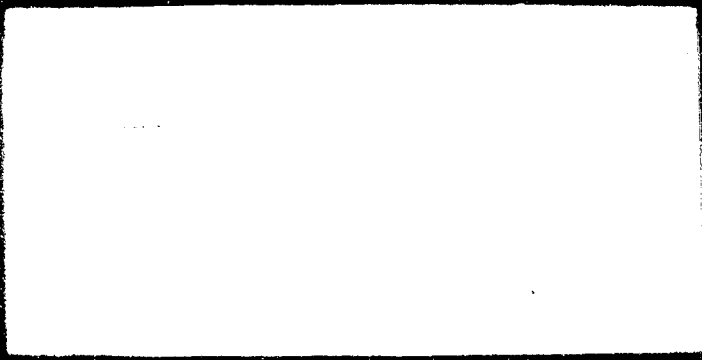


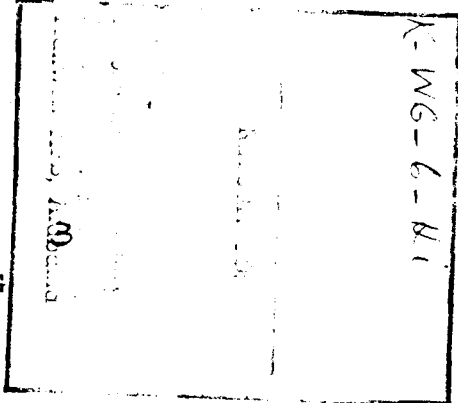
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HISTORY
OF
6TH STRATEGIC AEROSPACE WING
AND
6TH COMBAT SUPPORT GROUP

1 - 31 JANUARY 1963
(UNCLASSIFIED TITLE)

Units Assigned To The
FIFTEENTH AIR FORCE, STRATEGIC AIR COMMAND
Home Station
WALKER AIR FORCE BASE, ROSWELL, NEW MEXICO

This document was prepared by A2C Paul P. Van Bibber, Unit Historian, under the supervision of Lt. Col. Leonard A. Klanecky, Information Officer. It was prepared in compliance with SACM 210-1, 28 Nov 1958, and is classified SECRET under the provisions of paragraph 10a, AFR 205-1, 15 Mar 1961. This classification conforms to that of source documents which bear on the combat capability of this organization. This title page contains no classified information. (U)

APPROVED:

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CHRONOLOGY

Page		January
1	The Site Activation Task Force was in- activated during the month. (U)	25
1	The 6th Strategic Aerospace Wing re- ceived the Air Force Outstanding Unit Award. (U)	31
1	The Governor of New Mexico and members of the state legislative body visited Walker. (U)	25
6.	Several officers from the wing have been selected to go to the Air Command and Staff College. (U)	1
9	The 6th Strategic Aerospace Wing will be participating in Operations Order 295-63. "Big Blast." (U)	10
9	The 6th ARS will be participating in Frag- mentary Order 300-63, "Straight Shot Kilo." (U)	1
9.	The 4129th Combat Crew Training Squadron began training crews in GAM-77 operations. (U)	30
9	The 6th Strategic Aerospace Wing exper- ienced a B-52 aircraft accident during the month. (U)	30
9	Two crewmen of the 39th Bomb Squadron lost their lives in a B-52 accident in Maine. (U)	24
24	The entire function of the Director of Supply moved from the wing to the group and the its name was changed to Chief of Supply. (U)	1

GLOSSARY

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

MAFCNs	Mobile Automatic Programmed Checkout Equipment
MATS	Military Air Transport Service
MIFO	Minimum Interval Takeoff
MIS	Munitions Maintenance Squadron
MSTD	Mobile Training Detachment
NOALAD	North American Air Defense Command
OAP	Offset Aiming Point
OBI	Operational Readiness Inspection
ORT	Operational Readiness Test, Training
PLS	Propellant Loading Section
PLV	Private Motor Vehicle
RBS	Radar Bomb Scoring
RPIE	Real Property Installed Equipment
RT	Radio Transmitter
SAAEA	San Antonio Air Materiel Area
SABIA	San Bernardino Air Materiel Area
SAC	Strategic Air Command
SACCOM-NET	Strategic Air Command Communications Network
SACH	Strategic Air Command Manual
SAW	Strategic Aerospace Wing
SMS	Strategic Missile Squadron
SSE	Security Readiness Evaluation
TACAN	Tactical Air Navigation
TAD	Technical Acceptance Demonstration
TBY	Temporary Duty
UAL	Unit Authorization List
UFD	Unit Planning Document
UEE	Unit Mobility Equipment
USAF	United States Air Force
USCM	Unit Simulated Combat Mission
VACE	Verification and Checkout
VOR	Variable Omni Range

CHAPTER I

MISSION AND ORGANIZATION

INTRODUCTION

The Site Activation Task Force was inactivated during the month of January. (U)

The 6th Strategic Aerospace Wing received the Air Force Outstanding Unit Award during the month. (U)

During January, the Governor of New Mexico and members of the state legislative body visited Walker. (U)

MISSION

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

- a. Organize, man, train, and equip assigned units for the purpose of conducting long-range bombardment operations using either nuclear or conventional weapons.
 - b. Develop and maintain the capability to engage in effective air refueling operations.
 - c. Develop and operational capability to permit conduct of strategic aerospace missile warfare according to the emergency war order.
 - d. Establish missile, flying, nuclear and ground safety programs and monitor said programs.
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e. Administer the security protection program to insure launch capability is not impaired due to overt or covert actions.

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

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

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

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

The mission of the 6th Strategic Aerospace Wing remained unchanged during January 1963, and as such, the wing was capable of executing the emergency war order at the end of the month. (S)

UNITS ASSIGNED

6TH STRATEGIC AEROSPACE WING

6th Strategic Aerospace Wing Headquarters Squadron

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

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

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6th Field Maintenance Squadron
6th Organizational Maintenance Squadron
6th Airborne Missile Maintenance Squadron
37th Munitions Maintenance 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
6th Supply Squadron

As of 1 January 1963, the 6th Supply Squadron became a component of the 6th Combat Support Group. (U)

UNITS ATTACHED

511C FTD (ATC)
686th AC&W (ADC, Walker)
697th AC&W (ADC, Pyote)
2010 Communications Squadron (AFSC)
Det 15 9 Weather Squadron (MATS)
1033 Auditor General (Hq USAF)
17th District OSI (Hq USAF)
Detachment 117 (ionospheric research station)
The Site Activation Task Force (SATAF), stationed at Walker,

Air Force Base, was inactivated as of 25 January 1963, due to the completion of the missile sites. (U)

COMMAND

On 31 January 1963, the 6th Strategic Aerospace Wing and components were awarded the Air Force Outstanding Unit Award. The award was for exceptionally meritorious service in support of military operations from 1 May 1960 to 31 May 1962. (U)

Colonel Ernest C. Eddy, 6th Strategic Aerospace Wing Commander, produced a letter concerning the award. The letter stated that all personnel assigned to the wing between 1 May 1960 and 31 May 1962, may wear the award ribbon permanently, and those assigned to the unit after that time may wear it while assigned. (U)

Lt. Col. Emmett H. Clements, 6th Combat Support Group Commander, attended a southwest regional civil engineering seminar at Biggs Air Force Base, Texas from 22 to 24 January. The purpose of the seminar was to bring base commanders and civil engineering staffs up to date on all new procedures and regulations. (U)

The present value of the Walker Air Force Base supply inventory is \$20,492,082.80; value of equipment in use-\$20,452,091.86; value of real property-\$114,366,143.90. (U)

-
2. SO G-11, Hq AFCS, 22 Jan 63, on file, IXO, 6SAW.
 3. SO G-11, DAF, 31 Jan 63, Exhibit 1.
 4. Ltr., C to 6SAWHS, 6SAW, Jan 63, on file, IXO, 6SAW.
 5. History, Command Section, 6CSG, Jan 63, on file, IXO, 6SAW.
 6. History, BDCR, 6CSG, Jan 63, on file, IXO, 6SAW.

INFORMATION

On 25 January 1963, the Honorable Jack R. Campbell, Governor of New Mexico, and 46 members of the New Mexico State Legislator, visited Walker Air Force Base. They received a briefing from Colonel Ernest C. Eddy, 6th Strategic Aerospace Wing Commander, and Colonel Edward M. Jacquet, 579th Strategic Missile Squadron Commander. The group toured the base, seeing a B-52 and KC-135 aircraft, and later went on a tour of a missile site. (U)

SUMMARY

The Site Activation Task Force was inactivated during the month. On 31 January the 6th Strategic Aerospace Wing received the Air Force Outstanding Unit Award. On 25 January the Governor of New Mexico and several members of the New Mexico state legislative body visited Walker. (U)

CHAPTER II

PERSONNEL

INTRODUCTION

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

Several officers have been selected from the wing to go to the Air Command and Staff College. (U)

The disciplinary rate showed an increase during the month of January. (U)

MILITARY PERSONNEL

On 24 January 1963, the 6th Strategic Aerospace Wing had 698 officers and 3641 airmen assigned, with 776 officers and 3209 airmen present for duty. (U)

The 6th Combat Support Group had a total of 48 officers and 1407 airmen assigned as of 24 January. Of this total 44 officers and 1248 airmen were present for duty. (U)

Tenant organizations assigned at Walker Air Force Base had a total of 54 officers and 449 airmen assigned during the month of January. However, there were only 46 officers and 385 airmen present for duty. (U)

This makes an overall total of 800 officers and 5497 airmen that were assigned to Walker Air Force Base as of 24 January. Of

1. Average Monthly Strength Report, 24 Jan 63, Exhibit 2.

2. Ibid.

3. Ibid.

this total there were more officers present for duty than assigned
 --866. There were 4824 airmen present for duty. (U)

The month of January saw only one change in the key personnel. Lt. Col. Charles A. Martin became Base Deputy Commander for Materiel, taking the place of Major Kenneth Ramey. (U)

The Walker Air Force Base Specialty Knowledge Test (SKT) passing rate for the month of January was 87 percent. There were 167 persons tested during the month. (U)

The retention rate for "first term" airmen at Walker Air Force Base during the month of January 1963 came up considerably over previous months to 75 percent. The retention rate for career airmen showed a substantial drop during the month to 76.5 percent. (U)

WELFARE AND MORALE

During the month of January, six officers from the 6th Strategic Aerospace Wing were selected to attend the Air Command and Staff College, at Maxwell Air Force Base, Alabama. The officers will enter the college during September 1963. (U)

Two other officers from the 6th Strategic Aerospace Wing have been selected to attend the Armed Forces Staff College at Norfolk, Virginia during February 1964. (U)

-
4. Average Monthly Strength Report, 24 Jan 63, Exhibit 2. (U)
 5. History, DP, 6SAW, Jan 63, on file, IXO, 6SAW.
 6. Ltr., DP to IXO, 6SAW, 12 Feb 63, Subj: Retention Rate for Jan 63, Exhibit 3.
 7. History, DP, 6SAW, Jan 63, on file, IXO, 6SAW.
 8. Ibid.

The Walker Air Force Base disciplinary rate for the month of January showed an increase over the previous month. The rate showed six ANOL's, 12 military offenses, two felonies, 14 misdemeanors, six on-base accidents, six off-base accidents, and seven⁹ DWI's. (U)

SUMMARY

There was only one change in key personnel during the month of January 1963. The retention rate for "first term" airmen rose appreciably during the month. The Walker disciplinary rate showed an increase during the month. (U)

CHAPTER III
OPERATIONS AND TRAINING

INTRODUCTION

Operations Order 295-63, entitled "Big Blast," was produced during the month. (U)

An operations order to test the capability of the wing in recovering from an enemy attack was produced. (U)

The 6th Air Refueling Squadron will be participating in Fragmentary Order 300-63. (U)

Three amendments were produced to Operations Order 300-63 during January. (U)

Several unreliable RBS runs and GAM impacts were reported in January 1963. (U)

The 4129th Combat Crew Training Squadron began training crews in GAM-77 operations. (U)

The 6th Strategic Aerospace Wing experienced a B-52 aircraft accident during the month. (U)

Two crewmen of the 39th Bomb Squadron lost their lives in an aircraft accident in Maine. (U)

STATUS OF COMBAT CAPABILITY

At the end of the month of January 1963, the 6th Strategic Aerospace Wing had 46 B-52E aircraft assigned and 43 available for operations. The 6th Air Refueling Squadron was assigned 21

1. MSG, 6SAW to SAC, ZIPPO 01-457, 31 Jan 63, Subj: Aircraft Availability, Exhibit 4. (S)

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KC-135A aircraft and had 21 available for operations at the end
2
of the month. (S)

As of 2400 hours MST on 31 January 1963, the 6th Strategic
Aerospace Wing had a total of 44 combat ready crews assigned and
no non-combat ready crews. The 6th Air Refueling Squadron had
29 combat ready crews assigned at the end of January and no non-
3
combat ready crews. (S)

During the month of January 1963, eight sorties from the
40th Bomb Squadron performed duty at the 6th Strategic Aerospace
Wing Alert Facility. With crew changes made twice weekly, eight
changes were made and a total of 64 crews performed duty at the
4
Alert Facility. (U)

Amendment 1 to Operations Order 23-63, entitled "Chrome Dome,"
was produced during the month. Appended are the more important
5
facets to that operations order. (U)

TRAINING

Under Operations Order 295-63, entitled "Big Blast," a re-
quirement exists to provide more realistic penetration exercises
of the North American Air Defense Command(NORAD) Regions. The
6th Strategic Aerospace Wing will conduct multiple aircraft pene-

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2. MSG, 6SAW to SAC, ZIPPO 01-458, 31 Jan 63, Subj: Aircraft A-
vailability, Exhibit 5. (S)
 3. History, Operational Data, DCO, 6SAW, Jan 63, Exhibit 6. (S)
 4. History, DCO, 6SAW, Jan 63, on file, IXO, 6SAW.
 5. Amend 1 to 6SAW OPSORD 23-63, 30 Jan 63, Exhibit 7. (S)

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trations, utilizing maximum electronic countermeasures (ECM) ac-
tivity against the 25th and 28th NORAD Regions. (C)⁶

The 25th and 28th Norad Regions will coordinate to provide desired exercise tracks, timing requirements, and take necessary action to assure safe passage of scheduled aircraft through applicable airspace reservations. They will assure that all interceptor activity is planned and conducted in accordance with SAC/NORAD Regulation 51-6. They will also insure that separation between aircraft of other participating commands and those of the SAC force is planned and maintained in accordance with criteria indicated in SACM 55-3. (U)⁷

The 6th Strategic Aerospace Wing will provide B-52 aircraft and aircrews to participate in the exercises. The 6th Air Refueling Squadron will provide tanker support as required by individual sorties. (U)⁸

The 6th Strategic Aerospace Wing participation and exercise routes will vary with each month dependent upon NORAD desires and unit reliability. The wing may schedule other training in conjunction with the exercises, providing that the penetration exercise is not jeopardized. (U)⁹

Combat ready crews and non-combat ready crews may participate in the exercises, although combat ready crews are preferred.

6. 6SAW OPSORD 295-63, "Big Blast," 10 Jan 63, Exhibit 8. (S)

7. Ibid.

8. Ibid.

9. Ibid.

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Also, trainee crews may participate if they are accompanied by an instructor pilot, navigator and radar navigator, and Electronics Warfare Officer (EWO).¹⁰ (U)

The electronic countermeasure equipment used during the exercise will be in the normal configuration on Phase II modified aircraft. Phase I modified aircraft will be altered to include two Delta band transmitters.¹¹ (C)

No ECM will be conducted if both ultra-high frequency radios are inoperative. During periods of ECM, the guard frequency will be monitored at all times. Aircraft will start chaff and ECM activity at the H-Hour Control Line (HHCL) and terminate upon reaching the end of the penetration track.¹² (C)

The primary ECM effort will be directed against ADC defenses consisting of L and P band and Sierra band, EW/GCI radars, S-band HF radars, X-band AI radars, and VHF-UHF communications tactical control frequencies. The secondary ECM will be directed against the Nike defenses consisting of L-band surveillance, S-band acquisition and X-band target tracking radars.¹³ (C)

Electronic jammers will be initially set to barrage sweep and selective sweep against the known EW/GCI threat. Sweep barrage will be monitored to insure coverage of all signals present at

10. 6SAW OPSORD 295-63, "Big Blast," 10 Jan 63, Exhibit 8. (S)

11. Ibid.

12. Ibid.

13. Ibid.

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one time rather than utilize a constant fixed sweep or barrage
14
which would prevent some signals from being jammed. (S)

Operations Order 19-63, entitled, "Great Effort," dated 15 August 1962, was reproduced during the month of January. Under the operations order the 6th Strategic Aerospace Wing must be capable of launching its non-alert forces under adverse conditions of enemy attack and to cope with the effects of nuclear attack on the retaliatory capability requires the need for realistic testing of the complete disaster control plan. Exercises prescribed by the operations order are designed to provide commanders with a realistic evaluation of the capability of the 6th Strategic Aerospace Wing to implement emergency war orders under radiological fallout conditions and damage associated with near
15
misses, as required by SACR 55-14. (U)

The mission is to conduct an annual exercise at Walker Air Force Base which will test the compatibility of the disaster control and war support plans in supporting the follow-on portion of the EWO under adverse wartime conditions. To provide the commander, through observers, a means of determining the effectiveness of the EWO support plans. Identify and report to higher headquarters those deficient areas which the local commander cannot resolve. Locally resolved problems and proposed corrective actions will be reflected. To inform the commander, through

14. 6SAW OPSORD 295-63, "Big Blast," 10 Jan 63, Exhibit 8. (S)

15. 6SAW OPSORD 19-63, "Great Effort," 15 Aug 62, Exhibit 9.

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a realistic exercise, of the adverse effect of loss of equipment, facilities, and personnel that may be on the generation and launch schedules. (U)

The problem of this operations order will be to recover after damage has been incurred to the base, in testing the disaster control plan. Further and more detailed explanations of the entire operation is explained in the operations order, which is appended. (U)

Appendix is Appendix I to Annex J of Operations Plan 500-63, which was produced during January. (U)

Under the 6th Strategic Aerospace Wing Fragmentary Order 300-63, entitled "Straight Shot Kilo," a requirement exists for the 6th Air Refueling Squadron to augment the 917th Air Refueling Squadron on a no-notice basis in support of the 95th Bomb Wing's Operations Order 300-63. The 6th Air Refueling Squadron will provide tanker support, as required, consisting of an air spare, ground spare or primary, in that order. (U)

Implementation of the 95th Bomb Wing operations order will be initiated by the SAC Command Post. ORI's conducted by the USAF, SAC, or 15th Air Force Inspector General will be initiated by the Commander in Chief, SAC, through dispatch of an index 516

16. 6SAW OPSORD 19-63, "Great Effort," 15 Aug 62, Exhibit 9.

17. Ibid.

18. Appendix I, Annex J, 6SAW OPSPLAN 500-63, Nov 62, Exhibit 10.

19. 6SAW FRAGORD 300-63, "Straight Shot Kilo," 1 Jan 63, Exhibit 11. (S)

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message, specifying "A" Hour using the "Straight Shot" suffix nickname. To protect the no-notice feature, a second exercise nickname will be dispatched by Headquarters 15th Air Force Zippo message immediately after transmission of the "A" Hour message. Upon receipt of the index 516 message, 15th Air Force will assume direction of the mission to include transmission of the execution order. An index 514 message, using the Zippo nickname, will be used for the execution order. (S)

Maintenance preparation of the 6th Air Refueling Squadron's KC-135 aircraft is not scored and does not necessarily follow the generation flow published in the war support plan. (U)

The air spare will make good the first 95th Bomb Wing's air refueling control point (ARCP) time and will hold an orbit at the assigned hard altitude above the Alfa bomber in the assigned air refueling area. The air spare will be prepared to off-load fuel to any of the eight 95th Bomb Wing B-52 receivers experiencing refueling difficulties at the ARCP. (U)

The ground spare may be pre-positioned at Biggs Air Force Base, Texas. In the event of a second 917th Air Refueling Squadron tanker abort, the ground spare will be launched via the briefed route of the tanker it replaces. (U)

20. 6SAW FRAGORD 300-63, "Straight Shot Kilo," 1 Jan 63, Exhibit 11. (S)

21. Ibid.

22. Ibid.

23. Ibid.

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The 6th Air Refueling Squadron crews will participate in the mission in a support capacity only, and will not be evaluated during the ORI. KC-135 instructor pilots, navigators, and boom operators will be used during the required air refueling support of the exercise. Student sorties may be flown at the end of the air refueling commitment. (U)

Three amendments to Operations Order 300-63 were produced during the month. Amendment 1 was produced on 10 January; Amendment 2 was produced on 17 January; and Amendment 3 was produced on 29 January. Appended are these more important facets of the operations order. (U)

Appended is the 6th Strategic Aerospace Wing Operations Plan for the month of February 1963, which was produced during the month of January. (U)

During the month of January 1963, the 6th Air Refueling Squadron flew a total of 202 sorties. Of these, 178 were student missions and 24 were squadron combat crew missions. (U)

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- 24. 6SAW FRAGORD 300-63, "Straight Shot Kilo," 1 Jan 63, Exhibit 11. (S)
 - 25. Amend 1 to 6SAW OPSORD 300-63, 10 Jan 63, Exhibit 12.
 - 26. Amend 2 to 6SAW OPSORD 300-63, 17 Jan 63, Exhibit 13. (C)
 - 27. Amend 3 to 6SAW OPSORD 300-63, 29 Jan 63, Exhibit 14.
 - 28. 6SAW Monthly Operations Plan, Feb 63, Exhibit 15.
 - 29. History, 6ARS, 6SAW, Jan 63, on file, IXO, 6SAW.

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The 24th Bomb Squadron had a total of 79 sorties flown during the month. Seventy of these were flown by trainee crews and nine were flown by squadron personnel.³⁰ (U)

January saw 66 sorties flown by the 39th Bomb Squadron. These included 56 student training missions, nine combat crew training sorties, and one test flight.³¹ (U)

During the month of January 1963, four instructors, nine pilots, and two student pilots flew the 6th Combat Support Group's T-33 aircraft for a total flying time of 81:10. Utilizing the C-123 aircraft were four instructors, seven pilots, one co-pilot, and ten student pilots for a total flying time of 117 hours. Two instructors, one pilot and one student pilot flew the H-19 aircraft for a total flying time of 66:36 hours.³² (U)

Twenty-six radar bomb scoring (RBS) runs were reported during the month of January. Of these, 12 were due to materiel, eight to the procedure, five to the aiming point and one to crew procedure. The circular error (CE) ranged 100 to 99,9000 feet.³³ (C)

There were nine unreliable GAM Impacts also reported during the month. Five of these were due to materiel, two to procedure, one was unknown, and on one the scoring film was sent to higher headquarters.³⁴ (C)

30. History, 24BS, 6SAW, Jan 63, on file, IXO, 6SAW.

31. History, 39BS, 6SAW, Jan 63, on file, IXO, 6SAW.

32. History, DCO, 6SAW, Jan 63, on file, IXO, 6SAW.

33. Commander's Remarks, 6SAW, T12, 1-31 Jan 63, Exhibit 16. (C)

34. Ibid.

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During the month 172 local defense runs (LDR) were made. Twenty-two of these were unreliable for an average of 87.2 percent. One hundred and fifty-six radar simulator runs (RSR) were conducted and 21 were unreliable for an effectiveness of 86.5 percent. Ten out of 71 bomber defense runs (BDR) were reported as unreliable, for a rating of 87.3 percent. There were 37 low gear runs (LGR) reported during the month, with one run reported as unreliable for a 94.5 percent reliability. The Nike defense runs (NDR) were reported at 91.6 percent reliability during the month, with 36 runs accomplished and three of these lost. There were 480 ECM runs reported during the month. Fifty-eight of these were scored as unreliable for an effectiveness of 87.9 percent. ³⁵ (C)

Four classes entered training with the 4129th Combat Crew Training Squadron during January 1963. Classes 63-3 (B-52) and K63-3 (KC-135) entered training with the 4129th on 11 January. Classes 63-4 (B-52) and K63-4 (KC-135) started their training on ³⁶ 23 January. (U)

Class 63-3 was short six radar navigarors, six navigators, and four gunners. Class 63-4 was short four gunners. None of navigators in class 63-4 have completed ASQ-38 training and a problem had arisen concerning the legality of allowing them to

35. Commander's Remarks, 6SAW, T-12, 1 - 31 Jan 63, Exhibit 16. (C)

36. Student Crew Rosters, 4129CCTS, 6SAW, Jan 63, Exhibit 17.

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fly solo in ASQ-38 equipped aircraft. This has been submitted
37
to higher headquarters for resolution. (U)

During the month of January, four classes completed training with the 4129th. Classes 62-22 and K62-22 completed training on 7 January. Classes 63-1 and K63-1 completed training on 24 Jan-
38
uary. (U)

The 4129th received a directive from higher headquarters to train all B-52 aircraft commanders, pilots, radar navigators and navigators, completing combat crew training, in the operation of
39
GAM-77 missiles. (U)

During the month of January 1963, classes 62-22 and 63-1 completed the GAM-77 training through the facilities of the 511c
40
Field Training Detachment at Walker Air Force Base. (U)

The 6th Strategic Aerospace Wing flew a total of 1861 hours during the month of January 1963, which was accomplished in 238 sorties. Of this total, the 24th and 39th Bomb Squadrons flew 1149 hours in 150 sorties, of which 35:27 hours were low level. The 40th Bomb Squadron flew 712 hours of the above total in 88 sorties, of which 93:10 hours were low level. The 6th Air Refueling Squadron flew a total of 1478:30 hours in 202 sorties
41
during the month of January. (S)

37. History, 4129CCTS, 6SAW, Jan 63, on file, IXO, 6SAW.

38. Ibid.

39. Ibid.

40. Ibid.

41. History, Operational Data, DCO, 6SAW, Jan 63, Exhibit 6. (S)

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Appended is a Confidential message from 15th Air Force concerning the tactical flying hour allocation and the low level flying hour allocation for the fourth quarter of fiscal year ⁴² 1962. (U)

SAFETY

During the month of January 1963, the 6th Combat Support Group experienced one off-duty and one on-duty injury for a lost time of 12 days at a cost of \$360, and 15 first aid injuries for a cost of \$105. The 6th Strategic Aerospace Wing experienced two off-duty injuries for the lost time of 67 days at a cost of \$2010, and 29 first aid injuries at a cost of \$203. The military injury rate for the month was 2.23, and the civilian injury rate was zero. The private motor vehicle accident rate was zero and the government vehicle accident rate was ⁴³ .77. (U)

A command letter, signed by Colonel Ernest C. Eddy, 6th Strategic Aerospace Wing Commander, was produced by the Wing Safety Office, concerning vehicle accidents during 1962. The letter described specific causes of these accidents and was distributed to all squadrons along with an outline of the 579th ⁴⁴ SMS safe driving program. (U)

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- 42. MSG, 15AF to QUEBEC TWO, DOOT 0030, 4 Jan 63, Subj: Tactical and Low Level Flying Hour Allocations, Exhibit 18. (C)
 - 43. History, SAFE, 6SAW, Jan 63, on file, IXO, 6SAW.
 - 44. Ltr., SAFE to all squadrons, WAFB, Jan 63, Subj: Government Vehicle Accidents, Exhibit 19.

Appended are the Operational Hazard Extracts for the months of November and December 1962. The report was made from Operational Hazard Reports on assigned aircraft. (U)⁴⁵

The 6th Strategic Aerospace Wing experienced an aircraft accident during the month of January 1963. A B-52E aircraft crashed at approximately 0447 hours on 30 January, 28 miles north of Las Vegas, New Mexico.⁴⁶ (U)

The aircraft, carrying two GAM-77 "Hound Dog" missiles, was descending from a high altitude bombing and navigation training mission when the accident occurred. Heavy air turbulence was reported in the area where the bomber crashed.⁴⁷ (U)

The aircraft was in contact with the Albuquerque, New Mexico radar center when the center lost contact with the bomber at approximately 34,000 feet.⁴⁸ (U)

Crew members were: Lt. Col. Donald L. Hayes, Lt. Col. Nicholas P. Horangic, Major Emil B. A. Goldbeck, Major Thomas J. McBride, Major George J. Szabo, and Master Sergeant Burel J. Dean.⁴⁹ Major Szabo and Sergeant Dean lost their lives in the crash. (U)

An Accident Investigation Board met, but had not determined the cause of the accident. (U)

45. TELECON, Lt. Col. Klanecky, Information Officer, 6SAW, 30 Jan 63.

46. Ibid.

47. Ibid.

48. Ibid.

49. Ibid.

On 24 January 1963, Lt. Col. Joe R. Simpson, Jr. and Major William W. Gabriel, of the 39th Bomb Squadron, were killed when the B-52 aircraft they were flying crashed in Maine. They were assigned to temporary duty at Westover Air Force Base, Maine, to familiarize Westover aircrews with the operations of Low Altitude Advanced Capability Radar. (U)

SUMMARY

Operations Order 295-63, entitled "Big Blast," was produced during the month. The operations order outlined procedures for penetration of NORAD Defense Regions. Under Fragmentary Order 300-63, "Straight Shot Kilo," the 6th Air Refueling Squadron will provide augmentation of the 917th Air Refueling Squadron. Operations Order 19-63, entitled "Great Effort," was produced to test the capability of the 6th Strategic Aerospace Wing to recover from an enemy nuclear attack. Three amendments were produced to Operations Order 300-63. Four new classes entered training with the 4129th Combat Crew Training Squadron during the month. One B-52 aircraft had a shortage of personnel. The 4129th received a directive from higher headquarters to begin training all aircraft commanders, pilots, radar navigators and navigators that have finished training, in CAM-77 operations. The 6th Strategic Aerospace Wing flew a total of 1861 hours during the month and the 6th Air Refueling Squadron flew a total of 1478:30 hours. The Wing Safety Office produced a letter concerning vehicle acci-

50. History, 39BS, 6SAW, Jan 63, on file, IXO, 6SAW.

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dents that occurred during 1962. The 6th Strategic Aerospace Wing Experienced an aircraft accident during the month in which two of the crew members died. The 39th Bomb Squadron lost two B-52 crewmen during the month while the men were training crews at Westover Air Force Base, Maine. (S)

SECRET

CHAPTER IV
MAINTENANCE AND FACILITIES

INTRODUCTION

The entire function of the Directorate of Supply moved from the wing to the group during the month. (U)

Two staff assistance visits were made of the supply function during January. (U)

The base library moved from its temporary quarters to the permanent remodeled building. (U)

MAINTENANCE

A 15th Air Force Materiel Inspection Team inspected the 37th Munitions Maintenance Squadron during the month of January 1963. The squadron received eight excellent and three satisfactory ratings out of ten areas the team inspected. (U)

The 6th Airborne Missile Maintenance Squadron reported that GAM-77A's were flown on 21 B-52 sorties during the month of January 1963. (U)

The liquid oxygen systems on B-52 aircraft are being reconditioned to conserve LOX and insure a better availability of aircraft. Also, some B-52 aircraft are having the hydraulic accumulators reconditioned to maintain an operational readiness status of the aircraft at all times.

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1. History, 37MMS, 6SAW, Jan 63, on file, IXO, 6SAW.
 2. History, 6AMMS, 6SAW, Jan 63, on file, IXO, 6SAW.
 3. History, 6OMS, 6SAW, Jan 63, on file, IXO, 6SAW.

The 6th Armament and Electronics Maintenance Squadron reported that there was no proper test equipment to support ALR-18 (ECM receiver) maintenance during the month. (U)⁴

SUPPLY

The entire function of the Directorate of Supply transferred from the 6th Strategic Aerospace Wing to the 6th Combat Support Group during the month. This included the Base Supply Office, Base Fuels Supply, and Base Equipment Management Office. The change was effective as of 1 January 1963. There were no significant problems reported during the change. In addition to the change, the Director of Supply's name was changed to Chief of Supply.⁵ (U)

A 47th Strategic Aerospace Division staff assistance team visited the supply function on 8 January. On 28 to 31 January, the 15th Air Force staff assistance team visited supply. The overall ratings on the visit were excellent.⁶ (U)

The Base Supply Officer and several supervisors made a visit to the Base Supply Office at Dyess Air Force Base, Texas. The purpose of the visit was to exchange ideas and discuss various supply procedures.⁷ (U)

A large number of incident reports on losses of cold weather clothing has been received by the Equipment Management Branch.

4. History, 6AEMS, 6SAW, Jan 63, on file, IXO, 6SAW.

5. History, CHSUP, 6SAW, Jan 63, Exhibit 21.

6. Ibid.

7. Ibid.

In most cases pecuniary liability is admitted by the person sustaining the loss, with the result that more statements of charges⁸ than reports are processed to cover the losses. (U)

FACILITIES

On 25 January, the temporary location of the base library was closed and all books and shelving were moved to the remodeled permanent building. Several problems, such as lack of shelving, the wrong kind of shelving, and broken water pipes,⁹ delayed the opening of the remodeled facility. (U)

SUMMARY

A 15th Air Force Materiel Inspection Team visited the 37th MMS during the month. Liquid oxygen systems were being reconditioned on B-52 aircraft. The entire function of the Director of Supply was transferred from the wing to the group during the month and is now called the Chief of Supply. A large number of losses of cold weather clothing was reported during the month. (U)

8. History, CHSUP, 6SAW, Jan 63, Exhibit 21.

9. History, DS, 6CSG, Jan 63, on file, IXO, 6SAW.

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CHAPTER V

THE ICBM PROGRAM

INTRODUCTION

The assigned strength of the 579th increased during the month of January. (U)

During the month of January 1963, the ORT training site was changed. (S)

Two Missile Hazard Reports were published during the month of January. (U)

ORGANIZATION

The Atlas "F" SM65 missile sites were operationally controlled by the 579th Strategic Missile Squadron during January. There are 12 complexes and launchers with silo-lift configuration, hardened to 150 to 250 pounds per square inch. Launch site #1 is located northeast of Roswell on Highway 70, 25.3 statute miles (road distance) from Walker; #2, NE of Roswell, Hwy. 70, 33.9 miles; #3, NE of Roswell, Hwy. 70, 42.2 miles; #4, east of Roswell, Hwy. 380, 25.1 miles; #5, east of Roswell, Hwy 380, 32.9 miles; #6, SE of Roswell, Lovington Hwy., 36.6 miles; #7, SE of Roswell, Lovington Hwy., 27.5 miles; #8, south of Roswell, Hwy., 285, 31.7 miles; #9, west of Roswell, Hwy. 380, 36.2 miles; #10, west of Roswell, Hwy. 380, 27.7 miles; #11, north of Roswell, Hwy. 285, 21.4 miles; #12, north of Roswell, 30.1 miles. (U)

1. History, 579SMS, 6SAW, Jan 63, on file, IXO, 6SAW.

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At the end of the month of January, the 579th Strategic
Missile Squadron had 58 crews assigned and 56 available for
duty. (S)

PERSONNEL

The authorized manning strength of the 579th remained un-
changed during the month of January—143 officers and 424 air-
men. The assigned strength increased slightly during the month
to 157 officers and 506 airmen. (U)

OPERATIONS AND TRAINING

During the month of January 1963, it was learned that the
ORT training Site 12 was beset by numerous maintenance diffi-
culties. The site has been out of commission on numerous oc-
casions, which has slowed down the ORT training program. Site
11 was suggested as an alternate, but was not recommended be-
cause of questionable maintenance. Site 8 was recommended and
as of the end of the month it has been the training site. (S)

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2. Rpt., SAC-10-T12, 6SAW, Jan 63, Ballistic Missile Unit Status
Exhibit 22. (S)
 3. MSG, 6SAW to SAC, ZIPPO 01-459, 31 Jan 63, Subj: Missile Sta-
tus, Exhibit 23. (S)
 4. History, 579SMS, 6SAW, Jan 63, on file, IXO, 6SAW.
 5. MSG, 15AF to 6SAW, DOOTM, 0054, 7 Jan 63, Subj: ORT Site
Change, Exhibit 24. (S)
 6. MSG, SAC to 6SAW, DOOTM 0081, 21 Jan 63, Subj: Atlas "F"
Phase III ORT, Exhibit 25. (S)
 7. MSG, 15AF to 6SAW, DOPY 0193, 22 Jan 63, Subj: ORT Site
Change, Exhibit 26. (S)
 8. MSG, 6SAW to SAC, ZIPPO 01-459, 31 Jan 63, Subj: Missile
Status, Exhibit 23. (S)

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As of 31 January 1963, a total of 11 579th missile complexes were in EWO configuration. Site 8, which was designated for ORT training, had Emergency Combat Capability at the end of the month. (S)

Appended is a Secret message from SAC concerning the missile alert adjustment for the month of January. (U)

At the end of the month of January there were a total of 11 airmen of the 579th attending technical schools. Four officers and 17 airmen were on temporary duty at the end of the month at Vandenberg Air Force Base, California for ORT training. (U)

Two missile hazard reports were published during the month. The first concerned the possible accident of pushing of the missile enclosure button at all sites. It was suggested that a cannon dust-plug cap be placed over the button so that it could not be accidentally pushed. In the second report, it was noted that water was leaking from an air-wash dust collector which caused a short in the fire detector system at which time the alarm was released at Site 1. A suggestion was made

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9. History, 579SMS, 6SAW, Jan 63, on file, IXO, 6SAW.
 10. MSG, SAC to 6SAW, DOPLM 00651, 26 Jan 63, Subj: Missile Alert Adjustment, Exhibit 27. (S)
 11. History, 579SMS, 6SAW, Jan 63, on file, IXO, 6SAW.
 12. Missile Hazard Report, 579SMS 65F-1, 6SAW, 4 Jan 63, Exhibit 28.

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to place a plastic sheet with a drain under the dust collector
so that the water may run away from the wiring. (U)

MAINTENANCE

On 4 January, Site 12 was undergoing CRT shakedown. On
9 January Sites 7, 2, 3, and 1 were undergoing technical main-
tenance which was completed between 15 and 17 January. Sites
11, 8, 7 and 5 were scheduled for maintenance on 17 January
which was completed between 21 and 24 January. Site 8 was
used as the CRT site and site 6 was undergoing scheduled main-
tenance on 23 January which was completed on 28 January. (S)

SUMMARY

During the month the assigned strength of the 579th in-
creased slightly. Site 12 was replaced by Site 8 at the CRT
training site during the month. There were 11 missile sites
in EMO configuration at the end of the month. Two missile
hazard reports were published during the month. (S)

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13. Missile Hazard Report, 579SMS 65F-2, 63AW, 4 Jan 63, Exhibit 29.
 14. MSG, 15AF to VICTOR TWO, DMACA 0024, 4 Jan 63, Subj: Sched-
uled Maintenance, Exhibit 20. (S)
 15. MSG, 15AF to VICTOR TWO, DMACA 0075, 9 Jan 63, Subj: Sched-
uled Maintenance, Exhibit 31. (S)
 16. MSG, 15AF to VICTOR TWO, DMACA 0148, 17 Jan 63, Subj: Sched-
uled Maintenance, Exhibit 32. (S)
 17. MSG, 15AF to VICTOR TWO, DMACA, 0215, 23 Jan 63, Subj: Sched-
uled Maintenance, Exhibit 33. (S)

SECRET

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

JANUARY 1963 - - ROSTER OF KEY PERSONNEL

Col	Ernest C Eddy	C, 6SAW
Col	Eugene N Waldher	VC, 6SAW
Col	Howard R Lawrence	C, 812 Med Gp
Lt Col	Emmett H Clements	BC, Combat Sup Gp
Capt	Henry G McMahon Jr	DAS
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	Miles J Frisinger	Dir of Supply
Lt Col	Howard M Prather	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	Kenneth J Green	40th Bomb Sq
Lt Col	Wayne E Clark	4129CCTS
Lt Col	William C Manicom	6th A&E Maintenance Sq
Lt Col	Hugh P Marohl	6th Organizational Mainte Sq
Lt Col	Enos L Cleland Jr	6th Field Maintenance Sq
Lt Col	Jesse L Mayo	37th Maintenance Munitions Sq
Lt Col	Jack R Cox	6th Airborne Munitions Mainte Sq
Lt Col	Joseph R Hanlen	6th Air Refueling Sq
Major	Arthur L Bruggeman	Hq Sq 6 SAW

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

ROSTER OF KEY PERSONNEL
January 1963

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

BIBLIOGRAPHY

The January 1963 edition of the History of the 6th Strategic Aerospace Wing and the 6th Combat Support Group was prepared from information gathered from: Visits to staff sections and squadrons of the wing and group; individual histories submitted by the staff sections and squadrons of the wing and group in accordance with SAC Regulation 210-1; various letters, reports, memos, messages, etc; personal interviews; past histories; and from meetings held by and for personnel representing organizations of the 6th Strategic Aerospace Wing and the 6th Combat Support Group.

LIST OF EXHIBITS

1. SO G-11, DAF, 31 Jan 63, Subj: AF Outstanding Unit Award.
2. Average Monthly Strength Report, 24 Jan 63.
3. Ltr., DP to IXO, 6SAW, 12 Feb 63, Subj: Retention Rate for Jan 63.
4. MSG, 6SAW to SAC, ZIPPO 01-457, 31 Jan 63, Subj: Aircraft Availability. (S)
5. MSG, 6SAW to SAC, ZIPPO 01-458, 31 Jan 63, Subj: Aircraft Availability. (S)
6. History, Operational Data, DCO, 6SAW, Jan 63. (S)
7. Amend 1 to 6SAW OPSORD 23-63, 30 Jan 63. (S)
8. 6SAW OPSORD 295-63, "Big Blast," 10 Jan 63. (S)
9. 6SAW OPSORD 19-63, "Great Effort," 15 Aug 62.
10. Appendix I to Annex J, 6SAW OPSPLAN 500-63, Nov 62.
11. 6SAW FRAGORD 300-63, "Straight Shot Kilo," 1 Jan 63. (S)
12. Amend 1 to 6SAW OPSORD 300-63, 10 Jan 63.
13. Amend 2 to 6SAW OPSORD 300-63, 17 Jan 63. (C)
14. Amend 3 to 6SAW OPSORD 300-63, 29 Jan 63.
15. 6SAW Monthly Operations Plan, Feb 63.
16. Commander's Remarks, 6SAW, T-12, 1 - 31 Jan 63. (C)
17. Student Crew Rosters, 4129CCTS, 6SAW, Jan 63.
18. MSG, 15AF to QUEBEC TWO, DOCT 0030, 4 Jan 63, Subj: Tactical Low Level Flying Hour Allocations. (S)
19. Ltr., SAFE to all squadrons, WAFB, Jan 63, Subj: 1962 Government Vehicle Accidents.
20. Ltr., SAFE to C, 6SAW, 7 Jan 63, Subj: Operational Hazard Extracts.
21. History, CHSUP, 6CSG, Jan 63.

22. Rpt., SAC-10-T12, 6SAW, Jan 63, Ballistic Missile Unit Status. (S)
23. MSG, 6SAW to SAC, ZIPPO Q-459, 31 Jan 63, Subj: Missile Status. (S)
24. MSG, 15AF to 6SAW, DCOTM 0054, 7 Jan 63, Subj: ORT Site Change. (S)
25. MSG, SAC to 6SAW, DCOTM 0081, 21 Jan 63, Subj: Atlas "F" Phase III ORT. (S)
26. MSG, 15AF to 6SAW, DOPY 0193, 22 Jan 63, Subj: ORT Site Change. (S)
27. MSG, SAC to 6SAW, DOPLM 00651, 26 Jan 63, Subj: Missile Alert Adjustment. (S)
28. Missile Hazard Report, 579SMS, 65F-1, 6SAW, 4 Jan 63.
29. Missile Hazard Report, 579SMS, 65F-2, 6SAW, 4 Jan 63.
30. MSG, 15AF to VICTOR TWO, DM4CA 0024, 4 Jan 63, Subj: Scheduled Maintenance. (S)
31. MSG, 15AF to VICTOR TWO, DM4CA 0075, 9 Jan 63, Subj: Scheduled Maintenance. (S)
32. MSG, 15AF to VICTOR TWO, DM4CA, 0148, 17 Jan 63, Subj: Scheduled Maintenance. (S)
33. MSG, 15AF to VICTOR TWO, DM4CA 0215, 23 Jan 63, Subj: Scheduled Maintenance. (S)

DEPARTMENT OF THE AIR FORCE
WASHINGTON

SPECIAL ORDER
G-11

31 January 1963

The 6 Strategic Aerospace Wing and component units listed below are awarded the Air Force Outstanding Unit Award for exceptionally meritorious achievement or service in support of military operations from 1 May 60 to 31 May 62:

Hq 6 Strategic Aerospace Wing
24 Bombardment Squadron, Heavy
39 Bombardment Squadron, Heavy
40 Bombardment Squadron, Heavy
6 Air Refueling Squadron, Heavy
6 Field Maintenance Squadron
6 Organizational Maintenance Squadron
6 Armament-Electronics Maintenance Squadron
4129 Combat Crew Training Squadron
37 Munitions Maintenance Squadron
6 Supply Squadron

Hq 6 Combat Support Group
6 Transportation Squadron
6 Combat Defense Squadron
6 Food Service Squadron
6 Civil Engineering Squadron

812 Medical Group

BY ORDER OF THE SECRETARY OF THE AIR FORCE:



CURTIS E. LEMAY
Chief of Staff

R. J. POCH
Colonel, USAF
Director of Administrative Services

DISTRIBUTION
GO

G-11

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

AVERAGE MONTHLY STRENGTH REPORT EXEMPT 7C(1)
 AS OF 24 JANUARY 1963

	ASSIGNED		ATTACHED		PFD		PNFD		TDY	
	OFF	AMN	OFF	AMN	OFF	AMN	OFF	AMN	OFF	AMN
6SAW	100	407	0	0	83	344	0	4	15	38
6ARH	64	39	0	0	49	33	0	0	7	2
6AEM	8	391	0	0	7	326	0	0	0	45
24BH	53	14	0	0	50	14	0	0	3	0
39BH	55	17	0	0	49	14	0	1	4	1
40BH	149	34	0	0	129	30	3	0	7	2
6OMS	8	620	0	0	8	565	0	5	0	20
6FDM	6	685	0	1	5	599	0	7	0	28
37MMS	8	148	0	0	7	130	0	0	1	5
579SMS	153	506	0	0	130	449	1	0	15	31
812MEG	58	156	0	0	53	136	0	1	2	10
4129CCTS	21	67	173	32	192	82	0	0	3	13
6SUP	12	466	0	3	11	405	0	3	0	36
6AMM	3	91	0	0	3	82	0	1	1	3
SAW TOTAL	698	3641	173	36	776	3209	4	22	58	234
6COS	33	210	0	2	28	185	1	2	4	15
6COD	6	471	0	0	6	431	0	6	0	12
6FSR	1	137	0	0	2	115	0	4	0	9
6CEG	5	401	0	2	5	360	0	4	0	11
6TRS	3	188	0	1	3	157	0	1	0	9
6 COS TOTAL	48	1407	0	5	44	1248	1	17	4	56
SATAF	12	5	0	0	12	5	0	0	0	0
511c FTD	1	27	0	2	1	28	0	0	0	1
686AC&W	13	133	0	0	10	111	0	0	0	0
2010 COMM	8	67	0	0	6	57	0	0	2	6
DET 15 9 WEA	5	24	0	0	5	21	0	0	0	0
1033d AUD GEN	1	1	0	0	1	1	0	0	0	0
697 AC&W	11	169	0	0	9	143	0	0	1	9
DET 117	3	19	0	0	2	15	0	0	0	1
OSI	0	4	0	0	0	4	0	0	0	0
ATTACHED TOTAL	54	449	0	2	46	385	1	0	3	17
GRAND TOTAL	800	5497	173	43	866	4842	6	39	65	307

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



REPLY TO
ATTN OF:

DPR/SMSGt Fink/2091

SUBJECT:

Retention Rate for January 1963 and Cumulative for FY63

12 Feb 63

TO: *1X0*

ORGANIZATION	EFF: 1-31 Jan 63				CUMULATIVE FOR FY63				
	FIRST TERM		CAREER		FIRST TERM		CAREER		
	D/R	RATE	D/R	RATE	D/R	RATE	D/R	RATE	
6 ARS	-	-	-	-	-	-	4/4	100%	
24 BS	-	-	1/1	100%	-	-	3/2	66.6%	
39 BS	-	-	1/0	0%	1/0	0%	3/2	66.6%	
40 BS	-	-	-	-	-	-	4/4	100%	
4129 CCTS	-	-	1/1	100%	2/1	50%	5/5	100%	
37 MMS	-	-	4/3	75%	6/1	16.7%	12/10	83.3%	
579 SMS	1/1	100%	5/5	100%	5/3	60.0%	28/28	100%	
6 AEMS	-	-	3/2	66.6%	30/8	26.7%	29/21	72.4%	
6 FMS	1/1	100%	8/5	62.5%	41/12	29.3%	43/33	76.7%	
6 OMS	2/1	50%	5/4	80%	27/7	25.9%	32/25	78.1%	
6 SS	-	-	4/3	75%	12/5	41.7%	39/34	87.2%	
6 SAW	2/2	100%	3/2	66.6%	18/8	44.4%	31/22	71%	
6 AMMS	-	-	1/0	0%	1/0	0%	4/2	50%	
6 SAW TOTAL	6/5	83.3%	36/26	72.2%	143/45	31.5%	237/192	81%	
6 CDS	1/0	0%	4/4	100%	19/7	36.8%	23/22	95.6%	
6 TB	1/1	100%	1/1	100%	1/1	100%	13/9	69.2%	
6 FSS	-	-	4/3	75%	2/1	50%	11/10	79.9%	
6 CDS	-	-	3/2	66.6%	25/6	24%	19/14	73.6%	
6 HB	-	-	2/2	100%	23/7	30.4%	5/5	100%	
6 CBG TOTAL	2/1	50%	14/12	85.7%	70/22	31.4%	71/60	84.5%	
812 Med Op	-	-	1/1	100%	8/3	27.5%	8/7	87.5%	
WALKER AFB TOTAL	8/6	75%	51/39	76.5%	221/70	31.7%	316/259	82%	

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

SECRET

31/0003Z

S E C R E T

FROM: 6SAW

TO: SAC
15AF

SE C R E T / ZIPPO 01-457 / SAC VI AS OF 31/0001Z.

- A. 15AF/KRSW/6SAW
- B. 46 B-52E
- C. 43 B-52E
- D. 43/43
- E. 43
- F. 8/0
- G. 8/0
- H. 16/12/0
- I. 16/12/0
- J. 0
- K. 0
- L. 35/4/26
- M. 01,02,03,04,05,06,07,08
- N. 0
- O. ACFT 56-648 SKYSPEED WALKER.

ACFT 57-018 DESTROYED BY CRASH

ACFT 56-644 GROUNDED, DEPOT MAINT REQUIRED ON CRACKED WINGS,
TOC 1B52-1523

40TH BOMB SQDN 27 CREWS ASSIGNED 26 CREWS USABLE. CREW S 67
INVOLVED IN CRASH OF 57-018.

2 1

S E C R E T

SECRET

SECRET

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31/0006Z

S E C R E T

FROM: 6SAW

TO: SAC
15AF

S E C R E T / ZIPPO 01-458 / SAC VI AS OF 31/0001Z.

- A. 15AF/KRSW/6AREFS
- B. 21 KC-135A
- C. 21 KC-135A
- D. 29/29
- E. 29
- F. 0
- G. 0
- H. 0
- I. 0
- J. 0
- K. 0
- L. 21/A/22
- M. 0
- N. 0
- O. N/A

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S E C R E T

SECRET

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



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

SECRET

SUBJECT: Historical Report

TO: DCOT (HISTORIAN)

1. During the month of January 1963, the 6th Strat Aerospace Wing flew a total of 1861:00 hours (B-52E), this was accomplished in 238 sorties. Of the above total the 24th and 39th Bomb Squadron flew a total of 1149:00 hours, in 150 sorties of which 35:27 hours were low level. The 40th Bomb Squadron (also included in the above total) flew 712:00 hours in 88 sorties, of which 93:10 were low level. The 6th Air Refueling Squadron flew a total of 1478:30 hours in 202 sorties for the month of January 1963. As of 2400 MST 31 January 1963 the 6th Strat Aerospace Wing had a total of 44 Combat Ready Crews and no Non-Combat Ready Crews. The 6th Air Refueling Squadron had a total of 29 Combat Ready Crews and no Non-Combat Ready Crews. (S)
2. One Officer and two Airmen assigned to the Statistical Reports Branch as of 31 January 1963. (U)

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

COPY NO 1 OF 6 COPIES

DOWNGRADED AT 5 YEAR INTERVALS;
DECLASSIFIED EVERY 10 YEARS
DOD E.O. 13526

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DCOAH 3-002

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



REPLY TO
ATTN OF: DCOTP/Captain McClure/2180-Drop 33

SUBJECT: Amendment 1 to 6th Strategic Aerospace Wing
Crew Flimsy 23-63 dated 1 October 1962

30 January 1963

TO: 15AF (DOOC) 47 Strategic Aerospace Div

1. Attached is Amendment 1 to 6th Strategic Aerospace Wing Crew Flimsy 23-63 dated 1 October 1963. (U)

2. Pen and Ink changes: (U)

a. Page iv, paragraph 4: Change title to read "PRIMARY OFFICE OF RESPONSIBILITY." (U)

b. Page 1, under Task Organizations: Change "Lt Col D. E. Savidge" to read "Lt Col W. C. Manicom". Also change "Lt Col D. R. Calof" to read "Lt Col H. P. Marohl". (U)

c. ANNEX "B", page 3, paragraph 4a(1)(e)1: Change 108,400 to read "106,700". (U)

d. ANNEX "B", page 3, paragraph 4a(1)(e)2: Change "98,000" to read "94,800". (U)

e. ANNEX "B", Appendix 4, pages 2 and 3, paragraphs 1a(4)(a)3 and 1a(5)(a)3: Delete "SACRAF, Elmendorf, Alaska". (U)

f. ANNEX "B", Appendix 9, page 1, paragraph 2: After "Reporting points" delete the remainder of the sentence reading: "are attached to Form 121 in this annex", and add "and timing sheet will be given to crews prior to flight". (U)

g. ANNEX "B", Appendix 9, page 4, paragraph 15a: Where sentence reads "Number two aircraft", change to read "Number one aircraft". (U)

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


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Copy # 10 of 87 copies.

