

K-NG-42-41
Supt. 1160

Classified Portions Redacted
AFIMSC 4 May 2016

5-2014-20

[Redacted text]

[REDACTED]

HISTORY OF
THE 42D BOMBARDMENT WING (H)
1 September 1960 - 30 September 1960
(Unclassified Title)
Loring Air Force Base, Maine

(Eighth Air Force, Strategic Air Command)

ASSIGNED UNITS:

- 42D BOMBARDMENT WING (H)
- 69th Bombardment Squadron (H)
- 70th Bombardment Squadron (H)
- 42d Air Refueling Squadron (H)
- 23rd Munitions Maintenance Squadron
- 42d Armament and Electronics Maintenance Squadron
- 42D COMBAT SUPPORT GROUP
 - 42d Aircraft Support Squadron
 - 42d Combat Defense Squadron
 - 42d Transportation Squadron
 - 42d Operations Squadron
- 811TH MEDICAL GROUP
- 42d Field Maintenance Squadron
- 42d Organizational Maintenance Squadron
- Headquarters Squadron, 42d Bombardment Wing
- 42d Installation Squadron
- 42d Supply Squadron
- 42d Food Service Squadron
- Headquarters Squadron, 42d Combat Support Group

TENANT UNITS:

- 3080th Aviation Depot Group (AMC)
- 27th Fighter Interceptor Squadron (ADC)
- 766th Aircraft Control and Warning Squadron (ADC)
- 1292d Air and Airways Communications Squadron (MATS)
- 212th Field Training Detachment (ATC)
- Third Missile Battalion, 61st Artillery (U.S. Army)
- 5-23 Weather Detachment (MATS)



William H. Reddell
WILLIAM H. REDDELL
Colonel USAF
Commander

JAMES E. JAMES
Captain, USAF
Historical Officer
(Information Officer)

JAMES A. HARLOCK
AFC USAF
Historian

TABLE OF CONTENTS

I	PERSONNEL AND ADMINISTRATION	1
	Officer Manning	1
	Airmen Manning	1
	Civilian Personnel	2
	Status of Discipline	3
	Change of August 1960 History	3
	Individual Proficiency Training	5
	Retention	7
II	OPERATIONS AND TRAINING	9
	Analysis of B-52G Flying Time	9
	Analysis of KC-135A Flying time	10
	Reply to Operational Readiness Inspection	11
	Status of Air Crews	15
	Operation "Sky Shield"	16
	Special Weapons	17
III	MAINTENANCE AND MATERIEL	19
	B-52G Maintenance	19
	KC-135A Maintenance	21
	Aircraft Effectiveness	23
	Aircraft Status	26
	H-16B Accident	28

TABLE OF CONTENTS (Cont'd)

B-52G Material Failure	30
Base Supply	31
POL and LGE	32
POL Labor Dispute	34
IV FACILITIES	36
Fiscal Year 1969	36
Wherry Housing Rehabilitation	37
Capehart-Rains Program	37
Civil Engineering Activities	38
V ROSTER OF KEY PERSONNEL	40
VI LIST OF EXHIBITS	41
VII SUPPORTING DOCUMENTS	TABS

~~SECRET~~

1

PERSONNEL AND ADMINISTRATION

Officer Manning

During the period 1 through 30 September, the 42d Bombardment Wing (42BW) -- including the 42d Combat Support Group (42CSG) and the 811th Medical Group (811MG) -- were assigned a total of 641 officers, of which 480 were flying officers. Thirty more than the authorized total of 611. 594 officers were employed in the Manned In Required Specialities (MIRS) for a percentage of 96 during September. ¹ ~~2~~

Airmen Manning

From 1 through 30 September, the 42BW was authorized a total of 5886 enlisted personnel (including the 42CSG and 811MG). The total number assigned was 3643, of whom 3323 were MIRS. (U) ³

In the direct support category, the number of airmen authorized was 1715, with 1674 assigned. In the indirect support class, 2157 were authorized and 1969 were assigned. These figures include the 42CSG and the 811MG. (U) ⁴

-
1. "Report of Pilots (RCS:AP-F32)", 30 Sep 60, Hq 42BW, Exhibit 1.
 2. "Management Control Data (RCS:SAC-F35)", Hq 42CSG, Sep 60, Exhibit 6.
 3. Ibid.
 4. YUJH.
- ~~SECRET~~

An analysis of the manning in MIRS for the month
of September is as follows: (U)⁵

	<u>AUTH</u>	<u>ASGD</u>	<u>MIRS</u>	<u>ΣMIRS</u>
Direct Support	1715	1674	1433	86
Indirect Support	2161	1969	1940	86
TOTALS	<u>3866</u>	<u>3643</u>	<u>3323</u>	

Including such tenant units as the 3080th Aviation Depot Group, the 1202d AACB Squadron, the 766th AC&W Squadron, and the Third Missile Battalion, Loring AFB had a total military population of 739 officers and 4347 enlisted personnel as of 18 September 1960. (U)⁶

Civilian Personnel

As of 30 September 1960, 765 civilians were employed at Loring Air Force Base or supporting units, as well as 13 of this total who were assigned to the Air Defense Command with the 27th Fighter Interceptor Squadron stationed at Loring AFB. Also including such tenant units, the total reflects 84 persons assigned to the Air Materiel

5. Ibid.

6. DF, BCBS to BCM, et al, 42CSG, Hq 42CSG, "Assigned Unit Strength", 1 Oct 60, Exhibit 4.

Command, and one assigned to the Military Air Transport Service. During the reporting period there was a total of 21 personnel hired in the snow removal classification. (U)⁷

Status of Discipline

During the month of September 1960 there was noted a large decrease in military type offenses by personnel of Loring Air Force Base and its component units. Out of the total of eight offenses there were seven that were classed as "Failure to Repair", and the remaining offense considered as "Failure to Obey a Lawful Order". (U)⁸

In the civil offenses punishable with one year or less there was a total of six such offenses occurring. Three of the offenses were considered as being "Disorderly on Station", one offense was "Public Drinking", another offense was "Taking a Vehicle without the Owners Permission", and the remaining offense was classed as "Making a False Official Statement". (U)⁹

Change of August 1960 History for Individual Proficiency

There were noted several mistakes in the August 1960

7. "Monthly Report of Civilian Employment Progress (RCS: AF-QS)", Hq 42SW, Sep 60, Exhibit 9.
8. "Status of Discipline Summary (RCS:AF-Y7)", Hq 42CSG, 11 Oct 60, Exhibit 8.
9. Ibid.

Professional Force Development Program Report (RCS:SAC-T34).
 In the overall base classification discrepancies were noted in the "5" level testing with 219 personnel being tested and 170 of that number passing for an overall passing rate of 78 per cent. (U)¹⁰

Also in the overall look of IPT testing, there was a total of 34 individuals that were tested in the "7" level class with twenty-three of the personnel tested passing their tests for an average passing rate of 69 per cent. (U)¹¹

In all there was a total of 314 tests given in all classes with 251 persons passing their tests for a total percentage of passing of 80 per cent. (U)¹²

For the wing during the reporting period there was a total of 114 persons tested in Individual Proficiency Training with 91 persons passing their tests for an average passing rate of 81 per cent. (U)¹³

For the wing in the "7" level classification there was a total of 24 personnel tested with eighteen passing for an average passing rate of 75 per cent. (U)¹⁴

For the 42d Combat Support Group there was a total of 200 personnel tested in the overall classification

10. "Professional Force Development Program Report (RCS:SAC-T34)", Hq 42HW, 27 Sep 60, Exhibit 10.
 11. Ibid.
 12. Ibid.
 13. Ibid.
 14. Ibid.

with 160 of the involved personnel passing their tests¹⁵
for a overall percentage of 80 per cent passing. (U)

In the "5" level testing for the Combat Support
Group there was a total of 131 personnel tested with
99 of those passing their tests for an average passing¹⁶
rate of 76 per cent. (U)

The group's lowest percentage of passing was noted
in the seven level testing (50 per cent) with ten persons¹⁷
tested and five passing. (U)

Individual Proficiency Training (IPT)

Throughout the month of September the IPT picture
still looked good as far as the overall training was
concerned. At base level there was a total of 957 per-
sonnel eligible and in IPT training, 109 were in "3" level
training, 608 in "5" level training and the remaining¹⁸
240 in "7" level training. (U)

In the three level testing classification there
was a total of 14 personnel that were tested with all
of that number passing their tests for a overall pass-¹⁹
ing average of 100 per cent. (U)

15. Ibid.

16. Ibid.

17. Ibid.

18. "Professional Force Development Program Report (RCS:SAC-T65)",
Hq 42BW, 7 Oct 60, Exhibit 26.

19. Ibid.

The "5" level testing for the period on the base picture was fair with 71 per cent passing; a total of 43 persons were tested with 31 of that number passing the five level tests. (U)²⁰

Also in the overall look of IPT testing, there was a total of eight individuals that were tested in the "7" level class with four of the personnel passing their tests for an overall passing rate of 50 per cent. (U)²¹

In all there was a total of 65 tests given in all classes with 49 persons passing their tests for a total percentage of passing of 75 per cent. (U)²²

For the wing during the reporting period there was a total of 31 persons tested in Individual Proficiency Training with 22 persons passing their tests for an average passing rate of 71 per cent. (U)²³

In the three level classification for the 42d Bombardment Wing there was one airman tested and passed during the month for a percentage of passing of 100 per cent. (U)²⁴

In the "5" level testing for the wing there was 24 personnel tested with 18 of that number passing

20. Ibid.
 21. Y112.
 22. Y112.
 23. Y112.
 24. Ibid.

their tests for an average passing rate of 75 per cent. (U)²⁵

For the wing in the "7" level classification there was a total of six personnel tested with three passing for an average of 50 per cent. (U)²⁶

For the 42d Combat Support Group there was a total of 36 personnel tested in the overall classification with 27 of the involved personnel passing their tests for a overall percentage of 75 per cent passing. (U)²⁷

The largest percentage of passing was noted in the three level testing with 13 personnel being tested and all of the tested personnel passing for a passing rate of 100 per cent. (U)²⁸

In the "5" level testing for the Combat Support Group there was a total of 19 personnel tested with 13 of those passing their tests for an average passing rate of 68 per cent. (U)²⁹

The groups lowest percentage of passing was noted in the "7" level testing (50 per cent) with two persons tested and one passing. (U)³⁰

Retention

During the September 1960 period there was a total

25. IMd.
 26. YHd.
 27. YHd.
 28. IMd.
 29. YHd.
 30. YHd.

of 106 personnel that were eligible for reenlistment at Loring Air Force Base. Of this number there were 24 persons that chose to reenlist. As in the past the largest number of personnel choosing to reenlist were those on their second or subsequent enlistment. Of the 28 personnel in this class there was a total of 24 that have reenlisted. However, in the first term classification there was a total of 40 personnel that were eligible there was no reenlistments occurring in this classification. (U)

51. Interview, A2C Jas. Harlock, Historian, with T/Sgt Cecil E. Guthrie, Base Reenlistment Office, Bq 42NW, 19 Oct 60.

~~SECRET~~

9

OPERATIONS AND TRAINING

Analysis of B-52G Flying Time

During September 1960, the aircraft of the 69th Bombardment Squadron (69BS) and the 70th Bombardment Squadron (70BS) flew all of the allocated 862:45 hours of flying time. Equalling the projected maintenance capability for the month, 104 sorties were planned to achieve the total of 104 sorties that were desired effective. Of these, 105 were scheduled, and 103 of this figure were airborne as scheduled. There were no cancellations caused by weather during the month. However, there were two cancellations that were caused by maintenance, with no cancellations caused through other reasons. Maintenance difficulties also accounted for four deviations from take-off, with another three deviations from take-off caused by weather.¹

Of the total flying time logged in September by the B-52G's, all 862:45 hours of flying time was tallied in the normal operations category for a total of 103 sorties. During the month there was noted an increase in Higher Headquarters Directed Missions (HHQM's), with

1. "Wing Commander's Remarks", Part IV to "Air Training Report (HCS:2-SAC-T12)", Hq 42HW, Sep 60, Exhibit 17; "Unit Capability Reports (HCS:2-SAC-V1)", Hq 42HW, Sep 60, Exhibit 18.

~~SECRET~~

~~SECRET~~

two sorties attributed to "High Wind" for 13:40 hours of credit, eight sorties to "Sky Shield" for 56:50 hours of flying time, one sortie for the Martinsburg Airport Flyover for 6:10 hours, and three sorties for "Alarm Bell" for 16:30 hours of flying credit. ~~1~~²

Flying time during the month by non combat ready (NCR) crews continued at a fair rate, with 30 sorties amounting to 246:26 hours of flying time. The average number of NCR crews available for training throughout September was seven, and the average flying time per crew was 35:00 hours. Combat Ready (CR) and above crews in the two squadrons logged a total of 607:20 hours on 73 sorties. Additionally, 300 ground alert sorties were planned and accomplished by the two tactical squadrons. ~~1~~³

Analysis of KC-135A Flying Time

With the tankers of the 42d Air Refueling Squadron (42AREPS) in September, 672:35 hours were allocated and all of that number were flown. Aiming for 96 desired effective sorties, 100 were scheduled and 96 of those were airborne as scheduled. In the schedule deviation category during the month there was no deviations cau-

-
2. Ibid.
3. Ibid.

~~SECRET~~

~~SECRET~~

11

ed through weather, four caused through maintenance and none that were attributed to other reasons. ~~4~~

The 42AREFS continued to devote a very large percentage of its RHDM's activity to Reflex operations, logging 57 sorties and 291:05 hours in September. The only additional RHDM accomplished by the squadron during the month was one ferry flight for 6:00 hours of flying time. Ground alert sorties for the KC-135A aircraft of the 42d Air Refueling Squadron during the month totaled 240 planned and accomplished. Combat Ready and above crews logged a total of 110 sorties for 572:35 hours credit, and there was no NCR flying during the month. ~~8~~

Reply to Operational Readiness Inspection

During the month of August 1960 the SAF inspection team of the Inspector General's Office conducted a tour of Loring Air Force Base. Although the mission was considered as successful there were several discrepancies noted that required a "fix". ~~8~~

In the preparation phase of the mission four discrepancies were noted in the Tactical Doctrine portion and were corrected by implementation of ground training

4. "Squadron Commander's Remarks", Part IV to "Air Training Report (RCS:4-SAC-T12)", Hq 42BW, Sep 60, Exhibit 18; "Unit Capability Reports (RCS:2-SAC-V1)", Hq 42BW, Sep 60, Exhibit 19.
5. Ibid.
6. 1st Ind, Hqs 42BW to Comdr SAF, C, 14 Sep 60, to Ltr, Hqs SAF to Comdr 42BW, 10, "Operational Readiness Inspection", 12 Sep 60, Exhibit 18. ~~SECRET~~

~~SECRET~~

12

programs, re-examination of crews, policies relating to the condition of aircraft prior to acceptance for alert status, and emphasis directed toward more complete and detailed study of post strike base folders. Also in the preparation phase there was noted a discrepancy in the ECM Tape portion. Added emphasis has been placed on nonthreat signals and re-examination of EW officers. ⁷

In the aircraft preparation portion of the exercise there was noted a discrepancy in the Generation Board and Controllers. This situation was satisfied by re-indoctrination of involved personnel on the importance of properly annotating generation boards to reflect the true status of generation progression and aggressive follow-up action in accordance with provisions of GAF manual 66-1 and 400-3. (U) ⁸

The one discrepancy noted in the Alert Mission Effectiveness portion of the Execution Phase of the operation had one crew that failed to take on the prescribed amount of fuel in the allotted time. The crew was put on probation and re-evaluated by the chief of the Standardisation section. The crew was able to make two ten minute hook-ups successfully. ⁹

-
7. Ibid.
8. YBID.
9. YBID.

~~SECRET~~

~~SECRET~~

13

Also in the execution phase of the mission another crew was put on probation because of the crew's inability to take on fuel. The crew was re-evaluated successfully and the cause of the crew inability to take on the prescribed amount of fuel in the time allotted was attributed to the effect Loring AFB has been putting on the upgrading of crews. ¹⁰

In the High Level Bombing portion of the mission there were noted three discrepancies. One of the crews was briefed on the correct procedures as outlined in SACTD Vol 3, Chapter 4, paragraphs 6a and c. The two other runs lost were caused by an incorrect celestial fix thus causing the runs to be unreliable. Proper procedures were used and no corrective action was necessary. ¹¹

Air Refueling Operations during the exercise also had two discrepancies. One of the last sorties was caused through a malfunction in the main landing gear which failed to retract. The malfunction was caused when pressure was lost from the leveling cylinder by a blown seal. The defective cylinder was replaced. The other discrepancy was also caused by materiel failure. A defective mixer crystal CR-201 and the AFC were out of alignment in the Receiver Transmitter. The crystal was

10. Ibid.
11. Ibid.

~~SECRET~~

~~SECRET~~

replaced and the RF unit was aligned and returned to service. ¹²

Two unreliable High Altitude Navigation legs were caused through operator error and both of the navigators were briefed on dead reckoning errors in navigation and on careless errors in arithmetic. Also methods of crew member cross-checking computation has been explained. ¹³

The one discrepancy noted in Electronic Counter Measures, Local Defense Runs was attributed to RBS site radar signal lock on prior to IP remaining in this condition until 28MI point from the RBS site. No corrective action was required because the ECM operator was thoroughly familiar with the local defense setup and on the select Standardisation Board Crew. ¹⁴

Although there were five unreliable Radar Simulator Runs made, there were three of that number that required no corrective action. The three unreliable runs were caused through either material problems or the EWO being unable to determine or intercept the proper frequency. The remaining two unreliable runs were caused by operator errors with both EW officers being rebriefed on radar simulator procedures and signal identification. ¹⁵

12. Ibid.
 13. Ibid.
 14. Ibid.
 15. Ibid.

~~SECRET~~

~~SECRET~~

Status of Air Crews

During the month of September 1960 the air crew picture remained fairly active with one crew being downgraded from combat ready status and upgraded again, crew R-03 was downgraded on 9 September and again upgraded on 28 September. Also there were three crews that were upgraded from "IN" status to "N" status during the month, crews N-63, N-53 and N-58, on 12, 20 and 19 September respectively. During September there was also one new NCR crew formed, crew N-64 on 26 September. There was one crew that failed to attain combat ready status as scheduled, crew N-54 was projected to attain combat ready status on 30 September 1960 but failed because of its inability to complete the prescribed minimum interval take-off training. The crew has been rescheduled to attain combat ready status on 21 October 1960. For the month of October 1960 there was a total of four scheduled upgradings, crews N-62 and N-54 on 21 October, crew N-64 on 28 October, and crew N-63 on 30 October. ¹⁶

At the beginning of the month there was a total of 34 combat ready and 10 non combat ready crews assigned, with six of the latter available, and the

16. "Wing Commander's Remarks", Part IV to "Air Training Report (RCS:2-SAC-712)", Sq 42HW, Sep 60, Exhibit 19; "Unit Capability Report (RCS:2-SAC-71)", Sq 42HW, Sep 60, Exhibit 20.

~~SECRET~~

~~SECRET~~

remaining four NCR crews still in "IN" status. At the close of the month there was a total of 34 combat ready crews and ten non combat ready crews assigned to the two squadrons with eight NCR crews available (two still in "IN" status). There was a gain of one combat ready crew and two non combat ready crews during the month with the scheduled upgradings occurring. ¹⁷

In the EC-135 air crew picture during the month of September there was a total of 31 combat ready crews and one non combat ready crew assigned to the 42d Air Refueling Squadron at the beginning of the month. There was no activity occurring during the month thus closing the month with 31 combat ready crews and one non combat ready crew assigned. ¹⁸

Operation "Sky Shield"

"Sky Shield" was an operation involving B-52G aircraft from Loring Air Force Base in a test of the North American Air Defense system. There was a total of eight aircraft from Loring -- as well as other aircraft from other SAC bases -- attempting the penetration. Seven of the aircraft from Loring were flown as briefed with the remaining aircraft, assigned to perform the Basket

17. Ibid.

18. "Squadron Commander's Remarks", Part IV to "Air Training Report (RCS:4-SAC-T12)", Hq 42HW, Sep 60, Exhibit 19; "Unit Capability Report (RCS:2-SAC-V1), Hq 42HW, Sep 60, Exhibit 20.

~~SECRET~~

~~SECRET~~

17

~~SECRET~~
~~SECRET~~

Weave tactic, aborted because of loss of IFF and HF radials two hours after take-off. It was not known if the loss of this aircraft affected the success of the Basket Weave tactic. Overall the mission was considered as successful. 19

All of the support areas involved in the operation were considered as satisfactory. In all there was a total of eight sorties scheduled to be accomplished by the wing, with all of the required sorties airborne as scheduled. Seven of the sorties were considered as effective. There was a total of 86:50 hours of flying time used for the accomplishment of the mission. 20

Special Weapons

During the month of September 1960, the loading teams of the 23d Munitions Maintenance Squadron (23MMS) performed 66 practice loadings of the MK-15, with an average time of 1:15 minutes per loading. There was a total of five crews assigned to the squadron with but three of that number qualified for loading in both the MK-15 and MK-39 units. There was no practice loading activity in the MK-39 classification during the month of September. In the alert loading category of

19. Ltr, 42NW to GAF, DCOTE, B-27/11-61/62 Bomb Wing/Sky Shield, 15 Sep 60, Exhibit 23.

20. Ibid.

~~SECRET~~

~~RESTRICTED DATA~~
~~ATOMS... OF 1961~~

~~SECRET~~

18

~~_____~~
~~_____~~
activity, there was seven scheduled loadings and seven scheduled off-loadings of the MK-15, and 33 scheduled loadings with 33 scheduled off-loadings of the MK-39. There was no unscheduled alert aircraft loadings or off-loading activity occurring during the month. ~~_____~~²¹

Also during the month the 23d MBS personnel loaded a total of 40,600 rounds of fifty caliber ammunition for use in the alert aircraft, and off-loaded as total ~~_____~~²² of 40,600 rounds. ~~_____~~

21. "Monthly Aviation Depot Squadron Report (RCS:8AF-733)",
Sep 60, Hq 42BW, Exhibit 22.
22. Ibid.

~~SECRET~~

MAINTENANCE AND MATERIEL

B-52G Maintenance

There was one B-52G aircraft that remained in the maintenance cycle longer than a 15 day maintenance-flying cycle during the month of September 1960. Aircraft 57-6514 was grounded under T.O. 1B-52G-651 on 9 September 1960. The aircraft was scheduled for project "Hi Stress" 19 September - 5 October, and rescheduled to fly on 5 October 1960. As of 2400 hours 30 September 1960 there was a total of 9,567 hours of fleet time - total time remaining on all aircraft before periodic inspection is due - remaining on all 29 aircraft assigned to the wing. In addition there was a total of 1,786 hours of fleet time remaining on the aircraft before postflight inspection was due. (U)¹

During the period 1 through 30 September there was a total of 331 different ground powered equipment maintained by the ground power section, 3,101 requests for ground powered equipment were received with 3,096 of those requests answered, for a total of 9,692 operating hours logged on the equipment. The overall in-commission rate for the involved equipment was 90 per cent, a 12.1 per cent increase over the month of August. (U)²

1. "Monthly Maintenance and Flying Activity Report (RCS: 2-22P-46)", Hq 42SW, Sep 60, Exhibit 32.
2. Ibid.

The aircraft maintenance and armament-electronics maintenance personnel were 94.3 per cent current in technical order and maintenance publications as of the fifteenth of the month. (U)³

During the reporting period there was a total of 29 crew chief and 29 assistant crew chief personnel assigned to the B-52G's of the 42d Bombardment Wing; all of the crew chief and assistant crew chief personnel were tested in technical proficiency, with all of the personnel tested passed the technical proficiency tests. (U)⁴

In the job performance evaluation testing for the month there was a total of 66 personnel tested with all of that number passing. (U)⁵

During the month there was also a total of 66 ground power evaluations given to crew chief and assistant crew chief personnel with all of the personnel tested passing the evaluations for a passing rate of 100 per cent. (U)⁶

During the month of September there was no failures of required tests or evaluations involving crew chief and assistant crew chief personnel. (U)⁷

There was one B-52G aircraft that failed to fly a live gunnery mission in the preceding 90 days. Aircraft 57-6519 was scheduled to fire on 19 September 1960, but immediately before the aircraft was to fly it was dis-

3. Ibid.
4. Ibid.
5. Ibid.
6. Ibid.
7. Ibid.

covered that the 300 cubic inch air bottle for the low pressure system was leaking through a crack in the body of the bottle. The command post was notified and a decision was made not to cannibalise. The gunnery mission was cancelled and the air bottle was ordered ANFE. (U)⁸

As of 30 September, a total of forty-two technical orders totalling an estimated 2,693 hours of work were overdue for compliance. Twenty-three of which (1090½ manhours) were considered as Base/Wing level technical orders, eight (1015 manhours) required Depot Assistance, and eleven which were considered as urgent action technical orders for 587½ manhours of work. (U)⁹

EC-135A Maintenance

During September 1960 there was no EC-135A aircraft that failed to fly within a 15 maintenance-flying interval. A total of 9,188 hours of fleet time remained on the aircraft before periodic inspection was due and 1,199 hours of fleet time remained on all 22 EC-135 aircraft before postflight inspection was due as of the end of the month. (U)¹⁰

During the reporting period there was a total of 38 crew chief and assistant crew chief personnel assign-

-
8. Ibid.
 9. Ibid.
 10. Ibid.

ed to the squadron; all of that number were tested in technical proficiency, with all of the personnel tested passing the tests for a passing rate of 100 per cent. (U)¹¹

Also thirty-eight personnel were tested in job performance evaluations for the period; all of the tested personnel passed for a 100 per cent passing rate. (U)¹²

During the month there was a total of 38 ground power evaluations given to crew chief and assistant crew chief personnel with all of the personnel tested passing their evaluations. (U)¹³

Throughout the period there was a total of 114 tests or evaluations given to crew chief and assistant crew chief personnel with all of the required tests and evaluations passed for an overall passing rate of 100 per cent for the EC-135 personnel. (U)¹⁴

As of 30 September 1960, 78 technical orders totalling an estimated 4,672 hours of work were overdue for compliance, forty-six of which were considered as Base/Wing level technical orders (1215 manhours), eighteen of which required depot assistance (3,021 manhours) and 14 which were considered as urgent action technical orders (436 manhours). (U)¹⁵

-
11. Ibid.
 12. Ibid.
 13. Ibid.
 14. Ibid.
 15. Ibid.

~~CONFIDENTIAL~~Aircraft Effectiveness

As in the past the majority of the ineffective systems sorties checks occurred in the ASB-9 Bomb Navigation system. During the month there was a total of 96 systems checks made on this unit with 84 of that number being considered as reliable. It has been noted by the Systems Reliability Panel from Loring AFB that the 42d Armament and Electronics Maintenance Squadron have personnel that are fully qualified to maintain the different components of the assigned aircraft. It was also noted by the panel that the problems encountered with this system are exceptable and that the air conditioning system of the B-52G aircraft has been a definite contributing factor to the several failures experienced. ¹⁶

In addition to the twelve ineffective sorties noted in the ASB-9 Bomb/Nav system there was a total of eight other ineffective sorties in other components of the B-52G aircraft. Three ineffective sorties were noted in the Auto Pilot MD-1 Astro Computer system, one in the C-32 Camera, and four in the ASG-16 Fire Control System. (C) ¹⁷

As in the case of sortie effectiveness, the ASB-9

16. "Aircraft Effectiveness, Deficiency, and Abort Report (RCS, SAC-416)", Hq 42SW, Sep 60, Exhibit 53.

17. Ibid.

~~CONFIDENTIAL~~

~~CONFIDENTIAL~~

Bomb/Nav system had the greatest number of maintenance requirements for the months operation, there was a total of 37 maintenance requirements in the system with 30 of the deficiencies caused through materiel failures, one through maintenance error and the remaining six caused through operator error. Also during the month there was a total of 284 maintenance requirements in other components of the B-52G aircraft. Two hundred and eighteen were caused through materiel failures, 27 were caused through improper maintenance and the remaining 43 were caused through operator error. During the month there was a total of 3,089 systems scheduled to be checked and operated with 2760 of that number that did not require maintenance prior to another flight. ¹⁸

In the component repair classification there was a total of 555 different components processed by the AEMS personnel at Loring AFB, 394 of the components were repaired, and 41 of the original number were found to be serviceable. Eighteen of the components could not be repaired because of lack of parts, 92 were depot directed repairs items and the remaining ten were found to be beyond the units capability to repair. ¹⁹

During the month there was a total of 18,000 rounds of 50 caliber machine gun ammunition scheduled to be

18. Ibid.
19. Ibid.

~~CONFIDENTIAL~~

~~CONFIDENTIAL~~

fired by the B-52B aircraft, 16,450 rounds were expended for a fire-out percentage of 91.39 for the period. Also there was a total of 1244 units of chaff scheduled and expended during the month of September. ²⁰

For the KC-135A aircraft of the 42d Air Refueling Squadron there was a total of 1206 sorties scheduled in the sortie effectiveness classification with all of that number considered as effective. ²¹

In the performance reliability activity during the month there was a total of 1288 systems scheduled to be checked, 1126 of that number required no maintenance, while 64 repairs were required that were considered reliable for turn-around system sorties. In addition to the 64 maintenance requirements mentioned above 19 repairs were made which were considered unreliable for turn-around system sorties. ²²

During the reporting period there was a total of 68 maintenance requirements on the KC-135 aircraft; 66 of the requirements were caused through materiel failures, five were caused through maintenance error and the remaining twelve maintenance requirements were caused through operator errors. ²³

-
20. Ibid.
21. Ibid.
22. Ibid.
23. Ibid.

~~CONFIDENTIAL~~

~~SECRET~~

Also during the month of September there was a total of 86 different components processed by personnel of the 42d Armament and Electronics Maintenance Squadron; 62 of the components were repaired, seven were found to be serviceable, two were not repaired because parts were not available, and the remaining 14 were depot directed repairs. ²⁴

Aircraft Status

At the end of the month of September 1960 the 42d Bombardment Wing possessed a total of 28 B-52G aircraft, reflecting a change in strength of one aircraft over the month of August 1960. During the first week of September two aircraft were lost to OCAMA to bring the total of aircraft possessed to 27; however, during the third week of the month another two aircraft were gained from OCAMA IRAN to bring the total number of aircraft on hand back to 29. During the fourth week of the month the wing lost one aircraft to SAMMO, thus closing the month with a total of 28 aircraft assigned. ²⁵

Availability of the B-52G aircraft during the month remained fairly stable although there were aircraft being assigned or reassigned throughout the month.

24. Ibid.

25. Unit Capability Reports (RCS:2-SAC-71)", Sep 60, Hq 42BW, Exhibit 19.

~~SECRET~~

~~SECRET~~

27

At the beginning of the period there was a total of 15 aircraft available with the remaining aircraft assigned to alert status (ten aircraft) or Sky Speed (two aircraft). With the loss of one aircraft to SAMMO during the latter part of the month, the month closed with a total of 16 aircraft available, with ten aircraft on alert status, and two aircraft Sky Speed. ²⁶

For the tankers of the 42d Air Refueling Squadron there was a total of 20 KC-135A aircraft assigned at the beginning of the month, showing no loss or gain of aircraft over the previous month. Although there was no change of assigned aircraft during the first part of the month, there was one aircraft lost to OCAMA on 29 September 1960. Thus at the close of the month of September 1960, the 42d Air Refueling Squadron ²⁷ possessed a total of 19 KC-135A aircraft.

Availability of aircraft assigned to the 42AREFS remained stable during the month of September. The month started with eleven aircraft available, with eight aircraft on alert status, and one aircraft on Sky Speed. These figures remained stable throughout the month of September, until one aircraft was sent

26. Ibid.
27. Ibid.

~~SECRET~~

~~SECRET~~

to OCAMA and one aircraft was released from Sky Speed during the very last part of the month. Thus at the close of the month of September 1960 there was a total of eleven aircraft available, with the remaining eight aircraft assigned to the 42d Air Refueling Squadron on alert status. ↙²⁸

H-19B Accident

On 8 September 1960, a helicopter - H-19B 52-7508 - assigned to Loring Air Force Base made a forced emergency landing while on a training mission. The accident that was caused from this forced emergency landing resulted in considerable damage to the aircraft. The accident occurred about a mile from the main gate of Loring AFB in a government owned gravel pit. There were a total of four personnel on the aircraft when the accident occurred. None of the personnel were hurt during the accident. (U)²⁹

An investigation was conducted by a board of qualified Air Force Officers to determine the cause of the accident. At the beginning of the investigation it was noted that two technical representatives from MAAMA were present when a field engine rump was made, and

28. Ibid.

29. Timeline (Loring AFB, Maine), 9 Sept 60.

~~SECRET~~

the engine operated normally under no load conditions. An engine TDR was requested as well as a fuel and oil analysis. (U)³⁰

On 14 September 1960 an additional request was made for a Block Runup test under load conditions be made, as well as tests on other components that could have caused the engine to stop in flight. (U)³¹

The accident board from Loring AFB concluded their proceedings at 1725 hours on 13 September 1960. Engine ground runup tests were conducted at Loring AFB with a negative malfunction indication. An engine tear down deficiency report was requested from MAAMA. (U)³²

On September 23d information was sent forward indicating causes for the accident. It was determined that an inflight stoppage of the engine was the primary cause for the crash of the aircraft. However, it was noted that the reason or causes for the engine stoppage were not known. Although there were no determinable causes for the accident there was two contributory causes noted. One was the area of the crash which was suitable for practice landings in an area unsuitable for landing in the event of an actual emergency. The other was rough terrain in front of the aircraft immediately following a successful touchdown resulting

30. Msg, 42NW to CINCSAC, et al, BSC _____, Hq 42NW, 12 Sep 60, Exhibit 37.
 31. Msg, 42NW to CINCSAC, et al, BSC _____, Hq 42NW, 14 Sep 60, Exhibit 38.
 32. Msg, 42NW to CINCSAC, et al, BSC _____, Hq 42NW, 19 Sep 60, Exhibit 39.

~~CONFIDENTIAL~~

in substantial aircraft damage. In addition a possibility exists that the 115/145 grade fuel used could have been a contributing factor. The technical order specifies 91/96 grade fuel. No actual factors or performance criteria were available in the field covering engine performance during various phases of operation, when using the higher grade, 115/145 fuel. The technical order did not show any performance charts based on the use of the alternate higher grade fuel. It was recommended that emergency procedures practice be limited to selected and designated safe landing areas for helicopter aircraft as contained in SACR 81-22. It further recommended that all helicopter pilots be re-briefed to insure strict compliance with this regulation. In addition to the recommendations above it was requested that a firm criteria on the use of 115/145 grade fuel be published for use in the field when 91/96 fuel is not available. (U)

B-52G Material Failure

During the first part of September 1960, several cracks were found in the lower wing skin of the B-52G aircraft assigned to Loring Air Force Base. As a result

SS. Msg, 42BW to CINCSAC, et al, BSO _____, Hq 42BW, 23 Sep 60, Exhibit 40.

CONFIDENTIAL

of these findings all of the aircraft of the two tactical squadrons that were affected were grounded, until compliance could be made under technical order 15-523-551. During the inspection of the B-52G aircraft there was a total of twenty aircraft that were found to be affected by wing cracks. With the receipt of SAC message DOTSB 20174, dated 3 September 1960, all but one of the involved aircraft were released for flight. The one remaining aircraft was required to have repairs made prior to release for flight. ³⁴

Prior to the release of the aircraft that were affected by the cracks in the wing skin, it was instructed that aircraft that were not seriously damaged could be flown under specified restrictions. It was anticipated that the involved aircraft would be repaired to a satisfactory state by the latter part of December 1960. ³⁵ (U)

Base Supply

For the month of September 1960 the base supply support had a total percentage effectiveness of 70.8 per cent. In the Expediter classification there was a total of 4,714 requests made with a total of 3,141 issues occurring in this category. The percentage of

34. Mag, 42HW to SAG, et al, DCMG 441C, 2 Ser 6C, Exhibited in History of the 48th Air Division.

35. Mag, SAC to 42HW, et al, DOTSB 20174, 3 Ser 6C, Exhibit 14.

effectiveness for the expeditor items during the month was 77.9 per cent. In the pre-issue classification there was a total of 485 requests received with 336 answered for a percentage of 69.3 per cent. And in the Bench Stock category there was a total of 2,862 requests made with 2,441 issues being made for a total effectiveness percentage of 85.3. In the other issues classification there was a total of 2,220 issues out of the 3,437 requests that were received for a total percentage in this class of 64.6 per cent effective. (U)³⁶

During the month, Loring's Base Supply completed a total of 71,552 transactions. (U)³⁷

The decreased effectiveness rating received in the Bench Stock classification during the month of September, over the month of August was accredited to the increase in first demand items that were required by the Precision Lab. P.M.S. and Liquid Oxygen Plant. There was noted a total decrease of 4.2 per cent under the month of August. (U)³⁸

POL and LOX

During the period 1 through 30 September 1960, there was 2646 gallons of liquid oxygen produced by the

36. "Monthly Base Supply Report (ECS:SAC-535)", Sep 60, Hq 42CSO, Exhibit 31.

37. Ibid.

38. Ibid.

liquid oxygen generators at Loring AFB. A total of 7,870 gallons were issued during the reporting period. A purchase of 2,473 gallons of liquid oxygen was required for the operation of the wing's aircraft and transient aircraft during the month. (U)³⁹

During September 1960 there was noted an increase in both the receipts and issues of JP-4 aviation type fuels over the previous month. A total of 5,161,355 gallons of JP-4 type aviation fuels were issued with receipts of 5,020,367 gallons received with the beginning inventory of JP-4 at 1,756,633 gallons at the beginning of the reporting period. (U)⁴⁰

Other issues and POL activities for the month of September 1960 are as follows: (U)⁴¹

<u>TYPE</u>	<u>BEGINNING INVENTORY</u>	<u>RECEIPTS</u>	<u>ISSUES</u>
116/145	33,708 Gals	169,220 Gals	143,920 Gals
1100	11,661 Gals	0	2,176 Gals
7808	8,662 Gals	0	492 Gals
1065	770 Gals	0	55 Gals
1010	0	600 Gals	0
1005	336 Gals	0	0

39. "USAF Aviation Fuels and Oil Record (RCS:AP-372)". Sep 60, Hq 42CSG, Exhibit 29.

40. Ibid.

41. YBIV.

At the beginning of the reporting period there was a total beginning inventory of 12,884 gallons of methanol alcohol at Loring AFB; 18,900 gallons were received and 7,375 gallons were issued during the month. (U)⁴²

During the months activity there were no determinable losses of fuel due to contamination or spillage during September's FOL activities. (U)⁴³

FOL Labor Dispute

During the latter part of September 1960, instructions were received from Higher Headquarters to acquire and maintain as large an inventory of JP-4 type aviation fuel as possible because of a possible shutdown of pipeline service. This possible shutdown was expected because of an anticipated labor strike with the contractor involved with the pipeline. As a result of the possible shutdown of the pipeline, action was initiated to remedy the problem prior to the actual shutdown. Major Amis from Headquarters USAF contacted Colonel Melvin E. Schultz, Commander of the 42d Combat Support Group at Loring to coordinate possible further action in the matter. (U)⁴⁴

43. "Analysis of Aviation Fuels Activity (RCS:AF-375)", Hq 42CSG, Sep 60, Exhibit 50.
 44. Memo, Major Amis to Col Schultz, Hq USAF, "Labor Dispute" 5 Oct 60, Exhibit 43.

Although there was a possibility of an adverse effect on the operation of Loring's tactical aircraft because of the labor dispute, there were no problems encountered because of the high level of inventory of this type fuel. The wing was not adversely effected by the problem although there was additional activity inder operation⁴⁵ "Big Show" during the period. (U)

45. Interview, A2C Jas Harlock, Historian, with 1/Lt Elton R. Wilkerson, Base Fuels Officer, on 14 Oct 60.

FACILITIES

Fiscal Year 1960

Although the month of July 1960 was the big month for completion of the largest number of projects in this classification, the month of September showed still more projects being completed. Out of the four remaining projects that were not completed in the fiscal year 1959 classification there was two projects that were completed during the month. The Crew Readiness Facility project for SAC was at 100 per cent complete at the close of the month. The project was scheduled to be completed during the month of January 1960. The other project that was completed during the month was the GAM 77 Run-Up facility, with an original completion date of July 1960. The project was excepted on 290, on 30 June 1960. (U)

In addition to the two projects that were completed during the month there was a total of two projects that were still not completed at the close of the month; the projects were: The Heating Plant project that has a scheduled completion date of October 1960 was at 99 per cent complete at the end of September, and the GAM

1. "Military Construction Program Status Report (MCS; GAV-26)", Hq 42CSG, 1 Oct 60, Exhibit 48

Facilities project which was also 99 per cent complete. This project had a scheduled completion date of July 1960 and at the close of the month of September there was but minor deficiencies remaining. (U)²

Wherry Housing Rehabilitation

The \$4,140,570 contract for the modification of 1500 Wherry Housing units by the Five Boro Construction Company of New York City stood at approximately 99.6 per cent complete as of 30 September 1960. 1426 units were completed and returned to government control while the remaining work of landscaping was estimated to be 95 per cent completed. Final inspection for this project was held on 8 September 1960 and the seeding was found to be unsatisfactory. The completion of this project has been rescheduled for June 1961. (U)³

Caphart-Blaine Program

Preliminary work on the construction of 114 units of Caphart-Blaine housing was showing considerable progress during the past three months. Invitation for bidding on the construction was issued during the month of March 1960 and received two bids for the construction.

2. Ibid.

3. "Family Housing Development and Construction Progress Report (HHS:1-AF-311)", 30 Sep 60, Hq 42CSG, Exhibit 47.

Construction was hoped to be started during the latter part of July 1960. However, because of the time involved in the closing of the bids, the project was not expected to begin construction until the middle part of October. The pre-construction conference was scheduled for 5 and 6 October 1960. The construction progress schedule will be established at that time. (U)⁴

Civil Engineering Activities

During September 1960, there were no approvals granted to "requested" or "on hand" work orders. At the end of the period there was a total of 203 work orders on hand, with 164 of them waiting supplies and 39 awaiting manhours. Of the monthly accumulation of 1150 compliant calls, 855 were accomplished by the service call and emergency crews, and the remaining 606 were referred to the appropriate Civil Engineering Shops. There were no requests sent to the preventive maintenance section during September. (U)⁵

The following chart illustrates the utilities situation and status for the month of September 1960. (U)⁶

-
4. Ibid.
 5. "Civil Engineering Activity Report (RCS.6AF-27)", 6 Oct 60, Hq 42CSO, Exhibit 48.
 6. Ibid.

PURCHASED UTILITY

<u>TYPE</u>	<u>QUANTITY</u>	<u>UNIT</u>	<u>COST</u>
Electricity	682,289	KWH	\$8,088.78
Gas	8,900	MCF	\$389.40
Coal	2,095	TONS	\$29,655.18
Oil	280,700	GALS	\$6,368.92

ROSTER OF KEY PERSONNEL

William H. Reddell, Colonel	Commander
Walter V. Gresham, Jr., Colonel	Deputy Commander
Melvin R. Schmits, Colonel	Base Commander
Rudolph L. Renker, Lt Colonel	Vice Base Commander
Ernest B. Wilson, Colonel	Deputy Commander, Maintenance
Morgan S. Tyler, Jr., Colonel	Deputy Commander, Operations
William W. Bullock, Lt Colonel	Director of Personnel
Julius W. Reeves, Colonel	Commander 811th Medical Group
David J. Burke, Major	Director of Supply
William P. Thorstensen, Lt Colonel	Commander, 70BS
Charles E. Rohr, Lt Colonel	Commander, 69BS
Ziba B. Ogden, Lt Colonel	Commander, 42AREPS
Lloyd A. Crompton, Major	42 FMS Commander
William F. Pittman, Major	42 OMS Commander
Thomas O. Radar, Lt Colonel	42 AEMS Commander
Donald W. Weaver, Lt Colonel	25 MMS Commander

LIST OF EXHIBITS

1. Report of Pilots (RCS:AF-P32), Hq 42BW, 30 Sep 60.
2. Military Strength Report (RCS:AF-P72), Hq 42CSG, Sep 60.
3. Strength Report (RCS:4-42BW-T1), Hq 42CSG, 30 Sept 60.
4. DF, BCDS to BCRM, et al, 42CSG, Hq 42CSG, "Assigned Unit Strength," 1 Oct 60.
5. Management Control Data (RCS:1-SAC-T35), Sep 60, Hq 42BW.
6. Management Control Data (RCS:SAC-T35), Sep 60, Hq 42CSG.
7. Charts, Management Control System, Squadron Comparisons, prep by 42DCR, Sep 60, Hq 42BW.
8. Summary of the Status of Discipline (RCS:AF-Y7), Sep 60, Hq 42CSG.
9. Monthly Report of Civilian Employment Progress (RCS:AF-Q3), Sep 60, Hq 42BW.
10. Professional Force Development Program Report (RCS:SAC-F63), 27 Sep 60, Hq 42BW.
11. SO 1 & 2, Hq Loring Task Force, Provisional (SAC) 26 Sep 60.
12. 1st Ind, Hqs 42BW to Comdr SAF, C, 14 Sep 60, to ltr, Hqs SAF to Comdr 42BW, IG, "Operational Readiness Inspection", 12 Aug 60.
13. Ltr, DCR to DCRM, et al, Hq 42BW, "Bombardment Squadron and crew Comparison System", 14 Sep 60.
14. Msg, SAC to 42BW, et al, DOTSB 20174, 3 Sep 60.
15. Msg, SAC to 42BW, et al, DMSA 20246, 6 Sep 60.
16. Msg, 4126SW to 42BW, et al, DCRC 13657, 2 Sep 60.
17. Wing Commander's Remarks, Part V to Air Training Report (RCS:2-SAC-T12), Sep 60, Hq 42BW.
18. Squadron Commander's Remarks, Part IV to Air Training Report (RCS:4-SAC-T12), Sep 60, Hq 42BW.

LIST OF EXHIBITS (Cont'd)

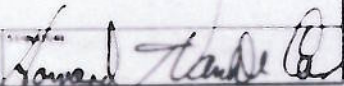
19. Unit Capability Report (RCS:2-SAC-V1), Sep 60, Hq 42BW.
20. Operational Readiness Reports (RCS:1-AF-V14), Sep 60, Hq 42BW.
21. Use and Status of Selected Training Devices (RCS:AF-27), 30 Sep 60, Hq 42CSG.
22. Monthly Aviation Depot Squadron Report (RCS:SAF-T33), Sep 60, Hq 42BW.
23. Ltr, 42BW to SAF, DCOTR, B-27/11-01/42 Bomb Wing/ Sky Shield, 15 Sep 60.
24. Photos, H-19 Accident at Loring, 8 Sep 60.
25. Professional Force Development Program Report (RCS:SAC-T53), 7 Oct 60, Hq 42BW.
26. Msg, MAAMA to 42BW, et al, MACAS-9-11-E, 22 Sep 60.
27. Msg, SAF to 42BW, et al, DOT 64770B, 23 Sep 60.
28. Report of Aircraft/Missile Operational Data (RCS:1-AF-41), Sep 60, Hq 42CSG.
29. USAF Aviation Fuel and Oil Record (RCS:AF-372), Sep 60, Hq 42CSG.
30. Analysis of Aviation Fuels Activity (RCS:AF-376), Sep 60, Hq 42CSG.
31. Monthly Base Supply Report (RCS:SAC-335), Sep 60, Hq 42BW.
32. Monthly Maintenance and Flying Activity Report (RCS:2-SAF-46), Sep 60, Hq 42BW.
33. Aircraft Effectiveness, Deficiency, and Abort Report (RCS:SAC-318), Sep 60, Hq 42BW.
34. Msg, 6BW to 42BW, DFCW 14891, 1 Sep 60.
35. Msg, SAF to 42BW, et al, DOTIC 23063, 24 Sep 60.

LIST OF EXHIBITS (Cont'd)

36. Msg, SAC to 42BW, et al, DM68 1596, 2 Sep 60.
37. Msg, 42BW to CINCSAC, et al, BSO _____, 12 Sep 60.
38. Msg, 42BW to CINCSAC, et al, BSO _____, 14 Sep 60.
39. Msg, 42BW to CINCSAC, et al, BSO _____, 19 Sep 60.
40. Msg, 42BW to CINCSAC, et al, BSO _____, 23 Sep 60.
41. Msg, 46AD to 42BW, et al, DM 208, 6 Sep 60.
42. Ltr, Mr. W.J. Forrester, to Comdr 42CSG, "Labor Dispute", 7 Oct 60.
43. Memo, Major Annie Hq USAP to Col Schultz, 5 Oct 60.
44. Memorandum for the Record, Col Schultz, Hq 42CSG, "Labor Dispute Between the New England Tank Co. and Oil Chemical and Atomic Workers International Union, 10 Oct 60.
45. Military Construction Program Status Report (RCS:RAP-25), 1 Oct 60, Hq 42CSG.
46. Monthly Report of Individual Projects (RCS:AP-K6), Sep 60, Hq 42CSG.
47. Family Housing Development and Construction Progress Report (RCS:1-AP-511), 30 Sep 60, Hq 42CSG.
48. Civil Engineering Activity Report (RCS:RAP-27), Sep 60, Hq 42CSG.
49. Roster of Officers (RCS:RAP-F1), Sep 60, Hq 42BW.
50. Operations Order 11-61, Hq 42BW, 10 Aug 60.

JOINT MESSAGEFORM		SECURITY CLASSIFICATION			
SPACE BELOW RESERVED FOR TRANSMISSION CENTER					
PRECEDENCE		TYPE MSG (CLASS)		ACCOUNTING SYMBOL	SYMBOL OR REFERENCE TO
ACTION	ROUTINE	BOOK	MULTI	SINGLE	CLASSIFICATION OF REFERENCE
INFO	COURIER			AP	8AP MSG LOT 64616C 14 OCT 60 UNCLAS
FROM: 42D BOMBWG LORING AFB MAINE					SPECIAL INSTRUCTIONS
TO: 8AP WSTOV R AFB MASS					
INFO: 45AD (COURIER)					
42D BY ATTN: DIED-E (COURIER)					
SECRET/BOOKED 5250. ATTN: C74: MAJOR WALKER. YOUR LOT 64616C.					
SECTION A, COLUMN 1, ROWS; COLUMN 2, NINE; COLUMN 3, ROWS; SECTION B, COLUMN 1, ROWS; COLUMN 2, THREE; COLUMN 3, ROWS; SECTION C, SEVEN PILOTS WERE INCLUDED IN THE TOTAL PILOT COLUMN IN THE 30 SEPTEMBER 1960, RCS: AP-P-32 (SAC-1) REPORT.					
				DATE	TIME
				20	YEAR
				OCT	1960
SYMBOL				SIGNATURE	
[Signature] [Name] [Title] [Phone] 26104				TYPED (BY NAME) NAME AND TITLE	
SECURITY CLASSIFICATION				04229	

~~CONFIDENTIAL~~

REPORT OF PILOTS		DATE	REPORTS COVERED PERIOD	
RAF AFB: 300-2 INVO: 45AD 428th AFB: 2110-2		30 Sep 60	AF 52 (442-1)	
FROM: 42nd Combat Support Group (ACCORP) Loring AF Base, Maine				
AIRCRAFT CATEGORY	AIRCRAFT ASSIGNED BY TYPE AND NUMBER	SUPPORT CAPACITY	PILOTS	
			ACTIVE	TOTAL
1. TACTICAL AND TACTICAL SUPPORT				
A. COMBAT UNIT (CU)	30 - B-52D		116	116
B. COMBAT SUPPORT UNIT (CA)	21 - EC-135A		70	70
2. TRAINING				
A. STUDENT AND COMBAT CREW (ST)				
3. TEST AND TEST SUPPORT				
A. TEST (TT)				
B. TEST SUPPORT (TS)				
4. SUPPORT				
A. ADMINISTRATIVE (SA)				
B. SPECIAL ACTIVITY (SF)				
C. COMMAND MISSION SUPPORT (SM)				
D. LOCAL RESCUE (SR)	2 - A-1J3B	4	4.0	4.0
E. COMBAT UNIT SUPPORT (SC)	4 - C-123B	40	55.0	55.0
F. OPERATIONAL SUPPORT (SO)	6 - T-33A	45.6	39.0	39.0
5. TOTAL			284.0	284.0
6. QUALIFIED JET PILOTS			222.0	222.0
7. JET PILOTS NOT FLYING JETS			0	0
REMARKS: Number of pilots in 20/10 category restricted to flying time for pay purposes: Two Reference paragraph 7b(1) SAC Supplement 1 to AFB 55-49: Six additional pilots will be restricted to flying time for pay purposes during the next quarter. No other known pilot strength changes are programmed.				
DATE	APPROVING OFFICER			
3 Oct 60	WALTER F. V. B. JR. Major, USAF Operations			

AF FORM 1264 1-60

300 409

REPORT OF PILOTS		AS OF DATE	REPORTS COVERING PERIOD	
SBY ATTN: DORNP INFO: 4580 422Wg, ATTN: PILO-R		30 Sep 60	17-22 (18G-1)	
FROM:		42d Combat Support Group (ASCCBOP) Loring AF Base, Maine		
AIRCRAFT CATEGORY	AIRCRAFT ASSIGNED BY TYPE AND NUMBER	SUPPORT CAPACITY	PILOTS WHEELER TOW ASSIGNED	TOTAL
1. TACTICAL AND TACTICAL SUPPORT				128.0
A. COMBAT UNIT (CC)			128.0	38.0
B. COMBAT SUPPORT UNIT (CA)				
2. TRAINING				
A. STUDENT AND COMBAT CREW (TS)				
3. TEST AND TEST SUPPORT				
A. TEST (ET)				
B. TEST SUPPORT (ES)				
4. SUPPORT				
A. ADMINISTRATIVE (SA)				
B. SPECIAL ACTIVITY (SP)				
C. COMMAND MISSION SUPPORT (SM)				
D. LOCAL RESCUE (SR)				
E. COMBAT UNIT SUPPORT (SC)	4 C-123B		10.0	10.0
F. OPERATIONAL SUPPORT (SO)				176.0
5. TOTAL				
6. QUALIFIED JET PILOTS				
7. JET PILOTS NOT FLYING JETS				
NUMBER Number of navigators restricted to flying time for any purposes only: None Four manhours were expended compiling this report.				
DATE	REPORT MADE BY NAME AND TITLE OF REPORTING OFFICER		SIGNATURE	
14 Oct 60	EDWARD T. VAN DE CAPE, Lt Colonel, USAF BSC/Operations		<i>[Signature]</i>	
FORM 1269	PREVIOUS EDITIONS BY THIS FORM ARE OBSOLETE.		1-63 GPO: 1959 O-202-5800-024	

JOINT MESSAGEFORM		SECURITY CLASSIFICATION UNCLASSIFIED			
SPACE BELOW RESERVED FOR COMMUNICATION CENTER					
PRECEDENCE	TYPE MSG (Check)		ACCOUNTING SYMBOL	ORIG. OR REFERS TO	CLASSIFICATION OF REFERENCE
ACTION ROUTINE	BOSS	MULTI	SINGLE	AF	
FROM: 42D POW WG IORING AFB, MAINE					SPECIAL INSTRUCTIONS
TO: 8AF WESTOVER AFB, MAINE					
UNCLAS/FORM <u>2212R</u> . FOR DC 62. SUBJECT: MILITARY STRENGTH SUMMARY, RGS: AF-172 AS OF 30 SEPT 60.					
SECTION I					
LINE 1	P	C	E		
LINE 1	630	630	NEG		
LINE 2	11	11	NEG		
LINE 3	3646	3646	NEG		
LINE 4	4287	4287	NEG		
SECTION II					
LINE 1	4	4	NEG		
LINE 5	4	4	NEG		
LINE 6	108	8	100		
*LINE 8	88	5	83		
*LINE 11	20	3	17		
*LINE 14	34	NEG	34		
*OF THE LINES 9, 11, AND 14, 27 SEPARATIONS AND 8 REENLISTMENTS OCCURRED IN AUG. COLUMN D NEGATIVE.					
SYMBOL BOSS			SIGNATURE		
TYPED NAME AND TITLE (Signature if required) C L JONES, JR., CAPT., USAF			TYPED (or stamped) NAME AND TITLE CHARLES L JONES JR CAPT, U.S.A.F. Deputy Dir of Admin Services		
FORM NO. 26167			PAGE NO. 1 NO. OF PAGES 1		
SECURITY CLASSIFICATION UNCLAS					

DD FORM 173 173 REPLACES DD FORM 173, 1 OCT 49, WHICH WILL BE USED UNTIL EXHAUSTED

STATE OF MISSISSIPPI
 1946

NO. 4-428-92

	GRAND JURY TRACTS A (ACRES)	SMALL PARCEL TRACTS A (ACRES)	REST OF LANDS
NO 42 1A	342	348	
42 1 B	120	130	
42 1 C	288	305	
42 2	121	125	
42 3	131	144	
42 4	425	467	
42 5	552	595	
23 1	<u>70</u>	<u>75</u>	0
TOTAL	2649	2785	
NO 42 6	380	390	
42 7	164	179	
42 8	193	202	
42 CIV 190	272	296	
42 11	125	138	
42 12	143	160	
42 13	108	120	
42 14	<u>130</u>	<u>143</u>	0
TOTAL	1915	1928	
NO 45 110V	11	17	0
NO 45 110G	187	224	0

C. E. JONES, JR.
 Clerk, DEAF
 Chief, State Ave Div

HEADQUARTERS
 420 COM AT SUPPORT GROUP (SAG)
 UNITED STATES AIR FORCE
 Loring Air Force Base, Maine

RE BY TC
 ATTN CF: FOR12/A1C Sherrod/5/60

28 September 1960

SUBJECT: Assigned Unit Strength Report As Of 24 September 1960

TO: PCRF (Mr. Stoddard)
 BCSM (Mrs. Bennett)

Forwarded per your request is the assigned unit strength for the units indicated as of 24 September 1960.

