maj. Blake, DAS, 6 SAW, 22 Aug 62.

The manager of the Roswell Chamber of Commerce invited Colonel Roderic D. O'Connor, Commander of the 6th Combat Support Group, to attend ground breaking ceremonies inaugurating construction of the Roswell Saline Water Conversion Plant held on 10 July 1962.[5] (U)

On 14 July, Col. O'Connor was guest speaker at the Junior Chamber of Commerce International Border Congress held in the Officers Club at Walker.[6] (U)

The present value of the Walker supply inventory is $20,805,378.27; equipment in use-$20,911,610.52; value of real property-$112,401,323.; value of assigned aircraft-$335,657,751.; value of assigned missiles-$12,181,560.[7] (U)

SUMMARY

During the month of July, Colonel Ernest C. Eddy assumed command of the 6th Strategic Aerospace Wing. Personnel from the 47th Strategic Aerospace Wing made a follow-up visit on the 15th Air Force IG inspection. Colonel O'Connor attended a ground breaking ceremony and was guest speaker at the Junior Chamber of Commerce Border Congress. (U)

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5. History, Command Section, 6CSG, Jul 62, on file, IXO, 6SAW.

6. Ibid.

7. History, BDCR, 6CSG, Jul 62, on file, IXO, 6SAW.

CHAPTER II

PERSONNEL

INTRODUCTION

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

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

The Education Office announced plans are in progress for greater participation in on and off-base education courses. (U)

MILITARY PERSONNEL

The Walker retention rate for "first term" airmen rose to show a substantial gain of 71.4 percent during the month of July 1962. The retention rate for career airmen dropped slightly to 83.3 percent.[1] (U)

The Specialty Knowledge Test passing rate for the month of July was 87 percent. Out of 78 persons tested, 68 passed.[2] (U)

WELFARE AND MORALE

During the month of July the Education Office announced that plans are in progress to increase participation in college programs at Eastern New Mexico University, Roswell Community College, and in on-base educational courses.[3] (U)

Changes in key personnel during the month are as follows: Colonel Ernest C. Eddy became 6th Strategic Aerospace Wing

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1. Ltr., DP to 1XO, 6SAW, Subj: Retention Rate, Jul 62, Exhibit 2.

2. History, DP, 6SAW, Jul 62, on file, 1XO, 6SAW.

3. Ibid.

Commander; Colonel Eugene N. Waldher became Wing Vice Commander; Colonel Dwight D. Patch became Deputy Commander for Maintenance; Major Marvin D. Moss assumed command of the 6th Combat Defense Squadron; and First Lieutenant Charles E. Williams became squadron commander of the 6th Civil Engineering Squadron. (U)

The Honor Squadron of the month in the 6th Strategic Aerospace Wing for the month of July was shared by the 579th Strategic Missile Squadron and the 812th Medical Group. Second place in the standings went to the 6th Field Maintenance Squadron.[4] (U)

During the month the Walker disciplinary rate showed one AWOL, 11 military offenses, no felonies, eight misdemeanors, two on-base accidents, three off-base accidents, and five DWI's.[5] (U)

SUMMARY

The Walker retention rate showed a substantial gain of 71.4 percent for first term airmen during the month. The Education Office announced that plans are in progress for increased participation of off and on-base educational courses. Several changes in key personnel were made during themonth. (U)

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4. Rpt., BDCRMA, 6CSG, 9 Aug 62, Subj: Honor Squadron Rating System, on file, IXO, 6SAW.

5. Mimutes, staff meeting, 6SAW, 31 Jul 62, on file, IXO, 6SAW.

CHAPTER III

OPERATIONS AND TRAINING

INTRODUCTION

Three amendments to Crew Flimsy 400-63 were produced during the month. (U)

Operations Plan 112-63, entitled Military Airlift During A Domestic Emergency has been produced. (U)

R&R reliability runs on Phase II aircraft was down during the month of July. (U)

The 40th Bomb Squadron's EW's have been briefed on the "Bar None" exercise. (U)

Two crews from the 6th Air Refueling Squadron and one from the 39th Bomb Squadron flew Air Force Academy Cadets on the Falcon 62 program. (U)

Several letters were produced during the month by the Wing Safety Office. (U)

Walker's accident rate has shown an increase during the first half of 1962. (U)

STATUS OF COMBAT CAPABILITY

The 6th Strategic Aerospace Wing, at the end of the month of July 1962, had 41 of its 42 assigned B-52 aircraft available.[1] The 6th Air Refueling Squadron, assigned 21 KC-135 aircraft, had a total of 21 available for operation.[2] (S)

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1. MSG, 6SAW to 15AF, Z1PPO 07-293, 31 Jul 62, Subj: Aircraft Availability, Exhibit 3. (S)

2. MSG, 6SAW to 15AF, Z1PPO 07-204, 31 Jul 62, Subj: Aircraft Availability, Exhibit 4. (S)

As of 2400 hours MST, 31 July 1962, the 6th Strategic Aerospace Wing had a total of 45 combat ready crews and no non-combat ready crews. In the combat ready category, the 6th Air Refueling Squadron had a total of 29 combat ready crews and no non-combat ready crews.[3] (S)

During the month of July seven 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 64 crews performed duty at the Alert Facility.[4] (U)

A total of 30 "Chrome Dome" missions were executed from the 6th Strategic Aerospace Wing's Alert Facility during the month of July 1962, which is in addition to normal ground alert operations.[5] A total of 640:50 hours were utilized for the "Chrome Dome" missions.[6] (S)

The 6th Strategic Aerospace Wing received two secret messages from 15th Air Force and one from SAC during the month concerning Unit Alert Adjustments. These three messages are appended.[7] (U)

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3. History, Operational Data, DCO, 6SAW, Jul 62, Exhibit 5. (S)

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

5. Ibid.

6. History, Operational Data, DCO, 6SAW, Jul 62, Exhibit 5. (S)

7. MSG, 15AF to SAC, DOPM 1927, 6 Jul 62, Subj: Unit Alert Adjustment Recommendations; MSG, 15AF to 6SAW, DOPM 2038, 17 Jul 62, Subj: "Chrome Dome" Tanker Alert; MSG, SAC to ALFA TWO, DOPL 5531, 18 Jul 62, Subj: "Chrome Dome" Tanker Alert, Exhibit 6. (S)

TRAINING

Amendments one, two, and three were produced during the month for the 6th Strategic Aerospace Wing Crew Flimsy 400-63, entitled "Pre-Heat."[8] The first was produced on 15 July, the second was produced on 25 July,[9] and the third on 27 July.[10] All three amendments are appended. (U)

During the month of July 1962, work was completed on the preparation of slide/tape briefings for the SIOP 50-63 sorties. These slide/tape briefings are now available for combat crew EWO study or for generation briefing in the event of implementation of the EWO.[11] (U)

Appended is Amendment 2 to Operations Plan 300-62. The amendment presents maintenance activities during an ORI/ORT.[12] (U)

In the event of partial or total suspension of domestic transportation services within the continental United States, transportation available to the military forces must be used to meet the crisis; therefore, a plan is required for

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8. AMEND 1 to 6SAW Crew Flimsy, 400-63, "Pre-Heat," 15 Jul 62, Exhibit 7.

9. AMEND 2 to 6SAW Crew Flimsy, 400-63, "Pre-Heat," 25 Jul 62, Exhibit 8.

10. AMEND 3 to 6SAW Crew Flimsy, 400-63, "Pre-Heat," 27 Jul 62, Exhibit 9.

11. History, DCO, 6SAW, Jul 62, on file, IXO, 6SAW.

12. AMEND 2 to OPSPLAN 300-62, 1 Aug 62, Exhibit 10.

utilization of cargo aircraft of the 6th Strategic Aerospace Wing for augmentation of air transportation under the operational control of the Military Air Transport Service (MATS) Provisional Transport Squadron.(PTS-64) at Hunter Air Force Base, Georgia. Under Operations Plan 112-63, the 6th Strategic Aerospace Wing will provide two C-123 aircraft for the Provisional Transport Squadron.[13] (U)

The Deputy Commander for Maintenance will, upon receipt of order to execute the operations plan, dispatch two C-123 aircraft to Hunter Air Force Base within 24 hours. He will also brief all assigned non-tactical pilots of the existance and general content of the plan and see that they are subject to rapid deployment in support of this plan shouldits execution ever be ordered.[14] (U)

The minimum crew complement for all air transport aircraft will consist of pilot, co-pilot, and crew chief. All crew members will be current in the crew position for type and model aircraft to which they are assigned in accordance with requirements established by current regulations. Pilots and co-pilots will possess a current instrument rating.[15] (U)

All pilots assigned to transport aircraft for the purpose of transporting passengers will be required to have a

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13. 6SAW OPSPLAN 112-63, Military Air Lift During A Domestic Emergency, 1 Aug 62, Exhibit 11.

14. Ibid.

15. Ibid.

total flying time of 1500 hours and 75 hours as a first P/IP in the C-123, or 3000 hours total flying time and 50 hours as a first P/IP.[16] (U)

Transport flights will be conducted in accordance with applicable Civil Air Regulations and pertinent Air Force directives. All flights will be operated in accordance with Instrument Flight Rules with the exception of flights which may be operated in accordance with Visual Flight Rules.[17] (U)

The 6th Strategic Aerospace Wing Was visited by personnel from the 47th Strategic Aerospace Division for a follow-up action on the 15th Air Force ORI inspection. A satisfactory grade was obtained.[18] (U)

Radar Simulator Run (RSR) reliability on Phase II aircraft was down to approximately 80 percent during the month. It is beleived that this is due to APR-14 maintenance and also to the new type of RSR run conducted on Phase II aircraft. Mr. Seelye, a technical representative from Armament and Electronics, informed DCOT/AP of measures he was undertaking to improve maintenance. The Penetrations Aids Section put out a directive containing APR-14 operating procedures. These operating procedures are also being mentioned during the "Bar

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16. 6SAW OPSPLAN 112-63, Military Air Lift During A Domestic Emergency, 1 Aug 62, Exhibit 11.

17. Ibid.

18. Ibid.

None" ECM briefings conducted at the Alert Facility.[19] (U)

In preparation for the "Bar None" exercise the 40th Bomb Squadron EW's have had briefings on Phase II aircraft equipment usage; mistakes that have been made in the past; regulations pertaining to the mission; and the "Bar None" mission. Also, a list of emergency questions has been prepared for individual study.. A sample chart and an ECM In-Flight Check Sheet were made available.[20] (U)

Thirty-eight pre-solo checks were administered during the month of July 1962. Combat ready checks were givin to three individuals.[21] (U)

The "Bar None" exercise, which started on 31 July 1962, found competition crews undergoing extensive training. Lt. Col. Edwin T. Jillson, project officer, in coordination with DCOT, has finished all preliminary training.[22] (U)

During the month a total of five hours were utilized to complete SACM-50-24 training for aircrews of the 40th Bomb Squadron. This training was conducted at the Alert Facility where a total of 21 crews completed the air weapons training.[23] (U)

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19. History, DCO, 6SAW, Jul 62, on file, IXO, 6SAW.

20. Ibid.

21. Ibid.

22. Ibid.

23. Ibid.

Four one-hour training periods ware conducted for aircrews of the 40th Bomb Squadron in preparation for the "Bar None" exercise.[24] (U)

Three days of AWR-01 training under SACM 50-24 was completed for aircrews of the 24th and 39th Bomb Squadrons during the month.[25] (U)

Two crews from the 6th Air Refueling Squadron and one from the 39th Bomb Squadron flew Air Force Academy Cadets in a two hour orientation flight originating from Barksdale Air Force Base, Louisiana. This was part of the cadets' armed forces indoctrination program entitled Falcon 62.[26] (U)

During the month of July, 69 sorties were flown in the 24th Bomb Squadron. Of these 56 were flown by trainee crews and 13 were flown by the squadron's permanent combat crews.[27] (U)

Eighty-one sorties were flown by the 39th Bomb Squadron during the month.[28] (U)

The 6th Air Refueling Squadron flew a total of 158 sorties, of which 124 were student missions and 34 were combat crew missions.[29] (U)

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24. History, DCO, 6SAW, Jul 62, on file, IXO, 6SAW.

25. Ibid.

26. Histories, 39BS-6ARS, 6SAW, Jul 62, on file, IXO, 6SAW.

27. History, 24BS, 6SAW, Jul 62, on file, IXO, 6SAW.

28. History, 39BS, 6SAW, Jul 62, on file, IXO, 6SAW.

29. History, 6ARS, 6SAW, Jul 62, on file, IXO, 6SAW.

Lt. Col. Kenneth F. Kilness was on temporary duty at Schilling Air Force Base, Kansas from 4 to 7 July for the purpose of missile trajectory indoctrination.[30] (U)

Major Merrill E. Scharmen and Captain L. L. Kunko attended a "Chrome Dome" Conference that was held in Kansas City, Missouri from 9 to 13 July.[31] (U)

The Mountain States Telephone and Telegraph Co. installed new TWX equipment at the Communications-Electronics Division because of the new direct distance dialing system. The new equipment will be operational on 31 August.[32] (U)

Four Technical Acceptance Demonstrations were conducted during the month at various missile sites. All of the demonstrations showed satisfactory results.[33] (U)

Five instructors, nine pilots, and three student pilots utilized the 6th Combat Support Group's T-33 during the month of July 1962, for a total flying time of 114:15 hours. Utilizing the C-123 aircraft were five instructors, nine pilots, one co-pilot, and 11 student pilots for a total flying time of 120:45 hours. Two instructors, two pilots, and one student pilot utilized the H-19 aircraft for a total flying time of

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30. History, DCO, 6SAW, Jul 62, on file, IXO, 6SAW.

31. Ibid.

32. Ibid.

33. Ibid.

72:20 hours.[34] (U)

A 15th Air Force Confidential message concerning the 6th Strategic Aerospace Wing's low altitude flying hour allocation for the first quarter of fiscal year 1963 is appended.[35] (U)

The Monthly Operations Plan of the 6th Strategic Aerospace Wing is appended.[36] (U)

During the month of July 1962, the 6th Strategic Aerospace Wing flew a total of 154 sorties in 1125 hours, of which 47 hours were utilized as low level flights. There were no test or ferry flights during the month.[37] (S)

Four classes entered training with the 4129th Combat Crew Training Squadron during the month of July. Class 62-15 (B-52) and class K62-15 (KC-135) entered training on 18 July 1962. Class 62-16 (B-52) and class K62-16 (KC-135) entered training with the 4129th on 30 July 1962.[38] (U)

The continuing problem of a lack of adequate crew numbers of crew members was again prevalent with all classes entering training with the 4129th during July. Class 62-15 was short two pilots, five radar navigators, and two tail gunners.

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34. History, DCO, 6SAW, Jul 62, on file, IXO, 6SAW.

35. MSG, 15AF to ROMEO TWO, DO 1.05, 5 Jul 62, Subj: Low Altitude Flying Hour Allocation, Exhibit 12. (S)

36. Monthly Operations Plan, 6SAW, Jul 62, Exhibit 13.

37. History, Operational Data, DCO, 6SAW, Jul 62, Exhibit 5. (S)

38. Student Crew Roster, 4120CCTS, 6SAW, Jul 62, Exhibit 14.

Class K62-15 was short one pilot. Class 62-16 was short one aircraft commander. This vacancy was filled upon a request from SAC.[39] (U)

Ten B-52 crews and 11 KC-135 crews completed training with the 4129th CCTS during the month of July 1962.[40] (U)

Major James M. Thorn attended Simulator School at Castle Air Force Base, California in preparation for the installation and manning of an ECM simulator to be installed at the 4129th during November 1962.[41] (U)

Technical representatives from Curtiss-Wright arrived at the 4129th to install an ACR modification on the B-52G simulator. The trainer was shut down on 23 July and the modification is expected to be completed on 1 September 1962.[42] (U)

SAFETY

The 6th Combat Support Group experienced no disabling injuries during the month of July, although 27 first aid injuries were reported at a cost of $189. The 6th Strategic Aerospace Wing experienced one disabling injury during the month for a lost time of 28 days and a cost of $840. and 45 first aid injuries at a cost of $315. The base civilian accident rate for the month was zero. The military disabling rate for

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

40. Ibid.

41. Ibid.

42. Ibid.

the month was .58. The base government motor vehicle accident rate for the month of July was zero.[43] (U)

Remedial driver training (violator's school) was held at the base driver's school on 25 and 26 July.[44] A letter concerning remedial drivers training was produced during the month and sent to all squadrons. The letter requested that all squadron commanders send the names of personnel who are in need of attending the school to the Wing Safety Office.[45] (U)

A survey of off-base recreational facilities was performed on 9 July 1962. A letter, with comments, was produced on the outcome of the survey and distributed to all staff agencies and squadrons on the base.[46] (U)

A letter was received from another command by the Wing Safety Office during the month concerning an airman who was electrocuted while operating an electric floor polishing machine. This letter was reproduced in part and distributed to all squadrons on base.[47] (U)

The Wing Safety Office produced a letter during the

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43. History, SAFE, 6SAW, Jul 62, on file IXO, 6SAW.

44. Ibid.

45. Ltr., SAFE to all squadrons, WAFB, 13 Jul 62, Subj: AFR 32-17 Training, Exhibit 15.

46. Ltr., SAFE to all staff agencies and squadrons, WAFB, 13 Jul 62, Subj: Survey of Off-Base Recreational Facilities, Exhibit 16.

47. Ltr., SAFE to all staff agencies and squadrons, WAFB, 18 Jul 62, Subj: Fatality by Electrocution, Exhibit 17

month giving all units instructions on the ordering of 15th AFM 32-4, Accident Prevention in Flight Line Operations.[48] (U)

At a meeting of squadron ground safety officers, Major Burmon C. Hoyle briefed members on the accident status for the first six months of 1962. He pointed out that the Walker accident rates have grown progressively higher. Walker Air Force Base declined from an outstanding rating in January 1962, to a satisfactory in June 1962.[49] (U)

During an Accident Investigation Board meeting a simulated aircraft accident was discussed. Problems were brought up and possible solutions to them discussed. Minutes of this meeting are appended.[50] (U)

The 579th Strategic Missile Squadron is providing 10 hours of safety instruction to each combat ready crew prior to their becoming combat ready. The course includes safety considerations of vehicle operation, explosives and chemicals, fire hazard reporting, and use of the safety equipment in the missile silos.[51] There have been no missile hazard reports pro-

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48. Ltr., SAFE to all squadrons, WAFB, 27 Jul 62, Subj: 15AFM 32-4, Accident Prevention in Flight Line Operations, Exhibit 18.

49. Ltr., SAFE to all squadrons, WAFB, 6 Jul 62, Subj: Meeting of Squadron Ground Safety Officers, Exhibit 19.

50. Minutes, Accident Investigation Board, 6SAW, 2 Jul 62, Exhibit 20

51. Minutes, Base Safety Council Meeting, 6SAW, 18 Jul 62, Exhibit 21.

cessed from May 1962 to July 1962.[52] (U)

Appended are two Operational Hazard Reports that were produced on 4 and 5 July 1962.[53] (U)

SUMMARY

During the month of July there were seven sorties of the 40th Bomb Squadron on alert at the Alert Facility. A total of 30 "Chrome Dome" missions were flown during the month. Three amendments ware produced to Crew Flimsy 40-63. A slide/tape briefing was prepared for the SIOP 50-63. In the event of partial or total suspension of domestic transportation, the 6th Strategic Aerospace Wing will provide two C-123 aircraft to MATS as outlined in Operations Plan 112-63. The 6th Strategic Aerospace Wing was visited by personnel from the 47th Strategic Aerospace Division for follow-up action on the 15th Air Force ORI inspection. RSR reliability on Phase II aircraft was down 80 percent. The 40th Bomb Squadron's EW's were briefed on the "Bar None" exercise. The exercise started on 31 July and competition crews are still undergoing extensive training. Crews from the 6th Air Refueling Squadron and 39th Bomb Squadron participated in the Falcon 62 program. New TWX equipment was installed at the Communications-Electronics Division for direct distance dialing. The equipment will be-

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52. History, SAFE, 6SAW, Jul 62, on file, IXO, 6SAW.

53. 6SAW Operational Hazard Report, 4 Jul 62; 6SAW Operational Hazard Report, 5 Jul 62, Exhibit 22.

come operational on 31 August 1962. The 6th Strategic Aerospace Wing flew 154 sorties during the month in 1125 hours. Lack of crew members was again prevalent in all 4129th CCTS classes during the month. Several letters were produced by the Wing Safety Office during the month and sent to all squadrons and staff agencies. At a meeting of the squadron safety officers, Major Burmon C. Hoyle brought out the fact that Walker's accident rate has grown during the first half of 1962. (S)

CHAPTER IV

MAINTENANCE AND FACILITIES

INTRODUCTION

Seven "Chrome Dome" aircraft proved unreliable during the month because of maintenance. (U)

Classes were held on the proper handling and sanitation of foods during the month. (U)

The Base Equipment Management Office underwent a change during July. (U)

MAINTENANCE

The Communications Navigation Section of the 6th AEMS installed warning lights in all B-52 aircraft for the purpose of telling the operator and mechanics whether or not the antenna coupler or the RT unit has lost pressure.[1] (U)

Seven "Chrome Dome" aircraft proved to be unreliable due to maintenance difficulties. The difficulties were due to three aircraft losing the use of their radar, a wing landing gear failing to retract on two occasions, loss of oil pressure, and loss of electrical power.[2] (U)

Technical Order 1C-135-515 (wheel retrofit) was accomplished on all KC-135 aircraft during the month. A five man team from the San Antonio Air Materiel Area (SAAMA) assisted with this project.[3] (U)

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1. History, 6AEMS, 6SAW, Jul 62, on file, 1XO, 6SAW.
2. History, 6CMS, 6SAW, Jul 62, on file, 1XO, 6SAW.
3. History, 6FMS, 6SAW, Jul 62, on file, 1XO, 6SAW.

Appended as the Monthly Maintenance Order for the month of July 1962.[4] (U)

SUPPLY

A letter produced by the Base Commander during the month stated that a training course in food service sanitation and proper handling of foods would be held during the month. The course was conducted by the Base Vetrinarian and motion pictures were used to illustrate what could result in poor food sanitation and handling practices.[5] (U)

Implementation began in the Air Force Equipment Management System. This system, consolidates all organizational supply activities on Walker including all tenant and logistical supported off-base units into one activity called the Base Equipment Management Office. Key personnel of the BEMO attended a conference of the AFEMS held at March AFB on 17 and 18 July. Immediately after their return from the conference extensive planning and coordinating with tenant units and other interested agencies was completed and a schedule of events was developed to provide for orderly implementation. Initial work on the actual procedures began in the latter part of July and with a few minor changes is progressing satisfactorily. To aid in the conversion, 15th Air Force directed that the activities be closed and the account frozen until conversion is completed.[6] (U)

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4. Monthly Maintenance Order, 6SAW, Jul 62, Exhibit 23.

5. Ltr., BC to HQCS staff agencies, 6FSS, 6SAW, 9 Jul 62, Exhibit 24.

6. History, DSUF, 6SAW, Jul 62, Exhibit 25.

As of 15 July 1962, the CLASH kits for B-52 and KC-135 aircraft were 99.4 percent complete.[7] (U)

The percentage of missile in-lay spare parts was 58.2 percent complete during the month.[8] (U)

FACILITIES

Work began on 19 July on the remodeling of the base library. Bids for the remodeling of the interior of the building were sent out on 30 July.[9] (U)

On 2 July a letter was produced by BDCE concerning a housing survey for the Family Housing Program for fiscal year 1964. The letter and a questionaire were sent to all personnel who live in Wherry housing or off-base housing.[10] (U)

During the 12 July Airdrome Activities Meeting, Captain Hull advised that spot 47 was closed for repairs. He also mentioned that spots 42 and 45 have been damaged. The Wing Safety Office and BDCE will inspect the areas and take necessary action for their repair.[11] (U)

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7. Weapon System Logistic Rpt., 6SAW, Jul 62, OCIO, OCAMA, Exhibit 26.

8. History, DSUP, 6SAW, Jul 62, Exhibit 25.

9. History, BDCSRS, 6CSG, Jul 62, on file, 1XO, 6SAW.

10. Ltr., BDCE to all squadrons, WAFB, 2 Jul 62, Subj: Family Housing Survey, Exhibit 27.

11. Minutes, Airdrome Activities Meeting, 6SAW, 12 Jul 62, Exhibit 28.

Appended are the Military Construction Program Progress Charts for the month of July 1962.[12] (U)

SUMMARY

Seven "Chrome Dome" aircraft proved unreliable during the month due to maintenance difficulties. The Base Commander produced a letter concerning class instruction on the proper handling and sanitation of foods. The Base Equipment Management Office went through a change during the month by consolidating all supply activities on Walker including tenant units and off-base activities. Work began on the remodeling of the base library on 19 July. (U)

12. Military Construction Program Progress Charts, 6SAW, 16 Jul 62, Exhibit 29.

CHAPTER V

THE ICBM PROGRAM

INTRODUCTION

Three more Atlas "F" missiles arrived at the 579th SMS during the month of July 1962. (S)

The airman strength of the 579th showed a great increase during the month. (U)

An overall lag of three percent existed in installation and checkout of the missile sites. (U)

The problem of sporadic cracking of welded joints in the silos' cribs was reported. (U)

ORGANIZATION

The Atlas "F" SM65 missile site preparation is presently in Phase II of construction. There are 12 complexes and launchers with silo 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.[1] (U)

Three additional missiles arrived at Walker during the month. This makes a total of 10 presently on hand. At the end of the month there were 38 crews assigned to the 579th Strategic Missile Squadron.[2] (S)

PERSONNEL

The authorized manning strength of the 579th remained unchanged at the end of July--141 officers and 422 airmen. The assigned strength of officers increased slightly to 138 and airman strength increased to 424.[3] (U)

OPERATIONS AND TRAINING

At the end of the month there were 12 officers and 16 airmen in technical schools. There were also seven officers and 150 airmen on integration training with SATAF.[4] (U)

Crews one through 19 have completed ORT Phase I training at Vandenberg Air Force Base, California. Crews 21 through 23 are presently at Vandenberg in Phase I training. Crews 24 through 33 are attending 10 days local training prior to departing for ORT training at Vandenberg Air Force Base.[5] (U)

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1. History, 579SMS, 6SAW, Jul 62, on file, IXO, 6SAW.
2. Rpt., 10-SAC-T12, 6SAW, Jul 62, Ballastic Missile Unit Status, Exhibit 30. (S)
3. History, 579SMS, 6SAW, Jul 62, on file, IXO, 6SAW.
4. Ibid.
5. Ibid.

MAINTENANCE AND FACILITIES

In a missile safety bulletin published during July, it was brought out that proper maintenance safety equipment and signals were not used when a GD/A inspector became unconscious after being lowered into and removed from a missile tank. As a result of this incident all SATAF and 579th personnel were reminded to use extreme care in regard to using safety devices and signals when inspecting missile tanks.[6] (U)

During the month of July 1962, and overall installation and checkout lag of three percent existed, however the turnover of the completed weapons system has been advanced by three weeks due to an accelerated GD/A schedule.[7] (U)

A major problem during the month has been the sporadic cracking of welded joints in the silos' steel cribs. Bechtel Engineers are investigating these cracks to determine corrective engineering. Detailed reports on this have been submitted to SAC.[8] (U)

Appended is the Site Activation Status Report for the month ending 31 July 1962.[9] (U)

SUMMARY

Three more Atlas "F" missiles arrived at the 579th SMS

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6. Missile Safety Bulletin No. 62-11, 6SAW, Jul 62, Exhibit 21.

7. Rpt., 579th Program Progress, 6SAW, 6 Aug 62, Exhibit 32.

8. Ibid.

9. Ibid.

during the month. The airman strength increased to 424 during July. Crews one through 19 have completed ORT Phase I training at Vandenberg AFB. An overall installation and checkout lag of three percent existed during the month. The problem of sporadic cracking of welded joints in the silos' cribs is being investigated for correction. (S)

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

JULY 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, 479SMS
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 Siegfreid	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	37Maintenance 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
United States Air Force
Walker Air Force Base, New Mexico

ROSTER OF KEY PERSONNEL
JULY 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 Leonard A Klanecky	IXO
Lt Col Perry D Loomer	BJA
Lt Col Charles J Maloney	BDAS
Major 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 Col, Oscar W Voelzke	BCH
Maj Burmon C Hoyle	SAFE
Maj John R Maroney	TSC
Maj Marvin D Moss	CDSC
Maj Stanley C Pyfrom	FSSC
Capt William J Powers	6HSC
1st Lt Charles E Williams	CESC

BIBLIOGRAPHY

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

LIST OF EXHIBITS

1. Ltr., C to all staff agencies and squadrons, WAFB, 18 Jul 62, Subj: Change of Command.

2. Ltr., DP to IXC, 6SAW, Subj: Retention Rate, Jul 62.

3. MSG, 6SAW to 15AF, ZIPPO 07-293, 31 Jul 62, Subj: Aircraft Availability.

4. MSG, 6SAW to 15AF, ZIPPO 07-294, 31 Jul 62, Subj: Aircraft Availability.

5. History, Operational Data, DCO, 6SAW, Jul 62.

6. MSG, 15AF to SAC, DOPM 1927, 6 Jul 62, Subj: Unit Alert Adjustment Recommendations; MSG, 15AF to 6SAW, DOPM 2038, 17 Jul 62, Subj: "Chrome Dome" Tanker Alert; MSG, SAC to ALFA TWO, DOPL 5531, 18 Jul 62, Subj: "Chrome Dome" Tanker Alert.

7. AMEND 1 to 6SAW Crew Flimsy 400-63, "Pre-Heat," 15 Jul 62.

8. AMEND 2 to 6SAW Crew Flimsy 400-63, "Pre-Heat," 25 Jul 62.

9. AMEND 3 to 6SAW Crew Flimsy 400-63, "Pre-Heat," 27 Jul 62.

10. AMEND 2 to OPSPLAN 300-62, 6SAW, 1 Aug 62.

11. 6SAW OPSPLAN 112-63, Military Air Lift During A Domestic Emergency, 1 Aug 62.

12. MSG, 15AF to ROMEO TWO, DO 1.05, 5 Jul 62, Subj: Low Altitude Flying Hour Allocation.

13. Monthly Operations Plan, 6SAW, Jul 62.

14. Student Crew Roster, 41290CTS, 6SAW, Jul 62.

15. Ltr., SAFE to all squadrons, WAFB, 13 Jul 62, Subj: AFR 32-17 Training.

16. Ltr., SAFE to all staff agencies and squadrons, WAFB, 13 Jul 62, Subj: Survey of Off-Base Recreational Facilities.

17. Ltr., SAFE to all staff agencies and Squadrons, WAFB, 18 Jul 62, Subj: Fatality by Electrocution.

18. Ltr., SAFE to all squadrons, WAFB, 27 Jul 62, Subj: 15AFM 32-4, Accident Prevention In Flight Line Operations.

19. Ltr., SAFE to all squadrons, WAFB, 6 Jul 62, Subj: Meeting of Squadron Ground Safety Officers.

20. Minutes, Accident Investigation Board, 6SAW, 2 Jul 62.

21. Minutes, Base Safety Council Meeting, 6SAW, 18 Jul 62.

22. 6SAW Operational Hazard Report, 4 Jul 62; 6SAW Operational Hazard Report, 5 Jul 62.

23. Monthly Maintenance Order, 6SAW, Jul 62.

24. Ltr., BC to EDCS staff agencies, 6FSS, 6CSG, 9 Jul 62

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

26. Weapon System Logistic Rpt., 6SAW, Jul 62, OCLC, OCAMA.

27. Ltr., BCE to all squadrons, MAFB, 2 Jul 62, Subj: Family Housing Survey.

28. Minutes, Airdrome Activities Meeting, 6SAW, 12 Jul 62.

29. Military Construction Program Progress Charts, 6SAW, 16 Jul 62.

30. Rpt., 10-SAC-T12, 6SAW, Jul 62, Ballistic Missile Unit Status.

31. Missile Safety Bulletin No. 62-11, 6SAW, Jul 62.

32. Rpt., 579th Program Progress, 6SAW, 6 Aug 62.

33. Site Activation Status Report, 6SAW, Jul 62.

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

REPLY TO ATTN OF: C

18 July 1962

SUBJECT: Change of Command

TO:

BC	DP	BDCE	BPR	OSI	
DCO	IXO	BDCL	BJA	AUDGEN	
DCM	SAFE	BDCS	BCH	SATAF	
DSUP	BDAS	BDCR	BDCM	SUC	ENGMA-AB-W

579SMS	40BS	6FMS	FS	CES
6ARS	4129CCTS	6AEMS	TS	Det 117
24BS	6SAWHS	37MMS	CDS	Wea
39BS	6OMS	6SS	HS	AC-W
(Commanders)				AACS
				511FTD

1. Effective 18 July 1962, Colonel Ernest C Eddy will assume command of the 6th Strategic Aerospace Wing vice Colonel Donald E Hillman. Colonel Eugene N Waldherr will assume the duties of the Vice Wing Commander.

2. Colonel Hillman has been assigned as Special Assistant to the Commander, Fifteenth Air Force with no change in duty station. The change of command has been advanced from the announced 31 August 1962 as a result of Colonel Hillman's pending hospitalization for minor surgery.

FOR THE COMMANDER:

Thomas A Blake

THOMAS A BLAKE, Major USAF
Director of Administrative Services

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

REPLY TO ATTN OF: DPM/SMSgt Fink/2091

SUBJECT: Retention Rate for July 1962 and Cumulative for FY63 — 8 Aug 62

TO:

	EFF: 1-31 JUL 62				CUMULATIVE FOR FY63			
	FIRST TERM		CAREER		FIRST TERM		CAREER	
ORGANIZATION	D/R	RATE	D/R	RATE	D/R	RATE	D/R	RATE
6 ARS	-	-	1/1	100%	-	-	1/1	100%
24 BS	-	-	-	-	-	-	-	-
39 BS	-	-	-	-	-	-	-	-
40 BS	-	-	3/3	100%	-	-	3/3	100%
4129 CCTS	-	-	-	-	-	-	-	-
37 MMS	1/0	0%	-	-	1/0	0%	-	-
579 SMS	-	-	3/3	100%	-	-	3/3	100%
6 AEMS	-	-	6/5	83.3%	-	-	6/5	83.3%
6 FMS	3/2	66.6%	4/4	100%	3/2	66.6%	4/4	100%
6 OMS	1/1	100%	3/2	66.6%	1/1	100%	3/2	66.6%
6 SS	-	-	4/4	100%	-	-	4/4	100%
6 SAW	2/2	100%	6/4	66.6%	2/2	100%	6/4	66.6%
6 SAW TOTAL	7/5	71.4%	30/26	86.6%	7/5	71.4%	30/26	86.6%
6 CBS	2/1	50%	3/3	100%	2/1	50%	3/3	100%
6 TS	-	-	2/1	50%	-	-	2/1	50%
6 FSS	1/1	100%	1/1	100%	1/1	100%	1/1	100%
6 CMS	1/1	100%	3/2	66.6%	1/1	100%	3/2	66.6%
6 MS	2/1	50%	1/1	100%	2/1	50%	1/1	100%
6 CSG TOTAL	6/4	66.6%	10/8	80%	6/4	66.6%	10/8	80%
812 MED GP	1/1	100%	2/1	50%	1/1	100%	2/1	50%
WALKER AFB TOTAL	14/10	71.4%	42/35	83.3%	14/10	71.4%	42/35	83.3%

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

CC 31/0603Z S E C R E T

FROM 6SAW WALKER

TO: SAC
15AF

S E C R E T/ZIPPO 07-293 /SAC V-1 AS OF 31/0600Z.

A. 15AF/KRSW/6SAW
B. 42 B-52E
C. 41 B-52E
D. 45
E. 45
F. 7/1
G. 7/1
H. 16/NA/NA
I. 0
J. 32/64/0/0
K. SORTIE 01,02,03,04,05,07,08,81.
L. N/A
M. SORTIE 81/2/0/0
1 ACFT GENERATED A PLUS 44
1 ACFT GENERATED A PLUS 46
7 ACFT GENERATED A PLUS 48
1 ACFT SKYSPEED
NEGATIVE REPORT ON NCR CREWS

1 1

S E C R E T

OC 31/0605 SECRET

FROM: 6SAW WALKER

TO: SAC
15AF

SECRET/07-294/SAC V-1 AS OF 31/0600Z.

A. 15AF/KRSW/6[illegible]
B. 21 KC-135A
C. 21 KC-135A
D. 28
E. 28
F. 0
G. 0
H. N/A
I. 0
J. 21/0/0/0
K. N/A
L. N/A
M. NEGATIVE REPORT ON NGR CREWS

1 1

SECRET

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

SUBJECT: HISTORICAL REPORT (Classified Portion)
July 1962

H. Reports & Analysis (DCOT/RA)

1. During the month of July, 1962, the 6th Strat Aerospace Wing flew a total of 154 sorties in 1125:00 hours, of which 47:00 were utilized as low level flights. For the month of July 1962 the 40th Bomb Squadron flew 430:30 hours in 55 sorties, of which 48 hours were utilized as low level flights, this accomplished in 35 sorties. The 40th Bomb Squadron continued to fly "CHROME DOME" sorties and for the month of July 1962, flew 640:50 hours, in 30 sorties. The 6th Air Refueling Squadron flew 1301:20 hours, in 206 sorties. As of 2400 MST, 31 July, 1962, the 6th Strat Aerospace Wing had a total of 45 combat ready crews, and no non-combat ready crews. The 6th Air Refueling Squadron had a total of 29 combat ready crews. Crew T-51 formed 27 July, 1962. (S)

2. One officer and three airmen were assigned to the Statistical Reports Branch as of 31 July, 1962. (U)

SECRET

FM 15AF MARCH AFB CALIF
BT
S E C R E T DOPM 1927.
SAC FOR DOFIMC AND UNIT DCOP. (U) 15AF UNIT ALERT ADJUSTMENT RECOMMENDATIONS. IN COMPLIANCE WITH SAC DO 0860, SECRET, 7 AUG 61, AS AMENDED, T E FOLLOWING J AF RECOMMENDATIONS FOR AUGUST AW ARE SUBMITTED. T IS MESSAGE IN THREE PARTS.
PART I BOMBERS:

UNIT	STATION	PLAND ALERT	RCD ADJ	SORTIE NRS	MATCH T/B	REASONS
5	TRAVIS	8	1	8	916/110	PER TNK DEGRADE
6	WALKER	6	1	1	906/103	CHROME DOME

****

PART II. MISSILES:

****

579 WALKER 12" 12 1-12

PART III. TANKERS:
6 WALKER 0

BT
06/2334Z JUL RJWBKN

NNNN

SECRET

SECRET

NNNJPC012JPA575KNK 671VVVVVVVV
OO RJWBXR RJWBJP RJWBBG RJWBJL
DE RJWBKN 2VVV
O 17/1657Z
FM 15AF MARCH AFB CALIF
RJWBJP/6STRATAREOSPACEWG WALKER AFB NMEX
RJWBBG/95BOMBWG BIGGS AFB TEX
RJWBJL/ 4134STRATWG NATHER AFB CALIF
BT
S E C R E T/DOPM 2038.
FOR SAC DOPIM, INFO DCOP. (U): -)345 095843. PART 1 OF THREE
0-45. REFERENCE SAC DOPL 5448, SECRET, 14 JUL 62 (NOTAL);
FOLLOWING ADDITIONAL DEGRADES ARE RECOMMENDED FOR TANKER
CHROME DOME SUPPORT. RECOMMENDATIONS ARE IN ADDITION TO
THOSE CONTAINED IN YOUR DO B-83843, TOP SECRET, AND DOPL
VTANVVKER UNITS AT 50 PER CENT ALERT.
PART II. NUMBERS:
UNIT BASEADJUSTED RECMD RECMD MATCHD REA ON

PAGE TWO VRJWBKN 2

V

		ALERT	ADJUST	SORTIE	
GY	WALKER	7	1	2	905/102 TANKER CHROME DOME

****

BT
17/1703Z JUL RJWBKN

NNNNT

SECRET

SECRET

JPCO14JFA683MDCE287RRD327
OO RJWSKN RJWBJP RJWBLG RJWBNG RJWBJL
DE RJWXBR 475B
O R 182221Z ZEX
FM SAC
TO ALFA TWO
RJWBJP/6BOMBNG WALKER AFB N MEX
BT
S E C R E T DOPL 5531. IMMEDIATE ACTION REQUIRED FOR ACTION ADDRESSEES. CSAF FOR AFOOP-ST. PART ONE OF TWO PARTS REFERENCE AUGUST ALERT POSTURE, TS-DO-883843. FOLLOWING CHANGES REQUIRED FOR TANKEJ SUPPORT OF CHROME DOME. CHANGE PART TWO AS FOLLOWS:

UNIT	LOCATION	PLANNED ALERT	TOTAL ADJUST	ADJUSTED SORTIES	REQUIRED ALERT	REQUIRED GAM-77
6	WALKER	8	2	1A,5A	6	3,4

****

BT
18/2237Z JUL RJWXBR

SECRET

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 15 Jul 1962

SUBJECT: Amendment 1 to Headquarters 6th Strategic Aerospace Wing Crew Flimsy 400-63

TO: 15AF (DOIS) 47 Strat Aerospace Div

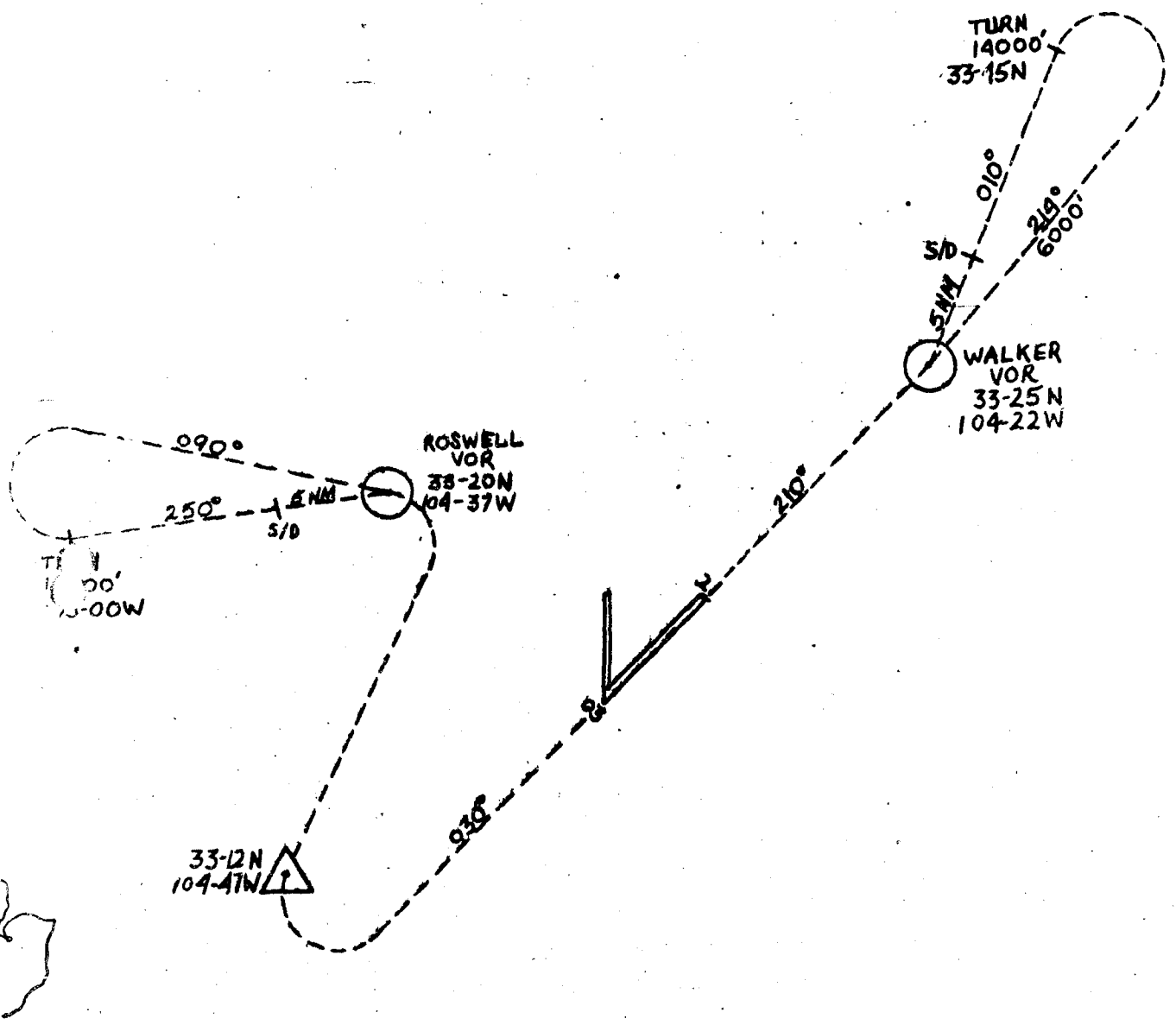
Attached is Amendment 1 to 6th Strategic Aerospace Wing Crew Flimsy 400-63, 20 June 1962.

FOR THE COMMANDER:

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

1 Atch
Amend 1, 6SAW Crew Flimsy 400-63,
15 Jul 62

Copies to:
C, BC, DCO, DCOT 3, DCOCE, DCOP,
DCOCP, DCOTRA, DCOTAS 2, DCOIAW,
DCOAM 2, DCOI, DCOTT, DCM, DCML,
DCOTBO 2, 1XO 4, 6FMS 2, 6OMS 2,
6AEMS, 6AEMS(GAM), 37MMS,
2010CS, Det 15 9 Wea Sq,
686AC&W Sq, DCR, 6 Air Refueling Sq 15,
40 Bomb Sq 35.



SEE DCOSOP 60-12, DATED 29 May 1961

APPENDIX 1
ANNEX A
6SAW FLIMSY 400-63
20 June 1962

SPECIAL NOTICE

MONTANA

FLIGHT DECK

OIL BURNER ROUTE

EFFECTIVE JULY 10, THRU SEPT. 1, 1962

Aircraft shall enter at the Dillon VORTAC (reporting point) at FL 260 or as assigned by ARTCC; then maintain assigned altitude via the Dillon 072 radial until 27 nautical miles east (45°15'N, 111°55'W); then descend direct to cross 45°15'N, 110°17'W at or above 15,000' MSL; then descend direct to cross 45°39'N, 110°00'W (reporting point) at 12,500' MSL; then descend direct to cross 45°40'N, 109°46'W at 9000' MSL; then descend to 8000' MSL direct to the entry point of the low level route at 45°57'N, 109°24'W; then 8000' MSL direct to 47°00'N, 108°32'W; then 5500' MSL direct to 47°51'N, 107°38'W; then descend to 5300' MSL direct to 47°20'N, 106°39'W; then 4500' MSL direct to 46°31'N, 107°02'W.

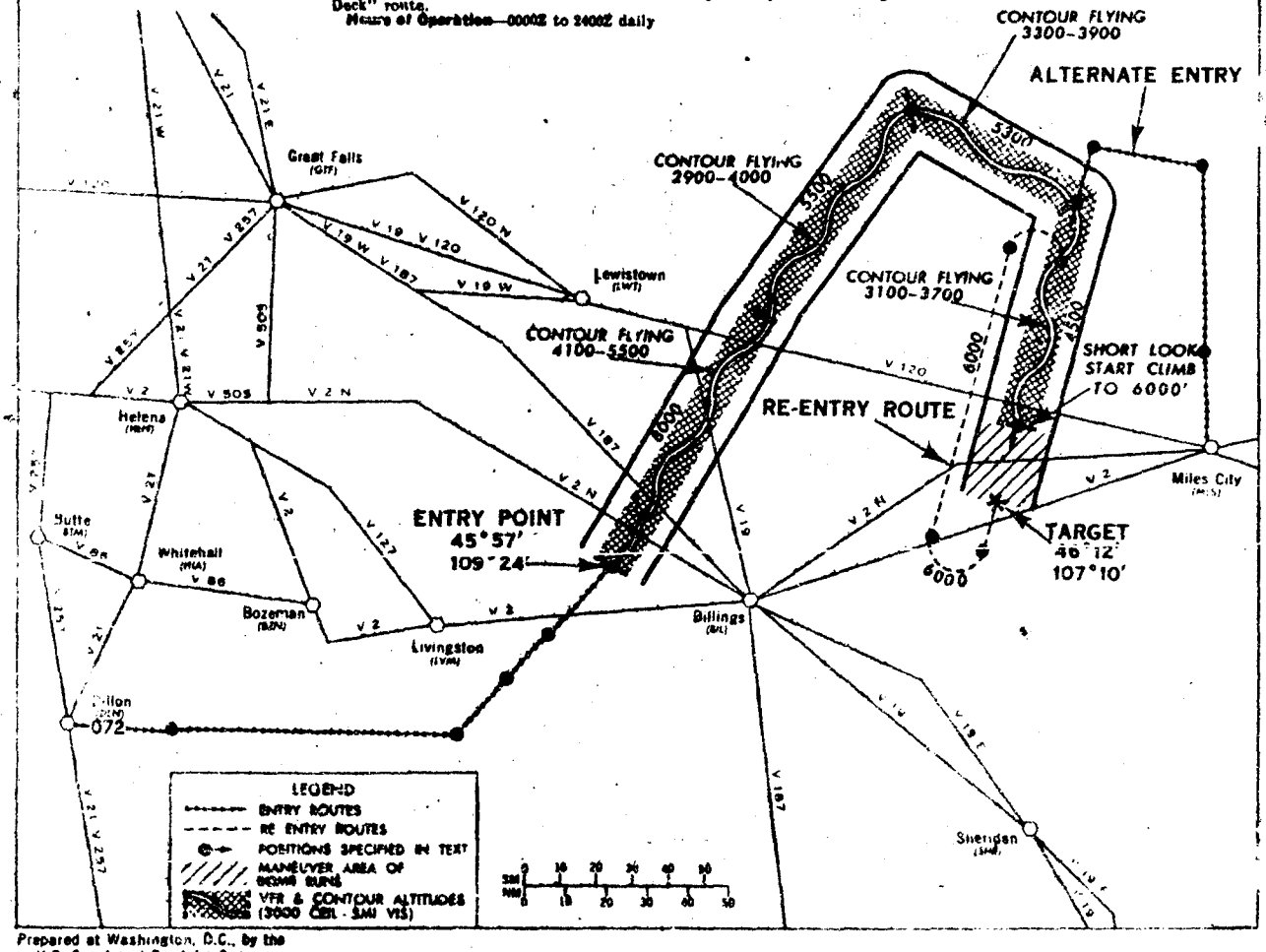
Short Look—After passing 46°31'N, 107°02'W aircraft shall climb so as to cross the Hysham RBS target located at 46°12'N, 107°10'W at 6000' MSL; then 6000' MSL direct to 46°00'N, 107°15'W; then climb direct to cross 46°16'N, 106°57'W (reporting point) at or above 15,000' MSL; then climb direct to cross 46°02'N, 106°31'W at or above 23,000' MSL; then climb to FL 250 direct to the Crazy Woman VOR (reporting point).