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OFFICIAL:


John W. Swanson

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

1 Atch:
Amend 1, 6SAW Crew Flimsy 23-63,
30 January 1963. SECRET

Copies to:
DCO, DCOT 3, DCCE, DCOP, DCOC,
DCOTAW, DCOI, DCOIT, DCM 2, DCOTBO,
IXO 4, 4OBS 35, 24BS 10, 39BS 10,
6AES 2, 6OMS 2, 6FMS 2, 37MMS, 6FSS,
Det 15-9 Wea, DCOAM 2, 201OCS,
686AC&W, DSUP. Total 87

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ENTRY AND DESTRUCTION CERTIFICATE		PAGE NR	NR OF PAGES	CONTROL NR
		1	1	
SECTION I - ENTRY AND DESTRUCTION DATA				
<small>FROM: (Hq and Staff Agency) (To be filled in only when certification required by originator)</small>	2. DOCUMENT Amendment 1 to 6SAW Crew Flimsy 23-63 dated 1 October 1962.			
3. SECTION(S) AMENDED	4. ENTER PAGE(S)	5. REMOVE PAGE(S)		
Letter of Transmittal	1			
SAC Form 20	1			
ANNEX "B"	5, 6	5, 6		
APPENDIX 3	1, 2, 3, 4, 5, 6	1, 2, 3, 4, 5, 6, 7		
APPENDIX 5	1, 2	1, 2, 3		
APPENDIX 6	1, 2, 3	1, 2		
APPENDIX 9		5, 6, 7		
ANNEX "C"	3, 4, 5, 6,	3, 4, 5, 6		
SECTION II - CERTIFICATE OF ENTRY				
6. I CERTIFY THAT PAGES LISTED IN ITEM 4 HAVE BEEN ENTERED IN COPY NUMBER _____ OF BASIC DOCUMENT.				
Pages listed in Item 5 have been removed and destruction is authorized by Paragraph 230209, AFM 161-5.				
7. DATE	8. ORGANIZATION AND OFFICE	9. SIGNATURE (Individual making certification)		
SECTION III - RECEIPT				
I ACKNOWLEDGE RECEIPT FOR PAGES LISTED IN ITEM 5.	10. DATE	11. OFFICE	12. SIGNATURE AND GRADE	
SECTION IV - CERTIFICATE OF DESTRUCTION				
I CERTIFY THAT PAGES LISTED IN ITEM 5 HAVE BEEN DESTROYED IN ACCORDANCE WITH AFR 205-1.				
13. SIGNATURE	14. SIGNATURE		15. DATE DESTROYED	
16. TYPED/STAMPED NAME AND GRADE	17. TYPED/STAMPED NAME AND GRADE		18. CERTIFICATE NR	

ENTRY AND DESTRUCTION CERTIFICATE		PAGE NR	NR OF PAGES	CONTROL NR
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3. SECTION(S) AMENDED Letter of Transmittal SAC Form 20 ANNEX "B" APPENDIX 3 APPENDIX 5 APPENDIX 6 APPENDIX 9 ANNEX "C"	4. ENTER PAGE(S) 1 1 5, 6 1, 2, 3, 4, 5, 6 1, 2 1, 2, 3 3, 4, 5, 6,	5. REMOVE PAGE(S) 5, 6 1, 2, 3, 4, 5, 6, 7 1, 2, 3 1, 2 5, 6, 7 3, 4, 5, 6		
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13. SIGNATURE		14. SIGNATURE		15. DATE DESTROYED
16. TYPED/STAMPED NAME AND GRADE		17. TYPED/STAMPED NAME AND GRADE		18. CERTIFICATE NR

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j. Fuel log procedures. In order to reduce the time the pilots must spend in maintaining the flight fuel log, only minimum entries need be accomplished. (U)

(1) A complete entry will be made before engine start, initial level off, and prior to entering a new flight phase, such as aerial refueling, descent, endurance, etc. (U)

(2) When an unusual flight situation arises or the "How Goes It" curve deviates excessively from the predicted or a fuel system malfunction occurs, complete log entries will be made at hourly intervals until the condition clears. (U)

(3) During prolonged cruise in a particular flight condition, record only time and fuel remaining (totalizer at each two-hour interval). (U)

k. Only crew members of numbered SAC crews will occupy seats during takeoff, refueling, and any other critical areas on flight. Qualified IP's, IN's in B-52 aircraft may supplement the crew. (U)

l. Degradation policy. Aircraft that do not have all systems operating will not be launched. (U)

(1) Late takeoffs may be made up to a maximum of 30 minutes. Delays in excess of this are permissible, providing aircraft can make the ARCP within 15 minutes. Individual hard altitude flight plans must be filed with ARTC. (U)

(2) Aircraft scheduling will be in accordance with SACR 60-9. Spare aircraft will not be scheduled or provided. (U)

m. Mission planning: (U)

(1) The Offutt Global Weather Central will provide daily wind forecasts. To facilitate use of Electronic Data Processing Machine (EDPM) forecasts, winds will be provided for each leg of the master flight plan. (U)

5. AIR TRAFFIC CONTROL: (U)

a. Instrument training areas. An instrument training area has been established to provide practice and for use in making the departure control

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point 41 is good. The 6th Strat Aerospace Wg instrument training area is bounded by the following points. (U)

APA 209/96
APA 200/98 (U)

As soon after takeoff as is possible, the crew will contact the Operations Center and coordinate their departure time from CVS 337/07, i.e. If an early departure is planned, it must be coordinated with the center. (U)

5. EMERGENCY PROCEDURES. (U)

a. It is imperative that all personnel participating in any facet of this operation be fully cognizant of the importance of its safe conduct. Whenever a condition arises which necessitates actions out of the normal, full consideration will be given to the utilization of all available technical facilities. If immediate specific actions must be taken due to the nature of the situation, the best judgement must be exercised that will not jeopardize the safety of the mission. 15AFM 55-3 will be strictly adhered to, and will be aboard each aircraft for ready reference. (C)

b. Loss of engine. (See 15AFM 55-3, Section D.) Aircraft will proceed with refueling with reduced power only when necessary to reach a suitable alternate. (U)

c. Loss of IFF/SIF. Aircraft with inoperative IFF/SIF will continue on the "Chrome Dome" mission and employ voice procedures with correct authentication to establish identification with GCI sites. (U)

d. Loss of HF radio. (See 15AFM 55-3, Section D.) Loss of HF radio and fuel situation dictates "Low Road" route, abort the mission, obtain clearance for reverse track to a suitable ZI SAC base, Thule AB or nearest suitable alternate in that order. (U)

e. Loss of UHF and HF radios. (See 15AFM 55-3, Section D.) Aircraft that have lost all communication and fuel dictates an abort will:
(1) Proceed on primary route, execute emergency and/or distress procedures and land Thule AB. (2) If weather determines Thule AB to be an unsuitable alternate, the flight crew will execute emergency and/or distress procedures, reverse track, maintain VFR on top if possible or 2000' vertical separation "Chrome Dome" altitudes and proceed to nearest suitable base. (U)

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APPENDIX 5
ANNEX B
6SAW CREW FLIMSY 23-63
WEATHER

2. MISSION PLANNING INSTRUCTIONS: Detachment 15, 9th Weather Squadron will provide: (U)

a. Forecast Drift Correction Angles (DCAN) and wind factors (WFTR) for each wind leg, plus wind factor summaries as received twice daily from the Global Weather Central via facsimile. This forecast wind data will be used on all legs. (U)

b. Climatological and forecast wind data by leg numbers. (U)

2. WEATHER SUPPORT: Detachment 15, 9th Weather Squadron will provide weather support in accordance with SACM 105-1 and the following instructions: (U)

a. The unclassified air refueling area forecasts which are routinely prepared and transmitted by the March and Westover Forecast Centers, will be used for all refueling area forecasts. (U)

b. The facsimile products received from the Global Weather Central, with valid period closest to flight time, will be used for preparing the chart portions of the flimsies. These facsimile products will not be altered. (U)

c. Amendments to air refueling, destination, and alternate forecasts will be relayed to the 6th Strategic Aerospace Wing Command Post. Upon request of the Command Post, other weather information and forecasts will be provided. (U)

d. Provide weather briefings as required. Flimsies and wind data will be distributed at pre-takeoff briefings. (U)

3. COMBARS:

a. Routine COMBARS will be recorded at 0000Z, 0600Z, 1200Z and 1800Z. During 1/8 concept the number two aircraft of the cell will take the observations. (U)

b. Special COMBARS in the complete COMBAR format will be recorded by each crew whenever contrails, severe turbulence or unforecast wind situations are encountered. COMBARS will be taken at the beginning and ending of these phenomena. For example, a COMBAR will be accomplished each time turbulence

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begin and another at the time turbulence ceases. When turbulence and contrails are observed in climb or descent, the upper and lower limits will be accurately entered in "altitude (hundreds of feet MSL)" on the form. (U)

c. As soon as practicable after recording, all COMBARs will be transmitted by SSB in accordance with Annex C. Coordinates will be included as a portion of each COMBAR. (U)

d. COMBAR (AWS Form 81) forms will be unclassified. They will be turned in at postflight to the Base Weather Station who will review and evaluate them. (U)

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HEADQUARTERS 6TH STRATEGIC AEROSPACE WING
Walker Air Force Base, New Mexico
30 January 1963

APPENDIX 6

ANNEX "B"

6SAW CREW FLIMSY 23-63

AIR REFUELING

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

a. Black Goat: (U)

(1) The first refueling will be on the Black Goat refueling track. Maximum gross weight at end air refueling is 438,000 pounds. (U)

(2) ARCT times and elapsed time to end air refueling will be reflected on the 1a and 1b's for the current month. New 1a and 1b's will be reproduced on a monthly basis to be inserted in this crew flimsy as a temporary amendment. On receipt of the new monthly flight plans, remove and destroy the old set of plans and insert the new flight plans in the crew flimsy. (U)

b. ARCT

ARCP	43-41N 68-30W
C/R Plan	ANDY GOLF
True Course	122°
Altitude	31,000 feet
On-load	113,000 pounds
End A/R	41-31N 64-00W
Time on Track	(S)

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

(1) If the tanker is delayed or not available upon arrival at the "Black Goat" ARIP clearance will be obtained through FAA to orbit the ARIP. Contact will be established with Fifteenth Air Force Command Post through SSB or UHF phone patch through Dow Command Post (Primary) or Pease Command Post (Secondary), advising Fifteenth Air Force of lack of tanker. Guidance will be provided by Fifteenth Air Force Command Post. If orbit extends beyond 15 minutes, a new clearance must be

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obtained through FAA/ICAO facilities prior to continuing on course. If delay is experienced, every effort will be made to return to scheduled route times as soon as possible. Until return to scheduled times, aircraft will be operating on an individual clearance. (S)

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

b. Cold Coffee: (U)

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

ARCT	
ARCP	67-00N 143-00W
C/R Plan	ANDY KILO
True Course	180°
Altitude	30,000 feet
On-load(1/16)	124,000 pounds
On-load(1/8)	62,000 pounds
End A/R	63-00N 143-00W
Time on Track	(S)

Required fuel in tanks to insure a 20,000 pound fuel reserve at destination is: (U)

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From NC 22 to NC 26 to Walker via the CHROME DOME Route 85,000 lbs.
From NC 22 to Namo AB (Direct Route) 53,000 lbs.
From NC 22 to Larson AFB (Direct Route) 58,000 lbs.
From NC 22, the mininum fuel to fly route is 130,000 pounds. (U)

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- (a) One between 47°N and 60°N. (U)
- (b) One north of 40°N. (U)
- (c) One on coast into Alaska. (U)
- (d) One prior to (or just after) coast out from Alaska. (U)

5. AIRBORNE RADIO LOGS. Radio logs will be maintained by crews and will reflect the minimum requirements contained in this Annex. Overprinted logs will be provided the crews. The 47AD Form 13 lists frequencies, relay instructions, station to call, tactical report required, such as, Ops normals, Combars, etc. Detailed explanations in the radio log are required for each minimum requirement not obtained, and constructive comments are encouraged. (U)

6. AUTHENTICATION AND AIR OPERATIONS CODE: (C)

a. KAA-29/TSEC and KAA-38/TSEC will be used for air/ground/air and point to point challenge, reply, and transmission authentication. Sufficient tables will be issued to cover maximum duration of mission (i.e., airborne alert indoctrination plus EWO requirement). The KAA-38 to be used with non U.S. stations. (C)

b. KAC-72/TSEC will be used to encode classified air/ground traffic. Crews will carry the current KAC-72 and the next effective edition on all flights when no change in effective edition is scheduled during flight. If a change is scheduled during the flight, the crew will carry the current edition and the next two editions. (U)

7. IFF/SIF PROCEDURES. Reference ACP 160, Area supplements and 6th Strat Wing CEI. (U)

- a. In the ZI squawk as directed. (U)
- b. From ZI coast out to 84-30N and 60W, squawk in accordance with NORAD chart contained in the 6th Strat Wing CEI. (C)
- c. Place SIF/IFF on standby at 84-30N and 60W resuming normal operation at 75°N and 137°W. (C)
- d. From 71-15N and 141-00W to the Alaskan boundary, squawk in accordance with the NORAD chart contained in the 6th Strat Wing CEI. (C)

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e. In Alaska squawk in accordance with NARAD/FAA procedures as directed. (U)

f. From Alaska coast-out to continental U.S., squawk in accordance with NORAD chart contained in the 6th Strat Wing CEI. (C)

g. From Coast-in to Walker, squawk FAA/NORAD as directed. (U)

h. In the American Pacific ADIZ and until over the coast, squawk in accordance with the 6th Strat Wing CEI. (C)

B. ENROUTE COMMUNICATIONS: (U)

a. FAA/NOT/ICAO reporting will be in accordance with current flight information publications and as indicated on the form 13 reporting log. (U)

b. Operations Normal Reports will be submitted at the following locations and relayed as indicated: (U)

	<u>Relay to</u>
(1) SGF 281/32	LOWTIDE and 6th Strat Wing (C)
(2) North Country 11	LOWTIDE and 6th Strat Wing (C)
(3) North Country 13 (WHISKEY)*	SAC, 2AF, 8AF, 15AF and 6th Strat Wing (C)
(4) North Country 15	LOWTIDE and 6th Strat Wing (C)
(5) North Country 17	LOWTIDE and 6th Strat Wing (C)
(6) North Country 19 (YANKEE)*	SAC, 2AF, 8AF, 15AF, and 6th Strat Wing (C)
(7) North Country 22 (X-RAY)*	SAC, 2AF, 8AF, 15AF, and 6th Strat Wing (C)
(8) North Country 26	LOWTIDE and 6th Strat Wing (C)
(9) SAC Point Zulu (ineffective)*	SAC, 2AF, 8AF, 15AF, and 6th Strat Wing (C)
(10) North Country 32	LOWTIDE and 6th Strat Wing (C)
(11) North Country 35	LOWTIDE and 6th Strat Wing (C)

*In transmission, identify position as Whiskey, Yankee, X-Ray, and Zulu. (C)

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c. COMBAR Reportings: (U)

(1) COMBAR's will be recorded by crews at the times indicated: (U)

(a) 0000Z (U)

(b) 0600Z (U)

(c) 1200Z (U)

(d) 1800Z (U)

(2) A special COMBAR will be recorded whenever encountering severe turbulence or extreme winds are not forecast--including and/or velocity or any other hazardous weather phenomenon. (U)

(3) COMBAR's will be transmitted via SSB as soon as practicable after recording. Crews will enter latitude and longitude on the COMBAR Form (AWS Form 81). COMBAR's will be addressed to SAC, 2AF, 8AF and 15AF using multiple SACAD. (U)

(4) Coordinates will be transmitted for special COMBAR's. (U)

d. BMEWS monitor procedures. All aircraft will be responsible for surveillance of the Thule Greenland BMEWS within radar or visual sight of the BMEWS site. Surveillance will be in accordance with the following. (U)

(1) Reports nickname "Flight Post" is assigned reports submitted in accordance with these procedures. (U)

(2) Reports submissions: (U)

(a) An operations normal report will be submitted at the time the aircraft first arrives within radar and/or visual range and UHF contact is made with the site at Thule and upon leaving radar/or visual range of Thule. (C)

(b) Immediately after receipt of a call from the Forward site Surveillance Officer (FFSO) that he has lost all rearward communications. (S)

(c) Immediately whenever a NUDET (any large flashes that may be observed) or any other significant or unusual event is observed in the vicinity of Thule. (S)

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(3) Report address. All "Flight Post" reports will be addressed to SAC Command Post (Drop Kick). (C)

(4) Communications means: (C)

(a) SAC Short Order - Primary. (C)

(b) SAC Commander's Net - Secondary. (C)

(c) UHF to Dowling, DOF, SAC Command Post or W/F to AFCS facilities are tertiary means. (C)

(5) Communications routing: (U)

(a) If SAC Short Order or Commander's Net System is used, contact Migrate or Sky High Control. Request phone patch to Drop Kick. If unable to patch, request the ground station relay through unit Command Post. (U)

(b) If EORAD or AFCS facilities are used, request ground station to relay to Drop Kick. (U)

(c) If a SAC Command Post is contacted, request controller relay to Drop Kick. (U)

(6) Report precedence: (U)

(a) If a nudet is observed or suspected, report will contain a communications precedence flagword of "Fast Reight." (S)

(b) Communications outage or attack information will carry a precedence of "Fast Freight." (S)

(c) If the report is other than (1) or (2) above it will contain a precedence of operational emergency. (S)

(d) A STN priority three will be used when passing "Flight Post" reports on the SAC Telephone Net (STN). (U)

(7) Nudet or other incident: (U)

(a) Aircraft tactical call sign. (U)

(b) Report flag word - Flight Post, Fast Freight, etc. (U)

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ANNEX C

6SAW CREW FLIMSBY 23-63

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MISSION LIGHT PLAN		D. O. AND NICKNAME		UNIT	TYPE ACFT	ARLE	CELL CALL	REMARKS
		HEOME DEANE		6 SAW	BT-7			FEBRUARY 1963 16 POSTURE CR
POUNDS				POUNDS				RUNWAY 14400
ACFT BANC	174,000	#9		WEIGHT	17,000			CRITICAL ALTITUDE
CREW	1790			ANNNO	780			3400 13000 380410
OIL	986	SPECIAL		WATE-AID	2500			CRITICAL FUEL LENGTH
ATO				STATIC WET	434786	NO FULL AFD REQUIRED		CRITICAL AIR
RACK	800			START ENGINES AND TAXI FUEL ALLOWANCE	4000	NO EMPTY AFD REQUIRED		12300
EXT TANKS WEIGHT (2500LW)	2590			TAKE-OFF WET GROSS	430766	AFD FIRING SPEED		11350 152
MISCELLANEOUS	450			TOTAL FUEL	235000			CRITICAL WIND COMPONENT
CHAFF	1000							1ST LEG 2ND LEG 3D LEG
OPERATING	181566							

PRE-FLIGHT PLAN

FROM WALKER AFB		FLT COND	T. C.	WIND D/V		T. H.	VAR	M. H.	TEMP		IAS	T. A. S.	G. S.	GND DIS	TIME	AIR DIS		ETA	FUEL FLIGHT PLAN	
ROUTE				DRIFT					ALT	MACH						ACC GND DIS	ACC TIME		ACC AIR DIS	PRED FUEL REMAINING
33-18N-104-32W																		1244	235.0	432.3
SETTOAC		-	-						+5									12	8.8	8.8
LEVEL - OFF		CL	348	260/35		343	-12	331	27.0	280	400	396	195	116	18	117	13	47	226.2	423.5
LAS VEGAS FOR																				
35-24N-105-08W		CR	✓	260/45		342	✓	330	✓	.73	425	422		39	106	39	13	05	214.8	412.1
LEVEL - OFF		CL	135	260/55		141	-12	129	33.0	280	440	470		50	106	42	13	17	210.3	407.6
34-30N-103-20W		CR	✓	+		141	✓	129	330	.77	444	475		79	110	74	13	27	206.9	404.2
ORBIT																				
DEPART																				
34-30N-103-20W									330	250	420			119	117	119	13		5.4	5.4
TP														413	1:00	401	44		201.5	398.8
36-26N-98-02W		CR	064	+46			-11		330	.77	444	490		284	.35	258	14		11.5	11.5
TP														697	1:35	659	19		190.0	387.3
36-45N-97-10W		CR	065				-10		330	✓	444	490		46	1:05	37	14		1.6	1.6
TP														743	1:40	696	24		188.4	385.7
37-21N-94-01W		✓	073				-8		330	✓	✓	490		158	1:20	146	14		6.4	6.4
TP														901	2:00	842	44		182.0	379.3
36-01N-87-51W		✓	078				-6		330	✓	✓	490		200	.24	177	15		7.6	7.6
TP														1101	2:24	1019	08		174.4	371.7
38-22N-85-01W		✓	081				-4		330	✓	✓	490		200	.25	184	15		7.8	7.8
TP - ORB - 146000														1301	2:49	1203	33		166.6	363.9
38-12N-84-00W		✓	106				-1		330	✓	✓	490		80	1:10	74	15		3.1	3.1
TP														1381	2:54	1277	43		163.5	360.8
39-37N-79-52W		✓	066				+3		330	✓	✓	490		210	.25	184	16		7.7	7.7
TP														1591	3:24	1461	08		155.8	353.1

SAC FORM 18 APR 60 18 FC 2720 AMPLIFICATION APPENDIX 3 APPX B

6 SAW CREW Flimsy 23-63 1 OCTOBER 1962 DCGT 62-648

63-45

MISSION FLIGHT PLAN - CONTINUATION SHEET

FROM 39-33N-79-52W ROUTE	FLT COND	T.C.	WIND D/V DRIFT	T.H.	VAR	M.H.	TEMP	IAS	T. A. S.	G. S.	1591	3:24	1461	ETA	FUEL FLIGHT PLAN	
							ALT	MACH			ACC GND DIS	ACC TIME	ACC AIR DIS		PRED FUEL REMAINING	GROSS WT
NC-10											112	:14	103	16	155.8	353.1
40-00N-77-30W	CR	075			+6		330	.77	444 +29	473	1703	3:38	1564	22	151.6	348.9
41-54N-75-20W	-	040			+9		330	-	-	473	150	:19	140	16	5.7	5.7
NC-11											1853	3:57	1704	41	145.9	343.2
43-45N-73-03W	-	041			+13		330	-	-	473	150	:20	148	17	5.9	5.9
ARIP S/D											2003	4:17	1852	01	140.0	337.3
44-55N-71-32W	-	042			+16		330	-	-	473	96	:12	89	17	3.5	3.5
L/O											2099	4:29	1941	13	136.5	333.8
44-45N-71-05W	DS	117			+18		290	-	-	473	21	:02	15	17	.4	.4
ARCP											2120	4:31	1956	15	136.1	323.4
43-41N-68-30W	CR	119			+18		310	-	-	473	129	:17	126	17	5.5	5.5
NC-13 END AR S/C											2249	4:42	2082	32	130.6	327.9
41-31N-64-00W	AR	122			+19		310	255	400 +25	425	237	:33	244	18	14.8	14.8
											2486	5:21	2326	05	115.8	313.1
ON-LOAD															113.0	113.0
L/O															228.8	426.1
41-43N-63-30W	CL	062			+20		330	280	444 +38	482	25	:04	30	18	1.9	1.9
43-57N-57-38W	CR	061			+23		330	.77	444 +38	482	2511	5:25	2356	09	226.9	424.2
S/C											291	:36	266	18	12.7	12.7
45-52N-51-21W	CR	065			+26		330	-	-	482	2802	6:01	2622	05	214.2	411.5
L/O											291	:36	266	19	12.4	12.4
45-57N-51-00W	CL	070			+27		350	-	-	482	3093	6:37	2888	21	201.8	399.1
TP-NC-14											15	:02	15	19	1.0	1.0
46-00N-50-50W	CR	066			+27		350	-	-	482	3108	6:39	2903	03	200.8	398.1
50-32N-53-08W	CR	342			+29		350	-	444 -9	435	08	:01	07	19	.3	.3
NC-15											3116	6:40	2910	04	200.5	397.8
55-00N-55-55W	CR	340			+33		350	-	-	435	286	:40	295	20	13.0	13.0
57-31N-57-49W	-	338			+37		350	-	-	435	3402	7:20	3205	04	187.5	384.8
NC-16 S/C											287	:39	288	20	12.2	12.2
60-00N-60-00W	-	336			+40		350	-	-	435	3689	7:59	3493	03	175.3	372.6
L/O											164	:23	170	21	7.0	7.0
60-5N-60-04W	CL	039			+41		370	-	-	435	3853	8:22	3663	06	168.3	365.6
DPCVYR		043									164	:23	170	21	6.9	6.9
64-59N-60-48W	CR	356			+46		370	-	-	435	4017	8:45	3833	09	161.4	358.7
67-30N-61-20W	CR	355			+53		370	-	-	435	15	:02	15	21	1.0	1.0
											4032	8:47	3848	31	160.4	357.7
											284	:39	288	20	11.5	11.5
											4316	9:26	4136	10	148.9	346.2
											152	:21	155	22	6.0	6.0
											4468	9:47	4291	31	142.9	340.2

MISSION FLIGHT PLAN - CONTINUATION SHEET

FROM ROUTE	FLT COND	T.C.	WIND D/V DRIFT	T.H.	VAR	M.H.	TEMP	IAS	T. A. S.	G. S.	428 GND DIS	0:47 TIME	429 AIR DIS	ETA	FUEL FLIC PLAN	
							ALT	MACH			ACC GND DIS	ACC TIME	ACC AIR DIS		PRED FUEL REMAINING	GROSS WT
67-30N-61-20W											468		429	22	142.9	340.2
NC-17		043									151	21	155	21	6.0	6.0
70-00N-62-00W	CR	355			+57		370	77	444	435	4619	10:08	4446	32	136.9	334.2
DPSOND		047							444		180	24	177	23	6.7	6.7
73-00N-62-20W	✓	358			+62		370	✓	+01	445	4799	10:32	4623	16	130.2	327.5
NC-18		059							✓	✓	210	28	206	23	7.6	7.6
76-30N-63-00W	✓	357					370	✓	✓	445	5009	11:00	4829	24	122.6	319.9
81-28N-60-27W	✓	067							✓	✓	300	41	302	00	10.8	10.8
TP		004					370	✓	✓	445	5309	11:41	5131	25	111.8	309.1
82-00N-60-00W	✓	007					370	✓	✓	445	32	104	30	00	1.1	1.1
S/C		060							✓	✓	105	14	103	00	3.6	3.6
83-45N-60-00W	✓	360					370	✓	✓	445	5446	11:59	5264	23	107.1	304.4
NC-19 L/O		060							✓	✓	15	02	15	00	1.0	1.0
84-00N-60-00W	✓	360					390	✓	✓	445	5461	12:01	5279	45	106.1	303.4
82-11N-99-50W	✓	330							444		300	41	302	01	10.4	10.4
		270					390	✓	48	436	5761	12:42	5581	26	95.7	293.0
80-05N-112-47W	✓	330							✓	✓	173	24	177	01	5.9	5.9
TP		230					390	✓	✓	436	5934	13:06	5758	50	89.8	287.1
77-40N-121-00W	✓	217							✓	✓	173	24	177	02	5.8	5.8
		351					390	✓	✓	436	6107	13:30	5935	14	84.0	281.3
75-16N-131-14W	✓	230							✓	✓	203	28	207	02	6.7	6.7
NC-20		350					390	✓	✓	436	6310	13:58	6142	42	77.3	274.6
72-32N-138-30W	✓	220							✓	✓	203	28	207	03	6.6	6.6
NC-20A		351					390	✓	✓	436	6513	14:26	6349	10	70.7	268.0
70-56N-141-35W	✓	213							✓	✓	112	15	111	03	3.5	3.5
TP		352					390	✓	✓	436	6625	14:41	6460	25	67.2	264.5
70-05N-143-00W	✓	210							✓	✓	58	08	59	03	1.9	1.9
ARIP							390	✓	✓	436	6683	14:49	6519	32	65.3	262.6
69-30N-143-00W	✓	180			-36				✓	✓	35	05	37	03	1.2	1.2
ORBIT AS NECESSARY											6718	14:54	6556	32	64.1	261.4
S/D											70	10	74	03	2.3	2.3
68-26N-143-00W	✓	180			-35		390	✓	✓	436	6788	15:04	6630	42	61.8	259.1
ARIP N-21									✓	✓	80	11	81	03	3.0	3.0
67-00N-143-00W	✓	180			-34		300	✓	✓	436	6868	15:15	6711	59	58.8	256.1
NC-22 END OR S/C									422		240	38	267	04	16.7	16.7
63-00N-143-00W	AR	180			-31		300	270	-17	405	7108	15:53	6978	37	42.1	239.4
ON-LOAD															124.0	124.0
															166.1	363.4

MISSION FLIGHT PLAN - CONTINUATION SHEET

FROM DN - LOAD	FLT COND	T.C.	WIND D/V DRIFT	T.H.	VAR	M.H.	TEMP ALT	IAS MACH	T. A. S.	G. S.	7108	15:53	6478	04 ETA	FUEL FLIGHT PLAN	
											GND DIS	ACC TIME	AIR DIS		PRED FUEL REMAINING	GROSS WT
ROUTE											ACC GND DIS	ACC TIME	ACC AIR DIS	39	166.1	363.4
L/O 63-10N-144-28W	CL	284			-29		350	280	444 -36	408	7149	15:59	7022	04 43	2.8	2.8
63-41N-150-54W	CR	283			-28		350	.77	444 -36	408	7325	16:25	7214	05 09	7.7	7.7
NC-28 63-55N-157-30W	CR	277			-24		350	✓	✓	408	7500	16:50	7398	05 32	155.6	352.9
NC-25 59-25N-157-30W	✓	180			-21		350	✓	444 -1	443	7770	17:27	7671	06 11	148.4	345.7
59-56N-149-49W	✓	079			-23		350	✓	✓	443	8005	17:59	7907	06 43	10.5	10.5
NC-26 S/C 60-00N-142-00W	✓	086			-27		350	✓	✓	443	8239	18:31	8143	06 15	8.9	8.9
L/O 59-28N-141-15W	CL	144			-30		390	✓	444 +13	457	8279	18:36	8180	07 30	129.0	326.3
NC-27 55-34N-136-26W	CR	144			-28		390	✓	✓	457	8559	19:13	8453	07 57	8.7	8.7
NC-28 52-42N-133-30W	CR	148			-27		390	✓	✓	457	8760	19:39	8645	07 23	120.3	317.6
50-34N-130-24W	✓	137			-25		390	✓	✓	457	8932	20:01	8807	08 15	2.0	2.0
NC-29 48-22N-127-35W	✓	139			-24		390	✓	✓	457	9104	20:24	8977	08 08	118.3	315.6
47-14N-126-16W	✓	142			-23		390	✓	✓	457	9190	20:35	9058	08 19	9.7	9.7
TP 47-00N-126-00W	CL	142			-22		390	✓	✓	457	9208	20:38	9080	08 12	108.6	305.9
L/O 46-47N-125-25W	CL	119			-22		410	✓	✓	457	9235	20:41	9102	08 25	6.7	6.7
NC-32 46-10N-123-43W	CR	117			-22		410	✓	✓	457	9314	20:52	9183	08 36	101.9	299.2
45-07N-120-28W	✓	114			-21		410	✓	444 +15	459	9464	21:11	9323	08 35	5.5	5.5
NC-33 43-54N-117-20W	✓	116			-20		410	✓	✓	459	9615	21:31	9471	09 10	96.4	293.7
NC-34 42-35N-113-52W	✓	118			-18		410	✓	✓	459	9788	21:54	9641	09 38	5.8	5.8
41-04N-111-11W	✓	126			-17		410	✓	✓	459	9938	22:13	9781	10 57	90.6	287.9
NC-35 39-30N-108-38W	✓	128			-16		410	✓	✓	459	10088	22:33	9929	10 17	2.7	2.7
															87.9	285.2
															7.7	7.7
															87.2	284.5
															1.0	1.0
															86.2	283.5
															2.6	2.6
															83.6	280.9
															4.5	4.5
															79.1	276.4
															4.8	4.8
															74.3	271.6
															5.4	5.4
															68.9	266.2
															4.4	4.4
															64.5	261.8
															4.6	4.6
															59.9	257.2

LOW ROAD		MISSION FLIGHT PLAN - CONTINUATION SHEET													FUEL FLIGHT PLAN		
FROM NC-17	FLT COND	T.C.	WIND D/V	T.H.	VAR	M.H.	TEMP	IAS	T. A. S.	G. S.	4619 GND DIS	10:08 TIME	AIR DIS	22 ETA	FUEL FLIGHT PLAN		
ROUTE			DRIFT				ALT	MACH			ACC GND DIS	ACC TIME	ACC AIR DIS		52 PRED FUEL REMAINING	GROSS WT	
70-00N-62-00 W																136.9	334.2
70-57N-76-43 W	CR	348 281	0/0 -10	348 281	+64		36.0	.77	-10	444	434	300 4919	:42 10:50	307	23 34	11.8 125.1	11.8 322.4
71-00N-80-00 W	✓	350 273		350 273				✓	✓	✓	✓	64 4983	:09 10:59	65	23 43	2.5 122.6	2.5 319.9
70-26N-95-06 W	✓	350 262		350 262			✓	✓	✓	✓	✓	300 5283	:42 11:41	307	00 25	11.4 111.2	11.4 308.6
70-00N-100-00 W	✓	353 256		353 262			✓	✓	✓	✓	✓	103 5386	:14 11:55	105	00 39	3.8 107.4	3.8 304.7
71-17N-114-36 W	✓	032 286		032 286			✓	✓	✓	✓	✓	300 5686	:42 12:37	307	01 21	11.0 96.4	11.0 293.7
71-30N-120-00 W	✓	033 276		033 276			✓	✓	✓	✓	✓	104 5790	:14 12:51	105	01 35	3.9 92.5	3.9 289.6
71-06N-135-35 W	✓	032 264		032 264			✓	✓	✓	✓	✓	300 6090	:42 13:33	307	02 17	7.9 84.6	7.9 281.7
S/C 71-00N-137-00 W	✓	034 258		034 258			✓	✓	✓	✓	✓	28 6118	:05 13:38	37	02 22	1.0 83.6	1.0 280.7
L/O 70-57N-137-29 W	CL	029 248		029 248			37.0	✓	✓	✓	✓	10 6128	:01 13:39	11	02 23	.6 83.0	.6 280.1
BARTER ISLE 70-08N-143-32 W	CR	029 248		029 248			✓	✓	✓	✓	✓	130 6258	:18 13:57	133	02 41	4.5 78.5	4.5 275.6
ORBIT AS NECESSARY																	
BARTER ISLE 70-08N-143-32 W	CR						370	.77	444	434		365 6623	:51 14:48	374	03 32	12.4 66.1	12.4 263.2
ARIP 69-50N-143-00 W	✓	307 164		307 164			370	✓	✓	✓	✓	40 6663	:06 14:54	44	03 38	1.4 64.7	1.4 261.8
(JOIN COMMON ROUTE HERE)																	

SAC FORM 18 APR 56

1b FC: 2720

AMENDMENT 1
APPENDIX 3
INDEX

6 SAW CREW RINSY 23-63

1 OCTOBER 1962

DCOT 62-698

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

HEADQUARTERS 6TH STRATEGIC AEROSPACE WING
Walker Air Force Base, New Mexico
10 January 1963

OPERATIONS ORDER

"BIG BLAST"

SERIAL NUMBER 295-63

WARNING PAGE
6SAW OPORD 295-63
10 January 1963

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DCOT 63-37

HEADQUARTERS 6TH STRATEGIC AEROSPACE WING
Walker Air Force Base, New Mexico
10 January 1963

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6SAW OPOD 295-63

10 January 1963

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

ADMINISTRATIVE AND SECURITY INSTRUCTIONS

1. TITLE. (U)

This document is 6th Strategic Aerospace Wing Operations Order to Fifteenth Air Force Operations Order 295-63. (U)

2. EFFECTIVE DATE. (U)

This Operations Order is effective upon receipt and supercedes 6th SAW OPORD 295-62 dated 25 February 1962 and its amendments, which may be destroyed in accordance with AFR 205-1. This operations order will remain in effect indefinitely. (U)

3. NICKNAME. (U)

The overall unclassified nickname assigned this Operations Order is "Big Blast". (U)

4. OFFICE OF PRIMARY RESPONSIBILITY.

The Air Training Branch, DCOTAT, Training Division, Deputy Commander for Operations, Headquarters, 6th Strategic Aerospace Wing is the office of origin. All recommendations for revisions pertaining to this Operations Order will be forwarded to Training Plans. Project Officer is Major M. E. Scharmen, extension 2695 or 2180 and Drop/33. (U)

5. SUPPORTING ORDERS. (U)

This Operations Order was prepared in support of Fifteenth Air Force Operations Order 295-63, 15 September 1962. (U)

6. CLASSIFICATION. (U)

The overall classification of this Operations Order is SECRET. Each paragraph and page is classified according to individual content. Reproducing, extracting, and/or paraphrasing in whole or in part is authorized only when necessary to satisfy actual military requirements, provided the original classification of the affected portion is maintained. This document will be safeguarded and when no longer required, or when superseded, destroyed in accordance with AFR 205-1. Certificate of destruction is not required by this headquarters. (U)

7. SPECIAL HANDLING. (U)

Special handling required--not releasable to foreign nationals except Canadians. (U)

8. AMENDMENTS. (U)

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

9. DEFINITIONS AND ABBREVIATIONS. (U)

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

CONFIDENTIAL

HEADQUARTERS 6TH STRATEGIC AEROSPACE WING
Walker Air Force Base, New Mexico
10 January 1963

6SAW OPORD 295-63

"BIG BLAST"

CHARTS AND MAP REFERENCES: As required. (U)

TASK ORGANIZATIONS: (U)

<u>Organization</u>	<u>Location</u>	<u>Commander</u>
6 Cmbt Spt Gp	Walker AFB, NMex	Lt Col E. H. Clements
24 Bomb Sq	Walker AFB, NMex	Lt Col D. C. Maluy
39 Bomb Sq	Walker AFB, NMex	Lt Col L. McClendon
40 Bomb Sq	Walker AFB, NMex	Lt Col K. J. Green
6 Air Refueling Sq	Walker AFB, NMex	Lt Col J. R. Hanlen
6 Field Maint Sq	Walker AFB, NMex	Lt Col E. L. Cleland, Jr.
6 A&E Maint Sq	Walker AFB, NMex	Lt Col W. C. Manicom
6 Organizational Maint Sq	Walker AFB, NMex	Lt Col H. P. Marohl
Det 15, 9 Wea Sq	Walker AFB, NMex	Lt Col W. E. Schwaderer

1. GENERAL SITUATION. A requirement exists to provide more realistic penetration exercises of NORAD regions. The 6th Strategic Aerospace Wing, in support of Fifteenth Air Force Operations Order 295-63, will conduct multiple aircraft penetrations utilizing maximum ECM activity against the 25th and 28th NORAD Regions. Units of the 801st Air Division (Eighth Air Force) will augment each of these exercises to provide diversified ECM. (C)

a. Friendly Forces: (U)

(1) MATS will provide on call search/rescue support within applicable areas of aircraft movement. (U)

(2) Eighth Air Force will execute, supervise and monitor 801st Air Division preparation and accomplishment of tasks assigned in support of 15AF OPORD 295-63. (U)

(3) 801st Air Division will provide aircraft and crews as designated in support of 15AF OPORD 295-63. (U)

(4) AWS will provide or arrange for weather support of all aircraft movements under provisions of SACM 105-1. (U)

6SAW OPORD 295-63
10 January 1963

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(5) 25th and 28th NORAD Regions: (U)

(a) Will coordinate to provide desired exercise tracks, timing requirements, and take necessary action to assure safe passage of scheduled Fifteenth Air Force aircraft through applicable airspace reservations. (U)

(b) Will assure that all interceptor activity is planned and conducted in accordance with SAC/NORAD Regulation 51-6. (U)

(c) Will insure that separation between aircraft of other participating commands and those of the SAC Force is planned and maintained in accordance with criteria indicated in SACM 55-3. (U)

(6) AFCS will provide communications support within applicable areas of aircraft movement. (U)

b. Intelligence: Normal. For current NORAD air defense order of battle data, see SAC SEIPG Vol 13, U.S. Canada Air Defense Handbook; supplemented by Air Defense Command's AC&W Operational Status Report, RBS: AF-V-20. (U)

2. MISSION. To conduct multiple aircraft penetrations utilizing maximum ECM activity against the 25th and 28th NORAD Regions. (U)

3. TASKS FOR SUBORDINATE UNITS: (U)

a. The 6th Strategic Aerospace Wing will:

(1) Provide B-52 aircraft and crews to participate in these exercises as designated in this operations order. (U)

(2) Designated crews and staff personnel will attend a general briefing at times and location designated by DCCTP. (U)

b. 6th Air Refueling Squadron will: (U)

(1) Provide tanker support as required by individual sorties. (U)

c. 6th Strategic Aerospace Wing Centralized Scheduling will: (U)

(1) Plan and coordinate those segments of the mission not outlined in 15AF OPORD 295-63

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

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

X. GENERAL INSTRUCTIONS: (U)

(1) All operations will be conducted in accordance with peacetime practices. SACM 55-12 applies. (U)

(2) Planning factors: Applicable AFRs, SACRs, SACMs, tactical doctrines, and aircraft technical orders will apply. Special attention is invited to the following: (U)

(a) USAF Regulations 55-44, 55-90, 55-90A, 60-16, and supplements thereto. (U)

(b) SAC/NORAD Regulation 51-6. (U)

(c) SACRs 50-8, 55-12, and 55-18. (U)

(d) SACMs 55-3, 55-8 (series), 55-12, and 100-24. (U)

(3) Fifteenth Air Force unit participation and exercise routes will vary each month dependent upon NORAD desires and unit availability. (U)

(4) HHCL control times may vary for each exercise and will be established in coordination with applicable NORAD Region. (U)

(5) 6th Strategic Aerospace Wing may schedule other training in conjunction with these exercises, providing the validity of the penetration exercise is not jeopardized. (U)

(6) Flying Safety: Although "Big Blast" will be conducted in a realistic environment, flying safety is paramount and will not be sacrificed during planning, execution or any phase of the mission. (U)

4. ADMINISTRATIVE AND LOGISTICAL INSTRUCTIONS: Normal. (U)

5. COMMAND AND COMMUNICATIONS: (U)

a. Command: Normal. (U)

b. Execution, direction, and control: (U)

(1) Fifteenth Air Force Headquarters will execute, direct and monitor these exercises. Execution will be by clear text zipo message. (U)

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

ERNEST C. EDDY
Colonel, USAF
Commander

ANNEX

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

OFFICIAL:

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

DISTRIBUTION:

SAC (DOOPO, DOCO 2, DOWE, IG)
15AF (DOOT, DOOC, DOC, DOTRP, DOW)
47 Strat Aerospace Div

6 Strat Aerospace Wg (DCO, DCOT 3, DCOE, DOOC, DCOI, SAFE, DOW,
24 Bomb Sq 5, 39 Bomb Sq 5, 40 Bomb Sq 5, 6 Air Refueling Sq 2,
6FMS 2, 6OMS 2, 6AEMS 2, Det 15 9 Wea)

6 Cmbt Spt Gp (IXO 4)

Total 50

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Walker Air Force Base, New Mexico
10 January 1963

ANNEX "A"

TO

OPERATIONS ORDER 295-63

AIR OPERATIONS

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AIR OPERATIONS

1. GENERAL: (U)

a. Penetration exercises will be scheduled by Fifteenth Air Force for the 6th Strategic Aerospace Wing against tracks penetrating either the 25th or 28th NORAD Regions. (U)

b. Exercise routes will be selected in coordination with respective NORAD Region and will vary for each mission. (U)

c. The 801st Air Division, Eighth Air Force will augment each monthly exercise. (U)

2. TIMING AND TACTICS: (U)

a. 6th Strategic Aerospace Wing aircraft will be prepositioned along HHCL so as to begin designated tracks at established control times. (U)

b. 6th Strategic Aerospace Wing aircraft assigned common routes will deploy along these tracks with an enroute separation of 15 minutes. (U)

3. SCHEDULES: (U)

a. Detailed schedules and requirements will be published by Fifteenth Air Force in quarterly "Frag" Orders. (U)

b. This operations order will reflect 6th Strategic Aerospace Wing participation in these exercises and will provide detailed planning for the individual mission execution. (U)

4. TRAINING: (U)

a. Maximum training is required in conjunction with these exercises providing there is no degradation of mission objectives and requirements of this order. (U)

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b. 6th Strategic Aerospace Wing Current Plans, in conjunction with 6th Strat Wing Centralized Scheduling, will coordinate mission requirements and training as outlined in 15AF OPORD 295-63 and applicable annexes of SACR's 50-8 and 51-19. (U)

c. SACR 50-8 "Big Blast" credit, where applicable, will be given to each crew completing the penetration portion of this exercise. (U)

d. Other training accomplished in conjunction with these exercises will be credited as outlined in applicable annexes to SACR 50-8 and 51-19. (U)

5. AIR TRAFFIC CONTROL: (U)

a. 6th Strategic Aerospace Wing Current Plans will process and submit altitude reservation flight plans (SAC Forms 121 and 121a) in accordance with Chapter 3, SACM 55-3, for portion of mission from departure base to end of penetration routes. (U)

(1) An FAA/JCS priority seven is assigned to these missions. (U)

(2) Route conflicts with other "Big Blast" activity will be resolved at Headquarters, Fifteenth Air Force prior to submission of SAC Forms 121. (U)

(a) Draft form flight plans and altitude reservation flight plans will be presented either by Current Plans or Centralized Scheduling during Fifteenth Air Force RBS/Refueling Conference for the month preceding scheduled exercise. (U)

(b) Where routes cross vertical separation will apply as follows: (U)

1. Within units--1,000 feet between all sorties. (U)

2. Between units--2,000 feet between all sorties. (U)

b. Individual standard DD Form 175's will be used from end of penetration routes to individual landing bases. (U)

(1) The nickname "Big Blast" will be entered in the DD Form 175 and will prefix item C, route to be flown, as follows: "Big Blast", BAR call sign, ALTRV to (to point where ALTRV ends), IFPPF, followed by route to be flown. (U)

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(2) The following statement will be included in the Remarks Section of the DD 175: "Do not pass to (25th/28th, whichever is applicable) NORAD Region radar; Big Blast." (U)

(3) The following statement will be included on SAC Form 207: "ECM activity will be conducted from (list coordinates) along penetration route to (list coordinates) in the following bands: (as applicable)." See Appendix 7, Annex "A". (U)

6. MISSION PREPARATION: (U)

a. Crews will study, prepare and become familiar with this operations order and appropriate procedures before execution for the exercise. (U)

b. The H-hour control line will always be assigned a control time and will be made good at times indicated on SAC Forms 1a and 1b. See Crew Flimsy distributed prior to each scheduled "Big Blast" exercise. (U)

(1) All other applicable assigned control times will be accomplished within established tolerances. (U)

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

d. Air refueling requirements will be accomplished in accordance with the SAC Tactical Doctrine and flight manual. (U)

e. Celestial and low altitude navigation requirements will be as outlined in SACR's 50-4 and 50-8. (U)

f. ECM and gunnery requirements are outlined in Appendix 7, Annex "A". (U)

8. PARTICIPATION OF CREWS: (U)

a. Either combat ready or non-combat ready crews may participate in this exercise. However, combat ready crews are desired. (U)

b. CCTS crews may participate in this exercise if accompanied by an instructor pilot, navigator/radar navigator, and Electronics Warfare Officer. (U)

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9. SAFETY OF FLIGHT: (U)

a. These missions will be flown using peacetime practices with flying safety the primary consideration. (U)

- (1) Danger areas will be avoided. (U)
- (2) High-density traffic areas will be avoided. (U)
- (3) Assigned altitudes will be maintained. (U)

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Walker Air Force Base, New Mexico
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APPENDIX 1

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ROUTE PICTURES

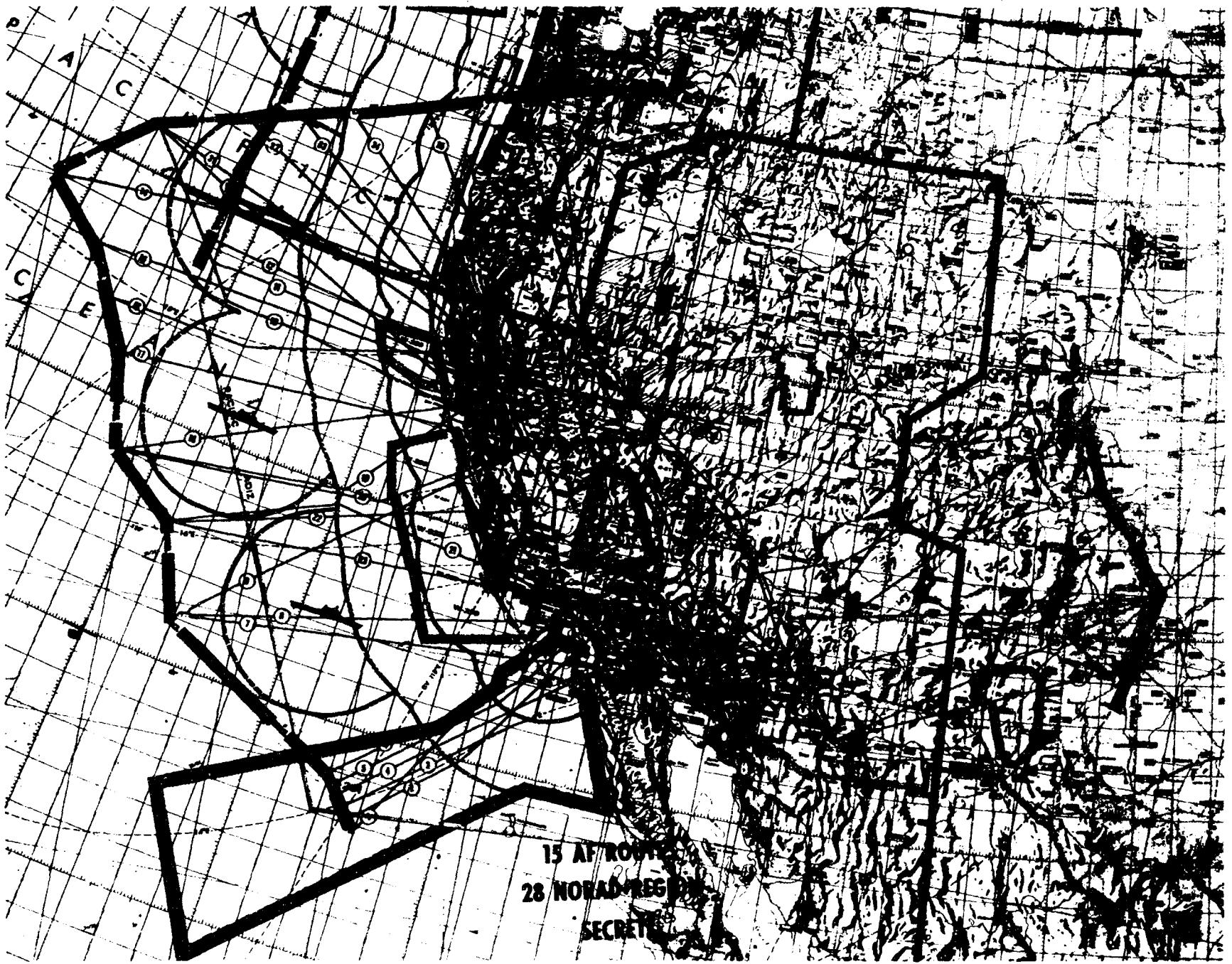
15AF 25th and 28th NCRAD REGION

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SECRET





15 AF/ROU
28 NORAD/REG
SECRET

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ANNEX "A"

TO

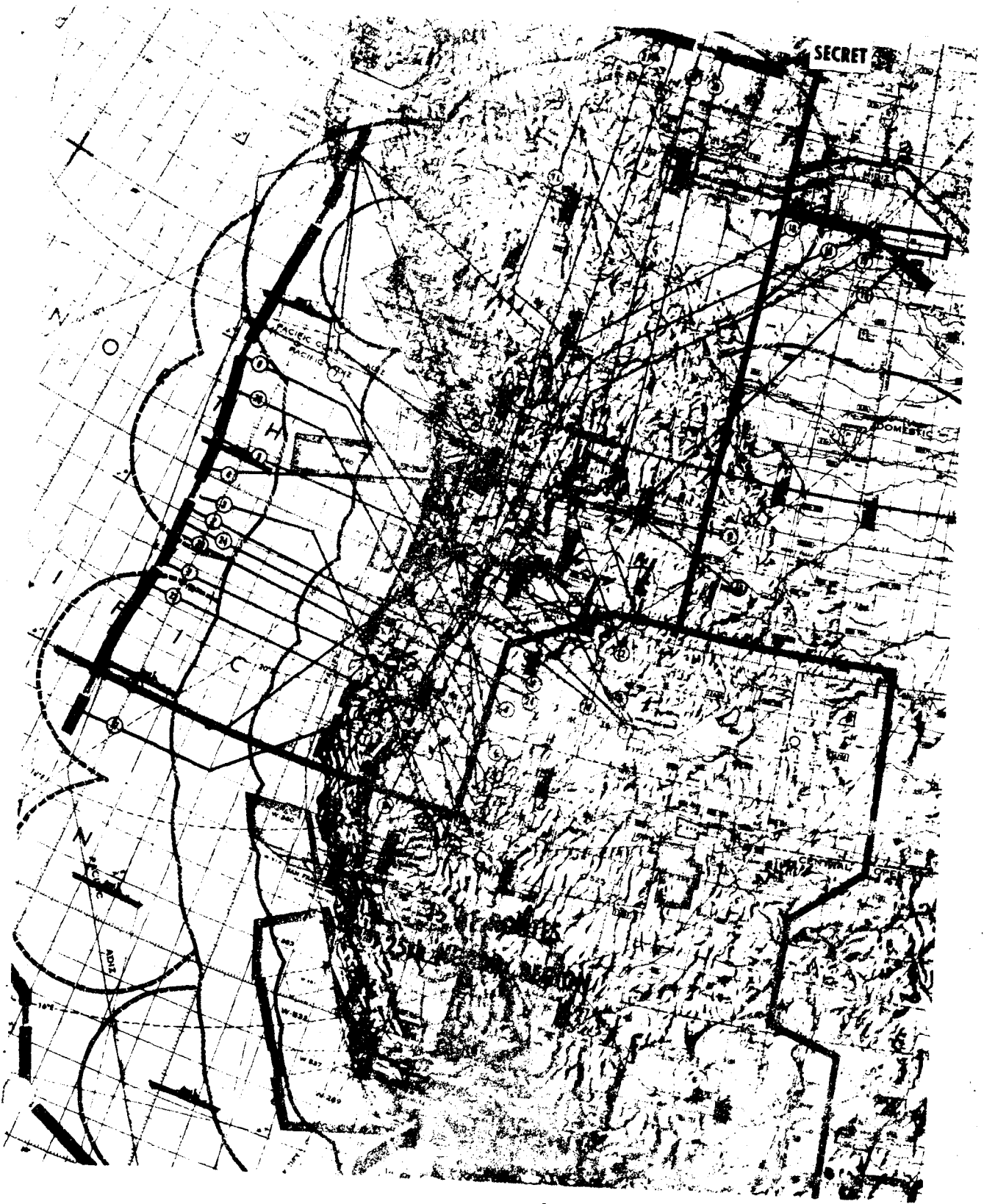
OPERATIONS ORDER 295-63

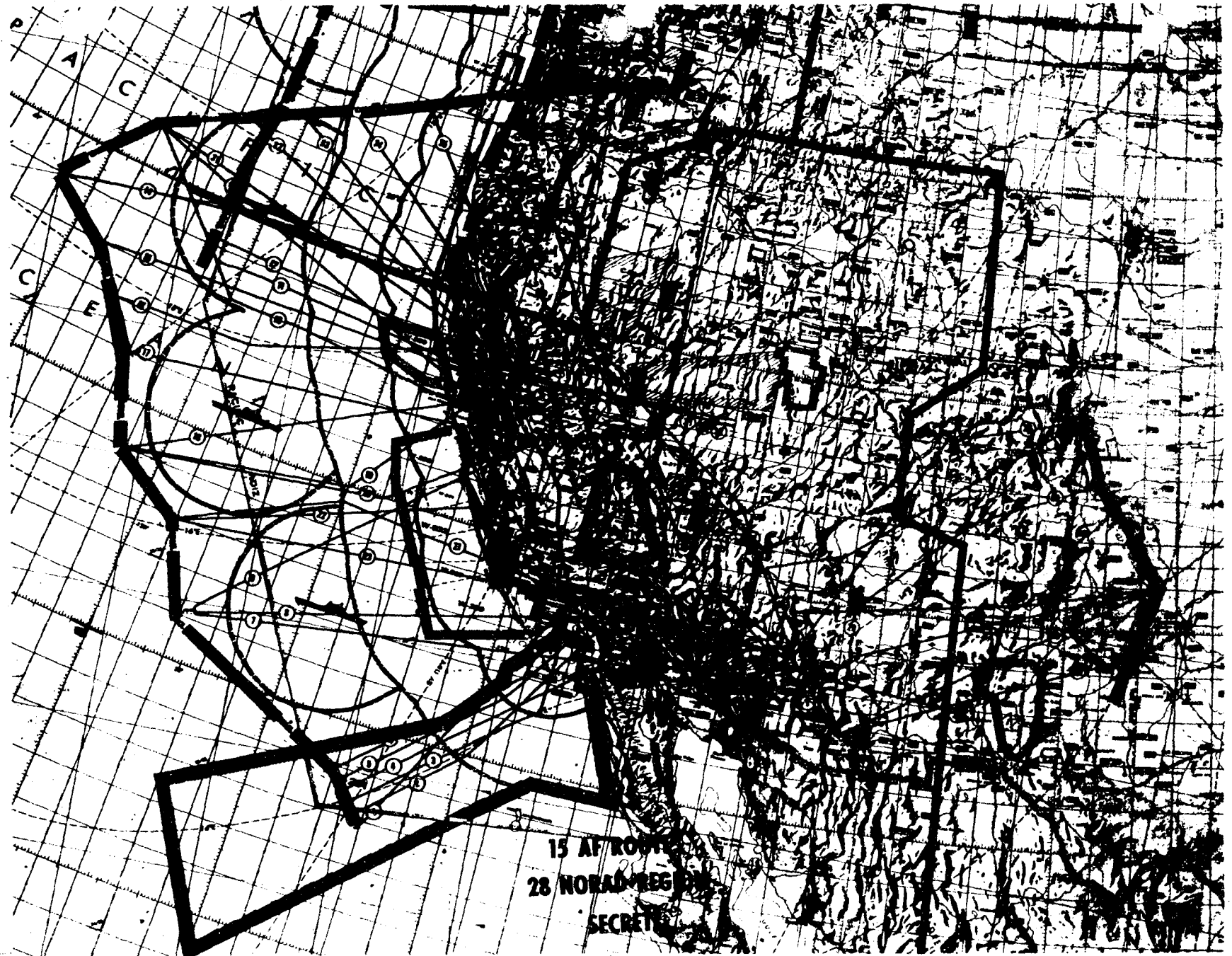
FLOW CHART

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15 AF ROUTE
28 NORAD REG
SECRET

