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HEADQUARTERS 43D BOMBARDMENT WING, (MEDIUM)SAC
Carswell Air Force Base, Texas
9 August 1960

APPENDIX 11

ANNEX "F"

TO

OPERATIONS ORDER 11-61

MISSION CONTROL DATA SHEET

APPENDIX 11
ANNEX F
43D BWOPORD 11-61
9 Aug 60

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GENERAL PURPOSE FORM

MISSION CONTROL DATA SHEET (BOMBER)

Approved by: ARMY P, AIRC ORDN 11-41, 9 AUG 60

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Page 1 of 1 Page

(1)	(5)	(8)	(11)	(15)	(19)	(22)	(26)	(30)	(56)	(60)	(64)										
UNIT	SORTIE	CELL	REP. BASE	STD	A/R ASGN	ROUTE	TAK. OFF. UNIT	1ST TER. SORTIE NO.	F-32A.	ETA	AIR FORCE										
0043	001	BLIE	KFWH	G201	SPL	ED	0093	003	KFWH	0949	2										
0043	002	BLIE	KFWH	G202	SPL	ED	0093	004	KFWH	0949	2										

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HEADQUARTERS 43D BOMBARDMENT WING, (MEDIUM)SAC
Carswell Air Force Base, Texas
9 August 1960

APPENDIX 111

ANNEX #1

TO

OPERATIONS ORDER 11-61

RAM CREATION SHEET

APPENDIX 111
ANNEX #1
43D BWOPORD 11-61
9 Aug 60

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MISSION
CONTROL
DATA SHEET
(NUMBER)

SECRET

UNIT	SORTIE	Gross Weight	T/O	Critical	TEMPERATURE	PERFORMANCE	TIME	ZONE NR 1	ZONE NR 2	ECM ON	COORDINATES	ECM OFF	COORDINATES	ECM ON	TIME	ECM OFF	COORDINATES	ECM ON	TIME	ECM OFF	COORDINATES	ECM ON	TIME	ECM OFF	COORDINATES	ECM ON	TIME	ECM OFF	COORDINATES	ECM ON	TIME	ECM OFF	COORDINATES	
030600	110587	HC0304	D06009	7N106W0300	02N108W0701	24	KRSW12																											
004300	114020	AD0625																																
004300	114020	AD0625																																

030600

030600

SAC

PL

MAN CREATION

~~SECRET~~

TO: SAC, [illegible]
FROM: [illegible]

RE: [illegible]

FROM: [illegible], IMMEDIATE ACTION REQUIRED/AC ATTN:
SUBJECT: [illegible] SKY 3 TEST B-52 PARTICIPATION, REQUEST IMMEDIATE
CLARIFICATION OF B-52 PARTICIPATION, REQUEST IMMEDIATE
EXERCISE SKY 3 TEST AT SUPERSONIC SPEEDS 10 SEP 1966 DURING STRIKE
PORTION OF WEST COAST IN VET OF CURRENT SUPERSONIC SPEED RESTRICTION
PLACED ON AND DISBANDMENT KING B-52'S EXCEPT IN APPROVED EE AREA.
B-52'S ARE CURRENTLY PLANNED TO STRIKE AT OR NEAR SANDY BEACH/SANTA
BARBARA CALIFORNIA COAST LINE SUPERSONICALLY, AND THEN TRAVEL
WEST TO SUBSONIC.

BT
[illegible]

68-1378

[Faded grid area with illegible text]

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SECRET
R01210003
RJEBSK
LA RJEBSK 136
O 022125Z
FM 2AF
TO RJEBSK/19AIRDIV CARSWELL
INFO RJEBSK/43BOMBW CARSWELL
BT

1-100
1-100
1-100

FROM: DO M-9-16316
ACTION: 19AD (ATTN: DCO), INFO: 43BW (ATTN: DCO), SUBJECT: (U)
"SKY SHIELD," REFERENCE SAC SECRET MESSAGE DO 1895, SAME SUBJECT,
DATED 7 SEP 63, PART 1 OF 6 PARTS, THIS IS AUTHORITY FOR THE 43
BWB KING TO PARTICIPATE IN OPERATION "SKY SHIELD," AS PREVIOUSLY
COORDINATED, TWO (2) B-58 AIRCRAFT WILL BE LAUNCHED ON TIMES APPROVED
ON SAC FORM 121, PART 2, SUPERSONIC FLIGHT TO BE CONDUCTED IN LEVEL
FLIGHT AT ALTITUDES ABOVE 45K FEET, PART 3, NO OVERFLIGHT OF
DENSELY POPULATED AREAS DURING SUPERSONIC FLIGHT, PART 4, A
MINIMUM OF 10 NM IS MAINTAINED FROM BOUNDARIES OF MISSILE COMPLEXES

PAGE TWO RJEBSK 136
OF VANDENBERG AFB AND POINT ARGUELLO NAS, THIS REQUIREMENT IS
NECESSARY TO PRECLUDE THE POSSIBILITY OF OVER PRESSURE DAMAGE TO
MISSILES WHICH MAY BE IN AN DIRECT POSITION AT THESE COMPLEXES; PART
5, TARGETS ARE AS PREVIOUSLY COORDINATED IN THE VICINITY OF (NR. 1)
551N 12054W, (NR. 2) 5525N 12027W, THESE TARGETS WILL AVOID KNOWN
COMPLEXES BY MORE THAN 10 NM, PART 6, DECELERATION TO SUBSONIC
WILL BE ACCOMPLISHED PRIOR TO CROSSING 11955W IF POSSIBLE; HOWEVER,
IN NO EVENT LATER THAN PASSING ABEAM SANTA BARBARA VOR, THIS
INFORMATION WILL BE LIMITED TO A STRICT "NEED-TO-KNOW" BASIS.
BT
02/2135Z SEP RJEBSK

60-1476

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COMMAND POST
CHRONOLOGICAL SEQUENCE OF EVENTS
"SKY SHIELD EXERCISE"

<u>DTG (Z)</u>	<u>EVENT</u>
09/1800	Rcvd Index Number 231S-Execution Sky Shield.
09/1803	Ran Pyramid Alert - Col Crist; L/Col Payne; Maj Clodfelter; Supply - Wood; WX; Capt Biddle.
09/1808	Sent Confirming Zippo - Acknowledgement to 231S to 2AF.
09/1815	Rcvd Come Backcopy of Confirming Zippo sent at 09/1808.
09/1840	Rcvd TWX Zippo from CINCSAC of Index Number 231S
09/1855	Rcvd M-2 Report from 935W on WX Scout Acft.
09/1950	Rcvd Secret MSG DODTD M-0-16369 from 2AF.
09/2035	Rcvd Confidential M-10 Report from 935W on WX Scout Acft.
09/2214	Rcvd Unclassified Zippo 09-086 from 15AF.
09/2235	Rcvd VOCC from Colonel Miles "Use Primary Sky Shield Route" Canx Alt Route with Hood @ CARP KC. 2AF CP notified- ARTC Ft Center notified.
09/2358	Rcvd - PAS from 2AF - all units contact 2AF before diverting any 60-9 Acft due to WX * Reason is due to EVAC (HURRICANE) Acft.
10/0020	Rcvd PAS from 2AF - SAC has approved SKY SHIELD late T. O.'s to exceed 5 min. - provided time can be made up prior to HMCL and provided units get FAA approval.
10/0041	Rcvd PAS from 2AF - Request 2AF CP be notified prior to launch of any late Acft due to WX.
10/0146	Fitch 15 Taxied.
10/0200	Notified 2AF CP Sky Shield Acft delay of 15 minutes.

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COMMAND POST
CHRONOLOGICAL SEQUENCE OF EVENTS CONT.
"SKY SHIELD EXERCISE"

<u>DTG (Z)</u>	<u>EVENT</u>
10/0213	Colonel Shield 2AF CP called for info.
10/0214	Fitch 14 Airborne.
10/0215	Fitch 22 Airborne.
10/0216	B-9 Report Submitted.
10/0218	B-8 Report Transmitted.
10/0225	Fitch 14 and Fitch 22 Tanker Rendezvous 0436Z.
10/0226	Castle CP notified of Rendezvous Time.
10/0228	2AF CP Notified of Rendezvous Time.
10/0635	Castle CP called to give 43D CP off loads for Sorties #1 & 2. Sortie #1 - 62003; Sortie #2 - 68130.
10/0803	Rcvd initial B-11 report from 15th AF relayed via 2AF on SSB. Fitch 22 - AL; Fitch 14 - PL.
10/0814	Notified Edwards that B-58 will not utilize Edwards as Alternate.
10/0822	15th AF does not know present location of 43D Bomb Wing B-11 Report missent to Davis Monthan by 15th AF.
10/0824	Received corrected B-11 from Davis Monthan Fitch 22 - AL; Fitch 14 - AL.
10/0905	Fort Worth Center advises B-58 Fitch 22 and Fitch 14 estimated over high cone 0934Z. Scrambling TF-102 #358 as chase plane to assist aircraft in landing.
10/0918	Rcvd confirmation on B-11 report from Fitch 22 and Fitch 14 both Acft AL Score.
10/0923	Launched TF-102 #358 as Stand By chase for Fitch 22 and Fitch 14.

COMMAND POST
CHRONOLOGICAL SEQUENCE OF EVENTS CONT.
"SKY SHIELD EXERCISE"

<u>DTG (Z)</u>	<u>EVENT</u>
10/0945	Fitch 14 on the ground. #3 Alt out; Air Cond. Malfunction; Boab Nav Out. 701 - 7 + 45
10/0951	Fitch 22 on the ground. Minor write ups. 701 - 7+45
10/1420	Rcvd Blue Dot "Sky Shield" Message - Index Number 233.
10/1420	Sky Shield Exercise terminated.
10/1421	Ran Pyramid Alert
10/1428	Sent Acknowledge Message to 2AF to Index Number 233.
10/1445	Rcvd Comeback copy Message to Acknowledge Message sent to 2AF at 1428Z.