Re-Entry—After completing the initial "Short Look" bomb run, aircraft that are scheduled to execute an additional bomb run shall, after passing the Hysham RBS target, maintain 6000' MSL direct to 46°00'N, 107°15'W; then turn right direct to 46°04'N, 107°33'W; then proceed direct to 47°18'N, 107°09'W; then turn right descending to 4500' MSL to re-enter the "Flight Deck" route at 47°11'N, 106°45'W; then execute "Short Look" via remainder of "Flight Deck" route.

VFR and Contour—If the encountered weather conditions along the route are equal to or better than ceiling 3000', visibility 5 miles, the pilot may descend VFR and operate between the VFR altitudes indicated on the chart between the following points: From 45°57'N, 109°24'W to 46°31'N, 107°02'W. During daylight hours, some VFR operations will be flown 500' above the immediate terrain. VFR operations conducted during the hours of darkness will not be flown lower than 800' above the terrain. The lower VFR altitude shown on the chart is the minimum altitude that will be reached on each route segment during daylight hours.

Alternate Entry—Aircraft shall cross the Billings 065/117 (Miles City VORTAC—reporting point) at 23,000' MSL or as assigned; then maintain assigned altitude to 46°48'N, 108°56'W; then descend direct to cross 47°34'N, 108°54'W (reporting point) at 12,000' MSL; then descend direct to cross 47°40'N, 106°38'W at 6000' MSL; then descend direct to cross 47°26'N, 106°20'W at 4500' MSL. Balance of flight via published "Flight Deck" route.

Hours of Operation—0000Z to 2400Z daily



Prepared at Washington, D.C., by the U.S. Coast and Geodetic Survey

ACFT / Color Code	Pre-T.O. Briefing	Take-Off	ARCP	Start Grid Cel Leg	HHCL	Fal - Child NIKE	Seattle NIKE	Low Alt Entry	Low Alt Release	High Alt Release	Roswell VOR
KC-135 Red Lead	0100	0327	0442								As Briefed
B-52 Red One	0100	0328	0442	0558	0814	0846	0916	1021	1130	1243	1326
KC-135 White Lead	0100	0342	0457								As Briefed
B-52 White One	0100	0343	0457	0613	0829	0901	0931	1036	1145	1258	1341
KC-135 Blue Lead	0100	0357	0512								As Briefed
B-52 Blue One	0100	0358	0512	0628	0844	0916	0946	1051	1200	1313	1356

PRE-T.O. BRIEFINGS WILL BE CONDUCTED @ 0OBS
ALL TIMES ZULU

FLOW CHART

EFF DATES:
1 Aug - 4 Aug
15 Aug - 18 Aug
29 Aug - 1 Sept

ANNEX #1
APPENDIX 2
ANNEX A
CINCSAC FLIMSY 400-63
July 1962

1

MISSION FLIGHT PLAN	O. O. AND NICKNAME: PRE-HEAT	UNIT: 6 SAW	E ACFT: B-52E	WAVE	CELL CALL SIGN	REMARKS: AUGUST WIND DATA

	POUNDS			POUNDS		
ACFT BASIC	171500		BOMBS GAMS	23000		
CREW	2160	#6	AMMO			
OIL	986	GAM LESS	WATER AUG	2500		
ATO		3000 #	STATIC	409500	NR FULL ATO REQUIRED	
RACK		MID BODY				
EXT TANKS WEIGHT (Empty)	2590	(16000)	START ENGINES AND TAXI FUEL ALLOWANCE	4000	NR EMPTY ATO REQUIRED	
MISCELLANEOUS	664					
CHAFF	1100	TOTAL FUEL 205000	TAKE-OFF GROSS	405500	ATO FIRING SPEED	
OPERATING	179000					

RUNWAY		
PRESSURE ALT: 3750	LENGTH: 12800	AIR TEMP: 100°
~~CRITICAL FIELD LENGTH~~ MEAN 12800		CRITICAL AIR TEMP: 100°
TAKE-OFF DISTANCE: 11350	TAKE-OFF SPEED: 147K	
CRITICAL WIND COMPONENT		
1ST LEG	2ND LEG	3D LEG

PRE-FLIGHT PLAN

FUEL BASED ON 90% WW

FROM WALKER AFB, NM 33-18N 104-32W

ROUTE	FLT COND	T. C.	WIND D/V / DRIFT	T. H.	VAR	M. H.	TEMP / ALT	IAS / MACH	T. A. S.	MEAN G. S. 90%	GND DIS / ACC GND DIS	TIME / ACC TIME	AIR DIS / ACC AIR DIS	90% ~~ETA~~ TIME	PRED FUEL REMAINING	GROSS WT
															205.0	409.5
															8.4	10.9
SETTOAC											10	:03	10	:03	196.6	398.6
LEVEL OFF			250/020					280		395	112	:17	116	:18	13.2	13.2
34-57N 104-58W	CL	349	-3	346	-12	334	25.5	IAS	393	381	122	:20	126	:21	183.4	385.4
CELL FORMATING			255/028							472	44	:06	45	:06	2.4	2.4
LAS VEGAS VOR	CR	✓	-3	✓	-13	333	✓		471	459	166	:26	171	:27	181.0	383.0
TP			255/030							410	142	:21	152	:21	8.1	8.1
35-27N 107-55W	✓	261	-1	260	✓	247	✓		440	410	308	:47	323	:48	172.9	374.9
RCVR IP											30	:04	30	:04	1.5	1.5
35-46N 108-00N	✓	↻					✓		✓		338	:51	353	:52	171.4	373.4
CELLS 1 & 3 USE ALPHA TRACK																
SID			255/028							467	99	:13	97	:13	5.1	5.1
36-33N 106-12½W	✓	063	-1	062	-13	049	✓		440	444	437	01:04	450	01:05	166.3	368.3
INGRESS			250/028							467	40	:05	40	:06	2.2	2.2
36-50N 105-30W	DS	✓	-1	063	✓	✓	↘		✓	444	477	01:09	490	01:11	164.1	366.1
ARCP-ALPHA			250/028							468	40	:05	40	:06	2.2	2.2
37-04N 104-42W	✓	069	±0	069	✓	056	24.0		✓	444	517	01:14	530	01:17	161.9	363.9
END AR (PLANNING)			255/024					255		399	186	:28	184	:29	16.1	16.1
38-07N 101-02W	AR	070	±0	070	-12	058	25.0	IAS	375	379	703	01:42	714	01:46	145.8	347.8
															91.3	91.3
ON LOAD															237.1	439.1
[illegible]GRESS			255/021					255		396	58	:09	57	:09	3.3	3.3
[illegible]-24N 99-51W	CR	072	±0	072	-11	061	25.0	IAS	375	379	761	01:51	771	01:55	233.8	435.8
[illegible] COMMON RTE PT			260/021					280		436	56	:08	57	:08	5.5	5.5
[illegible] 98-38W	CL	087	±0	087	-10	077	25.0	IAS	415	406	817	01:59	828	02:03	228.3	430.3

MISSION FLIGHT PLAN – CONTINUATION SHEET

FUEL BASED ON 20% W/W

FROM RCVR ID / ROUTE	FLT COND	T.C.	WIND D/V / DRIFT	T.H.	VAR	M.H.	TEMP / ALT	IAS / MACH	T. A. S.	MEAN W.S. 90%	GND DIS / ACC GND DIS	TIME / ACC TIME	AIR DIS / ACC AIR DIS	90% STA TIME	FUEL FLIGHT PLAN: PRED FUEL REMAINING	FUEL FLIGHT PLAN: GROSS WT
CELL 2 USE BRAVO TRACK															171.4	373.4
S/D			255/028							468	39	:12	47	:13	5.1	207.1
36-16N 106-03W	CR	072	±0	072	-13	059	25.5		440	444	437	01:04	450		166.3	368.3
INGRESS		✓	250/029	✓	✓	✓			✓	468	40	:05	40		2.2	202.2
36-28N 105-15W	DS		±0				↘			444	477	01:09	490		164.1	366.1
ARCP-BRAVO	✓	069	250/028	069	✓	056	24.0		✓	468	40	:05	40		2.2	202.2
36-41N 104-28W			±0							444	517	01:14	530		161.9	363.9
END AIR (PLANNING)	AR	070	255/024	070	-12	058	25.0	255 IAS	375	399	186	:28	184		16.1	216.1
37-42N 100-50W			±0							379	703	01:42	714		14.8	214.8
ON LOAD															91.3	291.3
															237.1	437.1
EGRESS	CR	072	255/021	072	-11	061	25.0	255 IAS	375	396	58	:04	57		3.3	203.3
38-00N 99-39W			±0							379	761	01:51	771		233.8	433.8
L/O @ COMMON RTE PT	CL	060	260/021	059	-10	049	35.0	280 IAS	415	434	56	:08	57		5.5	205.5
38-28N 98-38W			-1							406	817	01:59	828		228.3	430.3
ENTER MANEUVER AREA	CR	100	280/025	100	✓	090	✓	.77	444	469	45	:06	44		1.9	201.9
38-21N 97-45W			±0							435	862	02:05	872		226.4	428.4
TP	✓	✓	280/025	✓	✓	✓	✓	✓	✓	469	134	:16	142		6.4	206.4
37-57N 94-56W			±0							435	996	02:21	1014		220.0	422.0
	✓	5								444	28	:04	28		1.5	201.5
38-12N 94-44W							✓	✓	✓	444	1024	02:25	1042		218.5	420.5
ST. ABBR CEL GRID LEG	✓	311	265/035	308	-9	299	✓	✓	✓	418	35	:05	37		1.9	201.9
38-31N 95-17W			-3							402	1059	02:30	1079		216.6	418.6
TERM ABBR CEL GRID LEG S/C	✓	027 GC 310	265/040	023 G.M. 306	✓	297	✓	✓	✓	415	517	01:15	586		29.4	229.4
43-52N 104-19W			-4							390	1576	03:45	1665		187.2	389.2
L.O. ST GAM PROGRAM	CL	309	265/040	305	-14	291	37.0	✓	✓	415	14	:02	14		.8	200.8
44-01N 104-36W			-4							370	1570	03:47	1614		186.4	388.4
ENTER MANEUVER AREA	CR	307	265/040	303	-16	287	✓	✓	✓	414	192	:28	222		10.3	210.3
45-55N 108-14W			-4							390	1782	04:15	1901		176.1	378.1
TF	✓	333	265/040	328	-17	311	✓	✓	✓	425	109	:15	126		5.8	205.8
47 27N 109-26W			-5							389	1891	04:30	2027		170.3	372.3
HACL	✓	274	265/040	273	-18	255	✓	✓	✓	404	108	:16	118		5.3	205.3
47 39N 112-01½W			-1							389	1999	04:46	2145		161.0	361.0
FCA: IP - LOW GEAR	✓	273	265/040	272	-20	252	✓	✓	✓	404	117	:17	134		5.9	205.9
47 44N 114-53W			-1							388	2116	05:03	2279		159.1	359.1
SAM LAUNCH	✓	270	265/040	270	-21	249	✓	✓	✓	404	100	:15	115		5.5	205.5
RED CHILD NIKE			±0							388	2216	05:18	2394		153.6	353.6
GHA IMPACT	✓	268	265/040	268	✓	247		✓	✓	404	200	:30	229		10.4	210.4
TARGET NIKE			±0							388	2416	05:48	2623		142	345.0

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SAM EQUIPPED AIRCRAFT

SAC FORM 1h APR 58 FC: 2720 AMEND #1 APPENDIX 3 ANNEX A GSAW FLIMSY 400-63 15 July 1962

MISSION FLIGHT P[illegible] - CONTINUATION SHEET

FUEL BASED ON [illegible]

FROM SEATTLE NIKE

ROUTE	FLT COND	T.C.	WIND D/V / DRIFT	T.H.	VAR	M.H.	TEMP / ALT	IAS / MACH	T.A.S.	PLAN G.S. 90%	GND DIS / ACC GND DIS	TIME / ACC TIME	AIR DIS / ACC AIR DIS	10% TIME	FUEL FLIGHT PLAN: PRED FUEL REMAINING (143.0)	FUEL FLIGHT PLAN: GROSS WT (345.0)
47-18N 122-15W	CR	G					37.0	.77	444	444 / 444	30 / 2446	:04 / 05:52	30 / 2653		1.3 / 141.7	1.3 / 343.7
ENTER MANEUVER AREA 46-43N 117-11W	✓	100	265/035 / +1	101	-21	080	✓	✓	✓	478 / 439	210 / 2656	:26 / 06:18	212 / 2865		9.5 / 132.2	9.5 / 334.2
TP 45-00N 116-15W	✓	162	260/040 / +5	167	-20	147	✓	✓	✓	448 / 441	114 / 2770	:15 / 06:33	115 / 2980		4.8 / 127.4	4.8 / 329.4
S/D 45-06N 113-53W	✓	081	255/038 / +1	082	-19	063	✓	✓	✓	480 / 441	107 / 2877	:13 / 06:46	110 / 3090		4.5 / 122.9	4.5 / 324.9
LOW ALT ENTRY (DILLON VOR) 45-12½N 112-37W	DS	082	255/030 / +1	083	-18	065	↘	280 IAS	440	469 / 437	57 / 2934	:07 / 06:53	57 / 3147		1.0 / 121.9	1.0 / 323.9
S/D 45-15N 111-55W	LL	085		085	✓	067	26.0	✓	418	418	31 / 2965	:04 / 06:57	31 / 3178		1.7 / 120.2	1.7 / 322.2
45-15N 110-17W	✓	090		090	✓	072	15.0	✓	350	350	69 / 3034	:12 / 07:09	69 / 3247		4.5 / 115.7	4.5 / 317.7
45-29N 110-00W	✓	041		041	-17	024	13.5	✓	342	342	19 / 3053	:03 / 07:12	19 / 3266		1.3 / 114.4	1.3 / 316.4
45-40N 109-46W	✓	✓		✓	✓	✓	9.0	✓	320	320	15 / 3068	:03 / 07:15	15 / 3281		1.0 / 113.4	1.0 / 315.4
ENTRY POINT 45-57N 109-24W	✓	042		042	✓	025	8.0	✓	317	317	23 / 3091	:04 / 07:19	23 / 3304		1.9 / 111.5	1.9 / 313.5
47-00N 108-32W	✓	030	NO WIND	030	✓	013	✓	325 IAS	365	365	72 / 3163	:12 / 07:31	72 / 3376		5.7 / 105.8	5.7 / 307.8
47-51N 107-38W	✓	036		036	✓	019	5.5	✓	352	352	63 / 3226	:11 / 07:42	63 / 3439		5.1 / 100.7	5.1 / 302.7
47-26N 106-39W	✓	123		123	✓	106	5.3	✓	351	351	47 / 3273	:08 / 07:50	47 / 3486		3.8 / 96.9	3.8 / 298.9
46-31N 107-02W	✓	196		196	-16	180	4.5	✓	347	347	58 / 3331	:10 / 08:00	58 / 3544		4.8 / 92.1	4.8 / 294.1
TGT FOXTROT	✓	198		198	✓	182	6.0	✓	355	355	12 / 3343	:02 / 08:02	12 / 3556		1.0 / 91.1	1.0 / 293.1
TGT (SENIOR STBD CREW ONLY) GEORGE	✓	193		193	✓	177	✓	✓	✓	✓	8 / 3351	:01 / 08:03	8 / 3564		.5 / 90.6	.5 / 292.6
46-00N 107-15W	✓	195		195	✓	179	✓	✓	✓	✓	12 / 3363	:02 / 08:05	12 / 3576		1.0 / 89.6	1.0 / 291.6
4[illegible]-16N 106-57W	✓	164		164	✓	148	15.0	280 IAS	350	350	46 / 3409	:08 / 08:13	46 / 3622		3.0 / 86.6	3.0 / 288.6
[illegible]-02N 106-51W	✓	✓		✓	✓	✓	22.0	✓	395	395	15 / 3424	:02 / 08:15	15 / 3637		.9 / 85.7	.9 / 287.7
[illegible] WORMAN VOR 4[illegible]-[illegible]N 106-26W	✓	165		165	-15	150	[illegible]	✓	413	413	64 / 3488	:09 / 08:24	64 / 3701		3.1 / 82.6	3.1 / 284.6

GAM EQUIPPED AIRCRAFT

AMEND #1 APPENDIX 3 ANNEX A 6 SAW [illegible] 400-63 15 July 1962

FROM CRAZY WOMAN VOR 44-01N 106-26W ROUTE	FLT COND	T.C.	WIND D/V DRIFT	T.H.	VAR	M.H.	TEMP ALT	IAS MACH	T.A.S.	G.S.	GND DIS ACC GND DIS	TIME ACC TIME	AIR DIS ACC AIR DIS	ETA	FUEL FLIGHT PLAN (FUEL BASED ON 90% WW) PRED FUEL REMAINING	 GROSS WT
															82.6	284.6
LEVEL OFF 43-21N 106-14W	CL	168	258/030 +5	173	-14	159	39.0	280 IAS	410	455 407	44 3542	:06 08:20	45 3746		4.0 78.6	4.0 280.6
PIP 40-03N 105-15W	CR	✓	258/035 +5	✓	✓	✓	✓	.77	444	442 412	260 3752	:37 08:57	222 3968		7.4 71.2	7.4 273.2
IP 39-06N 104-25W	✓	✓	258/035 +5	✓	✓	✓	✓	✓	✓	442 421	69 3821	:09 09:06	74 4042		2.6 68.6	2.6 270.6
TGT (PLANNING) LA JUNTA RBS	✓	147	258/035 +4	151	-13	138	✓	.82	471	482 465	75 3896	:09 09:15	78 4120		3.1 65.5	3.1 267.5
BREAKAWAY											33 3909	:04 09:19	33 4153		1.3 64.2	1.3 266.2
ALAMOGORDO RES 34-36N 104-25W	CR	186	250/030 +4	190	✓	177	✓	.77	444	430 407	194 4103	:27 09:46	214 4367		10.0 54.2	10.0 256.2
ROSWELL VOR 33-21N 104-37W	DS	188	250/020 +3	191	-12	179	↘		400	390 353	77 4180	:12 09:58	87 4454		3.0 51.2	3.0 253.2
ALTERNATES																
BIGGS AFB 31-50N 106-23W	CR	222					40.0	.77	444	396	135 4315	:18 10:16	151 4605		5.1 46.1	5.1 248.1
AMARILLO AFB 35-13N 101-42W	✓	051					42.0	✓	✓	451	184 4364	:23 10:21	181 4635		6.3 44.9	6.3 246.9

MISSIO[N F]LIGHT PLAN	O. O. AND NICKNAME	UNIT	NR ACFT	WAVE	CELL CALL SIGN	REMARKS
	PRE-HEAT	6 AD	1E			HIGHEST WIND [illegible]

	POUNDS				POUNDS		
ACFT BASIC	171500			BOMBS			
CREW	2160			AMMO			
OIL	986			WATER AUG	2200		
ATO			#8	STATIC	409500	NR FULL ATO REQUIRED	
RACK							
EXT TANKS WEIGHT (Empty)	2590			START ENGINES AND TAXI FUEL ALLOWANCE	-4000	NR EMPTY ATO REQUIRED	
MISCELLANEOUS	664						
CHAFF	1100	TOTAL FUEL	228000	TAKE-OFF GROSS	405500	ATO FIRING SPEED	
OPERATING	179000						

RUNWAY

PRESSURE ALT	LENGTH	AIR TEMP
3750	12700	100

~~CRITICAL FIELD LENGTH~~ ALT R	CRITICAL AIR TEMP
12900	100

TAKE-OFF DISTANCE	TAKE-OFF SPEED
11350	147K

CRITICAL WIND COMPONENT

1ST LEG	2ND LEG	3D LEG

FUEL BASED ON 90% WW

PRE-FLIGHT PLAN

FROM WALKER AFB NM 33-18N 104-32W / ROUTE	FLT COND	T. C.	WIND D/V / DRIFT	T. H.	VAR	M. H.	TEMP / ALT	IAS / MACH	T. A. S.	NORMAL G. S. 90%	GND DIS / ACC GND DIS	TIME / ACC TIME	AIR DIS / ACC AIR DIS	90% TIME	FUEL FLIGHT PLAN: PRED FUEL REMAINING	GROSS WT
															228.0	409.5
															8.4	10.5
SETTOAC											10	:03	10	:03	219.6	398.5
LEVEL OFF							↗	280		395	112	:17	116	:18	11.6	11.6
34-57N 104-58W	CL	349		346	-12	334	25.5	IAS	393	381	122	:20	126	:21	208.0	387.0
CELL FORMATING										472	44	:06	45	:06	2.9	2.9
LAS VEGAS VOR	CR	✓		✓	-13	353	25.5		471	459	166	:26	171	:27	205.1	384.1
TP										410	142	:21	152	:21	7.5	7.5
35-27N 107-55W	✓	261		260	✓	247	25.5		440	410	308	:47	323	:48	197.6	376.6
RCVR IP											30	:04	30	:04	1.5	1.5
35-46N 108-00W	✓	↻					25.5		✓		338	:51	353	:52	196.1	375.1
CELLS 1 & 3 USE ALPHA TRACK																
S/D									↗	467	99	:13	97	:13	4.8	4.8
36-33N 106-12½W	✓	063		062	-13	049	25.5		440	444	437	01:04	450	01:05	191.3	370.3
INGRESS										467	40	:05	40	:06	2.0	2.0
36-50N 105-30W	DS	✓		063	✓	✓	↘		✓	444	477	01:09	490	01:11	189.3	368.3
ARCP-ALPHA										468	40	:05	40	:06	2.0	2.0
37-04N 104-42W	✓	069		069	✓	056	24.0		✓	444	517	01:14	530	01:17	187.3	366.3
END AIR (PLANNING)								255		399	186	:28	184	:29	14.6	14.6
38-07N 101-02W	AR	070		070	-12	058	25.0	IAS	375	379	703	01:42	714	01:46	172.7	351.7
ON LOAD															91.3	91.3
															264.	443.0
[illegible]								255		396	58	:09	57	:09	3.0	3.0
[illegible] 49-51W	CR	072		072	-11	061	25.0	IAS	375	379	761	01:51	771	01:55	261.0	440.0
[illegible] COMMENCE ATE PT							↗	280		436	56	:08	57	:08	5.0	5.0
[illegible] 98-38W	CL	087		087	-10	077	35.0	IAS	415	406	817	01:59	828	02:03	256.0	435.2

NOT GAM EQUIPPED ACFT

AMEND #1 APPENDIX 1 ANNEX A [illegible] 400-63 15 JULY 1962

SAC FORM APR 58 1a FC: 2720

MISSION FLIGHT PLAN [illegible]NTINUATION SHEET

FUEL BASED ON 90%

FROM 35-46N 108-00W / ROUTE	FLT COND	T.C.	WIND D/V / DRIFT	T.H.	VAR	M.H.	TEMP / ALT	IAS / MACH	T. A. S.	[illegible]AN G.S. 90%	GND DIS / ACC GND DIS	TIME / ACC TIME	AIR DIS / ACC AIR DIS	90% [illegible]	FUEL FLIGHT PLAN: PRED FUEL REMAINING	FUEL FLIGHT PLAN: GROSS WT
CELL 2 USE BRAVO TRACK																
T/O 36-16N 106-03W	CR	072	255/028 ±0	072	-13	059	25.5		440	[illegible] 444	97 437	:13 01:[illegible]	97 450	:13 01:05	4.8 191.[illegible]	[illegible] 370.[illegible]
INGRESS PT. 36-28N 105-15W	DS	✓	250/028 ±0	✓	✓	✓	↘		✓	468 444	40 477	:05 01:07	40 490	:06 01:11	2.0 189.3	2.[illegible] 368.[illegible]
ARCP - BRAVO TRACK 36-41N 104-28W	✓	069	250/028 ±0	069	✓	056	24.0		✓	468 444	40 51[illegible]	:05 01:14	40 530	:06 01:17	2.0 187.[illegible]	2.[illegible] 366.3
END A/R (PLANNING) 37-42N 100-50W	AR	070	255/024 ±0	070	-12	058	25.0	255	375	399 379	186 70[illegible]	:28 01:42	184 714	:29 01:46	1[illegible] 17[illegible]	1[illegible] 35[illegible]
ON LOAD															91.3 264.0	91.3 443.0
EGRESS PT 38-00N 99-39W	CR	072	255/021 ±0	072	-11	061	25.0	✓	✓	396 379	58 761	:09 01:51	57 771	:09 01:55	3.0 261.0	3.0 440.0
T/O @ COMMON RTE PT 38-28N 98-38W	CL	060	260/021 -1	059	-10	049	35.0	280	415	434 406	56 817	:08 01:59	57 828	:08 02:03	5.0 256.0	5.0 435.0
ENTER MANEUVER AREA 38-21N 97-45W	CR	100	280/025 ±0	100	✓	090	✓	.77	444	469 435	45 862	:06 02:05	44 872	:06 02:09	2.1 253.9	2.1 432.9
T.P. 37-57N 94-56W	✓	✓	280/025 ±0	✓	✓	✓	✓	✓	✓	469 435	134 996	:16 02:21	142 1014	:19 02:28	6.9 247.0	6.9 426.0
38-12N 94-44W	✓	↺					✓	✓	✓	444 444	28 1024	:04 02:25	28 1042	:04 02:32	1.4 235.6	1.4 424.6
ST ABBR CEL GRID LEG 38-31N 95-17W	✓	311	265/035 -3	308	-9	299	✓	✓	✓	418 402	35 1059	:05 02:30	37 1079	:05 02:37	1.8 233.8	1.8 422.8
TERM CEL GRID LEG 3/C 43-52N 104-19W	✓	0276C 310	265/040 -4	0236H 306	✓	297	✓	✓	✓	415 390	517 1576	01:15 03:45	586 1665	01:19 03:56	27.0 206.8	27.0 395.8
LEVEL OFF 44-01N 104-36W	CL	309	265/040 -4	305	-14	291	37.0	✓	✓	415 390	14 1590	:02 03:47	14 1679	:02 03:58	.7 206.1	.7 395.1
ENTER MANEUVER AREA 45-55N 108-14W	CR	307	265/040 -4	303	-16	287	✓	✓	✓	414 390	192 1782	:28 04:15	222 1901	:30 04:28	10.1 196.0	10.1 385.0
T.P. 47-27N 109-26W	✓	333	265/040 -5	328	-17	311	✓	✓	✓	425 389	109 1891	:15 04:30	126 2027	:17 04:45	5.6 190.4	5.6 379.4
[illegible] [illegible] 112-01½W	✓	274	265/040 -1	273	-18	255	✓	✓	✓	404 389	108 1999	:16 04:46	118 2145	:17 05:02	5.[illegible] 185.[illegible]	5.2 374.2
[illegible] IP [illegible] 114-53W	✓	273	265/040 -1	272	-20	252	✓	✓	✓	404 388	117 2116	:17 05:03	134 2279	:18 05:20	5.7 179.[illegible]	5.7 [illegible]
[illegible] CHILD NIKE	✓	270	265/040 ±0	270	-21	249	✓	✓	✓	404 388	100 2216	:15 05:18	11[illegible] 2394	:15 [illegible]	4.9 174.6	4.[illegible] [illegible]
[illegible] NIKE	✓	[illegible]68	265/040 ±0	[illegible]68	✓	247	✓	✓	✓	404 [illegible]	[illegible] [illegible]	:30 [illegible]	[illegible] 262[illegible]	[illegible] [illegible]	9.4 [illegible]5.2	9.4 354.2

NON GAM EQUIPPED AIRCRAFT

S[illegible] FORM [illegible]

FROM SEATTLE NIKE / ROUTE	FLT COND	T.C.	WIND D/V / DRIFT	T.H.	VAR	M.H.	[redacted] ALT	IAS / MACH	T.A.S.	MEAN G.S. 90%	GND DIS / ACC GND DIS	TIME / ACC TIME	AIR DIS / ACC AIR DIS	90% [redacted] TIME	FUEL [redacted] PLAN: PRED REMAINING	[redacted] WT
															166.2	354.2
47-18N 122-15W	CR	↪					37.0	.77	444	444 / 444	30 / 2446	:04 / 05:52	30 / 2653	:04 / 06:10	1.2 / 164.0	1.2 / 353.0
ENTER MANEUVER AREA 46-43N 117-11W	CR	100	265/025 / +1	101	-21	080	37.0	✓	✓	478 / 439	210 / 2656	:26 / 06:18	212 / 2856	:28 / 06:38	8.4 / 155.6	8.4 / 344.6
TIP. 45-00N 116-15W	CR	162	260/040 / +5	167	-20	147	37.0	✓	✓	448 / 441	114 / 2770	:15 / 06:33	115 / 2980	:16 / 06:54	4.5 / 151.1	4.5 / 340.1
S/D 45-06N 113-53W	CR	081	255/038 / +1	082	-19	063	37.0	✓	✓	480 / 441	107 / 2877	:13 / 06:46	110 / 3090	:15 / 07:09	4.2 / 146.9	4.2 / 335.9
LOW ALT ENTRY (DILLON VOR) 45-12½N 112-37W	DS	082	255/033 / +1	083	-18	065	→	280 IAS	440	469 / 437	57 / 2934	:07 / 06:53	57 / 3147	:08 / 07:17	.9 / 146.0	.9 / 335.0
S/D 45-15N 111-55W	LL	085		085	-18	067	26.0	✓	418	418	31 / 2965	:04 / 06:57	31 / 3178	:04 / 07:21	1.6 / 144.4	1.6 / 333.4
45-15N 110-17W	LL	090		090	-18	072	15.0	✓	350	350	69 / 3034	:12 / 07:09	69 / 3247	:12 / 07:33	4.2 / 140.2	4.2 / 329.2
45-29N 110-00W	LL	041		041	-17	024	13.5	✓	342	342	19 / 3053	:03 / 07:12	19 / 3266	:03 / 07:36	1.2 / 139.0	1.2 / 328.0
45-40N 109-46W	LL	041		041	-17	024	9.0	✓	320	320	15 / 3068	:03 / 07:15	15 / 3281	:03 / 07:39	.9 / 138.1	.9 / 327.1
ENTRY PT 45-57N 109-24W	LL	042		042	-17	025	8.0	✓	317	317	23 / 3091	:04 / 07:19	23 / 3304	:04 / 07:43	1.7 / 136.4	1.7 / 325.4
47-00N 108-32W	LL	030		030	-17	013	8.0	325 IAS	365	365	72 / 3168	:12 / 07:31	72 / 3376	:12 / 07:55	5.2 / 131.2	5.2 / 320.2
47-51N 107-38W	LL	036	NO WIND	036	-17	019	5.5	✓	352	352	63 / 3326	:11 / 07:42	63 / 3439	:11 / 08:06	4.8 / 126.4	4.8 / 315.4
47-26N 106-39W	LL	123		123	-17	106	5.3	✓	351	351	47 / 3273	:08 / 07:50	47 / 3486	:08 / 08:14	3.5 / 122.9	3.5 / 311.9
46-31N 107-02W	LL	196		196	-16	180	4.5	✓	347	347	58 / 3331	:10 / 08:00	58 / 3544	:10 / [illegible]	4.4 / 118.5	4.4 / 307.5
TGT FOXTROT	LL	198		198	-16	182	6.0	✓	355	355	12 / 3343	:02 / 08:02	12 / 3556	:02 / [illegible]	.9 / 117.6	.9 / 306.6
46-00N 107-15W	LL	194		194	-16	178	6.0	✓	355	355	20 / 3363	:03 / 08:05	20 / 3576	:03 / [illegible]	1.3 / 116.3	1.3 / 305.3
45-16N 106-57W	LL	164		164	-16	148	15.0	280 IAS	350	350	46 / 3409	:08 / 08:13	46 / 3622	:08 / 08:37	2.8 / 113.5	2.8 / 302.5
45-02N 106-51W	LL	164		164	-16	148	[illegible]	✓	395	395	15 / 3424	:02 / 08:15	15 / 3637	:02 / 08:39	.8 / 112.7	.8 / 301.7
CRAZY WOMAN VOR 44-01N 106-26W	LL	165		165	-15	[illegible]	[illegible]	✓	413	413	64 / 3488	:09 / 08:24	64 / 3701	:09 / 08:48	2.9 / 109.8	2.9 / 298.8
LEVEL OFF 43-21N 106-14W	CL	168	258/030 / +5	173	-14	[illegible]	→ / [illegible]	✓	440	438 / 408	44 / 3532	:06 / 08:30	45 / 3746	:07 / 08:55	3.5 / 106.3	3.5 / 295.3

FUEL BASED ON 90% NW

EQUIPPED ACFT

MISSION FLIGHT PLAN – CONTINUATION SHEET

FUEL BASED ON 90% WW

FROM LEVEL OFF ROUTE	FLT COND	T.C.	WIND D/V DRIFT	T.H.	VAR	M.H.	TEMP ALT	IAS MACH	T. A. S.	MI/MIN G.S. 90%	GND DIS ACC GND DIS	TIME ACC TIME	AIR DIS ACC AIR DIS	90% ETA TIME	FUEL FLIGHT PLAN PRED FUEL REMAINING	FUEL FLIGHT PLAN GROSS WT
43-21N 106-14W															106.3	295.3
PIP			258/035							442	200	:27	222	:29	7.1	7.1
40-03N 105-15W	CR	168	+5	173	-14	159	39.0	.77	444	412	3732	08:57	3968	09:24	99.2	288.2
IP	✓	✓	258/035	✓	✓	✓	✓	✓	✓	442	69	:09	74	:10	2.4	2.4
39-06N 104-52W			+5							427	3801	09:06	4042	09:34	96.8	285.8
TGT (PLANNING)	✓		252/035							482	75	:09	78	:10	2.9	2.9
LA JUNTA RBS		147	+4	151	-13	138	✓	.82	471	465	3876	09:15	4120	09:44	93.9	282.9
											33	:04	33	:04	1.2	1.2
BREAKAWAY											3909	09:19	4153	09:48	92.7	281.7
ALAMOGORDO RES			250/030							430	194	:27	214	:29	9.0	9.0
34-36N 104-25W	CR	186	+4	190	-13	177	✓	.77	444	407	4103	09:46	4367	10:17	83.7	272.7
ROSWELL VOR			250/020							390	77	:12	87	:13	2.7	2.7
33-21N 104-37W	DS	188	+3	191	-12	179	↘		400	353	4180	09:58	4454	10:30	81.0	270.0
ALTERNATES																
BIGGS AFB											135	:18	151	:21	4.7	4.7
31-50N 106-23W	CR	222					40.0	.77	444	396	4315	10:16	4605	10:51	76.3	265.3
AMARILLO AFB											184	:23	181	:25	5.7	5.7
35-13N 101-42W	CR	051					42.0	.77	444	451	4364	10:21	4635	10:55	75.3	264.3

NON GAM EQUIPPED AIRCRAFT

ALTITUDE RESERVATION FLIGHT PLAN

MISSION NAME	FAA-JCS PRIORITY	NO-NOTICE	EXECUTED BY
[redacted]	5	☐ YES ☒ NO	1. AIR FORCE
A. UNIT TACTICAL CALL SIGN	B. AIRCRAFT (No. and Type)	C. POINT OF DEPARTURE	
[redacted] CONCRETE CSL	3 - B-52 3 - KC-135	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.)

[redacted] ROUTE: (BUDDY TACTICS) SW AND NE T/C. CLMB 250/260 336 RADIAL LKR TACAN. LVLOF [redacted] 136/41 00:20; LVS 00:26; ADQ 280/60 00:47.

[redacted] AND BLUE CELLS (ODD): ALS 136/54 01:04 EXPAND 240/270 LVLOF AT ALS 136/34 01:09 [redacted] CROSS KITTY CAT ALPHA AERFL AREA; GSH 043/50 01:51 EGRESS KITTY CAT ALPHA AERFL AREA.

[redacted] AIRCRAFT: RTPTT LAND KSW.

[redacted] AIRCRAFT: CLMB 350 LVLOF AT SLN 232/54 01:59.

[redacted] CELL (EVEN): LVS 235/50 01:04 EXPAND 240/270 LVLOF AT LVS 337/49 01:09 [redacted] CROSS KITTY CAT BRAVO AERFL AREA; GSH 073/50 01:51 EGRESS KITTY CAT BRAVO.

[redacted] AIRCRAFT: RTPTT LAND KSW.

[redacted] AIRCRAFT: CLMB 350 LVLOF AT SLN 232/54 01:59.

[redacted] ARTILLERY: IBASF 15 MIN SLN 173/32 02:05; ENTER MIVR AREA BNDD BY SLN 173/32, [redacted] 182, LKC 208/53. EXIT MIVR AREA AT LKC 208/53 02:30 START CLSTMV; GSH 270/74 03:30; [redacted] 251/51 03:45 CLMB 370 LVLOF AT RAP 258/67 03:47; BIL 052/20 0415. END CLSTMV; [redacted] MIVR AREA BNDD BY BIL 052/20, LMT 340/26, GTF 280/26. EXIT MIVR AREA AT GTF 280/26 04:46; GJC 019/11 05:18; SEA 345/14 05:48; CDG 139/54 06:18; ENTER MIVR AREA BNDD BY CDG 139/54, BOI 342/87, DLN 244/57, EXIT MIVR AREA DLN 244/57 06:46; DSND [redacted] 10 LVLOF DLN 6:53; ENTR FLIGHT DECK OIL BURNER ROUTE IBASF 15 MIN; CZI 250 AT 06:24; CLMB 390 LVLOF AT CZI 153/41 06:30; DEN 283/25 08:57; PUB 097/45 09:15; ROW 09:58; LAND KSW.

AMEND 1
APPENDIX 9
ANNEX A
6SAW CREW FLIMSY 400-63
25 July 1962

(If additional space is needed for any item, continue on blank 8" x 10½" sheets and identify item.)

SAC FORM 121 PREVI

ALTITUDE RESERVATION FLIGHT PLAN *(CONTINUED)*

MISSION NAME / PRIORITY: PR[illegible]T/[illegible]

UNIT TACTICAL CALL: [illegible]

AIRCRAFT NO. AND TYPE: 3 - B-52 3 - KC-135

E. DESTINATION: [illegible] AFB, NEW [illegible]ICO

F. PROPOSED DEPARTURE TIME

COLOR	NO.	EDT *(Z-If Known)*	ADMIS	COLOR	NO.	EDT *(Z-If Known)*	ADMIS
[illegible]	2	0327Z (See Remarks)	1 MIN	BLUE	2	0357Z	1 MIN
[illegible]	2	0342Z	1 MIN				

G. TAS: [illegible] (35 - LOW LEVEL)

PASS TO ADC RADAR — SITE NAME	YES	NO
[illegible] TROT BRAVO 001 P[illegible]	X	

PRIMARY REFUELING - AREAS/TRACKS:
KITTY CAT ALPHA
KITTY CAT BRAVO ([illegible])

ALT REFUELING - AREAS/TRACKS: NA

ECM CORRIDOR/S

START	STOP
[illegible] 040/37	SGG 019/16
[illegible] 3[illegible]/30	SEA 345/14
[illegible] 1[illegible]9/53	BIL 049/70
[illegible] 1[illegible]0/40	PUB 097/45
[illegible] 135/50	ROW

REFUELING WITH: 6SAW TANKERS

REFUELING AREA AND/OR AIRSPACE RESERVATION	CLEARED BY CONTROLLING AGENCY — YES	NO	RESP OF EXECUTING AGCY
KITTY CAT	X		

DEPARTURE PROCEDURE COORDINATED WITH: ABQ ARTC

LIABILITY PERIOD/"E" HOUR: NA

PROJECT OFFICER	ORGANIZATION	OFFICE PHONE	HOME PHONE	DATE THIS FORM ACCOMPLISHED
CAPT [illegible] E SC[illegible]	6 STRAT AEROSPACE WING	2100/33	[illegible]-7-[illegible]142	

REMARKS [illegible] 35 M AIRCRAFT.
[illegible] FROM [illegible] FOLLOWING DATES ([illegible])
AUG [illegible], [illegible], [illegible], 15, 16, 17, 2[illegible], 30, 31 WITH POSSIBLE
[illegible] AUG 4, 18 AND SEPT 1.

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 25 July 1962

SUBJECT: Amendment 2 to Headquarters 6th Strategic Aerospace Wing Crew Flimsy 400-63

TO: 15AF (DOTS) 47 Strat Aerospace Div 1 CEG
Barksdale AFB, La

1. Attached is amendment 2 to 6th Strategic Aerospace Wing Crew Flimsy 400-63, 20 June 1962.

2. Pen and ink changes:

a. Annex A, page 2, par. 5a. Delete all that portion that states: "provided that cancellation is officially made prior to two hours before adjusted scheduled take-off time."

FOR THE COMMANDER

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

1 Atch
Amend 2, 6SAW Crew Flimsy 400-63,
25 July 1962

Copies to:
C, BC, DCO, DCOT 3, DCOCE, DCOP,
DCOCP, DCOTRA, DCOTAS 2, DCOTAW,
DCOAM 2, DCOI, DCOIT, DCM, DCML,
DCOTBO 2, IXO 4, 6FMS 2, 6OMS 2,
6AEMS, 6AEMS(GAM), 37MMS, 2010CS,
Det 15 9 Wea Sq, 686AC&W Sq, DCR,
6 Air Refueling Sq 15, 40 Bomb Sq 35.

16. Miscellaneous:

a. Advance capability radar will not be utilized on the Bar None Mission.

b. The Altitude Reservation Facility, when processing the flight clearance utilize the normal dime turns. Therefore all missions will be plotted and flown to the point listed in the flimsy and then make the normal turn.

c. On the Low Level, be sure to use the third series or later ONC (#268) for the entry portion. Dillon VOR is misplotted on the first two series. The correct coordinates for Dillon VOR are: 45°-15'N, 112°-33'W.

d. The EBR will be pulled on the low altitude run on Non-GAM Aircraft only, as this is your effective target. GAM Carrying Aircraft will not touch EBR Handle (even to simulate).

e. GAM's will be started on climb out and operated at idle to the end of the mission.

f. Non-GAM equipped aircraft will accomplish a NIKE RBS Attack in conjunction with the NIKE Low Gear Run, in accordance with SAC/NORAD Reg 51-25.

ACFT Color Code	Pre-T.O. Briefing	Take-Off	ARCP	Start Grid Cel Leg	HHCL	Fair-Child NIKE	Seattle NIKE	Low Alt Entry	Low Alt Release	High Alt Release	Roswell VOR
KC-135 Red One	0100	0327	0442								As Briefed
B-52 Red Two	0100	0328	0442	0558	0814	0846	0916	1021	1130	1243	1326
KC-135 White One	0100	0342	0457								As Briefed
B-52 White Two	0100	0343	0457	0613	0829	0901	0931	1036	1145	1258	1341
KC-135 Blue One	0100	0357	0512								As Briefed
B-52 Blue Two	0100	0358	0512	0628	0844	0916	0946	1051	1200	1313	1356

PRE-T.O. BRIEFINGS WILL BE CONDUCTED @ 40BS
ALL TIMES ZULU

FLOW CHART

EFF DATES:
1 Aug - 4 Aug
15 Aug - 18 Aug
29 Aug - 1 Sept

AMEND #2
APPENDIX 2
ANNEX A
6SAW FLIMSY 400-63
25 July 1962

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

APPENDIX 3

ANNEX "A"

6SAW FLIMSY 400-63

FLIGHT PLANS

1. PLANNING DATA:

a. Takeoff weights:

(1) Maximum weights are based on use of 100% critical field length/MRR on both B-52 and KC-135 aircraft.

(a) Maximum temperature is 94°F with a pressure altitude of 3950 feet as directed by SACM 55-12.

(2) Critical Field length for KC-135 is based on 700 feet line up distance and a + .34% gradient on Runway 21.

b. Range:

(1) Bomber-GAM equipped aircraft were planned with a range degradation of 10% based on GAM engines at Wind Mill.

(2) Tankers--Based on 20 February Tech Order.

c. Operating weights:

(1) Are based on Volume III, SACM 55-7 for both bomber and tanker aircraft.

(2) GAM and ECM modification weights are included in B-52 basic weight of the aircraft.

d. All other data is as shown on SAC Form 1a.

AMEND 2
APPENDIX 3
ANNEX A
6SAW FLIMSY 400-63
25 July 1962

MISSION FLIGHT PLAN	O. O. AND NICKNAME	UNIT	TYPE ACFT	WAVE	CELL CALL SIGN	REMARKS
	PRE-HEAT	6 SAW	B-52 E	S/S		AUGUST WIND

	POUNDS				POUNDS			RUNWAY		
ACFT BASIC	170,000		#6 GAM	BOMBS GAMS	22690			PRESSURE ALT 3950	LENGTH 13000	AIR TEMP 94°
CREW	1740		LESS	AMMO						
OIL	986		3000 LBS	WATER AUG	2500			CRITICAL FIELD LENGTH 12800		CRITICAL AIR TEMP 94°
ATO GAM & ECM MOD.	2900		IN MIN BODY	STATIC	409856	NR FULL ATO REQUIRED				
RACK								TAKE-OFF DISTANCE 11350		TAKE-OFF SPEED 147
EXT TANKS WEIGHT (Empty)	2590		(16000)	START ENGINES AND TAXI FUEL ALLOWANCE	- 4000	NR EMPTY ATO REQUIRED				
MISCELLANEOUS	450							CRITICAL WIND COMPONENT		
CHAFF	1000	TOTAL FUEL	205000	TAKE-OFF GROSS	405856	ATO FIRING SPEED		1ST LEG	2ND LEG	3D LEG
OPERATING	179666									

PRE-FLIGHT PLAN

FUEL BASED ON 90% WW

FROM WALKER AFB, NM 33-18N 104-32W / ROUTE	FLT COND	T. C.	WIND D/V / DRIFT	T. H.	VAR	M. H.	TEMP / ALT	IAS / MACH	T. A. S.	MEAN G. S. 90%	GND DIS / ACC GND DIS	TIME / ACC TIME	AIR DIS / ACC AIR DIS	90% TIME	FUEL FLIGHT PLAN: PRED FUEL REMAINING	FUEL FLIGHT PLAN: GROSS WT
															205.0	409.9
															8.4	10.9
SETTOAC											10	:03	10	:03	196.6	399.0
L/O			250/020							395	112	:17	116	:18	13.2	13.2
34-57N 104-58W	CL	349	-3	346	-12	334	25.5	280	393	381	122	:20	126	:21	183.4	385.8
CELL FORMATING PT			255/028							472	44	:06	45	:06	2.4	2.4
LAS VEGAS VOR	CR	✓	-3	✓	-13	333	✓		471	459	166	:26	171	:27	181.0	383.4
TP			255/030							410	142	:21	152	:21	8.1	8.1
35-27N 107-55W	✓	261	-1	260	✓	247	✓		440	410	308	:47	323	:48	172.9	375.3
RCVR IP											30	:04	30	:04	1.5	1.5
35-46N 108-00W	✓	C					✓		✓		338	:51	353	:52	171.4	373.8
CELLS 1 & 3 USE ALPHA TRACK																
SID			255/029							467	99	:13	97	:13	5.1	5.1
36-33N 106-12½W	CR	063	-1	062	-13	049	25.5		440	444	437	01:04	450	01:05	166.3	368.7
INGRESS			250/[illegible]							467	40	:05	40	:06	2.2	2.2
36-50N 105-30W	DS	✓	[illegible]	062	✓	✓	↘		✓	444	477	01:09	490	01:11	164.1	366.5
ARCP - ALPHA TRACK			250/028							468	40	:05	40	:06	2.2	2.2
37-04N 104-42W	✓	069	±0	069	✓	056	24.0		✓	444	517	01:14	530	01:17	161.9	364.3
END AAR (PLANNING)			255/024							399	186	:28	184	:29	16.1	16.1
38-07N 101-02W	AR	070	±0	070	-12	058	25.0	255	375	379	703	01:42	714	01:46	145.8	348.2
															91.3	91.3
ON LOAD															237.1	439.5
EGRESS			255/021							396	58	:09	57	:09	3.3	3.3
38-24N 99-51W	CR	072	±0	072	-11	061	25.0	255	375	379	761	01:51	771	01:55	233.8	423.2
L/C @ COMMON RTE PT			260/021							436	56	:08	57	:08	5.5	5.5
38-28N 98-38W	CL	087	±0	087	-10	077	25.0	280	415	406	817	01:59	828	02:03	228.3	430.7

2.