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FLOW CHART

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FLOW CHART

(TO BE USED WHEN APPLICABLE)

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APPENDIX 3

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FLIGHT PLANS

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FLIGHT PLANS

1. Monthly SAC Forms 1a and 1b (Flight Plans) and SAC Forms 121 and 121b (Altitude Reservation Flight Plans) will be given to participating flight crews 2 weeks prior to scheduled mission. (U)
2. Performance data will be shown on current Form 1a. (U)
3. All missions are planned to exceed a 1 in 12 planning factor for fuel reserves. (U)

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APPENDIX 4

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REPORTS

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REPORTS

1. GENERAL: Reports will be submitted in accordance with SACM 55-8 series. (U)
2. COMBAT REPORTING: (U)
 - a. VOLAR and RELAR reports will be transmitted to Fifteenth Air Force Command Post for each bomber/tanker sortie reporting each take-off, landing and deviation in the following format: (U)
 - (1) Tactical call sign and sortie number. (U)
 - (2) Takeoff/landing/deviation and time. If reporting a deviation, pinpoint type and explain. (U)
 - b. Aircrews will immediately inform 6th Strategic Aerospace Wing Command Post of aircraft aborts prior to HHCL. The 6th Strat Wing Command Post will relay information to Fifteenth Air Force Command Post. (U)
 - c. Emergency reports, such as Hot News reports, aircraft distress, and lost aircraft summary, when required, will be submitted in accordance with provisions of SACM 55-8M. (U)
3. EXERCISE REPORT: (U)
 - a. Each participating crew will forward to the 6th Strat Wing Command Post an exercise report. The exercise report will include: (U)
 - (1) Total flying hours. (U)
 - (2) Deviations and reasons therefore (cancellations, aborts, etc.). (U)

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- (3) Number of fighter attacks. (U)
- (4) Number of "Stop buzzer/stream" requests and requesting agencies. (U)
- (5) Recommendations and/or problem areas. (U)
- (6) The number of ECM transmitters employed by frequency band. (U)
- (7) The time on and off for each transmitter. (U)

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WEATHER

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WEATHER

1. GENERAL: Weather support of this operations order will be provided in accordance with the provisions of SACM 105-1. (U)
2. DETACHMENT 15, 9TH WEATHER SQUADRON will: (U)
 - a. Provide climatological wind factors as required by the 6th Strategic Aerospace Wing. SACM 105-2 and 3WWM 55-5 will be utilized for determining wind factors. (U)
 - b. Prepare flimsies in accordance with SACM 105-1. The facsimile products received from Global Weather Central and March Forecast Center with the valid period closest to flight time will be used for preparation of the chart and air refueling portions of the flimsies. (U)
 - c. Provide sufficient COMBARS (AWS Form 81) to aircrews. (U)
 - d. Provide at the final crew briefing, a weather briefing for each flight departing from Walker AFB. (U)
 - e. Receive, review, and evaluate COMBARS. (U)
 - f. Debrief aircrews upon return from Round Robin flights. (U)
 - g. Issue complete Route and Terminal Forecasts. (U)
 - h. Record and disseminate COMBARS in accordance with Volume 1, SACM 55-8. (U)
 - i. Request forecast assistance from the applicable forecast center, as required. (U)
3. 6TH STRATEGIC AEROSPACE WING COMMAND POST will: (U)
 - a. Provide to Detachment 15, upon receipt, a copy of each Zippo weather message received. (U)

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AIR REFUELING

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AIR REFUELING

(TO BE USED WHEN APPLICABLE)

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APPENDIX 7

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ECM AND GUNNERY

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ECM AND GUNNERY

1. GENERAL INFORMATION: (U)

The purpose of this exercise is to penetrate the 25th and 28th NORAD Regions. (C)

2. ELECTRONIC WARFARE EQUIPMENT AND CHAFF LOADING PLAN: (U)

a. Transmitters and Receivers: The ECM equipment will be the normal training configuration for ECM Phase II modified aircraft. The Phase I modified aircraft will be altered to include two Delta Band Transmitters. (C)

b. Chaff Loading: (U)

(1) Right Hopper: 1 Carton of RR-94. (U)

(2) Left Hopper: 1 Carton of RR-94. (U)

3. ELECTRONIC WARFARE OPERATION: Electronic Warfare operations will be conducted in accordance with current regulations, SAC Tactical Doctrine, B-52E-1A, Wing SOP's, and this operations order. (U)

a. No ECM will be conducted if both UHF radios are inoperative. During periods of ECM guard frequency will be monitored at all times for stop buzzer/stream requests. Requests of this nature will be noted in navigator's log and reported at debriefing. (U)

b. Aircraft will start chaff and ECM activity at the HHCL and terminate upon reaching the end of the penetration track. (C)

c. ALT-15 and ALT-16 jammers will not be turned on during this mission. IFF frequencies will not be jammed. (C)

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d. The primary ECM effort will be directed against ADC defenses consisting of L and/or P Band (depending on equipment load) and Sierra Band, EW/GCI radars, S-Band HF radars, X-band AI radars and VHF/UHF communications tactical control frequencies. (C)

e. The secondary ECM will be directed against the Nike defenses consisting of L-band surveillance, S-band acquisition and X-band target tracking radars. (C)

(1) S-band acquisition radars should operate between 3300-3500 mcs. (U)

(2) X-band target tracking radars should not go below 8800 mcs. (U)

(3) B-52 aircraft may perform the Nike defense run "Side Step" maneuver when possible within air safety restrictions. This maneuver will be performed in accordance with existing directives. (C)

f. Electronic Jamming: (U)

(1) EW's will initially set jammers to barrage sweep and/or selective sweep against the known EW/GCI threat. Sweep or barrage widths will be monitored to insure coverage of all signals present at one time rather than to utilize a constant fixed sweep or barrage which could prevent some signals from being jammed. (S)

(2) Frequency bands authorized for jamming are contained in attachment 1 to AFR 55-44 and 6SAW EW check list insert dated 1 November 1961. (U)

g. Chaff dispensing instructions: (U)

(1) Only RR-94 chaff will be dispensed on this mission. (U)

(2) Self-protection dispensing (SPD) and single unit dispensing (SUD) will be in accordance with the SACTD. (U)

(3) SPD will not be used against Nike defenses unless the Nike defense "Side Step" maneuver is used. (C)

h. Bomber interceptor activity. Crews will be subject to interceptor attacks at any point along the penetration route. (U)

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(1) BIR's will be conducted in accordance with SAC/NORADR 51-6. All crew members will be rebriefed on this regulation at the formal Big Blast briefing. (U)

(2) Bomber evasive maneuvers will not be employed against interceptor aircraft. (U)

(3) Fighter intercept runs will not be accomplished on this mission. Ammunition will be safetied in the cans but will not be in the chutes. Gunnery will not be scheduled as part of this mission. (U)

(4) Crews will log the number of bomber interceptor runs. This information will be reported at debriefing. (U)

i. Communications Jamming Instructions: (U)

(1) Electronic jamming and/or communications deception against NORAD tactical frequencies is authorized. The ALT-7 will be used for electronic jamming. The number two UHF transmitter may be used to introduce chatter or voice deception on ADC tactical frequencies. (C)

(2) Communications frequency bands authorized for counter-measures are contained in attachment 1 to AFR 55-44. At no time will 121.5, 243.0 or 364.2 mcs be jammed. (U)

(3) Specific tactical frequencies for the 25th NORAD Regions are as follows: (U)

(a) Seattle area: 228.6, 261.4, 277.6, 288.4, 298.1, 308.0, 315.2, 341.9, 359.8, 374.0, 386.0, 394.2, 397.8. (C)

(b) Spokane area: 229.2, 277.4, 282.2, 288.2, 292.6, 299.2, 312.0, 319.0, 323.6, 327.8, 336.7, 342.1, 346.4, 351.7, 357.6, 377.2, 391.0. (C)

(c) Portland area: 228.7, 254.8, 261.6, 272.6, 278.4, 288.0, 292.8, 303.9, 326.4, 351.6, 367.2, 376.2, 389.2, 399.0. (C)

(4) 28th NORAD Region tactical frequencies are as follows: (U)

(a) San Francisco ADS: 258.0, 278.2, 318.4, 327.2, 262.2, 292.4, 357.2, 371.0, 251.8, 284.8, 309.5, 348.8, 384.0, 273.4, 297.7, 312.8, 396.8, 339.8, 287.4, 336.8, 233.6, 268.2, 302.2. (C)

(b) Los Angeles ADS: 229.2, 273.6, 327.8, 336.7, 288.2, 351.7, 357.6, 233.5, 277.2, 292.6, 312.0, 391.0, 346.4, 319.0, 339.8, 287.4, 261.2. (C)

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(c) Reno ADS: 229.0, 263.9, 287.4, 303.8, 322.2, 251.2, 293.3, 316.0, 350.4, 357.5, 233.4, 256.8, 377.9, 392.2, 398.8, 297.8, 309.6, 325.6, 342.0. (C)

(d) Phoenix ADS: 228.6, 252.0, 261.4, 315.2, 235.9, 288.4, 359.8, 374.0, 386.0, 277.6, 308.0, 341.9, 355.2, 390.2, 298.1, 394.2, 397.8. (C)

j. Fighter Information: (U)

(1) Airborne interceptor radar characteristics: (U)

<u>Aircraft</u>	<u>Frequencies</u>	<u>PRF</u>
F86D	8500-9250	416, 910
F86H	8750-9405	330, 416, 910, 2000
F86L	8500-9250	313, 416, 910
F89J	8750-9405	330, 416, 912
F100A	9335-9415	775-825
F102A	9000-9600	1000
F106A	9000-9600	1000 (C)

(2) Fighter locations: (U)

<u>Base</u>	<u>Type</u>
Geiger Field, Wash	F-106A, F-89J
McChord AFB, Wash	F-106A
Paine AFB, Wash	F-102A
Portland Arpt, Ore	F-102A, F-89J
Castle AFB, Calif	F-106A
Davis-Monthan AFB, Ariz	F-101B
Hamilton AFB, Calif	F-101B
Oxnard, Calif	F-101B
Travis AFB, Calif	F-102A
Fresno, Calif	F-86L
Ontario, Calif	F-86L
Tucson, Ariz	F-100A (S)

k. Radar Sites and Nike Areas: (U)

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25AD SEATTLE ADS				
C-18	HOLBERG, B.C.	5038	12803	FPS-507 & 508
C-19	PUNZI MT. AS, B.C.	5210	12412	FPS-502 & 3 & 6
C-20	BALDY HUGHES MT. AS, B.C.	5337	12258	FPS-20 & 6
P-46	BLAINE AFS, WASH.	4854	12244	FPS-6 & 20
P-44	MAKAH AFS, WASH.	4822	12441	FPS-6 & 7
P-57	NASELLE AFS, WASH.	4625	12347	FPS-6 & 20
25 SPOKANE ADS				
C-21	SASKATOON MT. AS, ALBA	5514	11918	FPS-6 & 20
P-40	OTHELLO AFS, WASH.	4643	11912	FPS-6 & 20
P-32	CONDON AFS, WASH.	4514	12018	FPS-6 & 20
SM-150	COTTONWOOD AFS, IDA	4604	11628	FPS-6 - MPS-7
SM-151	MICA PK. AFS, WASH.	4735	11705	FPS-20 & 6 - MPS-14
SM-153	KAMLOOPS AS, B.C.	5048	12007	FPS-3 & 6
25 PORTLAND ADS				
M-100	MT HEBO AFS, ORE	4513	12345	FPS-6 - MPS-11
P-12	N. BEND AFS, ORE	4332	12410	FPS-7 & 6
SM-157	RED BLUFF AFS, CALIF	4009	12218	FPS-6 - MPS-11
P-33	KLAMATH AFS, CALIF	4134	12405	FPS-6 & 20
TM-180	KENO AFS, ORE	4204	12159	FPS-7 & 20
28 SAN FRANCISCO ADS				
P-37	PT. ARENA, CALIF	3852	12333	FPS-6 - GPS-3
P-58	MATHER AFB, CALIF	3833	12116	FPS-20
P-38	MILL VALLEY AFS, CALIF	3756	12234	FPS-6 & 7
M-96	ALMADEN AFS, CALIF	3710	12154	FPS-6 & 20 - MPS-14
P-74	MEDERA AFS, CALIF	3702	12003	FPS-6 & 20
28 RENO ADS				
SM-149	BAKER AFS, ORE	4434	11747	
M-118	BURNS AFS, ORE	4334	11909	FPS-6 & 7
M-127	WINNEMUCCA AFS, NEV	4101	11746	FPS-6 & 20
SM-156	FALLON AFS, NEV	4934	11842	FPS-6 & 14
SM-164	TONOPAH AFS, NEV	3808	11715	FPS-6 & 7
28 LOS ANGELES ADS				
P-2	CAMBRIA AFS, CALIF	3531	12103	FPS-6 & 7
RP-15	LOMPOC AFS, CALIF			
P-15	SANTA ROSE IS. AFS, CALIF	3357	12007	COW BIRD FPS-10, MPS-14, GPS-3
P-59	BORON AFS, CALIF	3505	11735	FPS-6 & 20
RP-39	SAN PEDRO HILL, CALIF	3345	11821	FPS-6, ARSR-1A
P-76	MT LAGUNA AFS, CALIF	3253	11625	FPS-3 & 6 & 7
28 PHOENIX ADS				
SM-163	LAS VEGAS AFS, NEV	3619	11535	FPS-20, MPS-14
M-92	MT LEMMON AFS, ARIZ	3226	11047	FPS-20, MPS-14
SM-162	YUMA AFS, ARIZ	3240	11435	REPORTER FPS-7 & 14
TM-181	LUKE*WILLIAMS, ARIZ	3226	11257	FPS-6 & 20
M-93	WINSLOW AFS, ARIZ	3305	11050	FPS-6 & GPS-3

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ANNEX "A"

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NIKE AREAS: (U)

SAN FRANCISCO NIKE AREA	CENTER	37-00N	122-00W	(S)
LOS ANGELES NIKE AREA	CENTER	34-00N	118-00W	(S)
PALO ALTO NIKE AREA	CENTER	47-40N	117-40W	(S)
SEATTLE NIKE AREA	CENTER	47-00N	122-30W	(S)

1. Forms: (U)

(1) Electronic Warfare Officers.

- (a) SAC Form 76, ECM Log. (U)
- (b) Big Blast Debriefing Forms. (U)
- (c) Sensitive area clearance form. (U)

(2) Gunners: (U)

- (a) SAC Form 206. (U)

n. Radar Characteristics: (U)

(1) ADC Radars: (U)

(a) Ground Type Radars: (U)

FPS-6	(2700-2900)	LRH	FPS - 24	(220-250)	LRS	(S)
FPS-7	(1280-1350)	LRS	FPS - 26	(5400-5900)	LRH	(S)
FPS-8	(1280-1350)	LRS	FPS - 27	(2000-2300)	LRS	(S)
FPS-10	(2700-3020)	MRS&H	FPS - 28	(510-690)	LRS	(S)
MPS-11	(1280-1350)	MRS	FPS - 30	(570-630)	LRS	(S)
FPS-20	(1220-1350)	LRS	FPS - 35	(360-490)	LRS	(S)

(b) Picket Ship Radars: (U)

SPS-17	(216-225)	S	SPS - 28	(216-225)	S	(S)
SPS-12	(1215-1400)	S	SPS - 8A	(2900-3700)	H	(S)

(c) AEW (Airborne) Radars: (U)

APS-95	(425-450)	S	APS-45	(9200-9400)	H	(S)
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(d) AI Radars: (U)

MG-10 & 13	(8700-9630)	S&T	MA-1	(8700-9600)	S&T	(S)
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(2) NIKE Radars: (U)

(a) Acquisition: (U)

L-BAND (1435-1535) (1220-1350) (S)
S-BAND (3100-3500) (15350-17250) (S)

(b) TTR Radars: (U)

X-BAND (8500-9600) (15) (S)

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APPENDIX 8

ANNEX "A"

TO

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RECAPITULATION SHEETS

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TO

OPERATIONS ORDER 295-63

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

TO

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COMMUNICATIONS

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HEADQUARTERS 6TH STRATEGIC AEROSPACE WING
Walker Air Force Base, New Mexico
10 January 1963

ANNEX "B"

6SAW OPORD 295-63

COMMUNICATIONS

1. COMMUNICATIONS PROCEDURES: (U)

a. Communications procedures will be in accordance with USAF CED's, SAC CED's, SACM 55-12, SACM's of the 55-8 series, applicable ACP's and JANAP's, current Flight Information Publications, and Flight Planning Documents. (U)

b. IFF will be operated in accordance with NORAD IFF/SIF Instruction 1-63 dated 3 December 1962, and CINCPAC (J61) 2380 Serial No. 00360, Procedures for Use of IFF in the Pacific Command. IFF/SIF will be placed in standby during the penetration routes, except when crossing or operating within 20 NM of jet advisory service areas or when identification is requested by NORAD or controlling agencies. For a specific exercise FAA may authorize complete IFF/SIF silence for the entire penetration route. If authorized, the quarterly Frag Order will so state. (U)

c. To facilitate air traffic control and faker monitor procedures, assigned Bar call signs will be used throughout the "Big Blast" mission. (See Appendix 1, this Annex) All aircraft will maintain their "Bar _____" call sign from take-off to landing for all air traffic control reporting. An aircraft that air aborts during the mission will obtain necessary air traffic clearance and will then suffix the "Bar _____" call sign with "Alfa". (i.e. Bar 100 Alfa.) If an aircraft conducts any SACR 50-8 activity where a score must be returned to the unit, the aircraft's tactical call sign will be used when contacting the scoring site. (U)

2. COMMUNICATIONS SECURITY: (U)

a. General. With the phasing in of link encryption devices throughout the USAF Strat Comm System, it can be readily assumed that the USSR is now concentrating on the intercept of USAF clear voice land-line and radio circuit traffic, and is exploiting this source to determine SAC's daily Air Order of Battle, sensitive operations, and EWO. In view of the above, all personnel must be briefed and cautioned against compromise of any portion of this operations order. (S)

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b. Security precautions: (U)

(1) No clear text voice conversions regarding any aspect of this operations order will be made on high frequency radio systems. Controllers and control elements will make maximum utilization of the KC-6 ciphony or authorized voice codes. (U)

(2) Veiled language, i.e., talking around classified information, will be avoided on all systems. Previous security service and analysis reports on SAC communications systems have revealed that veiled language is a positive source of intelligence information and cannot be regarded as any more secure than a direct statement. (U)

c. Point-to-point teletype facilities: (U)

(1) Maximum use will be made of on-line security equipment. Only in the event of equipment or circuit failure which precludes the use of on-line facilities will off-line crypto devices be used. (U)

(2) Strict circuit discipline will be maintained by all radio and teletype operators. Operator-to-operator transmissions in the clear are not authorized. Communications center-to-communications center service actions will be accomplished by on-line supervisory wire or service message only. Circuit discipline will be rigidly enforced by the 33rd Communications Squadron Net Control Station. (U)

d. Commanders Net Single Sideband: (U)

(1) SSB operators will brief all phone patch users in accordance with the precautionary warning instructions outlined in Annex II to SACM 100-24. (U)

(2) All personnel who utilize radio phone facilities will adhere to the SAC Transmission Security Instructions contained in Annex II to SACM 100-24. (U)

e. Airborne communications security. (U)

(1) The movement of SAC aircraft is always of interest to intercept and analysis agencies. To preclude intelligence being gained by monitoring air/ground communications systems, all users of this system must strictly adhere to sound communications security practices. Applicable guidelines follow: (U)

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(a) Current KAA-29/TSEC will be employed in the authentication of air/air or air/ground communications. (C)

(b) All classified message traffic and/or messages giving information concerning unit designation, location, type or purpose, etc., will be encoded using the current edition of KAC-72/TSEC. (C)

(c) All transmissions will be kept brief and clear. (U)

(d) The message will be written out before transmission if possible. (U)

(e) Prescribed radio telephone procedures outlined in ACP 125 will be followed. (U)

(f) Preflight of aircraft HF radios will be performed as outlined in SACM 100-24. (U)

3. FREQUENCIES: (U)

a. H/F AME and SSB frequencies are published in the 6SAW CEI and on crew flip cards. (U)

b. UHF channelization is normal and is published in the 6SAW CEI and on crew flip cards. (U)

c. Air Refueling Frequencies (C/R plan) will be provided in the refueling annex. (U)

4. IFF PROCEDURES: (U)

a. After Walker departure and within the ZI, squawk in accordance with current NORAD and FAA procedures. (U)

b. From the North American coast to the defense perimeter, squawk in accordance with NORAD procedures and charts as outlined in 6th Strat Aerospace Wing CEI par. 7(3)(a) and (b). (U)

c. Within the PAFCOM area, upon departing the ADIZ, squawk MODE 1 CODE 02, MODE 2 "out" and MODE 3 in accordance with the current PAFCOM IFF table. Extracts of the current table will be furnished by Wing Communications prior to flight. (C)

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d. On the return leg to the ZI, IFF procedures will be the reciprocal of a, b, and c above. (U)

5. CALL SIGNS, SACADS AND LOCATION IDENTIFIERS: (U)

a. A complete list of SAC call signs, SACADs and geographical identifiers are published in the 6th Strat Aerospace Wing CEI. Control Rooms enroute by bomb wing and base are also located in the CEI. (U)

6. NOAH'S ARK/SAC MONITORING PROCEDURE ALFA: (U)

a. SAC monitoring procedure ALFA will be observed during all monitoring periods (05-08, 25-28 and 45-48). Maximum use of SSB "SHORT ORDER" monitoring is encouraged where practicable. (use 6SAW CEI or COMM Flip cards for frequencies.) (U)

b. Crews are required to log at least one H/F, plus any changes, and one UHF request for Noah's Ark traffic properly authenticated in accordance with SACR 50-6. (U)

c. All incorrect authentications to messages other than "FOXTROT" messages will be immediately challenged. Incorrect authentications will be recorded in the radio log with a description of communications conditions at time of receipt. (U)

7. RECALL/DIVERSION PROCEDURES: (U)

a. The unit recall phrase is "TALL TALE LIMA". (C)

b. The SAC recall phrase is contained in 6SAW CEI. (C)

c. Recall procedures are explained in detail in the 6th Strategic Aerospace Wing CEI, Chapter 3, par. 1a,b, and c. (U)

8. EMERGENCY COMMUNICATIONS: (U)

Communications procedures during emergency and distress conditions are outlined in current Flight Information Publications and Chapter 5, 6th Strategic Aerospace Wing CEI. (U)

9. ENROUTE COMMUNICATIONS PROCEDURES: (U)

a. Within the ZI, reporting will be IAW normal FAA/ATC procedures as indicated in current Flight Information Publications, with the exception of Faker Monitor procedures, Appendix 1, this Annex. (U)

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b. Prior to coast-out, contact McClellan on F/F, establish a reporting schedule. McClellan will provide a primary and secondary frequency and further instructions. If unable to contact McClellan, contact Oakland Oceanic. (U)

c. ADIZ reporting will be in accordance with current Flight Information Publications. (U)

d. McClellan and Oakland H/F frequencies are contained in the Enroute Supplement U.S. Current frequencies for these stations are listed below. (U)

(1) McClellan HF/AME frequencies are: 17,993.5 - 11228 - 11176 - 6730.5 - 5710.5 - 4732 and 3144 kcs. (U)

(2) If unable to contact McClellan, call Oakland on: 17926.5 - 13334.5 - 8879.5 - 5680 - 5604 - 5551.5 and 3481.5 kcs. (U)

e. Continue monitoring McClellan or Oakland until UHF contact is established inbound. At that time call McClellan or Oakland and report UHF contact and clearing the frequency. (U)

HEADQUARTERS 6TH STRATEGIC AEROSPACE WING
Walker Air Force Base, New Mexico
10 January 1963

APPENDIX 1

ANNEX "B"

SERIAL NUMBER 295-63

FAKER MONITOR PROCEDURES

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ANNEX "B"
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Walker Air Force Base, New Mexico
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APPENDIX 1

ANNEX "B"

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FAKER MONITOR PROCEDURES: (U)

1. GENERAL: SAC/NORAD regulations require that NORAD facilities maintain a continuous monitor of all "Big Blast" tracks penetrating an exercise area. To insure that NORAD maintain this capability, special communications procedures have been devised. This Appendix outlines those procedures as applicable to SAC aircraft during communications with NORAD Faker Monitor controllers and are in addition to normal communications procedures as outlined in this operations order. (C)

2. FAKER MONITOR SYSTEM: (U)

a. The primary NORAD facility used for contact by "Big Blast" (Faker) aircraft will be the Faker Monitor Controller. Call-sign for both the 25th and 28th NORAD Regions is "Toy Control". (C)

b. Frequencies used in contacting "Toy Control" are discrete and their use will not compromise the penetration exercise. (C)

3. DISCRETE FREQUENCIES: (U)

<u>a. Sector</u>	<u>Primary</u>	<u>Alternate</u>
Los Angeles	282.2	377.2
Phoenix	265.4	386.0
San Francisco	229.1	379.0
Reno	233.4	303.8
Portland	342.1	364.2
Spokane	377.2	364.2
Seattle	228.6	364.2
Great Falls	274.4	364.2 (C)

b. Each sector of the NORAD Region has one specific discrete frequency designated for exclusive sector use. (C)

c. To aid in further identification of "Big Blast" tracks, Faker Monitor controllers may require use of IFF/SIF "identification" to establish initial contact. (C)

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4. PROCEDURES: (U)

a. During all "Big Blast" exercises, Faker Monitor controllers will use the nickname "Toy Control". Aircraft in the penetration exercise will contact "Toy Control" using a call-sign prefixed by "BAR" with a three-digit sortie number. This sortie number will be based on the particular route number being flown. The "BAR" call-sign will be used exclusively when contacting Faker Monitor controllers. (U)

(1) The sortie number is determined by adding a "zero" to the route number as listed in 15th Air Force Operations Order 295-63. For example, an aircraft flying route number 12 will have a sortie number of 120, and the correct call to "Toy Control" would be: "Toy Control, this is "BAR" 120." (U)

(2) Sortie numbers for 15AF aircraft flying identical route numbers with time separation will be determined by adding a "zero" for the first aircraft, one for the second and two for the third. For example, three aircraft flying route 5 would use call-signs of "BAR" 050, "BAR" 051, and "BAR" 052. (U)

(3) Upon reaching the HHCL, the "Big Blast" crew commander will contact "Toy Control" on the specified discrete frequency for the sector being penetrated (paragraph 3, this Appendix) giving the time crossing the HHCL and verifying completion of the armament safety check. (i.e. "Toy Control, this is Bar 120, HHCL at 30. Armament safety check completed.") (U)

(4) For aircraft in cell, the cell leader will make this contact for all aircraft in his cell and will inform "Toy Control" of the other sortie numbers in his cell. (i.e., "Toy Control, this is Bar 421, HHCL at 30. Reporting for a cell of four aircraft: Bar 421, 422, 423, and 424. Armament safety check completed.") (U)

5. COMMUNICATIONS DIFFICULTIES: (U)

"Big Blast" crew commanders should anticipate difficulty in establishing contact with "Toy Control" if the HHCL is some distance away from sector communications center. Attempts at appropriate intervals must be continued until voice contact is established. NORAD cannot launch their interceptors until contact is established and armament safety check is verified. (U)

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a. Aircraft proceeding from departure bases to remote HHCL areas may be able to contact appropriate "Toy Control" on outbound routes. If this is possible, give ETA for HHCL and verify armament safety check. (U)

b. Penetrating aircraft that deviate from the planned route by more than 5 minutes/10NM will contact "Toy Control" and inform the Faker Monitor Controller of revised ETA and course. (U)

c. "Big Blast" aircraft will be primarily monitoring FAA/DOT frequencies, and the crew commander should obtain approval from the appropriate FAA/DOT Agency prior to leaving that frequency. Likewise, "Toy Control" should be advised when leaving the Faker Monitor Controller frequency. (U)

d. Aircraft crossing NORAD sector boundaries during the penetration phase must contact the Faker Monitor Controller in each sector to insure continuing as a "safe" target. When crossing each sector boundary, the radio contacts described in paragraph 4b (above) must be reinitiated. (U)

HEADQUARTERS 6TH STRATEGIC AEROSPACE WING
Walker Air Force Base, New Mexico
10 January 1963

ANNEX "C"

TO

OPERATIONS ORDER 295-63

INTELLIGENCE

ANNEX C
6SAW OPORD 295-63
10 January 1963

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SECRET

HEADQUARTERS 6TH STRATEGIC AEROSPACE WING
Walker Air Force Base, New Mexico
10 January 1963

ANNEX "C"

6SAW OPORD 295-63

INTELLIGENCE

1. INTELLIGENCE SUMMARY: (U)

a. General Situation. A requirement exists to provide airborne penetration sorties to exercise NORAD Regions. (C)

b. Enemy Order of Battle: (U)

(1) Radars: (U)

(a) Surface vessels (Picket Ships) (U)

1. 43-15N 130-00W
2. 40-30N 133-50W
3. 35-30N 131-50W
4. 32-20N 124-25W (S)

(b) EW/GCI:

1. Laytonville, Calif. 39-41N 123-35W
2. Klamath AFS, Calif. 41-34N 124-05W
3. North Bend AFS, Ore. 43-32N 124-10W
4. Mt. Hebo AFS, Ore. 45-13N 123-45W
5. Condon AFS, Ore. 45-14N 120-18W
6. Burns AFS, Ore. 43-33N 119-09W (S)

(c) Fighters:

1. Kingsley, Ore. 43-10N 121-45W FIS, F-101B's
2. Portland, Ore. 43-34N 122-36W FIS, F-89's
F-102A's
3. Geiger Fld, Wash. 47-38N 117-32W FIS, F-89's
F-106A's
4. Paine AFB, Wash. 47-45N 122-17W FIS, F-102A's
5. McChord AFB, Wash. 47-09N 122-29W FIS, F-106A's
6. Boise Mun., Ida. 44-34N 116-13W FIS, F-86L's (S)

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2. INTELLIGENCE REQUIREMENTS: (U)

a. Essential elements of information: (U)

(1) General. Reference Fifteenth Air Force Intelligence Collection Plan. (U)

(2) Specific. Combat crews will obtain radar photography in accordance with SAC Tactical Doctrine and Flight Handbooks. (U)

b. Means of obtaining information: (U)

(1) Reference Fifteenth Air Force Intelligence Collection Plan. (U)

(2) Intelligence Collection Instruction, USAF, for sources and methods to be used. (U)

(3) Direct radar photography. (U)

(4) Visual observation. (U)

(5) Interrogation of combat crews. (U)

c. Means of reporting essential elements of information. In all cases where collected elements of information are not transmitted in accordance with instructions contained in SACM 55-8 (Confidential) and existing regulation, this information will be forwarded on AF Form 112, Air Intelligence Report, as directed by Intelligence Collection Instructions, USAF. (U)

(1) An important responsibility of aircrews as a means of extending the Early Warning Defense System is the reporting by rapid communication procedures, information on unusual sightings observed from the air, indicative of positive or potential hostilities, or which in the judgment of the observer, warrant investigation as of Air Force interest. M-12 "Hot News" Report will be transmitted subsequent to all Cirvis reports. (U)

(2) The aircraft commander will inform the Intelligence Officer, through the Command Post, at the base of landing that he has submitted an airborne "Hot News" and/or Cirvis Report. Debriefing and follow-up reports are required of the Intelligence Section. (U)

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Walker Air Force, New Mexico
10 January 1963

APPENDIX 1

ANNEX "C"

TO

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TARGETS

(TO BE ADDED WHEN APPLICABLE)

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Walker Air Force Base, New Mexico
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ANNEX "D"

TO

OPERATIONS ORDER 295-63

ADMINISTRATIVE AND LOGISTICAL MATTERS

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ANNEX "D"

6SAW OPOD 295-63

ADMINISTRATIVE AND LOGISTICAL MATTERS

1. Administrative and logistical matters are normal. Special instructions will be added when applicable. (U)

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TO

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AIR WEAPONS

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ANNEX "E"

6SAW OPORD 295-63

AIR WEAPONS

(TO BE ADDED WHEN APPLICABLE)

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6TH STRAT AEROSPACE WG

OPORD 19-63

"Great Effort"

15 August 1962

HEADQUARTERS 6TH STRAT AEROSPACE WG
WALKER AIR FORCE BASE, NEW MEXICO
15 August 1962

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HEADQUARTERS 6TH STRAT AEROSPACE WG
WALKER AIR FORCE BASE, NEW MEXICO
15 August 1962

ADMINISTRATIVE AND SECURITY INSTRUCTIONS

1. TITLE: 6th Strat Aerospace Wing Operations Order Number 19-63.
2. EFFECTIVE DATE: Effective upon receipt.
3. NICKNAME: "Great Effort" (unclassified)
4. PRIMARY OFFICE OF INTEREST: Deputy Commander for Operations, 6th Strat Aerospace Wing.
5. SUPPORTING ORDERS: Task organizations will review their written Disaster Control procedures and other supporting orders to insure compliance with this OPORD. Recommendations/questions pertaining to this document should be made to the Disaster Control Section (DCOTCER) extension 2645.
6. CLASSIFICATION: Unclassified
7. SPECIAL HANDLING: No special handling required.
8. AMENDMENTS: Amendments to this OPORD will be published as required and distributed to the recipients of the original operations order.
9. DEFINITIONS AND ABBREVIATIONS: Definitions and abbreviations used herein conform to JCS PUB-1 and AFM 11-2.

6SAW OPORD 19-63
15 August 1962

HEADQUARTERS 6TH STRAT AEROSPACE WG
WALKER AIR FORCE BASE, NEW MEXICO
15 August 1962

6SAW OPCR 19-63

"GREAT EFFORT"

CHARTS AND MAP REFERENCES: As required

TASK ORGANIZATIONS:

6th Combat Support Group	Lt Col E. H. Clements
812th Medical Group	Colonel H. R. Lawrence
Deputy Commander for Operations	Lt Col J. W. Swanson
Deputy Commander for Maintenance	Colonel D. D. Patch
579th Strategic Missile Squadron	Colonel E. M. Jacquet
6th SAW Headquarters Squadron	Major A. L. Bruggeman
6th Field Maintenance Squadron	Lt Col E. L. Cleland Jr.
6th A&E Maintenance Squadron	Lt Col D. E. Savidge W. C. MANICOM
6th Organizational Maintenance Squadron	Lt Col D. R. Galt H. P. MARON
37th Munitions Maintenance Squadron	Lt Col J. L. Mayo
6th Air Refueling Squadron	Lt Col J. R. Hanlen
24th Bombardment Squadron	Lt Col D. C. Maluy
39th Bombardment Squadron	Lt Col L. McClendon
40th Bombardment Squadron	Lt Col A. G. Batts K. J. GREEN
4129th Combat Crew Training Squadron	Lt Col W. E. Clark
2010th Communications Squadron	Major R. D. Gramer
17th District OSI Detachment	Major M. H. McNulty
686th AC&W Squadron	Major H. Russell
511C Field Training Detachment	Captain J. P. Raymer Jr.
Detachment 15, 9th WEARON	Lt Col W. E. Schwaderer
USAF Auditor General	Captain E. M. Winogrocki
6TH AIRBORNE MISSILE MAINTENANCE SQUADRON	Lt Col J. R. Cox

1. GENERAL SITUATION: Walker Air Force Base must be capable of launching its non-alert forces under adverse conditions of enemy attack. To cope with the effects of nuclear attack on the retaliatory capability requires the need for realistic testing of the complete 6SAW OPLAN 500-62. Exercises prescribed in this operations order are designed to provide commanders with a realistic evaluation of the capability of Walker Air Force Base to implement emergency war orders under radiological fallout conditions and damage associated with near misses as required by SACR 55-14, 15 Feb 61.

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2. MISSION: To conduct an annual exercise at Walker Air Force Base which will:

a. Test the compatability and adequacy of base 500, ~~maintenance readi-~~
^{AND WAR SUPPORT}
~~ness, mobility, and base support~~ plans in supporting follow-on portion of the EWO under adverse wartime conditions.

b. Provide the commander, through observers, a means of determining the effectiveness of the EWO support plans.

c. Identify and report to higher headquarters those deficient areas which the local commander cannot resolve. Locally resolved problems and proposed corrective actions will be reflected.

d. Inform the commander, through a realistic exercise, of the adverse effect loss of equipment, facilities, and personnel may have on the generation and launch schedules.

3. TASKS FOR SUBORDINATE UNITS:

a. Deputy Commander for Operations will:

(1) Initiate SAC and ADC alerts as instructed by 15AF Command Post.
(2) Initiate generation exercise in accordance with SACM 55-7 and applicable directives.

(3) Provide aircrews for the generated aircraft.

(4) Publish a NOTAM to other commands that a tactical operation is in progress and that transient aircraft service and maintenance is not available.

(5) Monitor the overall exercise and advise the commander on Disaster Control problems.

b. Base Deputy Commander for Maintenance will:

- (1) Generate aircraft for the duration of the exercise in accordance with the 6th SAW ^{WAR SUPPORT} ~~Maintenance Readiness~~ Plan. (See Annex "E")
- (2) Supervise the decontamination of aircraft.

c. Commander 6th Combat Support Group will insure that the:

(1) Base Deputy Commander for Material will:

- (a) Provide transportation as required.
- (b) Provide for vehicle decontamination.
- (c) Prepare damage tags for vehicles.

(2) Base Deputy Commander for Civil Engineering will:

- (a) Implement Annex "D", 6SAW OPLAN 500-62.
- (b) Direct the Fire Department to limit participation in "Great Effort" so as not to compromise fire suppression capability.

(3) Base Deputy Commander for Security/Law Enforcement will:

- (a) Implement Annex "L", 6SAW OPLAN 500-62.
- (b) Provide required security. (See Annex "G")
- (c) Deny base access to visitors who are not considered as essential to the continued operation of the base.

(4) Base Deputy Commander for Services will:

- (a) Implement Annex "C" and Appendix IV, Annex "B", 6SAW OPLAN 500-62.
- (b) Provide messing for personnel not on separate rations.
- (c) Close all non-essential facilities. (See Annex "B")
- (d) Provide for the briefing and protection of non-essential personnel and on-base dependents. (Participation of on-base dependents is mandatory.)

x. GENERAL INSTRUCTIONS:

(1) The Aircraft Alert Force will not participate in "Great Effort" exercises. The Missile Alert Force will participate.

(2) No actual flight of aircraft will be involved in this exercise other than aircraft used for participating personnel. Aircraft for air-lifting umpires and observers will be the minimum number required.

(3) Operation "Great Effort" will continue for a minimum of 12 hours.

(4) Maximum realism with minimum simulation will be stressed.

(5) Air Force civilian employees will participate to the maximum extent possible during duty hours. Employees not able to work in their organizations, or be detailed to other work, will be charged annual leave in accordance with paragraph 2b, Chapter 11.3, AFM 40-1. Engineering, POL, and similar civilians will be considered an integral part of the base recovery capability and will be used accordingly. Overtime is not required in the accomplishment of this exercise if appropriate shifts are established, therefore, paid overtime is not authorized.

(6) Contractor personnel will not participate. SATAF and CEBMCO personnel will be considered in the same non-participating category as contractors. Egress routes, messing and other support facilities will be established for these non-participants prior to the exercise.

(7) Base evacuation of dependents and nonessential personnel will not be accomplished. Participation of on-base dependents is mandatory.

(8) Military personnel and dependents will be briefed thoroughly before the exercise that certain normal base facilities may not be available during the exercise and proper pre-planning will reduce personal inconvenience.

(9) Security posts will be manned throughout the exercise.

(10) Essential services will be manned on a limited/emergency basis. Specifically: base operations, nav-aids, medical and dental out-patient service, sewage and utility plants, post office, etc.

(11) Support facilities such as clothing sales, recreational services, base exchange, clubs, and commissary sales stores will be closed. Cafeterias will remain open to feed civilian personnel not designated key civilians by the commander. Commissary warehouses may remain open. Should the exercise commence during normal duty hours, non-essential facilities will be closed upon sounding of the SAC alert signal. Procedures will be established to insure that all personnel inside the commissary sales store, base exchange, etc., at the time the exercise commences leave before the facility is closed and secured. In addition, if school is in session, school buses will not be delayed due to implementation of this OPORD.

(12) Actual observed and forecast weather will be used for problem solving.

(13) The Alert Force, flying safety, and ground safety take precedence during this exercise. Normal support for the Alert Force will not be jeopardized. There is a tendency for personnel to disregard normal precautions for preventing injury and property damage and to take short cuts in an effort to meet generation schedules, etc., during exercises of this type. Safety requirements outlined in AFM 32-3 and other applicable directives will not be waived during this exercise. Umpires will monitor adherence to safety requirements in all activities.

(14) Designated shelters will be occupied as the problem dictates. On-base nonessential civilian and military personnel should be exercised to facilitate shelter evaluation.

(15) Personnel will not be recalled from leave or TDY.

(16) News releases will be in accordance with Annex "E".

(17) Appropriated fund dining halls and inflight kitchens will function as long as the problem scenario (Annex "C") dictates.

(18) Aircraft will be generated in full EWO configuration, less fuel and weapons. Aircraft will be towed to and remain at the refueling facility long enough to simulate EWO loading. Servicing crews will be present during the simulated servicing period. Weapon loading will be simulated, but the exposure of loading crews to fallout intensities will be controlled in order that the commander may determine their limitations.

(19) Aircraft will not be flown. Launch will be simulated. Ground alert will be considered airborne at the appropriate time.

(20) Walker AFB will not be closed by NOTAM during this operation. However, the DCO will be responsible to see that other commands are notified by NOTAM that a tactical operation is in progress during the specific hours on the date involved and that transient aircraft service and maintenance is not available.

(21) Comptroller personnel necessary for preparation and submission of required reports during the "Great Effort" exercise period will be exempted from exercise participation (para 6b, SACR 55-14). On base movement of these personnel should be limited and duty periods should coincide with duty periods of other personnel considered essential under the EWO. Shelter discipline and exposure control measures should be employed to insure some training is afforded. Units may be relieved from 15AF required reports during the period of the exercise on an individual basis. The base comptroller should contact 15AF Directorate of Comptroller for release authority.

(22) The aircraft follow-on force may be generated using the maintenance EWO go-no-go checklist.

(23) For exercise purposes, individuals accumulating a simulated radiation dosage more than 400 roentgens will be considered incapacitated and out of the exercise.

(24) Duties and responsibilities of Squadron Disaster Control Officers and NCO,s:

(a) Keep unit commander informed on disaster control matters.

(b) Maintain up-to-date 6SAW OPLAN 500, 6SAW OPORD 19-63 and supporting unit instructions.

(c) Supervise unit first aid instruction and application.

(d) Keep squadron personnel informed on the protection of their dependents during emergencies to include evacuation plans, CONELRAD frequencies and required emergency supplies.

(e) Conduct unit briefings on the provisions of the 6SAW OPLAN 500 and 6SAW OPORD 19-63.

(25) Classification of Civilian Personnel:

Category A - Civilians who have an EWO requirement.

Category B - Civilian employees of SATAF and CEBMCO.

Category C - Civilian employees required for special activities operation i.e. postal employees, school teachers, etc.

Category D - Contractor personnel.

Category E - Civilian employees whose presence is not essential during Operation "Great Effort".

(a) Category "A" civilians will have an EMO assignment indicated on their SAC Form 28 and will participate in the exercise along with military personnel. Overtime is not authorized. During an actual emergency Category "A" civilian personnel would not be permitted to leave the base and would be required to utilize shelter areas for their protection. However, during this exercise a normal 8-hour work period will apply.

(b) Category "B" civilians will not have an EMO assignment, but will perform their normal duties for SATAF and CEBMCO. Travel to and from work area will be by most direct route. No unnecessary travel on base will be authorized during this exercise.

(c) Category "C" civilians required for special activities will not participate in this exercise. Their work will be conducted without interference. Travel to and from work area will be by most direct route. No unnecessary travel on base will be authorized during this exercise.

(d) Category "D" contractor personnel will not participate in Operation "Great Effort" and will conduct their work without interference during this exercise. Travel to and from work areas will be by most direct route with no unnecessary travel on base authorized.

(e) Category "E" civilians not able to work in their organizations or be detailed to other work will be dismissed upon execution of Operation "Great Effort" and take most direct route to their homes. Annual leave will be charged in accordance with paragraph 2b, Chapter 11.3, AFM 40-1.

(26) The categorization of civilian personnel is the responsibility of the unit supervisor. Reference Change 1 to SACR 355-1, dated 9 Feb 61, all civilian and military personnel will be issued a SAC Form 28, Personnel Alert Card.

(27) Special identification cards will be available for civilian personnel listed in (25)(a) through (d) and for military personnel of SATAF and CEBMCO. Identification cards will be obtained from the Disaster Control Section (Ext 2645).

(a) Cards will be displayed on the car windshield or carried on the individual's person while walking. Additionally, these cards provide access to and from the base for the bearer.

(28) All dependents residing on-base will participate as directed in Annex "C", 6SAW OPLAN 500-63 and applicable appendix in the base housing brochure. Dependents will remain inside their quarters during this exercise and will have assembled first aid/evacuation kits which will be subject to inspection.

(a) Dependent children of school age will proceed to and from school with dispatch. After school hours the children will remain in their quarters until the exercise is terminated.

(b) Dependents notification pyramid system will be in effect during the exercise. The contact point for dependents is Ext 2075, Bldg 820.

4. ADMINISTRATIVE AND LOGISTICAL MATTERS:

a. Administrative:

(1) Umpires will complete individual check lists as provided in Appendix 1, Annex "D". A collective report, signed by the chief umpire, will be prepared in the format provided in Appendix 1, Annex "H", and briefed before the commander and staff of the 6th Strat Aerospace Wing. The report will be left with the 6th Strat Aerospace Wing commander and a copy returned to the headquarters providing the chief umpire.

(2) The 6th Strat Aerospace Wing will prepare a report in the format shown in Appendix 11, Annex "H". This report (in four copies) will be forwarded to reach 15AF (DOTG) within 15 calendar days following termination of the exercise.

(3) This exercise will not be graded under MCS scoring nor will this unit be compared with other units. Reports of the umpire team and base will be used to correct local deficiencies and provide data that can be used for future planning and programming.

(4) There will be no special reports, other than the final report, transmitted to 15AF Headquarters.

(b) Logistics: See Annex "B"

5. COMMUNICATIONS AND COMMAND MATTERS:

a. Communications:

(1) Restrictions on the use of base sirens will be waived for this exercise only. Sirens will be used to signify SAC ALERT, Alert Condition Yellow, and Alert Condition Red. Coordination will be effected with local police, news media, radio and ODCM officials at least one week before the scheduled date of exercise (see Annex "E") to advise the adjacent communities of the use of sirens.

(2) New communications requirements will not be generated solely for support of this operations order. Emphasis will be placed on the use of surviving facilities to provide interim services and rapid restoration of normal communications channels.

(3) See Annex "J".

b. Command: Normal.


(1) Umpires designated in accordance with SACR 55-14 will only observe and not interfere with the internal operation of the wing unless a serious security or safety violation is noted. If umpires note such violations, they will immediately take corrective action and notify the commander.

OFFICIAL:

ERNEST C EDDY
Colonel, USAF
Commander

ANNEXES

"A" - Air operations
"B" - Logistics
"C" - The Problem
"D" - Umpires
"E" - Information
"F" - Medical
"G" - Security
"H" - Reports
"I" - Execution
"J" - Communications


JOHN W SWANSON
Lt Col, USAF
Deputy Commander for Operations

6SAN OPORD 19-63
15 August 1962

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DOW	1	6CRS	2
IG	2	6SS	2
SU	2	DCOTBO	1
DM2	1	DCOTAT	1
DM4	2	DCOGE	1
OA	1	DCML	1
DE	2	DCOT	1
DXI	1	CDS	1
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47 StratAeroDiv DO	4	511FTD	1
6 SAW:		686 AC&W	1
C	1	2010 COMM SQ	2
VC	1	DET 15 9WKA	1
DCO	6	SATAP	1
DCM	8	OSI	1
24BS	2	APAUD	1
39BS	2	CEBMCO	1
40BS	2	IXO	6
6ARS	2	SJA	2
579SMS	4		
4129CCTS	2		
6FMS	3		
6AEMS	3		
6OMS	3		
37MS	3		
6SAWHS	2		
DP	2		
DSUP	5		
DSAFE	1		
812MEDGP	3		
BC	1		
BVC	1		
BDCE	4		
BDCL	4		
BDCM	4		
BDCS	4		
BDCR	1		
EDAS	11		
6 AMMS	2		

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15 August 1962

HEADQUARTERS 6TH STRAT AEROSPACE WG
WALKER AIR FORCE BASE, NEW MEXICO
15 August 1962

ANNEX "A"

TO

6SAW OPERATIONS ORDER 19-63

AIR OPERATIONS

ANNEX "A"
6SAW OPORD 19-63
15 August 1962

HEADQUARTERS 6TH STRAT AEROSPACE WG
WALKER AIR FORCE BASE, NEW MEXICO
15 August 1962

ANNEX "A"

6SAW OPORD 19-63

AIR OPERATIONS

1. GENERAL: Walker AFB is required to conduct an annual realistic exercise of applicable plans in support of 44/50 operations orders under simulated war-time conditions. An important objective of this exercise is to determine the capability of tactical crews to carry on those normal briefings, issuance of CMP's, drawing of personal equipment, preflighting, etc., under simulated fallout and damage conditions associated with weapon near misses.

a. The Alert Force capability will not be jeopardized.

2. PLANNING DATA:

a. Follow-on aircraft will be generated to full EWO configuration (less fuel and weapons) in numbers sufficient to meet 44/50 operation order launch schedules for the duration of the exercise; in all cases, no less than E plus 12 hours.

b. Non-alert combat aircrews will accomplish all these preparatory functions normally required for launch under current EWOs.

c. Crews assigned those aircraft readied for launch under this exercise will complete all actions required up to "start engine" time.

d. See para 1c, Annex "J", 15 AF OPORD 19-63 (SECRET)

e. See para 1d, Annex "J", 15 AF OPORD 19-63 (SECRET)

f. No tactical aircraft will be flown in conjunction with this operations order, including normal training sorties. Launch will be simulated.

ANNEX "A"

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g. Combat crews will accomplish all preparatory functions normally required for launch under EMO as outlined on the Combat Crew Flow Charts.

h. CMF and E&I material will not be issued to crews. Final mission briefing will be conducted on respective CAS assignments.

i. Weather flimsies in sufficient numbers to cover all final mission briefings will be prepared. Normal weather briefing will be conducted. Actual observed and forecast weather will be presented at all briefings.

j. Combat crews assigned to SAS sorties may utilize the SAS study period to accomplish all or a portion of their monthly EMO study requirements, dependent upon crew study requirements and availability of intelligence instructors.

k. All combat reports normally submitted during the time of the exercise will be prepared and delivered to the Command Post but will not be transmitted.

l. The best available shelters must be utilized to protect follow-on crews from simulated fallout. Crews launched after receiving more than 200 roentgens cannot be expected to successfully complete their mission.

3. CREW PARTICIPATION:

a. Crew members will observe and report to the exercise umpires all deviations from normal procedures caused by exercise participation.

b. Crews will not be required to actually sign for and receive classified folders and other classified material.

HEADQUARTERS 6TH STRAT AEROSPACE WG
WALKER AIR FORCE BASE, NEW MEXICO
15 August 1962

ANNEX "B"

TO

6SAW OPERATIONS ORDER 19-63

LOGISTICS

ANNEX "B"
6SAW OPORD 19-63
15 August 1962

HEADQUARTERS 6TH STRAT AEROSPACE WG
WALKER AIR FORCE BASE, NEW MEXICO
15 August 1962

ANNEX "B"

6SAW OPORD 19-63

LOGISTICS

1. GENERAL: Walker APB will take maximum advantage of the annual disaster control exercise required by SACR 55-14 to test the adequacy and compatibility of ~~Base Support, Mobility and Maintenance Readiness Plans~~ ^{THE 6SAW WAR SUPPORT PLAN} in supporting 44/50 operations orders under adverse wartime conditions.

2. SUPPLY:

a. Wartime resupply (requisition, status info and supply difficulty) messages required by current directives will not be transmitted. Such messages may be prepared at the discretion of the commander. Supply problems or lack of capability to provide proper supply support generated as a direct result of damage/fallout conditions will, however, be included in the final report.

b. Combat Launch and Recovery Kits will not be used in support of this exercise. CLARK may be moved from storage to simulate loading and deployment along with combat recovery teams.

c. In-flight kitchens and alert dining hall will continue normal operations and feeding schedules. Only authorized personnel will be fed from these sources.

d. Appropriated fund dining halls will continue to operate during this exercise. Only authorized personnel will be fed. Reimbursement will be made. Key civilian employees, as designated by the commander, may be fed in airman dining halls on a reimbursable basis. Cafeteria will remain open

ANNEX "B"

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to feed civilian personnel not designated key personnel by the commander.

e. The following activities will be closed for the duration of the exercise:

- | | |
|-------------------------|---|
| (1) Clothing Sales | (11) Officers Club |
| (2) BX Activity | (12) Community Center |
| (3) Recreation Services | (13) Dry Cleaners |
| (4) Commissary | (14) Barber Shops |
| (5) Bank | (15) Service Station |
| (6) Library | (16) Credit Union |
| (7) Laundry | (17) Bowling Lanes |
| (8) PCU | (18) Swimming Pools |
| (9) Gym | (19) All other non-essential activities |
| (10) NCO Club | |

f. The following activities will continue to function during the exercise:

- | | |
|-----------------------|---------------------|
| (1) Schools and buses | (5) Base Operations |
| (2) Post Office | (6) Nav Aids |
| (3) Dining Halls | (7) Base Cafeteria |
| (4) Inflight Kitchen | |

3. MAINTENANCE:

a. Aircraft will be generated in full EMO configuration (less fuel and weapons) for the duration of the exercise. However, fuel loads will be as required for the next subsequent flight of aircraft. If the total fuel is less than EMO requirements, the aircraft will remain at the refueling facility for a sufficient time to simulate EMO loading. Servicing crews will be present during the simulated servicing period.

ANNEX "B"
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b. Maintenance actions for the 579SMS will be as outlined for appropriate DEFCONs as prescribed in SACM 55-7C except as indicated in para 1c, Annex "J", 15AF OPOD 19-63 (Secret).

c. Supervise decontamination of aircraft in accordance with current directives.

ANNEX "B"
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15 August 1962

HEADQUARTERS 6TH STRAT AEROSPACE WG
WALKER AIR FORCE BASE, NEW MEXICO
15 August 1962

ANNEX "C"

TO

6SAW OPERATIONS ORDER 19-63

THE PROBLEM

ANNEX "C"
6SAW OPORD 19-63
15 August 1962

HEADQUARTERS 6TH STRAT AEROSPACE WG
WALKER AIR FORCE BASE, NEW MEXICO
15 August 1962

ANNEX "C"

6SAW OPORD 19-63

THE PROBLEM

1. GENERAL:

a. The war game problem contained herein is designed to assist the 6th Strat Aerospace Wing Commander in determining the compatibility of base support, ^{THE WAR SUPPORT PLAN} ~~maintenance readiness, mobility,~~ and disaster control plans to support the portion of the 44/50 operations orders pertaining to the follow-on force. It is not a completely realistic scenario that would correspond with damage resulting from estimated enemy attack patterns. It is designed, however, to test the operation of this base under fallout and under damage conditions resulting from near misses; not necessarily in the order that such conditions would occur.

b. Explained herein are the terms "Severe Damage", "Moderate Damage", and "Light Damage", and the type effects that are expected from each. This is necessary for standardization. Three damage zones (see appendix I, this annex) will be pre-indicated in decreasing severity from north, south, east, and west so that the entire base is effected as indicated in appendix I. A message similar to that shown in paragraph 5, below, will be used to interject bomb information into the problem. This message will indicate from which compass direction decreasing damage zones emanate.

c. BDCE in cooperation with BDCL will pre-plan the damage problems associated with all four bursts to the greatest extent possible.