UNIT	OFFICERS	ENLISTED	TOTAL	CIVILIANS
SAC UNITS	642	3656	4298	376
5-23 WEATHER DET	8	17	25	
1292 AACS SQ	9	53	62	
RESID AUDITORS	2	1	3	
212 "A" Fld Tng Det	0	9	9	
212 "C" Fld Tng Det	1	43	44	
DET 106 OSI	2	0	2	
3RD MISSILE BTN	29	130	159	
15 OPD DET	2	36	38	
628 ENG DET	1	14	15	
27TH FTR INTERCEPT SQ	42	370	412	
AW SPT TEAM 5	1	8	9	
ADA SUPP DET	1	10	11	
TOTAL	739	4347	5087	376
ATTACHED PER TO SAC UNITS				
OFFICERS: N/A		ENLISTED: 17		

CHARLES I. JONES, JR
 Captain, USAF
 Chief, Stat Svc Div

MANAGEMENT CONTROL DATA	PERIOD COVERED SEP 60	PAGE NO 1	NO OF PAGES 10	REPORTS CONTROL SYMBOL 1-SAC-735(RAF-1) Part III	
ORGANIZATION 42d Bombardment Wing LORING AFB		CURRENT PERIOD	PREVIOUS MONTH	PREVIOUS QUARTER	AVERAGE OR TOTAL
ITEM	SEP				
SUMMARY					
B. OPERATIONS (BOMB) - 42d Bomb Wg - B-52G					
1. Training Accomplishments, Percent Score	40%				
2. Wing Reliability, Percent Score	91%				
3. Air Refueling					
a. Effectiveness, Percent Score	91%				
b. Efficiency, Percent Score	99%				
4. ORI/Team Scrimmage Effectiveness, Percent Score	NS				
5. Combat Ready Crew Inventory, Percent Score	0%				
6. Probation Status, Percent Score	NS				
	PTS POSS		PTS ERND		% SCORE
OPERATIONS TOTAL (BOMBER)	1583.5		719.6		45.4
1. AIRCRAFT SCHEDULING AND MAINTENANCE (BOMB) - 42d Bomb Wg - B-52G					
1. Schedule Planning, Percent Score	83%				
2. Flying Hours Scheduled, Percent Score	100%				
3. Deviations from Take-off Time, Percent Score	95%				
4. Armament-Electronics Capability, Percent Score	73%				
	PTS POSS		PTS ERND		% SCORE
AIRCRAFT SCHEDULING AND MAINTENANCE TOTAL (BOMBER)	1000		870		87%
TOTAL SCORE - 42d Bomb Wg - B-52G	2583.5		1589.6		61.5%

MANAGEMENT CONTROL DATA	PERIOD COVERED	PAGE NO	NO OF PAGES	REPORTS CONTROL SYMBOL
	SEP 60	2	10	1-541-7111/29-17 Part III
ORGANIZATION	42d AREFS - KC-135 WORLDWIDE	CURRENT PERIOD DATA		
		DRP		AVERAGE OR TOTAL
6 OPERATIONS (TANKER) - 42d AREFS - KC-135				
1. Training Accomplishments, Percent Score		51%		
2. Squadron Reliability, Percent Score		100%		
3. Air Refueling				
a. Effectiveness, Percent Score		71%		
b. Efficiency, Percent Score		88%		
c. KC Percent Score		80%		
4. Combat Ready Crew Inventory, Percent Score		100%		
5. Probation Status, Percent Score		10%		
		PIS PSS	PIS BRND	P SCORE
		100%	1678.3	85.6%
7 AIRCRAFT SCHEDULING AND MAINTENANCE (TANKER)				
42d AREFS - KC-135				
1. Schedule Planning, Percent Score		98%		
2. Flying Hours Scheduled, Percent Score		100%		
3. Deviations from Take-off Time, Percent Score		100%		
		PIS PSS	PIS BRND	P SCORE
AIRCRAFT SCHEDULING AND MAINTENANCE		800	792	99%
TOTAL (TANKER)		2760	2470.3	89.5%
TOTAL SCORE - 42d AREFS - KC-135				

MANAGEMENT CONTROL DATA	PERIOD COVERED	PAGE NO.	NO. OF PAGES	REPORTS CONTROL SYMBOL	
	SEP 60	3	10	1-SAC-T35(SAF-1) Part III	
ORGANIZATION	433 Bombardment Wing LORING AFB	CURRENT PERIOD (Enter month the report)			AVERAGE OR TOTAL
ITEM			SEP		
OPERATIONS (R-46)					
433 Bomb Wing R-46					
1. Training Accomplishments, Percent Score					4.1
2. Wing Reliability, Percent Score					9.1
		100% Activity	100% Reliability	100% Reliability	100% Reliability
a. Radar RSC					
(1) Synchronous					
(a) Primary Operator, High Altitude	36	35	97		4.85
(b) Primary Operator, Long Look	12	10	83		4.15
(c) Primary Operator, Short Look	10	9	90		4.50
(d) Secondary Operator	11	13	93		4.65
(e) Large Charge, High Altitude	6	6	100		5.00
(f) Large Charge, Long Look	5	2	40		2.00
(g) Large Charge, Short Look	6	5	83		4.15
(2) Fixed Angle Radar, Short Look	0				-
(3) Last Resort, Long Look	0				-
(4) Last Resort, High Altitude	0				-
(5) Short Look, Timing Runs	7	7	100		5.00
b. Combat Runs	17	17	100		5.00
c. High Altitude Navigation					
(1) Night Celestial	3	3	100		5.00
(2) Night Celestial Grid	8	8	100		5.00
(3) Day Celestial Grid	8	8	100		5.00
d. Low Altitude Navigation Legs	11	11	100		5.00
e. ECM					
(1) Local Defense Runs, High Altitude	72	61	85		4.25
(2) Radar Simulator Runs	72	56	78		3.90

SAC Form 149 Rev. 4-59

04149 SAC Form 149 Rev. 4-59

MANAGEMENT CONTROL DATA	PERIOD COVERED SEP 60	PAGE NO. 4	NO OF PAGES 10	REPORTS CONTROL SYMBOL	
				1-542-735 (SEP-1) Part III	
ORGANIZATION 1st Bombardment Wing LOWRIK AFB		CURRENT PERIOD (Enter month the activity)			AVERAGE OR TOTAL
ITEM		Sep			
1. Readiness (Day and Night)		25	25	100	5.00
2. Safety		10	9	90	4.50
3. Air Refueling					
a. Effectiveness, Percent Score		96			
b. Efficiency, Percent Score		97			
(1) Number of Effective Refuelings		51			
(2) Number of Refuelings Required by Units		57			
(3) Number of Tanker Aborts and Cancellations		1			
(4) Number of Aborts or Cancellations due to Weather at Home Base		0			
(5) Number of Aborts or Cancellations due to Weather in Refueling Area		1			
(6) Number of Cancellations due to Higher Headquarters		0			
4. OPI Team Scurmage Effectiveness					
(No information required; Scored by Headquarters SAC)					
5. Combat Ready Crew Inventory, Percent Score					%
	Number of Aircraft	30		Average Number Combat Ready Crews Assigned	34.2
6. Probation Status					
(No information required; Scored by Headquarters SAC)					

SAC FORM 149 FEB 58

04148 Air Force - SAC, OIA

MANAGEMENT CONTROL DATA	PERIOD COVERED SEP 60	PAGE NO 5	NO OF PAGES 10	REPORT SYMBOL SYMBOL 1-SAC-75(S&P-1) Part III	
ORGANIZATION 1st Bombardment Wing WORLDWIDE AFM		CURRENT PERIOD (Enter month and year)			AVERAGE OR TOTAL
		SEP			
1. AIRCRAFT SCHEDULING AND MAINTENANCE (Bomb)					
100 Bomb Wg B-120					
Schedule Planning - Percent Score		85			
a. Deletions from Monthly Schedule					
Percent Score		77			
(1) Percent Deletions		11			
b. Additions to Schedule - Percent Score		76			
(1) Percent additions		0			
c. Planned Sorties - Line 1		110			
d. Desired Effective Sorties - Line 2		108			
e. Aircraft Schedules - Line 1		105			
f. Weekly Schedules that agree with Monthly - Line 1a		105			
g. Sorties Airborne as Scheduled - Line 1a		103			
h. Total Sorties Airborne - Line 1a		103			
2. Flying Hours Scheduled - Percent Score		100			
a. Flying Hours Scheduled - Line 2		836.00			
b. Hours Flown - Line 3		852.45			
c. Difference between Lines 2 and 3		16.45			
d. Percent Difference		2.0			
3. Deviations from Take-off Time - Percent Score		98			
a. Deviations from Take-off Time					
Lines 8c, 8d, 8e		4			
b. Sorties Airborne - Line 8a		103			
c. Percent Deviations		3.9			

MANAGEMENT CONTROL DATA	PERIOD COVERED	PAGE NO	NO OF PAGES	REPORTS CONTROL SYMBOL	
	SEP 60	6	10	1-SAC-T33(SAF-1) Part III	
ORGANIZATION	325 Squadron, Wing LORING AFB	CURRENT PERIOD (YEAR MONTH DAY)			AVERAGE OF TOTAL
	SEP				
1. Aircraft-Electronic Capability Percent					
Score		78			
a. System Reliability					
(1) Non-Nav System Reliability					
Percent Score					
(a) Reliable for T/A System Sortie					
No Maint Req'd plus Maint Req'ts caused by Operator Error		0			
(b) Total Systems Scheduled		76			
(c) Percent System Reliability		68			
(2) High Frequency Radio Reliability					
Percent Score		0			
(a) Reliable for T/A System Sortie					
No Maint Req'd plus Maint Req'ts caused by Operator Error		210			
(b) Total Systems Scheduled		20			
(c) Percent System Reliability		0			
(3) Electronic Counter Measures					
Reliability, Percent Score		10			
(a) Reliable for T/A System Sortie					
No Maint Req'd plus Maint Req'ts caused by Operator Error		1522			
(b) Total Systems Scheduled		158			
(c) Percent System Reliability		96			
(4) Chaff Dispenser Reliability					
Percent Score		1			
(a) Chaff Expenditure		1000			
(b) Chaff Scheduled		1000			
(c) Percent Expenditure		100			

MANAGEMENT CONTROL DATA	PERIOD COVERED	PAGE NO.	NO. OF PAGES	REPORTS CONTROL SYMBOL	
	SEP 60	7	10	1-SAC-735(S.F.-1) Part III	
DESCRIPTION	CURRENT PERIOD				AVERAGE OR TOTAL
	SEP				
1. Ship Repair Capability - Percent Score	100				
(a) Number of Components Repaired since					
Number of Components NOT for Lack					
of Parts	100				
(b) Total of Components Repaired	100				
(c) Percent Ship Repair Capability	100				
2. Servicable Request Rate - Percent Score	100				
(a) Number of Components Found Servicable	100				
(b) Total Components Processed	100				
(c) Percent Found Servicable	100				

MANAGEMENT CONTROL DATA	PERIOD COVERED	PAGE NO	NO OF PAGES	REPORTS CONTROL SYMBOL	
	SEP 54	8	10	1-SAC-735 (SAP-1) Part III	
ORGANIZATION	224 BOMBARDIER Wing LONG BEACH AFB	CURRENT PERIOD (Date month year)			AVERAGE OR TOTAL
	SEP	SEP			
OPERATIONS (Tanker)					
224 BRSWS KC-119					
1. Training Accomplishments Percent Score					51%
2. Squadron Reliability Percent Score					100%
		Total Activity	Activity High Points	Percent Reliability	Percent Score
a. High Altitude Navigation					
(1) Night Celestial		11	11	100	30.00
(2) Night Celestial Grid		4	4	100	25.00
(3) Day Celestial Grid		10	10	100	25.00
b. Recce/Map		60	60	100	20.00
3. Air Refueling					
a. Effectiveness Percent Score		91%			
b. Efficiency Percent Score		96%			
(1) Number Effective Refuelings		105			
(2) Number of Refuelings Required		115			
(3) Number of Receiver Aborts and Cancellations		6			
(4) Number of Aborts or Cancellations Due to Weather at Home Base		0			
(5) Number of Aborts or Cancellations Due to Weather at Refueling Area		0			
(6) Number of Cancellations Due to Higher Headquarters		0			

MANAGEMENT CONTROL DATA	PERIOD COVERED	PAGE NO.	NO. OF PAGES	REPORTS CONTROL SYMBOL
	SEP 60	10	10	1-GAC-735(R&P-1) Part III
ORGANIZATION	UNIT	CURRENT PERIOD (Enter months the report)		
402 Support Wing LONG BEACH AFB		SEP		AVERAGE OR TOTAL
ITEM				
AIRCRAFT SCHEDULING AND MAINTENANCE (Target)				
402 AREFS AC 135				
1. Schedule Planning - Percent Score		100		
a. Deletions from Monthly Schedule				
Percent Score		34		
(1) Percent Deletions		3		
b. Additions to Schedule - Percent Score		56		
(1) Percent Additions		0		
c. Planned Sorties - Line 1		106		
d. Desired Effective Sorties - Line 2		101		
e. Aircraft Schedules - Line 4		105		
f. Weekly Schedules that agree with				
Monthly - Line 4e		105		
g. Sorties Airborne as Scheduled - Line 5a		101		
h. Total Sorties Airborne - Line 6a		101		
2. Flying Hours Scheduled - Percent Score		100		
a. Flying Hours Scheduled - Line 9		572.35		
b. Hours Flown - Line 3		572.35		
c. Difference between Line 9 and 3		0		
d. Percent Difference		0		
3. Deviations from Take-off Time				
Percent Score		100		
a. Deviations from Take-off Time -				
Lines 8c, 8d, and 8e		1		
b. Sorties Airborne - Line 6a		101		
c. Percent Deviation		99		

ANALYSIS OF PART III OF SAC WINGWORTH CONTROL SYSTEM, PART IV, WBS:
1-44-135(44-1), 1st BOMBARDING WING, LONG BEACH, CALIF.

WING RELIABILITY R-XX

NOTE: This item is unsatisfactory with 81 percent of score. Count is calculated to the following items which are considered unsatisfactory when compared to performance of all Eighth Air Force units activity for the May - August period.

<u>ITEM</u>	<u>SCORE</u>	<u>NUMBER</u>	<u>PERCENT</u>
	<u>ATTEMPTS</u>	<u>RELIABLE</u>	<u>RELIABLE</u>
WS - Primary Operator, Long Lock	12	1	83
WS - Primary Operator, Short Lock	10	9	90
WS - Large Charge, Long Lock	5	2	40
WS - Large Charge, Short Lock	6	5	83
BS - Local Defense Runs	72	61	85
gunnery	10	9	90

Forty-four percent of all unreliable records bomb releases are attributed to material failures and fifty-six percent to action.

A regression in Local Defense Runs reliability from last period is attributed to the requirement to make Local Defense Runs in conjunction with each high altitude bomb runs after 1 September. Type I and III aborts are considered as attempted runs.

CONCLUSIVE ACTION: With additional activity, all of the unsatisfactory items listed above have improved through 12 October and Wing Reliability has progressed to 93 percent of score.

An analysis of bombing is being conducted to determine any significant trends in regards to sites, altitudes, aircraft, time aircraft was airborne at bomb release and primary source of error. Since the analysis was initiated on 1 September, it will be several months before sufficient statistical data will be accumulated to arrive at any conclusions.

Emphasis has been placed on increasing activity in low reliability areas in an effort to increase crew proficiency and to raise our reliability levels.

ANALYSIS OF PART III OF SAC MANAGEMENT CONTROL SYSTEM, PART IV, MS: -
1-SAC-35(20-1), 120 INDEPENDENT WING, LORING AFB, MAINE (CONTINUED)

AIR OPERATIONS EFFICIENCY AND EFFECTIVENESS - 2-12

CAUSE: During September four ineffective refuelings reduced the Wing's air refueling effectiveness to the SAC average of 91 percent and efficiency to a marginal 97%. Causes for the ineffective refuelings were: two receiver shorts, one tanker short, and one loss due to weather in the refueling area.

CORRECTIVE ACTION: Increased attention is being directed toward aircraft which are scheduled to receive refuelings. Action has been implemented to insure proper inspection, trouble shooting, and maintenance repair procedures. Appropriate malfunction data has been forwarded to Air Materiel Command in instances where malfunction resulted from material failure.

SCHEMULE FLYING - 2-12

CAUSE: Changes to the monthly schedule due to hurricane Donna caused this item to be unsatisfactory for the month.

CORRECTIVE ACTION: A correction to the first 2-SAC-35 report for September has been submitted changing the planned and desired sorties originally established for the month. Basis for the change was the effect on the monthly flying plan caused by hurricane Donna. To date, however, no validation of these changes have been received. Follow up action was instituted in 120 Bomb Wing message, DOR #40, subject: Validation of Changes to Unit Capability Reports, 20 September 1960.

DEVIATIONS FROM TAKE-OFF TIME 2-12

CAUSE: Four late take-offs during September caused the Wing to be below the SAC average. Reasons for the late take-offs were as follows:

<u>REASON</u>	<u>NUMBER OF LATE TAKE-OFFS</u>
Oxygen Leak in the D-1 Station	1
Delay in Downloading Aircraft Coming off of Alert	2
Low Air Speed at Decision Point	1

ANALYSIS OF PART III OF THE MANAGEMENT CONTROL SYSTEM, PART IV, ICB:
1-425-235(229-1), 424 MANAGEMENT-420, LOGIC: 479, PAIR: (CONTINUED)

COMPARATIVE STATUS: It is believed that the performance for this item during September, if continued, will lead to at least a satisfactory score for the period. The change to fixed index scale used in scoring this item has caused the previous period quartiles to be completely invalid and to reflect an erroneous SAC average.

COMBAT READY CREW INVENTORY, 2-12

CAUSE: Combat ready crew inventory for the wing is unsatisfactory with an average of 34.2 crews assigned during September. The problem has been lack of available BCR crews for upgrade training.

CORRECTIVE ACTION: At present, all BCR crews are undergoing intensive upgrade training and seven more are programmed to become available for training by December 1960. Four of these crews are programmed for upgrading during October, two in November, and four in December. This should increase our inventory to 45 combat ready crews. All BCR crews are programmed for upgrade action within 45 days after they become available. BCR crew upgrading is considered to be the first training priority.

FORECAST: The wing will end the September - December period with 45 combat ready crews assigned, however, the average assigned inventory will still be unsatisfactory.

AIR REFUELING BY AIRCRAFT AND AIR EFFICIENCY, 20-12

CAUSE: During September ten ineffective refuelings reduced the squadron's air refueling effectiveness to a marginal 91 percent and efficiency to an unsatisfactory 96 percent. Causes for the ineffective refuelings were:

<u>REASON</u>	<u>NUMBER OF INEFFECTIVE REFUELINGS</u>
TANKER ABORTS	4
Sheared Shaft on Line Valve (1 Sortie)	2
Electrical Trouble (Circuit Breaker)	1
Fuel Leak in aft Body Tank	1
RECEIVER ABORTS	6
Air Refueling System Malfunction (90th Bomb Wg)	1
Ground Abort (403rd Strat Wg)	1
Air Abort (3rd Bomb Wg)	2
Air Abort (380 Bomb Wg)	1
Air Refueling System Malfunction due to Rusty Signal Coil (42nd Bomb Wg)	1

ANALYSIS OF PART III OF LOG ENTRIES: AIRCRAFT STATUS, PART IV, CR:
1-240-135(8-7-1), AND NON-ACCIDENT: VMC, LHM: APR, 1960 (CONTINUED)

CORRECTIVE ACTION: Increased attention is being directed towards aircraft which are scheduled for refueling operations. Action has been implemented to insure proper inspection, trouble shooting, and maintenance repair procedures. Appropriate malfunction data has been forwarded to Air Materiel Command in instances where malfunction resulted from material failure.

SCHEDE PLANNING 82-125

CAUSE: Changes to the monthly schedule due to hurricane Donna caused this item to be unsatisfactory for the month.

CORRECTIVE ACTION: A correction to the first 1-240-21 report for September has been submitted changing the planned and cleared sorties originally established for the month. Basis for the change was the effect on the monthly flying plan caused by hurricane Donna. To date, however, no validation of these changes have been received. Follow up action was instituted in 421 Post Wing message, BCR 9520, subject: Validation of Changes to Unit Deployability Reports, 30 September 1960.

MANAGEMENT CONTROL DATA	PERIOD COVERED	PAGE NO.	PAGES	PROPERTY CONTROL SYMBOL	
	September 1960	1	10	1-SAC-135 Part I (DAF-1)	
ORGANIZATION	CURRENT PERIOD (Enter month and year)				
LORING AFB	SEP	OCT	NOV	DEC	AVERAGE OR TOTAL
A. PERSONNEL					
1. Manning in Required Specialties					
a. Officer NIRS					
(1) Percent of Required (Percent Score)					95%
(2) Percent of Assigned (Percent Score)					95%
(3) Number Required	611				
(4) Number Assigned	641				
(5) Number IRS	585				
b. Airman NIRS, Direct Support					
(1) Percent of Required (Percent Score)					86%
(2) Number Required	1715				
(3) Number Assigned	1674				
(4) Number IRS	1483				
c. Airman NIRS, Indirect Support					
(1) Percent of Required (Percent Score)					86%
(2) Number Required	2151				
(3) Number Assigned	1969				
(4) Number IRS	1840				
2. Professional Force Development, Percent Score					
a. Technical Development					
(1) Number in Training vs Number Eligible for IPT, Percent Score					3
(a) Number in Training	957				957
(b) Number Eligible	957				957
(c) Percent in Training					100
(2) Number Passing Tests vs Number Tested					

SAC - 1007, 149 on on

MANAGEMENT CONTROL DATA	PERIOD COVERED	PAGE NO.	PAGES	REPORTS CONTROL SYMBOL
	September 1950	2	16	1-SAC-735 Part I (CAF-1)
ORGANIZATION	CURRENT PERIOD (Enter months that apply)			AVERAGE OR TOTAL
LORING AFB	SEP	OCT	NOV	DEC
ITEM				
(a) Three Level AFJKT, Percent Score				6
1. Number Passing	14			14
2. Number Tested	14			14
3. Percent Passing				100
(b) Five Level APT, Percent Score				6
1. Number Passing	31			31
2. Number Tested	43			43
3. Percent Passing				72
(c) Seven Level APT, Percent Score				3
1. Number Passing	4			4
2. Number Tested	8			8
3. Percent Passing				50
(3) Upgrading, Percent Score				9
(a) Number Upgraded	61	X 4		264
(b) Number in Training Status for an Excessive Time	24			24
(c) Number in Training at End of Previous Scoring Period	876			878
(d) Percent Upgraded				25
3. Airmen Retention, Percent Score			Not Scored	
a. Category I - Reenlistment Quotas				
(1) Total Airmen Reenlisted and Extended				
(2) Total Quota				
(3) Percent of Quota Achieved(Percent Score)				
b. Category II - Unrestricted Reenlistment of Eligibles, Percent Score				
(1) Total Airmen Reenlisted and Extended				
(2) Total Eligible				
(3) Percent of Eligibles Reenlisted and Extended				

SAC FORM 149 1-50

MANAGEMENT CONTROL DATA		PERIOD COVERED	PAGE NO.	TOTAL PAGES	REPORTS CONTROL SYMBOL
		September 1960	3	16	1-SAC-133 Part I (RAF-1)
ORGANIZATION		CURRENT PERIOD (Show months that apply)			AVERAGE OR TOTAL
LORING AFB		SEP	OCT	NOV	DEC
ITM					
c. Points Earned					
Points Earned Category I					
Points Earned Category II					
B. MATERIEL					0%
1. Flyaway Kits, Percent Score					
69th BS			80.0		
70th BS			71.5		
42d ARS			93.9		
Average Percent Complete			81.8		
2. Supply Effectiveness, Percent Score					50%
(RAMAC BASES)					
a. Expediter, Percent Score					25
(1) Issues / DOR Before Due Date			3344		3344
(2) Issues / DOR Before Due Date					4294
/ DOR After Due Date			4294		77.9
(3) Percent Effective					5
b. Pre-Issue, Percent Score					336
(1) Issues			336		485
(2) Requests			485		69.3
(3) Percent Effective					20
c. Bench Stock, Percent Score					2441
(1) Issues			2441		2862
(2) Requests			2862		85.3
(3) Percent Effective					

SAC FORM 149 1-59 (REV. 1-59)

MANAGEMENT CONTROL DATA	PERIOD COVERED September 1960	PAGE NO. 4	PAGES 15	REPORTS CONTROL SYMBOL			
				1-SAC-T35 Part 2 (SAP-2)			
ORGANIZATION LORING AFB	CURRENT PERIOD (Enter month and year)				AVERAGE OR TOTAL		
	SEP	OCT	NOV	DEC			
ITEM							
3. Procurement Program, Percent Score					79%		
a. Line Items on Contract							
(BPSS), Percent Score					15		
(1) Requests Received	434				434		
(2) Line Items Not on Contract	446				446		
(3) Percent on Contract					97		
b. Line Items on Contract							
(OTHER), Percent Score					18		
(1) Requests Received	1861				1861		
(2) Line Items Not on Contract	1867				1867		
(3) Percent on Contract					100		
c. Delinquent Delivery, Percent Score					7		
(1) Delinquent Incomplete Contracts	23				23		
(2) Total Incomplete Contracts	357				357		
(3) Percent Delinquent					6		
d. Construction Contracts Delinquent,							
Percent Score					7		
(1) Delinquent Construction Contracts	0				0		
(2) Active Construction Contracts	18				18		
(3) Percent Construction Contracts					0		
Delinquent							
e. "Out-of-Stock" Requirements,							
Percent Score					7		
(1) Out-of-Stock	69				69		
(2) Total, Account Code 119	446				446		
(3) Percent "Out-of-Stock" Requirement					15		
f. "One-Time" Requirement, Percent Score					5		
(1) One-Time Requirement	83				83		
(2) Percent "One-Time" Requirement					23		
g. TFR's Received, BPSS, Priority 1-5,							
Percent Score					0		

SAC 149 149 149 149

MANAGEMENT CONTROL DATA	PERIOD COVERED	PAGE NO	NO OF PAGES	REPORTS CONTROL SYSTEM	
	September 1980	5	16	1-SAC-T11 Part I (CAF-1)	
ORGANIZATION	CURRENT PERIOD (Three months last reported)				AVERAGE OR TOTAL
LORING AFB	SEP	OCT	NOV	DEC	
TPR					
(1) TPR's Received, Priority 1-5	107				107
(2) Requests Received, BPSS	446				446
(3) Percent Priority 1-5					24
h. TPR's Received, BTR, Priority 6-10,					
Percent Score					10
(1) TPR's Received, Priority 6-10	16				16
(2) Percent Priority 6-10					4
i. TPR's Received, BPSS, Priority 11-5,					
Percent Score					7
(1) TPR's Received, Priority 11-15	111				111
(2) Percent Priority 11-15					25
4. Automotive Maintenance, Percent Score					
a. Crash-Fire Truck Downtime, Percent Score					
(1) Total Downtime Hours	1435				1435
(2) Total Assigned Hours	5040				5040
(3) Percent of Downtime Hours					28
b. Aircraft Towing Vehicle Downtime, Percent Score					
(1) Total Downtime Hours	692				692
(2) Total Assigned Hours	9360				9360
(3) Percent of Downtime Hours					7
c. Refueling Equipment Vehicle Downtime, Percent Score					
(1) Total Downtime Hours	2949				2949
(2) Total Assigned Hours	46080				46080
(3) Percent of Downtime Hours					6
d. One-Ton Panel Truck Downtime, Percent Score					
(1) Total Downtime Hours	855				855
(2) Total Assigned Hours	19440				19440
(3) Percent of Downtime Hours					4

SAC FORM 149 10-1-80

MANAGEMENT CONTROL DATA		PERIOD COVERED	PAGE NO.	NO. OF PAGES	REPORT CONTROL SYMBOL	
		September 1960	6	16	1-SAC-T35 Facility (SAP-1)	
ORGANIZATION		CURRENT PERIOD (SHOW MONTH OR MONTHS)				AVERAGE OR TOTAL
LORING		SEP	OCT	NOV	DEC	
a. Other Vehicle Downtime		Percent Score				29
(1) Total Downtime Hours		24732	X			98928
(2) Average Vehicle Equivalents		1,339				1539
(3) Average Downtime Hours Per Vehicle Equivalent						64
b. Radio Taxi Allocation		Total Spots				1006
a. Total Taxicabs		9817				9817
b. Total Taxis Assigned		18				18
c. Number of Calendar Days in Storing Period		36				30
Average Number of Taxis Assigned Per Day						18,179
Assigned Radio Taxi						
NOTE: Data reflects corrected SAC-K1						
7. Maintenance Readiness Capability (Being Developed)						
		1 OCT	1 NOV	1 DEC	1 JAN	
8. Fuel and Lubricant Stocks						709
a. Maintenance of War Reserve Material Levels		Percent Score				30
(1) Ending Inventory, Fuel (Gallons)		1611932				
(2) War Reserve Material Levels (barrels)		30000				
(3) War Reserve Material Levels in Gallons		260000				
(4) Percent of War Reserve Material Levels Maintained		100				100
b. Liquid Storage (LOS) Production, Percent Score						5
LOS Generated on Base (cubic feet)		2646				2646
LOS Stored (cubic feet)		2473				2473
Percent LOS Generated						52

SAC 2000 149 w/100

MANAGEMENT CONTROL DATA	PERIOD COVERED	PAGE NO.	PAGES	REPORTS CONTROL SYMBOL
	September 1960	7	16	1-SAC-T35 Part I (SAF-1)
ORGANIZATION	CURRENT PERIOD (Show months that apply)			AVERAGE OR TOTAL
LORING AFB	SEP	OCT	NOV	DEC
C. CIVIL ENGINEERING				
1. Cost Incident to Maintenance, Percent Score	Not Scored			
a. CE Manager's Maintenance Resources Expended on Maintenance				
b. CE Manager's Maintenance Resources				
c. Percent of CE Manager's Maintenance Resources Expended on Maintenance				
2. Fire Incidents, Percent Score				100
a. Number of Fire Incidents	0			0
b. Average Equivalent Base Population	12260			12260
c. Fire Incident Rate				0.0
3. Utilities Conservation, Percent Score				96
a. Electricity, Percent Score				76
(1) Total kWh Consumption (in Thousands)	10236			10236
Average Equivalent Base Population	JUL 12179	AUG 12745	12860	32784
(2) Base Population				
(3) Average Monthly kWh Consumption Per Capita				271
(4) Average Monthly kWh Target				310
(5) Percent of kWh Target				87
b. Water, Percent Score				16
(1) Average Daily Water Consumption Per Capita	JUL 112	AUG 101	108	107
(2) Average Water Target				108
(3) Percent of Water Target				105
c. Heating Fuels, Percent Score				46
(1) Total Fuel Consumed			11569	11569
(2) Total Fuel Target			11737	11737

SAC 11-1000-149 (2-1-60)

MANAGEMENT CONTROL DATA		PERIOD COVERED	PAGE NO.	PAGES	REPORTS CONTROL SYMBOL	
		SEP-OCT 1950	8	10	1-SAC-735 Part I (SAF-1)	
ORGANIZATION		CURRENT PERIOD (Enter month and year)				AVERAGE OR TOTAL
LORING AFF		SEP	OCT	NOV	DEC	
ITEM						
(3) Percent of Fuel Target Consumed						99
4. Civil Engineering Shop Effectiveness,		Not Scored				
Percent Score		(Ref to last report this station and SAF 10 Oct 1950)				
a. Shop Overhead Personnel Costs						
b. Total Civil Personnel Costs						
c. Non-Shop Personnel Costs						
d. Total Shop Productive Labor Costs						
e. Percent Relationship of Shop Overhead to Shop Productive Labor						
		AUG	SEP	OCT	NOV	
D. SERVICES						
1. Base Commissary Management, Percent Score						100%
a. Inventory Objectives, Percent Score		20				20
(1) Approved Monthly Inventory Objective		319071				
(2) Material in Stores, Acct 146		287913				
(3) Monthly Difference		31158				
(4) Percent Variance		9.77				
b. Aggregate of Material in Stores, Material in Transit, and Material on Order Objective, Percent Score		20				20
(1) Approved Monthly Aggregate Objective		685207				
(2) Total Aggregate of Accts 144, 146, and Line "a" of Report RCS: AF-C129		710610				
(3) Monthly Difference		25323				
(4) Percent Variance		3.70				

SAC FORM 149 1-50

MANAGEMENT CONTROL DATA	PERIOD COVERED	PAGE NO.	OF	APPROPRIATE CONTROL SYSTEM				AVERAGE OF TOTAL
				1-SAC-735 PART I (SAP-1)				
ORGANIZATION	CURRENT PERIOD	PREVIOUS PERIOD				AVERAGE OF TOTAL		
		AUG	SEP	OCT	NOV			
LORING AFB								
TEM								
c. Cash Control, Percent Score							10	
(1) Monthly Store Sales, Accts 41105, 41106 and 41107 (Rounded)	799600							
(2) Cash Short or Over	1.85							
(3) Cash Short or Over per \$1,000 in sales	2.31							
T. Gain or Loss in Warehouse, Percent Score							15	
(1) Cumulative (FY) Physical Inventory Adjustments (Gain or Loss)	274 (Loss)							
(2) Cumulative (FY) Sale of Material Assets and Transfers Out, Warehouse	18,917							
(3) Percent Gain or Loss	.11 (Loss)							
e. Gain or Loss in Grocery Department, Percent Score							25	
(1) Cumulative (FY) Physical Inventory Adjustments (Gain or Loss)	702 (Loss)							
(2) Cumulative (FY) Sale of Material Assets, Grocery	2,9260							
(3) Percent Gain or Loss	.23 (Loss)							
F. Gain or Loss in Meat Market Department, Percent Score							5	
(1) Cumulative (FY) Physical Inventory Adjustments (Gain or Loss)	43 (Gain)							
(2) Sale of Material Assets, Meat Market	42191							
(3) Percent Gain or Loss	.10 (Gain)							
G. Gain or Loss in Produce Department, Percent Score							5	
(1) Cumulative (FY) Physical Inventory Adjustments (Gain or Loss)	32 (Gain)							
(2) Sale of Material Assets, Produce	33195							

SAC 735-149

MANAGEMENT CONTROL DATA	PERIOD COVERED	PAGE NO.	NO. PAGES	REPORTS CONTROL SYSTEM		
				1-SAC-T35	Part 1 (SAP-1)	
	September 1960	10	16			
ORGANIZATION	LORING ST.	CURRENT PERIOD (Data month) (See notes)				AVERAGE OR TOTAL
		AUG	SEP	OCT	NOV	
	(3) Percent Gain of Loss	.11				
	Base Exchange Management, Percent Score					75 8006
	a All Branches, Sales Per Capita, Percent Score					15
	(1) Sales Per Capita (Actual)	37.93				
	(2) Sales Per Capita (Budget)	37.70				
	(3) Dollar Amount Difference	.23				
	(4) Percent Variance	0.36				
	b All Branches, Exchange Per Profit, Percent Score	20				20
	(1) Percent Actual	7.21				
	(2) Percent Budget	6.90				
	(3) Variance in Percent	.31				
	c Retail Branches, Total Direct Expense, Percent Score	20				20
	(1) Percent Actual	5.58				
	(2) Percent Budget	5.76				
	(3) Variance in Percent	.18				
	d Food Branches, Gross Profit After Cash, Discount, Percent Score	10				10
	(1) Percent Actual	57.04				
	(2) Percent Budget	57.50				
	(3) Variance in Percent	.46				
	e Food Branches, Total Direct Expenses, Percent Score	20				20
	(1) Percent Actual	41.65				
	(2) Percent Budget	41.60				
	(3) Variance in Percent	.05				

SAC (SAP-1) 140 (SAP-1)

MANAGEMENT CONTROL DATA	PERIOD COVERED	PAGE NO	NO OF PAGES	REPORTS CONTROL SYMBOL		AVERAGE OR TOTAL		
				1-SAC-T35	Part I (SAP-1)			
ORGANIZATION	September 1960	11	16	CURRENT PERIOD (Data under this entry)				
LORING AFB				AUG	SEP	OCT	NOV	
2. Service Branches, Total Direct Expenses.								
Percent Score				0				0
(1) Percent Actual				13.62				
(2) Percent Budget				10.91				
(3) Variation in Percent				2.71				
4. Officer and NCO Messes								
a. Officers Mess, Percent Score								90%
(1) Financial Operating Efficiency Index				9				9
(2) Gross Profit on Sales - Food								
(a) FOEI Points				0				
(b) Percent Gross Profit				38				
(3) Gross Profit on Sales - Bar								
(a) FOEI Points				1				
(b) Percent Gross Profit				28				
(4) Net Profit to Surplus								
(a) FOEI Points				4				
(b) Percent Net Profit				7				
(5) Current Ratio								
(a) FOEI Points				1				
(b) Ratio				7:1				
(6) Acid Test Ratio								
(a) FOEI Points				1				
(b) Ratio				4:1				
(7) Sales Per Active Member								
(a) FOEI Points				2				
(b) Average Sales				\$26				
b. NCO Mess, Percent Score								100%
(1) Financial Operating Efficiency Index				10				10
(2) Gross Profit on Sales - Food								

MANAGEMENT CONTROL DATA		PERIOD COVERED	PAGE NO.	NO. OF PAGES	REPORTS CONTROL NO.		
		SEPTEMBER 1960	10	16	I-SAC-T35 Part 1 (SAF-1)		
ORGANIZATION			CURRENT PERIOD (Enter month or months)				AVERAGE OR TOTAL
LORING			SEP	OCT	NOV	DEC	
(a) FTE Points			1				
(b) Percent Gross Profit			42				
(3) Gross Profit on Sales - Bar							
(a) FTE Points			1				
(b) Percent Gross Profit			50				
(4) Net Profit to Scripps							
(a) FTE Points			4				
(b) Percent Net Profit			3				
(5) Current Ratio							
(a) FTE Points			1				
(b) Ratio			5:1				
(6) Acid Test Ratio							
(a) FTE Points			1				
(b) Ratio			3:1				
(7) Sales Per Active Member							
(a) FTE Points			2				
(b) Average Sales			\$24				
F. MEDICAL							
1. Material for Loss, Percent Score							100
a. Line Items Requested by Using Activity,							
Percent Score							34
(1) Line Items Issued			1187				
(2) Line Items Requested			1187				
(3) Percent of Line Item Requests							
Issued			100				100
b. Standard Workhours Assigned Per Line							
Items Processed, Percent Score							33

SAC, DIST. 149

MANAGEMENT CONTROL DATA		PERIOD COVERED	PAGE NO.	NO. OF PAGES	REPORTS CONTROL SYSTEM
					1-SAC-TDS PART 1 (CAF-1)
DESCRIPTION	LOBBY USE	CURRENT PERIOD (Enter month and year)			
		ADA	OBIG	DAVIA	GR
1. O&M - Contracted Services			375	.12	10
a. Supplies			20145	.02	10
b. Equipment			21575	.11	10
c. Major Repair			14075	.20	10
d. Material Support			20025	.01	10
2. Liquidations - Current Year,					
Percent					100
a. Total O&M Disbursements					
b. Total O&M Obligations					
c. Percent of O&M Obligations Disbursed					
3. Liquidations - Previous Year,					
Percent					70
a. Total O&M Disbursements					
b. Total O&M Obligations					
c. Percent of O&M Obligations Disbursed					
GENERAL					
1. Flying Hours, Ferry Hours					40
a. Number of Aircraft Accidents					1
b. Total Ferry Hours					1873
c. Aircraft Accident Loss					53

SAC, TDS, 147-1000

MANAGEMENT CONTROL DATA	PERIOD COVERED	PAGE NO	NO OF PAGES	REPORTS CONTROL SYMBOL			
				1-SAC-T35 PART 1 (M-F-1)			
DESCRIPTION	LORING PD	CURRENT PERIOD (Date starts on left)				AVERAGE OR TOTAL	
		SEP	OCT	NOV	DEC		
100%							
3. Ground Safety, Percent Score							
a. Ground Safety Index							
b. Total Military Man-Days Exposure							
c. On-Duty Military Injury Rate							
(1) On Duty Military Disabling Injuries							
(2) On Duty Military Man-Days Exposure							
d. AF Motor Vehicle Accident Rate							
(1) AF Motor Vehicle Accidents							
(2) Miles Driven							
e. PMV Accident Rate							
(1) PMV Accidents							
4. Security Effectiveness							
(No information required; scored by Hq SAC)							
5. AWOL, Percent Score							
a. AWOL's							
b. Strength							
c. AWOL Rate Per 1000							
6. Physical Fitness, Percent Score							
a. Number Eligible (PFR)							
b. Tests Administered, Percent Score							
(1) Number Tested							
(2) Percent Administered Tests							
c. Tests Passed, Percent Score							
(1) Number Passed PFR							
(2) Percent Passing Tests							

SAC Form 149 1-1-60

R1111
RCS 1-SAC-T35(BAF-1)

420 BOMBARDMENT WING
MANAGEMENT CONTROL STATEMENT
PART IV - ANALYSIS
SUPPORT ITEMS
SEPTEMBER - 1960

1. General Comments:

a. Twenty-five items were scored in September. Three items, Airman MIRS - Direct Support - % Assigned, Airman MIRS - Indirect Support - % Assigned and Ration Control were deleted from the system. Three items have been added; Airman Retention, Maintenance Data Collection Errors and Fuels and LOX. Airman Retention will not be scored until the end of the scoring period. Maintenance Data Collection Errors is scored by Headquarters, Eighth Air Force. Fuel and LOX was scored locally for the first time. Two Civil Engineering items, Cost Incident to Maintenance and CX Shop Effectiveness cannot be scored until revised instructions are received from higher headquarters. Security Effectiveness and Information Activities items are scored by Headquarters SAC. Physical Fitness will be scored in December.

b. Improvement was noted in nine items, eight reflected no change and six regressed. The Support Total regressed from 77.8% of score for the period ending 31 August 60 to 76.2% of score for the month of September. Improved, static and regressed are as follows:

<u>IMPROVED ITEMS</u>	<u>STATIC ITEMS</u>	<u>REGRESSED ITEMS</u>
Airman MIRS (85% to 86%)	RCC Mess (100%)	AIRMAN MIRS-Direct (87% to 86%)
Supply Effectiveness (40% to 50%)	Officer MIRS -% Req'd (96%)	Prof Force Develop. (92% to 71%)
Fire Incidents (90% to 100%)	Liquidations-Prior Year (70%)	Procurement (95% to 79%)
Commissary Mgt (93% to 100%)	Matériel Services (100%)	Auto. Maintenance (100% to 82%)
Officer Mess (70% to 90%)	Reports Timeliness (100%)	Util Conservation (100% to 96%)
Losses Obligating Authority (12% to 100%)	Flyaway Kits (9%)	Flying Safety (100% to 40%)
Liquidations - Current Year (10% to 100%)		Base Exchange Mgt (87% to 85%)
Ground Safety (70% to 100%)		
AWOL Rate (50% to 60%)		

7. Analysis of Items Scoring Equal to or Below SAC Averages:

a. Airman MIRS - Direct Support, 2 Required:

September - 86% of Score

SAC Average - 91% of Score

(1) Problem: Undermanning in required specialties, 232 shortages.

(2) Causes:

(a) Low skill assignments - 141 low skill airmen assigned against 50 and 70 level authorizations: Sixty-nine (69) in support of GAM 77 and 72, 19 in the 323X1 field, 16 in the 321X0 field, the remainder in miscellaneous areas.

(b) Ninety-one (91) UMD vacancies.

(c) In addition to low skill assignments and vacancies, we have 50 overages in authorized AFSC's.

(3) Corrective Actions:

(a) Intensive IPT for low skill airmen.

(b) Request command assistance in filling vacancies.

NOTE: Further regression is anticipated due to cross training and additional low skill inputs for GAM 77 & 72 programs.

b. Airman MIRS - Indirect Support, 2 Required:

September - 86% of Score

SAC Average - 86% of Score

(1) Problem: Undermanning in required specialties - 311 shortages

(2) Causes:

(a) Low skill assignments - 45 low skill airmen assigned against 50 and 70 level authorizations.

(b) Two-hundred sixty-six (266) UMD vacancies.

(c) In addition to low skill assignments and vacancies, we have 84 overages in authorized AFSC's.

(3) Corrective Actions:

(a) Retraining where possible.

(b) Intensive IPT for low skill airmen.

(c) Request command assistance in filling UMD vacancies.

c. Professional Force Development Program (PFD)

September - 71% of Score SAC Average - 90% of Score

(1) Problem: Low test passing rates at the 5 & 7 levels and inability to sustain required upgrade rates.

(2) Causes:

(a) Limited number of eligibles for testing made us vulnerable to low test passing rates.

(b) Limited eligibility for upgrading versus large numbers in training - a gain of 300 airmen in training since May 1960 at the 50 level, all requiring 6 months duty performance prior to upgrading --- input of approximately 125 airmen at 70 level for the same period, each requiring 12 months duty performance prior to upgrading.

(3) Corrective Action: Squadrons notified of upgrade quotas for this scoring period. Every effort will be made to attain satisfactory scores. However, due to the large increase in numbers of persons in training, we do not anticipate substantial improvement prior to the period ending April 1960.

d. Flyaway Kits:

September - 0% of Score SAC Average - 71% of Score

(1) Problem: No change since last report --- Inadequate depot support and low priority of FAK requisitions.

(2) Cause & Corrective Action: No change since last report --- local actions do not improve depot fill rates --- continued command assistance is a necessity if we are to progress in this area.

e. Supply Effectiveness:

September - 50% of Score SAC Average - 92% of Score

(1) Problem: No change since last report --- Inadequate depot support - non-availability of critical items.

(2) Cause & Corrective Action: Although our score in this area has increased 10 percentage points over the May-Aug score, limited depot availability of critical and controlled B-52G/RC-135A weapons system items preclude satisfactory progress. Continued emphasis on follow-up action and command assistance should reflect in satisfactory scores during the Jan-April training period.

f. Procurement Program

September - 79% of Score

SAC Average - 90% of Score

- (1) Problem: Excessive Priority 1-5 Purchase Requests
- (2) Cause: Inadequate supply planning for and control of Priority 1-5 (Emergency type) Traveling Purchase Requests.
- (3) Corrective Action

(a) Emphasis on planning for future requirements by the Base Procurement Service Store.

(b) Established controls to preclude inclusion of non-emergency type requisitions on Priority 1-5 TPR's.

g. Automotive Maintenance

September - 92% of Score

SAC Average - 97% of Score

- (1) Problem: Excessive crash firetruck downtime
- (2) Cause: Due to age and extensive use, O11-A crash firetrucks require complete overhauls. Funding difficulties precluded depot or contractual maintenance rehabilitation, therefore, complete overhaul on a 1f-help basis was necessary. This resulted in one O11-A vehicle being VOCH for the entire month of September.
- (3) Corrective Action: Eighth Air Force approval of our pending request for contractual maintenance of O11-A equipment will preclude continuing our local rehabilitation program and reduce excessive downtime in this area.

h. Liquidations, Previous Year:

September - 70% of Score

SAC Average - 77% of Score

- (1) Problem: Low liquidation rate of FY 60 P458 Obligations.
- (2) Cause: Approximately \$352,000 of the unliquidated obligation for FY 60 is for coal, financial plan code 0821. Payment is made by MAAMA and therefore cannot be controlled by this headquarters. Elimination of this problem area would result in a liquidation rate in excess of 95%.
- (3) Corrective Action: Close coordination with Base Supply officials to insure all DD Forms 250 for coal received are forwarded to Finance Office, MAAMA, in accordance with para. 20836a(3). AFM 177-102 to enable that office to effect timely payment.

i. Flying Safety:

September - 40% of Score

SAC Average - 98% of Score

(1) Problem: B-19B, No. 52-7548 crashed at Loring on 8 September 1960.

(2) Cause: Accident resulted from engine stoppage (cause unknown). Substantial damage to aircraft --- no personnel injuries.

(3) Action:

(a) AFR 62-14 action completed.

(b) AFR 110-14 collateral action completed.

(c) AFM 135-13 Flying Evaluation Board action pending.

(d) The Combat Support Group Commander has been scheduled to brief 8 AF and SAC Commanders on all aspects of the accident.

j. AHOL:

September - 60% of Score SAC Average - 77% of Score

(1) Problem: Two AHOL's during the month of September.

(2) Cause & Corrective Action: The following is a summary of each incident including action taken.

(a) A2C Lee B Hornberger, Civil Engineering Squadron, 13-15 September. Airman stated he wanted to visit home. Tried by Summary Court, 21 September 60 --- reduced in grade to A2C and forfeited \$50 pay.

(b) A3C Russell Garner, Jr., Civil Engineering Squadron, 10-15 September. Airman stated he desired to go home. Tried by Summary Court, 21 September 60 --- reduced in grade to Airman Basic and forfeited \$50 pay.

k. Base Exchange Management:

September - 85% of Score SAC Average - 88% of Score

(1) Problem: Excessive Direct Expense in Service Branches.

(2) Cause: The Eastern Service Center, Army & Air Force Exchange Service, made an error of \$797.13 in the May operating statement. Correction was accomplished in August statement. The correction could not be anticipated and therefore, could not be budgeted for.

(3) Corrective Action: The Exchange Officer has initiated correspondence with 8 AF and Eastern Service Center to reconcile the error and credit this Base with the 15% of Score lost through the Eastern Service Center's error.

SUMMARY OF SAC MCS (SUBVOT) FOR SEPTEMBER 1952

ITEMS	SAC		DUS		DCC		GRADE
	MAX PTS	TOP QTR	SEF SCORE	SEF POINTS	PROG POINTS		
Officer MIRS % Required	50	98	95	48	48		GOOD
Officer MIRS % Assigned	50	---	96	48	48		---
Airman Direct % Required	100	94	86	86	90		GOOD
Airm Indirect % Required	50	88	86	43	44		GOOD
Prof Force Development	171	100	71	121	145		GOOD
PERSONNEL TOTAL	421	95.1	82	366	375		GOOD
Flyaway Kits	200	100	0	0	0		GOOD
Supply Effectiveness	300	100	50	150	150		GOOD
Procurement	200	100	79	158	200		GOOD
Automotive Maintenance	350	100	62	207	350		GOOD
Radio Taxi Utilization	50	100	100	50	50		GOOD
Fuel and LOR	100	---	70	70	100		---
MATERIEL TOTAL	1200	100	60	715	850		GOOD
Fire Incidents	150	90	100	150	150		GOOD
Utilities Conservation	150	100	96	144	150		GOOD
CIVIL ENGINEERING TOTAL	300	94.9	98	294	300		GOOD
Base Commissary Mgt	200	95	100	200	190		GOOD
Base Exchange Mgt	100	94	85	85	90		Yellow
Officer Mess	50	90	90	45	50		GOOD
NCO Mess	50	100	100	50	50		GOOD
SERVICES TOTAL	400	94.3	95	380	380		GOOD
Material Services	90	100	100	90	87		GOOD
Reports	30	83	100	30	30		GOOD
MEDICAL TOTAL	120	93.2	100	120	117		GOOD
Losses Obligating Authority	50	30	100	50	45		GOOD
Liquidations - Current Year	150	50	100	150	120		GOOD
Liquidations - Prior Year	100	90	70	70	90		YELLOW
COMPTROLLER TOTAL	300	54.7	90	270	255		GOOD
Flying Safety	150	100	40	60	150		GOOD
Ground Safety	150	90	100	150	135		GOOD
AWOL Rate	100	90	60	60	80		YELLOW
GENERAL TOTAL	400	91.6	68	270	365		GOOD
SUPPORT TOTALS	3141	91.6	76.2	2390	2642		GOOD

SQUADRON MANAGEMENT CONTROL SYSTEM
September 1960

MANAGEMENT CONTROL SYSTEM - SQUADRON COMPARISONS

GRAND TOTAL

SEP
PERIOD

SQUADRON	POINTS EARNED	POINTS POSSIBLE	PERCENT SCORE	PERCENT OF SCORE				
				0	25	50	75	100
CDS	850	850	100	////////////////////				
70BS	800	800	100	////////////////////				
ARS	798	800	99.8	////////////////////				
69BS	794	800	99.3	////////////////////				
TRB	833	850	98.0	////////////////////				
ARS	878	900	97.6	////////////////////				
O	750	700	93.8	////////////////////				
FSS	766	850	90.1	////////////////////				
CIC	792	900	88.0	////////////////////				
ASS	785	900	87.2	////////////////////				
SOP	779	900	86.6	////////////////////				
4250	810	950	85.3	////////////////////				
611	807	950	84.9	////////////////////				
MSB	656	800	82.0	////////////////////				
FMS	817	1000	81.7	////////////////////				
IS	759	1000	75.9	////////////////////				
CBS	545	850	64.1	////////////////////				

MANAGEMENT CONTROL SYSTEM-SQUADRON COMPARISONS

IPT TESTING

SEP PERIOD

SQUADRON	POINTS AFJIT	POINTS 5-LEVEL	POINTS 7-LEVEL	PERCENT OF SCORE				
				0	20	50	70	100
ARS	--	100	--	////////////////////				
GDS	50	--	--	////////////////////				
FSS	50	--	--	////////////////////				
TBS	50	--	--	////////////////////				
CBS	50	--	--	////////////////////				
811	50	20	--	////////////////////				
A2HQ	50	0	--	////////////////////				
ENR	--	32	0	////////				
OPS	--	--	0	//				
SUP	--	0	--	//				
ASS	--	0	--	//				
ONS	--	0	0	//				
MRE				RS				
HQ				RS				
69BS				RS				
70BS				RS				
AJS				RS				

MANAGEMENT CONTROL SYSTEM-SQUADRON COMPARISONS

MENTAL SERVICES

PERIOD

SQUADRON				PERCENT OF SCORE				
				0	25	50	75	100

Scoring suspended pending
revision of BR 170-2

MANAGEMENT CONTROL SYSTEM-SQUADRON COMPARISONS

SQUADRON	NUMBER AWOL	PROVOST STRENGTH	AWOL RATE	PERCENT OF SCORE				
				0	25	50	75	100
FMS	0	595	0.0	////////////////////				
ONS	0	463	0.0	////////////////////				
HR	0	390	0.0	////////////////////				
ACHQ	0	348	0.0	////////////////////				
ARS	0	305	0.0	////////////////////				
811	0	224	0.0	////////////////////				
FSS	0	202	0.0	////////////////////				
CDS	0	179	0.0	////////////////////				
SUP	0	160	0.0	////////////////////				
703S	0	144	0.0	////////////////////				
ASS	0	143	0.0	////////////////////				
QPS	0	138	0.0	////////////////////				
ARS	0	130	0.0	////////////////////				
692S	0	125	0.0	////////////////////				
TBS	0	120	0.0	////////////////////				
NBS	0	75	0.0	////////////////////				
CRB	2	296	6.8	//				

MANAGEMENT CONTROL SYSTEM-SQUADRON COMPARISONS

SQUADRON	NUMBER OFFENCES	PROVOST STRENGTH	OFFENSE RATE	PERCENT OF SCORE				
				0	25	50	75	100
AES	0	305	0.0					
811	0	224	0.0					
CDS	0	138	0.0					
SOP	0	160	0.0					
70BS	0	144	0.0					
ASS	0	143	0.0					
OPS	0	138	0.0					
ARS	0	130	0.0					
69BS	0	125	0.0					
YES	0	120	0.0					
JRS	0	75	0.0					
VHS	1	95	1.7					
ONS	1	43	2.2					
HO	1	30	2.6					
42HQ	1	14	2.9					
LES	1	20	3.4					
VSE	1	20	5.0					

MANAGEMENT CONTROL SYSTEM-SQUADRON COMPARISONS

SQUADRON	NUMBER BAD CHECKS	PROVOST STRENGTH	BAD CHECK RATE	PERCENT OF SCORE				
				0	20	60	75	100
FMS	0	595	0.0	////////////////////				
OMS	0	463	0.0	////////////////////				
HQ	0	390	0.0	////////////////////				
42HQ	0	348	0.0	////////////////////				
ABS	0	305	0.0	////////////////////				
CES	0	296	0.0	////////////////////				
11	0	224	0.0	////////////////////				
FSS	0	202	0.0	////////////////////				
GDS	0	179	0.0	////////////////////				
SUP	0	160	0.0	////////////////////				
70BG	0	144	0.0	////////////////////				
ASS	0	143	0.0	////////////////////				
OPS	0	138	0.0	////////////////////				
ARS	0	130	0.0	////////////////////				
69BG	0	125	0.0	////////////////////				
9	0	120	0.0	////////////////////				
ME	1	75	1.33	//				

MANAGEMENT CONTROL SYSTEM-SQUADRON COMPARISONS

100 POINTS				PERIOD				
SQUADRON	NUMBER INJURIES	SAFETY STRENGTH	INJURY RATE	MILITARY ON-DUTY INJURIES				
				0	25	50	75	100
FPS	0	552	0.0					
ONS	0	425	0.0					
HQ	0	380	0.0					
42HQ	0	342	0.0					
ARS	0	288	0.0					
CES	0	272	0.0					
811	0	187	0.0					
FSS	0	183	0.0					
CDS	0	164	0.0					
SUP	0	143	0.0					
70BS	0	131	0.0					
ASS	0	130	0.0					
OPS	0	125	0.0					
69BS	0	121	0.0					
ARS	0	120	0.0					
TRS	0	108	0.0					
WIS	0	70	0.0					

MANAGEMENT CONTROL SYSTEM-SQUADRON COMPARISONS

PRIVATE MOTOR VEHICLE INJURIES

SQUADRON	NUMBER INJURIES	SAFETY STRENGTH	INJURY RATE	PERCENT OF SCORE				
				0	25	50	75	100
FPS	0	552	0.0					
ONS	0	425	0.0					
RO	0	380	0.0					
42HQ	0	342	0.0					
AKS	0	288	0.0					
CBS	0	272	0.0					
811	0	187	0.0					
FSS	0	183	0.0					
CDS	0	164	0.0					
SUP	0	143	0.0					
70BS	0	131	0.0					
ASS	0	130	0.0					
OPS	0	125	0.0					
69BS	0	121	0.0					
ARS	0	120	0.0					
TRS	0	108	0.0					
NBS	0	70	0.0					

MANAGEMENT CONTROL SYSTEM-SQUADRON COMPARISONS

SQUADRON	100 POINTS		INFORMATION ACTIVITIES				PERIOD				
	COPIES ON ATT	COPIES ON INFO	COPIES ON COMB	COPIES ON INFO	OTHER	0	25	50	75	100	
FMS	30	10	10	15	5	30					
COF	30	10	10	15	5	30					
70 BS	30	10	10	15	5	30					
A37	30	10	10	15	5	30					
69 BS	30	10	10	15	5	30					
OPS	30	10	10	15	5	30					
	30	10	10	15	5	30					
A37	30	10	10	15	5	25					
TRB	30	10	10	15	5	15					
ONS	30	10	10	15	5	19					
SUP	30	10	10	15	5	15					
ARS	30	10	10	15	5	18					
RQ	30	10	10	15	5	15					
FSS	30	10	10	15	5	9					
HMS	30	0	0	15	5	6					
LI	20	0	0	12	5	0					
CBS	0	10	0	15	5	0					

STATUS OF DISCIPLINE SUMMARY										REPORTS CONTROL SYMBOL AF-57 (SAC-2)		
TO: Commander 18th Air Force ATTN: 221-4 Walter J. Finn				FROM: Deputy Commander Security/Law Enforcement 18th Air Force Pd. 22				DATE OF REPORT 11 October 1960				
SECTION I - DISCIPLINE STANDING AND RELATED DATA										REPEATING PERIOD September 1960		
A. (Rates based on 2,000 personnel assigned except items 3 and 4)												
1. REPORTED ABSENT WITHOUT LEAVE			2. MILITARY TYPE OFFENSES			3. CIVIL OFFENSES PUNISHABLE BY ONE YEAR OR LESS						
UNIT INSTALLATION	STRENGTH	NO.	RATE	UNIT INSTALLATION	NO.	RATE	UNIT INSTALLATION	NO.	RATE	UNIT INSTALLATION	NO.	RATE
44 AB 30	138	0	.00	44 AB 30	0	.00	44 AB 30	0	.00			
44 AB 31	138	0	.00	44 AB 31	0	.00	44 AB 31	0	.00			
44 AB 32	138	0	.00	44 AB 32	0	.00	44 AB 32	0	.00			
44 AB 33	138	0	.00	44 AB 33	0	.00	44 AB 33	0	.00			
44 AB 34	138	0	.00	44 AB 34	0	.00	44 AB 34	0	.00			
44 AB 35	138	0	.00	44 AB 35	0	.00	44 AB 35	0	.00			
44 AB 36	138	0	.00	44 AB 36	0	.00	44 AB 36	0	.00			
44 AB 37	138	0	.00	44 AB 37	0	.00	44 AB 37	0	.00			
44 AB 38	138	0	.00	44 AB 38	0	.00	44 AB 38	0	.00			
44 AB 39	138	0	.00	44 AB 39	0	.00	44 AB 39	0	.00			
44 AB 40	138	0	.00	44 AB 40	0	.00	44 AB 40	0	.00			
44 AB 41	138	0	.00	44 AB 41	0	.00	44 AB 41	0	.00			
44 AB 42	138	0	.00	44 AB 42	0	.00	44 AB 42	0	.00			
44 AB 43	138	0	.00	44 AB 43	0	.00	44 AB 43	0	.00			
44 AB 44	138	0	.00	44 AB 44	0	.00	44 AB 44	0	.00			
44 AB 45	138	0	.00	44 AB 45	0	.00	44 AB 45	0	.00			
44 AB 46	138	0	.00	44 AB 46	0	.00	44 AB 46	0	.00			
44 AB 47	138	0	.00	44 AB 47	0	.00	44 AB 47	0	.00			
44 AB 48	138	0	.00	44 AB 48	0	.00	44 AB 48	0	.00			
44 AB 49	138	0	.00	44 AB 49	0	.00	44 AB 49	0	.00			
44 AB 50	138	0	.00	44 AB 50	0	.00	44 AB 50	0	.00			
44 AB 51	138	0	.00	44 AB 51	0	.00	44 AB 51	0	.00			
44 AB 52	138	0	.00	44 AB 52	0	.00	44 AB 52	0	.00			
44 AB 53	138	0	.00	44 AB 53	0	.00	44 AB 53	0	.00			
44 AB 54	138	0	.00	44 AB 54	0	.00	44 AB 54	0	.00			
44 AB 55	138	0	.00	44 AB 55	0	.00	44 AB 55	0	.00			
44 AB 56	138	0	.00	44 AB 56	0	.00	44 AB 56	0	.00			
44 AB 57	138	0	.00	44 AB 57	0	.00	44 AB 57	0	.00			
44 AB 58	138	0	.00	44 AB 58	0	.00	44 AB 58	0	.00			
44 AB 59	138	0	.00	44 AB 59	0	.00	44 AB 59	0	.00			
44 AB 60	138	0	.00	44 AB 60	0	.00	44 AB 60	0	.00			
44 AB 61	138	0	.00	44 AB 61	0	.00	44 AB 61	0	.00			
44 AB 62	138	0	.00	44 AB 62	0	.00	44 AB 62	0	.00			
44 AB 63	138	0	.00	44 AB 63	0	.00	44 AB 63	0	.00			
44 AB 64	138	0	.00	44 AB 64	0	.00	44 AB 64	0	.00			
44 AB 65	138	0	.00	44 AB 65	0	.00	44 AB 65	0	.00			
44 AB 66	138	0	.00	44 AB 66	0	.00	44 AB 66	0	.00			
44 AB 67	138	0	.00	44 AB 67	0	.00	44 AB 67	0	.00			
44 AB 68	138	0	.00	44 AB 68	0	.00	44 AB 68	0	.00			
44 AB 69	138	0	.00	44 AB 69	0	.00	44 AB 69	0	.00			
44 AB 70	138	0	.00	44 AB 70	0	.00	44 AB 70	0	.00			
44 AB 71	138	0	.00	44 AB 71	0	.00	44 AB 71	0	.00			
44 AB 72	138	0	.00	44 AB 72	0	.00	44 AB 72	0	.00			
44 AB 73	138	0	.00	44 AB 73	0	.00	44 AB 73	0	.00			
44 AB 74	138	0	.00	44 AB 74	0	.00	44 AB 74	0	.00			
44 AB 75	138	0	.00	44 AB 75	0	.00	44 AB 75	0	.00			
44 AB 76	138	0	.00	44 AB 76	0	.00	44 AB 76	0	.00			
44 AB 77	138	0	.00	44 AB 77	0	.00	44 AB 77	0	.00			
44 AB 78	138	0	.00	44 AB 78	0	.00	44 AB 78	0	.00			
44 AB 79	138	0	.00	44 AB 79	0	.00	44 AB 79	0	.00			
44 AB 80	138	0	.00	44 AB 80	0	.00	44 AB 80	0	.00			
44 AB 81	138	0	.00	44 AB 81	0	.00	44 AB 81	0	.00			
44 AB 82	138	0	.00	44 AB 82	0	.00	44 AB 82	0	.00			
44 AB 83	138	0	.00	44 AB 83	0	.00	44 AB 83	0	.00			
44 AB 84	138	0	.00	44 AB 84	0	.00	44 AB 84	0	.00			
44 AB 85	138	0	.00	44 AB 85	0	.00	44 AB 85	0	.00			
44 AB 86	138	0	.00	44 AB 86	0	.00	44 AB 86	0	.00			
44 AB 87	138	0	.00	44 AB 87	0	.00	44 AB 87	0	.00			
44 AB 88	138	0	.00	44 AB 88	0	.00	44 AB 88	0	.00			
44 AB 89	138	0	.00	44 AB 89	0	.00	44 AB 89	0	.00			
44 AB 90	138	0	.00	44 AB 90	0	.00	44 AB 90	0	.00			
44 AB 91	138	0	.00	44 AB 91	0	.00	44 AB 91	0	.00			
44 AB 92	138	0	.00	44 AB 92	0	.00	44 AB 92	0	.00			
44 AB 93	138	0	.00	44 AB 93	0	.00	44 AB 93	0	.00			
44 AB 94	138	0	.00	44 AB 94	0	.00	44 AB 94	0	.00			
44 AB 95	138	0	.00	44 AB 95	0	.00	44 AB 95	0	.00			
44 AB 96	138	0	.00	44 AB 96	0	.00	44 AB 96	0	.00			
44 AB 97	138	0	.00	44 AB 97	0	.00	44 AB 97	0	.00			
44 AB 98	138	0	.00	44 AB 98	0	.00	44 AB 98	0	.00			
44 AB 99	138	0	.00	44 AB 99	0	.00	44 AB 99	0	.00			
44 AB 100	138	0	.00	44 AB 100	0	.00	44 AB 100	0	.00			
TOTALS	138	0	.00	TOTALS	0	.00	TOTALS	0	.00			

CIVIL OFFENSES PUNISHABLE BY OVER ONE YEAR			MOTOR VEHICLE ACCIDENTS (On-Base)			MOTOR VEHICLE ACCIDENTS (Off-Base)		
UNIT INSTALLATION	NO.	RATE	UNIT INSTALLATION	NO.	RATE	UNIT INSTALLATION	NO.	RATE
61 2001	0	.00	41 27 25	0		41 27 25	0	
61 2002	0	.00	41 27 26	0		41 27 26	0	
61 2003	0	.00	41 27 27	0		41 27 27	0	
61 2004	0	.00	41 27 28	0		41 27 28	0	
61 2005	0	.00	41 27 29	0		41 27 29	0	
61 2006	0	.00	41 27 30	0		41 27 30	0	
61 2007	0	.00	41 27 31	0		41 27 31	0	
61 2008	0	.00	41 27 32	0		41 27 32	0	
61 2009	0	.00	41 27 33	0		41 27 33	0	
61 2010	0	.00	41 27 34	0		41 27 34	0	
61 2011	0	.00	41 27 35	0		41 27 35	0	
61 2012	0	.00	41 27 36	0		41 27 36	0	
61 2013	0	.00	41 27 37	0		41 27 37	0	
61 2014	0	.00	41 27 38	0		41 27 38	0	
61 2015	0	.00	41 27 39	0		41 27 39	0	
61 2016	0	.00	41 27 40	0		41 27 40	0	
61 2017	0	.00	41 27 41	0		41 27 41	0	
61 2018	0	.00	41 27 42	0		41 27 42	0	
61 2019	0	.00	41 27 43	0		41 27 43	0	
61 2020	0	.00	41 27 44	0		41 27 44	0	
61 2021	0	.00	41 27 45	0		41 27 45	0	
61 2022	0	.00	41 27 46	0		41 27 46	0	
61 2023	0	.00	41 27 47	0		41 27 47	0	
61 2024	0	.00	41 27 48	0		41 27 48	0	
61 2025	0	.00	41 27 49	0		41 27 49	0	
61 2026	0	.00	41 27 50	0		41 27 50	0	
61 2027	0	.00	41 27 51	0		41 27 51	0	
61 2028	0	.00	41 27 52	0		41 27 52	0	
61 2029	0	.00	41 27 53	0		41 27 53	0	
61 2030	0	.00	41 27 54	0		41 27 54	0	
61 2031	0	.00	41 27 55	0		41 27 55	0	
61 2032	0	.00	41 27 56	0		41 27 56	0	
61 2033	0	.00	41 27 57	0		41 27 57	0	
61 2034	0	.00	41 27 58	0		41 27 58	0	
61 2035	0	.00	41 27 59	0		41 27 59	0	
61 2036	0	.00	41 27 60	0		41 27 60	0	
61 2037	0	.00	41 27 61	0		41 27 61	0	
61 2038	0	.00	41 27 62	0		41 27 62	0	
61 2039	0	.00	41 27 63	0		41 27 63	0	
61 2040	0	.00	41 27 64	0		41 27 64	0	
61 2041	0	.00	41 27 65	0		41 27 65	0	
61 2042	0	.00	41 27 66	0		41 27 66	0	
61 2043	0	.00	41 27 67	0		41 27 67	0	
61 2044	0	.00	41 27 68	0		41 27 68	0	
61 2045	0	.00	41 27 69	0		41 27 69	0	
61 2046	0	.00	41 27 70	0		41 27 70	0	
61 2047	0	.00	41 27 71	0		41 27 71	0	
61 2048	0	.00	41 27 72	0		41 27 72	0	
61 2049	0	.00	41 27 73	0		41 27 73	0	
61 2050	0	.00	41 27 74	0		41 27 74	0	
61 2051	0	.00	41 27 75	0		41 27 75	0	
61 2052	0	.00	41 27 76	0		41 27 76	0	
61 2053	0	.00	41 27 77	0		41 27 77	0	
61 2054	0	.00	41 27 78	0		41 27 78	0	
61 2055	0	.00	41 27 79	0		41 27 79	0	
61 2056	0	.00	41 27 80	0		41 27 80	0	
61 2057	0	.00	41 27 81	0		41 27 81	0	
61 2058	0	.00	41 27 82	0		41 27 82	0	
61 2059	0	.00	41 27 83	0		41 27 83	0	
61 2060	0	.00	41 27 84	0		41 27 84	0	
61 2061	0	.00	41 27 85	0		41 27 85	0	
61 2062	0	.00	41 27 86	0		41 27 86	0	
61 2063	0	.00	41 27 87	0		41 27 87	0	
61 2064	0	.00	41 27 88	0		41 27 88	0	
61 2065	0	.00	41 27 89	0		41 27 89	0	
61 2066	0	.00	41 27 90	0		41 27 90	0	
61 2067	0	.00	41 27 91	0		41 27 91	0	
61 2068	0	.00	41 27 92	0		41 27 92	0	
61 2069	0	.00	41 27 93	0		41 27 93	0	
61 2070	0	.00	41 27 94	0		41 27 94	0	
61 2071	0	.00	41 27 95	0		41 27 95	0	
61 2072	0	.00	41 27 96	0		41 27 96	0	
61 2073	0	.00	41 27 97	0		41 27 97	0	
61 2074	0	.00	41 27 98	0		41 27 98	0	
61 2075	0	.00	41 27 99	0		41 27 99	0	
61 2076	0	.00	41 27 00	0		41 27 00	0	
TOTALS			TOTALS	077		TOTALS	0	

PAGE 07

SECTION II - DISCUSSION OF DISCIPLINARY CAUSE FACTORS

FOR VEHICLE ACCIDENTS (ON RAMP): There were a total of four (4) on ramp accidents. Two (2) accidents were due to excessive speed and failure on the part of the drivers to use caution in speed for the road conditions. Two accidents were on winding narrow roads and the others were on loose gravel roads.

