

JOINT MESSAGEFORM - CONTINUATION SHEET

SECURITY CLASSIFICATION
~~SECRET~~

FORM

19th AIR DIVISION CARROLL AFB TEX

3. Deviations from Takeoff

- a. Weather and F/A 0
- b. Higher Headquarters 0
- c. Operations 0
- d. Maintenance 6
- e. Material 1

Part Three - Remarks

1. Change in Aircraft: B-58A, #59-2436, accepted from Convair on 3 Sep 1960
2. Change in crew status: NONE
3. Difference between Acft Assigned and Available: YRB-58A #58-1019 is at Convair for installation of Test Equipment B-58A #59-2434 is at Convair for "Flash Up" and necessary repair.

- 4a. Acft not in Depot 11
- b. Acft in Depot 2

5. Corrections to Prior Reports: None

Part Four - Training Items

- a. CR Sorties/Flying time 8/24:10
- b. MCR sorties/flying time: 2/11:05
- c. Average MCR crews available for period/average hours per MCR crew available: 1/11:05
- d. Percent 50-8 complete: N/A
- e. Air refueling effective: 5

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DD FORM 173-1

U. S. GOVERNMENT PRINTING OFFICE: 1955-482228

JOINT MESSAGEFORM - CONTINUATION SHEET

SECURITY CLASSIFICATION

19th AIR DIVISION CARSWELL AFB TEX

f. Percent air refuelings effectiveness: 62.5 percent

g. Percent air refueling efficiency: 62.5 percent

Note: Items h. thru n. not applicable.

1	PAGE NR	NR OF PAGES	SECURITY CLASSIFICATION	INITIALS
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MAY 55

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JOINT MESSAGEFORM		SECURITY CLASSIFICATION	
SECRET			
SPACE BELOW RESERVED FOR COMMUNICATION CENTER			
PRECEDENCE	TYPE MSG (Check)	ACCOUNTING SYMBOL	ORIG. OR REFERS TO
ACTION: Operational Immediate	BOOK MULTI SINGLE		
INFO:	X	AT	
FROM:	19AINDIV CARSWELL AFB TEX		SPECIAL INSTRUCTIONS
TO:	SAC OFFUTT AFB NEBR		20 SEP 1960
	2AF BARKSDALE AFB LA		
	SECRET/43DCOTR <u>60-453</u> FOR DCISO AND DOTA. SUBJECT (U)		
	UNIT CAPABILITY REPORT, RCS: 2-SAC-VI, for period ending 2400 hours, 18 Sep 1960. This message in four parts. Part One—General Items.		
	1. Unit, 43rd Bomb Wing		
	2. Type, Model, and series aircraft		
	a. B-58A		
	b. YRB-58A		
	c. TB-58A		
	3. Number of Aircraft Assigned		
	a. 8		
	b. 4		
	c. 1		
	4. Average Number Available Aircraft		
	a. 7		
	b. 3		
SYMBOL	SIGNATURE		DATE
43DCOTR			SEP 1960
TYPED AND TITLE (Signature, if required)	TYPED (for initials); NAME AND TITLE		MONTH
J. K. JOHNSON, MAJOR, USAF	JAMES K. JOHNSON		YEAR
SECURITY CLASSIFICATION	NO. OF PAGES		
SECRET	1		

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JOINT MESSAGEFORM - CONTINUATION SHEET

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19AIRDIV CARSHWELL AFB TEX

c. 1

- 5. Average Flying Hours per Available Aircraft: 10:45
- 6. Number CR Crews Assigned: 2
- 7. Number NCR Crews Assigned: 1
- 8. Number NCR Crews Available: 1
- 9. Flying Hours Scheduled: 334
- 10. Maintenance Capability, Sorties: 65

Part Two—Schedule Planning and Performance

Column	(a)(b)(c)(d)(e)
1. Planned Sorties	65
2. Desired Effective Sorties	65
3. Hours Flown	101:00 16:55
4. Aircraft Schedules	36
a. Weekly Schedules That Agree with Monthly	34
5. Aircraft Utilized as Scheduled	
a. Sorties Airborne as Scheduled	19
b. Aircraft on Alert Scheduled	N/A
6. Total Acft Utilized for Ops Rqmts	
a. Total Sorties Airborne	24 6
b. Total Successful Alerts	N/A
7. Deviations from Schedule	
a. Weather and FAA	0/0
b. Maintenance	1/25
c. Other	4/2

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JOINT MESSAGEFORM - CONTINUATION SHEET

SECURITY CLASSIFICATION

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19AIRDIV CANSWELL AFB TEX

8. Deviations from Takeoff

a. Weather and FAA	0
b. Higher Headquarters	0
c. Operations	0
d. Maintenance	10
e. Material	1

Part Three--Remarks

- Change in Aircraft : B-58A #59-2428 delivered to Convair 14 Sep for "Flash Up" and necessary EFP's.
- Change in crew Status: None
- Difference between Acft Assigned and Available: B-58A #59-2428 and 59-2434 are at Convair for "Flash Up" and necessary EFP's. YRB 58-1019 is at Convair for installation of test equipment.
- | | |
|----------------------|----|
| a. Acft not in Depot | 10 |
| b. Acft in Depot | 3 |
- Corrections to Prior Reports: None