ANNEX "C"
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d. All four damage situations will be made known to the umpires before the exercise. Umpires, in turn, will relay situation information to the various base activities being observed at specific times during the exercise. This method of interjecting developments during the exercise most nearly resembles the manner in which developments would become known to the commander under actual conditions. For example, at E+ 0600 hours, the umpire observing operations at the base motor pool would hand a previously prepared instruction sheet to the motor pool officer advising him that his area had just received moderate damage that destroyed land line communications. This information and an estimate of the resultant damage must then be reported to the command post by other means. In this way the command post is informed of situations upon which decisions must be made.

e. Each battle staff will, through proper displays and communications, keep the commander informed of his exact support capability and the extent of damage and its effect on the unit mission. Decisions which affect generation and launch of aircraft and missiles will be made only after careful consideration of base support capability and coordination with the tactical commander.

f. Each base battle staff will be responsible for monitoring and/or directing the actions of the respective control centers (civil engineering, disaster control, EOD, medical, etc.) and will monitor the actions and progress of disaster teams in the field. Civil engineering, disaster control, EOD, medical, firefighting, and other disaster teams will be physically dispatched to affected areas and will be required to report the extent of damage, possibility of restoration, estimated time, material, and personnel required (if applicable) to their respective control centers.

g. Walker AFB must be prepared to react to a variable and fluid problem. Pre-conceived solutions may not be appropriate. The initial bomb will present only a radiation problem to the base. Subsequent bombs (near misses) may or may not present additional radiation. The number of bombs dropped in the exercise (maximum of five) and whether or not they will add any radiation will be determined by the umpires based on Walker's capability to conduct EWO operations under increased damage and radiation. Umpires will not, however, simulate destroying the base.

h. A sequence of events will not be published. Walker will select the date of the exercise, but will not know in advance the A&E hour (initiated by 15AF), the amount of radiation to be received, or the number of bombs they will be hit by.

i. All radiation readings will be furnished the umpires for injection into the problem under separate cover. In addition, sample situations will be furnished umpires by 15AF.

j. The 6th SAW Commander will determine when base siren is to be used to denote alert and warning conditions.

k. To simulate blocking of streets/taxiways/runways at blast damage time all base motor traffic will be reduced to 5mph. Runways and taxiways will be unusable until cleared. In order to eliminate these restrictions, the civil engineer must actually dispatch personnel and equipment to areas requiring priority clearance. Double clearance rates in AFM 355-12 will be used to determine time on the job. BDCE is responsible for informing the chief umpire when an area has been cleared of simulated debris. Traffic may then proceed at normal speed.

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2. SEQUENCE OF EVENTS: The following is a typical sequence of events and is designed to assist the base in coping with operations under fallout and near miss damage.

A & E Hour Simultaneous. Initiated by Fifteenth Air Force.

E - 00:20 See paragraph 1c, Annex "J", 15AF OPOD 19-63. (Classified)
See paragraph 2e, Annex "K", 15AF OPOD 19-63. (Classified)
SAC alert sounded. Recall initiated.

E + 00:00 See paragraph 1c, Annex "J", 15AF OPOD 19-63. (Classified)

E + 00:10 NUDET Report. Burst time E hour..handed to senior controller by an umpire.

E + 01:00 Fallout begins.

E + 01:10 Yellow alert sounded.

E + 02:00 Peak intensity reached.

E + 05:30 Simulated message from NORAD that a large number of unidentified aircraft have been sighted inbound to the base's general area. Altitude and speed unknown.

E + 05:55 Simulated message from NORAD that one aircraft, altitude 40,000 feet, speed 400 kts., is 33 miles out apparently headed for Walker.

E + 05:58 Red Alert sounded. All personnel take cover.

E + 06:00 Nuclear airburst detonation....near miss. ~~Preblem and SWO timing ceases for 30 minutes while base personnel and umpires tag casualties, damaged equipment, etc. When the stage is set the chief umpire will declare the time once again E+06:00 hrs and the exercise will continue. (Set clocks back 30 minutes)~~

ANNEX "C"
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From
E + 06:00 Umpires observe all aspects of continuing EWO and recovery to
to EWO posture. Additional problems (for example, sabotage and/or
E + 12:00 additional near misses) may be interjected by umpires.

3. CONCEPT:

a. This war game problem is designed to exercise all facets of disaster control, including the battle staff, command post operations, disaster and damage evaluation teams, control center operations, communications procedures, personnel exposure control, reporting procedures, and handling of mass casualties. After proper development, conduct, and conclusion of the problem, Walker AFB should realize its capability to survive under nuclear attack. The test will undoubtedly uncover many weak areas which can be resolved much faster once they are identified.

b. The problem in this annex is based on realistic data being furnished the unit. This data would in reality be available. For example, the commander is more interested in the damage that has been done rather than the size of the weapon that produced it. This problem allows the battle staff to see the damage by viewing a base map. Determination of damage, casualties, and over-all capability can be gained by studying the map about as long as a team would be surveying the area. This is accomplished by:

- (1) Pre-categorizing damage to structures, utilities, aircraft, materiel, and equipment into three categories: severe, moderate, and light.
- (2) Establishing three types of damage zones: "A" zone, "B" zone, and "C" zone.
- (3) Outlining base damage into damage zones on a base map overlay.
- (4) Defining damage to various items in each zone.

ANNEX "C"
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c. Study must be given to the explanation of damage zones and damage categories. The success and value of the problem depends particularly upon an understanding of these definitions.

4. DEFINITION OF DAMAGE CATEGORIES AND ZONES USED IN THIS PROBLEM:

a. Damage Categories:

(1) Severe Damage: Structures, facilities, equipment, aircraft, materiel, and utilities virtually demolished and cannot be used for the purpose for which originally designed. Structures, facilities, motor vehicles, and utilities in this category can be place back into limited or full operation in one to two weeks if manpower, material and equipment are concentrated on restoration. Aircraft in this category are considered a total loss, minus possible parts cannibalization.

(2) Moderate Damage: Structures, facilities, equipment, aircraft, materiel, and utilities cannot be used without some repair. Any of the above items in this category can be restored to operation within 24 hours with concentrated effort and equipment. The exact time will depend on the operational complexity of the item and the amount of effort spent toward restoration.

(3) Light Damage: Structures, facilities, equipment, aircraft, materiel, and utilities in this category can be used in limited to full operation without repair depending on the vulnerability and complexity of the item. Items requiring some repair can be placed in full operation in one to four hours with concentrated effort.

b. Damage Zones:

(1) "A" Zone: Brick, masonry, concrete, and cinder block buildings severely damaged. Wood frame buildings demolished. Jumbo hangar

severely damaged but still upright. Aircraft destroyed. Vehicles: 25% severe damage, 25% moderate damage, 25% light damage, 25% no damage. Heavy equipment: light damage to 25%. Above ground utilities (power, communications, heat, water, gas): 50% severe, 25% moderate, 25% light. POL Storage tanks: severe damage to 25%. POL dispensing facilities and pumphouses: moderate damage. Personnel: see paragraph 8.

(2) "B" Zone: Brick, masonry, concrete, and cinder block buildings moderately damaged. Wood frame severely damaged. Corrugated iron and steel frame buildings moderately damaged. Jumbo hangar: light damage. Aircraft NOSE ON: light; TAIL ON: severe. Vehicles: 25% moderate, 25% light, 50% no damage. Heavy equipment: no damage. Above ground utilities: 25% moderate, 25% light, 50% no damage. POL storage tanks: 25% light damage. POL dispensing facilities and pumphouses: light damage. Personnel: see paragraph 8.

(3) "C" Zone: Brick, masonry, concrete, and cinder block buildings: light damage. Wood frame: moderate. Corrugated iron and steel frames: light damage. Jumbo hangar: light damage. Aircraft NOSE ON: none; TAIL ON: light. Vehicles: 25% light damage. Heavy equipment: none. Above ground utilities: 50% light damage. POL storage tanks: no damage. POL dispensing facilities and pumphouses: no damage. Personnel: see paragraph 8.

NOTE: Paragraph 8, below, furnishes a more detailed description of the damage zones. These zones are designed for this problem and are not related to the zones in AFP 136-1-3.

5. SAMPLE PROBLEM INITIATING MESSAGE: At (a) _____, a nuclear surface burst occurred. (b) _____ miles (c) _____ degrees magnetic

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from your control tower. Seconds later the shock wave hits the base. General picture of the base: debris, consisting of wood fragments (construction wood, trees, etc.) broken glass, building materials, nails, metal fragments, dirt scattered over entire base, including parking ramp and runways. Scattered fires throughout debris. Smoke and dust haze over entire area; immediate and downwind areas around fires covered with smoke clouds. Many streets blocked by debris. Above-ground power and communications lines down, buried in debris in many areas. Walking wounded from damaged/destroyed buildings milling around in shock and panic. Many trapped in debris. Radiological contamination received immediately from throwout. Peak intensity from throwout and fallout is (e) _____, at (f) _____ hrs.

6. BATTLE STAFF ACTION:

- a. When exercise notification is received, the combat support group battle staff will be activated and assume assigned responsibilities in support of the tactical unit.
- b. Simulate the amount of time taken after nuclear detonation to regroup and assemble before sending M-12 damage report.
- c. Following subsequent detonations, dispatch survey teams to report pre-planned damage.
- d. Plot "A", "B", and "C" damage zones on base map as reported by survey teams. The large Base Fire/Crash Map will be used. Zones will be positioned according to distance and direction of detonation in decreasing order of severity.
- e. Plot pre-planned damage determined in paragraphs 4, 5, and 8 when reported by survey teams.

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f. Control centers will be manned and in operation throughout the exercise unless destroyed.

g. Before conducting the exercise, battle staff members will prepare envelopes containing reports that will be transmitted from on-scene to control centers by the dispatched on-scene teams when the exercise is conducted. This will exercise the capability to report from the field to control centers to command post.

h. Disaster teams and control centers will be tested in the proper use of reports and communications procedures.

i. Exercise proper use of call signs for the command posts and control centers during transmission.

(1) Communications from field to control centers and command posts.

(2) Posting procedure and problem solving by the battle staff.

j. As the problem progresses, teams will actually be dispatched as required by the battle staff and/or control centers to "survey" damage and to report back to control centers/command posts.

k. Estimates of the situation made by battle staff members will be made on reports from the field.

l. When simulating reports from the field, allow about the same time between M-12 Damage Reports as it would actually take to survey, receive the reports from the field, make an estimate, and simulate sending the report.

7. REPORTING: Required messages and reports will be prepared but not dispatched.

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8. PLANNING: The following will be used for planning purposes:

<u>ITEMS</u>	<u>"A" ZONE DAMAGE</u>	<u>"B" ZONE DAMAGE</u>	<u>"C" ZONE DAMAGE</u>
<u>POL</u>			
1. Tanks (cylindrical)			
Filled	Severe	Light	None
Half-full	Destroyed	Moderate	Light
Empty	Destroyed	Severe	Light
2. Dispensers (static)	Light	None	None
3. Pumphouses	Refer to "Structures", below.		
<u>AIRCRAFT</u>			
1. Nose on	Destroyed	Light	None
2. Tail on	Destroyed	Severe	Light
3. Broad side	Destroyed	Severe	Moderate
<u>PERSONNEL</u>			
1. No shelter	50% Dead 25% Non-amb 25% Ambulatory	25% Dead 25% Non-amb 25% Ambulatory	5% Dead 10% Non-amb 15% Ambulatory
2. Brick, masonry, concrete, cinder block shelter	10% Dead 15% Non-amb 25% Ambulatory	2% Dead 8% Non-amb 10% Ambulatory	No deaths 5% Ambulatory
3. Jumbo hangar	5% Dead 20% Non-amb 25% Ambulatory	No deaths 5% Non-amb 10% Ambulatory	No casualties
4. Wood frame	50% Dead 20% Non-amb 25% Ambulatory	40% Dead 25% Non-amb 30% Ambulatory	10% Dead 10% Non-amb 15% Ambulatory
5. Underground shelters			
Basements	2% Ambulatory	None	None
Special	None	None	None
Trenches	2% Ambulatory	None	None

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<u>ITEMS</u>	<u>"A"</u> <u>ZONE</u> <u>DAMAGE</u>	<u>"B"</u> <u>ZONE</u> <u>DAMAGE</u>	<u>"C"</u> <u>ZONE</u> <u>DAMAGE</u>
<u>STRUCTURES</u>			
1. Brick, masonry, concrete, cinder block	Severe	Moderate	Light
2. Corrugated iron, steel frame	Severe	Moderate	Light
3. Jumbo hangar	Severe	Moderate	Light
4. Wood frame	Destroyed	Severe	Moderate
5. Wood frame (sheet metal covered)	Destroyed	Moderate	Light
6. Hangars (other than jumbo-like construction)	Severe	Moderate	Light
7. Underground structures	Light	None	None
8. Igloos	Light (inside shock)	None	None
<u>VEHICLES</u>			
1. Cars, trucks, buses	25% Severe 25% Moderate 25% Light	25% Moderate 25% Light	25% Light
2. Tugs	25% Light	None	None
3. Colemans	25% Light	None	None
4. Tank-truck (POL)	25% Light	None	None
<u>UTILITIES</u>			
1. Poles, wire, above ground gas, water, and heat lines	50% Severe 25% Moderate 25% Light	25% Moderate 25% Light 50% None	50% Light 50% None
2. Underground wires, gas, water & heat lines	None	None	None
3. Water & gas outlets (hydrants, pipes in houses, etc.)	50% Moderate	25% Light	None

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<u>EQUIPMENT</u>	"A"	"B"	"C"
1. APUs	Severe	Severe	Light
2. Air Carts	Severe	Severe	Light

9. HOW THE PROBLEM WILL BE DEVELOPED:

a. Walker AFB will pre-plan all blast damage associated with this exercise. Radiation readings will be furnished by the umpires as the problem progresses.

b. Headquarters Fifteenth Air Force will initiate exercise with a message through the 6th SAW command post. Message content will be as shown in Annex "I".

c. Umpires will hand the simulated detonation reports to controllers in the command post.

d. During the first few hours of this exercise, radioactive fallout will be the major problem effecting operations of the follow-on force. For planning purposes, the radiation rate for a given time may be considered as extending base wide. Simulated readings will be forwarded from the command post to the disaster control center and then to shelters for use by the shelter commanders/monitors in determining allowable stay times for personnel required to be outside of shelters.

e. Blast effects from the 2nd, 3rd, 4th and 5th bombs will pre-planned as much as possible. This may be done in the following manner:

(1) Prior to the detonation of each weapon after the first, a Red alert will be sounded. All EWO preparation will cease at this time and all personnel not already in shelters will proceed to predesignated shelters or take cover.

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(2) When detonation occurs, shelter commanders will close shelter doors, and the percentages pertaining to personnel injuries (para 8, above) will apply. Personnel failing to take shelter before detonation will assemble outside the nearest shelter. Shelter commanders will report to the command post by any means remaining available the number of personnel, by AFSC, within their shelters who are dead, non-ambulatory, and ambulatory. Determination will be governed by the percentages listed in para 8, above. Upon completion of this report, shelter commanders will follow the same procedure for reporting casualties assembled outside their shelters. Personnel considered dead will not be available for the rest of the exercise. They may be instructed to proceed to a pre-designated area such as the base theatre, officers' club, or NCO club and remain there throughout the rest of the exercise. Training films, lectures, etc., may be used during this period. Simulated dead who reside off-base may be instructed to proceed off-base by pre-determined routes as the commander desires. Primary concern is to not allow personnel considered out of the exercise to roam at will about the base.

(3) Before the exercise, BDCE will pre-plan building, facility, and utility damage, and prepare damage cards to be distributed by umpires. Damage will not be pre-posted in the command post. When survey teams are dispatched to determine damage, umpires will hand out previously prepared damage cards to survey teams so that damage can be reported to the command post. Damage reported may then be posted in the command post. Damage criteria is as outlined in paragraph 8, above.

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(4) Damage to aircraft, vehicles, and movable equipment cannot be pre-planned effectively, therefore, survey teams must be dispatched to the field to determine and report damage back to the command post based on the criteria outlined in para 8, above. Damage tags depicting specific damage to some aircraft and vehicles will be prepared by DCM and BDCM in advance and given to the chief umpire before the exercise starts. Umpires will place tags on damaged aircraft and vehicles at random to insure evaluation of resupply capability. Damage tags for aircraft will be placed or attached to the nose or forward gear. In reporting vehicles destroyed or damaged, the report should be rendered in actual number of vehicles destroyed NOT the percentage. Casualties should also be reported by number (by AFSC) and/or name and NOT percentage.

(5) Streets, runways, taxiways, etc., to be closed by debris must be pre-planned. BDCE in conjunction with the BDCL will determine the rights of way to be closed. The length of time required to open them will rest with BDCE and his remaining capability. Selections of rights of way to be closed should be as realistic as possible. Umpires will use the thirty minute time period following the sounding of the Red alert to tag vehicles, casualties, etc. Base personnel in shelters will remain there until thirty minutes after the sounding of the Red alert to allow umpires time to set up simulated damage, tag casualties, etc.

(6) Disaster Control Section will provide armbands for umpires. 812th Medical Group will provide tags for casualties.

(7) For exercise purposes, detonation of the second, third, fourth, and fifth weapon, will cause the following support facilities to become

unusable as indicated:

(a) "A" Zone: All fixed communications in this zone will be considered destroyed.

(b) "B" Zone: Land line telephones are out of commission because the lines are down. Underground lines and radios will remain operational.

(c) "C" Zone: All communications will be considered normal,

(8) Damage zone lines will be placed so that the flight line area and the base proper are divided about in thirds. Pre-planned damage will allow some base capability. Damage inflicted will be sufficient to cause concern to the commander.

(9) All base/wing reporting required in support of generation will be accomplished, but NOT transmitted off-base.

(10) Umpires may check vehicle decontamination procedures by declaring certain vehicles contaminated during the exercise.

(11) Plans requiring the use of the alert facility as a shelter for follow-on crews will simulate use of this facility.

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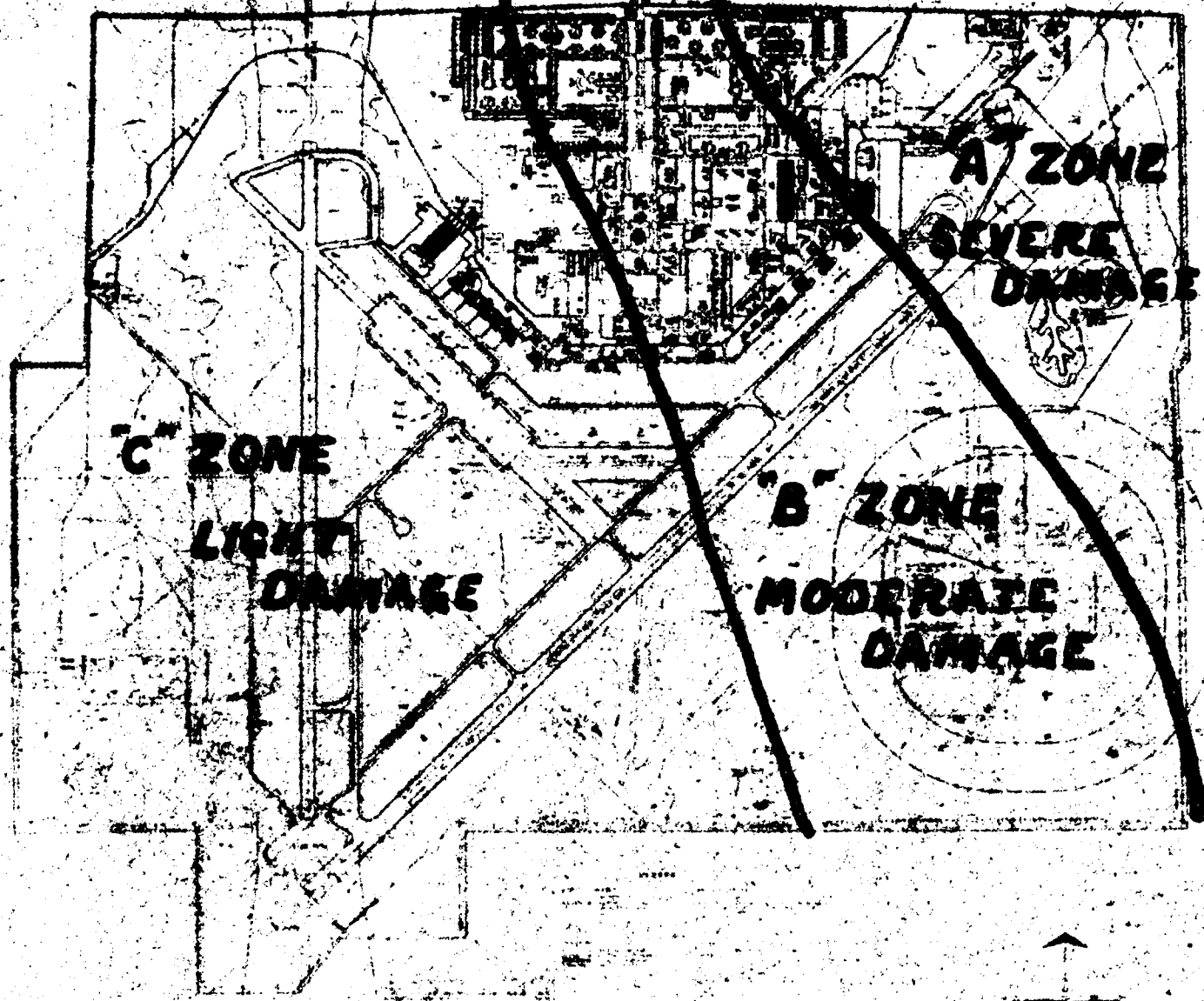
DAMAGE DIVIDER

DAMAGE DIVIDER

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APPENDIX I
ANNEX "C"
GSAM OROFD 19-63
SAMBLE BASE DAMAGE MAP

HEADQUARTERS 6TH STRAT AIRSPACE WING
WALKER AIR FORCE BASE, WILM MANTCO
15 August 1962



HEADQUARTERS 6TH STRAT AEROSPACE WG
WALKER AIR FORCE BASE, NEW MEXICO
15 August 1962

ANNEX "D"

TO

6SAW OPERATIONS ORDER 19-63

UMPIRES

ANNEX "D"
6SAW OPOD 19-63
15 August 1962

HEADQUARTERS 6TH STRAT AEROSPACE WG
WALKER AIR FORCE BASE, NEW MEXICO
15 August 1962

ANNEX "D"

6SAW OPORD 19-63

UMPIRES

1. GENERAL: Since no Management Control System evaluation is to be used for the disaster control exercise required by this operations order and by SACR 55-14, it is mandatory that this exercise be evaluated by umpires to:
 - a. Prevent self-evaluation by units.
 - b. Provide the commander, through observers, a means of determining the effectiveness of his EMO support plans.
2. SELECTION OF UMPIRES:
 - a. Umpires will be selected primarily from the headquarters of air divisions.
 - b. The chief umpire will always be a senior officer from division headquarters.
 - c. 47th Strat Aerospace Division manning does not provide enough personnel to use as umpires. Consequently, umpire team augmentation will be required from Castle AFB, California.
 - d. For a single-wing exercise, a minimum of 20 umpire positions is required. 47th SADivision may add additional umpires if required. Consideration should be given to a two-shift capability.
 - e. The following specific locations and functions will be monitored by umpires:

(1) Wing Command Post	(3) Personnel Shelters
(2) Hospital	(4) Job Control

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- | | |
|--------------------------------|---------------------------------------|
| (5) Air Police | (12) Decontamination Centers |
| (6) Fire Department | (13) Disaster Control Center |
| (7) Civil Engineering | (14) Base Supply |
| (8) Communications | (15) Motor Pool |
| (9) Flight Line Activities | (16) Mess Halls and Feeding |
| (10) Munitions Maintenance Sq. | (17) Combat Crew Pre-mission Briefing |
| (11) Ground Power | (18) Missile Site and MAMS Building |

3. PROCEDURES FOR UMPIRES:

a. 47th SADivision will select umpires at least two weeks before the exercise at Walker Air Force Base. They will arrive at Walker in sufficient time to be briefed by base personnel to insure familiarity with the problem.

b. In addition to completing the check lists as required in Appendix I, this annex, umpires will be used as a medium for interjecting situations and developments during the exercise. They will tag casualties as well as buildings and equipment simulated as being damaged or destroyed. If the umpire team cannot in the time allowed tag all desired or required casualties, equipment, or buildings simulated as being damaged or destroyed; then, some tags may be prepositioned with base personnel for reporting. However, umpires must retain and distribute some casualty, equipment, and building tags to insure unit training in the effects of the loss of certain key personnel, equipment and facilities. Commanders, deputy commanders, and senior staff agency heads should not be declared casualties to insure maximum training in problem solving for these individuals.

c. Umpires may inject additional situations or problems into the exercise to add more realism to the problem, i.e., sabotage.

d. BDCM will furnish on-base transportation for umpires. However, the chief umpire will insure that team transportation requirements are held to a minimum and are made known before the exercise. Transportation so used will be considered lost because of damage. When insufficient government transportation is available for umpires, consideration should be given to the use of private vehicles.

e. Upon completion of the exercise, umpires will collectively prepare the report required by Annex "H".

f. 47th SADivision Director of Operations will be informed by classified message approximately two weeks in advance of the exercise A&E hour for Walker. All other exercise timing and injection of situations will be left to the umpire team.

g. Sample situations, timing for NUDETS and checklists will be furnished umpires under separate cover. This information will be released only to umpires to add realism to the exercise.

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WALKER AIR FORCE BASE, NEW MEXICO
15 August 1962

APPENDIX I

ANNEX "D"

6SAW OPOD 19-63

CHECKLISTS

1. GENERAL: The 15AF umpire checklists are included for your information, planning, and appropriate action.

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HEADQUARTERS FIFTEENTH AIR FORCE
March Air Force Base, California
1 July 1962

TAB 1
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STAFF CIVIL ENGINEER CHECK LIST (COMMAND POST)

- | | | |
|---|------------|-----------|
| 1. Time Staff Civil Engineer reported to Disaster Control Officer at the Wing or Base Command Post. | | |
| 2. Did the Staff Civil Engineer insure that the CE Control Center and Fire Department Control Center was activated and properly manned prior to reporting to Wing or Base Command Post? | <u>YES</u> | <u>NO</u> |
| 3. Were adequate communications established between the Staff Civil Engineer in the Command Post and his Control Centers? | | |
| 4. Were communications adequate between the Staff Civil Engineer in the Command Post and the Damage Control Officer at the disaster scene control point? | | |
| 5. Did the Staff Civil Engineer know the strength and location of Damage Control Teams (Damage Evaluation, Damage Recovery, Equipment Operators, etc.) and Fire Fighting Crews? | | |
| 6. Did the Staff Civil Engineer know the status and location of all CE construction and fire fighting equipment? | | |
| 7. Was a current base layout map, with damage zone overlay, available in the Command Post for plotting damage to base facilities? | | |

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8. Was a complete set of current utility drawings (electrical, gas, water, POL, etc.) showing out-off switches, valves etc., available in the Command Post?

YES

NO

9. Were charts available in the Command Post for recording the operational status of all essential base facilities?

10. Did the Staff Civil Engineer adequately monitor and/or direct the actions of his respective Control Centers? Monitor actions and progress of damage control recovery teams and fire fighting crews in the field?

11. Did the Staff Civil Engineer keep the Commander adequately advise as to the operational capability of the base?

12. Was the Staff Civil Engineer familiar with the procedures for obtaining assistance from local Civilian Contractor forces for the repair and restoration of base facilities, if required?

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1 July 1962

TAB 2
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CIVIL ENGINEERING CONTROL CENTER CHECK LIST

1. Time notification was received by Staff Civil Engineer
2. Time CE Control Center was activated and adequately named to assume control
3. Probable residual number of CE Control Center
4. Were key Damage Control personnel promptly alerted and notified to report to CE Control Center?
5. Was an adequate Pyramid Alerting System established for the recall of CE personnel?
6. Were adequate Communications established between the Wing or Base Command Post and the CE Control Center?
7. Was a current base layout map, with damage zone overlay, available in the CE Control Center for plotting damage to base facilities?
8. Was a complete set of current utility drawings showing all Base Utility Distribution Systems (electrical, gas, water, POL, etc.) available in the CE Control Center?

<u>YES</u>	<u>NO</u>
_____	_____
_____	_____
_____	_____
_____	_____
_____	_____
_____	_____
_____	_____
_____	_____

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	<u>YES</u>	<u>NO</u>
9. Were adequate procedures in effect for immediately dispatching CE Recovery Teams to secure all essential utilities (electrically, gas, water, POL, etc.) as a pre or post attack measure to minimize or prevent further damage?	_____	_____
10. Were fall-out shelters provided for Civil Engineer Damage Control Teams and non-essential CE civilian personnel?	_____	_____
11. Did Civil Engineer Damage Control Teams and all non-essential CE civilian personnel deploy to designated fall-out shelters within the time limits specified?	_____	_____
12. Were adequate communications established between the CE Control Center and fall-out shelters designated for CE Damage Control Teams?	_____	_____
13. Were adequate procedures established to provide required radio controlled vehicles for transportation of CE Damage Control personnel?	_____	_____
14. Were Radiological Monitors available in the CE Control Center and fall-out shelters for computing stay times and radiation dosages of CE Teams dispatched?	_____	_____
15. Were adequate procedures in effect for assembling and pre-positioning all Civil Engineering special purpose equipment required for damage control and airfield recovery operations?	_____	_____
16. Was a current listing of all personnel assigned to CE Damage Control Teams (Damage Evaluation, Damage Recovery, Equipment Operators, etc.) available in the CE Control Center?	_____	_____
17. Were adequate procedures developed for replacing contaminated clothing for CE Damage Control Teams?	_____	_____

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	<u>YES</u>	<u>NO</u>
18. Were adequate procedures in effect for receiving, posting and disseminating information and/or instructions from the Wing or Base Command Post?	_____	_____
19. Were procedures adequate for dispatching CE Damage Control Teams (Damage Evaluation, Damage Recovery, Equipment Operators, etc.) to disaster areas?	_____	_____
20. Were CE Damage Control Teams thoroughly briefed on stay time by Shelter Monitors prior to being deployed to disaster areas?	_____	_____
21. Did Shelter Monitors periodically contact Wing or Base Command Post to ascertain latest radiation intensity readings and keep CE Control Center advised?	_____	_____
22. Did Shelter Monitors immediately compute radiation dosages for all CE Damage Control Team Members as they returned from contaminated areas?	_____	_____
23. Did the Damage Control Officer, CE Damage Control Teams and required equipment respond promptly to the designated control point established at the disaster scene?	_____	_____
24. Were adequate communications established between the CE Control Center and the Damage Control Officer at the disaster scene?	_____	_____
25. Were procedures adequate for receiving, posting and forwarding to the Wing or Base Command Post all pertinent information from the Damage Control Officer at the disaster scene?	_____	_____
26. Were Civil Engineer personnel and equipment available and adequate for accomplishing area decontamination operations as required?	_____	_____

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	<u>YES</u>	<u>NO</u>
27. Were procedures established for decontaminating Civil Engineering vehicles and equipment ?	_____	_____
28. Were procedures established to provide barricades for closing off streets and decontaminated areas ?	_____	_____
29. Were Key Damage Control personnel thoroughly familiar with the procedures for obtaining assistance from local Civilian Contractors if required ?	_____	_____
30. Was a current listing of local Civilian Contractors, to be contracted for assistance in base recovery operations, available in the Civil Engineering organization ?	_____	_____
31. Were the procedures utilized by CE Damage Control Teams for determining and evaluating damage in the field adequate ?	_____	_____
32. Were adequate procedures in effect for establishing priorities for the repair and restoration of all essential base facilities such as airfield pavements, utility distribution systems, technical buildings, etc. ?	_____	_____
33. Were procedures established for "hardening" (sandbagging) of key buildings and other essential base facilities (Command Post, shelters, POL Pump houses, etc.) to a height of four (4) feet, as required ?	_____	_____
34. Were CE tools and construction equipment considered adequate for accomplishing a rapid recovery of essential base facilities ?	_____	_____
35. Were CE Damage Control personnel capable of accomplishing repairs required to restore minimum essential operational facilities to usable condition within the required time limit.?	_____	_____

TAB 2
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	<u>YES</u>	<u>NO</u>
36. Was it necessary to request assistance from local Civilian Contractors to accomplish the required repairs and restoration of essential base facilities ?	_____	_____
37. Was an adequate training program in effect for cross-training CE Teams in all damage control functions (emergency shut down of utilities, damage evaluation equipment operation, area decontamination, recovery operations, etc.)?	_____	_____
38. Were adequate procedures in effect for providing augmentees from other base organizations for an additional labor force for damage recovery operations if required?	_____	_____
39. Did assigned CE Civilian personnel have in their possession Civil Defense Identification Credentials, SF 138 and SF 139, as required by AFR 30-19, SAC SUP 1 and 15AF SUP 1, thereto?	_____	_____

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TAB 3
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FIRE DEPARTMENT CONTROL CENTER CHECK LISTS

1. Time notification was received by Base Fire Chief.

2. Time Fire Department Control Center was activated and adequately manned to assume control (Regular Fire Department Dispatch Center is not to be considered the fire department control center unless fire chief moves his entire administrative operation personnel to this point)

Probable residual number of Fire Department Control Center.

4. Does Fire Chief have a central fire department Control Center to operate from (Regular Fire Department Dispatch Center is not to be considered the fire department control center unless fire chief moves his entire administrative operation personnel to this point)?

YES

NO

5. Does Fire Chief have an established priority building list for response of fire apparatus?

6. Does Fire Chief have radio monitoring capabilities in the Fire Department Control Center?

7. Was a current base layout map available in the Fire Department Control Center for plotting?

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	<u>YES</u>	<u>NO</u>
8. Were up-to-date drawings of all base utility systems (electrical, gas, water, POL, etc.) available in the Fire Department Control Center?	_____	_____
9. Was off-duty personnel notified to report for duty?	_____	_____
10. Did Fire Chief return all his apparatus to quarters upon receiving notification of exercise (except from essential protection points. i. e. alert area, runway, etc.)?	_____	_____
11. Are fire crews and apparatus housed in adequate fall-out shelters?	_____	_____
12. Was a current listing of personnel assigned to fire department available in Fire Department Control Center?	_____	_____
13. Were adequate procedures in effect for immediately dispatching fire apparatus to reported fires or incidents?	_____	_____
14. Was Radiological Monitor available in Fire Department Control Center for computing stay time and radiation dosages of fire crews as they were dispatched?	_____	_____
15. Does Fire Chief have flow charts available to determine cumulative radiation dosage for fire crews?	_____	_____
16. When fire department crews were deployed to fires or incidents, were personnel thoroughly briefed on stay time by Shelter Monitor?	_____	_____
17. Did Shelter Monitor immediately compute radiation dosages for all fire department crews upon their return from contaminated areas?	_____	_____
18. Was the information gathered by Shelter Monitors relative to total radiation dosages for individuals furnished Fire Department Control Center?	_____	_____

TAB 3
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	<u>YES</u>	<u>NO</u>
19. Were procedures established for replacing contaminated clothing of Fire Department personnel?	_____	_____
20. Were procedures in effect for receiving, posting and disseminating information and/or instructions from the Wing or Base Command Post?	_____	_____
21. Were procedures adequate for receiving, posting and forwarding to the Wing or Base Command Post all pertinent information recieved from Senior Fire Department Officer as the scene or incident?	_____	_____
22. Does Fire Chief receive current radiation readings from Command Post?	_____	_____
23. Does Fire Chief have full operational control including dispatch of his equipment from his Fire Department Control Center to reported fire incidents?	_____	_____
24. Does Fire Chief receive by radio pertinent information from crews at scene of fire?	_____	_____
25. Are residual time elements considered when fires are reported?	_____	_____
26. Is time element for simulated operation at fire incidents realistically established. (It would be impossible to lay hose lines, fight fire, pick up hose lines and get back in service in less than 30 - 60 minutes or more depending on size of fire and amount of equipment committed to the fire)?	_____	_____

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TAB 4
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ANNEX "D"

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SECURITY CHECK LISTS

- | | <u>YES</u> | <u>NO</u> |
|--|------------|-----------|
| 1. Did the Base Command Post notify CSC of the alert? What time, how, and what terminology was used? (Remarks: CSC should be on the primary notification system for immediate notification. The notification should be passed over the direct line. If a code word is used, CSC should know what actions are required under this particular code word.) (Para 72c, SACM 205-5) | _____ | _____ |
| 2. Did CSC alert all sentries on duty? (Remarks: CSC must cause all sentries to be notified an alert is in progress.) (Para 72c(1), SACM 205-5) | _____ | _____ |
| 3. Did CSC brief and dispatch one element of the Mobile Strike Team (MST) to proceed to the alert area taxi-gap and begin a swift but systematic check of the alert taxiway and position itself off the end of the runway from which takeoffs will be made? (Remarks: This action is taken to insure the taxiway is clear for alert aircraft to taxi.) (Para 72c(2), SACM 205-5) | _____ | _____ |
| 4. Did CSC brief and dispatch the second element of the MST to make a security sweep of the runway and taxiway? Was this action coordinated | | |

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YES

NO

with the control tower? (Remarks: This action must be coordinated with the control tower to insure it will not delay or interfere with the launch. The security sweep is accomplished to verify the taxiway and runway surfaces are clear and that the grass areas and open spaces immediately adjacent to these features do not conceal a hostile person.) (Para 72c(2), SACM 205-5)

5. When the MST was dispatched, was the reserve MST summoned to CSC? (Remarks: The reserve MST will either be held at CSC for emergencies or used to patrol critical areas.) (Para 72c(3), SACM 205-5)
6. Was the CD flight scheduled to follow the on-duty flight recalled to duty to form the first 12-hour shift, and the two remaining flights notified to form the second 12-hour shift? (Remarks: This precludes recalling the entire CD force and then releasing two flights.) (Para 72c(4), SACM 205-5)
7. Was the sabotage alert notification passed to the Base Police Flight? (Para 72c(5), SACM 205-5)
8. Did the Base Police Flight augment the CD force as outlined in Annex A to the Internal Protection Plan (190-61)? (Remarks: The 190-61 Plan should outline in detail all augmentation procedures. The Base Police should be listed under the Hq. Sqdn, augmentation and will probably have specific posts to man.) (Para 72c(5), SACM 205-5)
9. Were all required flight line gates and access points (pedestrian gates) opened and manned? (Remarks: These gates should be manned by

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YES

NO

the CD force, base police flight, or another task organization, whichever is best for this particular base. The 190-61 Plan should indicate who will man the gates.) (Para 72c(6), SACM 205-5)

10. Was the flight line gate action, as well as base perimeter gate action, geared to expedite the flow of essential personnel to their EWO jobs as they arrive in response to the recall? (Remarks: Paragraph 76d, SACM 205-5, explains the concept and outlines the access control procedures at base and flight line gates during emergencies. Base gates - incoming vehicles should be admitted on the basis of their decals with the driver of each vehicle responsible for his passengers. Flight line gates - instead of guards making a man-by-man badge check, they should stand back to verify that each person who passes displays his Restricted Area Badge in the proper manner and that the badge displayed is apparently authentic.)
11. As CD force members arrive from recall, were at least two additional MSTs formed? Was at least one of the MSTs retained at CSC for unforeseen emergencies? (Remarks: The other MSTs should be dispatched to aid the primary MST or to patrol sensitive areas. The primary MST will continue to function in two three-man elements; however, the other MSTs will function as a six-man team. The vehicles provided for the MSTs should be radio equipped. The concept behind additional MSTs is explained in paragraph 76c, SACM 205-5.) (Para 72c(7), SACM 205-5)
12. Were the key preventive positions called for under the Internal Protection Plan manned? (Remarks: The sentires will not be deployed off-base during exercises. The details and

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YES

NO

concept concerning key perimeter positions are contained in paragraph 76a, SACM 205-5. The theory of occupying key positions along a distant preventive perimeter places sentires generally in several positions which are logical places of hiding overlooking the base. If augmentees are used, they may be utilized on these posts and continuously supervised by motor patrols. These sentires must have some type of communication for emergencies. Attempt to determine if there was advance planning for the selection of the key positions or if sentires were posted at random. The posts should be designated in Annex A to the 190-61 Plan.) (Para 72c(8), SACM 205-5)

13. Were a sufficient number of sentires dispatched to provide a "safe corridor" along the weapon movement route? (Remarks: The safe corridor concept is explained in paragraph 76b, SACM 205-5. These sentries should cover the critical features along the weapon movement route. Once the bulk of weapon movement has been completed, these sentires can be drawn back into the base for more urgent tasks. Augmentees may be used on these posts if necessary. Some type of communication must be furnished. Attempt to determine if there was advance planning for the selection of these posts or if the sentires were posted at random. These posts should be designated in Annex A to the 190-61 Plan.) (Para 72c(9), SACM 205-5)
14. Was a sentry posted to control access to the Base Command Post? (Remarks: This sentry does not have to be a member of the CD Force.) (Para 46. 3, SACM 205-5)
15. If the operation calls for the mass loading of non-alert bombers, was a CD force sentry detailed

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	<u>YES</u>	<u>NO</u>
to provide close-in protection (point guard) over it? (Remarks: The details concerning the security of weapons not in storage are classified SECRET and outlined in paragraph 40, SACM 205-5. <u>augmentees will not be utilized as point guards.</u>) (Para 40e, SACM 205-5)	_____	_____
16. Are sentries assigned to provide close-in protection for loaded aircraft given explicit instructions as part of their orders that they are not permitted to enter the aircraft? (Remarks: This should be a part of their written special orders in the sentries possession.) (Para 40f, SACM 205-5)	_____	_____
17. Was the posting of all additional regular CD force members completed within one hour subsequent to the alert being initiated? (Para 75e, SACM 205-5)	_____	_____
18. Did CSC call for a specific number of augmentation personnel to report to CSC as the need for augmentees develops? (Remarks: Under no circumstances should the automatic mass assembly of CD force augmentation at CSC be required upon the sounding of the sabotage alert.) (Para 75h(2), SACM 205-5)	_____	_____
19. Was the augmentation force assembled, identified, inspected, and initially briefed prior to posting? (Remarks: CD force augmentation procedures are outlined in paragraph 75, SACM 205-5.) (Para 75e, SACM 205-5)	_____	_____
20. Were augmentation forces posted only after the on-duty flight was augmented with other regular CD force members: (Remarks: Maximum utilization of the CD force must be accomplished to insure adequate security and to reduce the number of augmentees required.) (Para 75e, SACM 205-5)	_____	_____

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	<u>YES</u>	<u>NO</u>
21. Are augmentation personnel pre-selected to possess at least an interim SECRET clearance, a restricted area badge, specifically designated on rosters for this duty, and have they received the required Phase I training under SACR 50-9? (Para 75a, SACM 205-5)	_____	_____
22. If a group of weapons are parked at a staging area or control point on the flight line, is the area kept under surveillance as required by paragraph 40c, SACM 205-5? (Remarks: The security protection is classified SECRET and is explained in paragraph 40c, SACM 205-5)	_____	_____
23. Are sentries assigned to provide close-in protection for loaded aircraft checked "on post" at internals of not greater than once each 30 minutes by a qualified CD force supervisor? (Remarks: This requirement exists in part to enforce the SAC two-man policy as well as to insure proper supervision of the sentries.) (Para 40f, SACM 205-5)	_____	_____
24. Each sentry should be checked to insure he is properly clothed, has written special orders for that particular post, has access to some type of communication, carries a flashlight if during the hours of darkness, possess an access list if required, possesses a restricted area badge, and displays an understanding of his orders for the post.	_____	_____

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TAB 5
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ANNEX "D"

15AF OPORD 19-63

BALLISTIC MISSILE CHECK LIST

	<u>MISSILE CREWS</u>	<u>YES</u>	<u>NO</u>
1.	Ascertain and report status of all missiles	_____	_____
2.	Prepare all available missiles in an alert status	_____	_____
3.	Standby for further instructions	_____	_____
4.	Check survival stores and ascertain survival time (10 days)	_____	_____
5.	Place all available power equipment on the line in parallel	_____	_____
6.	Check communications with wing command post, alternate command post, numbered AF and SAC and on a continuing 30-minute basis	_____	_____
7.	Consider and implement work schedules as though a no-relief situation was in progress	_____	_____
8.	Check radiological contamination on an hourly basis	_____	_____
9.	Be prepared to implement further readiness conditions up to Defcon 1-M and EWO execution (Note: No missiles will be exercised as part of this operations order.)	_____	_____

MISSILE SQUADRON COMMANDERS

1.	Report to wing command post and determine squadron status both weapons and personnel	_____	_____
----	--	-------	-------

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- | | <u>YES</u> | <u>NO</u> |
|--|------------|-----------|
| 2. Prepare emergency relief schedules for all available crew members | _____ | _____ |

MISSILE MAINTENANCE SQUADRON OR BRANCH COMMANDER

- | | | |
|---|-------|-------|
| 1. Ascertain in commission status of all missiles | _____ | _____ |
| 2. Form available maintenance personnel into 24-hour mobile maintenance team | _____ | _____ |
| 3. Be prepared to dispatch maintenance teams to sites requiring maintenance on a priority basis | _____ | _____ |

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TAB 6
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ANNEX "D"

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MEDICAL SERVICE CHECK LIST

PART I - PLANNING ACTIONS

	<u>YES</u>	<u>NO</u>
1. Current Medical Group Disaster Plan	_____	_____
2. Personnel familiar with plan	_____	_____
3. Was pyramidal recall system established?	_____	_____
4. Residual number of hospital determined	_____	_____
5. Structural survivability of hospital estimated	_____	_____
6. Utilities and communications survivability estimated	_____	_____
7. Emergency Sanitary Orders published	_____	_____
8. Check lists for teams	_____	_____
9. Current roster of local civilian medical personnel	_____	_____
10. Arrangements for supplementary non-medical personnel	_____	_____
11. Determination of availability of off-base medical supplies	_____	_____
12. Tabulation of dependents who are former nurses	_____	_____
13. Plans for utilization of private vehicles	_____	_____

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	<u>YES</u>	<u>NO</u>
14. Patient evacuation procedures and routes	_____	_____
15. Procedures for notifying Civil Defense about civilian casualties	_____	_____
16. Determination of acceptable radiation exposures	_____	_____
17. Availability of current area maps	_____	_____

PART II - INITIAL RESPONSE

1. Hospital notified of alert by proper agency	_____	_____
2. Medical Command Post formed	_____	_____
3. Representative to Base Command Post	_____	_____
4. Communications adequately maintained between:		
a. Medical CP and Base CP	_____	_____
b. Medical CP and disaster scene	_____	_____
5. Was pyramid recall effectively implemented?	_____	_____
6. Was Medical Group Disaster Plan implemented?	_____	_____
7. Were all clinics closed?	_____	_____
8. Were emergency wards established by medical group personnel?	_____	_____
9. Was traffic control established inside and out?	_____	_____
10. Were emergency supply procedures implemented.	_____	_____
11. Was a decontamination station established?	_____	_____
a. Was this a bottleneck?	_____	_____
12. Were auxiliary local civilian personnel contacted? (Simulate)	_____	_____

	<u>YES</u>	<u>NO</u>
13. CF log of events kept	_____	_____
14. Initial report of radiological situation from Industrial Hygiene Engineer	_____	_____
15. Establishment of First Aid Stations at shelter areas	_____	_____
16. Adequate transportation available	_____	_____
17. Adequacy of non-medical service litter bearers	_____	_____

PART III - MEDICAL TREATMENT

Were the following specific actions adequate?	<u>YES</u>	<u>NO</u>
1. Immediate triage of casualties	_____	_____
2. Immediate treatment of casualties	_____	_____
3. Casualty receiving/sorting (secondary triage at hospital)	_____	_____
4. Casualty monitoring and DT-60 readings obtained (if indicated)	_____	_____
5. Decontamination, if indicated	_____	_____
6. Resupply	_____	_____
7. Treatment simulation	_____	_____
8. Status reports to Medical Command Post	_____	_____
9. Treatment records/Emergency Treatment Tag	_____	_____
10. Medical command	_____	_____
11. SOPs	_____	_____
12. Emergency laboratory support adequate	_____	_____

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	<u>YES</u>	<u>NO</u>
13. Emergency X-ray support adequate	_____	_____
14. Facility decontamination/patient routing	_____	_____
15. Mortuary procedures adequate	_____	_____
16. Liaison with other agencies	_____	_____

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TAB 7
APPENDIX I

ANNEX "D"

15AF OPORD 19-62

MAINTENANCE CONTROL CHECK LIST

- | | | | |
|-----|---|------------|-----------|
| 1. | Time facility was properly manned to assume control | _____ | _____ |
| 2. | Was communication established between Job Control and the Command Post? | <u>YES</u> | <u>NO</u> |
| 3. | Were emergency teams, damage assessment, and aircraft repair teams established? | _____ | _____ |
| 4. | Were procedures established for emergency power, water and communications? | _____ | _____ |
| 5. | Did Job Control monitor the status of heavy and emergency equipment? | _____ | _____ |
| 6. | Were procedures and the damage zone layout map current and available? | _____ | _____ |
| 7. | Were procedures established for receiving and forwarding information to all maintenance activities? | _____ | _____ |
| 8. | Was definition of damage categories and zones available and current? | _____ | _____ |
| 9. | Were all personnel briefed and well informed on all phases of this exercise? | _____ | _____ |
| 10. | Was SACR 55-14 and unit Operations Order 19-63 available? | _____ | _____ |
| 11. | Was status maintained and current on battle damaged aircraft? | _____ | _____ |

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- | | <u>YES</u> | <u>NO</u> |
|---|------------|-----------|
| 12. Were personnel aware of exceptions to normal EWO generation items? | _____ | _____ |
| 13. Was data maintained as to exposure criteria, tolerances, and time limits of exposure in critical maintenance areas? | _____ | _____ |
| 14. Was the Disaster Control Plan available and current? | _____ | _____ |
| 15. Was alternate facility selected and communication requirements established? | _____ | _____ |

FLIGHT LINE ACTIVITIES CHECK LIST

- | | | |
|---|------------|-----------|
| 1. The time that this function was properly manned to assume control. | _____ | _____ |
| 2. Was communication established between flight line and job control? | <u>YES</u> | <u>NO</u> |
| 3. Were emergency teams, damage assessment and aircraft repair teams established? | _____ | _____ |
| 4. Were procedures established for emergency power, water and communications? | _____ | _____ |
| 5. Were alerting procedures current and effective? | _____ | _____ |
| 6. Was definition of damage categories and zones available and briefed to all personnel? | _____ | _____ |
| 7. Were maps maintained for current danger zones of high radiation? | _____ | _____ |
| 8. Was data available as to exposure limits, tolerances and time limits in the maintenance areas? | _____ | _____ |
| 9. Was SACR 55-14 and unit OPORD 19-63 available? | _____ | _____ |
| 10. Were all personnel briefed and informed of all aspects of this exercise? | _____ | _____ |

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	<u>YES</u>	<u>NO</u>
11. Were maintenance personnel aware of areas fo high radiation?	_____	_____
12. Were adequate procedures developed for replacing contaminated clothing of the maintenance personnel?	_____	_____
13. Were procedures in effect for receiving, posting, and disseminating information or instructions from maintenance control?	_____	_____
14. Were personnel briefed on the "exceptions" to the normal EWO generation requirements?	_____	_____
15. Were Decon procedures established for aircraft and personnel?	_____	_____

POWERED GROUND SUPPORT EQUIPMENT

	<u>YES</u>	<u>NO</u>
1. Was condition and location status of equipment reported to job control?	_____	_____
2. Was status of equipment at job control indicated by type and unit as to:		
a. Immediately operational	_____	_____
b. Estimated manhours in commission	_____	_____
c. Non-reparable	_____	_____
3. Was capability to support flyable aircraft determined?	_____	_____
4. Were precautions taken to prevent relocation of possible contaminated units to other areas before they were monitored for radiation contamination?	_____	_____
5. Were decontamination procedures established to provide maximum quick servicability of units that were mechanically serviceable?	_____	_____

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FIELD MAINTENANCE

- | | <u>YES</u> | <u>NO</u> |
|---|------------|-----------|
| 1. Were the various field maintenance support shops surveyed to determine support capability? | _____ | _____ |
| 2. Were emergency facilities selected to replace untenable shops (to include use of CE, A&E Equitable host or tenant facilities and equipment)? | _____ | _____ |
| 3. Was off-base capability included as possible support measure? | _____ | _____ |
| 4. Did personnel alerting and reporting procedure result in centrally controlled use of available manpower? | _____ | _____ |

TRANSPORTATION

- | | <u>YES</u> | <u>NO</u> |
|--|------------|-----------|
| 1. Is there a copy of the Base Disaster Control Plan on file? | _____ | _____ |
| 2. Does the plan contain implementating instructions outlining how required transportation support will be accomplished? | _____ | _____ |
| 3. Have on-base personnel assembly area(s) been established? | _____ | _____ |
| 4. Does the plan contain maps of the evacuation route(s) primary and alternate? | _____ | _____ |

MUNITIONS MAINTENANCE SQUADRON

- | | | |
|--|------------|-----------|
| 1. Time notification of alert was received by MMS | _____ | _____ |
| 2. MMS alert recall initiated | _____ | _____ |
| 3. Aircraft for loading confirmed by Maintenance Control | <u>YES</u> | <u>NO</u> |
| 4. Was EWO loading flow chart current and utilized? | _____ | _____ |

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	<u>YES</u>	<u>NO</u>
5. Did scheduled loading timing coincide with current Maintenance Readiness Plan?	_____	_____
6. Were sufficient qualified crews available to meet loading schedule?	_____	_____
7. Were communications nets operational and in use?	_____	_____
8. Were sufficient vehicles in commission and available to meet all squadron requirements?	_____	_____
9. Did breakout and delivery of weapons occur on time?	_____	_____
10. Did loadings start on time?	_____	_____
11. Were 55-7 generation rates met or exceeded?	_____	_____
12. Were qualified EOD personnel available with equipment?	_____	_____
13. Did EOD personnel have appropriate RSPs in their possession?	_____	_____
14. Was Central Security informed of weapons movement, of location of loaded aircraft?	_____	_____
15. Was Fire Department informed of location of loaded aircraft?	_____	_____
16. Was Maintenance Control informed of progress of MMS assigned responsibilities?	_____	_____
17. Did the squadron have squadron disaster plan or similar document?	_____	_____
18. Were alternate weapon delivery routes selected for emergency use?	_____	_____
19. Did planning exist to provide for rapid recovery in case of loss of weapon delivery route?	_____	_____
20. Were personnel aware of location of personnel shelters?	_____	_____

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	<u>YES</u>	<u>NO</u>
21. Did unit commander maintain current appraisal of personnel and equipment assets during emergency?	_____	_____
22. Upon occurrence of disaster did EOD personnel report to Disaster Control Officer?	_____	_____
23. Did EOD personnel brief Disaster Control Officer on explosive hazards and necessary rendering safe actions?	_____	_____
24. Were command and supervision lines re-established as required, quickly and efficiently?	_____	_____
25. Based upon aircraft availability, contamination of areas, squadron personnel, and essential equipment availability, was new aircraft loading schedule formulated?	_____	_____
26. Did personnel observe required safety precautions during recovery period?	_____	_____
27. Were new schedules effectively met?	_____	_____
28. Were individual records maintained to monitor radiation exposure (carried by individual exposure rate and time recorded by shelter monitor)?	_____	_____
29. Were shelter monitors fully conversant with individual exposure based on roentgens per hour?	_____	_____
30. Were personnel who had recieved maximum dosages given proper treatment?	_____	_____

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DECONTAMINATION CENTER

	<u>YES</u>	<u>NO</u>
1. Was the decon center divided into two sections (contaminated - clean)?	_____	_____
2. Did the center have separate access routes?	_____	_____
3. Were the following facilities/equipment available in the center?		
a. Adequate showers	_____	_____
b. Soap and towels	_____	_____
c. Personnel monitoring instrument (AN/PDR-27)	_____	_____
d. CP-95 to read personnel dosimeters (DT-60/PD)	_____	_____
e. Clean clothing (normally obtained from BX or clothing sales store if actually required)	_____	_____
4. Were personnel reporting to the center monitored, instructed to shower (simulated), remonitored, and given clean clothing (simulated)?	_____	_____
5. Were female personnel routed to the hospital for decontamination?	_____	_____
6. Was an accurate list maintained for future medical follow-up of all personnel requiring decontamination?	_____	_____

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SHELTER COMMANDER/MONITOR

	<u>YES</u>	<u>NO</u>
1. Did the shelter monitor record the name, rank, and AFSC of all personnel reporting to the shelter?	_____	_____
2. Were the names of these personnel reported to the disaster control sub-center and command post?	_____	_____
3. Were radiation monitoring instruments available in the shelter?	_____	_____
4. Was a method available to determine attenuation of radiation inside and outside the shelter?	_____	_____
5. Was exposure control enforced?	_____	_____
6. Were exposure records (individual radiation logs) accomplished for all personnel in the shelter?	_____	_____
7. Were communications available between the shelter, command post, and disaster control sub-center?	_____	_____
8. Were personnel dispatched to perform essential duties informed of allowable stay times (based on total accumulated dosage and outside intensity)?	_____	_____
9. Was a chart available in the shelter to plot and record radiation intensity at any given time?	_____	_____
10. Was a CP-95 available to read personnel dosimeters (DT-60/PD)?	_____	_____

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	<u>YES</u>	<u>NO</u>
11. Were personnel dispatched from shelters to work details instructed to clear back through a decontamination center, if required?	_____	_____
12. Were personnel given a contaminated area pass (work order) when dispatched to perform essential tasks?	_____	_____
13. Did the contaminated area pass (work order) contain the following?		
a. Where to report	_____	_____
b. What to do	_____	_____
c. How long to stay out	_____	_____
d. What shelter to report back to	_____	_____
e. A column for accumulated radiation	_____	_____
14. Were the shelter commander and monitor aware of necessity to contact the disaster control sub-center for exposure control procedures and current radiation intensity?	_____	_____
15. Were all doors and windows closed upon arrival of fallout?	_____	_____
16. Were all ventilators closed and air conditioners turned off?	_____	_____

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TAB 10
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DISASTER CONTROL SUB-CENTER

	<u>YES</u>	<u>NO</u>
1. Did the base 50-man CBR team report to the center?	_____	_____
2. Was communications available between the command post, sub-center, and shelters?	_____	_____
3. Were survey teams dispatched to determine radiation intensity throughout the base?	_____	_____
4. Were maps and specialized supplies available to plot fallout?	_____	_____
5. Were SOPs available for command post, sub-center, fallout shelters, and disaster teams?	_____	_____
6. Were sub-center personnel familiar with the location of all decontamination centers and fallout shelters?	_____	_____
7. Was weather service provided with radiation intensity readings during and after fallout periodically? NOTE: At 20-minute intervals until six hours after last known nuclear detonation or until radiation intensity has reached one R/hr or less.	_____	_____
8. Were disaster personnel dispatched as required to accomplish monitoring operations throughout the base for equipment, material, structures, and personnel and material leaving contaminated areas? NOTE: Appropriate squadron	_____	_____

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YES

NO

commanders have assigned personnel to accomplish decontamination of aircraft accessories and maintenance support equipment. These personnel are supervised by qualified disaster decontamination team chiefs. (Reference: Paragraph 7a(3), AFR 66-10/SAC Sup 1)

9. Was a team dispatched to designated location to accomplish reading of alert crews (to include follow-on force) DT-60/PDs?
10. Was a fallout plot and time history graph maintained in the sub-center?