SECTION III - PROGRAMS DESIGNED TO IMPROVE STATE OF DISCIPLINE

AVIATION VEHICLE ACCIDENTS (ON BASE): There were no new programs initiated during the last reporting period. The old programs that were in effect are being re-emphasized at all Commander's Calls by Ground Safety, Base Commander, Base Police etc., these programs have shown to be effective over the past months in our effort and on base accident rate. It is felt with continuing emphasis on our present programs and new ones which are in the planning stage for the coming winter months, the desired results will be obtained in the immediate future.

A. H. Wentzell
C. H. WENTZELL
LTJGOL, USAF
w/ Security/Sec. Information

JOINT MESSAGEFORM		SECURITY CLASSIFICATION UNCLASSIFIED			
<small>SPACE BELOW RESERVED FOR COMMUNICATION CENTER</small>					
PRECEDENCE		TYPE MSG (USAF)		ACCOUNTING SYMBOL	ORIG. OR REFERS TO
ACTION	PRIORITY	DOOR	MULTI	SINGLE	CLASSIFICATION OF REFERENCE
INPC				X	AF
FROM: 42BOMWG LORING AFB MAINE					SPECIAL INSTRUCTIONS
TO: COMF USAF WASH DC (AFASC-48)					
UNCLAS/DPCF _____					
SUBJECT: MONTHLY REPORT OF CIVILIAN EMPLOYMENT PROGRESS. RCS: AF-					
3. CCPO LOCATION: LORING AFB, MAINE AS OF DATE: 30 SEPTEMBER 1960					
TOTAL STRENGTH					
(1) COMMANDS:		(2) U.S. CITIZENS:			
SAC		667			
ADC		13			
ANC		84			
NAFS		1			
(3) 21 SAC ESO: REMOVAL EMPLOYEES WERE EMPLOYED DURING REPORTING PERIOD					
SYMBOL INCP/24185/alg				DATE	
TYPED NAME AND TITLE (If required) HAROLD G. ROBINSON, CIV PERS OFFICER				TIME	
NONE 26263				29	
PAGE 1 NO. OF 1				MONTH	
SECURITY CLASSIFICATION UNCLASSIFIED				YEAR	
				SEP	
				60	
SIGNATURE					
TYPED (If required) NAME AND TITLE					

DUPLICATE COPY

MAY - AUG 60

Classified Base

PROFESSIONAL FORCE DEVELOPMENT PROGRAM REPORT	AS OF DATE	DATE PREPARED	REPORTS CONTROL SYMBOL		CHECK ONE
	31 Aug 60	27 Sep 60	SAC - TS1		UNIT
					BASE
					SUBCOMMAND
TO: Strategic Air Command (DPATS) Offutt Air Force Base, Nebraska	INFO: (Mo) Subor Comd Desig. & Loc) SAC Westover AFB, Iowa.	FROM: (Organization Designation & Loc) 470 Bombardment Wing (L)(SAC) Loring AFB, Ia.			
FACTOR A: TECHNICAL DEVELOPMENT					
PART I - IN TRAINING					
		A	B	C	D
1. 3 LEVEL TRAINING		82	82	100%	
2. 5 LEVEL TRAINING		557	557	100%	
3. 7 LEVEL TRAINING		239	239	100%	
4. TOTAL		878	878	100%	3%
PART II - TESTING					
5. 3 LEVEL TESTING		61	58	97%	6%
6. 5 LEVEL TESTING		219	170	78%	7%
7. 7 LEVEL TESTING		34	23	69%	6%
8. TOTAL		314	251	80%	19%
PART III - UPGRADING					
9. 3 LEVEL UPGRADING		60	0		
10. 5 LEVEL UPGRADING		178	13		
11. 7 LEVEL UPGRADING		26	2		
12. TOTAL		264	15	38%	13%
PART IV - TECHNICAL COURSE PARTICIPATION					
13. ECI PARTICIPATION		1106	1004	91%	14%
PART V - RECAPITULATION (FACTOR A)					
14. SUBTOTAL (Parts I, II, III)		356			
15. GRAND TOTAL (Factor A)		498			
FACTOR B: MILITARY DEVELOPMENT					
16. ECI OCS COURSE PARTICIPATION (Airman)		193	137	100%	8%
17. ECI OFF CAREER PARTICIPATION (Officer)		191	94	49%	1%
18. OTHER ECI PARTICIPATION (Airman and Officer)		607	563	93%	6%
19. TOTAL					15%

SAC FORM 109 60

DUPLICATE COPY

147 - 470

PROFESSIONAL FORCE DEVELOPMENT PROGRAM REPORT	SY OF DATE	DATE PREPARED	REPORTS CONTROL SYMBOL		CHECK ONE
			SAC - T51		UNIT
					WAVE
					FORM DEMAND
TO: Strategic Air Command (DPATS) Offutt Air Force Base Nebraska	INFO: (Major Subordinate Design & Loc) 427 Wichita, KS, USA	FROM: (Organization Description & Loc) 427 Wichita, KS, USA			
FACTOR A: TECHNICAL DEVELOPMENT					
PART I - IN TRAINING					
		A	B	C	D
1. 3 LEVEL TRAINING		57	57	100%	
2. 5 LEVEL TRAINING		273	273	100%	
3. 7 LEVEL TRAINING		54	54	100%	
4. TOTAL		434	434	100%	3%
PART II - TESTING					
5. 3 LEVEL TESTING		52	56	95%	6%
6. 5 LEVEL TESTING		231	99	76%	7%
7. 7 LEVEL TESTING		19	5	58%	3%
8. TOTAL		299	160	80%	16%
PART III - UPGRADING					
9. 3 LEVEL UPGRADING		27	0		
10. 5 LEVEL UPGRADING		90	4		
11. 7 LEVEL UPGRADING		4	0		
12. TOTAL		160	4	3%	13%
PART IV - TECHNICAL COURSE PARTICIPATION					
13. ECI PARTICIPATION		575	525	91%	14%
PART V - RECAPITULATION (FACTOR A)					
14. SUBTOTAL (Parts I, II, III)		326			
15. GRAND TOTAL (Factor A)		453			
FACTOR B: MILITARY DEVELOPMENT					
16. ECI OCS COURSE PARTICIPATION (All ranks)		72	65	90%	8%
17. ECI OFF CAREER PARTICIPATION (Officers)		63	27	74%	
OTHER ECI PARTICIPATION (All ranks and Officers)		225	258	132%	3%
18. TOTAL					3%

SAC FORM 470 APR 66 285

PART V - RECAPITULATION (Continued)				
FACTOR - EDUCATIONAL DEVELOPMENT				
	A	B	C	D
20. MS PARTICIPATION (Airmen and Officers)	133	87	652	8%
21. NCO COLLEGE PARTICIPATION	71	8	115	1%
22. OFFICER COLLEGE PARTICIPATION	12	1	85	0%
23. TOTAL				9%
FINAL RECAPITULATION				
24. PROFESSIONAL FORCE DEVELOPMENT PROGRAM	GRAND TOTAL (Percent)			7%
ACHIEVEMENT BY FACTOR (Percent)				
25. PERCENT OF FACTOR A	26. PERCENT OF FACTOR B		27. PERCENT OF FACTOR C	
8%	9%		3%	
MISCELLANEOUS DATA				
28. WITHDRAWALS	29. CUMULATIVE WITHDRAWALS		30. UNADYD AIRMEN ASSIGNED	
9	2%		0	
31. REMARKS				
TYPER NAME AND GRADE (Circle if Present)			FUNCTION (Circle if Present)	
ALAN W. BELLOCK 1st Colonel, USAF			<i>William M. ...</i>	

DUPLICATE COPY

147 10 100 10

PROFESSIONAL FORCE DEVELOPMENT PROGRAM REPORT	AS OF DATE	DATE PREPARED	REPORTS CONTROL SYMBOL	CHECKED BY	
	31 AUG 68	10 SEP 68	SAC - 153	UNIT BASE S. WACHMAN	
TO: Strategic Air Command (DPATS), Offutt Air Force Base, Nebraska	INFO: Major General Fred B. Lee, Wurtsmith AFB, Mich.	FROM: Major General Fred B. Lee, Wurtsmith AFB, Mich.	INFO: Major General Fred B. Lee, Wurtsmith AFB, Mich.		
FACTOR A: TECHNICAL DEVELOPMENT					
PART I - IN TRAINING					
		A	B	C	D
1. 3 LEVEL TRAINING		15	15	100%	
2. 5 LEVEL TRAINING		284	284	100%	
3. 7 LEVEL TRAINING		245	245	100%	
4. TOTAL		544	544	100%	36
PART II - TESTING					
5. 3 LEVEL TESTING		0	0	100%	0%
6. 5 LEVEL TESTING		20	71	100%	84%
7. 7 LEVEL TESTING		0	14	75%	7%
8. TOTAL		20	85	85%	91%
PART III - UPGRADING					
9. 3 LEVEL UPGRADING		3	0		
10. 5 LEVEL UPGRADING		70	0		
11. 7 LEVEL UPGRADING		22	2		
12. TOTAL		95	2	37%	13%
PART IV - TECHNICAL COURSE PARTICIPATION					
13. ECI PARTICIPATION		559	562	92%	14%
PART V - RECAPITULATION (FACTOR A)					
14. SUBTOTAL (Parts I, II, III)		37%			
15. GRAND TOTAL (Factor A)		51%			
FACTOR B: MILITARY DEVELOPMENT					
16. ECI OCS COURSE PARTICIPATION (Airmen)		121	172	142%	8%
17. ECI OFF CAREER PARTICIPATION (Officer)		160	77	49%	1%
OTHER ECI PARTICIPATION (Airmen and Officer)		228	307	134%	4%
18. TOTAL		509	556	109%	13%

SAC FORM 477 44 383

PART V - RECAPITULATION (Continued)				
FACTOR D: EDUCATIONAL DEVELOPMENT				
	A	B	C	D
20. HS PARTICIPATION (Active and Effort)		75%	100%	100%
21. NCO COLLEGE PARTICIPATION		25%	100%	100%
22. OFFICER COLLEGE PARTICIPATION		75%	100%	100%
23. TOTAL				100%
FINAL RECAPITULATION				
24. PROFESSIONAL FORCE DEVELOPMENT PROGRAM	GRAND TOTAL (Percent)			76%
ACHIEVEMENT BY FACTOR (Percent)				
25. PERCENT OF FACTOR A	26. PERCENT OF FACTOR B		27. PERCENT OF FACTOR C	
0%	20%		46%	
MISCELLANEOUS DATA				
28. WITHDRAWALS	29. COMULATIVE WITHDRAWALS		30. QUALITY TIMEN ASSIGNED	
1	32		1	
31. REMARKS				
TYPED NAME AND GRADE (Rank or Personnel)			SIGNATURE (Rank or Personnel)	
WILLIAM W. TULLACE Lt. Colonel, USAF			<i>William W. Tullace</i>	

SQUADRON IPT BREAKDOWN		BASE 438 Bomb Wing, Langley AFB, Va.						FOR FOUR-MONTH PERIOD ENDING May - Aug 1960				
SQUADRON DESIGNATION	NR ELIGIBLE FOR IPT	NR IN IPT	NUMBER OF 3 LEVELS		NUMBER OF 5 LEVELS		NUMBER OF 7 LEVELS		NR UPGRADED	NR IN TRAINING EXCESS TIME	PER CENT UPGRADED	OVERALL EFFECTIVENESS RATE
			TESTED	PASSED	TESTED	PASSED	TESTED	PASSED				
42 BWS	30	30	2	2	20	17	1	1	22	2	33%	100%
42 BS	4	4	0	0	1	1	3	2	3	0	100%	97%
42 BS	1	1	0	0	0	0	0	0	0	0	0%	100%
42 BWS	3	3	0	0	0	0	0	0	0	0	0%	100%
42 ABWS	135	135	0	0	15	9	8	5	26	3	43%	72%
42 BWS	141	141	0	0	15	14	7	5	20	3	28%	84%
42 BWS	65	65	0	0	31	28	5	5	33	3	97%	100%
23 BWS	45	45	0	0	0	0	0	0	0	0	0%	100%
WING TOTAL	444	444	2	2	66	71	24	18	104	11	37%	97%
42 CBS	77	77	14	14	46	34	4	3	31	1	39%	82%
42 CBS	30	30	4	4	14	10	1	0	13	2	29%	88%
42 TRAINS	18	18	0	0	8	6	0	0	6	1	26%	77%
42 CBS	40	40	3	3	13	11	3	1	14	0	44%	82%
42 CBS	39	39	2	2	14	14	0	0	17	0	46%	100%
42 BWS	37	37	2	1	6	5	0	0	6	0	24%	69%
42 BWS	72	72	24	24	6	6	0	0	30	0	42%	100%
42 ABWS	39	39	3	1	5	2	1	0	3	0	12%	100%
42 BWS	42	42	7	7	10	11	1	1	18	0	48%	84%
GROUP TOTAL	434	434	39	36	132	99	20	5	160	4	39%	84%

This is a corrected copy for May - Aug 60 reporting period as of 28 September 1960.

Destroy all other corrected copies.

HEADQUARTERS
 10TH AIR FORCE, MATSUDA AIRFIELD
 United States Air Force
 MATSUDA AIRFIELD, JAPAN

SPECIAL DELIVERY
 MATSUDA, JAPAN

20 December 1951

The following named officers, organizations indicated, SAC, this station, are assigned to positions indicated, principal duty, effective this date.

<u>GRADE, NAME, AFSC, ORGANIZATION</u>	<u>DUTY, GRADE, & OFFICIAL ACCOUNT</u>	<u>SECURITY CLASSIFICATION</u>
COLONEL LLOYD H. REIDELL, 3876A Hq, 42 Bombardment Wg	Comdr, CW2, 2110	Top Secret
COL WALTER V. GRESHAM JR., 9738A Hq, 42 Bombardment Wg	Vice Comdr, CW2, 2109	Top Secret
COL JULIUS R. RESNICK, 42261975 Hq, 811 Medical Gp	Surgeon, 230, 2111	Top Secret (Material)
COL HARLAN S. TERRY JR., 7923A Hq, 42 Bombardment Wg	Deputy Chief/Operations, 2036 2700	Top Secret
COL FREDERICK W. WILSON, 11720A Hq, 42 Bombardment Wg	Deputy Chief/Maintenance, 1316 1400A	Top Secret
LTCOL JOSEPH W. HENSLEY, 5712A Hq, 42 Bombardment Wg	Chief, Intelligence Div, 2094 2700S10	Top Secret
LTCOL WAYNE E. MORGAN, 11722A Hq, 42 Bombardment Wg	Chief, Operations Div, 1416 2700S60	Top Secret
LTCOL HOWARD T. VAN BECK, 7639A Hq, 42 Combat Support Gp	Chief, Air Traffic Sr, 216 8002035	Top Secret
LTCOL CHARLES A. ROER, 15117A 69 Bombardment Sq	Comdr, Bomber Element "A", 1030 013	Top Secret
LTCOL WILLIAM R. THORNTON, 31163A 70 Bombardment Sq	Comdr, Bomber Element "B", 1030 013	Top Secret
LTCOL EIRA P. OGDEN, 16570A 12 Air Refueling Sq	Comdr, Tanker Element, 1060 013	Top Secret
LTCOL CARL A. KLEINER, 10356A Hq, 42 Bombardment Wg	Chief, Bomber Operations Sr, 1416, 2000	Top Secret
MAJ DAVID J. HUGHES, 411 2110 Hq, 42 Bombardment Wg	Director of Supply, 2110 2700	Top Secret
MAJ ROBERT D. HENDERSON, 30110A Hq, 42 Bombardment Wg	Chief, Operations Sr, 1416 2700	Top Secret

MAJ DONALD K WEAVER, 12079A 21 Munitions Maintenance Sq	Chief, Munitions Control Div, 6016, 4316, 430033	Top Secret
MAJ JACK V GOLDMANT, A00067791 42 Transportation Sq	Chief, Transportation Control Div, 6016, 430033	Top Secret
MAJ LAWRENCE K RICKER, 16182A Hq, 42 Bombardment Wg	Chief, Maintenance Div, 4316, 430033	Top Secret
MAJ CHARLES E SUPREMANE, 12329A Hq, 42 Bombardment Wg	Chief, Maintenance Control -R, 4316, 430033	Top Secret
MAJ WILLIAM R WILSON JR, A0799700 42 Air Refueling Sq	Chief, Tanker Operations Br, 1061C, 80020	Top Secret
MAJ EUGENE N HARRIS, 52092A 42 Organizational Maintenance Sq	Chief, Bomber Organizational Maintenance Sec, 4316, 800137	Top Secret
MAJ JAMES W SMITH, A0612142 42 Organizational Maintenance Sq	Chief, Tanker Organizational Maintenance Sec, 4316, 800137	Top Secret
MAJ DONALD H BRICKSON, 33960A 42 Field Maintenance Sq	Chief, Field Maintenance Sec, 4316, 800137	Top Secret
CAPT FRITZ L BOEDEKER JR, A01901567 Sq, 42 Combat Support Gp	Director of Administrative Services, 7011, 47000	Top Secret
CAPT EUGENE S LARSON, A00063139 Hq, 42 Bombardment Wg	Chief, Communications Div, 6011, 4500061	Top Secret
CAPT ALTON B HALE JR, A01850010 Hq, 42 Bombardment Wg	Chief, Logistics Div, 6311, 3500018	Top Secret
CAPT JOHN R MCFARLAND, A01552618 42 Combat Defense Sq	Comdr, Combat Defense, 7724, 50100	Top Secret
CAPT STEPHEN G MOORE, A01908718 42 Armament and Electronics Maintenance Sq	Chief, Armament and Electronic Maintenance Sec, 3234, 42010	Top Secret
1STLT ELTON R WILKINSON, A03074339 42 Aircraft Support Sq	Base Liaison Officer (POL), 4316, 42600	Top Secret

FOR THE COMMANDER:

DISTRIBUTION:
3 - Plus
2 - No Indiv
50 - DF

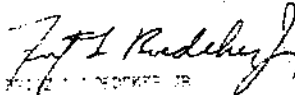
Fritz L Boedeker Jr.
FRITZ L BOEDEKER JR
Captain, USAF
Base Director of Administrative Services

1. [Name] is assigned special duty Chief, Weather Branch, [Station], [City], [State], effective this date. Security Clearance: [Level].

2. [Name] is assigned special duty Chief, [Section], [Station], [City], [State], effective this date. Not entered into school training or Individual Proficiency Training (IPT). Security Clearance: [Level].

3. [Name] is assigned special duty Chief, [Section], [Station], [City], [State], effective this date. Security Clearance: [Level].

FOR THE COMMANDER:


 J. H. Rudebeck, JR.
 Captain, USAF
 Base Director of Administrative Services

DISSEMINATION
 [Illegible text]

~~SECRET~~

TO: Hq BAF 12 Aug 60 (Supp. I) Operational Readiness Inspection of
42 Bombardment Wing (B), Loring AFB, Maine

1st Ins

14 September 1960

Hqs 42 Bomb Wg, Loring AFB, Maine

TO: 8 AF (IG)

Forwarded in accordance with basic communication is reply to Eighth Air Force Operational Readiness Inspection of the 42 Bombardment Wing. Items contained herein are in specific response to items in the basic report marked with an asterisk and are referenced by specific paragraph and sub-paragraph identities. All other items in the basic report not specifically asterisked have been noted, and where required, appropriate action has been taken. (U)

7. PREPARATION PHASE

c. CREW FWO PREPARATION

(2) CREW KNOWLEDGE

(c) Tactical Doctrine

1. A comprehensive ground training program has been implemented and will be completed prior to 1 October. This program is emphasizing emergency bombing methods and techniques. Aggressive follow-up by Standardization Division has been directed for subsequent checks and examinations. (U)

(e)

1. Crew R-45 removed from alert duties until re-examined and satisfactory. Re-examination accomplished 16 August 1960 with grade of 96%.

2. Aircrews are now reporting their aircraft configuration upon acceptance of alert aircraft. Weight and balance will be recomputed on DD 365F after determination of aircraft configuration. A spot check of DD 365F forms against aircraft Weight and Balance Form accuracy will be made at frequent intervals by the Wing Performance Engineer.

03745

~~SECRET~~

~~SECRET~~

3. Emphasis is being directed toward more complete and detailed study of past strike base filters. Re-study cycle will be completed by 30 October 1960.

(f) ECM Tape: Added emphasis has been placed on non-threat signals. Subsequent SSG administered tape examinations to 14 EW officers resulted in overall grade of 100%. Continuing training will be directed toward this area.

d. AIRCRAFT PREPARATION

(2) Narrative of Aircraft Preparation

(b) Follow-On Force

4. d. Generation Board Monitors and Controllers have been re-indoctrinated on the importance of properly annotating generation boards to reflect the true status of generation progression and aggressive follow-up action in accordance with the provisions of 8AF Manual 66 I and 400-3. Additionally, the proper maintenance of EWO Generation Boards and Job Control actions are receiving greater emphasis during monthly EWO training periods. (U)

8. EXECUTION PHASE

b. MISSION EFFECTIVENESS

(1) ALERT MISSION EFFECTIVENESS

(b)

1. Crew R-23 was placed on probation in accordance with paragraph 6b(3)(b) SACR 60-8. Aircraft Commander was successfully re-evaluated 12 August 1960 by Chief, 42nd Bombardment Wing Standardization Division on a night heavyweight air refueling during which two 15-minute hookups were accomplished refueling up to an aircraft weight of 420,000 pounds.

(2) OVERALL MISSION EFFECTIVENESS

(a)

~~SECRET~~

~~SECRET~~

2. Crew placed on probation per paragraph 6b(3)(b) SACR 50-8. Aircraft commander is programmed for two air refueling practice missions before re-evaluation on a night heavyweight air refueling sortie by Chief of Wing Standardization Division. Re-evaluation to be completed by 30 September 1960. Lack of proficiency attributed to non-availability of tanker aircraft for practice sorties due to Reflex support by 42nd Air Refueling Squadron and further due to heavy alert duty commitment of this crew while Loring effort was directed toward upgrading of non-combat ready crews.

c. BOMBING

(2) HIGH LEVEL BOMBING

(a)

1. Crew S-12 was briefed on the correct procedures as outlined in SACTD Vol 3, Chapter 4, paragraph 6a and c, on 18 August 1960. (U)

2. Primary cause of the unreliable run was a celestial navigation fix that was seventeen miles in error. Crew R-35 used the best available information from a celestial fix. A DR position was plotted subsequent to this celestial fix. This DR position was used as a basis for heading and ETA for the bomb release at Montreal. (Ref: SACTD Vol 3, Chapter 4, paragraph 6, a and b.) Proper procedures were used and no corrective action is necessary.

3. Acft 214, Crew E-04. A DR position was plotted from the best available celestial fix information and the heading and ETA to bomb release determined. (Ref: SACTD Vol 3, Chapter 4, paragraph 6a and b). Proper procedures were used and no corrective action is necessary.

d. AIR REFUELING OPERATIONS

(2) The landing gear on KC-135 S/N 54-3694, failed to retract after take-off because the left landing gear leveling cylinder pressure leaked off on taxi-out or take-off due to blown seal in leveling cylinder. Subject cylinder had been properly serviced on pre-flight. Defective cylinder was replaced.

(3) Malfunction was caused by defective receiver mixer crystal CR-201 and the AFC was out of alignment in the Receiver Transmitter, RT-204A S/N 1829. The crystal was replaced and the RT unit was aligned and returned to service. This aircraft had flown sixty-two (62) previous sorties without an inflight malfunction on the APN-69. There have been no APN-69 write-ups on this aircraft on the six (6) sorties subsequent to the unsatisfactory mission.

38

~~SECRET~~

~~SECRET~~

c. NAVIGATION

1. RECENT ACTS OF NAVIGATION

1.

1. Navigator in Crew R-17 had been critiqued in past reckonings errors in navigation, plotting of celestial LOP's and computation. Additional ground instruction in weak areas will be given this crew member by the Squadron Observer. Instruction to be completed by 20 September 1960.

2. Navigator in Crew S-16 has been thoroughly critiqued on careless errors in arithmetic computation. Method of crew member cross checking computation has been explained.

1. ELECTRONIC COUNTER MEASURES

(1) LOCAL DEFENSE RUNS

(a)

1. Crew S-12 EWOP, an instructor evaluator on select Standardization Board Crew, is thoroughly familiar with proper local defense procedures. Loss of this run can be attributed to RBS site radar signal loss on prior to IP remaining in this condition until 25NMI point from RBS site. No corrective action necessary.

(2) RADAR SIMULATOR RUNS

(a)

1. Aircraft # 12, Crew R-47. The EW officer was unable to intercept the Sierra signal emitted by the GPO-T1A at the RBS. The crew has attempted one radar simulator run score the ORI with a score of 09 indicating proper operating techniques. No corrective action required.

2. Aircraft #217, Crew R-33. There was no signal presentation on the Lima Band ID-226. The signal was audible and the EW officer attempted to jam the audible signal but was unable to generate the jamming signal on an audio presentation. It is felt that the CV-430 APP-3 was suppressing the received signal to the extent that there was no audio presentation. No corrective crew action necessary. NOTE: CV-430 APP-3 Difficulty has been submitted in special report to 8AF DOIC on 19 September 1960.

39

~~SECRET~~

~~SECRET~~

3. Aircraft #118 Crew R-16. The RBS radar simulator signals, identified by proper characteristics, were jammed. The jamming shifted in accordance with established procedures and the operator jammed the new frequencies. The RBS did not permit jamming at present. The operator has been re-briefed on correct jamming procedures and signal identification.

4. Aircraft #114 Crew E-04. This EW operator has been re-briefed on correct radar simulator procedures and signal identification. The crew attempted a radar simulator run on 24 August 1960 and received a score of 12.

5. Aircraft #218 Crew R-34. The crew was unable to make radio contact with RBS at the 25NM point where the radar simulator run should have been commenced. Radio contact was established some minutes after departing the 25NM point. The simulator run was commenced after the radio contact. Due to the late start, the EW observer was unable to complete the radar simulator run prior to the breakaway turn. The combat turn causes the loss of the last half of the radar simulator run. No corrective action necessary. Communication difficulty primary cause of run loss.

9. SUPPORT FUNCTIONS

b. EWO SECURITY

(4) Base Supplement 1 to SACR 201-7 dated 10 July 1960 requires all Unit Commanders to administer a written examination on "Seven High" reporting procedures to all personnel initially assigned to their unit. A record of all written "Seven High" examinations is maintained in the office of the Deputy Commander Security/Law Enforcement. A minimum of two (2) simulated "Seven Highs" are conducted during each eight hour period. A report of the simulated "Seven High" tests is forwarded to the Unit Commander concerned for any necessary corrective action. A/IC Larry Carter, 42d Organizational Maintenance Squadron, was individually counselled on his personal responsibility of correct "Seven High" reporting procedures. As a result of this incident the Base Security Motivation Program has been intensified to preclude any recurrence of incorrect "Seven High" reporting. A Security Readiness Exercise of the 42d Bombardment Wing was conducted on 22 August 1960 by higher headquarters and an overall score of 98.43 was obtained from the exercise. The inspectors commended Loring AFB for the outstanding Security Motivation Program which is in effect as required by SACR 201-7. (U)

~~SECRET~~

4. BASE FUEL:

(a) The OIC and NCOIC of the Base Fuels Section have been instructed on the proper procedure for utilizing the POL Net Room. In addition to this, the Base Depot Commander for Materiel has assigned two (2) radio monitors to work on a split shift basis during EWO exercises. These personnel have been indoctrinated in the proper use of the radio. (U)

(b) The OIC and NCOIC of the Base Fuels Section will report to the POL Control Center, upon being notified by the Pyramid Alert System that an alert is in progress, and will immediately contact the Combat Support Group Control Center to determine the type of exercise. (U)

(c) All Squadrons have augmentee personnel have been instructed to have the augmentee personnel report directly to the POL Control Room, as soon as they are notified that an alert is in progress. At A+1 hour, the OIC or NCOIC will report to the Combat Support Group Control Center the number of augmentees present for duty. (U)

(d) The status of Bomber and Tanker aircraft will be posted to the Generation Control Boards in accordance with BAFM 400-3 and BAFM 400-4 as actions are accomplished. (U)

(e) Posting to the Generation Control Boards will be in accordance with BAFM 400-3 and 400-4, by using local times in computing start and completion times for refueling and de-fueling actions. (U)

(f) Water - alcohol trailers will be dispatched to the aircraft on a pre-determined sequence time and posted to the aircraft status board in the POL Control Room and the Combat Support Group Control Center. (U)

(g) Aircraft status generation boards in Job Control and the POL Control Room will be monitored by the Combat Support Group Control Center to verify that the correct times are being posted to the generation boards in each of these sections. (U)

(h) BAF Form 141, EWO Sequence Action Report Required Posting Slips, will be prepared and passed to the personnel posting the aircraft generation boards in accordance with BAFM 400-3, paragraph 11.01. (U)

(i) The OIC and the NCCIC will report to the POL Control Room upon notification by the Pyramid Alert System. After the first four hours of the exercise, the OIC and NCCIC will go on a split shift basis. (U)

(j) A self-help project was started on 22 August 1960 to construct a separate room for the POL Control Room. Completion date is 16 September 1960. This room has been constructed to reduce the noise level to a minimum. Charts are being prepared in accordance with 3AFM 400-3 and 400-4. There will be a maximum of five personnel in the Control Room during EWO exercises. This will include the OIC or the NCCIC, one dispatcher, one radio monitor and one chart poster. (U)

(2) The three one-ton LOX generators were out of service during the alert. The following is the present status of the LOX generators:

(a) A1AP-1300 is now operational. (U)

(b) A1AP-985-Factory representative has over-hauled the plant, which became operational on 12 September 60. (U)

(c) P-1079-VDP for crankshaft, which is being re-conditioned at Portland, Maine. Estimated operational date is 30 September 1960. (U)

(d) The personnel shortages indicated resulted from an increase of authorization from nine to twenty-two on 1 July. Higher headquarters are cognizant of the problem and an additional six LOX personnel are programmed in during the month of September. Further inputs are anticipated. (U)

h. PERSONNEL PROCESSING

(2) All personnel, primaries and alternates, have been re-inspected for compliance with Wing Mobility requirements. Deficiencies noted during the inspection were corrected on the spot. Intra-squadron no-notice inspections on a quarterly basis will preclude further deficiencies in this area. (U)

(3) Immunization records were inspected and brought up to date on 17 August 1960. A master roster of immunization due dates for mobility personnel is maintained at Squadron Command Post. Monthly review will preclude future delinquencies. (U)

(4) Mobility cards have been corrected to reflect correct AFSC. Individuals cited as having been apprentice level were upgraded in June 1960. (U)

10. CARGO PLACING

(a) All cargo is now properly secured and secured for transport in the Base Motor Pool. The cargo is now properly secured and transported with the equipment. (U)

(b) Generator number 42]-8-2A forms have been inspected and corrected as outlined in T.O. 00-20A-1. The packing list (SAC Form 189) has been reviewed, properly documented and signed. (U)

1. TRANSPORTATION SUPPORT

(1)

(a) Vehicles are now covered by trip tickets for each day they are dispatched, whether they are utilized by the using organization or not. (U)

(b) The trip tickets of the vehicles subject to recall in accordance with the Base Support Plan are being properly annotated with the phrase "WHEN UNDER EWO, RETURN THIS VEHICLE IMMEDIATELY TO THE BASE MOTOR POOL". (U)

11. DISASTER CONTROL EXERCISE

c. Control tower SOP's have been changed to announce a taxi plan only for COCO's and EWO launches as required by Loring Alert Force SOP 55-12, "Alert Force Taxi Procedures and Plans". All tower personnel have been re-briefed concerning the requirement contained in para (b)(1), Annex E, 42d CSG Disaster Control Plan 500-61, 1 July 1960. (U)

d. Revised Tower SOP's have been established and Tower personnel thoroughly indoctrinated on proper radio terminology regarding transmissions during Disaster exercises. Disaster procedures are included in alert crew change-over briefings conducted by Alert Force Operations Officer. Action completed 16 August 1960. (U)

f. CBR team entered the disaster scene and proceeded to work 300 feet of the accident. At this point the CBR team had to wait approximately 30 minutes until the simulated fuel fire had been put out. At that time a perimeter was established and the entire area monitored while the remainder of the CBR team searched for casualties. (U)

CBR EOD personnel entered the area together and did work as a team. Since both the CBR and EOD personnel were wearing the same type protective clothing, it is possible that this teamwork was not observed by the observer. Yellow arm bands will be used on EOD personnel to identify them for future exercises. (U)

The tongs used by the EOD personnel are of local manufacture in order the requirement of the "Golden Hour Tonga" ground rules and are not listed in any pertinent ECL. It is suggested that 9 AF provide some guidance as to the proper size and availability of this item. As the initial entry into the area is on foot, the container carried by the EOD personnel is of 10 gallon size. Larger containers are available for use on the EOD truck located at the on-the-scene-command post. (U)

9-

- (1) Signs have been fabricated and installed at the Base Decontamination Center. All signs are of a permanent nature. (U)
- (2) Requirements as outlined in AFM 355-12 for the Base Decontamination Center do not include the use of a sand shuffle box. (U)
- (3) In the future two monitors with instruments will be on duty at the entrance to the Base Decontamination Center to monitor personnel suspected of being contaminated. (U)
- (4) In the future CBR monitors at the Decontamination Center will wear yellow helmet liners to enable them to be readily identified. (U)
- (5) Lanes of traffic will be distinctively marked and utilized during future exercises. (U)
- (6) Confusion existed here because an alternate hospital was established in the same building occupied by the Base Decontamination Center. The Base Decontamination Center has been relocated in the Swimming Pool Building and all injured will be sent to the hospital for decontamination. (U)
- (7) Larger containers with covers have been obtained and are properly marked. In the future disposal of contaminated material will be simulated. (U)
- (8) In the future the plan established to obtain fresh supplies for personnel will be executed. (U)


~~SECRET~~

(9) See sub-paragraph (6) above. (U)

(10) Base personnel are given three hours of disaster relief training annually in accordance with SA, R 10-24. Squadron Disaster Team personnel are continuously involved in their squadron preparedness. Increased emphasis will be placed on this program. Further, the purpose of the Decontamination Center will be thoroughly explained at the next Commander's Call. (U)

(11) This base is experiencing an acute shortage of the DT-60 dosimeter. Reference 5AF message DML1-37427, which states that there is no suitable substitute available and LNs will be notified when requisitioning action may be resumed. Dosimeters will be issued on a priority basis to combat crew and mobility personnel. (U)

12. ALERT FORCE TEST

c. Five B-52 alert A/C have been moved to a location closer to the primary end of the runway. Taxi plans have been reduced to a total of two. Taxi SOP's have been rebriefed to all crews and is an item covered at each alert crew change-over briefing. Aircraft commanders are now required to acknowledge taxi procedures during change-over briefing. 

19. PRODUCTION CONTROL

(3) The technical order file has been brought up to date. Technical Orders not needed have been turned over to other sections where needed. (U)

(4) The draft for the Personnel Status Board in accordance with current UMD has been submitted for printing. Estimated date of completion is 20 September 1960. (U)

20. MUNITIONS SERVICES

c. The SAC Two Man Policy has been read to all crews and personnel and is being strictly enforced. Any violations are being reported to the Munitions Maintenance Supervisor for corrective action, i.e., disciplinary action or additional training for the individual concerned. (U)

~~SECRET~~

d. All loading crews are being trained in detail. Tool discipline and procedures are being emphasized in accordance with good maintenance practices. A monthly periodic inspection schedule for loading crew equipment has been established and is being performed. This schedule of inspection establishes a 100% inspection monthly. (U)

e. All vehicles have been provided with checklists. Operators have been instructed in the use and care of the vehicles including daily operators vehicle inspection. (U)

f. Straddle carrier operators have been instructed in the proper use and procedures of the straddle carrier. (U)

g. All defective "Y" blocks have been replaced. A periodic inspection schedule of loading crew equipment has been established and the inspection is being performed. (U)

21. CONVENTIONAL MUNITIONS AND EXPLOSIVE ORDNANCE DISPOSAL

a.

(1) SAC Form 112's have been reviewed and brought up to date. These forms will be reviewed every four months in accordance with para 15d, SACM 136-4. (U)

b.

(1) Fire symbol signs and fire extinguishers are on the truck. They will be prominently displayed during the hauling of all explosives. Work order for extra signs has been submitted to Wing Supply for fabrication. Estimated date of completion 15 September 1960. (U)

(2) The red danger flag will be correctly displayed during demolition activities at the Explosive Ordnance Disposal Area. Excess flags are on hand. (U)

(3) A truck inspection station has been established and signs have been posted in accordance with paragraph 10r SACM 136-4. (U)

(4) Training records have been reviewed, reaccomplished and brought up to date. Explosive ordnance disposal technicians are being scheduled for daily training periods in the weekly maintenance schedule. (U)

(6) Training records have been initiated for A-1C Fatt. (U)

(7) The explosives storage area, 100 sq ft, to be used for storage of explosives has been removed, properly stored and will be destroyed on 15 September 1960. In future operations, prime-up of the area will be again planned. (U)

(8) The record of lot number is being maintained on ammunition loaded into aircraft cans in Dock 41. Identification concerning type and lot number of ammunition loaded, date loaded and inspector's name is being entered on paper attached to the top of each can. (U)

22. SAFETY

c.

(1) All vehicles have been equipped with fire extinguishers. Permanent fire symbol signs are being fabricated for use on all types of vehicles used for carrying explosives. Estimated date of completion 15 September 1960. (U)

(2) Fire symbol 1 signs have been fabricated and are posted on Dock 41 so that the symbol 1 is readily seen by anyone approaching the dock from any angle. (U)

(3) Loading crews have been individually briefed on the correct procedures for the connection/disconnection of power cables. Any future violations will be dealt with individually. (U)

(4) The individual has been removed from the loading crew. All crews have been briefed and are being trained in the correct loading procedures and safety practices. (U)

(5) The safety supervisor of each loading/down-loading operation being performed is insuring that all jewelry is being removed prior to the operation. (U)

23. TRAINING

Training records (SAC Form 569) have been transferred to Wing Training Control. A complete review of the training program and records has been accomplished with the assistance of Wing Training Control. The training program consists of scheduled classroom and practical training. This includes actual training (loading), classroom open book study guides, classroom instruction by qualified personnel, and written

tests for each phase. Specific training emphasis is being placed on factors concerning nuclear and air and safety, tool discipline and security. The study guides and written tests are being rewritten and brought up to date. Estimated date for completion of the improvement (study guides and tests) used for the training of loading crews and personnel is 15 September 1968. (U)

24. AFK-4723 SUPPLY ACCOUNT

a.

(1) NOCM-1190-519-7048 and NOCM-1190-519-7049- Items have been entered on the records. NOCM-1190-689-2190- Item was erroneously posted and a corrected IAV has been accomplished to rectify the error. (U)

(2) Requisition of Item NOCM-1190-708-9739 has been cancelled as well as the due out to the organization. This item is no longer authorized under ECL 681. (U)

(3) Power supply T-92 was a K-225 UDT trainer. It was picked up on ADF 105 F- series cards and reported to AFD 2398 as excess and has been shipped out on Voucher 61-00088, 25 Aug 68. (U)

(4) Inventories have been posted to the stock record cards in accordance with Vol II, AFM 67-1. (U)

(5) Levels on expendable items have been established, i.e. ATC units to support B-47 aircraft. (U)

(6) All levels on expendable items have been revised and established for realistic standards. All excesses have been returned to the appropriate depots. (U)

b. The straddle carrier cab windows are being replaced by the Base Motor Pool. The frame is being repaired and painted. The car will be placed under controlled storage within a warehouse. A repair survey has been initiated to determine responsibility for the suspected

vandalism to government property. The MF-4's have all been repainted
painted and placed in Bldg 9819 for storage. The M-22 and M-2 have been
turned into the Motor Pool for disposition. The M-143's are being repaired
excess to requirements and have been reported to higher headquarters.
BYRLT (U)


W. H. REDDELL
Colonel, USAF
Commander

5 crypts, 47 Air Div

~~CONFIDENTIAL~~

HEADQUARTERS
U.S. AIR FORCE
UNITED STATES AIR FORCE
WRIGHT PATTISON AIR FORCE BASE
WRIGHT PATTISON AIR FORCE BASE, MASS.

REPLY TO: DORM to Lt. Briley, 1000
ATTN OF: 1000 September 1960

SUBJECT: Bombardment Squadron and Crew Competition System

TO: Bombardment Squadrons and Crews

1. Attached is the Bombardment Squadron and Crew Competition Statement published in accordance with the attachment to the regulation 1000. This is the final statement for the first year of the system and will be in effect. Some minor changes will be made in the system in a revision to the regulation which will be published in the near future.
2. Crews which are not participating in the competition will have fine performance as they will not be eligible for promotion.
3. The forthcoming revision is aimed at bringing the competition and crew system in line with the SAC Management Control System. It is anticipated the following changes will be made: Short Look Fixed Angle, Short Look Timing, Last Resort, Long Look, and Last Resort, High Altitude Bombing Reliability, Short Look CEA, Navigation Activity, and Probation will be added to the system. Fixed Angle Bombing, High Altitude and High Altitude Bombing, Secondary Operator CEA will be deleted. Radar Navigators and Navigators standings for all applicable activity will be indicated on statements. Trophies will be awarded for top bombing and navigation.
4. When attachment 1 is withdrawn or not attached the classification of CONFIDENTIAL on this letter will be cancelled in accordance with AFR 705-1

Carl L. Briley
CARLUS L. BRILEY
Lt Colonel, USAF
Management Analysis Officer

3 Atch
Bomb Sq & Crew Competition
Statement (DORM)

~~CONFIDENTIAL~~

03771

~~CONFIDENTIAL~~

Standing	Crew	Unit	Aircraft Commander	Miles Available	Miles Flown	%
1st	S-16	70th	Major Moore	495	484.0	96.7%
2nd	E-06	69th	Capt. Main	495	484.0	96.9%
3rd	S-12	69th	LtCol Kaplan	495	484.5	97.8%
4th	R-24	70th	Capt. Beck	495	484.6	97.3%
5th	S-10	70th	Capt. Mearns	495	481.0	97.1%
6th	S-08	69th	Major Larson	495	481.0	97.0%
7th	S-07	69th	Capt. Mearns	495	481.0	97.0%
8th	R-14	70th	Major Bush	495	480.4	96.9%
9th	R-11	70th	Major Williams	495	480.0	96.9%
11th	R-11	70th	Capt. Marquardt	495	480.0	96.9%
12th	R-37	70th	Capt. Seebers	495	480.0	96.9%
13th	R-14	69th	Capt. Cole	495	479.7	96.9%
14th	R-44	70th	Capt. Phillips	495	479.5	96.8%
15th	R-62	69th	Capt. Wiersma	495	477.4	96.4%
16th	R-38	69th	Major Langley	495	477.7	96.5%
17th	R-39	70th	Capt. Newton	495	476.3	96.2%
18th	R-36	70th	Major Butts	495	474.9	96.0%
19th	R-03	69th	Capt. Harrison	495	474.6	96.0%
20th	E-06	69th	Major Rice	495	475.4	96.0%
21st	R-43	70th	Capt. Lee	495	475.1	95.9%
22nd	E-13	69th	Major Meyer	495	474.4	95.8%
23rd	S-02	69th	Capt. McCathron	495	473.4	95.6%
24th	R-42	70th	Major Rowe	495	476.6	96.3%
25th	R-23	70th	Capt. Shope	495	473.8	95.7%
26th	S-32	70th	Major Kruse	495	471.4	95.2%
27th	R-33	70th	Major McMinnis	495	470.6	95.0%
28th	S-37	69th	LtCol Evans	495	470.3	95.0%
29th	R-07	70th	Capt. Webb	495	468.1	94.5%
30th	R-09	69th	Major Barry	495	467.9	94.5%
31st	R-47	69th	Major Stewart	495	462.5	93.4%
32nd	R-48	70th	Major Bolstridge	495	465.1	94.0%
33rd	R-01	69th	Capt. Grouney	495	376.5	76.1%
34th	R-17	69th	Capt. Deveau	440	334.5	76.0%
35th	R-35	69th	Capt. Salzi	480	364.7	76.0%
1st	70th Bombardment Squadron			495	406.0	82.0%
2nd	69th Bombardment Squadron			495	403.2	81.5%

Page 1

~~CONFIDENTIAL~~

03771

~~CONFIDENTIAL~~
~~CONFIDENTIAL~~

SYNTHETIC BOMBING - PRIMARY OPERATIONS

Crew	BOMBING RELIABILITY (25 Pts)			BOMBING ACCURACY (25 Pts)			BOMBING ACTIVITY (25 Pts)		
	# Reliable	Points Earned	Stand- ing	GM Aver	Points Earned	Stand- ing	Br. Avgs	Points Earned	Stand- ing
R-01	100	25	1	7247	10.8	33	11	14	23
S-02	100	25	1	7080	12.3	28	11	18	17
R-03	100	25	1	834	22.4	4	10	17	26
E-04	100	25	1	779	11.2	8	12	26	4
E-06	100	25	1	1175	18.4	15	10	17	26
R-07	100	25	1	820	22.7	5	11	22	17
S-08	80	20	32	1557	14.0	25	Stbd	25	-
R-09	100	25	1	1457	17.1	22	12	16	20
R-10	100	25	1	828	22.4	5	11	14	23
R-11	100	25	1	1018	20.8	9	14	20	15
S-12	100	25	1	1825	13.9	26	Stbd	25	-
E-13	88	22	28	2091	12.0	29	21	25	5
R-14	100	25	1	736	21.0	2	17	25	9
R-15	100	25	1	1213	19.2	13	12	16	20
S-16	80	20	32	2306	10.4	34	Stbd	25	-
R-17	100	25	1	1287	13.4	19	12	10	29
R-23	75	18.8	35	16730	0	35	Inst	25	-
S-32	95	23.8	26	1786	14.4	24	Stbd	25	-
R-33	100	25	1	1347	14.1	21	14	20	15
R-34	100	25	1	1630	20.8	10	15	22	12
R-35	100	25	1	2205	11.2	31	10	12	26
R-36	100	25	1	880	22.0	6	15	22	12
R-37	100	25	1	1228	19.2	15	11	14	23
R-38	86	21.5	29	1660	15.7	23	12	16	20
R-39	96	21.5	29	2041	10.8	32	18	25	8
R-41	83	20.8	31	1245	18.9	18	17	25	9
R-42	100	25	1	1213	13.2	13	13	18	17
R-43	100	25	1	1235	19.2	17	13	18	17
R-44	100	25	1	716	23.2	1	19	25	6
R-45	100	25	1	2013	12.7	27	16	25	11
R-46	100	25	1	936	21.4	7	24	25	2
R-47	100	25	1	1230	19.2	16	24	25	2
R-48	77	19.3	34	2107	12.6	30	29	25	1
R-52	92	23	27	1312	18.3	20	19	25	6
S-87	100	25	1	1108	20.1	11	Stbd	25	-
698S	96.4	24.1	1	1394	17.7	1	15.3	22	2
708S	92.2	23.1	2	2010	12.8	2	15.4	22	1
Wg Avg	96.3	23.6		1709	15.3		15.4	22	

~~CONFIDENTIAL~~

03771

~~CONFIDENTIAL~~
~~CONFIDENTIAL~~
 AREA CONTAINING

PUMPING - SECONDARY OPERATOR AND LOG

Drew	NAME-REL SECONDARY OF (15 Pts)			BOMB-LOG SECONDARY OF (25 Pts)			LONG LOG (15 Pts)		
	% Reliable	Points Earned	Stand- ing	CE Aver	Points Earned	Stand- ing	% Reliable	Points Earned	Stand- ing
R-01	75	11.3	33	3655	0	22	100	15	1
S-02	100	15	1	1200	17.7	23	100	15	1
R-03	100	15	1	1270	18.8	19	100	15	1
E-04	100	15	1	970	22.2	3	100	15	1
R-06	100	15	1	1040	23.7	25	100	15	1
R-07	100	20.1	34	2220	17.2	210	100	15	1
J-08	100	15	1	1500	16.4	24	100	15	1
R-09	100	15	1	1700	19.8	12	100	15	1
R-10	100	15	1	170	25.0	1	100	15	1
R-11	100	15	1	1320	18.5	22	100	15	1
S-12	100	15	1	870	22.0	11	100	15	1
E-23	100	15	2	795	22.6	9	100	15	1
R-14	100	15	1	2120	11.8	27	100	15	1
R-15	100	15	1	970	21.2	12	100	15	1
S-16	No Activity			No Activity			100	15	1
R-17	100	15	1	720	23.2	8	No Activity		
R-23	No Activity			No Activity			100	15	1
S-32	100	15	1	1500	16.9	24	100	15	1
R-33	100	15	1	1170	19.6	16	100	15	1
R-34	100	15	1	850	22.2	10	100	15	1
R-35	100	15	1	570	24.4	3	100	15	1
R-36	100	15	1	1170	19.6	16	100	15	1
R-37	No Activity			No Activity			100	15	1
R-38	100	15	1	970	21.2	12	No Activity		
R-39	100	15	1	2700	7.1	29	100	15	1
R-41	100	15	1	2350	10.8	28	100	15	1
R-42	100	15	1	1020	20.8	14	100	15	1
R-43	100	15	1	650	23.8	6	100	15	1
R-44	100	15	1	1300	18.5	21	100	15	1
R-45	100	15	1	635	24.8	5	100	15	1
R-46	100	15	1	678	23.6	7	100	15	1
R-47	50	7.5	35	3110	4.7	31	100	15	1
R-48	100	15	1	1270	18.7	19	100	15	1
R-52	100	15	1	520	24.8	2	100	15	1
S-87	100	15	1	1720	15.1	26	100	15	1
69ES	91	13.7	2	1708	15.3	2	100	15	1
70ES	95	14.3	1	1493	16.9	1	100	15	1
WE AVE	93	14.8		1605	16.1		100	15	1

~~CONFIDENTIAL~~
~~CONFIDENTIAL~~

03771

~~CONFIDENTIAL~~

CREW COMPARISONS

LARGE CHARGE RUNS - H/L ACT, LONG LOGS AND SHORT LOGS

Crew	H/L HIGH ALTITUDE (15 Pts)			H/L LONG LOGS (15 Pts)			H/L SHORT LOGS (15 Pts)		
	\$ Reliable	Points Earned	Stand- ing	\$ Reliable	Points Earned	Stand- ing	\$ Reliable	Points Earned	Stand- ing
R-01	100	15	1	100	15	1	100	25	1
S-02	100	15	1	100	15	1	50	12.5	30
W-03	100	15	1	100	15	1	100	25	1
E-04	50	7.5	33	100	15	1	100	25	1
E-06	100	15	1	100	15	1	100	25	1
H-07	100	15	1	100	15	1	100	25	1
S-08	100	15	1	100	15	1	100	25	1
R-09	100	15	1	100	15	1	100	25	1
X-10	100	15	1	100	15	1	100	25	1
R-11	100	15	1	50	7.5	29	100	25	1
S-12	100	15	1	100	15	1	100	25	1
E-13	100	15	1	50	7.5	29	100	25	1
R-14	100	15	1	50	7.5	29	100	25	1
S-15	100	15	1	100	15	1	100	25	1
S-16	100	15	1	100	15	1	100	25	1
R-17	100	15	1	No Activity			No Activity		
R-23	100	15	1	100	15	1	100	25	1
S-32	100	15	1	100	15	1	100	25	1
R-33	100	15	1	100	15	1	100	25	1
R-34	100	15	1	100	15	1	100	25	1
R-35	100	15	1	No Activity			50	12.5	30
R-36	100	15	1	100	15	1	100	25	1
R-37	100	15	1	No Activity			100	25	1
R-38	100	15	1	No Activity			100	25	1
R-39	100	15	1	100	15	1	100	25	1
R-41	50	7.5	33	100	15	1	100	25	1
H-42	100	15	1	50	7.5	29	100	25	1
R-43	100	15	1	100	15	1	100	25	1
R-44	100	15	1	100	15	1	100	25	1
R-45	100	15	1	100	15	1	100	25	1
R-46	100	15	1	100	15	1	100	25	1
R-47	100	15	1	100	15	1	100	25	1
R-48	75	11.3	32	100	15	1	50	12.5	30
R-52	100	15	1	100	15	1	No Activity		
S-87	50	7.5	33	100	15	1	50	12.5	30
69BS	91	13.7	2	88	13.2	2	93	20.8	2
70BS	93	13.9	1	99	13.3	1	95	23.8	1
Wg AVE	92.4	13.9		89	13.3		89	22.3	

~~CONFIDENTIAL~~

03771

~~CONFIDENTIAL~~
~~CONFIDENTIAL~~
~~CONFIDENTIAL~~
FIXED ANGLE, SHORT LINE AND BREAKAWAY

Crew	FIXED ANGLE PUMPING (10 Pts)			SHORT LINE PUMPING (10 Pts)			BREAKAWAY (10 Pts)		
	% Reliable	Points Earned	Stand- ing	% Reliable	Points Earned	Stand- ing	% Reliable	Points Earned	Stand- ing
R-01	100	10	1	100	15	1	100	10	1
S-02	100	10	1	100	15	1	100	10	1
R-03	100	10	1	100	15	1	100	10	1
E-04	100	10	1	100	15	1	100	10	1
S-06	100	10	1	100	15	1	100	10	1
A-07	100	10	1	100	15	1	100	10	1
S-08	100	10	1	100	15	1	100	10	1
A-09	100	10	1	100	15	1	100	10	1
R-10	100	10	1	100	15	1	100	10	1
R-11	100	10	1	100	15	1	100	10	1
S-12	100	10	1	100	15	1	100	10	1
E-13	50	5	34	100	15	1	100	10	1
R-14	100	10	1	100	15	1	100	10	1
R-15	100	10	1	100	15	1	100	10	1
S-16	100	10	1	100	15	1	100	10	1
R-17	100	10	1	100	15	1	100	10	1
R-23	100	10	1	100	15	1	100	10	1
S-32	100	10	1	100	15	1	100	10	1
R-33	50	5	34	100	15	1	100	10	1
R-34	100	10	1	100	15	1	100	10	1
R-35	100	10	1	100	15	1	100	10	1
R-36	100	10	1	100	15	1	100	10	1
R-37	100	10	1	100	15	1	100	10	1
R-38	100	10	1	100	15	1	100	10	1
R-39	100	10	1	67	10	34	100	10	1
R-41	100	10	1	100	15	1	100	10	1
R-42	100	10	1	67	10	34	100	10	1
R-43	100	10	1	100	15	1	100	10	1
R-44	100	10	1	100	15	1	100	10	1
R-45	100	10	1	100	15	1	100	10	1
E-46	100	10	1	100	15	1	100	10	1
R-47	75	7.5	33	100	15	1	100	10	1
R-48	100	10	1	100	15	1	100	10	1
R-52	100	10	1	100	15	1	100	10	1
S-87	100	10	1	100	15	1	100	10	1
69BS	90	9	2	100	15	1	100	10	1
70BS	96	9.6	1	96	14.4	2	100	10	1
Wg Avg	94	9.4		98	14.7		100	10	1