GAM EQUIPPED AIRCRAFT

SAC 1a FC: 2720 AMEND 2 APPENDIX 3 ANNEX A 6SAW CREW FLIMSY 400-63 25 July 1962

MISSION FLIGHT PLAN CONTINUATION SHEET

FUEL BASED ON 90% W/W

FROM / TO / ROUTE	FLT COND	T.C.	WIND D/V / DRIFT	T.H.	VAR	M.H.	TEMP / ALT	IAS / MACH	T. A. S.	MEAN G. S. / 90%	GND DIS / ACC GND DIS	TIME / ACC TIME	AIR DIS / ACC AIR DIS	90% ETA / TIME	FUEL FLIGHT PLAN: PRED FUEL REMAINING	FUEL FLIGHT PLAN: GROSS WT
CELL 2 USE BRAVO TRACK															171.4	373.8
SID			255/028							468	99	:13	97	:13	5.1	5.1
36-16N 106-03W	CR	072	±0	072	-13	059	25.5		440	444	437	01:04	450	01:05	166.3	368.7
INGRESS			250/028							468	40	:05	40	:06	2.2	2.2
36-28N 105-15W	DS	✓	±0	✓	✓	✓	↘		✓	444	477	01:09	490	01:11	164.1	366.5
ARCP- BRAVO TRACK			250/028							468	40	:05	40	:06	2.2	2.2
36-41N 104-28W	✓	069	±0	069	✓	056	24.0		✓	444	517	01:14	530	01:17	161.9	364.3
END AIR (PLANNING)			255/024							399	186	:28	184	:29	16.1	16.1
37-42N 100-50W	AR	070	±0	070	-12	058	25.0	255	375	379	703	01:42	714	01:44	145.8	348.2
															91.3	91.3
ON LOAD															237.1	439.5
EGRESS			255/021							396	58	:09	57	:09	3.3	3.3
38-00N 99-39W	CR	072	±0	072	-11	061	25.0	255	375	379	761	01:51	771	01:55	233.8	436.2
LIO @ COMMON RTE PT			260/021							434	56	:08	57	:08	5.5	5.5
38-28N 98-38W	CL	060	-1	059	-10	049	35.0	280	415	406	817	01:59	828	02:03	228.3	430.7
ENTER MANEUVER AREA			280/025							469	45	:06	44	:06	1.9	1.9
38-21N 97-45W	CR	100	±0	100	✓	090	✓	.77	444	435	862	02:05	872	02:09	226.4	428.8
TP			280/025							469	134	:17	137	:19	6.4	6.4
37-57N 94-56W	✓	✓	±0	✓	✓	✓	✓	✓	✓	435	996	02:22	1009	02:28	220.0	422.4
										444	28	:04	28	:04	1.5	1.5
38-12N 94-44W	✓	5					✓	✓	✓	444	1024	02:26	1037	02:32	218.5	420.9
ST. ABBR CEL GRID LEG			265/035							418	35	:05	37	:05	1.9	1.9
38.31N 95-17N	✓	311	-3	308	-9	299	✓	✓	✓	402	1059	02:31	1074	02:37	216.6	419.0
TERM ABOR CEL GRID LEG		027G.C	265/040	023G.M.						415	482	01:10	550	01:14	27.6	27.6
SIC 43-32N 103-39W	✓	310	-4	306	✓	297	✓	✓	✓	390	1541	03:41	1624	03:51	189.0	391.4
LIO ST GAM PROGRAM			265/040							415	14	:02	14	:02	.8	.8
43-41N 103-55W	CL	308	-4	304	-14	290	37.0	✓	✓	390	1555	03:43	1638	03:53	188.2	390.6
ENTER MANEUVER AREA			265/040							414	227	:33	258	:35	12.1	12.1
45-55N 108-14W	CR	306	-4	302	-16	286	✓	✓	✓	390	1782	04:16	1876	04:28	176.1	378.5
TP			265/040							425	109	:15	126	:17	5.8	5.8
47-27N 109-26W	✓	333	-5	328	-17	311	✓	✓	✓	389	1891	04:31	2022	04:45	170.3	372.7
HHCL			265/040							404	108	:16	118	:17	5.3	5.3
47-39N 112-01½W	✓	274	-1	273	-18	255	✓	✓	✓	389	1999	04:47	2140	05:02	165.0	367.4
ECM IP - LOW GEAR			265/040							404	117	:17	134	:18	5.9	5.9
47-44N 114-53W	✓	273	-1	272	-20	252	✓	✓	✓	388	2116	05:04	2274	05:20	159.1	361.5
GAM LAUNCH			265/040							404	100	:15	115	:15	5.5	5.5
FAIRCHILD NIKE	✓	270	±0	270	-21	249	✓	✓	✓	388	2216	05:19	2389	05:35	153.6	356.0
GAM IMPACT			265/040							404	200	:30	229	:31	10.6	10.6
SEATTLE NIKE	✓	268	±0	268	✓	247	✓	✓	✓	388	2416	05:49	2618	06:06	143.0	345.4

GAM EQUIPPED AIRCRAFT

FORM

MISSION FLIGHT PLAN – CONTINUATION SHEET

FROM / ROUTE	FLT COND	T.C.	WIND D/V / DRIFT	T.H.	VAR	M.H.	TEMP / ALT	IAS / MACH	T. A. S.	MEAN G. S. / 90%	GND DIS / ACC GND DIS	TIME / ACC TIME	AIR DIS / ACC AIR DIS	90%	FUEL FLIGHT PLAN: PRED FUEL REMAINING	FUEL FLIGHT PLAN: GROSS WT
SEATTLE NIKE															TAKE	143.0 / 345.4
47-18N 122-15W	CR	G					37.0	.77	444	444	30	:04	30	:04	1.3	1.3
											2446	05:53	2648	06:10	141.7	344.1
ENTER MANEUVER AREA			265/035							478	210	:26	212	:29	9.5	9.5
46-43N 117-11W	✓	100	+1	101	-21	080	✓	✓	✓	439	2656	06:19	2860	06:39	132.2	434.6
TP			260/040							448	114	:15	115	:15	4.8	4.8
45:00N 116-15W	✓	162	+5	167	-20	147	✓	✓	✓	441	2770	06:34	2975	06:54	127.4	329.8
S/D			255/038							480	107	:13	110	:15	4.5	4.5
45-06N 113-53W	✓	081	+1	082	-19	063	✓	✓	✓	441	2877	06:47	3085	07:09	122.9	325.3
LOW ALT ENTRY (MILTON VOR)			255/030							469	57	:07	57	:08	1.0	1.0
45-15N 112-33W	DS	082	+1	083	-18	065	↘	280	440	437	2934	06:54	3142	07:17	121.9	324.3
S/D											27	:04	27	:04	1.7	1.7
45-15N 111-55W	LL	090		090	✓	072	26.0	✓	418	418	2961	06:58	3169	07:21	120.2	322.6
											69	:12	69	:12	4.5	4.5
45-15N 110-17W	✓	✓		✓	✓	✓	15.0	✓	350	350	3030	07:10	3238	07:33	115.7	318.1
											19	:03	19	:03	1.3	1.3
45-29N 110-00W	✓	041		041	-17	024	13.5	✓	342	342	3049	07:13	3257	07:36	114.4	316.8
											15	:03	15	:03	1.0	1.0
45-40N 109-46W	✓	✓		✓	✓	✓	9.0	✓	320	320	3064	07:16	3272	07:39	113.4	315.8
ENTRY POINT											23	:04	23	:04	1.9	1.9
45-57N 109-24W	✓	042		042	✓	025	8.0	✓	317	317	3087	07:20	3295	07:43	111.5	313.9
			WIND								72	:12	72	:12	5.7	5.7
47-00N 108-32W	✓	030		030	✓	013	✓	325	365	365	3159	07:32	3367	07:55	105.8	308.2
			NO								63	:11	63	:11	5.1	5.1
47-51N 107-38W	✓	036		036	✓	019	5.5	✓	352	352	3222	07:43	3430	08:06	100.7	303.1
											47	:08	47	:08	3.8	3.8
47-26N 106-39W	✓	123		123	✓	106	5.3	✓	351	351	3269	07:51	3477	08:14	96.9	299.3
											58	:10	58	:10	4.8	4.8
46-31N 107-02W	✓	196		196	-16	180	4.5	✓	347	347	3327	08:01	3535	08:24	92.1	294.5
											12	:02	12	:02	1.0	1.0
TGT FOXTROT	✓	198		198	✓	182	6.0	✓	355	355	3339	08:03	3547	08:26	91.1	293.5
(SENIOR STAFF CREW ONLY)											8	:01	8	:01	.5	.5
TGT GEORGE	✓	193		193	✓	177	✓	✓	✓	✓	3947	08:04	3555	08:27	90.6	293.0
											12	:02	12	:02	1.0	1.0
46-00N 107-15W	✓	195		195	✓	179	✓	✓	✓	✓	3359	08:06	3567	08:29	89.6	292.0
											46	:08	46	:08	3.0	3.0
45-16N 106-57W	✓	164		164	✓	148	15.0	280	350	350	3405	08:14	3613	08:37	86.6	289.0
											15	:02	15	:02	.9	.9
45-02N 106-51W	✓	✓		✓	✓	✓	23.0	✓	395	395	3420	08:16	3628	08:39	85.7	288.1
CCAF MAN VOR											64	:09	64	:09	3.1	3.1
44-00N 106-26W	✓	165		165	-15	150	25.0	✓	413	413	3484	08:25	3692		2.6	

MEND

GMM EQUIPPED AIRCRAFT

MISSION FLIGHT PLAN – CONTINUATION SHEET

FUEL BASED ON 90% WW

FROM WOMAN VOR / 44-01N 106-26W / ROUTE	FLT COND	T.C.	WIND D/V / DRIFT	T.H.	VAR	M.H.	TE. / ALT	IAS / MACH	T. A. S.	MEAN G. S. / 90%	GND DIS / ACC GND DIS	TIME / ACC TIME	AIR DIS / ACC AIR DIS	90% FUEL TIME	FUEL FL PRED FUEL REMAINING	PLAN GROSS WT
LIO			258/030							435	44	:06	45	:07	82.6	285.0
43-21N 106-14W	CL	168	+5	173	-14	159	39.0	280	440	408	3528	08:31	3737	08:55	4.0	4.0
DIP			258/035							442	200	:27	222	:29	78.6	281.0
40-03N 105-15W	CR	✓	+5	✓	-14	✓	✓	.77	444	412	3728	08:58	3959	09:24	7.4	7.4
IP			258/035							457	69	:09	72	:10	71.2	273.6
39-06N 104-25W	✓	146	+4	150	-14	136	✓	✓	✓	427	3797	09:07	4031	09:34	2.6	2.6
TGT (PLANNING)			258/035							482	75	:09	78	:10	68.6	271.0
LA JUNTA RBS	✓	147	+4	151	-13	138	✓	.82	471	465	3872	09:16	4109	09:44	3.1	3.1
											33	:09	33	:09	65.5	267.9
BREAKAWAY											3905	09:20	4142	09:49	1.3	1.3
ALAMOGORDO RES			250/030							430	194	:27	214	:29	64.2	266.6
34-36N 104-25W	CR	186	+4	190	-13	177	39.6	.77	444	407	4099	09:47	4356	10:17	10.0	10.0
ROSWELL VOR			250/020							390	77	:12	87	:13	54.2	256.6
33-21N 104-37W	DS	188	+3	191	-12	179	↘		400	353	4176	09:59	4445	10:30	3.0	3.0
															51.2	253.6
ALTERNATES																
BIGGS AFB											135	:18	151	:21	5.1	5.1
31-50N 106-23W	CR	222					40.0	.77	444	396	4311	10:17	4596	10:51	46.1	248.5
AMARILLO AFB											184	:23	181	:25	6.3	6.3
35-13N 101-42W	CR	051					42.0	.77	444	451	4360	10:22	4626	10:55	44.9	247.3

5

SAM ENHANCED AIRCRAFT

[redacted]T PLAN	O. O. AND NICKNAME	UNIT	TYPE ACFT	WAVE	CELL CALL SIGN	REMARKS
	PRE-HEAT	6 SAW	B-52E	S/S		AUGUST WIND DATA

	POUNDS				POUNDS		
ACFT BASIC	170 000			BOMBS			
[redacted]	1740			AMMO			
[redacted]	986			WATER AUG	2 500		
ABD [redacted] & ECM	2900		#8	STATIC	410 166	NR FULL ATO REQUIRED	
RACK							
EXT TANKS WEIGHT [redacted]	2590			START ENGINES AND TAXI FUEL ALLOWANCE	4000	NR EMPTY ATO REQUIRED	
MISCELLANEOUS	450						
CHAFF	1 000	TOTAL FUEL	228000	TAKE-OFF GROSS	406 166	ATO FIRING SPEED	
OPERATING	179 666						

RUNWAY

PRESSURE ALT	LENGTH	AIR TEMP
3950	12800	94°
~~CRITICAL FIELD LENGTH~~ MRR 12800		CRITICAL AIR TEMP 94°
TAKE-OFF DISTANCE 11350	TAKE-OFF SPEED 147K	

CRITICAL WIND COMPONENT

1ST LEG	2ND LEG	3D LEG

FUEL BASED ON 90% WW

PRE-FLIGHT PLAN

FROM WALKER AFB NM 33-18N 104-32W

ROUTE	FLT COND	T. C.	WIND D/V / DRIFT	T. H.	VAR	M. H.	TEMP / ALT	IAS / MACH	T. A. S.	MEAN G. S. 90%	GND DIS / ACC GND DIS	TIME / ACC TIME	AIR DIS / ACC AIR DIS	90% TIME	PRED FUEL REMAINING	GROSS WT
															228.0	410.2
[redacted]ETTOAC															8.4	10.5
											10	:03	10	:03	219.6	399.7
L/O			250/020							395	112	:17	116	:18	11.6	11.6
34-57N 104-58W	CL	349	-3	346	-12	334	25.5	280	393	381	122	:20	126	:21	208.0	388.1
CELL FORMATING PT			255/028							472	44	:06	45	:06	2.9	2.9
LAS VEGAS VOR	CR	✓	-3	✓	-13	333	✓		471	459	166	:26	171	:27	205.1	385.2
TP			255/030							410	142	:21	152	:21	7.5	7.5
35-27N 107-55W	✓	261	-1	260	✓	247	✓		440	410	308	:47	323	:48	197.6	377.7
ACVR IP											30	:04	30	:04	1.5	1.5
35-46N 108-00W	✓	C					✓		✓		338	:51	353	:52	196.1	376.2
CELLS 1 & 3 USE																
ALPHA TRACK																
SDD			255/028							967	99	:13	97	:13	4.8	4.8
36-33N 106-12½W	CR	068	-1	062	-13	049	25.5		440	[illegible]	437	01:04	450	01:05	191.3	371.4
INGRESS			250/028							467	40	:05	40	:06	2.0	2.0
36-50N 105-30W	DS	✓	-1	✓	✓	✓	↘		✓	[illegible]	477	01:09	490	01:11	189.3	369.4
ACCP-ALPHA TRACK			200/028							468	40	:05	40	:06	2.0	2.0
37-04N 104-42W	✓	069	±0	069	✓	056	24.0		✓	[illegible]	517	01:14	530	01:17	187.3	367.4
END AIR (REFUELING)			255/024							379	186	:28	184	:29	14.6	14.6
38-07N 101-02W	AR	070	±0	070	-12	058	25.0	255	375	379	703	01:42	714	01:46	172.7	352.8
															91.3	91.3
ON LOAD															264.0	444.1
EGRESS PT			255/021							396	58	:09	57	:09	3.0	3.0
38-2[illegible] 99-51W	CR	072	±0	072	-11	061	25.0	255	375	379	761	01:51	771	01:55	261.0	441.1
L/O @ COMMON RTE PT			260/021							436	56	:08	57	:08	5.0	5.0
38-28N 98-38W	CL	087	±0	087	-10	077	35.0	280	415	406	817	01:59	828	02:03	256.0	436.1

NON BAM EQUIPPED AIRCRAFT

FORM AMEND 2, APPEN

MISSION FLIGHT PL — CONTINUATION SHEET

FUEL BASED ON %WW

FROM: 35-46N 108-00W

ROUTE	FLT COND	T.C.	WIND D/V / DRIFT	T.H.	VAR	M.H.	TEMP / ALT	IAS / MACH	T.A.S.	MEAN G.S. 90%	GND DIS / ACC GND DIS	TIME / ACC TIME	AIR DIS / ACC AIR DIS	90% TIME	PRED FUEL REMAINING	GROSS WT
CELL 2 USE																
BRAVO TRACK															196.1	376.2
SID			255/028							468	99	:13	97	:13	4.8	4.8
36-16N 106-03W	CR	072	±0	072	-13	059	255		440	444	437	01:04	450	01:05	191.3	371.4
INGRESS			250/028							468	40	:05	40	:06	2.0	2.0
36-28N 105-15W	DS	✓	±0	✓	✓	✓	→		✓	444	477	01:09	490	01:11	189.3	369.4
ARCP-BRAVO TRACK			250/028							468	40	:05	40	:06	2.0	2.0
36-41N 104-28W	✓	069	±0	069	✓	056	24.0		✓	444	517	01:14	530	01:17	187.3	367.4
END AR ([illegible])			255/024							399	186	:28	184	:29	14.6	14.6
37-42N [illegible]	AR	070	±0	070	-12	058	25.0	255	375	379	703	01:42	714	01:46	172.7	352.8
															91.3	91.3
ON LOAD															264.0	444.1
EGRESS			255/021							396	58	:09	57	:09	3.0	3.0
38-00N 97-[illegible]W	CL	072	±0	072	-11	061	25.0	255	375	379	761	01:51	771	01:55	261.0	441.1
[illegible]			260/021							434	56	:08	57	:08	5.0	5.0
39-27N 98-[illegible]	CL	060	-1	059	-10	049	35.0	280	415	406	817	01:59	828	02:0[illegible]	256.0	436.1
ENTER MANEUVER AREA			280/025							469	45	:06	44	:06	2.1	2.1
38-21N 97-45W	CR	100	±0	100	✓	090	✓	.77	444	435	862	02:05	872	02:09	253.9	434.0
TP			280/025							469	134	:17	137	:19	6.9	6.9
37-57N 94-56W	✓	✓	±0	✓	✓	✓	✓	✓	✓	435	996	02:22	1009	02:2[illegible]	247.0	427.1
										444	28	:04	28	:04	1.4	1.4
37-12N 94-44W	✓	↻					✓	✓	✓	444	1024	02:26	1037	02:32	245.6	425.7
ST ABBR CEL GRID LEG			265/025							418	35	:05	37	:05	1.8	1.8
38-31N 95-17W	✓	311	-3	308	-9	299	✓	✓	✓	402	1059	02:31	1074	02:37	243.8	423.9
TERM ABBR CEL GRID LEG		023 GR.	265/040	023 G.H.						415	482	01:10	550	01:14	25.0	[illegible]
3K 43-41N 103-39W	✓	310	-4	306	✓	297	✓	✓	✓	390	1541	03:41	1624	03:51	218.8	399.[illegible]
L/O			265/040							415	14	:02	14	:02	.7	.7
43-41N 103-55W	CL	308	-4	304	-14	290	27.0	✓	✓	390	1555	03:43	1638	03:53	218.1	398.2
ENTER MANEUVER AREA			265/040							414	227	:33	258	:35	12.1	12.1
45-55N 108-14W	CR	306	-4	302	-16	286	✓	✓	✓	390	1782	04:16	1896	04:28	206.0	386.1
TP			265/040							425	109	:15	126	:17	5.6	5.6
47-27N 109-26W	✓	333	-5	328	-17	311	✓	✓	✓	389	1891	04:31	2022	04:45	200.4	380.5
HHCL			265/040							404	108	:16	118	:17	5.2	5.2
47-39N 112-01½W	✓	274	-1	273	-18	255	✓	✓	✓	389	1999	04:47	2140	05:02	195.2	375.3
ECM IP			265/040							404	117	:17	134	:18	5.7	5.7
47-44N 114-53W	✓	273	-1	272	-20	252	✓	✓	✓	388	2116	05:04	2274	05:20	189.5	369.6
TGT			265/040							404	100	:15	115	:15	4.9	4.9
FAIRCHILD NIKE	✓	270	±0	270	-21	249	✓	✓	✓	388	2216	05:19	2389	05:35	184.6	364.7
			265/040							404	200	:30	229	:31	9.4	9.4
SEATTLE NIKE	✓	268	±0	268	✓	247	✓	✓	✓	388	2416	05:49	2618	06:06	175.2	355.3

NON GAM EQUIPPED AIRCRAFT

MISSION FLIGHT PLAN – CONTINUATION SHEET

FUEL BASED ON 90% WW

FROM / ROUTE	FLT COND	T.C.	WIND D/V / DRIFT	T.H.	VAR	M.H.	TEMP / ALT	IAS / MACH	T. A. S.	MEAN G. S. 90%	GND DIS / ACC GND DIS	TIME / ACC TIME	AIR DIS / ACC AIR DIS	90% TIME	FUEL FLIGHT PLAN: PRED FUEL REMAINING / GROSS WT
SEATTLE NIKE															175.2 / 355.3
										444	30	:04	30	:04	1.2 / 1.2
47-18N 122-15W	CR	6					37.0	.77	444	444	2446	05:53	2648	06:10	174.0 / 354.1
ENTER MANEUVER AREA			265/035							478	210	:26	212	:29	8.4 / 8.4
46-43N 117-11W	✓	100	+1	101	-21	080	✓	✓	✓	439	2656	06:19	2860	06:39	165.6 / 345.7
TP			260/040							448	114	:15	115	:15	4.5 / 4.5
45-00N 116-15W	✓	162	+5	167	-20	147	✓	✓	✓	441	2770	06:34	2975	06:54	161.1 / 341.2
S/D			255/038							480	107	:13	110	:15	4.2 / 4.2
45-06N 113-53W	✓	081	+1	082	-19	063	✓	✓	✓	441	2877	06:47	3085	07:09	156.9 / 337.0
LOW ALT ENTRY (FALLON VOR)			255/033							469	57	:07	57	:08	.9 / .9
45-15N 112-33W	DS	082	+1	083	-18	065	↘	280	440	437	2934	06:54	3142	07:17	156.0 / 336.1
S/D			↑								27	:04	27	:04	1.6 / 1.6
45-15N 111-53W	LL	090		090	✓	072	26.0	✓	418	418	2961	06:58	3169	07:24	154.4 / 334.5
											69	:12	69	:12	4.2 / 4.2
45-15N 110-17W	✓	✓		✓	✓	✓	15.0	✓	350	350	3030	07:10	3238	07:33	150.2 / 330.3
											19	:03	19	:03	1.2 / 1.2
45-29N 110-00W	✓	041		041	-17	024	13.5	✓	342	342	3049	07:13	3257	07:36	149.0 / 329.1
											15	:03	15	:03	.9 / .9
45-40N 109-46W	✓	✓		✓	✓	✓	9.0	✓	320	320	3064	07:16	3272	07:39	148.1 / 328.2
ENTRY PT											23	:04	23	:04	1.7 / 1.7
45-57N 109-24W	✓	042		042	✓	025	8.0	✓	317	317	3087	07:20	3295	07:43	146.4 / 326.5
											72	:12	72	:12	5.2 / 5.2
47-00N 108-32W	✓	030		030	✓	013	✓	325	365	365	3159	07:32	3367	07:55	141.2 / 321.3
											63	:11	63	:11	4.8 / 4.8
47-51N 107-38W	✓	036		036	✓	019	5.5	✓	352	352	3222	07:43	3430	08:06	136.4 / 316.5
			NO WIND								47	:08	47	:08	3.5 / 3.5
47-26N 106-39W	✓	123		123	✓	106	5.3	✓	351	351	3269	07:51	3477	08:14	132.9 / 313.0
											58	:10	58	:10	4.4 / 4.4
46-31N 107-02W	✓	196		196	-16	180	4.5	✓	347	347	3327	08:01	3535	08:24	128.5 / 308.6
											12	:02	12	:02	.9 / .9
TGT FOXTROT	✓	198		198	✓	182	6.0	✓	355	355	3339	08:03	3547	08:26	127.6 / 307.7
											20	:03	20	:03	1.3 / 1.3
46-00N 107-15W	✓	194		194	✓	178	✓	✓	✓	✓	3359	08:06	3567	08:29	126.3 / 306.4
											46	:08	46	:08	2.8 / 2.8
45-16N 106-57W	✓	164		164	✓	148	15.0	280	350	350	3405	08:14	3613	08:37	123.5 / 303.6
											15	:02	15	:02	.8 / .8
45-02N 106-51W	✓	✓		✓	✓	✓	23.0	✓	395	395	3420	08:16	3628	08:39	122.7 / 302.8
											64	:09	64	:09	2.9 / 2.9
CRAZY WOMAN VOR															
44-00N 106-26W	✓	165		165	-15	150	25.0	✓	413	413	3484	08:25	3692	08:48	119.8 / 299.9
L/D			↓							438	44	:06	45	:07	3.5 / 3.5
4[illegible] J 106-14W	CL	168	258/030 +5	173	-14	159	3.[illegible]	✓	440	408	3528	08:31	3737	08:55	116.[illegible] / 296.4

NON GAM EQUIPPED AIRCRAFT

S

FORM , AMEND 2 APPENDIX 3 ANNEX A 6 SAW CREW FLIMS

MISSION FLIGHT PL[illegible] – CONTINUATION SHEET

FUEL BASED ON [illegible] W/W

FROM / ROUTE	FLT COND	T.C.	WIND D/V / DRIFT	T.H.	VAR	M.H.	TEMP / ALT	IAS / MACH	T. A. S.	MEAN G. S. 90%	GND DIS / ACC GND DIS	TIME / ACC TIME	AIR DIS / ACC AIR DIS	90% ETA / TIME	FUEL FL[illegible] PLAN PRED FUEL REMAINING	FUEL FL[illegible] PLAN GROSS WT
43-21N 106-14W															116.3	296.4
PIP			258/035							442	200	:27	222	:29	7.1	7.1
40-03N 105-15W	CR	168	12	173	-14	159	39.0	.17	444	412	5728	08:58	3959	09:24	109.2	289.3
IP			258/035							442	69	:09	71	:10	24	2.4
39-06N 104-52W	✓	146	+4	150	✓	136	✓	✓	✓	427	3797	09:07	4031	09:34	106.8	286.9
TGT (PLANNING)			258/035							482	75	:09	78	:10	2.9	2.9
LA JUNTA RBS	✓	147	+4	151	-13	138	✓	.82	471	465	3872	09:16	4109	09:44	103.9	284.0
											33	:04	33	:04	1.2	1.2
BREAKAWAY											3905	09:20	4142	09:48	102.7	282.8
ALAMOGORDO RES			250/030							430	194	:27	214	:29	9.0	9.0
34-36N 104-25W	CR	186	+4	190	13	177	39.0	77	444	401	4059	09:47	4356	10:17	93.7	273.8
ROSWELL VOR			250/020							390	77	:12	87	:13	2.7	2.7
33-21N 104-37W	DS	188	+3	191	-12	179	✓		400	383	4176	09:59	4445	10:30	91.0	271.1
ALTERNATES																
HIGGS AFB											135	:18	151	:21	4.7	4.7
31-50N 106-23W	CR	222					40.0	77	444	396	4311	10:17	4596	10:51	66.3	266.4
AMARILLO AFB											184	:23	181	:25	5.1	5.7
35-13N 101-42W	CR	251					42.0	77	444	451	4360	10:22	4626	10:55	35.3	265.4

LOW GAIN EQUIPPED AIRCRAFT

FORM AMEND 2 APPENDIX 3 ANNEX A 6 SAW CREW FL

MISSION FLIGHT PLAN – CONTINUATION SHEET

FUEL BASED ON 90%/WW

FROM / ROUTE	FLT COND	T.C.	WIND D/V / DRIFT	T.H.	VAR	M.H.	TEMP / ALT	IAS / MACH	T. A. S.	MEAN G. S. 90%	GND DIS / ACC GND DIS	TIME / ACC TIME	AIR DIS / ACC AIR DIS	90% TIME	FUEL FLIGHT PLAN: PRED FUEL REMAINING	FUEL FLIGHT PLAN: GROSS WT
ON LOAD															NO ON	LOAD
															172.7	352.8
EGRESS PT	CR										58	:04	57	:09	2.7	2.7
											761	01:51	771	01:55	170.0	350.1
L10 @ COMMIN RTE PT	CL										56	:08	57	:05	3.5	3.5
38-28N 98-38W											817	01:59	828	02:03	166.5	346.6
ENTER MANEUVER AREA	CR	100	280/025	100	-10	090	35.0	.77	444	469	45	:06	44	:06	1.7	1.7
38-21N 100-45W			±0							435	862	02:05	872	02:09	169.8	344.9
TP	✓	✓	280/025	✓	✓	✓	✓	✓	✓	469	134	:17	137	:19	5.5	5.5
37-57N 94-56W			±0							435	996	02:22	1009	02:28	159.3	339.4
	✓	5								444	28	:04	28	:04	1.1	1.1
38-12N 94-44W							✓	✓	✓	444	1024	02:26	1037	02:32	158.2	338.3
ST ABBR CEL GRID LEG	✓	311	265/035	308	-9	299	✓	✓	✓	418	35	:05	37	:05	1.4	1.4
38-37N 95-17W			-3							402	1059	02:31	1074	02:37	156.8	336.9
TERM ABBR CEL GRID LEG		027GC	265/040	027GM						415	517	01:15	586	01:19	21.5	21.5
VIC 43-52N 104-19W	✓	310	-4	306	✓	297	✓	✓	✓	390	1576	03:46	1660	03:56	135.3	315.4
L10			265/040							415	14	:02	14	:02	.5	.5
44-01N 104-36W	✓	309	-4	305	-14	291	37.0	✓	✓	390	1590	03:48	1674	03:58	134.8	314.9
ENTER MANEUVER AREA			265/040							414	192	:28	222	:30	7.7	7.7
45-55N 108-14W	✓	307	-4	303	-16	287	✓	✓	✓	390	1782	04:16	1896	04:28	127.1	307.2
TP			265/040							428	109	:15	126	:17	4.5	4.5
47-27N 109-26W	✓	333	-5	328	-17	311	✓	✓	✓	389	1891	04:31	2022	04:45	122.6	302.7
HHCL			265/040							404	108	:16	118	:17	4.1	4.1
47-39N 112-01½W	✓	274	-1	273	-18	255	✓	✓	✓	389	1999	04:47	2140	05:02	118.5	298.6
L10			265/040							450	14	:02	14	:02	.5	.5
47-37N 112-19W	CL	165	+5	170	-19	151	38.0	✓	✓	421	2013	04:49	2154	05:04	118.0	298.1
ST CEL LEG			265/038							450	69	:09	72	:10	2.4	2.4
46-36N 112-01W	CR	✓	+5	✓	✓	✓	✓	✓	✓	428	2082	04:58	2226	05:14	115.6	295.7
TECM CEL LEG			250/030							446	928	02:05	960	02:10	30.8	30.8
32-46N 103-14W	✓	152	+4	156	-15	141	✓	✓	✓	432	3010	07:03	3186	07:29	84.8	2649
ROSWELL VOR			250/020							391	104	:16	111	:16	3.4	3.4
33-21N 104-37W	✓	309	-2	307	-12	295	↘		400	389	3114	07:19	3297	07:40	81.4	261.5
ALTERNATES																
BIGGS AFB											135	:18	151	:21	4.6	4.6
31-50N 106-23W	CR	222					40.0	.77	444	396	3249	07:37	3448	08:01	76.8	256.9
															-	
AMARILLO AFB											184	:23	181	:25	5.5	5.5
3_ N 101-42W	CR	051					4_	.77	444	451	3298	07:42	3478	08:05	75.9	256.0

MISSED APP ROUTE (NON GAM)

MISSI LIGHT PLAN	O. O. AND NICKNAME	UNIT	TYPE ACFT	WAVE	CELL CALL SIGN	REMARKS
	PRE HEAT	6 AREFS	K 135A	S/S		AUGUST WIND [redacted]

	POUNDS				POUNDS		
ACFT BASIC	102500	RES	5.2	BOMBS			
CREW	1250	OUTB	26.0	AMMO			
OIL	169	INBA	28.0	WATER AUG	5581		
ATO		CW	29.3	STATIC	258081	NR FULL ATO REQUIRED	
RACK		AB	33.0				
EXT TANKS WEIGHT (Empty)		FB	26.5	START ENGINES AND TAXI FUEL ALLOWANCE	-2000	NR EMPTY ATO REQUIRED	
MISCELLANEOUS	81	UAFT	.5				
CHAFF		TOTAL FUEL	148.5	TAKE-OFF GROSS	256081	ATO FIRING SPEED	
OPERATING	104000						

RUNWAY-700ft Rolling TO

PRESSURE ALT	LENGTH	AIR TEMP
3950	13000	94°
CRITICAL FIELD LENGTH		CRITICAL AIR TEMP
12300		94°
TAKE-OFF DISTANCE	TAKE-OFF SPEED	
10500	164	
CRITICAL WIND COMPONENT		
1ST LEG	2ND LEG	3D LEG

PRE-FLIGHT PLAN

ROUTE (FROM WALKER AFB NMEX 33-17N 104-32W)	FLT COND	T. C.	WIND D/V / DRIFT	T. H.	VAR	M. H.	TEMP / ALT	IAS / MACH	T. A. S.	G. S.	GND DIS / ACC GND DIS	TIME / ACC TIME	AIR DIS / ACC AIR DIS	ETA	PRED FUEL REMAINING	GROSS WT
															148.5	258.1
											—	—	—		4.0	9.6
SETTOAC											10	03	10		144.5	248.5
LEVEL OFF			250/020								110	17	111		6.5	6.5
34-55N 104-57W	CL	349	-3	346	-12	334	25.0	280	385	387	120	20	121		138.0	242.0
CELL FORMATION PT			255/028								46	07	46		1.5	1.5
LAS VEGAS VOR	CR	349	-3	346	-13	333	25.0	.70	415	416	166	:27	167		136.5	240.5
TURN POINT			255/030								142	21	153		4.6	4.6
35-27N 107-55W	CR	261	-1	260	-13	247	25.0		440	410	308	:48	320		131.9	235.9
RECEIVER IP		↱									30	:04	30		.9	.9
35-46N 108-00W	CR						25.0				338	:52	350		131.0	235.0
CELLS 1&3 USE ALPHA TRACK																
			255/028								99	:13	93		2.7	2.7
36-33N 106-12½W	CR	063	-1	062	-13	049	25.0		440	467	437	1:05	443		128.3	232.3
INGRESS POINT			250/028								40	05	38		1.1	1.1
36-50N 105-30W	CR	063	-1	062	-13	049	25.0		✓	467	477	1:10	481		127.2	231.2
ARCP ALPHA TR.			250/028								40	05	38		1.1	1.1
37-04N 104-42W	CR	069	0	069	-13	056	25.0		↙	468	517	1:15	519		126.1	230.1
END A/R (PLAN ONLY)			255/024								186	28	175		5.8	5.8
38-07N 101-02W	CR	070	—	070	-12	058	25.0	255	375	399	703	1:43	694		120.3	224.3
															91.3	91.3
OFFLOAD															29.0	133.0
EGRESS POINT			255/021								58	09	55		2.0	2.0
38-24N 99-51W	CR	072	0	072	-11	061	25.0	255	375	396	761	1:52	749		27.0	131.0
CLEARING TURN	↰											05	40		1.5	1.5
LEFT TO TRACK		CL					40					1:57	789		25.5	129.5
INDIVIDUAL FLIGHT PLAN																

KC-135

MISSION FLIGHT PLAN – CONTINUATION SHEET

FROM / ROUTE	FLT COND	T.C.	WIND D/V / DRIFT	T.H.	VAR	M.H.	TEMP / ALT	IAS / MACH	T. A. S.	G. S.	GND DIS / ACC GND DIS	TIME / ACC TIME	AIR DIS / ACC AIR DIS	ETA	FUEL FLIGHT PLAN: PRED FUEL REMAINING	FUEL FLIGHT PLAN: GROSS WT
35-46N 108-00W															131.0	235.0
CELL 2 USE REVERSE BRAVO TRACK																
			255/028								99	13	93		2.7	2.7
36-16N 106-03W	CR	072	⊙	072	-13	059	25.0		440	468	437	1:05	443		128.3	232.3
INGRESS POINT			250/028								40	:05	38		1.1	1.1
36-28N 105-15W	CR	072	0	072	-13	059	25.0		✓	468	477	1:10	481		127.2	231.2
ARCP BRAVO TRACK			250/028								40	:05	38		1.1	1.1
36-41N 104-28W	CR	069	⊙	069	-13	058	25.0		✓	468	517	1:15	519		126.1	230.1
END AR (PLAN ONLY)			255/024								186	28	175		5.8	5.8
37-42N 100-50W	CR	070	0	070	-12	058	25.0	255	375	399	703	1:43	694		120.3	224.3
															91.3	91.3
OFFLOAD															29.0	133.0
EGRESS POINT			255/021								58	:09	55		2.0	2.0
38-00N 99-39W	CR	072	0	072	-11	061	25.0	255	375	396	761	1:52	749		27.0	131.0
CLEARING TURN												:05	40		1.5	1.5
LEFT TO TRACK	CL	5					7/40					1:57	789		25.5	129.5
INDIVIDUAL FLIGHT PLAN																

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ALTITUDE RESERVATION FLIGHT PLAN *(CONTINUED)*

MISSION NAME /PRIORITY: PRE-HEAT/7

UNIT TACTICAL CALL: [redacted]OM CURRENT VCSL

AIRCRAFT NO. AND TYPE: 3 - B-52 3 - KC-135

E. DESTINATION: WALKER AFB, NEW MEXICO

F. PROPOSED DEPARTURE TIME

COLOR	NO.	EDT (Z-If Known)	ADMIS	COLOR	NO.	EDT (Z-If Known)	ADMIS
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

SITE NAME	YES	NO
FOX TROT BRAVO 001 PADRA	X	

PRIMARY REFUELING - AREAS/TRACKS: KITTY CAT ALPHA; KITTY CAT BRAVO (REVERSE)

ALT REFUELING - AREAS/TRACKS: NA

ECM CORRIDOR/S

START		STOP	
MLP	04C/37	GEG	019/16
LRN	311/38	SEA	345/14
GSG	168/58	BIL	049/70
DEN	148/48	PUB	097/45
LVS	125/58	ROW	

REFUELING WITH

REFUELING AREA AND/OR AIRSPACE RESERVATION	CLEARED BY CONTROLLING AGENCY YES	NO	RESP OF EXECUTING AGCY
KITTY CAT	X		

DEPARTURE PROCEDURE COORDINATED WITH: ABQ ARTC

LIABILITY PERIOD/"E" HOUR: NA

PROJECT OFFICER	ORGANIZATION	OFFICE PHONE	HOME PHONE	DATE THIS FORM ACCOMPLISHED
CAPT M.E. SCHARMEN	6 STRAT AEROSPACE WING	2180/33	FI 7-2142	

REMARKS: MARSA ALL 6SAW AIRCRAFT.
MISSIONS WILL BE FLOWN ON THE FOLLOWING DATES (ZULU)
AUG 1, 2, 3, 15, 16, 17, 29, 30, AND 31.
END 2
PENDIX 9
ANNEX A
6SAW CREW FLIMSY 400-63
25 JULY 1962

ALTITUDE RESERVATION FLIGHT PLAN

MISSION NAME	FAA-JCS PRIORITY	NO-NOTICE	EXECUTED BY
PRE HEAT	7	☐ YES ☒ NO	15 / IR FORCE

A. UNIT TACTICAL CALL SIGN	B. AIRCRAFT (No. and Type)	C. POINT OF DEPARTURE
FROM CURRENT VCSL	3 - B-52 3 - KC-135	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.)

COMMON ROUTE: (BUDDY TACTICS) SW AND NE T/O. CLMB 250/260 336 RADIAL LKR TACAN LVLOF AT LVS 156/44 00:20; LVS 00:26; ABQ 280/60 00:47.

RED AND BLUE CELLS (ODD): ALS 186/54 01:04 EXPAND 240/270 LVLOF AT ALS 138/34 01:09 INGRESS KITTY CAT ALPHA AIRFL AREA; GCK 043/50 01:51 EGRESS KITTY CAT ALPHA AIRFL AREA.

TANKER AIRCRAFT: IFPFP LAND KRSW.

BOMBER AIRCRAFT: CLMB 350 LVLOF AT SLN 232/54 01:59.

WHITE CELL (EVEN): LVS 295/58 01:04 EXPAND 240/270 LVLOF AT LVS 337/49 01:49 INGRESS KITTY CAT BRAVO AIRFL AREA; GCK 073/50 01:51 EGRESS KITTY CAT BRAVO.

TANKER AIRCRAFT: IFPFP LAND KRSW.

BOMBER AIRCRAFT: CLMB 350 LVLOF AT SLN 232/54 01:59.

COMMON ROUTE: IBASF 15 MIN SLN 173/32 02:05; ENTER MNVR AREA BNDD BY SLN 173/32, MKC 183/82, MKC 208/53. EXIT MNVR AREA AT MKC 208/53 02:30; OBH 270/74 03:12; RAP 212/37 03:41 CLMB 370 LVLOF AT RAP 232/42 03:43; 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 04:46; GEG 019/16 05:18; SEA 345/14 05:48; GEG 139/54 06:18; ENTER MNVR AREA BNDD BY GEG 139/54, BOI 342/87, DLN 244/57, EXIT MNVR AREA DLN 244/57 06:46; DSND 260 LVLOF DLN 06:53; ENTER FLIGHT DECK OIL BURNER ROUTE IBASF 15 MIN; EXIT OIL BURNER CZI 250 AT 08:24; CLMB 390 LVLOF AT CZI 153/41 08:30; DEN 283/25 08:57; PUB 097/45 09:15; ROW 09:58; LAND KRSW.

AMEND 2
APPENDIX 9
ANNEX A
6SAW CREW FLIMSY 400-63
25 JULY 1962

(If additional space is needed for any item, continue on blank 8" x 10½" sheets and identify item.)

FORM

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 27 July 1962

SUBJECT: Amendment 3 to Headquarters 6th Strategic Aerospace Wing Crew Flimsy 400-63

TO: 15AF (DOTS) 47 Strat Aerospace Div 1 CEG
Barksdale AFB; La

1. Attached is amendment 3 to 6th Strategic Aerospace Wing Crew Flimsy 400-63, 20 June 1962.

2. Pen and ink changes:

a. Annex A, page 2, par. 5. Change "Kitty Cat" to read "Eagle Eye."

b. Annex A, page 7. Add par. 16g: "Dual tactics for air refueling are authorized in accordance with SACR 51-3."

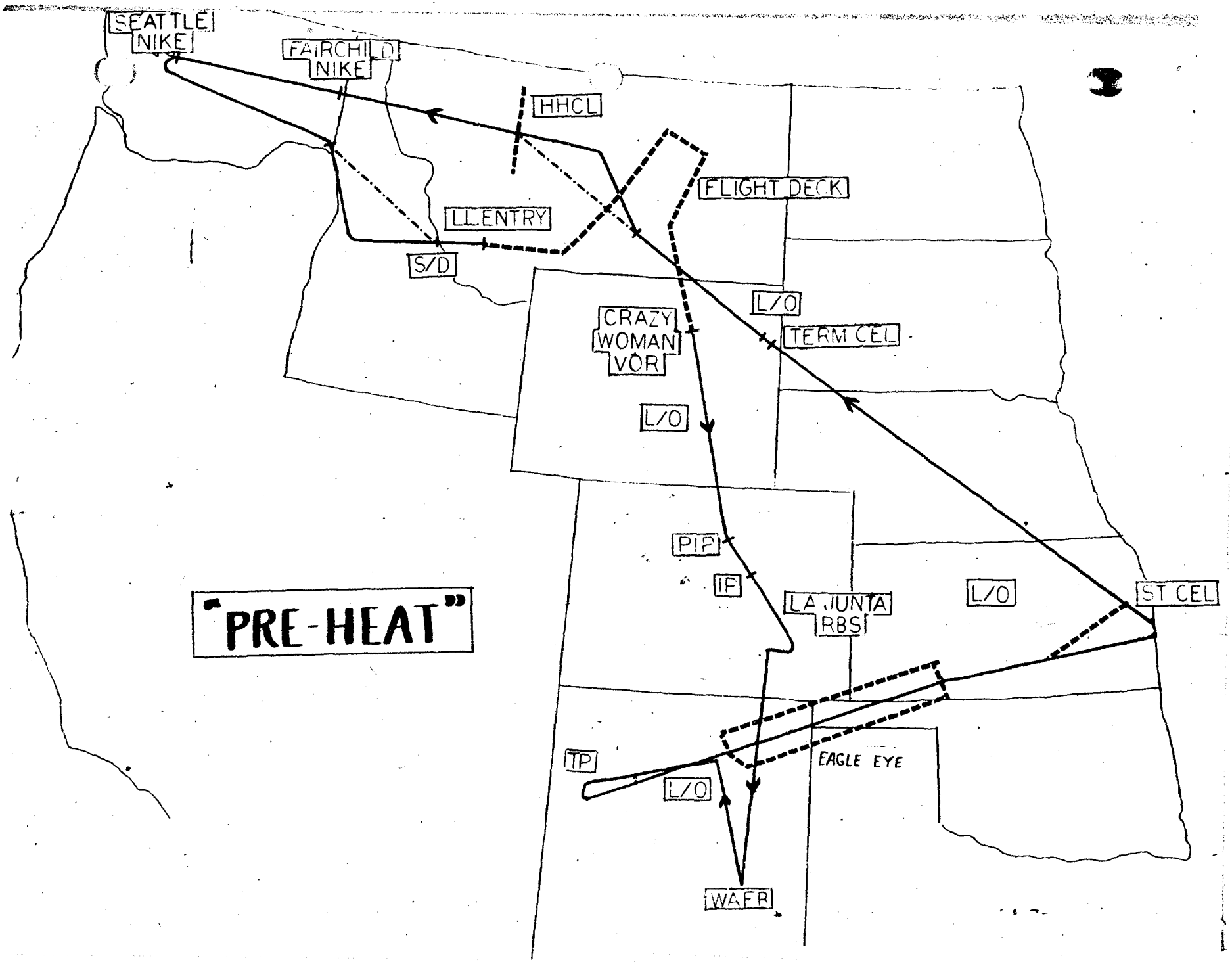
c. Annex B, page 2, par 4d(2): Change "KITTY CAT THOMAS" to read "EAGLE EYE."

FOR THE COMMANDER

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

1 Atch
Amend 3, 6SAW Crew Flimsy 400-63
27 July 1962

Copies to:
C, BC, DCO, DCOT 3, DCOCE, DCOI,
DCOCP, DCOTRA, DCOTAS 2, DCOT,
DCOAM 2, DCOI, DCOIT, DCM, D[illegible]
DCOTBO 2, IXO 4, 6FMS 2, 6CS[illegible]
6AEMS, 6AEMS(GAM), 37MMS, [illegible],
Det 15 9 Wea Sq, 686ACSW Sq, DCA,
6 Air Refueling Sq 15, 40 Bomb Sq 35.


SEATTLE NIKE
FAIRCHILD NIKE
HHCL
FLIGHT DECK
LL ENTRY
S/D
L/O
CRAZY WOMAN VOR
TERM CEL
L/O
PIP
IF
LA JUNTA RBS
L/O
ST CEL
"PRE-HEAT"
TP
L/O
EAGLE EYE
WAFR

ACFT / Color Code	Pre-T.O. Briefing	Take-Off	ARCP	Start Grid Cal Leg	HHGL	Fair-Child NIKE	Seattle NIKE	Low Alt Entry	Low Alt Release	High Alt Release	Roswell VOR
KC-135 Red One	0100	0327	0446								As Briefed
B-52 Red Two	0100	0328	0446	0558	0814	0846	0916	1021	1130	1243	1326
KC-135 White One	0100	0342	0501								As Briefed
B-52 White Two	0100	0343	0501	0613	0829	0901	0931	1036	1145	1258	1341
KC-135 Blue One	0100	0357	0516								As Briefed
B-52 Blue Two	0100	0358	0516	0628	0844	0916	0946	1051	1200	1313	1356

PRE-T.O. BRIEFINGS WILL BE CONDUCTED @ 40BS
ALL TIMES ZULU

FLOW CHART

EFF DATES:
1 Aug - 4 Aug
15 Aug - 18 Aug
29 Aug - 1 Sept

AMEND #3
APPENDIX 2
ANNEX A
6SAW FLIMSY 400-63
27 July 1962

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

APPENDIX 3

ANNEX "A"

6SAW FLIMSY 400-63

FLIGHT PLANS

1. PLANNING DATA:

a. Takeoff weights:

(1) Maximum weights are based on use of 100% critical field length/MRR on both B-52 and KC-135 aircraft.