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HEADQUARTERS 6TH STRAT AEROSPACE WG
WALKER AIR FORCE BASE, NEW MEXICO
15 August 1962

ANNEX "E"

TO

6SAW OPERATIONS ORDER 19-63

INFORMATION

ANNEX "E"
6SAW OPORD 19-63
15 August 1962

HEADQUARTERS 6TH STRAT AEROSPACE WG
WALKER AIR FORCE BASE, NEW MEXICO
15 August 1962

ANNEX "E"

6SAW OFORD 19-63

INFORMATION

1. GENERAL:

a. Since the base siren will be used during this exercise, the general public in the Roswell area must be informed in advance. In addition, public announcements must be made stating that the base will be closed during the exercise to all but essential business and emergencies. The Information Office will effect complete coordination with local civilian agencies prior to the exercise so that undue public alarm can be prevented.

b. All base personnel, both military and civilian, will be informed of all aspects of the exercise plan through the base newspaper, staff meetings, commander's call, daily bulletin and special briefings. Special emphasis will be placed on those services and facilities that will be terminated or limited for the duration of the exercise.

2. PROCEDURES:

a. The local press, radio, television and civic organizations will be briefed at the regularly held press club. The local law enforcement agencies will be contacted and briefed through BDCL. The municipal government will be notified by a letter to the mayor's office.

b. Press releases made in conjunction with this exercise will be made at least seven days in advance of the exercise.

c. The content of the news release will be as outlined in Appendix I, this annex.

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d. The Information Office will furnish a report of completed action to Directorate of Information, Headquarters Fifteenth Air Force, at least three days prior to the start of the exercise.

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15 August 1962

HEADQUARTERS 6TH STRAT AEROSPACE WG
WALKER AIR FORCE BASE, NEW MEXICO
15 August 1962

APPENDIX I

ANNEX "E"

6SAW OPORD 19-63

SAMPLE NEWS RELEASE

QUOTE: Walker Air Force Base will conduct a 12-hour practice wartime mission exercise under simulated enemy nuclear attack conditions on _____

In announcing this "Great Effort" exercise Base Commander _____ said that base sirens will be used to "warn" of various simulated wartime emergency situations.

The entire exercise will be confined to Walker Air Force Base.

_____ said, "The base will be closed to the general public except for emergency use." The main gate will be the only entrance to the base.

If access to Walker Air Force Base is required an air police escort will accompany the visitor.

During the exercise the base commissary, exchange, service station, library, service clubs and cleaners will be closed.

Dependents of military personnel residing off-base and civilians with base privileges will not be permitted entry during the exercise except for emergency reasons.

_____ has requested that individuals not assigned to or working at the base refrain from visiting during the disaster control exercise. UNQUOTE

APPENDIX I

ANNEX "E"

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15 August 1962

HEADQUARTERS 6TH STRAT AEROSPACE NG
WALKER AIR FORCE BASE, NEW MEXICO
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ANNEX "F"

TO

6SAW OPERATIONS ORDER 19-63

MEDICAL

ANNEX "F"
6SAW OFORD 19-63
15 August 1962

HEADQUARTERS 6TH STRAT AEROSPACE WG
WALKER AIR FORCE BASE, NEW MEXICO
15 August 1962

ANNEX "F"

6SAW OPORD 19-63

MEDICAL

1. GENERAL SITUATION: This exercise will be a simulated nuclear attack on Walker Air Force Base, causing many casualties and extensive physical damage.
2. MISSION: The 812th Medical Group will provide simulated medical support to minimize the effects on personnel, thereby preserving and restoring operational capability.

a. Responsibility: The Commander, 812th Medical Group will:

- (1) Implement Annex "F" of the 6SAW 500 Plan under the limitations or criteria specified in this order. Although actions are simulated, realism will be stressed.

- (2) Prepare casualty tags utilizing AF Form 38, "Emergency Treatment Tag", placing the diagnosis in layman's terms on the reverse side of the tag and superimposing a red cross with colored pencil. These tags will describe all types of casualties expected of a nuclear attack. They will be sufficient enough in scope and complexity to test the self-aid-buddy-aid system as well as medical group capability.

- (3) Personally monitor the actions and performance of subordinates during this exercise, insuring realism and completeness.

- (4) Submit required reports prescribed in this order.

- (5) Insure maximum practice of contamination exposure control procedures by the medical service. Actions will include radiation monitoring, dosimeter reading, situation evaluation and advising the commander

ANNEX "F"

6SAW OPORD 19-63
15 August 1962

on exposure criteria, tolerances, control procedures and related matters.

(6) Station a qualified medical representative in the 6th SAW Command Post at all times during the exercise.

3. TASKS FOR SUPPORTING UNITS: Generally speaking, there will be no direct medical support by trained medical personnel for several hours following E-hour. The problem will be one of self-aid/buddy-aid through use of the MMPNC kits prepositioned in all permanent buildings on the base.

a. Each individual on the base will:

- (1) Be responsible for self-aid and buddy-aid.
- (2) Simulate use of the MMPNC kits.
- (3) Enter on front of the casualty tag the simulated treatment rendered. This will be evaluated by umpires.

b. Directorate of Personnel will:

- (1) Provide non-medical personnel from the base at large to serve as litter bearers to assist in collection and transporting casualties.
- (2) Provide a sufficient number of non-medical personnel to be tagged as casualties so that a realistic mass casualty situation can be portrayed.

c. Transportation Squadron will: Furnish necessary vehicles within the limits of inventory and capability.

d. Deputy Commander for Services will: Supply additional rations, blankets, linens, etc., as may be required. Loading, transfer and use will be simulated, but applicable records must be maintained.

e. Chief, Communications-Electronics Division will: Establish proper means of communications between 812MEDGP Control Center and 6SAW Command Post where needed and as possible.

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4. ADMINISTRATION AND LOGISTICS:

a. Necessary action for discharge and/or evacuation of actual patients to St. Mary's Hospital or the Medical Center in Roswell will be simulated but properly annotated.

b. Clinic appointment leads will be cancelled for the period of the exercise so that maximum personnel participation may be assured. Semi-emergency and all emergency operations may then proceed with the least difficulty. The public can be expected to cooperate when educated and informed as outlined in Annex "E", this order. Discharge of military and/or dependent patients will be simulated and recorded.

c. All medical personnel will report to their duty stations through the use of the pyramid alert system. Medical personnel tagged as injured or dead will be released to carry on actual emergency medical facility operations.

d. The medical control center will furnish proper guidance concerning the attack situation and instructions for operations. The medical control center will be given specific situational direction by medical umpires where and whenever applicable.

e. Medical material and supplies will not be expended; but, supply, re-supply and use will be annotated.

f. Immediately upon sounding of the SAC Alert, persons will be selected to report to Ft. Stanton State Hospital, Ft. Stanton, New Mexico, to remain with the Group's war reserve stock of medical supplies. They will prepare Ft. Stanton Hospital to receive casualties or to bring reserve stocks to Walker. In this problem, shortly after the near miss, they will receive

ANNEX "F"
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15 August 1962

instructions to bring the war reserve stocks of war reserve assets(i.e air-borne infirmary) to Walker.

g. Appropriate logs of all operational facets will be maintained. A summary of the medical part of the exercise will be provided the Commander and/or umpire.

h. Simulated use of the Phase I MMPNC kits will be demonstrated. First aid training of non-medical personnel will be evaluated through practical application of first aid measures.

5. CHAPLAIN SUPPORT:

a. The senior installation chaplain will be integrated into the medical control center.

b. He will insure that each medical disaster team is accompanied by a chaplain.

c. All other chaplains will report to their normal duty stations where they will be available for deployment by the senior chaplain as the need arises.

6. COMMAND AND COMMUNICATIONS:

a. Command: Medical operations will be conducted by the "surviving" senior medical officer present. However, the first medical officer assembled will take initial actions to initiate emergency response operations. The location of the medical control center will be at the A&D desk of the hospital.

b. Communications: Communications will be maintained by the means available at hand, including radio-equipped ambulance.

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HEADQUARTERS 6TH STRAT AEROSPACE WG
WALKER AIR FORCE BASE, NEW MEXICO
15 August 1962

ANNEX "G"

TO

6SAW OPERATIONS ORDER 19-63

SECURITY

ANNEX "A"
6SAW OPORD 19-63
15 August 1962

HEADQUARTERS 6TH STRAT AEROSPACE WG
WALKER AIR FORCE BASE, NEW MEXICO
15 August 1962

ANNEX "G"

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SECURITY

1. GENERAL: "Great Effort" is designed to test the capability of units of Walker AFB to support a full EWO under adverse wartime conditions. The protection operations must be tested under similar circumstances, therefore, all CDF/BPF personnel will participate to the fullest in order to adequately implement the 190-XX plan under nuclear wartime conditions. Modifications to the 190-XX plan will be necessary, and these modifications will be included in succeeding paragraphs.

2. MISSION: The mission of CDF/BPF during the "Great Effort" exercise will include:

a. Protection for category I elements in accordance with the standards specified in SACM 205-5 and the Base Internal Protection Plan, 190-XX.

b. Implementation of applicable procedures contained in Annex "L" of the base Disaster Control Plan, OPLAN 500-XX.

c. Testing the adequacy and effectiveness of emergency protection actions in support of the EWO under adverse wartime conditions.

d. Identifying and reporting to higher headquarters those deficient areas which cannot be resolved locally.

3. TASKS FOR UNITS:

a. BDCL will:

(1) Coordinate with BDCE on matters concerning road, structural and utility damage effecting law enforcement and security.

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15 August 1962

(2) Coordinate with Chief, Communications-Electronics Division on matters effecting law enforcement and security.

(3) Coordinate and direct law enforcement and security activities during the exercise.

b. CDS will:

(1) Implement Annex "A" 6SAW OPLAN 190-XX and Annex "L", 6SAW OPLAN 500-XX

(2) Maintain EMO security posture throughout the exercise.

(3) Man CDS shelters with qualified shelter monitors for the duration of the exercise.

c. BPF will:

(1) Maintain liaison with civilian law enforcement agencies on matters of surface evacuation and traffic control.

(2) Direct evacuation in base cantonment area as directed.

(3) Maintain traffic control and law enforcement in damaged areas.

(4) Maintain liaison with base school officials on evacuation of dependent children.

4. GENERAL INSTRUCTIONS:

a. Annex "A", 190-XX plan will be implemented at A/E hour of "Great Effort".

b. All EMO posts will be manned.

c. CDS will furnish flight line gate guards.

d. Work shifts for all CDF and BPF personnel will be on the basis of a 12-hour exercise.

e. Personnel on leave and TDY will not be recalled.

f. Augmentation personnel will be handled as in d. above.

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15 August 1962

g. All fixed radios (CDS, BPF and MMS) will be prepared to assume full control of all CDF and BPF units at any time during the exercise.

h. Flight NCO of CSG and BPF will be prepared to shift operations to remaining fixed stations.

i. Primary control of security functions during peak fallout will be from MMS security.

j. Access to base will be granted only to those visitors who are considered as essential to the continued operation of the base. Vendors, salesmen, etc., will not be granted access.

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HEADQUARTERS 6TH STRAT AEROSPACE WG
WALKER AIR FORCE BASE, NEW MEXICO
15 August 1962

ANNEX "H"

TO

6SAW OPERATIONS ORDER 19-63

REPORTS

ANNEX "H"
6SAW OPORD 19-63
15 August 1962

HEADQUARTERS 6TH STRAT AEROSPACE WG
WALKER AIR FORCE BASE, NEW MEXICO
15 August 1962

ANNEX "H"

6SAW OFORD 19-63

REPORTS

1. GENERAL:

a. Specific objectives of this exercise are enumerated in SACR 55-14. Headquarters SAC requires that commanders conducting "Great Effort" exercises submit a narrative report of their findings and observations, through channels, to reach SAC not later than 30 calendar days after the termination of the exercise. Reports are due at 15th Air Force within 15 days after termination of the exercise.

b. This exercise is not to be graded nor is it to be given an evaluation whereby this unit is compared with other units. The purpose of this exercise is to inform the commander of problem areas noted when realistically enacting base support, maintenance readiness, and disaster control plans in support unit 44/50 operations orders.

c. The chief umpire and his team will prepare the report shown in Appendix I, this annex. From this report, the chief umpire will brief the 6th SAW Commander and his staff on significant items or deficiencies noted during the exercise. Comments, recommendations, and conclusions are appropriate. The umpire report/briefing and all individual umpire notes will be left with the commander. A copy of this umpire report/briefing will be attached to the base report forwarded to higher headquarters.

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d. It is expected that all discrepancies will be reported by umpires and reflected in the umpire narrative report. All those discrepancies that can be corrected locally will be so indicated in the narrative report (Appendix II, this annex). Those problem areas that interfere with 44/50 launch rates and are beyond base capability to correct will be stressed in the report from the commander.

2. MISCELLANEOUS: All messages and reports generated in accordance with current directives during this war game exercise will be prepared but not dispatched off base.

HEADQUARTERS 6TH STRAT AEROSPACE WG
WALKER AIR FORCE BASE, NEW MEXICO
15 August 1962

APPENDIX I

ANNEX "H"

6SAW OPORD 19-63

UMPIRE REPORT FORMAT

Heading
(Headquarters of Chief Umpire)

Date

SUBJECT: Umpire's Report of "Great Effort" Exercise of Walker Air Force Base (date of exercise).

TO: Commander, 6th Strategic Aerospace Wing

1. This report is submitted in accordance with SACR 55-14, "Annual Disaster Control Exercise," 15 February 1961 and 15AF OPORD 19-63.

2. The specialties and/or functions listed in para 3 below were observed by umpires. A report of their findings is reflected for each area of interest. Para 4 below reflects conclusions and general observations.

3. Individual Umpires Report

a. Command Post Operation

(1) General

(2) Limitations

(3) Recommendations (if applicable)

b. Communications

c. Shelters

d. Sub-command Post

e. Maintenance Control

f. Base Supply

g. Hospital

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ANNEX "H"

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- h. Security
 - i. Civil Engineer
 - j. Fire Fighting
 - k. Munitions Maintenance Squadron
 - l. Mess Halls and Feeding
 - m. Motor Pool
 - n. Dependent Participation
 - o. Flight Line Activities
 - p. Missile Operations
 - q. Other Areas of Interest
4. Conclusions and General Observations

JOHN J JONES
Colonel, USAF
47 SAD (SAC)
Chief Umpire

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ANNEX "H"
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ANNEX "I"

TO

6SAW OPERATIONS ORDER 19-63

EXECUTION

ANNEX "I"
6SAW OPOD 19-63
15 August 1962

HEADQUARTERS 6TH STRAT AEROSPACE WG
WALKER AIR FORCE BASE, NEW MEXICO
15 August 1962

ANNEX "I"

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EXECUTION

1. If no military objection exists, the senior controller on duty in the Fifteenth Air Force command post will call the 6th Strat Aerospace Wing over the primary alerting system twenty minutes prior to "E" hour.

Initiation will be via CLEAR TEXT voice message over the single "HOT LINE" system of the PAS, transmitting only to the 6th SAW, as follows:

"This is _____ with a "Great Effort" message.....BREAK.....BREAK
Implement Operation "Great Effort". A and E hour is _____Z.BREAK
.....BREAK.....Authentication time is _____Z. I repeat....."

(Entire message will be repeated again and verbal acknowledgement requested at the end of the second transmission.)

A confirming ZIPPO, in the same format as the voice message, above, will be dispatched simultaneously with the voice transmission.

2. Later phases of the operation will be initiated by umpires as outlined in Annexes "C" and "D", this order.

3. NUDET report format will be as outlined in SACM 50-8M.

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HEADQUARTERS 6TH STRAT AEROSPACE WG
WALKER AIR FORCE BASE, NEW MEXICO
15 August 1962

ANNEX "J"

TO

6SAW OPERATIONS ORDER 19-63

COMMUNICATIONS

ANNEX "J"
6SAW OPORD 19-63
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HEADQUARTERS 6TH STRAT AEROSPACE WG
WALKER AIR FORCE BASE, NEW MEXICO
15 August 1962

ANNEX "J"

6SAW OPORD 19-63

COMMUNICATIONS

1. GENERAL: This annex describes the communications facilities available, and in conjunction with Annex "E", 6SAW OPLAN 500-62, serves as a checklist.

2. MAJOR COMMUNICATIONS FACILITIES:

a. SACCOMNET: A full duplex on-line teletype circuit between Walker Air Force Base and March Air Force Base. Provides for simultaneous send and receive capability of teletype traffic, up to and including TOP SECRET, at a transmission speed of 60 W.P.M.

b. SAW LOCAL BASE PONY CIRCUIT: The 6th Strat Aerospace Wing Control Room has a pneumatic tube system for the transmission of ZIPPO traffic, up to and including SECRET, to the base communications center for further relay to 15th Air Force and other addressees.

c. TWX CIRCUIT: A half-duplex commercially leased teletype circuit used primarily to refile messages to commercial companies.

d. AIRCOMNET: A full-duplex teletype circuit between Walker Air Force Base and the McClelland Air Force Base Plan 55 Switching Center, with an operational speed of 100 W.P.M. capable of transmitting classified up to and including SECRET traffic to any military installation in the world through the Air Communications network facilities. Also can be used as back-up for SACCOMNET and TWX should these circuits become inoperative.

e. BDAS LOCAL PONY CIRCUIT: An approved half-duplex teletype circuit for the transmission of incoming unclassified administrative traffic between

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15 August 1962

the base communications center and the BDAS Message Center Section. Operational speed is 60 W.P.M.

f. SAC TELEPHONE NET: A commercially leased telephone network interconnecting all SAC Command Posts within the United States and certain key overseas command posts. Walker AFB has a simultaneous three (3) call capability into this network with one full-time circuit direct to 15th Air Force, one full-time circuit to Biggs Air Force Base, and one full-time circuit to Castle Air Force Base.

g. SAC SSB NET: A high frequency voice, amplitude modulated, SSB radio phone patch net with 15th Air Force, for the purpose of back-up for the SAC Telephone Net.

h. NAVIGATIONAL AIDS: Existing aircraft let-down facilities consist of ILS and RAPCON. A VHF, TVOR facility and a UHF, AN/CRD6, are existing direction finders. A UHF, TACAN facility providing omni-bearing and distance information on a line-of-sight basis is operational. A UHF, pilot-to-forecaster facility provides a communications channel between the aircraft pilots and the forecaster section of the base weather station.

i. NON-TACTICAL RADIO NETS: To provide more efficient control and utilization of assigned vehicular units and assist in the successful accomplishment of their assigned missions, mobile and fixed radio equipment is installed and operating in the following nets:

(1) 6th SAWing Maintenance Expediter Nets "A" and "B". Net "A" consists of ten (10) mobile units, three (3) remotes, one fixed station, and seven (7) public address systems. Net "B" consists of twelve (12) mobile units, two (2) remotes, one fixed station, and eleven (11) PA systems.

1 (2) Base Taxi Net consists of eighteen (18) mobile units, one remote, and one base station.

(3) Fire Crash Net consists of twenty-two (22) mobile units, one remote, and one base station.

(4) Base Security Net consists of ten (10) mobile units, five (5) remotes, two (2) fixed stations, and five (5) PA systems.

(5) Civil Engineering Net consists of eight (8) mobile units, three (3) remotes, and one fixed station.

j. COMMANDERS NET: Consists of five (5) UHF air-to-ground mobile two-way radio units installed in the staff car of the 6th SAW Commander, and four Base Operations Follow-me type vehicles.

k. MOBILE RADIO TELEPHONES: Installed in the staff cars of the 6th SAW Commander, Vice Commander, DCO, DCM, 6th CSG Commander, and 579th SMS Commander. VHF radios are utilized with the fixed station located in the Base Telephone Exchange, providing commanders with the capability of utilizing all existing telephone facilities from their staff automobiles.

l. DURESS ALARM SYSTEM: A commercially leased telephone system with a burglar alarm type operation with stations located at the Control Tower, Command Post, Combat Defense Force Operations, Communications Center, Gate Alert Area and Munitions Control.

m. MARS (MILITARY AFFILIATE RADIO SERVICE): Provides high frequency, voice, amplitude modulated channels as a means of quasi-official long distance communications. Has phone patch capabilities.

n. 686 AC&W COMMUNICATIONS SYSTEM: Provides a separate routing for communications off base. Long line voice communications and a teletype

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circuit into Oklahoma City Air Force Station, 32AD are available.

3. PROCEDURES DURING DISASTERS:

a. In case of a disaster, it is possible that part or all antennas for the base stations of all non-tactical radio sets, the single-side band station and the MARS facility will be destroyed, in which case these sets will be out of commission. In the case of the non-tactical radio sets, the vehicles on each net will still be able to communicate vehicle to vehicle. All non-tactical radio nets can be controlled at the 6SAW Command Post through use of a remote radio with a seven position switch installed on it until such time as the antennas are destroyed.

b. Unless the Control Switching Facility, located in building 811, is destroyed in all probability the SAC Telephone Net and Teletype circuits will remain operational. If this facility is destroyed, all telephone communications on-base and long distance will be out of commission as will the teletype circuits and non-tactical radio remote units. In such case non-tactical radio vehicles can be commandeered and deployed to points on-base between which vital communications is required. The 686 AC&W site located on the base provides an alternate route for telephone and telegraph transfer of information from the base to the 686AC&W in case the base switching facility is inoperative. In the event all long-line communications are destroyed a last resort would be to utilize the high frequency communication set in a parked aircraft through arrangement with the 6SAW Deputy Commander for Operations.

ANNEX "J"
6SAW OPORD 19-63
15 August 1962

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

APPENDIX I ANNEX "J"

OPERATIONS PLAN 500-63

SHELTER ASSIGNMENTS

1. GENERAL:

- a. The shelter assignments shown in TAB "A" are the result of information obtained from the Walker Form 146 (Appendix I, Basic Plan).
- b. Additional shelters are listed in TAB "B". In the event that a primary shelter is damaged any of the structures listed in TAB "B" could be utilized.
- c. The permanent type government housing on the base is designated as the shelter for the assigned dependents.

2. SHELTER AREAS: For communication purposes the base is divided into ten (10) shelter areas. Each shelter area will have an area monitor who will:

- a. Be contacted every fifteen minutes by conference call from the Disaster Control Center and given latest radiation information.
- b. Provide other shelters in the area with the required radiation readings.

3. MONITORING EQUIPMENT: PDR-39 RADIAC sets will be issued to preselected monitors as indicated in TAB "A". RADIAC sets will be checked out from the Disaster Control Center, Building #755, upon notification of a SAC alert.

4. COMMUNICATIONS: Telephone will be the primary means of communication. Runners, radio-equipped vehicles and portable radios will be utilized for back-up.

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

6TH STRATEGIC AEROSPACE WING
 WALKER AIR FORCE BASE, NEW MEXICO
 15 January 1963

SHELTER PLAN

BLDG NR	CAPAC-ITY	ASSIGNED	ORGANIZATION	PHONE	REMARKS
<u>AREA #1</u>					
1081	400	363	6 AEMS	2268	AREA MONITOR Radiac
1083	1450	102	6 SAW	8600	Decontamination Station (CP-95)
		300	6 OMS	8434	
		494	6 FMS	8685	
1630	150	126	686 AC&W	2121	
<u>AREA #2</u>					
755	100	75	CBR Team	2645	Disaster Control Center(AREA MONITOR)
756	100	100	40 BS	2172	
1001	100	45	6 CES	8660	
		30	6 CDS	8660	
1776	100	95	6 AMMS	2368	Radiac
<u>AREA #3</u>					
666	150	2	812 MGP	8758	AREA MONITOR Radiac
650	20	20	2010 CS	2551	
610	180	68	6 HS	8404	
611	200	87	6 SAW	2213	CP-95
		68	39 BS		
		75	24 BS	2220	

TAB A
 APPENDIX I
 ANNEX "J"
 6SAW OPLAN 500-63
 15 January 1963

BLDG NR	CAPAC-ITY	ASSIGNED	ORGANIZATION	PHONE	REMARKS
<u>AREA #4</u>					
60	150	100	6 SS	3424	AREA MONITOR Radiac
		20	6 AEMS	2243	
84	150	136	6 OMS	2819	
1141	14	10	6 CDS	2578	
1166	125	125	Alert Force	2836	
1734	50	6	6 SAW	2115	
<u>AREA #5</u>					
608	200	50	686 AC&W	2041	AREA MONITOR Decontamination Sta.
607	200	135	6 OMS	8523	
748	200	116	6 FMS	2143	
749	200	62	6 FMS	2028	
*700	250	25	6 FSS	8552	*Not utilized in 19-XX Series Exercises.
<u>AREA #6</u>					
810	400	2	6 SAW		AREA MONITOR Radiac
		31	511 FTD		
		82	4129 CCTS		
811	80	60	6 SAW	2700	
812	250	110	6 SAW	2009	Radiac COMMAND POST
<u>AREA #7</u>					
534	200	200	6 SAW	2264	AREA MONITOR Radiac
533	200	100	6 AEMS	2255	
535	200	100	579 SMS	2257	
536	200	50	6 SS	8567	

TAB A
APPENDIX I
ANNEX "J"
6SAW OPLAN 500-63
15 January 1963

BLLG NR	CAPAC- ITY	ASSIGNED	ORGANIZATION	PHONE	REMARKS
<u>AREA #8</u>					
300	750	195	812 MEDGP	2243	AREA MONITOR
301	100	---	812 MEDGP	2698	Radiac Alternate Shelter
537	200	68	6 HS	2185	
		29	9 WEA	2185	
558	200	200	6 CES	8710	
556	200	100	6 CDS	8671	
557	200	100	6 TS	2282	
		48	2010 COMM	2282	
*555	250	25	6 FSS	2398	*Not utilized in 19-XX Series Exercises.
<u>AREA #9</u>					
115	600	150	6 SS	8371	AREA MONITOR
		104	6 ARS	8337	Radiac
112	600	100	6 SS	8588	
100	150	208	6 CES	8329	
110	15	--			Alternate Shelter
<u>AREA #10</u>					
90	300	200	6 CDS	8720	AREA MONITOR RADIAC
91	60	50	6 SS	2453	
85	200	200	579 SMS	8525	
239	140	--	6 TS	2766	Alternate Shelter

TAB A
APPENDIX I
ANNEX "J"
6SAW OPLAN 500-63
15 January 1963

6TH STRATEGIC AEROSPACE WING
WALKER AIR FORCE BASE, NEW MEXICO
15 January 1963

ALTERNATE SHELTERS

The shelters listed below are available for use by military personnel, their dependents and civilian personnel in the event that primary shelters have been damaged.

NOTE: These buildings will not be utilized during 19-XX Series Exercises.

<u>BLDG NR</u>	<u>CAPACITY</u>	<u>DESCRIPTION</u>	<u>REMARKS</u>
500	250	Base Chapel	
524	300	Service Center	
525	100	Airmen's Locker Room	
545	200	Cafeteria	
815	100	BX	
816	200	Officer's Club	
820	100	BOQ	
821	100	BOQ	
900	300	School	Utilize halls only.
838	220	NGO Club	

TAB B
APPENDIX I
ANNEX "J"
6SAW OPLAN 500-63
15 January 1963

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

FRAG ORDER

"STRAIGHT SHOT KILO"

SERIAL NUMBER 300-63

6SAW
FRAG ORDER 300-63
1 January 1963

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DCOTP 63-001

HEADQUARTERS 6TH STRATEGIC AEROSPACE WING
Walker Air Force Base, New Mexico
1 January 1963

FRAG OPORD 300-63

WARNING PAGE

RECORD OF AMENDMENTS

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APPENDIX 5	Weather
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6SAW FRAG OPORD 300-63
1 January 1963

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

ADMINISTRATIVE AND SECURITY INSTRUCTIONS

1. TITLE. (U)

This document is 6th Strategic Aerospace Wing Frag Operations Order Number 300-63. Short title is 6SAW OpOrd 300-63. (U)

2. EFFECTIVE DATE. (U)

This order is effective upon receipt. (U)

3. NICKNAME. (U)

The unclassified nickname assigned this order is "Straight Shot Kilo." (U)

4. PRIMARY OFFICE OF INTEREST. (U)

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

5. SUPPORTING ORDERS. (U)

This order was prepared in support of Fifteenth Air Force Operations Order 300-63, dated 5 January 1963, 95BW OPOrd 300-63, dated 1 December 1963, and SACM 50-5, dated 5 February 1962. (U)

6. CLASSIFICATION. (U)

The overall classification of this order is SECRET. Each paragraph and page is classified according to individual content. Reproducing, extracting, and/or paraphrasing in whole or in part is authorized only when necessary to satisfy actual military requirements, provided the original classification of the affected portion is maintained. This document will be safeguarded and, when no longer required, or when superseded, destroyed in accordance with AFR 205-1. Certificate of destruction is not required by this headquarters. (U)

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7. SPECIAL HANDLING. (U)

Special handling is required--not releasable to foreign nationals except Canadians. (U)

8. AMENDMENTS. (U)

Amendments to this FRAG OOPORD 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 Frag Operations Order. (U)

9. DEFINITIONS AND ABBREVIATIONS. (U)

Definitions and abbreviations used herein conform to JCS PUB 1 and AFM 11-3, unless otherwise indicated. (U)

HEADQUARTERS 6TH STRATEGIC AEROSPACE WING
Walker Air Force Base, New Mexico
1 January 1963

6SAW FRAG OPORD 300-63

"STRAIGHT SHOT KILO"

CHARTS AND MAP REFERENCES: As required. (U)

TASK ORGANIZATIONS. (U)

<u>Organization</u>	<u>Location</u>	<u>Commander</u>
6 Cmbt Spt Gp	Walker AFB, NMex	Lt Colonel E.H. Clements
6 Air Refueling Sq	Walker AFB, NMex	Lt Colonel J.R. Hanlen
6 Field Maint Sq	Walker AFB, NMex	Lt Colonel E.L. Cleland, Jr.
6 A&E Maint Sq	Walker AFB, NMex	Lt Colonel W.C. Manicom
6 Organizational Maint Sq	Walker AFB, NMex	Lt Colonel H.P. Marohl
Det 15, 9 Wea Sq	Walker AFB, NMex	Lt Colonel W.E. Schwaderer
812th Medical Group	Walker AFB, NMex	Lt Colonel H.R. Lawrence

1. GENERAL SITUATION: A requirement exists for the 6 Air Refueling Squadron to augment the 917 Air Refueling Squadron on a no-notice basis in support of the 95th Bomb Wing's Operations Order 300-63, nickname "Straight Shot Kilo." The 6th Air Refueling Squadron will provide tanker support as required consisting of an air spare, ground spare or primary in that order. (U)

a. Friendly forces: (U)

(1) 95th Bombardment Wing will: (U)

(a) Provide 6th Strat Aerospace Wing with all information and requirements pertinent to the support of the mission. (U)

(2) Detachment 15, 9th Weather Squadron will: (U)

(a) Provide weather support in accordance with instructions contained in Appendix 5, Annex "A" this Frag Order. (U)

2. MISSION: (U)

a. To augment the 917th Air Refueling Squadron as required in support of the 95th Bomb Wing's ORT. (U)

3. TASKS FOR SUBORDINATE UNITS: (U)

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- a. 6th Air Refueling Squadron will: (U)
 - (1) Provide flight crews and aircraft as required by this Frag Order. (U)
 - (2) Attend the general and quarterly briefings thereafter as scheduled by DCOTP. (U)

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

- (1) Provide facilities, aircraft, and equipment to support this operation. (U)
- (2) Be prepared to generate and launch aircraft upon receipt of implementation directive. (U)

c. 6th Centralized Scheduling will: (U)

- (1) Provide training requirements as required for crews participating in this exercise. (U)

d. 812th Medical Group will: (U)

- (1) Furnish required medical support. (U)

x. GENERAL INSTRUCTIONS: (U)

- a. Personnel will not be recalled from leave, temporary duty, travel status, etc., to participate in this mission. (U)
- b. Route: See Appendix 1, Annex "A." (U)
- c. Air Refueling: See Appendix 6, Annex "A." (U)
- d. Search and rescue: Normal. (U)

4. ADMINISTRATIVE AND LOGISTICAL MATTERS: (U)

- a. Administrative instructions: Normal. (U)
- b. Execution and direction: (U)

(1) Implementation of the 95th Bomb Wing Operations Order will be initiated by the SAC Command Post through an index series 510. (U)

(2) ORIs conducted by USAF/SAC/15AF IG will be initiated by CINCSAC through dispatch of an index 516 message, specifying "A" hour, using the

"Straight Shot" suffix nickname. In this case "STRAIGHT SHOT KILO." To protect the no-notice feature, a second exercise nickname will be dispatched by Hq 15AF zippo immediately after transmission of the "A" hour message. (S)

(3) Upon receipt of the index 516 message, Fifteenth Air Force will assume direction of the mission to include transmission of the execution order. An index 514 message (Green Dot), using the zippo assigned nickname, will be used for the execution order. (S)

(4) The voice message executing or terminating the ORI will specify the units concerned and the newly assigned nickname. (S)

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

ERNEST C. EDDY
Colonel, USAF
Commander

ANNEX

A - Air Operations
B - Communications

OFFICIAL:



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

DISTRIBUTION:

15AF (DOOC, DOC, DOW, IG)
47 Strat Aerospace Div
95 Bomb Wing 2
917 AREFS
6SAW (DCO, DCOT, DCOTP 2, DCOE, DCOP, DCOC, DCM, DCOTBO 2, IXO 4, 6FMS 2,
6OMS 2, 6AEMS 2, 201OCS, Det 15 9 Wea, 686AC&W, 6ARS 12)

Total 40

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1 January 1963

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HEADQUARTERS 6TH STRATEGIC AEROSPACE WING
Walker Air Force Base, New Mexico
1 January 1963

ANNEX "A"

TO

FRAG ORDER 300-62

AIR OPERATIONS

ANNEX A
6SAW OPOD 300-62
1 January 1963

DCOTP 63-001

HEADQUARTERS 6TH STRATEGIC AEROSPACE WING
Walker Air Force Base, New Mexico
1 January 1963

ANNEX "A"

6SAW FRAG ORDER 300-63

AIR OPERATIONS

1. GENERAL. The 6th Strategic Aerospace Wing will be prepared to generate and launch KC-135 aircraft on a no-notice basis upon receipt of implementing directive from 15AF/SAC/USAF to augment the 917th Air Refueling Squadron in support of the 95th Bomb Wing ORT. (U)

a. 6th Air Refueling Squadron will support this requirement as outlined in this Frag Order. (U)

2. GENERATION: (U)

a. The 6th Strat Aerospace Wing will prepare two KC-135 aircraft after receiving Straight Shot Kilo "A" hour. One aircraft will serve as an air spare, the other as a ground spare. Additional KC-135 aircraft will be prepared as primary support when required by the 95th Bomb Wing. (U)

b. Maintenance preparation of 6th Strat Aerospace Wing KC-135s is not scored and does not necessarily follow the generation flow published in the 6SAW War Support Plan. (U)

3. LAUNCH REQUIREMENTS: (U)

a. The air spare will make good the first 95th Bomb ARCP time, holding in orbit at the assigned hard altitude above Alfa track in the assigned refueling area. (U)

(1) The air spare will be prepared to off load fuel to any of the eight 95th Bomb Wing B-52 receivers experiencing refueling difficulties at the ARCP. (U)

(2) In the event the air spare is not utilized, it will follow the last two 95th Bomb Wing aircraft (KC-135/B-52) from ARCP to exit point to the Walker TVOR, then initiate an individual flight clearance and fly a briefed mission as outlined by 6th Strat Aerospace Wing Centralized Scheduling. (U)

b. The ground spare may be pre-positioned at Biggs AFB, Texas. In the event of a second 917th Air Refueling Squadron Tanker abort, the ground

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1 January 1963

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spare will be launched via the briefed route of the tanker it replaces. (U)

(1) If the ground spare is launched from Walker AFB a Las Vegas Jet 2 departure will be utilized.

(a) Direct coordination between Command Posts and the aircraft will establish the route from Las Vegas Tacan to the ARCP, or to hold over Santa Fe VOR and depart to effect a joinup en route with a scheduled receiver.

c. The 95th Bomb Wing Commander will advise the 6th Strat Aerospace Wing of primary tanker support requirements as soon as possible after "A" hour. (U)

(1) The primary tankers will deploy to Biggs AFB as soon as possible and fly the briefed route of the tankers they replace.

4. PARTICIPATION OF CREWS: (U)

a. 6th Air Refueling Squadron crews will participate in this mission in a support capacity only and will not be evaluated during the ORI. (U)

(1) KC-135 instructor pilots, navigators, and boom operators will be used during the required air refueling support of this exercise. Student sorties may be flown at the end of the air refueling commitment. (U)

5. IMPLEMENTATION INSTRUCTIONS: (U)

a. 6th Strat Aerospace Wing Command Post, upon notification that "Straight Shot Kilo" has been initiated, will contact the applicable personnel to support this exercise. (U)

b. 6 Air Refueling Squadron will assign crews to the tanker support sorties. Buddy crews are authorized for KC-135 preflight. (U)

6. KC-135 REQUIREMENTS: (U)

a. Off load 60,000 lbs of fuel with a minus 3,000 lb tolerance as required. (U)

b. Make good the ARCP within a 5 minute tolerance when applicable. (U)

c. Bombers will be scored on time to refuel from the point of initial contact to end air refueling. Tanker navigators will log time at initial contact, final disconnect, and when over the established end refueling point. (U)

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d. Training requirements will be as required by 6th Air Refueling Squadron in coordination with 6th Centralized Scheduling. (U)

7. SAFETY OF FLIGHT: (U)

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

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

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

(3) Assigned altitudes will be maintained. (U)

8. DEBRIEFING:

a. Maintenance debriefing will be normal. (U)

b. Mission debriefing will be completed at the 6th Air Refueling Squadron. (U)

HEADQUARTERS 6TH STRATEGIC AEROSPACE WING
Walker Air Force Base, New Mexico
1 January 1963

APPENDIX 1

ANNEX "A"

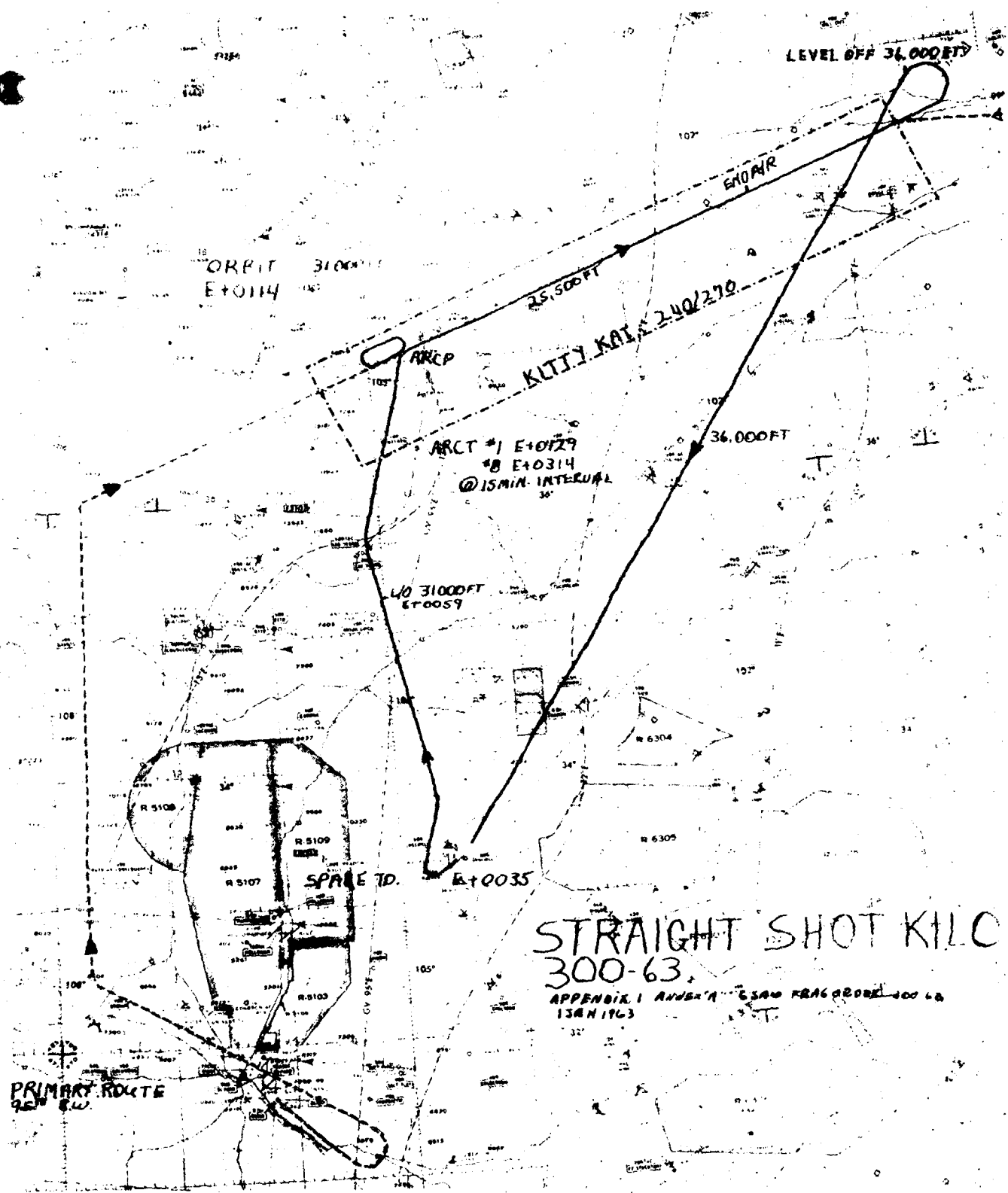
TO

FRAG ORDER 300-63

ROUTE PICTURES

APPENDIX 1
ANNEX A
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1 January 1963

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LEVEL OFF 36,000 FT

ORBIT 31000 FT
E+0114

KUTTY KAI 2.40/2.70

ARCCT #1 E+0129
#2 E+0314
@ 15MIN. INTERVAL

40 31000 FT
60059

SPACE TO. E+0035

STRAIGHT SHOT KILN
300-63

APPENDIX I AND PART 6 SAN FRANCISCO 400 LB
15 JAN 1963

PRIMARY ROUTE

HEADQUARTERS 6TH STRATEGIC AEROSPACE WING
Walker Air Force Base, New Mexico
1 January 1963

APPENDIX 2

ANNEX "A"

TO

FRAG ORDER 300-63

FLOW CHART

APPENDIX 2
ANNEX A
6SAW FRAG OPORD 300-63
1 January 1963

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HEADQUARTERS 6TH STRATEGIC AEROSPACE WING
Walker Air Force Base, New Mexico
1 January 1963

APPENDIX 2

ANNEX "A"

6SAW FRAG ORDER 300-63

FLOW CHART

1. 6th Strategic Aerospace Wing KC-135's: (Spares) (U)

<u>SORTIES</u>	<u>BRIEFING</u>	<u>TAKEOFF</u>	<u>ARCP</u>
Ground spare	E-0205	As directed	As directed
Air spare	E-0205	E+0035	E+0114

2. 6th Strategic Aerospace Wing KC-135 primary mission aircraft:

<u>SORTIES</u>	<u>BRIEFING</u>	<u>TAKEOFF</u>	<u>ARCP</u>
101	E-0200	E-0001	E+0129
102	E-0200	E+0014	E+0144
103	E-0200	E+0029	E+0159
104	E-0115	E+0044	E+0214
105	E-0115	E+0059	E+0229
106	E-0115	E+0114	E+0244
107	E-0030	E+0129	E+0259
108	E-0030	E+0144	E+0314

a. Primary mission aircraft would be deployed to Biggs AFB as soon as possible after "A" hour to allow 12 hours crew rest prior to the mission.

APPENDIX 2

ANNEX A

6SAW FRAG ORDER 300-63

1 January 1963

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HEADQUARTERS 6TH STRATEGIC AEROSPACE WING
Walker Air Force Base, New Mexico
1 January 1963

APPENDIX 3

ANNEX "A"

TO

FRAG ORDER 300-63

FLIGHT PLANS

APPENDIX 3
ANNEX A
6SAW FRAG OPORD 300-63
1 January 1963

DCOTP 63-001

HEADQUARTERS 6TH STRATEGIC AEROSPACE WING
Walker Air Force Base, New Mexico
1 January 1963

APPENDIX 3

ANNEX "A"

6SAW FRAG OPORD 300-63

FLIGHT PLANS

1 GENERAL:

a. Flight plans included are:

- (1) Airborne spare.
- (2) Deployment to Biggs AFB.
- (3) Mission from Biggs AFB.

b. Flight plans are based on mean winds for February, extracted from SACM 105-2.

c. Critical wind and alternate airfield data is not submitted since fuel reserves exceed 50% of total flight time.

APPENDIX 3

ANNEX A

6SAW FRAG OPORD 300-63

1 January 1963

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MISSION FLIGHT PLAN		O. O. AND NICKNAME STRAIGHT SHOT KILD		UNIT 6AREFS	TYPE ACFT KC-135A	WAVE	CELL CALL SIGN	REMARKS AIRBORNE SPARE		
POUNDS				POUNDS				RUNWAY		
ACFT BASIC	102500			BOMBS				PRESSURE ALT	LENGTH	AIR TEMP
CREW	1500			AMMO				3750	13000	01°
OIL	169			WATER AUG		5581		CRITICAL FIELD LENGTH		CRITICAL AIR TEMP
ATO		#8		STATIC		257075		12000		83°
RACK				START ENGINES AND TAXI FUEL ALLOWANCE		2000		TAKE-OFF DISTANCE		TAKE-OFF SPEED
EXT TANKS WEIGHT (EMPTY)				TAKE-OFF GROSS		255075		10200		163
MISCELLANEOUS				NR FULL ATO REQUIRED				CRITICAL WIND COMPONENT		
CHAFF				NR EMPTY ATO REQUIRED				1ST LEG		
OPERATING	104169	TOTAL FUEL		147325		ATO FIRING SPEED		N/A		

PRE-FLIGHT PLAN																
FROM	FLT COND	T. C.	WIND D/V	T. H.	VAR	M. H.	TEMP	IAS	T. A. S.	G. S.	GND DIS	TIME	AIR DIS	ETA	FUEL FLIGHT PLAN	
ROUTE			DRIFT				ALT	MACH			ACC GND DIS	ACC TIME	ACC AIR DIS		PRED FUEL REMAINING	GROSS WT
WHLKGE AFB															147.3	257.1
SETTRAC							+5				10	03	10	0025	4.0	9.6
LEVEL OFF			260/40				DEU				135	21	136	0028	8.1	8.1
35-16N 10502W	CL	348	-6	342	-12	320	31.0	280	390	385	145	24	146	0029	135.2	239.4
4450VEGAS DORTAC			270/50				-44				24	03	25	ET	.8	.8
3540N 10508W	CR	348	-7	341	-12	329	31.0	177	450	437	169	27	171	0102	134.4	238.6
ORBIT POINT			270/50				-44				90	12	88	ET	2.5	2.5
3703N 10442W	CR	017	-6	011	-13	358	31.0	177	450	460	259	39	259	0114	131.9	236.1
ORBIT	CR	249	270/50	252	-13	239	-44				-	2:00	820	ET	24.0	24.0
END AIR			270/50				-25				170	24	148	ET	5.3	5.3
3802N 10121W	CR	069	-2	067	-12	055	25.5	255	370	426	429	3:03	1227	0228	102.6	206.8
OFFLOAD															60.0	60.0
GRESS			270/50				-33				74	10	62		42.6	146.8
3824N 9951W	CR	070	-3	067	-11	056	25.5	255	373	420	503	3:13	1289		1.6	1.6
LEVEL OFF 15°BANK			=				TO				40	06	40		41.0	145.2
3843N 9945W	CL	5	=				210	136.0	280	400	543	3:19	1329		2.0	2.0
WALKER VOR			270/60				-55				390	1:01	425		29.0	143.2
3325N 10427W	CR	CR	+7	222	-12	210	36.0	174	420	385	933	4:20	1754		8.5	8.5

SAC FORM 18 APR 56 18 FC: 2720 APPX 3 TO ANNEX "A" USAW FRAG ORDER 300-63 1 JAN 63

MISSION FLIGHT PLAN		O. O. AND NICKNAME		UNIT	TYPE ACFT	WAVE	CELL CALL SIGN	REMARKS
								DEPLOYMENT TO RIGGS AFB
ACFT BASIC		POUNDS		POUNDS				RUNWAY
CREW	1500			BOMBS				PRESSURE ALT
OIL	169			AMMO				LENGTH
ATO				WATER AUG	5581			AIR TEMP
RACK				STATIC		NR FULL ATO REQUIRED		CRITICAL FIELD LENGTH
EXT TANKS WEIGHT (Empty)				START ENGINES AND TAXI FUEL ALLOWANCE	207075			CRITICAL AIR TEMP
MISCELLANEOUS				TAKE-OFF GROSS	2000	NR EMPTY ATO REQUIRED		TAKE-OFF DISTANCE
CHAFF OPERATING	104169	TOTAL FUEL						TAKE-OFF SPEED
		97325						CRITICAL WIND COMPONENT
								1ST LEG
								2ND LEG
								3D LEG

PRE-FLIGHT PLAN																						
FROM	ROUTE	FLT COND	T. C.	WIND D/V		T. H.	VAR	M. H.	TEMP		IAS	T. A. S.	G. S.	GND DIS		TIME		AIR DIS		ETA	FUEL FLIGHT PLAN	
				DRIFT					ALT	MACH				ACC GND DIS	ACC TIME	ACC AIR DIS	PRED FUEL REMAINING	GROSS WT				
WALKER AFB																					97.3	207.1
SETTOAC																					4.0	9.6
WINK VOR L/D														10	03	10					93.3	197.5
31-52N 103-15W														118	18	118					6.4	6.4
HUDSPETH VOR														128	21	128					86.9	191.1
31-34N 105-23W			143			143	-12	131	34.0	280	400	400		121	18	126					3.5	3.5
RIGGS AFB														249	39	264					83.4	187.6
31-51N 106-23W			267			267	-12	255	32.0	277	443	393		52	10	57					1.4	1.4
DESCEND #1 AND														301	49	321					82.0	186.2

SAC FORM 18 APR 60 FC: 2720 APPY 3 TO 'ANNEX A' 654W FRAG ORDER 300-63 15AN63

MISSION FLIGHT PLAN		O. O. AND NICKNAME		UNIT	TY ACFT	WAVE	CELL CALL SIGN	REMARKS
		STRAIGHT SHOT Kilo		WAKEFS	KC-135A			PRIMARY MISS From BIGGS AFB
POUNDS				POUNDS		RUNWAY		
ACFT BASIC	102500			BOMBS		PRESSURE ALT		
CREW	1500			AMMO		4000	12855	AIR TEMP 55°
OIL	169	# 8		WATER AUG	5581	CRITICAL FIELD LENGTH		
ATO				STATIC	257075	11,100		
RACK				START ENGINES AND TAXI FUEL ALLOWANCE	2000	NR FULL ATO REQUIRED		
EXT TANKS WEIGHT (Empty)				TAKE-OFF GROSS	255075	NR EMPTY ATO REQUIRED		
MISCELLANEOUS				TOTAL FUEL	147325	TAKE-OFF DISTANCE		
CHAFF						9410		
OPERATING	104169					TAKE-OFF SPEED		
						CRITICAL WIND COMPONENT		
						1ST LEG	2ND LEG	3D LEG
						NA		

PRE-FLIGHT PLAN

FROM	ROUTE	FLT COND	T. C.	WIND D/V	T. H.	VAR	M. H.	TEMP	IAS	T. A. S.	G. S.	GND DIS	TIME	AIR DIS	ETA	FUEL FLIGHT PLAN		
																PRED FUEL REMAINING	GROSS WT	
FROM	SIN 10623W																147.3	257.1
	BIGGS AFB																4.0	9.6
	ROUTE			DRIFT				ALT	MACH			ACC GND DIS	ACC TIME	ACC AIR DIS			143.3	247.5
	SETTOAC											10	03	10				
	3136N 10610W											20	04	20				
	CLINT VOR	CL						6.0	280	-	-	30	07	30				
	MINARY INTERSECTION			265/40								50	07	48				
	ELP 121/62	CL	127	+4	131	-12	119	24.0	280	410	438	80	14	78				
	LEVEL OFF ELP 110/51			✓								30	05	36			8.4	8.4
	3121N 10525W	CR	302	-3	299	-12	287	31.0	280	430	398	110	19	114			134.9	239.7
	TURN PT ELP 290/82			✓								135	21	155			4.5	4.5
	3230N 10740W	CR	302	-4	298	-12	286	31.0	255	444	394	245	40	269			130.4	234.6
	ARIP GNT 346/60			265/60								213	29	215			6.0	6.0
	3604N 10742W	CR	360	-8	352	-13	339	31.0	.77	444	443	458	109	484			124.4	228.6
	ST/DESC ALS 195/48			270/50								77	09	66			2.0	2.0
	3634N 10614W	CR	067	-2	065	-14	051	31.0	.77	444	490	535	1:18	550			122.4	226.6
	INGRESS ALS 138/34			270/50								40	05	35			1.2	1.2
	3650N 10530W	DS	068	-2	066	-14	052	25.5	280	420	468	575	1:23	585			121.2	225.4
	ARCP			270/50								40	06	37			1.3	1.3
	2703N 10442W	CR	069	-2	067	-13	054	25.5	255	380	426	615	1:29	622			119.9	224.1
	END AIR GCK 270/50			270/50								170	24	148			5.3	5.3
	3802N 10121W	CR	069	-2	067	-12	055	25.5	255	380	426	785	1:53	770			114.6	218.8
	OFF LOAD																60.0	60.0
	EGRESS			270/50								74	10	62			54.6	158.8
	3824N 9951W	CR	070	-3	067	-11	056	25.5	255	373	420	859	2:03	832			1.6	1.6
	LEVEL OFF 15° BANK											40	06	40			53.0	157.2
	3843N 9945W	CL	5					36.0	280	400	400	899	2:09	872			2.2	2.2
	WALKER VOR			270/60								390	1:01	425			50.8	155.0
	3325N 10422W	CR	215	+7	222	-12	210	36.0	.74	420	385	1289	3:10	1297			8.8	8.8

SAC FORM 18 APR 56 18 FC: 2720 APPX 3 TO ANNEX "A" 6 SAW FRAG ORDER 300-63 DATED 1 JAN 63

HEADQUARTERS 6TH STRATEGIC AEROSPACE WING
Walker Air Force Base, New Mexico
1 January 1963

APPENDIX L

ANNEX "A"

TO

FRAG ORDER 300-63

REPORTS

APPENDIX L
ANNEX A
6SAW FRAG OPORD 300-63
1 January 1963

DMTF 63-001

HEADQUARTERS 6TH STRATEGIC AEROSPACE WING
Walker Air Force Base, New Mexico
1 January 1963

APPENDIX 4

ANNEX "A"

6SAW FRAG OPORD 300-63

REPORTS

1. GENERAL: (U)

a. Reports will be submitted in accordance with 55-8 series SAC Manual. (U)

2. AIR REFUELING SORTIES: (U)

a. Distribution "R" (OAS and 13AF plus 95HW): REWAR, deviation. (U)

b. VOIAR reports: (U)