Part Four--Training Items

a. CR Sorties/Flying Time	12/43:15
b. MCR Sorties/Flying Time	3/15:10
c. Average MCR Crews available for period/average hours per MCR crew available:	1/15:10
d. Number refueling sorties scheduled/Number refueling accomplished/Average offload	6/3/31,667

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SECURITY CLASSIFICATION

19AIRDIV CARROLL AFB TEX

- e. Number of Electronic Rendezvous accomplished: 3
- f. Number and type navigation leg scheduled/Number and type navigation training leg accomplished/CEA of each type navigation leg accomplished.
Stellar Inertial Nav/Bomb leg terminated with Auto/Nav
Inertial bomb run 1/1, Score not confirmed.
Transverse Nav Leg 1/0/ N/A
Optional Nav Leg 7/3/ Scores not confirmed
- g. Number of LDR Attempted/Reliability 13/100 percent
- h. Number of gunnery missions attempted/reliability: 0/0
- i. Number of Category III sorties scheduled/Number Category III sorties accomp/Number Category III completion: 5/1/0
- j. Number and type RBS runs accomplished/CEA/CEP/Analysis of all RBS runs in excess of circle size
RBS - Doppler Rumpen 6/Scores not confirmed

Note: Items k. thru n. not applicable.

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U. S. GOVERNMENT PRINTING OFFICE: 1955-482228

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JOINT MESSAGEFORM		SECURITY CLASSIFICATION SECRET	
SPACE BELOW RESERVED FOR COMMUNICATION CENTER			
PRECEDENCE	TYPE MSG (Check)		ACCOUNTING SYMBOL
ACTION: Operational Immediate	BOOK	MULTI	AF
INFO:		<input checked="" type="checkbox"/> SINGLE	
FROM:	TO:		SPECIAL INSTRUCTIONS
19AIBDIV CARSWELL AFB TEX	SAC GYFFT AFB NEBR		00 113 15 0 2 SEP 60 1 27 15 0 2 SEP 60 125011157
	2AF BARKSDALE AFB LA		
	SECRET/43ICOTR <u>40-464</u> . FOR DGRSO AND DOTA. SUBJ: (U) Unit Capability Report, RCS: 2-SAC-VI, for period ending 2400 hours, 25 Sep 1960. This message in four parts. Part One—General Items.		
	1. Unit, 43rd Bomb Wing		
	Type, Model, and series aircraft		
	a. D-58A		
	b. YB-58A		
	c. TB-58A		
	3. Number of Aircraft Assigned		
	a. 3		
	b. 4		
	c. 1		
	4. Average Number Available Aircraft		
	a. 7		
	b. 3		
SYMBOL	SIGNATURE		DATE
43D0CTA	sjs		27
TYPED NAME AND TITLE (Signature, if required)	TYPED (or stamped) NAME AND TITLE		MONTH
J.C. IRVING, MAJOR USAF	JAMES K. JOHNSON		YEAR
PHONE 8216	Colonel, USAF		SEP
SECURITY CLASSIFICATION	Commander		1960
SECRET			

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JOINT MESSAGEFORM - CONTINUATION SHEET

SECURITY CLASSIFICATION

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FROM:

19AERDIV CARSWELL AFB TX

c. 1

- 5. Average Flying Hours per Available Aircraft: 14:51
- 6. Number CR Crews Assigned: 2
- 7. Number NCR Crews Assigned: 1
- 8. Number NCR Crews Available: 1
- 9. Flying Hours Scheduled: 334
- 10. Maintenance Capability, Sorties: 65

Part Two—Schedule Planning and Performance

Column	(a)	(b)	(c)	(d)	(e)
1. Planned Sorties					65
2. Desired Effective Sorties					65
3. Hours Flown			139:05		24:20
4. Aircraft Schedules					52
a. Weekly Schedules That Agree with Monthly					48
5. Aircraft Utilized as Scheduled					
a. Sorties Airborne as Scheduled					31
b. Aircraft on Alert Scheduled					N/A
6. Total Acft Utilized for Ops Eqmts					
a. Total Sorties Airborne					36 9
b. Total Successful Alerts					N/A
7. Deviations from Schedule					
a. Weather and FAA					0/0
b. Maintenance					1/19
c. Other					4/2

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U. S. GOVERNMENT PRINTING OFFICE: 1969-122224

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JOINT MESSAGEFORM - CONTINUATION SHEET

SECURITY CLASSIFICATION

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FROM:

194101V CASUALTY AFB TXZ

8. Deviations from Takeoff

- a. Weather and FAA 1
- b. Higher Headquarters 0
- c. Operations 2
- d. Maintenance 14
- e. Material 1

Part Three--Remarks

1. Change in Aircraft: YRB-58A #58-1020 to Edwards Flight Test Center 19 Sep 60 for Anti-Skid and refused takeoff testing, YRB-58A #58-1019 returned from Convair 23 Sep 60.
2. Change in crew Status: None
3. Difference between Acft Assigned and Available: YRB-58A #58-1020 at Edwards Flight Test Center for Anti-Skid and refused takeoff testing. YRB-58A #59-2428 and #59-2434 are at Convair for "Flash Up" and necessary NCR's.
- 4a. Acft not in Depot 11
- b. Acft in Depot 2
5. Corrections to Prior Reports: Part IV j, previous report based on preliminary information, corrected data shown on this report.