~~CONFIDENTIAL~~ 03771

~~CONFIDENTIAL~~
CONFIDENTIAL
NEW OPERATIONS

ACTIVATION

Crew	NIGHT CELESTIAL (20 Pts)			NIGHT CELESTIAL GRID (10 Pts)			DAY CELESTIAL GRID (20 Pts)		
	CE Aver	Points Earned	Stand- ing	CE Aver	Points Earned	Stand- ing	CE Aver	Points Earned	Stand- ing
R-01	6.0	14.0	9	16.5	5.3	27	4.0	16.0	4
S-02	7.0	13.0	12	8.5	17.3	16	17.0	17.0	21
R-03	4.0	16.0	3	8.5	17.3	16	16.7	3.5	29
R-04	2.0	18.0	2	4.7	21.4	5	13.7	4.4	22
S-06	15.5	4.5	24	6.0	21.0	7	16.0	4.0	26
R-07	23.0	0	32	14.0	7.4	26	17.0	12.4	20
S-08	4.0	16.0	3	8.8	21.4	18	1.0	13.0	34
R-09	11.0	9.0	19	0.0	0	39	6.0	14.0	8
R-10	6.0	14.0	9	17.7	11.3	10	4.0	17.0	3
R-11	12.0	9.0	19	7.0	19.5	11	12.0	7.0	24
S-12	5.0	15.0	6	4.7	21.3	5	6.0	14.0	8
E-13	13.5	6.5	23	14.5	8.3	26	7.0	13.0	11
R-14	9.0	11.0	15	6.5	20.3	10	9.2	11.0	18
R-15	21.5	0	30	2.5	26.3	2	7.5	12.5	15
S-16	No Activity			No Activity			No Activity		
R-17	7.5	12.5	13	20.0	0	29	16.0	4.0	26
R-23	No Activity			11.0	13.5	20	No Activity		
S-32	20.2	0	29	13.0	10.5	23	14.0	7.0	31
R-33	12.0	2.0	28	19.5	.8	28	5.0	15.0	6
R-34	9.0	11.0	14	10.0	15.0	14	4.2	11.0	13
R-35	1.5	18.5	1	21.3	0	31	17.0	3.0	30
R-36	22.0	0	31	22.0	0	32	4.2	16.0	5
R-37	No Activity			7.5	15.8	13	19.0	1.0	32
R-38	12.0	8.0	21	12.5	11.3	21	3.0	17.0	2
R-39	10.0	10.0	17	4.7	21.8	5	7.5	12.5	15
R-41	6.5	13.5	11	6.2	21.0	8	7.0	13.0	7
R-42	4.0	16.0	3	24.5	0	34	2.7	17.5	1
R-43	17.0	3.0	27	8.0	18.0	14	14.5	5.5	25
R-44	12.5	7.5	22	7.2	19.5	12	10.7	9.5	22
R-45	5.0	15.0	6	13.0	10.5	23	7.0	13.0	11
R-46	16.0	4.0	25	6.2	21.0	8	9.0	11.0	17
R-47	5.5	14.5	8	22.0	0	33	6.2	14.0	10
R-48	8.0	12.0	14	8.2	18.0	15	21.0	0	33
R-52	10.0	10.0	17	.7	29.3	1	16.0	4.0	26
S-87	16.0	4.0	25	5.0	22.5	4	5.0	15.0	6
6988	9.4	10.5	1	11.0	13.5	2	9.9	10.0	2
7088	13.4	6.5	2	10.6	14.3	1	9.0	11.0	1
Wg Avg	11.5	8.5		10.8	13.5		9.4	10.5	

~~CONFIDENTIAL~~
CONFIDENTIAL

03771

~~CONFIDENTIAL~~

CREW PERFORMANCE

LOW LEVEL NAVIGATION AND ECM

Crew	LOW LEVEL NAV LEGS (30 Pts)			RADAR SIMULATOR RUNS (25 Pts)			LOCAL DEFENSE RUNS (25 Pts)		
	% Reliable	Points Earned	Stand- ing	Avg Score	Points Earned	Stand- ing	Avg Score	Points Earned	Stand- ing
R-01	100	30	1	6.6	8.9	26	7.7	23.8	3
S-02	100	30	1	8.2	11.3	14	8.7	21.3	12
H-03	100	30	1	7.1	11.3	12	6.7	18.8	22
E-04	100	30	1	8.5	11.3	10	8.4	21.3	15
S-06	100	30	1	8.5	11.3	11	8.6	20.0	16
H-07	100	30	1	8.9	11.3	7	8.7	20.0	16
S-08	100	30	1	7.7	11.3	20	8.4	20.5	9
R-09	100	30	1	6.2	8.0	34	10.8	12.5	34
R-10	100	30	1	6.7	8.3	31	8.3	21.3	14
R-11	100	30	1	9.0	13.8	6	8.0	21.3	13
S-12	100	30	1	6.7	8.8	24	8.5	22.5	10
E-13	100	30	1	10.3	17.5	1	6.1	20.0	19
R-14	100	30	1	6.6	8.8	26	7.6	16.3	27
R-15	100	30	1	7.9	11.3	18	4.6	20.0	16
S-16	100	30	1	7.9	11.3	13	8.5	22.5	10
H-17	100	30	1	6.5	8.8	28	8.3	22.5	8
R-23	100	30	1	5.4	5.0	32	6.6	17.5	26
S-32	100	30	1	9.1	13.8	6	6.4	20.0	20
R-33	100	30	1	8.3	11.3	12	6.4	18.8	25
R-34	100	30	1	8.5	13.8	10	1.6	23.8	2
R-35	100	30	1	6.9	8.3	23	7.6	16.3	27
R-36	100	30	1	8.0	11.3	16	1.5	25.0	1
R-37	100	30	1	9.3	13.8	3	5.4	20.0	20
R-38	100	30	1	9.6	17.5	2	3.0	22.5	7
R-39	100	30	1	9.9	13.8	7	2.5	23.8	5
R-41	100	30	1	8.3	11.3	12	2.3	23.8	4
R-42	100	30	1	9.3	13.8	3	9.7	13.8	33
R-43	100	30	1	7.2	8.8	21	5.8	18.8	23
R-44	100	30	1	5.8	6.3	30	2.7	22.5	6
R-45	100	30	1	8.1	11.3	15	8.4	16.3	31
R-46	100	30	1	6.1	6.3	29	7.6	16.3	27
R-47	100	30	1	6.7	8.8	24	7.6	16.3	27
R-48	100	30	1	5.4	5.0	32	8.5	16.3	32
R-52	100	30	1	4.7	5.0	35	13.2	10.0	35
S-87	100	30	1	8.0	11.3	16	6.3	18.8	24
698S	100	30	1	7.3	8.8	2	5.9	18.8	2
708S	100	30	1	7.8	11.3	1	4.9	20.0	1
Wg AVE	100	30		7.6	11.3		6.4	20.0	

~~CONFIDENTIAL~~

~~CONFIDENTIAL~~
CREW COMPARISONS

CURRENT, 10-8 TRAINING AND AIRCRAFT UTILIZATION

Crew	GUNNERY (25 Pts)			10-8 TRAINING (100 Pts)		AIRCRAFT UTILIZATION (100 Pts)		
	% Reliable	Points Earned	Stand- ing	% Accompl Pts Earned	Stand- ing	% Utilized	Points Earned	Stand- ing
R-01	50	12.5	33	100	1			
S-02	100	25	1	100	1			
R-03	100	25	1	92	31			
S-04	100	25	1	100	1			
E-06	100	25	1	100	1			
R-07	100	25	1	100	1			
S-08	100	25	1	100	1			
R-09	100	25	1	100	1			
R-10	100	25	1	100	1			
R-11	100	25	1	100	1			
S-12	100	25	1	100	1		N	
E-13	100	25	1	100	1		O	
R-14	100	25	1	100	1		T	
R-15	100	25	1	100	1			
S-16	100	25	1	100	1			
R-17	100	25	1	90	35		S	
R-23	100	25	1	100	1			
S-32	100	25	1	100	1		C	
R-33	100	25	1	100	1		O	
R-34	100	25	1	100	1		R	
R-35	100	25	1	98	31		E	
R-36	100	25	1	100	1		D	
R-37	100	25	1	100	1			
R-38	100	25	1	97	34			
R-39	100	25	1	100	1			
R-41	100	25	1	100	1			
R-42	100	25	1	100	1			
R-43	100	25	1	100	1			
R-44	50	12.5	33	100	1			
R-45	100	25	1	100	1			
R-46	100	25	1	100	1			
R-47	100	25	1	100	1			
R-48	100	25	1	100	1			
R-52	100	25	1	98	31			
S-87	50	12.5	33	100	1			
6988	92.3	23.1	2	99	2			
7088	95.2	23.8	1	100	1			
Wg Avg	93.6	23.2		100				

~~CONFIDENTIAL~~

03771

PH0015FHA419DAAG15XB704

CC RJKXPN

ZEL (CORRECTED COPY)

ZNY#84

OO TXXKXNB RJKXNB RJKXSR RJKXFN RJKXKA RJKXFL RJKXDP RJKXGF RJKXKY

DE RJKXNB 243

O OJROKZ ZKX

FM SAC OFFUTT AFB NEBR

TO ALFA

JULIET

3908 STRATSTANDOP BARNESDALE AFB LA

BT

/UNCLASSIFIED//FOUO 20174. IMMEDIATE ACTION FOR SAC UNITS, DOG TO APLB, DOGS AT JULIET, SSGOS AT 3906SSO. INFO FOR WZLNK AT WADD; PUBLICATIONS UNITS AT WISAC, DFR AT OKIG. SUBJECT: B-52G OPERATING PROCEDURES 80-26. THIS MESSAGE IN FIVE PARTS. PART I. THIS IS INTERIM SAFETY OF FLIGHT SUPPLEMENT TECHNICAL ORDER NUMBER 18-52G-(SF)1-3, DTD 1 SEPTEMBER 80. THIS SUPPLEMENT'S TECHNICAL ORDER 18-52G-1, DTD 18 MAY 80. REFERENCE TO THIS SUPPLEMENT WILL BE MADE ON THE TITLE PAGE OF THE BASIC MANUAL AFFECTED. NOTE: "COMMANDERS ARE RESPONSIBLE FOR BRINGING THIS SUPPLEMENT TO THE ATTENTION OF ALL MEMBERSHIPS PERSONNEL CLEARED FOR OPERATION OF THIS

PAGE TWO RJKXNB 243

AIRCRAFT". A COPY OF THIS INTERIM SUPPLEMENT TECHNICAL ORDER WILL BE FILLED IN THE APPLICABLE DASH ONE FLIGHT MANUAL, PART II. PURPOSE: TO DEFINE OPERATING LIMITATIONS ON THE SUBJECT AIRPLANES THAT HAVE BEEN INSPECTED PER TECHNICAL ORDER 18-52G-801. PART III. GENERAL: CRACKS HAVE DEVELOPED IN THE BOTTOM INTER SPAR WING SKIN PANEL AT WING STATION 777.9 AND 826.9 CRACKS ORIGINATE FROM THE AFT MOST FASTENER HOLE AFT OF THE REAR SPAR AND PROPAGATE FORWARD. INSPECTION OF THIS AREA AFTER EACH FLIGHT IS REQUIRED. INSPECTION RESULTS WILL DETERMINE OPERATING LIMITATIONS. PART IV. INSTRUCTIONS: (A) AIRPLANES INSPECTED PER T.O. 18-52G-801 AND FOUND TO HAVE NO CRACKS MAY CONTINUE OPERATION UNDER EXISTING FLIGHT MANUAL LIMITATIONS. (B) AFTER INSPECTION PER T.O. 18-52G-461 ALL B-52G AIRPLANES RELEASED FOR FLIGHT WILL BE INSPECTED AND THE STATUS RECORDED IN THE FORM 781 AFTER EACH FLIGHT UNTIL THESE AREAS ARE REPAIRED PER APPLICABLE TECHNICAL ORDERS. THE INSPECTION AREAS WILL BE EASILY IDENTIFIED AS TWO AREAS ON THE UPPER SURFACE OF EACH WING THAT ARE CLEAR OF WHITE PAINT. THESE AREAS CAN BE FURTHER DESCRIBED AS BEING IN THE VICINITY OF EITHER END OF THE PANEL BETWEEN THE OUTBOARD AND INBOARD FLAP SECTIONS. FASTENERS IN THE CRITICAL AREA HAVE BEEN IDENTIFIED AS 8X1, 8R2, AND 8R4.

PAGE THREE R. J. W. 243

PASTERWER N12 IS JUST AFT OF THE SEAM BETWEEN LOWER WING SKIN INTER SPAR PANEL AND TRAILING EDGE PANEL. PASTERWER N12 IS JUST FORWARD OF THE SEAM BETWEEN LOWER WING SKIN INTER SPAR PANEL AND TRAILING EDGE PANEL. NOTE ON SOME AIRPLANES THE FIRST PASTERWER HOLE DOES NOT EXIST. THE FIRST PASTERWER FORWARD OF THE TRAILING EDGE SHELF PANEL WILL STILL BE REGARDED AS THE SECOND PASTERWER FOR THESE AIRPLANES. (C) AIRPLANES HAVING CRACKS THAT DO NOT EXTEND BEYOND

THE THIRD PASTERWER FROM THE PANEL EDGE ARE RESTRICTED TO 575000 POUNDS FLIGHT GROSS WEIGHT. LIMIT BANK ANGLE TO 30 DEGREES OR A FOUR (4) WIND TURN WHICHEVER IS LESS. DO NOT EXCEED 1.8 (ONE POINT SIX) GS IN PULL-UPS OR IN ANY COMBINATION OF PULL-UP AND BANK CONDITIONS. MAXIMUM AIRSPEED SHALL BE LIMITED TO 300 KIAS OR 0.8 (ZERO POINT EIGHT) MACH NUMBER WHICHEVER IS LESS. IF SEVERE OR EXTREME TURBULANCE IS UNAVOIDABLY ENCOUNTERED USE A PENETRATION PROCEDURE TO DESCEND TO AT LEAST 5000 FEET BELOW BEST RANGE CRUISE ALTITUDE AND MAINTAIN 0.77 (ZERO POINT SEVEN SEVEN) MACH OR 270 KIAS WHICHEVER IS LESS. LOW LEVEL OPERATION IS PROHIBITED. IF NECESSARY THESE AIRPLANES MAY BE REFUELED IN FLIGHT UP TO A MAX WING GROSS WEIGHT OF 600,000 POUNDS. AIRPLANES WITH THE ABOVE CRACK LIMITATIONS MAY PARTICIPATE IN STATIC

PAGE FOUR R. J. W. 243

GROUND ALERT AT MAXIMUM FLIGHT MANUAL GROSS WEIGHT LIMITATIONS. (D) AIRPLANES HAVING CRACKS EXTENDING BEYOND THE THIRD PASTERWER HOLE BUT NOT BEYOND THE FOURTH PASTERWER HOLE ARE RESTRICTED TO A ONE TIME FLIGHT TO A MODIFICATION CENTER AT A GROSS WEIGHT CONSISTENT WITH SAFE FUEL MANAGEMENT BUT NOT TO EXCEED 550,000 POUNDS. THESE AIRPLANES ARE PROHIBITED FROM PARTICIPATION IN GROUND ALERT. (E) AIRPLANES HAVING CRACKS EXTENDING FORWARD BEYOND THE FOURTH PASTERWER HOLE ARE GROUNDED AND WILL BE REPAIRED ON SITE. PART V. ALL B-52D SAC UNITS WILL ACKNOWLEDGE RECEIPT AND UNDERSTANDING TO THEIR RESPECTIVE SAC SUBORDINATE COMMAND WITHIN ONE (1) WORKING DAY AFTER RECEIPT. EACH MAJOR SAC SUBORDINATE COMMAND WILL ACKNOWLEDGE RECEIPT TO THIS HEADQUARTERS, ATTN: DOTS, FOR THEIR RESPECTIVE UNITS WITHIN (8) WORKING DAYS OF THE DATE-TIME-GROUP INDICATED ON THIS MESSAGE.
BT
05/1802Z SEP R. J. W.

THIS IS A C.R. IF YOU HAVE YOUR COPY.

JAMES K. JAMES
Captain, USAF

PHAC99
DAD 9665XB763
RR RJKXPZEDK
BRJZ71
RR RJKXDRE RJKXCH RJKXSB RJKXFN RJKXSA RJKXUL RJKXDP RJKXSP RJKXFP
DE RJKXBR 226
R 061754Z ZEK
FM HQ SAC OFFUTT AFB NEBR
TO ALPA
BRAVO
JULIET
BT

UNCLAS YMAA 20246. ACTION TO ALL DM/DCWS. INFO:
ON 0825PM THE FOLLOWING MESSAGE IS QUOTED FOR YOUR INFO AND
NECESSARY ACTION. QUOTE. THIS IS AN INTERIM CHANGE SO
BE 52 PLANNED INSPECTION WORKCARDS WC 1B-52G-8. PROP DATED
4 JANUARY 60, CHANGED 22 APRIL 1960. REFERENCE PAGE 2-5
POSTFLIGHT POWER OFF WORK AREA 'D''S RIGHT WING. ADD NEW
ITEM 2. A. TO READ AS FOLLOWS. CODE 1181 ITEM 2. A. LOWER
INSPAN WING SKIN FOR CRACKS (190) APPROXIMATE WING STA-
TIONS 626.9 AND 727.9. NOTE REFERENCE T. O. 1B-52G-651
DATED 299 AUGUST 60. ANY CRACKS FOUND WILL BE RECORDED ON

PAGE TWO RJKXBR -25
AIRCRAFT FORM 781 AS TO THE LOCATION AND LENGTH OF CRACK
AND WILL BE REPORTED IN ACCORDANCE WITH T. O. 1B-52G-651/
REFERENCE PAGE 2-18 POSTFLIGHT POWER OFF WORK AREA 'K''
LEFT WING. ADD NEW ITEM 2. A. TO READ AS FOLLOWS. CODE
1171 2. A. LOWER INSPAN WING SKIN FOR CRACKS (190)
APPROXIMATE WING STATION 626.9 AND 727.9. NOTE:
REFERENCE T.O. 1B-52G-651 DATED 29 AUGUST 1960. ANY
CRACKS FOUND WILL BE RECORDED BY AIRCRAFT FORM 781 AS TO
THE LOCATION AND LENGTH OF CRACK AND WILL BE REPORTED
IN ACCORDANCE WITH T. O. 1B-52G-651. UNQUOTE.
BT
06/1901Z SEP RJKXBR

NNNN

THIS IS A CERTIFIED TRUE COPY:

JAMES I. JAMES
Captain, USAF

CZCPH451920JG 55

FM RJEZM
DE ROWZAS 3
P 020001Z
FM 4126STRATWG BEALE AFB CALIF
INFO RJEKRP/COMAF 2 BARKSDALE AFB LA.
RJEKRW/97SW BLYTHEVILLE AFB ARK
RJEKSL/4188SW HOLIN AFB FLA
RJEKSL/4188SW TURNER AFB GEORGIA
RJEKRW/4241SW SETWORTH JOHNSON AFB N C
RJEKRW/4197SW ROBINS AFB GEORGIA
RJEKRW/425W LORING AFB ME
RJEZDP/4088SW DOW AFB ME

BT
UNCLAS DCWQC 13657, IMMEDIATE ACTION REQUIRED. ACTION
AFTR SAC WICHITA, SAC EMMA, INFO: 15AF, 16 AF, 8AF, 2AF, BOMBS: N
5, 97, 99, 42, 92, STRATWGS: 4185, 4188, 4241, 4157, 4158.
EMERGENCY OR SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH SECTION
II T. O. 00-55D-54.
A. 4225SW-80-76.
B. LOWER WING SKIN.
C. B7520 SERIES BOEING AIRCRAFT.
D. BOEING B7520, 57-5479, 57-5480, 57-5482, 57-5486, 57-

PAGE TWO RJEZAS 3
5487 AND 57-5489.
F. DURING COMPLIANCE WITH T.O. 18-529-551
G. DURING COMPLIANCE WITH T.O. 18-529-551 CRACKS WERE NOTED IN WING
SKIN SURFACE, REFERENCE T.O. 18-529-3, PAGE 2-4 PLAN VIEW OF LOWER
SURFACE STATION 685 TO 786, CRACKS WERE DIRECTLY FORWARD OF HOLES
INSPECTED AT WING STATION 727, CRACKS EXTEND TO FIRST HANGER,
AIRCRAFT 57-5479 EXTENDS TO THE SECOND HANGER 1 5/8 INCHES LONG.
H. AFTR BOEING, WICHITA, KANS.
I. 13
J. 6.
K. NONE.
L. AIRCRAFT 57-5479-815 HRS, 57-5480 HRS 57-5482-661 HRS,
M. NOT APPLICABLE.
N. P.L. AMERINE, SMSGT, 4126STRATWG, (DUTY) 2392, (NOW DUTY)
SI 8-0365
BT
02/0160Z SEP ROWZAS

NNNN

THIS IS A CERTIFIED TRUE COPY:

JAMES E. JAMES
Captain, USAF

BIXOH

~~SECRET~~

HEADQUARTERS
42ND BOMBARDMENT WING (M) USAF
UNITED STATES AIR FORCE
LORING AIR FORCE BASE WING

PART IV - Wing Commander's Report 30 September 1960

1. Hours and Sorties Flown From 0000 Hours 30 September to 2300 Hours 30 September 1960

	<u>HOURS</u>	<u>SORTIES</u>
a. High Wind, BAF Opord 14-10-60	13.40	2
b. Sky Shield, BAF Opord 14-10-60	86.50	8
c. Martinsburg Airport Flyover, BAF Ops DO 61976, 14 July 1960	6.10	1
d. Alarm Bell, BAF Current Operations Schedule (Recreation)	16.30	3 (0)

2. Test Hop Mission. No test missions were flown during the period 1 thru 30 September 1960. (U)

3. Weather or Local Conditions. No cancellations due to weather occurred during the training period. (U)

4. Restrictive Directives. T.O. 15-100-1 dated August 1960 restricts B-52 aircraft gross weights for both ground and air operations. This directive also restricts low level operations. (U)

5. Waiver of Training Requirements

a. In accordance with instructions provided in BAF message DCRM 3/76861 19 Dec 59, (M) Subject: Comparison of BAF training requirements, the following information is submitted:

<u>CREW</u>	<u>POSITION MAINTENANCE</u>	<u>REASON</u>
B-06	Radio Navigation	Squadron Officers School
B-11	Navigation	Squadron Officers School
B-17	Radio Navigation	Squadron Officers School
B-24	Navigation	Squadron Officers School

~~SECRET~~

~~SECRET~~

5. SAC message, Confidential/DOE 10 28040 1 September 1960, changes the radar simulator run requirement established by SACF 1048 from a proficiency probation item to an activity item. "Items will be entered in Wing reliability and SAC Heads-Up competition for the training 1 September thru 31 December 1960. This waiver is considered necessary because of ECM equipment deficiencies in the B-52G aircraft." Authority: SAC Message (C) DOE ED 1471, 30 August 1960.

6. Crew Data: See Form 184a attached.

7. Material and Personnel Problems: To eliminate duplication of reporting, the requirement for comments in this section is no longer applicable. Authority: SAC Message (U) DOTA 28019, Subject: Commander's Remarks Section Of The RCE F-42 Report, dated 30 September 1960. (U)

8. Comments and Recommendations of the Unit Commander: Not applicable.

9. Wing Commander's Remarks:

a. Monthly Report of Low Level Training

- (1) Total number CR crews assigned: 35
- (2) Total number CR crews completing Mission No. 1: 35
- (3) Total number CR crews fully qualified Low Level: 35
- (4) No operational problems have been encountered in low altitude

training during the reporting period.

b. Unreliable RBS Runs:

High Altitude Bombing (Qualities for Training Period)

	<u>Rel Sync</u>	<u>First Op</u>	<u>Sec</u>	<u>Final Angle</u>	<u>Large Chg</u>	<u>Rel Sync</u>	<u>Second Oper</u>
Runs Attempted		38		2	6		14
Unreliable due to:							
) Air Crew Member		0					1

~~SECRET~~

~~SECRET~~

				Red Eye Control Oper
(1) Material Failure	1			0
(2) Maintenance Error	0			0

Low Altitude Bombing (Cumulative for Training Period)

	Long Look	Short Look	Long Look Large Charge	Short Look Large Charge
Runs Attempted	13	2	8	9
Unreliable due to:				
(1) Air Crew Member	1	0	3	0
(2) Material Failure	1	1	0	1
(3) Maintenance Error	0	0	0	0

c. Report on Home Station Alert Duty

CREW	DAYS ON ALERT	COMBINATION DAYS OFF	NORMAL DUTY DAYS OFF
1	7	4	1
S-02	17	9	4
E-04	7	0	0
E-06 (AC)	17	7	3
(CP, RW, W, SW, G)	10	7	3
S-08 (AC)	6	0	1
(CP, RW, W, SW, G)	1	0	1
**R-09	7	1	1
S-12	3	0	0
E-13	4	6	2
**R-14	6	4	2
R-17	10	0	2
R-18	13	0	1
S	8	1	2

~~SECRET~~

~~SECRET~~

<u>OP</u>	<u>DAYS ON ALERT</u>	<u>SUSPENSION DAYS OFF</u>	<u>NORMAL DUTY DAYS OFF</u>
R-06	16	0	5
R-07	14	0	3
R-08	10	0	4
S-09 (Co pilot only)	4	0	0
R-09	2	1	1
R-10	16	0	3 1/2
R-11	9	0	3
R-12	9	0	3
S-13	7	0	2
R-14	7	0	2
R-15	14	0	3 1/2
R-16	7	0	2
R-17	14	0	3 1/2
R-19	14	0	3 1/2
R-21	7	0	2
R-22	9	0	3
R-23	9	0	3
R-24	14	0	3 1/2
R-25	9	0	2
R-28	10	0	2 1/2

Leave on Leave 1 thru 15 September
Leave on Leave 1 thru 15 September

(C)

W. H. Redwell
W. H. REDWELL
Colonel, USAF
Commander

~~SECRET~~

~~SECRET~~

... .. September 1960

<u>FORM NUMBER</u>	<u>ISSUANCE DATE</u>
N-41	1 October 1958
N-42	1 October 1959
N-43	1 October 1960
N-44	1 October 1960

September 1960 Upgrade of N-41, N-42, N-43, N-44

... .. will not upgrade
to ready status until completion of various advanced takeoff training.
... .. 1960. This is in accordance with
... .. 1960. Subject
... .. (1)

1. OPERATIONAL PROCEDURES

<u>ASSEMBLY</u>	<u>WEIGHT</u>	<u>FLYING HOURS</u>
1		1000

2. OPERATIONAL PROCEDURES

2.1 OPERATIONAL PROCEDURES

... ..

... ..

... ..

... .. established
by

... .. be required annually to comply
... .. If reliability is less
... .. must be updated.

~~SECRET~~

~~SECRET~~

(b) No allowance is made for higher headquarters directed missions that require gunnery.

(c) To insure a 90 day firing cycle we schedule and fire at 60 day intervals or 180 sorties per year. SACF 50-21 restricts this unit to 160 sorties per year.

1. Recommend AFR 50-21 be amended to authorize 6000 rounds of ammunition per crew annually rather than the present 4800 rounds.

(3) Not applicable.

b. Summary of Results:

	<u>LOADED</u>	<u>FIRE</u>	<u>ATTEMPTED</u>	<u>SUCCESSFUL</u>
(1) Normal:	12,000	11,042	10	9
(a) NCR or 5X	7,200	6,619	6	5
(2) Reflex:	N/A	N/A	N/A	N/A
(3) Heads Up	N/A	N/A	N/A	N/A
(4) Face Setter	N/A	N/A	N/A	N/A
(5) Big Boom	N/A	N/A	N/A	N/A
(6) Non Creditable	7,200	5,622	6	4 (c)

b. Low Level Training:

a. Fair Ball Kilo I - Sorties Available: 0

<u>Sched</u>	<u>Cancelled</u>			<u>Other</u>	<u>Success</u>	<u>Aborted - Lost</u>			
	<u>Wx</u>	<u>Maint</u>	<u>Other</u>			<u>Wx</u>	<u>Maint</u>	<u>Unrel</u>	<u>Other</u>
0	0	0	0	0	0	0	0	0	0

b. Fair Ball Kilo IV - Sorties Available: 28

<u>Sched</u>	<u>Cancelled</u>			<u>Other</u>	<u>Success</u>	<u>Aborted - Lost</u>			
	<u>Wx</u>	<u>Maint</u>	<u>Other</u>			<u>Wx</u>	<u>Maint</u>	<u>Unrel</u>	<u>Other</u>
28	0	0	3	3	22	0	3	0	0

c. Oilburner Hangover - Sorties Available: 22

<u>Sched</u>	<u>Cancelled</u>			<u>Other</u>	<u>Success</u>	<u>Aborted - Lost</u>			
	<u>Wx</u>	<u>Maint</u>	<u>Other</u>			<u>Wx</u>	<u>Maint</u>	<u>Unrel</u>	<u>Other</u>
22	2	0	0	0	19	2	1	0	0

~~SECRET~~

~~SECRET~~

4. Gilburner Hangover (Short Entry) Sorties Available: 21

Sched	Cancelled			Succ	-Aborted - Lost			
	Wx	Maint	Other		Wx	Maint	Unrel	Other
21	0	0	0	11	2	2	0	0

e. Gilburner Green Valley - Sorties Available: 3

Sched	Cancelled			Succ	-Aborted - Lost			
	Wx	Maint	Other		Wx	Maint	Unrel	Other
3	0	0	0	2	0	1	0	0

f. Key Special Special Route 3 Scheduled - 7 Effective. (1 aircraft aborted due to loss of all radios)

5. Instructor Personnel:

<u>CREW NUMBER</u>	<u>NAME</u>	<u>INSTRUCTOR POSITION</u>
Staff	MORGAN, W.D., Lt Colonel	IP
Staff	ROHR, C.E., Lt Colonel	IP
Staff	BARRETT, B.G., Major	IP
S-87	EVANS, R.J., Lt Colonel	IP
S-12	KAPLAN, S.D., Lt Colonel	IP
S-08	DARKER, L.A., Major	IP
E-04	BALK, H.A., Captain	IP
S-16	MOORE, E.V., Major	IP
R-15	RUEP, B.H., Major	IP
R-07	WEBB, F.E., Captain	IP
S-32	GROPE, C.D., Major	IP
S-87	HENRICH, G.F., Captain	ICP
S-12	BANDER, I.B., Captain	ICP
S-08	VLACH, W.R., 1/Lieutenant	ICP
E-06	DALE, H.F., 1/Lieutenant	ICP
S-16	BROOKER, C.L., Captain	ICP

~~SECRET~~

~~SECRET~~

<u>CRM NUMBER</u>	<u>NAME</u>	<u>INSTRUCTOR POSITION</u>
S-31	MILLES, J.C., Captain	ICP
S-37	BOONE, D.M., Major	IN
S-12	DAVIS, R.D., Major	IN
S-08	CAMPION, W.H., Major	IN
E-04	ROBERTSON, G., Captain	IN
S-02	MAHON, T.F., Captain	IN
S-87	MAURO, P.T., Captain	IN
Staff	JOHNSON, P.W., Captain	IN
S-06	SCHILLER, G.S., Captain	IN
S-12	SAVAGE, J.E., Captain	IN
E-04	GILSON, P.M., Captain	IN
S-02	Winehillier, W.E., Captain	IN
E-06	EYERS, C.W., Captain	IN
R-16	NELSON, F.P., Captain	IN
R-09	LINGERSLET, K.D., Captain	IN
R-09	REHWALD, W.C., Captain	IN
Staff	BACCHINI, W.J., Major	IN
S-10	HENSON, G.L., Major	IN
S-16	WHEELER, S.J., Major	IN
Staff	ANDERSON, E.J., Captain	IN
S-32	LEWIS, T.W., Captain	IN
R-07	SALVINCCI, M.F., Captain	IN
Staff	SPAIN, G.L., Captain	IN
S-16	MESSLER, W.V., Captain	IN
R-06	HARVEY, B.B., Captain	IN
R-11	RELLER, R.L., Major	IN

~~SECRET~~

~~SECRET~~


<u>CREW NUMBER</u>	<u>NAME</u>	<u>INSTRUCTOR POSITION</u>
R-15	YOUNG, T. C. LTJG USN	IN
R-17	JONES, J. E. CAPT USN	IN
R-18	NEEDLE, B. W. CAPT USN	IN
R-27	TRANT, J. L. MAJ USN	IEW
S-02	MARSH, J. L. MAJ USN	IEW
Space	FRONT, J. W. CAPT USN	IEW
S-12	GRAHAM, J. L. CAPT USN	IEW
S-18	WONLEY, J. L. MAJ USN	IEW
E-24	POWERS, E. T. MAJ USN	IEW
S-32	LOVELL, J. P. MAJ USN	IEW
R-37	WILLIAMS, L. W. CAPT USN	IEW
S-16	HOLMES, J. L. MAJ USN	IEW
R-7	EDINGER, W. J. MAJ USN	IEW
R-11	GRIFFIN, W. J. MAJ USN	IEW
S-25	BLAIR, J. W. MAJ USN	IG
Space	WELCH, J. W. MAJ USN	IG
S-10	GARDNER, J. W. MAJ USN	IG
S-08	SMITH, J. W. MAJ USN	IG
R-14	ALLEN, J. W. MAJ USN	IG
R-56	COOPER, J. W. MAJ USN	IG
R-06	CLARK, D. L. MAJ USN	IG
S-97	HUTCHINSON, J. W. MAJ USN	IG
R-24	SMITH, J. W. MAJ USN	IG
R-21	STONFIELD, A. F. MAJ USN	IG
R-25	ADAMS, C. F. MAJ USN	IG
R-20	HENSON, J. P. MAJ USN	IG

~~SECRET~~


~~SECRET~~
~~SECRET~~

<u>CREW NUMBER</u>	<u>NAME</u>	<u>INSTRUCTOR POSITION</u>
B-16	DAVINGSB, V.O., 1st Lt	IS
B-07	McGRAY, J.M., 1st Lt	IS
B-11	ONES, R.J., 1st Lt	IS
B-37	KROUSE, F.V., 1st Lt	IS (U)

6. ERP Study Reporting

- a. 35 CR crews with ERP mission assignment.
- b. 35 CR crews complete minimum monthly ERP Study.
- c. 35 CR crews certified IAW SACM 55-7. 

7. Aircraft Schedule Effectiveness:

- a. Total number of crew members assigned to combat ready crews (average):
204
- b. Total number of major deviations: 179
- c. Computed effectiveness (b/a): .877 

8. Explanation of Items Falling Below Desired Standards: Not applicable.

9. Additional Comments by the Wing Commander: Not applicable.

~~SECRET~~
~~SECRET~~

~~CONFIDENTIAL~~
~~CONFIDENTIAL~~

42D AIR REFUELING SQUADRON
42D BOMBARDMENT WING (H) (SAC)
United States Air Force
Loring Air Force Base, Maine

PART IV - SQUADRON COMMANDER'S REMARKS, SEPTEMBER 1960

1. Hours and Sorties Flown Performing Missions Ordered by Higher Headquarters:

	<u>HOURS:</u>	<u>SORTIES:</u>
a. Reflex, 8AF Opord 96-90, 1 Jun 59	291:05	57
b. Martinsburg Airport Flyover, 8AF MEG DO 61976, 14 July 1960	6:00	1 (U)

2. Test Flights: Nine (9) sorties for 8:20 hours. (U)


3. Weather and Local Conditions: No sorties were cancelled because of weather at this station during the month of September. (U)

4. Restrictive Directives: None

5. Waiver of Training Requirements:

a. In accordance with instructions contained in 8AF message DORM 3/76861, 19 Dec 59, (U) Subject: Computation of 50-8 Training Requirements, the following information is submitted:

<u>CREW</u>	<u>POSITION WAIVED</u>	<u>REASON</u>
J-38	Co-Pilot	Squadron Officers School
T-50	Co-Pilot	Squadron Officers School

b. 8AF message DDEL 6425A dated 2 May 60, Subject: Rolling Take-off, KC-135 aircraft, constitutes waiver authority for SACR 50-8 rolling take-off requirements for KC-135 aircraft. This precaution is considered necessary until such time as KC-135 landing gear rework program has been completed. It is anticipated that this waiver will remain in effect until 31 Dec 60. 

6. Crew Data: See SAC Form 184e, attached.

~~CONFIDENTIAL~~
~~CONFIDENTIAL~~

~~CONFIDENTIAL~~

... of reports...
... longer applicable. Auto...
... Remarks Section...
... Report...

4. Summary of Requirements...

AL	REQ #	DAYS ON ALERT	# OF COMPENSATING DAYS OFF ON ALERT	# OF COMPENSATING DAYS OFF NORMAL DUTY DAYS
		0	0	0.5
	1	1	1	2
	2	2	2	2
	3	3	3	1.5
	4	4	4	0.5
	5	5	5	3
	6	6	6	2
	7	7	7	2
	8	8	8	4
	9	9	9	2
	10	10	10	2.5
	11	11	11	1
	12	12	12	2
	13	13	13	2
	14	14	14	2.5
	15	15	15	2
	16	16	16	2.5
	17	17	17	4
	18	18	18	2
	19	19	19	2.5
	20	20	20	4
	21	21	21	3.5

~~CONFIDENTIAL~~

CONFIDENTIAL

DATE	NO. OF COMPENSATING DAYS	NO. OF COMPENSATING DAYS OFF REGULAR DUTY DAYS
7-1	1	1
7-2	1	1
7-3	1	1
7-4	1	1
7-5	1	1
7-6	1	1
7-7	1	1
7-8	1	1
7-9	1	1
7-10	1	1
7-11	1	1
7-12	1	1
7-13	1	1
7-14	1	1
7-15	1	1
7-16	1	1
7-17	1	1
7-18	1	1
7-19	1	1
7-20	1	1
7-21	1	1
7-22	1	1
7-23	1	1
7-24	1	1
7-25	1	1
7-26	1	1
7-27	1	1
7-28	1	1
7-29	1	1
7-30	1	1
7-31	1	1

Approved: Lt. Colonel [Signature] September 1973 (C)

Lt. Colonel [Signature]
Commander

3. Comments and Recommendations of the Unit Commander.
[Signature]

[Signature]
Commander

CONFIDENTIAL

~~CONFIDENTIAL~~

- 1. ... September 1990
- 2. ...
- 3. ...
- 4. ...
- 5. ...
- 6. ...
- 7. ...
- 8. ...
- 9. ...
- 10. ...
- 11. ...
- 12. ...
- 13. ...
- 14. ...
- 15. ...
- 16. ...
- 17. ...
- 18. ...
- 19. ...
- 20. ...
- 21. ...
- 22. ...
- 23. ...
- 24. ...
- 25. ...
- 26. ...
- 27. ...
- 28. ...
- 29. ...
- 30. ...
- 31. ...
- 32. ...
- 33. ...
- 34. ...
- 35. ...
- 36. ...
- 37. ...
- 38. ...
- 39. ...
- 40. ...
- 41. ...
- 42. ...
- 43. ...
- 44. ...
- 45. ...
- 46. ...
- 47. ...
- 48. ...
- 49. ...
- 50. ...
- 51. ...
- 52. ...
- 53. ...
- 54. ...
- 55. ...
- 56. ...
- 57. ...
- 58. ...
- 59. ...
- 60. ...
- 61. ...
- 62. ...
- 63. ...
- 64. ...
- 65. ...
- 66. ...
- 67. ...
- 68. ...
- 69. ...
- 70. ...
- 71. ...
- 72. ...
- 73. ...
- 74. ...
- 75. ...
- 76. ...
- 77. ...
- 78. ...
- 79. ...
- 80. ...
- 81. ...
- 82. ...
- 83. ...
- 84. ...
- 85. ...
- 86. ...
- 87. ...
- 88. ...
- 89. ...
- 90. ...
- 91. ...
- 92. ...
- 93. ...
- 94. ...
- 95. ...
- 96. ...
- 97. ...
- 98. ...
- 99. ...
- 100. ...

ASSIGNED APPROPRIATE FLYING HOURS

- 1. ...
- 2. ...
- 3. ...
- 4. ...
- 5. ...

<u>GEN #</u>	<u>NAME</u>	<u>INSTRUCTOR POSITION</u>
1001	James P. E. White	IP
1002	James P. E. White	IP
1003	James P. E. White	IP
1004	James P. E. White	IP
1005	James P. E. White	IP
1006	James P. E. White	IP
1007	James P. E. White	IP
1008	James P. E. White	IP
1009	James P. E. White	IP
1010	James P. E. White	IP
1011	James P. E. White	IP
1012	James P. E. White	IP
1013	James P. E. White	IP
1014	James P. E. White	IP
1015	James P. E. White	IP
1016	James P. E. White	IP
1017	James P. E. White	IP
1018	James P. E. White	IP
1019	James P. E. White	IP
1020	James P. E. White	IP
1021	James P. E. White	IP
1022	James P. E. White	IP
1023	James P. E. White	IP
1024	James P. E. White	IP
1025	James P. E. White	IP
1026	James P. E. White	IP
1027	James P. E. White	IP
1028	James P. E. White	IP
1029	James P. E. White	IP
1030	James P. E. White	IP
1031	James P. E. White	IP
1032	James P. E. White	IP
1033	James P. E. White	IP
1034	James P. E. White	IP
1035	James P. E. White	IP
1036	James P. E. White	IP
1037	James P. E. White	IP
1038	James P. E. White	IP
1039	James P. E. White	IP
1040	James P. E. White	IP
1041	James P. E. White	IP
1042	James P. E. White	IP
1043	James P. E. White	IP
1044	James P. E. White	IP
1045	James P. E. White	IP
1046	James P. E. White	IP
1047	James P. E. White	IP
1048	James P. E. White	IP
1049	James P. E. White	IP
1050	James P. E. White	IP
1051	James P. E. White	IP
1052	James P. E. White	IP
1053	James P. E. White	IP
1054	James P. E. White	IP
1055	James P. E. White	IP
1056	James P. E. White	IP
1057	James P. E. White	IP
1058	James P. E. White	IP
1059	James P. E. White	IP
1060	James P. E. White	IP
1061	James P. E. White	IP
1062	James P. E. White	IP
1063	James P. E. White	IP
1064	James P. E. White	IP
1065	James P. E. White	IP
1066	James P. E. White	IP
1067	James P. E. White	IP
1068	James P. E. White	IP
1069	James P. E. White	IP
1070	James P. E. White	IP
1071	James P. E. White	IP
1072	James P. E. White	IP
1073	James P. E. White	IP
1074	James P. E. White	IP
1075	James P. E. White	IP
1076	James P. E. White	IP
1077	James P. E. White	IP
1078	James P. E. White	IP
1079	James P. E. White	IP
1080	James P. E. White	IP
1081	James P. E. White	IP
1082	James P. E. White	IP
1083	James P. E. White	IP
1084	James P. E. White	IP
1085	James P. E. White	IP
1086	James P. E. White	IP
1087	James P. E. White	IP
1088	James P. E. White	IP
1089	James P. E. White	IP
1090	James P. E. White	IP
1091	James P. E. White	IP
1092	James P. E. White	IP
1093	James P. E. White	IP
1094	James P. E. White	IP
1095	James P. E. White	IP
1096	James P. E. White	IP
1097	James P. E. White	IP
1098	James P. E. White	IP
1099	James P. E. White	IP
1100	James P. E. White	IP

~~CONFIDENTIAL~~

~~CONFIDENTIAL~~

	<u>NAME</u>	<u>INSTRUCTOR POSITION</u>
T-41	Walters, R. Captain	IN
T-42	Walters, R. Captain	IN
T-43	Walters, R. Captain	IN
T-44	Walters, R. Captain	IN
Staff	Goldwell, E. F. MSgt	IBO
T-45	Holbrook, J. MSgt	IBO
T-46	Schuster, R. L. MSgt	IBO
T-47	Salerno, P. A. MSgt	IBO
T-48	Jones, J. H. MSgt	IBO
T-49	Payne, R. MSgt	IBO
T-50	Holbrook, J. A. MSgt	IBO
T-51	Holbrook, J. A. MSgt	IBO
T-52	Ward, J. W. MSgt	IBO
T-53	Holbrook, J. A. MSgt	IBO (U)

6. EWG Study Progress

- a. Assignment of EWG study to A-10 mission assignment.
- b. Selection of EWG study completed minimum EWG study.
- c. Distribution of EWG study to all A-10 SACR 55-1.
- d. Monthly reports.

7. Aircrew Training Progress

- a. Total number of aircrew members assigned to combat ready crews: 124
- b. Total number of aircrew members:
- c. Computer assignments: 124

8. Deployment of A-10 to 125th Tactical Fighter Wing Standards:

- a. Air refueling was completed during first month of the training period
- b. No refueling was lost when a tanker was refueled by an A-10. One (1) refueling was

~~CONFIDENTIAL~~

~~CONFIDENTIAL~~

... (it) was lost due to a fuel
... number of planned
... standing for the period.
... Not applicable.

~~CONFIDENTIAL~~

JOINT MESSAGEFORM

CLASSIFICATION

~~SECRET~~

PRECEDENCE	TYPE MSG. (CLASS.)	ACCOUNTING	GRID OR REFERENCE	CLASSIFICATION OF REFERENCE
ACTION: OO	BOOK: MULTIPLE: SYMBOL:			
INFO: OO	X	AF	ORIG	
FROM:	SPECIAL INSTRUCTIONS			

42 BOMBING LARING AFB MAINE

TO: SAC OFFUTT AFB NEBR
 SAF WISSTON AFB MASS
 /S E C R E T/PRO: SCORE 918C. IMMEDIATE ACTION REQUIRED. ATTN:
 SAC DENSO AND DOTA. SAF DCRMA. SUBJECT: (U) UNIT CAPABILITY REPORT
 RES: 2-SAC-VI AS OF 2400 EDT 11 SEPT 60. PART ONE - GENERAL ITEMS:

1. 42 BMR
2. B-52D
3. 27
4. 15
5. 14:30
6. 06 34
7. 10
8. 7-6
9. 836000
10. 112

DATE: _____ TIME: _____
 MONTH: _____ YEAR: _____
 SEPT 1960

SYMBOL	SIGNATURE
SCORE	
TYPED NAME AND TITLE (Signature required)	TYPED NAME AND TITLE
THOMAS BAY, Major, USAF	
SECURITY CLASSIFICATION	

01746

JOINT MESSAGEFORM - CONTINUATION SHEET

SECURITY CLASSIFICATION

~~SECRET~~

FORM

42 BOMBING LORING APR NINE

PART TWO - SCHEDULE AND FLIGHTING PERFORMANCE:

COLUMN	(A)	(B)	(C)	(D)	(E)
1.	112	N/A	300	N/A	N/A
2.	108	N/A	300	N/A	N/A
3.	217+50	N/A	N/A	N/A	N/A
4.	25	N/A	110	N/A	N/A
a.	25	N/A	110	N/A	N/A
5. a.	25	N/A	N/A	N/A	N/A
b.	N/A	N/A	110	N/A	N/A
6. a.	25	N/A	N/A	N/A	N/A
b.	N/A	N/A	110	N/A	N/A
7. a.	0/0	0/0	0/0	0/0	0/0
b.	0/0	0/0	0/0	0/0	0/0
c.	0/0	0/0	0/0	0/0	0/0
8. a.	0	0	0	0	0
b.	0	0	0	0	0
c.	0	0	0	0	0
d.	1	0	0	0	0
e.	0	0	0	0	0

PART THREE - REMARKS: ITEM FOUR PART ONE DIFFERS FROM ITEM 3 DUE TO 10 ACFT CROUCH ALERT AND 2 ACFT MAX SPEED. ITEM EIGHT DIFFERS FROM ITEM 7 DUE TO 4 CREWS "IN" STATUS. ITEM 3 REMARKS DUE TO LOSS OF ACFT #113, 2 SEP 60 TO CDAMS AND ACFT #908, 8 SEP 60 TO SAN-4.

PAGE NO. 2 OF 2

NO. OF PAGES 2

SECURITY CLASSIFICATION

INITIALS

DD FORM 173-1

165

JOINT MESSAGEFORM - CONTINUATION SHEET

SECURITY CLASSIFICATION

~~SECRET~~

FROM: 42 BOMBING LORNING AFB MOBILE

PART FOUR - TRAINING YEARS:

- A. 18/162:20
- B. 7/55:30
- C. 5/11:05
- D. 7.35
- E. 19
- F. 1008
- G. 1008
- H. 5/1008/1552.0
- I. 2/1008/3335.0
- J. 1/1008/2370/3070
- K. 1/1008/1926.6
- L. 2/1008/870.0
- M. 0/0/0
- N. 1/2008/200/1000
- O. 18/08.85
- P. 10/1008
- Q. 35/0/0
- R. 45:00

ADDED REMARKS: PART I ITEM 6 DECREASES DUE TO REGRESSION OF CREW
 R-03 TO 1 STATUS EFFECTIVE 9 SEPT 60.

1	PAGE NO	NO OF PAGES	SECURITY CLASSIFICATION	INITIALS

DD FORM 173-1

U.S. GOVERNMENT PRINTING OFFICE: 1957-400004

JOINT MESSAGEFORM		SECURITY CLASSIFICATION		SECRET SECRET	
SPACE AHEAD SEPARATE FROM COMMUNICATION CENTER					
PRECEDENCE	TYPE MSG (CLASS)		ACCOUNTING SYMBOL	ORIG OR REFERS TO	CLASSIFICATION OF REFERENCE
ACTION	OO	POOR	MULTI	XX	AF
INFO					ORIG
FROM:				SPECIAL INSTRUCTIONS	
42 BOMBING LOSSING AFB WISN					
TO:					
SAC OFFSET AFB WISN					
SAC WESTOVER AFB MASS					
/S R C R T / FROM: DCOER 959C. IMMEDIATE ACTION REQUIRED.					
ATTN: SAC DCSBQ AND DCCA. S/W DCCAL. SUBJECT: (U) UNIT CAPABILITY					
REPORT, RCR: 2-SAC-WI AS OF 2400 EST 11 SEPT 1960. PART ONE -					
GENERAL ITEMS.					
1. 42 ARES					
2. EC-13A					
3. 20					
4. 11					
5. 16:10					
6. 31					
7. 1					
8. 0					
9. 572:35					
10. 106					
SYMBOL		SIGNATURE		DATE	TIME
DCCER				12	
TYPED NAME AND TITLE (Signature, if required)		TYPED (for memo) NAME AND TITLE		MONTH	YEAR
FRANKIE BAY, Sr. SAC, WISN				SEPT	1960
PHONE 1334					
SECURITY CLASSIFICATION					
SECRET SECRET					

DD FORM 173, MAY 59

REPLACES DD FORM 173, 1 OCT 48, WHICH WILL BE USED UNTIL EXHAUSTED

2747

JOINT MESSAGEFORM - CONTINUATION SHEET

SECURITY CLASSIFICATION

~~SECRET~~
~~SECRET~~

4.2 BOMBING LORING AFB MISS

PART TWO - SCHEDULE PLANNING AND PERFORMANCE

COLUMN	(A)	(B)	(C)	(D)	(E)
1.	106	N/A	240	N/A	N/A
2.	99	N/A	240	N/A	4
3.	157:15	0:45	N/A	N/A	11:50
4.	31	N/A	05	N/A	2
4. a.	31	N/A	05	N/A	2
5. a.	31	N/A	N/A	N/A	2
b.	N/A	N/A	05	N/A	N/A
6. a.	31	6	N/A	N/A	2
b.	N/A	N/A	05	N/A	N/A
7. a.	0/0	0/0	0/0	0/0	0/0
b.	0/0	0/0	0/0	0/0	0/0
c.	0/0	0/0	0/0	0/0	0/0
8. a.	0	0	0	0	0
b.	0	0	0	0	0
c.	0	0	0	0	0
d.	0	0	0	0	0
e.	0	0	0	0	0

PART THREE - REMARKS: ITEM FOUR DIFFERS FROM ITEM THREE DUE TO ENGINE (8) AIRCRAFT GROUND ALERT AND ONE (1) AIRCRAFT NOT STARTED. ITEM SEVEN DIFFERS FROM ITEM SEVEN DUE TO ONE CREW "IN" STATUS. ITEM THREE DIFFERS FROM ITEM THREE DUE TO ONE TO CDM 1 LEFT 60, AIRCRAFT #614 FROM CDM 2 LEFT 60.

1	PAGE NO.	NO. OF PAGES	SECURITY CLASSIFICATION	DETAILS
	NOOR	2	1	SECRET SECRET

DD FORM 173-1

JOINT MESSAGEFORM - CONTINUATION SHEET

SECURITY CLASSIFICATION

~~SECRET~~

FORM 100-100
 BOMBING LOGS AND MATH

PART FOUR - TRAINING ITEMS

A. 39/177150

B. 0/0

C. 0/0

D. 24.96

E. 37

F. 94.85

G. 100.05

H. THRU F. NEW APPLICABLE

I. 31/0

J. N/A

FORM NO.	NO. OF PAGES	SECURITY CLASSIFICATION	REVISION
100-100-1	3	SECRET	1

FORM 100-100-1

SECURITY CLASSIFICATION

JOINT MESSAGEFORM

~~SECRET~~

~~AFSPC REF ID: A66017~~

PRECEDENCE	TYPE	MODE	CLASSIFICATION OF REFERENCE
INFO	AF	ORR	
FROM	00	00	SPECIAL INSTRUCTIONS

42 BOMBING LOADING AFB WREME

TO: SAC OFFUTT AFB NEBR
SAF WESTOVER AFB MASS

/S E C R E T / FROM: DCOMR 4206 IMMEDIATE ACTION REQUIRED. ATTN: SAC DCOMR AND DOTA. (U) UNIT CAPABILITY REPORT
FROM: 2-SAG-WI AS OF 2400 EDT 16 SEPT 60. PART ONE - GENERAL ITEMS:

1. 42 NW
2. B-52D
3. 27
4. 15
5. 25:10
6. 34
7. 10
8. 6
9. 852:45
10. 106

DATE	TIME
SEP	1960

SYMBOL	SIGNATURE
BY: [Signature]	TYPED (or NAME) NAME AND TITLE
DATE: [Signature]	
SECURITY CLASSIFICATION	

DD FORM 173 MAY 60

REPLACES DD FORM 173, 1 OCT 49, WHICH WILL BE USED UNTIL OBSOLETE

27845

JOINT MESSAGEFORM - CONTINUATION SHEET

SECURITY CLASSIFICATION

~~SECRET~~
~~SECRET~~

FROM: 42 BOMBING LORING AFB MAINE

PART TWO - SCHEDULE AND PLANNING PERFORMANCE:

COLUMN	(A)	(B)	(C)	(D)	(E)
1.	106	N/A	300	N/A	N/A
2.	104	N/A	300	N/A	N/A
3.	378:05	N/A	N/A	N/A	N/A
4.	44	N/A	180	N/A	N/A
a.	44	N/A	180	N/A	N/A
5. a.	44	N/A	N/A	N/A	N/A
b.	N/A	N/A	180	N/A	N/A
6. a.	44	N/A	N/A	N/A	N/A
b.	N/A	N/A	180	N/A	N/A
7. a.	0/0	0/0	0/0	0/0	0/0
b.	0/0	0/0	0/0	0/0	0/0
c.	0/0	0/0	0/0	0/0	0/0
8. a.	0	0	0	0	0
b.	0	0	0	0	0
c.	0	0	0	0	0
d.	1	0	0	0	0
e.	0	0	0	0	0

PART THREE - REMARKS: ITEM 4 PART ONE DIFFERS FROM ITEM 3 PART ONE DUE TO 10 ACFT GROUND ALERT AND 2 ACFT KEY SPEED. ITEM 8 PART ONE DIFFERS FROM ITEM 7 PART ONE DUE TO 4 CREWS "IN" STATUS.

REQUEST FOLLOWING CHANGES: MY REPORT 11 SEP 60.; ITEM 10 PART ONE AS READS 112 CHANGE TO READ 106. ITEM 1 PART TWO AS READS 182 CHANGE TO READ 106. ITEM 2 PART TWO AS READS 108 CHANGE TO READ 104.

1	PAGE NO.	2	NO OF PAGES	3	SECURITY CLASSIFICATION	SECRET SECRET	INITIALS
---	----------	---	-------------	---	-------------------------	--	----------

DD FORM 173-1

JOINT MESSAGEFORM - CONTINUATION SHEET

SECURITY CLASSIFICATION
~~SECRET~~
~~CONFIDENTIAL~~

42 BOMBING LORING AFB MAINE

PART FOUR - TRAINING ITEMS:

- A. 32/278115
- B. 12/99150
- C. 6/16140
- D. 15.58
- E. 26
- F. 1008
- G. 1008
- H. 15/1008/1419.3
- I. 2/1008/5339.0
- J. 3/1008/1640.0/1856.6
- K. 8/778/3093.7
- L. 7/85-78/2513.3
- M. 3/33-38/4430.0/4706.6
- N. 3/86.66/2440.0/1450.0
- O. 30/908
- P. 29/72.48
- Q. 59140/23140
- R. 14110
- S. 34/0
- T. 99120

DD FORM

1 MAY 53 173-1

PAGE NO.	TOTAL PAGES	FORM NO.	ISSUE DATE
1	1		

JOINT MESSAGEFORM		SECURITY CLASSIFICATION		SECRET SECRET	
SPACE BELOW RESERVED FOR COMMUNICATIONS CENTER					
PRECEDENCE		TYPE MSG (FORM)		ACCOUNTING SYMBOL	ORIG OR REFERS TO
ACTION	00	FOUR	W/PT	AF	0000
DATE		XX			
FROM:	SPECIAL INSTRUCTIONS				
<p>AT BOMBING LAIR AFV 0010</p> <p>TO:</p> <p>SAC OFFICE AFV 0010</p> <p>SAC WENTON AFV 0010</p> <p>SECRET SECRET IMMEDIATE ACTION REQUIRED.</p> <p>ATTN: SAC BOMB AND BOMB. SAC BOMB. SUBJECT (U) UNIT CRAWL</p> <p>REPORT, HQ: 2-000-71 AS OF 2400 HRT 20 SEPT 60. PART ONE - GENERAL</p> <p>INFO.</p> <ol style="list-style-type: none"> 1. 100000 2. 00-100 3. 00 4. 11 5. 2500 6. 11 7. 1 8. 0 9. 0000 <p>10/100</p>					
SYMBOL		SIGNATURE			
TYPED NAME AND TITLE (Signature, if required)		TYPED (if signed) NAME AND TITLE			
SECURITY CLASSIFICATION		SECRET SECRET			

DD FORM 173

REPLACES DD FORM 173, 1 OCT 58, WHICH WILL BE USED UNTIL EXHAUSTED

07897

JOINT MESSAGEFORM - CONTINUATION SHEET

SECURITY CLASSIFICATION

~~SECRET~~

A. BOMBING LANDING AFB NAHIE

PART TWO - SCHEDULED PLANNING AND PERFORMANCE

COLENS	(R)	(B)	(C)	(D)	(E)
1.	106	N/A	240	N/A	N/A
2.	99	N/A	240	N/A	4
3.	290:35	18:55	N/A	N/A	11:30
4.	48	N/A	144	N/A	2
4. a.	48	N/A	144	N/A	2
5. a.	48	N/A	N/A	N/A	2
b.	N/A	N/A	144	N/A	N/A
6. a.	48	10	N/A	N/A	2
b.	N/A	N/A	144	N/A	N/A
7. a.	0/0	0/0	0/0	0/0	0/0
b.	0/0	0/0	0/0	0/0	0/0
c.	0/0	0/0	0/0	0/0	0/0
8. a.	0	0	0	0	0
b.	0	0	0	0	0
c.	0	0	0	0	0
d.	0	0	0	0	0
e.	0	0	0	0	0

PART THREE - REMARKS: ITEM FOUR MAY ONE DIFFERS FROM ITEM THREE DUE TO THREE (3) AIRCRAFT GROUND ALERT AND ONE (1) AIRCRAFT RECALLED.

ITEM FIVE MAY ONE DIFFERS FROM ITEM SEVEN DUE TO ONE CREW IN SEATTLE.

ITEM THREE MAY ONE NO CHANGES. AIRCRAFT 617 TO OCHA 12 SEPT, AIRCRAFT 621 TO OCHA 15 SEPT 60. AIRCRAFT 616 FROM OCHA 15 SEPT, AIRCRAFT 621 FROM OCHA 16 SEPT 1960.

BY 121 FROM OCHA 16 SEPT 1960.