(1) VOIAR: Will be called to Fifteenth Air Force Command Post via PAS/STW for each sortie to report each takeoff, landing and deviation in the following format: (U)

(a) Unit reporting and mission nickname. (U)

(b) Tactical call sign and sortie number. (U)

(c) Takeoff/landing/deviation and time. (U)

NOTE 1: On tanker landing report, if applicable, give "offload as briefed." (U)

NOTE 2: If reporting a deviation, pinpoint type and explain. (U)

c. Command Post personnel responsible for reporting will prepare formats and instructions covering reports for inclusion in aircrew filmstrips. (U)

3. COORDINATION: As soon as possible after "A" hours, the 95th Bomb Wing will advise the 6th SAW Command Post of: (U)

a. Any change in 6th Air Refueling Squadron mission requirements. (U)

APPENDIX 4

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6SAW FRAG OPORD 300-63

1 January 1963

DCOTP 63-001

b. The adjusted "E" hours. (U)

c. Any mission delays. (U)

APPENDIX 4

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1 January 1963

2

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C
HEADQUARTERS 6TH STRATEGIC AEROSPACE WING
Walker Air Force Base, New Mexico
1 January 1963

APPENDIX 5

ANNEX "A"

TO

FRAG OPOD 300-63

WEATHER

APPENDIX 5
ANNEX A
6SAW FRAG OPOD 300-63
1 January 1963

DCOTP 63-001

HEADQUARTERS 6TH STRATEGIC AEROSPACE WING
Walker Air Force Base, New Mexico
1 January 1963

APPENDIX 5

ANNEX "A"

6SAW FRAG ORDER 300-63

WEATHER

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

APPENDIX 5
ANNEX A
6SAW FRAG OPORD 300-63
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HEADQUARTERS 6TH STRATEGIC AEROSPACE WING
Walker Air Force Base, New Mexico
1 January 1963

APPENDIX 6

ANNEX "A"

TO

FRAG ORDER 300-63

AIR REFUELING

APPENDIX 6
ANNEX A
6SAW FRAG OPORD 300-63
1 January 1963

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HEADQUARTERS 6TH STRATEGIC AERSPACE WING
Walker Air Force Base, New Mexico
1 January 1963

APPENDIX 6

ANNEX "A"

6SAW FRAG ORDER 300-63

AIR REFUELING

1. GENERAL: The 917th Air Refueling Squadron, Biggs AFB, Texas and the 6th Air Refueling Squadron, Walker AFB, New Mexico, will provide air refueling support to the 95th Bombardment Wing for the latter's ORT/ORI. (U)

2. REFUELING AREA: (U)

- | | |
|----------------------------|---|
| a. Name: | Kitty Kat. (U) |
| b. Track: | Alfa. (U) |
| c. GAREFS ARCP: | 37-03N 104-42W. (U) |
| d. Orbit altitude: | 31,000 ft. (U) |
| e. Refueling track: | 069°. (U) |
| f. Base altitude: | 25.5M. (U) |
| g. Communications plan: | Even cells Perry Bravo
Odd cells Thomas Alpha. (U) |
| h. Offload: | 60,000 lbs. (U) |
| i. Transfer time schedule: | 24 minutes. (U) |

3. PROCEDURES: (U)

a. Receivers will not be in the observation position until reaching the ARCP. (U)

b. Tanker and bomber navigators will log times at initial contact, final disconnect, and when over the established end air refueling point. (U)

APPENDIX 6

ANNEX A

6SAW FRAG ORDER 300-63

1 January 1963

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c. Deviation from briefed route due to weather or inaccurate tanker navigation will not cause penalty to the receiver if refueling criteria are established. (U)

d. Spare aircraft will monitor Perry Bravo frequencies. (U)

APPENDIX 6
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1 January 1963

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HEADQUARTERS 6TH STRATEGIC AEROSPACE WING
Walker Air Force Base, New Mexico
1 January 1963

APPENDIX 7

ANNEX "A"

TO

FRAG ORDER 300-63

RECAPITULATION SHEETS

APPENDIX 7
ANNEX A
6SAW FRAG OPORD 300-63
1 January 1963

DCOTP 63-001

PEACETIME EXERCISE RECAPITULATION SHEET - TANKER

UNIT
6th Air Refueling Sq

OPERATIONS ORDER NR
300-63

MISSION NICKNAME
Straight Shot Killo

LAUNCH OPTION
S/S

DATE PREPARED
1 January 1963

PAGE 1 OF 2 PAGES

SORTIE NUMBER	TAKEOFF DATA										AIR REFUELING DATA					
	DEPARTURE BASE	UNIT	TYPE MISSION LF, YZ, DD	CELL COLOR/HR	TANKER CYCLE	STATIC GROSS WEIGHT	TOTAL AV/GAS ON BOARD	TOTAL JP-4 ON BOARD	TYPE TAKEOFF WET OR DRY	ETO	REFUELING AREA	REFUELING CONTROL POINT	REFUELING CONTROL TIME	TANKER LOITER TIME	SUPPORTED UNIT	SUPPORTED SORTIE NR
	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P
Air Spare	KRSW	6AREFS	YY	Air spare	1	257	N/A	147	W	E - 0035	Kit	Kit A	E + 0129 and 7 subsequent A + 15 min. intervals	As required	95 BW	As required
Grnd Spare	KRSW	6AREFS	YY	Ground spare	1	257	N/A	147	W	As required	Kit	Kit A	As required	As required	95 BW	As required
MISSION AIRCRAFT DEPLOYED TO BIGGS AS REQUIRED																
101	KRIF	6AREFS	LF	N/A		257	N/A	147	W	E - 0001	Kit	Kit A	E + 0129	N/A	95 BW	01
102										E + 0014			E + 0144			02
103										E + 0029			E + 0159			03
104										E + 0044			E + 0214			04
105										E + 0059			E + 0229			05
106										E + 0114			E + 0244			06
107										E + 0129			E + 0259			07
108										E + 0144			E + 0314			08
APPENDIX 7 ANNEX A 6SAW FRAG ORDER 300-63 1 January 1963																

HEADQUARTERS 6TH STRATEGIC AEROSPACE WING
Walker Air Force Base, New Mexico
1 January 1963

ANNEX "B"

TO

FRAG ORDER 300-63

COMMUNICATIONS

ANNEX B
6SAW OPORD 300-62
1 January 1963

DCOTP 63-001

HEADQUARTERS 6TH STRATEGIC AEROSPACE WING
Walker Air Force Base, New Mexico
1 January 1963

ANNEX B

6SAW FRAG OPOORDER 300-63

COMMUNICATIONS

1. GENERAL: Communications on this mission will be in accordance with AFMD of the 100 series, SACMs of the 55 and 100 series, JANAPs, ACPs, 6SAW CEI and current Flight Information Publications. (U)
2. COMMUNICATIONS SECURITY: All unnecessary use of HF/UHF radio communications will be avoided. (U)
 - a. All messages containing classified information will be encoded/decoded using current KAC 72/TSEC. (U)
 - b. Authentication will be accomplished using current KAA 29/TSEC authentication tables. (U)
 - c. HF radio preflights will be accomplished as outlined in SACM 100-24 and 6th SAW directives. (U)
3. CALL SIGNS, SACADS AND LOCATION IDENTIFIERS: Are currently listed in the 6th SAW CEI. (U)
4. AIRCRAFT TACTICAL CALL SIGNS:
 - a. Tactical call signs plus two digit designator will be used. (U)
 - b. Cell call signs: (U)
 - (1) 95th Bomb Wing: TCS plus sortie number (two digit 01 through 08). (U)
 - (2) Air spare and ground spare if launched will monitor "Perry Bravo" and conduct an electronic rendezvous on that frequency if required. (U)
5. IFF PROCEDURES. IFF/SIF procedures will be in accordance with current Airmen's Guide. (U)
 - a. Mode 1 Code 02. (U)
 - b. Mode 2 OFF. (U)

ANNEX B
6SAW FRAG OPOORD 300-63
1 January 1963

DCOTP 63-001

- c. Mode 3 as directed. (U)
- 6. EN ROUTE COMMUNICATION PROCEDURES: (U)
 - a. The airborne spare will be on an individual flight plan with normal FAA position reporting. (U)
 - b. Mission aircraft will make reports as directed in the mission packet provided by the 95th Bomb Wing. (U)
- 7. NOAH'S ARK TRAINING: (U)
 - a. Each crew will log one message plus all changes. (U)
- 8. RECALL/DIVERSION: (U)
 - a. Recall for this mission is "^{QVE}One Stick Romeo." (C)
 - b. SAC recall phrase is in the 6SAW CEI. (U)
 - c. SCATER procedure as outlined in SACM 55-12 will be reviewed by crews periodically. (U)
 - d. Recall procedures are explained in 6SAW CEI, Chapter 3, par. 1a, b, and c. (U)
- 9. SECURITY PRECAUTIONS:
 - a. No clear text transmissions regarding aspects of this operations order will be made on HF radio. (U)
 - b. Veiled language to avoid direct intelligence interception of voice communications will be avoided on all systems. (U)

ANNEX B
6SAW FRAG OPORD 300-63
1 January 1963

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



REPLY TO
ATTN OF: DCOTP/Maj Scharmen/Drop 33, Ext 2180

10 Jan 1963

SUBJECT: Amendment 1 to Headquarters 6th Strategic Aerospace Wing Operations
Order 300-63, 15 December 1962

TO: 15AF (DOOC, DOC, DOW, IG) (4) 47 Strat Aerospace Wg
NORAD, Ent AFB, Colo

1. Attached is Amendment Number One to Headquarters 6th Strategic Aerospace Wing Operations Order 300-63, dated 15 December 1962. (U)
2. This amendment will replace Appendix 4, Annex A, Reports, and consists of 3 pages.

FOR THE COMMANDER:

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

1 Atch
Amend 1, 6SAW OPORD 300-63

Copies to:
DCO, DCOT 3, DCOE, DCOP, DCOC,
DCOTAW, DCOAM 2, DCOI, DCOIT,
DCM, DCML, DCOTBO 2, IXO 4,
4OBS 30, 6FMS 2, 6OMS 2,
6AEMS 2, 37MMS, 2OLOCS,
Det 15 9 Wea, 686AC&W, 6ARS 15,
6AMMS 3.

HEADQUARTERS 6TH STRATEGIC AEROSPACE WING
Walker Air Force Base, New Mexico
10 January 1963

AMENDMENT 1

APPENDIX 4

ANNEX "A"

6SAW OPORD 300-63

REPORTS

1. Combat reports. (U)

a. Reports will be submitted in accordance with SACM 55-8, Vol I, except as modified herein. All units undergoing an ORI or providing support for another unit that is undergoing an ORI will report in accordance with this appendix. (U)

b. BASUM reports are not required. (U)

c. Simulated strike sorties: (U)

(1) Distribution "E": RELAR, strike, deviation. Weather reports are required only when COMBAR observations are classified. (U)

(2) Strike reports are required only for the simulated strikes against target of effectiveness. (U)

d. Air refueling sortie: (U)

(1) Distribution "E": RELAR, deviation, and weather reports. (U)

e. Weather scout sorties: (U)

(1) Distribution "E": Pre-mission, RELAR, deviation, and weather. (U)

(2) Weather scout aircraft will submit weather reports by either HF/SSB, UHF or HFAM, priority being in the order listed. First priority SSB station will be Democrat. (U)

f. All sorties: (U)

AMEND 1

APPENDIX 4

ANNEX A

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10 January 1963

(1) Addressees: Care must be exercised to include all lateral addressees as necessary. (U)

(2) Telephone reports. (U)

(a) VOLAR reports will be called to 15AF Command Post via PAS/STN for each sortie to report each takeoff, landing, and deviation in the following format: (U)

1. Unit reporting and mission nickname. (U)

2. Tactical call sign and sortie number. (U)

3. Takeoff/landing/deviation and time. (U)

NOTE 1: If reporting a deviation, pinpoint type and explain. (U)

NOTE 2: On tanker landing report, if applicable, give "Off load as briefed." (U)

g. Units will advise 15AF Command Post by STN whenever takeoff schedules are revised, giving corrected takeoff times for each cell or individual aircraft as applicable. Departure report remarks will explain departure adjustments or deviations of more than 5 minutes from operations order. (U)

h. Command Post personnel responsible for reporting will prepare format and instructions covering reporting for inclusion in aircrew flimsies. (U)

2. 1-SAC-VI reports: SACM 55-8, Volume II. (U)

a. Normal daily 1-SAC-VIs and supplements reflecting actual EWO capability will continue uninterrupted. (U)

b. Bomber and tanker units undergoing an ORI will submit ORT generation reports: (U)

(1) Within two hours after "A" hour, with factual data as of "A" hour, an initial ORT generation report will be submitted. This report will be submitted to Fifteenth Air Force only and will contain items A, B, C, D, E, F, G, and H with criteria for establishing each as follows: (U)

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ANNEX A

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10 January 1963

(a) Items A, B, D, and E in accordance with paragraph 18b(1), SACM 55-8, Volume II. (U)

(b) Item C in accordance with paragraph 15, SACM 50-5. (U)

(c) Item F to indicate number of aircraft required to participate in flight phase of the exercise. (Includes adjusted sorties.) (U)

(d) Item G: Any difference between items B and C will be explained. (U)

(e) Item H: Remarks. (U)

(2) As each adjusted and follow-on aircraft is generated, so advise the Materiel controller, drop 51 or extension 24207 in the 15AF Command Post. In the event aircraft generation is not in accordance with requirements of SACR 55-7, notify Fifteenth Air Force Materiel controller immediately. (U)

(3) Supplemental reports will be required at any time items B, C, D, and E change from the initial report. Upon completion of follow-on and adjusted sortie generation, a final supplement will be submitted. Remarks will state final supplement and generation complete, Item H, Remarks, will be reported giving the total number of follow-on and adjusted sortie aircraft generated as of the time of the supplement. (U)

3. A critique of all combat reporting activity will be accomplished in accordance with Part 5, Chapter 1, SACM 55-8, Volume I. Each report and correction will be checked for accuracy, format, classification, precedence, addressee, message consolidation, and timeliness. Receipt of all required reports will be an item considered. Results of reporting will be telephoned to the Inspector General by DOCR as soon as possible after completion of mission and an evaluation has been made. (U)

4. Examination results report.

a. Report will be submitted in accordance with SAC message DOCO 9762, 8 Dec 62. (U)

b. A secret operational immediate Zippo will be submitted to SAC, 15AF, 2AF, and 8AF within 24 hours subsequent to the IG/unit examination critique. (U)

AMEND 1
APPENDIX 4
ANNEX A
6SAW OPORD 300-63
10 January 1963

CONFIDENTIAL

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



REPLY TO
ATTN OF:

DCOTP/Major Sch rmen/2180

17 Jan 63

SUBJECT:

Amendment 2 to Headquarters 6th Strategic Aerospace Wing Operations
Order 300-63, 15 December 1962 (U)


TO:

15AF (DOSC, DCS, DOW, IG) (4)
NORAD, Ent AFB, Colo

47 Strat Aerospace Div

1. Attached is Amendment Number Two to Headquarters 6th Strategic Aerospace Wing Operations Order 300-63, dated 15 December 1962. (U)
2. The following are pen and ink changes: (U)
 - a. Annex A, p. 8, par. h(1) should read "fixed angle combat jamming." (U)
 - b. Annex A, Appendix 3, pp. 3 and 7, change "start night celestial grid" coordinated to 43 03W 115 53W. (U)
 - c. Annex A, Appendix 7, par. 5d, change fourth word to read "outside." (U)
 - d. Annex A, Appendix 7, par 6a, first sentence, change NORAD to read Challenge. (U)
 - e. Annex A, Appendix 7, par 6c, change 9150 to read 8950. (U)
 - f. Annex B, par. 6a, change the word "track" to "frequency." (U)
3. When the attachment is withdrawn (or not attached) the classification of this letter may be downgraded to UNCLASSIFIED in accordance with AFR 205-1. (U)

FOR THE COMMANDER


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

1 Atch
Amend 2, 6SAM OPORE 300-63. (CONF)

Copies to:
DCC, DCC 3, DCOB, DCCP,
DCCS, DCCOTAW, DCOAM 2,
DCC1, DCCIT, DCC LCML,
DCCBO 2, IAO 4, LOBS 30,
6FMS 2, 6OHS 2, 6ATES 2,
37NS, 2010CS, Det 15, 9 Wea.,
686AC&W, 6ARS 15, 6ATS 3

CONFIDENTIAL

cy# 25 of 84 cy

ENTRY AND DESTRUCTION CERTIFICATE		PAGE NR 3	NR OF PAGES 3	CONTROL NR
SECTION I - ENTRY AND DESTRUCTION DATA				
1. FORM: (Hq and Staff Agency) (To be filled in only when certification required by originator) [Redacted]	2. DOCUMENT [Redacted] [Redacted] [Redacted]			
3. SECTION(S) AMENDED Insert letter of transmittal ANNEX "A" ANNEX "B" ANNEX "C" ANNEX "D" ANNEX "E"	4. ENTER PAGE(S) 1, 11, 10A, 11 12, 13 14, 15 2, 3, 4 1, 2, 3, 4, 10	5. REMOVE PAGE(S) 9, 10, 11 1, 2 2, 3, 4 1, 2, 3, 4		
SECTION II - CERTIFICATE OF ENTRY				
6. I CERTIFY THAT PAGES LISTED IN ITEM 4 HAVE BEEN ENTERED IN COPY NUMBER _____ OF BASIC DOCUMENT.				
Pages listed in Item 5 have been removed and destruction is authorized by Paragraph 230209, AFM 181-5.				
7. DATE	8. ORGANIZATION AND OFFICE	9. SIGNATURE (Individual making certification)		
SECTION III - RECEIPT				
I ACKNOWLEDGE RECEIPT FOR PAGES LISTED IN ITEM 5.	10. DATE	11. OFFICE	12. SIGNATURE AND GRADE	
SECTION IV - CERTIFICATE OF DESTRUCTION				
I CERTIFY THAT PAGES LISTED IN ITEM 5 HAVE BEEN DESTROYED IN ACCORDANCE WITH AFR 205-1.				
13. SIGNATURE		14. SIGNATURE		15. DATE DESTROYED
16. TYPED/STAMPED NAME AND GRADE		17. TYPED/STAMPED NAME AND GRADE		
				18. CERTIFICATE NR

(5) To be reliable the run must not exceed the circle size as set forth in SACP 170-1A. (U)

i. High altitude side step camera run:

(1) This run will be made in conjunction with the Nike Defense run. (U)

(2) Check list procedures will be followed. (U)

(3) Maneuvers will be performed as stated in the SAC Tactical Doctrine. (U)

j. Night celestial grid navigation leg:

(1) Each crew will fly the night celestial grid nav leg in accordance with SACM 50-4. (U)

(2) Start point	43	03N	115	53W	(U)
Turn point	43	00N	108	30W	(U)
Termination point	33	00N	104	00W	(U)

(3) Aircrews will accomplish radar scope photography of the termination point. (U)

(4) Priestly will be used as a GCI scoring backup facility. (U)

(5) The night celestial grid must meet accuracy standards established in SACP 170-1A. (U)

(6) Final evaluation of navigation legs will be determined by replots using the navigator's inflight log, chart, and celestial observation data. If the replot exceeds published accuracy standard, the leg will be scored by replot. If replot is within accuracy standard the leg will be scored by photo, (U)

k. Tactical navigation leg:

(1) Crews that do not fly GAM 77 equipped aircraft will accomplish a tactical navigation leg in accordance with SACM 50-4. (U)

(2) Start point	32	46N	98	45W	(U)
Turn point	31	36N	98	47W	(U)
Turn point	36	49N	96	20W	(U)
Termination point	44	37N	99	44W	(U)

1. Rules applicable to both high and low altitude bombing. (U)

(1) All runs, both synchronous and emergency, will be executed in accordance with procedures contained in SACR 50-4, to include actuation of the bomb release system. (GAM carrying aircraft will not actuate bomb release system.) (U)

(a) Non-GAM carrying aircraft configured for the "clip in" release system will accomplish all items on the bombing checklist to assure an effective release. (U)

NOTE: FOR NON-GAM EQUIPPED AIRCRAFT ONLY.

NOTE: If the bomb fails to release automatically, alternate release methods will be used. Precautions will be taken to preclude releasing more than one bomb. EBR will be pulled and SALVO ACTIVATED immediately following release of last bomb. (U)

(2) All fixed angle or ASQ-38 emergency set type RBS bomb runs made in lieu of synchronous RBS bomb runs will be scored using the fixed angle accuracy standards established in SACP 170-1A. (U)

(3) GPI, last resort, celestial and timing from a predetermined point emergency bomb runs will be scored using the accuracy standards established in SACP 170-1A. (U)

(4) Clamshell doors will remain closed throughout the bomb runs. Optics will not be used during or in lieu of emergency type runs. (U)

(5) All RBS runs will be made as "record." An aircrew unable to make a synchronous run due to malfunctioning equipment will attack the target using the best available emergency method. An aircrew unable to make an emergency due to totally inoperative ENS equipment will attack the target using the last resort bombsight, celestial fixes, or by timing from a predetermined point. (U)

(6) In the event of an RBS ground abort, type II, scorable radar scope photography will be used for ORT scoring purposes. If radar scope photography is not accomplished or is of such quality as to preclude determination of score. The sortie will not be included in the computation of mission effectiveness of bombing reliability. (U)

(7) In the event of a type III abort, the estimated RBS score will be utilized. If an estimated score is not established by the site, scorable radarscope photography will be used. If an acceptable scoring capability does not exist for the Short Look synchronous run, the sortie will be declared non-effective for mission effectiveness. (U)

AMENDMENT 2

ANNEX A

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21 January 1963

(8) If severe weather or thunderstorms prevent accomplishment of an RBS run, the sortie will not be included in computation of mission effectiveness or bombing reliability. (U)

AMMENDMENT 2
ANNEX A
6SAW OPOD 300-63
21 January 1963

10A

(a) Status code 1: Minor or no maintenance is required; aircraft can be ground serviced immediately. (U)

(b) Status code 2: Minor maintenance is required which precludes immediate ground servicing. (U)

(c) Status code 3: Major maintenance is required but aircraft can be ground serviced immediately. (U)

(d) Status code 4: Major maintenance is required which precludes immediate ground servicing. (U)

r. Weather scout procedures: (U)

(1) Weather scout tactics will be as outlined in SAC Tactical Doctrine. (U)

(a) When air refueling area weather is considered marginal the weather scout will be launched to arrive at the ARCP not later than six hours prior to the first receiver takeoff. (U)

(b) When weather is forecast to be good the weather scout will be launched to arrive at the ARCP not later than three hours prior to first scheduled receiver launch. (U)

(c) The weather scout will continue reconnaissance in accordance with SACTD until the first ORIT aircraft arrives at the ARCP. (U)

(2) When reported visibility or turbulence is sufficient to jeopardize ORIT mission effectiveness as defined in SACM 50-5, the Wing Commander or authorized representative will contact Fifteenth Air Force Command Post to advise them of the condition and recommend action to be taken to avoid penalty to the mission. (U)

(3) An IFR flight plan is included in Appendix 3, Annex A for the weather scout aircraft. (U)

s. Airborne spare refueling: (U)

(1) A KC-135 will serve as the airborne spare for this mission. (U)

(2) After arriving over the ARCP at 31M the tanker will orbit until the last bomber aircraft have arrived. If the KC-135 has not been used as an alternate by the time the last B-52 has reached the ARCP, it will proceed to the eastern exit of Ivory Snow and proceed to Walker AFB. (U)

(3) An IFR flight is included in Appendix 3, Annex A for the airborne spare. (U)

AMENDMENT 2

ANNEX A

63AW OPOD 300-63

21 January 1963

HEADQUARTERS 6TH STRATEGIC AEROSPACE WING
Walker Air Force Base, New Mexico
15 January 1963

APPENDIX 7

ANNEX "A"

6SAW OPORD 300-63

PENETRATION AIDS

1. MISSION PREPARATION: (U)

a. Prior to mission planning, EW Officers will insure they are completely familiar with mission requirements as well as with the directives governing ECM grading criteria and operations. (U)

b. Chart Annotation. A sample ECM chart prepared by DCOTAP will be made available at the Alert Facility for the purpose of standardizing ECM charts. (U)

c. EW's will be completely familiar with equipment control and operations on both Phase I and Phase II ECM modified aircraft. (U)

d. Coordination: (U)

(1) Insure copilot has necessary information pertaining to ECM runs and communications requirements. (U)

(2) Coordinate with applicable crew members on IFF settings and TACAN Operations during RBS and Nike activity. (U)

(3) Be sure navigator is fully aware of all range call-in requirements. Coordinate celestial duties with navigator and review available celestial bodies. (U)

(4) Refueling date and APN-69 operation will be coordinated with appropriate crew members. (U)

e. Insure all individual tech orders, regulations, OI's, etc., are up-to-date and current. (U)

APPENDIX 7

ANNEX "A"

6SAW OPORD 300-63

15 December 1962

DCOT 62-688

2. MISSION REQUIREMENTS: All ECM activity will be accomplished in accordance with SACRs 51-5 and 51-25. ORIT activity will be evaluated under criteria contained in SACM 50-5. (U)

a. The following EW activity is required for the ORIT missions. (U)

<u>ACTIVITY</u>	<u>SITE</u>
Low Level LDR, RSR, BDR	Long Run
Nike Defense Run	Fairchild Nike
High Altitude LDR, RSR	Boise RBS (U)

b. The following activity will be conducted and regarded as continuous training and not counted in ORIT effectiveness. (U)

<u>ACTIVITY</u>	<u>SITE</u>
High Altitude LDR, RSR	Bismarck RBS (U)

c. An extended chaff drop will occur from Bismarck, North Dakota to Miles City VOR. Chaff in the left hopper will be dispensed at SUD rates for 30 minutes with the remainder being dispensed at 40 feet per minute. The chaff loaded in the right side will be dispensed at SPD rates. Inflight clearance to dispense chaff will be obtained from Shiverin' Liz. The SUD chaff drop will not be initiated sooner than 3 minutes after the GAM impact at Bismarck RBS. In addition, the SPD drop will not begin until 10 minutes after crossing the HHCL. (U)

(1) On the extended chaff drop EW's will dispense as much chaff as possible from the left dispensing system. (U)

(2) Twenty-five bundles will be retained in the right chaff hopper for use during the Nike Defense Run. (U)

(3) In the event you are not cleared for chaff dispensing on the NDR or you have not dispensed a minimum of 135 bundles from each hopper, you will dispense all remaining chaff from 43-04N 115-55W to 43-04N 115-00W. Dispensing rates will be 40 ft. per minute. Inflight clearance will be obtained from Headway. (U)

(4) A minimum of 135 bundles must be dropped from each chaff system for the dispensing exercise to be considered effective. (U)

d. There will be no bomber intercepts conducted on these missions. (U)

e. All ECM transmitters (except ALT-15 and ALT-16 equipment) will be operated a minimum of one hour. No scores will be awarded; however, equipment status will be reported upon landing. Equipment will be operated only in cleared portions of authorized frequency bands. It is suggested this check be accomplished after the exit refueling point. (U)

AMENDMENT 2

APPENDIX 7

ANNEX A

6SAW OPORD 300-63

21 January 1963

ALTITUDE RESERVATION FLIGHT PLAN

MISSION NAME TO BE ANNOUNCED	FAA-JCS PRIORITY 7	NO-NOTICE <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	EXECUTED BY SAC
UNIT TACTICAL CALL SIGN FROM CURRENT VCSL	B. AIRCRAFT (No. and Type) 8 B-52, 8 KC-135	C. POINT OF DEPARTURE Walker AFB, New Mexico	

D. ROUTE, ALTITUDE AND TIME INFORMATION (Indicate in following order, and in narrative (paragraph) form: Altitude(s) to next fix, name of fix, RTE (Enter hours & minutes from take-off; Example, "0106" for one hour six minutes, etc.). SPECIFY START CLMB/DESCENT POINTS AND LEVEL OFF POINTS AS THEY OCCUR IN SEQUENCE. Continue repeating sequence until reaching Item E.)

SW AND NE T/O: BUDDY AIRFL TACTICS, CLMB 260/270 LKR 130 DEGREE RADIAL CROSS 48 DME 150 OR ABOVE, CROSS 85 DME AT 220, CROSS INK 230 OR ABOVE, 00:21, RIGHT TURN INK 290/43 00:31, CLMB 290/300 LVLOF AT ROW 146/46 00:34.

COMMON ROUTE: ROW 309/62 00:49, ROW 027/50 00:58, EXPAND 280/330 LVLOF ROW 054/80 01:03 INGRESS IVORY SNOW AIRFL AREA, SPS 188/49 01:31 EGRESS IVORY SNOW AIRFL AREA.

TANKER AIRCRAFT: LEFT TURN IFFFP LAND KRSW.

BOMBER AIRCRAFT: RIGHT TURN, CLMB 330 LVLOF AT ABI 051/64 01:33, ABI 124/76 01:45, ACT 255/58 01:50. OKC 099/40 02:20, PNC 077/38 02:32, CLMB 350 LVLOF AT PNC 058/40 02:34, OBH 070/07 03:15, ABR 238/67 03:49, DIK 075/78 04:07, DIK VOR 04:20, ENTER MNVR AREA BND BY DIK VOR, DIK 289/65, DIK 254/110, EXIT MNVR AREA AT DIK 254/110 04:41 DSND AND CROSS MLS AT 230 04:46, ENTER LONG RUN OIL BURNER SHORT LOOK ROUTE, EXIT OIL BURNER 250 AT HIA 06:18, HIA 309/20 06:20 CLMB 350 LVLOF AT HIA 309/48 06:25, GEG 072/67 06:44 START 40 MILE FRONT, END FRONT AT GEG 004/14 06:55, PDT 323/05 07:13, CLMB 370 LVLOF AT PDT 091/08 07:15, PDT 103/53 07:21, BOI 295/38 07:31, BOI 334/28 07:34, BOI 148/34 07:40, CLMB 410 LVLOF AT BOI 134/38 07:42, ST CLSTNAV (IF UNABLE TO AP ROVE 410 REQUEST 390) MLD 330/54 08:02, RKS 004/90 08:22, ALS 336/60 09:01, ROW 040/26 09:41, ROW 110/37 09:46 END CLSTNAV, DSND 240 LVLOF ROW 140/22 09:53 ROW 09:57, LAND KRSW.

AMENDMENT 2
APPENDIX 3
ANNEX A
63AW OORD 300-61
21 January 1963

(2)

(If additional space is needed for any item, continue on blank 8" x 10 1/2" sheets and identify item.)

ALTITUDE RESERVATION FLIGHT PLAN (CONTINUED)						MISSION NAME / PRIORITY TO BE ASSIGNED 7	
UNIT TACTICAL CALL PRO CURRENT VOBL				AIRCRAFT NO. AND TYPE 8 B-52, 8 KC-135			
ESTINATION Walker AFB, New Mexico							
F. PROPOSED DEPARTURE TIME							
COLOR	NO.	EDT (Z-II Known)	ADMS	COLOR	NO.	EDT (Z-II Known)	ADMS
RED	2	E - 0010	1 MIN	BLACK	2	E / 0120	1 MIN
BLUE	2	E / 0005	1 MIN	GREEN	2	E / 0135	1 MIN
ORANGE	2	E / 0020	1 MIN				
RED	2	E / 0035	1 MIN				
PURPLE	2	E / 0050	1 MIN				
YELLOW	2	E / 0105	1 MIN				
G. TAS 444, 420 AIRFL, 308 OIL BURTER							
PASS TO ADC RADAR			PRIMARY REFUELING - AREAS/TRACKS			ALT REFUELING - AREAS/TRACKS	
SITE NAME	YES	NO	IVORY SNOW/095			N/A	
FB 001 PADRA	X						
ECM CORRIDOR/S			REFUELING WITH 6 SAN TANKERS				
START	STOP	(SPE REMARKS)		REFUELING AREA AND/OR AIRSPACE RESERVATION	CLEARED BY CONTROLLING AGENCY		
				YES	NO	RESP OF EXECUTING AGCY	
				IVORY SNOW		X	X
DEPARTURE PROCEDURE COORDINATED WITH Albuquerque & El Paso ARTC				LIABILITY PERIOD/"E" HOUR N/A			
PROJECT OFFICER Major M.E. Schanzen		ORGANIZATION 6 Strat Aerospace Wing		OFFICE PHONE 2180 Drop 33	HOME PHONE 347-2142	DATE THIS FORM ACCOMPLISHED 21 Jan 63	
REMARKS 1. WRS. CONTINUED TO END WRS. 2. MESS OR POINTED POINT TO POINT EX BY WRS. TRV IS INDICATED. 3. PERMITS GRANTED BY AD FOR VERBAL EXTENSION OF IVORY SNOW AREA. VERBAL COORDINATION WAS COMPLETED WITH WRS WRS/JU AND FE WORTH CENTERS. APPENDIX 8 ANNEX A 6 SAN OPOD 300-63 21 January 1963 (CONTINUED) (3)							

4. ECM ACTIVITY FOR AMIS

<u>START</u>	<u>STOP</u>	<u>BANDS</u>	<u>TYPE</u>
ABI 060/61	OBH 070/07	A, C, D, E, F, I	BUZZER
ABR 266/74	DIK 075/78	A, C, D, E, I	BUZZER
DIK 075/78	MLS VOR	CHAFF	STREAM
LWT 092/45	BIL 240/34	A, C, D, E, I	BUZZER
GEG 078/67	GEG 004/14	F, I, CHAFF	BUZZER & STREAM
PDT 103/53	BOI 295/38	A, C, D, E, I	BUZZER
BOI 134/38	BOI 101/65	CHAFF	STREAM

AMENDMENT 2
APPENDIX 8
ANNEX "A"
6 SAW OPORD 300-63
21 January 1963

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CONFIDENTIAL

HEADQUARTERS 6TH STRATEGIC AEROSPACE WING
Walker Air Force Base, New Mexico
21 January 1963

AMENDMENT 2

APPENDIX 1

ANNEX "C"

6SAW OPOD 300-63

TARGETS

1. GENERAL:

a. Each bombardment crew will accomplish one radar synchronous low altitude Short Look Large Charge release on the "Long Run RBS Express," and one high altitude radar fixed angle combat jamming run against Boise Semi-mobile RBS Express site. GAM 77 equipped aircraft will impact on Bismarck RBS and non-GAM carriers will make a synchronous release on Bismarck. A high altitude side step camera attack on Fairchild Nike will be accomplished in conjunction with a Nike defense run. (U)

b. Target complexes and information will be changed every 90 days. (U)

c. Each combat ready radar navigator and navigator will spend a minimum of six hours on target and route study. (U)

2. TARGET INFORMATION:

a. Low level:

(1) Site: Rapelje.

(2) IP: Long Run Express.

(3) Target number one: Alpha. (U)

(a) Elevation: 4600'. (C)

(b) Description: IIIA No Show Target. (U)

(c) Coordinates: 46 04 30.ON (C)
109 14 30.OW (C)

AMENDMENT 2

APPENDIX 1

ANNEX C

6SAW OPOD 300-63

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1. Offset number one:
 - a. Elevation: 4000'. (C)
 - b. Description: Railroad bridge across the Musselshell River. (C)
 - c. Coordinates: 46 17 50N
109 03 38W. (C)
 - d. Offset distance: N-081,034
E-045,876. (C)

2. Offset number two:
 - a. Elevation: 4000'. (C)
 - b. Description: Center of Rapelje. (C)
 - c. Coordinates: 45 58 27N
109 15 30W. (C)
 - d. Offset distance: S-036,770
W-004,235. (C)

- (4) Target number two: Hotel. (U)
 - (a) Elevation: 4143'. (C)
 - (b) Description: IIIA No Show Target. (U)
 - (c) Coordinates: 45 58 40N
109 19 40W. (C)
 1. Target Hotel will be bombed using timing techniques. (U)
 - a. Distance: 6.83 NM. (U)
 - b. Track: 212 degrees. (U)
 - c. Crews must call in target Hotel for second release, or the site will score the release on target Bravo. (U)
 - b. High altitude synchronous release or GAM 77 impact. (U)
 - (1) Site: Bismarck. (U)

AMENDMENT 2
APPENDIX 1
ANNEX C
6SAW OPOD 300-63
21 January 1963

CONFIDENTIAL

CONFIDENTIAL

- (2) IP: Abeam Morbridge. (U)
- (3) GAM launch point: (U)
 - (a) Primary: 43 47 93N
99 21 61.5W. (C)
 - (b) Alternate: 44 02 06N
99 27 01W. (C)

NOTE: If ground speed is 420 K or lower, the alternate may be used as the launch point. (U)

- (4) Target: Kilo. (U)
 - (a) Elevation: 1630'. (C)
 - (b) Description: IIIA No Show target--located 150 feet north of south bridge across Mandan River. (C)
 - (c) Coordinates: 46 48 30N
100 49 10W. (C)

1. Offset number one: (U)

- a. Elevation: 1785'. (C)
- b. Description: Target India--Power station. (C)
- c. Coordinates: 46 52 01.91N
100 53 01.36W. (C)
- d. Offset distance: N-021,470.
W-016,070. (C)

2. Offset number two: (U)

- a. Elevation: 1700'. (C)
- b. Description: Transformer station. (C)
- c. Coordinates: 46 48 41.5N
100 43 31.0W. (C)

AMENDMENT 2
APPENDIX 1
ANNEX C
6SAW OPOD 300-63
21 January 1963

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d. Offset distance: N-001170 .
E-022860.. (C)

c. High altitude camera attack: (U)

(1) Site: Spokane. (U)

(2) IP: Abeam Wallace. (U)

(3) Target: ALPHA. (U)

(a) Elevation: 1968'. (C)

(b) Description: Northeast corner of Mead Aluminum Plant. (C)

(c) Coordinates: 47 45 22.07N
117 22 10.94W. (C)

1. Offset number one: (U)

a. Elevation: 2030'. (C)

b. Description: Tanks at Hillyard. (C)

c. Coordinates: 47 43 00.02N
117 21 15.30W. (C)

d. Offset distance: S-014,390
E-003,800. (C)

2. Offset number two: (U)

a. Elevation: 2370'. (C)

b. Description: National Guard at Geiger Field. (C)

c. Coordinates: 47 36 54.5N
117 32 06.9W. (C)

d. Offset distances: S-051,430
W-040,910. (C)

d. High altitude fixed angle combat jamming: (U)

(1) Site: Boise Semi-mobile. (U)

AMENDMENT 2
APPENDIX 1
ANNEX C
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(2) IP: Union, Oregon. (U)

(3) Target: Hotel. (U)

(a) Elevation: 2165'. (C)

(b) Description: Highway bridge across Snake River North of Payette, Idaho. (C)

(c) Coordinates: 44-05-45N
116-56-25W. (C)

3. This item has been deleted.

AMMENDMENT 2
APPENDIX 1
ANNEX "C"
6SAW OPOD 300-63
21 January 1963

CONFIDENTIAL

4a

MISSION FLIGHT PLAN		O. O. AND NICKNAME		UNIT	T. H. ACFT	WAVE	CELL CALL SIGN	REMARKS		
		300.63		6 SAW	RC-135			Weather Scout		
POUNDS				POUNDS				RUNWAY		
ACFT BASIC	102,500			BOMBS				PRESSURE ALT	3750	
CREW	1,500			AMMO				LENGTH	13000	
OIL	169			WATER AUG	5581		2.835	AIR TEMP	81	
ATO				STATIC	237,075	NR FULL ATO REQUIRED	11:4	CRITICAL FIELD LENGTH	10,000	
RACK				START ENGINES AND TAXI FUEL ALLOWANCE	2000	NR EMPTY ATO REQUIRED	25.1	CRITICAL AIR TEMP	110	
EXT TANKS WEIGHT (Empty)				TAKE-OFF GROSS	235,075	ATO FIRING SPEED		TAKE-OFF DISTANCE	8500	
MISCELLANEOUS								TAKE-OFF SPEED	157	
CHAFF								CRITICAL WIND COMPONENT		
OPERATING	104,169	TOTAL FUEL	127,325					1ST LEG	2ND LEG	3D LEG

PRE-FLIGHT PLAN

FROM	FLY COND	T. C.	WIND D/V	T. H.	VAR	M. H.	TEMP	IAS	T. A. S.	G. S.	GND DIS	TIME	AIR DIS	ETA	FUEL FLIGHT PLAN	
ROUTE			DRIFT				ALT	MACH			ACC GND DIS	ACC TIME	ACC AIR DIS		PRED FUEL REMAINING	GROSS WT
33.16N 104.32W															127.3	237.1
STETTOAC							+5				10	03	10		3.7	9.3
LEVEL OFF			760/40				DEV				122	19	121		123.6	227.8
35.07N 105.00W	CL	347	-6	341	-12	329	31	280	385	384	132	22	131		7.1	7.1
115 DEGS			265/75								53	05	34		116.5	220.7
35.39N 105.09W	CL	347	-10	337	-13	324	31	278	450	434	165	27	165		.9	.9
34.10N 104.46W		177	+10	187	-12	175	29			438	170	16	123		115.6	219.8
INGRESS PT											285	43	288		3.3	3.3
33.54N 103.10W		099	+3	102	-12	090	29			522	81	09	70		112.3	216.5
ARCD											366	52	358		2.0	2.0
33.45N 102.23W		100	+3	103	-12	091	29			521	40	05	35		110.3	214.5
T.P											404	57	393		1.0	1.0
33.13N 99.02W		100	+3	103	-11	092	29			521	172	20	148		109.3	213.5
33.32W 98.55W	DS	6	-	6	-11	6	28			450	576	17	541		3.9	3.9
											28	04	28		105.4	209.6
34.10N 102.57W	CL	281	-3	278	-11	267	28			376	604	121	569		.7	.7
											205	33	245		104.7	208.9
33.51N 103.02W	CL	6	-	6	-11	6	29			450	209	154	814		8.3	8.3
											28	04	28		96.4	200.6
33.13N 99.02W	CL	100	+3	103	-11	092	29			521	28	04	28		9	9
											237	158	842		95.5	199.7
											205	24	177		5.3	5.3
											1042	222	1019		90.2	194.4
CONTINUE THIS ORBIT PATTERN UNTIL FIRST ORBIT ARRIVES											610	121	610		16.3	16.3
OVER THE ARCD											1350	300	1350		73.9	178.1
WALKER AFB															35.4	35.4
33.18N 104.32W	CL	766	765/15	766	-11	755	28	76	450	370	268	6:43	2977		38.5	142.7
			0									43	325		8.0	8.0
												7:26	3304		30.5	134.7

MISS FLIGHT PLAN		O. O. AND NICKNAME		UNIT	TYPE ACFT	WAVE	CELL CALL SIGN	REMARKS
		30063 JTK Short Golf		6SAW	1 25			HIEBORNE SAH
POUNDS				POUNDS				RUNWAY
ACFT BASIC	102,500			BOMBS				PRESSURE ALT
CREW	1,500			AMMO				LENGTH
OIL	169			WATER AUG	5581			AIR TEMP
ATO				STATIC	257,075	NR FULL ATO REQUIRED		CRITICAL FIELD LENGTH
RACK				START ENGINES AND TAXI FUEL ALLOWANCE	2,000	NR EMPTY ATO REQUIRED		CRITICAL AIR TEMP
EXT TANKS WEIGHT (2000)				TAKE-OFF GROSS	255,075	ATO FIRING SPEED		TAKE-OFF DISTANCE
MISCELLANEOUS				TOTAL FUEL	147,325			TAKE-OFF SPEED
CHAFF								CRITICAL WIND COMPONENT
OPERATING	104,169							1ST LEG
								2ND LEG
								3D LEG

PRE-FLIGHT PLAN																	
FROM	ROUTE	FLT COND	T. C.	WIND D/V	T. H.	VAR	M. H.	TEMP	IAS	T. A. S.	G. S.	GND DIS	TIME	AIR DIS	ETA	FUEL FLIGHT PLAN	
				DRIFT				ALT	MACH			ACC GND DIS	ACC TIME	ACC AIR DIS		PRED FUEL REMAINING	GROSS WT
33.18N 104.37W																147.3	257.7
STETTONC								15				10	03	10		4.0	9.6
L10				260/40				DEV				122	19	121		143.3	247.5
35.07N 105.00W	CL	347		-6	341	-12	329	31.0	280	385	380	132	22	131		7.8	7.8
L15 DEGRAS VOR				265/75								33	05	24		1.0	4.0
35.39N 105.09W	CL	347		-10	337	-13	324	31.0	782	450	434	165	27	165		134.5	238.7
34.14N 104.46W	✓	177		+	187	-12	175	29.0	✓	✓	438	120	16	123		3.5	3.5
INACCESS PT. 9AED				+								81	09	70		2.0	2.0
33.57N 103.10W	✓	099		+3	102	-12	070	31.0	✓	✓	522	366	57	358		129.0	233.2
ORBIT	✓	109		-	100	-11	087	31.0	✓	✓	450	900	200	900		24.0	24.0
END AT				265/65								1266	252	1258		105.0	209.2
33.17N 99.25W	✓	100		13	103	-11	092	29.0	255	420	482	192	24	168		5.1	5.1
OFF LOAD				13								1458	316	1426		99.9	204.1
INACCESS PT				+												70.8	70.8
33.12N 98.53W	✓	102		+3	105	-10	095	29.0	255	420	482	27	04	25		29.1	133.3
33.30N 98.55W	✓	6		+	70	6	350	782	450	450		27	04	28		.6	.6
34.10N 103.27W	✓	280		-3	277	-11	266	35.0	782	450	375	1492	324	1479		28.5	132.7
WAFB				265/75								28	04	28		1.0	1.0
33.18N 104.37W	✓	226		+6	232	-12	220	35.0	782	450	389	1513	324	1479		27.5	131.7
				265/75								225	26	270		6.1	6.1
				+								1738	400	1749		21.4	125.6
				+								21	13	95		2.1	2.1
				+								1820	413	1844		19.3	123.5

SAC FORM 18 10 773 AMENDMENT 2 ANNEX A APPENDIX 3 6SAW ORDER 21 Jan 1963

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



REPLY TO
ATTN OF: DCOTP/Maj Scharmen/Drop 33, Ext 2180

29 Jan 1963

SUBJECT: Amendment 3 to Headquarters 6th Strategic Aerospace Wing Operations
Order 300-63, 15 Dec 62

TO: 15 AF (DOOTOE, DOC, DOW, IG) (4) NORAD, Ent AFB, Colo
47 Strat Aerospace Div

1. Attached is amendment three to Headquarters 6th Strategic Aerospace Wing Operations Order 300-63, dated 15 December 1962.
2. Make the following changes:
 - a. Annex A, remove page 15; add pages 15 and 16.
 - b. Appendix 2, Annex A, remove page 1; add page 1.
 - c. Appendix 3, Annex A, remove pages 3, 4, 7, and 8; add pages 3, 4, 7, and 8.
 - d. Appendix 8, Annex A, remove page 2; add page 2.
 - e. Appendix 9, Annex A, remove pages 1, 2, 5, and 6; add pages 1, 2, 5, and 6.

FOR THE COMMANDER

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

1 Atch
Amend 3, 6SAW OPOD 300-63

Copies to:
DCO, DCOT 3, DCOE, DCOP, DCOC,
DCOTAW, DCOAM 2, DCOI, DCOIT, DCM,
DCML, DCOB 2, IXO 4, 4OBS 30,
6FMS 2, 6OMS 2, 6AEMS 2, 37MMS,
20LOCS, Det 15 9 Wea, 686AC&W,
6ARS 15, 6AMMS 3

SORTIE	COLOR CODE	PRE-MISS BRIEFING	TAKE-OFF	ARCP	GAM TGT BISMARCK	HHCL	LOW LEVEL ENTRY	SPOKANE NIKE ECM TGT	HIGH LEVEL BOMBING BOISE	LAND
WEATHER SHIP		E-0815 E-0515	E-0600 E-0300							AS DIRECTED
TANKER SPARE		E-0230	E-0005							AS DIRECTED
BOMBER 1	RED	E-0230	E-0000	E+0103	E+0407	E+0420	E+0446	E+0655	E+0731	E+0957
TANKER 1	RED	E-0230	E+0001	E+0103						AS DIRECTED
BOMBER 2	BLUE	E-0230	E+0015	E+0118	E+0422	E+0435	E+0501	E+0710	E+0746	E+1012
TANKER 2	BLUE	E-0230	E+0016	E+0118						AS DIRECTED
BOMBER 3	ORANGE	E-0200	E+0030	E+0133	E+0437	E+0450	E+0516	E+0725	E+0801	E+1027
TANKER 3	ORANGE	E-0200	E+0031	E+0133						AS DIRECTED
BOMBER 4	AMBER	E-0200	E+0045	E+0148	E+0452	E+0505	E+0531	E+0740	E+0816	E+1042
TANKER 4	AMBER	E-0200	E+0046	E+0148						AS DIRECTED
BOMBER 5	PURPLE	E-0130	E+0100	E+0203	E+0507	E+0520	E+546	E+0755	E+0831	E+1057
TANKER 5	PURPLE	E-0130	E+0101	E+0203						AS DIRECTED
BOMBER 6	YELLOW	E-0130	E+0115	E+0218	E+0522	E+0535	E+0601	E+0810	E+0846	E+1112
TANKER 6	YELLOW	E-0130	E+0116	E+0218						AS DIRECTED
BOMBER 7	BLACK	E-0100	E+0130	E+0233	E+0537	E+0550	E+0616	E+0825	E+0901	E+1127
TANKER 7	BLACK	E-0100	E+0131	E+0233						AS DIRECTED
BOMBER 8	GREEN	E-0100	E+0145	E+0248	E+0552	E+0605	E+0631	E+0840	E+0916	E+1142
TANKER 8	GREEN	E-0100	E+0146	E+0248						AS DIRECTED

AMMEY ENT 3, ANNEX A, APPENDIX 2, 6SAW OPO2D 300-63 January 1963

(a) Status code 1: Minor or no maintenance is required; aircraft can be ground serviced immediately. (U)

(b) Status code 2: Minor maintenance is required which precludes immediate ground servicing. (U)

(c) Status code 3: Major maintenance is required but aircraft can be ground serviced immediately. (U)

(d) Status code 4: Major maintenance is required which precludes immediate ground servicing. (U)

r. Weather scout procedures: (U)

(1) Weather scout tactics will be as outlined in SAC Tactical Doctrine. (U)

(a) When air refueling area weather is considered marginal the weather scout will be launched to arrive at the ARCP not later than six hours prior to the first receiver takeoff. (U)

(b) When weather is forecast to be good the weather scout will be launched to arrive at the ARCP not later than three hours prior to first scheduled receiver launch. (U)

(c) The weather scout will continue reconnaissance in accordance with SACTD until the first ORIT aircraft arrives at the ARCP. (U)

(2) When reported visibility or turbulence is sufficient to jeopardize ORIT mission effectiveness as defined in SACM 50-5, the Wing Commander or authorized representative will contact Fifteenth Air Force Command Post to advise them of the condition and recommend action to be taken to avoid penalty to the mission. (U)

(3) An IFR flight plan is included in Appendix 3, Annex A for the weather scout aircraft. (U)

s. Airborne spare refueling: (U)

(1) A KC-135 will serve as the airborne spare for this mission. (U)

(2) After arriving over the ARCP at 31M the tanker will orbit until the last bomber aircraft have arrived. If the KC-135 has not been used as an alternate by the time the last B-52 has reached the ARCP, it will proceed to the eastern exit of Ivory Snow and proceed to Walker AFB. (U)

(3) An IFR flight is included in Appendix 3, Annex A for the airborne spare. (U)

PARAGRAPH 2

INDEX

REF ID: A6300-63

21 January 1963

t. Weather reporting for "Long Run." (U)

(1) All aircraft flying the RBS Express route "Long Run" will, if possible, transmit a low level route weather observation to the 97th ARS Command Post via UHF regardless of the weather encountered along the route. (U)

(2) All aircraft, when contacting Glasgow weather via Channel 13 to obtain the latest altimeter setting and "D" value for "Long Run" will request the latest available weather observation for "Long Run." (U)

AMENDMENT 3
ANNEX A
6SAW OPORD 300-63
26 January 1963

Page 3 of 4

MISSION FLIGHT PLAN - CONTINUATION SHEET

FROM	FLT COND	T.C.	WIND D/V		T.H.	VAR	M.H.	TEI	IAS	T. A. S.	G. S.	GND DIS	TIME	AIR DIS	ETA	FUEL FLIG PLAN	
			ALT	MACH				ACC GND DIS	ACC TIME							ACC AIR DIS	PRED FUEL REMAINING
45.41N 109.26W																161.3	341.1
ROUTE																	
45.33N 109.41W	CL	233	/		233	-17	216	X at 13.5	280	332	332	2385	6 00	2561		1.8	1.8
45.44N 110.17W	-	233	/		233	-	216	X at 18.0	-	365	365	2413	6 04	2589		2.7	2.7
45.30N 110.00W	-	299	250/30		296	-18	278	X at 25.0	-	465	385	2450	6 10	2029		3.0	3.0
EXIT 1/L (WHITE HALL)			280/30									54	08	28		2.6	2.6
45.52N 112.10W	CR	294	-1		293	-	275	25.0	-	412	382	2504	6 18	2687		151.2	331.0
ST CLAIR			-									14	04	14		1.7	1.7
46.02N 112.21W	-	328	-3		325	-	307	25.0	-	412	392	2548	6 20	2701		150.5	330.3
T.P. L/O			-									24	05	35		3.0	3.0
46.31N 112.48W	-	328	-3		325	-	307	35.0	.77	440	425	2552	6 25	2736	65	147.5	327.3
MISSOULA PIP			-									53	07	62		2.3	2.3
46.51N 113.59W	-	292	-1		291	-19	272	35.0	-	415	-	2605	6 32	2798	-	145.2	325.0
ADEMI WALLACE IP			-									83	11	97		3.6	3.6
47.24N 115.58W	-	292	-1		291	-20	271	35.0	-	415	-	2688	6 00	2895	-	141.6	321.2
FANCHOLO NIKE			-									83	11	97		4.1	4.1
47.45N 117.22W	-	292	-1		291	-	271	35.0	.82	472	440	2771	6 55	2992	-	137.5	317.3
ST. TURN PIP			280/40									135	19	154		6.2	6.2
45.51N 118.52W	-	206	+5		211	-21	190	37.0	77	444	432	2906	7 14	3146	50	131.3	311.1
45.13N 117.52W	-	126	+2		128	-20	108	37.0	77	-	480	2864	7 21	3199	11	129.8	307.6
785			280/45									83	10	79		3.1	3.1
44.05N 116.56W	-	154	+5		159	-	159	37.0	82	472	458	3047	7 31	3278	8	126.7	306.5
GREENWAY LEFT			-							450		30	04	30		1.2	1.2
ST NIGHT CER BEW			-									3077	7 35	3308		125.5	305.3
43.03N 115.53W	-	169	+6		156	-19	156	41.0	77	440	432	3133	7 42	3363	8	123.4	303.2
T.P.			-									325	40	294		10.3	10.3
43.00N 108.30W	-	089	-1		088	-18	070	-	-	490	-	3458	8 22	3657	17	113.1	292.9
END NIGHT CER			270/55									641	1 22	678		22.5	22.5
33.00N 104.00W	-	161	+7		168	-14	154	-	-	458	-	4099	9 46	4335	18	90.6	270.4
RASWELL CER			265/70									65	11	79		3.0	3.0
33.20N 104.37W	CR	331	-9		322	-12	310	24.0	260	400	365	4164	9 57	4414		87.6	267.4

None down (20 miles) (L)

PEACETIME EXERCISE RECAPITULATION SHEET - BOMBARDMENT										UNIT	OPERATIONS ORDER NUMBER		MISSION NICKNAME	LAUNCH OPTION		DATE PREPARED		PAGE					
										6SAW	300-63		Straight Shot Golf			26 January 1963		1 OF 2 PAGES					
SORTIE NUMBER	TAKEOFF DATA							OUTBOUND CONTROL POINT	COMMUNICATIONS FACILITY	TIME OVER OUTBOUND CONTROL POINT	GAM EQUIPPED						AIR REFUELING DATA						
	DEPARTURE BASE A	/UNIT CALL SIGN B	CELL COLOR/AIR C	STATIC GROSS WEIGHT D	TOTAL FUEL ON BOARD E	TYPE TAKEOFF SET, DRY OR A/D F	ETD G				REFUELING AREA K	REFUELING CONTROL POINT L	REFUELING CONTROL TIME M	SUPPORTING TANKER UNIT/TF N	TANKER CYCLE O	TANKER SORTIE NUMBER P	C/R PLAN Q	OFF LOAD AVAILABLE R	ON LOAD PLANNED S	MINIMUM ON LOAD REQUIRED TO COMPLETE MISSION T	MISSED REFUELING RESERVE U	MISSED A/R ALTERNATE AIR BASE V	FUEL RESERVE OVER MISSED A/R ALTERNATE AIR BASE W
1	KBSW	6SAW	RED ONE	433	228	W	E+00:00	N/A	N/A	N/A	IWO	A	E+01:03	6ARS	1	1	F/A	100	71.0	67	170	KBSW	160
2	KBSW		BLUE	433			E+00:15				IWO		E+01:18	6ARS	1	1	P/R	100	71.0	67	170	✓	✓
3	KBSW		ORANGE	433			E+00:30				IWO		E+01:33	6ARS	1	1	F/A	100	71.0	67	170	✓	✓
<p>Number one (1), two (2), and three (3) sorties were named GAM carriers so as to fill out the recap sheet properly. We understand the ORIT team will designate the sorties to be GAM equipped when they arrive this station.</p>																							
<p>AMENDMENT 3 APPENDIX 9 ANNEX A 6SAW OPOD 300-63 26 January 1963</p>																							