(TRUE COPY)
Alfred J. Nelson

LINE NO	SHEET NO	TAC CALL SIGN	ACFT TAIL NO	DARK SITE	ACFT STATUS		RED	FUEL LOAD	ITEM	DEFUEL	WPN		REFUEL	CAMERA	CHATY	ECM	AMMO	PRE FIT	DE ICE	DENT	REMARKS	
					IN	OUT					SKY	SHAD										POD
1	01	14	428	62	✓																	
		19	433	61	✓	CONN (FCP)			A													FCP
2	02	22	436	59	✓				C													
"APRIL - F.O.O.L"											10 SEPT 60											
1	19	433	5012 12/6	✓	ETG	12		A														FCP
2	18	432	12	✓	ETG	12		A														FCP
3	17	431	5012 13	✓	ETG	12		A														FCP
4	13	020	5014 14	✓	ETG	12		A														FCP
5	11	014	5014 14	✓	ETG	12		A														FCP
6		661	54	✓	ETG	12		A														FCP
7	21	670	5013 13	✓	ETG	12		A														FCP
8	10	671	5016 16	✓	ETG	12		A														FCP
9	14	408	28	✓	ETG	12		A														FCP
10	22	426	28	✓	ETG	12		A														FCP
11	16	430		✓				A														
12	15	429		✓				A														

404

403

3 RY/HR
300 RT Total

LAUNCH CHART

CREW ST

PRIM CREW LAST CREW	LINE NO	DATE NO	TEL NO	CALL SIGN	ETA	TRAV TIME	MOR TIME	ETA	AS	ATT	SEVA	VE	RTA	RECEIVED TASKED		ETA	AS	ATT	SEVA	VE	RTA	
														AS	ATT							
	1	01																				
	2	02																				
	1	01																				
	2	02																				
	3	03																				
	4	04																				

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



REPLY TO
ATTN OF: 43DCO

15 Sept 1960

SUBJECT: B-27 Report

TO: 2AF

~~SECRET~~/B-27/11-61/43RD BW/SKY SHIELD/

1. Conclusions. (U)

a. Estimate of mission success: Two sorties were scheduled, airborne and effective over the target, total flying hours expended 15:30. Participation in the exercise greatly aided the 43rd Bomb Wing in the current task of developing B-58 Tactical Doctrine, by enabling the wing to exercise procedures and tactics that are still in the planning stage. Continued B-58 participation in 2AF and SAC exercises on a scale compatible with Category III Test Requirements is of utmost importance for proper training of flight crews and equipment evaluation. (S)

b. Lessons learned: B-58 Cell Tactics must be revised see paragraph 2c below. (U)

2. Effect of support items on the success of the operation. (U)

a. Tanker support was adequate. Rendezvous, boom time and on load were as briefed. (U)

(b) (1) (A)

(b) (1) (A)

Warning detection warning by the ALR-12 Radar Warning Receiver was marginal due to deficiencies in the ALR-12 system. These deficiencies are being corrected by the contractor. (S)

c. Photography: Not applicable. (U)

d. Navigation: Navigation results were good although the auto nav system on the lead aircraft became inoperative shortly after take off forcing the crew to resort to manual navigation procedures. Navigation of the follow-on aircraft was flown as briefed, however the astro-tracker became inoperative during flight. (S)

e. Aircraft performance: Satisfactory. (U)

f. Bombings: Last resort bombing procedures were utilized by the lead aircraft due to loss of auto nav system. (S)

g. Tactics: Standard enroute cell tactics by visual means need revision. Due to obstruction of forward and downward visibility

PEACE IS OUR PROFESSION

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caused by the aircraft nose, follow aircraft had to offset a minimum of 5 degrees in order to keep the lead aircraft in view. Standard refueling formation tactics were good. ~~(S)~~

h. Weather: Forecast enroute and return; excellent. (U)

i. Base Facilities Support: Good. (U)

j. Aircraft maintenance and supplies: Aircraft maintenance was hindered by a local supply problem of spare parts due to one-of-a-kind items, specifically the Primary Navigation Stabilization Unit system on aircraft 59-2436. The system was inoperative prior to take off because of a bad amplifier. No replacement amplifier was available or in stock. ~~(S)~~

k. Gunnery Equipment: Gunnery equipment was generally satisfactory, however, the full capability of the MD-7 fire control system was not tested due to a lack of fighter attacks. ~~(S)~~

l. MATS and S.S. Support: Not applicable. (U)

m. Air Rescue: Not Applicable. (U)

n. Target materials and other intelligence data: Adequate. (U)

o. Internal security: Adequate. (U)

p. Ferret: Not applicable. (U)

q. Other pertinent items: Not applicable. (U)

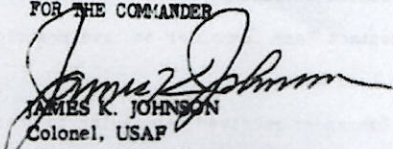
3. Recommendations. (U)

a. B-58 enroute cell tactics must be revised and perfected. (U)

b. Supply stock levels must be maintained to prevent a recurrence of the one-of-a-kind item levels. (U)

4. This document classified ~~SECRET~~ because it reveals critique data of a classified exercise. (U)

FOR THE COMMANDER


JAMES K. JOHNSON
Colonel, USAF
43d Bomb Wing Commander

~~SECRET~~

603280

COMMAND POST
CHRONOLOGICAL SEQUENCE OF EVENTS
"APRIL FOOL II"

<u>DTG (Z)</u>	<u>EVENT</u>
10/0545	Rcvd Index Number 1090S Message - April Fool II Initiated.
10/0548	Notified Colonel Crist
10/0549	Notified L/Col Payne; Capt Biddle; Maint Control.
10/0550	Acknowledge 1091S Report to 2AF.
10/0550Z	Notified CQ 43 Hq. L/Col Cotton.
10/0555	Notified Col Blizzard; Capt Miller.
10/0557	Notified Major Baulch.
10/0603	Notified Col Legge. Battle Staff Notification complete.
10/0615	Notified that two guards - Ward and Charmail - have been dispatched to guard CP and facilities.
10/-615	Reported to 43 Orderly Room that 43 Command Post personnel all present for duty.
10/0620	Guards posted at assigned location.
10/0625	Simulated recall procedures commenced. Recall acct from Bergstrom and Sky Shield.
10/0630	Combat Reports Team all present.
10/0645	Eight Crews available including 2 crews at Bergstrom (Bomb Comp).
10/0647	Attempting to contact Base Commander to have restrictions removed so that ADS can load weapons.
10/0648	Contacted Base Commander received permission to load weapons.
10/0710	Maint. has gone to 12 hours on - 12 hours off shifts since no Red Alert has been called.
10/0712	Maint. notified Red Alert in affect.

COMMAND POST
CHRONOLOGICAL SEQUENCE OF EVENTS CONT.
APRIL FOWL II

<u>DTG (Z)</u>	<u>EVENT</u>
10/0712	Lost Power, Auxillary power unit cranked up and on the line.
10/0711	Called Comms. Center for tape cutter.
10/0712	Lost all telephone communications.
10/0720	SSGT Caudill reported Staff Car missing from assigned Parking spot thus lost UHF Radio.
10/0727	One acft (B-58) - (431) has SSB radio. Hooking up Power Cart to Acft to establish Communications. Simulated 7 High. Simulated Zippo.
10/0730	Dispatched runner to Maint Control for Acft Status Report.
10/0739	Runner dispatched to Maint. Control for Acft Status Report.
10/0740	Confirmed condition Red with 7th CP. Initiated by Colonel Schurter.
10/0751	Communications established with Maint. B-58 #661 destroyed. Maint. Personnel remain in shelter until released by Shelter Officer. Cannot generate Acft due to High radiation count. B-58 431 servicable, and will be generated when conditions permit.
10/0751	Colonel Payne reports negative report from Base Disaster Control as to damage to Base, Acft, Personnel, etc. Also negative report from CBR Monitor as to radiation hazard to personnel not in shelters.
10/0752	Dispatched runner to Base CP to request CBR Monitor Team to evaluate radiation level at 43D Bomb Wing area.
10/0820	Maint. reported B-58 #432 & 433 damaged by collapsing hanger doors. Damage minor. Will not affect generation rate.

COMMAND POST
CHRONOLOGICAL SEQUENCE OF EVENTS CONT.
APRIL FOOL II

<u>DTG (Z)</u>	<u>EVENT</u>
10/1140	Colonel Brownlee Building 1051 received call 1110Z from 324 Command Post to release all non essential personnel.
10/1147	Runner dispatched to 324 Command Post for verification as to release non-essential personnel.
10/1225-1240	Forty-three cars departed Base; one scooter departed Base; Fourteen cars entered Base. No effort was made to Control Traffic.
10/1312	Discontinue use of B-58 #431 for SSB Transmission purposes.
10/1328	April Fool II Grounds Rules dated 1 Sept 60 for 43D Bomb Wing never received.
10/1358	Rcvd Blue Dot "April Fool II" Index Number Message 1093.
10/1400	April Fool II Exercise terminated.
10/1401	Ran Pyramid Alert.
10/1405	Sent Acknowledgement message to 2AF for message 1093.
10/1415	Rcvd Come Back Message to Acknowledgement message sent to 2AF at 1405.