(a) Maximum temperature is 94°F with a pressure altitude of 3950 feet as directed by SACM 55-12.

(2) Critical Field length for KC-135 is based on 700 feet line up distance and a + .34% gradient on Runway 21.

b. Range:

(1) Bomber-GAM equipped aircraft were planned with a range degradation of 10% based on GAM engines at Wind Mill.

(2) Tankers--Based on 20 February Tech Order.

c. Operating weights:

(1) Are based on Volume III, SACM 55-7 for both bomber and tanker aircraft.

(2) GAM and ECM modification weights are included in B-52 basic weight of the aircraft.

d. All other data is as shown on SAC Form 1a.

AMEND 2
APPENDIX 3
ANNEX A
6SAW FLIMSY 400-63
25 July 1962

MISSION FLIGHT PLAN	O. O. AND NICKNAME	UNIT	TYPE ACFT	WAVE	CELL CALL SIGN	REMARKS
	PRE HEAT	6 SAW	B-52C	RED	TWO	AUGUST WINDS

	POUNDS				POUNDS		
ACFT BASIC	172 920		BOMBS		22690		
CREW	1740	#6 CAM	AMMO				
OIL	98[illegible]	PLUS	WATER AUG		2500		
ATO		1500#	STATIC		414356	NR FULL ATO REQUIRED	
RACK		IN MID					
EXT TANKS WEIGHT (Empty)	2590	BODY	START ENGINES AND TAXI FUEL ALLOWANCE		-4000	NR EMPTY ATO REQUIRED	
MISCELLANEOUS	450	(20500)					
CHAFF	1000						
OPERATING	179666	TOTAL FUEL	209500	TAKE-OFF GROSS	410356	ATO FIRING SPEED	

RUNWAY +.34% Gradient

PRESSURE ALT	LENGTH	AIR TEMP
3950	13000	94°
~~CRITICAL FIELD LENGTH~~ MRR 12800		CRITICAL AIR TEMP 94°
TAKE-OFF DISTANCE 11350		TAKE-OFF SPEED 148

CRITICAL WIND COMPONENT

1ST LEG	2ND LEG	3D LEG

PRE-FLIGHT PLAN

FUEL BASED ON 90% WW

ROUTE (FROM WALKER AFB N.M. 33-17N 104-32W)	FLT COND	T. C.	WIND D/V / DRIFT	T. H.	VAR	M. H.	TEMP / ALT	IAS / MACH	T. A. S.	MEAN G. S. 90%	GND DIS / ACC GND DIS	TIME / ACC TIME	AIR DIS / ACC AIR DIS	90% ETA TIME	PRED FUEL REMAINING	GROSS WT
															209.[illegible]	[illegible]4.4
															9.[illegible]	12.0
TETTOAC											10	:03	10	:03	200.[illegible]	[illegible]2.4
L/O			250/020							375	98	:15	98	:15	11.0	11.0
34-43N 109-34W	CL	349	-3	346	-12	334	225	280	393	[illegible]	108	[illegible]	108	:18	1[illegible]	[illegible]1.4
[illegible] PT			255/028							[illegible]	[illegible]	:08	60	:08	[illegible]	2.4
LAS VEGAS VORTAC	CR	349	[illegible]	34[illegible]	-13	332	✓	30[illegible]	[illegible]	[illegible]	16[illegible]	[illegible]	168	:26	[illegible]	[illegible]3.0
IP [illegible]			255/025							[illegible]	[illegible]	[illegible]	158	:21		9.0
[illegible]N 108-00W	✓	261	-1	[illegible]	✓	247	✓		[illegible]	[illegible]	[illegible]	[illegible]	326	:47	[illegible]	9.0
[illegible] IP L/O											[illegible]	[illegible]	30	:04		2.8
34-54N 107-34W	CL	↪					25.5		✓		[illegible]	[illegible]	356	:51		[illegible]
[illegible]			255/028							41[illegible]	[illegible]	[illegible]	128	:17		6.8
[illegible]N 105-29W	CR	068	-1	0[illegible]	-13	0[illegible]4	✓		✓	44[illegible]	[illegible]	[illegible]	484	01:08	[illegible]	[illegible]
[illegible] L/O			250/028							46[illegible]	[illegible]	:04	29	:04		1.4
[illegible]N 104-55W	DS	070	±0	0[illegible]	✓	057	24.0		✓	444	[illegible]	[illegible]	513	01:12	[illegible]	[illegible]8.0
[illegible]			250/028							467	51	:06	51	:07		2.7
[illegible]N 103-57W	CR	✓	±0	✓	✓	✓	✓		✓	444	[illegible]	[illegible]	564	01:19	[illegible]	[illegible]5.3
[illegible] (CLEANING)			255/024							299	[illegible]	[illegible]	184	:30	[illegible]	[illegible]
[illegible]6W	AR	072	±0	072	-12	[illegible]60	25.0	255	[illegible]	379	[illegible]	[illegible]	148	01:49	[illegible]	[illegible]
															[illegible]	[illegible]
[illegible]															83	[illegible]
[illegible]			255/021							296	18	:03	18	:03	[illegible]	[illegible]
[illegible]W	CR	073	±0	073	-11	[illegible]	250	255	375	379	256	01:49	266	01:5[illegible]	238.[illegible]	[illegible]
[illegible]			260/021							436	50	:07	[illegible]	:07	4	4.0
[illegible]-54W	CL	079	±0	079	-10	[illegible]	[illegible]0.0	280	415	405	306	01:56	317	01:5[illegible]	234	[illegible]
[illegible] AREA			[illegible]							467	80	:10	82	:11	4	4.[illegible]
[illegible] 97-14W	[illegible]	07[illegible]	[illegible]	[illegible]	✓	✓	✓	.77	444	433	886	02:06	899	02:10	230.[illegible]	[illegible]
										368	116	:15	119	:16	6.4	[illegible].4
[illegible] 94-51W	✓	[illegible]	[illegible]	[illegible]	-9	071	[illegible]	✓	✓	434	1002	02:21	1018	02:26	223.6	[illegible]6.0

FORM 1 [illegible] APPENDIX [illegible]

MISSION FLIGHT PLAN CONTINUATION SHEET

FUEL BASED ON 90% WW

FROM / ROUTE	FLT COND	T.C.	WIND D/V / DRIFT	T.H.	VAR	M.H.	TEMP / ALT	IAS / MACH	T.A.S.	MEAN G.S. 90%	GND DIS / ACC GND DIS	TIME / ACC TIME	AIR DIS / ACC AIR DIS	90% ETA TIME	FUEL FLIG. / PRED FUEL REMAINING	PLAN GROSS WT
FROM T/[illegible] 37-56N 94-51W															223.6	426.0
		↶								4.4	26	:04	26	04	1.4	1.4
38-12N 94-[illegible]W	CR						✓	.77	444	414	1028	02:25	1044	02:30	222.2	424.6
ST. ABBR CEL GRID LEG			2?/035							418	35	:05	39	:05	2.0	2.0
38-31N 95-17W	✓	311	-3	308	-9	299	33.0	✓	✓	402	1063	02:30	1083	02:35	220.2	422.6
TERM ABBR CEL GRID LEG		0776?	265/040	0336?						415	482	01:10	549	01:14	27.5	27.5
S/C 43-32N 103-39W	✓	3?6	-4	306	✓	297	✓	✓	✓	390	1545	03:40	1632	03:49	192.7	395.1
L/O ST CAM PROGRAM			265/040							415	28	:04	32	:04	3.5	3.5
43-49N 104-10W	CL	308	-4	304	-14	290	37.0	✓	✓	390	1573	03:44	1664	03:53	189.2	391.6
ENTER MNVR AREA			265/040							414	213	:31	243	:33	11.7	11.7
45-55N 108-19W	CR	304	-4	302	-16	286	✓	✓	✓	390	1786	04:15	1907	04:22	177.5	379.9
T/P			265/040							425	169	:15	124	:17	6.1	6.1
47-27N 109-26W	✓	333	-5	328	-17	311	✓	✓	✓	[illegible]	1955	04:30	2031	04:43	171.4	373.8
ARCL			265/040							424	108	:16	123	:17	5.6	5.6
47-39N 112-01½W	✓	274	-1	273	-17	255	✓	✓	✓	389	2063	04:46	2154	05:00	165.8	368.2
[illegible]M TP LOWGEAR			265/040							404	117	:17	134	:18	6.0	6.0
47-44N 114-[illegible]W	✓	273	-1	272	-20	252	✓	✓	✓	389	2180	05:03	2288	05:18	159.8	362.2
[illegible] LAUNCH			260/035							404	100	:15	114	:15	5.1	5.1
FAIRCHILD NIKE	✓	270	±0	270	-21	249	✓	✓	✓	388	2280	05:18	2402	05:33	154.7	357.1
[illegible] IMPACT			265/040							[illegible]	200	:30	229	:31	10.0	10.0
SEATTLE NIKE	✓	268	±0	268	✓	247	✓	✓	✓	[illegible]	2420	05:48	2631	06:04	144.7	347.1
		↷								444	30	:04	30	:04	1.3	1.3
4?-12N 122-15W	CR						?.0	.77	444	44?	2450	0?:52	2661	06:0?	143.4	345.8
ENTER MNVR AREA			265/005							478	210	:26	212	:29	8.9	8.9
[illegible]N 117-11W	✓	100	+1	101	-21	080	✓	✓	✓	434	2660	06:18	2873	06:37	134.5	336.9
T/P			260/040							448	114	:15	115	:15	5.0	5.0
[illegible] 11?-?W	✓	162	+5	167	-20	147	✓	✓	✓	441	2774	06:33	2988	06:52	129.5	331.9
[illegible]			265/038							480	107	:13	108	:15	4.6	4.6
[illegible] 11?-13W	✓	081	+1	082	-19	063	✓	✓	✓	491	2881	06:46	3076	07:07	124.9	327.3
[illegible]			255/030							469	57	:07	57	:08	1.7	1.7
[illegible]	?5	082	+1	083	-18	065	↘	280	440	427	2938	06:53	3153	07:15	123.2	325.6
[illegible]			AP								27	:04	27	:04	1.3	1.3
[illegible]	[illegible]	07?		07?	✓	072	26.0	✓	418	4??	2965	06:57	3180	07:1?	121.9	324.3
											69	:12	59	:12	2.2	2.0
[illegible]	✓	✓		✓	✓	✓	1?.0	✓	?50	[illegible]	3034	07:09	3249	07:31	[illegible]	[illegible]
											19	:03	19	:03	1.2	1.2
[illegible]	✓	041		041	-17	024	13.?	✓	312	312	3053	07:12	3268	07:34	[illegible]	320.1
											15	:03	15	:03	1.0	1.0
[illegible]	✓	✓		✓	✓	✓	9.0	✓	320	320	3068	07:15	3283	07:37	116.7	319.1
ENTRY POINT											23	:04	23	:04	1.7	1.7
4?-5?N 109-24W	✓	042		042	✓	025	8.0	✓	317	317	3091	07:19	3306	07:41	115.0	317.4

ROUTE (FROM)	FLT COND	T.C.	WIND D/V DRIFT	T.H.	VAR	M.H.	TEMP ALT	IAS MACH	T.A.S.	MEAN G.S. 70%	GND DIS ACC GND DIS	TIME ACC TIME	AIR DIS ACC AIR DIS	ETA Time	FUEL FLIGHT PLAN: PRED FUEL REMAINING	FUEL FLIGHT PLAN: GROSS WT
															115.0	317.4
47-00N 108-?2W	LL	030		030	-17	013	8.0	325	365	365	72 3163	:12 07:31	72 3378	:12 07:5?	5.6 109.4	5.6 311.8
47-51N 107-38W	✓	036		036	✓	019	5.5	✓	352	352	63 3226	:11 07:42	63 3441	:11 08:04	4.9 104.5	4.9 306.9
47-26N 106-39W	✓	123		123	✓	106	5.3	✓	351	351	47 3273	:08 07:50	47 3488	:08 08:12	3.7 100.8	3.7 303.2
46-31N 107-02W	✓	196		196	-16	180	4.5	✓	347	347	58 3331	:10 08:00	58 3546	:10 08:22	4.5 96.3	4.5 298.7
TGT FOXTROT	✓	198		198	✓	182	6.0	✓	355	355	12 3343	:02 08:02	12 3558	:02 08:24	.9 95.4	.9 297.8
(SENIOR STAND CREW ONLY) TGT GEORGE	✓	193		193	✓	177	✓	✓	✓	✓	8 3351	:01 08:03	8 3566	:01 08:25	.6 94.8	.6 297.2
46-00N 107-15W	✓	195		195	✓	179	✓	✓	✓	✓	12 3363	:02 08:05	12 3578	:02 08:27	.9 93.9	.9 296.3
45-16N 106-57W	✓	164		164	✓	148	15.0	280	350	350	46 3409	:08 08:13	46 3624	:08 08:35	4.6 89.3	4.6 291.7
45-02N 106-51W	✓	✓		✓	✓	✓	23.0	✓	395	395	15 3424	:02 08:15	15 3639	:02 08:37	1.4 87.9	1.4 290.3
CRAZY WOMAN VOR 44-00N 106-26W	✓	165		165	-15	150	25.0	✓	413	413	64 3488	:09 08:24	64 3703	:09 08:46	3.0 84.9	3.0 287.3
TC 43-40N 106-20W	✓	168	258/030 +4	172	✓	157	✓	✓	✓	410 383	20 3508	:03 08:27	22 3725	:03 08:49	1.0 83.9	1.0 286.3
[illegible] 43-21N 106-11W	CL	✓	258/030 +4	✓	✓	✓	33.0	✓	440	438 411	29 3537	:04 08:31	31 3756	:04 08:53	2.0 81.9	2.0 284.3
TC 42-23N 105-58W	CR	✓	258/035 +5	173	-14	159	✓	.77	444	442 412	46 3583	:06 08:37	50 3806	:07 09:00	1.9 80.0	1.9 282.4
[illegible]	CL	✓	258/035 +5	✓	✓	✓	39.0	✓	✓	442 412	23 3606	:03 08:40	25 3831	:03 09:03	1.6 78.4	1.6 280.8
[illegible]	CR	✓	258/035 +5	✓	✓	✓	✓	✓	✓	442 412	126 3732	:17 08:57	136 3967	:18 09:21	4.8 73.6	4.8 276.0
TC [illegible]	✓	146	258/035 +4	150	✓	136	✓	✓	✓	457 427	69 3801	:09 09:06	72 4039	[illegible]	2.5 71.1	2.5 273.5
[illegible] LA JUNTA [illegible]	✓	147	258/035 +4	151	-13	138	✓	.82	471	482 465	75 3876	:09 09:15	76 4115	[illegible]	3.0 68.1	3.0 270.5
[illegible]											33 3909	:04 09:19	33 4148	:04 09:4?	1.3 66.8	1.3 269.2
[illegible]	✓	186	[illegible]/030 +1	[illegible]	-13	177	39.0	.77	444	430 437	194 4103	:27 09:46	212 4360	:29 10:14	7.2 59.6	7.2 262.0
[illegible] VOR 38-20N 104-37W	✓	188	250/020 +3	191	-12	179	↘		400	390 353	77 4180	:12 09:58	87 4447	:13 10:27	2.9 56.7	2.9 259.1

MISSION FLIGHT PLAN CONTINUATION SHEET

FUEL BASED ON 90%

FROM / ROUTE	FLT COND	T.C.	WIND D/V / DRIFT	T.H.	VAR	M.H.	TEMP / ALT	IAS / MACH	T. A. S.	NEAN G. S. 90%	GND DIS / ACC GND DIS	TIME / ACC TIME	AIR DIS / ACC AIR DIS	@ / ETA TIME	FUEL FLIGHT PLAN: PRED FUEL REMAINING	FUEL FLIGHT PLAN: GROSS WT
ROSWELL VOR															56.7	259.1
ALTERNATES																
BIGGS AFB											163	:22	183	:25	6.1	6.1
31-51N 106-12W	CR	197/13					40.0	.77	444	394	4343	10:20	4630	10:52	50.6	253.0
AMARILLO AFB											182	.23	180	:25	6.0	6.0
35-14N 101-42W	CR	051					42.0	.77	444	[illegible]	1367	10.21	4627	10:59	50.7	253.1

MISSION FLIGHT PLAN

O. O. AND NICKNAME	UNIT	TYPE ACFT	WAVE	CELL CALL SIGN	REMARKS
PRE HEAT	G SAW	B-52E	WHITE OR BLUE	TWO	AUGUST WIND

	POUNDS				POUNDS		
ACFT BASIC	172900			BOMBS			
CREW	1740			AMMO			
OIL	986		8	WATER AUG	2500		
ATO				STATIC	410166	NR FULL ATO REQUIRED	
RACK							
EXT TANKS WEIGHT (Empty)	2590			START ENGINES AND TAXI FUEL ALLOWANCE	-4000	NR EMPTY ATO REQUIRED	
MISCELLANEOUS	450						
CHAFF	1000	TOTAL FUEL	228000	TAKE-OFF GROSS	406166	ATO FIRING SPEED	
OPERATING	179666						

RUNWAY

PRESSURE ALT	LENGTH	AIR TEMP
3950	13000	94°

~~CRITICAL FIELD LENGTH~~ MRR	CRITICAL AIR TEMP
12630	96½

TAKE-OFF DISTANCE	TAKE-OFF SPEED
11200	147

CRITICAL WIND COMPONENT

1ST LEG	2ND LEG	3D LEG

PRE-FLIGHT PLAN

FUEL BASED ON 90% WW

FROM WALKER AFB N.M. / 33-18N 104-32W / ROUTE	FLT COND	T. C.	WIND D/V / DRIFT	T. H.	VAR	M. H.	TEMP / ALT	IAS / MACH	T. A. S.	MEAN G. S. / 90%	GND DIS / ACC GND DIS	TIME / ACC TIME	AIR DIS / ACC AIR DIS	90% ETA / TIME	FUEL FLIGHT PLAN: PRED FUEL REMAINING	FUEL FLIGHT PLAN: GROSS WT
															2280	410.2
															8.4	10.9
SETTOAC											10	:03	10	:03	219.6	399.3
L/O	CL	349	250/020 / -3	346	-12	334	22.5	280	393	395	83	:13	82	:13	9.3	9.3
										381	93	:16	92	:16	210.3	390.0
CELL FORM PT	CR	✓	235/028 / -4	345	-13	332	✓	300	430	430	73	:10	76	:10	3.6	3.6
LAS VEGAS VORTAC										409	166	:26	168	:26	206.7	386.4
TP S/C	✓	261	255/025 / -1	260	✓	247	✓		✓	410	147	:21	158	:21	7.6	7.6
35-11N 108-00W										410	313	:47	326	:47	199.1	378.8
RCVR IP L/O	✓	G			✓		25.5		440		30	:04	30	:04	1.5	1.5
37-54N 107-54W											343	:51	356	:51	197.6	377.3
IP	✓	068	255/028 / -1	067	✓	054	✓		✓	467	129	:17	128	:17	6.3	6.3
35-42N 105-29W										444	472	01:08	484	01:08	191.3	371.0
EGRESS L/O	DS	070	250/028 / ±0	070	✓	057	24.0		✓	468	29	:04	29	:04	1.4	1.4
35-15N 104-55W										444	501	01:12	513	01:12	189.9	369.6
ORIP	CR	✓	250/028 / ±0	✓	✓	✓	✓		✓	468	51	:06	51	:07	2.5	2.5
34-11N 102-57W										444	552	01:18	564	01:19	187.4	367.1
TO A/R (PLANNING)	AR	072	255/024 / ±0	072	-12	060	25.0	255	375	399	186	:28	184	:30	12.6	12.6
32-10N 100-16W										379	738	01:46	748	01:49	174.8	354.5
															89.2	89.2
															264.0	443.7
[illegible] S/C	CR	073	255/021 / ±0	073	-11	062	25.0	255	375	396	18	:03	18	:03	1.0	1.0
32-05N 99-55W										379	756	01:49	766	01:52	263.0	442.7
[illegible]	CL	079	260/021 / ±0	079	-10	069	33.0	280	415	436	50	:07	51	:07	3.6	3.6
32-35N 98-54W										406	806	01:56	817	01:57	259.4	339.1
[illegible] DINVR AREA	CR	080	280/025 / -1	✓	✓	✓	✓	.77	444	467	80	:10	82	:11	4.1	4.1
32-[illegible] 97-16W										433	886	02:06	899	02:10	255.3	435.0
TP [illegible]	✓	081	280/025 / -1	080	-9	071	✓	✓	✓	468	116	:15	119	:16	5.8	5.8
31-56 94-51W										434	1002	02:21	1018	02:26	249.5	429.2

MISSION FLIGHT PL[AN] – CONTINUATION SHEET

FUEL BASED ON 9[0]% NW

FROM / ROUTE	FLT COND	T.C.	WIND D/V / DRIFT	T.H.	VAR	M.H.	TEMP / ALT	IAS / MACH	T. A. S.	MEAN G. S. 90%	GND DIS / ACC GND DIS	TIME / ACC TIME	AIR DIS / ACC AIR DIS	90% ETA / TIME	FUEL FLIGHT PLAN: PRED FUEL REMAINING	FUEL FLIGHT PLAN: GROSS WT
															249.5	429.2
38-12N 94-44W	CR	↱					33.0	.77	444	444	26	04	26	04	1.3	1.3
										444	1028	02:25	1044	0230	248.2	427.9
ST ABBR. CEL GRID LEG			265/035							418	35	05	39	05	1.9	1.9
38-31N 95-17W	V	311	-3	308	-9	279	33.0	V	V	402	1063	02:30	1083	0235	246.3	426.0
FROM ABBR. CEL GRID LEG		027CC	265/040	033CH						415	482	1:10	549	01:14	258	25.8
S/C 43-32N 103-39W	V	310	-4	306	V	297	V	V	V	390	1545	03:40	1632	03:49	220.5	400.2
H/O			265/040							415	28	04	32	:04	2.7	2.7
43-49N 104-10W	CL	308	-4	304	-14	290	37.0	V	V	390	1573	03:44	1664	03:53	217.8	397.5
ENTER MANEUVER AREA			265/040							414	213	31	243	33	11.0	11.0
45-55N 108-14W	CR	306	-4	302	-16	286	V	V	V	390	1786	04:15	1907	0428	206.8	386.5
TP			265/040							425	109	15	124	17	5.4	5.4
47.27N 109-26W	V	333	-5	328	-17	311	V	V	V	389	1895	04:30	2031	0445	201.4	381.1
HHGL			265/40							409	108	16	123	17	5.3	5.3
47-39N 112-01½W	V	274	-1	273	-18	255	V	V	V	385	2003	04:46	2154	05:02	196.1	375.8
ECM I.P.			265/40							404	117	17	134	18	5.7	5.7
47-44N 114-53	V	273	-1	272	-20	252	V	V	V	388	2120	05:03	2288	05:20	190.4	370.1
TCT			265/40							404	100	15	114	15	4.8	4.8
FAIRCHILD NIKE	V	270	+0	270	-21	249	V	V	V	388	2220	05:18	2402	05:35	185.6	365.3
			265/40							404	200	30	229	31	9.3	9.3
SEATTLE NIKE	V	268	0	268	V	247	V	V	V	388	2420	05:48	2631	06:05	176.3	356.0
										444	30	04	30	04	1.2	1.2
47-18N 122-15W	CR	↳					37.0	V	V	444	2450	05:52	2661	0608	175.1	354.8
ENTER MANEUVER AREA			265/35							418	210	26	212	29	8.4	8.4
46.43N 119-11W	V	100	+1	101	-21	080	V	V	V	439	2660	06:18	2873	0637	166.7	346.4
T.P.			260/40							448	114	15	115	15	4.5	4.5
45-00N 116-15W	V	162	+5	167	-20	147	V	V	V	441	2774	06:33	2988	0652	162.2	341.9
S/O			255/38							480	107	13	108	15	4.2	4.2
45-06N 113-53W	V	031	+1	082	-19	063	V	V	V	441	2881	06:46	3096	0707	158.0	337.7
LOW ALT ENTRY (DILLON)			255/33							469	57	07	57	08	1.7	1.7
45-15N 112-33W	DS	082	+1	083	-18	065	V	280	440	437	2938	06:53	3155	0715	156.3	336.0
S/O											27	04	27	04	1.3	1.3
45-15N 111-53W	LL	090		090	V	072	26.0	V	418	418	2965	06:57	3180	0719	155.0	334.7
											69	12	69	12	4.2	4.2
45-15N 110-19W	V	V		V	V	V	15.0	V	350	350	3034	07:09	3249	0731	150.8	330.5
											19	03	19	03	1.2	1.2
45-29N 110-00W	V	041		041	-17	024	1305	V	342	342	3053	07:12	3268	0734	149.6	329.3
											15	03	15	03	.9	.9
45-40N 109-46W	V	V		V	V	V	900	V	320	320	3068	07:15	3283	0737	148.7	328.4
ENTRY POINT											23	04	23	04	1.7	1.7
45-57N 109-24W	V	042		042	V	025	8.0	V	317	317	3091	07:19	3306		17.0	326.7

NO WIND

NW GW

MISSION FLIGHT PLAN – CONTINUATION SHEET

FUEL BASED ON 90% WW

FROM ENTRY PT 45-57N 109-24W / ROUTE	FLT COND	T.C.	WIND D/V / DRIFT	T.H.	VAR	M.H.	TEMP / ALT	IAS / MACH	T.A.S.	MEAN G.S. 90%	GND DIS / ACC GND DIS	TIME / ACC TIME	AIR DIS / ACC AIR DIS	90% ETA	PRED FUEL REMAINING	GROSS WT
															147.0	326.7
47-00N 108-32W	✓	030		030	✓	013	✓	325	365	365	72 / 3163	:12 / 07:31	72 / 3378	:12 / 07:53	5.2 / 141.8	5.2 / 321.5
47-51N 107-38W	✓	036		036	✓	019	5.5	✓	352	352	63 / 3226	:11 / 07:42	63 / 3441	:11 / 08:04	4.8 / 137.0	4.8 / 316.7
47-26N 106-39W	✓	123	NO WIND	123	✓	106	5.3	✓	351	351	47 / 3273	:08 / 07:50	47 / 3488	:08 / 08:12	3.5 / 133.5	3.5 / 313.2
46-31N 107-02W	✓	196		196	-16	180	4.5	✓	347	347	58 / 3331	:10 / 08:00	58 / 3546	:10 / 08:22	4.4 / 129.1	4.4 / 308.8
TGT FOX TROT	✓	198		198	✓	182	6.0	✓	355	355	12 / 3343	:02 / 08:02	12 / 3558	:02 / [illegible]	.9 / 128.2	.9 / 307.9
46-00N 107-15W	✓	194		194	✓	178	✓	✓	✓	✓	20 / 3363	:03 / 08:05	20 / 3578	:05 / 08:27	1.3 / 126.9	1.3 / 306.6
45-16N 106-57	✓	164		164	✓	148	15.0	280	350	350	46 / 3409	:08 / 08:13	46 / 3624	:08 / 08:35	2.8 / 124.1	2.8 / 303.8
45-02N 106-51W	✓	✓		✓	✓	✓	23.0	✓	395	395	15 / 3424	:02 / 08:15	15 / 3639	:02 / 08:37	.8 / 123.3	.8 / 303.0
CRAZY WOMAN VOR 44-00N 106-26W	✓	165	↓	165	-15	150	25.0	✓	413	413	64 / 3488	:09 / 08:24	64 / 3703	:09 / 08:46	2.9 / 120.4	2.9 / 300.1
S/C 43-40N 106-20W	✓	168	258/030 / +4	172	✓	157	25.0	✓	✓	410 / 383	20 / 3508	:03 / 08:27	22 / 3725	:03 / 08:49	1.0 / 119.4	1.0 / 299.1
L/O 43-21N 106-11W	CL	✓	258/030 / +4	✓	✓	✓	33.0	✓	440	438 / 411	29 / 3537	:04 / 08:31	31 / 3756	:04 / 08:53	2.0 / 117.4	2.0 / 297.1
S/C 42-23N 105-58W	CR	✓	258/035 / +5	173	-14	159	33.0	.77	444	442 / 412	46 / 3583	:06 / 08:37	50 / 3806	:07 / 09:00	1.8 / 115.6	1.8 / 295.3
L/O 42-05N 105-51W	CL	✓	258/035 / +5	✓	✓	✓	39.0	✓	✓	442 / 412	23 / 3606	:03 / 08:40	25 / 3831	:03 / 09:03	1.6 / 114.0	1.6 / 293.7
P.O 40-03N 105-15W	CR	168	258/035 / +5	173	✓	✓	✓	✓	✓	442 / 412	126 / 3732	:17 / 08:57	136 / 3967	:17 / 09:21	4.5 / 109.5	4.5 / 289.2
IP 39-06N 104-52W	✓	146	258/035 / +4	150	✓	136	✓	✓	✓	442 / 427	69 / 3801	:09 / 09:06	72 / 4039	:10 / 09:31	2.4 / 107.1	2.4 / 286.8
TGT (PLANNING) LA JUNTA RBS	✓	147	258/034 / +4	151	-13	138	✓	.82	471	482 / 465	75 / 3876	09 / 09:15	76 / 4115	:10 / 09:41	2.7 / 104.4	2.7 / 284.1
BREAKAWAY											33 / 3909	:04 / 09:19	33 / 4148	:04 / 09:45	1.2 / 103.2	1.2 / 282.9
ALAMAGORDO RBS 34-36N 104-25W	CR	186	250/030 / +4	190	-13	177	39.0	.77	444	430 / 407	194 / 4103	:27 / 09:46	212 / 4360	:27 / 10:12	6.9 / 96.3	6.9 / 276.0
ROSWELL VOR 33-21N 104-32W	DS	188	250/020 / +3	191	-12	179	✓	✓	400	390 / 353	77 / 4180	:12 / 09:58	87 / 4447	:13 / 10:27	2.8 / 93.5	2.8 / 273.2

NON GAIN

MISSION FLIGHT PL. **CONTINUATION SHEET** FUEL BASED ON 90%

FROM / ROUTE	FLT COND	T.C.	WIND D/V / DRIFT	T.H.	VAR	M.H.	TEMP / ALT	IAS / MACH	T. A. S.	MEAN G. S. 90%	GND DIS / ACC GND DIS	TIME / ACC TIME	AIR DIS / ACC AIR DIS	90% ETA / TIME	FUEL FLIGHT PLAN: PRED FUEL REMAINING	FUEL FLIGHT PLAN: GROSS WT.
ROSWELL VOR															93.5	273.2
ALTERNATES																
BIGGS AFB		197									163	:22	183	:25	5.9	5.9
31-51N 106-23W	CR	353					40.0	.77	444	396	4343	10:20	4630	10:52	87.6	267.3
AMARILLO AFB											182	:23	180	:24	5.9	5.9
35-14N 101-42W	CR	051					42.0	.77	444	451	4362	10:21	4627	10:51	81.7	261.4

LION GAM AIRCRAFT

MISSION FLIGHT PLAN – CONTINUATION SHEET

FUEL BASED ON 90% WW

FROM MISSED A/R NO ON LOAD / ROUTE	FLT COND	T.C.	WIND D/V / DRIFT	T.H.	VAR	M.H.	TEMP / ALT	IAS / MACH	T.A.S.	MEAN G.S. 90%	GND DIS / ACC GND DIS	TIME / ACC TIME	AIR DIS / ACC AIR DIS	90% ETA TIME	FUEL FLIGHT PLAN: PRED FUEL REMAINING	FUEL FLIGHT PLAN: GROSS WT
EGRESS PT S/C															173.8	353.5
L/O			260/021							436	50	:07	51	:07	2.8	2.8
37-25N 98-54W	CL	079	±0	079	-10	069	33.0	280	415	406	806	01:56	817	01:59	171.0	350.7
ENTER MNVR AREA			280/025							467	80	:10	82	:11	3.3	3.3
37-38N 97-16W	CR	080	-1	✓	✓	✓	✓	.77	444	433	886	02:06	899	02:10	167.7	347.4
TP			280/025							468	116	:15	119	:16	4.7	4.7
37-56N 94-51W	✓	081	-1	080	-9	071	✓	✓	✓	434	1002	02:21	1018	02:26	163.0	342.7
										444	26	04	26	:04	1.0	1.0
38-12N 94-44W	✓	↺					✓	✓	✓	444	1028	02:25	1044	02:30	162.0	341.7
ST ABBR CEL GRID LEG			265/035							418	35	05	39	05	1.5	1.5
38-31N 95-17W	✓	311	-3	308	-9	299	✓	✓	✓	402	1063	02:30	1083	02:35	160.5	340.2
TERM ABBR CEL LEG		027	265/040	023						415	482	01:10	549	01:14	21.2	21.2
S/C 43-32N 103-39W	✓	310	-4	306	✓	297	✓	✓	✓	390	1545	03:40	1632	03:49	139.3	319.0
L/O			265/040							415	28	:04	32	:04	1.5	1.5
43-49N 104-10W	CL	308	-4	304	-14	290	370	✓	✓	390	1573	03:44	1664	03:53	137.8	317.5
ENTER MNVR AREA			265/040							414	213	:31	243	33	8.7	8.7
45-55N 108-14W	✓	307	-4	303	-16	287	✓	✓	✓	390	1786	04:15	1907	04:26	129.1	308.8
TP			265/040							428	109	:15	124	:17	4.4	4.4
47-27N 109-26W	✓	333	-5	328	-17	311	✓	✓	✓	389	1895	04:30	2031	04:43	124.7	304.4
HHCL			265/040							404	108	:16	123	:17	4.3	4.3
47-39N 112-01½W	✓	274	-1	273	-18	255	✓	✓	✓	389	2003	04:46	2154	05:00	120.4	300.1
L/O			265/040							450	14	:02	14	:02	.8	.8
47-37N 112-19W	CL	165	+5	170	-19	151	38.0	✓	✓	421	2017	04:48	2168	05:02	119.6	297.3
ST CEL LEG			265/038							450	69	:09	72	:10	2.5	2.5
46-36N 112-01W	CR	✓	+5	✓	✓	✓	✓	✓	✓	428	2086	04:57	2240	05:12	117.1	296.8
TERM CEL LEG			250/030							446	928	02:05	960	02:10	31.6	31.6
32-46N 103-14W	✓	152	+4	156	-15	141	✓	✓	✓	432	3014	07:02	3200	07:22	85.5	265.2
ROSWELL VOR			250/020							391	104	:16	111	:16	3.5	3.5
33-21N 104-37W	✓	309	-2	307	-12	295	↘		400	389	3118	07:18	3311	07:33	82.0	261.7
ALTERNATES																
BIGGS AFB		197									163	:22	183	:25	5.7	5.7
31-50N 106-23W	CR	273					41.0	.77	444	396	3281	07:40	3494	08:03	76.3	256.0
AMARILLO AFB											182	:23	180	:24	5.7	5.7
35-13N 101-42W	CR	051					42.0	.77	444	451	3300	07:41	3491	08:02	76.3	256.0

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HON GAM

MI[illegible] FLIGHT PLAN	O. O. AND NICKNAME PRE HEAT	UNIT G AREFS	TYPE ACFT C-135A	WAVE RED WHITE & BLUE	CELL CALL SIGN ONE	REMARKS AUGUST WI 3

	POUNDS				POUNDS			RUNWAY		
ACFT BASIC	102 500			BOMBS				PRESSURE ALT 3950	LENGTH 13000	AIR TEMP 94°
CREW	1250			AMMO						
OIL	169			WATER AUG	5581			CRITICAL FIELD LENGTH 12300		CRITICAL AIR TEMP 94°
ATO				STATIC	256906	NR FULL ATO REQUIRED		TAKE-OFF DISTANCE 10500		TAKE-OFF SPEED 164
RACK								CRITICAL WIND COMPONENT		
EXT TANKS WEIGHT (Empty)				START ENGINES AND TAXI FUEL ALLOWANCE	-2000	NR EMPTY ATO REQUIRED		1ST LEG	2ND LEG	3D LEG
MISCELLANEOUS	81									
CHAFF		TOTAL FUEL	147.3	TAKE-OFF GROSS	254906	ATO FIRING SPEED				
OPERATING	104,000									

PRE-FLIGHT PLAN

FROM WALKER AFB N. MEX. / 33-17N 104-32W / ROUTE	FLT COND	T. C.	WIND D/V / DRIFT	T. H.	VAR	M. H.	TEMP / ALT	IAS / MACH	T. A. S.	G. S.	GND DIS / ACC GND DIS	TIME / ACC TIME	AIR DIS / ACC AIR DIS	ETA	FUEL FLIGHT PLAN: PRED FUEL REMAINING	FUEL FLIGHT PLAN: GROSS WT
															147.3	256.9
SETTOAC											—	—	—		4.0	9.6
											10	:03	10		143.3	247.3
LEVEL OFF			250/020								81	:13	80		5.9	5.9
34-26N 104-50W	CL	349	-3	346	-12	334	22.0	280	370	374	91	:16	90		147.4	241.4
CELL. FORM. PT. ACC			255/028					255/300	362/430	365/450	75	:10	78		2.6	2.6
LAS VEGAS VORTAC	CR	349	-4	345	-13	332	✓				166	:26	168		144.8	238.8
TURN PT S/C			255/025								147	:21	158		5.0	5.0
35-11N 108-00W	✓	261	-1	260	✓	247	✓	300	430	410	313	:47	326		139.8	233.8
RCVR IP L/O											30	:04	30		2.0	2.0
34-54N 107-54W	CL	C					25.0	✓	440		343	:51	356		137.8	231.8
			255/028								129	:17	128		3.7	3.7
35-49N 105-29W	CR	068	-1	067	-13	054	✓	✓	✓	467	472	01:08	484		134.1	228.1
INGRESS DECELERATE			250/028								29	:04	29		.8	.8
35-53N 104-55W	✓	070	± 0	070	✓	057	✓	✓	✓	✓	501	01:12	513		133.3	227.3
ARCP			250/028					300/255		468/379	51	:06	51		1.5	1.5
36-11N 103-57W	✓	✓	± 0	✓	✓	✓	✓				552	01:18	564		131.8	225.8
END AR (PLANNING)			255/024								186	:28	184		5.7	5.7
37-10N 100-16W	AR	072	± 0	072	-12	060	✓	255		399	738	01:46	748		126.1	220.1
															91.3	91.3
OFF LOAD							✓								34.8	128.8
EGRESS			255/021								18	:03	18		6	6
37-15N 99-55W	CR	073	± 0	073	-11	062	✓	255		396	756	01:49	766		34.2	128.2
CLEARING TURN												:06			1.2	1.2
LEFT TO TRACK	CL	C					40.0					01:55			33.0	127.0
INDIVIDUAL FLIGHT PLAN																

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KC 135

HEADQUARTERS 6TH STRATEGIC AEROSPACE WING
Walker Air Force Base, New Mexico
27 July 1962

APPENDIX 6

ANNEX "A"

6SAW FLIMSY 400-63

AIR REFUELING

1. GENERAL. The 6th Air Refueling Squadron will provide tanker support for this operation. Buddy refueling tactics will be used as outlined in the SAC Tactical Doctrine. Tanker receiver ratio will be 1 : 1.

2. REFUELING AREAS:

a. The primary refueling area is Eagle Eye in a west-to-east direction.

b. Primary refueling area:

(1) Name: Eagle Eye.

(2) Coordinates: 3740N 10000W 3649N 9950W 3547N 103 49W
3553N 10455W 3617N 10508W

(3) Receiver IP: 3453N 10756W.

(4) Ingress point: 3553N 10455W.

(5) ARCP: 3611N 10357W.

(6) Egress point: 3715N 9955W.

(7) TC: 072 degrees.

AMEND 3
APPENDIX 6
6SAW FLIMSY 400-63
27 July 1962

(9) Refueling altitudes: 25M.

(10) Offload:

(a) Non GAM equipped aircraft will onload to full tanks or to a pressure disconnect.

(b) GAM equipped aircraft will onload 91,300 lbs of fuel (-3000 lb tolerance).

(11) End A/R point will be established as a point (coordinates) 28½ minutes down stream from the ARCP using latest metro winds. 6th Strat Aerospace Wing DCOTP will establish this point prior to the pre-mission takeoff briefings.

3. FUEL DECISION POINT. Will be at the end A/R point. Bombers must have the following minimum fuel in tanks or fly the missed air refueling route.

a. Non GAM equipped bombers 224,000 lbs.

b. GAM equipped bombers 214,000 lbs.

4. PROCEDURES:

a. Receivers will not be in the observation position until they reach the ARCP.

b. Tanker and bomber navigators will log times at initial contact, final disconnect, and when over the established en A/R point.

c. Receivers will complete scope photography, full scan, two minutes after initial contact until end A/R.

d. Once airborne deviation from briefed route due to weather or inaccurate tanker navigation will not cause penalty to the receiver if refueling criteria are established.

e. A receiver aircraft which does not refuel due to tanker abort, malfunction, or weather will not be computed in mission effectiveness.

NOTE: Buddy refueling tactics authorized by 15AF Sup-1/SACM 50-22.

ALTITUDE RESERVATION FLIGHT PLAN

MISSION NAME	FAA-JCS PRIORITY	NO-NOTICE	EXECUTED BY
PRE HEAT	7	☐ YES ☒ NO	15AIR FORCE

A. UNIT TACTICAL CALL SIGN	B. AIRCRAFT (No. and Type)	C. POINT OF DEPARTURE
FROM CURRENT VCSL	3 B-52 3 KC-135	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.)

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 IFFT. BOMBER ACFT CLIMB FROM END AIRFL 240/330 LVLOF 330 AT ICT 243/66 0158 ICT 114/11 0207 ENTER MANEUVER 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 LMT 340/26 GTF 280/26 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 DSND TO 260 LVLOF AT DLN 0653 ENTER FLIGHT DECK OIL BURNER ROUTE IBASF 0015 MIN EXIT FLIGHT DECK OILBURNER AT CZI 250 0824 153/20 CLMB 330 LVLOF AT CZI 153/60 CZI 153/95 CLMB TO 390 LVLOF CZI 153/125 DEN 283/25 0857 PUB 097/45 0915 ROW 0958.

THIS FOR ALTRV AUG 1 1962 ONLY. ETD RED CELL 010327 WHITE CELL 010342 BLUE CELL 010357 ADHIS 1 WITHIN CELLS AVANA 010428. MARSA VAN LINE/7 APROM GSG/GSG P010430 FROM DSNT INTO FLIGHT DECK OIL BURNER AND CLMB OUT AFTER EXIT FLIGHT DECK.

AMEND 3
APPENDIX 9
ANNEX A
SSAW CREW FLIMSY 400-63
27 JULY 1962

(If additional space is needed for any item, continue on blank 8" x 10½" sheets and identify item.)

SAC FORM 121 PREVIOUS EDITION MAY

ALTITUDE RESERVATION FLIGHT PLAN (CONTINUED)

MISSION NAME / PRIORITY: PRE-HEAT/7

UNIT TACTICAL CALL: OM CURRENT VCSL

AIRCRAFT NO. AND TYPE: 3 - B-52 3 - KC-135

E. DESTINATION: WALKER AFB, NEW MEXICO

F. PROPOSED DEPARTURE TIME

COLOR	NO.	EDT (If Known)	ADMS	COLOR	NO.	EDT (If Known)	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

SITE NAME	YES	NO
FOX TROT BRAVO 001 PADRA	X	

PRIMARY REFUELING - AREAS/TRACKS: EAGLE EYE

ALT REFUELING - AREAS/TRACKS: NA

ECM CORRIDOR/S

START		STOP	
MLP	040/37	GEG	019/16
LRN	311/38	SEA	345/14
GSG	168/58	BIL	049/70
DEN	148/48	PUB	097/45
LVS	125/58	ROW	

REFUELING WITH

REFUELING AREA AND/OR AIRSPACE RESERVATION	CLEARED BY CONTROLLING AGENCY YES	NO	RESP OF EXECUTING AGCY
EAGLE EYE	X		

DEPARTURE PROCEDURE COORDINATED WITH: ABQ ARTC

LIABILITY PERIOD/"E" HOUR: NA

PROJECT OFFICER	ORGANIZATION	OFFICE PHONE	HOME PHONE	DATE THIS FORM ACCOMPLISHED
MAJOR M.E. SCHARMEN	6 STRAT AEROSPACE WING	2180/33	FI 7-2142	

REMARKS: MARSA ALL 6SAW AIRCRAFT.
MISSIONS WILL BE FLOWN ON THE FOLLOWING DATES (ZULU)
AUG 1, 2, 3, 15, 16, 17, 29, 30, AND 31.
AMEND 3
PENDIX 9
ANNEX A
6SAW CREW FLIMSY 400-63
27 July 1962

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

REPLY TO ATTN OF: DCMPS/Capt Ferons/2577

SUBJECT: Amendment 2 To 6 SAW OPLAN 300-62, 14 May 62 — 1 Aug 1962

TO: See Atch 2

1. Attached is an amendment to OPLAN 300-62, presenting maintenance activities during an ORI/ORT.

2. Remove the appendix and tabs attached to this letter and file behind Annex B. After completing this action, post this letter in front of OPLAN 300-62.

FOR THE COMMANDER:

D. D. PATCH
Colonel, USAF
Deputy Commander for Maintenance

2 Atch
Amend 2 to OPLAN 300-62
Distribution

DISTRIBUTION FOR AMENDMENT 2, DATED 1 AUGUST 1962, TO 6th STRATEGIC AEROSPACE WING OPLAN 300-62, DATED 14 MAY 1962.

15th AIR FORCE (DOOC, DOC, DOW, IG)

47th STRAT AEROSPACE WING

NORAD, ENT AFB, COLO.

29 AIR DIVISION, RICHARDS-GEBAUR, MO.

93rd BOMB WING, CASTLE AFB, CALIF.

[redacted]

6th STRAT AEROSPACE WING (C, BC, DCO, DCOT (3), DCOCE, DCOP, DCOTAW, DCOAM (2), DCOI, DCOIT, DCM, DCML, DCOTBO (2), IXO (4), 40BS (27), 2010CS, 9WEA, 686AC&W, DCR, 6ARS (15), DCMQ (50), DCMMC (10), 60MS (100), 6FMS (25), 6AEMS (25), 37MMS (25), DSUP (4), DSUPS, DSUPP (5), 24BS, 39BS, DCMPS (10), TOTAL 341

[redacted]

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

APPENDIX 1

ANNEX "D"

6SAW OPLAN 300-62

MAINTENANCE TASKS FOR AN ORI

1. GENERAL:

a. This appendix is published for the purpose of defining maintenance tasks and procedures which apply specifically to Operational Readiness Inspections (ORI's) and the Operational Readiness Test (ORT) which is part of an ORI.

b. An ORI is designed to test the EWO capability of a unit. Maintenance tasks are similar to those performed under EWO, but less aircraft are involved. In an ORI, thw Wing is treated as a 15 UE B-52 unit for the ORT, and as a 45 UE unit for the preparation phase. The Wing is required to fly an ORT of eight sorties, perform taxi tests on five other B-52's and fully EWO generate two B-52's for evaluation. The Wing is scored on all phases of B-52 preparation and mission effectiveness.

c. The prescribed maintenance generation of ORI aircraft is the 50% column of the 45 UE table in SACM 55-7. The War Support Plan is based on this table. Consequently, the generation timing will be as specified in the War Support Plan, and Tab A to this appendix.

d. The tanker operational requirement is eight refuelers, two ground spares and a weather scout. KC-135 mission preparation and effectiveness are scored.

AMENDMENT 2
APPENDIX 1
ANNEX D
6SAW OPLAN 300-62
14 May 1962

2. B-52 Generation Procedures:

a. Nine aircraft will be generated in accordance with the War Support Plan and Tab A to this Annex, and each will be fully configured to EWO alert requirements.

b. If an aircraft has been previously prepared to assume alert, it will be listed as slot nine in the generation sequence. Slot 9 will also fly an airborne alert sortie, if one is required.

c. Slot 1 & 2 may fly the ORT or be used on ground alert. If selected to fly the ORT, it will be downloaded at the same time as the alert force.

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

e. Engine start for slot aircraft will be twenty minutes before scheduled takeoff.

3. B-52 ORT Reconfiguration:

a. B-52 reconfiguration timing for the ORT and/or 60-9 will be as indicated in the attached flow plan. Job Control will have the locations of each aircraft. Munitions Maintenance will download the weapons, and upload ballast. EWO Chaff will be downloaded and the training chaff installed. Supply will deliver six cartons of RR-94 chaff to each aircraft. The CMS Support Branch will download fuel. Water servicing will be dependent on the temperature.