PEACETIME EXERCISE RECAPITULATION SHEET - BOMBARDMENT										UNIT	OPERATIONS ORDER NUMBER	MISSION NICKNAME	LAUNCH OPTION	DATE PREPARED	PAGE 2 OF 2 PAGES								
SORTIE NUMBER	TAKEOFF DATA							OUTBOUND CONTROL POINT	COMMUNICATIONS FACILITY	TIME OVER OUTBOUND CONTROL POINT	NON-GAM		AIR REFUELING DATA										
	DEPARTURE DATE	UNIT	CELL COLOR/HR	STATIC AIRCRAFT WEIGHT	TOTAL WEIGHT ON BOARD	TYPE TAKEOFF	ETA				REFUELING AREA	REFUELING CONTROL POINT	REFUELING CONTROL TIME	SUPPORTING TANKER UNIT TP	TANKER CYCLE	TANKER SORTIE NUMBER	C/P PLAN	OFF LOAD AVAILABLE	ON LOAD PLANNED	MINIMUM ON LOAD WEIGHT TO COMPLETE MISSION	MINIMUM REFUELING FUEL RESERVE	MISSED A/R AIR BASE	FUEL RESERVE USED A/R AIR BASE
4	KRSW	6SAW	AMBER	430	248	W	0045	N/A	N/A	N/A	IYO	A	E+01:48	6ARS	1	1	F/B	100	60	57	197	KRSW	181
5	KRSW		PURPLE	430	248	W	0100	N/A	N/A	N/A	IYO	A	E+02:02	6ARS	1	1	F/A	100	60	57	197		
6	KRSW		YELLOW	430	248	W	0115	N/A	N/A	N/A	IYO	A	E+02:18	6ARS	1	1	F/B	100	60	57	197	KRSW	181
7	KRSW		BLACK	430	248	W	0130	N/A	N/A	N/A	IYO	A	E+02:33	6ARS	1	1	F/A	100	60	57	197		
8	KRSW		GREEN	430	248	W	0145	N/A	N/A	N/A	IYO	A	E+02:48	6ARS	1	1	F/B	100	60	57	197	KRSW	181
<p>Number four (4), five (5), six (6), seven (7), and eight (8) sorties were named non-GAM carrier so as to fill out the recap sheet properly. We further understand the ORIT team will designate the GAM/non-GAM sorties when they arrive this station.</p>																							
<p>AMENDMENT 3 APPENDIX 9 ANNEX 6SAW OPORD 300-63 26 January 1963</p>																							

PEACETIME EXERCISE RECAPITULATION SHEET - TANKER

UNIT
65TH AIR REFUELING SQ

OPERATIONS ORDER NR
300-63

MISSION NAME
301

LAUNCH OPTION

DATE DELIVERED

PAGE 1 OF 1 PAGES

SORTIE NUMBER	TAKOFF DATA										AIR REFUELING DATA					
	DEPARTURE BASE	UNIT	TYPE MISSION	CELL COLOR NR	TANKER CYCLE	STATIC GROSS WEIGHT	TOTAL AV GAS ON BOARD	TOTAL JPS ON BOARD	TYPE TAKOFF	ETD	REFUELING AREA	REFUELING CONTROL POINT	REFUELING CONTROL TIME	TANKER LUTTER TIME	SUPPORT UNIT	SUPPORT SORTIE NR
	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P
1	KRWSW	6 SAW	YY	N/A	N/A	237		127	W		N/A	N/A	N/A	3hrs/6hrs	65AW	1
2	KRWSW	6 SAW	YY	N/A	1	257		147	W		IV0	A	0401:00		65AW	2
3	KRWSW	6 SAW	YY	RED 2	1	257		147	W		IV0	A	0401:03		65AW	3
4	KRWSW	6 SAW	YY	BLUE 2	1	257		147	W		IV0	A	0401:10		65AW	4
5	KRWSW	6 SAW	YY	ORANGE 2	1	257		147	W		IV0	A	0401:13		65AW	5
6	KRWSW	6 SAW	YY	AMBER 2	1	257		147	W		IV0	A	0401:18		65AW	6
7	KRWSW	6 SAW	YY	PURPLE 2	1	257		147	W		IV0	A	0401:23		65AW	7
8	KRWSW	6 SAW	YY	YELLOW 2	1	257		147	W		IV0	A	0401:18		65AW	8
9	KRWSW	6 SAW	YY	BLACK 2	1	257		147	W		IV0	A	0401:57		65AW	9
10	KRWSW	6 SAW	YY	GREEN 2	1	257		147	W		IV0	A	0401:47		65AW	10
<p>APPENDIX 3 APPENDIX 9 APPENDIX 1A 65TH AIR REFUELING SQ OPNS 300-63 26 January 1963</p>										<p>Tanker sortie number one (1) has been designated as a weather scout aircraft. Number two (2) sortie is the airborne spare. Number three (3), four (4) and five (5) sorties have been named as tankers for AW equipment receivers in order to complete recap sheet correctly. We understand the OML team will designate AWL sorties upon arrival at this station.</p>						

PEACETIME EXERCISE RECAPITULATION SHEET - TANKER (CONTINUATION)

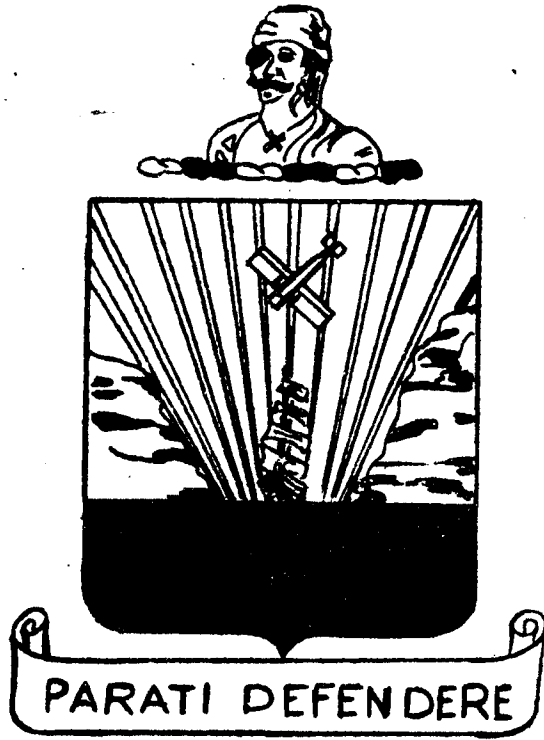
UNIT
6 SAW (CWP)

PAGE 1 OF 1 PAGES

SORTIE NUMBER	AIR REFUELING DATA (CONTINUED)								DESTINATION AND ALTERNATE(S) INFORMATION											MISSION NOTES
	CIR PLAN Q	OFFLOAD AVAILABLE R	PLANNED OFFLOAD S	MINIMUM OFFLOAD REQUIRED T	TANKER FUEL RESERVE AT END OF M U	ALTERNATE C IF DIVERTED AT END OF M V	ET FROM DIVERSION BASE W	FUEL RESERVE OVER DIVERSION POINT X	Y DESTINATION	ETE % (Complete mission) Z	NAUTICAL MILES (Complete mission) AA	ETA (P plus) BB	FUEL RESERVE DESTINATION CC	ALTERNATES DD	NAUTICAL GROUND MILES (Destination to alternate) EE	ETE (Destination to alternate) FF	FUEL RESERVE OVER ALTERNATE GG	H HH	I PASSENGERS	
1	N/A	N/A	N/A	N/A	N/A	KRWF	:50		KRWF	7125	3770	24:25	31	KRWF	156	:24	27	N/A	N/A	
2	P/A	100	70.8	67.8	50/55	KRWF	:50	42/46	KRWF	4413	18:00	24:10	10	KRWF	156	:24	15	N/A	N/A	
3	P/A	100	70.8	67.8	50	KRWF	:50	42	KRWF	2410	844	24:10	40	KRWF	156	:24	30	N/A	N/A	
4	P/A	100	70.8	67.8	50	KRWF	:50	42	KRWF	2410	844	24:10	40	KRWF	156	:24	30	N/A	N/A	
5	P/A	100	70.8	67.8	50	KRWF	:50	42	KRWF	2410	844	24:10	40	KRWF	156	:24	30	N/A	N/A	
6	P/A	100	60.0	57.0	55	KRWF	:50	46	KRWF	2410	844	24:10	45	KRWF	156	:24	41	N/A	N/A	
7	P/A	100	60.0	57.0	55	KRWF	:50	46	KRWF	2410	844	24:10	45	KRWF	156	:24	41	N/A	N/A	
8	P/A	100	60.0	57.0	55	KRWF	:50	46	KRWF	2410	844	24:10	45	KRWF	156	:24	41	N/A	N/A	
9	P/A	100	60.0	57.0	55	KRWF	:50	46	KRWF	2410	844	24:10	45	KRWF	156	:24	41	N/A	N/A	
10	P/A	100	60.0	57.0	55	KRWF	:50	46	KRWF	2410	844	24:10	45	KRWF	156	:24	41	N/A	N/A	
APPENDIX 8										Tanker sortie number one (1) has been designated as a weather scout										
APPENDIX 9										aircraft. Number two (2) sortie is the aircraft carrier. Number three										
APPENDIX "A"										(3), four (4) and five (5) sorties have been noted as tankers for										
CSM CRD 300-63										equal fuel receivers in order to complete recap sheet correctly. We										
16 January 1963										understand the UNIT comm will designate SAW sorties upon arrival at										
										this station.										

1X0

6TH STRAT AEROSPACE WING



OPERATIONS PLAN

FEBRUARY 1963

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DISTRIBUTION

15AF (DOTE)	1	DCR	1	4129CCTS	2
47 C	1	BDCS	1	37MMS	2
47 DO	1	BDCL	2	686ACW/OTM	2
C	1	BDCF	1	812MFDGP	4
DCO	5	BDCM	1	2010COMM	2
DCOT	1	BDASO	1	CFS	2
DCOI	1	SAFE	1	POL	1
DCOTBO	3	6SAWHS	4	579SMS	2
DCOTAW	1	6HS	1	SATAF	2
DCOCP	1	24BS	15	FSS	2
DCOS	2	39BS	15	CDS	4
DCOTGT	20	4OBS	15	SS	3
DCM	2	6ARS	15	TS	3
DCMT	2	OMS	3	Link Trainer	1
DSUP	1	FMS	3	Simulator	2
DSUPPE	1	A&E	3	Base Historian	4
DP	1	ALERT FORCE	2	511FTD	3
DCOP (FWO)	1	6AMMS	2	9Weather	1

Headquarters, 6th Strategic Aerospace Wing
Walker Air Force Base, New Mexico
1 February 1963

Operations Plan
Number 6-2-63

TASK ORGANIZATIONS:

6th Combat Support Group
579th Strategic Missile Squadron
Headquarters, Sq., 6 SAW
24th Bomb Sq.
39th Bomb Sq.
40th Bomb Sq.
6th Air Refueling Sq.
6th A & E Maintenance Sq.
6th Organizational Maintenance Sq.
4129th Combat Crew Training Sq.

Lt Col Emmett H. Clements
Col Edward M Jacquet
Maj Arthur L. Bruggeman
Lt Col Dale C. Maluy
Lt Col Lee McClendon
Lt Col Kenneth J. Green
Lt Col Joseph R. Hanlen
Lt Col William C. Manicom
Lt Col Hugh P. Marchl
Lt Col Wayne E. Clark

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

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

3. **PRIORITIES FOR TRAINING:**

a. Priority one.

- (1) 60-1 Flying Requirements
- (2) Higher Headquarters directed missions
- (3) EWO essential training
- (4) Student sorties
- (5) Upgrading Combat Crews - 40th Bomb Squadron
- (6) ACR and GAM-77 Qualifying for Combat Crews

b. Priority two.

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

4. GOALS TO BE REACHED BY 28 FEBRUARY 1963:

a. Flying training for staff crews and staff individuals to be flown with combat crews.

(1) Staff personnel attached to tactical squadrons will fly a minimum of one (1) flight per month. As much time will be flown in the primary position as this combat crew training permits.

(2) Upgrade maximum number of qualified personnel to instructor status.

5. AIR TRAINING SCHEDULE:

a. The pre 60-9 meeting will be held at 1000 hours each Tuesday in the Consolidated Scheduling Office. The 60-9 meeting will be held each Thursday following the Malfunction Board Meeting scheduled at 0830 hours on the third floor, Tier "C", building 1083.

b. Higher Headquarters commitments during February 1963:

- (1) "Bar None"; Straight Shot Golf
- (2) Subject for Straight Kilo

6. MISCELLANEOUS:

a. All combat ready or above integral crews have been authorized to perform Functional Check Flights in accordance with T.O. 1-1-300, SACSUP I to AFM 66-1 and SACR 60-3. Nearly all Functional Tests will be performed on training flights.

(1) Back up schedule for February and March 1963:

1-15 February 63	39th Bomb Sq.
15-28 February 63	24th Bomb Sq.
1-15 March 63	39th Bomb Sq.
15-31 March 63	24th Bomb Sq.

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

6th Air Refueling Sqdn:

J-41 Diamond
J-40 Chayman
J-06 Mahoney

Due Date:

Feb 63
Feb 63
Feb 63

40th Bomb Sqdn:

E-73 Langley
E-82 Tidwell

Due Date:

Feb 63
Feb 63

39th Bomb Sqdn:

S-42 Somers
E-54 Waldon

Due Date:

Feb 63
Feb 63

c. General Guidance for Student Course Completions.

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

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

(b) Priority two - Each student crew will attempt to complete all 50-43 and 50-44 requirements. All missions subsequent to 51-19 check-out must have an instructor aboard for refueling or low level if scheduled. Minimum Interval Take Off (MITO) and Heavy Weight Refueling will be accomplished.

d. Utilization of Non-Student Sorties:

24th Bomb Squadron

<u>Date</u>	<u>Sortie</u>	<u>Crew</u>	<u>Staff Personnel</u>	<u>Type Mission</u>
4	F-2	E-15		CCTM
8	F-1	E-13		CCTM
12	F-1	S-04		CCTM
13	F-1	E-29	Col Eddy	CCTM
20	F-2	E-30	Col Eddy	CCTM
25	F-2	S-01		CCTM
27	F-1	E-19	Col Eddy	CCTM

39th Bomb Squadron

4	F-2	E-63		CCTM
5	F-1	E-42		Stand Board
12	F-1	E-44		CCTM
20	F-1	E-64		Stand Board
27	F-1	S-35		CCTM

6th Air Refueling Squadron

1	F-2	J-39		CCTM
4	F-1	J-41		Stand Board
4	F-2	T-25		CCTM
5	F-2	T-10		CCTM
6	F-1	J-40		CCTM
6	F-2	J-31		CCTM
7	F-1	T-15		51-12
8	F-1	T-46		51-12
11	F-2	T-06		CCTM
12	F-2	T-23		CCTM

6th Air Refueling Squadron (Cont'd)

<u>Date</u>	<u>Sortie</u>	<u>Crew</u>	<u>Staff Personnel</u>	<u>Type Mission</u>
13	F-2	T-51		CCTM
14	F-2	J-05		CCTM
15	F-1	J-40		Stand Board
18	F-2	F-45		CCTM
19	F-2	F-32		CCTM
19	F-2	F-42		CCTM
21	F-2	F-47		CCTM
25	F-2	J-02		CCTM
26	F-1	F-06		CCTM
26	F-2	J-18		CCTM
27	F-2	J-44		CCTM
28	F-2	J-01		CCTM

7. COLLATERAL TRAINING

a. Representatives of each squadron training section will meet the third Thursday of each month in the Wing Conference Room, Bldg 812, 1300 hours 21 February 1963.

(1) Personnel are reminded that all ground training requirements, both annual and periodic, are scheduled, weekly and monthly. Coordination thru the monthly training schedule and weekly schedule will require attention continuously.

(2) Personnel should be individually scheduled by training OIC/NCOIC for completion of:

- (a) Disaster Action Testing.
- (b) Code of Conduct.
- (c) Buddy Care Training.
- (d) Small Arms Qualification.
- (e) 5BX Testing

(3) All Staff Officers will review their requirements and will be scheduled through their ground training sections.

(4) Periodic requirements for all Staff pilots (Link and Simulator) are scheduled by the Tactical Squadrons to which they are assigned for flying.

b. Disaster Control Training: The following squadron personnel require this training:

(1) At least one Officer and NCO from each squadron assigned the additional duty of Disaster Control Officer.

(2) Members of the Base Disaster Team (65 man team).

(3) Shelter Monitors.

(4) A thirty-two (32) qualifying course, will be conducted Feb 13, 14, 15, 18, 19, 20, 21 and 22 of 63, from 1230-1630, in building 755. This is a one time requirement. Instructor: A2/C Jack Kreager, Ext. 2645.

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

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

(2) Exams are available in each training section.

(3) SACM 50-28 (Disaster Actions and Buddy Care) is available, training NCO's should review their requirements and if additional manuals are required.

(4) SAC (PLC-COC-I) Code of Conduct Manual dated 25 July 1962 is available within each Training Section. The revised closed book exam is available and will be issued prior to 1 January 1963.

d. Buddy Care: Each squadron will maintain two personnel per-hundred, (on orders) for teaching this one time requirement to newly arrived personnel who have not received this training.

(1) Instructors of each squadron are required to complete the 16 hour course of instruction given by the 812 Medical Group prior to teaching this course.

(2) Special orders are required for all instructors assigned to each squadron. Training personnel will forward changes as they occur to DCOTGT each quarter.

e. Carbine Qualification:

(1) Due to recent changes firing of the .22 Cal rifle will be discontinued. Work order request have been submitted for repairs and required equipment for the out-door range.

(2) Firing of the .30 Cal Carbine (M-1) will began when the range is completed. Until that time squadrons will schedule officer personnel for hand gun qualification. (See section f.).

RIFLE PERIODS FOR February 1963.

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

<u>SQUADRON</u>	<u>DATE</u>	<u>DAY</u>	<u>PERIODS</u>	<u>MEN PER HR</u>
39BS	4	MON	2-4	6
	11	MON	2-4	6
	18	MON	2-4	6
	25	MON	2-4	6
6ARS	4	MON	6-8	6
	11	MON	6-8	6
	18	MON	6-8	6
	25	MON	6-8	6
579SMS	5	TUE	1-4	6
	12	TUE	1-4	6
	19	TUE	1-4	6
	26	TUE	1-4	6
37MMS	5	TUE	6-8	6
	12	TUE	6-8	6
	19	TUE	6-8	6
	26	TUE	6-8	6

<u>QUADRON</u>	<u>DATE</u>	<u>DAY</u>	<u>PERIOD</u>	<u>MEN PER HR</u>
24RS	6	WED	2-4	6
	13	WED	2-4	6
	20	WED	2-4	6
	27	WED	2-4	6
PISTOL	6	WED	6-8	R A N G E
MANINTENANCE	13	WED	6-8	R A N G E
& PAPER WORK	20	WED	6-8	R A N G E
	27	WED	6-8	R A N G E
4OBS	7	THR	2-4 6-8	6
	14	THR	2-4 6-8	6
	21	THR	2-4 6-8	6
	28	THR	2-4 6-8	6
STAFF OFFICERS	1	FRI	2-3-4-6-7-8	6
STAFF OFFICERS	8	FRI	2-3-4-6-7-8	6
STAFF OFFICERS	15	FRI	2-3-4-6-7-8	6
STAFF OFFICERS	22	FRI	2-3-4-6-7-8	6

f. Handgun Qualification:

(1) Due to the limited range facilities it is imperative each individual and scheduling sections fill the quotas of the following schedule. Substitutions must be made prior to day of scheduled firing. In the event of inclement weather the range personnel will make the decision of cancellation and make appropriate notification.

(2) Crew members must qualify annually with minimum score of sharpshooter.

(3) Other Officers (except Chaplains and medics) and Airman are required to fire the handgun and qualify with a minimum score of marksman.

(4) Squadrons will schedule six people each two-hour period as follows: (If unable to fill quota call Ext. 2739 at least one day prior to scheduled.

g. 5BX Testing:

(1) Will be conducted at the base gym: Effective as of 1 December 1962.

All personnel having birthdays in January, February, March will be tested in the first quarter. (Exceptions noted in medically excused, para (e).

(2) Personnel will be scheduled by their Training Sections as allocated in the Monthly and Weekly Training Schedules.

(3) Testing periods are revised to ten personnel for each thirty minutes of testing. Each Squadron is assigned periods of either 0800, 0900 and 1000 hours, and will schedule as indicated in the monthly schedule. (Testing Monday thru Friday 0800-1000 hours and 1645-1715)

(4) Training NCO's will prepare SAC Forms 156's filling out information as required by SACM 50-10A, C 1, Paragraph 47, prior to individuals testing period. SAC Form 156 will be hand-carried to the base gym and given to PCU Instructors prior to testing.

(5) For those personnel having passed the test, the SAC Form 156 will be picked up at the PCU building 747 at the end of the working day. Those failing the test, cards will remain at the PCU to insure that progress and guidance in physical conditioning is accomplished daily. (1645 to 1715 hours)

(6) The Collateral Ground Training office will maintain a failure roster. Posting of scheduled exercises, dates and times to the SAC Form 156 to insure testing is accomplished as **required**.

(7) Medical Limitations imposed will be reviewed annually and the exercises and level desired will be reviewed in relation to the individuals current status.

(8) Vulnerability period: Individuals that are medically excused from participating in the program during the period 30 days prior and 30 days after their birthday will be tested within 60 days after their excuse expires. This new 60 day period will then be counted as their vulnerability period for testing and reporting purposes.

(9) Weight Check: Personnel weighing ninety (90) percent of their maximum weight as indicated in attachment 1, AFR 50-5 or less during the first and third calendar quarters, need not be weighed in the second and fourth calendar quarters. Those persons will be reported as having weighed and meeting their weight for reporting purposes for cited quarters.

(10) Special Orders: An Officer or Senior NCO in each unit will be delegated the responsibility for certifying weight results. Each training Officer will submit in writing any change or changes made prior to 5 February 1963, so Special Orders can be revised.

(11) Over-Weight personnel are required to weigh weekly with results of their progress reported to DCOTGT each Monday. (Reference to SACR 50-24, par. 7f, and Base Sup to SACR 50-24.

FEBRUARY SBX Testing

<u>TIMES</u>	MON	TUE	WED	THR	FRI
0800-30					(1)
0900-30					CDS
1000-30					SS
	(4)	(5)	(6)	(7)	(8)
0800-30	OMS	OMS	A&F	ARS/39BS	SS
0900-30	OMS	FSS	CFS	812MFD	AMMS
1000-30	FMS	OMS	SAWHS	CSGp	SAWHS
	(11)	(12)	(13)	(14)	(15)
0800-30	OMS	TS	CDS	CSGHS	FSS
0900-30	FMS	A&F	CSGHS	A&F	SS
1000-30	CDS	FMS	24/39BS	CFS	TS

	(18)	(19)	(20)	(21)	(22)
0800-30	579	579	579	579	579
0900-30	579	579	579	579	579
1000-30	AMMS	MMS	SAWHS	CFS	CSGHS
	(23)	(26)	(27)	(28)	
0800-30	CMS	FMS	FSS	ARS	
0900-30	ARS/4129CCTS	CFS	TS	4129CCTS	
1000-30	3924BS	MMS	A&F	812MFD	

h. Instrument Ground School:

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

(2) Classes will be conducted in Room 56. Bids 810, 13 and 14 February 1963, at times indicated. Pilots bring their own type MB-2A, Air Navigation Computer for the computer course and exam.

(3) March Instrument Ground School is scheduled for 13th & 14th.

(4) Schedule: 13 February 1963.

<u>TIME</u>	<u>SUBJECT</u>	<u>INSTRUCTORS - PRIMARY & SECONDARY</u>
0730-1000	Flight Instruments	Maj Brunitti - Maj Berner
1000-1200	Navigation Aids-I	Maj Echabarne - Capt Diamond
1300-1630	Navigation Aids-II	Capt Walls - LtCol Morris

14 February 1963

0730-1100	Regulations/Publications	Maj Rosanbalm - Capt Bertic
1200-1430	Computer and Spatial Disorientation	Capt Eby - Capt Reese
1430-1700	Weather	Lt Gossman - Capt Sanders

i. Instrument Trainer: (Note adjustment in Daily Training Schedules)

(1) Each pilot requires 8 hours training between each birth date. Two hours (One period) are recommended for each quarter. One period will be scheduled with an IP within 90 days prior to the instrument flight check for lesson #4 (SACR 51-5).

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

<u>TIME</u>	<u>MON</u>	<u>TUE</u>	<u>WED</u>	<u>THU</u>	<u>FRI</u>
0730	24BS	39BS	ARS	BF	BF
0930	BF	ARS	39BS	39BS	ARS
1230	24BS	4OBS	4OBS	4OBS	BF
1430	39BS	4OBS	4OBS	4OBS	ARS

(3) Schedule times must be filled. Deviation from an assigned period must be coordinated through DCOTGT, AMN Verver, Ext. 2831.

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

- (1) Six hours required annually for all staff officers who possess 1521-1525. Three hours per-quarter required for all crew RN and Navigators.
- (2) One hour of malfunction procedures will be included in each period.
- (3) Trainer Schedule (Sgt Walter, Ext. 2261)
 - (a) Monday, Wednesday and Friday, 0730, 1030 and 1330 hours.
 - (b) Tuesday and Thursday, 0730 and 1030 hours.
- (4) Scheduling must be coordinated through DCOTGT, AMN Verver, Ext. 2831 or 2788.

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. 8678.
- (2) Class Schedules: 28 February 1963, Bldg 810, Room 14.

GROUND CREW

0730
0830
0930
1030

FLIGHT CREW

1230
1330
1430
1530

l. IFM Procedures:

- (1) All B-52 Crew radar navigators and navigators will attend one class each quarter.
- (2) Classes are scheduled Tuesday and Thursday, 1300-1600, Bldg 611 in T-2A Trainer room, Ext 2261.

m. Flight Simulator:

- (1) All B-52 and KC-135 Pilots require two simulator missions per-quarter.
- (2) Alert Crew Scheduling requirements may alter the following schedule.

TIME MON TUE WED THU FRI

0630	24	39	24	39	24
0930	39	40	40	40	39
1230	24	24	39	24	39
1530	39	39	24	39	24
1830	24	40	40	40	24

B-52 Simulator #1 Bldg S-85

n. Gunnery Trainer T-1A: Bldg 810, Room 42, Ext. 2532. (Note daily schedule).

(1) Three hours required each quarter. No more than two hours in any one month will be credited toward this requirement.

(2) One hour periods are scheduled daily as follows:

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

(3) Scheduling must be coordinated through DCOTGT, AMN Verver, Ext. 2831 or 2788.

o. Air Weapons:

(1) AWR-01 (Weapons Academic Refresher) course is scheduled on Friday's February 1, 8 and 15, at Bldg, 0830 hours for non-alert crew members, (24th, 39th and 40th) and Wing Staff Officers.

(a) Weapons Academic Refresher is scheduled at the Alert Facility, Tuesday's February 5, 12, 19, 26, 0930-1130 hours and Thursday's 7, 14, 21, 28, 0830-1130 hours. Attendance at both classes is necessary for completion of the course. GAM-77, SACR 50-24 type training will also be covered during these refresher course.

(b) Staff Officers, excluding EWO's who are currently B-52 qualified are required by SACR 50-24 to attend AWR-01, Weapons Academic Refresher semiannually.

(2) Weapons Acceptance (AWS-01) for those aircrews on alert, will be conducted at the aircraft during daily aircraft preflight time. Crews not on alert (24th and 39th) will perform Weapons Acceptance checks on aircraft scheduled on the weekly 60-9 schedule for MMS Special Loading Training. Time and instruction will be coordinated with the Wing Air Weapons Section Ext. 8635.

p. TAC Doctrine:

(1) Requirements: 9 hours quarterly for all combat crew members. Courses will be given in conjunction with EWO Study for 24BS and 39BS.

(2) Location: 6 hrs for ARS Crews. ARS Course will be given in conjunction with EWO Study.

q. GAM-77 FTD Training: Training will be conducted in Bldg. 734 starting at 0800 thru 1200 hours and 1300 hrs to 1500 hours on dates indicated:

Feb 4, 5, 6, 7 Air Crew Training	Feb 20, 21, Refresher Course (Nav.)
Feb 13, 14, Refresher Course (Navigators	Feb 27, 28, Regular GAM-77 TNG (Pilots Only)

r. Combative Measures:

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

n. Gunnery Trainer T-1A: Bldg 810, Room 42, Ext. 2532. (Note daily schedule).

(1) Three hours required each quarter. No more than two hours in any one month will be credited toward this requirement.

(2) One hour periods are scheduled daily as follows:

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

(3) Scheduling must be coordinated through PCOTGT, AMN Verver, Ext. 2831 or 2788.

o. Air Weapons:

(1) AWR-01 (Weapons Academic Refresher) course is scheduled on Friday's February 1, 8 and 15, at Bldg, 0830 hours for non-alert crew members, (24th, 39th and 40th) and Wing Staff Officers.

(a) Weapons Academic Refresher is scheduled at the Alert Facility, Tuesday's February 5, 12, 19, 26, 0930-1130 hours and Thursday's 7, 14, 21, 28, 0830-1130 hours. Attendance at both classes is necessary for completion of the course. GAM-77, SACR 50-24 type training will also be covered during these refresher course.

(b) Staff Officers, excluding EWO's who are currently B-52 qualified are required by SACR 50-24 to attend AWR-01, Weapons Academic Refresher semiannually.

(2) Weapons Acceptance (AWS-01) for those aircrews on alert, will be conducted at the aircraft during daily aircraft preflight time. Crews not on alert (24th and 39th) will perform Weapons Acceptance checks on aircraft scheduled on the weekly 60-9 schedule for MMS Special Loading Training. Time and instruction will be coordinated with the Wing Air Weapons Section Ext. 8635.

p. TAC Doctrine:

(1) Requirements: 9 hours quarterly for all combat crew members. Courses will be given in conjunction with EWO Study for 24BS and 39BS.

(2) Location: 6 hrs for ARS Crews. ARS Course will be given in conjunction with EWO Study.

q. GAM-77 FTD Training: Training will be conducted in Bldg. 734 starting at 0800 thru 1200 hours and 1300 hrs to 1500 hours on dates indicated:

Feb 4, 5, 6, 7 Air Crew Training	Feb 20, 21, Refresher Course (Nav.)
Feb 13, 14, Refresher Course (Navigators	Feb 27, 28, Regular GAM-77 TNG (Pilots Only)

r. Combative Measures:

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

(2) Building 747, scheduled Monday through Friday 0900-1000 and 1300-1500 hours.

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

s. Aquatic Survival:

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

(2) Scheduled as required.

t. Physiological Training:

(1) The Passenger Course is scheduled for February 11, 12, 1963 at Cannon AFB, New Mexico.

(2) For planning and scheduling purposes coordination between squadrons and DCOTGT must be made. This station is authorized sixteen (16) students for all scheduled Passenger Course's.

Passenger Courses Schedule for 1963

11th - 12th Feb 1963.

13th - 14th May 1963.

11th - 12th Mar 1963.

10th - 11th Jun 1963.

15th - 16th Apr 1963.

u. Personal Equipment Oxygen Mask Inspection: Qualified personnel from the PE Section will visit the following named organizations on dates and times indicated.

(1) In order to perform the required 30 calendar day oxygen inspection, units will be inspected as noted:

<u>SQUADRON</u>	<u>DATE</u>	<u>HOURS OF INSPECTION</u>
24	Feb 19th, 20th, 21th.	0830
39	Feb 26th, 27th, 28th,	0830
40	Every Thurs at Alert	0830
ARS	Each Monday 4th, 11th, 18th.	0830

NOTE: Equipment at the Alert Aera will be inspected each Thursday at 0800 hours.

(2) Personal Equipment is open 24 hours daily Monday through Friday to perform these inspections.

v. Positive Control Training:

(1) Positive Control (PCC) for crew members of the 24BS, 39BS, 6ARS and Staff personnel is scheduled as indicated:

<u>SQUADRON</u>	<u>DATE</u>	<u>HOUR</u>	<u>PLACE</u>
24BS	11, 12, 13 and 25, 26, 27 Feb	1400	Bldg 755
39BS	11, 12, 13 and 25, 26, 27 Feb	1400	Bldg 755
6ARS	4, 5, 6 and 18, 19, 20 Feb	1400	ARS Briefing Room

(2) The same course is scheduled three days each week, one class every other week is mandatory for Officer Crew members. (6ARS Officers are scheduled for the first and third weeks of February and the 24BS and 39BS are scheduled for the second and fourth week of February 1963.

w. EWO Study Agenda: 24th, 39th, 40th. February 1963

- (1) EWO Mission Profile.....1:00 Hr
 - (2) SAC Tactical Doctrine Test.....1:00 Hr
 - (3) Unit Mission & Sortie Briefing (Rev. Eff. 15 Feb).....1:00 Hr
 - (4) Preparation & Certification by Commander.....4:00 Hrs
- Total....7:00 Hrs

1st Alert Cycle Monday and Friday.....0930-1130

- a. EWO Mission Profile
- b. SAC Tactical Doctrine Test

Tuesdays.....1230-1630

- a. Commander's Briefing Preparation
- b. Study Alternate Sorties
- c. Complete Certification of Assigned Sortie

Chrome Dome Refresher.....1:00 Hr
Given Mondays & Fridays at 0930 after 1st Alert Cycle.

6ARS

- (1) EWO Mission Profile.....1:00 Hr
 - (2) SAC Tactical Doctrine Test.....1:00 Hr
 - (3) Sortie Preparation & Certification by Commander.....4:00 Hrs
- Total....6:00 Hrs

8. OFFICER DETAILS

a. Tower Officer: Tower Officer will be on stand-by basis for both B-52 and KC-135 type aircraft. He will be on-base and keep the Command post informed of his location and phone number at all times. Tour of duty will be from 0730-0730. Any time Solo Students are flying, the squadron concerned will provide an officer in the Tower. He will be an IP qualified in the aircraft being used for the mission. Officer will be in the Tower from one half hour before take-off until landing. Ref. SAC DOOT 91864. Any time MITO training is being conducted, the squadron concerned will provide an IP in the Tower. Ref. SACR 51-2.

Schedule - Even days 24BS

Odd days-39BS

Every 6ARS

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. Supervisor of Flying: Officers detailed for this duty will report to stand-up briefing on the day of assigned detail. Duty hours are from 1630-0730, Monday thru Friday and 0730-0730 Saturday and Sunday.

STAND-BY TOWER OFFICER

<u>DATE</u>	<u>ORGAN</u>	<u>RANK</u>	<u>NAME</u>
1	39 BS	MAJ	ROSAN BALM
4	24 BS	CAPT	MALONEY
5	39 BS	LTCOL	RHOADES
6	24 BS	LTCOL	KETCHAM
7	39 BS	LTCOL	SOMMER
8	24 BS	MAJ	BOZEMAN
11	39 BS	MAJ	BERNEBERG
12	24 BS	MAJ	SAULSBURY
13	39 BS	LTCOL	RHOADES
14	24 BS	CAPT	MASSINGILL
15	39 BS	MAJ	ROBERTS
18	24 BS	LTCOL	PARTIN
19	39 BS	LTCOL	YUPCAVAGE
20	24 BS	MAJ	GODDARD
21	39 BS	MAJ	BERNEBURG
25	39 BS	MAJ	ROBERTS
26	24 BS	LTCOL	KETCHAM
27	39 BS	MAJ	ROSAN BALM
28	24 BS	LTCOL	MACFAWN

Personnel living in town can make reservations at the VOQ by calling Ext. 8580

SUPERVISOR OF FLYING

<u>DATE</u>	<u>START</u>	<u>ORGAN</u>	<u>RANK</u>	<u>NAME</u>	<u>DATE</u>	<u>ORGAN</u>	<u>RANK</u>	<u>NAME</u>
	1630	4129	MAJOR	GEMNRICH	1	24BS	1LT	MOORE
* 2	0730	SB	MAJOR	BRENER	* 2	39BS	CAPT	PARKER
* 3	0730	DCO	LTCOL	RASMUSSEN	* 3	ARS	CAPT	WATSON
4	1630	39BS	MAJOR	KALEBAUGH	4	24BS	CAPT	ALOY
5	1630	ARS	LTCOL	STUHR	5	39BS	CAPT	GOETZE
6	1630	4129	MAJOR	LUND	6	ARS	CAPT	LEF
7	1630	39BS	LTCOL	MCCLENDON	7	24BS	1LT	MOORE
8	1630	SB	MAJOR	FOWLER	8	39BS	CAPT	JOHNSON
* 9	0730	40BS	MAJOR	GIBSON, C.V.	* 9	ARS	CAPT	SULLIVAN
*10	0730	24BS	LTCOL	YANCEY	*10	24BS	MAJOR	WEIGMAN
11	1630	4129	MAJOR	HENDERSON	11	39BS	CAPT	LUSK
12	1630	ARS	MAJOR	STOCKTON	12	ARS	CAPT	UDALL
13	1630	SB	MAJOR	TURNER	13	24BS	CAPT	VAN HORN
14	1630	ARS	MAJOR	DIAMOND	14	39BS	MAJOR	WITHERSPOON
15	1630	40BS	LTCOL	GREEN	15	ARS	CAPT	STILL
*16	0730	ARS	MAJOR	GREENWADE	*16	24BS	CAPT	JOHNSON
*17	0730	24BS	LTCOL	MALUY	*17	39BS	MAJOR	RADZINSKI
18	1630	DCO	LTCOL	GIBSON	18	ARS	CAPT	FUSSEY
19	1630	SB	LTCOL	MORRIS	19	24BS	CAPT	EBERT
20	1630	ARS	MAJOR	RAY	20	39BS	CAPT	WILSON
21	1630	DCO	CAPT	HAMILTON	21	ARS	CAPT	KNAPP
*22	0730	SB	LTCOL	EASTLING	*22	24BS	MAJOR	ALLISON
*23	0730	4129	LTCOL	CLARK	*23	39BS	CAPT	KUNK
*24	0730	SB	LTCOL	STONE	*24	ARS	CAPT	DARNELL
25	1630	ARS	MAJOR	ALBRIGHT	25	24BS	CAPT	SCHWARTZ
26	1630	DCO	MAJOR	SCHARFEN	26	39BS	MAJOR	MAHON
27	1630	SB	LTCOL	MCINTIRE	27	ARS	CAPT	PHILLIPS
28	1630	ARS	MAJOR	REHBERNE	28	24BS	CAPT	COLE

ACO

1	DCMT	CAPT	RUSTVOLD	15	DCO	MAJOR	LARSON
*2	4129	MAJOR	COURTNEY	* 16	DCOBO	CAPT	HENNESSEY
*3	DSUP	MAJOR	MILLER	* 17	2010	MAJOR	CRAMER
4	DCO	CAPT	BRYANT	18	4129	CAPT	MARKHAM
5	SATAP	CAPT	EPPS	19	SATAP	CAPT	EPPS
6	DCOBO	CAPT	YAHN	20	DSUP	CAPT	HAFF
7	SATAP	CAPT	HESTER	21	SATAP	CAPT	HESTER
8	4129	CAPT	WARD	* 22	2010	CAPT	ODOM
*9	FTD	CAPT	RAYMER	* 23	579	MAJOR	DOUGHTY
*10	DCMT	CAPT	CARNEY	* 24	4129	CAPT	JOHNSON
11	4129	CAPT	HELTON	25	TRANS	MAJOR	PARRISH
12	SATAP	CAPT	EPPS	26	SATAP	CAPT	EPPS
13	4129	CAPT	ERRINGTON	27	DCOBO	CAPT	SMITH
14	SATAP	CAPT	HESTER	28	SATAP	CAPT	HESTER

* Weekends or Holidays.

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

REF ID: A66118/Major Morris/4118

FEB 7 1963

SUBJECT: (U) Commander's Remarks (T12), 1-31 January 1963

TO: SAC (DODTS) (LCOFF) (DCRMA)
15AF (DODTS) (DILA) (DCRM)
47 Strat Aerospace Div (IO)
1st CDB (SAL) Barksdale AFB La.

1. Waiver of training requirement: N/A. (C)
2. Relinquent Combat-Ready Crews: N/A. (U)
3. Crew Probation: N/A. (U)
4. Alert Cycle: 4 Monday thur Thursday or 3 Friday thru Sunday. (U)
5. Unreliable RBS Runs: (U)

a. RBS Express:

CE	DATE	RUN TYPE	CREW NO.	SITE	REASON
19400	16 Jan	SLLC (QFR)	E-79	70	Alerting Error
24250	16 Jan	SLLC (2nd Rel)	E-79	70	Alerting Error
4000	18 Jan	SLLC (QFR)	E-82	70	Alerting Error (C)

b. Semi-Mobile: (U)

CE	DATE	RUN TYPE	CREW NO.	SITE	REASON
14200	17 Jan	Fixed Angle	E-69	70	Alerting Error (C)

c. RBS Runs Computed in MCS: (U)

CE	DATE	RUN TYPE	CREW NO.	SITE	REASON
1100	2 Jan	A-14	E-72	79	Speed Mismatch
6300	2 Jan	B01-D (2nd Rel)	E-79	00	Speed Error
4150	4 Jan	B01-D	R-87	19	Missed Alert
4250	4 Jan	A05-A (1st Rel)	S-67	32	Missed Alert
6000	4 Jan	A05-A (2nd Rel)	S-67	17	Missed Alert
6000	7 Jan	A-04	E-70	32	Precedence
6550	9 Jan	A01-A	R-90	19	Precedence
99990	9 Jan	A05-A (1st Rel)	R-90	12	Precedence
6900	8 Jan	A05-A (2nd Rel)	R-90	11	Precedence
7220	11 Jan	B01-D (1st Rel)	R-75	00	Missed Alert
5750	11 Jan	B01-D (2nd Rel)	R-75	00	Missed Alert
32400	11 Jan	B01-D (1st Rel)	R-75	35	Missed Alert
24200	11 Jan	B01-D (2nd Rel)	R-75	11	Missed Alert
11550	11 Jan	A05-A (1st Rel)	R-75	11	Missed Alert
4500	11 Jan	A05-A (2nd Rel)	R-75	31	Missed Alert
7500	14 Jan	A01-A	E-71	31	Missed Alert
8100	14 Jan	A01-A	R-89	19	Precedence
19400	16 Jan	B01-A	E-79	70	Alerting Error

CONFIDENTIAL

			CREW		
	1 Jan		E-79		
	16 Jan		E-88		procedure
4000	18 Jan	B01-A	E-82	70	Material
5300	23 Jan	B01-D	E-76	07	Procedure (C)

6. Fire Control Systems Activity (U)

a. SACM 50-8 FCS Fireout CCTS and 51-19 (U)

1. Mens. Attempt	7	7 (C)
2. 100%	4	6 (C)
3. Ave. Fire	81.1	96.4 (C)
4. Rounds/Fired	8400/6816	8400/8103 (C)

b. SACM 50-8 Radar Reliability: (U)

SACM 50-8 CCTS (U)

1. No. Mens Radar Rel.	72	136 (C)
2. " " " Marg.	7	1 (C)
3. " " " Unrel.	7	10 (C)

c. Airborne Alert Indoctrination FCS Activity N/A (U)

7. GAM 77/72 Information: (SAC Message DOOTC 006489 23 Jan 68) (U)

a. No. CR Crew Air and Ground Qual. 27 (C)

b. No. NCR " " " " " 0 (C)

c. Total Staff Officers Air and Ground Qual., by duty. (U)

Wing Commander, DCO, DCOT, Air Training Officer, Chief Bomb N...
 Flying Safety Officer, Squadron Commander, Squadron Operation Officer.
 Total 8. (C)

d. Total GAM 77 RBS/Nike Runs Sched: 20 (C)

e. Total GAM 77 RBS/Nike Runs Sched Airborne: 19 (C)

f. Reason for difference between d and e: (U)

1. Aircraft changed due to Tech Order Compliance.

g. No. GAM 77 RBS/Nike Run Attempted: 17 (C)

h. Reason for difference between e and g: (U)

1. Pilot Attitude Indicator inoperative: (C)

2. Flaps would not retract: (C)

CONFIDENTIAL

- k. Total sorties scheduled for dual GAM 77 imports: 0 (C)
- l. % of sorties dual imports reliable: N/A (C)
- m. % of GAM on Alerts: 12 (C)
- n. Average No. GAM in commission: 19.1 (C)
- o. Unreliable GAM imports:

CREW	DATE	RUN TYPE	CE	SYTF	REASON
E-79	2 Jan	Normal	16400	Bangkok	Maintenance
E-75	3 Jan	Malf.	34000	Kabon	Engine failure
S-59	10 Jan	Malf.	24050	Bangkok	Maintenance
E-78	11 Jan	Malf.	24700	Kabon	Maintenance
S-67	16 Jan	Normal	71450	Kabon	Flt scheduled to be RTB by 1500 hours
E-75	21 Jan	Malf.	21370	Bangkok	Maintenance
E-80	22 Jan	Normal	14050	Bangkok	Unknown Malf. and no film.
E-76	23 Jan	Malf.	71200	Bangkok	Maintenance
E-88	28 Jan	Malf.	29100	Bangkok	Engine failure

- 8. N/A (U)
- 9. N/A (U)
- 10. Profile Mission Effectiveness: (U)
 - a. Total Profile Missions Scheduled: 78 (C)
 - b. Total Profile Mission Flown: 78 (C)
 - c. Difference between scheduled and flown sorties by sortie: 0 (U)
 - d. Total Profile Missions Effective: 58 (C)
 - e. Difference between flown and effective by sortie: 20 (C) (U) (Note: crew number and area of deficiency is indicated.)

Non-Effective Sorties:

one (1) Tanker Abort

two (2) Weather

fifteen (15) Material

five (5) Crews: E-72, Type III Abort SLLC; E-75, SLLC Unrel. Aiming Pt.; E-79, SLLC Unrel. Aiming Pt.; E-79, SLLC Unrel. Aiming Pt.; E-79, SLLC Unrel. Aiming Pt.; S-68, Type III Abort SLLC out of commission. (C)

- 11. N/A (U)
- 12. N/A (U)
- 13. Advance Capability/Terrain Awareness Radar: (U)
(SAC Message Unclas. DODTC 006462 dated 23 Jan 83) (U)

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- c. No. 14/18 (1) ent. self accomplishment 6/6 (C)
- d. Profile assessment for non accomplishment of 1-25 6/6/74 (1) (U)
- e. Target date for ACR/TA eval. of all copies 27 Feb 63 (C)
- f. Wing Commander's Remarks:
- g. I have no additional comments. (U)

E. G. Walker
 E. G. WALKER
 Colonel, USAF
 Wing Commander

Copy to
 48 Brad St
 624W H. (1)

COPY NO. 15 OF 100 COPIES

1 Atch
 Unit Training Performance Analysis
 2pgs (1cy ea)

DOWNGRADED AT 3 YEAR INTERVALS:
 DECLASSIFIED AFTER 25 YEARS
 DOD DIR 5800.10

4

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1. In compliance with 15th AF Supplement 1 to SACR 50-23 paragraph 4 (b) the following information is submitted:

A. Bombing Reliability: (U)

The following corrective action has been taken to improve the bombing reliability and prevent unreliable activity caused by crew error.

1. All second releases on Low Level Large Charge runs will be timing. This allows dual offset capability for first releases.

2. A study has been made on the Six Step procedure by the Wing Standardization Navigator and some Instructor Navigators. All Combat Crews have been briefed on the new policy and new procedure have been put in effect.

3. A study of GAM Procedures and GAM Malfunctions was made by Wing Navigator, Standardization Navigator and GAM Maintenance People. A checklist has been established for crews in order to assist them in determining whether or not malfunction or no launch condition exist.

4. Assistant Wing Navigators have been placed on Instructor Position orders. This will allow them to fly with Combat Crews and evaluate performance.

5. Publication of each unreliable bomb run and listing of reasons has been made available to crews. Emphasis is being placed in correct procedures. These will also be reviewed by DCO. (C)

B. ECM Reliability: (U)

1. Local Defense Runs set no definite trend. Operator errors were caused by early and late jamming. Materiel accounted for many lost runs. Total IDR's attempted: 172, Unreliable IDR's: 22 for an average of 87.0%.

2. Radar Simulator Runs conducted were attempted on all designated types as listed in SACM 51-5, according to the aircraft (Phase II or I). These varied runs provided good training and utilization of ECM equipment systems. Histogram of 156 RSR attempted, 21 were unreliable for an 86.5% efficiency.

3. Bomber Defense Runs were attempted with two different types of systems. The AIR-18 automatic system on Phase II aircraft and the E-Ray Band #11 on Phase I aircraft. Phase II aircraft have caused us to lose away half of our unreliable IDR's due to the automatic feature and weakness of the received signal from the AIR-18 when aircraft was in a turn after a Low Level Bomb Drop. Of 11 IDR's attempted, 10 were unreliable for an 87.0% efficiency.

4. Low Gears—only two IGR's were lost, one was lost to a cause known as a crash during run by an ADC Site, however, the Nike Site awarded a bad run. The other run was due to materiel. For 37 attempted runs, 35 were reliable and resulted in a 94.5% reliability for IGR's.

CONFIDENTIAL

ATCH 110

5. Nike Defense Runs: 36 runs attempted, 3 were lost, two due to unsupportable Sea Area Maneuver and one to unacceptable Bomb Run Length. In all cases the ECM reaction was in all cases 100% reliable. The 3 lost runs are reported to crew. Still the Reliability effectiveness for Nike is 91.6%.