(True copy)
Alfred J. Nelson

LAWSON/Lt Col Smith/CSG

"APRIL FOOL II" Report

22/EDCO

THRU: 43DCM
43C

1. This report is submitted in accordance with your request, subject: "April Fool II" Report dated 11 September 1960. It consolidates the observations made at the 43rd Command Post and recommendations made by Lt Colonel Brownee who was Shelter Commander at building 2351.
2. The 43rd Bomb Wing's participation in the exercise was severely limited by two factors:
 - a. The complete breakdown in communications between the 224th Combat Support Group Command Post and the 43rd Command Post.
 - b. The lack of advance information concerning the vital areas of the exercise which had to be simulated.
3. After the initial call from 2AF which touched off the pyramid alert, no information was forthcoming. Information concerning the facts that a bomb or missile burst had occurred in the vicinity of the field and that a Red alert had been called were not known by the 43rd Battle Staff. Command decisions were based on limited knowledge of what was supposed to happen and on limited informal information that filtered in via the radio equipped vehicle used to maintain liaison with the maintenance hangar. In spite of repeated attempts to establish communications, no official messages filtered through. Lt Col Payne visited the CSB Command Post at -215C to explain the flight of the 43rd Bomb Wing. The 43rd Command Post contacted Central Security Control to remind them that we were not a part of any established net other than the Crash Net. Two runners were dispatched to the CSB Command Post and only one of these returned with information. At approximately 0515, I visited the CSB Command Post to again explain the lack of communications with the 43rd. It was discovered that the 43rd Command Post was not on the conference net which was used throughout the night to relay vital information. Action was initiated to rectify the oversight. By this time, the exercise was so near completion that no messages were ever received.

4. Recommendations for Future Disaster Exercises:

a. That the Combat Support Group take the initiative and ensure that all essential information reaches the Battle Staff of the 13th Bomb Wing. If the telephones are out of order, immediate steps should be taken to obtain runners or other suitable means to relay essential information concerning damage to aircraft and facilities and radioactive contamination of specific areas that have a direct bearing on the Wing's capability to generate F-105 sorties.

b. That a complete set of ground rules be delivered for the Chief of the Battle Staff not later than the time established for the initiation of the exercise. These rules should point out all known areas of simulation with particular attention devoted to how the simulated occurrence will be made known and what action is expected. For example, it would be immediately known to all personnel on the base when a nuclear weapon actually burst in the vicinity and it is completely unrealistic to have to send a runner around to the various sections to advise of this fact. It would be quite apparent what to do with a casualty whose leg was blown off but the proper action is apt to be overlooked if the only evidence of the leg being gone is the printed word on a card. Such radical simulations should be fully explained in the ground rules in order that every facet of the tremendous effort of such an exercise as April Fool II can be exercised.

5. Shelter Commander's recommendations, building 2351:

a. Have Shelter Commander's folder or other folder outlining the responsibilities of shelter personnel available to the CO or other persons normally available at the shelter so that some immediate action items may be accomplished without delay.

b. The first page of the Shelter Commander's folder should contain a simple list of immediate action items to be accomplished by the first man on the scene. For example: Secure doors to avoid contamination of interior before decontamination facilities are set up, restrict incoming personnel to specific areas, post guards, etc. When the shelter commander arrives the remainder of the procedures could be placed into effect.

c. Include detailed drawings of that specific building showing location of decontamination, first aid, clothing storage and other areas. This map to be made out in conjunction with experienced disaster control personnel.

d. Include separate check lists of duties for guards, runners, decontamination team chief, registrar, etc. These should be detached from the shelter commander's folder in order that the individual

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commander can take the appropriate check list with him to insure all essential duties are performed. This is necessary in view of the fact that the individuals assigned these duties will, for the most part, not have had any previous experience. In addition an all inclusive check list should be in the shelter commander's folder.

e. Have First Aid kits in shelter areas where hospital facilities will not be set up. In case of actual emergency, it would probably be necessary to use local first aid procedures for some time.

f. Develop simplified method of determining radioactivity. Present procedures are time consuming and subject to errors through use by inexperienced personnel.

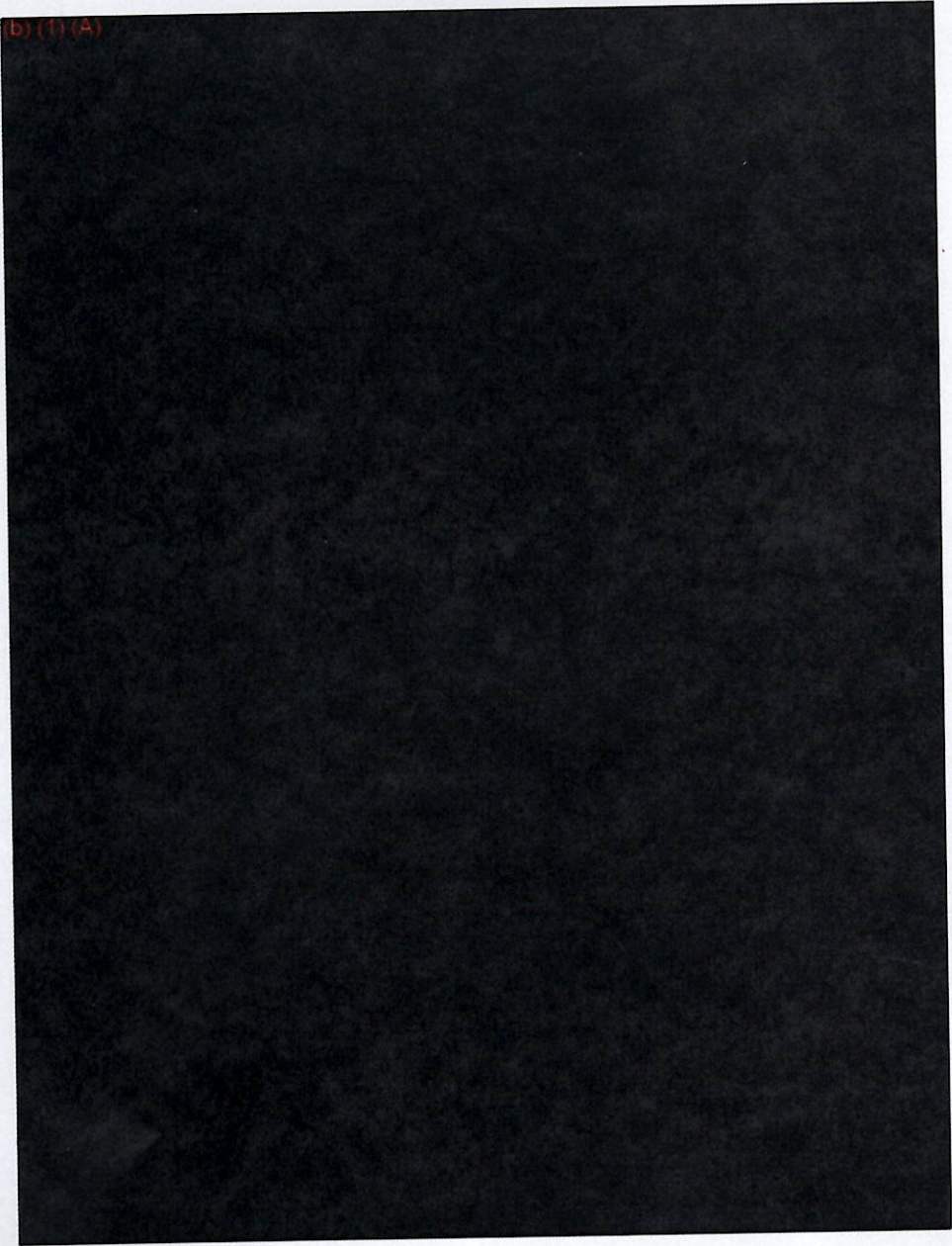
JACOB A. HUTCHINSON
Colonel, USAF
Deputy Commander for Operations
Hq 41st Bomb Wing (Medium)

(TRUE COPY)
Alfred J. Nelson

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413

(b) (1) (A)



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c. Hi-Altitude Bombing (SAC and S Personnel): Bomber CEA's have been within specification accuracy but not as close as desired in the competition. A total of 39 RBS runs, including maintenance runs, have been accomplished by both crews and both aircraft, and of this total 44% of runs accomplished are considered reliable by SAC standards. A resume of results for aircraft CEA's is available upon request.

d. Short Look Bomb Runs: CEA's have been better than high altitude bomb runs. A total of 5 short look bomb runs has been accomplished with 100% reliability according to SAC standards. Since the low altitude bombing is being scored twice as heavily as the high altitude bombing, the chances of scoring in the low-altitude bombing area are better. Base performance and CEA's, competition points for bombing will be difficult to achieve. A resume of crew and aircraft CEA's is available upon request.

e. High Altitude Celestial Navigation: Only two navigation missions flown to date can be considered as competitive with an estimated C.E. of 6.5 NM. Navigation accuracy has been the most serious problem to date. Six out of 26 flights can be considered as acceptable navigation flights. In the last 3 flights on aircraft 429 and 430, the navigation accuracy could be considered as highly competitive. The best navigation mission produced a navigation error rate of only 1.1 NM/hour.

f. Low-Altitude Navigation (OB) Routes: The navigation accuracy on the off-bomber routes has been good averaging not more than 7 miles off course. The 1-58 navigation computer with search radar, automatic and independent, has virtually eliminated the positioning problem in low-level navigation. Reliability is the only problem in this area.

g. ECM: Electronic counter measures offer no operational problems. The equipment to date is approximately 70% effective, virtually guaranteeing maximum points in the competition.

h. Air Refueling: Air refueling procedures and tactics have been developed and are being used in conjunction with the 33rd Air Refueling Squadron, Barker Hill AFB, Indiana. Beacons in both the receiver and tanker have been approximately 90% reliable. Rendezvous procedures and fuel transfers have steadily improved with each mission. Considerable personal coordination between the tanker and bomber crews has resulted in maximum performance during the air refueling profile. There are no operational problems in the air refueling area.