Part Four--Training Items

- a. CR Sorties/Flying Time 12/43:15
- b. NCR Sorties/Flying Time 3/15:10
- c. Average NCR crews available for period/average

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JOINT MESSAGEFORM - CONTINUATION SHEET

SECURITY CLASSIFICATION

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FORM

19A INERTIAL NAVIGATION AND RESEARCH

- hours per NCR crew available 1/15:10
- d. Number refueling sorties scheduled/number refueling accomplished/Average offload 14/5/36,300
- e. Number of Electronic Rendevous accomplished: 5
- f. Number and type navigation leg scheduled/number and type navigation training leg accomplished/CEA of each type navigation leg accomplished.
Stellar Inertial Nav/Bomb leg 3/2/4.35 MI.
Transverse Nav leg 5/1/NA
Optional Nav leg 13/6/37.5 MI. (6-Optional Nav legs have been flown but only one has been Scored CEA Shown is for only one Nav leg.
- g. Number of LDR Attempted/Reliability 15/100 percent
- h. Number of gunnery missions attempted/Reliability 1/50 percent
- i. Number of Category III sorties scheduled/Number Category III sorties accomp/Number Category III completions: 9/2/0
- j. Number and type RBS Runs accomplished/CEA/CEP/Analysis of all RBS Runs in excess of circle size.
RBS - Doppler Drampened 2/637.5/625/NA RBS - Auto/Nav
Doppler Inertial 2/7550/1200/Cause unknown no verifying film due to camera malfunction. RBS - Pure Inertial (Silent) 2/525/0/NA
- Note: Items k. thru n. not applicable.

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JOINT MESSAGEFORM

SECURITY CLASSIFICATION

SPACE BELOW RESERVED FOR COMMUNICATION CENTER

PRECEDENCE	TYPE MSG (FORM)	ACCOUNTING SYMBOL	ORIG OR REFERS TO	CLASSIFICATION OF REFERENCE
Operational Immediate	PERM MULTI SINGLE			
INFO	X	AF		

FROM: SPECIAL INSTRUCTIONS

TO: 30AIRDIV CARSWELL AFB TX
 SAC OFFUTT AFB NEBR
 2AF BARKSDALE AFB LA

SECRET/43DCCTR 60-482. FOR DORGO AND DOTA. SUBJ: (U) Unit Capability Report, RGS: 2-SAC-VI, for period ending 2100 hours, 30 Sep 1960. This message in four parts. Part One—General Items.

1. Unit, 43rd Bomb Wing
 - . Type, Model, and series aircraft
 - a. B-58A
 - b. YB-58A
 - c. TB-58A
3. Number of Aircraft Assigned
 - a. 8
 - b. 4
 - c. 1
4. Average Number Available Aircraft
 - a. 6

DATE TIME
 MONTH YEAR
 OCT 1960

SYMBOL	SIGNATURE
ABECCOJ TYPED NAME AND TITLE (Signature, if required) J. C. IYING, WAFB, USAF SECURITY CLASSIFICATION SECRET	ojs TYPED (or stamped) NAME AND TITLE JAMES K. JOHNSON Colonel, USAF Commander

DD FORM 173

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

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JOINT MESSAGEFORM - CONTINUATION SHEET

SECURITY CLASSIFICATION

FROM

19AINTV CARROLL AND TEX

c. 1

- 5. Average Flying Hours per Available Aircraft: 20:01
- 6. Number CR Crews Assigned: 2
- 7. Number NCR Crews Assigned: 8
- 8. Number NCR Crews Available: 8
- 9. Flying Hours Scheduled: 334
- 10. Maintenance Capability, Sorties: 65

Part Two—Schedule Planning and Performance

Column	(a)	(b)	(c)	(d)	(e)
1.. Planned Sorties		65			
2. Desired Effective Sorties		65			
3. Hours Flown		169:30	30:40		
4. Aircraft Schedules		63			
a. Weekly Schedules That Agree with Monthly		54			
5. Aircraft Utilized as Scheduled					
a. Sorties Airborne as Scheduled		38			
b. Aircraft on Alert Scheduled		N/A			
6. Total Acft Utilized for Ops Eqmts		43	11		
a. Total Sorties Airborne					
b. Total Successful Alerts		N/A			
7. Deviations from Schedule					
a. Weather and FAA		0/1			
b. Maintenance		add 1/21			
c. Other		5/3			

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MAY 50

U. S. GOVERNMENT PRINTING OFFICE: 1950-04333

JOINT MESSAGEFORM - CONTINUATION SHEET

SECURITY CLASSIFICATION

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FROM

19AIRBIV CANEWELL APR YRX

8. Deviations from Takeoff

- a. Weather and FAA 3
- b. Higher Headquarters 0
- c. Operations 2
- d. Maintenance 15
- e. Material 1

Part Three--Remarks

1. Change in Aircraft: NONE
2. Change in crews Status: Crews ~~████~~, N-04, N-05, N-06, N-07, N-08, N-09 and N-10 formed effective 30 Sep 1960.
3. Difference between Acft Assigned and Available: YRB-58A #58-1020 at Edwards Flight Test Center for Anti-Skid and refused takeoff testing. B-58A #59-2428 and #59-2434 are at Convair for "FLASH UP" and necessary ECP'S. YRB-58A #55-671 is being utilized for special weapons loading and ejection seat training and is not programmed into the October flying schedule. This Aircraft is being prepared for delivery to Convair for modification to T-2 Configuration ASAP. (Unclas ~~████~~ dated 30 Sep