NO. 121	DATE 16 SEPT 1960	SECURITY CLASSIFICATION SECRET	INITIALS
NO. 121	DATE 16 SEPT 1960	SECURITY CLASSIFICATION SECRET	INITIALS

DD FORM 173-1

JOINT MESSAGEFORM - CONTINUATION SHEET		SECURITY CLASSIFICATION	
		SECRET	
DOWNSIDE LOGIC APB MAIN			
PART FOUR - TRAINING ITEMS			
A. 60/28120			
B. 0/0			
C. 0/0			
D. 34.9%			
E. 52			
F. 89.46			
G. 96.26			
H. THRU B NET AFFILIANCE			
I. 31/0			
J. N/A			
K. 0			
NO. OF	NO. OF	SECURITY CLASSIFICATION	INITIALS
3	3	SECRET	

DD FORM 173-1

U.S. GOVERNMENT PRINTING OFFICE: 1974 - ARBOR

JOINT MESSAGEFORM

SECURITY CLASSIFICATION

~~SECRET~~
~~SECRET~~

READ FROM BACKSIDE OF MESSAGEFORM IF NECESSARY

PRECEDENCE	TYPE MSG (SYMBOL)	ACCOUNTING SYMBOL	CLASSIFICATION REFERENCE
ACTION INFO FROM: 00	RECORD: MULTI SINGLE: I	AF	ORIG
SPECIAL INSTRUCTIONS			

AF BOMBING LOADING AFB MAIN

TO: SAC OTTUM AFB MISS

SAC WESTOVER AFB MISS

~~SECRET~~/FROM: DCOB *7700*. IMMEDIATE ACTION REQUIRED. ATTN:

SAC DORNO AND DOTA. S&F DORS. SUBJECT: (U) UNIT CAPABILITY REPORT

REF: 2-SAC-VI AS OF 2500 NOV 25 SEPT 60. PART ONE - GENERAL ITEMS:

1. 42 MW
2. D-520
3. 29
4. 15
5. 52:15
6. 34
7. 10
8. 8
9. 852:15
10. 106

DATE: 26 MONTH YEAR
 TIME: 0815
 1961

SYMBOL	SIGNATURE
SECRET	
1. TYPED NAME AND TITLE (If signature is required)	2. TYPED (or PRINTED) NAME AND TITLE
3. SECURITY CLASSIFICATION	
SECRET	

DD FORM 173 MAY 58

REPLACES DD FORM 173, 1 OCT 48, WHICH WILL BE USED UNTIL EXHAUSTED

ADJUT MESSAGEFORM - CONTINUATION SHEET

SECURITY CLASSIFICATION

~~SECRET~~
SECRET

L2 BOMBING LORING APS MAINS

PART TWO - SCHEDULE AND PLANNING PERFORMANCE:

COLUMN	(A)	(B)	(C)	(D)	(E)
1.	106	N/A	300	N/A	N/A
2.	106	N/A	300	N/A	N/A
3.	633:00	N/A	N/A	N/A	N/A
4.	7h	N/A	250	N/A	N/A
a.	7h	N/A	250	N/A	N/A
5.	7h	N/A	N/A	N/A	N/A
b.	N/A	N/A	250	N/A	N/A
6.	7h	N/A	N/A	N/A	N/A
b.	N/A	N/A	250	N/A	N/A
7.	0/0	0/0	0/0	0/0	0/0
b.	0/0	0/0	0/0	0/0	0/0
c.	0/0	0/0	0/0	0/0	0/0
8.	0	0	0	0	0
b.	0	0	0	0	0
c.	0	0	0	0	0
d.	2	0	0	0	0
e.	0	0	0	0	0

PART THREE - REMARKS: ITEM 3 PART ONE INCREASES DUE TO RECEIPT OF ACFT # 573, 20 SEP 60 AND ACFT # 580 22 SEP 60 FROM WITCHITA. ITEM 4 PART ONE DIFFERS FROM ITEM 3 PART ONE DUE TO 10 ACFT GROUND ALERT AND 3 ACFT KEY SPEED. ITEM 8 PART ONE DIFFERS FROM ITEM 7 PART ONE DUE TO 2 CREWS "IN" STATUS. REQUEST FOLLOWING CHANGES: NOTE THAT CHANGE REQUEST SUBMITTED 18 SEP 60 PERTAINING TO REPORT OF 11

FORM NO.	PAGE NO.	NO. OF PAGES	SECURITY CLASSIFICATION	REMARKS
			SECRET SECRET	

DD FORM 173-1 MAY 55

U.S. GOVERNMENT PRINTING OFFICE: 1954-489041

JOINT MESSAGEFORM - CONTINUATION SHEET

SECURITY CLASSIFICATION ~~SECRET~~
~~SECRET~~

RE BOMBING LOSING AND MAINE

SEP 60 WAS INCOMPLETE CHANGE REQUEST SHOULD HAVE READ: CHANGE MY REPORT OF 11 SEP ITEM 10 PART ONE AS READS 112 CHANGE TO READ 106, ITEM 1 PART TWO AS READS 112 CHANGE TO READ 106., ITEM 2 PART TWO AS READS 108 CHANGE TO READ 106. THIS REQUEST IAW PAR 3b(F) ANNEX TWO SACR 55-10. REASON FOR REQUEST: SCHEDULE'S READJUSTMENT FOR SORTIES LOST DUE TO HURRICANE DONNA 12 SEP 60. ALSO OMITTED THROUGH ERROR WAS A REQUEST FOR CHANGE TO FLYING HOURS SCHEDULED AS FOLLOWS: MY REPORT 11 SEP ITEM 9 PART ONE AS READS 836:00 HOURS CHANGE TO READ 852:15 HOURS. REASON FOR REQUEST RECEIPT OF S&P HSO COMF D002 19188 DATED 26 AUG 60 SUBJECT 1ST QUARTER FY 61 FLYING HOUR ALLOCATION PROGRAM WHICH CHANGED ALLOCATION PERIOD FROM 2501 HOURS TO 2611 HOURS.

PART FOUR - TRAIN TO IT-28:

- | | |
|------------------------|--------------------------|
| A. 5h/258h0 | N. 5/80.0x/2222.0/1098.0 |
| B. 20/17h:20 | O. 60/88.X |
| C. 6.6/26:20 | P. 62/77.X |
| D. 28.8x | Q. 81h0/44h40 |
| E. 39 | R. 25:10 |
| F. 9h.8x | S. 3h/0 |
| G. 97.5x | T. 71:50 |
| H. 29/96.5x/1568.9 | |
| I. 2/100x/5335.0 | |
| J. 5/100/1398.0/1968.0 | |
| K. 12/83.X/2425.8 | |
| L. 10/90.0x/1516.0 | |
| M. 6/50x/2095.0/3171.6 | |

FORM NO	1	NO OF PAGES	1	SECURITY CLASSIFICATION	SECRET	INITIALS	
---------	---	-------------	---	-------------------------	-------------------	----------	--

JOINT MESSAGEFORM

SECURITY CLASSIFICATION

~~SECRET~~
~~SECRET~~

SPACE BELOW RESERVED FOR ADMINISTRATIVE USE

PRECEDENCE	TYPE MSG (Code)	ACCOUNTING SYMBOL	LRID OR REFERS TO	CLASSIFICATION OF REFERENCE
ACTION	BOOK	MULTI	SHALL	
INFO				
FROM:	EX	AF	ORIG	

TO: MEMBER SPRING AFB TEXAS

TO:

SAC OFFICE AFB MEM

SAC MEMPHIS AFB MISS

URGENT FROM BOOK 477C. IMMEDIATE ACTION REQUIRED.

ATTN: SAC DODSO AND DORA. SIF MESS. SUBJECT: (U) UNIT CAPABILITY REPORT, MSG: 2-SAC-VI AS OF 2400 ZNT 25 SEPT 60. PART ONE - GENERAL ITEMS.

- 1. 42 AREPS
- 2. 82-135
- 3. 20
- 4. 11
- 5. 36455
- 6. 31
- 7. 1
- 8. 0
- 9. 572435
- 10. 104

DATE TIME
MONTH YEAR
SEPT 1960

SYMBOL	SIGNATURE
TYPED NAME AND TITLE (If required)	TYPED (If required) NAME AND TITLE
WORTH WY, Major, USAF	
SECURITY CLASSIFICATION	
SECRET	

JOINT MESSAGEFORM - CONTINUATION SHEET

SECURITY CLASSIFICATION

~~SECRET~~

42 BOMBING LORING AFB WINE

PART TWO - SCHEDULE PLANNING AND PERFORMANCE

COLUMN	(A)	(B)	(C)	(D)	(E)
1.	99	N/A	240	N/A	5
2.	96	N/A	240	N/A	5
3.	381:00	7:00	N/A	N/A	18:00
4.	74	N/A	200	N/A	3
4. a.	74	N/A	200	N/A	3
5. a.	72	N/A	N/A	N/A	3
b.	N/A	N/A	200	N/A	N/A
6. a.	74	7	N/A	N/A	N/A
b.	N/A	N/A	200	N/A	N/A
c.	0/0	0/0	0/0	0/0	0/0
d.	0/3	0/0	0/0	0/0	0/0
e.	0/0	0/0	0/0	0/0	0/0
8. a.	0	0	0	0	0
b.	0	0	0	0	0
c.	0	0	0	0	0
d.	0	0	0	0	0
e.	0	0	0	0	0

PART THREE - REMARKS: ITEM FOUR PART ONE DIFFERS FROM ITEM THREE
 DUE TO NIGHT AIRCRAFT GROUND ALERT AND ONE AIRCRAFT EXTENSES. ITEM
 NINE PART ONE DIFFERS FROM ITEM SEVEN DUE TO ONE CREW IN STATUS.
 REQUEST FOLLOWING CHANGES RE REPORT 11 SEPT 60: ITEM TEN PART
 ONE CHANGE 106 TO READ 104. ITEM ONE PART TWO AS BEING COL A - 106

APPROVED TO READ 99, COL B AS BEING 2 CHANGES TO READ 5. ITEM TWO
 APPROVED TO READ 99, COL B AS BEING 2 CHANGES TO READ 5. ITEM TWO
 APPROVED TO READ 99, COL B AS BEING 2 CHANGES TO READ 5. ITEM TWO

DD FORM 173-1

JOINT MESSAGEFORM - CONTINUATION SHEET

SECURITY CLASSIFICATION

~~SECRET~~
SECRET

42 BOMBING LORING AFB MAINE

PART TWO AS READS COL A - 99 CHANGE TO READ 96, COL E AS READS 4,
CHANGE TO READ 5. THIS REQUEST IAW PARAGRAPH 3 B (F) ANNEX 2 SAGR
55-10. REASON FOR REQUEST, SCHEDULE READJUSTMENT AS A RESULT OF
HURRICANE DONNA.

PART FOUR - TRAINING ITEMS

- A. 81/406:00
- B. 0/0
- C. 0/0
- D. 45.06
- E. 79
- F. 88.7%
- G. 95.1%
- H. THIS R. NOT APPLICABLE
- I. 11/0
- J. N/A
- U. 0

FORM NO.	NO. OF PAGES	SECURITY CLASSIFICATION	INITIALS
8008	3	SECRET SECRET	

DD FORM 173-1
1 MAY 50

JOINT MESSAGEFORM

SECURITY CLASSIFICATION

SECRET
SECRET

PRECEDENCE	TYPE MSG (R/N/S)	ACCOUNTING SYMBOL	ORIG OR AGENCY	CLASSIFICATION OF REFERENCE
ACTION 00	BOOK MULTI SINGLE	AF	OSIU	
INFO 00				
FROM:	SPECIAL INSTRUCTIONS			

TO: **AF HONOLULU AIRING AFB HAWAII**
SAC OFFUTT AFB NEBR

SAC WRIGHT AFB MASS

/S E C R E T/ FROM: **DCOYR 4970** IMMEDIATE ACTION REQUIRED. ATTN: SAC BORDO AND DOTA. **S&P BORDO.** SUBJECT: **(U) UNIT CAPABILITY REPORT**
 MSG: **E-SAC-VI AS OF 2400 WY 30 SEP 60. PART ONE - GENERAL ITEMS:**

1. 42 MW
2. B-520
3. 20
4. 16
5. 53:18
6. 35
7. 10
8. 8
9. 052:45
10. 105

DATE: **3** MONTH **1960**
 TIME: **007**

SYMBOL	SIGNATURE
TYPED NAME AND TITLE (PRINT) (OPTIONAL) WRIGHT AFB, MASS, 105 SECURITY CLASSIFICATION	TYPED (PRINT) NAME AND TITLE NO. OF PAGES

SECRET

JOINT MESSAGEFORM - CONTINUATION SHEET

SECURITY CLASSIFICATION

~~SECRET~~

42 140700Z LORING AFB MAINE

PAGE TWO - OPERABLE AND PLANNING INFORMATION

COLUMN	(A)	(B)	(C)	(D)	(E)
1.	105	N/A	300	N/A	N/A
2.	104	N/A	300	N/A	N/A
3.	852+45	N/A	N/A	N/A	N/A
4.	105	N/A	300	N/A	N/A
4. a.	105	N/A	300	N/A	N/A
5. a.	103	N/A	N/A	N/A	N/A
5. b.	N/A	N/A	300	N/A	N/A
6. a.	103	N/A	N/A	N/A	N/A
b.	N/A	N/A	300	N/A	N/A
7. a.	0/0	0/0	0/0	0/0	0/0
b.	0/2	0/0	0/0	0/0	0/0
d.	0/0	0/0	0/0	0/0	0/0
8. a.	3	0	0	0	0
b.	0	0	0	0	0
c.	0	0	0	0	0
d.	4	0	0	0	0
e.	0	0	0	0	0

PART THREE - REPAIRS: ITEM 3 PART ONE DECREASES DUE TO LOSS OF ACFT #525 TO SAMMA 28 SEP 60. ITEM 4 PART ONE DIFFERS FROM ITEM 3 PART ONE DUE TO 10 ACFT GROUND ALERT AND 2 ACFT IN FLIGHT. ITEM 4 PART ONE INCREASES DUE TO RETURN TO COMBAT READY STATUS OF ORAM N-03, ACFT ONE HARRISON, EFFECTIVE 29 SEP 60. ITEM 5 PART ONE DIFFERS FROM ITEM 7 PART ONE DUE TO 2 CRASH "IN" STATUS.

FORM NO.	FORM NO.	FORM NO.	SECURITY CLASSIFICATION	INITIALS
10008	8	3	SECRET	VR

DD FORM 173-1

JOINT MESSAGEFORM - CONTINUATION SHEET

SECURITY CLASSIFICATION

~~SECRET~~

62 HONORS LOANS AND PRIZE

REQUEST FOLLOWING CHANGES BY CHANGE REQUEST 25 SEP 60 PERTAINING TO ITEM 10 PART 1 AS READS 106 SHOULD READ 105, ITEM 2 PART TWO AS READS 106 SHOULD READ 105. REASON FOR REQUEST: THE REVISED MONTHLY TOTAL NUMBER SCHEDULED INDICATED 105 FLYERS AND 105 WERE SCHEDULED ON THE WEEKLY FLYING SCHEDULE. THIS REQUEST IS IN PAR 30(F) APPENDIX TWO EACH 55-10.

PART FOUR - TRAINING ITEMS:

- A. 73/607:20
- B. 30/245:25
- C. 7/35:00
- D. 40.08
- E. 63
- F. 94.03
- G. 96.98
- H. 30/77.36/1482.6
- I. 2/1006/5335.0
- J. 6/1006/1523.3/1881.6
- K. 13/08.02/2432.3
- L. 12/71.46/1530.0
- M. 8/62.58/1938.7/2463.7
- N. 9/68.04/1638.8/974.4
- O. 74/85.25
- P. 76/77.46
- Q. 111440/60710
- R. 36428
- S. 35/0/0/0
- T. 53:50

NO.	PAGE NO.	NO. OF PAGES	SECURITY CLASSIFICATION	INITIALS
1	2	2	SECRET	

FORM 173-1

JOINT MESSAGEFORM

SECURITY CLASSIFICATION

SECRET

AFSC 421000 AIR FORCE COMMUNICATIONS CENTER

PRECEDENCE	TYPE MSG (FORM)	ACCOUNTING SYMBOL	ORIG OR REFERS TO	CLASSIFICATION OF REFERENCE
ACTION OO	BOOK MULTI SINGLE	AF	ORIG	
INFO	IX			

FROM:

42 BOMBING LORING AFB MAINE

SPECIAL INSTRUCTIONS

TO:

SAC OFFUTT AFB NEB

RAF WRECONVER AFB MASS

A X C R E T / FROM: SACR 489CB. IMMEDIATE ACTION REQUIRED.

ATTN: SAC DCMO AND DCEA. RAF DCEA. SUBJECT: (U) UNIT CAPABILITY REPORT, NOS: 2-SAC-VI AS OF 2400 EST 30 SEPT 60. PART ONE - GENERAL ITEMS.

- 1. 42 ABWPS
- 2. EC-135A
- 3. 19
- 4. 11
- 5. 5200
- 6. 11
- 7. 1
- 8. 0
- 9. 972035
- 10. 104

DATE	TIME
MONTH	YEAR
09	1960

SYMBOL	SIGNATURE
00000	
TYPED NAME AND TITLE (Signature, if required)	TYPED (or MARK-41) NAME AND TITLE
SECURITY CLASSIFICATION	
SECRET	

JOINT MESSAGEFORM - CONTINUATION SHEET

SECURITY CLASSIFICATION

~~SECRET~~

1. BOMBING LORING AFB MEXICO

COLLINE	(A)	(B)	(C)	(D)	(E)
1.	99	N/A	240	N/A	5
2.	96	N/A	240	N/A	5
3.	535415	0420	N/A	N/A	29100
4.	100	N/A	240	N/A	5
4. a.	100	N/A	240	N/A	5
5. a.	96	N/A	N/A	N/A	5
b.	N/A	N/A	240	N/A	N/A
6. a.	96	9	N/A	N/A	5
b.	N/A	N/A	240	N/A	N/A
7. a.	0/0	0/0	0/0	0/0	0/0
b.	0/4	0/0	0/0	0/0	0/0
c.	0/0	0/0	0/0	0/0	0/0
8. a.	0	0	0	0	0
b.	0	0	0	0	0
c.	0	0	0	0	0
d.	1	0	0	0	0
e.	0	0	0	0	0

ITEM THREE - ERRORS: ITEM FOUR PART ONE DIFFERS FROM ITEM THREE
 DUE TO MISS AIRCRAFT GROUND ALERT AND ONE AIRCRAFT MISSING.
 ITEM FIVE PART ONE DIFFERS FROM ITEM SEVEN DUE TO ONE CORN "IP"
 STATUS. ITEM THREE PART ONE INCREASES DUE TO LOSS OF AIRCRAFT
 # 623 TO OASD, 29 SEPT 60.

INDEX

PAGE NO. 2
 NO. OF PAGES 3
 SECURITY CLASSIFICATION ~~SECRET~~

INITIALS

DD FORM 173-1

JOINT MESSAGEFORM - CONTINUATION SHEET		SECURITY CLASSIFICATION	SECRET SECRET
FORM 100-10 BOMBING LANDING AND WAKE			
PART FOUR - TRAINING ITEMS			
A. 110/572-35			
B. 0/0			
C. 0/0			
D. 51.05			
E. 105			
F. 91.35			
G. 96.35			
H THIS IS NOT APPLICABLE			
I. 51/0/0			
T. EA			
V. 0			
1	FORM 100-10	SECURITY CLASSIFICATION	SECRET SECRET

NO. SEP-173-1

JOINT MESSAGEFORM

PRECEDENCE	TYPE MSG	CLASSIFICATION	ORIGIN
DD			
INFO		X	AF
FROM:	62 BOMBAL LORING AFB MAINE		SPECIAL INSTRUCTIONS

TO: SAC DEWITT AFB MAINE

INFO: SAC W STOTON AFB MAINE

SECRET FROM: DEPT 4536. IMMEDIATE ACTION REQUIRED. ATTN: SAC DEWITT. SUBJECT: (U) AIRCRAFT, AIRCRAFT AND SELECTED UNIT OPERATIONAL READINESS REPORT, WTS: 1-47-711 AS OF 1800 RUT 7 SEPT 1948.

TEXT I: 62BOMB/LORING/8-520/23/25/26/27/31/4/4/4/4/4/

REMARKS: ONE B-52B POST FLIGHT. TWO B-52B A-7T SKY SPEED.

PART II: 62BOMB/LORING/8-135A/20/21/23/25/27/4/4/4/4/4/

REMARKS: ONE 8-135A ACFT SKY SPEED. ONE 8-135A ACFT GENT HAND OUTBOARD TAIL FINDER PIN BROKEN.

DATE: _____ TIME: _____
 MONTH: _____ YEAR: _____

SYMBOL	SIGNATURE
62BOMB LORING AFB MAINE	
TYPED NAME AND TITLE (Full name if required)	TYPED NAME AND TITLE
NAME: [Signature]	
SECURITY CLASSIFICATION	

JOINT MESSAGEFORM		SECURITY CLASSIFICATION SECRET	
SPACE BELOW RESERVED FOR COMMUNICATION CENTER			
PRECEDENCE		TYPE MSG (Code)	
ACTION	00	BOOK	SINGLE
INFO	00	XX	AF
		ACCOUNTING SYMBOL	ORIG OR REFERS TO
			CR10
FROM:			SPECIAL INSTRUCTIONS
42 BOMBING LORING AFB MAINE			
TO:			
SAC OTTUM AFB MAE			
INFO: SAC WESTOVER AFB MASS			
/ S E C R E T / FROM DCOM 4630. IMMEDIATE ACTION REQUIRED.			
ATTN: SAC DODGE. SAC DODGE. SUBJECT: (B) AIRCRAFT, AIRCRAFT AND			
SELECTED UNIT OPERATIONAL READINESS REPORT, RES: 1-AP-VL4 AS OF			
1200 EST 14, SEPT 60.			
PART I. 42 BOM/LORING/B-52C/21/22/23/24/25/26/27/28/29/N/A/N/A			
REMARKS: TWO B-52C'S SKIPPED. ONE B-52C POST FLIGHT. ONE B-52C			
ALARM BELL. ONE B-52C CROOKED IAW TOC 18-52-651.			
PART II. 42 ARKNS/LORING/ED-135A/20/18/19/22/23/26/N/A/N/A/N/A			
REMARKS: ONE ED-135A SKIPPED.			
SYMBOL		SIGNATURE	
DODGE			
TYPED NAME AND TITLE (Signature, if required)		TYPED (or stamped) NAME AND TITLE	
FRANKIE RAY, Sr. Capt. USAF			
OFFICE		DATE	
4235		15	
SECURITY CLASSIFICATION		MONTH	
SECRET		SEPT	
		YEAR	
		1960	

JOINT MESSAGEFORM

SECURITY CLASSIFICATION

~~SECRET~~

ACTION	DD	TYPE MSG (CLASS)	EX	AP	OR	CLASSIFICATION OF REFERENCE
INFO	DD	BOOK				
FROM						SPECIAL INSTRUCTIONS

42 WING HQ LORING AFB MISS

TO: SAC OFFICE AFB MISS

INFO: S4F WINGHQ AFB MISS

SECRET FROM: BOOK 4236. IMMEDIATE ACTION REQUIRED.
 ATTN: SAC DUNGO, S4F WINGHQ. SUBJECT: (U) AIRCRAFT, AIRCRAFT AND
 REINFORCED UNIT OPERATIONAL READINESS REPORT, RGS: 1-AF-714 AS OF 1200
 EDT 21 SEPT 60.

1. I. 42 WING/LORING/B-52/20/25/25/24/21/NA/NA/NA/

REMARKS: TWO B-52'S SKYBRED. ONE B-52B PORT FLEIGHT.

PART II. 42 WING/LORING/EC-135/20/17/17/20/21/27/NA/NA/NA/

REMARKS: ONE EC-135 SKYBRED. ONE EC-135B PORT FLEIGHT. ONE EC-135
 AFT BODY TANK LEAKING.

DATE	TIME
21	
MONTH	YEAR
SEPT	1960

SYMBOL	BOOK	SIGNATURE
TYPED NAME AND TITLE (Signature if required)		TYPED (or stamped) NAME AND TITLE
RENEATH JAY, JR, S4F		
CODE 4236	NO. 1	NO. OF PAGES 2
SECURITY CLASSIFICATION		
	SECRET	

DD FORM 173 MAY 60

REPLACES DD FORM 173 1 OCT 48 WHICH WILL BE USED UNTIL EXHAUSTED

03879

JOINT MESSAGEFORM

SECURITY CLASSIFICATION
SECRET

SPACE BRANCH REPORTED FOR COMMUNICATION CENTER

PRECEDENCE	TYPE MSG (DAYS)			ACCOUNTING SYMBOL	ORIG. OR REFERENCE TO	CLASSIFICATION OF REFERENCE
	ROOM	MULTI	SINGLE			
ACTION 00						
INFO 00						
FROM: 00		XX		AF	00-33	

42 BOMBING LORING AFB MAINE

TO:

SAC OFFUTT AFB NEBR

INFO: SBY WESTOVER AFB MASS

SECRET FROM ROOM 483C. IMMEDIATE ACTION REQUIRED.

ATTN: SAC DOWSO, SBY DOWSO. SUBJECT: (U) AIRCRAFT, AIRCRAFT AND
SELECTED UNIT OPERATIONAL READINESS REPORT, RCS: 1-AM-WLA AS OF
1200 EDT 28 SEPT 60.

PART I. 42BOMB/LORING/B-52D/28/29/30/31/32/33/34/35/36/37/38/39/40/41/42/43/44/45/46/47/48/49/50/51/52/53/54/55/56/57/58/59/60/

REMARKS: TWO B-52D'S SKIPPED. ONE B-52D FUEL FLAME. ONE B-52D
FUEL LEAK AFT BOOST TANK. SUPPLY DEFICIENCY DOES NOT ADVERSELY
AFFECT "C" RATING AT THIS TIME. HIGHER RATING ESTIMATE BASED ON
DATA WE EXPECT TO HAVE THIRTY SIX (36) COMBAT READY CREWS. TO
ATTAIN "C-1" RATING WE MUST HAVE THIRTY SIX (36) CREWS COMBAT READY.

PART II. 42 ARHW/LORING/EC-135A/20/21/22/23/24/25/26/27/28/29/30/31/32/33/34/35/36/37/38/39/40/41/42/43/44/45/46/47/48/49/50/51/52/53/54/55/56/57/58/59/60/

REMARKS: ONE EC-135A SKIPPED. ONE EC-135A FUEL LEAK.

DATE	TIME
MONTH	YEAR

SEPT 1960

SYMBOL	SIGNATURE
TYPED NAME AND TITLE (If required)	TYPED (If name) NAME AND TITLE
NO. OF PAGES	
SECURITY CLASSIFICATION	

DD FORM 173 MAY 64

REPLACES DD FORM 173, 1 OCT 49 WHICH WILL BE USED UNTIL EXHAUSTED

USE AND STATUS REPORT OF SELECTED TRAINING DEVICES (The reverse for remarks)		ORGANIZATION	COMMAND OF ASSIGNMENT		REPORTS CONTROL SYMBOL												
		LOCATION			AS OF DATE												
		Training Air Force		10 Sep 47													
TYPE DESIGNATION AND SERIAL NUMBER	POWER BY HOURS	SCHED- ULED TRAIN- ING HOURS	TRAIN- ING HOURS OPER- ATED	CUMULATIVE POWER ON HOURS	TRAINING HOURS LOST DUE TO							HOURS FOR MAINTENANCE- ING TRAINING LOST DUE TO				DATE LAST JAN	STA- TUS
					APPLI- CABLE PARTS	UN- SCHED- ULED HOURS TO TARGET	VAL- IDATION FLIGHT HOURS PROCE- DURE	RE- SIST AND ENG	OTHER REAS- ONS	QUALI- TY PARTS	IN- SPECI- FICATION	SO- RENTS REPAI- R HOURS	CALL INTER- VALS PLANNED	RE- PAIR			
A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P		
U-11, SN 53-3237	157	148	128	6239	0	0	0	27	1	1	21	7	7	N/A	A		
A-24, SN 506	114	106	81	5360	0	0	0	23	0	0	21	0	0	N/A	A		
A-27, SN 34-1														N/A	A		
AN/APQ-22A S/W 432-4 SN 1A-141, SN 30	57	50	34	6472	0	0	0	0	16	0	7	7	0	10/58	A		
AN/ALQ-22 (15-4-7), SN 40	0	0	0	1607	0	0	0	0	0	0	0	0	0	N/A	A		
AN/ASQ-15-T1, SN 59-17	143	136	96	474	0	0	0	40	0	148	0	0	24	N/A	B		
HQ-26(AC-135A), SN 57- 105	152	99	59	4920	0	18	0	22	0	48	3	47	0	N/A	A		
AP/T37A-T1(B-52), SN 59-112	100	36	30	3004	0	0	0	6	0	126	7	129	0	N/A	B		
USA 110A, SN 911	0	0	0	0	0	0	0	0	0	0	0	0	0	N/A	B		

THIS REPORT COVERS 21 WORKING DAYS.

Anthony D. Mascenzo
ANTHONY D. MASCENZO
1/Lt. USAF
Chief, Training Devices

SN 31-1217

AN/ACQ-22A S/W AS4-4
AN/ACQ-101, SN 30

AN/ASO-15-Z1, SN 59-17

AN-26(KC-135A), SN 57-105

AN/F37A-81(B-520), SN 59-112

DS4 1104, SN 911

Col M TCUO 4385-701 Complied with 7 Sep 60 1.00(No time lost)
TCUO 4385-703 Complied with 12 Sep 60 6.00(No time lost)

Col J AN/ANA-28 In-flight Maintenance Modification. 16 hours training lost.

Col A TDIOP 24 Aug 60, Servo Motor Potentiometer, S/N 5905-775-2961, Voucher #02193576 Est dtd delivery 25 Oct 60.
TDLIP 26 Aug 60, Mirror, Glass, S/N 6920-NIBL, Part # 197-2-515B. Voucher #02193739. Est dtd delivery 26 Sep 60.

Col M removed drag gears from hand controls for more realistic results. 3 hours.

1. Transition Training (51-19)	18 hours
2. Refresher Training (50-24)	9 hours
3. Standardization Ride (51-4)	9 hours
4. Instrument Training (51-12)	23 hours

Col K TDIOP 7 Sep 60, Actuator, S/N 6930-693-2189, 20 Sep 60.
TDLIP 9 Sep 60, Dynamometer, S/N 6930-512-4541, 29 Sep 60.

Col G. 7 Sep 60 Magnetic actuator on elevators inoperative, 13 hours.
30 Sep 60 Excessive oil leakage in elevator clutch, 5 hours.

1. Transition Training (51-19)	18 hours
2. Refresher Training (50-24)	6 hours
3. Standardization Ride (51-4)	2 1/2 hours
4. Instrument Training (51-12)	1 hour

TCO 4303-2-5-619 being accomplished by Curtin Wright Crew. Started 13 Sep 60, Expected completion dtd 5 Oct 60.

Col K TDIOP 24 Feb 60, Transmitter, S/N 6610-61E-9319, Voucher #00567704, Est dtd del. Unknown.
TDLIP 24 Jun 60, Gear Speed Reducer, S/N 3110-ML-513404-8 Voucher #01767903, Est dtd del. Unknown.
TDLIP 25 Aug 60, Turn & Slip, S/N 6930-573-2696, Voucher #02381457, Est dtd del. Unknown.
TDLIP 9 Sep 60, Attitude IND, S/N 4062-6610-557-1000 Voucher #02560331, Est dtd Unknown.
TDLIP 29 Mar 60, Voltmeter, S/N 6910-NISI, Voucher #00097735, Est dtd del. 1 Nov 60.

Col F No power to range to operate device.

SECRET

MONTHLY AVIATION DEPOT SQUADRON REPORT				AF-733				
- 847 (200)				23000				
PERSONNEL STATUS				LOADING SECTION				
AFSC	ASSIGNED	PROJECTED MAIN (Next Month)	PROJECTED USE (Next Month)	TYPE	NUMBER OF TEAMS	PARTICLE LOADS		
					NUMBER	NUMBER	ADD TIME	
3216	0	0	0	MK 15	0	0	0	
3275	1	1	1	MK 16	5	5	1175	
3424	1	1	1	MK 17	0	0	0	
3418	1	1	1	MK 18	5	5	0	
3419	0	0	0	TR 10	0	0	0	
34150	0	0	0	SUM	0	0	0	
34130	2	2	2	TA 10	0	37	720	
40180	1	1	1	ALERT AND WART LOADS				
40170	0	0	0	SCHEDULED				
40150	25	2	5	TYPE	LOADS	OFF LOAD	UNRECORDED	
40150	1	0	0					
40171	1	0	0	MK 15	0	0	0	
40121	0	0	0	MK 16	7	0	0	
40180	0	0	1	MK 17	33	0	0	
40170	0	0	0	MK 18	33	0	0	
40150	0	0	0	SUM	40000	40000	0	
40240	1	0	0	TA 10	0	0	0	
40130	0	0	0	PERSONNEL UTILIZATION				
40131	0	0	0	MAN-HOURS		LOADS	ASSEMBLY	
4132	0	0	0			2600	N/A	
40151	0	0	0			2042	N/A	
40152	0	0	0			4443	N/A	
40171	0	0	0			172	N/A	
40173	0	0	0	TRAINING AND MAINTENANCE OPERATIONS				
40174	0	0	0	STORAGE INSPECTION		RECERTIFICATION		
66270	3	0	0	TYPE	NUMBER	ADD TIME	NUMBER	
2. PROJECTED PERSONNEL LOSSES				MK 15		N/A	N/A	
DUTY AFSC	GRADE	LAST NAME	APPROXIMATE EFFECTIVE DATE	MK 16				
3216				MK 17				
3275	2/LA	Corves	Jan 61	MK 18				
3424	TCOT	Dubrick	Dec 60	CLASSROOM TRAINING MAN-HOURS				
3. PERSONNEL ASSIGNMENT SINCE LAST REPORT				TYPE	LOADING	ELEC	MECH	FIELD
DUTY AFSC	GRADE	LAST NAME	DUTY ASSIGNMENT	TR 10	TR 10	TR 10	TR 10	TR 10
3216				MK 15	40	40	N/A	16
3275				MK 16	40	40	N/A	16
3424				MK 17	40	40	N/A	16
40121	TCOT	Dubrick	RD	MONITORING BY QUALITY CONTROL				
4. MATERIAL EXPENDITURE				FUNCTIONS		NUMBER MONITORED		
TYPE	QUANTITY	REMARKS		TYPE	FUNCTIONS	NUMBER MONITORED		
N/A	N/A	N/A		TYPE	FUNCTIONS	NUMBER MONITORED		
				RECEIVING	N/A	N/A		
				RECEIVING				
				RECEIVING				
				RECEIVING				

SECRET

Group Security Classification Above

11. AIRCRAFT FOR LOADING TRAINING											
DATE	REQUESTED		NR RE CEIVED	HOURS		DATE	REQUESTED		NR RE CEIVED	HOURS	
	NUMBER	CONTIN. LOCATION		AVAILABLE	UTILIZED		NUMBER	CONTIN. LOCATION		AVAILABLE	UTILIZED
1						17	1	FF	1	7	7
2	1	FF	1	8	0	18					
3						19	1	FF	1	8	8
4						20	1	FF	1	8	8
5						21	1	FF	1	8	8
6	1	FF	0	0	0	22	1	FF	1	6	6
7	1	FF	0	8	0	23	1	FF	1	16	16
8	1	FF	1	8	7	24					
9	1	FF	0	8	0	25	1	FF	1	8	8
10						26	1	FF	1	8	8
11						27	1	FF	1	8	8
12	1	FF	1	5	5	28	1	FF	1	10	10
13	1	FF	1	7	7	29	1	FF	1	6	6
14	1	FF	0	8	0	30	1	FF	0	8	8
15	1	FF	1	8	6	31					
16	1	FF	0	8	0	TOTAL					

12. TECHNICAL ORDER COMPLIANCE STATUS (Weapons, Test, and Handling Equipment)						
DIRECTIVE	NUMBER		DATE OF LAST	TYPE	NR COMPLETED	ESTIMATED DATE OF 100% COMPLETION
	TO BE ACCOMPLISHED	IN HAND				
115-228-518	2	0	AWO		0	UNKNOWN
115-228-506	1	0	DISTRIBUTION		0	UNKNOWN
115-228-501	2	0	DISTRIBUTION		0	UNKNOWN
115-228-502	1	1	ACCOMPLISHED WITH SAANA		0	UNKNOWN
115-228-1002	2	0	MESSAGE		0	UNKNOWN
115-228-506	2	0	SAME AS ABOVE		0	UNKNOWN
115-228-509	2	0	SAANA MSG 2168		0	UNKNOWN
115-228-510	2	0	14 JUL 60		0	UNKNOWN
115-228-512	2	1			0	UNKNOWN

13. TYPES AND AMOUNT OF SALVAGE AND E.O.D. TRAINING ACCOMPLISHED

ED Qualification - 9.2 hours.

14. AMMUNITION FIRE-OUT			15. SUPPLY AND EQUIPAGE STATUS			
TYPE	TOTAL ROUNDS		UAL	NUMBER OF ITEMS		PERCENT COMPLETE
	LOADED	NOT FIRED		AUTHORIZED	ON HAND	
.50 Cal. Ball	2,100	1,028	Classified	See Remarks		
			Unclassified			

Remarks for less than 100 percent fire-out will be stated under Remarks, by Service, Number of Rounds Remaining, and Date (See Item 14 below). Date, including action taken, should be prepared IAW AFR 47-82. NONE SEE REMARKS

16. REMARKS: Prepare remarks on page 2 of 10th page and attach hereto. Identify each remark by item number.

AUTHENTICATION BY AVIATION DEPOT SQUADRON COMMANDER

TO NAME AND GRADE: **DONALD R. CHAFFIN, Lt Colonel, USAF**

SIGNATURE: _____

~~SECRET~~
ADDITIONS TO THE T-33 AIRCRAFT

The following aircraft have had TOC 1B-52-1260 complied with during the month of Sept:

57-6514
 57-6517
 57-6518
 57-6520
 58-214
 58-216

The following aircraft have had TOC 1B-52-1263 complied with during the month of Sept:

57-6514
 57-6517
 57-6518
 57-6520
 58-214
 58-216

The following TOC's are outstanding in the weapons Release System:

1B-52-1180	1B-52-1260
1B-52-1244	1B-52-1263
1B-52-1199	1B-52-603
1B-52-1353	1B-52-605
	1B-52-617

<u>ADDITIONS TO BLOCK 1</u>	<u>ASSIGNED</u>	<u>PROJECTED GAIN</u>	<u>PROJECTED LOSS</u>
3211	1		
3271	2		
46010	2		
46250	16		
43010	1		
64550	1		
64570	1		
64750	1		
70250	2		
708700	1		
<u>ADDITIONS TO BLOCK # 12</u>			
11B-828-508	1	0	0 Unknown
11B-828-503	1	0	0 Unknown
11B-7343-508	9	0	1 30 Nov 60

~~RESTRICTED DATA~~

Table 11

<u>DATE</u>	<u>NO. OF</u>	<u>REMARKS</u>	<u>DATE</u>	<u>REMARKS FOR THIS TABLE</u>
09-9-1	128		2 Sep 60	Did not feed.
70-9-9	10		8 Sep 60	Failed to feed.
69-9-26	130		20 Sep 60	Charger cable broken.
70-9-29	180		19 Sep 60	Broken adapter cable.
69-9-27	225 125		20 Sep 60	Jam in Silver chute. Jam in Forward Booster, spread link.
69-9-26	09		22 Sep 60	Forward Booster jammed, spread link.
70-9-26			26 Sep 60	Run Forward Booster Jam Jam in Link Chute
69-9-23			28 Sep 60	Silver chute pulled loose from can.

Table 12

Due to consolidation of machine run cards with other wing organization
this information not available.

~~RESTRICTED COPY~~

~~RESTRICTED COPY~~

~~It is prohibited to disseminate this information to any person who is not authorized to receive it. It is prohibited to disseminate this information to any person who is not authorized to receive it.~~

~~SECRET~~

ATTACHMENT # 1 to SAFT-33 REPORT COMMENTS

1. In accordance with paragraph 3, 1st Ed to 40 Letter, Subject: Reorganization of Aviation Depot Squadron, dated 16 May 60, the following comments are submitted with regards to progress accomplished in accordance with basic letter.

a. Organization: Completed as cited in previous I-33 Report for month of July, dated 3 Aug 60.

b. Personnel: Of the eighty-two (82) enlisted personnel authorized, sixty-nine (69) are assigned. Of the five (5) officers authorized, five (5) are assigned. 46110 personnel are still continuing lateral training to 46210.

c. Operational Concept: No Change.

d. Training: Training is being accomplished for the lateral training, but as yet no program or material has been received. Two (2) 31110 men and one (1) 46310 man are being placed on TTY to Plattburgh for 59 days. These men are in need of training for the UAM program but will not be able to receive it until they return, and a travelling team is scheduled to come to this base.

e. Supply: No Change.

f. Facilities: Final plans for the modification of the interior of Building 8705 (Operations Building) has been submitted for approval. These plans are in agreement with existing directives of higher headquarters.

~~SECRET~~

~~SECRET~~

HEADQUARTERS
42ND BOMBARDMENT WING (B) (BAC)
UNITED STATES AIR FORCE
LORING AIR FORCE BASE, MAINE

REPLY TO:
ATTN OF: DOWTR

15 September 60

SUBJECT: B-27/11-61/42 Bomb Wing/Sky Shield (U)

TO: BAF
Westover AFB, Mass.

INFO: 2 AF
Barksdale AFB, La.

1. In compliance with paragraph 5a(4), Appendix 4, Annex A, 2AF Operations Order 11-61 dated 27 July 1960 and in accordance with reporting instructions contained in paragraph 10, SACM 55-8 B/B dated April 1960, the following B-27 report is submitted for Sky Shield exercise conducted on 9 September 1960.

a. Conclusions:

(1) Estimate of Mission Success: Successful. Seven (7) of eight (8) aircraft scheduled flew the briefed route. One aircraft assigned to perform the Basket Weave tactic aborted because of loss of UHF and HF radios two hours after take-off. It is not known if the loss of this aircraft affected the success of the Basket Weave tactic.

b. Comments on Adequacy of Support Items and Effect on Success of the Operation:

- (1) Tanker support: Not applicable. (U)
- (2) Communications and ECM: Communications for this operation were satisfactory. All 42nd Bomb Wing aircraft received South's Ark traffic. Chaff dispense and jamming was accomplished as briefed.
- (3) Photography and Photographic Equipment: Satisfactory. (U)
- (4) Navigation: Seven (7) reliable low level navigation legs were accomplished.
- (5) Flight Engineering: Satisfactory. (U)
- (6) Bombing: Not applicable. (U)

~~SECRET~~

~~SECRET~~

- (7) ~~Results~~. Accomplished as briefed. (U)
- (8) ~~Weather~~. Weather forecasts were accurate. Existing weather conditions did not adversely affect this unit during operation Sky Shield.
- (9) Base facilities: Satisfactory.
- (10) Aircraft Maintenance and Supplies: Satisfactory. (U)
- (11) Gunnery Equipment: Satisfactory. (U)
- (12) Target Materials and Other Intelligence Data: Satisfactory. (U)
- (13) Internal Security: Satisfactory. (U)

c. Mission Recap:

Unit: 42d Bombardment Wing

Sorties Scheduled - 8

Sorties Airborne - 6

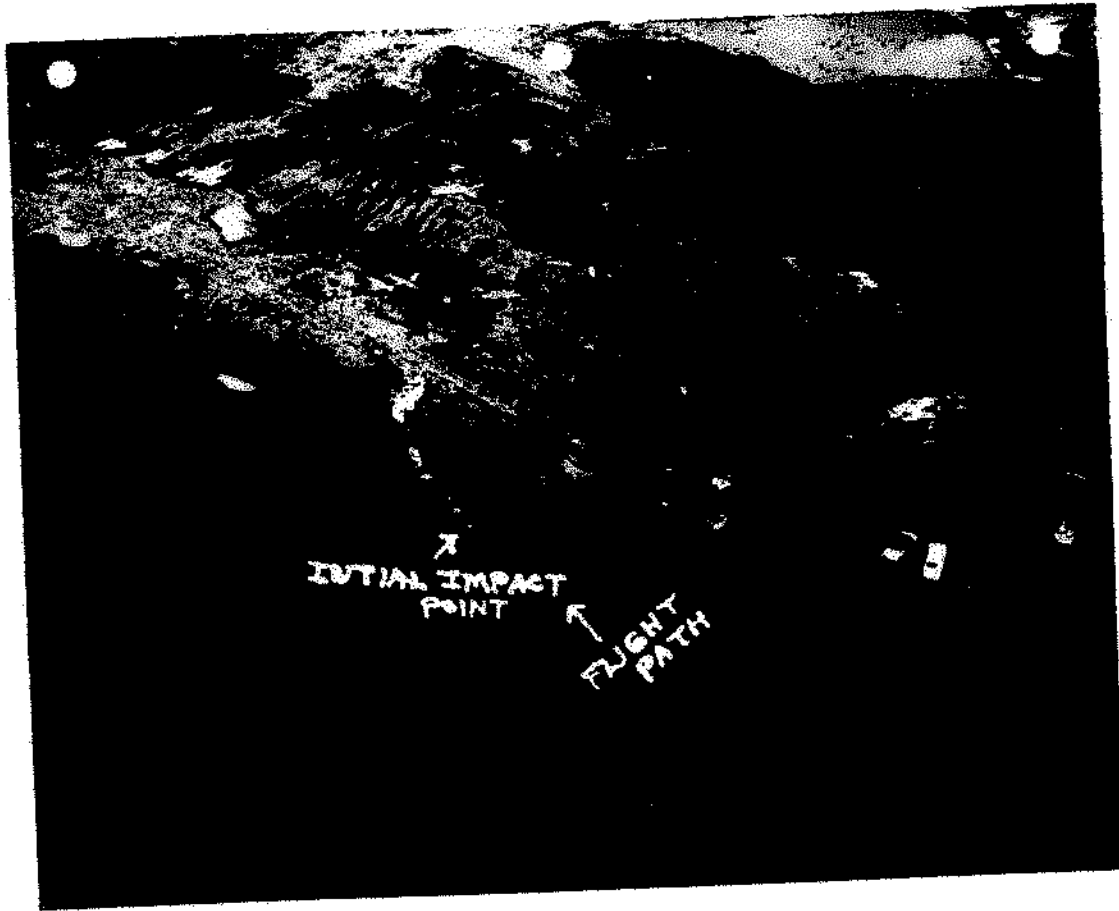
Sorties Effective - 7

Flying Hours Expended - 86:50 (U)

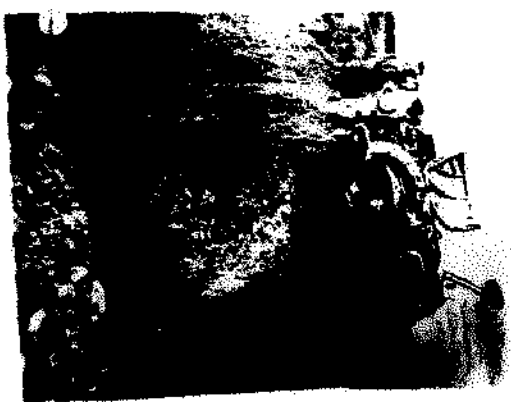


W. E. RUSSELL
Colonel, USAF
Commander

~~SECRET~~







BASE CONSOLIDATED REPORT

PROFESSIONAL FORCE DEVELOPMENT PROGRAM REPORT		ACCOMP DATE	DATE PREPARED	REPORTS CONTROL (FORM)	FORM ONE
		30 Sep 60	7 Oct 60	SAC - 151	
TO: Strategic for Operations and Operations Support Subcenter		INFO: (Major General) (Lt Col) 8 AF Westover AFB, Mass		FROM: (Major General) (Lt Col) 421 Bombardment Wing (H) (SAC) Loring AFB, Me.	
FACTOR A: TECHNICAL DEVELOPMENT					
PART I - IN TRAINING					
		A	B	C	D
1	3 LEVEL TRAINING	100	100	100%	
2	5 LEVEL TRAINING	608	608	100%	
3	7 LEVEL TRAINING	240	240	100%	
4	TOTAL	957	957	100%	31
PART II - TESTING					
5	3 LEVEL TESTING	14	14	100%	6%
6	5 LEVEL TESTING	13	31	77%	6%
7	7 LEVEL TESTING	8	4	50%	3%
8	TOTAL	65	49	75%	15%
PART III - UPGRADING					
9	3 LEVEL UPGRADING	17	4		
10	5 LEVEL UPGRADING	37	18		
11	7 LEVEL UPGRADING	7	2		
12	TOTAL	61 (4)	24	17%	5%
PART IV - TECHNICAL COURSE PARTICIPATION					
13	ECI PARTICIPATION	1319 (4)	326	99%	16%
PART V - RECAPITULATION (FACTOR A)					
14	SUBTOTAL (Parts I, II, III)	234			
15	GRAND TOTAL (Factor A)	37%			
FACTOR B - MILITARY DEVELOPMENT					
16	ECI OCS COURSE PARTICIPATION (Airmen)				
17	ECI OFF CAREER PARTICIPATION (Airmen)				
OTHER ECI PARTICIPATION (Airmen and Officers)					
18	TOTAL				

PART V - RECAPITULATION (Continued)				
20	20. COLLEGE PARTICIPATION			
21	21. OFFICER COLLEGE PARTICIPATION			
22	TOTAL			
FINAL RECAPITULATION				
24	24. PROFESSIONAL FORCE DEVELOPMENT PROGRAM	GRAND TOTAL (Percent)		
ACHIEVEMENT BY FACTOR (Percent)				
25	25. PERCENT OF FACTOR A	26. PERCENT OF FACTOR B	27. PERCENT OF FACTOR C	
	71%			
MISCELLANEOUS DATA				
28	28. WITHDRAWALS	29. CUMULATIVE WITHDRAWALS	30. UNAGYR AIRMEN FINISHED	
31. REMARKS				
TYPIST NAME AND GRADE (Print or Type Name)			SIGNATURE (Print or Type Name)	
WILLIAM W. MILLER Lt. Colonel, AF			<i>William W. Miller</i>	

PROFESSIONAL FORCE DEVELOPMENT PROGRAM REPORT		AS OF DATE	DATE PREPARED	REPORTS CONTROL TEMP.	FORM NO.
		30 Sep 60	7 Oct 60	SAC - TSI	
TO: [REDACTED]		FROM: Mr. John Conrad Davis, S. Lt. Col. 8 AF, Westover AFB, Mass.		42 Bomb Wing (H) (SAC) Lowry AFB, Mo.	
FACTOR A - TECHNICAL DEVELOPMENT					
PART I - IN TRAINING					
		A	B	C	D
1.	3 LEVEL TRAINING	18	18	2005	
2.	5 LEVEL TRAINING	305	305	2005	
3.	7 LEVEL TRAINING	146	146	2005	
4.	TOTAL	469	469	2005	35
PART II - TESTING					
5.	3 LEVEL TESTING	1	1	2005	65
6.	5 LEVEL TESTING	26	18	795	75
7.	7 LEVEL TESTING	6	9	795	25
8.	TOTAL	33	28	725	165
PART III - UPGRADING					
9.	3 LEVEL UPGRADING	4	1		
10.	5 LEVEL UPGRADING	23	23		
11.	7 LEVEL UPGRADING	5	2		
12.	TOTAL	30 (4)	26	145	65
PART IV - TECHNICAL COURSE PARTICIPATION					
13.	ECI PARTICIPATION	221 (4)	244	825	245
PART V - RECAPITULATION (FACTOR A)					
14.	SUBTOTAL (Parts I, II, III)	295			
15.	GRAND TOTAL (Factor A)	295			
FACTOR B - MILITARY DEVELOPMENT					
16.	ECI OCS COURSE PARTICIPATION (A11000)				
17.	ECI OFF CAREER PARTICIPATION (A11000)				
OTHER ECI PARTICIPATION (A11000 AND OTHER)					
18.	TOTAL				

PART V - RECAPITULATION			
FACTOR A - EDUCATIONAL DEVELOPMENT			
	A	B	C
20. HIS PARTICIPATION IN EDUCATIONAL DEVELOPMENT			
21. HIS ACHIEVEMENT IN EDUCATIONAL DEVELOPMENT			
22. OFFICER COLLEGE PARTICIPATION			
23. TOTAL			
FINAL RECAPITULATION			
24. PROFESSIONAL FORCE DEVELOPMENT PROGRAM	GRAND TOTAL (Percent)		
ACHIEVEMENT BY FACTOR (Percent)			
25. PERCENT OF FACTOR A	26. PERCENT OF FACTOR B	27. PERCENT OF FACTOR C	
MISCELLANEOUS DATA			
28. WITHDRAWALS	29. CUMULATIVE WITHDRAWALS	30. UNAWAY KIDNEY ASSIGNED	
31. REMARKS			
TYPED NAME AND GRADE (Director of Personnel)		SIGNATURE (Director of Personnel)	
WILLIAM V. BLANK J. Colonel, USAF		<i>William V. Blank</i>	

PROFESSIONAL FORCE DEVELOPMENT PROGRAM REPORT		AS OF DATE	DATE PREPARED	APPROVED (OFFICER/SENIOR)	CHECK ONE
		30 Sep 60	7 Oct 60	SAC - USI	<input type="checkbox"/> YES <input type="checkbox"/> NO
TO:	THROUGH THE COMMANDER'S OFFICE CHIEF OF FORCE DATA KORONEX	FROM: Major John C. Cook, Lt Col 8 AF Westover AFB, Mass.	FROM: Major John C. Cook, Lt Col 49 Combat Support Group (SAC) Loring AFB, Me.		
FACTOR A - TECHNICAL DEVELOPMENT					
PART I - IN TRAINING					
		A	B	C	D
1.	3 LEVEL TRAINING	91	91	100%	
2.	5 LEVEL TRAINING	303	303	100%	
3.	7 LEVEL TRAINING	94	94	100%	
4.	TOTAL	488	488	100%	36
PART II - TESTING					
5.	3 LEVEL TESTING	13	13	100%	6%
6.	5 LEVEL TESTING	19	13	68%	5%
7.	7 LEVEL TESTING	2	1	50%	3%
8.	TOTAL	34	27	79%	14%
PART III - UPGRADING					
9.	3 LEVEL UPGRADING	13	3		
10.	5 LEVEL UPGRADING	16	7		
11.	7 LEVEL UPGRADING	2	0		
12.	TOTAL	31 (4)	10	19%	5%
PART IV - TECHNICAL COURSE PARTICIPATION					
13.	ECI PARTICIPATION	498 (4)	162	110%	14%
PART V - RECAPITULATION (FACTOR A)					
14.	SUBTOTAL (Parts I, II, III)	23%			
15.	GRAND TOTAL (Factor A)	37%			
FACTOR B - MILITARY DEVELOPMENT					
16.	ECI OCS COURSE PARTICIPATION (Airmen)				
17.	ECI OFF CAREER PARTICIPATION (Officers)				
	OTHER ECI PARTICIPATION (Airmen and Officers)				
18.	TOTAL				

PART V. RECAPITULATION (Continued)				
FACTOR B. EDUCATIONAL DEVELOPMENT				
	A	B	C	D
20. AT PARTICIPATION IN COURSE (30%)				
21. INSTRUCTIONAL PARTICIPATION				
22. OFFICER/ENLISTED PARTICIPATION				
23. TOTAL				
FINAL RECAPITULATION				
24. PROFESSIONAL FORTY DEVELOPMENT PROGRAM	GRAND TOTAL (Percent)			
ACHIEVEMENT BY FACTOR (Percent)				
25. PERCENT OF FACTOR A	26. PERCENT OF FACTOR B	27. PERCENT OF FACTOR C		
71%				
MISCELLANEOUS DATA				
28. WITHDRAWALS	29. CUMULATIVE WITHDRAWALS	30. ENERGY BURDEN ASSIGNED		
31. REMARKS				
TYPED NAME AND GRADE (Official Use Only)		SIGNATURE (Official Use Only)		
WILLIAM W. BRILLOCK Lt. Colonel, USAF		<i>William W. Brillock</i>		

PP RJEZFH
DE RJEZKQ 45E
P 261800Z ZEK
FM MAAMA DIR OF AF PNT + CTM CLMSTEAD AFB PA
TO RJKXBR/SAC OFMUTT AFB NEBR
INFO RJEZFH/6 AF WESTVER AFB MASS
RJEZDP/COM AFB ME
RJEZFH/LORING AFB ME

BT
UNCLAS FROM MAOTF-9-18-8 ACTION SAC DWSF INFO AF FOR THIS
COM AFB FOR BASE PETROLEUM OFFICER LORING AFB FOR BASE PETROLEUM
OFFICER. SUBJECT POL RESUPPLY. THREATENED STRIKE ACTION AT
SEASPORT-LIMESTONE POL COMPLEX MAY SHUT DOWN CONTRACTOR OPERATION
1 OCT. IF THIS HAPPENS ALTERNATE AVPUEL SUPPORT WILL BE NECESSARY
WITHIN FOLLOWING AREAS/A/ IF LIMESTONE TERMINAL IS SHUTDOWN LORING
SHOULD ASSUME OPERATION AS SET FORTH IN PARA 19 OF SAC-ANG JOINT
TENANCY AGREEMENT. B/ COM SHOULD BE PREPARED TO BEGIN RECEIPT
OF AVPUEL BY TC/TT TRUCK NOT LATER THAN 3 OCT IF PIPELINE SHIPMENTS
CANNOT BE RESUMED. ALL POSSIBLE ACTION BEING TAKEN BY THIS
HEADQUARTERS TO ASSURE CONTINUOUS OPERATION.
BT
26/1613Z SSP RJEZKQ

NNNN

THIS IS A CERTIFIED TRUE COPY:

JAMES K. JAMES
Captain, USAF

NNNNCLOPHR609ZCAJ279
PP RJEZPH
DE RJEZDE 152
P 261700Z ZEX
FM S4F WESTOVER AFB MASS
TO RJEZED/MAAMA OLMSTEAD AFB FA
RRRPP/WPSA WASHDC
RJKWER/SAC OFFUTT AFB NEBR
RJEZPH/42EMWG LORING AFB ME
RJEZDP/4036SIRATNG DOW AFB MS
APR99G

BT
UNCLAS E F T O DRES 68337/FCR MACT. FOR DC AT WPSA, DMSF AT
SAC AND DM, BDCM AT LORING AND DOW. SUBJECT: IMPENDING
STRIKE SEARSPORT RETAIL DISTRIBUTION POINT/PIPELINE. RE-
QUEST ADVISE REGARDING ACTIONS INITIATED OR PLANNED IN
CONNECTION WITH THE IMPENDING CONTRACTOR PERSONNEL STRIKE
ON OR ABOUT 1 NOVEMBER 80 AT THE ANG POL RETAIL DISTRI-
BUTION POINT/PIPELINE. SEARSPORT, MAINE. THE S4F BUSES,
LORING AND DOW IN MAINE. ARE VERY SERIOUSLY AFFECTED.
BT
26/1727Z SEP RJEZDE

NNNN

THIS IS A CERTIFIED TRUE COPY:

JAMES E. JAMES
Captain, USAF

CICFPA7962LJ0689
FM RJEZFH
TO RJEZFH 19C
F 291430Z ZEL
FM MAAMA DIR OP AF PET & WEM CLAVHEAD AFB PA
TO RJEZFH/S AF WESTOVER AFB MASS
INFO RJEZFH/SAC OFFUTT AFB NEBR
RJEZFH/COM AFB MAYNE
RJEZFH/LORING AFB ME

BT
UNCLAS FROM MAOTY-9-21-E ACTION 8 AF FOR DMS26 INFO SAC FOR DMS3
ON BCEN AT DOWN AND LORING. REFERENCE YOUR MESSAGE DMS6 8913Y DATED
26 SEPT 60 SUBJECT IMPENDING STRIKE SEASPORT AF POL HDS AND MAOTY
WIRE 9-18-E DATED 26 SEPT. 60 SUBJECT POL RESUPPLY INFO TO YOUR
HEADQUARTERS. THREATENED STRIKE ACTION MAY SHUT DOWN CONTRACTOR
OPERATION 1 OCT 60. NAVY EX-BRUNSWICK ME. HAS BEEN REQUESTED TO PROVIDE
ALTERNATE AVFUEL SUPPORT. OUR MESSAGE 9-18-E ALERTED DOWN AND LORING
TO THE POSSIBILITY OF ABNORMAL SHIPMENTS. IF CONTRACTOR-OPERATOR
IS UNABLE TO PERFORM THE WPSA WILL TERMINATE HIS CONTRACT AND HAVE
NEW CONTRACTOR INSTALLED WITHIN FOUR /4/ DAYS.
BT
29/1525Z SEP RJEZFH

WJNN

THIS IS A CERTIFIED TRUE COPY:

JAMES K. JAMES
Captain, USAF

RE RJEKXH
 DE RJEKXH S16
 RM22000Z LEX
 FM 8AF WESTOVER AFB MASS
 TO KRAY
 YANKEE
 INFO RMEG

BT
 TOLAS
 RE RJEKXH
 DE RJEKXH S16
 R 232000Z LEX
 FM 8AF WESTOVER AFB MASS
 TO YANKEE
 BT

UNCLAS DOT 84708. ACTION: KRAY, YANKEE, INFO: RMEG.
 SUBJECT: AUGUST AND MAY-AUGUST "HEADS UP" FINAL STANDINGS. THIS
 MSG IN TWO PARTS, PART I. FOLLOWING ARE 1 & 3 FINAL STANDINGS AND
 TOTAL POINTS ACHIEVED IN COMPLETION FOR MAY-AUGUST "HEADS UP"

PLAQUE:

STANDING	UNIT	POINTS
1	378 BOMB WG	2090
2	100 BOMB WG	2059
3	99 BOMB WG	2017
4	509 BOMB WG	1957

PAGE TWO RJEKXH S16

5	2 BOMB WG	1871
6	306 BOMB WG	1843
7	321 BOMB WG	1745
8	4138 STRAT WG	1684
9	19 BOMB WG	1672
10	4136 STRAT WG	1623
11	590 BOMB WG	1572
12	4241 STRATWG	1546
13	42 BOMBWG	1503

PART II. NAME INFORMATION FOR AUGUST "HEADS UP" PLAQUE IS AS FOLLOWS:

STANDING	UNIT	POINTS
1	19 BOMB WG	2091
2	379 BOMBWG	2056
3	509BOMBWG	2057
4	99BOMBWG	2029
5	100 BOMBWG	2026
6	590 BOMBWG	1851
7	321BOMBWG	1782
8	2 BOMB WG	1716
9	306BOMBWG	1647

PAGE TWO RJEKXH S16

10	4138 STRATWG	1541
11	4136 STRATWG	1517
12	42 BOMBWG	1436
13	4241 STRA TWO	1236

BT

03/2019Z SEP 84EJDE

THIS IS A CERTIFIED TRUE COPY: JAMES K. JAMES
 Captain, USAF

REPORT OF AIRCRAFT/MISSILE OPERATIONAL DATA

1-47-41

UNIT		LOCATION		PERIOD		TOTAL		PERCENT		REMARKS		
TYPE	NO.	NAME	ADDRESS	START	END	OPERATIONAL	INACTIVE	OPERATIONAL	INACTIVE	REMARKS	REMARKS	
424 Bomb Wing		Loring AFB, Miss		30 September 1960								
B-52D	DC	853	20095	10937		1293	546	7248	21	5466	129	29
B-135A	CS	573	14319	10324	74	772	122	2896	131	2308	112	19
F-105A	MR		720					720				1

CHESTER A. MILLER, CAPT., USAF

REPORT OF AIRCRAFT/MISSILE OPERATIONAL DATA

1-AP-61

42D ACFT SUPPORT SQUADRON

LEWIS AFB, MISS

1 thru 30 Sep 60

MODEL AND TYPE	IN HAND	OPERATIONAL	IN REPAIR	ON ORDER	ON CONVOY	ON DISPLAY	ON STORAGE	ON MAINTENANCE	ON REPAIR	ON ORDER	ON CONVOY	ON DISPLAY	ON STORAGE	ON MAINTENANCE
G-123B	80	230	2800	2256	158	0	0	0	456	0	120	4		
F-104	88	154	3600	2310	216	0	0	922	0	176	0	117	5	
F-105	88	6	720	180	0	0	0	540	0	0	0	83	1	
F-106	88	37	1440	1020	132	0	0	258	24	0	0	109	2	
F-107	88	37	1440	770	0	0	0	720	0	0	0	100	2	
F-108	88	37	1440	770	0	0	0	720	0	0	0	0	1	
L-170	88	—	720	0	0	0	0	0	0	0	0	0	0	

W. J. [Signature]

UNCLASSIFIED AND UNCONTROLLED INFORMATION

		ANALYSIS OF AVIATION FUELS ACTIVITY (USAF Stock Fund Aviation Fuels Division)		INSTALLATION	LOCATION	TOTAL FUEL THIS MONTH	RECEIPTUAL GALLONS
LINE NO.	ITEMS			GRADE			
1	BEGINNING INVENTORY (Measured)						
2	MEASURED RECEIPTS						
3	TOTAL HANDLED (Line 2 plus 2)						
4	RECEIPTS - INVOICED AT 60 DEGREES						
5	IN TRANSIT GAIN/LOSS (Difference of lines 2 and 4)						
6	PERCENT OF IN TRANSIT GAIN/LOSS (Line 5 divided by line 4)						
7	STORAGE GAIN/LOSS						
8	PERCENT STORAGE GAIN/LOSS (Line 7 divided by line 3)						
9	TOTAL REFUELING UNIT ISSUES						
10	REFUELING UNIT GAIN/LOSS						2469
11	PERCENT REFUELING UNIT GAIN/LOSS (Line 10 divided by line 9)						
12	TOTAL HYDRANT FUELING ISSUES						
13	AVERAGE STORAGE TANK TEMPERATURE FOR MONTH						
14	TOTAL ISSUES (Flying Non Flying)						
15	TOTAL OUTGOING SHIPMENTS (Bulk Transfer)						
16	TOTAL ISSUES AND TRANSFERS (Line 14 plus line 15)						
17	TOTAL OPERATING GAIN/LOSS (Line 5 plus lines 7 and 10)						
18	PERCENT TOTAL OPERATING GAIN/LOSS (Line 17 divided by line 3)						
19	DETERMINABLE LOSSES (Leads, Seals, etc.)						
20	CONTAMINATED FUEL						
21	CONTAMINATED FUEL RECLAIMED						
22	TOTAL OVERALL GAIN/LOSS						
23	PERCENT TOTAL OVERALL GAIN/LOSS (Line 22 divided by line 3)						
24	ENDING INVENTORY (Measured)	36	72				
		TOTAL (Dollars)		REMARKS			
25	DIRECT EXPENSE BY FUEL AND LUBE OPERATIONS			TYPED NAME OF REFUELING OFFICER			
26	EXPENSE PER GAL FUEL AND LUBE ISSUED AND TRANSFERRED (Line 25 divided by line 16)			TYPED NAME OF BASE COMMANDER			
27	TOTAL VALUE FUEL AND LUBE ISSUED AND TRANSFERRED (Line 16 times Standard Price)			SIGNATURE			

MONTHLY BASE SUPPLY REPORT (FORM 336)						AGENCY CONTROL SYMBOL SAC, SSS				
ITEM DATA										
AWP SYS	CATEGORY	CATEGORY I	CATEGORY II	TOTAL	NO. ITEMS AUTHORIZED	INDEX FILE DATA				
01	198	7,273	8,204	15,477	13,314	SPEC LEVEL	9,532			
16	498	2,523	2,387	4,910	5,115	ISSUE CONTROL	2,460			
27	253	2,843	5,704	8,547	7,691	FAMILY GROUP	3,460			
88	33	411	2,352	2,763	1	MEDIA D/A	10			
89	583	8,987	19,169	28,156	24,600	DUP D/A	5			
91	9	36	3	39	6	DUP ITEMS	91			
95	32	388	77	465	862	COMMON ITEMS	1,671			
TOTAL	1,568	27,413	38,887	66,300	61,645	UNAUTH D/A	0			
DEPOT SUPPORT										
REQUESTIONS TO AMC DEPOTS				AMC SUPPORT						
AWP SYS	PRI 1-5		PRIORITY		TOTAL	M. AM. REC'D	RECEIPTS			% EFF
	NUMBER	%	1-15	16-25			M. REC'D	LSM'S O	OTHER	
01	489	21	394	237	631	197	244	54	2	81.3
16	203	25	55	33	88	2	77	8	0	90.6
27	292	31	5	4	93	1	118	31	11	73.8
88	43	43	0	53	96	0	7	0	0	100
89	418	16	89	174	671	5	203	74	8	71.2
91	127	71	0	0	127	0	0	0	0	0
95	22	46	3	1	72	0	17	1	0	0
TOTAL	1,396	23	760	585	1,834	228	665	168	21	77.9
BASE SUPPORT										
ACTIVITY	REQUESTS	ISSUES	DELIV. DATE	REL. DATE	ISSUES	ISSUES	ISSUES	ISSUES	ISSUES	SUPPORT EFF.
EXPEDIER	4,714	3,14	213	950	9	71.9	306		7	77.9
PRESSURE	485	332								69.3
RECH STOCK	2,864	2,494							485	85.3
SUB-TOTAL	8,063	5,968								73.4
OTHER	3,437	2,220		4,788	311	677	3,253			64.8
TOTAL	11,498	8,188								70.8
DELINQUENT DOCUMENTS		2. POST POST		3. REARRE POST		4. TOTAL EDPS TRANSACTIONS				
6,998		584		475		71,552				
374										
MISCELLANEOUS										
PHONE DUTY EXT.	NAME AND GRADE	SIGNATURE (Reviewed and Approved)	DATE ASSG.							
850	4295 Richard D. Adams(A) Major, USAF	<i>Richard D. Adams</i>	1 Jul 60							
ASST 850	4285 Willard Head(A) Major, USAF		1 Jul 60							
PRTY ACCTG	26277 None (Mr. F. E. Shaw GS-9, Acting)		1 May 58							
INT. TEL.	25131 Curtis E. Pratt(A) Capt., USAF		11 May 57							
BASE NAME Loring AFB, Maine Limestone, Me. FAB-7311		AFB-6 B A	SAF MAAMA 30 September 1960							

SAC FORM 336 PREVIOUS EDITION IS OBSOLETE

COMMENTS:

Reference Section II: AHC Support

To compute AHC support under the new criteria only status cards for the period 15 through 20 September were available. The fact that the total number of requisitions submitted is not reported in the computation of AHC support effectiveness results in an unrealistic depot effectiveness. This effectiveness favors the depot and is incompatible with the support provided by the base.