014

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1. Mission Summary:

Acft No.	Date	Crew	T. O.	Route	Remarks
429	21 Jul	Deutschendorf	On Time	FCF	B/N Malfunction
430	22 Jul	Confer	On Time	FCF	B/N Malfunction
429	26 Jul	Deutschendorf	On Time	Bomb Comp	B/N Unsatisfactory
430	28 Jul	Confer	On Time	Bomb Comp	B/N Unsatisfactory
429	1 Aug	Deutschendorf	On Time	FCF	B/N Unsatisfactory
429	2 Aug	Deutschendorf	On Time	Bomb Comp	B/N Marginal
429	3 Aug	Confer	On Time	Bomb Comp	(B/N Satisfactory
					(Acft Unsatisfactory
429	4 Aug	Deutschendorf	Late 1:45	Bomb Comp	Acft & B/N Excellent
430	8 Aug	Confer	On Time	Bomb Comp	Acft & B/N Excellent
430	9 Aug	Deutschendorf	On Time	Bomb Comp	Acft Unsatisfactory
429	15 Aug	Lewis	N/A	FCI	Acft Satisfactory
430	16 Aug	Confer	On Time	Bomb Comp	(Acft Unsatisfactory
					(B/N Marginal
429	17 Aug	Lewis	N/A	FCF	Acft Satisfactory
430	17 Aug	Deutschendorf	Late 1:01	Bomb Comp	B/N Unsatisfactory
429	18 Aug	Confer	On Time	Bomb Comp	Acft & B/N Unsat.
429	19 Aug	Deutschendorf	Late 2:47	Bomb Comp	Acft & B/N Excellent
429	21 Aug	Deutschendorf	N/A	Fly-by	(B/N Satisfactory
					(Acft Unsatisfactory
429	22 Aug	Deutschendorf	N/A	Return from	(B/N Satisfactory
				Lincoln AFB	(Acft Unsatisfactory
429	23 Aug	Confer	On Time	Bomb Comp	(B/N Unsatisfactory
					Acft Satisfactory
429	24 Aug	Confer	On Time	Bomb Comp	Acft & B/N Unsat.
430	24 Aug	Deutschendorf	Late 1:23	Bomb Comp	Acft & B/N Marginal
429	26 Aug	Confer	On Time	Bomb Comp	B/N Unsatisfactory
430	29 Aug	Deutschendorf	Late 1:28	Bomb Comp	(B/N Marginal
					(Acft Unsatisfactory
429	1 Sep	Confer	On Time	Bomb Comp	Acft & B/N Excellent
429	2 Sep	Deutschendorf	On Time	Bomb Comp	Acft & B/N Excellent
430	3 Sep	Confer	Late 1:26	Bomb Comp	Acft & B/N Excellent
430	5 Sep	Deutschendorf	On Time	Bomb Comp	Acft & B/N Satisfactory
429	6 Sep	Confer	On Time	Bomb Comp	Acft & B/N Satisfactory
430	6 Sep	Deutschendorf	On Time	Bomb Comp	Acft & B/N Satisfactory

(1) On Time Take Off: 17 out of 23 or 74% of all scheduled flights took off on time. 14 out of 20 or 70% of scheduled bomb comp flights took off on time.

(2) Sortie Rate: 21 July 1960 - 3 September 1960. A total of 27 sorties were flown by both aircraft in a period of 47 days, resulting in a sortie rate of 17.5 sorties/month. This span of time includes stand-down for TOC's, brake and gear inspections and 25 hour post flights. Aircraft #429 averaged 11.3 sorties per month and aircraft #430 averaged 6.5 sorties per month. With proper supervision and effort there is no reason why a goal of 3 sorties/month aircraft cannot be met.

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3. Problem Areas: Problems of B-58 operators are different than those encountered in any other bombardment wing except the coordination. In order to meet the requirements of the B-58 training sortie, it is necessary to coordinate with 5 separate agencies scattered throughout the United States. To insure maximum utilization of flight time, the following agencies must be notified and coordinated with 24-48 hours in advance: RBS sites, tanker units, FAA and ARTC for oil hazard routes, and for a target, work the 1st RBS Group, 2AF Control Room and Base Information Officer. It was found that the operations staff of this project (Lt Col Dyer and Maj Zeafer) devoted approximately 75% of their efforts and time coordinating with and informing various agencies of our intentions. Considering these facts, it is mandatory that the squadron or wing briefing teams' sole responsibility be coordination with interested agencies, and briefing and debriefing of flight crews.

4. Conclusions:

(b) (1) (A)

- b. Reaction time of the B-58 is as good as better than other tactical aircraft in SAC.
- c. The B-58 can meet scheduled takeoff times and can be turned around.
- d. Reliability of bomb/air is improved daily. CEA reliability compares favorably with other SAC units.
- e. THE 43RD BOMB WING WILL PLACE FIRST IN THE 1960 SAC COMBAT COMPETITION.

CONVA'R SUMMARY

1. On 12 August 1960, F. W. Davis, Division Manager, set into motion the Conva'r support program with the appointment of J. Y. M. Chase as Combat Competition Coordinator.
2. Under the coordinator's guidance, key men from each of the participating departments were selected for the purpose of extending all tasks necessary to accomplish immediate action and follow-up on competition support items. Director es were then made available, listing these men, their in-plant extensions and home telephones along with the names and numbers of key Carswell personnel. This was done in order to insure the availability of these men and their services on a 24-hour basis.
3. Periodic meetings were held at Conva'r to review the progress. The project coordinator along with a spares representative and the lead Sperry representative stationed at Conva'r were kept apprised of the latest developments in the pre-competition program through their attendance at the 43rd Bomb Wing's daily briefing sessions.
4. Spares acquisition has been streamlined to use the Form DD 1143 and when parts are to be returned to Conva'r, they immediately telephone the key man at the Weapons System Storage Site to pave the way for handling of the items. "Win The Competition" stickers have been printed and are attached to all combat support items to identify them so that anyone seeing these stickers know these parts are to receive immediate attention.
5. Mr. Bob Kahn, Manager Subsystems Procurement, tried in all vendors on this program and through unusual means, secured their support in expediting needed equipment. The transfer of these items is being steadily accomplished through the USAF LOGA'R service on commercial airlines.
6. The Aerophysics Lab, along with the electronics and test areas, were placed on a 24-hour schedule to provide added test service as well as "Tweak Up" for certain of the bomb/nav components and systems.
7. The Tooling Department stepped up their activities in order to provide additional ground support equipment for use by the 43rd Bomb Wing at both Carswell and Bergstrom Air Force Bases, as well as sending technical personnel to Carswell in order to assist in the repair and calibration of ground support equipment.
8. J. E. Goode, Assistant Chief Engineer Electronics and Flight Controls, has set up a special team of bomb/nav specialists, Bill Goodwin and Ted Hall, to monitor bomb/nav accuracy and they are working in close coordination with the Sperry personnel on a number of the bomb/nav systems.

9. Bob Kahn has arranged with Bertin Facility to provide an APN-35 beacon and a technical representative to the Barker Hill, Indiana KC-135 Squadron, for optimum rendezvous procedure.

10. At Carswell, Bill Kinzer has been assigned as a bomb/ha member of the team to help maintain the system. C. N. White and Bill Flumlee, on day and night shift respectively, have been assigned to spend one hundred percent of their time on the competition aircraft for any help they may be able to give.

MAINTENANCE PREPARATION AND FLIGHT

1. PERSONNEL

Early in the month of June 1950, the various commanders of the maintenance squadrons of the 43rd Bomb Wing conducted meetings within their organizations to select the OIC and NCOIC of the maintenance teams to represent the squadrons. In most cases the OIC and NCOIC were selected by the squadron commanders on a basis of personal knowledge and ability to perform B-58 maintenance in an exceptional manner. The section or branch chiefs of the 43rd OMS, FMS, ATMS, and Supply nominated their best qualified personnel from each section to be the remainder of the maintenance teams to support all phases of the bombing competition. These personnel were primarily selected for their demonstrated ability to perform the most complex maintenance tasks to support the two aircraft selected for the first phases of the competition.

Final selections of maintenance personnel were completed in the month of June 1950. A complete roster of personnel is as follows:

<u>NAME</u>	<u>RANK</u>	<u>SERIAL NO</u>	<u>DUTY</u>
<u>OFFICERS:</u>			
Doom, Richard C.	Major	(b) (6)	Maint Officer
Adams, Robert L.	Captain	(b) (6)	Supply Officer
DeRose, Abner W.	Captain	(b) (6)	A&E Officer
Platt, William	Captain	(b) (6)	FM Officer
Patrick, Eddie L.	Captain	(b) (6)	A&E Officer
Simpson, Phillip Y. Jr.	Captain	(b) (6)	OMS Officer
Younger, Dale J.	Captain	(b) (6)	Logistics/Adm Off
<u>AIRMEN, OMS</u>			
Hydak, Alexander F.	SMSGT	(b) (6)	OMS Line Chief
Ray, Harry E.	MSGT	(b) (6)	OMS Crew Chief
Wheeler, Warren C.	MSGT	(b) (6)	OMS Crew Chief
Everage, James R.	TSGT	(b) (6)	OMS
Beck, Christian C.	SSGT	(b) (6)	OMS
Brush, Morris	SSGT	(b) (6)	OMS
Dapier, Daniel L.	SSGT	(b) (6)	OMS
Gay, Howard R.	SSGT	(b) (6)	OMS
Payne, Hubert H.	SSGT	(b) (6)	OMS

NAME	RANK	SERIAL NO.	DUTY
<u>AEMS</u>			
Gart, Edwin L.	SMSGT	(b) (6)	NCOIC A&E
Clapper, Lawrence A.	TSGT	(b) (6)	NCOIC Bomb Nav
Jeffertes, Aubrey C.	TSGT	(b) (6)	Comm Nav
Little, Thomas C.	TSGT	(b) (6)	Comm Nav
Maler, Julius W. Jr.	TSGT	(b) (6)	Flight Control
Mosley, Billy S.	TSGT	(b) (6)	Bomb Nav
Caballero, Jose A.	SSGT	(b) (6)	Flight Control
Casteen, William H.	SSGT	(b) (6)	DECM
Chasler, Donald W.	SSGT	(b) (6)	Bomb Nav
Fricker, Robert H.	SSGT	(b) (6)	Bomb Nav
Kirby, Edgar V. Jr.	SSGT	(b) (6)	Comm Nav
Owens, Watson K.	SSGT	(b) (6)	Photo
McCoy, James L.	SSGT	(b) (6)	Weapons Shop
Guganus, John C.	A1C	(b) (6)	Flight Control
Toys, James E.	A1C	(b) (6)	DECM
<u>SMFFLA</u>			
Douglas, Beldon L.	TSGT	(b) (6)	Supply NCOIC
Keerachar, John J.	A2C	(b) (6)	Supply
Tarbot, Joshua W.	SSGT	(b) (6)	Supply

2. AIRCRAFT.

The two aircraft selected for the training phase of the bombing competition were aircraft numbers 429 and 430. These aircraft were selected primarily for their ability to operate in the supersonic speed ranges. At the end of the training phase one of the aircraft would be selected as the primary airplane for the competition sorties and the other for the static display aircraft at Bergstrom AFB.