(1) B-52 Fuel Load (No GAMS):

Drops	18,500 lbs each
Outboards	13-000 lbs each
1 & 4 mains	14,000 lbs each
2 & 3 mains	16,500 lbs each
Center Wing	32,000 lbs

Forward Body 1	11,000 lbs
Forward Body 2	11,000 lbs
Mid Body	22,000 lbs
Aft Body	22,500 lbs
TOTAL	222,500 lbs

(2) B-52 Fuel Load (With GAMS):

Drops	17,500 lbs each
Outboards	13,000 lbs each
1 & 4 mains	14,000 lbs each
2 & 4 mains	16,500 lbs each
Center Wing	32,000 lbs
Forward Body 1	5,000 lbs
Forward Body 2	5,000 lbs
Mid Body	16,000 lbs
Aft Body	25,000 lbs
TOTAL	205,000 lbs

b. No maintenance can be performed on aircraft participation in the ORT after they are generated. No maintenance can be performed on alert aircraft after they are released to prepare for flying the ORT. The only servicing that can be performed is that which is scheduled in this Annex. Any deviation from this for either maintenance or servicing must be approved by the senior inspector.

4. Alert force regeneration will be accomplished by using aircraft generated during the initial phase of the ORI. All of these will taxi; depending on stubs available, some will terminate taxiing in the alert area and the remainder will be towed to it after the ORT aircraft have taken off.

5. KC-135 maintenance generation will follow the flow sequence in the War Support Plan, and Tab B to this Appendix. Flight crews will perform a preflight and engine start as scheduled in this Annex. The tankers will have a fuel load of 154,425 wet. The weather scout will have a # 5 wet.

a. The ORT fuel load is:

Reserves	5,200 lbs each
Outboard Mains	26,000 lbs each
Inboard Mains	28,000 lbs each
Center Wing	28,300 lbs
Aft Body	36,500 lbs
Forward Body	30,000 lbs
Upper Deck	425 lbs

6. Monitoring and reporting procedures during the generation over "C" net will be as prescribed throughout the War Support Plan.

7. ORT Flying:

a. B-52 Engine Start "20 minutes" before takeoff. Take-off must not be earlier than scheduled, and not later than "05 minutes" after the scheduled time. Failure to make the take-off time good will cause the sortie to be lost for grading purposes. Mission length is approximately 11:30 hours.

B-52 Take-off schedule

(1) A/ 24:00

(2) A/ 24:15

(3) A/ 24:30

(4) A/ 24:45

(5) A/ 25:00

(6) A/ 25:15

(7) A/ 25:30

(8) A/ 25:45

b. KC-135 Engine Start will be "20 minutes" before take-off. Take-off will be no earlier than the scheduled time, nor later than "05 minutes". Mission length is approximately 3:00 hours. KC-135 flying will be graded.

KC-135 Take-off schedule

(1) A/ 19:30 Wx Scout

(2) Ground Spare

(3) A/ 23:59

(4) A/ 24:14

(5) A/ 24:29

(6) A/ 24:44

(7) A/ 24:59

(8) A/ 25:14

(9) A/ 25:29

(10) A/ 25:44

(11) A/ Ground Spare

8. Aircraft Status:

a. As soon as radio contact can be made with the Command Post at the end of the mission, the aircraft commander will give the status of his aircraft. The Command Post will relay this information to Job Control, who will take the necessary action. The status codes are listed in the AFTO Form 781.

b. The use of this status information by all personnel cannot be

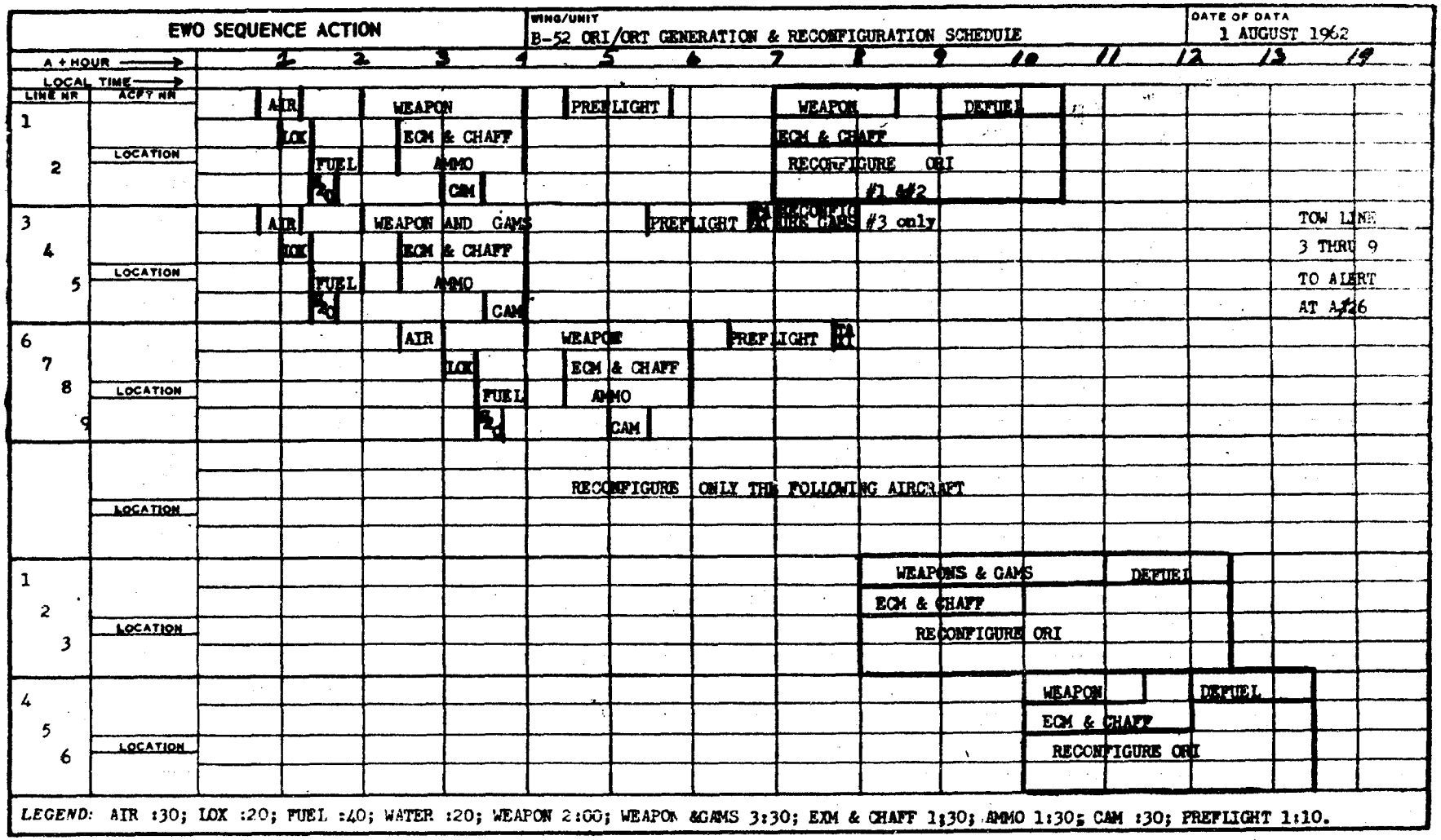
over-emphasized. The normal training schedule must be resumed as quickly as possible. By being prepared to put these aircraft into commission as soon as they land will insure a smooth transition back into the normal schedule. For planning purposes, the two block take-off periods after "A" hour will be cancelled. Training is planned to resume on the third block. Plans and scheduling will prepare, in advance, work orders to reconfigure the aircraft for 60-9 training.

9. Flight crews will debrief in the 40th BS Operations Building immediately after landing. Access to debriefing will be limited to the flight crews and appropriate supervisors.

10. Disaster Control is part of the ORI. This exercise may be called at any time by the inspection team. Maintenance must be prepared to comply with the applicable provisions, particularly Annex E, of the Wing 500 plan.

11. A mobility exercise may be scheduled during the ORT. In this case, it will involve the actual assembly and processing of personnel and cargo in accordance with the War Support Plan. This will be transported to a designated assembly area. All aspects of the mobility exercise will be checked by the inspection team, therefore all Wing activities having mobility committments must be continually prepared to meet their responsibilities.

EWO SEQUENCE ACTION	WING/UNIT	DATE OF DATA
	B-52 ORI/ORT GENERATION & RECONFIGURATION SCHEDULE	1 AUGUST 1962



SAC FORM 541 JAN 61 TAB B, APPENDIX 1, ANNEX D, 6SAW OPLAN 300-62, 14 May 1962, AMENDMENT 2, 1 Aug 1962

EWO SEQUENCE ACTION	WING/UNIT: KC-135 ORI/ORT GENERATION SCHEDULE	DATE OF DATA: 1 AUGUST 1962

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

LOCAL TIME →

LINE NR	ACFT NR	
1		LOX; PRE-FLIGHT; #1 Fuel load 5W; #1 w/ Scout T. O. A/ 19:30
2		FUEL; H2O; START; #2 Gnd Spare
	LOCATION	AIR; ENGINES
3		#2 THRU 11 Fuel load is 154,425 lbs
4		LOX; PRE-FLIGHT
5	LOCATION	FUEL; H2O; START; AIR; ENGINES
6		LOX; PRE-FLIGHT
7	LOCATION	FUEL; H2O; START; AIR; ENGINES
8		LOX; PRE-FLIGHT
9	LOCATION	FUEL; H2O; START; AIR; ENGINES
10		LOX; PRE-FLIGHT; #11 Gnd Spare
11	LOCATION	FUEL; H2O; START; AIR; ENGINES
	LOCATION	

LEGEND: LOX SERVICE: 20; FUEL:40; WATER :30; AIR :30; PREFLIGHT 1:00

SAC FORM JAN 61 541 TAB B, APPENDIX 1, ANNEX D, 6[illegible] OPLAN 300-62, 14 May 1962, AMENDMENT 2, 1 Aug 1962

HEADQUARTERS

6TH STRATEGIC AEROSPACE WING

UNITED STATES AIR FORCE

WALKER AIR FORCE BASE, NEW MEXICO

OPERATIONS PLAN
112-63
MILITARY AIRLIFT DURING A DOMESTIC EMERGENCY

RECORD OF AMENDMENTS

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

SAC FORM 291 FC: [illegible]

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

OPERATIONS PLAN

SERIAL NUMBER 112-63

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

6SAW OPLAN 112-63

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

ADMINISTRATIVE AND SECURITY INSTRUCTIONS

1. TITLE.

This document is 6th Strategic Aerospace Wing Operations Plan 112-63. Short title is 6SAW OPLAN 112-63.

2. EFFECTIVE DATE.

This plan is in effect upon receipt. This plan supersedes Operations Plan 112-62.

3. PRIMARY OFFICE OF INTEREST.

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

4. CLASSIFICATION.

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

5. AMENDMENTS.

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

6. DEFINITIONS AND ABBREVIATIONS.

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

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

6SAW OPLAN 112-63

MILITARY AIRLIFT DURING A DOMESTIC EMERGENCY

CHART OR MAP REFERENCES: As required.

TASK ORGANIZATIONS:

Organization	Location	Commander
Deputy Commander Maintenance	Walker AFB, NMex	Colonel D. D. Patch
Base Operations Branch (DCO)	Walker AFB, NMex	Major M. C. Boley

1. GENERAL SITUATION. In the event of partial or total suspension of domestic transporation service within the continental United States, transporation available to the military forces must be used to meet the crisis; therefore, a plan is required for utilization of cargo aircraft of this command for augmentation of air transportation under the operational control of the MATS Provisional Transport Squadron (PTS-64) at Hunter Air Force Base, Georgia.

a. Intelligence. Omitted.

b. Unfriendly forces. Omitted.

c. Friendly forces:

(1) Military Air Transport Service.

(2) 2d Bomb Wing, Hunter Air Force Base, Georgia.

2. MISSION. To provide two C-123 aircraft to Provisional Transport Squadron (PTS-64) at Hunter Air Force Base, Georgia, when directed.

3. TASKS FOR SUBORDINATE UNITS:

a. Deputy Commander for Maintenance will

(1) Insure the availability of two fully equipped C-123 aircraft capable of accomplishing the mission imposed by this operations plan.

(2) Coordinate with the Chief, Base Operations Branch in the accomplishment of the requirements of this plan.

(3) Brief all appropriate maintenance personnel assigned on the content of this plan.

b. Chief, Base Operations Branch will

(1) Upon receipt of order to execute this plan, dispatch two fully equipped C-123 aircraft to arrive at Hunter Air Force Base, Georgia within 24 hours.

(2) Coordinate with the Commander, 6th Organizational Maintenance Squadron to insure status and availability of aircraft and crew chiefs.

(3) Notify Headquarters 2d Bomb Wing, Hunter AFB, Georgia of any inability of this base to furnish aircraft required by this operations plan.

(4) Brief all assigned non-tactical pilots of the existence and general content of this plan; further, that they are subject to rapid deployment in support of this plan should its execution be ordered.

X. GENERAL INSTRUCTIONS:

(1) Personnel deployed in support of this plan will be under the operational control of the Provisional Transport Squadron to which attached.

4. ADMINISTRATIVE AND LOGISTICAL MATTERS: Normal.

5. COMMAND AND COMMUNICATIONS MATTERS:

a. Command:

(1) CINCSAC, Offutt AFB, Nebraska.

(2) Commander, MATS, Scott AFB, Illinois.

(3) Commander, Eastern Transport Air Force (EASTAF), MATS.

(4) Commander, Fifteenth Air Force, March AFB, California.

(5) Commander, 47th Strategic Aerospace Division, Castle AFB, California.

b. Communications:

(1) AIRCOMNET.

(2) Long distance telephone

(3) FAA Flight Service interphone.

(4) AIROPNET. This system will be used for operational traffic only.

ERNEST C. EDDY
Colonel, USAF
Commander

ANNEX
A - Air Operations

OFFICIAL:

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

DISTRIBUTION:

SAC
15AF
47SAD
MATS
EASTAF
2d Bomb Wg
2 Cmbt Spt Gp
6SAW: C, IXO, SAFE, DCM, 6OMS, DCOTBO, DSUP, DCOTP

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

ANNEX "A"

TO

OPERATIONS PLAN 112-63

AIR OPERATIONS

ANNEX A
6SAW OPLAN 112-63
1 August 1962

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

ANNEX "A"

6SAW OPLAN 112-63

AIR OPERATIONS

1. POLICY--GENERAL:

a. The Commander, Eastern Transport Air Force (EASTAF), MATS, has been designated as Deputy Task Force Commander and will act as executive agent for the Commander, MATS, in the operation of the overall plan. Aircraft and crews of this base will be assigned to the Provisional Transport Squadron 62, Hunter AFB, Georgia, for duty. This squadron will assume the responsibility for operational control of personnel assigned from this base during this emergency operation.

b. A basic policy of air safety in all operations will be strictly adhered to.

c. Operational procedures will be governed by appropriate Air Force Regulations and those established by the Provisional Transport Squadron.

2. AIRCREW QUALIFICATIONS:

a. Normally crews for transport aircraft will be comprised of personnel from the organization furnishing the aircraft.

b. Crews from one command may fly aircraft of another command, if necessary, to accomplish the mission.

c. The minimum crew complement for all air transport aircraft will consist of a pilot, copilot, and crew chief. Crews will be augmented as necessary.

d. Prior to assignment of an air transport mission.

(1) All crew members will be current in the crew position for type and model aircraft to which assigned in accordance with requirements established by current regulations.

(2) Pilots and copilots will possess a current instrument rating.

(3) All pilots assigned to transport type aircraft for the purpose of transporting passengers will be required to possess the following current aircrew qualifications:

(a) Pilot:

1. Total flying time--1500 hours and 75 hours 1st P/IP in C-123, or 3,000 hours total flying time and 50 hours 1st P/IP in C-123 aircraft.

(b) Copilots: Completion of copilot standardization check in C-123 aircraft in accordance with SACM 51-4/SACR 51-19.

3. FLIGHT PROCEDURES:

a. Flight rules:

(1) Transport flights will be conducted in accordance with applicable Civil Air Regulation and pertinent Air Force directives. All transport flights will be operated in accordance with Instrument Flight Rules with the exception of the following flights which may be operated in accordance with Visual Flight Rules:

(a) Flight departing VFR to a nearby radio fix.

(b) Last radio fix to destination. When radio fix is over 50 miles from destination, remain under IFR until within 50 miles of destination.

(c) Transport flights of less than one hour duration.

b. Navigational facilities. Many of the L/MF radio ranges are being discontinued. Aircraft which do not have VAR or VOR radio navigational equipment will be limited to those airways where they can comply with Civil Air Regulations.

c. Airways flying. Transport flights will be on established military and civil airways except on flights where it is impractical to follow airways, provided the airways are intersected at the nearest radio fix and depart at the last radio fix near the destination.

d. Weather minimums. The weather minimums for flights engated in this mission will be those prescribed by AFR 60-16. If a participating unit uses higher minimums than those prescribed by AFR 60-16, the pilots of such command will be governed by their civil minimums. Landing minimums will be as published in the pilot's handbook.

e. Fuel requirements. Minimum fuel requirements will be as prescribed by AFR 60-16.

f. Use of parachutes. All aircraft will be equipped with parachutes in sufficient number to provide one for each crew member and passenger, plus one estra for the passenger or cargo compartments.

g. Weight and balance:

(1) A supplemental weight and balance handbook containing a certified copy of a chart "C" and sufficient copies of Form "F" plus appropriate load adjuster will accompany each aircraft.

(2) Aircraft commanders will be responsible for the accomplishment of the Form "F" at airfields not having military traffic facilities available.

(3) The pilot or his designated representative will supervise the loading of the aircraft.

(4) At intermediate bases en route to final destination, the weight and balance of the aircraft may be certified in accordance with Air Force Regulations unless a change in load occurs, in which case a Form "F" will be recomputed. On return from final destination Form "F" will be accomplished as prescribed in above paragraph.

h. Operating weights. C-123-type aircraft will operate within the operating weights specified in the authorized Flight Manual T.O.-1C-123B-1.

i. Communications. Air ground communications will be as prescribed in current radio facility charts or aviation orders.

CONFIDENTIAL

JTC004JPA955
KNJ300
IT RJWBJL RJWBJM RJWBJT RJWBKA RJWBKB RJWBND RJWBNG RJWBSZ
DE RJWBKN 11A
1 R 05337E
FM 15AF MARCH AFB CALIF
TO ROMEO TWO
ROMEO THREE
INFO RJWXBR/SAC
QUEBEC TWO
QUEBEC THREE
ZT
C ON F I D E N TI A L DO 1.05.
FMR DCO/INFM SAC DOOHM/AD & SAD DO. LOW ALTITUDE FLYING HOUR ALLOCATION. THIS MSG IN FOUR PARTS. PART I. FY 1/63 LOW ALTITUDE FLYING HOURS ARE ALLOCATED AS FOLLOWS:

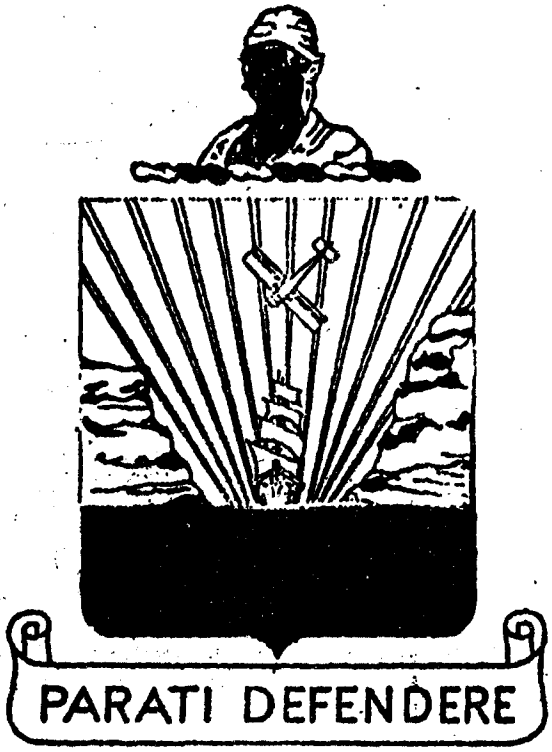
LINE	UNIT	T/M/S	CODE	FY LOW ALTITUDE ALLOCATION
7	5BW	B-52G	CC	285
2	6SAW	B-52E	CC	420

****

BT
05/2350Z JUL RJWBKN

CONFIDENTIAL

6th BOMBARDMENT WING
HEAVY, JET



MONTHLY OPERATIONS PLAN

JULY 1962

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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	40BS	15	Simulator	2
DCOCP	1	6ARS	15	Base Historian	4
DCCS	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 July 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. Bruggerman
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. Hanlen
6th A&E Maintenance Sq	Lt Col Dale E. Savidge
6th Organizational Maintenance Sq	Lt Col Donald R. Calof
4129th Combat Crew Training Sq	Lt Col Wayne E. Clark

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

2. MISSION: The 24th Bomb Squadron, 39th Bomb Squadron and 6th Air Refueling Squadron have a requirement to train student crews in B-52/KC-135 aircraft as programmed by higher headquarters and to develop and maintain an EWO capability. The 40th Bomb Squadron will fly "CHROME 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 JULY 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, Tuesday, Wednesday, Thursday, and Friday 0730-0930. Monday, Tuesday, Wednesday, and Thursday 1730-1930. Friday 1330-1530.

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

d. Higher Headquarters commitments during July 1962.
(1) Chrome Dome
(2) Bar None

6. MICELLANEOUS:

a. Test Flight crews are assigned to Flight Test Section of Quality Control Division. Each squadron will have crews assigned on Test Flight orders as backup.

(1) Backup schedule for July and August 1962.

1-15 Jul 39BS
15-31 Jul 24BS
1-15 Aug 39BS
15-31 Aug 24BS

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

6th Air Refueling Sq.	Due Date
T-47 KBY	July 62
24th Bomb Sq.	
SOl EASTLING	July 62
E-29 BOZEMAN	July 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-[illegible] 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 thr[illegible] - Each student crew will accomplish twelve (12) missions.

d. Utilization of Non-Student Sorties.

24th Bomb Squadron

DATE	SORTIE	CREW	STAFF PERSONNEL	TYPE MISSION
2 July	F2	S-04		CCTM
5 July	F1	E-29		CCTM
5 July	F2	E-12		CCTM
10 July	F1	S-15		CCTM
11 July	F1	S-01		CCTM
16 July	F1	E-13		CCTM
18 July	F2	E-30	Colonel Eddy	CCTM
25 July	F1	E-19	Colonel Eddy	CCTM
27 July	F1	E-13		CCTM
30 July	F2	S-28		CCTM

39th Bomb Squadron

2 July	F1	E-54		CCTM
2 July	F2	E-63		CCTM
5 July	F1	S-39		CCTM
10 July	F1	E-63		CCTM
11 July	F1	S-41	Colonel Eddy	CCTM
13 July	F1	5X		CCTM
16 July	F1	S-42		CCTM
18 July	F1	E-65		CCTM
19 July	F2	S-41		CCTM
20 July	F2	E-65		CCTM
25 July	F2	E-44		CCTM
27 July	F1	S-42		CCTM
30 July	F1	S-35		CCTM

6th Air Refueling Squadron

2 July	F-1	J-09		AIRMAIL.
	F-2	J-05		CCTM
9 July	F-2	J-27		CCMT
	F-2	J-06		CCTM
10 July	F-2	T-48		CCTM
12 July	F-2	J-02		CCTM
13 July	F-1	T-48		CCTM
16 July	F-1	T-47		FALCON 62
	F-1	J-01		FALCON 62
17 July	F-2	J-41		CCTM
18 July	F-2	T-10		CCTM
19 July	F-2	J-18		CCTM
[illegible] July	F-2	T-12		CCTM
[illegible] July	F-2	T-34		CCTM
24 July	F-2	T-48		CCTM
25 July	F-2	T-32		CCTM
27 July	F-2	J-05		CCTM
30 July	F-2	T-48		CCTM
31 July	F-2	T-50		CCTM

CHROME DOME SCHEDULE FOR JULY.

DATE	EXTRA PILOT	EXTRA OBSERVER
1	LT COL COX	
2	CAPT PICHES	
3	CAPT CLARK	
4	MAJ HOPPIN	
5	MAJ HOLMES	CAPT PETERSON
6	CAPT REESE	
7	LT COL HOWARD	
8	MAJ HENDERSON	
9	CAPT CLARK	CAPT PETERSON
10	CAPT ROGERS	
11	LT COL DALY	CAPT MCMAHON
12	MAJ NADON	CAPT PETERSON
13	MAJ GENNRICH	
14	LT COL CALOF	
15	LT COL HOWARD	
16	CAPT FLORES	CAPT PETERSON
17	MAJ BADER	
18	CAPT LUPEI	
19	LT COL RASMUSSEN	CAPT PETERSON
20	LT COL CLELAND	
21	CAPT BRYANT	
22	MAJ CASE	
23	LT COL CLARK	
24	MAJ WISE	
25	CAPT JOHNSON	CAPT MCMAHON
26	CAPT GALLAGHER	MAJ THORNE
27	CAPT HALVORSON	
28	MAJ LARSON	
29	CAPT REESE	
30	CAPT BROWN	
31	CAPT WARD	CAPT MCMAHON

Individuals unable to comply with this schedule will arrange for a substitution. If a change is made in above schedule individual concerned will notify Major Green, Ext. 2277 and Lt Col Rasmussen, Ext. 2205.

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 (50 man team).

(3) Members of the Disaster Control Team.

(4) Shelter Monitors.

(5) A 30 hour qualifying course will be conducted July 23 - 27 from 0730 - 1630, in buidling 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 have these examinations available.

d. Code of Conduct:

(1) Proficiency exam required annually for all personnel.

(2) Training sections now have these examinations available.

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.

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 JULY 1962

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

SQUADRON	DATE	DAY	PERIOD	MEN PER HOUR
FMS	2	Mon	1-2-3	6
	9	Mon	1-2-3	6
	16	Mon	1-2-3	6
	23	Mon	1-2-3	6
	30	Mon	1-2-3	6
OMS	2	Mon	6-7-8	6
	9	Mon	6-7-8	6
	16	Mon	6-7-8	6
	23	Mon	6-7-8	6
	30	Mon	6-7-8	6
A&E	3	Tues	1-2-3	6
	10	Tues	1-2-3	6
	17	Tues	1-2-3	6
HQ SAW	3	Tues	6-7-8	6
	10	Tues	6-7-8	6
	17	Tues	6-7-8	6
579 SMS	24	Tues	1-2-3	6
HQ CSG	24	Tues	6-7-8	6
FSS	31	Tues	1-2-3	6
SS	31	Tues	6-7-8	6
CES	25	Wed	1-2-3	6
TS	25	Wed	6-7-8	6
4129CCTS	11	Wed	1-2-3	6
2010	11	Wed	6-7-8	6
511 FTD	18	Wed	1-2-3	6
686 AC&W	18	Wed	6-7-8	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:

STAFF	DATE	DAY	PERIOD	QUOTA PER HOUR
S	6	Friday	08-09-1000 Hours	6
T	13	"	08-09-1000 Hours	6
A	20	"	08-09-1000 Hours	6
F	27	"	08-09-1000 Hours	6
F				

Combat Crew - Pistol Schedule - Two Hours

SQUADRON	DATE	DAY	PERIOD	QUOTA PER HOUR
40BS	5	Thurs	0800-1000	6
40BS	12	"	0800-1000	6
24BS	5	Thurs	1000-1200	6
24BS	12	"	1000-1200	6
6ARS	19	Thurs	1000-1200	6
6ARS	26	"	1000-1200	6
39BS	19	Thurs	0800-1000	6
39BS	26	"	0800-1000	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 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, 11 and 12 July 62, at at times indicated. Pilots bring their own type MB-2A, air navigation computer for the computer course and exam.

(3) Schedule: Wed, 11 July 1962.

TIME	SUBJECT	INSTRUCTOR
0730-1000	Flight Instruments	LtCol, Morris
1000-1200	Navigation Aids-I	Capt. Diamond
1300-1630	Navigation Aids-II	LtCol, Morris
	Thur, 12 July 1962.	
0730-1100	Regulations/Publications	Capt Bertic
1200-1430	Computer & Spatial Disorientation	Capt Eby
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, 2 July 1962. All committee members and squadron instrument monitors will attend or send an alternate.

(5) August instrument ground school is scheduled 15-16 August 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 51-4).

(2) Alert Crew scheduling requirements may alter the following schedule

TIME	MON	TUES	WED	THUR	FRI
0730	24th	ARS	40th	39th	BF
0930	39th	24th	ARS	40th	BF
1230	40th	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: Thursday, 5 July 1962, Bldg 810, Room 14.

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

l. Ultrasonic Trainer T-2A: (Note adjustments in daily schedules)

(1) Six hours required annually for all staff officers who possess AFSC 1521-1525. Three hours per quarter required for all crew RN & 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, 1330-1630, 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

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

B-52 Simulator #2 Bldg S-85

TIME	MON	TUES	WED	THURS	FRI
0630	40	0	0	0	0
0930	24	39	40	24	39
1230	40	24	39	40	40
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	40BS 1300 and 1400
24BS 1000 and 1100	Open 1500 and 1600

p. Air Weapons:

(1) AWR-01 (Weapons Academic Refresher) course is scheduled on Friday July 6, 13, 20, 27 at Bldg. 755, 0830 hours for non-alert crew members, (24th, 39th, & 40th) and Wing Staff Officers.

a. Weapons Academic Refresher is scheduled at the alert Facility Wednesday (1330-1630) July 11, 18, 25 and Thursday (0915-1130) July 5, 12, 19, 26. Attendance at both classes is necessary for completion of the course. GAM-77, SACR 50-24 type training will be also 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 Redresher (4hrs) 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 July 3 and 24 at 1300.

(2) Location: 40 Bomb Squadron Briefing room.

r. GAM-77 FTD Training:

(1) Requirement: Initial training will be given July 9-12, at 0730-1430 daily.

(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 combat 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) Eligibility requirements: This course is required for all personnel SACR 51-19 qualified current in tactical aircraft with physiological training records expiring prior to 30 March 1963. Other crew members qualified in tactical aircraft may attend this four hour course.

MONTH	DATE	NAME	CREW	HOUR	LOCATION
July	19	*Major Askey	R-72	1300	Alert Bldg
"	19	Capt Braun	R-87	1300	"
"	19	Major Beal	Spare	1300	"
"	19	Lt Bucksbee	R-87	1300	"
"	19	*Capt DeFau	R-75	1300	"
"	19	Lt Dillinger	R-90	1300	"
"	19	Lt Nicassio	R-89	1300	"
"	19	Lt Pugh	R-86	1300	"
"	19	*Major Seale	S-88	1300	"
"	19	Lt Seh	R-75	1300	"
"	19	Capt Vance	R-82	1300	"
"	19	Lt Col Lamb	DCOCP	1300	"
"	19	Capt Halvorson	DCOCP	1300	"
"	19	Capt Porter	DCO	1300	"
"	19	*Major Ratner	ARS	1300	"
"	19	SSgt Romero	ARS	1300	"
"	19	Capt Fitzgerald	24BS	1300	"
"	19	MSgt Pratt	24BS	1300	"
"	20	Lt Wallack		1300	40 Bomb Sq
"	20	Capt Peterson	DCM	1300	"
"	20	Major Lavelle	39BS	1300	"

(2) Any personnel listed above unable to attend this training will become delinquent prior to the next scheduled training period. Individuals delinquent in physiological training are subject to grounding until a waiver from 15th Air Force can be obtained.

(a) * Individuals presently flying with one time 15AF Waiver.

(3) The passenger course scheduled at Cannon AFB is scheduled for 30 and 31 July 1962.

(4) Non-tactical rated personnel should call ext 2831, at least 90 days prior to expiration date for refresher course scheduling.

POSITIVE CONTROL TRAINING

In the Monthly Operations Plan for July - Schedule Positive Control (PCC) for crew members of the 24th, 39th, and 6ARSqdn's. (Also staff as regd).

Place: 24th Bomron Operations Brief room.

Time: 1400-1700 Hours.

Date: July 10, 11, 12, 17, 18, 19, 24, 25, 26, 31 and 1 August 1962.

Instucter: LtCol Lamb.

Requirement: All crew members must attend one class each week.

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

NAME	ORGAN	DATE
L/C PITTS	(40)	24-29-31
L/C MORRIS	(SB)	-2- 5-11
L/C LEARY	(SB)	-6-14-22-28
L/C MALUY	(24)	-7-12-15-23
L/C MCCLENDON	(39)	-4- 8-16-20
L/C EASTLING	(SB)	-9-13-17-19
L/C HANLEN	(ARS)	10-18-21-26
L/C STONE	(SB)	1- 3
L/C GIBSON	(HQ)	

SUPERVISOR OF FLYING

DATE	START	ORGAN	RANK	NAME
*1	0730	DCM	L/C	CALOF
2	1630	DCO	CAPT	BADER
3	1630	4129	L/C	CLARK
4	1630	ARS	MAJ	RAY
5	1630	DCOS	MAJ	FOWLER
6	1630	DCM	MAJ	MOORE
*7	0730	4129	MAJ	HOLMES
*8	0730	DCO	CAPT	SCHARMAN
9	1630	DCO	MAJ	WISE
10	1630	ARS	CAPT	DIAMOND
11	1630	4129	MAJ	GEMMRICH
12	1630	DCO	CAPT	CLARK
13	1630	24BS	MAJ	YANCEY
*14	0730	40BS	MAJ	GREEN
*15	0730	ARS	MAJ	GREENWADE
16	1630	DCO	MAJ	WISE
17	1630	DCOS	CAPT	COLE
18	1630	4129	MAJ	HENDERSON, M
19	1630	39BS	MAJ	KALEBAUGH
20	1630	DCO	CAPT	SCHARMAN
*21	0730	ARS	CAPT	HAMILTON
*22	0730	DCO	L/C	RASMUSSEN
23	1630	DCOS	MAJ	TURNER
24	1630	DCM	L/C	HOWARD
25	1630	DCO	MAJ	WADON
26	1630	ARS	MAJ	STOCKTON
27	1630	ARS	MAJ	ALBRIGHT
*28	0730	4129	MAJ	LUND
*29	0730	ARS	MAJ	ECHABARNE
30	1630	DCOS	CAPT	BERNER
31	1630	DCO	MAJ	MOORE

TOWER OFFICER

DATE	ORGAN	RANK	NAME
*1	DCM	CAPT	MOHR
2	39	MAJ	BURNEBURG
		CAPT	MAYS
3	ARS	MAJ	DYER
		MAJ	LEACH
4	24	MAJ	RICHARDS
		CAPT	MALONEY
5	39	MAJ	YUPCAVAGE
		CAPT	HENDRIX
6	ARS	MAJ	STEWARD
		MAJ	CHAPMAN
*7	DCO	CAPT	LARSON
*8	DCOBO	CAPT	JOHNSON, M
9	24	MAJ	BOZEMAN
		MAJ	PARTIN
10	39	MAJ	DAVIS
		L/C	SOMMERS
11	ARS	MAJ	MAHONEY
		MAJ	YATES
12	24	MAJ	KETCHAM
		L/C	MACFAWN
13	39	CAPT	HENDRIX
		L/C	SIMPSON
*14	DCM	CAPT	CARNEY
*15	4129	CAPT	ROGERS
16	ARS	MAJ	SORENSON
		CAPT	BODKIN
17	24	CAPT	MASSINGILL
		CAPT	KEEVIL
18	39	MAJ	YUPCAVAGE
		MAJ	WADON
19	ARS	CAPT	EBY
		CAPT	CARROLL
20	24	MAJ	RICHARDSON
		CAPT	PORTER
*21	DCOBO	CAPT	HENNESSEY
*22	4129	CAPT	ERRINGTON
23	39	L/C	RHOADES
		MAJ	HASSETT
24	ARS	CAPT	WALLS
		CAPT	JOHNSTON
25	24	MAJ	RICHARDS
		CAPT	KEEVIL
26	39	CAPT	BERTIC
		CAPT	ROBERTS
27	ARS	CAPT	WILLIS
		CAPT	PICINICH
*28	4129	CAPT	LUPEI
*29	DCO	MAJ	LARSON
30	24	CAPT	GODDARD
		MAJ	BRUNETTI
31	39	CAPT	ROSANBAUM
		CAPT	DALTON

ACO

DATE	ORGAN	RANK	NAME
*1	511	CAPT	RAYMER
*2	4129	CAPT	ROGERS
3	DCO	CAPT	LARSON, T
*4	DCM	MAJ	CASE
5	4129	CAPT	HELTON
6	2010	CAPT	GREFNER
*7	4129	CAPT	FLORES
*8	579	MAJ	KOLLER
9	DCOBO	CAPT	POWELL
10	DCM	MAJ	ELY
11	1429	CAPT	LUPEI
12	DCO	MAJ	LARSON, C
13	DCOBO	CAPT	HENNESSEY
*14	DCM	CAPT	REESE
*15	4129	CAPT	GURYN
16	DCOBO	CAPT	JOHNSON, M
17	4129	CAPT	JOHNSON, W
18	DCOBO	CAPT	YAHN
19	579	CAPT	DOWDY
20	4129	CAPT	GALLACHER
*21	DSUP	1LT	HAFF
*22	DCM	CAPT	CARNEY
23	4129	CAPT	MARKHAM
24	DCOBO	1LT	HELTON
25	DCOBO	CAPT	SMITH
26	4129	CAPT	PICHES
27	DCM	CAPT	RUSTVOLD
*28	4129	CAPT	WARD
*29	DCOBO	CAPT	HENNESSY
30	DSUP	MAJ	MILLER
31	4129	CAPT	ERRINGTON

AO

DATE	ORGAN	RANK	NAME
*1	ARS	CAPT	WATSON
*2	24	CAPT	LIU
3	39	CAPT	KRAUTKRAEMER
*4	ARS	CAPT	KING
5	24	1LT	STEWARD
6	39	CAPT	HINMAN
*7	ARS	CAPT	LEE
*8	24	CAPT	SCHWARTZ
9	39	CAPT	OSBURN
10	ARS	CAPT	SANDERS
11	24	MAJ	ALLISON
12	39	CAPT	LUSK
13	ARS	CAPT	UDAHL
*14	24	CAPT	MORRIS
*15	39	MAJ	RADZINSKI
16	ARS	CAPT	STILL
17	24	CAPT	ALOY
18	39	CAPT	GIBSON
19	ARS	CAPT	KNAPP
20	24	CAPT	FISHER
*21	39	CAPT	PARKER
*22	ARS	CAPT	WINN
23	24	CAPT	CARPENTER
24	39	CAPT	JOHNSON
25	ARS	CAPT	FOULK
26	24	CAPT	LUSTIG
27	39	L/C	WURSCHINGER
*28	ARS	CAPT	WALKER
*29	24	CAPT	WAIDON
30	39	CAPT	WITHERSPOON
31	ARS	CAPT	SMITH

*WEEKENDS AND HOLIDAY.

1. Individuals unable to comply with this schedule must provide a substitution. Leaves that conflict with the August schedule must be called to the attention of the Collateral Training Scheduling Officer (Ext. 2831) prior to 15 July 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.

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

MONTHLY SORTIES FORECAST

DATE: JULY 1962

		DAY	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
		DATE																															
24TH BOMB SQUADRON		Day		2	1		1	1			3	0	1	1	2			2	1	2	3	0			2	3	0	2	2			0	2
	STUDENTS	Nite		1	1		0	2			0	1	3	0	0			2	1	1	0	1			2	0	1	2	1			1	1
		Day		0	1		0	0			0	1	1	0	0			1	0	0	0	0			0	0	1	0	2			1	0
	CCTM	Nite		1	0		1	0			0	0	0	0	0			1	0	1	1	1			0	0	0	0	0			0	0
		Day																															
TOTAL TIME: 590 HOURS		Nite																															
		Day		1	1		2	2			0	2	1	2	1			0	3	1	1	4			1	1	1	2	0			3	3
39TH BOMB SQUADRON	STUDENTS	Nite		0	2		2	1			2	2	0	2	3			1	2	1	1	1			1	3	0	1	2			2	0
		Day		1	0		1	0			0	1	1	0	1			2	0	1	0	0			0	0	0	0	1			1	0
	CCTM	Nite		1	0		0	0			0	0	0	0	0			0	0	0	1	1			0	0	0	0	1			1	0
		Day																															
TOTAL TIME: 678 HOURS		Nite																															
		Day		1	2		1	2			2	1	1	2	1			0	1	1	1	1			2	1	3	1	0			0	0
40TH BOMB SQUADRON	50-8	Nite		1	2		1	1			2	1	1	2	1			0	1	1	1	0			1	1	3	1	0			0	0
		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
	CHROME DOME	Nite																															
		Day																															
TOTAL TIME: 1128		Nite																															
		TOTAL	1	10	11	1	10	10	1	1	10	10	10	10	10	1	1	10	10	10	10	10	1	1	10	10	10	10	10	1	1	10	10
		FERRY													1						1												

TOTAL TIME MINUS CHROME DOME: 1652 HOURS

ATCH 1

HOLIDAY

FLIGHT TRAINING AT WALKER AFB NMEX

Crew 1757 Assigned as Indicated

TS	AC	L/C	COBLE, WALTER M, 12979A	28BW Ellsworth
TS	PLT	1LT	BYERLEY, JIMMY W, 66729A	4228SW Colombus
	RN		VACANT	
S	NAV	2LT	SPIDLE, THOMAS J, A03118272	4043SW W-Patterson
TS	EWO	1LT	METCALF, GEORGE B JR, A03056781	19BW Homestead - H
S	GUN	SSG	MOORE, BEN A, AF20503332	97BW Blythville - G

Crew 1758 Assigned as Indicated

TS	AC	COL	BENDER, FRANK P, 3976A	4130SW Bergstrom
TS	PLT	CPT	GOODRICH, ALBERT L, A03036316	4123SW C-Sherman
	RN		VACANT	
S	NAV	2LT	DOLL, RICHARD D, A03118138	6BW Walker
TS	EWO	1LT	HERFEL, DAVID L, 59045A	7BW Carswell
S	GUN	SSG	FOSTER, ROBERT E, AF12408493	4039SW Griffiss - G

Crew 1759 Assigned as Indicated

TS	AC	CPT	WRIGHT, HOWARD R, A0938880	11BW Altus
TS	PLT	1LT	HAGANS, GEORGE D JR, 61742A	11BW Altus
	RN		VACANT	
S	NAV	2LT	GINDLESPERGER, LARRY P, A03118146	4039SW Griffiss - G
S	EWO	2LT	VOGTLI, JOSEPH H JR, A03118090	11BW Altus
S	GUN	A2C	CHEELY, ROBERT R, AF16634449	4042SW K I Sawye[redacted]

Crew 1760 Assigned as Indicated

TS	AC	MAJ	WEBER, KENNETH R, A0834696	4135SW Eglin - G
TS	PLT	CPT	KREIDER, ROBERT J, 31499A	4135SW Eglin - G
	RN		VACANT	
S	NAV	1LT	GRIFFITH, DAYTON R JR, A03109852	4135SW Eglin - G
S	EWO	2LT	BENSON, ALLEN R, A03117861	19BW Homestead - H
S	GUN	TSG	HUNTER, BILLY G, AF17244481	4135SW Eglin - G

Crew 1761 Assigned as Indicated

TS	AC	MAJ	HOFMAN, WILLIAM H, A0767552	28BW Ellsworth
	PLT		VACANT	
	RN		VACANT	
S	NAV	2LT	IRONS, OTIS E, A03118152	4137SW Robins - G
S	EWO	2LT	REID, CHARLES A, A03117828	4138SW Turner
	GUN		VACANT	

62-15 CONT'D

Crew 1762 Assigned as Indicated

TS	AC	CPT	STIEGEL, RAYMOND B, 44387A	4038SW Dow - G
	PLT		VACANT	
	RN		VACANT	
S	NAV	2LT	ABBOTT, JAMES W, AO3117933	4038SW Dow - G
S	EWO	1LT	CANFIELD, CLAVERT C IV, 69453A	379BW Wurtsmith
	GUN		VACANT	

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

KC-135 CREW ROSTER CLASS K62-15

Enter Acad Tng: 11 Jun 62
Grad Academics: 5 Jul 62
Enter Fly Trng: 13 Jul 62
Grad Date : 30 Aug 62

CREWS FLT TNG - WALKER AFB

Crew 1154 Assigned 19BW Homestead AFB

TS	AC	CPT	MONTGOMERY, THOMAS H JR, 45787A
TS	PLT	1LT	SMITH, WILLIAM E JR., 59657A
TS	NAV	1LT	GARDNER, GERALD A, 62308A
TS	BO	MSGT	BURRIS, CARL H, AF18089066

Crew 1155 Assigned 19BW, Homestead AFB

TS	AC	CPT	NEWSOM, JOHN A, 47012A
TS	PLT	CPT	INGALSBE, ORVILLE D, 28687A
TS	NAV	1LT	LAFOLLETTE, WILLIAM R, 62307A
TS	BO	TSGT	EDWARDS, JESSE R, AF3006394

Crew 1156 Assigned 19BW, Homestead AFB

TS	AC	CPT	RILEY, JOHN W, AO3006394
TS	PLT	1LT	SWEARINGEN, JAMES S, 68756A
TS	NAV	1LT	PRATT, MELVIN A, AO3066440
TS	BO	SMSGT	VANCE, PAUL S, AF19073666

Crew 1157 Assigned as Indicated:

	AC	CPT	SUDDOCK, M (Fly Only)	11BW, Altus
TS	AC	CPT	VOGEL, DANIEL J, AO3005887	4241SW, S-Johnson
	PLT		Vacant	
TS	NAV	CPT	DAVIS, ERNEST, AO3017365	99BW, Westover
TS	BO	TSGT	BARNES, CHARLES B, AF28668606	42BW, Loring

Crew 1158 Assigned As Indicated:

TS	AC	CPT	HALL, JAMES C, AO3006355	305BW, Bunker-Hill
TS	PLT	1LT	MAZURE, ROBERT, AO3102679	4042SW, K.I.Sawyer
TS	NAV	CPT	NORTHUP, CLAYTON H, AO3038845	42BW, Loring
TS	BO	TSGT	CLEVENGER, GERALD, AF18354970	42BW, Loring

Crew 1159 Assigned as Indicated:

S	AC	CPT	WEAVER, (Fly Only)	305BW, Bunker-Hill
S	PLT	1LT	REESER, RICHARD L, AO3116130	4170SW, Larson
TS	NAV	CPT	LICKWAR, ANDREW, AO3036051	42BW, Loring
S	BO	TSGT	HUTCHINSON, DANIEL, AF19168149	Offutt

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

Enter Acad Tng: 11 Jun 62 — Enter Fly Trng: 6 Jul 62
Grad Academics: 5 Jul 62 — Grad Date : 23 Aug 62

KC-135 CREW ROSTER CLASS K62-15

CREWS FLT TNG - CASTLE AFB

Crew 1160 Assigned as Indicated:

TS	AC	CPT	HORTON, EUGENE W JR., AO2227209	28BW, Ellsworth
TS	PLT	CPT	DRIES, BRUCE V, AO3009450	28BW, Ellsworth
TS	NAV	CPT	SCHRAY, JOHN A, AO3038194	93BW, Castle
TS	BO	TSGT	SIMONS, JIMMY E, AF13373253	305BW, Bunker-Hill

Crew 1161 Assigned as Indicated:

	AC	CPT	BORCHICK, A (Fly Only) 27104A	4039SW, Griffiss
TS	PLT	1LT	WHITE, JERRY D, 63261A	4123SW, C-Sherman
TS	NAV	CPT	CONLEY, PAUL H, AO3040124	92BW, Fairchild
TS	BO	TSGT	SQUIRE, WILLIAM N, AF14266002	92BW, Fairchild

Crew 1162 Assigned as Indicated:

TS	AC	FLT LT	MAC DOUGALL, DONALD J, 1595832	4134SW, Mather
TS	PLT	CPT	PRICE, HAROLD G, 65355A	4042SW, K.I. Sawyer
TS	NAV	CPT	CHRISTOPHERSON, LOREN H, AO3025684	92BW, Fairchild
TS	BO	TSGT	MITCHELL, EUGENE E, AF16091815	306BW, MacDill

Crew 1163 Assigned 19BW, Homestead AFB

TS	AC	CPT	EDSON, DONALD G, 49648A	
TS	PLT	1LT	PUMP, MELVIN C, 61711A	
TS	NAV	CPT	WOMACK, JULIUS O, AO3008550	
TS	BO	SSGT	FISH, RAY L, AF27936761	McCoy

Crew 1164 Assigned 19BW, Homestead AFB

TS	AC	CPT	MILAM, KENNETH R JR., 47082A	
TS	PLT	1LT	HERMAN, JOSEPH, AO3102872	
TS	NAV	CPT	WILSON, CARROLL D, 28179A	
TS	BO	SSGT	BRADLEY, WENDELL C, AF19529770	

ACADEMIC TRAINING ONLY

S	PLT	1LT	MARTIN, TERRY H, 588838A	(MATS-Travis)
S	PLT	1LT	WILLIE, LAVERN, AO3105938	(MATS-Travis)
S	PLT	1LT	GREEN, BENNIE W, 63363A	(MATS-Travis)
S	PLT	2LT	KREISSLER, RALPH L, AO3104982	(MATS-Travis)
S	NAV	CPT	SCHOOL, JEROME A, 25533A	99BW, Westover
S	BO	SSGT	HINNANT, CLARENCE, AF14410089	Barksdale