Reference Section III: Base Support

Manual computation of Repetitor, Pro/Issue and Bench Stock requests do not agree with those reflected on the daily transaction histories. This area is being investigated to verify an erroneous position. As soon as corrective information is available, a corrective report will be forwarded. Indications are that figures reflected on daily listings exceed actual requests and issues.

HEADQUARTERS
 42D BOMBARDMENT WING (H) (SAC)
 UNITED STATES AIR FORCE
 Loring Air Force Base, Maine

Reply to
 Attn of: DDM

Subject: Monthly Maintenance and Flying Activity Report, RCS: 2-PAF-A6.

To: PAF (DDM)
 Westover AFB., Mass

The above subject report is submitted for the 42d Bomb Wing for the period 1 - 30 September 1960.

B-52G AIRCRAFT

A. 1/B-52G/57-651A/24 Aug/Scheduled into sky speed 25 Aug - 9 Sep. Grounded out of sky speed by T.O. 1B-52G-651. Re-scheduled into sky speed for project "Hi-Stress" 19 Sep - 5 Oct. Scheduled to fly 5 Oct.

B. 9587/1786/29

C. Negative.

D-1.

TYPE	MAINT	DISP RECD	DISP	OPRG HRS	# STARTS	% DL-COM
MD-3	57	1492	1489	6701	3078	92%
MA-1A	30	592	590	87		90%
MC-1	13	200	200	135		85%
ME-1	5	153	153	96		100%
ME-1A	5	153	153	225		87%
MA-3	15	231	231	275		75%
EA-536, B-11	4	55	55	303		75%
MC-2, MC-2A	6	81	81	94		70%
HJ-1	3	50	50	94		100%
D6-A	1	5	5	3		100%
B-5	1	13	13	11		100%
B-104	1	0	0	0		100%
AF/WG2T-1	1	0	0	0		91%
HY-1	7	229	229	687		100%
BT-400-10	164	0	0	0		81%
MD-4	16	0	0	1080		80%
MD-2	5	0	0	90		100%
MD-1	2	0	0	5		

D-2.

TYPE	UNIT SER. NO.	ENG. HRS.	REASCH
1B-3	6115 5A120100	38	Bad piston rings engine consumed excessive amount of oil.

E. 94.35

F-1. 29/29
F-2. 29/29
F-3. 29/29
F-6. 29/29
F-7. 29/29
F-8. 29/29
F-9. 29/29

REMARK: Item F-4 and F-5 discontinued by SAF msg DMCL, 41741, dtd 25 Feb 60.

G. 1/B52G/57-6519/A/C was scheduled to fire on 19 Sep 60. Immediately before the aircraft was to fly, it was discovered that the 300 cubic inch air bottle for the low pressure system was leaking through a crack in the body of the bottle. The Command Post was notified and the decision was made not to cannibalize. The gunnery mission was cancelled and the air bottle ordered ANFE.

H-1. Negative.

H-2. Negative

	2	3	4	5	6
1B-52-1177	0	16	0	0	0-0
1270	0	1	0	0	1-1
1B-52G-571	2	120	420	2	0-0
571A	3	0.2	0.6	2	0-0
576	0	12½	0	0	5-62½
588	1	1	1	1	0-0
600	5	10	50	3	4-40
602	7	4½	31½	6	9-40½
603	3	8	24	3	4-32
Phase II 617	9	5	45	5	0-0
625	7	3	21	7	8-24
641	24	4	96	14	0-0
643	13	12	156	11	16-192
644	4	6	24	0	0-0
645	8	1	8	0	8-8
647	4	1	4	4	11-11

21-J57-585	17	1	17	0	0-0
687	89	1	89	28	43-43
693	104	0.6	62.4	19	31-16.6
47-1-511	1	1	1	1	11-11
11821-10-3-503	2	2	2	2	9-31
11876-3-502	2	2	2	2	0-0
11P3-3-2-502	0	1	0	0	1-1

I-2.

1B-52-1176	3	64	192	0	0-0
1194	1	20	20	0	0-0
1278	14	10	140	4	2-20
1278A	14	2	28	4	2-4
1B-52G-522	0	5	0	0	0-0
550	7	37	259	0	3-111
584	6	42	252	0	3-126
618	17	7	119	0	2-14

I-3.

1B-52-1226	2	1	403		
1352	26		82		
1B-52G-651	29		5		
21-J57-643	9		5		
689	9		8		
5A1-2-19-503	3		41		
5A1-1-19-505	1		8		
2A6-2-3-510	3		1		
11B17-3-3-501	1		1		
1178-1-501	1		32		
21-GAM-535	10				

I-4. Aircraft currently in IRAN are not included in this report.

I-1	I-2	I-3
58-224	26 Sep 60	Carried Forward
59-2580	23 Sep 60	Carried Forward

K. 4/B-52G/57-651A/Grounded for cracked wing/24 Aug 60
 58-208/Lost antenna azimuth drive/29 Aug 60
 58-213/Sky Speed 18.Aug thru 30 Aug, Alert 9 Sep thru
 26 Sep. Due to fly 29 Sep. Fuel Leak/11 Aug 60
 58-214/This was due to an Administrative error/23 Aug 60

L-1. 184

L-2. Passenger Stops	- 7
Operational Clearances	- 24
Logair	- 58

- M-1. 2/28-21/62 Sep Fuel leak in aft body cavity drain.
29-2396 28 Sep Airframe Hole in leading edge of right wing
inboard of #4 FOD
- M-2. 4/28-21/62 Sep Oxygen Oxygen Leak in O-1 station
28-204 22 Sep Down loading delayed off alert
29-2171 26 Sep Flt Test Low air speed at de-ice point
27-0518 24 Sep Down loading delayed off alert
- M-3. 1/8-22 28-21-23 Sep Ready signal coil. Coil was serviced and system
was checked in normal and alternate. Could not get a forced pullout,
toggles checked OK.

M-4. Negative

N. N/A

(-1.

- 3 a Charles F. Somme, Lt Col., 35321A
b Sep 1960 Assistant Deputy Commander for Maintenance 4311
c 2 years 9 months SAC
d Unknown
- 4 a Albert J. Crompton Maj., 20718A
b Sep 1960 Field Maintenance Squadron Commander, 4316
c Fully qualified 9 years 1 month SAC, 3 years MATS
d N/A
- 41 a James S. Southworth, Capt., AO 780751
b Sep 1960 CIG Tanker Maintenance Branch, 4341
c 3 months SAC
d Estimate fully qualified Jan 1962. Project "Change Over"
has completed 4341 school at Chamite
- 42 a John J. Plessman, 2nd Lt., AO3101740
b Aug 60, Assistant Production Control Officer, 3231B
c 1 month SAC
d Estimate fully qualified Feb 1962.
- 43 a Albert I. Lower, 2nd Lt., AO3101710
b Aug 60 Assistant Analysis Training Officer
c 1 month SAC
d Estimate fully qualified Feb 1962
- 44 a Williams Adams, Major, 39029A
b Sep 1960, G-4M-77 Maint Officer, 3211
c None
d Estimate fully qualified Mar 1962

G-2. 1. Projected Losses:

Clifford C. Glenn, CWO, 983289E, to SAC Headquarters, Dec 60.

2. Projected Impact:

- a. Harry T. Woolsey, 2nd Lt., 11361, Jan 61
- b. Charles D. Yates, Major, 12714, Nov 60
- c. Leon L. Turner, Capt., 12116, Feb 61

3. N/A

4. N/A

R-1.

A/C TYPE	NR. OF JACKET FILMS	AVE NR. OF DISCREPANCIES
B-52G	4	62
EC-135A	2	27
C-143	5	55

R-2.

BT-400	4	4
MD-4	4	1
MD-1	4	2
MD-3	4	3
MA-1A	4	2
MU-1	3	1
MA-3	2	0

R-3. N/A

REMARKS: R-1: The wing experienced two (2) deviations from schedule during the month of September. One 58-213 developed a fuel leak in the aft body cavity drain the other 59-2566 sustained damage to the leading edge of the right wing just inboard of $\frac{3}{4}$ pod. This damage was caused by an inflight collision with some type of bird. Both were unpredictable and could not be avoided. R-2: Four deviations from take off time were experienced during the month of September. The first was 58-219 which was delayed by an Oxygen leak in the D-1 station. This due to a crushed flexible hose connecting the oxygen manifold to the oxygen regulator. How the hose became crushed is unknown. The oxygen leak was reported by the crew approximately 10 minutes prior to take off. The manifold was capped off to prevent depletion of the oxygen system and the aircraft flew, but took off late. Two aircraft, 58-208 and 57-6516 were delayed due to failure of replacement aircraft to cock on time, which in turn delayed the down loading of these two aircraft. The last being 59-2571 which aborted its take off roll at decision point because of low airspeed indication. The airspeed indicator was checked by specialist and no malfunction noted. The aircraft took off on the second attempt. A late take off was unavoidable on 58-219 due to the late discovery of the oxygen leak. The failure of aircraft to cock on time delayed the two aircraft from down loading on time which again could not be foreseen or avoided. The last could be contributed to a number of causes all of which are undetermined. This aircraft completed

its flight with no further difficulties with the air speed indicator.
 W-3. One (1) 58-216 did fail to receive a briefing on load. Cause
 for this was a rusty signal coil. The coil was sanded and system was
 checked in normal and alternate. Could not get a forced pullout,
 toggles checked okay. This was unavoidable and could not be antici-
 pated.

MC-130A AIRCRAFT

A. None

B. 9188/1199/22

C. Negative

D. N/A

E. N/A

- F-1. 19/19
- F-2. 19/19
- F-3. 19/19
- F-6. 19/19
- F-7. 19/19
- F-8. 19/19
- F-9. 19/19

REMARK: Item F-4 and F-5 discontinued by SAF msg D801, 41741, dtd
 25 Feb 60.

G. N/A

H. N/A

Index	2	3	4	5	6
1C-135(K)A-604	4	16	64	0	0-0
678	2	8	16	2	0-0
696	1	16	16	0	0-0
699	1	10	10	0	0-0
726	0	4	0	0	1-4
735	1	40	40	0	0-0
736	3	16	48	0	1-16
742	0	2	0	0	0-0
743	1	16	16	0	0-0
744	2	40	80	0	0-0
753	2	16	32	0	0-0
757C	0	8	0	0	1-8
766	0	8	0	0	1-8
776	3	40	120	1	0-0
780	1	18	18	0	0-0
787A	3	1	3	3	16-16
792	4	16	64	4	6-96

10-135(L)A-791			7	0	0
796	2		10	2	3-15
804	1		5	0	0-0
806	4	20	180	0	1-20
806B	11	1	11	2	10-10
807	5	8	28	2	1-8
807A	19	0	18	11	0-0
808	1	1	1	0	0-0
811	1	1	1	1	0-0
811A	1	1	1	1	1-0
825	1	2	2	0	1-40
826	0	40	0	0	0-0
828	1	6	6	0	0-0
829	2	10	20	2	0-0
831	0	1	0	1	1-1
833	1	1	1	0	0-0
868	0	16	0	0	1-16
883	1	3	3	1	0-0
885	1	4	4	1	0-0
887	2	3	6	2	2-6
890	0	3	0	0	3-3
891	2	1	0	2	1-2
912	22	8	176	22	0-0
914	0	4	0	0	5-20
916	0	2	0	0	5-12
20-157-697	22	1	22	0	1-1
21A3-15-501	7	1	35	0	0-0
AT 1-511	0	1	4	0	9-4
980-3-15-501	1	1	4	0	0-0

10-135(L)A-799	2	88	176	0	0-0
655	6	8	40	0	0-0
660	1	16	16	0	0-0
661	5	16	80	0	3-48
666	3	29	87	0	0-0
677	7	41	287	0	2-22
681	6	40	240	0	0-0
683	1	33	33	0	0-0
684	2	31	62	0	0-0
685	3	85	255	0	1-85
698	1	32	32	0	0-0
713	1	8	8	0	0-0
740	7	48	336	0	0-0
783	1	20	20	0	0-0
813	15	73	1095	0	1-73
816	5	8	40	0	0-0
818	8	9	72	0	2-18
861	3	14	142	0	0-0

IC-119(K)A-800		
813	4	8
817	3	11
819	2	29
824	2	56
913	2	26
915	1	54.5
916	1	51.3
923	4	1.5
940	20	22.2
942	3	2.0
21-757-63	3	12
643	15	11.1
649	1	9.2
811	25	131

14. IC-119(K)A-824 applicability changed by suppl 844A dtd 22 Jul 60. Kit currently not available for additional aircraft.

J. Negative

K. N/A

L. N/A

M-1. 4/56-3600/22 Sep/Fuel/ Fuel leak in center wing
 56-3604/22 Sep/Fuel/Fuel leak in aft body tank
 56-3600/23 Sep/Fuel/Fuel leak in center wing
 56-3614/27 Sep/Engine/#1 Generator CS Drive change

N-1. 1/56-3617/30 Sep/Eng Inst/ Fuel flow transmitter inoperative

M-2. 1/56-3610/13 Sep/Bearing shaft on line valve/Replaced line valve.

N-2. Negative

N. N/A

O. N/A

P. N/A

Q. N/A

R. N/A

REMARKS: Item B: FE fleet time is 69.6% for the month of September. This is 4.6% above the SAF standard. Reason; is the return of aircraft from IRAN with the maximum amount of fleet time coupled with the excessive fleet time gained from the 100-600 hour PO. FE inspection concept. The wing decreased its fleet time from 73.5% in August to 69.6% in September. A reduction of 3.9% at this rate the tanker fleet time should fall well

with in the SAE standard during the month of November. N-1; The tankers experienced four (4) deviations from schedule during September. Three of these were due to fuel leaks. Aircraft 56-3604 accounted for one and 56-3600 lost sorties on two consecutive days. Fuel leaks develop without prior notification and are highly unpredictable. The fourth deviation was caused by the failure of #1 Generator constant speed drive at engine start, which necessitated the cancellation of the sortie. There had been no prior indication of trouble to fore warn maintenance personnel of the impending failure. N-2; The one deviation from take off time was caused by failure of the fuel flow transmitter on aircraft, 56-3617, after engine start. Time lapse from the time the specialists were notified, dispatched to the aircraft, isolated the trouble, requested a replacement transmitter, received delivery from supply, and installed same was of sufficient duration to cause the late take off. The fuel flow transmitter had failed internally and the failure could not be predicted or avoided. N-3; One (1), 56-3610, failed to make his briefed offload. Cause was a sheared shaft on line valve. The line valve was replaced. This was unavoidable and could not be anticipated.

BASE FLIGHT

A. 1/T-33A/52-9043/9 Sep/Fuel system repairs.

1/R-19E/52-7588/8 Sep/Crash damaged awaiting disposition instructions.

FOR THE COMMANDER:

CHARLES L. JONES JR
CAPT, U.S.A.F.
Supply Div of Admin Services

ARMAMENT - ELECTRONICS SYSTEMS CAPABILITY RECORD													
COMPONENT OR GROUP		QUANTITY		PERCENTAGE		RELIABILITY		MAINTENANCE		REPAIR DATA			
SYSTEMS	TOTAL	NUMBER	TOTAL	PERCENTAGE	RELIABLE	UNRELIABLE	TOTAL	PERCENTAGE	REPAIRS	REPAIRS	REPAIRS	REPAIRS	REPAIRS
1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1.	96	96	96	85	13	-	11	-	2	19	15	2	1
1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1.	99	99	100	159	39	-	20	5	6	40	47	1	
1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1.	99	99	99	81	16	2	0.5	14	-	1	1		
1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1.	97	97	97	95	2	-	2	-	-	3	2	1	
1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1.	99	99	99	84	13	2	-	11	1	3	17	15	1
1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1.	53	53	53	49	2	2	2.5	4	-	-	2	2	
1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1.	96	96	96	87	7	4	0.6	7	1	-	16	12	2
1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1.	100	100	100	77	20	3	0.3	19	3	1	24	17	4
1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1.	100	100	100	95	3	2	0.5	4	-	1	8	8	2
1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1.	100	100	100	98	1	1	0.0	2	-	-	4	3	1
1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1.	90	90	90	73	15	10	2.5	21	3	1	42	15	1
1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1.	91	90	91	90	-	1	0.0	-	-	1	16	12	1
1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1.	56	54	56	35	14	17	2.8	24	1	6	150	52	2
1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1.	30	30	30	24	-	2	1.5	1	0	0			
1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1.	83	83	83	69	12	2	0.3	9	1	4	-	-	-
1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1.	23	19	23	15	4	4	2.5	8	0	0	78	57	2
1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1.	18	18	18	17	23	1	1.5	23	6	2			5
1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1.	12	12	23	23	0	0	0	0	0	0	2	2	0
1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1.	81	81	1027	1023	20	14	1.3	23	2	9	66	44	2
1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1.	90	90	257	234	20	3	0.5	17	2	4	8	0	0
1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1.	91	91	182	166	5	5	2.5	10	0	4	24	21	1
1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1.	87	87	87	81	6	0	0.0	5	0	1	1	0	0

EXPENDITURES	CODE	SCHEDULED	EXPENDED	DATE	SCHEDULED	EXPENDED
100	76	10,000	16,450	01-30-80	12,000	12,000
100						100

VII. AUTHORITY: *[Signature]*
 CAUTION: *[Signature]*
 SIGNED: *[Signature]*
 DATE: *[Date]*

[Signature]
 [Name]
 [Title]

1. ...

2. The ... is capable of ...

3. ...

4. ...

Item	Quantity	Unit	Value
Computer, ...	2		1
Printer, ...	2		0
Transformer, ...	2		0
App. Isolation, ...	2		0
Computer, ...	1		3
Interactor, ...	3		0
App. ...	2		1
App. ...	2		0
Transformer, ...	3		7
Computer, ...	3		2
Receiver ...	1		1
Inform. ...	1		0
Power ...	0		0
Transformer ...	0		0
Power supply, ...	0		0

5. ...

Handwritten signature

~~CONFIDENTIAL~~

Attachment #1

1. Reference the message TMS 43378 170-04, 21 June 1960, subjects: Alerts/Warnings and Reliability. The following report is submitted for 1 - 31 August 1960.

(1) 15

a. 17

b. 51-0214, Crew 1-01. 1/0 was scheduled for synchronous 20 activity on 12 Sept but the sortie was cancelled due to weather. The revision to the weekly flying schedule, subsequently published, inadvertently listed aircraft 51-0511 as the "most used" aircraft and aircraft 51-0214 was scheduled for a pilot proficiency mission. 1/0 51-0214 flew the pilot proficiency mission and did not accomplish as planned.

c. 15
d. 2

e. 51-0204, Crew 2-01, run was scheduled but the 1/0 was out of commission at the time the run was scheduled.

f. 51-0210, Crew 2-04, run was made but was not cleared due to type II storm. Ground radar lost contact with the aircraft.

g. 51-0208, Crew 2-16 - At 2 hours after takeoff the "A" power circuit breaker popped and could not be reset. The antenna rotation was lost. Cause was defective antenna (a. drive motor.

h. 2 material, 1 operator error.

2. Reliability and

a. 15

- b. None
- c. 1/1
- d. 2
- e. None
- f. 1/1

3. Maintenance data

a. 4

b. 51-0204 - The 1/0 24 volt excitation circuit breaker was popped and replaced the emergency control unit. The aircraft was not fit capable.

51-0517 - The 1/0 dial was oscillating. The altitude computer was replaced. The aircraft was fit capable.

51-0510 - The 1/0 interphone cuts out. The extension cord at the 1/0 position was repaired. The aircraft was not fit capable.

51-052 - The true airspeed was jittery and the reading was intermittent. The airspeed computer was replaced and the 1/0 in dark switch was adjusted. The aircraft was fit capable.

~~CONFIDENTIAL~~

ARMAMENT-ELECTRONICS SYSTEMS
HIGH FREQUENCY COMPONENTS REPORT

Commander in Chief: Strategic Air Command (SAC)
CITE AFM, Network: 847
INFO TO: Major Subordinate Command: Westover AFB, Mass
FROM: Reporting Unit: 42d Bombardment Wing, Loring AFB, Maine
PERIOD OF REPORT: 1-31-50
PAGE NO: 1 OF 1

PART I: COMPONENTS FAILING AND HOW MALFUNCTIONED

List the three most important components failing in the order of highest failure, next highest, etc., and give the full name, quantity, lot, and part number of each. Give the most representative of each component failure. Components repaired and found acceptable will not be included.

SYSTEM	COMPONENT	QUANTITY		COMPONENT	QUANTITY		COMPONENT	QUANTITY		
		1	2		1	2		1	2	
NAV. RADAR (ASST)	1-11 YXXT	8-761	432	1-605	242	376	1800-8	381	800	
	1-12 YXXT XL	11-201	462	1-605	462	700	1-501	462		
	1-13 YXXT	0-421	402							
	1-14 YXXT	0-421	402							
	1-15 YXXT	0-421	402							
	1-16 YXXT	0-421	402							
	1-17 YXXT	0-421	402							
	1-18 YXXT	0-421	402							
	1-19 YXXT	0-421	402							
	1-20 YXXT	0-421	402							
CAM AND COMP	20-30 AUTOPILOT	Main Amp. Assy	233	210	A.T. Control	387	-	Flt. Control	387	-
	21-31 W.T. COMPASS	Ind. Master	646	660	H-1 Amp	387	-	Directional Comp	233	-
	22-32 W.T. COMPASS	Elect. Amp	463	233	True Hd. Ind.	233	-			
	23-33 W.T. COMPASS	Aids Comp	233	646	Astro Tracker	336	700	Astro-Dir. Ind. Imp	700	242
	24-34 W.T. COMPASS									
	25-35 W.T. COMPASS									
	26-36 W.T. COMPASS									
	27-37 W.T. COMPASS									
	28-38 W.T. COMPASS									
	29-39 W.T. COMPASS									
ECC	35-78 ASD-15	Search antenna	127	692	Control Handles	020	336	Modulator	462	336
	36-79 ASD-15									
	37-80 ASD-15									
	38-81 ASD-15									
	39-82 ASD-15									
	40-83 ASD-15									
	41-84 ASD-15									
	42-85 ASD-15									
	43-86 ASD-15									
	44-87 ASD-15									

PART II: REMARKS (Continue on reverse side, Read to last)
AJA-1 Computer Assy 6863-605-529-0079 cased from electronic amplifier 6605-529-0081
Ser #210 for Elect Amp Ser #JA-703 C/N 7741

PART III: AUTHENTICATION
SIGNATURE: [Signature]
SIGNATURE: [Signature]

TO: **Commander in Chief Strategic Air Command (COMSAC)** FROM: **4240**
 CDR AF 33, Sasebo **SAP** **Resistor A.G. Mann** **Corling A.G. Nelson**

SYSTEMS	I. SORTIE EFFECTIVENESS		II. PERFORMANCE RELIABILITY					III. MAINT REQUIREMENTS			IV. COMPONENT REPAIR DATA					
	TOTAL NO. HD	NUMBER EFFICIENT	TOTAL NO. HD	RELIABLE FOR TURNAROUND SYSTEMS	NO MAINT. REQ.	MAINT. REQ.	AFTER ACTION REPORTS	MTA FAILURE	MAINT ERROR	CRASH	TOTAL NO. REPAIRS	REPAIRED	REPAIRS IN PROGRESS	REPAIRS PENDING	REPAIRS DEFERRED	REPAIRS UNREPAIRABLE
10-11	18	18	18	17	-	1	-	1	-	-	1	1	-	-	-	-
10-12	81	81	81	76	4	1	0.1	5	-	-	9	8	1	-	-	-
10-13	82	82	100	100	-	-	-	-	-	-	2	2	-	-	-	-
10-14	66	66	66	63	1	2	0.8	3	-	-	3	3	-	-	-	-
10-15	100	100	100	88	12	-	-	10	2	7	5	1	1	-	-	-
10-16	97	97	97	93	3	1	4.0	1	3	5	3	2	-	-	-	-
10-17	99	99	99	97	-	2	0.05	1	1	4	4	-	-	-	-	-
10-18	97	97	97	76	14	5	3.94	15	1	19	17	1	1	-	-	-
10-19	72	72	72	69	2	1	0.0	2	-	1	2	2	-	-	-	-
10-20	79	79	79	94	3	2	0.05	4	-	5	4	1	-	-	-	-
10-21	79	79	79	-	-	-	-	-	-	-	-	-	-	-	-	-
10-22	20	20	20	16	1	1	0.0	1	-	1	2	-	-	-	2	-
20-20	98	98	98	77	19	2	0.8	14	5	2	22	12	-	-	10	-
21-21	198	198	198	192	5	1	1.0	6	-	-	4	1	1	-	2	-

REMARKS: (Enter in Remarks with Item No. 50)

EXPENDITURES: CODE SCHEDULED EXPENSED % CODE SCHEDULED EXPENSED %
 AUTHORITY: *Freda Bryant* SIGNATURE: *William* *Ed Wilson*

reference page 112(3) dated 6/21, 7/21, 1970.

1. There are no areas requiring special attention of the system reliability team.

- 2. The ITC is capable of supporting the mission of the ITC.
- 3. The effectiveness/reliability of the ITC system is satisfactory.
- 4. All support areas for ITC maintenance are satisfactory.

11-20-70

FHA150CAA030
RR RJEKPH
DE RJWBJP 29A
R 012027Z
FM 6SW WALKER AFB KMKK
TO 42SW LORING AFB MAINE
BT

UNCLAS DPCM 14591.
SUBJECT: REASSIGNMENT OF SURPLUS CREW MEMBERS. 42D080Q. THE
FOLLOWING PERSONNEL SCHEDULED TO REPORT YOUR STATION NOT LATER
THAN 15 SEP 60 WILL REPORT AT A LATER DATE DUE TO MOB-AVAILABILITY
OF FUNDS: CAPT WALTER F WURF A0630375, WTSOT LOWELL C HARRIS
AF36984775, SGT ENGINE R FISHER AF 16909688.
BT
01/2300Z SEP RJWBJP

NNNN

THIS IS A CERTIFIED TRUE COPY:

James E. James
JAMES E. JAMES
Captain, USRP

Best available copy

DOE Illegible



Best available copy

DOE Illegible

Best available copy

DOE Illegible

Best available copy

DOE Illegible

Best available copy

DOE Illegible

Best available copy

OE Illegible

Best available copy

DOE Illegible

Best available copy

DOE Illegible

Best available copy

DOE Illegible



UNITED STATES DEPARTMENT OF ENERGY
OFFICE OF ENERGY DELIVERY AND EFFICIENCY

WASHINGTON, DC 20585

Best available copy

DOE Illegible

UNCLASSIFIED

2025 11 18

OPD INMID
OPD INMID

X

AF

UNCLASSIFIED

*RECORDS SECTION AFM BAITP

OPDS, USAF ATTN: AFM1001, WASH DC

ROUTE 13 FOR AFM10, WASHINGTON AIR, CALIF

CINAC, OFFUTT AFB, NEB

RAF, WRIGHT AFB, OHIO

RAF, BANGOR AFB, IA

RAF, NASCOT AFB, CALIF

RAF, BANGOR AFB, IA

RAF, WRIGHT AFB, OHIO

RAF, WRIGHT AFB, OHIO

RAF, WRIGHT AFB, OHIO

RAF, WRIGHT AFB, OHIO

RAF, WRIGHT AFB, OHIO

RAF, WRIGHT AFB, OHIO

RAF, WRIGHT AFB, OHIO

RAF, WRIGHT AFB, OHIO

RAF, WRIGHT AFB, OHIO

23 1000

24 1000

END

RONALD R ALLFREY, MAJOR, USAF
2010 1

UNCLASSIFIED

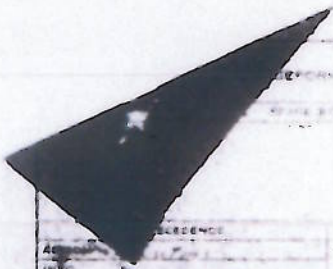
UNCLASSIFIED

ABOVE-GROUND LANDING AIRCRAFT

DUGLAS/DC-3/1940-1960, FOR INFO (APRIL-1), 1950, 1951, 1952, 1953, 1954, 1955, 1956, 1957, 1958, 1959, 1960, 1961, 1962, 1963, 1964, 1965, 1966, 1967, 1968, 1969, 1970, 1971, 1972, 1973, 1974, 1975, 1976, 1977, 1978, 1979, 1980, 1981, 1982, 1983, 1984, 1985, 1986, 1987, 1988, 1989, 1990, 1991, 1992, 1993, 1994, 1995, 1996, 1997, 1998, 1999, 2000, 2001, 2002, 2003, 2004, 2005, 2006, 2007, 2008, 2009, 2010, 2011, 2012, 2013, 2014, 2015, 2016, 2017, 2018, 2019, 2020, 2021, 2022, 2023, 2024, 2025.

ADDITIONAL INFORMATION FOR FINAL PHASES RESULT OF MAJOR AIRCRAFT ACCIDENTS IN THE 1950S WHICH OCCURRED 8 SEP 60 AT 1012 HOURS EST, LINDSEY AFB, TX. FINDINGS: IMPROPER CARRY FLIGHT STOP NOT OF WEIGHT, OPERATIONAL STOPPING OF ENGINE FOLLOWING AN INTENDED APPROXIMATE AUTOMATIC CAUSE A REDUCTION OF ENGINE RPM VERSUS RPM (OBTAINING THE NUMBER) TO INDICATE A COMPLETION OF THE PROCEDURE BY THE PILOT IN PREPARATION FOR A PROCEED FORCED LANDING. ENGINE FAILED TO RESPOND TO INTENDED MOVEMENT OF THE THROTTLE AND ENGINE RPM CONTINUED TO INCREASE TO 2300. THE STATION OR CHECK FOR THE ENGINE LOW-PRESSURE WAS NOT ACHIEVED. CONTRIBUTORY CAUSES: (1) INTENTIONAL PROCEED LANDING FLIGHT OVER AN AREA UNSUITABLE FOR LANDING IN THE EVENT OF AN ACTUAL EMERGENCY. (2) WING STALL, LTD TO 400 1950 AND 01 LTD 0400 1960. (3) ENGINE THROTTLE IN FRONT OF AIRCRAFT IMMEDIATELY FOLLOWING SUCCESSFUL TAKEOFF RESULTED IN THE INTIAL AIRCRAFT DAMAGE. ADDITIONAL FINDINGS: A POSSIBILITY EXISTS THAT THE 115/145 GRADE FUEL USED COULD HAVE BEEN A CONTRIBUTING FACTOR. THE TECHNICAL DATA SPECIFIED 91/90 GRAIN FUEL. NO ACTUAL FACTORS OR PERFORMANCE CRITERIA ARE AVAILABLE IN THE FIELD COVERING THESE PERFORMANCE LEVELS VARIOUS PHASES OF OPERATION, WITH ENGINE SET TO 115/145 GRADE, 115/145 FUEL. PAGE ONE

Best available copy



1. Dem
80cm

UNCLASSIFIED

SECURITY CLASSIFICATION

TO: SAC, NEW YORK (100-100000) FROM: SAC, NEW YORK (100-100000)

DATE: 21 SEP 1960

RE: [REDACTED]

1. [REDACTED]

2. [REDACTED]

3. [REDACTED]

4. [REDACTED]

5. [REDACTED]

6. [REDACTED]

7. [REDACTED]

8. [REDACTED]

9. [REDACTED]

10. [REDACTED]

11. [REDACTED]

12. [REDACTED]

13. [REDACTED]

14. [REDACTED]

15. [REDACTED]

16. [REDACTED]

17. [REDACTED]

18. [REDACTED]

19. [REDACTED]

20. [REDACTED]

21. [REDACTED]

22. [REDACTED]

23. [REDACTED]

24. [REDACTED]

25. [REDACTED]

26. [REDACTED]

27. [REDACTED]

28. [REDACTED]

29. [REDACTED]

30. [REDACTED]

31. [REDACTED]

32. [REDACTED]

33. [REDACTED]

34. [REDACTED]

35. [REDACTED]

36. [REDACTED]

37. [REDACTED]

38. [REDACTED]

39. [REDACTED]

40. [REDACTED]

41. [REDACTED]

42. [REDACTED]

43. [REDACTED]

44. [REDACTED]

45. [REDACTED]

46. [REDACTED]

47. [REDACTED]

48. [REDACTED]

49. [REDACTED]

50. [REDACTED]

51. [REDACTED]

52. [REDACTED]

53. [REDACTED]

54. [REDACTED]

55. [REDACTED]

56. [REDACTED]

57. [REDACTED]

58. [REDACTED]

59. [REDACTED]

60. [REDACTED]

61. [REDACTED]

62. [REDACTED]

63. [REDACTED]

64. [REDACTED]

65. [REDACTED]

66. [REDACTED]

67. [REDACTED]

68. [REDACTED]

69. [REDACTED]

70. [REDACTED]

71. [REDACTED]

72. [REDACTED]

73. [REDACTED]

74. [REDACTED]

75. [REDACTED]

76. [REDACTED]

77. [REDACTED]

78. [REDACTED]

79. [REDACTED]

80. [REDACTED]

81. [REDACTED]

82. [REDACTED]

83. [REDACTED]

84. [REDACTED]

85. [REDACTED]

86. [REDACTED]

87. [REDACTED]

88. [REDACTED]

89. [REDACTED]

90. [REDACTED]

91. [REDACTED]

92. [REDACTED]

93. [REDACTED]

94. [REDACTED]

95. [REDACTED]

96. [REDACTED]

97. [REDACTED]

98. [REDACTED]

99. [REDACTED]

100. [REDACTED]

DD FORM 173

Best available copy

DOE Illegible

Best available copy

DOE Illegible

Best available copy

DOE Illegible

*Oil, Chemical and Atomic Workers
International Union*



October 7, 1940

The President, General Motors
General Motors Corporation
War Relocation Authority
Detroit, Michigan

Dear Mr. General:

The Oil, Chemical and Atomic Workers International Union of the United States of America, through the War Relocation Authority, 110 First St., San Francisco, Calif., is the largest of employers who are members of the Oil, Chemical and Atomic Workers International Union, OCAWIU.

This General Motors Corporation contract to operate all Air Force Relocation Authority War Relocation Authority, War Relocation Authority at Livermore, California. The Relocation Authority is at present at \$1.00 per hour while the contract was in the past, and has looked out the workers of our Union, who have been operating this line for several years.

We object to the Government's efforts of the United States Government in assigning Government employees to operate the line with other workers.

We protest against the Government's efforts, without proper protection for workers, to transfer the workers to it in to employ workers at sub-standard levels of pay.

This is a protest of our organization to correct this injustice and uphold decent standards of employment.

I urge you to take action on this petition with regard to Administration policy in this matter, as outlined in Air Force Relocation.

Sincerely yours,
[Signature]
General Secretary, OCAWIU
War Relocation Authority, 110 First St., San Francisco, Calif.

Best available copy

TO COLONEL SCHULTZ FROM MAJOR ANNIS 13 October 1968

As per your request, I am leaving the person to contact and his office phone number concerned with any questions posed to you regarding the contract for SearSPORT Liquefied pipeline complex, operation of same and other matters pertaining thereto. I believe at this time that conditions here will remain stable until such time as a requirement for tanker discharge at SearSPORT occurs which will be approximately on or about 20 October. Your position here with regard to fuel supply is very good at this time. We anticipate no trouble in obtaining new contractor to operate the pipeline complex within a period of 24 to 48 hours should we be forced to terminate present contractor due to refusal of maritime union to discharge tankers. All the assistance we might possibly need from you and the Commander, Dow AFB, would be to temporarily secure facilities located at pump houses and SearSPORT Terminal. We will make personal contact with you or your representative here at the base if we need such assistance. In any instance where you may have questions posed to either you or the Division Commander you may and I would suggest, refer them to Colonel Charles F. Hardman, Chief of Pump No. One, 1968, Director of Service Contracts Division, Military Petroleum Supply Agency, Washington 25, D. C. For your information should you have to take over the on base tank farm facilities operated by the contractor to pump to your flight line hydrant tanks the following personnel can accomplish this:

1. Sgt Walter T. Jones, POL
AIC James L. Rogers, POL
Mr. Donald Patton, Installations

Handwritten signature:
Walter T. Jones

Best available copy

DOE Illegible

BC

10 October 1960

Labor Dispute

Mr. V. J. Forrester, Director
District 84, CCAW IU, AFL-CIO
325 West 45th Street
New York City 36, N. Y.

Dear Mr. Forrester:

1. This is to acknowledge receipt of your letter, dated 7 October 1960, reference the labor dispute between the New England Tank Company, 135 First Street, Cambridge, Massachusetts, and the Oil, Chemical and Atomic Workers International Union, AFL-CIO.
2. The contents of your letter have been forwarded to the cognizant authority which is the Director of Service Contracts Division, Military Petroleum Supply Agency, Washington 25, D. C.

Sincerely

MELVIN R. SCHULTZ
Colonel, USAF
Commander



BC

18 October 1960

Labor Dispute

Colonel George Sweeney
Office of the Chief of Staff
Hq Eighth Air Force
Westerover AFB, Mass

Dear Bud

1. As per my telephone conversation to you on 10 October 1960, the attached is a copy of the letter which I have received from the Oil, Chemical and Atomic Workers International Union and my answer to Mr. Forrester.

2. In addition, I have notified by telephone, Colonel C. W. Hardman, Director of Service Contracts Division, Military Petroleum Supply Agency, Washington 25, D. C., the contents of the basic letter as per his request.

3. In view of this being a form letter, I do not anticipate we will receive any local involvement; however, I am forwarding this for the information of you and your staff.

Sincerely

MELVIN R. SCHULTZ
Colonel, USAF
Commander

2 Atchs
1. Ltr fr OCAWIU, 7 Oct 60
2. Ltr fr Col Schultz to
OCAWIU

**MILITARY CONSTRUCTION PROGRAM
STATUS REPORT**

CATEGORY A	PROJECT DESCRIPTION D	UNIT C	QUANTITY B	COST Thousands of Dollars E	STA TUS F	DATE		S. IMPL.		BUD.		DATE ACPT. OR TWO M	REMARKS N
						CONTR. EXP. G	CONSTR. START H	START I	ACT. J	BASED K	EST. L		
001	NEWLINEA Camp, SAC	SP	15,000	400	P	11-1	11-1	100	100	1-0	1-0	1-0	
001	CAF Facilities	SP		75	P			100	100	1-0	1-0	1-0	The Amount shown that was to be accounted for.
	1. Office Bldg.							100	100				
	2. Mess Hall							100	100				
	3. Messon Tent Hall							100	100				
002	MULTI-Kitchen Facility	SA		100	P	11-1	11-1	100	100	1-0	1-0	1-0	
003	Drinking Fountain	P		1,000	P	11-1	11-1	100	100	1-0	1-0	1-0	Estimated cost to be completed by 11-1-55. Estimated cost 1-000
	Lighting P.W., W.O. & CL	TS		400	P								Estimated cost to be completed by 11-1-55. Estimated cost 1-000
	Space Control	SP	1,200	75	P								

MONTHLY REPORT OF INDIVIDUAL PROJECTS
(MAINTENANCE OF INSTALLATIONS)

REPORTS CONTROL 51

48-15

INSTALLATION		LOCATION		CODING		FOR MONTH ENDING				
Langley Air Force Base		Edmonton, Alberta		SAC		30 September 1960				
SECTION 1. CURRENT FISCAL YEAR PROJECTS										
PROJECT REQUEST NUMBER	DESCRIPTION OF PROJECT	S WTRC ACCOMP	DATE APPROVED	DATE STARTED & ESTIMATED COMPLETION DATE	PERCENT PHYSICALLY COMPLETE	BUDGET CODE SYMBOL	TOTAL FUNDS AUTHORIZED	CONTRACT AWARDED OR FUNDS OBLIGATED TO DATE	APPROVED TOTAL ESTIMATED COST	MONTH CONTRACT AWARDED OR TO BE AWARDED
A	(BASIC A)	C	D	E	F	G	H	I	J	K
101-1	Const Admin Storage CWS	C	20 Jun 59			479.3	27,365		27,365	October
101-2	Rep Water Supply Tank	C	20 Aug 59			479.3	15,000		15,000	October
101-3	Rep Water Supply Tank	C	6 Jun 59			479.3	20,750		20,750	October
101-4	Rep Water Supply Tank	C	26 Nov 59			479.3	25,700		25,700	October
101-5	Rep Water Supply Tank	C	20 Aug 59			479.3	6,300		6,300	October
101-6	Rep Water Supply Tank	C	30 Aug 59			479.3	24,000		24,000	October
101-7	Rep Water Supply Tank	C	27 Aug 59			479.3	22,700		22,700	October
101-8	Rep Water Supply Tank	C	17 Mar 59			AAA	29,635		29,635	October
101-9	Water 1/2 Tank Refurbish	C	18 Jun 59	11 Aug 59	100	479.1	95,000	25,000	95,000	August
101-10	Const Walkways Eps	C				479.3	1,365		1,365	October
101-11	Water Tanking Project	C	1 Jun 59			479.1	24,000	24,111	24,000	August
101-12	Rep Water Supply Tank	C	20 Aug 59			479.3	22,300		22,300	October
101-13	Rep Water Supply Tank	C	20 Aug 59			479.3	22,300		22,300	October
101-14	Rep Water Supply Tank	C	20 Aug 59			479.3	22,300		22,300	October
101-15	Rep Water Supply Tank	C	20 Aug 59			479.3	22,300		22,300	October
101-16	Rep Water Supply Tank	C	20 Aug 59			479.3	22,300		22,300	October
101-17	Water Tanking Project	C	1 Jun 59	1 Jul 59	100	479.1	24,000	24,305.36	24,000	Aug
101-18	Water Tanking Project	C	20 Aug 59	30 Jun 59	100	479.3	22,300		22,300	October

SECTION 11.		PRIOR FISCAL YEAR PROJECTS								
PROJECT NUMBER	DESCRIPTION OF PROJECT	STATUS	DATE APPROVED	DATE STARTED & ESTIMATED COMPLETION DATE	PER CENT OF WORK COMPLETED	BUDGET CODE SYMBOL	TOTAL FUNDS AUTHORIZED	AMOUNT OF EXECUTED CONTRACTS	APPROVED TOTAL ESTIMATED COST	
A	(PART B)	C	D	E	F	G	H	I	J	
	Regular Accountability	C	1 Jun 59		99	499-1	10,000(00)	5,805	10,000	
	Reg Equip Regular Equip Maint	C	10 Jun 59	10 Jun 59	55	499-1	68,500(00)	50,000	68,500	
	Reg Equipment New Equip	C	10 Feb 60	07 Jul 60	50	499-1	15,700(00)	15,500	15,700	
	Grant Equip Grants	I	15 Aug 59	21 Sept 59	97		100,000(00)		100,000	
	Grant Equip Equip Maint	I								
	Reg Equip Regular Equip	C	5 May 60	11 Jul 60	50	499-1	20,000(00)	10,000.00	20,000	
	Equipment Grants	C	6 Mar 59	11 Jul 60	47	499-1	15,000(00)	30,500	20,000	
	Regular Equip Regular Equip	C	07 Aug 59	15 Jun 59	98	499	10,000(00)	10,000	10,000	
	Regular Equip, Regular Equip	C	10 Jun 59	15 Jul 60	75	499	10,000(00)	15,500	10,000	
	Reg Equip Regular Equip & Grants	C	10 Jun 59	01 Jun 60	50	499	5,000(00)	10,000	5,000	
	Reg Equipment Maint	C	10 Jul 59			499	5,000(00)	5,000	5,000	
	Reg Equip Regular	C				499				
	Grant Equip Equip Maint	C				499				

REMARKS:
To be constructed using whatever labor and material available. Project terminated to NSF on 11 June 1959.

SIGNATURE OF INSTALLATION COMMANDER PREPARING REPORT _____
SIGNATURE OF INSTALLATION COMMANDER APPROVING REPORT _____

Best available copy

DOE Illegible

		SUPPLY				DOLLAR VALUE OF BENCH STOCKS		
NO. OF CKS	NUMBER OF LINE ITEMS		ON REQUISITION		APPROVED INSTAL ENGR	ON HAND		
	AUTHORIZED	ON HAND	OVER BY DATE	TOTAL				
	1173	688		485	16,276.39		9,764.40	
	PERCENTAGE OF AUTHORIZED ITEMS IN INSTALLATION ENGINEERING TOOL CRIB			805	PERCENTAGE OF AUTHORIZED SHOP EQUIPMENT AVAILABLE			925
TOOLS AND EQUIPMENT	ESSENTIAL ITEMS NOT AVAILABLE							
	STOCK NUMBER	DESCRIPTION		NR SHORT	DATE REQUESTED	VOUCHER NO		
	2320-540-3450	High Lift		1	6 Dec 56	3000046		
	3825-541-7074	Vacuum Cleaner (200)		1	24 Nov 56	3000046		
	3098-53-4817	Roofing Kettle		1	9 Nov 56	3000047		
3098-554-1932	Concrete Joint Sealing Asphalt Kettle		1	24 Nov 56	3000049			
TRANSPORTATION								
GENERAL PURPOSE	NUMBER OF VEHICLES BY TYPE							
	ITEM	STATION WAGON OR SEDAN	PICKUP	UTILITY BODY	TRUCK	PANEL	1 1/2 TON STATE	
	AUTHORIZED	1	22		1			
	REQUIRED	1	22		1			
	ASSIGNED	1	22		1			
AVERAGE DAILY ASSIGNMENT OF IN-SERVICE VEHICLES DURING THIS REPORT PERIOD								
MANHOURS ABATING TRANSPORTATION								
NUMBER				DOLLAR VALUE				
1514				6778.75				
TRIPS BY PRIVATE VEHICLE								
NUMBER				DOLLAR VALUE				
NUMBER OF SERVICE TRUCKS EQUIPPED WITH TRAILER RADIOS								1
NUMBER OF LEASED RADIOS								
AUTHORIZED				ON HAND				
20				22				
PREVENTIVE MAINTENANCE								
TRAILERS	NUMBER							
	AUTHORIZED	REQUIRED	ON HAND	CONVERTED	PERCENTAGE OF ALL COMPONENTS ON HAND AUTH FOR PREVENTIVE MAINTENANCE TRAILER EQUIPMENT SET.			
	14	14	0	0	65			
TOOLS	NUMBER OF TRADESMEN AVAILABLE							
	CARPENTER	HEATING MECH	PAINTER	ELECTRICIAN	PLUMBER	HEAVY MECH	OTHER	
	13	0	1	7	5	1	0	
PURCHASED UTILITIES	THIS REPORT PERIOD				FISCAL YEAR TO DATE			
	ITEM	QUANTITY	COST		QUANTITY	COST		
	ELECTRICITY	662.377	KWH	0,000.75	2,025,658	KWH	21,032.02	
	WATER		M. GAL			M. GAL		
	GAS	1,000	4.200	4,200.00	23,500	4.200	1,001.00	
COAL	2,000	TONS	20,000.00	4,200	TONS	99,970.00		
OIL	147,700	GAL	4,328.02	41,000	GAL	25,000.00		
TOTAL			44,528.75				121,002.02	
ORIGINAL PROGRAMMED REQUIREMENTS		ANNUAL BUDGET AUTHORIZATION			OTHER OPERATING SUPPLIES			
\$ 2,025,000.00		\$ 1,071,464.00			\$ 200,000.00			
CONTRACTS COMPLETED		BALANCE AT END OF REPORT PERIOD			SUPPLIES ISSUED TO INSTAL ENGR TO DATE			
\$ 0		\$			\$ 284,920.00			
REMARKS: Accomplish on plain 8" X 10 1/2" paper and attach hereto.								
AUTHENTICATION BY INSTALLATION ENGINEER				REVIEW BY BASE COMMANDER				
SIGNATURE <i>R. E. GORMAN</i>				SIGNATURE <i>ELMER L. SMITH</i>				
TYPED NAME AND GRADE R. E. GORMAN, 12 OIL, USAF				TYPED NAME AND GRADE ELMER L. SMITH, 08-0001, USAF				

40 BANGOR RD (R. JAC)
United States Air Force
Living Air Force Base, Wake

REF: 105-1

ROSTER OF OFFICERS

30 September 1964

- 1. Name
- 2. Service Number
- 3. Date of Rank in Grade
- 4. Duty Assignment Title
Organization Assigned
- 5. Aircrew Data - Aeronautical Rating - Marital Status

- P-1.....Pilot, Jet Single Engine
- P-2.....Pilot, Fighter Single Engine
- P-3.....Pilot, Single Engine, Other
- P-4.....Pilot, AIRBORNER
- P-5.....Pilot, EP-97
- P-6.....Pilot, EC-135
- P-7.....Pilot, B/BB-47
- P-8.....Pilot, B-52
- P-9.....Pilot, Four Engine, Other
- P-10.....Pilot, Twin Engine, Other
- E.....Aircrew Performance Engineer
- NW.....Navigator
- B.....Bombardier
- BNW.....Navigator-Bombardier
- EM.....Elect Warfare Officer

- 6. Address Data - Aeronautical Rating - Marital Status (cont)
-Aircraft Officer
-Flight Surgeon
-Chief Observer, Mission
- 7. Primary AFSC
-Duty AFSC
- 8. Authorized USD Position
-Authorized USD AFSC
- 9. Foreign Service Selection Date
-Date of Separation
- 10. Date Assigned Station
-Duty Phone
- 11. Home Address
-Home Phone

NOTE: Contact your squadron First Sergeant for
any actions or changes.