There were no special maintenance procedures used prior to or during the training phase of the competition, with one exception. On the 5th of July 1960 it was determined to remove all of the LRU's (Line Replaceable Units) from Aircraft #429 for the Bomb/Nav, Comm/Nav, and DECM systems. The purpose of this removal and replacement was to perform a thorough test and complete zero alignments of all of the aircraft components, with the hopes of reducing the number of malfunctions during the training phases. The LRU's for Aircraft #430 were sent to the AEMS bench maintenance shops on 1 August 1960. In addition, all of the combat competition spares were processed through the applicable shop for a complete and thorough bench check and alignment to insure that only operational equipment would be immediately available to sustain the aircraft.

Approximately mid-June, a meeting with Test Engineering, technical representatives, and the Bomb/Nav Section Chief was conducted to determine the approach to be used to increase the accuracy necessary to compete in the competition. As a

result of this meeting, certain modifications were required to allow the B-58 to be brought up to a tactical configuration. These modifications were:

- a. Installation of cameras to photograph the instrument panels.
- b. Installation of a wire recorder for recording radio transmissions.
- c. Removal of automatic ballistics for bombing use, so the navigator was required to use manual settings.
- d. Modify the Indicator Console Unit (ICU) and Photo Recorder Unit (PRU) to a tactical configuration for improvement of photography for scoring purposes.
- e. Modify the Navigational Control Panel with a new type of integrators for more reliable counters.
- f. Modify the Astro Panel and Heading Rack into a tactical configuration to prevent heading drift when astro has an intermittent lock due to cloud cover.
- g. Modify the Astro Panel to give the operator slew capability.
- h. Relocated the IFF Control Panel from the 1st to the 3rd station.

3. SUPPLY LIAISON:

During the week of 18 through 22 July 1960, all maintenance activities studied shop records and flight line consumption, plus lists of equipment taken on previous TDY's. They compiled a list of 109 line items, totaling 379 individual items which they felt were necessary to support the competition. During the week of 25 through 29 July 1960 the two supply men, aided by Convair spares representatives, researched all part and stock numbers for correctness and applicability, and the following week requisitioned all items.

Arrangements were made with Base Supply, Convair Store #5, and the Weapons System Storage Site at Convair for identification and special handling of all requests for these spares. It was agreed that all requisitions would be hand-carried to Base Supply on code 8 cards and that they would be identified by the words "Bomb Comp" written across the face of the requisition. In addition, Base Supply agreed to identify all requisitions to the WSSS with a TRJ Code 53 and the letters BCP in the "Marked for" column. In addition, the Base Supply Officer agreed to furnish the Competition Supply Officer with copies

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of all requisitions sent to the WSSS. Through these special identifications and direct coordination between the Supply Officer and the WSSS, complete control and assurance of special handling was maintained. Shipments of the items from the WSSS to Corvair were also coordinated through the Supply Project Officer to insure that parts were not misplaced in the supply system.

As items were received by the project supply they are processed through the various shops for bench check, and 52 Bomb/Nav items were processed to the aero-physics laboratory at Corvair for special alignment and calibration.

Complete records "AF Forms 197" are being maintained on all items. This is extremely important, in view of the fact that these items are used for operating spares for the maintenance of the competition aircraft during the training period. The serviceability and location, as well as the accountability, is maintained on these records.

The use of these spares as operating spares has made the constant turn-in of reparable and replenishment of stocks necessary.

The spares, except an engine, two large antennae, the PCIA, and the classified DECM items, will be transported to the competition in a twenty-two foot van-type trailer. The items listed above will be airlifted in a C-123 aircraft. The total estimated weight to be transported is 12,500 pounds.

4. SORTIES FLOWN:

The first sorties flown on the competition aircraft were scheduled on Aircraft #429 on 21 July 1960, and on #430 22 July 1960. These first flights were test flights of approximately two and one-half to three hours duration to test out PCIA, yaw and flight controls. Since 21 July through 26 August 1960, the following sorties have been flown on each aircraft:

Aircraft #429

<u>DATE</u>	<u>TAKOFF</u>	<u>LAND TIME</u>	<u>DURATION</u>	<u>MISSION TYPE</u>
21 July	1100	1350	2:50	FCF
26 July	1645	2318	6:37	Bomb/Comp
1 Aug	1819	1943	1:24	FCF
2 Aug	1820	2036	2:16	Bomb/Comp
3 Aug	1820	2045	2:25	Bomb/Comp
4 Aug	1947	0459	9:12	Bomb/Comp

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<u>DATE</u>	<u>TAKEOFF</u>	<u>LAND TIME</u>	<u>DURATION</u>	<u>MISSION TYPE</u>
15 Aug	1917	16:28	2:49	FCF
17 Aug	1711	13:58	3:13	FCF
18 Aug	2328	20:57	2:31	FCF
19 Aug	2351	21:54	1:57	Bomb/Comp
21 Aug	0845	12:05	3:20	Bomb/Comp
22 Aug	1411	17:11	2:59	XC
23 Aug	1845	20:13	1:28	XC Ret
24 Aug	1743	18:43	1:00	Bomb/Comp
26 Aug	2110	02:36	5:26	Bomb/Comp

Aircraft #430

27 July	1529	18:13	2:44	
28 July	1545	24:57	9:12	FCF
8 Aug	1811	03:06	9:15	Bomb/Comp
9 Aug	1811	19:10	1:09	Bomb/Comp
16 Aug	1905	00:11	5:17	Bomb/Comp
17 Aug	2014	03:48	7:34	Bomb/Comp
24 Aug	1846	00:16	5:30	Bomb/Comp

A breakdown of the flying time of the two aircraft during the period of 26 July through 26 August 1960 is as follows:

Aircraft #429 - Test Flights, 4:10
 Bombing Competition Training, 36:56
 Cross Country, 4:20.

Aircraft #430 - Test Flights, 2:44
 Bombing Competition Training, 43:30.

5. MAINTENANCE DOCUMENTATION

As a means of comparison, the machine run listings from Statistical Services were screened over the periods from 21 July through 26 August 1960 to show the number of documented manours utilized over this period. The figures furnished were extracted from the aircraft system and component discrepancy report #4, which are normally furnished with analysts on a monthly basis. This report indicates all maintenance performed on the aircraft by personnel from OMS, FMS, and AEMS. To further clarify and simplify the information listed below, only the first two digits of the work unit code are listed with the general system title immediately following. This report will not show the supervisory time expended on the competition aircraft, but only indicates the

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actual time expended by the technicians in the maintenance functions. Further, to condense the report and also to show a form of comparison, this report will show three breakdowns of the man-hours breakdown will cover the following periods: 21 through 31 July, 1 through 22 August, and 23 through 26 August 1960.

Aircraft #419

CODE	TITLE	HOURS DOCUMENTED		
		<u>21-31 July</u>	<u>1-22 Aug</u>	<u>23-26 Aug</u>
01	Alert, Service, Tow	86.5	352.5	42.4
02	A/C Cleaning	0.0	0.0	0.0
03	Inspection, Look Ph.	95.4	707.5	12.0
04	Special Insp. Look Ph.	0.0	10.5	
11	Airframe	25.0	118.1	
12	Fuselage Compartments	2.0	2.0	
13	Landing Gear	2.0	33.2	
14	Flight Controls	73.0	274.5	
23	Power Plant	107.2	135.4	
41	Air Cord & Press	34.5	13.0	
42	Elect Power Supplies	48.0	42.1	
44	Lighting	10.0	6.5	
45	Pnedraulics	74.0	95.8	
46	Fuel System	0.0	13.8	
47	Oxygen System	0.0	15.0	
51	Instruments	38.5	16.5	
52	Auto Pilot	20.0	17.2	
63	VHF Command Radio	3.0	30.0	
71	Radio Nav	0.0	6.0	
73	Bomb Nav	297.6	183.5	
74	Fire Control	4.0	4.5	
75	Weapons Delivery	0.0	29.3	
76	ECM	0.0	16.2	
91	Emerg Equip	0.0	43.0	
93	Drag Chute	0.0	3.0	
	TOTALS	914.9	2169.4	54.4

Aircraft #420

01	Alert, Service, Tow	95.4	312.9	34.7
02	Acft Cleaning	0.0	1.0	0.0
03	Inspection, Look Phase	49.5	916.4	2.0

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CODE	TITLE	HOURS DOCUMENTED		
		21-31 JUL	1-22 AUG	23-31 AUG
04	Inspector, Special Ins	3.7	19.4	1.5
11	Airframe	85.3	101.8	4.3
12	Engine Compartment	8.7	18.3	0.0
13	Landing Gear	25.4	24.4	3.0
14	Pilot Controls	238.5	11.0	0.0
21	Power Plant	37.0	40.2	1.0
41	Air Cond & Press	7.0	37.8	0.0
42	Elect Power Supplies	0.0	42.3	0.0
44	Lighting	2.3	5.6	0.0
45	Pneumatics	4.0	10.6	4.0
46	Fuel System	9.0	15.7	2.0
47	Oxygen System	0.0	0.0	0.0
49	Miscellaneous Utilities	0.5	0.0	0.0
51	Instruments	25.1	26.2	0.0
52	Auto Pilot	141.5	63.0	2.0
63	HF Command Radio	0.0	11.7	0.0
65	Radio Nav	0.0	121.7	0.0
73	Bomb Nav	234.0	233.2	72.0
74	Fire Control	31.4	1.7	0.0
75	Weapons Delivery	4.0	3.8	4.5
76	DECM	12.0	15.4	0.0
91	Emerg Equip	0.0	27.6	0.0
	TOTAL	976.4	2028.6	131.2

6. SORTIES VERSUS MAINTENANCE MAN-HOURS.

During the preparation and training phases of the competition aircraft, a time comparison of number of sorties versus maintenance man-hours expended has been made.