- 4a. Acft not in Depot 11
- b. Acft in Depot 2

5. Corrections to Prior Reports: NONE

Part Four--Training Items

- a. CR Sorties/Flying Time 14/51:15
- b. WCR Sorties/Flying Time 3/15:10

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U. S. GOVERNMENT PRINTING OFFICE

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* JOINT MESSAGEFORM - CONTINUATION SHEET

SECURITY CLASSIFICATION

FORM

19AIRDIV CAERWELL APR TEX

- c. Average MCR Crews available for period/average hours per MCR crew available 1/15:10
- d. Number refueling sorties scheduled/Number refueling accomplished/Average of load 20/7/32.158
- e. Number of Electronic Rendezvous accomplished: 5
- f. Number and type navigation leg scheduled/Number and type navigation training leg accomplished/CEA of each type navigation leg accomplished.
Stellar Inertial Nav/Bomb leg 5/3/4.35 MI. (Based on scores for two legs). Transverse Nav leg 5/1/NA. Optional Nav leg 16/8/37.5 (only one Nav leg has been scored, No film or other scoring data available.)
- g. Number of IIR Attempted/Reliability 19/100 percent
- h. Number of gunnery missions attempted/Reliability 4/48 percent
- i. Number of Category III sorties scheduled, Number Category III sorties accomp/Number Category III completion: 11/3/0
- j. Number and type RRS Runs accomplished/CEA/CEF/Analysis of all RRS Runs in excess of circle size. RRS - Doppler Campened 7/4427/5620/PIVG and TOVG error; RRS - Auto/Nav Doppler Inertial 2/7550/1200/Cause unknown no verifying film due to camera malfunction. RRS - Pure inertial (Silent) 2/525/0/NA

Note: Items k. thru n. not applicable.

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SECURITY CLASSIFICATION

SPACE BELOW RESERVED FOR COMMUNICATION CENTER

PRECEDENCE	TYPE MSG (Check)			ACCOUNTING SYMBOL	ORIG. OR REFERS TO	CLASSIFICATION OF REFERENCE
	REG	MULTI	SINGLE			
Operational Immediate		X		AF	SAC DORSO 29436	UNCLAS

FROM: 19 AIRDIV CARSWELL AFB TEX

TO: SAC OFFUTT AFB NEBR
2AF BARKSDALE AFB LA

SECRET/43DCOIR 19-246. FOR DORSO AND DOTA. SUBJ: (U)
Correction to Unit Capability Report, RCR: 2-SAC-11, for period ending 2400 hours 30 Sep 1960. This message in two parts. Part one--corrected Part II for B-52 type aircraft.

Column	(a)	(b)	(c)	(d)	(e)
1. Planned Sorties	65				
2. Desired Effective Sorties	65				
3. Hours Flown	169:30	30:40			
4. Aircraft Schedules	63				
a. Weekly Schedules That Agree With Monthly	54				
5. Aircraft Utilized as Scheduled					
a. Sorties Airborne as Scheduled	37				
b. Aircraft on alert as Scheduled	N/A				
6. Total Acft Utilized for Ops Rqmts					

DATE TIME
MONTH YEAR
Oct 60

SYMBOL	SIGNATURE
TYPED NAME AND TITLE (Signature, if required)	TYPED NAME AND TITLE
PHONE NO. 2246	MAJOR, USAF OIC, DOTA
SECURITY CLASSIFICATION	

DD FORM 173

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

JOINT MESSAGEFORM - CONTINUATION SHEET

SECURITY CLASSIFICATION

FROM

19 AIRDIV CARSWELL AFB, TX

	(a)	(b)	(c)	(d)	(e)
A. Total Sorties Airborne	43	11			
b. Total Successful Alerts	N/A				
7. Deviations From Schedule					
a. Weather and FAA	0/1				
b. Maintenance	1/22				
c. Other Causes	5/3				
8. Deviations from Take-Off					
a. Weather and FAA	3				
b. Higher Headquarters	0				
c. Operations	2				
d. Maintenance	15				
e. Materiel	1				

PART TWO—Corrected Part II for F-102 type aircraft

Column	(a)	(b)	(c)	(d)	(e)
1. Planned Sorties	42				105
2. Desired Effective Sorties	42				105
3. Hours Flown this month	54:55	10:10			98:30
4. Sorties Scheduled	46				104
a. Weekly Scheduled in Agree- ment with Monthly	37				95
5. Aircraft Utilized as Scheduled					
a. Sorties Airborne as Scheduled	38				70
b. Aircraft on Alert as Scheduled	N/A				N/A
6. Total Aircraft Utilized for Ops Rqmts					

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U. S. AIR FORCE MILITARY OFFICE

JOINT MESSAGEFORM - CONTINUATION SHEET

SECURITY CLASSIFICATION

FROM: 19 AIRDIV CARSWELL AFB, TEX

a. Total Sorties Airborne	43	73
b. Total Successful Alerts	N/A	N/A
7. Deviations From Schedule		
a. Weather and FAA	0/2	0/5
b. Maintenance	3/4	0/4
c. Other Causes	2/2	3/15
8. Deviations from TakeOff		
a. Weather and FAA	1	2
b. Higher Headquarters	0	0
c. Operations	1	5
d. Maintenance	0	6
e. Materiel	0	0