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

Enter Acad Tng: 26 Jun 62 — Enter Fly Tng: 30 Jul 62
Grad Academics: 20 Jul 62 — Grad Date: 19 Sep 62

KC-135 CREW ROSTER CLASS K62-16

CREWS FLT TRNG-WALKER AFB

Crew 1165 Assigned 19BW, Homestead AFB

TS	AC	CPT	TERRY, GEORGE E, AO3023326	
TS	PLT	CPT	SHIRCLIFF, THOMAS A, 47926A	
TS	NAV	1LT	MILLER, MAX, 55554A	
TS	BO	TSGT	STOKES, ERNEST W, AF14268288	

Crew 1166 Assigned 19BW, Homestead AFB

TS	AC	CPT	GATZ, EDWARD C, 50576A	
TS	PLT	1LT	EDWARDS, GAIL M, AO3084917	
TS	NAV	CPT	LOHNES, CHARLES D JR, AO1859624	
TS	BO	SSGT	CHAMBERLAIN, ROBERT E, AF16398007	

Crew 1167 Assigned 19BW, Homestead AFB

TS	AC	CPT	NELSON, RICHARD L, 60138A	
TS	PLT	MAJ	LONG, FRANCIS J, 35272A	
TS	PLT	1LT	STILL, JAMES W, AO3104081	
TS	NAV	CPT	LANE, CALVIN V, AO1692786	
TS	BO	TSGT	CAMPBELL, ALBERT L, AF42007877	

Crew 1168 Assigned 4130SW, Bergstrom AFB

TS	AC	CPT	PETERSEN, WILLIAM P, 31326A	
TS	PLT	1LT	MARTIN, JON T, AO3104109	
TS	NAV	CPT	HASTINGS, MARION G, AO3037663	
TS	BO	A1C	HOFF, KARL W, AF19512294	(4170SW, Larson)

Crew 1169 Assigned 4130SW, Bergstrom AFB

TS	AC	CPT	STEGALL, DAVID O, AO1909410	
TS	PLT	1LT	BEATHARD, DONALD D, AO3103113	
TS	NAV	CPT	ZIOBER, ALVIN F, AO2036359	
TS	BO	A1C	NELSON, ROBERT E, AF18544048	

Crew 1170 Assigned as Indicated:

	AC	CPT	ITSINES, N J (Fly Only)	95BW, Biggs
TS	PLT	1LT	SPILDE, LEROY A, AO3098758	4043SW, W-Patterson
TS	NAV	CPT	GUERNEY, WALTER S, 60885A	4123SW, C-Sherman
TS	BO	TSGT	DUDDY, MARTIN J, AF31083170	42BW, Loring

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

Enter Acad Tng: 26 Jun 62 — Enter Fly Trng: 23 Jul 62
Grad Academics: 20 Jul 62 — Grad Date : 12 Sep 62

KC-135 CREW ROSTER K62-16 CLASS

CREWS FLT TRNG - CASTLE AFB

Crew 1171 Assigned as Indicated:

TS	AC	CPT	STISCHER, W M (Fly Only) 56576A	(92BW, Fairchild)
TS	PLT	CPT	ROBERTS, WILLIAM B JR, A01911603	(4047SW, McCoy)
TS	PLT	1LT	NUPEN, HARLAN C, 61718A	(4047SW, McCoy)
TS	NAV	1LT	KILBOURN, JAMES P, 68870A	(4047SW, McCoy)
TS	BO	SSGT	CARLTON, FLOYD, AF14245334	(4047SW, McCoy)

Crew 1172 Assigned 4047SW, McCoy AFB

TS	AC	CPT	HARDIN, HUBERT H, A03039388	
TS	PLT	CPT	WOODS, BILLY JR., 47970A	
TS	NAV	CPT	ROBINSON, JAMES M, 31105A	
S	BO	SSGT	WOODS, RICHARD E, AF17366161	

Crew 1173 Assigned as Indicated:

TS	AC	CPT	INMAN, CLARENCE E, A0823869	(4136SW, Minot)
	PLT	CPT	MOORE, THOMAS L, 31805A	(4026SW, Wurtsmith)
TS	NAV	CPT	SCOGGINS, DOYAL E, A03009344	(4136SW, Minot)
TS	BO	SSGT	KATONA, GERALD R, AF16431630	(4026SW, Wurtsmith)

Crew 1174 Assigned as Indicated:

TS	AC	MAJ	HANSEN, IVAN J (Fly Only), 39018A	(4126SW, Beale)
TS	AC	CPT	SVOBODA, CHARLES R, A03034894	(5BW, Travis)
S	PLT	1LT	KOWALESKI, CASIMIR L, 58063A	(93BW, Castle)
TS	NAV	CPT	WUNDERMANN, CHARLES R, 60397A	(4136SW, Minot)
TS	BO	SSGT	LUTRICK, JAMES E, AF18211561	(99BW, Westover)

Crew 1175 Assigned as Indicated:

TS	AC	CPT	LOCKHART, LEMUEL E III, A03025328	(4039SW, Griffiss)
TS	PLT	1LT	KREIS, CHARLES W, 68419A	(4134Sw, Mather)
TS	NAV	CPT	HOGER, JAMES R, 60968A	(93BW, Castle)
TS	BO	SSGT	RUND, VALENTINE G, AF17341220	(99BW, Westover)

ACADEMIC TRAINING ONLY

S	PLT	LCOL	HARTNETT, BERNARD F, 33851A	(MATS-Travis)
S	PLT	MAJ	VAN KESTEREN, HENRY, 40012A	(MATS-Travis)
S	PLT	CPT	SLOTH, SVEN E, 29544A	(MATS-Travis)
S	PLT	2LT	KEMPSTER, THOMAS B, A03105248	(MATS-Travis)
TS	BO	SMSGT	WICK, LAWRENCE, AF35895303	(68BW, Bunker-Hill)

FLIGHT TRAINING AT WALKER AFB NMEX
CLASS 62-16W

ENTER FLY TNG: 30 JUL 62
GRAD FLY TNG: SEP 62

Crew 1765 - Assigned as Indicated 39BS
AC MAJ POOLE, CHARLES D, 41200A 41368W MINOT - H
PLT
BN
NAV
ENO 2LT BURNS, JOHN L, AO3117870 42BW LORING - G
GUN A1C STRUM, ROBERT O, AF17447592 98BW LINCOLN - H

Crew 1768 - Assigned as Indicated 24BS
AC CAPT YOUNG, ALBERT L, 44379A 8126SW BEALE - G
PLT
BN
NAV 2LT LINK, GORDON L, AO3118250 4138SW TURNER
ENO 1LT STEINHEIMER, ROBB, AO3105077 4126SW BEALE - G
GUN A1C HOLT, WELDON E, AF19555357 5BW TRAVIS - G

Crew 1769 - Assigned as Indicated 39BS
AC MAJ BARR, CARL A, 26823A 4123SW C-SHERMAN
PLT
BN
NAV 2LT HICKS, GARY L, AO3118148 4123SW C-SHERMAN
ENO 1LT DUVAL, ROBERT J, AO3100853 93BW FAIRCHILD
GUN

Crew 1770 - Assigned as Indicated 39BS
AC CAPT PERSINGER, WILLIAM C, AO706436 4241SW S-JOHNSON - G
PLT 1LT HYDE, ROBERT C, 58866A 4241SW S-JOHNSON - G
BN
NAV 1LT GRIFFIN, JAMES W, AO3072555 4135SW ROLIN - G
ENO 2LT McKIM, KENNETH E, AO3117919 28BW ELLSWORTH

Crew 1771 - Assigned as Indicated 24BW
AC LTCOL PAULSEN, DANIEL E, 8823A 11BW ALTUS
PLT
BN
NAV 1LT GERSTEN, MARK E, AO3105338 40398W GRIFFISS - G
ENO 2LT KARLEN, DAVID L, AO3118246 40398W GRIFFISS - G
GUN SSGT NELSON, JOSEPH L, JR, AF23176717 97BW BLYTHEVILLE - G
Crew 1772 - Assigned as Indicated 24BS
AC MAJ BROSSEL, PAUL E, AO796215 40398W GRIFFISS
PLT
BN
NAV 2LT FINLEY, JOHN C, AO 3118233 4137SW ROBINS - G
ENO 2LT HICKMAN, RAYMOND L, AO3118240 95BW BIGGS
GUN

HEADQUARTERS
6th Strategic Aerospace Wing
UNITED STATES AIR FORCE
Walker Air Force Base, New Mexico

Reply to
Attn of: SAFE [illegible]

13 July [illegible]

Subject: AFR 32-17 Training

To:

[illegible] (3)	ARS	LOBS	SS	6[illegible]	[illegible]
[illegible]	[illegible] (4)	812 Med(3)	37[illegible](3)	5[illegible]	
[illegible] (5)	[illegible]	CDS	[illegible]	[illegible]	
OMS (5)	3[illegible]	TS	2010[illegible]	41[illegible]	
(Commander)					

1. AFR 32-17 training will be held in the Base Driver's School, [illegible] from 0730 thru 1630, Monday, 13 August 1962.

2. Each squadron commander will insure proper coordination, within [illegible] unit, to meet required commitments.

3. Please advise this office, by indorsement, no later than [illegible] of number of personnel that have not attended AFR 32-17 training, [illegible] roster of personnel to attend AFR 32-17 training on 13 August [illegible].

[illegible]
Civ, GS-11, USAF
Safety Officer

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

Reply to
Attn of: SAFE/2372

13 July 1962

Subject: Survey of Off-Base Recreational Facilities

To:

BC	SUC (3)	DSUP	DET 117	
DCO	BDCE	BDCM	511FTD	
DCOBO	BDCL	BDCR	BDCEF	
DCM	BDCS	BSS 16		
24BS	60MS (5)	579SMS(3)	CES	(3)
39BS	6FMS (5)	6SS (5)	FSS	
40BS	37MMS	CES (5)	2010COMS	
6ARS	6SAWHS (5)	TS (3)	686AC&W	
6AEMS(5)	4129CCTS(3)	HS (5)	WEA	
(Commanders)				

A survey of off-base recreational facilities was conducted by Mr. F. F. Quackenbush of the Safety Office, Monday, 9 July 1962. The following information is disseminated for your use at briefings.

1. Cahoon and Hondo Pools:

a. These pools are very well supervised, have Red Cross qualified and certified senior life savers on duty and generally meet safety standards acceptable to Air Force personnel.

2. Bottomless Lakes, State Park:

a. This facility usually opens the 1st of April and closes at the end of September for swimming and related water sports. Supervision is furnished by Mr. Hine, the caretaker and State Park Ranger.

b. Red Cross qualified and certified life savers are on duty, the number being dictated by participants in the pool. Throughout the week a minimum of two are used, and normally four to five are on duty over weekends.

c. An electric line is located over the east end of the pool, and this could be a serious hazard to swimmers. Mr. Hine stated he would consider relocating light for which the line is used.

d. The pool area is not fenced, therefore, constitutes a hazard to small children unless close parental care is used.

e Water bicycles, aqua cars, row boats, kayaks, and water scooters are available to personnel desiring this type of sport. New Mexico State law requires each occupant of a boat or similar devise be furnished a life preserver. Life preservers are available and base personnel are urged to use them. Any life saving devise is only good when it is used. Past experience proves these like safety belts save lives.

f Management of facilities visited were well satisfied with the cooperation from base personnel and appreciate their patronage.

g. Commanders are again urged to brief their personnel to use only those facilities which meet Air Force standards, thereby affording maximum protection to themselves and families.

Burmon C. Hoyle

BURMON C. HOYLE
Major, USAF
Director of Safety

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

Reply to
Attn of: SAFE/2372 18 July 1962

Subject: Fatality by Electrocution

To:

BC		SUC (3)		BDCR			
DCO		BDCE		BSS 16			
DCOBO		BDCL		DET 117			
DCM		BDCS		511FTD			
DSUP		BDCM		BDCEF			
24BS		60MS	(5)	579SMS	(3)	CDS	(3)
39BS		6FMS	(5)	6SS	(5)	FSS	
40BS		37MMS		CES	(5)	2010COMS	
6ARS		6SAWHS	(5)	TS	(3)	686AC&W	
6AEMS	(5)	4129CCTS	(3)	HS	(5)	WEA	

(Commanders)

1. An airman of another command was electrocuted while operating an electric floor polishing machine. The machine was equipped with a three prong plug, however, the grounding prong had been cut or broken off. While buffing the floor, the airman was heard to utter a groan. He stepped backwards from the machine and fell. He was pronounced dead on arrival at the hospital. Back-method artificial respiration had been applied but not mouth-to-mouth resuscitation or closed chest heart massage.

2. Investigation revealed that the bare end of the wire where the grounding prong had been cut or broken off came in contact with a live prong on the plug. The other end of the grounding wire was connected to the frame of the switch box. This resulted in the entire buffer being energized with 115 volts.

3. It is tragic that this type of accident still continues to happen. AFM 32-3, AFCSP 32-1-1, and various other Air Force Regulations and directives have long prescribed that portable electric hand tools be properly grounded. Grounding of machinery, equipment, hand tools and providing three prong outlets in all AFSC facilities has been a subject of repeated emphasis; however, we should not become complacent about these items. They should be made a matter to be covered during all unit inspections. Appropriate action should be taken when individuals are found disabling or destroying three prong plugs.

Burmon C. Hoyle

BURMON C. HOYLE
Major, USAF
Director of Safety

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

From: [illegible]
Attn of: SAFE/Major Hoyle/2372 27 July 1962

Subject: 15/AFM 32-4, Accident Prevention in Flight-Line Operations

To:				
24BS	60MS	579SMS	CDS	BDAS/PDM
30BS	6FMS	6SS	FSS	
4CBS	37MMS	CES	2010COMS	
6ARS	6SAWHS	TS	686AC&W	
6AMS	4129CCTS	HS	WEA	

1. Publications Bulletin No. 13 originated by 15th Air Force headquarters on 1 July, provided instructions on the ordering of the subject manual by individual units.

2. These instructions were as follows:

a. This unclassified manual establishes procedures for safe ground handling of aircraft and flight-line operations. It is mandatory that each person who performs duty on the flight line have a copy of the manual at all times while performing such duty. OPI is DS.

b. The manual dated 1 Sep 61 and C1, 26 Apr 62, is current. However, upon revision distribution will be changed to functional (F). PDMs will coordinate with the base ground safety officer to determine total requirements plus 20% of total requirements for stock. PDMs will then submit requirements on AF Form 764A as explained in chapter 4, AFM 5-4/SAC Sup 1, to reach this headquarters (DASPD) no later than 31 July 1962. Negative replies are required.

3. Although the requirement was pointed out by the BDAS/PDM through use of the daily bulletin and distribution of the referred to Publications Bulletin No. 13, they have only received two AF Form 764A requisition. This does not allow them to meet the 31 July deadline. It is imperative that your publications distribution manager establish your requirements for the subject manual immediately and submit the proper requisition to the BDAS/PDM.

4. Please give this your immediate attention in the interest of safety.

Burmon C. Hoyle

BURMON C HOYLE
Major, USAF
Director of Safety

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

Reply to
Attn of : SAFE/Major Hoyle/2372 6 July 1962

Subject : Meeting of Squadron Ground Safety Officers

To:

24BS	60MS	579SMS	FSS	DET 117
39BS	6FMS	TS	686AC&W	511 FTD
40BS	37MMS	HS	2010COMS	6SS
6ARS	6SAWHS	CES	WEA	SUC
6AEMS	4129CCTS	CDS	BSS 16	

(Commanders and Sqdn Safety Officers)

1. The following named Squadron Safety Officers and NCOs met on 26 June 1962 at 1300 with Major Hoyle, Wing Director of Safety, presiding. The purpose of the meeting was to pursue safety objectives set forth in SACR 59-1 and base supplements thereto.

2. The following squadrons were represented:

37MMS	6A&E	60MS	6SS	6TS	511 FTD
6ARS	6FMS	686AC&W	6CES	SUC	
40BS	6FSS	24BS	6CDS	579SMS	

3. The following squadrons were not represented:

Det 117	2010COMS	6HS	4129CCTS
WEA	BSS 16	6SAWHS	39BS

4. Major Hoyle briefed members on accident status for the first six months of the year, and pointed out that our accident rates have progressively gone higher. Walker AFB has declined from an outstanding rating in January to a satisfactory in June.

5. Major Hoyle further briefed members on status of reflective outer garments for personnel working on the flight line, and explained the purpose and progress of vehicular restraining lines.

6. A member commented that traffic lights on base are being operated at irregular hours, therefore, constituting a hazard to motorists who never know when lights will be operating. It was recommended that BDCL publicize the use of traffic control lights to reduce this hazard.

7. It was pointed out that shrubbery on the east side of main gate is a hazard to drivers approaching the main gate from the east on the access road. BDCL and BDCE will be contacted on this, and findings presented at the next scheduled meeting.

8. A query was made as to age requirements of scooter operation on the base. It was pointed out that some children operators do not appear to meet the minimum age. BDCL and civil authorities will be contacted and this information publicized.

9. Each squadron is requested to submit to the Wing Safety Office an up-to-date squadron order with name of their squadron safety officer and NCO.

10. Adequate notification of the meeting was given: however, attendance was not that desired. Request the commanders of those squadrons not in attendance notify this office why their safety officer failed to attend.

11. The meeting adjourned at 1415.

Burmon C. Hoyle

BURMON C HOYLE
Major, USAF
Director of Safety

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

Reply to
Attn of: SAFE/Capt Hall/2372

2 July 1962

Subject: Accident Investigation Board Minutes

To: VC (2) 6A&EMS (2) DCOSB (2) BCH (2) BJA(2)
DCO (2) BMCL (2) DCOS KC-135(2) DCMT (2)
DCM (2) 812 MED GP(2) 4129CCTS (2) DCOTBO(2)
6OMS (2) DSJF (2) EXO (2) DP (2)

1. The Aircraft Investigation Board met on 22 June 1962 at 1330 hours in accordance with SAC Sup-1/AFR 127-4 in 6th Strategic Aerospace Wing Headquarters.

2. The following members were present:

Col E O Eddy	VC - Chairman
Lt H Wood	DCO
Lt Col D E Savidge	6AEMS
Maj G H Albright	6ARS
Maj M C Boley	6SAW Base Ops
Maj B C Hoyle	SAFE
Maj T F Stuhr	6ARS
Capt J L Schreiber	BCH
Capt P F Williams	812 Med Gp
Capt T I Sanders	DET 15 9WEA
Capt P L Hall	SAFE
1Lt J F Horton	BJA
1Lt J M Stephenson	BMCL
Mr. J R Kastner (CWO)	6OMS
Mr. Calvin D Whitmore	6CE Fire Dept

3. The situation was that a KC-135 aircraft crashed ten minutes after take-off, 45 miles SW of Walker AFB. A note of instructions was handed to the tower controller and the tower controller initiated the primary crash net. The initial convoy consisting of fire trucks, ambulances and security force vehicles were formed, and theoretically underway ten minutes after notification. The Fire Department arrived within two and a half minutes, the ambulances arrived in six minutes and the combat defense force arrived in ten minutes. The CDF arrived

ATCH 9

and [illegible] not have road and grid maps. These discrepancies were discussed and have been corrected, and it is felt that the ten minute time can be cut by half on the next exercise, scheduled next quarter.

4. Personnel to accompany the second convoy reported to the control room where they were theoretically assigned specific duties by the president of the board. Personnel were accounted for and dismissed. Two problems arose. (1) It was decided that the CDF vehicle leading the second convoy would pick up the alert photographer. (2) Not all personnel on the investigation board have access to a crash phone; consequently, notification was slow. This was discussed and each directorate will designate an individual to contact these personnel in the event of an emergency. This system will be outlined in detail by a letter from this office, pending revision of the orders on the Accident Investigation Board.

5. Records were impounded and checked following the check list (see enclosure). Minor discrepancies were noted, corrected, and records were placed back in file. It was discovered that the instructors were carrying the 51-19 grade sheets aboard the aircraft. This means that the student's progress and history would be lost in the event of an accident. It was decided that only the current grade sheet will be carried aboard the aircraft in the future. The check list is being revised to reflect new form numbers, etc. No other problems were encountered with records review.

6. Each board member was counseled to insure that they had the appropriate hole punched on their security badge in order to gain access to the scene of the accident/incident.

7. The meeting adjourned at 1415 hours.

ROBERT L. HULL
Captain, USAF
Asst Director of Safety

Atch
1. Check list

CHECK LIST FOR RECORDS AND FORMS REQUIRED FOR AEROSPACE VEHICLE ACCIDENT INVESTIGATION:

		Responsibility
1.	SAC Form 126 - Air Vehicle Mission Record	DCM
2.	SAC Form 127 - Sortie History Worksheet	DCM
3.	SAC Form 360 - Weapon Loading Certification	MMS
4.	Active AFTO 781 Series Forms	OMS
5.	Active AFTO Form 212	OMS
6.	15AF Form 185 - Wheel & Tire Records	Tire Shop
7	DD Form 780 - Acft Equipment Inventory Record	780 Section
8	DD Form 829 Series - Historical Records, A&E Equipment	A&E
9.	Reports & Analysis will immediately pick-up all AFTO Forms 212 for applicable aircraft, from Stat Services	Repts & Analysis
10.	List of Time Change Items that are overdue & Back order Number	Records Section & Supply Liaison
11.	DD Form 829 Series - Historical Records for Basic Aircraft and engines	Records Section
12.	AFTO Form 44 - Turbine Wheel Historical Record	Records Section
13.	Completed AFTO Form 212 - Time Compliance Tech Order Work Record	Records Section
14.	Completed AFTO 781 Series Forms - Aircraft Flight Report and Maintenance Record	Records Section
15.	Completed Functional Check Flight Work Sheets	Records Section
16.	AFTO 100 Series Forms - Visible Card File Accessory System	Records Section
17.	Completed Q.C. Inspections and Indorsements	Records Section
18.	Completed correspondence and miscellaneous papers relating to transfers, acceptance, IRAN, Modernization and other individual aircraft or equipment matters	Records Section
19.	Active SAC Form 9 - Acft & Engine Status Record	Records Section
20.	List of Open Wing/Base T.O.T.C.'s	Records Section
21.	DD Form 829 Series - Historical Records, GAM-77 if applicable	Records Section

ALL MAINTENANCE FORMS AND RECORDS WILL BE HANDCARRIED TO THE AEROSPACE VEHICLE RECORDS SECTION WITHIN 30 MINUTES AFTER NOTIFICATION OF A CRASH.

CHE[illegible] ([illegible])

Responsibility
Act Records

DCO, Hq 6 Strat Aerospace Wg

1. Form 5 Flight Records
2. Standardization Records
3. Training Records (Flight) Ex: SAC-329, 412, 592, 593, 594, 595, 455, etc.
4. Procedural Training Records (Ground Training Records)
5. Professional File
6. Mission Outline (Canned Mission)
7. Past Mission Records (Past Mission Folders) Ex: Accomplishment Forms, Map Form [illegible], etc.
8. Commanders Briefing Form
9. Air Refueling Coordination Records
10. RBS Coordination Records

SQUADRON

1. Flight Orders
2. Manuals Control Records
3. 50-24 (Ground Training Records, if applicable)
4. Mission Accomplishment Folders, if applicable
5. Squadron Commander's Crew Portion of Professional file
6. Training records if trainee crew

[illegible]

1. Form 175 or [illegible] and Attachments
2. Route Sheet
3. Manifest or SAC-[illegible]
4. Form F (Weight and Balance)
5. Flight Orders
6. NOTAMS
7. Airdrome Facilities (condition and status)
8. Weather

9th Weather Sq, Detachment 15

1. Weather
   (a) Immediate Observations
   (b) Initial Forecast
   (c) Insure preparation of weather information file on all weather factor accidents
   (d) Act as weather member of investigation board
   (e) Prepare minority report, if applicable

(CHECK LIST [illegible])

Responsibility
Acft Records

812 Med Gp, SUCO

1. Medical Records (AF Form 711g)
2. Dental Records
3. Professional File

DPPA, Hq 6 Strat Aerospace Wg

1. Personnel Records
2. Professional File
3. If a trainee crew member is involved contact the home stations and request a professional file and supply records be assembled and sent by most expeditious means.

DSUPO, Hq 6 Strat Aerospace Wg

1. Supply Records
2. Personal Equipment Records
3. Parachute Records
4. Survival Equipment Records
5. Oxygen Mask Records

BJA, 6 Combat Support Gp

1. Protection of Government
2. Protection of Public and Private Interests
3. Claims
4. Estate of the Individual

BDCEF, 6 Combat Support Gp

1. Rescue
2. Protection of Government Property
3. Protection of public and private property

IXO, Hq 6 Strat Aerospace Wg

1. Public Relations
2. Prepare and control all news releases
3. If accident is out of the immediate area, determine if any news releases have been made and coordinate with the applicable agencies
4. Control the taking of photographs
5. Coordinate the report to Hq USAF Command Post and to SAC and 15AF DXI
6. Control attempted interviews of personnel involved in an accident, by unauthorized personnel.

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

Reply to
Attn of: SAFE/Major Hoyle/2372

18 July 19[illegible]

Subject: Base Safety Council Minutes

To:

C	BDCS	579SMS	4129[illegible](2)	511FTD(2)	6[illegible]S (2)
BC	DCO	DCOTBO	TS (2)	CDS (2)	[illegible] (2)
BDCM	DCM	2010AFCS(2)	HS (2)	FCS (2)	[illegible] (2)
BDCE	SU (2)	60MS (2)	68AWRS (2)	24SS (2)	[illegible]
DSUP	DOCTAW(2)	686AC&W (2)	CES (2)	39BS (2)	
BDCEF	BDCL	37MMS (2)	6AMMS (2)	40BS (2)	

1. The monthly meeting of the Walker AFB Safety Council was convened by Colonel Ernest C. Eddy, Vice Commander, [illegible], in the [illegible] Conference Room at 1030, 16 July 1962. This committee was [illegible] in accordance with SACR 59-2, 26 January 1961 and [illegible] Special Orders M-424 15 November 1961.

2. The following members were present:

Col E C Eddy	C
Col R D O'Connor	BC
Col D D Patch	DCM
Lt Col J W Swanson	DCO
Lt Col J L Mayo	37MMS
Maj J Lenox	579SMS
Maj R D Cramer	2010 [illegible]
Maj R C Geppinger	2010 [illegible]
Maj H F Miller	DSUP
Maj B C Hoyle	SAFE
Capt T W Wright	[illegible]
Capt S M Yahn	DCOTBO
SSgt E L Eaton	686AC&W
SSgt J B Rigdon	BDCM
SSgt G E Swedberg	686AC&W
Mr B E Victor	BDCE
Mr C Whitacre	BDCEF

3. Major Hoyle presented a summary of accident experience [illegible]. One on-duty injury, a private motor vehicle accident and five [illegible] injuries, increased the accident rate at Walker [illegible] the base from the excellent to the satisfactory category. [illegible] provide greater emphasis on safety during off-duty activities [illegible] can regain the higher rating.

4. [illegible]

a. [illegible]: [illegible] sustained operation. Action [illegible].

b. [illegible] of Fuel Spills: Three [illegible] occurred during [illegible]. One involved improper operation of a [illegible] F 86 drop tank [illegible] [illegible] due to improper valve settings during [illegible]. [illegible] investigated the occurrences and measures have been taken to prevent this happening again. Action DIV

c. Hazards on Airfield Due to Construction: The first [illegible] removal has been cleaned out and is being filled with [illegible]. The present phase of inner ramp [illegible] work is completed. [illegible] break up at parking spot 47 will be replaced with [illegible] and grounds will repair other trouble spots [illegible] patches. Action BDCE [illegible] August.

d. Nuclear Safety: Combat crews of the [illegible] training, through scheduled classes, on the [illegible] networks, positive control and the Joint Chiefs of Staff [illegible] Rules. Action 579SMS, 37[illegible], SAFE.

e. Missile Safety: The [illegible] instruction to each combat crew prior to [illegible]. Course includes safety considerations of [illegible] chemicals, fire, hazard reporting and location [illegible] ment in the silo. A dry run exercise of [illegible] was conducted 16 July and a critique of the [illegible]. Action 579SMS, SAFE 23 July.

5. Unfinished Business:

a. Painting of Vehicle Restraining Lines [illegible] for the next pre-construction meeting. [illegible] August. Action BDCE.

b. Rewiring of World II Buildings: [illegible] first quarter of fiscal year 1963. Library [illegible] construction meeting 17 July. Action [illegible].

c. Maintenance of Airfield Facilities: [illegible] awaiting funding on Project 26-2 [illegible] year 6[illegible] program. [illegible] in K-5 priority #56. Action BDCE.

[redacted]

d. Installation of Visual Glide Slope: 100 per cent [illegible] placed in abeyance by 15th Air Force pending further instruction from SAC. Action BDCE 20 August.

e. Reflective Outer Cones: Held in abeyance pending revision of SAC Supplement 5 to AFM 32-3, authority SAC message DM4A 59004. Action SAFE.

f. Sign for Golf Course Tee #8: Sign has been erected. Item will be removed from agenda.

g. Chipping Runway Center Line Paint: BDCE has submitted a request for a UAL change to allow purchase of a paint chipping machine. No satisfactory method is known for removal of tire mark concentrations. Action BDCE 20 August.

h, Radar Reflectors: Radar reflectors will be placed two miles off the end of runways so the search radar video map can be accurately oriented on every approach. The performance and standardization section verified that the height of the reflectors will not jeopardize safe operation. Item will be removed from agenda.

i. High Wind Plan: Plan has been prepared by the aero club safety officer and will be made an operating instruction. Item will be removed from agenda.

j. Traffic Hazards - POL Access Gate: Center line stripe on the roads has been painted. Item will be removed from agenda.

k. Fast Ride Vehicle Maintenance: A satisfactory method for the care and use of the vehicles was agreed upon between BDOM and the fuel facility. Item will be removed from agenda.

l. Traffic Control at Third and "C" Street: Light will operate as a blinker during slow periods and sequenced during peak traffic hours. Item will be removed from agenda

6. New Business:

a. During ball games vehicles are parking on both sides of 3rd Street between "C" Street and the NCO Club. This narrows an important artery considerably and creates a hazard when children play among the cars. A work order was submitted for painting the curbs yellow and posting "NO PARKING" signs. Action BDCE 20 August.

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

8. The meeting was adjourned at 1130.

Burmon C. Hoyle

BURMON C. HOYLE
Major, USAF
Director of Safety

APPROVED:

Ernest C Eddy

ERNEST C EDDY
Colonel, USAF
Commander

OPERATIONAL HAZARD REPORT	DATE OF REPORT	HAZARD NUMBER
	4 July 1962	6SAW-62-B52E-79

INSTRUCTIONS: If additional space is required for any item, continue on a blank sheet of letter-size paper and identify.

TO: (Wing or Base Commander)
Commander
6th Strat Aerospace Wg
Walker AFB, NMex.

FROM: (Squadron Commander)
Commander
40th Bombardment Squadron
Walker AFB. NMex.

SECTION I - INCIDENT (To be completed by individual reporting incident)

CHECK HERE IF REPT IS TO BE ANONYMOUS ☐	PLACE OF INCIDENT	BASE DEPARTED	DTG	
	Walker AFB NMex.	Walker AFB NMex.	4 July 1055 MST	☒ DAWN ☐ DUSK ☒ DAY ☐ DARK

CLEARANCE	MISSION OR ACTIVITY ENGAGED IN
☐ VFR ☐ IFR ☐ LOCAL	Chrome Dome Mission

PHASE OF FLIGHT	ALTITUDE (If applicable)
☐ TAXIING ☐ TAKE-OFF ☐ CLIMB ☒ LEVEL FLIGHT ☐ DESCENT ☐ APPROACH ☐ LANDING ☐ OTHER (Specify)	34000

AIRCRAFT TYPE AND NUMBER	ORGANIZATION AIRCRAFT ASSIGNED TO
B-52E 56-637	60MS

BRIEF DESCRIPTION OF DAMAGE (Unreportable in accordance with AFR 62-14)

NARRATIVE REPORT (Brief description of what happened, what the first indications were, corrective action, results, etc. Attach diagrams, photos, etc., if necessary to clarify.)

On a Chrome Dome mission, the gunner had turned on his equipment approximately 20 to 30 minutes after T.O. Approximately 3:20 hours after T.O., the gunner had started to check out his equipment and was in acquisition when he experienced loss of electrical power to the turret. Almost simultaneously the gunner lost control of his heat, the HF radio was lost, and the lights in the gunner's compartment were lost plus other ECM and radio equipment. The gunner checked all circuit breakers and found the A phase circuit breakers for the turret hydraulic drive motor popped; this was reset but did not help. A phone patch to the control room at Walker AFB was made through the control room at Wright-Patterson AFB. The crew was advised that if they could not locate and correct the malfunction to abort the mission. The acft was let down to 9000 ft. and the gunner went into the 40 and 47 sections, but could not locate any trouble that he could do anything about. All equipment associated with the tail compartment was turned off, and the gunner was brought forward and mission aborted. Returned to Walker AFB and landed. On landing, the turret was in the full down position. The drag chute deployed normally, but the chute straps from the hook to the suspension lines bent the gunnery track radar radome.

SECTION II - INVESTIGATION (By Flying Safety Officer, Squadron Operations Officer, the Flight Line Maint Officer or others, as applicable)

CAUSE FACTORS

The [illegible] H.P., 400 cycle, 3 phase, hydraulic turret drive motor had shorted to ground. The bearings were found to be bad which allowed the armature to drop down and contact the field. This motor is protected by three 30 amp. circuit breakers. The A phase did pop but was reset. This allowed the short to be felt across the nine 30 amp fuses in the J-160 junction box located in section 40. These nine 30 amp fuses blew, which disrupted all three phases (A,B,C) of the alternating current to the tail compartment. DC power was not disrupted. The magnetic brake which locks the turret in place is DC controlled. Therefore, when the hydraulic drive motor failed the turret (continued)

WHAT CORRECTIVE ACTION HAS BEEN TAKEN REGARDING THIS INCIDENT?

All crews and maintenance personnel briefed of incident - OHR published.

WHAT IS RECOMMENDED TO PREVENT RECURRENCE OF SIMILAR INCIDENTS?

None

WAS AFTO FORM 29, UNSATISFACTORY REPORT SUBMITTED? *(If "Yes" attach copy to original of this form)* ☐ YES ☒ NO	UR NUMBER AND DATE

IF NO UR SUBMITTED, GIVE REASONS.

It has been a very reliable motor and is considered an isolated case. Reported through the Maintenance Data Collection System

DATE COMPLETED	NAME AND GRADE OF FLYING SAFETY OFFICER	SIGNATURE
1 July 1962	[illegible] SKIDDS, Capt, USAF	/s/ Capt Benjamin W. [illegible]
DATE	**TYPED NAME AND GRADE OF SQ COMMANDER**	**SIGNATURE**
1 July 1962	ARTHUR S. PITTS II, Lt Col, USAF	/s/ [illegible]

SECTION III - FORWARDING INDORSEMENTS

SAFE, 60FW, WAIMER AFB, NEW MEXICO **1ST IND**

TWD: 15AF (DCF)

SIGN: [signature] DCO: [signature] DCM: [signature] C: Dest/

2D IND

3D IND

(Continued) Operational Hazard Report #[illegible] July 1962

Other Factors:

was allowed to droop as the hydraulic pressure was depleted and the magnetic brakers were not applied until DC power was turned off in the turret.

OPERATIONAL HAZARD REPORT

DATE OF REPORT: 5 July 1962

HAZARD NUMBER: 6SAW-62-B52F-77

INSTRUCTIONS: If additional space is required for any item, continue on a blank sheet of letter-size paper and identify.

TO: (Wing or Base Commander)
Commander
4th Strat Aerospace Wg
Walker AFB, NMex.

FROM: (Squadron Commander)
Commander
24th Bombardment Squadron
Walker AFB, NMex.

SECTION I - INCIDENT (To be completed by individual reporting incident)

CHECK HERE IF REPT IS TO BE ANONYMOUS ☐

PLACE OF INCIDENT: Inflight

BASE DEPARTED: Walker AFB

DTG: 0930 30 Jun 62

☐ DAWN ☐ DUSK ☒ DAY ☐ DARK

CLEARANCE: ☒ VFR ☒ IFR ☐ LOCAL

MISSION OR ACTIVITY ENGAGED IN: COMBAT CREW TRAINING MISSION

PHASE OF FLIGHT: ☐ TAXIING ☐ TAKE-OFF ☒ CLIMB ☒ LEVEL FLIGHT ☐ DESCENT ☐ APPROACH ☐ LANDING ☐ OTHER (Specify)

ALTITUDE (If applicable): 8000 to 38000

AIRCRAFT TYPE AND NUMBER: B52F 57-109

ORGANIZATION AIRCRAFT ASSIGNED TO: 60MS

BRIEF DESCRIPTION OF DAMAGE (Unreportable in accordance with AFR 62-14)

NARRATIVE REPORT (Brief description of what happened, what the first indications were, corrective action, results, etc. Attach diagrams, photos, etc., if necessary to clarify.)

Shortly after T.O. all air conditioning outlets in the fwd crew compartment emitted brown sooty smoke in small amounts for short periods - especially noticeable during throttle changes. Slightly acrid fumes accompanied the smoke. Changing to alternate air conditioning system had no effect. This condition continued intermittently for five or ten second periods during climb and cruise, but it was not necessary for the crew to use 100 per cent oxygen until approximately 1+30 after T.O. 100 per cent oxygen was used for approximately 15 minutes in order to protect crew from acrid smelling fumes and a descent to a lower altitude and depressurizing was being considered when the condition cleared up enough to continue on normal oxygen at altitude. Air conditioning continued normal for remainder of flight (3 +30) except for extremely short periods during descent when short puffs of brown sooty smoke was visible. These were no problem.

SECTION II - INVESTIGATION (By Flying Safety Officer, Squadron Operations Officer, the Flight Line Maint Officer or others, as applicable)

CAUSE FACTORS

The air filter for the forward air conditioner failed, allowing the active catalytic material to be blown through the air conditioner into the forward compartment. This was the small filter designed for the small air conditioner. However, it is considered adequate as a suitable substitute to be used with the increased capacity air conditioner. The filter failed after approximately 130 hours of operation.

SAC FORM DEC 56 5 PREVIOUS EDITION IS OBSOLETE.

WHAT CORRECTIVE ACTION HAS BEEN TAKEN REGARDING THIS INCIDENT?

Since the small catalytic filter is being installed by depot as well as at base level, quality control has initiated a program to monitor the life of each catalytic filter.

All aircrew and maintenance personnel have been briefed of this incident.

WHAT IS RECOMMENDED TO PREVENT RECURRENCE OF SIMILAR INCIDENTS?

That the small filter not be considered a suitable substitute to be used with the increased capacity air conditioner
The active catalytic material used in the air conditioner filter is a mixture of copper and manganese oxides. Breathing the powder can produce harmful effects. Recommend anytime a filter failure is suspected. all crew members observe the WARNING, page 4-14 of T.O. 1B-52E-1 and immediately go on 100 per cent oxygen and place the emergency toggles lever in emergency.

WAS AFTO FORM 29, UNSATISFACTORY REPORT SUBMITTED? *(If "Yes" attach copy to original of this form)* ☐ YES ☒ NO	**UR NUMBER AND DATE**

IF NO UR SUBMITTED, GIVE REASONS.

This is the first incident of this nature since the small catalytic filter has been used as a suitable substitute on the increased capacity air conditioner at this station. Should an incident of this nature reoccur, or the life of these filters fail

(continued)

DATE COMPLETED	**NAME AND GRADE OF FLYING SAFETY OFFICER**	**SIGNATURE**
11 July 1962	JAMES H McGRATH, Capt, USAF	/s/ Capt James H McGrath
DATE	**TYPED NAME AND GRADE OF SQ COMMANDER**	**SIGNATURE**
11 July 1962	DALE C MALUY, Lt Col, USAF	/s/ Lt Col Dale C Maluy

SECTION III - FORWARDING INDORSEMENTS

1ST IND

SAFE: 6SAW, WALKER AFB, NMEX

FWD: 15th AF (DSF)

SAFE: DCO: DOM: C:

2D IND

3D IND

If No UR is Submitted, Give Reasons

to last the 1000 hour T.O. specification, an EUR will be submitted. Reported through Maintenance Data Collection System.

6th STRATEGIC AEROSPACE WING

Monthly Maintenance Order

July 1962

MESSAGE FROM DCM

1. Tentative 15 July, we will begin immediate recovery and repair of the tactical aircraft. To do this Recovery Teams will be formed the personnel of the OMS, FMS and AEMS. These teams will be scheduled on the weekly 60-9, to be in place 30 minutes before the aircraft arrives. The team will assist in parking the aircraft, debriefing, make all required inspections, repair all malfunctions, and service the aircraft for its next flight.

2. Refueling will be accomplished with the assistance of a supervisor dispatched from the OMS Support Branch.

3. While the aircraft is being refueled a portion of the team will begin power off portions of the after flight, while another part of the team will go to Bldg 1050 to debrief the crew. Within one hour after landing the team chief will make out all his work orders in duplicate, with a schedule for each malfunction. The duplicate will be forwarded to Job Control for suspense. All completions will be called into Job Control.

4. When the recovery is either completed, or reached a stage where it can be turned over to the crew chief, Job Control will be notified giving its latest status.

5. After the recovery phase the crew chief and assistants will be responsible for the aircraft until its next flight. Any work outstanding, requiring specialist support will be called into Job Control.

6. Plans and Scheduling will schedule all time changes and TCTO's for the recovery phase. Those TCTO's requiring over 6 clocks hours or support beyond the capability of the team will be scheduled during down days.

7. To provide for team assignments the weekly maintenance plan will call for specific teams to meet certain aircraft. Bomber teams one through six will recover the day flyers. Teams seven through ten will recover night flyers, while team eleven will continue to handle the Chrome Dome sortie.

8. Tanker Teams one, two and three are for day flyers and four and five for the night flyers.

SAMUEL P. PARSONS
Colonel, USAF
Deputy Commander for Maintenance

DISTRIBUTION

47SAD (DM)	6
15AF (DM4AA)	1
3345 USAF Tech School, Chanute AFB, Ill	12
C	1
DCO	5
DCR	2
DCOT	1
DCOTOS	2
DCOTAW	1
DCOBO	1
DCM	1
DCMRA	2
DCMT	2
DCML	1
DCMQ	1
DCMMC	32
DCRMA	1
60MS	75
6FMS	20
6AEMS	15
37MMS	6
DSUP	1
DSUPP	5
DSUPM	1
DSUPS	1
24BS	2
39BS	2
40BS	2
6ARS	2
OCLO	6
BC	2
FSS	2
BDCM	1
TS	2
CDS	2
511FTD	1
TOTAL	220

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

REPLY TO
ATTN OF: BC

2 July 1962

SUBJECT: Food Handler Training

TO:

BDCS	BDCS/ BS /OC	BDCS/FS/SL
BDCS/BX(4)	BDCS/NCO	SATAF(ACGCCE)
BDCS/C	BDCS/OC	FSS
BDCS/FS	BDCS/RS/ES	

1. As directed by paragraph 15, AFR 160-20, a training course will be conducted by the Base Veterinarian. The subject material will encompass the medical aspects of food sanitation. The purpose of this training is threefold; to present the proper methods of sanitary food handling, and to emphasize food handlers' responsibilities in disease prevention.

2. The scope of this course will include motion pictures that demonstrate good sanitary practices and results of poor sanitation. These films will be supplemented by conduct of the course supervisor and group discussion.

3. It is my desire that all food handlers be scheduled to attend one hour of each session as scheduled below. The course will be conducted in the Base Chapel Annex, Building 500.

4. Each of the following sessions will consist of one hour of instruction:

a. First Session	25 Jul 62	1300 hours
	26 Jul 62	0830 hours
b. Second Session	30 Jul 62	1300 hours
	31 Jul 62	0830 hours
c. Third Session	6 Aug 62	1300 hours
	7 Aug 62	0830 hours

RODERIC D. O'CONNOR
Colonel, USAF
Commander

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

1. OPERATIONAL REQUIREMENTS:

a. ALERT: The alert structure is seven (7) B-52 aircraft, with one "Chrome Dome".

b. B-52 Sortie Requirements:

SQDN	TYPE SORTIE	HOUR LENGTH	NUMBER SORTIES	TOTAL HOURS
24BS	Student (day)	8	27	216
24BS	Student (night)	8	21	168
24BS	Student Solo (day)	4	4	16
24BS	CCTM (day)	8	8	64
24BS	CCTM (night)	8	6	48
			Sub Total 66	512
39BS	Student (day)	8	26	208
39BS	Student (night)	8	29	232
39BS	Student Solo (day)	4	6	24
39BS	CCTM (day)	8	10	80
39BS	CCTM (night)	8	5	40
			Sub Total 76	584
40BS	50-8 (day)	8	24	192
40BS	50-8 (night)	8	21	168
			Sub Total 45	360
40BS	Chrome Dome	24	31	744
HHQ	Falcon '62	3	2	6
HHQ	Bar None	8	3	24
			Sub Total 5	30
		Total without Chrome Dome:	194	1486
		Total with Chrome Dome	225	2230

Average Sortie length without Chrome Dome	7.14
Average Sortie per day without Chrome Dome	9.23
Average Sortie length with Chrome Dome	9.95
Average Sortie per day with Chrome Dome	7.26

c. KC-135 Sortie Requirements:

SQDN	TYPE SORTIE	HOUR LENGTH	NUMBER SORTIES	TOTAL HOURS
ARS	Student (day)	8	45	360
ARS	Student (night)	8	46	368
ARS	Student (day)	6	42	252
ARS	Student (night)	8	58	464
ARS	CCTM (day)	8	7	56
ARS	CCTM (night)	6	14	84
ARS	Airmail	1	1	18
ARS	Falcon	16	2	32
			169	1266

Average Sortie length: 7.490
Average Sortie per day: 8.047

d. Support Aircraft Requirements:

TYPE AIRCRAFT	NUMBER SORTIES	TOTAL HOURS
C-123 (day)	26	104
C-123 (night)	7	28
T-33 (day)	47	94
T-33 (night)	18	36
H-19 (day)	27	54
	125	316

Average Sortie Length: C-123 4.000 Hours
Average Sortie per day: C-123 1.571

Average Sortie Length: T-33 2.000 Hours
Average Sortie per day: T-33 3.095

Average Sortie Length: H-19 2.000 Hours
Average Sortie per day: H-19 1.285

e. GAM Training Section:

18 F/1 GAM-77A Sorties
20 F/2 GAM-77A Sorties
38 GAM-77A Sorties

2. Known work requirements:

a. Transient alert will be prepared to meet, park, service, accomplish turnaround maintenance and launch all transient aircraft; 24 hours a day and seven days a week. Each day will be divided into three (3) duty shifts:

(1) "A" Shift - 0715-1530

(2) "B" Shift - 1515-2330

(3) "C" Shift - 2315-0730

Daily, 40 percent of the personnel will be asigned to "A" shift, 30 percent to the "B" shift and 20 percent to "C" shift. Days off will be rotated so that each person receives a full two (2) days off each week. Total assigned personnel is 26.

b. A total of 225 B-52 sorties, including 31 "Chrome Dome", 169 KC-135 sorties, 125 base support aircraft sorties, and 40 GAM-77A sorties will be generated. The work schedule is based on a 5 day work week. Each day is divided into three (3) shifts.

(1) "A" Shift - 0730-1630

(2) "B" Shift - 1600-0030

(3) "C" Shift - 2400-0800

Personnel will be assigned commensurate with the number of aircraft recoveries per shift. In addition, each shop will be manned to provide red ball coverage during launch and flying periods.

c. Total number of personnel to be asigned and manhours in support of B-52E and KC-135A aircraft.

SQDN	# PERSONNEL ASSIGNED	MANHOURS TO SUPPORT B-52	MANHOURS TO SUPPORT KC-135
OMS	616	35,568	12,497
FMS	720	41,002	10,899
AES	403	20,594	3,077
MMS	129	4,053	0

d. Inspection Schedules:

(1) B-52 25 hour phase inspection schedule: See attachment #1 where the numbers appear under the date. The numbers indicate the number of the progressive inspection.

(2) KC-135 100 hour phase inspection schedule: See atachment #2 for date the inspection will be shceduled. The number will indicate the number of the phase inspection. (NOTE: A phased insection may begin for the KC-135 if so, an amendment will be published).

(3) Base Support Aircraft Inspections:

ACFT NUMBER	DATE INDOCK	INSP TYPE	DOCK	FLOW TIME DAYS	CLOCK HOURS
4669	17-20	PE #19	S-84	6	48

(4) The following Aerospace Ground Equipment is scheduled for a calender Periodic Inspection for the month of July 1962. Those units are scheduled by nomenclature, type unit, and spot number as prescribed.