Aircraft number 429 was flown a total of fifteen (15) sorties from 21 July through 26 August, with a total of 3138.7 documented man-hours of maintenance performed. These figures indicate that 209.2 maintenance man-hours were expended for each sortie flown.

Aircraft number 430 was flown a total of seven (7) sorties during the same period of time with an expenditure of 3136.2 maintenance man-hours or an average of 448 man-hours per sortie flown.

The time expended that is indicated above is strictly the man-hours expended on the flight line, at the aircraft, and does not include any shop time in support of this maintenance.

It is quite possible and likely that certain aircraft maintenance documents have not yet been processed through stat machine room. Additional man-hours are necessarily missing from this report as a result.

It must be remembered that the supervisory time is not indicated on the maintenance records, hence the actual expenditure of total man-hours involved cannot be given.

7. MAINTENANCE SUMMARY:

A complete summary of all units or parts that were removed and replaced from both aircraft during the training phase has been made. This summary was extracted from the Specialist Job Records (SJR's) of all Field Maintenance (FMS) and Armament Electronics (AEMS) shops involved in line maintenance of the competition aircraft. A major portion of the manhours expended by each of these shops will not be indicated. For example: trouble-shooting, repair, alignment, or other minor maintenance.

This portion of the report will only indicate those items removed and replaced and the man-hours for this function. Inclusion of names of technicians would not be feasible, since this information would tend to confuse the reporting. As a means of comparison, the report will be segregated by aircraft and shop involved.

Aircraft #429 FMS ELECTRICAL SHOP

<u>Item Removed and Replaced</u>	<u>Man-Hours</u>
Lower Collision Light	2.0
#2 Alternator	7.0
#1 Engine Oil Fuel Warning C/B	.15
#1 Alternator Drive Assy	6.0
Cannibalize seat switch from 429 to 020	3.0
#1 Engine Oil Inlet Seal	5.0
2d Station Canopy Unlock Switch	2.0
-150 and +250 Power Supplies	11.0
-150 Power Supply Forward	2.0
#4 Engine Hydraulic Press Switch	2.0
#3 Fire Warning Control Unit	5.0
Anti-Collision Light	5.5

FMS ENGINE CONDITIONING SHOP

<u>Item Removed and Replaced</u>	<u>Man-Hours</u>
4 Oil Fuel Screens	4.0
Aft Air Filter Fuel System Valve	1.3
#1 and 2 Hydraulic Pumps	6.0
Oil Line	11.0
4 Hydraulic Pumps	10.0
4 Fuel Filters	5.0
#1 Rear Forward Gear Box Oil Seal	24.0
Anti-Lock Valve	7.0

FUEL SYSTEM

Air Transformer Fuel Filter	1.0
Air Fuel Valve	1.0

HYDRAULIC SHOP

Filter Bank on Utility System	21.0
Utility Reservoir	
#1 and 2 Oil Coolers	
Landing Gear Filter	
Flight Control Filter Elements	3.0
#1, 2, 3, 4 Oil Coolers	3.0
R Primary Elevator Accumulator "O" Ring	1.3
Seal and Jam Nut Panel 571 and 571	6.5
Hyd Press Line No 3 Eng	2.5
Press Switch No 4 Eng	2.5

INSTRUMENT SHOP

Turn and Bank Indicator	1.5
Airspeed Indicator	Unk
#1 Ste Attitude Indicator	2.8
#1 Eng Tach Indicator	2.0
1, 2, 3 Spikes	4.7
#1 Spike	11.0
Lox Gauge	2.0
Oxy Push to Test Switch	8.0
#1 Spike	1.0
EPR Transducer	5.0
Instrument Panel	2.6

MACHINE SHOP

1 Milser Fastener Data Package Cover	.5
1 Milser Fastener Panel 379	.3
1 Milser Fastener Data Pack Cover	1.0
1 Milser Fastener Data Pack Cover	1.0

MACHINE SHOP CONT D

Screw Rt Wing Fitting #4 Eng	1.0
5 Screws Panel 106	.5
Screws Ficta Windshield	.5
Screws Left Wheel Well	.2

REPAIR AND RECLAMATION

Right and Left 2d Sta Windows	5.0
First Sta Canopy	3.0
Control Stick	6.0
Right Center Windshield	11.5
No 11, 12, 15, 16 Tires	6.0
No 1, 2, 17, 18 Tires	6.0
Total Seats and Canopy	29.0
First Sta Seat and Canopy	11.0
Third Sta Seat and Canopy	3.0
3, 4, 7, 8 Tires	4.0
LH 3d Sta Window	4.0
1st Sta Seat	24.0
No 13, 14 Tires	2.0
No 15, 16 Tires	1.0
No 5, 6, 17, 18 Tires	3.0
1st Sta Canopy Actuator	2.0
No 3, 4, 7, 8 Tires	2.0
No 1, 2, 17, 18 Tires	4.0
No 9, 10, 11, 12, 13, 14 Tires	6.0
No 15, 16 Tires	1.0

STRUCTURAL REPAIR

Milser Fasteners Panel 329	2.0
Milser Fasteners Panel 329	2.0
Nut Plate Panel 415	3.0
Aerodynamic Plugs Rt Wing	3.0
EDA Camera Panel	11.0
3 Nut Plates - Data Pkg.	1.5
Camlock LH Void Area	8.0
Milser Fastener Panel 724	1.3
30 Aerodynamic Plugs	4.0
6 Rivets No 4 Eng Ring	1.0
Fast Data Pkg	2.0
Nut Plate on Data Pkg	2.5
Aerodynamic Plugs	1.0
Olympic Rivets LH Elevon	4.5
4 Milser Fasteners	1.0
Aerodynamic Plugs Bottom Rt Wing	18.0
10 Plugs Top Wing	1.0

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ARMAMENT ELECTRONICS

Bomb/Nav Section

Sighting & Test Panel No 25	4.0
ICU No. 26	4.0
CSU No 5	4.0
AF - IF No 515	9.0
Sighting & Test Panel No. 14	32.0
Sighting & Test Panel No. 14	17.0
ATAU No 8	9.0
Sighting & Test Panel No. 31	17.0
RTM No. 6	14.0
Spotting Rack No. 4	25.0
Heading Rack No. 4	
ARU No. 44	
Astro Tracker No 9	
ATAU	17.5
Indicator Panel No 25	
Nav Control Panel No 16	
ATAU No 8	18.0
RTM No 5	
CSU No 5	9.0
RTA No 27	4.0
ECA No 11	4.0
ATAU No 8	
ATAU No 8	3.0
Frequency Tracker No 217	1.0
Heading Rack No 25	9.0
RTM No 5	7.0
RTM No 9	7.0
ICU No 26	15.0
PRU No 10	
RTM No 15	
RTM No 16	4.0

DECM

Amplifier Indicator ALR-12	6.0
Amplifier Indicator ALR-12	10.0
Power Amp ALQ-16	6.0
Driver ALQ-16	

CAMERA

18 Camera and Magazine Loadings	21.2
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COMM NAV

1000 Mike Switch	3.3
Wire Recorder Drive Wheel	2.6
3rd Sta Interphone Cordur	4.5
1st Sta Interphone Cordur	7.5
Wire Recorder	6.1
ARC-57	5.0

WEAPONS

Pod	2.1
Pod	17.0

FIRE CONTROL

6 Antenna Mount Bolts	}	5.5
2 Crossover Mount Bolts		
Computer Guide Pins		

FLIGHT CONTROL

Control Unit Amplifier	8.0
Pitch Rate Isolation Amp.	3.5
Control Stick	1.5
Elevator Posn Ind.	1.5
Power Control Linkage Assy	2.3
Rate Gyro & Accelerometer	7.8
Mong Valve	6.3
Power Control Linkage Assy	5.5
Control Stick	.5
Power Control Linkage Assy	7.9
Control Unit Amp	7.9
Rate Gyro & Accelerometer	1.0
Control Stick	1.0

Aircraft No. 430

FMS ELECTRICAL SHOP

#1 & 3 Alternator	8.0
Anti-Strid Harness	12.0
3d Sta DC Voltage Selector Switch	6.0
Fwd 250 Volt Power Supply	4.5
RH Anti-Strid Harness	8.0
FR Fuse Assy	1.3

ENGINE CONDITIONING

All 4 Eng Fuel Strainers	7.0
No 3 Eng F.D. and S.V.	3.0
No 1 and 2 Hydraulic Pumps	6.0
All Eng Oil Cooler Seals	1.0
No 1, 2 Eng Hydraulic Pumps	3.0
Main Fuel Screens	3.0

HYDRAULIC SHOP

Hydraulic Line Fire Control Turret	2.5
No 1 and 2 Hydraulic Coolers	1.5
No 5, 6, 7, 8 Brakes	11.0
Normal Brake Control Valves	9.0
Hydraulic Filters	1.0
No 4 Hydraulic Line	16.8
PCLA Hydraulic Line	6.5
PCLA "O" Ring Filter	2.4
Utility Surge Damper	5.0

INSTRUMENT SHOP

Machmeter	.5
All Spikes	3.0
CG Calibrator	2.0
Machmeter	.4
Clock	.5
No 4 Eng Fuel Flow Transmitter	.5
No 1, 2, 3 Spikes	8.6

MACHINE SHOP

Helicoil Rear Mount	1.0
8 Screws Panel 807	.5
1 and 2 Sta Crawlaway Screws	2.5
Screws Panel 303	.5
Screws Aft Pod Hook Point	.4
Screws Aft Jack Pad Panel	.5
5 Screws Panel 807	.5
Screws Fwd Wheel Well Door	1.0
Screws Panel 567	.3
Screws LH Stress Panel	1.0
12 Screws Panel 801	.5