SYMBOL

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JOINT MESSAGEFORM

SECURITY CLASSIFICATION

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PRECEDENCE		TYPE MESSAGE		ACCOUNTING SYMBOL	GRID OR REFERS TO	CLASSIFICATION OF REFERENCE	
Operational Immediate		BOOK	MULTI	SINGLE			
INFO			X		AF		
FROM:						SPECIAL INSTRUCTIONS	
19TH AIR DIVISION CARS BELL AFB TEX.							
TO:							
SAC OF/UTY AFB WBER							
2AF BAR SCALE AFB LA							
SECR T/43DC.TBA <u>10-444</u> FOR DORSO AND DATA. SUBJECT UNCLAS- IFIED. Unit Capability Report, RCS: 2-SAC-1, for period ending 2400 hours, 11 Sep 1960. This message in four parts. Part One - General Items							
<ol style="list-style-type: none"> 1. Unit, 43rd Bomb Wing 2. Type, model, and series aircraft. <ol style="list-style-type: none"> a. T-102A 3. Number of Aircraft Assigned <ol style="list-style-type: none"> a. 6 4. Average Number Available Aircraft <ol style="list-style-type: none"> a. 6 5. Average Flying Hours per Available Aircraft: 8:03 6. Number CR Crews Assigned: 0 7. Number NCR Crews Assigned: 0 8. Number NCR Crews Available: 0 9. Flying Hours Scheduled: 175 							
						DATE	TIME
						MONTH	YEAR
						Sept	1960
SYMBOL				SIGNATURE			
bjk							
WRITER				TYPED (or stamped) NAME AND TITLE			
G. L. BROOKS JR. Lt/Col, USAF				JAMES A. JOHNSON			
8246				Colonel, USAF			
SECURITY CLASSIFICATION				Commander			
SECRET							

43020 11157

JOINT MESSAGEFORM - CONTINUATION SHEET

SECURITY CLASSIFICATION

FORM

19TH AIR DIVISION - C-119 - AFS TEX

10. Maintenance Capability, Sorties: 147

Part Two - Schedule Planning and Performance

Column	(a)	(b)	(c)	(d)	(e)
1. Planned Sorties	42				105
2. Desired Effective Sorties	42				105
3. Hours Flown	16:50	6:25			33:10
4. Aircraft Schedules	17				25
a. Weekly Schedules That Agree With Monthly	17				25
5. Aircraft Utilized as Scheduled					
a. Sorties Airborne as Scheduled	12				25
b. Aircraft on Alert as Scheduled	N/A				
6. Total A/c Utilized for Ops Rqmts					
a. Total Sorties Airborne	15	5			23
b. Total Successful Alerts	N/A				
7. Deviations from Schedule					
a. Weather and FAA	0/1				
b. Maintenance	1/3				
c. Other Causes	0/1				
8. Deviations from Take-off					
a. Weather and FAA	0				
b. Higher Headquarters	0				
c. Operations	1				
d. Maintenance	2				

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JOINT MESSAGEFORM - CONTINUATION SHEET

SECURITY CLASSIFICATION

FROM:

19TH AIR DIVISION CARGO, APO TX

e. Materiel 0

Part Three--Remarks

1. Change in Aircraft Status: TF102 # 55-4053, Delivered to Ogden, Utah, 9 Sept 60
2. Change in Crew Status: None
3. Difference between aircraft assigned and available:
TF-102A# 54-1342 at Ogden Depot for TOC modification
- 4a. Acft not in Depot: 5
- b. Acft in Depot: 1
5. Corrections to Prior Reports: None

Part Four --N/A

SYMBOL

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JOINT MESSAGEFORM

SECURITY CLASSIFICATION

SPACE OTHER RESERVED FOR COMMUNICATION CENTER

PRECEDENCE	TYPE MSG (ONWAY)	ACCOUNTING SYMBOL	ORIG. OR REFERS TO	CLASSIFICATION OF REFERENCE
ACTION: Operational Immediate	REG. INST. SINGLE	AF		

FROM:

19AIRDIV CARSWELL AFB TEX

TO:

SAC OFFUTT AFB NEBR

2AF BARKSDALE AFB LA

SECRET/43DCOTR 44-454 FOR DCRSO AND DOTA. SUBJECT (U)
 UNIT CAPABILITY REPORT, RCS: 2-SAC-VI, for period ending 2400 hours,
 18 Sep 1960. This message in four parts. Part One—General Items.