	2	3	4	5	6	7	8	9
			GENERALS	1				
KIEFFER WILLIAM R	1409A 31-3-60	45 AIR DIV COM 45AIRDIV	CP-R M	0002 0002	GEN 0002	0150	07-60 2244	2204 TENN CIV 5150
			COLONELS	1				
SUNDT WELLD O	4006A 1-3-61	DIV DIR NATL 45AIRDIV	CP-R M	0006 0006	COL 0006	0202	10-57 4100	27WELLS DR 80701
OSGNEY WALTER V JR	07360 15-6-54	WFLD HQ COMND 4240MVC	CP-R M	0006 0006	COL 0006	1207	01-60 2271	28 WELLS DR 80701
RUDNIT WILLIAM H	09147 1-28-51	HQ COMMNDR 4240MVC	CP-R M	0006 0007	COL 0007	0004	04-60 2272	2201 TOWN YR 4117
REEVES JUDITH R	402241011 4-3-60	COMND 411 MCV CB	F F	0000 0000		0007	05-60	
REHETT MELVIN R	8043A 10-4-67	CPHQ LDRS 4210MVC	CP-R M	2000 0000	LT 0000	0000	05-60 2101	2201 TOWN YR 4117
TYLER MORGAN A JR	09200 13-3-67	SL OPS 4200MVC	CP-R M	0000 0000	COL 0000	0000	05-60 2101	48 WELLS DR 4117
WILSON GREGG B	11070A 10-6-60	DC MAINT 4200MVC	CP-R M	0000 -010	COL 4010	0000	08-60 2101	2101 TOWN YR 4117
			LT COLONEL YR					
DARTON WOOD O	4018490000 12-6-60	DEPT SQUADON 4210MVC	CP M	0000 0000	LT COL 0000	0000	12-60 2101	28 WELLS DR 4117
SMITH CLIFFORD R	11000A 12-2-60	CH CHIEF DEPT 4200MVC	CP-R M	1400 0000	LT COL 0000	0000	06-60 2201	2101 TOWN YR 4117
WELBY STEVE L	11000A 1-4-60	CH CHIEF DEPT 4200MVC	CP-R M	0000 0000	LT COL 0000	0000	06-60 2201	28 WELLS DR 4117

1	2	3	4	5	6	7	8	9
ET. COLUMBIA	162224	ON THE WAY	M	12840	100			
MORSE WAYNE D	16-4-57	ADMIN	M	1410	1470			170 STEVEN D
								87276
NATHAN ZION D	168220	ADJ. CLERK	M	1760	1170			17 HILDE BR
	15-4-59	ADMIN	M	1000	2000			8810
DAVID ALBERT W	20 72	ON THE WAY	M	1750	1000			42 DONALD W
	14-7-52	ADMIN	M	870				8810
STANT STELLAR F	18008	HIGH STAFF	M	840	1770			400 STELLAR
	10-12-54	ADMIN	M	840	2000			17 72
ALVIN SUMNER D	17144	ADMIN	M	1010	1700			18 JOHN W
	11-1-57	ADMIN	M	820	120			8070
WILLIAM F	14710	TOTAL SIX	M	140				
	15-1-57	ADMIN	M	42				
ROBERT ANDREW D	18010	KING JOHN	M	1700	1700			11 JOHN W
	24-12-51	ADMIN	M	140				1700
WILLIAM W	15110	ADMIN	M	1070	1700			
	15-3-55	ADMIN	M	1070	1700			
WALTER W	14940	ON THE WAY	M	1000	1700			18 JOHN W
	1-8-51	ADMIN	M	840	1470			10000
HARRY CHARLES	14300	ADMIN	M	1400	1700			1400 JOHN W
	7-4-58	ADMIN	M	800	1700			
THOMAS EDWIN W	101802800	ADMIN	M	1700	1400			18 JOHN W
	14-12-56	ADMIN	M	1700	1700			1700
THOMAS W	14400	ADMIN	M	1000	1700			1700
	28-1-58	ADMIN	M	1000	1700			1700
WALTER HENRY W	14300	ADMIN	M	1000	1700			1700
	20-1-51	ADMIN	M	1000	1700			1700

NAME	DATE	DESCRIPTION	AMOUNT	CHECK NO.	BANK	BALANCE	DATE	DESCRIPTION	AMOUNT	CHECK NO.	BANK	BALANCE
ALICE BROWN	1-15-41	PAID TO	10.00	100	WELLS	10.00	1-20-41	PAID TO	10.00	101	WELLS	20.00
ALICE BROWN	1-20-41	PAID TO	10.00	102	WELLS	30.00	1-25-41	PAID TO	10.00	103	WELLS	40.00
ALICE BROWN	1-25-41	PAID TO	10.00	104	WELLS	50.00	1-30-41	PAID TO	10.00	105	WELLS	60.00
ALICE BROWN	1-30-41	PAID TO	10.00	106	WELLS	70.00	2-5-41	PAID TO	10.00	107	WELLS	80.00
ALICE BROWN	2-5-41	PAID TO	10.00	108	WELLS	90.00	2-10-41	PAID TO	10.00	109	WELLS	100.00
ALICE BROWN	2-10-41	PAID TO	10.00	110	WELLS	110.00	2-15-41	PAID TO	10.00	111	WELLS	120.00
ALICE BROWN	2-15-41	PAID TO	10.00	112	WELLS	130.00	2-20-41	PAID TO	10.00	113	WELLS	140.00
ALICE BROWN	2-20-41	PAID TO	10.00	114	WELLS	150.00	2-25-41	PAID TO	10.00	115	WELLS	160.00
ALICE BROWN	2-25-41	PAID TO	10.00	116	WELLS	170.00	3-1-41	PAID TO	10.00	117	WELLS	180.00
ALICE BROWN	3-1-41	PAID TO	10.00	118	WELLS	190.00	3-5-41	PAID TO	10.00	119	WELLS	200.00
ALICE BROWN	3-5-41	PAID TO	10.00	120	WELLS	210.00	3-10-41	PAID TO	10.00	121	WELLS	220.00
ALICE BROWN	3-10-41	PAID TO	10.00	122	WELLS	230.00	3-15-41	PAID TO	10.00	123	WELLS	240.00
ALICE BROWN	3-15-41	PAID TO	10.00	124	WELLS	250.00	3-20-41	PAID TO	10.00	125	WELLS	260.00
ALICE BROWN	3-20-41	PAID TO	10.00	126	WELLS	270.00	3-25-41	PAID TO	10.00	127	WELLS	280.00
ALICE BROWN	3-25-41	PAID TO	10.00	128	WELLS	290.00	4-1-41	PAID TO	10.00	129	WELLS	300.00
ALICE BROWN	4-1-41	PAID TO	10.00	130	WELLS	310.00	4-5-41	PAID TO	10.00	131	WELLS	320.00
ALICE BROWN	4-5-41	PAID TO	10.00	132	WELLS	330.00	4-10-41	PAID TO	10.00	133	WELLS	340.00
ALICE BROWN	4-10-41	PAID TO	10.00	134	WELLS	350.00	4-15-41	PAID TO	10.00	135	WELLS	360.00
ALICE BROWN	4-15-41	PAID TO	10.00	136	WELLS	370.00	4-20-41	PAID TO	10.00	137	WELLS	380.00
ALICE BROWN	4-20-41	PAID TO	10.00	138	WELLS	390.00	4-25-41	PAID TO	10.00	139	WELLS	400.00
ALICE BROWN	4-25-41	PAID TO	10.00	140	WELLS	410.00	5-1-41	PAID TO	10.00	141	WELLS	420.00
ALICE BROWN	5-1-41	PAID TO	10.00	142	WELLS	430.00	5-5-41	PAID TO	10.00	143	WELLS	440.00
ALICE BROWN	5-5-41	PAID TO	10.00	144	WELLS	450.00	5-10-41	PAID TO	10.00	145	WELLS	460.00
ALICE BROWN	5-10-41	PAID TO	10.00	146	WELLS	470.00	5-15-41	PAID TO	10.00	147	WELLS	480.00
ALICE BROWN	5-15-41	PAID TO	10.00	148	WELLS	490.00	5-20-41	PAID TO	10.00	149	WELLS	500.00
ALICE BROWN	5-20-41	PAID TO	10.00	150	WELLS	510.00	5-25-41	PAID TO	10.00	151	WELLS	520.00
ALICE BROWN	5-25-41	PAID TO	10.00	152	WELLS	530.00	6-1-41	PAID TO	10.00	153	WELLS	540.00
ALICE BROWN	6-1-41	PAID TO	10.00	154	WELLS	550.00	6-5-41	PAID TO	10.00	155	WELLS	560.00
ALICE BROWN	6-5-41	PAID TO	10.00	156	WELLS	570.00	6-10-41	PAID TO	10.00	157	WELLS	580.00
ALICE BROWN	6-10-41	PAID TO	10.00	158	WELLS	590.00	6-15-41	PAID TO	10.00	159	WELLS	600.00
ALICE BROWN	6-15-41	PAID TO	10.00	160	WELLS	610.00	6-20-41	PAID TO	10.00	161	WELLS	620.00
ALICE BROWN	6-20-41	PAID TO	10.00	162	WELLS	630.00	6-25-41	PAID TO	10.00	163	WELLS	640.00
ALICE BROWN	6-25-41	PAID TO	10.00	164	WELLS	650.00	7-1-41	PAID TO	10.00	165	WELLS	660.00
ALICE BROWN	7-1-41	PAID TO	10.00	166	WELLS	670.00	7-5-41	PAID TO	10.00	167	WELLS	680.00
ALICE BROWN	7-5-41	PAID TO	10.00	168	WELLS	690.00	7-10-41	PAID TO	10.00	169	WELLS	700.00
ALICE BROWN	7-10-41	PAID TO	10.00	170	WELLS	710.00	7-15-41	PAID TO	10.00	171	WELLS	720.00
ALICE BROWN	7-15-41	PAID TO	10.00	172	WELLS	730.00	7-20-41	PAID TO	10.00	173	WELLS	740.00
ALICE BROWN	7-20-41	PAID TO	10.00	174	WELLS	750.00	7-25-41	PAID TO	10.00	175	WELLS	760.00
ALICE BROWN	7-25-41	PAID TO	10.00	176	WELLS	770.00	8-1-41	PAID TO	10.00	177	WELLS	780.00
ALICE BROWN	8-1-41	PAID TO	10.00	178	WELLS	790.00	8-5-41	PAID TO	10.00	179	WELLS	800.00
ALICE BROWN	8-5-41	PAID TO	10.00	180	WELLS	810.00	8-10-41	PAID TO	10.00	181	WELLS	820.00
ALICE BROWN	8-10-41	PAID TO	10.00	182	WELLS	830.00	8-15-41	PAID TO	10.00	183	WELLS	840.00
ALICE BROWN	8-15-41	PAID TO	10.00	184	WELLS	850.00	8-20-41	PAID TO	10.00	185	WELLS	860.00
ALICE BROWN	8-20-41	PAID TO	10.00	186	WELLS	870.00	8-25-41	PAID TO	10.00	187	WELLS	880.00
ALICE BROWN	8-25-41	PAID TO	10.00	188	WELLS	890.00	9-1-41	PAID TO	10.00	189	WELLS	900.00
ALICE BROWN	9-1-41	PAID TO	10.00	190	WELLS	910.00	9-5-41	PAID TO	10.00	191	WELLS	920.00
ALICE BROWN	9-5-41	PAID TO	10.00	192	WELLS	930.00	9-10-41	PAID TO	10.00	193	WELLS	940.00
ALICE BROWN	9-10-41	PAID TO	10.00	194	WELLS	950.00	9-15-41	PAID TO	10.00	195	WELLS	960.00
ALICE BROWN	9-15-41	PAID TO	10.00	196	WELLS	970.00	9-20-41	PAID TO	10.00	197	WELLS	980.00
ALICE BROWN	9-20-41	PAID TO	10.00	198	WELLS	990.00	9-25-41	PAID TO	10.00	199	WELLS	1000.00

NAME	2	3	4	5	6	7	8	9
MAJORS BOOTH ERNEST E	ADW175107 14-4-41	CH FLY INC 4207450	CP-3 M	14952 14952	CAPT 1495	0451 1240	07-54 25184	74 CORN 87441
DOVE DONOVAN K	164054 27-4-40	ACFT CORP 7074070	CP-1 M	12980 12980	MAJ-10 12980	0450	10-59 23948	104 TROOP 87441
BOULEY ROYMAN W J	137050 14-7-41	LAW EXPONENT OF A2CR6	CP-1 M	1470 1921	64FR	02 7	07-60	
WYMAN VANCEY D	20024949 11-4-41	CH TOY TRL DR 4207450	CP-1 M	1470 1470	MAJ-10 1470	0450	01-59 24104	14 TROOP 87441
COAK HARTON M	ADW175107 14-12-42	ACFT CORP 7074070	CP-1 M	1470 1470	MAJ-10 1470	0450	04-59 24207	104 TROOP 87441
GUTH JIM W	184114 14-4-44	ACFT CORP 7074070	CP-1 M	12980 12980	MAJ-10 12980	0450	07-59 24242	104 TROOP 87441
WICK JAMES W	ADW175107 14-4-41	CH OF SUPPLY 4207450	CP-1 M	1470 1470	MAJ-10 1470	0450	07-59 24242	104 TROOP 87441
CRONIN THOMAS A	184114 14-4-44	CH OF SUPPLY 4207450	CP-1 M	1470 1470	MAJ-10 1470	0450	07-59 24242	104 TROOP 87441
CAUTION ANDREW H	ADW175107 14-4-41	VADAN DISCOVER 4207450	CP-1 M	1470 1470	MAJ-10 1470	0450	07-59 24242	104 TROOP 87441
CHRISTENSEN DAN J	127414 14-2-41	ALBI MAINT CTR 4207450	CP-1 M	1470 1470	LT COL 4207	0450	07-59 24242	104 TROOP 87441
CLAUD SHIRLEY T	ADW175107 14-4-41	ACFT CORP 7074070	CP-1 M	1470 1470	MAJ-10 1470	0450	07-59 24242	104 TROOP 87441
CH GEORGE J	ADW175107 14-4-41	420 45-47						
BOWEN LUCIE S JR	147114 24-7-40	SPC SUPPLY 4207450	CP-1 M	1470 1470	MAJ-10 1470	0450	07-59 24242	104 TROOP 87441
BRANTON LEO A	127414 14-2-41	ALBI MAINT CTR 4207450	CP-1 M	1470 1470	LT COL 4207	0450	07-59 24242	104 TROOP 87441

NAME	1	2	3	4	5	6	7	8	9
MAJORS RAY STENNIS	400341840 7-2-48	PLANT ST. OFF 4280940	MAJ	1418	1418	1418	1418	1418	11 78000 18 8770
WELDON THOMAS A	400341840 7-11-48	PLANT OFFICE 4270510	MAJ	1418	1418	1418	1418	1418	04 10000 04 87285
WELDON THOMAS B	400341840 10-1-48	PLANT OFFICE 4270510	MAJ	1418	1418	1418	1418	1418	08 10000 08 87585
WELDON THOMAS C	400341840 4-2-48	PLANT OFFICE 4270510	MAJ	1418	1418	1418	1418	1418	12 10000 12 87885
WELDON THOMAS D	400341840 11-5-48	PLANT OFFICE 4270510	MAJ	1418	1418	1418	1418	1418	01 10000 01 87985
WELDON THOMAS E	400341840 1-4-48	PLANT OFFICE 4270510	MAJ	1418	1418	1418	1418	1418	03 10000 03 88085
WELDON THOMAS F	400341840 3-1-48	PLANT OFFICE 4270510	MAJ	1418	1418	1418	1418	1418	05 10000 05 88185
WELDON THOMAS G	400341840 5-1-48	PLANT OFFICE 4270510	MAJ	1418	1418	1418	1418	1418	07 10000 07 88285
WELDON THOMAS H	400341840 7-1-48	PLANT OFFICE 4270510	MAJ	1418	1418	1418	1418	1418	09 10000 09 88385
WELDON THOMAS I	400341840 9-1-48	PLANT OFFICE 4270510	MAJ	1418	1418	1418	1418	1418	11 10000 11 88485
WELDON THOMAS J	400341840 11-1-48	PLANT OFFICE 4270510	MAJ	1418	1418	1418	1418	1418	13 10000 13 88585
WELDON THOMAS K	400341840 1-1-49	PLANT OFFICE 4270510	MAJ	1418	1418	1418	1418	1418	15 10000 15 88685
WELDON THOMAS L	400341840 3-1-49	PLANT OFFICE 4270510	MAJ	1418	1418	1418	1418	1418	17 10000 17 88785
WELDON THOMAS M	400341840 5-1-49	PLANT OFFICE 4270510	MAJ	1418	1418	1418	1418	1418	19 10000 19 88885
WELDON THOMAS N	400341840 7-1-49	PLANT OFFICE 4270510	MAJ	1418	1418	1418	1418	1418	21 10000 21 88985
WELDON THOMAS O	400341840 9-1-49	PLANT OFFICE 4270510	MAJ	1418	1418	1418	1418	1418	23 10000 23 89085
WELDON THOMAS P	400341840 11-1-49	PLANT OFFICE 4270510	MAJ	1418	1418	1418	1418	1418	25 10000 25 89185
WELDON THOMAS Q	400341840 1-1-50	PLANT OFFICE 4270510	MAJ	1418	1418	1418	1418	1418	27 10000 27 89285
WELDON THOMAS R	400341840 3-1-50	PLANT OFFICE 4270510	MAJ	1418	1418	1418	1418	1418	29 10000 29 89385
WELDON THOMAS S	400341840 5-1-50	PLANT OFFICE 4270510	MAJ	1418	1418	1418	1418	1418	31 10000 31 89485
WELDON THOMAS T	400341840 7-1-50	PLANT OFFICE 4270510	MAJ	1418	1418	1418	1418	1418	33 10000 33 89585
WELDON THOMAS U	400341840 9-1-50	PLANT OFFICE 4270510	MAJ	1418	1418	1418	1418	1418	35 10000 35 89685
WELDON THOMAS V	400341840 11-1-50	PLANT OFFICE 4270510	MAJ	1418	1418	1418	1418	1418	37 10000 37 89785
WELDON THOMAS W	400341840 1-1-51	PLANT OFFICE 4270510	MAJ	1418	1418	1418	1418	1418	39 10000 39 89885
WELDON THOMAS X	400341840 3-1-51	PLANT OFFICE 4270510	MAJ	1418	1418	1418	1418	1418	41 10000 41 89985
WELDON THOMAS Y	400341840 5-1-51	PLANT OFFICE 4270510	MAJ	1418	1418	1418	1418	1418	43 10000 43 90085
WELDON THOMAS Z	400341840 7-1-51	PLANT OFFICE 4270510	MAJ	1418	1418	1418	1418	1418	45 10000 45 90185

NAME	7	8	9	10	11	12	13	14
ANDERSON GEORGE A	14-4-52 A14873	ENGINEER ORIG. SER. NO.	CO-PILOT	1411 12150	1414 91209	1411 0401	262-2- 07-40	59631 306401015
CAPTAINS								
ANDERSON HAROLD E	432417 6-1-57	PILOT 428094	CO-PILOT	1411 14110		1411 0401	04-40	
ANDERSON ROBERT L	11241742 10-1-55	ENGINEER 12240	PILOT	1411 12150	1411 12150	1411 0401	04-40	14-1-55 11712
ANDERSON ROBERT L	07031427 1-1-56-60	PILOT 428094	PILOT	1411 1411	1411 9120	1411 0401	04-40	14-1-55 11712
ANDERSON LYNN E	27031424 6-8-52	ACFT. COMD 428094	CO-PILOT	1411 1411	1411 1411	1411 0401	04-40	14-1-55 11712
ANDERSON JOHN J	10280906 12-1-48	PILOT 70280906	PILOT	1411 1411	1411 1411	1411 0401	04-40	14-1-55 11712
ANDERSON THOMAS E	10280907 14-4-49	CH. ILL. DET. CLT 428094	PILOT	1411 1411	1411 1411	1411 0401	04-40	14-1-55 11712
ALTYANGOS EDWARD	144444 23-1-54	NAVIGATOR 70280906	NAVIGATOR	1411 1411	1411 1411	1411 0401	04-40	14-1-55 11712
ALLAN GEORGE T	247184 22-4-47	ACFT. COMD 428094	PILOT	1411 1411	1411 1411	1411 0401	04-40	14-1-55 11712
ANDERSON ALBERT S	294404 1-11-56	CH. ILL. SVC 428094	PILOT	1411 1411	1411 1411	1411 0401	04-40	14-1-55 11712
ANDERSON FINE S JR	10280908 15-12-40	TOI. MAI. OFF 428094	NAVIGATOR	1411 1411	1411 1411	1411 0401	04-40	14-1-55 11712
ANDERSON JOHN E	10280909 19-12-51	NAVIGATOR 428094	NAVIGATOR	1411 1411	1411 1411	1411 0401	04-40	14-1-55 11712
ANDERSON JOHN J	10280910 14-12-55	CO-PILOT 428094	PILOT	1411 1411	1411 1411	1411 0401	04-40	14-1-55 11712

	2	3	4	5	6	7	8	9
CAPTAIN ROBERTO ERIC L JR	A0190447R 22-3-56	SA DIR OF AD S 42C054P	NR M	7324 7011	MAJOR 701A	1157	04-59 2272	358 DUNCAN CT 26148
BOGESS WILLIAM A	24972A 23-12-59	PILOT 7080M0N	B-4 S	1291C 1291C	CAPT 1291C	1147	04-59 24268	4104 ST CARTER SAARD
WYMYER PHILIP F	A0124582N 8-12-59	PILOT 7080M0N	B-8 M	1291C 1291C	CAPT 1291C	1287	09-59 21628	9105 2111-2 LINDSEY BAY
ROADSIEW ROBERT D	A0448E 17-12-59	NAVIGATOR 4580M0N	NAV M	1594 1521B	CAPT 1524A	0145	12-59	21 CROSS DR
REEDY STE A	A0282365R 1-4-57	ACFT COMDR 7080M0N	P-8 M	1295C 1295C	CAPT 1295C	0750	08-57 24268	76 CROSS DR 87481
REJOHA ROBERT J	A0298037R 1-4-57	HELICOPTER PLT 420R50	CP-4 M	1025A 1021B	CAPT 1025A	0958	06-58 2166	26 CROSS 89641
ROOKER CURTIS I	A0942401D 12-10-53	PILOT 7080M0N	CP-8 M	1235C 1235C	CAPT 1235C	0250	07-59 6209	362 DECKMAN 87107
RODM LUCYERNA	A0776123 1-9-51	GEN NURSE 811MF00U	NR S	0754 0754	CAPT 0754	0160	02-60 24138	34 VISTA DR CARIBOU 28941
BROWN ROBERT E	44275A 14-6-52	ACFT COMDR 7080M0N	SP-8 M	1235B 1291C	MAJOR 1235C	0146	08-60	10Y ENROUTE
RUPCH GREGORY H	A0200007R 24-1-55	PILOT 42AREFS	SP-6 M	1065C 1065C	LT 1065C	1253	08-57 8110	65 OLEN ST CARIBOU 61691
RYPO WILLIAM H	A02224145R 20-3-58	ACFT COMDR 42AREFS	P-6 M	1065C 1065C	CAPT 1065C	0558	06-58 3149	338 DUNCAN 89744
RUDGE ADTHEJ H	A0064508R 4-10-55	NAVIGATOR 6080M0N	NAV M	1524B 1525-	CAPT 1525D	0442	11-58 0277	301 DECKMAN 87709 E
RYON MILTON H	24857A 21-2-55	PILOT 42AREFS	SP-6 M	1065C 1065C	CAPT 1065C	1058	12-58 3149	217 DECKMAN 89204
SARGILL LOUIS H	A0507964D 11-6-57	ASTROFVCCAVN 811MF00	F-7 M	0956 0956	CAPT 0956	NOV	01-58 24268	110 ANDREWS 89981

	2	3	4	5	6	7	8	9
KADLINSKY COTNER JERRY B	101113766 24-7-60	MEDICAL OFF 211 MED CO	NO M	0324 0374		NONE		
KAISER CURTIS R JR	1027604820 24-1-61	NAVIGATOR 7000000	NAV M	15250 15250	CAPT 15250	0559	06-50 23268	800 RM 204 26180
KAJICKIANK JEROME	1027604820 24-1-58	NAVIGATOR 4000000	NAV M	15250 15250	CAPT 15250	1258	07-50 2277	266 PENNSYLV 89281
KALTEWONE BRUCE J	0118550180 1-11-56	WELD BLDG OFF 23000	NO M	6424 6424	LT 6424	0547	06-50 24183	106 DUNCAN CT 78001
KALP JACK H SR	402041670 25-8-56	ACFT COMD 7000000	CP-8 M	12350 12350	MAJOR 12350	NONE	10-50 23268	106 WILTON 97310
KARBY ROBERT W	270471 17-8-58	BASE OPSV2 6000000	NAV2 M	14214 14214	CAPT 14250	1258	11-50 23218	410 RM 117 26180
KARLSON JIM F	744214 1-4-57	PILOT 4240000	SP-4 M	10450 10450	LT 10410	0753	06-50 3147	194 CONCORD 84005
KARNEY EDWARD L	410261 12-8-47	NAVIGATOR 6240000	SNAV M	1534 1534	CAPT 1534	0782	07-50 3147	310 DUNCAN CT 89261
KARVAL RAYMOND J	1027604819 9-9-51	ACFT COMD 6000000	CP-8 M	12350 12350	MAJOR 12350	0259	07-50 2277	29 CORR DR 89061
KARL CLIFFORD D	484724 19-12-58	NAVIGATOR 4240000	NAV M	1534 1534	CAPT 1534	NONE	01-50 3147	114 AVONDALE 87170
KARSHERTY JACK R	302204 1-9-51	ACFT COMD 4240000	CP-4 M	10450 10450	CAPT 10450	0159		
KARSH JIM J F	403023000 8-4-59	NAVIGATOR 4000000	NAV2 M	14254 14214	CAPT 15250	NONE	10-57	126 ANNAPOLIS
KARSH WILLIAM D	100761640 23-10-52	WG CONTROLLER 4200000	SP-4 M	10450 14387	CAPT 17650	0645	10-57 2154	249 STEWART 89834
KARSH ROBERT E	403023200 29-1-47	ENG 7000000	ECN M	1431 14714	LT 14714	NONE	05-50 24100	1 GARY ST NW 47044

1	2	3	4	5	6	7	8	9
CAPTAIN CAWTON CLIFTON L	405602720 15-8-54	CH DEPARTMENT ENGINEER	EN M	0425 0471	MAJOR 0471	0759	09-55 2145	161 ANDREWS 87390
MASTERS THOMAS J JR	405602720 24-7-54	PILOT 70-10-50	EN-1 M	1045 1045	CAPT 1245	NONE	11-50 5750	400 30-117 24180
DEARROCK CHESTER	405602720 22-11-54	TEST ENGINEER ENGINEER	EN-1 M	1045 1045	CAPT 1045	1150	09-58 3100	208 FOLLOIS 87610
CHAMBERLAIN EDWARD	405602720 29-1-55	AVIATION ENGINEER	EN M	0824 0824	LT 0824	NONE 0262	02-48 29117	NONE 26180
ANDREW ANTHONY E	405602720 24-1-55	NAVIGATOR TRAINING	NAV M	1520 1521	CAPT 1521	1075	09-60	104 BARRETT
GOULD EDWARD R	2410204 26-8-57	RADIOTELETYPE ENGINEER	NO M	0476 0476		NONE 0444	37-60	
SMITH DAVID R	405602720 11-4-55	DENTIST ENGINEER	NO M	0824 0824	OVFR	0460 0651	09-60 29117	352 FOLLOIS 89535
GRAHAM JAMES L	403040370 16-4-60	TWO ENGINEER	NAV M	1575A 1575A	CAPT 1575A	NONE	12-58 4209	SLDC 21070 87720
GRAHAM JOHN D	401911016P 29-11-55	ACFT COMDR 42ARFFS	CD-6 M	1065C 1065C	CAPT 1065C	0648	02-55 3149	241 DICKMAN 89105
GRAHAM JOSEPH W	403025859 14-12-59	NAVIGATOR 42ARFFS	NAV M	1534 1534	CAPT 1534	NONE	07-57 3149	117 DICKMAN 89230
GREENER KYLE W	400744497R 10-1-55	ACFT COMDR 42ARFFS	CD-6 M	1065C 1065C	CAPT 1065C	0159	02-59 3140	215 DICKMAN 87108
GRETT HERBERT E JR	403044104R 15-4-54	PHYSICIAN ENGINEER	NO M	0476C 0476C	MAJOR 0476	NONE 0761	07-59 24161	31 ANDREWS 89417
ROBERTSON EDWARD J JR	400807425R 15-2-51	ACFT COMDR ENGINEER	CD-6 M	1235C 1235C	MAJOR 1235C	0852	02-50 26210	245 FOLLOIS 87794
ROY EDGAR W	40821A 15-4-54	ACFT COMDR ENGINEER	CD-6 M	1235C 1235C	MAJOR 1235C	0543	01-60	

	2	3	4	5	6	7	8	9
CAPTAINS								
HARRISON JACK F	6007061980 11-11-52	ACFT COMDR 6980M90N	CP-S M	1235H 1235C	MAJOR 1235C	0546	06-50 26246	318 DUNCAN 66227
HAIN HARLON A	327544 28-1-48	ACFT COMDR 6980M90N	CP-H M	1235C 1235C	MAJOR 1235C	0753	12-58 2277	176 ANDREWS 59356
HEINDICH GEORGE F	26326A 23-12-59	PILOT 6980M90N	CP-H M	1235C 1235C	CAPT 1235C	NONE	10-57 4300	292 FOULOIS 89774
HARRIS MARTIN J	4006344849 20-1-48	NAVIGATOR 7080M90N	NAV M	15000 14248		0254	10-49 24268	COLONY TR DR 89404
HARRIS WELDON S	4027400330 1345	NAV 6280M90N	NAV M	15000 14248		0645	08-60	10480
HARRISON JAMES D	4006764180 40-12-60	NAVIGATOR 6270M90N	NAV M	15000 14248		0640	08-60	
HARVEY STANARD F	637481 1-3-55	NAVIGATOR 7080M90N	NAV M	15000 14248	CAPT 15259	NONE	10-49 27761	184 FOULOIS 86179
HATE DEN S	434641 16-12-51	NAV NAV 4280M90N	NAV M	15000 14147	MAJOR 1410	0500	07-49 45118	101 FOULOIS 87725
HARTHOORN ANN H JR	4006911349 3-2-55	CH DEP APT LN 4280M90N	NO M	7344 7341	CAPT 7344	0555	08-59 46276	242 FOULOIS 87071
HASAN WILLIAM J	27016A 21-2-48	ACFT COMDR 6980M90N	CP-H M	1235C 1235C	MAJOR 1235C	0757	11-55 2177	362 FOULOIS 89510
HALL ALTON B JR	4018500109 1-3-46	WG LOUIS WFF 4280M90N	NO M	4311 4311	MAJOR 4416	1247	12-57 25147	291 FOULOIS 89756
HALL CHARLES F	4019084210 27-1-44	PILOT 6980M90N	CP-H M	1235C 1235C	CAPT 1235C	0754	07-59 4777	400 TR DR 4284
HARTTONEY WILLIS W	4020810059 24-1-45	PILOT 7080M90N	CP-H M	1235C 1235C	CAPT 1235C	0747	12-57 27749	141 FOULOIS 86844
HAYES WYCK H JR	441170 1-2-47	PILOT 6280M90N	CP-H M	1235C 1235C	CAPT 1235C	0757	07-59 4740	140 FOULOIS 87781

	2	3	4	5	6	7	8	9
CAPTAINS JOHNSON WILLIAM F	AD30248120 7-12-59	PILOT 42AR051	P-3 M	1765L 1765C		NONE	01-60 3169	252 FOULOIS 87724
JONES CHARLT L JR	30754A 18-7-59	CH STAT SVT 42C050P	NO M	687A 687A	MAJOR 687A	0859	01-58 26167	200 DUNCAN CT 87443
JONES HARRY	30277770P 8-2-59	NAVIGATOR 42AR075	L-2 M	1534 1534	CAPT 1534	0543	07-59 2169	
JONES JOE F	10074770P 16-4-56	BARON WSM 30J000N	NAVY M	1675 1675A	CAPT 1675A	NONE	06-50 27248	144 HUSTON 87097
JURMAN LEON R	401848120 17-1-59	CU STAFF ACT. BR 4200000	NO M	7324 7324	CAPT 7324	4167	01-60 43180	400 SW 120 26190
KIMMEL MICHAEL W	407018870 4-12-59	INT OPS SGT BR 4700000	NO M	8764 8764	CAPT 8764	0762	07-59 3737	0170 FIDELITY 87246 87250
KIMMEL MICHAEL W	410-00 01-12-59	ACTY CORPS 42100-00	P-4 M	1763B 1763C		0245	07-50	
KLEINER ROBERT	1070070-0 10-4-60	CONTROL WFT 4210000	NO M	9426 9426	CAPT 9426	0007 0380	09-60 27117	400 FIDELITY 91 4014 148-2
KALCHY MICHAEL J	1070082000 27-3-59	CONT OPS OF 4200000	NAVY M	1805L 18147	CAPT 1805	0000	01-59 2112	307 L W 741 26180
KANTON WALTER E	400470480 19-4-54	CHC CLERK SVT 4270000	NO M	4774 4774	CAPT 4774	0440	06-59 26148	11 COURT W 41070
KASCHIAN JOSEPH F	407008120 1-4-60	CONTROL WFT 4210000	NO M	9426 9426	CAPT 9426	0007 0380	07-60 27117	307 FIDELITY 87144
KELLYNE WENDE W	407008120 1-12-59	INT OPS WFT 4200000	CO-1 M	1765B 1777	0075	0000	07-59 2155	24 COURT W 87144
KELLYNE JOSEPH W	407008120 1-12-59	ACTY CORPS 4210000	NO-1 M	1765C 1765C	CAPT 1765C	0001	07-57 2147	307 FIDELITY 87144
KELLYNE JOSEPH W	407008120 1-12-59	NAVY 4200000	NO-1 M	1875A 1875B	CAPT 1875B	0001	07-58 221	307 SW 120 26190

	2	3	4	5	6	7	8	9
CAPTAINS LEWIS THOMAS R	52821A 15-4-54	NAVIGATOR 7080MRON	NAVY M	1525P 1525P	MAJOR 1525P	0352	06572 4209	144 FOULLOIS 89600
LOTTNER JERE W	31163A 26-11-59	PILOT 4248EFS	P-6 M	1065C 1065C	LT 1065C	1255	01-58 3149	235 DICKMAN 87242
LOUNSBERY WILLIAM R	51210L 9-6-51	CS STAFF NAV 4248EFS	NAVY M	1574 1574	CAPT 1574	0646	10-58 3175	249 DICKMAN 87210
LUNDREFF JAMES S	AD4008159 15-2-59	NAVIGATOR 4248EFS	NAVY M	1574 1574		0455		
LUPARELLI THOMAS J	AD30774189 20-6-59	CH AVN MED SVS 411ME60D	AVS M	0456 0456	CAPT 98840	NONE 0651	06-59 3249	179 DICKMAN 87152
LUTTERMAN ARNOLD S	30701A 26-1-59	ACFT COMDR 4248EFS	SP-6 M	1065C 1065C	CAPT 1065C	NONE	03-58 3149	3122 C 89778
MAIN WILLIAM	AD0581509 15-4-54	PILOT 7080MRON	SP-6 M	1244 1241C	CAPT 1235C	1254	07-59 23268	152 FOULLOIS 87080
MCINTYRE LOIS B	AN20756499 23-11-56	GEN NURSE 411ME60D	NR S	0754 0454		0760	08-60	
MAROTS HENRY L	AD3009086R 16-6-60	PWD 6980MRON	ECM M	1575A 1575A	CAPT 1575A	0958	10-58 2277	302 DUNCAN 84537
MARSHARDT CARL A	AD09368649 5-1-56	ACFT COMDR 7080MRON	SP-6 M	1235B 1235C	MAJOR 1235C	1053	09-55 24268	274 FOULLOIS 89720
MILLER HERBERT H	AD3022277P 10-4-59	RADAR NAV 7080MRON	NAVY M	1525P 1525P	CAPT 1525	NONE	12-59 23268	214 FOULLOIS 86600
MILLER JAMES C	59A11A 25-12-59	PILOT 6980MRON	P-6 M	1235C 1235C	CAPT 1235C	NONE	03-59 4142	28 CORD DR 89055
MISKOWSKI EDWARD A	AD3024477P 4-12-59	NAVIGATOR 7080MRON	NAVY M	1525P 1525P	CAPT 1525P	NONE	11-57 23268	PL06 2109-A 86292
MACDONALD KATH T	AN790421 16-1-51	GEN NURSE 411 MED CP	NR S	0711 0754		0860	09-60	

CAPTAINS	2	3	4	4	6	7	8	9
MAHON THOMAS F	A05036010R 16-4-60	NAVIGATOR 6930MRON	NAVY M	1525B 1525B	CAPT 1525B	NONE	04-59 2277	184 ANDREWS 87778
MAHRT DONALD E	53162A 1-4-58	PILOT 7030MRON	P-8 M	1215C 1215C	CAPT 1231C	NONE	06-59 23258	114 ANDREWS 87182
MANSOUR ALBERT A	A00741204R 1-4-53	NAVIGATOR 7030MRON	SNAV M	1575B 1575B	CAPT 1525B	0293	10-59 23258	169 FOULDIS 89794
MAURO PERRY J	52816A 14-1-55	NAVIGATOR 6930MRON	YNAV M	1525B 1525B	MAJOR 1525B	NONE	09-57 4300	26 GROSS 89715
MCCALLUM BRIAN K	32051A	PILOT 42AREFS	P-6 M	1065C 1065C	LT 1065C	1297	01-58 3147	12 GROSS DR 89794
MCCATHRON CLIFFO D	46385A 26-3-58	ACFT COMR 6930MRON	CP-8 M	1255C 1215C	MAJOR 1215C	NONE	12-58 2277	210 FOULDIS 89621
MCDONOUGH JEH P JR	28410A 26-2-58	ACFT COMR 42AREFS	SP-4 M	1745C 1765C	CAPT 1065C	0146	02-58 3145	300 21010 85051
MCFARLAND JOHN D	A11843648R 21-10-55	SOON COMR 42C050	NR M	772C 772A	CAPT 772A	0156	08-58 23185	34 COFF 89442
MCKEY ELMERT H JR	A0590567R 15-3-54	RADAR NAVIG 7030MRON	NAV M	1525B 1525B	CAPT 1525B	0757 NONE	06-60	
MCKER WILLIAM D	A02180541R 7-3-57	CO-PILOT 42AREFS	SP-6 M	1065C 1065C	LT 1065C	1284	12-45 3140	127 DICKMAN 88874
MCKENZIE DONALD W	A0319650R 14-12-59	PILOT 42AREFS	P-6 M	1745C 1745C	LT 1065C	0748	08-57 3145	193 DICKMAN 89148
MELFUSHLIN RAYO D	A13024084I 30-11-59	NAVIGATOR 7030MRON	NAVY S	1525B 1525B	CAPT 1525B	NONE	08-59 23268	800 RM 215 26180
MCLYDON ERIC C JR	A02258955R 27-2-58	RADAR DESIG 6930MRON	NAVY S	1525B 1525B	CAPT 1525B	NONE	04-59 2277	800 RM 211 4288
MENULLEN HARY D JR	A02098771R 16-2-55	CHACKTSURPOLV 4210RVC	SUS S	1424 1474	CAPT 8474	0857	09-59 23176	3 PETERSON-W CARIBOU 80023

	2	3	4	5	6	7	8	9
CAPTAIN CORLEO NEIL V	AD30044012 1443-60	NAVIGATOR AD300111	ADM M	14309 14309	ADM 14309	1174	1174	216 FT LORIS 14309
WALSH STEPHEN J	AD31021000 1443-60	JOE WARDEN OF AD310111	ADM M	17748 17748	ADM 17748	0184	0184	100 FT LORIS 17748
	AD31021000 1443-60	ADM M	17748 17748	ADM 17748	0184	0184	100 FT LORIS 17748	
	AD31021000 1443-60	ADM M	17748 17748	ADM 17748	0184	0184	100 FT LORIS 17748	
ROBBEY GEORGE	AD31021000 1443-60	ADM M	17748 17748	ADM 17748	0184	0184	100 FT LORIS 17748	
	AD31021000 1443-60	ADM M	17748 17748	ADM 17748	0184	0184	100 FT LORIS 17748	
MICHAEL WILLIAM	AD31021000 1443-60	ADM M	17748 17748	ADM 17748	0184	0184	100 FT LORIS 17748	
EARLY DAVID	AD31021000 1443-60	ADM M	17748 17748	ADM 17748	0184	0184	100 FT LORIS 17748	
NEUMS LOUIS JR	AD32441410 22-4-66	ADM M	17748 17748	ADM 17748	0184	0184	100 FT LORIS 17748	
MILAM ROBERT T	AD3113710 22-4-66	RADIO NAVIGAT AD3113710	ADM M	17748 17748	ADM 17748	0184	0184	100 FT LORIS 17748
MELHAM PHILIP R	AD3113710 1443-60	INTELLIST AD3113710	ADM M	17748 17748	ADM 17748	0184	0184	100 FT LORIS 17748
YORKS DAVID	AD32441410 24-4-66	ADM M	17748 17748	ADM 17748	0184	0184	100 FT LORIS 17748	
	AD32441410 24-4-66	ADM M	17748 17748	ADM 17748	0184	0184	100 FT LORIS 17748	
	AD32441410 24-4-66	ADM M	17748 17748	ADM 17748	0184	0184	100 FT LORIS 17748	

ATTACH
TO THE

REPORT

OF THE

COMMISSION

ON

THE

STATE

OF

THE

UNION

AND

THE

WORLD

OF

THE

1914

1915

1916

1917

1918

1919

1920

1921

1922

1923

1924

1925

1926

1927

1928

1929

1930

1931

1932

1933

1934

1935

1936

1937

1938

1939

1940

1941

1942

1943

1944

1945

1946

1947

1948

1949

1950

1951

1952

1953

1954

1955

1956

1957

1958

1959

1960

1961

1962

1963

1964

1965

1966

1967

1968

1969

1970

1971

1972

1973

1974

1975

1976

1977

1978

1979

1980

1981

1982

1983

1984

1985

1986

1987

1988

1989

1990

1991

1992

1993

1994

1995

1996

1997

1998

1999

2000

2001

2002

2003

2004

2005

2006

2007

2008

2009

2010

2011

2012

2013

2014

2015

2016

2017

2018

2019

2020

2021

2022

2023

2024

2025

CLASSIC

FOR THE YEAR

2014

100

100

100

100

100

100

100

100

100

1. The first part of the document discusses the importance of maintaining accurate records of all transactions. It emphasizes that proper record-keeping is essential for the integrity of the financial system and for the ability to detect and prevent fraud.

2. The second part of the document outlines the various methods used to collect and analyze data. It describes the use of statistical techniques to identify trends and anomalies in the data, and the importance of using reliable sources of information.

3. The third part of the document discusses the role of the auditor in the process. It explains that the auditor's primary responsibility is to provide an independent and objective assessment of the financial statements, and to ensure that they are prepared in accordance with the applicable accounting standards.

4. The fourth part of the document discusses the importance of communication in the auditing process. It emphasizes that the auditor must maintain open and effective communication with the client, and must be able to clearly and concisely communicate the results of the audit.

5. The fifth part of the document discusses the importance of ethics in the auditing profession. It explains that auditors must adhere to a strict code of ethics, and must be able to resist pressure from the client to engage in unethical behavior.

6. The sixth part of the document discusses the importance of continuing education for auditors. It explains that the auditing profession is constantly evolving, and that auditors must stay up-to-date on the latest developments in the field.

7. The seventh part of the document discusses the importance of teamwork in the auditing process. It explains that auditors must work closely together, and must be able to communicate effectively with each other.

8. The eighth part of the document discusses the importance of risk management in the auditing process. It explains that auditors must be able to identify and assess the risks associated with the audit, and must be able to develop and implement effective risk management strategies.

9. The ninth part of the document discusses the importance of quality control in the auditing process. It explains that auditors must have a strong commitment to quality, and must be able to ensure that all work is performed to the highest standards.

10. The tenth part of the document discusses the importance of the audit report. It explains that the audit report is the final product of the audit, and that it must be clear, concise, and accurate.



LOSSES (1 September thru 30 September 1960 inclusive)

COLONEL				
MACHBEAMS, VANCE H JR	19162R	Regd to 831st TAC Hosp (TAC) George AFB, Calif	Par 1 SO A-499 Hq 42 Bom Wg	EDCSA 25 SEP 60
LIEUTENANT COLONEL				
NORTHEROP, ALBERT H	55097A	Regd to Hq COMAC Mitchell AFB, New York	Par 10 SO A-478 Hq 42 Bom Wg	EDCSA 11 SEP 60
MAJOR				
ESTES, CARL A	34267A	Regd to 16th AF(SAC) APO 283	Par 1 SO A-482 Hq 42 Bom Wg	EDCSA 14 SEP 60
THORNTON, JACK R	53205A	Regd to 47th ADIV (SAC) Castle AFB, Calif	Par 1 SO A-551 Hq 42 Bom Wg	EDCSA 18 SEP 60
WILSON, HENRY L	39541E	Regd 72nd Bom Wg (SAC) APO 845, New York	Par 1 SO A-459 Hq 42 Bom Wg	EDCSA 6 SEP 60
CAPTAIN				
AGRAW, MARVIN R	AO3079537	Released from Active Duty	Par 3 SO A-198 Hq 702 Strat Hml Wg	EFF 26 SEP 60
CARDILL, LOUIS E	AO3077963	Regd to Hq AFIT (AU)	Par 1 SO A-520 Hq 42 Bom Wg	EDCSA 14 SEP 60
FLIER, WERNER L	AO3089599	Released from Active Duty	Par 1 SO A-546 Hq 42 Bom Wg	EFF 25 SEP 60
KUHNIG, EUGENE R	AO3088737	Released from Active Duty	Par 1 SO A-527 Hq 42 Bom Wg	EFF 12 SEP 60
SHUGARS, WILLIAM B III	AO3089225	Released from Active Duty	Par 1 SO A-190 Hq 702 Strat Hml Wg	EFF 11 SEP 60
TURNER, DAVID W	44813A	Regd to 567 Strat Hml Sq (SAC)	Par 1 SO A-508 Hq 42 Bom Wg	EDCSA 10 SEP 60
FIRST LIEUTENANT				
ISAACS, HENRY J	AO3060795	Released from Active Duty	Par 1 SO A-564 Hq 42 Bom Wg	EFF 17 SEP 60
JUNE, DONNA F	AF3009050	Regd to 31st TAC Hosp (USAF) APO 132, New York	Par 2 SO A-54 Hq 42 Bom Wg	EDCSA 3 SEP 60

GAINS (1 September thru 30 September 1960 inclusive)

COLONEL			
REEVES, JULIUS N	AC0061975	Par 1 SC A-226, Hq 1501 Air Trans Wg Travis AFB, Calif (MATS)	EDUSA 14 SEP 60
LIEUTENANT COLONEL			
RESS, JOHN C	8903/A	SC A-491 Hq 801st ADIV (SAC) Lockbourne AFB, Ohio	EDUSA 20 SEP 60
CAPTAIN			
SPANEY, MARVIN W	AC0001460	Par 2 SC A-2184 Hq 12th ADIV (SAC) March AFB, Calif	EDUSA 4 SEP 60
FRENCH, JOHN J JR	AC0000049	Par 3 SC A-501 Hq 92 Bom Wg	EDUSA 14 SEP 60
MURFF, WALTER F	AC0000365	Par 3 SC A-104 Hq 6th Bom Wg (SAC) Walker AFB, N. M.	EDUSA 24 SEP 60
MCNANEY, RUDOLPH E	AC0000402	Par 2 SC A-231 Hq 6th Bom Wg (SAC) Walker AFB, N. M.	EDUSA 13 SEP 60
LEHMAN, RICHARD C	AD0012160	Par 2 SC A-268 Hq 2nd Bom Wg (SAC) Walker AFB, N. M.	EDUSA 24 SEP 60
MACDONALD, KATHERINE I	AN0000500	Par 1 SC A-336 USAF HOSP Wiesbaden (USAFB) APO 633	EDUSA 19 SEP 60
MERCFISKY, FREDRIC	AC0022391	Par 2 SC A-758 Hq 2nd Bom Wg (SAC) Hunter AFB, Ga	EDUSA 22 SEP 60
CRINGTON, RICHARD J	AD0008111	Par 1 SC A-563 Hq 11th ADIV (SAC) APO 731	EDUSA 14 SEP 60
FIRST LIEUTENANT			
ARGOTT, RAYMOND L	AD0000024	SC A-294 Hq 6th Bom Wg (SAC) Walker AFB, N. M.	EDUSA 14 SEP 60
AMER, ...	AD0000000	Par 1 SC A-104 Hq 6th Bom Wg (SAC) Walker AFB, N. M.	EDUSA 14 SEP 60
...	AD0000000	SC A-2184 Hq 12th ADIV (SAC) March AFB, Calif	EDUSA 14 SEP 60

GAINS (cont'd)

DANIELSON, WINFIELD S	AO3110784	Par 1 SO A-4875 Hq AIRRESERVEEN (COMAC) Denver, Colo	EFF 2 SEP 60
GROTTE, RICHARD A	AO3068566	Par 1 SO A-604 Hq 306th Bom Wg (SAC) MacDill AFB, Fla	EDCSA 3 SEP 60
HORNER, CARL H	AO3037397	SO A-581 Hq 6th Bom Wg (SAC) Walker AFB, N. M.	EDCSA 4 SEP 60
LUBERMANN, CARLTON L	47702A	Par 3 SO A-880 Hq 6th Bom Wg (SAC) Walker AFB, N. M.	EDCSA 13 SEP 60
POORE, JACK A	AO3056339	Par 1 SO A-604 Hq 306th Bom Wg (SAC) MacDill AFB, Fla	EDCSA 3 SEP 60
ROBERTS, FRANCIS L	AO3111619	SO A-5396 Hq AIRRESERVEEN (COMAC) Denver, Colo	EFF 17 SEP 60
WESSELS, ROBERT H JR	AO3068528	Par 1 SO A-880 Hq 6th Bom Wg (SAC) Walker AFB, N. M.	EDCSA 6 SEP 60
WESTON, WILLIAM R	58696A	Par 2 SO A-630 Hq 6431st ABGg (PACAF) APO 235	EDCSA 8 SEP 60
SECOND LIEUTENANTS			
GALICCN, RONALD N	AO3102991	Par 1 SO A-385 Hq 3535 NAVTRAWG (ATC) Mather AFB, Calif	EDCSA 1 SEP 60
LAUDENSLAGER, DONNAVCH	AO3098364	Par 1 SO A-1228 Hq Sheppard Tech Tra Center (ATC) Sheppard AFB, Tex	EDCSA 20 SEP 60
HANTOOTH, BILLY R	AO3101853	Par 1 SO A-866 Hq Lowry Tech Tra Center (ATC) Lowry AFB, Colo	EDCSA 19 SEP 60
MERRILL, WILLIAM M	AO3099639	Par 3 SO A-521 Hq 42 Bom Wg	EDCSA 1 SEP 60

GENERAL

44 APR DIV

1 Vacant Admt. Off Capt 6019

44 BUREAU

1 Vacant Present. C. O. Off Major 4050

1 Vacant Present. D. O. Off Capt 4011

ASMS

1 Vacant Admt. Sp. Off Capt 4148

64 CIVILIAN POP

1 Vacant Legal Off Capt 7014

64 CPMS

1 Vacant Com. Str. Off Major 7014

64 TRAFFIC

1 Vacant Trans. Off Capt 6034

64 SUPPLY

1 Vacant Supply Off Capt 6034

1 Vacant Supply Off Lt 4024

64 CIVILIAN

1 Vacant Admt. P. L. W. Off Lt 4011

64 MEDICAL

1 Vacant Dist. Med. Lt 4011

1 Vacant Dist. Hospital Lt 4011

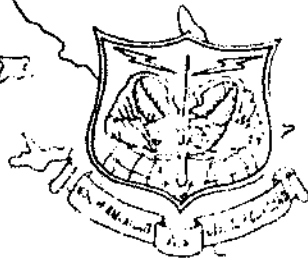
1 Vacant Reg. Dist. Lt 4011

1 Vacant Dist. Med. Lt 4011

1 Vacant Civil Surgeon Lt 4011

SECRET

42D COMB WING
LONG AFB, TX.



OPERATIONS ORDER

11-61

"SKY SHIELD"

SPECIAL HANDLING REQUIRED
NOT RELEASABLE TO FOREIGN NATIONALS
EXCEPT CANADIANS

SECRET

HEADQUARTERS 42D BOMBARDMENT WING
Loring Air Force Base, Maine
10 August 1960

OPERATIONS ORDER

SERIAL NUMBER 11-60

"SKY SHIELD"

42BOMWG OPORD 11-61
10 August 1960
07225

HEADQUARTERS 42 BOMBARDMENT WING
United States Air Force
Loring Air Force Base, Maine

ADMINISTRATIVE AND SECURITY INSTRUCTIONS

1. TITLE:

This document is 42D Bombardment Wing Operations Order 11-61.
Short title is 42 BomWg Opord 11-61.

2. EFFECTIVE DATE:

This order is effective 1 September 1960.

3. NICKNAME:

The unclassified nickname assigned this order is "SKY SHIELD".

4. PRIMARY OFFICE OF INTEREST:

The Training Division (DOE), Office of the Deputy Commander for Operations, Headquarters, 42D Bombardment Wing, is the office of origin. Recommendations or revisions pertaining to this document should be submitted to that office for action.

5. SUPPORTED ORDER:

This order was prepared in support of Second Air Force Operations Order 11-61, dated 27 July 1960.

6. CLASSIFICATION:

The overall classification of this order is SECRET. Each paragraph and page is classified according to individual content. Reproducing, extracting or paraphrasing in whole or in part is authorized only when necessary to satisfy actual military requirements, providing 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. Certificates of Destruction are not required by this headquarters. Downgrading instructions cannot be determined at this time.

7. SPECIAL HANDLING:

Special handling required - not releasable to foreign national (except Canadians). The information contained in this document

42 BOMWG OPORD 11-61
10 August 1960
03225

may not be disclosed to foreign nationals except Canadians.

8. AMENDMENTS:

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

9. DEFINITIONS AND ABBREVIATIONS:

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

42 ROMMS GPOHD 11-61
10 August 1960
03225

OPERATIONS ORDER
NUMBER 11-61

HEADQUARTERS 42D BOMBARDMENT WING
LORING AIR FORCE BASE, MAINE
10 AUGUST 1960

TABLE OF CONTENTS

<u>ITEM</u>	<u>PAGE</u>	<u>DATE</u>
Title Page	i	Original
Record of Changes/Amendments	ii	"
Administrative and Security Instructions	iii & iv	"
Table of Contents	v & vi	"
Basic Order	1 - 6	"
Annex "A" Air Operations	1 - 8	"
Appendix I Route Picture	1	"
Appendix II Operational Data Requirements	1 - 4	"
Tab 1 Morad Observer	1	"
Appendix III Flight Plans	1 - 11	"
Appendix IV Execution and Reporting Instruction	1 - 2	"
Tab 1 Mission Control Data (Tan)	1	"
Tab 2 Mission Control Data (Gold)	1	"
Tab 3 EAM Creation Sheet	1	"
Appendix V Performance Planning Factors	1 - 2	"
Tab 1 Recap	1 - 2	"
Appendix VI ECM	1 - 6	"
Tab 1 VHF/UHF Transmitter Settings and Frequencies	1 - 3	"
Tab 2 SAC Form 99	1	"

	<u>PAGE</u>	<u>ORIGINAL</u>
Appendix VII Recapitulation Sheets		"
Tab 1 SAC Form 275	1	"
Tab 2 SAC Form 275a	1	"
Tab 3 SAC Form 275b	1	"
Appendix VIII Form 121's	1 - 5	"
Annex "B" Communications	1 - 3	"
Annex "C" Intelligence (not used)		"
Appendix I Targets	1	"

TABLE OF CONTENTS
 42 BOMBING GROUP 11-61
 10 AUGUST 1960
 03225

vi

~~CONFIDENTIAL~~
HEADQUARTERS 42d BOMBARDMENT WING
Loring Air Force Base, Maine
17 August 1960

GENERAL INFORMATION:

KEY WORDS:

CHARTS AND MAP REFERENCES: A* required. (U)

TASK ORGANIZATIONS:

42 Combat Support Sq	Loring AFB, Maine	Col Schultz
49 Bombardment Sq	Loring AFB, Maine	Lt Col Rohr
71 Bombardment Sq	Loring AFB, Maine	Lt Col Thorstensen
42 Field Maint Sq	Loring AFB, Maine	Lt Col Sams
42 Organizational Maint Sq	Loring AFB, Maine	Major Pittman
42 Armament & Elec Maint Sq	Loring AFB, Maine	Lt Col Rader

1. GENERAL SITUATION: A requirement exists for the 42d Bombardment Wing to provide eight B-52G aircraft to act as aggressors in an attack against the North American Defense System. The unclassified nickname for this exercise is "Sky Shield" and will be executed during the period 1 through 15 September 1960. "E" Day and "E" Hour will be provided to SAC Numbered Air Forces and NORAD "Trusted Agents" by separate message. Detailed routes and timing are contained in Appendix I, Annex "A" of this OPCR. (U)

a. Friendly Forces:

(1) NORAD:

- (a) Obtain clearances for SAC aircraft through danger and warning areas that are controlled by defense agencies. (U)
- (b) Insure that all fighter activity is planned and conducted in accordance with SAC/NORAD Regulation 51-f. (U)

42BOMWG OPCR 11-1
17 August 1960

~~CONFIDENTIAL~~

~~SECRET~~

(C) XATS:

(a) Provide ground search/rescue and communications support within applicable areas of aircraft operations. (U)

b. Intelligence: See Annex "C".

2. MISSION: To simulate an aggressor attack on the North American Continent in support of a training exercise for NORAD units. ~~SECRET~~

3. TASKS FOR SUBORDINATE UNITS:

a. 42d Combat Support Group: Provide necessary support for preparation, loading and launching of crews and aircraft. (U)

b. 69th Bombardment and 70th Bombardment Squadrons will:

(1) Monitor and supervise flight crew preparation to assure that a state of readiness to successfully execute this mission is maintained throughout the vulnerability period. ~~SECRET~~

(2) Provide combat ready or higher flight crews as required by this operations order. (U)

c. 42d Field Maintenance Squadron will provide the necessary specialists, tools and equipment to prepare aircraft and equipment to a high state of readiness to execute this mission as directed by the Deputy Commander of Maintenance. (U)

d. 42d Organizational Maintenance Squadron will provide maintenance support required to assist other maintenance agencies as directed by the Deputy Commander for Maintenance. (U)

e. 42d Armament and Electronic Maintenance Squadron will provide the necessary specialists, tools and equipment to prepare aircraft and equipment to a high state of readiness to execute this mission as directed by the Deputy Commander for Maintenance. (U)

42BOMWG OPRD 11-1
17 August 1968

~~SECRET~~

~~SECRET~~

~~SECRET~~
GENERAL INSTRUCTIONS

The primary objective of this exercise is to provide the 4th Bombardment Wing with the capability of operating the MCRAD system in a simulated environment in serial with the North American Continent and simultaneously grant "SAFE PASSAGE" to the friendly forces.

(a) This exercise is also a test of SAC capability to generate, execute and launch a successful strike against a defended environment. (U)

(1) Planning Factors: (U)

(a) Applicable USAF Regulations, SAC Manuals, Regulations, Tactical Procedures and Aircrew Technical Orders as amended and modified herein will apply. Specific attention is invited to the following: (U)

1. AFR 11-4 (U)
2. SAC MCRAD Regulation 514F (U)
3. SACR 95-04, 95-1, 65-18 and 62-19 (U)
4. SACR's 55-1, 55-2A, 55-7, 55-7A, 55-8 series and 1100-24. (U)

(b) As the 4th Bombardment Wing will receive advance notice of execution date, inspection and force requirements will be prescheduled to insure designated number of aircraft are available to participate. (U)

(c) Strike Requirements: (U)

1. A total number of 50 strike sorties are essential to fulfill MCRAD's training requirements. As this is a JCS directed exercise, commanders at all levels of command will insure that individual commitments are accomplished.

4480000 OPORD 11-4
August 1964

~~SECRET~~

~~SECRET~~

(k) This is a recommended mission for SAC units. The "H" Base will be composed of one or more SAC units. SAC units will be prepared and positioned to launch on a pre-planned basis to meet target requirements. Sufficient spare aircraft, if available, will be pre-planned to insure minimum launch requirements are met. (U)

(e) Weapons will not be loaded or carried on this exercise. (U)

(f) Gunnery will not be conducted on this mission. (U)

(g) Strike routes will be planned primarily as non-refueled base station round robin. [REDACTED]

(h) HHCL will be designated. The HHCL normally will be the external periphery of the MRAD control or radar coverage. [REDACTED]

(i) The EWO alert force will not be degraded during this exercise. [REDACTED]

(j) Information Releases: No releases of any kind will be made concerning this exercise other than those which will be furnished by the Director of Information, SAC. Separate information guidance will be issued before the operation. (U)

(4) Due to the six hour proximity of non-exercise air traffic during this exercise and the notification to the JCS/FAA of the grounding period (0600Z to 1200Z, 10 September 1964), Air Defense agencies will undoubtedly be aware of the general mission timing. However, they will not be aware of the exact strike routes, altitudes, targets, and timing. Certain NCRAD "Trusted Agents" will be provided with necessary information for each sortie to permit NCRAD to fulfill their own obligations of identifying the SAC forces and of a possible hostile attack during this exercise. To insure that specific information pertains to the exercise, altitudes, and Air Defense forces, SAC units will coordinate with "Trusted Agents" designated by NCRAD. (S)

WZBOMD (FORM 11-64)
10 August 1964

~~SECRET~~

~~CONFIDENTIAL~~

(d) CINSAF will execute the ground orders of this exercise. Every effort will be made to execute this mission as

(e) Weather Air Forces will closely monitor weather conditions affecting participating units during the execution phase. (U)

(f) NCRAD has the responsibility for identifying SAC aircraft participating in this exercise.

(g) Operations Orders:

(1) SACM 4511 as modified herein applies. (U)

(h) Flying Safety: Although "SKY SHIELD" will be conducted in a realistic environment, flying safety as in any peacetime exercise, is paramount and will not be jeopardized during the planning or execution of any phase of the exercise. (U)

4. ADMINISTRATIVE AND LOGISTICAL INSTRUCTIONS:

a. Supply: Normal flyaway kits will not be used. (U)

1. Maintenance:

(1) Aircraft for this exercise will be pregenerated. (U)

(2) AMC "B" teams will not participate. (U)

(3) Crews landing at AMC bases because of actual inflight emergencies are authorized to use "Red Scramble" procedures as outlined in SACM 400-3. (U)

5. COMMAND AND COMMUNICATIONS:

a. Command: Normal. (U)

b. Communications: Reference Annex "B". (U)

(1) Recall word is "Black Night".

ANNEXES:

- A - Air Operations
- B - Communications
- C - Intelligence

W. H. REDDILL
Colonel, USAF
Commander

W. BOMBO OPER 11-62
11 August 1962

~~CONFIDENTIAL~~

HEADQUARTERS 42 BOMBARDMENT WING
LORING AIR FORCE BASE, MAINE
20 August 1950

ANNEX "A"

TO

OPERATIONS ORDER 1-50

AIR OPERATIONS

ANNEX A
LORING AIR FORCE BASE
20 AUGUST 1950

~~SECRET~~

HEADQUARTERS 42 BOMBARDMENT WING
LORING AIR FORCE BASE, MAINE
10 AUGUST 1960

ANNEX A

OPORD 11-61

AIS OPERATIONS

1. GENERAL CONCEPT: The primary purpose of this mission is to afford maximum training exercise for NORAD units. The training provided SAC crews is secondary in nature. The basic objective is to exercise all elements of the North American Defense System utilizing maximum airborne ECM and radar jamming against NORAD GCI sites, NIKE radar,

2. saturating or degrading NORAD'S capability to detect, identify and intercept a potential aggressor force. Both high and low altitude attacks will be made in as realistic a manner as peacetime restrictions and flying safety considerations will allow. (U)

3. ROUTES: Routes are outlined in Appendix I, this Annex. (U)

4. TIMING AND REQUIREMENTS: Participating units will pre-generate aircraft on the scheduling basis desired by the Unit Commander and will ensure that sufficient ground spare aircraft are available to insure launch of the entire strike force. Airborne spare aircraft are not authorized on this exercise. (U)

5. In order to permit a realistic exercise for the NORAD system, the United States and Canadian governments have granted approval for all other civilian and military traffic in the Bomb Wing Front Sector (as excepted) and to permit "ST" SQUADS' units operate

OPORD 11-61
OPORD 11-61
10 AUGUST 1960

~~SECRET~~

~~SECRET~~

of a six hour period during the execution phase of this exercise. This grounding period will be in effect from 0600Z to 1200Z, 10 September 1960.

c. SAC B-52 aircraft will penetrate a H-Hour Control Line located at the outer limits of NORAD radar coverage. Aircraft will cross this line inbound to strike targets on high and low level attacks utilizing the H-Hour Control Time as assigned, 10 September 1960. Simultaneous timing at the HHCL will be planned for the maximum of aircraft possible, dependent upon safe aircraft separation and tactical considerations.

d. Aircraft are required to depart home station within plus or minus five minutes of take-off times outlined in this OPOD and HHCL times assigned must be met. Any aircraft not launching as prescribed above will be cancelled and will not participate in the exercise. (U)

4. TACTICS:

a. SAC Tactical Doctrine will be followed to the maximum extent possible commensurate with flying safety considerations.

b. The unit commander is responsible for providing adequate separation between unit aircraft and for insuring that recovery plan and timing at destination is within the capability of local approach agencies.

c. Upon initiating penetration routes, aircraft will fan out line abreast with a lateral separation of 20nm between tracks.