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REPAIR AND RECLAMATION

New Radome	5.0
1st Sta Canopy and Seat	12.0
Pilots Canopy Window	12.0
New Type Escape Rope	6.0
Radome	8.0
Radome	7.0
No 9, 10, 11, 12, 13, 14, 15, 16 Tires	1.0
All Tires Left Truck and Nose	5.0
Right Truck	10.0
2d Sta Canopy Actuator	3.0
Wheels & Tires Rt Main Gear	9.0
2d Canopy Hinge Arms	5.0
No 17, 18 Tires	2.0
No 11, 12 Tires	2.0
2d Sta R. H. Window, 3d Sta Both Wind.	7.0

STRUCTURAL REPAIR

PCLA Nut Plate	2.0
Nutplates Panel 736	1.0
3d Sta Release Latch	2.5
Milser Fastener Panel 318	1.0
Camera Mount and Voice Recorder Mount	14.0
Nut Plate Panel 801	2.0
Nut Plate Panel 831	2.0
2d Sta Canopy Bracket	2.0
Nutplate on Line Filter	1.0

ARMAMENT & ELECTRONICS

BOMB/NAV SYSTEM

Sighting Range Rack No 7)	25.5
ICU No 27)	
RTM No 14)	
Volt Reg Rack No 14)	2.0
Sighting Rack No 23)	
Heading Rack No 8)	
Steering Rack No 9)	
Navigator Rack No 8)	7.5
Airspeed Computer Rack No 8)	
Sighting Range Rack No 7)	
SAU No 8)	
Aux Control Panel No 3)	

Photo Recorder No 10	
ICU No 27	
Signaling and Test Panel No 7	
Nav Control Panel No 7	
Office & Storage Panel No 41	7.5
Astro Panel No 8	
Malfunction Control Panel No 8	
Indicator Panel No 42	
Precision Frequency Source No 8	
SCAU No 9	
AF - IF No 528	10.5
Receiver Antenna Assy No 1	
ATAU No 26	5.0
Sea Cl Radar Antenna No 3	6.0
RTM No 4	6.0
ATAU NO 26	8.8
ICU No 27	2.0
ATAU No 19	1.5
RTM No 13	2.0
SCU No 23	14.0
PNSU No 7	
RTM No 13	4.0
ATAU No 19	
Transmitter Antenna Assy No 22	Unk
Receiver Antenna Assy No 1	
RTM No 16	

DECM

Driver Amp	
Power Amp ALR-16	4.0
Amplifier Indicator ALR-12	34.6

CAMERA

14 Camera and Magazine Loadings	18.0
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COMM/NAV

APX-47	14.8
APN-135	13.1
COAX Connector and ARC-57	19.0
APN-135	32.5
APN-135	15.0
APX-47	6.0
APN-135 and RV Antenna	25.0

WEAPONS

Pod	2.8
Pod	3.0
Spherical Plug	2.0

FIRE CONTROL

FCS Control	1.5
Ammo Car	4.8
Feeder and Computer	7.5
Filter Bolts	2.1

FLIGHT CONTROL

Control Unit Amplifier	Unk
Rate Gyro and Accelerometer	Unk
Air Data Computer	Unk
Control Unit Amplifier	10.9
Control Unit Amplifier	1.1
Elevator Damper Modg Valve	7.0
Aileron Autopilot Servo	23.0

3. LOGISTICS:

A meeting was held during the early portion of July with all of the associated maintenance functions and logistics personnel to plan and discuss the listing of equipment needed to support the competition aircraft at Bergstrom AFB. Throughout the time of the training phase, the history of equipment was modified and reduced to the absolute essentials needed for the duration of the competition sorties.

The final listing of equipment and supplies to be deployed to Bergstrom was completed on 25 August 1960. In accordance with the "Competition Maintenance Plan 31-61" the following major items of equipment would be loaded and deployed on the dates indicated:

31 August 1960

1-1/2 Ton Trucks: 1 MA-1 Blower for Fuel Cell Repair
2 Generators EA 526
20 Wheels & Tires

1-1/2 Ton Trucks: 1 MDS Cart
 1 Diesel Power Supply
 3 Entrance Ladders

1-1/2 Ton Trucks: Portion of 2 entrance stands
 Model of W-58 (Convair)

3 Ton Flat Bed: 1 Compressor "Blue Brute"
 Portion of 2 entrance stands

6 September 1960

1 C-119 Aircraft: 1 Built-up engine on dolly
 1 spare dolly

8 September 1960

5 Flat Bed Trucks: 2 Air-Conditioner Unit
 2 Solar Air Units
 2 MD-3 Power Carts
 2 Hydraulic Mules SE 2940
 1 Mobile Doppler Trailer
 10 Nitrogen bottles
 1 Aircraft Towbar

1 Covered Van: Ornite
 GSE Spare Parts
 Instrument Shop Spares
 Structural Repairs Shop
 Electrical Shop
 Fuel Tank Repair Kit
 Propulsion Shop
 Parachute Shop
 Mechanical Accessories
 Hydraulic Shop
 Repair and Reclamation
 Flight Control Test
 Doppler Radar
 Astro Tracker
 Radio/Altimeter
 Inflight Printer
 Navigation Computer
 Navigation GSE
 Photo Shop
 Communications
 Navigation Equipment APG
 Ground Servicing Equipment

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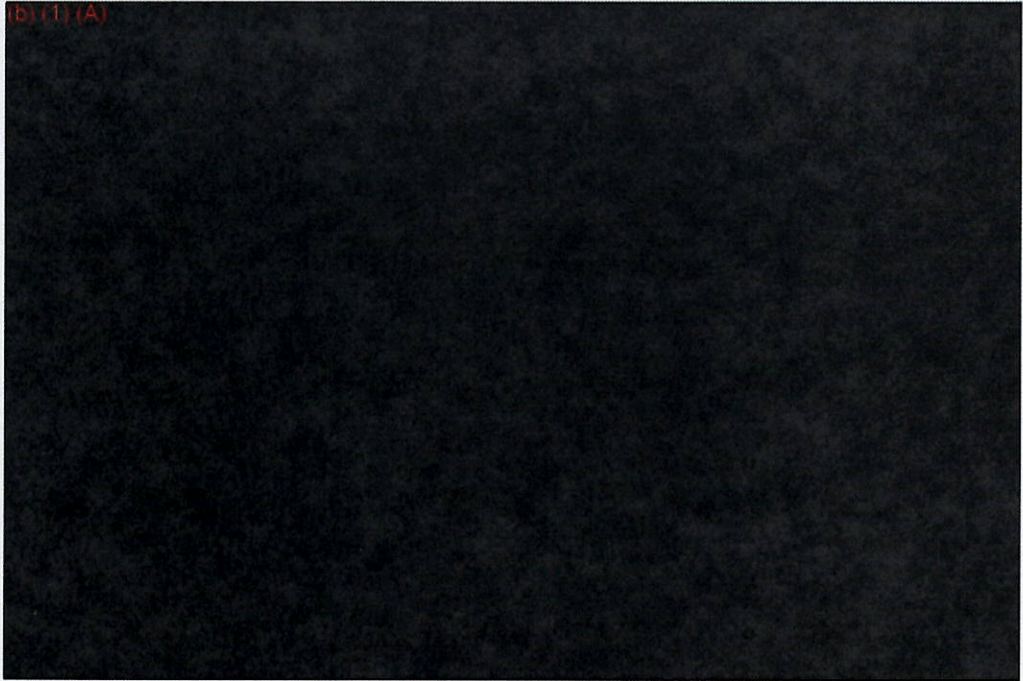
PAGE THREE RJEERF 167

ELEVENTH	3488W	135.0 POINTS
TWELFTH	718W	14.0 POINTS
THIRTEENTH	3038W	12.0 POINTS
FINAL NAVIGATION SCORE ONLY:		
FIRST	3488W	316.0 POINTS
SECOND	4547COTW	301.0 POINTS
THIRD	58W	300.0 POINTS
FOURTH	1888W	274.5 POINTS
FIFTH	18W	274.5 POINTS
SIXTH	118W	245.0 POINTS
SEVENTH	4241W	238.0 POINTS
EIGHTH	3038W	210.0 POINTS
NINTH	4258W	192.5 POINTS
TENTH	958W	187.5 POINTS
ELEVENTH	428W	150.0 POINTS
TWELFTH	728W	131.5 POINTS
THIRTEENTH	248W	101.0 POINTS
FINAL AIR REFUELING STANDINGS AND SCORES:		
FIRST	310AREF	478.0 POINTS
SECOND	96AREF	362.0 POINTS

PAGE FOUR RJEERF 167

THIRD	55AREF	545.0 POINTS
FOURTH	915AREF	542.5 POINTS
FIFTH	6ALEF	527.5 POINTS
SIXTH	71AREF	526.0 POINTS
SEVENTH	63AREF	511.5 POINTS
EIGHTH	0AREF	506.0 POINTS
NINTH	911AREF	473.0 POINTS
TENTH	910 AREF	469.5 POINTS
ELEVENTH	509AREF	432.5 POINTS
TWELFTH	904AREF	401.5 POINTS
THIRTEENTH	97AREF	375.0 POINTS
FINAL AIR REFUELING NAVIGATION SCORES:		
FIRST	310 AREF	182.0 POINTS
SECOND	96AREF	162.0 POINTS
THIRD	55AREF	145.0 POINTS
FOURTH	915AREF	142.5 POINTS
FIFTH	AREF	138.5 POINTS
SIXTH	71 AREF	136.0 POINTS
SEVENTH	68AREF	113.5 POINTS
EIGHTH	509AREF	107.5 POINTS

(b) (1) (A)



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SECURITY
CSA 587091-24

43-2-0

MR RJEBSK
IE RJBUNN
R 200357
FM HQ USAF BARCH
TO RJEBSK/ASBOMING CARBUELL
INFO RJEBSK/2AF BARKSDALE

BY
UNCLAS C 163. FOR COMMANDER JOHNSON,
SUBJECT: 1963 SAC COMBAT COMPETITION.
MY CONGRATULATIONS TO YOU AND THE ASD BOMB WING FOR YOUR
FINE PERFORMANCE IN THE RECENT COMPETITION. THE
PERFORMANCE OF YOUR CREW B-52 IN WINNING THE CREW BOMBING
AWARD IS PARTICULARLY NOTEWORTHY. IT IS EVIDENT THAT
YOU AND YOUR CREW, MAINTENANCE PERSONNEL, AND STAFF
HAVE WORKED HARD TO OVERCOME THE PROBLEMS INHERENT IN THE
OPERATION OF A NEW AIRCRAFT. THE PERFORMANCE OF THE B-52
IN THE COMPETITION IS A TRIBUTE TO THE PROFESSIONALISM
SO LONG FOSTERED IN THE STRATEGIC AIR COMMAND.