1. Unit, 43rd Bomb Wing
2. Type, model, and series aircraft.
 - a. TF102
3. Number of Aircraft Assigned
 - a. 6
4. Average Number Available Aircraft
 - a. 5
5. Average Flying Hours per Available Aircraft: 17:51
6. Number CR Crews Assigned: N/A
7. Number WCR Crews Assigned: N/E
8. Number WCR Crews Available: N/A
9. Flying Hours Scheduled: 175

43BDW 11/57

20 15 157 60

DATE	TIME
MONTH	YEAR
Sept	1960

43DCOTR **ejs**
 TYPED NAME AND TITLE (Signature, if required)
J.C. IRVING, MAJOR, USAF
 PHONE NO. 2246
 SECURITY CLASSIFICATION **SECRET**
 NO. OF PAGES 1

SIGNATURE
 TYPED (if printed) NAME AND TITLE
JAMES K. JENSEN
 Colonel, USAF
 Commander

JOINT MESSAGEFORM - CONTINUATION SHEET

SECURITY CLASSIFICATION

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FROM

19AIRTRIV CARNWELL AFB TX

10. Maintenance Capability, Sorties: 147

Part Two - Schedule Planning and Performance

Column	(a)	(b)	(c)	(d)	(e)
1. Planned Sorties	42				105
2. Desired Effective Sorties	42				105
3. Hours Flown	29:45	6:25			53:05
4. Aircraft Scheduled	27				50
a. Weekly Schedules That Agree With Monthly	23				42
5. Aircraft Utilized as Scheduled					
a. Sorties Airborne as Scheduled	19				39
b. Aircraft on Alert as Scheduled	N/A				N/A
6. Total Acft Utilized for Ops Rqmts					
a. Total Sorties Airborne	24	5			39
b. Total Successful Alerts	N/A				
7. Deviations from Schedule					
a. Weather and FAA	0/1				
b. Maintenance	1/9				
c. Other Causes	4/9				
8. Deviations from Take-off					
a. Weather and FAA	2				
b. Higher Headquarters	0				
c. Operations	5				
d. Maintenance	2				

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DD FORM 173-1

U. S. GOVERNMENT PRINTING OFFICE: 1968-442244

JOINT MESSAGEFORM - CONTINUATION SHEET

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FROM:

19AIBIV CARROLL AFB TEX

a. Materiel

0

Part Three--Remarks

1. N/A

2. N/A

3. Difference between aircraft assigned and available:
TF102A #54-1362 at Ogden Depot for TOC modification

4a. A/cft not in Depot: 5

b. A/cft in Depot: 1

5. Corrections to Prior Reports: None

Part Four -- N/A

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SPACE BELOW RESERVED FOR COMMUNICATION CENTER					
PRECEDENCE		TYPE MSG (Check)		ACCOUNTING SYMBOL	ORIG. OR REFERS TO
ACTION	OPERATIONAL IMMEDIATE	BOOK	MULTI	SINGLE	CLASSIFICATION OF REFERENCE
INFO			<input checked="" type="checkbox"/>		
FROM:					SPECIAL INSTRUCTIONS
19AIRDIV CARSWELL AFB TEX					27 1 0 5 0 4 5 11 0 0 23801 1157
TO:					
SAC OFFUTT AFB NEBR					
2AF BARKSDALE AFB LA					
SECRET/43DCOTR <u>10-463</u> . FOR DCRSO AND DOTA. SUBJ: (U) Unit Capability Report, RCS: 2-SAC-VI, for period ending 2400 hours, 25 Sep 1960. This message in four parts. Part One—General Items.					
1. Unit, 43rd Bomb Wing					
2. Type, model, and series aircraft					
a. T-102					
3. Number of Aircraft Assigned					
a. 6					
4. Average Number Available Aircraft					
a. 5					
5. Average Flying Hours per Available Aircraft: 25:06					
6. Number CR Crews Assigned: N/A					
7. Number MCR Crews Assigned: N/A					
8. Number MCR Crews Available: N/A					
9. Flying Hours Scheduled: 175					
SYMBOL			SIGNATURE		
43DCOTR			TYPED (or stamped) NAME AND TITLE		
TYPED NAME AND TITLE (Signature, if required)			JAMES F. JOHNSON		
J. C. IRVING, MAJ-R, USAF			Colonel USAF		
PHONE 2344			Commander		
SECURITY CLASSIFICATION			NO. OF PAGES 1		
SECRET					

DD FORM 173

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

JOINT MESSAGEFORM - CONTINUATION SHEET

SECURITY CLASSIFICATION

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FROM

19 AIRCIV GARDWELL AFB, TEX

10. Maintenance Capability, Sorties: 147

Part Two - Schedule Planning and Performance

Column	(a)	(b)	(c)	(d)	(e)
1. Planned Sorties	42				105
2. Desired Effective Sorties	42				105
3. Hours Flown	42:35	10:10			72:55
4. Aircraft Scheduled	40				75
a. Weekly Schedules That Agree With Monthly	33				67
5. Aircraft Utilized as Scheduled					
a. Sorties Airborne as Scheduled	29				53
b. Aircraft on alert as Scheduled	N/A				
6. Total Acft Utilized for Ops Rqmts					
a. Total Sorties Airborne	34	8			54
b. Total Successful Alerts	N/A				
7. Deviations from Schedule					
a. Weather and FAA	0/1				0/1
b. Maintenance	1/10				0/4
c. Other Causes	1/11				1/6
8. Deviations from Take-Off					
a. Weather and FAA	3				0
b. Higher Headquarters	0				0
c. Operations	5				1
d. Maintenance	2				1

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DD FORM 173-1 MAY 53

U. S. GOVERNMENT PRINTING OFFICE: 1953-52224

JOINT MESSAGEFORM - CONTINUATION SHEET

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FROM: 19 AIRDIV CARSWELL AFB, TX

e. Materiel

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Part Three - Remarks

1. Change in Aircraft - T102 #51-1362 Returned from Ogden Depot
24 September 1960.

2. Change in Crew Status- N/A

3. Difference between aircraft assigned and available T102A
#51-1362 returned from Ogden Depot 24 Sep 60.

4a. Acft not in Depot: 6

b. Acft in Depot: 0

5. Corrections to Prior Reports: None

Part Four - N/A

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DD FORM 173-1
MAY 55

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JOINT MESSAGEFORM

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Operational Immediate	DECK MULTI SINGLE X	AP		

FROM: 19 AIRDIV CARSWELL AFB TEX

TO: SAC OFFUTT AFB NEBR
2AF BARKSDALE AFB LA

SECRET/L3DCOCTR 60-491. FOR DCRSO AND DOTA. SUBJ: (U) Unit Capability Report, RCS: 2-SAC-VI, for period ending 2400 hours, 30 Sep 1960. This message in four parts. Part One--General Items.