2 July 62			9 July 62		
Gen Set	MD-3	No. 62	Gen Set	MD-3	No. 1
Air Cond't	MA-3	No. 46	Air Cond't	MA-3	No. 10
Air Comp	MC-1A	No. 17	Air Comp	MC-1A	No. 6
Hyd Test Std	MJ-1	No. 8	Flood Light	NF-2	No. 9
3 July 62			**10 July 62**		
Gen Set	MD-3	No. 57	Gen Set	MD-3	No. 36
Air Cond't	MA-3	No. 47	Air Cond't	MA-3	No. 8
Air Comp	MC-1A	No. 11	Air Comp	MC-1A	No. 14
Air Comp	MC-2A	No. 9	Flood Light	NF-2	No. 17
Gen Set	B-10B	No. 2	Load Bank	MC-3A	No. 3
5 July 62			**11 July 62**		
Gen Set	MD-3	No. 48	Gen Set	MD-3	No. 1
Gas Turb Com	MA-1A	No. 31	Air Cond't	MA-3	No. 19
Air Comp	MC-1A	No. 12	Air Cond't	MA-3	No. 43
Motor Gen Set	MD-2	No. 3	Air Comp	MC-1A	No. 21
6 July 62			**12 July 62**		
Gen Set	MD-3	No. 51	Gen Set	MD-3	No. 43
Air Cond't	MA-3	No. 25	Gas Turb Comp	MA-1A	No. 10
Air Comp	MC-1A	No. 10	Air Cond't	MA-3	No. 20
Air Comp	MC-2A	No. 24	Flood Light	NF-2	No. 18
16 July 62			**13 July 62**		
Gen Set	MD-3	No. 8	Gen Set	MD-3	No. 17
Gen Set	MD-3	No. 59	Air Cond't	MA-3	No. 21
Gas Turb Com	MA-1A	No. 37	Air Cond't	MA-3	No. 27
Air Cond't	MA-3	No. 12	Hyd Test Std	MJ-1	No. 1
17 July 62			**25 July 62**		
Gen Set	MD-3	No. 63	Gen Set	MD-3	No. 34
Gas Turb Com	MA-1A	No. 16	Gas Turb Comp	MA-1A	No. 11
Air Cond't	MA-3	No. 2	Air Cond't	MA-3	No. 44
Air Comp	MC-2A	No. 16	Air Comp	MC-2A	No. 11
18 July 62			**26 July 62**		
Gen Set	MD-3	No. 5	Gen Set	MD-3	No. 42
Gas Turb Com	MA-1A	No. 17	Gas Turb Comp	MA-1A	No. 23
Air Cond't	MA-3	No. 5	Air Cond't	MA-3	No. 50
Air Comp	MC-2A	No. 21	Air Cond't	MA-3	No. 38
Air Cond't	MA-8	No. 1	Motor Gen Set	MD-2	No. 4

19 July 62			27 July 62		
Gen Set	MD-3	No. 10	Gen Set	MD-3	No. 33
Gas Turb Com	MA-1A	No. 22	Gas Turb Comp	MA-1A	No. 14
Air Cond't	MA-3	No. 13	Air Cond't	MA-3	No. 4
Air Comp	MC-1A	No. 8	Air Comp	MC-2A	No. 19
Cab Press Test	CPT-6	No. 1			
20 July 62			**30 July 62**		
Gen Set	MD-3	No. 32	Gen Set	MD-3	No. 21
Gas Turb Com	MA-1A	No. 20	Gen Set	MD-3	No. 53
Air Cond't	MA-3	No. 22	Gas Turb Comp	MA-1A	No. 27
Air Comp	MC-1A	No. 7	Air Cond't	MA-3	No. 51
Air Comp	MB-8	No. 1	Motor Gen Set	MD-4	No. 1
23 July 62			**31 July 62**		
Gen Set	MD-3	No. 39	Gen Set	MD-3	No. 20
Gas Turb Com	MA-1A	No. 19	Gas Turb Comp	MA-1A	No. 41
Air Cond't	MA-3	No. 7	Air Cond't	MA-3	No. 9
Air Comp	MC-1A	No. 20	Air Cond't	MA-3	No. 31
			Air Comp	MC-2A	No. 22
24 July 62					
Gen Set	MD-3	No. 35			
Gas Turb Com	MA-1A	No. 7			
Air Cond't	MA-3	No. 14			
Air Comp	MC-2A	No. 7			

Prepared By:
AGE Production Control Section

e. IRAN, Depot and Contract Maintenance Schedule.

(1) B-52 Aircraft

ACFT NUMBER	INPUT DATE	LOCATION	OUTPUT DATE
56-707	25 Jun 62	Sky Speed Walker	11 Jul 62
56-645	10 Jul 62	" " "	25 Jul 62
57-136	13 Jul 62	ACR/ECM - WRAMA	19 Nov 62
57-117	19 Jul 62	ACR/ECM - SAAMA	25 Nov 62
56-646	26 Jul 62	Sky Speed Walker	12 Aug 62

f. Known Heavy Maintenance:

(1) B-52 Aircraft

ACFT NUMBER	TYPE MAINTENANCE	DATES	FLOW DAY	CLOCK HOURS
57-015	TCTO 1B-52-1407	2-3 July	2	
56-635	Sheet Metal	2-3 July	2	32
56-634	Sheet Metal	5-6 July	2	32
56-638	TCTO 1B-52-1407	5-6 July	2	

56-637	Sheet Metal	9-10 July	2	32
57-098	Sheet Metal	11-12 July	2	32
57-115	TCTO 1B-52-1407	11-12 July	2	
56-649	Sheet Metal	13-16 July	2	32
56-646	Sheet Metal	17-18 July	2	32
56-655	TCTO 1B-52-1407	18-19 July	2	
57-126	Sheet Metal	19-20 July	2	32
57-024	Sheet Metal	23-24 July	2	32
56-706	Sheet Metal	25-26 July	2	32
57-097	Sheet Metal	27-30 July	2	32
57-127	Sheet Metal	31 July - 1 August	2	32

3. Estimated unscheduled workload requirements:

a. The following average number of transient aircraft are estimated each day:

TYPE AIRCRAFT	"A" SHIFT	"B" SHIFT	"C" SHIFT
	Monday thru Friday		
Jet	2.6	1.3	0
Reciprocating	2.6	.8	.8
	Saturday thru Sunday		
Jet	4.4	1.9	0
Reciprocating	2.9	1.0	1.6

b. The following extensive maintenance is anticipated:

TYPE	NUMBER	DAYS
Fuel Leaks (B-52)	3	9
" " (KC-135)	2	4
Sheet Metal Work (B-52)	5	10
" " (KC-135)	2	4
Gear Retractions (B-52)	5	5
" " (KC-135)	5	5

c. Unscheduled maintenance on AGE is anticipated to be six (6) units per day for unscheduled maintenance, two (2) for painting, and two (2) for TCTO.

4. Estimated maintenance specialists support by day and shift:

AES FLIGHT LINE

	MORNING SHIFT		NIGHT SHIFT	
SHOP	PERSONNEL	MAN HOURS	PERSONNEL	MAN HOURS
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

AES SHOP

Personnel not utilized for recovery teams will be utilized in the shops.

MMS SHOP

	13	104	12	96

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

Personnel not utilized for recorery will be utilized in the shops.

5. SUPPORT REQUIREMENT:

a. Transportation Support:

(1) Permanent dispatch of maintenance vehicles as authorized in SAC Supplement 1 to Chapter 2, AFM 66-1.

(2) Twenty-four hour service station operation for maintenance vehicles.

(3) Additional vehicle support as directed by the Deputy Commander for Maintenance.

b. POL Requirements:

(1) Six JP-4 pump houses and seven F-6/R-2 refueling units to support the daily flying schedule.

(2) Two JP-4 fuel trucks and six pump houses for defueling.

(3) Six A-2 Water trucks for water servicing.

(4) Five MH-2 hose carts and four perma-dry units.

c. Supply Support: Full supply support will be required Monday through Saturday. A CQ type operation will be required form 0800 Saturdays until 0730 Mondays.

6. Ground rules for crew familiarization:

a. If the flight crew does not arrive at the aircraft by 1400 hours, the crew familiarization is cancelled.

b. The flight crew will accomplish "power-off" checks. They can accomplish "power-off" check only when it will not interfere with maintenance in progress. The crew chief will determine when "power-ON" checks can be accomplished.

c. Engines will not be run.

7. The following is the officer duty officer. Changes to this roster will be coordinated and cleared through Capt McMahon, Ext 2019, DCMT.

DATE	LAUNCH	MDO	DATE	LAUNCH	MDO
1		McClusky	16	Branham	
2	Rhodes		17	Pesante	
3	Ferons		18	Case	
4		Taylor	19	Peterson	
5	Mohr		20	Reese	
6	Howard		21		Tripp
7		Gaston	22		Vandeveer
8		Gill	23	McMahon	
9	Kastner		24	McDowell	
10	Renfro		25	Serrano	
11	Starkel		26	Harrison	
12	Stewart		27	Gill	
13	Ely		28		Branhan
14		Hartman	29		Ferons
15		Larson	30	Hartman	
			31	Loomis	

AIRCRAFT UTILIZATION AND MAINTENANCE SCHEDULE

ORGANIZATION: BOMBERS | DATE: JULY 1962 | PAGE: 2 OF 2

AIRCRAFT / DATE	2	3	5	6	9	10	11	12	13	16	17	18	19	20	23	24	25	26	27	30	31	REMARKS
"B" Con't																						
-112					M/I					WICHITA									Fy ← ACCEPT			
-115	M/E WICHITA →		Fy	← ACCEPT →		TOC INSP →	P.I.			F1			F1			F2			F2			
-126		8	F2			F2		F1			9	F1	S/M WORK →				F2				F1	10
-128					F.D. 4			F1	5	B/N F-62	F1			F2			6	F2				F1
-136		F.D.	8			F2		T.O.	Fy ←					ACR/ECM — WRAMA								
"C"																						
56-635	S/M WORK →			F2		12		F2			F1	F-62 M/E →				13	F2		F1			
-648			F2				F2	20	F1			F1				F1	21		F2				
-649		1	M/E	F2 G				F1 G	← S/M WORK →				F2	2		F2 G			F1 G			F1	
-707	SKY — HI — STRESS →								F2				F2	4			F1			F1			
57-016	F1			F2			F2	9			F1	F-62 M/E →				F2		10		F1			
-024			F1			8	F		F1				F2	9			S/M WORK →		F1			F1	
-025				F.D.	23			F1			F2	24		F2				F1			F1	1	
-100	F2	22		F1				F1			F1	23		F1				F2			F2	24	
-117		F1		F1			F1		F2		4		T.O.	Fy ←		ACR-ECM-SAMMA ←						
-118	F2			F2		5		F1				F1		F1				6	F1			F2	
-123	F2					F1		F2	9			F2		F1					F1	10		F1	
-127			F1				F1		3		F2			F2				F1	4		F1	S/M WORK	+ 1 DAY
-132		F1		6		F2			F2			F1		7				F1			F2		
-133			F1					F1	2		F1			F1				F2	3		F2		

CODE: F-FLY PD—100 HR PD, PE—600 HR PE, PRE—PREDOCK, D-DOCK, PD-POST DOCK, T-TEST, L-SPECIAL LOADING, C-COCKING, U-UNLOADING, S-SPREADCHECK, W-WASHING, TOC-TECH ORDER COMPLIANCE.

AIRCRAFT UTILIZATION AND MAINTENANCE SCHEDULE

ORGANIZATION: BOMBERS | DATE: JULY 1962 | PAGE: 1 OF 2

AIRCRAFT / DATE	2	3	5	6	9	10	11	12	13	16	17	18	19	20	23	24	25	26	27	30	31	REMARKS
"A"																						
56-634	F_2^G		← S/M WORK →			F_1			F_2^G	13		F_1^G			F_1		F_1^G	14				
-637			FED	19	← S/M WORK →			F_1^G				F_2^G			F_1^G	20						
-644	19	F_2		F_1		F_1^G	20	F_2			F_1^G			F_1^G	21							
-645	FED	10		F_1^G	← SKYSPEED →														F_2^G			
-646	FED	18 M					FED	19			F_2^G	← S/M WORK →		F_2			F_2^G	← SKYSPEED →				+9 DAYS
-651						FED	19 M						FED	20 M					FED	21	F_2	
-653	22		F_2^G								FED	23 M						FED	24 M			
-706			FED	10 M					FED	11 M					FED	12	← S/M WORK →				F_2^G	
57-018					FED	3 M						FED	4 M						FED	5		
-097				FED	18 M					FED	19 M							FED	20	← S/M WORK →		
-098		F_2	24		F_1^G	← S/M WORK →				F_1^G			F_2^G	1	A/C							
-099		F_2^G				F_2^G							FED	15 M						FED	16 M	
-107	11						FED	12 M						FED	13 M						FED	14
-108	F_1^G	3							FED	4 M						FED	5 M					FED
-109		F_1^A									FED	11 M						FED	12 M			
-020	4	F_2			F_2^G				F_1^G	5	F_1			F_2^G			F_1	6	F_2^G			F_2
"B"																						
56-638		F_2	TOC ← 1407 →			F_2			F_1	4	F_2			F_1			F_1			F_2		
-640	F_1			F_1			F_2	5			F_1					F_2			F_2	6		F_2	
-652		F_1			F_1	13		F_2^G			F_2^G			F_1		14		F_2^G					F_1
-655	← M/I →		← WICHITA →						← FY ACCEPT →		P.I.					F_1			F_1			F_1
-701	F_1	23		F_1^G			F_2^G			F_1	24	F_1^G					F_1^G			F_1		1	A/C
-015	TOC ← 1407 →		F_2		7	F_1				F_2			F_2	8			F_1			F_1			
-134	F_1				F_2	2		F_1					F_1				F_2	3				F_1	
-095		F_1			F_1			F_2	9	B/N F-6	F_2			F_2				F_1	10				
-105			F_1		F_1		14		F_1			F_1			F_1	15			F_2				

CODE: F-FLY PO -100 HR PO, PE -600 HR PE, PRE-PREDOCK, D-DOCK, PD-POST DOCK, T-TEST, L-SPECIAL LOADING, C-COCKING, U-UNLOADING, S-SPREADCHECK, W-WASHING, TOC-TECH ORDER COMPLIANCE.

WALKER FORM 8 JAN 61 REVISED. FC: 4420 PREVIOUS WALKER FORM 8 DATED MARCH 59, ARE OBSOLETE.

AIRCRAFT UTILIZATION AND MAINTENANCE SCHEDULE

ORGANIZATION: AMS

DATE: JULY 1962

PAGE: 1 OF 1

AIRCRAFT / DATE	2	3	5	6	9	10	11	12	13	16	17	18	19	20	23	24	25	26	27	30	31	REMARKS
60-5596			F2 -3							F1 098			F2 -3						F2 645			
61-2189			F1 645						F2 634			F1 634					F2 652					
-2190						F1 644							F1 701			F1 701						
-2191								F1 637				F2 637						F2 020				
-2194				F2 649			F1 649							F1 020							F2 706	
-2214						F1 644								F2 020							F2 706	
-2215	F1 108				F1 098					F2 646						F2 646						
-2216			F2 652							F1 098			F2 098						F2 645			
-2218				F2 649			1 649						F1 701			F1 701						
-2228	F1 108				F1 098					F2 646						F2 646						
-2230	F2 634				F2 020				F1 020						F2 649			F1 649				
-2235		F1 109						F2 652			F2 652						F1 634					
-2238	F2 634				F2 020				F1 020						F2 649			F1 649				
-2258		F1 109						F1 637				F2 637					F2 652					
-2259			F1 645						F2 634			F1 634						F2 020				
-2260		F2 099				F2 099					F1 644			F1 644								
-2261				F1 701			F2 701								F1 637							
-2263				F1 701			F2 701								F1 637							
-2265		F2 099				F2 099					F1 644			F1 644								
-2267								F2 652			F2 652						F1 634					

CODE: F-FLY

AIRCRAFT UTILIZATION AND MAINTENANCE SCHEDULE

ORGANIZATION: ( ) TANKERS

DATE: JULY 1962

PAGE:

AIRCRAFT / DATE		2	3		5	6			9	10	11	12	13			16	17	18	19	20			23	24	25	26	27			30	31			REMARKS
56-3634		F — AIR MAIL —→										F_2					F_1		F_1				F_2		W	F_1	←11→			F_2				
-3642		W	F_2		←7→	F_2				F_1		F_1						F_1		F_1				F_2			F_1				F_2			
-3651	——					M/I		——			O	C	A	M	A	——→								←ACCEPT→						F_1				
57-1421		F_2				F_1				F_1		F_1				F_1		F_1		F_2					F_1		F_2							
-1433			F_1		W	F_2			←9→		F_2		F_2				F_1		F_1				F_1		F_1					F_2				
-1439		F_1	TOC		F_2				F_1		F_1	←8→				F ← TDY →								F_1		F_2					F_1			
-1440		F_1	←7→		F — TDY →							F_1				F ← TDY →								F_1		F_1				F_2				
-1443					F_1		F^{S}_{R}			F_1		F_2				B/4 F_1			F_2				F_1	W	F_2	←7→				F_1				
-1447		F_1	TOC			F_1			W	F_2	←7→		F_1					F_2		F_2				F_1			F_1				F_2			
-1450			F_1			F_1				F_2			F_1				F_2			F_1					F_1		F_2				F_1			
-1451		TOC	F_2				B/4		F_1		F_2						F_1		F_1					F_2		F_2				F_1				
-1452		F_2			F_1		F^{S}_{R}				F_1		F_2				F_2			F_1				F_1			F_1				F_2			
-1458		F_2			F_1				F_1		F_1					F_2	W	←8→	F_2						F_1		F_2				F_2			
-1463		W	P		P	←7→			F_1		F_2		F_2					F_1		F_1				F_2		F_2					F_1			
-1465		TOC	F_2			F_1				F_1		F_2				F_2	W	F_2	←7→				F_1		F_2					F_2				
-1467		B/4 F_1			F_1				F_2			F_1					F_1		F_1				F_2			F_1								
58-041			F_2			F_1				F_2			F_1				F_2		F_2				F_1		F_2					F_1				
-043		←6→			F_2				F_1		F_1		F_1					F_2		F_2					F_1		F_2							
-056			F_1			F_2				F_1		F_2				F_1		F_1		W			F_2	←12→			F_1							
-079					F_1				F_2		F_2		F_2					F_1		F_1				F_1		F_2					F_1			
-107			F_1			F_2					F_1	W	←5→			F_2			F_1				F_2			F_1					F_1			

CODE: F-FLY

WALKER FORM 8 JAN 61 REVISED. FC: 4426 PREVIOUS WALKER FORM 8 DATED MARCH 59, ARE OBSOLETE.

Attachment #2 to the Monthly Maintenance Order, July 1962

~~AIRCRAFT~~ UTILIZATION AND MAINTENANCE SCHEDULE	ORGANIZATION: SUPPORT	DATE: JULY 1962	PAGE

AIRCRAFT / DATE		2	3		5	6			9	10	11	12	13			16	17	18	19	20			23	24	25	26	27			30	31	REMARKS
C-123																																
54-669	X4		F			F				F		F	PRE			←PE#19				→			PD/T FE	F/F			F/F			F		
54-704		F/F			F/F				F		F/F		F		F	F	F	F/F	F	F				F		F	F		F		F/F	
T-33																																
51-17421		F	F			F/F	F/F		PRE	←HPO		→	PD/T			F		F	F/F	F			F	F/F	F		F/F			F/F	F	
52-9391		F/F	F			F			F/F	F	F/F		F/F			F/F	F		F	F/F	F		F		F	F	F/F				F	
57-611			F		F	F				F/F	F	F/F				F	F/F	F		F/F	F/F			F	F	F				F	F	
H-19																																
52-7547		F	F		F	F			F	F	F	F					F	F	F	F			F	F	F	F						
52-7550			F						F	F			F			F			F					F			F			F	F	

CODE: F-FLY

WALKER FORM 8 JAN 61 REVISED. FC: 4/20 PREVIOUS WALKER FORM 8 DATED MARCH 59, ARE OBSOLETE.

Attachment #3 to the Monthly Maintenance Order, June 1962

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

REPLY TO ATTN OF: DSUP/SMSgt. Reeves/588 8 August 1962

SUBJECT: Monthly Historical Report (July 1962) RCS: AU-D5

TO: IXOH

1. In accordance with SACR 210-1/Base Supplement 1, 22 March 1961, the following information is submitted for the Directorate of Supply.

2. ADMINISTRATION AND PERSONNEL:

a. Manning during the month of July 1962 averaged 459 (military) and 73 (civilian) for a total of 532. This total assigned when applied to an authorization of 610 gives an overall percentage of 87.2%.

b. As previously reported the downward trend in overall manning percentage continues. Several inputs are forecasted and the peak withdrawal of personnel for PCS assignments seems to have stabilized, consequently, overall manning should improve during the next 90 days.

c. 1/Lt. Warner, Maintenance Supply Liaison Officer, was lost to a PCS assignment, Labrador. Lt. Warner will be hard to replace because he has personally been responsible for the excellent condition of the Aircraft Installed Equipment (780) and Electronics Countermeasures Equipment (ECM) Sections.

d. Maj. Bussiere, Chief Base Equipment Management Office, and two others attended a Materiel Conference at Hqs 15AF 17 and 18 July 1962. Purpose of this conference was indoctrination in regards to the Air Force Equipment Management System. Implementation of this program was initially known as A-CEMO/BEMO Supply Concept.

e. Base Supply had the following official visitors during the reporting period:

(1) Capt. Phillips and SMSgt. Coble, 47SAD, on 67-4 Inspection, 11-13 July 1962.

(2) Messrs. Weaver and Mullen, Phila., Pa., on Spare Parts validation, 11 July 1962.

(3) Maj. Kirste and Maj. Wesiglar, SAC Hq, on Missile Preacceptance visit, 11-12 July 1962.

(4) Mr. A. Sall, Utah General Depot, on assistance on clothing and textiles, 13 July 1962.

f. Fuels and Propellants Division had the following official visitors during the reporting period:

(1) Mr. George E. Pue and Mr. George E. Clark, service repair assistance team from SAAMA, Kelly AFB, Texas, arrived July 1962 to repair LOX Plant expander engine.

(2) Major Metcalf from Headquarters 15th Air Force arrived 31 July 1962 for evaluation under the provisions of SACM 67-4.

g. Base Supply accomplished the following items of training and administrative importance:

(1) The Training Unit established a new RAMAC training course to conform with MILSTRIP and new SACM 67-3 procedures.

(2) The Training NCO established a weekly meeting with all IPT trainers to assure that the IPT Program within Base Supply is progressing satisfactorily and all records are being properly maintained.

(3) All Base Supply checklists were re-written to conform with the new system.

(4) SACR 67-5, 16 July 1962, concerning the monthly and quarterly supply reports, (RCS: S-35) was received by the Statistics Unit. Copies of the regulation were furnished each branch and form letters distributed to each section and unit required to submit information for the preparation of the reports. All personnel were briefed on any new information required that was not included in the previous reporting procedures.

(5) The Administration Section was re-organized in accordance with SACM 67-3, 1 July 1962. This section now includes the Files and Dispatch, Procedures, Statistics and Training Units.

3. OPERATIONS: Negative

4. MAINTENANCE AND SUPPLY:

a. Base Supply activity of historical significance follows:

(1) Management Branch: Internal Base Supply inspections by Procedures personnel for the third quarter of 1962 were scheduled and inspections of four sections completed. These inspections are the first to be completed under MILSTRIP procedures.

(2) Warehousing Branch: Total receipts for July were 4,100 which is approximately 50% less than for the month of June. The decrease has been attributed to MILSTRIP conversion.

(3) Service Store:

(a) Effective 1 July 1962, Service Store converted from manual accounting to machine accounting. Inventory was taken and all items loaded into the RAMAC machine.

(b) Funds were made available 1 July and Service Store department managers have been re-stocking depleted items.

(4) Accounting Branch:

(a) Stock Status and Reporting Unit:

1. Total line items transferred to R&M - 41; total dollar value - $6,100.20.

2. Total line items shipped to depot - 43; total dollar value - $73,848.50.

3. Total line items shipped to other bases - 71; total dollar value - $137, 713.92.

4. For the month of July a large increase of shipments to other bases was experienced due to redistribution orders for lateral support during MILSTRIP conversion.

5. For the month of July, the Low Activity Warning Deck was processed up to and including the sorting and reporting of all items that cannot be automatically shipped to the appropriate depots. No shipping action has been taken to date due to erroneous programming of the RAMAC Machine after MILSTRIP conversion.

(b) Funding/Requirements Unit, Stock Control:

1. Requisitions to GSA for equipment - $15.30 (for one line item); supplies - none.

2. Requisitions to BPR for equipment - $2,897.35 (for 14 line items); supplies - $1,600.00 (for 13 line items).

3. Tech Service requisitions - $28.70 (for four line items).

4. DISC requisitions - $610.24 (for 16 line items).

5. DGSC requisitions - $6,904.00 (for one line item).

6. DCTSC requisitions - $1,342.75 (for one line item).

7. GSSF requisitions - $324.14 (for 15 line items).

(c) Due-In/Due-Out Unit, Stock Control:

1. Due-in from Maintenance files are being maintained separately from due-in/due-out decks.

2. Quarterly file read-out was not accomplished due to MILSTRIP message Nr. 24. Sept. 15, 1962 will be our next quarterly file read-out.

3. All due-outs to Wing Consolidated Supply were pulled from the Due-In/Due-Out files. No issues to BEMO will be made prior to 15 August 1962.

(d) Research Section:

1. Processed GSA price changes; approximately 95% of GSA items were affected. This project involved 3,000 items and required 50 manhours.

2. Hi-Valu T. O.'s were processed involving 1,200 items and required 24 manhours.

3. Obtained D/A's, units of issue, ERC, prices, WS, and locations for stock control section for AWP's, DI/DO and miscellaneous lists. This involved approximately 1,000 items and required 30 manhours.

4. Processed location change requests on 2,000 items; this required 24 manhours.

5. Added 557 items to the 2 and 8 deck to the system; 10 manhours were required.

(e) Priorities Section:

1. 3,787 requests received through Expediter Unit.

2. 15,593 status cards were received from OCAMA.

3. 6,498 cards were transmitted to OCAMA, including requisitions, follow-ups and cancellations.

4. 72 requests were received from Transportation.

5. Approximately 6,500 receiving documents were processed.

(f) EDPM Section: During the month of July 1962, the EDPM processed a total of 42,602 transactions using 230 hours and 47 minutes of payable time for the RAMAc. In addition, 56 hours and 21 minutes of machine time was utilized for MILSTRIP conversion from 1 July to 5 July, making a total of 287 hours and 08 minutes of payable time used by the RAMAC. MILSTRIP conversion was conducted on a round-the-clock basis, with operators scheduled on three 8-hour shifts until conversion was completed and backlog cleared up. This was accomplished by 8 July.

(g) PCAM Unit: Following is a report of machine utilization in this unit:

Assigned 4 - 026 Keypunches - used 553.1 hours
Assigned 2 - 056 Verifiers - used 220.2 hours
Assigned 1 - 082 Sorter - used 147.9 hours
Assigned 1 - 548 Interpreter - used 118.8 hours

The PCAM machines were used in support of the RAMAC during conversion to the MILSTRIP concept, from 1 thru 9 July 1962.

b. AFW Supply Division activity of historical significance follows:

(1) A formal inspection was conducted by Captain Phillips of the 47SAD on 12 July 1962. The maximum points were received as a result of this evaluation.

(2) The error rejection report for the month of June indicated an effectiveness of 99.94 per cent. Once again this places the AFW at Walker in the number one position within the ARLS.

(3) A total of 7,297 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 58.2 per cent.

(4) Seven hundred and fifty-two Cat II, and one hundred and forty-six Cat III items were inventoried during this reporting period.

c. Fuels and Propellants Division activity of historical significance follows:

(1) Fuels Accounting Branch:

(a) During the month of July 1962 there was a total of 134,605 gallons of 115/145 and 7,380,577 gallons of JP-4 Jet Fuel received. There was a total of 108,490 gallons of 115/145 and 8,814,861 gallons of JP-4 Jet Fuel issued during the month of July 1962.

(2) Fuels Laboratory:

(a) There were 340 samples tested for water content in accordance with T. O. 42B1-1-13 and SACM 67-2 and 390 samples tested for total solids in accordance with T. O. 42B1-1-13 and SACM 67-2. Five samples tested for total solids were above the 8.0 milligrams per gallon limit. The cause was determined and corrective action taken. Three demineralized water tests were conducted in accordance with SACM 67-2 and one sulfide test was conducted in accordance with T. O. 42B1-1-1.

(3) LOX BRANCH:

(a) A total of 6,045 gallons of LO2 was produced by the 25 Ton Lox Plant during the month of July 1962. A total of 900 gallons of LN2 was produced by the Plant and a total of 129,550 gallons was issued.

(4) Propellants Branch:

(a) The Cryogenics Laboratory located at the LOX Plant was set up and is 95% complete.

(b) TSgt. Clark, A2C Hoyt and A2C Kuehl completed the Lab Course at Chanute AFB Illinois on 10 July 1962.

(c) A2C Worcesters, A2C Wilding, A3C James,A3C Martin, A3C DeVries, A3C Lauritson and A3C Mosley departed Walker AFB, New Mexico on 29 July 1962 for 30 days of training at Fairchild AFB, Washington on Missile Propellants Servicing.

d. Base Equipment Management Office activity of historical significance follows:

(1) Implementation began in the Air Force Equipment Management System. This system, which will be Air Force wide, consolidates all organizational supply activities on this station including all tenant and logistically supported off-base AF activities into one activity called the Base Equipment Management Office. Key personnel of the BEMO attended a conference on the AFEMS held at March AFB on 17-18 July 1962. Immediately after their return from this conference extensive planning and coordination with tenant units and other interested agencies was completed and a schedule of events was developed to provide for orderly implementation. Initial work in the actual procedures began in the latter part of July and with few minor exceptions is progressing satisfactorily. To aid the conversion, 15th AF has directed this activity be closed and account frozen until conversion is completed.

(2) The annual vehicle audit was completed this month and all errors noted were corrected.

(3) Eighteen vehicles were received on this station and 19 uneconomical reparable vehicles were processed to the Redistribution and Marketing activity. The Base Vehicle Reporting Office has the EDD on 99 vehicles due in to this station.

(4) The Equipment Review Division has received AF Form 601B and procedures have been outlined to acquaint supported activities in the preparation of this form.

(5) Organizational codes have been established for all tenant units and four digit custody receipt codes established for four tenant activities. This was accomplished in conjunction with AFEMS.

(6) Inventory of the Missile Sites was started this month. Four annual inventories were completed on custody receipt accounts and two accounts are in the process of being inventoried.

(7) The implementation of MILSTRIP at Base Supply has affected the close down of bench stock for tools. Tools are being received for missile personnel with good results; 85% of tools have been received.

e. Base Maintenance Support Office activity of historical significance follows:

(1) Maintenance Supply Liaison Branch:

(a) Cannibalizations for the month of July 1962 were 14 B-52's and 7 KC-135's for a total of 21.

(2) 780 Branch:

(a) Aircraft 56-136 was transferred to Warner-Robins AFB, Georgia.

(b) Aircraft 57-117 was transferred to San Antonio (Kelly AFB), Texas.

(c) Aircraft 115 and 665 returned from IRAN.

(3) Tool Crib Branch:

(a) All Tool Cribs were phased out of Supply and transferred to Maintenance on 1 August as scheduled.

5. PROBLEMS:

a. Fuels and Propellants Division:

(1) The LOX Plant expander engine has been down during the month of July 1962 awaiting parts and Service Repair Assistance Team to effect repairs on the Number 1 Cylinder. Repairs are being accomplished with estimated completion date of 10 August 1962.

(2) On 12 July 1962 a foaming condition was indicated on "A" compressor crankcase oil level sight glass. Further checks were made and it was found that the hydraulic pump was allowing air to be sucked in through the pump shaft seals. A new hydraulic pump was placed on order and received on 21 July 1962. The new pump was installed and upon starting the air compressor to check the new pump out, the pump ran approximately 2 minutes before it began running hot and making a noise. The pump was removed and dis-assembled to determine to trouble. The new shaft bearing was found to be burned up. The pump has been UR'ed and is being held for Unsatisfactory Report Exhibit.

6. SPECIAL PROJECTS:

a. Base Supply Division:

(1) Warehousing Branch - on 20 July 1962, machine produced bin labels were received from Data Processing Section. The project of placing bin lables with property locations commenced immediately. As of 31 July, it is estimated that this project is 25% complete; target date for completion is 31 August 1962.

(2) Service Store: Receiving Section of this Branch was consolidated with Central Receiving.

b. AFW Supply Division:

(1) A project for the merger of AFW and AFB has been initiated. This will be submitted to the Base Supply Officer for final recommendation to DSUP by 14 August 1962.

c. Base Equipment Management Office:

(1) Listed below are special projects carried by this office:

(a) Project # 63-1; Complex # 10 Sell Off Progressing satisfactorily.

(b) Project # 63-2; Complex # 9 Sell Off Progressing satisfactorily.

(c) Project # 63-3; AFEMS implementation schedule; four areas behind schedule but on the whole progressing satisfactorily.

(d) Project # 62-4; Base Tool Center recurring problem of getting personnel in to sign paper work is delaying completion of this project.

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: MCLA (AFSC Hdqtrs)

Weapon System B-52E, KC-135, & GAM-77A

Reporting Activity Walker AFB, New Mexico

As of Date 31 Jul 62

Date Prepared 3 Aug 62

In compliance with OCAMA Reporting Procedures, dated 19 Mar 62, subject report is submitted:

A. GENERAL ACTIVITY
B. SUMMARY OF AOCP/MOCP/EOCP/ STATUS
C. SUMMARY OF PUBLICATIONS
D. STOCK CONTROL AND REQUISITIONING
E. PIPELINE TIME
F. LOCAL REPAIR
G. REPARABLE PROCESSING
H. UNIQUE ITEM REQUIREMENTS
I. PROJECTS
J. EQUIPMENT
K. CANNIBALIZATIONS
L. COMMENTS/RECOMMENDATIONS

Elza J. Cook
OCAMA WSLO
Walker Air Force Base, New Mexico

Information Copies Furnished: (see distribution list on Page i)

Coordination:

D. D. Patch
Colonel USAF
Deputy Commander for Maintenance
Walker Air Force Base, New Mexico

for Keith P. Siegfreid
Lt Colonel USAF
Director of Supply
Walker Air Force Base, New Mexico

D I S T R I B U T I O N

ON BASE:

1 - C (Col. Ernest C. Eddy)
1 - BC (Col. R. D. O'Conner)
1 - DCM (Col. D. D. Patch)
1 - DSUP (L/Col. K. P. Siegfreid)
1 - BDCM (L/Col. M. J. Johnson)
1 - DSUP/S (L/Col. M. J. Frisinger)
1 - DSUP/S (Mrs. Norma Ruppe)
4 - IXO/H (A/1C Kelly)

OFF BASE:

HEADQUARTERS 15IH AIR FORCE
MARCH AFB CALIF

1 - DM4B
1 - DM3D
1 - DM5
3 - DM3

HEADQUARTERS SAC
OFFUTT AFB NEBR

1 - DM3
1 - DM4

HEADQUARTERS 47TH AIR DIVISION
CASTLE AFB CALIF

1 - DM - 47th Air Div
1 - DCM - 93rd Bomb Wing
1 - DSUP - 93rd Bomb Wing
1 - BDCM - 93rd Bomb Wing

HEADQUARTERS OCAMA
TINKER AFB OKLA

50 - OCN-2 - Mr. Clark
8 - OCNA - Mr. Leffler
7 - OCNE - Mr. Jones
8 - OCNB - Col. McCorkle
3 - OCNN - Mr. Talkington
1 - OCNAOG - Mr. Greene
8 - OCNCO - Mr. Evans

HEADQUARTERS MOAMA
BROOKLEY AFB ALA

1 - MONE - Mr. Warren West

HEADQUARTERS MAAMA
OLMSTED AFB PA

1 - MANTOL - Maj. Davis

DAYTON AIR FORCE DEPOT
GENTILE AFS
DAYTON 20 OHIO

1 - C

HEADQUARTERS SAAMA
KELLY AFB TEXAS

1 - SAM - Col. Grubaugh
1 - SASMS - Mr. Anderson

HEADQUARTERS WRAMA
ROBINS AFB GA

1 - WRNR - Col. Soukup

A. GENERAL ACTIVITY

1. LSM Information

On 5 Jul, two representatives from The Boeing Company, Wichita, Kansas visited this station for the purpose of investigating the reported trouble on aircraft B-52E 56-655. This aircraft was assigned to this station from Mod Maintenance Program and on the delivery flight developed alternator problems. These problems were corrected by the local Sky Speed personnel.

2. LSM Information

Representatives of the 47th Air Division visited this station on their monthly scheduled Staff Assistance visit on 9 Jul.

3. LSM Information

Aircraft 57-097 has intermittently encountered problems in the aircraft GAM-77 systems. On 10 Jul, a SAAMA team arrived this station to assist base personnel in correcting the reported malfunctions.

4. LSM Information

With the proposed Pneumatic Duct Rehabilitation Program scheduled to begin at this station, a two man Boeing team visited this station 11-12 Jul for the purpose of surveying Base capabilities in the support of the equipment and facilities that are required by the Sky Speed team to satisfactorily perform the required rework. The team furnished this Base with a report containing suggestions and recommendations whereby it would be possible for the Rehabilitation Program to be successfully performed at this station.

5. LSM Information

During the period of 12-23 Jul, the "Never-Late" (IBM) team visited this station. The team reworked and certified all equipment required in accordance with their contract. Team departed 23 Jul for Castle AFB.

6. LSM Information

Major General J. W. Wilson, Headquarters SAC, visited this station 18 Jul.

7. LSM Information

A representative of the AirLog visited this station 19-20 Jul for the purpose of installing a C2-105-C Adapter on a Shaw-Estes Run-up Stand. With the installation of this adapter, it is now possible for the GAM-77A engines to be operated on the existing Base facilities.

8. LSM Information

On 2 Jul, SAAMA team departed this station after completing retrofit of KC-135 wheels, T.O. 1C-135-515.

9. LSM Information

Representatives of Philadelphia Quartermaster Corps, Philadelphia, Pennsylvania, visited Base Supply 11 Jul 62.

10. LSM Information

Representatives of Headquarters SAC visited Base Supply 11-12 Jul on a pre-acceptance visit.

11. LSM Information

Representatives of Utah General Depot visited Base Supply 13 Jul. Purpose of this visit was to furnish assistance in clothing and textile items.

B. SUMMARY OF AOCP/ANFE/MOCP/EOCP STATUS

1. B-52 and KC-135 LSM Information

For the period 26 Jun 62 through 25 Jul 62, Walker Air Force Base assigned B-52E and KC-135 aircraft both experienced a zero per cent for both AOCP and ANFE rates. The MOCP for GAM-77A was 1.5%. There were 9 MOCP days out of 600 days available.

2. LSM Information

For the month of July, 1962, Walker Air Force Base EOCP rates reported on the local 2AF-S-52 Report are as follows:

	J57-19W	J-57-59W
1st Week Report	0	0
2nd Week Report	1.9	0
3rd Week Report	1.9	12.5
4th Week Report	0	0

Major items contributing to EOCP status are:

Ring, Stock Number 5340-200-7713
Case, Stock Number 2840-448-6336PH
Nut, Stock Number 5305-298-8318
Bolt, Stock Number 4730-555-0889

C. SUMMARY OF PUBLICATIONS

1. LSM Information

The following Hi-Valu Tech orders were not received by the effective date of 1 July 1962:

00-35F-1-EN (SAAMA)
00-35F-1-PH (J52) (SAAMA)
00-35F-1-6120 (ROAMA)

Publications were ordered on priority requisitions, but 00-35F-1-EN and 00-35F-1-PH(J52) were filled with Tech Orders effective 1 September 1962. Other Hi-Valu Tech Orders are not being received in the quantity for which requirements are established. This situation has been brought to the attention of Base Publications.

D. STOCK CONTROL & REQUISITIONING:

1. B-52 and KC-135 LSM Information

As of 15 Jul 1962, CLARK percentage of completion is as follows:

B-52	KC-135	Overall Percentage
99.6%	98.9%	99.4%

No change in GAM-77 Lay-in Spares or CME from last report. At that time, I reported: "As of 15 Jun 62, GAM-77A Lay-in Spares was 97.3% completed and CME was 97.8% completed."

E. PIPELINE TIME:

1. LSM Information

Under MILSTRIP procedures, a new report has been made abailable daily to Base Supply personnel--"Priority Receiving Document." A review of this Priority Receiving Document indicates approximately 40% to 45% of the receiving documents are delinquent (i.e. receipts are over the established time limitations as dictated by the requisitioning priority.) It would appear that perhaps this excessive Pipeline Time could be caused by the change of Log Air schedules to this station. Base Supply analysis personnel are currently reviewing these daily reports.

As a matter of added information, effective approximately 1 Jul 62, Log Air scheduling, Flight 55 servicing Walker from the East, was changed and Base Supply officer has forwarded communication to 15th Headquarters and Headquarters AFLC (copy of this message was also forwarded to Headquarters OCAMA) outlining local problems areas because of the Flight 55 schedule change.

F. LOCAL REPAIR

1. LSM Information

6th SAW is critically short of Load Isolaters #5841-711-8662 used in the RT 289, APN 59, KC-135 aircraft. 6th SAW is receiving through supply channels 5841-564-8752, Wave Guide and Seal Assembly. This is an obsolete item and in accordance with T.O. 12P5-2APN59-516 dated 11 Oct 60 was to have been administratively condemned. The continued unauthorized substitute shipment of this Wave Guide and Seal Assembly for the required Load Isolator is a definite deterrent to effective maintenance by 6th SAW personnel.

2. LSM Information

Gamma Computor, S/N 1280-733-4419, is critically short at this station. Seven

Terrain computors, S/N 1280-779-3167 have been NRT's this station as a result of non-availability of Gamma Computors. Telephone conversation with personnel in Headquarters OCAMA (OCNOG) and following action at Warner-Robins revealed that no Gamma Computors are available for shipment to this station. Warner-Robins has processed some ASI's to Autonetics, North American Aviation, of which none have been received at this station. As a result, 6th SAW personnel must order the end item, Terrain Computors, due to the actual status of the Gamma Computor.

G. REPARABLE PROCESSING

1. LSM Information

No problem areas have been brought to the attention of this representative to be reported during the period covered by this report.

H. UNIQUE ITEM REQUIREMENTS

1. LSM Information

PMEL is in possession of an Adapter Amplifier Tester NSA290 that cannot be fully utilized because of a shortage of technical data. This office has implementated local purchase request for maintenance instructions and parts catalog on 25 April 1962 in accordance with instructions with Dayton AFB Depot (T.O. 00-5-7). Ford Instrument Company, Inc., Long Island City, New York was requested by local P & C organization to ship required instructions to this station C.O.D., estimated cost $2.00. Five follow-up requests have been forwarded to Ford Instrument Company, Inc. to date with no reply. As a result of this, PMEL is still unable to fully utilize this piece of equipment in their possession.

I. PROJECTS

1. LSM Information

Reference para 3b and 3c, OCAMA letter, for the period of 16 June through 15 July 1962, the following number of items by category were returned to the appropriate base or depot:

Category I - 8
Category II - 72
Category III - 46

2. B-52 LSM Information

This station is presently programmed to begin ECP 13962-8, Pneumatic Duct Rehabilitation Program, 4 October 1962. This starting date was predicated on availability of facilities to support mod program. Headquarters OCAMA has requested that investigation be implemented to determine the feasibility of an earlier date of the beginning of this program. The DCM has been contacted and is attempting to determine the feasibility of an earlier date than 27 September 1962 as presently estimated by Civil Engineers.

J. EQUIPMENT

1. LSM Information

Presently this station has one MC 1 Compass Calibrator, S/N 6605-659-6349, on hand and it is in reparable status. This office and base personnel have contacted Headquarters OCAMA (OCNAOG) Headquarters MOAMA, Mr. Frost, ext. 3761, Headquarters MAAMA, Mr. Hoffsteader, ext. 72168, and Maintenance Area Activities, SAAMA, requesting assistance in replacing and/or repairing the reparable item at this station. It would appear from information gathered at the above sources that there are no repair facilities available to the Air Force for the repair or overhaul of the MC 1 Compass Calibrator. Maintenance Area Activities, SAAMA, has been contacted requesting assistance in installing a Detector Null and Power Supply in the local unit; however, due to a shortage of wiring diagrams, it is uncertain if this can be successfully done in the field. Both OCAMA and SAAMA have made available a Detector Null and Power Supply and these are on hand awaiting the technical assistance requested from SAAMA. As a matter of added information, Mr. Hoffsteader indicates that MAAMA presently is negotiating a contract with the Sperry Corporation, Phoenix, Arizona whereby reparable Compass Calibrators may be repaired and/or overhauled. At this time it is unknown when and if this repair facilities will become available.

K. CANNIBALIZATIONS

1. B-52 and 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 26 Jun 62 through 25 Jul 62:

	B-52	KC-135	GAM-77
Total	12	3	0
Line Items Cannibalized	12	3	0

L. COMMENTS/RECOMMENDATIONS

1. LSM Information

Negative

Headquarters
6th COMBAT SUPPORT GROUP
United States Air Force
Walker Air Force Base, New Mexico

REPLY TO
ATTN OF: BDCE/LtCol Murray/453 2 Jul 62

SUBJECT: Family Housing Survey

TO:

6 SAWHS	579 SMS	SATAF
6 ARS	812 MEDGP	511C FTD (ATC)
6 AEMS	4129 CCTS	686 AC&W (ADC)
24 BS	6 SS	2010 Comm Sq (AFSC)
39 BS	6 HS	DET 15 9 WEA (MATS)
40 BS	6 CDS	1033 Aud Gen (HQ USAF)
6 OMS	6 FSS	OSI (HQ USAF)
6 FDMS	6 CES	DET 117 (Class)
37 MMS	6 TS	Corps of Engineers

1. In accordance with instructions from HQ SAC, a Status of Family Housing Survey is required for Family Housing Program for FY64.

2. This Survey is required of all married military personnel regardless of marital status, i.e. whether living in Wherry or Off Base.

3. All Commanders will appoint a monitor, either an officer or an NCO, for each group of 50 assigned married military personnel to assist them in completing the Survey questionnaire. This will be the monitor's primary duty during this survey.

4. Each monitor will assure complete participation of all military personnel assigned to his group in this Survey; he will assure completeness and accuracy of questionnaire, and will initial to this effect in the lower right hand corner.

5. Questionnaires will be completed in accordance with the instructions on reverse side of form. Each squadron will be responsible for having all married personnel assigned complete the questionnaire. Where it is impossible to reach an individual, i.e. TDY, Leave, etc., an explanation to that effect must be submitted.

6. Organization Commanders will return forms upon completion to Bldg. 165. Reply will include a statement of total number of married officers and airmen assigned to their respective units.