6. 480 ECM Runs were attempted with 58 runs* scored unreliable for an effectiveness of 87.9%. (C)

DOWNGRADED AT 3 YEAR INTERVALS;
DECLASSIFIED AFTER 25 YEARS
DDP DIR 5002.10

CONFIDENTIAL

4017TH COMBAT CREW TRAINING SQUADRON
 93D BOMBARDMENT WING, (H) (SAC)
 UNITED STATES AIR FORCE
 Castle Air Force Base, California

B-52 CREW ROSTER CLASS 63-4

Enter Acad Tng 14 Dec 62
 Grad Acad Tng 16 Jan 63

Enter Fly Tng 23 Jan 63
 Grad Fly Tng 14 Mar 63

FLIGHT TRAINING AT WALKER AFB NMEX

Crew 1869 - Assigned as Indicated

TS	AC	CPT	NYSTROM, EDWARD R, A03057576	4130SW Bergstrom
TS	PLT	2LT	WEAVER, JOHN C JR, 62787A	4170SW Larson
TS	RN	MAJ	DICKERSON, AARONE, 39805A	4130SW Bergstrom
TS	NAV	CPT	ANDERSON, THEODORE G, 60378A	4130SW Bergstrom
S	EWO	1LT	HOFFMAN, CHARLES W, A03105631	4123SW C-Sherman
S	GUN	A1C	SHORD, JAMES M, AF22975781	11BW Altus

Crew 1870 - Assigned as Indicated

TS	AC	CPT	WYMAN, MORREY L, A01849491	4228SW Columbus
S	PLT	2LT	MCCONNELL, ROBERT B, 62683A	4228SW Columbus
TS	RN	CPT	PAINTER, CHARLES E, 54464A	4130SW Bergstrom
S	NAV	1LT	KIERSTEAD, GLENN E, A03104748	4170SW Larson
S	EWO	2LT	JOHNSON, DONALD S, A03121905	4123SW C-Sherman
	GUN		VACANT	

Crew 1871 - Assigned as Indicated

TS	AC	MAJ	LOOMER, MAHLON D, 40589A	92BW Fairchild
S	PLT	2LT	GILLIAM, ROBERT N, 62601A	95BW Biggs
TS	RN	CPT	HOWE, BRUCE H, 57362A	4128SW Amarillo
S	NAV	1LT	SLAUGHTER, JACKIE L, 69024A	4170SW Larson
S	EWO	2LT	COMBEST, WILLIAM D, 69648A	4123SW C-Sherman
S	GUN	A1C	BRUCHES, PETER, AF19573745	817AD Pease

Crew 1782 - Assigned as Indicated

TS	AC	CPT	BLACKBURN, ROBERT M, 52935A	28BW Ellsworth
TS	PLT	CPT	SWANSON, RALPH J, 58766A	28BW Ellsworth
TS	RN	CPT	BLAIR, PAUL E, 62077A	28BW Ellsworth
TS	NAV	1LT	HIGGINS, J. ALAN, 56007	96BW Dyess
S	EWO	1LT	MCMANUS, LARRY G, A03121907	4245SW Sheppard

63-4 CONT'D

Crew 1873 - Assigned as Indicated

TS	AC	CPT	RENNER, RICHARD K, A0841493	92BW Fairchild
TS	PLT	CPT	VANWEELE, JAN M, 61563A	4170SW Larson
TS	RN	CPT	IWANOSKI, JOSEPH E, A03006689	4128SW Amarillo
TS	NAV	CPT	DEVENPORT, DAVID P, A03009050	4138SW Turner
S	EWO	2LT	LANE, JON S, A03121906	6BW Walker
	GUN		VACANT	

Crew 1874 - Assigned as Indicated

	AC	MAJ	SKAGGS, EDGAR O (FO)	
S	PLT	2LT	HARING, DAVID R, A03108935	28BW Ellsworth
TS	RN	CPT	SILVER, DAVID S, 46490A	4245SW Sheppard
	NAV		VACANT	
S	EWO	1LT	PITNER, WILLIAM C, A03115801	92BW Fairchild
	GUN		VACANT	

4017TH COMBAT CREW TRAINING SQUADRON
 93D BOMBARDMENT WING, (H) (SAC)
 UNITED STATES AIR FORCE
 Castle Air Force Base, California

B-52 CREW ROSTER CLASS 63-3

Enter Acad Tng 1 Dec 62
 Grad Acad Tng 3 Jan 63

Enter Fly Tng 11 Jan 63
 Grad Fly Tng 26 Feb 63

FLIGHT TRAINING AT WALKER AFB NMEX

Crew 1857 - Assigned as Indicated 24

TS	AC	LCOL	GOSS, DONALD K, 14760A (FO)	4238SW Barksdale
TS	PLT	CPT	BANKARD, THOMAS H, 57748A	4238SW Barksdale
	RN		VACANT	
	NAV		VACANT	
S	EWO	1LT	BEAULIEU, LEO J, A03100916	28BW Ellsworth
	GUN		VACANT	

Crew 1858 - Assigned as Indicated 24

TS	AC	CPT	CRANK, DALE K, 49343A	4215SW Sheppard
TS	PLT	1LT	GURLEY, GARY R, 6700LA	92BW Fairchild
	RN		VACANT	
	NAV		VACANT	
S	EWO	1LT	WATKINS, ROBERT D, A03099829	6BW Walker
S	GUN	A1C	RICE, FREDERICK W, AF11305132	99BW Westover

Crew 1859 - Assigned as Indicated 39

TS	AC	CPT	DEISS, JOSEPH R. JR, A03037292	6BW Walker
TS	PLT	CPT	MAXWELL, ROBERT D, 29846A	95BW Biggs
	RN		VACANT	
	NAV		VACANT	
S	EWO	2LT	ERBES, JAMES I, A03112113	4134SW Mather
TS	GUN	SSG	SANDERS, CARL E, AF15454036	4138SW Turner

Crew 1860 - Assigned as Indicated 39

TS	AC	CPT	FRITZ, GERALD D, A03034584	4245SW Sheppard
TS	PLT	CPT	WALDRON, BERNARD, A03038298	11BW Altus
	RN		VACANT	
	NAV		VACANT	
S	EWO	2LT	PRESTON, HARRY T, A03121098	4228SW Columbus
	GUN		VACANT	

63-3 CONT'D

Crew 1861 - Assigned as Indicated

TS	AC	CPT	PFEILGRATH, DONALD O, 26199A	4043SW W/Patterson
TS	PLT	CPT	DOWNING, WAYNE E, 62219A	93EW Castle
	RN		VACANT	
	NAV		VACANT	
TS	EWO	LLT	LIGHT, ROGER B, A03106676	95EW Biggs
	GUN		VACANT	

Crew 1862 - Assigned as Indicated

	AC	CPT	DEAL, MELVIN L, (FO)	4128SW Amarillo
TS	PLT	CPT	HELM, JACK, 66176A	4123SW C/Sherman
	RN		VACANT	
	NAV		VACANT	
TS	EWO	LLT	HOOD, JOSEPH L, A03109860	11EW Altus
	GUN		VACANT	

ACADEMIC TRAINING ONLY

S	EWO	LLT	KJER, FRED D, A03115575	92EW Fairchild
S	EWO	LLT	LEGG, GEORGE E, A03117804	4136SW Minot - H
S	EWO	LLT	LABORDE, DAVID A, A03115786	4238SW Barksdale

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

Enter Acad Trng: 14 Dec 62
Grad Academics : 16 Jan 63

Enter Fly Trng: 23 Jan 63
Graduation Date: 14 Mar 63

K63-4 CREW ROSTER

CREWS FLT TRNG - WALKER AFB

Crew 1275 Assigned SHEPPARD AFB

AC	CPT	BOLLS, DILLARD D, 60382A	
PLT	CPT	SMITH, CHRISTOPHER C, A03027200	(Altus)
FLT	CPT	HEBB, FRED R, A03034668	
NAV	1LT	SANDLIN, DONALD R, A03101750	
BO	TSGT	MOORE, ROBERT M, AF13432429	

Crew 1276 Assigned SHEPPARD AFB

AC	CPT	JOHNSON, EARL E JR., 46960A	
P/T	CPT	PERRAZZOLA, DINO, A02233844	(K.I.Sawyer)
I	CPT	WARD, EUGENE F, A03081429	
NAV	CPT	WEIDMAN, TED J, A03057243	
BO	A1C	BAKER, JOHN W JR., AF28058046	

Crew 1277 Assigned SHEPPARD AFB

AC	CPT	TOOKE, RICHARD E, 61109A	
FLT	CPT	STEWART, ALLEN M, A03036398	(Ellsworth)
FLT	CPT	WHITESSELL, JOHN S, A03048728	
NAV	1LT	STREITMATTER, LARRY A, A03102804	
BO	TSGT	BURKE, LEMARD C, AF14339266	

Crew 1278 Assigned SHEPPARD AFB

AC	CPT	KRAUSE, WILLIAM G, 56580A	
FLT	CPT	PFAUTZ, BARTON J, 62871A	(Turner)
FLT	1LT	ROLEY, WILLIAM L, 67140A	
NAV	CPT	VAN HOOK, JOHN P, A03037284	
BO	TSGT	ROLOSON, LEE R, AF17358437	

Crew 1279 Assigned As Indicated

AC	CPT	LOOSLEY, JAMES H, 53970A	(Ellsworth)
AC	CPT	SHIRER, JACOB K, A03034046	(Clinton-Sherman)
FLT	1LT	ARCHINO, DAVID T, 55404A	(Clinton-Sherman)
I	1LT	WHITAKER, TED, A03101782	(Biggs)
BO	TSGT	WILSON, ESTON W, AF14353213	(Sheppard)

Crew 1280 Assigned As Indicated

AC	MAJ	REED, LOUIS E, A0556482	(Turner)
AC	CPT	RICE, DONALD O, A03035954	(Minot)
PLT	CPT	SATURDAY, RICHARD L, A03039609	(Columbus)
NAV	ILT	GRAY, CHARLES R JR., A03102142	(Bergstrom)
BO	SSGT	BOWMAN, ALBERT C JR., AF19419839	(Sheppard)

ACADEMIC TRAINING ONLY

PLT	CPT	VAN EVERY, WILLIAM J, A0946541	(Griffiss-RADC)
NAV	ILT	LINCOLN, ROBERT F, A03102783	(Mather)
NAV	MAJ	RIGGLE, LEWIS E, 38336A	(Eielson)

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

Enter Acad Trng: 1 Dec 62
Grad Academics : 3 Jan 63

Enter Fly Trng: 11 Jan 63
Grad Fly Trng : 26 Feb 63

K63-3 CREW ROSTER

CREWS FLT TRNG - WALKER AFB

Crew 1264 Assigned SHEPPARD AFB

AC CPT SMITH, RALPH K, AO3021861
AC CPT DOW, JOSEPH M, AO3039643
PLT CPT COOPER, GEORGE D, 58446A
NAV 2LT ARRINGTON, ARTHUR D, AO3121789
BO MSGT DONNELLY, LEON W JR, AF16086319

(BERGSTROM)

Crew 1265 Assigned SHEPPARD AFB

AC CPT SPEARMAN, JERRY D, AO3064662
AC CPT DENYER, WILLIAM H, AO3013926
PLT 1LT OREAN, RICHARD E, AO3080326
F 1LT GIVENS, CHARLES A, AO3105976
L SSGT NICHOLSON, ROBERT W, AF17358900

(TURNER)

Crew 1266 Assigned SHEPPARD AFB

AC CPT ~~SMITH, ROBA W JR, AO3097017~~ COON, DAVID
PLT 1LT WOLCOTT, JOHN J, 62806A
PLT 1LT MC CREA, GEORGE L, 67399A
NAV CPT NEAL, RICHARD L, 62372A
BO TSGT ROSS, ROSCO E, AF18312023

(W-PATTERSON)

Crew 1267 Assigned COLUMBUS AFB

AC CPT BOND, WILLIAM R, AO3041080
PLT 2LT ABELN, PAUL, 63573A
PLT 1LT GRAHAM, L. B. JR., AO3117389
NAV CPT BLANCHARD, PHILLIP B, AO3057051
BO SSGT BERRY, ALVIN E, AF16408139

(LORING)

Crew 1268 Assigned COLUMBUS AFB

AC CPT HARVEY, JACK B, AO3056286
PLT 1LT WILCOX, ROGER C, 69201A
PLT 2LT UNVERZAGT, JOHN G, AO3108304
NAV 1LT ELLINGTON, ARTHUR D. JR, 59038A
BO TSGT JONES, JOHN R, AF14466399

(LORING)

Crew 1269 Assigned Columbus AFB

AC	CPT	DOLAN, JOSEPH B, AO3023205	
PLT	2LT	GRIFFISS, WILLIAM E, 62611A	(OFFUTT)
PLT	1LT	BROOKS, ELTON O, 69628A	
NAV	CPT	KAUFMAN, JOHN F, AO3040944	
BO	TSGT	BUSHMAN, ALLEN B, AF19352172	

ACADEMIC TRAINING ONLY

PLT	MAJ	DAVIS, GLEN, AO2081416	(HANSCOM FLD)
PLT	CPT	ELLIOTT, WAYNE K, 45203A	(HANSCOM FLD)
PLT	2LT	KOMARNITSKY, OLEG R, 62658A	(HANSCOM FLD)
PLT	1LT	KING, MICHAEL, 63613A	(HANSCOM FLD)
NAV	CPT	VANCE, WILSON R, 61433A	(BARKSDALE)
NAV	CPT	KIDD, NORMAN A, 47188A	(WESTOVER)

CONFIDENTIAL

JPC005

JPA582TXMXEO91KNJ#22

RR RUWGBP RUWBHK RUWBJG RUWBJL RUWBJM RUWBJP RUWBKB RUWBND
DE RUWBKN 7A

R 041550Z

FM 15AF MARCH AFB CALIF
TO QUEBEC TWO

BT

C O N F I D E N T I A L DOOT 0030.

FOR DCO INFO DO. UNIT TACTICAL FLYING HOUR ALLOCATION.
THIS MSG IN FIVE PARTS. PART I. THE SIX MONTH'S TRAINING
PERIOD CONCEPT ESTABLISHED BY SACM 50-8 HAS MADE IT DESIR-
ABLE FOR UNITS TO BE ALLOCATED TACTICAL FLYING HOURS ON A
SIX MONTH BASIS. THIS WOULD FACILITATE SCHEDULELING AND
PERMIT AN EVEN FLOW OF CREW TRAINING OVER THE ENTIRE SIX
MONTHS PERIOD CO MMENSURATE WITH UNIT COMMITMENTS, AIRCRAFT
AVAILABILITY, WEATHER, ETC. AT THE PRESENT TIME, HOWEVER,
THIS IS NOT POSSIBLE DUE TO PRESENT SAC POLICY OF QUARTERLY

PAGE TWO RUWBKN 7A

FLYING HOUR ALLOCATION. PART II. THIS HQS HAS REQUESTED
SAC TO CONSIDER THE FEASIBILITY OF ALLOCATING TACTICAL
FLYING TIME ON A SIX MONTHS' BASIS. SAC REACTION TO OUR
REQUEST CANNOT BE ANTICIPATED; HOWEVER, IT IS FELT THAT
CONSIDERABLE DELAY WILL BE EXPERIENCED EVEN IF FAVORABLE
CONSIDERATION IS GIVEN. PART III. IN THE INTERIM, TO
PROVIDE UNITS WITH PLANNING INFORMATION, THE FOLLOWING FLYING
HOUR ALLOCATION FACTORS WILL BE USED FOR THE SUBSEQUENT TNG
QUARTER (FY-4/63):

(A) B-52 CCTS UNITS - 5500

(D) B-52 LOW LEVEL (INCLUDED IN A,B, AND C ABOVE) - 295

(H) KC-135 UNITS (15UE) - 1572

PART IV. IT MUST BE EMPHASIZED THAT THE FLYING HOUR FACTORS

PAGE THREE RUWBKN 7A

SHOWN ABOVE ARE ESTIMATED BASED ON PREVIOUS SAC ALLOCATIONS.
THEY SHOULD BE US PLANNING DATA ONLY. MINOR INDIVIDUAL
ADJUSTMENT WILL BE REQUIRED BASED ON ACTUAL SAC FY 4/63
UNIT FLYING HOUR ALLOCATIONS WILL BE MADE TO ALL UNITS IMMEDI-
ATELY FOLLOWING RECEIPT BY THIS HQS, OF THE SAC FY 4/63
ALLOCATION. PART V. UNITS WILL CONTINUE TO SUBMIT RCS-15
FIO REPORTS ON A QUARTERLY BASIS. (SCP-4)

04/1554Z JAN RUWBKN

CONFIDENTIAL

HEADQUARTERS
611 STRATEGIC PRODUCTION WING
United States Air Force
Walker Air Force Base, New Mexico

REF ID: A67877
ATTN OF: SAFETY

SUBJECT: 1962 Government Vehicle Accidents

60	60WHS	6SS	SU	TS	514FTD
	6AF	6ARS	4129CCIS	CBS	635AC&W
	6PMS	39PS	64MS	FSS	2010AFCS
	6AC	40BS	HS	9WEA	
	37MS	20BS	CBS	2010CS	

(Continued)

INFO TO: HQ - 57504(C)

1. Ten reportable Government vehicle accidents involving Walker Air Force drivers occurred during 1962 - almost one per month. Considering these accidents had to involve damage of fifty dollars or more to Government vehicles or one hundred dollars or more to other property to be reportable and chargeable in our accident rates, the number of these accidents is entirely too high. It may be noted that young airmen predominately were involved since sixty per cent of the drivers involved in these accidents were from 18 to 20 years of age. Specifically the causes of these accidents were:

- a. Inadequate defensive driving procedure at blind intersection
- b. Vehicle left unattended with motor running
- c. Failure to yield right-of-way
- d. Excessive speed and loss of control
- e. Fatigue
- f. Improper timing procedure
- g. Misjudging clearance in turn
- h. Improper backing procedure (two cases)
- i. Deviating from route to chase reckless driver

2. Adequate training, proper supervision, and prompt disciplinary action are essential and must be assured to reverse this accident trend. The excellent safety record of the 579th Strategic Missile Squadron is an example of good programming. This program can be effectively incorporated into the squadron commander's personal safety program, and it is hoped that proper supervision by the command will see that all personnel adhere to accepted safety standards. The first 1000 miles of vehicles was assigned to the squadron in January 1967 and during the year personnel operating Government vehicles traveled 716,640 miles without a single Air Force Base and field accident. The record is even more impressive when noting that extensive vehicle operations did not begin until the middle of the year. It is anticipated that 1,000,000 miles will be traveled by 175th vehicles during 1968. Their private motor vehicle safety record also speaks for the effectiveness of the safety efforts of this squadron. Over 1,500,000 miles were driven by personnel in private vehicles on TDI and leave with only one reportable accident of four days lost time. Although the 579th Strategic Missile Squadron's operations are unique in comparison with the majority of other squadrons, an outline of their vehicle safety program is attached to show the methods used.

3. Continued and aggressive action by commanders and immediate supervisors is necessary to affect a change in the operation of vehicles. I desire that you submit an outline of action taken and contemplated to improve the safety of operation of Government motor vehicles within your respective organizations. Your answer to this letter should reach my office on 1 February 1968.

Edward A. Casey
Colonel, USAF
Commander

1 Attachment
579SMS Vehicle Safety
Program Outline

OUTLINE OF 570TH STRATEGIC MISSILE SQUADRON SAFETY PROGRAM

1. All personnel receive safety briefing upon initial assignment to the squadron. This briefing is conducted by squadron safety personnel.
2. Upon assignment to his duty section, each person is given a comprehensive safety briefing by his supervisor.
3. All squadron personnel are required to go through the Base Drivers School and obtain a Government vehicle operator's license regardless of duty assignment. As of December 1962, 505 persons had been to the school.
4. All airmen under 25 must go through the AFR 32-17, Driver Improvement Course. Squadron is in 100% compliance in this phase.
5. Five persons in the squadron have been designated as special purpose vehicle instructors. These men are highly qualified and are specifically responsible for training other personnel in the operation of special purpose equipment.
6. Crew commanders are required to ride with general purpose vehicle operators until he is positive the operator is properly qualified and checked out. This training is given all drivers after they have been through the Base Drivers School and route briefing by safety.
7. Squadron safety personnel conduct a special driver orientation course for all personnel once each quarter.
8. All known road hazards are posted so that all drivers are informed.
9. A type of spotter system is used whereby any officer or NCO reports any traffic violations or unsafe practices he may see.
10. The time and distance factor is charted from the base to each site to assure that drivers are not speeding. Maximum speed limits have been established for each type of equipment.
11. One man is assigned to inspect all vehicles daily. This inspection is in addition to the daily inspection of the vehicle made by the operator.
12. For any safety violation, the driver concerned is grounded for from one to six months, depending on the circumstances. The driver's supervisor may indicate the action to suspend driving privileges.
13. Squadron Commander's Stance. The Commander is very adamant about safety regulations and safe driving. He personally emphasizes this at every commander's call and expects every supervisor and every person to adhere to accepted standards of safety.

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

REPLY TO
ATTN OF: SAFE/Capt Hull/2372

7 January 1963

SUBJECT: Operational Hazard Extracts

TO: C DCM DCMQ(2) 4OBS(2) 511C FID 6AEMS
BC DCOBO(2) 24BS(2) 6ARS(2) 6OMS OCLC
DCO DCOS SU 6FMS 4129CCIS(2) 39BS (2)

The following are Operational Hazard Extracts for the week ending
11 January 1963:

1. Narrative: 24th Bombardment Squadron
Walker AFB, New Mexico

B-52E, 56-646
28 Nov 62
OER # 139

Master bomb control SW would not start #1 Hyd pack. Alternate slipway
door SW would not start #2 Hyd pack. Gear handle would not start #1
and #2 Hyd packs. L fwd gear extended by std by pump. R fwd gear ex-
tended by emergency SW. No press by Hyd packs. Braking and steering
OK on std by pumps. No fluid loss.

Cause Factors:

1. #1 pack time delay relay was shorted out.
2. #2 pack cam was sheared.

Corrective Action:

1. Removed and replaced time delay relay. Performed retraction of
landing gear.
2. Removed and replaced cam, operational checked in accordance with
T.O. 1B-52D-2-13, Par 2-41 thru 2-42.

Recommendation:

Closer inspection of these items during maintenance activity. All person-
nel have been advised of this incident and have been directed to perform
closer inspection of subject items.

2. Narrative: 6th Air Refueling Squadron
Walker AFB, New Mexico

KC-135 57-1443
30 Nov 62
OHR #140

On a return trip from Turner AFB Georgia to Walker AFB New Mexico we noted that the aileron trim would not turn in either direction approximately one hour after take-off at Turner. Approximately two hours after take-off the control wheel could not be turned more than 15° to the left. Movement to the right was unrestricted, but to the left the wheel appeared to hit a stop at about 15°. On departure from Turner the aircraft was flown in weather for approximately 45 minutes at 25,000'. Upon descent from 40,000' to 20,000' the aileron trim broke free and operated normally. The aileron turned past 15° one time, but when it was returned to wing level it again was restricted to about 15° left travel. Penetration was made and on 30A final, two miles from the runway the aileron became free and operated normally for landing.

Cause Factors:

Inspection of the aileron trim actuator revealed heavy grease at the oil service and drain holes, indicating a grease seal leak in the spring casing.

Corrective Action:

The actuator was replaced and the system was operationally checked IAW par 4-10, T.O. 1C-135A-2-8. A complete rigging check was made of the aileron control system and the system checked satisfactorily.

Recommendation:

That aileron trim actuators be inspected for evidence of grease at the oil fill and drain holes at basic post flight inspection.

3. Narrative: 24th Bombardment Squadron
Walker AFB, New Mexico

B-52E, 57-133
5 Dec 62
OHR #141

During approach for landing, upon attempting to set cross wind crab, it was found to be frozen in neutral position. Was unable to move crab in either direction. After two approaches, cross wind crab operated normally.

Cause Factors:

Water possibly frozen on cross wind crab cables. (On taxi out for initial take-off, water was observed to be draining from life raft compartment alternator deck.)

Corrective Action:

Investigation revealed excessive moisture on the control cables of the coordination unit. The pressure seals at the bulkhead prevented the moisture from progressing further along the cables, containing the moisture in the immediate area. All cables and adjacent areas purged of moisture with high pressure dry air.

Recommendation:

Recommend that all cross wind crab central cables in alternator deck area be inspected prior to flight for residual moisture after heavy rains.

4. Narrative: 39th Bombardment Squadron
Walker AFB, New Mexico

B-52E-57-133
10 Dec 62
OHR #142

Pressure pane in gunner's compartment was replaced with no ground check or air check. Pieces of old glass had been left on window sill and gunner seat. If pressure pane blows, or cabin pressure lost through some other malfunction, flying glass in compartment can be very dangerous.

Cause Factors:

Window pane was changed by recovery team and work order submitted to Job Control for leak test. Work order was denied as being not required. This denial of work order is justified in T.O. 1B-52B-3, Sec 7, par 1-282, para 13. (No further action anticipated.)

Corrective Action:

See recommendation below.

Recommendation:

Flight line crew chiefs and recovery team members are being briefed to be more critical of cleanliness of work areas. This should eliminate the loose equipment problem.

5. Narrative: 24th Bombardment Squadron
Walker AFB, New Mexico

B-52E, 56-706
11 Dec 62
OHR #144

No alarm light installed in celestial position.

Cause Factors:

Celestial light removed during TOC in Skyspeed facility - Skyspeed failed to reinstall.

Corrective Action:

Installed celestial warning light at celestial position.

Recommendation:

A thorough inspection of A/C and installed equipment upon completion of contract maintenance for lease or missing parts will be made.

6. Narrative: 24th Bombardment Squadron
Walker AFB, New Mexico

B-52E, 57-115
10 Dec 62
OHR #145

When the crew arrived at the aircraft, it was discovered that the pilot's altimeter had been set to zero with no reading at all in the Kollsman window. Altimeter had a +.05 correction when set properly.

Cause Factors:

Unknown as to what caused this incident. Altimeter was most likely played with by person or persons unknown.

Corrective Action:

Pilot reset altimeter prior to take-off. Crew Chief was not aware of problem and was not informed prior to take-off.

Recommendation:

Personnel were instructed in gravity of situation of erroneous readings in altimeter and be instructed to keep HANDS OFF policy regarding any instruments they are not working on.

7. Narrative: 24th Bombardment Squadron
Walker AFB, New Mexico

B-52E, 56-646
14 December 62
OHR #147

Number 1 pack failed at start of penetration. The #1 gear came down OK with standby pump. Penetration, landing and landing roll were normal. A right turn off from the active was made, but aircraft could not be turned left to straighten out on the taxiway. Standby pressure on #1 was noted to be zero. Brakes were set and engine cut. Before the aircraft was turned away ground reported the left gear turned about 20° left and the right gear straight.

Cause Factors:

The cause for the left gear not straightening out after coming off active runway was due to loss of pressure in #1 system. Number 1 pack failed in flight, and #1 standby pump failed prior to taxi.

Corrective Action:

1. #1 pack governor was found to be closed, and flushing of the governor corrected this malfunction.
2. #1 standby pump was removed and replaced, and the steering system was checked satisfactorily.

Recommendation:

Recommend pack governors be observed on pre-flight to detect any fluctuations which might indicate a power shut down in the near future.

8. Narrative: 24th Bombardment Squadron
Walker AFB, New Mexico

B-52E, 57-136
14 Dec 62
OHR #148

Approximately 5 minutes after T.O., following flap retraction, IP noted alternator bus tie bkr lites on for left fwd, rt fwd and rt aft alternators. KVAR and KWATTS were balanced before and after this was noted. No new large electrical loads were put on system when this occurred. Since KVAR and KWATTS appeared normal on all alternators, they were reparallelled with the automatic paralleling button. Alternators operated normally for remainder of flight (5:40).

Cause Factors:

Unknown

Corrective Action:

Alt. system was checked by a recovery team member (#10), no malfunction was found. Alt. system was operationally checked in accordance with T.O. 15-52D-2-7, par 2-121 and 2-122, see par 2-129, step ten. Result: Alt. system was inspected by a "7" level electrician and found satisfactory. Aircraft has made two OK flights since on the 17th and 19th.

Recommendation:

It is recommended that alt. are rechecked for being in parallel after alt. drives and elect. controls reach operating (normal) temperatures.



R L HULL
Captain, USAF
Asst Director of Safety

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



REPLY TO
ATTN OF:

DSUP/SMSGt. Reeves/8588

6 February 1963

SUBJECT:

Monthly Historical Report (January 1963) RCS: AU-D5

TO:

IXOH

1. In accordance with SACR 210-1/Base Supplement 1, 22 March 1961, the following information is submitted for Chief of Supply.

2. ADMINISTRATION AND PERSONNEL:

a. Manning during the month of January 1963 averaged 465 Military and 74 Civilians for a total of 539. This when applied to an authorization of 588 gives an overall percentage of 91.6.

b. We are experiencing supervisory problems in nearly all areas of supply. The Director of Personnel has submitted manning assistance letters in all 64 Career Field Sub-Divisions except AFSC: 645X0. Our NCO supervisor strength is gradually being depleted with no input in sight. Selection of SMSGt. Lang (Base Supply) for shipment to Headquarters SAC, and alerting of TSgt. Gibson and TSgt. Hise (Base Supply Priorities Section) for PCS overseas further complicates the situation. These three NCO's occupy the most important key positions in Base Supply.

c. Two officers were alerted for overseas movement. Lt. Col. Frisinger, Chief of Supply; and 2nd Lt. Scaggs, Property Accounting Officer have both been alerted for shipment to PACAF. We can ill afford to lose these two officers at this time.

d. Implementation of the SAC Supply Standardization Project brought about some significant changes in the supply operation. Effective 1 January 1963, the Director of Supply became Chief of Supply and the whole supply operation consisting of Base Supply Office, Base Fuels Supply Office and Base Equipment Management Office became a Support Group responsibility. We experienced no significant problems as a result of the change.

e. Major Miller (former Staff Supply Officer) established residence in the Base Equipment Management Office during the early part of January 1963, preparatory to assumption of the account 1 February 1963.

f. Staff Visitors:

(1) Base Supply Office: 47SAD made a routine Staff Assistance visit during the week of 8 January 1963. Colonel Fowler, Captain Phillips and SMSgt. Coble were the staff visitors. They were accompanied by Colonel Lollar of 13AD and Captain Todd of 389th Strategic Missile Wing, Francis E. Warren AFB, Wyoming. The 15AF Assistance Team visited 28 to 31 January 1963.

(2) Base Fuels Supply Office: Major Hurlburt from 1st Air Force, DM3C, conducted a Staff Assistance Visit Report from 28 31 January 1963.

3. OPERATIONS: Three airmen are assigned in support of Operation Chrome Dome and three are designated as alternates.

4. MAINTENANCE AND SUPPLY:

a. Base Supply Office activity of historical significance follows:

(1) Management Division

(a) Procedures personnel conducted training classes for all section supervisors concerned on ARLS reporting procedures.

(b) Operating instructions were once again reviewed and re-written in accordance with SACM 67-3, dated 21 December 1962.

(c) Meetings were held with all section supervisors to discuss and clarify all procedural changes made in the new SACM 67-3.

(d) A training course in supply procedure was established for all 579th SMS maintenance personnel.

(e) The Training NCO, Management Officer and Base Supply Officer gave a briefing to the maintenance personnel on their responsibilities as outlined by the new SACM 67-3.

(f) New delivery point listings were prepared and distributed to all using activities. New delivery points were established for office and janitorial supplies where necessary. Procedures personnel briefed all using activities on method of obtaining office and janitorial supplies.

(g) The Base Supply Officer and several supervisors made a visit to the Base Supply Office at Dyess AFB, Texas. The purpose of this visit was to exchange ideas and discuss various supply procedures.

(h) An inspection of Base Supply was conducted by personnel of 15AF during the last week of January. The Management Division received an overall rating of "Excellent" on this inspection.

(2) Accounting Division

(a) PCAM Unit: Following is a report of machine utilization in this unit:

Assigned 6 - 026 Keypunches - used 425.36
Assigned 4 - 056 Verifier - used 391.52
Assigned 1 - 082 Sorter - used 151.57
Assigned 1 - Interpreter - used 115.97

(b) Machine Room: The operation of the EDPM during the month of January is as follows:

No. of hours authorized (machine).....304.20
No. of hours utilized (payable).....390.28
No. of hours down (malfunction)..... 25.14
No. of hours preventive maintenance..... 2.15
No. of hours lost due to air conditioner
out of operation..... 5.29
No. of transactions processed.....93,909
No. of operators assigned and on duty... 5

In addition, this activity utilized a total of 49 hours and 23 minutes for processing Bench Stock Review and edit routines, BEMO processing, and a special Category I and II SECR. Time used for these special routines is included in total time (payable), but is in addition to total number of transactions processed.

(3) Maintenance Support Division: Lt. Ruggles has been assigned Maintenance Support Division Officer vice Lt. Schmidt, who is leaving of Supply Officer Course, OBR 6421 at Amarillo AFB, Texas.

b. Base Fuels Supply Office activity of historical significance follows:

(1) Fuels Accounting Branch: There were 150,849 gallons of 115/145 and 9,664,197 gallons of JP-4 Jet Fuel received during the month of January 1963. There were 93,140 gallons of 115/145 and 9,540,281 gallons of JP-4 Jet Fuel issued during the month of January 1963.

(2) Fuels Laboratory: A total of 764 samples were tested during the month of January 1963. This total is broken down as follows:

(a) There were 380 samples of JP-4 tested for total solids in accordance with T. O. 42B1-1-13.

(b) There were 360 samples of JP-4 tested for water contents in accordance with T. O. 42B1-1-13.

(c) There were 20 samples of JP-4 used as saturation samples.

(d) Four samples of demineralized water were tested in accordance with SACM 67-2.

(e) All tests were satisfactory for the month of January 1963.

(3) LOX Plant

(a) During January 1963, there were 11,400 gallons of LN2 and 7,500 gallons of LOX purchased. In addition 7,300 gallons of LOX was repaid by Big 3 Welding Supply Company as replacement of contaminated product that was delivered in October 1962. The LOX Plant produced 56,763 gallons of LOX and 85,463 gallons of LN2 during the month of January 1963. There were 72,303 gallons of LOX and 102,513 gallons of LN2 issued during the month of January 1963.

(b) On 25 January 1963 a trailer incident caused DMQC, TSgt. Martin, to write a U. R. on their landing gear.

(4) Propellants Branch: During the month of January 1963, the Cryogenics Laboratory began sampling missile complex liquid oxygen storage tanks as scheduled by 579th SMS Planning and Scheduling.

(5) Cryogenics Laboratory:

(a) A total of 34 liquid oxygen samples was analyzed for purity, dewpoint, particle weight, hydrocarbon content, and acetylene content by the Cryogenics Laboratory during the month of January 1963.

(b) A total of 38 liquid nitrogen samples was analyzed for purity, dewpoint, hydrocarbon content, particle weight, and acetylene content by the Cryogenics Laboratory during the month of January 1963.

c. Base Equipment Management Office activity of historical significance follows:

(1) Equipment Control Division:

(a) Property Records Branch:

1. PCAM: The RAMAC routines were received for processing the droppage allowance, budget and custody receipts. This is the first time these have been programmed on the RAMAC and the end results were very good. Problems involved with the routines were minor and required very little time and effort to correct. The only major problem encountered was the reproduction of the cards. The new format EAID cards were received and the deck has been 50% converted. Estimated completion date for conversion of the entire deck is 1 March 1963. Problems were encountered with the EMBR run as of 15 January. The intermediate and major totals were not computed correctly. The difficulty was located in the panel wiring and corrected however running of a new EMBR was necessary and required 12 hours of overtime work.

2. Document Control: Nine hundred sixteen each documents were submitted to Base Supply during January. Sixty one line items were cancelled on Deck # 1, 39 line items were cancelled on Deck # 1D. Two hundred one completed documents from activity code deck number 1 were received from Base Supply and 169 documents affecting deck number 1D. Seventy-seven requests for follow-up on uncompleted documents were submitted to Base Supply.

3. Requirements Section: A total of 1,651 documents of all types were processed through this section during January. These documents break down as follows: 447 requisitions, 407 turn-ins, 141 Inventory Adjustment Vouchers, 3 Statement of Charges, 13 Supply Assistance Requests, 6 Work Orders, 634 Shipping Documents, and zero Reports of Survey.

C

(b) REMS: Twenty-one uneconomically reparable vehicles were processed to the Base Redistribution and Marketing activity. Nine excess vehicles were declared to higher headquarters for disposition instructions. Four new vehicles were received on the station and gained to base asset records. A project to align vehicle assignments and accountable records with the current VAL was established. The principle feature of this program is the direct issue of all authorized vehicles direct to the designated using activity. Eight hundred seventy turn-in and issued documents were processed during the program.

(c) Equipment Management Branch: As usual during this period of the year a large number of incident reports was received from the Air Police Investigation Section on losses of cold weather clothing. In most cases pecuniary liability is admitted by the person sustaining the loss with the result that more statements of charges than reports of surveys are processed to cover the losses. The initial FY-64 Financial Plan was compiled and submitted to the Base Budget Officer. The FIN Plan was submitted in detail with 46 pages needed for complete documentation of requirements. The FIN Plan included both supplies and equipment, EAID and Non-EAID.

(d) Inventory Branch: All custody receipt account files were physically transferred to the Inventory Branch on 3 January. This action completed the consolidation of the Inventory and Custody Receipt Sections which was begun in December 1962. The quarterly check and re-signing of custody receipts was begun on 21 January. Prior to the starting date of this program a meeting was held with all available custodians in the Base Theater to hand out the new custody receipts and brief custodians on the latest changes in the equipment management area. At the end of the month the checking and re-signing program was approximately half completed. The number of accounts completed per day averaged 34, this is the highest average yet achieved under the BEMO concept.

(2) Equipment Review Division: Two hundred each AF Form 601A, "Request for Allowance/Authorization Change" were processed by this Division. Necessary background information, documents and charts were prepared and presented at the quarterly Senior Equipment Review Committee meeting held on 10 January.

O

(3) Equipment Support Division:

(a) Base Tool Issue Center: In accordance with SACM 67-3 the bench stock system of tool support was eliminated. This required re-warehousing of a substantial quantity of tools. Due to the shortage of funds at this time approximately 70% of our requests being submitted to Base Supply receive back-order action. This is resulting in rapid depletion of our back-up stockage. This situation is expected to grow steadily worse and no relief is anticipated until the beginning of the new fiscal year. This activity has requirements for 64 each new type complete tool kits at this time to support Civil Engineer and 579th SMS personnel.

(b) Warehouse Branch: A total of 717 transactions of different types were processed thru this section during this period. Building 652 which had been used by this activity for extra storage space was finally cleaned out and released to the real property section of Civil Engineer for disposition or re-assignment.

(4) Operational Support Division:

(a) Individual Issue Branch: The re-warehousing project to provide for better control and use of usable space is approximately 23% complete. The annual inventory of items on AF Form 538 for all members of the 40th Bomb Squadron is approximately 29% complete and progressing satisfactorily. A portion of this inventory will be accomplished at unit work areas to accomodate personnel on duty.

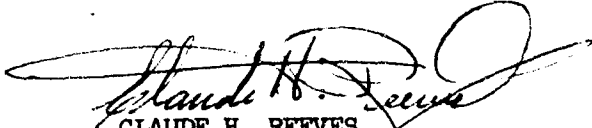
(b) Personal Equipment Branch: Supply of personal equipment items on hand to support base personnel is satisfactory with continued good support of this function being received. During this period maintenance was performed on the following items: 473 each oxygen masks and helmets, 169 each survival kits, 732 each parachutes and 11 each life rafts.

(c) Aircraft Installed Equipment Branch: Accountability for 780 equipment was officially transferred from Major Bussiere to Major Miller. A routine semi-annual inventory on Aircraft Number 56-646 was conducted. No discrepancies were noted. Six aircraft departing and returning to the station were inventoried to insure that all equipment authorized to be transferred was included. There are now 46 B-52 aircraft on this station. No change in inventory of other types.

5. PROBLEMS: Negative.

6. SPECIAL PROJECTS:

a. Base Fuels Supply Office: At the present time the Base Fuels Supply Office and Fuels Distribution Branch are in the process of moving from Building T-241 to S-91.



CLAUDE H. REEVES
SMSgt., USAF
DSUP Historian

SECRET

579th Strategic Missile Squadron
6th Strategic Aerospace Wing
Walker Air Force Base, New Mexico

RCS: 10-SAC-T12

BALLISTIC MISSILE UNIT STATUS REPORT

January 1963

Cy 23 of 28 cys

579-63-045

DOWNGRADED AT 12 YEAR INTERVALS;
NOT AUTOMATICALLY DECLASSIFIED.
DOD DIR 5800.10

SECRET

D I S T R I B U T I O N

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Hq SAC, Offutt AFB, Nebraska	
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DPOPA	1
DMLA	1
3901st SMES, Vandenberg AFB, California	1
Hq 15AF, March AFB, California	
DOS	1
DOTB	2
DOOTM	1
DCRM	1
DMLA	1
DPPC	1
DPLM	1
Hq 47th Strat Aerospace Div, Castle AFB, California	2
Hq 6th Strat Aerospace Wg, Walker AFB, New Mexico	
DCOT/RA	2
579 SMS, Walker AFB, New Mexico	
579SMSOT	2
579SMSA	4

SECRET

BALLISTIC MISSILE UNIT STATUS REPORT

(RCS: 10-SAC-T12)

1. 6TH STRATEGIC AEROSPACE WING, WALKER AFB, NEW MEXICO, as of 31 January 1963. (U)
2. 579TH STRATEGIC MISSILE SQUADRON. (U)
3. Type Weapon System: Atlas "F". (U)
4. Missiles on Hand: 13/0. (S)
- *5. Present and Projected Crew Status as of: (S)

	<u>31Jan</u>	<u>28Feb</u>	<u>31Mar</u>	<u>30Apr</u>	<u>31May</u>
a. Total Number of Crew Assigned	58	61	64	64	64
b. CR Crews Assigned Without Waiver	3	7	11	15	19
c. CR Crews Assigned with Waiver	55	51	47	43	42
d. CR Crews on TDY and/or Leave	4	3	6	11	10
e. NCR Crews Assigned/Available, Graduates from Final Phase ORT.	0/0	0/0	0/0	0/0	0/0
f. NCR Crews Assigned/Available, Non-graduates from Final Phase ORT.	0/0	*3/3	6/6	6/6	3/3

Reference 5c. Fifty-five (55) crews completed training requirements for ECC and Combat Ready Status (Waiver) in accordance with SAC SECRET message DO 2949, 16 April 1962.

Reference 5d. Crews R(W)-37 and R(W)-38 are TDY to Phase II Training at Vandenberg AFB. Two crews are on leave.

*Reference 5f. Crews N-60, N-61 and N-62 will be formed on 25 Feb 63, will attend Phase I on 25 Mar 63, graduating 10 May 63. Crews N-63, N-64 and N-65 will be formed 25 Mar 63, will attend Phase I 15 Apr 63, graduating 31 May 63.

SECRET

SECRET

6. Combat Ready Crew Waiver Status: (S)

a. Crew Number R(W)-03 to include R(W)-06, R(W)-08 to include R(W)-23, R(W)-25 to include R(W)-59.

b. Reason for Waiver: Require final phase ORT and Standardization Qualification Check. (R(W)-03, R(W)-04, R(W)-05, R(W)-06 require Standardization Qualification Check only).

c. Crew members not 100 percent ORT complete: R(W)-08 to include R(W)-23, R(W)-25 to include R(W)-59.

*d. Programmed Completion Date:

<u>CREW</u>	<u>DATE</u>	<u>CREW</u>	<u>DATE</u>
R(W)-03	11Feb63	R(W)-32	Unknown
R(W)-04	11Feb63	R(W)-33	11Apr63
R(W)-05	13Feb63	R(W)-34	Unknown
R(W)-06	13Feb63	R(W)-35	Unknown
		R(W)-36	Unknown
R(W)-08	1Mar63	R(W)-37	Unknown
R(W)-09	Unknown	R(W)-38	Unknown
R(W)-10	8Mar63	R(W)-39	10Mar63
R(W)-11	Unknown	R(W)-40	Unknown
R(W)-12	Unknown	R(W)-41	Unknown
R(W)-13	Unknown	R(W)-42	Unknown
R(W)-14	1Mar63	R(W)-43	Unknown
R(W)-15	Unknown	R(W)-44	Unknown
R(W)-16	9Apr63	R(W)-45	10Mar63
R(W)-17	Unknown	R(W)-46	Unknown
R(W)-18	Unknown	R(W)-47	Unknown
R(W)-19	Unknown	R(W)-48	Unknown
R(W)-20	9Apr63	R(W)-49	Unknown
R(W)-21	Unknown	R(W)-50	Unknown
R(W)-22	Unknown	R(W)-51	Unknown
R(W)-23	1Mar63	R(W)-52	Unknown
R(W)-25	Unknown	R(W)-53	Unknown
R(W)-26	10Mar63	R(W)-54	Unknown
R(W)-27	Unknown	R(W)-55	Unknown
R(W)-28	Unknown	R(W)-56	Unknown
R(W)-29	Unknown	R(W)-57	Unknown
R(W)-30	11Apr63	R(W)-58	Unknown
R(W)-31	8Mar63	R(W)-59	Unknown


*Problems associated with Phase III ORT are such that a realistic projection of combat ready completion dates, beyond the first quarter 1963, are not feasible for this reporting period.

e. Waivered expiration date will be based on completion of final Phase ORT, Standardization Qualification Check and upgrading by the unit commander.


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7. NCR Crews: None (U)
8. NCR Crew Member Status: 0/0 (U)
9. Training and Evaluation Data: (S)
 - a. Qualification and Requalification checks administered this month: None.
 - b. Delinquent CR Crews and Individuals: None.
 - c. Action taken this month on crews and individuals failing requalification checks: None required.
 - d. Individuals conditionally qualified this training period: None.
 - e. Conditionally qualified crew members completing corrective training to date this training period: None.
10. Missile Safety: 0/0. (U)
11. ORT Performance: None. (U)
12. Crew Probation Status: 0/0 (Certified Combat Ready Crews). (U)
13. Wing Standardization Crews - Training and Evaluation Data: N/A (U)
14. Problem Areas: None. (U)
15. Commander's Remarks: None. (U)


EDWARD M. JACQUET
Colonel, USAF
Commander

I concur.


ERNEST C. EDDY
Colonel, USAF
Commander

3
SECRET

SECRET

31/0009Z

FROM: 6SAW

TO: SAC
15AF

SECRET/ZIPPO 01-459 /SAC VI AS OF 31/0001Z.

- A. 15AF/KRSW/579SMS
- B. 13 SM65F
- C. 12 SM65F
- D. 12
- E. 58/58
- F. 56/56
- G. 11
- H. 07

I. 01,03,06,05,07,10,11

J. REMARKS: 55CR CREWS ITEMS E&F IAW SAC MSG 2949. 03 CR CREWS ITEMS E&F IAW SACR 58-6. 579-04, OFFALERT, CODE 5 AGE, HPU PRESSURE LOW, ETIC 31/2400Z. 579-08 NON-ALERT ORT, CODE 5, AGE PREPAIRING FOR ORT ETIC 31/2400Z, ESTIMATE ALERT 20 MAR 63. 579-12 OFF ALERT, CODE 5, AGE GUIDANCE, AWAITING DEPOT ASS'T TEAM ETIC 04/2400Z. FEB 63. SPARE MISSILE IN MAMS. 579-02 OFF ALERT, CODE 6 RPIE, WATER CHILLER UNIT DROPPED OFF LINE, ETIC 31/1900Z. 579-09 OFF ALERT, CODE 6, RPIE WATER CHILLER UNIT DROPPED OFF LINE, ETIC 31/1900Z.

PART II	1	2	3	4	5
	579-01	65F	ALERT		
	579-02	65F	ALERT		19HRS
	579-03	65F	ALERT		
	579-04	65F	Alert		24HRS
	579-05	65F	ALERT		
	579-06	65F	ALERT		
	579-07	65F	ALERT		
	579-08	65F	23 JAN 63	20 MAR 63	24HRS
	579-09	65F	Alert		19HRS
	579-10	65F	ALERT		
	579-11	65F	ALERT		
	579-12	65F	ALERT		OVER 50 HOURS

SECRET

SECRET

JPC000JPA734CMXED23KNJ440

PP RUWBJP

DE RUWEKN 7A

P R 072334Z

FM 15AF MARCH AFB CALIF

INFO RUWBJP/6STRATAEROSPACEWG WALKER AFB NMEX

BT

SECRET DOOTM 00544. FOR SAC FOR DOOTMP, DM4C AND DOP
6SAW FOR 579SMSO and SMSM. DUE TO CONTINUOUS HARDWARE PROBLEMS
ENCOUNTERED ON SITE 12, 579SMS, WALKER AFB, REQUEST SITE 8
BE DESIGNATED AS ORT SITE IN LIEU OF SITE 12. TELECON
BETWEEN DM4C, THIS HEADQUARTERS, AND 579SMSM INDICATES SITE
12 MAINTENANCE REQUIREMENTS HAVE CONSISTED OF A SERIES OF
GUIDANCE AND POD AIR DISCREPANCIES WHICH HAVE EXTENDED
MISSILE DOWNTIME. DURING DECEMBER THE SITE WAS OUT OF
COMMISSION 73 HOURS FOR POD AIR AND 236 HOURS FOR GUIDANCE/
FLIGHT CONTROL. DURING JANUARY TO DATE THE SITE HAS BEEN

PAGE TWO RUWEKN 7A

OUT FOR MISSILE LIFT ACCUMULATOR PROBLEMS. AT PRESENT THE
SITE IS OUT FOR POD AIR. THIS REQUEST IS MADE IN ORDER TO
EXPEDITE CONTINUATION OF CRT. (SCP-4)

BT

07/2347Z JAN RUWEKN

SECRET

SECRET

JPC002PA786
ZZZZMXBO55DCAL82SXB551 DCAL61RBB681
OO RUWBJP
DE RUCSER 145
0211940Z
FM SAC
TO RUWEKN/15AF MARCH AFB CALIF
INFO RUWBJP/6 SCRAOAEROSPACEWG WALKER AFB NMEX
XS E C R E T DOOTM 00:81
FOR DOT, 6SAW FOR 579 SMSO. ATLAS F PHASE III ORT. SINCE 1 DEC 62 The
579th SMS ORT SITE HAS BEEN OUT OF COMMISSION 88 PERCENT OF THE
TIME EVEN THOUGH THE AVERAGE ETIC HAS BEEN 24 HOURS. ONLY THREE
ACCEPTABLE PLXS HAVE BEEN RUN OVER NINE WEEKS, AND 579 SMS
PHASE III ORT HAS SLIPPED ACCORBINGLY. REQUEST YOUR CLOSEST
CONTINUING ZTTENTION TO THIS PROBLEM AS WELL AS YOUR REPLY, BY
PRIORITY MESSAGE, AS TO INTENTIONS AS REGARDS REMAINING ON SITE
579-12 FOR ORO. GPARM
XT
21/1942Z JAN RUCSER

NNNN

SECRET

SECRET

JPA092
MXFO46KNJ 599
OO RUWBJP
DE RUWEKN 12A
O R 221912Z
FM 15AF MARCH AFB CALIF
TO RUCSBR/SAC
INFO RUWBJM/47STRATAEROSPACE DIV CASTLE AFB CALIF
RUWBJP/6STRATAEROSPACE WG WALKER AFB NMEX
BT

S E C R E T DOPY 0193
FOR SAC DOPLM (ATTN: MAJOR MERRIMAN), DOOTM, AND DM4C1;
INFO; 47SAD FOR DC/DM AND 6SAW FOR 579SMSO. REFERENCE
6SAW SECRET MESSAGE 579SMSO 0053, 21 JAN 63. REQUEST
IMMEDIATE APPROVAL TO MOVE CRT/SAKEDOWN PROGRAM TO
COMPLEX 579-8. THE NEXT PREVIOUSLY SCHEDULED COMPLEX
WAS 579-11 BUT IS NOT NOW FAVORED, DUE TO QUESTIONABLE
MAINTENANCE STATUS. PRESENT CRT/SAKEDOWN ON 579-12 IS
BESET BY NEMEROUS AND CONTINUING MAINTENANCE AND MATERIEL
PROBLEMS, CURRENTLY GUIDANCE, AND NECESSATTITES THE CHANGE
TO COMPLEX 579-8. GP 4.
BT
22/1923Z JAN RUWEKN

SECRET

SECRET

009JPA617MXA185BCB77ORBA573

OO RUWBJPP
DE RUCSER 233B

O R 261740Z

FM SAC

TO ALFA TWO

RUWBJP/6STRAT AEROSPACE WG WALKER AFB NMEX

BT

S E C R E T DOPIM 00651. IMMEDIATE ACTION REQUIRED. CSAF FOR
AFCOP-ST. MISSILE ALERT POSTURE. REFERENCE SAC TS MSG B-90290.
CHANGE PART TWO EF REFERENCED MSG TO READ AS FOLLOWS EFFECTIVE
01000Z 26 JAN 62.

UNIT BASE PLND ADJ ADJUSTED REQUIRED

579 WALKER 12 1 08 CRT/SKDN 11

(GP-4)
26/17'1Z JAN RUCSER

SECRET

MISSILE HAZARD REPORT

(If more space required, continue on reverse and identify the item)

HAZARD REPORT NO (Assigned by Safety Officer)

579th-63-65F-1

I. HAZARD (To be completed by individual reporting hazard)

TO (Safety Officer)
Maj Jack Lenox, Jr.
Missile Safety Officer

FROM (Optional - Individual making report)
Capt David S. Dondero
MCCC Crew 46

LOCATION
All

DATE
4 Jan 63

ORGANIZATION TO WHICH MISSILE OR A G E ASSIGNED
579th SMS, 6th SAW, Walker AFB

BRIEF DESCRIPTION OF HAZARDOUS CONDITION AND CORRECTIVE ACTION RECOMMENDED
Water leaking from Airwash Dust Collectors on Silo Level 1 can short out fire detector head under floor, elect. cables under collector and also the Hyd. local control panel on Level 2. We have had quantities of water down to Level 5. Suggest a waterproof enclosure be built under the collectors. Plastic sheeting with a drain over the side would do.

II. INVESTIGATION (By Safety Officer, Operations Officer, Missile Maintenance Officer, or other)

TO (Sg, Grp, Wing or Base Commander)
Commander
579th Strategic Missile Sq

FROM (Investigating Officer)
Major Jack Lenox, Jr.
Missile Safety Officer

WEAPON SYSTEM (Type, model, series, include A G E if applicable)
SM65F

NARRATIVE REPORT (Brief description of activity being performed, cause factors and recommended corrective action. Attach diagrams, photos, etc., if necessary.)
At Complex 579-11, a leak in the air wash dust collector caused water to short fire detector number FD-1-F6, by stairwell on Level 2. Fire detector fused together, activating fire alarm system. Fire alarm system could not be reset until fused fire detector could be replaced.
Forty horsepower hydraulic pump motor stopped at the same time but could not be contributed directly to water leak. Several wire bundles were subjected to water, but received no damage.
Recommended corrective action:
Six inch (6") square plastic or metal shield be installed above fire detector FD-1-F6 to prevent shorting.

CORRECTIVE ACTION TAKEN (If UR, EUR, AFTO Form 22, AF Form 1394, or work order submitted, state number and date)

DATE INDIVIDUAL MAKING INITIAL REPORT WAS NOTIFIED OF CORRECTIVE ACTION

TYPED NAME AND GRADE OF SAFETY OFFICER
Jack Lenox, Jr., Major, USAF

SIGNATURE
Jack Lenox Jr

DATE

COMMANDER'S INITIAL AND COMMENTS

SMSC *[Signature]*
SMSM *[Signature]*
SMSO *[Signature]*

SMSOS *[Signature]*
QCSE *[Signature]*
SAFE *[Signature]*
VC *[Signature]*

MISSILE HAZARD REPORT

(If more space required, continue on reverse and identify the item)

HAZARD REPORT NO (Assigned by Safety Officer)

579th-63-65F-2

I. HAZARD (To be completed by individual reporting hazard)		
TO (Safety Officer): Maj Jack Lenox, JR. Missile Safety Officer	FROM (Optional - Individual making report): Capt David S. Dondero MCCC Crew 46	
LOCATION: All SM65F Complexes	DATE: 4 Jan 63	
ORGANIZATION TO WHICH MISSILE OR A G E ASSIGNED: 579th SMS, 6th SAW, Walker AFB		
BRIEF DESCRIPTION OF HAZARDOUS CONDITION AND CORRECTIVE ACTION RECOMMENDED: Suggest that a guard be placed over the missile enclosure fog "on" button on the FRCP. A 1 1/4" cannon plug dust cap fits perfectly and is easily removed. If you wish to place any printing on the cap, it can be typed or printed on an egg shell BOI, which would be stuck on the cap.		
II. INVESTIGATION (By Safety Officer, Operations Officer, Missile Maintenance Officer, or other)		
TO (Sg, Grp, Wing or Base Commander): Commander 579th Strat Msl Sq	FROM (Investigating Officer): Jack Lenox, Jr., Major Missile Safety Officer	
WEAPON SYSTEM (Type, model, series, include A G E if applicable): SM65F		
NARRATIVE REPORT (Brief description of activity being performed, cause factors and recommended corrective action. Attach diagrams, photos, etc., if necessary): Location of Missile Enclosure Fog "On" push button is such that it can be accidentally activated by broom handles or other cleaning equipment. Recommended Corrective action: One and one fourth inch cannon plug dust caps be procured and installed on all "on" buttons on lower portion of FRCP. (3 ea per complex). MEA Fog "On", LCC Blast closure "CLOSE" and Blast Closure test "Close".		
CORRECTIVE ACTION TAKEN (If UR, EUR, AFTO Form 22, AF Form 1394, or work order submitted, state number and date): Jack Lenox, Jr., Major, USAF	DATE INDIVIDUAL MAKING INITIAL REPORT WAS NOTIFIED OF CORRECTIVE ACTION:	
TYPED NAME AND GRADE OF SAFETY OFFICER: <i>Jack Lenox</i>	SIGNATURE: <i>Jack Lenox Jr</i>	DATE:
COMMANDER'S INITIAL AND COMMENTS: SMSC <i>[initials]</i> SMSM <i>[initials]</i> SMSO <i>[initials]</i> SMSOS <i>[initials]</i> QC6E <i>[initials]</i> SAFE <i>[initials]</i> VC <i>[initials]</i>		

SECRET

JPC004JPA488

MXCO20KNK009

PP RUWEAR RUWBGD RUWBJG RUWBJP RUWBSZ RUCSBR RUCVAA

DE RUWBKN 1A

FM 15AF MARCH AFB CALIF

TO VICOR TWO

RUCSBR/SAC

INFO RUCVAA/2AF

BT

S E C R E T DM4CA 0024

FOR MSL UNITS/DCM, DCO AND DCOP, SAC/DM4C1, DOPIM AND DOCOD.

INFO 2AF/DCP AND DM7B(U) MISSILE ALERT DEGRADATION.

THE FOLLOWING CONSTITUTES APPROVAL OF SCHEDULED MAINTENANCE

FOR THE WEEK OF 7 JANH63. REF UNIT 15-V6 REPORTS

LOCATION

DATE/TIME

&REWSON

ECHO - FOR 579SMS

R579-12 IN PROGRESS TO 5 JAN CRT/SHAKEDOWN

NOTE: 579-11 WILL COMMENCE CRT/SHADE DOWN UPON COMPLETION.

OF 579-12. (SCP-4)

BT

04/0037Z JAN RUWBKN

NNNN

SECRET

SECRET

JPA929
MMMMXEL18KNK583
OO RUWBAR RUWBP RUWBJG RUWBJP RUWBSZ
DE RUWEKN 9A
O 092220Z
FM 15AF MARCH AFB CALIF
TO VICTOR TWO
RUCSXR/SAC
INFO RUCVAA/2AF BARKSDALE AKB LA
BT

SECRET DM4CA 0075.
FOR MSL UNITS/DCM, DCO AND DCOP, SAC/DM4C1, DOPLM AND DOCC AD.
INFO 2AF/DOP AND DMLB. (U) MSL ALERT DEGRADATION. THE
FOLLOWING CONSTITUTES APPROVAL OF SCHEDULED MAINTENANCE FOR
THE WEEK OF 14 JAN 63:

LOCATION DATE/TIME REASON

ECHO: FOR 579 SMS.

579-12	IN PROGRESS	ORT/SHAKEDOWN
579-0&	100Z/14 - 0700Z/15 JAN	TCTO 35ML-3-2-503
579-02	2100Z - 2330Z/15 JAN	TCTO 35ML-3-2-503
579-03	2100Z - 2330Z/16 JAN	TCTO 35ML-3-2-503
579-01	2100Z - 2330Z/17 Jan	TCTO 35ML-3-2-503

(CF-4)

BT

09/2234Z JAN RUWCKN

SECRET

SECRET

JPC011

JPA665MMXA30CKNK560
OO RU..BAR RUWBGJ RUWBJG RUWBJP RUWBSZ
DE RUWEKN IOA
O 171729Z
FM 15AF MARCH AFB CALIF
TO VICTOR TWO
RUCSXR/SAC
INFO RUCVAA/2AF BARKSDALE AFB LA
BT

SECRET DM4CA 0148
FOR MLS UNITS/\$DCM, DCO AND DCOP. SAC/DM4CL, DOPLM AND
DOCOAD. INFO 2AF/DOP AND DM2B. (U) MISSILE ALERT
DEGRADATION. THIS MSG IN TWO PARTS. PART I: THE FOLLOWING
CONSTITUTES APPROVAL OF SCHEDULED MAINTENANCE FOR THE
WEEK OF 21 JAN 63. REF UNIT V-6 REP(RTS).

LOCATIMN DATE/TIME REASON

ECHO - FOR 579 SMS.
579-12 IN PROGRESS ORT

PAGE FOUR RUWEKN IOA

579-08	2100Z - 2230/21 JAN	HOB 35M1-3-2-503
579-07	2100Z - 2230Z/22 HAN	AND 11N-W38-501
579-07	2100Z - 2230Z/23 JAN	TOC 35M1-3-2-503
579-05	2100Z - 2230Z/24 JAN	TOC 35M1-3-2-503

(GP-4)
BT
17/1737Z JAN RUWEKN

SECRET

SECRET

JPC002CJPA83ZCCQA409
OO RUWHJP
DE RUWKN LLA
O 232122Z
FM 15AF MARCH AFB CALIF
TO VICTOR TWO
BT

SECRET DM4CA 0215
FOR MSL UNITS DCM. DCOHAND DCOP/ SAC/DM4CL AND DCOAD. INFO
2AF/DOP AND DM2B. (U) MISSILE ALERT DEGRADATION. THE
FOLLOWING CONSTITUTES APPROVAL OF SCHEDULED MAINTENANCE FOR
THE WEEK OF 28 JAN 62. REF UNI V-6 REPORTS.
LOCATION DATE/TIME REASON

ECHO-FOR 579SMS.
579-08 IN PROGRESS ORD/SHAKEDOWN
579-06 1530Z/28 JAN 2230Z/28 Jan TCTO 11N-W38-501
BT
23/2125Z JAN RUWKN

SECRET

THE HIGHEST CLASSIFICATION
ON THIS REEL:

SECRET