1. Unit, 43rd Bomb Wing
2. Type, model, and series aircraft
 - a. TF-102
3. Number of Aircraft Assigned
 - a. 6
4. Average Number Available Aircraft
 - a. 6
5. Average Flying Hours per Available Aircraft: 27:14
6. Number CR Crews Assigned: N/A
7. Number NCR Crews Assigned: N/A
8. Number NCR Crews Available: N/A
9. Flying Hours Scheduled: 175

DATE	TIME
MONTH	YEAR
Oct	1960

SYMBOL	SIGNATURE
L3DCOCTR	
TYPED NAME AND TITLE (PRINT)	TYPED (or stamped) NAME AND TITLE
JOHN C. IRVING, MAJOR, USAF	JAMES K. JOHNSON
PHONE 3246	Colonel, USAF
SECURITY CLASSIFICATION	Commander

JOINT MESSAGEFORM - CONTINUATION SHEET

SECURITY CLASSIFICATION

~~SECRET~~

FROM

9 AIRDIV CARSWELL AFB TEX

10. Maintenance Capability, Sorties: 147

PART TWO - Schedule Planning and Performance

Column	(a)	(b)	(c)	(d)	(e)
1. Planned Sorties		42		105	
2. Desired Effective Sorties		42		105	
3. Hours Flown	54:55	10:10	98:30		
4. Aircraft Schedules		50		108	
a. Weekly Schedules That Agree with Monthly		37		95	
5. Aircraft Utilized as Schedules					
a. Sorties Airborne as Scheduled		42		74	
b. Aircraft on Alert as Scheduled		N/A		N/A	
6. Total Acft Utilized for Ops Rqmts					
a. Total Sorties Airborne		43 8		73	
b. Total Successful Alerts		N/A		N/A	
7. Deviations from Schedule					
a. Weather and FAA-		0/2		0/5	
b. Maintenance		3/13		0/5	
c. Other Causes		4/11		1/6	
8. Deviations from Take-Off					
a. Weather and FAA		3		0	
b. Higher Headquarters		0		0	
c. Operation		5		1	
d. Maintenance		2		4	

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DD FORM 173-1

U.S. GOVERNMENT PRINTING OFFICE: 1959-445554

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JOINT MESSAGEFORM - CONTINUATION SHEET

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FROM:

9 AIRDIV CARSWELL AFB TX

e. Materiel

0 0

Part Three Remarks

- 1. Change in Aircraft: NONE
- 2. Change in Crew Status: N/A
- 3. Difference between aircraft assigned and Available: None
- 4a. Acft not in Depot: 6
- b. Acft in Depot: 0
- 5. Corrections to Prior Reports: None

Part Four ~~as~~ N/A

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SECURITY CLASSIFICATION

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HEADQUARTERS
19TH AIR DIVISION
UNITED STATES AIR FORCE
CARSWELL AIR FORCE BASE, TEXAS



REPLY TO
ATTN OF: 43DGOTR

7 October 1960

SUBJECT: Air Training Report for Period 1 September through 30 September 1960
(RCS 2 SAC T-12)

TO: See Distribution

Commander's Remarks.

1. Estimated date units combat ready crews assigned will equal total authorized number of UEE aircraft: 31 March 1961. Crews assumed to be combat ready upon CCTS graduation.

a. Estimated number of instructor pilot sorties required and available to attain the above: 72TF-58 sorties.

b. Estimated number of aircraft sorties required to attain the above: 215.

2. Number non-combat-ready crews available: 8. Crew number, Crew, date formed, and estimated combat ready date:

<u>Crew Nr.</u>	<u>Crew</u>	<u>Date Formed</u>	<u>CR Date</u>
N-03	Major Payne, W. R. - Pilot Major Donovan, J. H. - Navigator 1/Lt Jones, J. G. - DSO	17 Aug 60	30 Dec 60
> N-04	Major Murphy, E. E. - Pilot Major Moses, E. F. - Navigator 1/Lt Dickerson, D. F. - DSO	30 Sep 60	30 Oct 60
> N-05	Major Groesbeck, B. R. - Pilot Major Carson, V. L. - Navigator 1/Lt Bridewell, J. A. - DSO	30 Sep 60	15 Dec 60
> N-06	Capt Sowers, R. G. - Pilot Capt McDonald, R. - Navigator Capt Zefo, R. M. - DSO	30 Sep 60	15 Dec 60