7. Suspense date is 5 July 1962.

Lt Col USAF
For RODERIC D. O'CONNOR
Colonel, USAF
Base Commander

QUESTIONNAIRE ON FAMILY HOUSING

(TO BE FILLED OUT BY THE SERVICEMAN)

1. INSTALLATION

2. DATE

SECTION A - IDENTIFICATION

3. NAME *(Last - First - Middle Initial)*

4. SERVICE NUMBER

5. GRADE OR RANK

6. IF GRADE E-4, YEARS OF ACTIVE SERVICE

7. SERVICE *(Check one)* ARMY *(1)* ☐ NAVY *(2)* ☐ MARINE CORPS *(3)* ☐ AIR FORCE *(4)* ☐

SECTION B - GENERAL INFORMATION

8. MARITAL STATUS *(Check one)* MARRIED *(1)* ☐ SINGLE *(2)* ☐

9. WHAT IS YOUR BAQ? *(Nearest dollar)* $_____

	TOTAL	SELF	WIFE	NUMBER OF CHILDREN	NUMBER OF OTHER DEPENDENTS
10. IF *MARRIED*, HOW MANY DEPENDENTS ARE YOU SUPPORTING, INCLUDING YOURSELF?		1	1		
11. IF *SINGLE* WITH DEPENDENTS, HOW MANY ARE YOU SUPPORTING, INCLUDING YOURSELF?		1			

12. DO YOU LIVE WITH YOUR FAMILY IN THIS AREA? YES *(1)* ☐ NO *(2)* ☐

IF *YES* AND YOU: *RENT NON-MILITARY HOUSING* OR *TRAILER*, COMPLETE *SECTION C* ONLY

OCCUPY YOUR OWN HOME OR *TRAILER*, COMPLETE *SECTION D* ONLY

OCCUPY MILITARY HOUSING OR *PRIVATE WHERRY HOUSING*, COMPLETE *SECTION E* ONLY

13. IF ANSWER TO QUESTION 12 IS *NO*, DO YOU DESIRE TO OBTAIN FAMILY HOUSING IN THIS AREA? YES *(1)* ☐ NO *(2)* ☐

IF *YES*, WOULD YOU PREFER *(Check one)* MILITARY QUARTERS *(3)* ☐ PRIVATE HOUSING *(4)* ☐

SECTION C - RENT NON-MILITARY HOUSING OR TRAILER

14. DO YOU RENT A *(Check one)* HOUSE *(1)* ☐ APARTMENT *(2)* ☐ TRAILER *(3)* ☐

15. ADDRESS

16. IF YOU RENT A PRIVATE TRAILER, IS IT LOCATED ON A MILITARY OWNED AND OPERATED SPACE? YES *(1)* ☐ NO *(2)* ☐

17. WHAT IS THE *DISTANCE* FROM YOUR RESIDENCE TO YOUR DUTY STATION? *(Nearest tenth of a mile)* _____ MILES

18. WHAT IS *TRAVEL TIME* FOR THIS DISTANCE AT THE TIME YOU GO TO WORK? *(Nearest minute)* _____ MINUTES

19. WHAT IS AVERAGE MONTHLY COST TO YOU? INCLUDE RENT PLUS UTILITIES PAID BY YOU - WATER, ELECTRICITY, GAS, FUEL OIL, GARBAGE COLLECTION, ETC., BUT NOT TELEPHONE *(Nearest dollar)* $_____

20. DO YOU CONSIDER YOUR HOUSING OR TRAILER *ADEQUATE* AND *SATISFACTORY* FOR YOUR NEEDS? YES *(1)* ☐ NO *(2)* ☐

IF *NO*, CHECK BOXES INDICATING *DEFICIENCIES:* INADEQUATE UTILITIES AND EQUIPMENT *(3)* ☐

INSUFFICIENT SPACE *(4)* ☐ POOR STRUCTURAL CONDITION *(5)* ☐ UNSUITABLE SURROUNDINGS *(6)* ☐

OTHER *(7)* ☐ *(Specify)*

21. IF ADEQUATE MILITARY PUBLIC QUARTERS HAD BEEN AVAILABLE WHEN YOU ARRIVED IN THE AREA, WOULD YOU HAVE PREFERRED SUCH QUARTERS TO RENTING HOUSING OR TRAILER? YES *(1)* ☐ NO *(2)* ☐

SECTION D - OWN YOUR HOME OR TRAILER

22. DO YOU OWN AND OCCUPY A *(Check one)* HOUSE *(1)* ☐ TRAILER *(2)* ☐

23. ADDRESS

24. IF YOU OWN A TRAILER, IS IT LOCATED ON A MILITARY OWNED AND OPERATED SPACE? YES *(1)* ☐ NO *(2)* ☐

25. WHAT IS THE *DISTANCE* FROM YOUR RESIDENCE TO YOUR DUTY STATION? *(Nearest tenth of a mile)* _____ MILES

26. WHAT IS *TRAVEL TIME* FOR THIS DISTANCE AT THE TIME YOU GO TO WORK? *(Nearest minute)* _____ MINUTES

27. WHAT IS AVERAGE MONTHLY COST TO YOU? INCLUDE MORTGAGE PAYMENT, TAXES, INSURANCE, MAINTENANCE AND UTILITIES, ETC., BUT NOT TELEPHONE. IF TRAILER, INCLUDE SPACE RENT *(Nearest dollar)* $_____

28. DO YOU CONSIDER YOUR HOUSE OR TRAILER *ADEQUATE* AND *SATISFACTORY* FOR YOUR NEEDS? YES *(1)* ☐ NO *(1)* ☐

IF *NO*, CHECK BOXES INDICATING *DEFICIENCIES:* INADEQUATE UTILITIES AND EQUIPMENT *(3)* ☐

INSUFFICIENT SPACE *(4)* ☐ POOR STRUCTURAL CONDITION *(5)* ☐ UNSUITABLE SURROUNDINGS *(6)* ☐

OTHER *(7)* ☐ *(Specify)*

29. IF ADEQUATE MILITARY PUBLIC QUARTERS HAD BEEN AVAILABLE WHEN YOU ARRIVED IN THE AREA, WOULD YOU HAVE PREFERRED SUCH QUARTERS TO BUYING YOUR HOME OR TRAILER? YES *(1)* ☐ NO *(2)* ☐

30. IF ADEQUATE PRIVATE RENTAL HOUSING HAD BEEN AVAILABLE WHEN YOU ARRIVED IN THE AREA, WOULD YOU HAVE PREFERRED SUCH RENTAL HOUSING TO BUYING YOUR HOME OR TRAILER? YES *(1)* ☐ NO *(2)* ☐

SECTION E - OCCUPY MILITARY HOUSING OR PRIVATE WHERRY HOUSING

31. DO YOU OCCUPY *(Check one)* MILITARY PUBLIC QUARTERS *(1)* ☐ MILITARY RENTAL HOUSING *(2)* ☐ PRIVATE WHERRY HOUSING *(3)* ☐

32. GIVING DUE CONSIDERATION TO YOUR PRESENT INCOME *(Pay plus quarters allowance)*, WOULD YOU PREFER TO LIVE OFF POST IN PRIVATE HOUSING? YES *(1)* ☐ NO *(2)* ☐

IF *YES*, WOULD YOU PREFER TO *(Check one)* RENT HOUSING *(3)* ☐ BUY A HOME *(4)* ☐

TO THE SERVICEMAN: DO NOT WRITE IN THIS SPACE - RESERVED FOR ADMINISTRATIVE USE

SECTION F - RESULTS OF EDITING REVIEW

REMARKS

SIGNATURE OF EDITOR	DATE OF EDIT

SECTION G - RESULTS OF FIELD INSPECTION

REMARKS

SIGNATURE OF INSPECTOR	DATE OF INSPECTION

INSTRUCTIONS FOR FILLING OUT QUESTIONNAIRE

SECTION A - IDENTIFICATION.

1-7. Self-explanatory. If you are a civilian, skip Question 4, enter your GS grade in Question 5, skip Question 6, and in Question 7 check the box of the military service which employs you.

SECTION B - GENERAL INFORMATION.

8. MARITAL STATUS: If you are married, check *MARRIED*. If you are divorced, a widower or a bachelor and are authorized to draw basic allowance for quarters for dependency reasons, check *SINGLE*.

9. BAQ: Enter the amount of money *(to the nearest dollar)* you are authorized to draw monthly as a "Basic Allowance for Quarters".

10. If *MARRIED*, enter the total number of persons in your family, including yourself and your wife; *NUMBER OF CHILDREN* - enter the number of your children living with you, including adopted children, if any; *NUMBER OF OTHER DEPENDENTS* - enter the number of others in your family, such as mother, mother-in-law, sisters, nephews, etc., who live in your household and are dependent on you for their support. The sum of these two entries, plus two for yourself and wife, must equal your entry for the total number in your family.

11. If *SINGLE*, enter total number of persons who live in your household and are dependent on you for support, including yourself; *NUMBER OF CHILDREN* - enter the number of your children living with you, including adopted children, if any; *NUMBER OF OTHER DEPENDENTS* - enter the number of others in your family, such as mother, mother-in-law, sisters, nephews, etc., who live in your household and are dependent on you for their support. The sum of these two entries, plus one for yourself, must equal your entry for the total number in your family.

12. Check "YES" if your family lives in the area; otherwise, check "NO".

13. Self-explanatory.

SECTION C - RENT NON-MILITARY HOUSING OR TRAILER *(Fill out this part only if you are presently renting an apartment with private kitchen or bath, rooms sharing kitchen and/or bath, a single or duplex house, or a trailer. Otherwise skip Section C.)*

14. Check the type of living quarters you are now occupying. If you are occupying rooms and sharing a bath and/or kitchen, check "apartment".

15. ADDRESS: Enter the street address *(and apartment number, if applicable)* and city or town where the housing unit or trailer you are renting is located.

16. Self-explanatory.

17. Enter the distance in miles from your residence to your duty station. If you live near enough for a fraction of a mile to be significant, enter the fraction in tenths *(1.3, 2.5, etc.)* rather than 1-1/4, 2½, etc.

18-21. Self-explanatory.

SECTION D - OWN YOUR HOME OR TRAILER *(Fill out this part only if you presently own or are buying your home or trailer in this area. Otherwise, skip Section D.)*

22. Self-explanatory.

23. ADDRESS: Enter the street address and city or town where the house or trailer you own or are buying is located.

24. Self-explanatory.

25. Enter the distance in miles from your residence to your duty station. If you live near enough for a fraction of a mile to be significant, enter the fraction in tenths *(1.3, 2.5, etc.)* rather than 1-1/4, 2½, etc.

26-30. Self-explanatory.

SECTION E - OCCUPY MILITARY HOUSING OR PRIVATE WHERRY HOUSING *(Fill out this part only if you live in military-controlled housing or privately-operated Wherry housing. Otherwise, you should have checked "NO" in answering Question 12 in Section B or you should have filled out Section C or Section D.)*

31. Check *MILITARY PUBLIC QUARTERS* if you occupy Government-owned or leased quarters for which you forfeit your full quarters allowance. Check *MILITARY RENTAL HOUSING* if you occupy Government-owned housing *(including inadequate public quarters)* for which you do not forfeit your full quarters allowance, but pay a fixed monthly rent or have a fixed monthly rent deducted from your pay and allowances. Check *PRIVATE WHERRY HOUSING* if you live in a Wherry project which is privately-owned and operated and you pay a fixed monthly rent to the management.

32. Self-explanatory.

SECTION F - This section does not apply to the individual serviceman filling in the questionnaire, but is reserved to record results of the administrative editing review.

SECTION G - This section does not apply to the individual serviceman filling in the questionnaire, but is reserved to record results of the administrative field inspection.

OFFICE OF THE BASE OPERATIONS OFFICER
WALKER AIR FORCE BASE
NEW MEXICO

1. The Weekly Airdrome Activities Meeting was held in the Base Operations briefing room 12 July 1962 for the purpose of discussing projected activities and/or improvements for the airdrome at Walker AFB, New Mexico.

a. The following representatives were present.

DCOTBO	Captain Hennessey
DSAFE	Captain Hull
DCM	Major Hartmann & SMSGT Zeigler
BDCE	Mr. Willcox
U.S. Army Corp of Engineers	Mr. Cooper

b. The following were absent.

2010th Communications Squadron

2. The following activities, improvements and discrepancies were discussed by the representatives listed above.

a. Old Business: Minutes of previous meeting were read and discussed. Concerning water pump installation for new control tower, Mr. Cooper advised that the project has been completed. Concerning running-up of jet engines at the [illegible]ert area has been discontinued.

b. New Business:

(1) BDCE: Mr Willcox advised that C-123 will transport equipment to Pyote on 20 July 1962 for the purpose of cutting weeds and grass along the runway.

(2) DCOTBO: Sgt Wooten advised of all construction projects on the airdrome. The KC-135 parking area repair job ETIC October 1962. T-3 repair job ETIC 25 August 1962. A project is planned to repair (joint sealing) on both runway-up pads to start in near future. Definite date for starting this project is not known, however it will probably take one week and to repair one run up pad.

(3) DSAFE: Captain Hull advised that spot 47 is closed for repair. Also advised that spot 42 and 45 have been reported damaged. ACTION: DSAFE, and BDCE will inspect the area and take necessary action.

(4) DCM: No new business.

(5) Corp of Engineers: No new business.

3. There being no further business, the meeting was adjourned at 1015 hours.

For MAURICE C. ROLEY
Major, USAF
Chief, Base Operations Branch

PAGE # 3

WORK ORDER REQUESTS PRESENTED TO FACILITIES UTILIZATION BOARD FUB 3-1

RECOMMENDED CONTRACT

PRIOR NO.	W/O REQ NO.	REQ AGENCY	BRIEF DESCRIPTION OF WORK	MAT COST	LAB COST	TOTAL COST	BOARD ACTION
	26-63	RVS	Const Curb & B/Top Area			1625.00	
	7-63	EDAS	Inst Ventilation Ducts			800.00	
	890-62	POL	Relocate 25,000 gal sol. tank			3500.00	
	882-62	DCOCE	Repaint Room Bldg 811			1200.00	
	893-62	POL	Manufacture Hose Rack			3000.00	
	870-62	D/Comp	General Rpr in Bldg 730			1100.00	
	858-62	DPNPS	Grade & Surface Area			1850.00	
	876-62	DCOAM	Asphalt Ext. Access Roadways			1000.00	
	857-62	POL	Provide Swivel Type Riser-Elec Switch			2000.00	
	21-63		Inst Sign (Illuminated)			300.00	
	15-63	OFF/O/M	Refinish Hardwood Floor Bldg 816			115.00	
	22-63	RVS	Elect. Wiring (Repl)			300.00	
	886-62	TSTMO	Office Space Heating-Vent. Elect outlets & Lighting			1200.00	
	34-63	EDCSRS	Refinish Floor Bldg 714			790.00	
	31-63	DCOAM	Concrete Slab			800.00	
	32-63	DCOS	Const. Sign			100.00	
	36-63	37 MMS	Const. Sign			470.29	
	869-62	DP	Const. Sign			30.00	
	905-62	37 MMS	Inst ADT system			500.00	
					****TOTAL****	$ [redacted]	

PRIOR NO.	W/O REQ NO.	W/O NO.	EST COST	MAT LIST TO SUPPLY	% MAT IN	DESCRIPTION	BLDG NO.	CARPENTER 875	PAINT 2⅛6	SHEET METAL 2⅝2½	ELECTRIC 718	PLUMBING 72	HEATING 256	REFRIGERATION 12	PAVEMENTS 529	GROUNDS 62	EQUIPMENT 112	P. M.	1st 16 Jul wk	2nd 23 Jul wk
1	2-3	7001-3	11.44	10 Jul	0	Close Opening	10-12 25-27		8						64					
2	680-2	1705-2	157.46	30 Apr	90	Relocate Air Compressor	1081				16	16					16			
3	B/A	1776-2	850.50	7 Jun	100	Remaint Interior	3 Walk		160											
4	1-3	7000-3	1388.80	None	0	Inst Horn	1231 1166	4			232				140					
5	37	7008-3	269.13	None	0	Repl Evap Cool	764 239to	12		8	8	8		12			12			
6	301	1506-2	772.68	21 May	100	Const Test Thrust Bed	1120	72		8					120					
7	315	1518-2	233.34	17 Apr	100	Repr Ceiling	1001			48	12				16					
8	262	1533-2	184.56	24 Jan	100	Inst Bars on Windows	1020	3	8	48										
9	429	1535-2	54.20	23 Feb	100	Relocate Pipe	1083			2	4		16							
10	456	1536-2	122.47	23 Jan	100	Inst Fans & Fixtures	913	4			16	8								
11	443	1565-2	844.64	6 Feb	100	Repl Meter	1083				16		64							
12	440	1566-2	816.32	6 Feb	100	Repl Meter	227				16		64							
13	380	1568-2	232.05	6 Feb	100	Const Signs	1670		24	4							12			
14	428	1578-2	157.93	19 Feb	100	Inst Door	115	16	4						32					
15	[illegible]	1580-2	877.34	19 Feb	100	Inst Shower Curtains & Rods	Barrack 216													
16	513	1608-2	274.88	28 Feb	100	Remove Air Compressor	1001				8	8								
17	562	1612-2	380.99	6 Mar	98	Inst Alarm Bell & Light	112			12	32									
18	526	1631-2	294.48	19 Mar	100	Const Security Room	112	72	16		16									
19	543	1635-2	177.30	19 Mar	60	Inst Wiring	810				32									
20	636	1632-2	456.97	30 Mar	90	Inst Fan	1083			72	56									
21	603	1648-2	48.20	19 Jun	75	Inst Elect	90				12									
22	655	1664-2	187.03	3 Apr	100	Inst Light Fixtures	1138				16									
23	529	1671-2	287.29	3 Apr	100	Inst Fixtures & Blinds	554	6			32									
24	663	1673-2	37.91	6 Apr	100	Inst Light	1050	8			8									
25	654	1683-2	440.19	11 Apr	100	Repl Hose Rack Covers	1215	124	124											
26	517	1685-2	387.88	12 Apr	100	Inst P.S.P.	Prep Sqh Park Lot		80	80							16			1
27	551	1693-2	2908.51	16 Apr	50	Furnish Material	533 1081		480 1650											
28	745	1697-2	368.51	17 Apr	100	Inst Partitions	700	80	32											
			13,363.38					617	210	282	532	40	144	12	372		56			

Q	W/O NO.	EST COST	MAT LIST TO SUPPLY	% MAT IN	DESCRIPTION	BLDG NO.	CARPENTER 875	PAINT 2/8/6	SHEET METAL 25/2½	ELECTRIC 718	PLUMBING 72	HEATING 256	REFRIGERATION 12	PAVEMENTS 529	GROUNDS 62	EQUIPMENT 112	P. M.	1st 16 JUL wk	2nd 23 JUL wk	3rd 30 JUL wk	4th 6 AUG wk	1st 13 AUG wk	2nd 20 AUG wk	3rd 27 AUG wk	4th 3 SEP wk	DATE COMPL
	7001-3	11.44	10 Jul	0	Close Opening	10-12 25-27		8						64								72				
	1705-2	157.46	30 Apr	90	Relocate Air Compressor	1081				16	16					16				48						
	1776-2	850.50	7 Jun	100	Remaint Interior	3 Walk		160													160					
	7000-3	1388.80	None	0	Inst Horn	1231 1166	4			232				140						376						
	7008-3	269.13	None	0	Repl Evap Cool	764 239 to	12		8	8	8		12			12							54			
	1506-2	772.68	21 May	100	Const Test Thrust Bed	1120	72		8					120										200		
	1518-2	233.34	17 Apr	100	Repr Ceiling	1001			48	12				16										76		
	1533-2	184.56	24 Jan	100	Inst Bars on Windows	1020	3	8	48												59					
	1535-2	54.20	23 Feb	100	Relocate Pipe	1083			2	4		16									22					
	1536-2	122.47	23 Jan	100	Inst Fans & Fixtures	913	4			16	8									28						
	1565-2	844.64	6 Feb	100	Repl Meter	1083				16		64											80			
	1566-2	816.32	6 Feb	100	Repl Meter	227				16		64								80						
	1568-2	232.05	6 Feb	100	Const Signs	1670		24	4							12				40						
	1578-2	157.93	13 Feb	100	Inst Door	115	16	4						32									52			
	1580-2	977.34	19 Feb	100	Inst Shower Curtains & Rods	Barrack 216																	216			
	1608-2	274.88	28 Feb	100	Remove Air Compressor	1001				8	8											16				
	1612-2	380.90	6 Mar	98	Inst Alarm Bell & Light	112			12	32													44			
	1631-2	294.48	19 Mar	100	Const Security Room	112	72	16		16										104						
	1635-2	177.39	19 Mar	60	Inst Wiring	810				32														32		
	1639-2	456.97	30 Mar	90	Inst Fan	1083			72	56											128					
	1648-2	48.20	19 Jun	75	Inst Elect	90				12															12	
	1664-2	187.03	3 Apr	100	Inst Light Fixtures	1138				16											16					
	1671-2	287.29	3 Apr	100	Inst Fixtures & Blinds	554	6			32															38	
	1673-2	37.91	6 Apr	100	Inst Light	1050	8			8												16				
	1683-2	440.19	11 Apr	100	Repl Hose Rack Covers	1215	124	124																	248	
	1685-2	387.88	12 Apr	100	Inst P.S.P.	Prep Sqh Park Lot		80	80							16				176						
	1693-2	2908.51	16 Apr	50	Furnish Material	533 1081		LBO 1650																	LBO 1650	
	1697-2	368.51	17 Apr	100	Inst Partitions	700	80	32																	112	
		13,363.38					617	210	282	532	40	144	12	372		56				852	383	104	446	308	2060	

SECRET

579th Strategic Missile Squadron

6th Strategic Aerospace Wing

Walker Air Force Base, New Mexico

RCS: 10-SAC-T12

BALLISTIC MISSILE UNIT STATUS REPORT

JULY 1962

Cy 23 of 26 cys

579-62-486

SECRET

D I S T R I B U T I O N

AGENCY	NO. OF COPIES
Hq SAC, Offutt AFB, Nebraska	
DOTC	2
DOTO	1
DOTP	1
DOTS	1
DCRM	1
DPAM	1
DPOM	1
DPLC	1
3901st SMES, Vandenberg AFB, California	1
Hq 15AF March AFB, California	
DOS	1
DCRM	1
DM4A	1
DPP	1
DPLPM	2
Hq 47 Strat Aerospace Div, Castle AFB, Calif	2
Hq 6th Strat Aerospace Wg, Walker AFB, New Mexico	
DCOT/RA	2
579 SMS, Walker AFB, New Mexico	
579SMSOT	2
579SMSA	4

SECRET

BALLISTIC MISSILE UNIT STATUS REPORT

(RCS: 10-SAC-T12)

1. 6TH STRATEGIC AEROSPACE WING, WALKER AFB, NEW MEXICO, as of 31 July 1962.

2. 579TH STRATEGIC MISSILE SQUADRON.

3. Type Weapon System: Atlas "F".

4. Missiles on Hand: 0/10.

5. Present and Projected Crew Status as of:

	31Jul	31Aug	30Sep	31Oct	30Nov
a. Total Number of Crews Assigned	38	54	54	54	54
b. CR Crews Assigned Without Waiver	0	0	1	4	8
c. CR Crews Assigned With Waiver	*0	14	18	24	34
d. CR Crews on TDY and/or Leave	0	0	0	0	0
e. NCR Crews Assigned/Available. Graduates from Final Phase ORT	0/0	0/0	0/0	0/0	2/2
f. NCR Crews Assigned/Available. Non-graduates from Final Phase ORT.	38/31	40/36	35/18	26/5	12/0
g. ECC Crews Assigned	*0	5	4	5	7

*Reference c and g above 8 crews completed training requirements for ECC and Combat Ready in accordance with SAC SECRET Message DO 2949, 16 April 62 (Waiver). Only the certification briefing needs to be accomplished.

6. Status of Combat Crews with Waivers: N/A.

SECRET

***7. NCR Crews:

CREW NO.	TRNG REQUIRED	ORT GRAD DATE	PROGRAMMED CR DATE	CREW POSITION NOT MANNED
N-01	F,E,L,S	31Aug62	17Sep62	
N-02	F,E,L,S	12Oct62	7Nov62	
N-03	F,E,L,S	23Nov62	15Dec62	
N-04	F,E,L,S	23Nov62	15Dec62	
N-05	F,E,L,S	4Jan63	16Jan63	
N-06	F,E,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	
N-11	F,E,L,S	6Dec62	14Dec62	
N-12	F,E,L,S	6Dec62	14Dec62	
N-13	F,E,L,S	6Dec62	14Dec62	
N-14	I,F,E,L,S	6Dec62	14Dec62	
N-15	I,F,E,L,S	27Dec62	6Jan63	
N-16	I,F,E,L,S	27Dec62	6Jan63	
N-17	I,F,E,L,S	27Dec62	6Jan63	
N-18	I,F,E,L,S	27Dec62	6Jan63	
N-19	I,F,E,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	
P-36	I,F,E,L,S	19Feb63	27Feb63	
P-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	
P-41	I,F,E,L,S	23Feb63	3Mar63	
P-42	I,F,E,L,S	23Feb63	3Mar63	
P-43	I,F,E,L,S	9Mar63	17Mar63	
P-44	I,F,E,L,S	9Mar63	17Mar63	BMAT
P-45	I,F,E,L,S	14Mar63	22Mar63	BMAT

CREW NO.	TRNG REQUIRED	ORT GRADE DATE	PROGRAMMED CR DATE	CREW POSITION NOT MANNED
P-46	I,F,E,L,S	14Mar63	22Mar63	BMAT
P-47	I,F,E,L,S	14Mar63	22Mar63	BMAT
P-48	I,F,E,L,S	14Mar63	22Mar63	BMAT
P-49	I,F,E,L,S	28Mar63	5Apr63	MCCC,BMAT
P-50	I,F,E,L,S	28Mar63	5Apr63	BMAT
P-51	I,F,E,L,S	28Mar63	5Apr63	MCCC,BMAT
P-52	I,F,E,L,S	28Mar63	5Apr63	BMAT
P-53	I,F,E,L,S	2Apr63	10Apr63	MCCC,BMAT
P-54	I,F,E,L,S	2Apr63	10Apr63	BMAT
P-55	I,F,E,L,S	2Apr63	10Apr63	BMAT
P-56	I,F,E,L,S	8Mar63	17Mar63	BMAT
P-57	I,F,E,L,S	5Apr63	3Mar63	BMAT
P-58	I,F,E,L,S	5Apr63	10Apr63	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 Crew N-35, N-38, N-39 and N-40 have been officially formed as NCR Crews. Crews P-36 and Crew P-37 have been manned by known inputs who are presently attending ATC Training, are on delay enroute to this station, or are physically present for duty. 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 31 August 1962 except for seven (7) MCCC.

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: None.

10. Comments and Recommendations: None.

11. Commander's Remarks: None.

EDWARD M. JACQUET
Colonel, USAF
Commander

I Concur.

ERNEST C. EDDY
Colonel, USAF
Commander

MISSILE SAFETY BULLETIN NO. 62-11

1. On 3 July, A GD/A inspector was overcome by gaseous nitrogen, treated at the site and released. This happened at an upstream site but could well happen here.

2. During conversion of the LOX system from LN2 to LOX, an inspection of filter L-15 revealed two filter element securing bolts missing. The missile was then placed in stretch, the R/V and level off valve removed and the inspector was lowered into the missile tank. He found one bolt and a piece of a teflon "O" ring in the tank and signaled, by a tug on his rope, for the crew to pull him out. Due to confusion or lack of understanding of signals, the crew did not act and the man in the tank removed his breathing mask and called for the crew to pull him pu. The crew immediately responded. When the inspector was removed from the tank his breathing was rapid and he had symptoms of hypoxia. After a short time he fell to the floor unconscious. The nurse immediately applied oxygen and the victim rapidly regained conscousness.

3. Investigation revealed a number of discrepancies involved with this incident. The potential for a major catastrophe was created and a man almost lost his life because of the failure of missile personnel to: (a) follow approved maintenance procedures, (b) perform prescribed sealing/safetying, (c) Properly document maintenance discrepancies, (d) exercise strict supervision, (e) enforce inflexible quality control procedures, or (f) maintain constant awareness of the potential disastrous consequences resulting from even seemingly minor deviations from valid technical data. Any of these, singly or in concert, can precipitate into calamitous results.

4. This is the fifth case reported in two years wherein personnel have been adversely affected by oxygen deficient atmosphere, one resulting in a fatality. With proper breathing equipment and employing common sense in its use, entry into non-toxic, oxygen deficient atmosphere poses no problem. It is only when personnel disregard safe procedures or violate safety standards that a problem arises.

5. Upon receipt of this bulletin, all personnel will review the procedures for adequate protection against the hazards of oxygen deficient atmosphere.

JACK LENOX, JR.
Major, USAF
Missile Safety Officer

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

6 August 1962

REPLY TO
ATTN OF: C

SUBJECT: 579th Program Progress Report (15AF-U9)

TO: 15thAF (DPL) (20)
4/ SAD (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 may adversely effect future schedules.

2. INSTALLATION AND CHECKOUT: Although an overall installation and checkout lag of 3% presently exists, the turnover of the complete weapons system has been advanced by three weeks by an accelerated GD/A schedule. Significant problems continue to be the shortage of tools and special kits. One unresolved major problem is the sporatic cracking of weld joints on the silos steel cribs. Bechtel Engineers are investigating these cracks to determine the appropriate corrective engineering fix. Detailed reports have been submitted through SAC channels. (This information extracted from GD/A activity report and SATAF report).

3. PROBLEM AREAS:

a. The non-tactical radio control net system continues to be a problem. Previous highlighting of this area through the July U-9 report and staff visits to Fifteenth Air Force have been non-productive. The present schedule for non-tactical radio system is too late for acceptance phase and handicaps the initial phase of the EWO mission. The advanced GD/A contractor dates further compounded this situation. Assistance by higher headquarters is urgently requested to provide this radio control net immediately.

b. Effective 1 October 1962, the UMD of the 6CES is increased by 11 airmen in AFSC 563X0 (Water and Waste Processing Specialist). There are no known SAC inputs in this AFSC. Our projected losses are are 7 resulting in a projected shortage of 16 as of 1 October 1962. As each complex is accepted by the Air Force, the responsibility for operating the water treatment plants is assumed from the civilian contractor by the military. Therefore, eight water treatment plants to be operated by military personnel on the tenative turnover

dates as indicated: Complexes 8 and 9--Aug 62; Complexes 2, 6 and 11--Sep 62; Complexes 4, 5, and 7--Oct 62. Personnel processing AFSC 563X0 are not qualified to operate these plants until they have undergone 4 weeks of local integration training. An immediate requirement for these personnel exists with 100% manning assured not later than 12 August 1962.

c. A shortage of 7 missile Combat Crew Commanders and 18 Ballistic Missile Analyst Technicians exist at this time. The 7 Missile Combat Crew Commanders must be graduates from ATC Training at Sheppard AFB and must be assigned and in place not later than 1 October 1962 for local training in order to meet the Phase I ORT schedule at Vandenburg AFB. For the same reason 3 PMAT's are required by 1 September 62, 3 by 15 September and 12 by 1 October. The possibility exists that individuals have been allocated by SAC to fill subject vacancies; however, they have not been identified by name to the 6th SAW. Continuous staff action by 579th SMS and 6th SAW Director of Personnel with SAC Personnel has been in effect.

[redacted]

Ernest C. Eddy

ERNEST C. EDDY
Colonel, USAF
Commander

1 Atch
15AF-U9 Project Status Report, July 1962

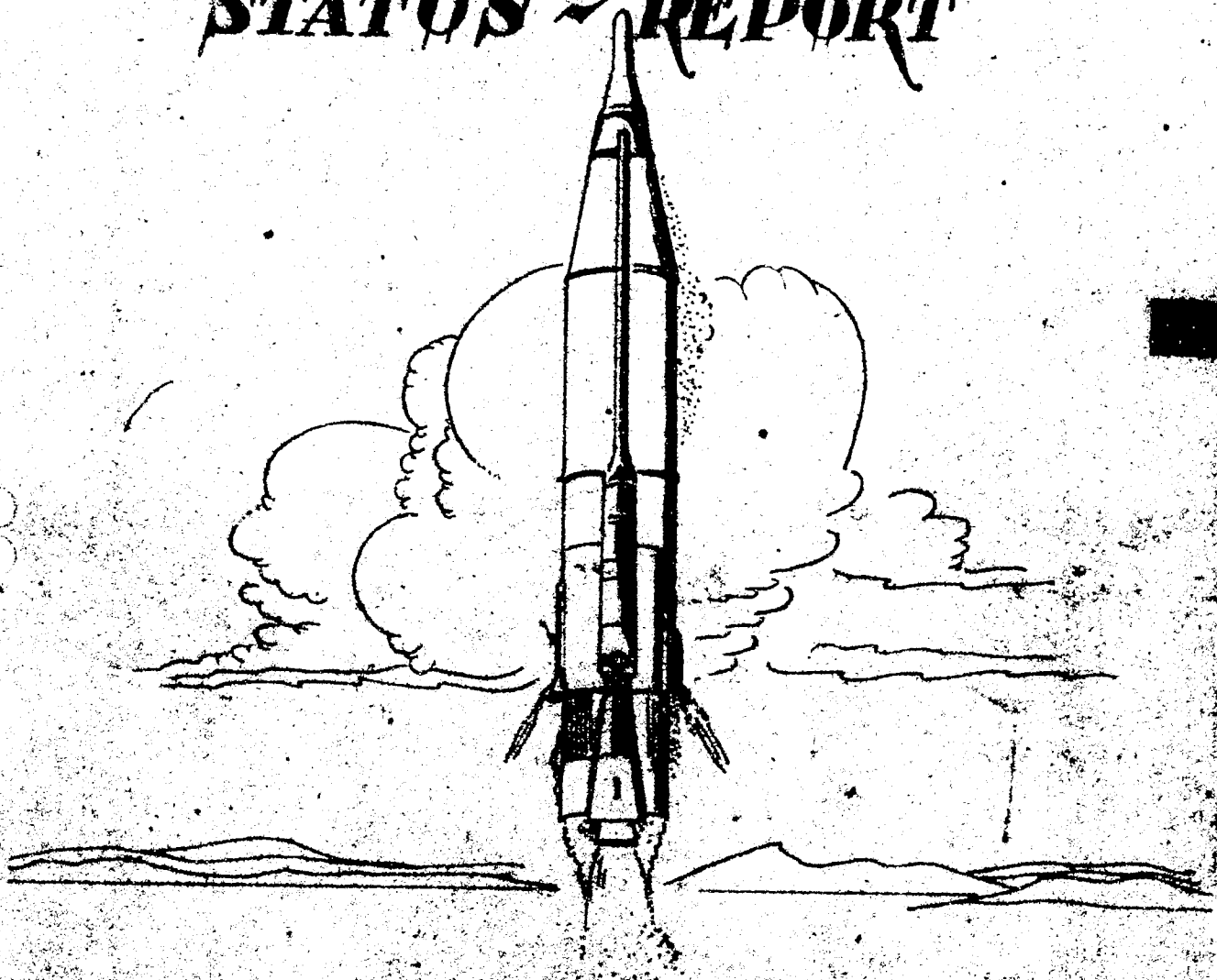
CC: BDCM(2), IXOH(4), DP, DSUP(3), DCM, SU,
BDCR, 579SMS(3), DCRM(2), BC, BDCE, DCO(2)

PROJECT	STATUS
DSUPAFW-1	Reference Milestone #8. Approximately 7100 spares are on hand for support of the missile program. In response to a query from this station SBAMA advised that levels had been changed and 70% of total lay-in could be expected by August 1962. This milestone was not completed in July 1962 as scheduled in the SAC Supply Plan. Only 60% of the lay-in is complete; consequently, the completion date is slipped to 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. The two R-10 Refuelers, previously acheduled for delivery during July, are now scheduled to arrive in January 1963. SATAF advises that they will provide required service for which this equipment was scheduled pending arrival of the R-10 type refuelers. Final completion of this milestone is re-scheduled for January 1963.
DSUPP-2	Reference Milestone #3. Completed on schedule; however, changes and revisions are to be expected as more experience is gained after site acceptance. Reference Milestone #5. The 579SMS advises that all power sources necessary for helium off-loading at the MAMS building proper are complete and in being. It has been learned that the power source described in this milestone is no longer required because bulk helium will not be stored at the MAMS building. This milestone is considered complete.
DCOCE-1	Milestone #3 completed this month. Remainder of project on schedule.
DCOCE-2	Milestones #1 and 2 completed this month. ITT Kellog and AFQC are proceeding through unit and sub-systems tests. System alignment is scheduled for 15 August 1962.
DCOCE-4	Project on schedule.
DCOCE-8	Project completed.
DCOCE-9	Project completed.
DCOCE-10	Project completed.
DCOCE-11	Request for operating frequency was submitted 23 May 1962, for a 1 August 1962 operational date. Approval of this frequency determines installation and operational date. Information received from DCEL, Headquarters 15th Air Force indicates frequency will be available before 31 August 1962.

PROJECT	STATUS
DCOCP-2	Project on schedule.
DCOCP-3	Project on schedule.
DCOP-1	No change.
DCOTGT-1	Milestones #2 and 3 completed 25 July 1962. Project is completed.
812C-1	Reference Milestone #1. 49 personnel were yrained during July for a total of 407 personnel trained.
812C-2	Requisitions have been prepared but are held in abeyance anticipating budget approval. Milestone slipped 30 days.
812C-3	Project on schedule.
BDCM/TSMTB-1	Reference Milestone #1. Modification of permanent location has started and is 10% complete.
BDCM/TSMTB-3	Reference Milestone #3. Slipped 30 days due to non-receipt of total vehicles authorized.
BDCM/TSMGEMB-1	Project on schedule.
BDCM/TSTMO-1	Project completed.
BDCE-3	Fifteenth Air Force fund approval anticipated to arrive at this station August 1962.
BDCE-5	No change.
BDCE-8	Project on schedule.
BDCE-10	Project on schedule.
BDCE-11	Project on schedule.
BDCE-13	No change.
DP-2	Project on schedule.
DP-4	Potential slippages on Milestones 10, 12, 16, 17 and 18 are projected through December 1962. Milestone 21 slipped to October 1962. These slippages are due to changes in ATC Technical School class starting dates which will result in later availability dates than those listed in the SAC Manning and Training Plan.
DP-6	Base Augmentation, Milestones 5 and 8 are slipped to December 1962 due to non-availability of SAC resources to man 100%, the Civil Engineering Squadron and Combat Defense Squadron missile augmentation. SAC Headquarters is aware of these manning deficits and will program personnel commensurate with resources and priorities.

PROJECT	STATUS
579SMS-1	Project Completed.
579SMS-2	Project on schedule.
37MMS-1	Milestone 1 thru 5 completed and/or operational. Milestone 7 in progress, anticipated completion 31 Aug 62. Milestone 8 and 10 complete. Milestone 11 was reported complete but this wasan error, equipment is all on hand except several small hand tools. All tools are on order. Milestone 12, construction is completed, now awaiting RV Trainer.

SITE ACTIVATION STATUS ~ REPORT



Atlas Missile Project

WALKER AIR FORCE BASE,

NEW MEXICO

July 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.

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1 - File

1 - 579th SMS (LtCol Rayner)

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DEPUTY FOR LOGISTICS	[illegible]	[illegible]
DEPUTY FOR COMPTROLLER/ADMINISTRATION	[illegible]	[illegible]
DEPUTY FOR COMMUNICATIONS	[illegible]	[illegible]
CHIEF, PERSONNEL SERVICES	[illegible]	[illegible]
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GUEST RESIDENT MANAGER	[illegible]	[illegible]
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INSTALLATION & CHECKOUT
SUMMARY
for period 14 Jul thru 31 Jul 62

1. Problems for Phase I: No major problems exist at the MAMS or complexes. Only problems reported are

a. Complex 9 with Missile Enclosure.

b. Complex 2 is short a Filter Assembly.

c. Complex 5 is short Regulator Kit for ECP 1709.

d. Complex 4 is short Horizontal Locks and Dampers.

2. Problems for Phases II and III:

a. MAMS - Phases II and III no problems.

b. Complex 10 - Phase III, Procedure 41074 is in work; Phase II tanking scheduled for 31 July delayed by J-Bolt failure of LO2 Filter. Problem now resolved.

c. Complex 9 - Phase III was delayed for ECP clean-up. Procedure 41074 scheduled for completion 1 August.

d. Complex 1 - Phase III problems encountered in Arma Prism Alignment. LN2 supply valve is needed for Procedure 41073. EDD 's 1 August 1962.

e. Complex 6 - Need tool for Procedure 47616. Tool is presently in use at Complex 1.

f. Complex 8 - Phase III Crib Alignment problems for Procedure 42083.

g. Complex 3 - Phase III, need test tools for Procedures 47616. MAPCHE I being held up by defective V-2 Yaw Actuator Plug.

h. Complex 11 - Phase III, need test kits for Procedures 41077 and 41083. Purification unit needed for 41057.

i. Complex 12 - Phase II, need tool for Procedure 41081.

j. Complexes 7 and 2 - No major problems.

k. Complexes 5 and 4 - General parts shortage.

3. Milestones: All complexes have completed Procedures 41175, 42082, 41072. These will not be included in future reports. Procedure 42083 completed at all complexes except 2, 5, and 4. Complex 2 has started. Procedure 41066 complete at Complexes 10, 9, 1, 6, 8, 3, 11, 7. Procedure 98451 complete at Complexes 10, 9, 1, 6. Procedure 41074 started only at Complexes 10 and 9.

4. Dynamo Alerts: Walker is carrying three open Dynamo Alerts

a. Bogey 27-7-62, Disconnect Coupling Affecting Complexes 5 and 4.

b. Bogey 61-7-62, Delivery of Lead Logs for Procedure 41073, affecting Complexes 6, 8, 3.

c. Bandit 47-7-62, Cracks in Crib Structure.

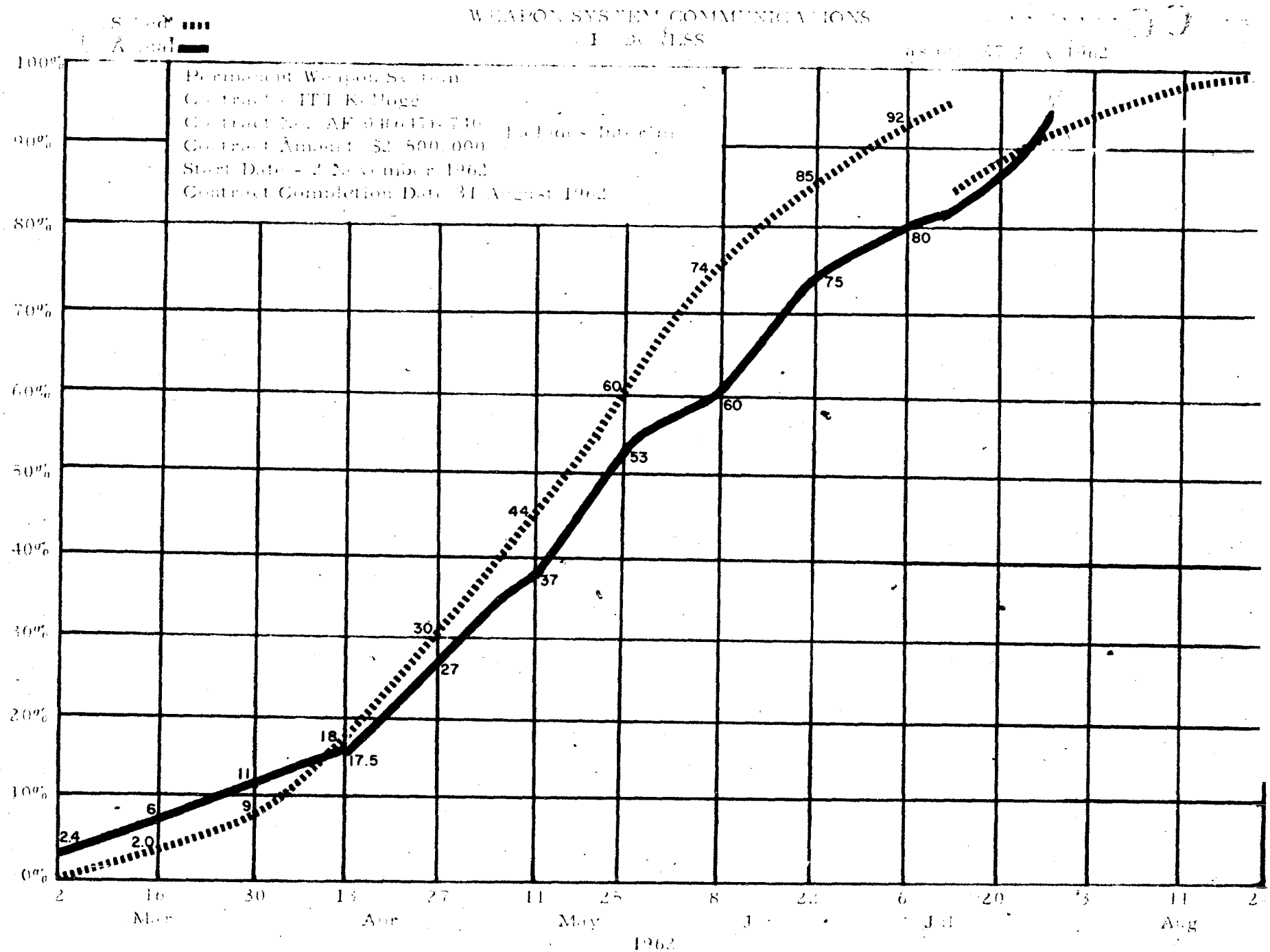
We have live-with EDD's on the first two Bogey's and the Crib Structure Crack situation is well in hand.

5. Helicopter Utilization:

	Mission	Hours
SATAF	13	27:60
Contractor	5	15:45
SAC	-	29:00
TOTAL		72:05

6. PERT Comments:

Cplx	Crit Path Procedure in work	LAD for Procedure	+ or - Slack as of 27 Jul	ECD
10	41073	14 Jul 62	-1.9	27 Jul 62
9	41073	25 Jul 62	- .4	27 Jul 62
1	41084	25 Jul 62	- .4	27 Jul 62
6	98451 & 2	8 Aug 62	+ .8	31 Jul 62
8	42047	16 Jul 62	-2.0	27 Jul 62
3	DAG 7528	9 Aug 62	+1.2	1 Aug 62
11	41057	8 Aug 62	+1.0	31 Jul 62
12	41065B	31 Jul 62	+ .4	28 Jul 62
7	42047	10 Aug 62	+1.4	28 Jul 62
2	42083	10 Aug 62	+1.4	28 Jul 62
5	41195	29 Jul 62	+ .2	28 Jul 62
4	42082	6 Aug 62	+1.3	27 Jul 62


Permanent Weapon System
Contractor: ITT Kellogg
Contract Amount: $2,500,000
Start Date: 2 November 1962
Contract Completion Date: 31 August 1963
100%
90%
80%
70%
60%
50%
40%
30%
20%
10%
0%
2
16
30
13
27
11
25
8
22
6
20
3
11
Mar
Apr
May
Jun
Jul
Aug
1962
92
85
80
74
75
60
60
53
44
37
30
27
18
17.5
11
9
6
2.4
2.0

WEAPON SYSTEM COMMUNICATIONS

As of 27 July 1962

[illegible]	Scheduled Percent	Actual Percent	START		TAD COMPLETION		Contract Completion Date
			Sched	Actual	Sched	Actual	
10	100	[illegible]	5 Mar 62	2 Nov 61	25 May 62	[illegible] 1962	31 May 62
9	100	[illegible]	12 Mar 62	14 Nov 61	7 June 62	[illegible]	30 [illegible] 62
1	100	[illegible]	19 Mar 62	22 Nov 61	14 June 62	27 June 62	30 [illegible] 62
6	100	[illegible]	23 Apr 62	12 Jan 62	19 July 62	[illegible]	31 Jul 62
8	100	TAD	26 Mar 62	29 Nov 61	21 June 62	[illegible] 62	30 Jun 62
3	100	[illegible]	2 Apr 62	27 Dec 61	28 June 62	[illegible] 62	30 Jun 62
11	100	TAD	16 Apr 62	13 Jan 62	12 July 62	1 July 62	31 Jul 62
12	100	TAD	9 Apr 62	11 Jan 62	5 July 62	[illegible] 62	31 Jul 62
7	84.[illegible]	86.[illegible]	7 May 62	14 Jan 62	9 Aug 62		31 Aug 62
2	[illegible]	95.[illegible]	30 Apr 62	3 Jan 62	26 July 62		31 Jul 62
5	[illegible]	76.[illegible]	14 May 62	[illegible] 62	15 Aug 62		31 Aug 62
4	[illegible]	72.[illegible]	21 May 62	[illegible] 62	23 Aug 62		31 Aug 62
MAMS	100	TAD	5 Mar 62	19 Feb 62	14 May 62	4 May 1962	31 May [illegible]
WCP	100	20.[illegible]	5 Mar 62	26 Feb 62	30 Aug 62		31 Aug 62
ACP	0	[illegible]	[illegible] 62	[illegible] Mar 62	30 Aug 62		31 Aug 62
TOTAL	[illegible]	91.[illegible]					

INSTALLATION AND CHECKOUT PHASE DATES PLANNED CASES 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		25Jan 62	25Jan 62	18May 62		21May 62		Aug 62	
9	11Nov 61	10Nov 61	8Jan 62	18Dec 61	1May 62		8Feb 62	8Feb 62	29May 62		1May 62	May	62	
7	18Nov 61	15Nov 61	17Jan 62	27Dec 61	15May 62		1Feb 62	1Feb 62	8Jun 62		1Jun 62		Aug 62	
6	7 Jan 62	2 Jan 62	26Jan 62	15 Feb 62	2Nov 62		23Feb 62	5Mar 62	19Jun 62		20Jun 62		21 Aug 62	
8	25 Nov 61	24 Nov 61	6Feb 62	27 Dec 61	5Jun 62		5Mar 62	23Feb 62				8Jan 62	Aug 62	
3	16Dec 61	15Dec 61	15Feb 62	8Jan 62	14Jun 62		15Mar 62	6Mar 62			11Jun 62		8Sep 62	
11	15Jan 62	15Jan 62	26Feb 62	8Feb 62	25Jun 62		26Mar 62	26Mar 62	19Jul 62		20Jul 62		Sep 62	
12	23Dec 61	27Dec 61	7Mar 62	1Feb 62	Jul 62		Apr 62	26Mar 62					Sep 62	
	Jan 62	16 62	Mar 62	Mar 62	16 Jul 62		13Apr 62	Apr 62	Aug 62		Aug 62	62	Sep 62	
5	29Jan 62	Jan 62	22Mar 62	28Feb 62	Jul 62		Apr 62	12Apr 62	17Aug 62		22Aug 62	Aug 62	30 Sep 62	
2	27Jan 62	22Jan 62	5Apr 62	14Mar 62	3Aug 62		3May 62	May 62	28Aug 62		29Aug 62		30Oct 62	
4	4Feb 62	19Jan 62	16Apr 62	26Mar 62	14Aug 62		14May 62	May 62	7Sep 62		10Sep 62		20Oct 62	
MAMS	4Nov 61	6Nov 61	22Dec 61	6Nov 61	13Apr 62 #1		22Dec 61	6Nov 61	18Apr 62 #2		8Mar 62	16Feb 62	12Apr 62	

#1 72 hours scheduled 9-10 July completed.

#2 Except for 192 hours scheduled 11-13 July.

Adjusted to show sequence change

	100	97					100	100	100		98	98
	100			100								
	100	99		100	100							
	100			100								
	100			100								
	100			100								
	100			100								
	100			100								
	100											
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	100											