ANNEX "A"
42 BOMWG OPOD 11-61
10 AUGUST 1960
31225

~~SECRET~~

Aircraft will be required to maintain a minimum altitude of 1000 feet above the terrain during the approach to the runway. The minimum altitude will be 1000 feet above the terrain during the approach to the runway.

(1) The minimum altitude will be 1000 feet above the terrain during the approach to the runway. The minimum altitude will be 1000 feet above the terrain during the approach to the runway.

(2) The minimum altitude will be 1000 feet above the terrain during the approach to the runway. The minimum altitude will be 1000 feet above the terrain during the approach to the runway.

(3) Over level terrain aircraft will fly 1000 feet above the terrain during the approach to the runway. The minimum altitude over land will be 1000 feet above the terrain during the approach to the runway.

(4) Lead aircraft will be required to maintain a minimum altitude of 1000 feet above the terrain during the approach to the runway. The minimum altitude over land will be 1000 feet above the terrain during the approach to the runway.

ANNEX "A"
42 BOMWG OPSRD 11-1
10 AUGUST 1960
03225

~~CONFIDENTIAL~~

...the command climbing or descending at one minute intervals beginning with the aircraft on the extreme left and continuing from left to right until all aircraft have completed the maneuver. No other voice command is authorized nor will additional information be given. (U)

e. Radar beacons are authorized for use throughout all phases of the exercise in order to insure safe aircraft separation. (U)

f. The use of navigation lights (bright and flashing) is required of all aircraft throughout the entire exercise. Anti-collision lights (flashing beacon) will be utilized by all aircraft from departure until crossing the fan point inbound on penetration. At this point high level sorties will turn off anti-collision lights until crossing the recovery line. Low level sorties will not turn lights off. (U)

g. All aircraft will adhere to the following airspeeds during the penetration phase of the exercise.

(1) B-52 high level - MACH .77 (U)

(2) B-52 low level - 280 KIAS. (U)

h. In the event of any type weather activity which might constitute a flying safety hazard during this exercise, the SAC Command Post will relieve individual affected units from mission participation. Relief will be forwarded to the unit FLT one hour prior to scheduled takeoff time and will be given via SOCS,

ANNEX "A"
AF BOMBC OPORD 11-61
20 AUGUST 1960
01025

~~CONFIDENTIAL~~

~~CONFIDENTIAL~~

followed by ZIFFO confirmation.

i. Altimeter Settings:

(1) Low Level Strikes: during the portion of the exercise flown at altitude, including departure from home station, aircraft will utilize altimeter setting 29.92 Hg at level off. After takeoff aircraft will cross check altimeters and airspeed indications IAW tactical doctrine prior to initiating route call. Upon executing penetration to the low level phase aircraft will change to enroute altimeter settings and will maintain altitudes based on these settings throughout the low level portion of the exercise. In order to assure utilization of the latest current enroute altimeter settings for low level operation, call leaders will initiate a position report on the outbound leg, if possible, just prior to the HHCL, requesting current altimeter settings for their position. In the event local altimeter settings are not available aircraft will utilize the latest forecast altimeter settings given at pre-take off briefing. This setting should be the lowest value for the entire low level route. Crews will be briefed to check altitudes by use of the radar altimeter, a minimum of every fifteen minutes during the low level phase of the exercise. Upon initiating climb back to altitude, aircraft will commence using altimeter setting 29.92 Hg and will use this setting until contacting approach control for landing instructions.

j. Air Abort Procedures.

(1) In the event of severe weather conditions, etc. that had not been forecasted prior to departure and constitute a flying safety

ANNEX "A"
42 BOMWG OPOED 11-61
10 AUGUST 1960
0322

~~CONFIDENTIAL~~

The mission will be resumed. Aircraft will track
and report position to the base station. If
track and altitude will be maintained until FAA
clearance is obtained and acknowledged. If this is not possible
aircraft will alter course as necessary while awaiting clearance.
In order to safely accomplish this, it is imperative that units
be familiar with relative position and altitudes being utilized
by other unit aircraft flying in adjacent areas. In flight severe
weather diversities will be broadcast over HF SSB stations in
accordance with monitor procedures ALPA. (U)

(2) Low Altitude Strikes. Aircraft scheduled for low
altitude strikes will abort for radar failure at any time this
phase after departure. No low level will be initiated or continued
without a radar navigation capability. If radar failure, severe
weather or other emergency occurs during the low level phase, the
aircraft will, if possible, immediately climb on course to an
altitude one thousand feet above the highest altitude being used by
the unit. Request for individual clearance will then be initiated,
and if possible, aircraft will maintain the briefed course until
clearance is received and acknowledged. If emergency is such that
the aircraft cannot maintain course and/or altitude until clearance
is received, a turn will be immediately initiated to the nearest
alternate. (U)

ALPA "A"
OPREP 11-61
1 AUGUST 1960

k. All aircraft will utilize normal position reporting from departure until crossing the HHCL outbound. From this point on, except as outlined in paragraph 3d and j above, radio silence will be strictly enforced until 1100 hours Zulu or until crossing the recovery line enroute to home station, whichever is sooner. (U)

l. Subsequent to 0600Z and continuous until aircraft reach the designated recovery line, there will be no voice communications or jamming authorized on UHF channel 243.0 MCS. This channel will be reserved for emergency transmissions and crews must be briefed and made to understand the importance to themselves and to all other personnel flying on the exercise of reserving this frequency for urgent communications involving safety. (U)

5. ECM: Electronic Countermeasure Procedures and requirements are outlined in Appendix VI, Annex "A", this OPOED. (U)

6. BOMBING:

a. Radar camera attacks will be required by all crews participating in this exercise. Targets of opportunity on low altitude penetration routes have been chosen. These consist of geographical locations, such as airfields, tips of lakes, islands, small towns, etc. (U)

b. Targets are located subsequent to the HHCL and are directly on course inbound during the penetration phase. (U)

c. DOZ's for these runs are at the discretion of the 42nd Bomb Wing.

d. Bombing will be accomplished at normal course airspeeds and

ANNEX "A"
42 BOMB OPOED 11-61
10 AUGUST 1960
03225

and at a briefed penetration altitudes. No Short Lock, Long Lock or High Hurdle maneuvers will be made during the bombing phase. (U)

e. Radar scope photography will be utilized during the bomb run and cameras will be operated in accordance with normal procedures. (U)

f. Radar camera attacks will be scored in accordance with SACR 50-30. (U)

g. Radar camera attack requirements on this exercise are as follows:

B-52 aircraft - 2 (U)

7. NAVIGATION: Crews flying low level routes will receive SACR 50-8 credit for a low level navigation leg.

8. FIGHTER INTERCEPT: The provisions of SAC/WRAD 51-6 will apply. (U)

9. ADDITIONAL TRAINING: Additional training under SACR 50-8 may be scheduled providing scheduling of such requirements does not degrade or compromise the overall mission objectives. (U)

ANEX "A"
42 BOMBU OPORD 11-61
10 AUGUST 1960
03225

HEADQUARTERS 42D BOMBARDMENT WING
Loring Air Force Base, Maine
10 August 1960

APPENDIX I

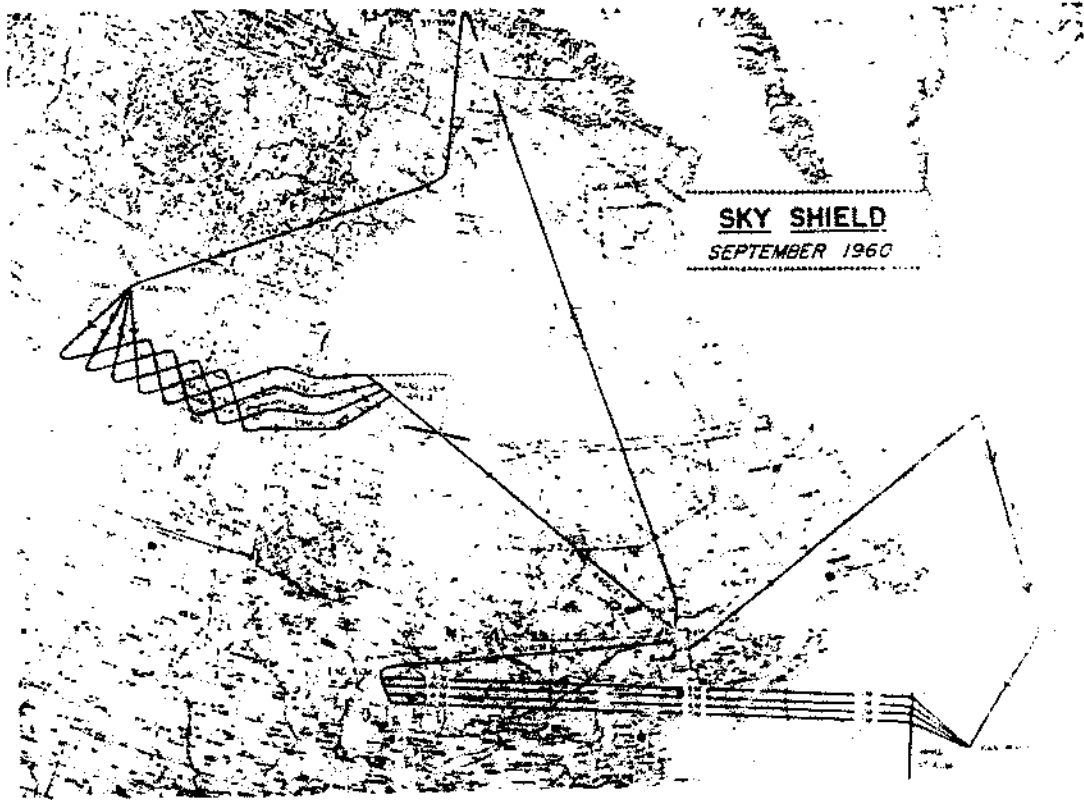
ANNEX "A"

TO

OPERATIONS ORDER 11-61

ROUTE PICTURE

APPENDIX I
ANNEX A
42BOMBWG OPOSD 11-61
10 August 1960
1225



SKY SHIELD

SEPTEMBER 1960

HEADQUARTERS 42 BOMBARDMENT WING
Langley Air Force Base, Norfolk
10 August 1968

APPENDIX II

ANNEX "A"

TO

OPERATIONS ORDER 11-51

OPERATIONAL DATA REQUIREMENTS

APPENDIX II
ANNEX A
42BOMWG OPORD 11-51
10 August 1968
03225

HEADQUARTERS, 42D BOMBARDMENT WING
Loring Air Force Base, Maine
10 August 1966

APPENDIX II

ANNEX A

42BW OPRD 11-51

OPERATIONAL DATA REQUIREMENTS:

1. GENERAL.

a. A requirement exists for exercise SKY SHIELD to be evaluated by both SAC and NORAD to determine the effectiveness of certain respective offensive and defensive tactics.

2. STRIKE ROUTE OVERLAYS:

a. Each unit is responsible for submitting strike route overlays accurately annotated as indicated in this appendix. Blank Universal Jet Navigation Overlays, type JNO (Scale 1:2,000,000) will be used. (U)

b. Blank overlays will be used to portray strike routes. In the event blank overlays are not available tracing paper overlays of strike routes onto a JN map scale 1:2,000,000 may be submitted. (U)

c. Blank ink will be used for marking actual routes flown, annotations and required calculations. (U)

3. Six (6) blueprint copies of each master overlay will be made and turned over to a NORAD courier, who will pick them up three (3) working days (weekends not included) after termination of the exercise. (Provisions of AFR 11-51 will apply).

4. In the event that it is impossible to make the blueprint copies required by NORAD, the NORAD courier will accept the master master copies. (The same security and approval requirements apply.)

~~SECRET~~

d. Each cell's strike route will be accurately plotted and completely overlaid on a separate overlay. Each overlay will show the actual route flown by each aircraft in the cell from EBCL to landing. Each aircraft's route will be labeled with the aircraft's tail number (4 digits). Each overlay sheet will show cell and unit identification. (U)

e. Overlays will show that portion of the inbound penetration route from the last turning point prior to penetration of any portion of the North American Air Defense Early Warning Net to the individually assigned targets and continued on to the landing base.

f. The following information will be annotated accurately and completely on each overlay: (U)

(1) Bomb Wing Identification. (U)

(a) Organization (U)

(b) Cell Identification (U)

(c) Take off base (U)

(d) Type aircraft (U)

(e) Aircraft tail numbers (4 digits) with takeoff times. (U)

(2) For each position fix, control point or minimum 1/2 hourly positions along the penetration route, IP, BRL, DGZ and abort location (actual or simulated, if applicable) indicate: (U)

(a) Altitude (U)

(b) Time (Z). (U)

(c) TAS and GS. (U)

(d) Flight condition (VFR, IFR). (U)

APPENDIX II
ANNEX A
42 COMMO OPORD 11-61
10 August 1966
03225

~~SECRET~~

~~SECRET~~

... of the ... procedure action taken
... How long ... and end of action

... Time ... which spot
... (U)

4. Interceptor detection
(a) Time and location of all ... (U)
(b) Identify detection ... stating the
system making the detection ... Fire Control
System (FCS).

(c) Identify time and location of ... (U)
(d) Use of ...
(1) Indicate ... event (fighter
attack or landing form, ...)

(e) For all ... (lock-ons) indicate:
(1) Time ...
(2) Whether ...
(3) ... and start time. (U)

(c) If ... the number, type of aircraft
and type of ... beam, stern, etc.

(6) Notation as required ... overlay of any case
whereby ... on VHF or UHF guard
frequency. ... time (Zulu), frequency
... of the ... aircraft making
the ...

... (in tabular form) the
number of ...

APPENDIX II ...
...
...

~~SECRET~~

~~SECRET~~

(a) Loaded. (U)

(b) Used. (U)

[REDACTED] (b)(1)

(c) Exact number of minutes single unit dispensing (SUD) was accomplished. (U)

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

6. List in tabular form on each overlay by aircraft tail number and type of ECM transmitters:

[REDACTED] (b)(1)

[REDACTED] (b)(1)

[REDACTED] (b)(1)

[REDACTED] (b)(1)

APPENDIX II
ANNEX A
HQ BOMARC OPORD 11-51
10 August 1960
03225

~~SECRET~~

HEADQUARTERS 42D BOMBARDMENT WING
LORING AIR FORCE BASE, MAINE
10 AUGUST 1960

TAB 1
APPENDIX II
ANNEX "A"
OPERATIONS ORDER 11-61
NORAD OBSERVERS

TAB 1
Appendix II
Annex "A"
42 Bombing Opord 11-61
10 August 1960
03225

~~SECRET~~

HEADQUARTERS 42D BOMBARDMENT WING
LORING AIR FORCE BASE, MAINE
10 AUGUST 1960

TAB 1

APPENDIX II

ANNEX "A"

42 BOMBWG OPORD 11-61

NORAD OBSERVERS

1. A requirement exists to place 10 NORAD observers aboard SAC aircraft during this exercise. (U)
2. Hq NORAD will insure that observers are currently qualified for high altitude in accordance with AFR 50-27. (U)
3. Observers will arrive at selected SAC units in sufficient time for pre-mission and emergency procedure briefings. (U)
4. NORAD have forwarded the name, rank and security clearance of observers to SAC, Numbered Air Forces and selected units.
5. The following NORAD observer will report to and fly with the 42 Bomb Wing, Loring AFB, Maine. (U)

KELLER, F. J., Colonel 4966A, TOP SECRET

Officer will report for temporary duty at wing indicated NLT 0800 hrs, 8 September 1960. (CINCNORAD msg from NORV-3 XI33 DATED 25 July 1960).

6. It is emphasized that the exercise is not in any manner to be construed as a capability test of either command. The contents of the observer's report will be based accordingly.

TAB 1

APPENDIX II

ANNEX "A"

42 BOMBWG OPORD 11-61

10 August 1960

~~SECRET~~

HEADQUARTERS 42D BOMBARDMENT WING
Loring Air Force Base, Maine
10 August 1960

APPENDIX III

ANNEX "A"

TO

OPERATIONS ORDER 11-61

FLIGHT PLANS

APPENDIX III
ANNEX A
42BOMWG OPORD 11-61
7 August 1960
-3225

MISS FLIGHT PLAN		D.O. DATE	NAME	UNIT	HEIGHT	WAVE	CELL CALL SIGN	REMARKS
ACFT BASIC	POUNDS				FOUNDS			RUNWAY
CREW				GUIDE				LENGTH
OIL				ARMO				AIR TEMP
ATO				WATER AND				CRITICAL FIELD LENGTH
RAIR				STATIC		NR FULL ATO REQUIRED		CRITICAL AIR TEMP
BAT TANKS				START ENGINES AND TAXI FUEL ALLOWANCE		NR EMPTY ATO REQUIRED		TAKE-OFF DISTANCE
MISCELLANEOUS								TAKE-OFF SPEED
CHAFF								CRITICAL WIND COMPONENT
OPERATING	170,000			TOTAL FUEL	270,000	TAKE-OFF GROSS		1ST LEG
						ATO FIRING SPEED		2ND LEG
								3RD LEG

PRE-FLIGHT PLAN															
FROM	ROUTE	FUEL	WIND	T. H.	VAR	M. H.	TEMP	IAS	T. A.	U. S.	GND DIS	TIME	AIR DIS	ETA	FUEL FLIGHT PLAN
		COND	DIV				ALT	MACH			ACC GND DIS	ACC TIME	ACC AIR DIS		PREP FUEL REMAINS
	IS TO														
	Page One I-10 Cr														
	IS TO														
	T/F														
	Start 010 010														
	End 010 010														
	Start 010 010														
	End 010 010														
	Start 010 010														
	End 010 010														
	Start 010 010														
	End 010 010														
	Start 010 010														
	End 010 010														
	Start 010 010														
	End 010 010														
	Start 010 010														
	End 010 010														

MISSION FLIGHT PLAN - CONTINUATION SHEET																		
FROM	TO	FLY COND	T.C.	WIND DIR	DRIFT	T.M.	V.M.	M.H.	TEMP	W. S.	W. S.	W. S.	W. S.	W. S.	W. S.	W. S.	W. S.	
ROUTE													ACC	TIME	ACC	ETA	FUEL FLIGHT P.	
													DIS	DIS	DIS		RES	CONSUMED
													DIS	DIS	DIS		RES	CONSUMED
T/P		CR	121															
T/P		CR	121															
T/P		CR	121															
T/P		CR	121															
T/P		CR	121															
T/P		CR	121															
T/P		CR	121															
HALEUTER AREA																		
PHOI St. Part		CR	121															
S/D		CR	121															
LIC		CR	121															
St. C.		CR	121															
Cl. & Dr. & In.																		
ALTERNATE ALL TAN AIRCRAFT																		
Close Bay AFB		CR	096															

MISSION FLIGHT PLAN		P.O. AND NICKNAME		UNIT	TYPE CFT	BASE	CELL CALL SIGN	REMARKS						
		SKY SHIELD (GOLD)		42 BCR.860	B-3			COMMON ROUTE						
ACFT BASIC	POUNDS			EDOPS				MINWAY						
CREW				AMMO				PRESSURE ALT						
OIL				WATER AVG	40,000			WEIGHT						
ATD				STATIC	420,000	NR FULL ATD REQUIRED		AIR TEMP						
RACH				START REMAINS AND TAT FUEL ALLOWANCE	5,000	NR EMPTY ATD REQUIRED		CRITICAL FIELD LENGTH						
EXT TANKS								CRITICAL AIR TEMP						
INTELLANKOUS								TAKE-OFF DISTANCE/TAKE-OFF SPEED						
CHAFF								CRITICAL WIND COMPONENT						
OPERATING	160,000	TOTAL FUEL	250,000	TAKE-OFF SPEED	415,000	ATO FIRING SPEED		1ST LEG						
								2ND LEG						
								3RD LEG						
PRE-FLIGHT PLAN														
FROM	FLY COND	V. C.	WIND D/V	T. H.	VAR	M. H.	TEMP	IAS	T. A. S.	G. S.	GRD DIS	TIME	AIR DIS	FUEL FLIGHT PLAN
ROUTE			DRIFT				ALT	MACH			ACC	ACC	ACC	ETA
											END DIS	TIME	ACC AIR DIS	FUEL REMAINS
STTO	ACC										10	1:01	10	10000
											10	1:01	10	10000
											100	1:17	100	10000
Erasmus Isle Dept	CL								400		110	1:20	130	10000
Level Off											20	1:04	20	10000
46-140N 172-30W	CL			122			35/36.5		400		139	1:24	139	17500
St Cl											442	1:56	429	17500
40-145 172-34W	CR	065			25		37/38.5	.77	445	450	581	1:20	588	17500
TWP St Cl											483	1:01	482	17500
41-100N 172-30W	CL	165			10		38.5/41	.77	445	460	1044	2:21	1020	17500
TWP											524	1:14	488	17500
41-50N 172-30W	CR	193			25		39.5/41	.77	445	460	1678	1:14	1568	17500
Far Point											340	1:04	326	17500
40-12N 172-17W	CR	230			25		39.5/41	.77	445	460	1648	1:12	1504	17500
*** END COMMON ROUTE ***														

SAC (001) 10 00 2100 APP III. W/EX A. 40 BCR.860 (GOLD - COMMON) (Page 7 of 11) Form 7-64 (Rev. 1-64)

MISSION FLIGHT PLAN CONTINUATION SHEET

FROM	TO	FLY COND	T.C.	WIND DIR	WIND V	T.H.	VAR	M.N.	TEMP	IAS	MACH	T. A. S.	G. S.	END DIS	TIME	AIR DIS	ETA	FUEL FLIGHT PLAN	
																		WIND DIR	WIND V
ROUTE																			
INCL St 30W	05	05			42				14.5H	077	045	040		114	1:25	100			
L/D														216	4:36	200			
St Cl	CR	055			43				2H	040	040			220	4:54	210			
St Cl	CL	055			42				2540'	040	040			220	5:03	200			
St Cl	CL	055			42				2540'	040	040			220	5:27	190			
L/D														220	5:29	200			
St Cl	CR	055			42				4H	040	040			220	5:32	200			
St Cl	CR	055			42				4H	040	040			220	5:32	200			
L/D														220	5:32	200			
St Cl	CR	055			42				4H	040	040			220	5:32	200			
L/D														220	5:32	200			
St Cl	CR	055			42				4H	040	040			220	5:32	200			
L/D														220	5:32	200			
T/F Recovery	CR	057			43				4H	040	040			220	5:32	200			
T/F Stair	CR	057			42				4H	040	040			220	5:32	200			
L/D														220	5:32	200			
Landing AFB	CR	052			42				4H	040	040			220	5:55	410		5000	21000
															1:5			7000	2300
Da & Lt															10:10			4300	20100

MISSION FLIGHT PLAN													CONTINUATION SHEET					
FROM	FLY POINT	FLY COND	T.C.	WIND D/V	T.H.	VAR	M.H.	TEMP	IAS	T. A. S.	G. S.	GRD DIS	TIME	AIR DIS	ETA	FUEL FLIGHT PLAN		
ROUTE													ACC	ACC	ACC		PRED FUEL	GROSS WT
													GRD DIS	TIME	AIR DIS		REMAINING	
													GRD DIS	TIME	AIR DIS			
HR01 St BCR		DS	102					10	40K	177	445	408	100	1:00	100			
48.00N 07.12W												2100	4:43	2075				
I/C												100	1:00	100				
48.00N 07.12W		CR	096						40K	177	445	408	100	1:00	100			
I/C												100	1:00	100				
48.00N 07.12W		CL	095						40K	177	445	408	100	1:00	100			
St C1												100	1:00	100				
48.00N 07.12W		CL	095						40K	177	445	408	100	1:00	100			
I/C												100	1:00	100				
48.00N 07.12W		CR	095						40K	177	445	408	100	1:00	100			
St C2												100	1:00	100				
48.00N 07.12W		CL	095						40K	177	445	408	100	1:00	100			
I/C												100	1:00	100				
48.00N 07.12W		CR	097						40K	177	445	408	100	1:00	100			
T/F Recovery												100	1:00	100				
48.00N 07.12W		CR	097						40K	177	445	408	100	1:00	100			
T/F Stop BCR												100	1:00	100				
48.00N 07.12W		CR	112						40K	177	445	408	100	1:00	100			
Landing AFB		CR	092						40K	177	445	408	100	1:00	100		5000	21000
De & Lt													10:00				7000	1000
																	4800	20400

HEADQUARTERS 42D BOMBARDMENT WING
Loring Air Force Base, Maine
10 August 1960

APPENDIX IV

ANNEX "A"

TO

OPERATIONS ORDER 11-61

EXECUTION AND REPORTING INSTRUCTIONS

APPENDIX IV
ANNEX A
42BOMBWG OPORD 11-61
10 August 1960
03225

~~SECRET~~

HEADQUARTERS 42D BOMBARDMENT WING
Loring Air Force Base, Maine
10 August 1960

APPENDIX IV

ANNEX "A"

42BOMBWG OPRD 11-61

EXECUTION AND REPORTING INSTRUCTIONS

1. EXECUTION: (U)

- a. SAC will execute and direct this mission. (U)
- b. No changes are to be made after submission of SAC Form 121 to CINSAC. (U)
- c. Commanders at all levels will closely monitor all aspects of this exercise and make recommendations for changes to the next higher command level to insure safe and efficient conduct of the mission. (U)
- d. Where flying safety is involved and time and communications do not permit referring recommendations to CINSAC for decision, commanders at all levels will take emergency action, as necessary, in the interest of flying safety and advise CINSAC, through channels, of any actions taken in this regard as soon as possible. (U)
- e. The strike execution for "SKY SHIELD" will be INDEX 2315. SACM 55-2A modified as follows applies:
 - (1) Part III of the execution will be the H-Hour Control Time. Aircraft will take off as required to make good the "H" Hours Control Time as specified on the mission data control sheet.
- f. The execution message will be transmitted prior to the first aircraft takeoff time in order to permit aircraft to make good the HHCL penetration time.

APPENDIX IV
ANNEX A
42BOMBWG OPRD 11-61
10 August 1960

~~SECRET~~

~~SECRET~~

2. RECALL: (U)

[REDACTED]
[REDACTED]
[REDACTED] (b)(1)
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED] (b)(1)
[REDACTED]
[REDACTED]
[REDACTED] (b)(1)

5. REPORTS:

- a. Combat reporting will be in accordance with paragraph 6b (3) and (5) of SACM 55-8 and the following instructions: (U)
 - (1) Bombers will be reported on B-8 reports. (U)
 - (2) B-9 Reports will be required. (U)
 - (3) Distribution B. B-27 reports will be required. (U)
 - (4) B-11 Reports will not be submitted until passing the Recovery Point or 1100Zulu (whichever is sooner). (U)
 - (5) No SACM 55-8 series combat reports will be addressed to CINCPAC.
- (a) 1-SAC-VI reporting in accordance with Annex I, SACR 55-10 is not required for "SKY SHIELD". (U)

APPENDIX IV
ANNEX A
42 BQMG OPORD 11-61
10 AUGUST 1960

~~SECRET~~

HEADQUARTERS 42D BOMBARDMENT WING
Loring Air Force Base, Maine
10 August 1960

TAB 1

APPENDIX IV

ANNEX "A"

TO

OPERATIONS ORDER 11-61

MISSION CONTROL DATA SHEET (TAN GRILL)

TAB 1
APPENDIX IV
ANNEX A
42BOMBWG OPORD 11-61
10 August 1960
1225

MISSION CONTROL DATA SHEET	UNIT	AGTYPE	CALL	REF. DESIG	REF	A/W AREA	EMER.	THE. SUP. UNIT	1st THE. SERVICE NO.	F.S.A.	ETA	ETA POINT	Date: 1 of 2
	(1)	(5)	(8)	(11)	(15)	(19)	(22)	(26)	(30)	(56)	(60)	(64)	
	0042	0001	TAF	0112	2104	N/A	N/A	N/A	N/A	0112	0842	0	
	0042	0002	TAF	0112	2107	N/A	N/A	N/A	N/A	0112	0859	0	
	0042	0001	TAF	0112	2108	N/A	N/A	N/A	N/A	0112	0905	0	
	0042	0004	TAF	0112	2109	N/A	N/A	N/A	N/A	0112	0920	0	
	0042	0005	0000	0112	0312	N/A	N/A	N/A	N/A	0112	1124	0	
	0042	0006	0000	0112	0312	N/A	N/A	N/A	N/A	0112	1127	0	
	0042	0007	0000	0112	0311	N/A	N/A	N/A	N/A	0112	1128	0	
	0042	0008	0000	0112	0314	N/A	N/A	N/A	N/A	0112	1129	0	

48 170 200 11 000

HEADQUARTERS 42D BOMBARDMENT WING
Loring Air Force Base, Maine
10 August 1960

TAB 2

APPENDIX IV

ANNEX "A"

TO

OPERATIONS ORDER 11-61

MISSION CONTROL DATA SHEET (GOLD CELL)

TAB 2
APPENDIX IV
ANNEX A
42BOMBW OPORD 11-61
10 August 1960
03225

MISSION CONTROL DATA SHEET	UNIT	SORTIE	CALL	OP. NAME	STD	A/R AREA	INDEX	TOT. SPT	1st TD	2nd TD	F.S.S.	FL	AN	PTCH	Dist. of Item
	(1)	(5)	(8)	(11)	(15)	(19)	(22)	(26)	(30)	(56)	(60)	(64)			
	001	TAN	ELIE	2106	N/A	N/A	N/A	N/A	N/A	N/A	001	001			
	002	TAN	ELIE	2107	N/A	N/A	N/A	N/A	N/A	N/A	002	002			
	003	TAN	ELIE	2108	N/A	N/A	N/A	N/A	N/A	N/A	003	003			
	004	TAN	ELIE	2109	N/A	N/A	N/A	N/A	N/A	N/A	004	004			
	005	QAD	ELIE	2110	N/A	N/A	N/A	N/A	N/A	N/A	005	005			
	006	QAD	ELIE	2111	N/A	N/A	N/A	N/A	N/A	N/A	006	006			
	007	QAD	ELIE	2112	N/A	N/A	N/A	N/A	N/A	N/A	007	007			
	008	QAD	ELIE	2113	N/A	N/A	N/A	N/A	N/A	N/A	008	008			

AC 119, 210, 11-60

HEADQUARTERS 42D BOMBARDMENT WING
Loring Air Force Base, Maine
10 August 1960

TAB 1

APPENDIX IV

ANNEX "A"

TO

OPERATIONS ORDER 11-61

RAM CREATION SHEET

TAB 3
APPENDIX IV
ANNEX A
42BOMBWG OPORD 11-61
10 August 1960
C. 25

HEADQUARTERS 42D BOMBARDMENT WING
Loring Air Force Base, Maine
10 August 1960

APPENDIX Y

ANNEX "A"

TO

OPERATIONS ORDER 11-61

PERFORMANCE PLANNING FACTORS

APPENDIX Y
ANNEX A
42BOMBWG OPOHD 11-61
10 August 1960
03225

HEADQUARTERS 42D BOMBARDMENT WING
Loring Air Force Base, Maine
10 August 1960

APPENDIX V

ANNEX "A"

42BOMBWG OPRD 11-61

PERFORMANCE PLANNING FACTORS

1. B-52G: (U)

a. Weight Limitations: (Handbook C.G. limits will be observed). (U)

(1) Maximum Static: (U)

(a) With Wing Tanks:

B-52G 453,000 pounds. (U)

(2) Maximum Inflight: (U)

(a) With Wing Tanks:

B-52G 450,000 pounds. (U)

b. Takeoff Computations: (U)

(1) Minimum runway required will not exceed 100% of runway length minus 200 feet for aircraft lineup. (If required to accomplish the mission MRR will be 100% of the runway, minus 200 feet for aircraft lineup). (U)

(2) Corrections will be made when necessary for external drag limits, runway gradient and/or obstacles in climb-out flight path. (U)

(3) If scheduled takeoff time is prior to 1900 local standard time, temperature and pressure altitude at takeoff will be derived from 90% table.....Loring AFB temperature 72° pressure altitude 800 feet.

APPENDIX V

ANNEX A

42BOMBWG OPRD 11-61

10 August 1960

When takeoff is scheduled after 1900 local standard time temperature and pressure altitude used for takeoff computations will be as listed in SACM 55-7A, April 1960. (U)

- c. Fuel reserve in accordance with SACM 55-12. (U)
- d. Performance planning factors will be in accordance with SACM 55-7A unless otherwise stated above. (U)

APPENDIX V
ANNEX A
B2BOMG OPORD 11-61
10 August 1960

2

HEADQUARTERS 42D BOMBARDMENT WING
LORING AIR FORCE BASE, MAINE
10 August 1960

TAB 1
APPENDIX V
ANNEX A
OPERATIONS ORDER 11-61
RECAPS

TAB 1
APP V, ANNEX A
42BW OPORD 11-61
10 Aug 60

HEADQUARTERS 42D BOMBARDMENT WING
LORING AIR FORCE BASE, MAINE
10 August 1960

CAN 1

APPENDIX V

ANNEX "A"

42BW OPRD 11-61

RECAPS:

1. Performance Data RECAP: (U)

a. The following is the RECAP sheet for B-52G Aircraft (TAI CELI): (U)

- (1) Base - Loring AFB
- (2) Unit - 42nd Bomb Wing
- (3) Sortie - #1, #2, #3, #4
- (4) Hwys - 12, 100'-200' = 11,900'
- (5) Overrun/Dir - 1000'/010° & 1000'/190
- (6) Hgt - +800'
- (7) Temp - +79°F
- (8) Dew Pt - N/A
- (9) SHP - N/A
- (10) Acft Type - B-52G
- (11) Basic Wt (Hwt Acft) - 157,900#
- (12) MWR - 7700'
- (13) Brake Rel Wt - 435,000#
- (14) T/O Roll - 6800'
- (15) T/O Speed - 152 Kts
- (16) Wing Flaps - Full Flaps
- (17) % MAC T/O (Trim) - .500
- (18) Obstacles - none

TAB 1
APP V, ANNEX A
42BW OPRD 11-61
10 Aug 60

- (19) Fuel Load - a. JP-4 27,000#
 - b. N/A
 - c. N/A
- (20) CRIT. Air Temp (Dry) - 70°F

b. The following is the RECAP sheet for B-52 aircraft (Gold Cell): (U)

- (1) Base - Loring AFB
- (2) Unit - 42nd Bomb Wing
- (3) Sortie - #5, #6, #7, #8
- (4) Hwyt - 12,100 Ft. minus 200 Ft. = 11,900 Ft.
- (5) Overrun/Dir - 1000'/010° & 1000'/190°
- (6) L/P - +800'
- (7) Temp - +79°
- (8) Dev Pt - N/A
- (9) BHP - N/A
- (10) Acft Type - B-52G
- (11) Basic Wt - 157,940 Lbs
- (12) MRR - 6700'
- (13) Brake Rel Wt - 415,000# BS
- (14) T/O Roll - 6100'
- (15) T/O Speed - 149 Kts
- (16) Wing Flaps - Full Flaps
- (17) % MAC T/O (Trim) - .130
- (18) Obst len - None
- (19) Fuel Load - a. JP-4 250,000 lbs
 - b. N/A
 - c. N/A
- (20) Crit Air Temp (Dry) - 85°

HEADQUARTERS 42ND COMBATTING WING
LEWIS AIR FORCE BASE, MAINE
10 August 1960

APPENDIX VI

TO

ANNEX A

OPERATIONS ORDER 11-61

ECM

APPENDIX VI
ANNEX A
42BOMBWG OPRD 11-61
10 August 1960
03225

~~SECRET~~

HEADQUARTERS AND COMBATTMENT WING
10th Air Force Base, Maine
10 August 1961

APPENDIX VI

ANNEX A

42BW OPORD 11-61

ECM-

1. General:

a. Electronic Warfare Operations will be directed toward countering Band EW, "L" and "S" Band EW, ECI, Height Finders, "X" Band AI Radars, "S" and "X" Band NIKE Sites and VHF/UHF communications.

b. The primary ECM jamming effort will be directed against ADG defenses. This includes the effort of the Support Force.

2. ECM Control:

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

(1) Strike and support aircraft will start ECM and chaff at designated points outlined in paragraph 3 of this Appendix. (U)

(2) Communication security will be maintained throughout the penetration corridor except for emergencies. All aircraft will monitor 243.0 MCS (emergency frequency) throughout the penetration corridor.

(3) Stop Buzzer/Stop Stream request as specified in AFR 55-44 will be complied with only when the code word "BELL TONE" is used (to be used only in emergency situation).

(4) Subsequent to a receipt of code "BELL TONE" to cease ECM activity, aircraft may reactivate ECM activity upon receipt of the code word "HAPPY CHANGES" which will signify that the emergency situation no longer exists. (S)

b. ECM Clearances: (U)

(1) Headquarters IAF will provide all ECM clearances. (U)

APP VI, ANNEX A
42BW OPORD 11-61
10 Aug 61

~~SECRET~~

~~SECRET~~

c. Form 101 Intercepts of ECM signals are required for this exercise. (U)

ECM Start Lines:

a. H-QL's are best detected in the 100-110 MHz band.

(b)(1)

b. ECM starting lines (High Level Series) are designated as follows: (U)

(b)(1)

(b)(1)

c. ECM Stop Lines are designated as follows: (U)

(b)(1)

(b)(1)

d. Airborne Operator Procedures:

(1) SAC Technical Doctrine procedures apply. (U)

(b)(1)

... If more significant than the ... the operator of
aircraft are being operated ... the spot or selectively ...

~~SECRET~~

~~SECRET~~

any width of spectrum, power, or frequency to jam all signals
within the DEW Line. Frequency coverage shall be sweep width
allowing the possibility of jamming the entire spectrum.

(a) Primary jamming of DEW Line shall be limited to
frequencies designated as follows:

(a) VHF Guard Channel (118.5 to 120.7) will not be jammed.

(b) IHF Guard Channel (230-235 MCS) and DCF (294-299 MCS) will
not be jammed. Complete and other than restrictions authorized.

(c) CA-112E: Sweep, selective sweep, spot jam EW/GCI radars.
Authorized frequencies 1115-1125 MCS.

(d) CA-119C: Sweep, selective sweep, spot jam EW/GCI/HP Radars
(Primary) NIKK acquisition radars (secondary). Authorized frequencies (2700-
3600 MCS).

(e) CA-112E: Sweep and/or spot jam AI Radars (primary), spot
jam IIR tracking radars (secondary). Authorized frequency 2500-4600 MCS
except restrictions of St. Lawrence Seaway.

(f) Electronic Jamming Instructions:

NOTE: Communications Jammers IAW Int 3 to this Appendix. (U)

1 B-52 ECM equipment procedures will be IAW SACTD. EM
operators will be briefed on SACTD procedures prior to the mission. (U)

2 B-52 aircraft scheduled for DEW Line penetrations will
jam the DEW Line "L" Band Radars and drop one (1) bundle of RR-94 chaff
(Random Rate) per minute while outside the DEW Line.

3 No jamming of X-Band frequencies of 100 to 1000 MCS
within 200 NM of the St. Lawrence Seaway.

APP VI, APPENDIX A
22 APR 1970 11-01
10 Aug 60

~~SECRET~~

~~SECRET~~

(b)(1)

(g) Staff Disposition of Information

(b)(1)

(b)(1)

(b)(1)

(b)(1)

2. Secondary COM transmitters of B-52 aircraft, participating as strike aircraft, will be used to simulate training (tactics) or deception or ADC fighter tactical frequencies. Personnel should be present in the system prior to mission. (U)

(b)(1)

~~SECRET~~

~~SECRET~~

(b)(1)

(b)(1)

(b)(1)

b. B-52 Aircraft G Medals (U)

(b)(1)

(b)(1)

5. Chaff for Support Aircraft: (U)

(b)(1)

6. Summary: Amend item 5. to be "and from this exercise." (U)

APR 61, ANNEX A
JCSM (PCRD) 11-1
10 Aug 60

~~SECRET~~

7. Training Credit - Individuals who participate in this exercise with a "Big Bear" engine, etc.

8. Operations Analysis - The following information will be used to determine the results of the operations analysis. The data to be collected for analysis purposes.

HEADQUARTERS 42D BOMBARDMENT WING
LORING AIR FORCE BASE, MAINE
10 AUGUST 1960

TAB 1

APPENDIX VI

ANNEX "A"

OPORD 11-61

VHF/UHF TRANSMITTER SETTING AND FREQUENCIES

TAB 1
APPENDIX VI
ANNEX "A"
42 BOMB OPORD 11-61
10 AUGUST 1960

~~SECRET~~

HEADQUARTERS 42D BOMBARDMENT WING
LORING AIR FORCE BASE, MAINE
10 AUGUST 1960

TAB 1

APPENDIX VI

ANNEX "A"

42 BOMWG OPOFD 11-61

1. UHF JAMMING (CHATTER) OR DECEPTION: Units will select the most suitable setting depending on aircraft penetration of Canada and U. S. (U)

a. UHF #2 Radio Tx Channelization/B-52 aircraft only. Units will preset these channels prior to takeoff on mission. Frequencies will be programmed between the cell aircraft using not less than 10 channels per aircraft. Jamming on UHF Radio Tx will be conducted as outlined in this Oporf. ~~████~~

FREQUENCIES:

* 298.5	*316.0	357.5
* 298.7	*316.2	367.2
* 298.9	*316.3	371.0
* 299.0	*316.8	374.0
* 299.2	355.1	375.1
* 315.8	357.3	376.2
		377.0

*Most likely controller/intercept frequencies. ~~████~~

TAB 1
APPENDIX VI
ANNEX "A"
42 BOMWG OPOFD 11-61
10 AUGUST 1960

~~SECRET~~

~~SECRET~~

2. NORAD TACTICAL FREQUENCIES:

<u>FREQUENCY</u>	<u>REGION</u>
	<u>UHF COMMONS</u>
	298.9 316.0
	298.7 316.2
	298.5 364.2
	316.5 351.0

3. 26TH AND 32ND REGIONS:

251.0	390.2
283.6	265.4
356.0	394.2
256.6	271.0
349.2	302.3
238.5	348.2
298.5	229.2
369.0	282.2
325.5	336.7
306.2	299.2
228.8	351.7
278.6	233.5
321.4	342.1
229.0	395.2
287.4	312.0
322.2	346.4
293.3	306.4
350.4	387.0

TAB 1
APPENDIX VI
ANNEX "A"
42 BOMBING OPORD 11-61
10 AUGUST 1960

~~SECRET~~

~~SECRET~~

(b)(1)

This correspondence is classified SECRET as it reveals tactical frequencies and SAC ECM procedures.

TAB 1
APPENDIX VI
ANNEX "A"
42 COMNAV OPOG 11-61
10 AUGUST 1960

~~SECRET~~

HEADQUARTERS AND BOMBARDMENT WING
Loring Air Force Base, Maine
10 August 1960

TAB 2

APPENDIX VI

ANNEX "A"

IX

OPERATIONS ORDER 11-61

SAC FORM 22

TAB 2
APPENDIX VI
ANNEX A
42BOMWG OFORD 11-61
10 August 1960
09225

SECRET

ECM RECAPITULATION SHEET

NO.	DESCRIPTION	DATE	TIME	STATUS	REMARKS
1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25
26
27
28
29
30
31
32
33
34
35
36
37
38
39
40
41
42
43
44
45
46
47
48
49
50
51
52
53
54
55
56
57
58
59
60
61
62
63
64
65
66
67
68
69
70
71
72
73
74
75
76
77
78
79
80
81
82
83
84
85
86
87
88
89
90
91
92
93
94
95
96
97
98
99
100

SECRET

SECRET

HEADQUARTERS AND COMBATTING WING
LORDS AIR FORCE BASE, MAINE
10 August 1960

APPENDIX VII

TO

ANNEX A

TO

OPERATIONS ORDER 11-61

RECAPITULATION SHEET

APP VII, ANNEX A
LORDS AFB MAINE
10 August 1960
01225

HEADQUARTERS 42D BOMBARDMENT WING
LORING AIR FORCE BASE, MAINE
10 August 1960

TAB 1
APPENDIX VII
ANNEX A
OPERATIONS ORDER 11-61
SAC FORM 272

TAB 1
APP VII, ANNEX A
OPORD 11-61
10 Aug 60
03225

HEADQUARTERS 42D BOMBARDMENT WING
LORING AIR FORCE BASE, MAINE
10 August 1960

TAB 2

APPENDIX VII

ANNEX A

OPERATIONS ORDER 11-61

SAC FORM 275A

TAB 2
APP VII, ANNEX A
42BW OPOED 11-61
10 Aug 60
03225

HEADQUARTERS 42D BOMBARDMENT WING
LORING AIR FORCE BASE, MAINE
18 Aug. 60

TAB 3
APPENDIX VII
ANNEX A
OPERATIONS ORDER 11-61
SAC FORM 275B

TAB 3
APP VII, ANNEX A
42BW OPORD 11-61
18 Aug 60
03225

RECAPITULATION SHEET BOMBARDIER - ECONOMY GANANCE - PART III

LINE NO.	ELECTRIC CHARACTERISTICS						MECHANICAL CHARACTERISTICS						THERMAL CHARACTERISTICS				REMARKS	
	TYPE	START	STOP	START	STOP	START	STOP	TYPE	START	STOP	START	STOP	TYPE	START	STOP	START		STOP
1	N/A							N/A										
2	N/A							N/A										
3	N/A							N/A										
4	N/A							N/A										
5	N/A							N/A										
6	N/A							N/A										
7	N/A							N/A										
8	N/A							N/A										
9	N/A							N/A										
10	N/A							N/A										
11	N/A							N/A										
12	N/A							N/A										
13	N/A							N/A										
14	N/A							N/A										
15	N/A							N/A										
16	N/A							N/A										
17	N/A							N/A										
18	N/A							N/A										
19	N/A							N/A										
20	N/A							N/A										

APP VII, No. 1, AIRCRAFT OPER 11-62
 TABLE 10

HEADQUARTERS AND EQUIPMENT WING
Loring Air Force Base, Maine
10 August 1960

APPENDIX VIII

ANNEX "A"

TO

OPERATIONS ORDER 11-61

FORMS 121'S

APPENDIX VIII
ANNEX A
42BOMWG OPRD 11-61
10 August 1960
3225

0748Z): ST DESC 52-31N 77-25W (0722Z); LVL OFF 0044 AND START LOW LEVEL 51-50N
76-05W (0748Z); STOP LOW LEVEL 47-20N 78-30W (0748Z); PRESQUE ISLE VOR (0948Z).
FL ACFT - ST CL TO 400; LVL OFF 57-24N 90-30W (0748Z); 54-00N 110-00W (0748Z)
54-00N 105-00W (0748Z); 54-00N 102-00W (0748Z); 56-00N 07-00W (0748Z); 56-00N
07-25W (0748Z); 57-24N 90-30W (0748Z); TIMING TRIANGLE BOUNDED BY 57-24N 90-30W,
54-00N 88-00W, 55-30N 84-30W; STOP CHAFF DROP AND END RADIO SILENCE
51-50N 76-05W (0748Z); ST DESC 52-31N 77-25W (0748Z); LVL OFF 0044 AND START LOW LEVEL
51-50N 76-05W (0748Z); STOP ECR AND STOP LOW LEVEL 47-20N 78-30W (0748Z)
PRESQUE ISLE VOR (0948Z).

FL ACFT - ST CL TO 300; LVL OFF 57-24N 90-30W (0748Z); 54-00N 110-00W (0748Z)
54-00N 105-00W (0748Z); 54-00N 102-00W (0748Z); 56-00N 07-00W (0748Z); 56-00N
07-25W (0748Z); 57-24N 90-30W (0748Z); TIMING TRIANGLE BOUNDED BY 57-24N 90-30W,
54-00N 88-00W, 55-30N 84-30W; STOP CHAFF DROP START ECR AND END RADIO SILENCE
51-50N 76-05W (0748Z); ST DESC 52-31N 77-25W (0748Z); LVL OFF 0044 AND START LOW
LEVEL 51-50N 76-05W (0748Z); STOP ECR AND STOP LOW LEVEL 47-20N 78-30W (0748Z).
PRESQUE ISLE VOR (0948Z).

FL ACFT - ST CL TO 400; LVL OFF 57-24N 90-30W (0748Z); 54-00N 112-00W (0748Z)
54-00N 107-00W (0748Z); 54-00N 104-00W (0748Z); 56-53N 07-00W (0748Z); 56-53N
07-25W (0748Z); 57-24N 90-30W (0748Z); TIMING TRIANGLE BOUNDED BY 57-24N 90-30W,
54-00N 88-00W, 55-30N 84-30W; STOP CHAFF DROP, START ECR AND END RADIO SILENCE
51-50N 76-05W (0748Z); ST DESC 52-31N 77-25W (0748Z); LVL OFF 0044 AND START
LOW LEVEL 51-50N 76-05W (0748Z); STOP ECR AND STOP LOW LEVEL 47-20N 78-30W
(0748Z); PRESQUE ISLE VOR (0948Z).

ALL AIRCRAFT WILL CONTACT LORING APPROACH CONTROL FOR LANDING INSTRUCTIONS.

STANDARD FORMAT FOR ALTITUDE RESERVATION FLIGHT PLAN

NAME AND CATEGORY NUMBER OF MISSION		
SKY SHIELD / 5		
A. UHF TACTICAL CALL SIGN	B. AIRCRAFT TYPE AND NUMBER	C. DEPARTURE POINT
CURE	B-52G / 4	KLIZ LORING AFB
D. ALTITUDES, ROUTES AND CONTROL TIMES (List altitudes for alternate route if Category I procedures authorized.) (If additional space required, continue on reverse side and identify as "D" continued.)		
COMMON ROUTE ALL AIRCRAFT. PQI VOR DEPT. DEPT LORING; ON 010° MH (0134Z) RIGHT TURN TO 100° MH 150; LEFT TURN CLB INED TO PQI VOR 200 AND ABOVE; LVLOF 390-370 AND ENTER CANADA 46-40N 67-39W (0151Z); DEPT CANADA 4750N 6426W (0217Z); STCL 50-10N 57-43W (0251Z); LVLOF 370-390 50-20N 57-30W (0253Z); STCL AND RADIO SILENCE 53-00N 46-00W (0352Z); LVLOF 395-410 53-00N 45-40W (0354Z); 4350N 4730W (0506Z); END COMMON ROUTE ALL AIRCRAFT 40-12N 53-17W (0550Z).		
#5 ACFT - 395; START ECM AND START DESCENT 42-40N 55-36W (0615Z); LVLOF 020 AND START LOW LEVEL 43-08N 56-57W (0625Z); STCL BANGOR VOR 112/70 (0759Z); LVLOF 160 BANGOR VOR 108/48 (0803Z); STCL 45-23N 81-38W (0926Z); LVLOF 410 45-20N 82-30W (0934Z); STOP ECM AND END RADIO SILENCE GREEN BAY VOR 077/116 (0949Z); GREEN BAY VOR 057/113 (0952Z); ENTER CANADA 46-08N 84-00W (1005Z); DEPT CANADA 47-00N 69-41W (1117Z); LORING VOR (1127Z).		
#6 ACFT - 400; START ECM AND ST DESC 42-30N 55-45W (0615Z); LVLOF 030 AND START LOW LEVEL 42-49N 57-06W (0625Z); STCL 44-31N 67-16W (0759Z); LVLOF 150 44-33N 67-47W		
E. DESTINATION		
LORING AFB		
F. EVD DATE/TIME (Indicate number aircraft in each wave, call or block and spacing between individual aircraft.)		
FIRST AIRCRAFT GOLD CELL #5 DEPT KLIZ 10/0131Z WITH ONE MINUTE SEPARATION. LAST CELL ACFT #8 DEPT 10/0134Z.		
HHCL 10/0615Z		
G. VFR - REQUEST		
445 (HIGH) 290 KIAS (LOW)		
H. EYE (Indicate for primary and alternate routes, if applicable.)		
C + 55		
REMARKS (Include MANRA, no RF reporting, alternate alt reducing wave/route - if other than Category I, include identify receivers to be received. Include, also, Project Officer's name, grade, duty phone and home phone.) (If additional space is required continue on reverse.)		
AREA ALL SKY SHIELD AIRCRAFT LIGHTER INTERCEPT AUTHORIZED 42BW - PROJ OFF - MAJ ANDREW F. PERRY - EXT 5243/Drop 7 CAPT DAN HUTCHINZ - EXT 5243/Drop 7 HOME 8-6674		

(0002Z) STCL 41-00N 67-35W (0002Z) LVLOF 400 41-00N 67-35W (0002Z) STOP ECM
AND END RADIO SILENCE GREEN BAY VOR 006-162 (0002Z); GREEN BAY VOR 006-162 (0002Z);
ENTER CANADA 40-00N 67-35W (0002Z); DEPT CANADA 40-00N 67-35W (0002Z); LORING
VOR 006-162 (0002Z).

41 ACFT - 010; START ECM AND START DESCENT 41-00N 67-35W (0002Z); LVLOF 400 AND START LOW
LEVEL 42-11N 67-35W (0002Z); STCL 42-11N 67-35W (0002Z); LVLOF 400 42-11N
67-35W (0002Z); STCL 42-11N 67-35W (0002Z); LVLOF 400 42-11N 67-35W (0002Z);
STOP ECM AND END RADIO SILENCE GREEN BAY VOR 006-162 (0002Z); GREEN BAY
VOR 006-162 (0002Z); ENTER CANADA 42-11N 67-35W (0002Z); DEPT CANADA 42-11N
67-35W (0002Z); LORING VOR (0002Z).

42 ACFT - 010; START ECM AND START DESCENT 41-00N 67-35W (0615Z); LVLOF 400 AND
START LOW LEVEL 42-11N 67-35W (0625Z); STCL 42-11N 67-35W (0750Z); LVLOF 400
42-11N 67-35W (0803Z); STCL 42-11N 67-35W (0806Z); LVLOF 400 42-11N 67-35W
(0806Z); STOP ECM AND END RADIO SILENCE GREEN BAY VOR 006-162 (0806Z); GREEN BAY
VOR 006-162 (0806Z); ENTER CANADA 42-11N 67-35W (1006Z); DEPT CANADA 42-11N
67-35W (1006Z); LORING VOR (1006Z).

ALL AIRCRAFT WILL CONTACT LORING APPROACH CONTROL FOR JET PENETRATION AND LANDING.

400 BOMB WING
 ICRING AFB MAINE

NAVY SUBSIDIES

SEC. REPARED AND RECONSTRUCTION BILL

AREA	COORDINATES IA	COORDINATES IIC	TYPE IA	TYPE IIC	ALTITUDE
SHIP BELL	44-10N 61-00W	44-10N 61-00W	1000Z	1000Z	
FLIGHT					
07'DBY	44-10N 61-00W	44-10N 61-00W	1000Z	1000Z	
DANGER	44-10N 61-00W	44-10N 61-00W	1000Z	1000Z	1000 FT
DANGER	44-10N 61-00W	44-10N 61-00W	1000Z	1000Z	1000 FT
DANGER	44-10N 61-00W	44-10N 61-00W	1000Z	1000Z	1000 FT
CLASD	44-10N 61-00W	44-10N 61-00W	1000Z	1000Z	1000 FT
BLASD	44-10N 61-00W	44-10N 61-00W	1000Z	1000Z	1000 FT
FLIGHT					
BLASD	44-10N 61-00W	44-10N 61-00W	1000Z	1000Z	1000 FT
BLASD	44-10N 61-00W	44-10N 61-00W	1000Z	1000Z	1000 FT
BLASD	44-10N 61-00W	44-10N 61-00W	1000Z	1000Z	1000 FT
FLIGHT					
BLASD	44-10N 61-00W	44-10N 61-00W	1000Z	1000Z	1000 FT
BLASD	44-10N 61-00W	44-10N 61-00W	1000Z	1000Z	1000 FT
BLASD	44-10N 61-00W	44-10N 61-00W	1000Z	1000Z	1000 FT
DANGER	44-10N 61-00W	44-10N 61-00W	1000Z	1000Z	1000 FT
BLASD	44-10N 61-00W	44-10N 61-00W	1000Z	1000Z	1000 FT
BLASD	44-10N 61-00W	44-10N 61-00W	1000Z	1000Z	1000 FT
FLIGHT					
BLASD	44-10N 61-00W	44-10N 61-00W	1000Z	1000Z	1000 FT
BLASD	44-10N 61-00W	44-10N 61-00W	1000Z	1000Z	1000 FT
BLASD	44-10N 61-00W	44-10N 61-00W	1000Z	1000Z	1000 FT
BLASD	44-10N 61-00W	44-10N 61-00W	1000Z	1000Z	1000 FT

HEADQUARTERS AND BOMBARDMENT WING
Loring Air Force Base, Maine
17 August 1960

ANNEX "B"
TO
OPERATIONS ORDER 11-61
COMMUNICATIONS

ANNEX "B"
42 BOMWG OPRD 11-61
10 August 1960
03225

~~SECRET~~

HEADQUARTERS, 428 BOMBARDMENT WING
Loring Air Force Base, Maine
10 August 1961

ANNEX "E"

OPERATIONAL PROCEDURES

OPERATIONAL

1. TADAPS, ACPD, USAF IERS, Applicable Radio Facility Charts, Supplementary Flight Information Documents, SACM 11-1, SACM 100-24, Annex 1, SACM 100-24 and other pertinent directives and procedures apply except as modified herein. (U)

2. EMERGENCY PROCEDURES: IAW ACP 131 and 132. (U)

3. AIR/GROUND CODES: All aircraft will carry current and future editions of KAC-72 and KAA-71. (U)

4. HELD: Communications out-of-base. [REDACTED]

5. IFF/SIF PROCEDURES:

a. Strategic aircraft will operate normal peacetime IFF/SIF IAW WEADY/ONAD Supplement #1 to ACP 132 until reaching HELD outbound. At this point IFF/SIF equipment will be placed in standby position until reaching the designated recovery point. Normal IFF/SIF operation will be resumed at the recovery point, except MODE 1 setting will be Code of first recovery point to home base. [REDACTED]

b. Procedures outlined in paragraph a above will be adhered to except in an emergency or until directed otherwise by a ground controller by the use of "HELL TIME" code word. All aircraft must resume normal IFF/SIF operations and position reporting by 1100Z,

ANNEX "E"
428 BOMB WING 11-61
10 August 1961

~~SECRET~~

~~SECRET~~

1. This document is classified "Secret" from the starting point

of this document.

2. ~~SECRET~~

3. All communications received from the
ENCL. (The recovery point is 1100 Zulu (which ever comes first)
Recovery point is made in case of emergency, for flying safety
reasons. When a reply or transmission is directed by
* ground controller after the use of "BELL TONE" code word.

4. ~~SECRET~~ ALONE PROCEDURES

a. Planned and unplaned procedures will be IAW SACM 55-4.

5. ~~SECRET~~ REPORTS

a. Combat reporting will be specified in Appendix IV, Annex A,
(U).

b. Post-incident reporting for all aggressor aircraft will be normal
procedures reporting as a teaming the ENCL outbound. Normal
reporting will be received at the recovery point or 1100 Zulu (which
ever comes first). (U)

c. CINCOPREP will not be included as an addressee on any SACM
55-4 in normal post-incident reporting.

9. Monitor procedure ALPS applies. (U)

10. Recall code for this exercise is BLACK NIGHT.

11. ~~SECRET~~ FREQUENCIES

a. Classification and monitoring will be IAW Annex 1, SACM
200-2. (U)

ANNEX "B"
42 BOMBS OPORD 11-61
10 August 1960

~~SECRET~~

11. 12/Air Frequency: special authorization for the use of 30 MHz frequency 4704 KCS for air to air coordination is granted in the interest of flying safety. The use of VHF/UHF for air to air coordination, particularly the emergency frequencies, will be held to the absolute minimum. (U)

12. "Short Order" frequencies IAW Annex 1, SACM 100-24. (U)
12. Call signs IAW USAF VCEL and appropriate supplements thereto.
(U)

ANNEX "B"
42 ROMSO OPORD 11-61
10 August 1960

HEADQUARTERS AND BOMBARDMENT WING
Loring Air Force Base, Maine
10 August 1960

ANNEX C

TO

OPERATIONS ORDER 11-61

INTELLIGENCE

(NOT USED)

ANNEX C
42BOMBG OFORD 11-61
10 August 1960
60025

1
LAB FACILITIES AND EQUIPMENT
HICKAM AIR FORCE BASE, HAWAII
10 August 1960

APPENDIX I

ANNEX C

OPERATIONS ORDER 11-61

TARGETS

APPENDIX I
ANNEX C
OPERATIONS ORDER 11-61
10 August 1960
03425

~~SECRET~~

HEADQUARTERS 100 BOMBARDMENT WING
HARRY AIR FORCE BASE, KANSAS
12 August 1957

SECRET

ANNEX

~~CONFIDENTIAL~~

TARGETS

Targets of opportunity of high and low altitude bombardment units
have been assigned. They are located in proximity to the HCL and are
directly in course of flight during the bombardment phase. (U)

Low Alt Bomb Wings: Targets are designated as follows. (U)

1. Low Bomb (U)

<u>SCRIPT NO.</u>	<u>TARGETS</u>
1	#1 45-25N 72-10W #2 45-25N 72-10W
2	#1 45-25N 72-10W #2 45-25N 72-10W
3	#1 45-25N 72-10W #2 45-25N 72-10W
4	#1 45-25N 72-10W #2 45-25N 72-10W

2. High Bomb (U)

<u>SCRIPT NO.</u>	<u>TARGETS</u>
1	#1 45-25N 72-10W #2 45-25N 72-10W
2	#1 45-25N 72-10W #2 45-25N 72-10W
3	#1 45-25N 72-10W #2 45-25N 72-10W
4	#1 45-25N 72-10W #2 45-25N 72-10W

APPENDIX I
ANNEX C
SOMG OPORD 11-51
12 August 1957

~~SECRET~~