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PEACE IS OUR PROFESSION

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<u>Crew Nr.</u>	<u>Crew</u>	<u>Date Formed</u>	<u>CR Date</u>
N-07	Major Votaw, V. L. - Pilot Capt Mallozzi, C. B. - Navigator 1/Lt Finnegan, N. F. - DSO	30 Sep 60	30 Jan 61
N-08	Major Nelson, G. J. - Pilot Major Olson, K. E. - Navigator Capt Barnes, L. M. - DSO	30 Sep 60	15 Dec 60
N-09	Major Hopwood, D. P. - Pilot Capt Covington, H. M. - Navigator 1/Lt Raash, D. T. - DSO	30 Sep 60	30 Dec 60
N-10	Major Smith, N. R. - Pilot Capt Brunk, C. N. - Navigator 1/Lt Duffy, D. H. - DSO	30 Sep 60	30 Dec 60

(Major Donovan and 1/Lt Jones were placed on crew N-03, 30 Sep 60 replacing Lt Col Dunn and Capt Gillett.)

- 3. Number instructor qualified individuals by crew position other than staff: Pilots 3; Radar Navigators 4; DSO's 5.
- 4. Number of staff instructor qualified individuals by crew position: Pilots 4; Radar Navigators 2; DSO's none.
- 5. Delivery date of each aircraft received during the month and date of first training sortie:

<u>Aircraft</u>	<u>Date Received</u> (110)	<u>Received Convair</u>	<u>First Tng Flight</u>
YRB-58A 58-1019	1 Aug 60	23 Sep 60	30 Sep 60
B-58A 59-2436	3 Sep 60		9 Sep 60

- 6. Comments on following items:
 - a. Navigation aids:
 - (1) The TACAN facility at Carswell has been unreliable since 8 September 1960 and failed to meet standards on two successive flight checks. Repairs have been made and the facility is scheduled for another check within ten days. (U)
 - (2) The TF-102 aircraft assigned to the 43BW are equipped only with TACAN for instrument navigation and approaches. With the

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TACAN inoperative; the aircraft are restricted to VFR flight conditions. During the month of September, seven sorties were cancelled due to weather. This also hampers our pilots from receiving instrument training required under AFR 60-2. (U)

(3) A new type antenna (B-Array) was recently installed in the ILS facility. There is no flight check criteria established for this antenna. Upon establishment of this criteria, an instrumented flight check aircraft must be used to check the facility. To date there is no definite schedule for this check. (U)

b. Synthetic Trainers:

(1) The second pilot flight simulator is due for delivery in November 1960 and not expected to be in commission prior to January 1961. This estimate is based on experience gained from the first simulator now in place. The one simulator will be unable to provide all necessary CCTS training missions for student crews and SACM 50-24 training for checked out crews. Every effort will be made to secure maximum effectiveness from the simulator and each program will be reduced as necessary. Flying safety will be the paramount consideration used to determine the magnitude of the simulator program reduction. (U)

(2) The first DSO flight simulator is due at Carswell during the week of 20 October. This trainer will be placed in the permanent simulator building rather than the temporary location as originally planned. Constant slippage in the delivery of this trainer negated the necessity of setting it up on the temporary facility. A communications tie in with the first pilot simulator is planned to facilitate crew coordination training even though the trainers are in separate buildings. (U)

c. Quality of crews received from CCTS: Negative report. (U)

d. Operational staff manning: Manning is minimum satisfactory considering personnel in place and programmed inputs. (U)

e. Command Post:

(1) Command Post operation is severely hampered by lack of proper communications equipment. This equipment has been on order since 27 April 1960. Upon completion of the proposed space allocation for the Command Post, this equipment should be available. (U)

(2) Three officers are currently assigned to the Command Post on a temporary basis awaiting B-58 combat crew training and subsequent assignment as crew members. Present school quotas will require their

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early withdrawal from the Command Post prior to availability of scheduled replacements. This officer shortage plus the shortage of two airmen will hamper the effectiveness of the Command Post through January 1961 and precludes effective long range training programs. (U)

- f. Alert facilities: Negative report. (U)
- g. Runway construction: No construction in progress at this time. (U)
- h. Wing Commander's remarks:

(1) A waiver has been received allowing B-58 pods to be assembled and stored on station in a combat ready configuration. The waiver restricted this capability to three pods. In case of an EWO alert, additional pods would be assembled but MMS assembly team capabilities are only sufficient to provide two additional pods in time to meet launch requirements. Beyond this, scheduled launch time would be delayed waiting for built up pods.

(b) (1) (A)

(3) About 25% of DECM is currently installed. No chaff capability as yet and only one of the three ECM trackbreakers has been installed.

(4) An advance copy of Annex V, SACR 50-8 for the B-58 has been reviewed by this headquarters. This annex contains several requirements which are not feasible and are incompatible with the B-58 weapons system concept. This annex must be changed before a realistic training program can be planned. There appears to be a wide misunderstanding of the ASQ-43 Bombing Navigation system capabilities, limitations and modes of operation. This is particularly apparent in the proposed high altitude navigation requirements. Seemingly these requirements are based upon B-47/B-52 operations which are foreign to the whole B-58 weapon system philosophy. A briefing is being prepared to cover the entire weapon system concept, philosophy, operation and limitations. It is contemplated to present this briefing to appropriate staff agencies at higher headquarters together with recommendations of the 43BW. (U)

James K. Johnson
JAMES K. JOHNSON
Colonel, USAF
Commander

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