BY
27/0107Z SEP RJBUNN

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20 SEP 1960

1960 SAC Combat Competition

43DCO	43FMS
43DCM	43OMS
43DPE	43AEMS
43HSS	63BS
43DSUP	64BS
43SAFE	65PS
43DCR	

1. Following SAC message DOT 23793, 15 Sep 60, subject as above, is quoted for your information: "Congratulations are extended from Training Division, SAC Headquarters, to the 43d Bombardment Wing for the excellent performance in the 1960 SAC Combat Competition. Winning of 'Best Crew in Bombing' by Major Confer's crew and placing number 5 in 'combined Standings' by the 43d Bomb Wing are most commendable in view of the limited experience accrued in the B-58 weapon system prior to the competition. Please convey our congratulations to all members of the 43d Bombardment Wing and to the crew members representing your unit for their fine effort."

2. I wish to add my congratulations to those expressed in the above message. I am proud of the efforts of all 43d Bomb Wing personnel who participated in the Combat Competition.

JAMES K. JOHNSON
Colonel, USAF
Commander

(TRUE COPY)
Alfred J. Nelson

1st Lt. Admin. Serv.

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MAINTENANCE PLAN



43rd BOMB WING .m.

Carswell AFB, Tex.

MAINTENANCE PLAN 31-61
25 AUGUST 1960

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HEADQUARTERS 43RD BOMB WING (M)
Carswell Air Force Base, Texas
25 August 1960

REPLY TO
ATTN OF: DCM (Competition)

SUBJECT: 43rd Bomb Wing Maintenance Plan
1960 SAC Competition

TO: See Distribution

1. Attached is 43rd Bombardment Wing Maintenance Plan 31-61 which is effective upon receipt.
2. The purpose of this plan is to designate responsibilities to various agencies and individuals to prepare for and participate in the 1960 SAC Combat Competition at Bergstrom Air Force Base Sept 10-15, 1960.
3. Revisions to this plan will be verbal instructions of the Maintenance Project Officer as the occasion arises.

FOR THE COMMANDER:


RICHARD C. DOOM
Major USAF
Maintenance Project Officer

DISTRIBUTION:

1 43rd C	2 Competition Maint Off
1 43rd VC	10 Competition OMS Off
1 43rd DGO	20 Competition FM Off
1 43rd DCM	16 Competition A&E Off
1 43rd DS	4 Competition Supply Off
1 43rd DAS	1 Competition Logistics Off
1 43rd Historian	1 Competition Operations

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E PH

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Competition Maintenance Plan 31-61
43rd Bombardment Wing
25 August 1960

I N D E X

BASIC	GENERAL INFORMATION
ANNEX "A"	MAINTENANCE PROJECT OFFICER RESPONSIBILITIES
ANNEX "B"	ORGANIZATIONAL MAINTENANCE OFFICER RESPONSIBILITIES
ANNEX "C"	ARMAMENT & ELECTRONICS OFFICER RESPONSIBILITIES
ANNEX "D"	FIELD MAINTENANCE OFFICER RESPONSIBILITIES
ANNEX "E"	SUPPLY OFFICER RESPONSIBILITIES
ANNEX "F"	LOGISTICS & ADMINISTRATION OFFICER RESPONSIBILITIES
ANNEX "G"	SCHEDULE OF EVENTS
ANNEX "H"	PERSONNEL & TRAVEL

43rd Bombardment Wing
Carswell Air Force Base, Texas
25 August 1960

BASIC
COMPETITION MAINTENANCE PLAN 31-61

GENERAL INFORMATION

REFERENCES. SAC Operations Plan 31-61 dated 25 April 1960 and amendments thereto.

TASK ORGANIZATION:

- 43rd Organizational Maintenance Squadron
- 43rd Armament & Electronics Squadron
- 43rd Field Maintenance Squadron
- 43rd Supply Liaison

1. General Situation: The 43rd Bombardment Wing has been accepted to participate in the 1960 SAC Combat Competition at Bergstrom Air Force Base, September 11-15, 1960. All responsibility for the preparation, launching, and recovery of two B-58 type aircraft and the maintenance involved is vested in the agencies and individuals indicated herein. Two B-58 type aircraft are to be launched from Carswell Air Force Base on dates indicated in ANNEX "C" and to be flown to Bergstrom Air Force Base. One of the aircraft is to be on static display during the period of the competition and the other is to be flown on dates indicated in ANNEX "C". Upon completion of the Competition both aircraft are to be returned to home station.

a. Enemy Forces:

All units or individuals who may threaten to prevent this wing from winning first place.

b. Friendly Forces:

All units or individuals who may help us, morally or physically in any way toward accomplishing our goal of winning first place.

2. MISSION: To make every effort to have the two selected aircraft in the best possible condition for participating in the competition. To accumulate and have readily available all necessary spare parts and test equipment to be a self-sustaining unit during the competition.

3. COMMUNICATIONS: All communications between the competition site and home station will be by SOX line as practicable. Commercial telephone may be used as second priority and by using a Carswell BA number.

4. LOGISTICS: All troop movements and material movements are to be accomplished through the resources of home station. Over land and military air is to be utilized and a minimum of travel by private automobile.

5. PERSONNEL: Authorization for the Maintenance Force has been received from SAC Headquarters authorizing a total of 7 officers and 46 airmen to be present at the competition site. A roster of which is included in ANNEX "H" of this plan.

6. BILLETS: Airmen personnel will be billeted on the ground floor of a permanent type barracks on base. Officer personnel will be billeted in the VOQ on base at the discretion of the SAC Project Officer.

7. ASSIGNMENT OF RESPONSIBILITIES:

a. Maintenance Project Officer: Major Richard C. Doom is responsible for all maintenance, personnel, the aircraft, and all supply and logistics related thereto. He is responsible only to the

COMPETITION MAINTENANCE PLAN 31-61
25 August 1960

Staff Competition Project Officer. Detailed tasks are as outlined in ANNEX "A" of this plan.

b. Organizational Maintenance Officer: Captain Phillip Y. Simpson is assigned the responsibilities of all Organizational Maintenance to be accomplished on the aircraft. He is responsible directly to the Maintenance Project Officer. Detailed tasks are as outlined in ANNEX "B" of this plan.

c. Armament & Electronics Officer: Captain Abner W. Dubose is assigned the complete responsibility of all maintenance on the armament and electronic systems of the aircraft and all test equipment related thereto. He is responsible directly to the Maintenance Project Officer. Detailed tasks are as outlined in ANNEX "C" of this plan.

d. Field Maintenance Officer: Captain William Platt is assigned the complete responsibilities of supervising all maintenance beyond the capabilities of Organizational Maintenance. He is responsible for the care and maintenance of all ground power equipment and is responsible directly to the Maintenance Project Officer. Detailed tasks are as outlined in ANNEX "D" of this plan.

e. Supply Officer: Captain Robert L. Adams is assigned the complete responsibilities of acquiring and retaining all supplies, spare parts and equipment necessary for successful maintenance of the aircraft. Continuous coordination should be maintained with sections involved as to items necessary for the operation. He is responsible directly to the Maintenance Project Officer. Detailed tasks are as outlined in ANNEX "E" of this plan.

COMPETITION MAINTENANCE PLAN 31-61
25 August 1960

f. Logistics and Administration Officer: Captain Dale J. Younger is assigned the complete responsibilities of all movements of supplies, equipment and personnel. In addition he is responsible for all administrative matters while at the competition site. He is responsible directly to the Maintenance Project Officer. Detailed tasks are as outlined in ANNEX "F" of this plan.

g. Maintenance Liaison Officer: Major Victor Armstead is assigned the responsibility of Competition Liaison Officer. He will coordinate all matters with appropriate agencies to comply with request of the Competition Maintenance Officer. Carswell AFB telephone number 721.

COMPETITION MAINTENANCE PLAN 31-61
25 August 1960

43rd Bombardment Wing
Carswell Air Force Base, Texas
25 August 1960

ANNEX "A"
COMPETITION MAINTENANCE PLAN 31-61

DETAILED TASK OF MAINTENANCE PROJECT OFFICER

1. The Maintenance Project Officer will continuously monitor the work and progress of each section under this maintenance plan.
2. He is responsible for all major decisions involved in the execution of this plan. These decisions will be brought to the attention of the Competition Project Officer if, in his opinion, the occasion warrants.
3. He has the authority to appoint or detail any or all individuals assigned to this plan to any sub-project as he sees fit.

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43rd Bombardment Wing
Carswell Air Force Base, Texas
25 August 1960

ANNEX "B"
COMPETITION MAINTENANCE PLAN 21-61

DETAILED TASK OF THE ORGANIZATION MAINTENANCE OFFICER

1. The Organizational Maintenance Officer is directly responsible to the Maintenance Project Officer of all matters normally classified as organizational maintenance functions.
2. He has at his disposal, SMSGT Alexander F. Hydak as NCOIC, the crew chiefs and other specialists as indicated in ANNEX "H" of this plan.
3. He will insure that such details as Technical Order Compliance, documentation of aircraft maintenance, and all allied records are accurately maintained.
4. He will establish a maintenance command post at the competition site in order to schedule all specialist maintenance as required.
5. He will meet returning aircraft and conduct flight maintenance debriefings.
6. He will insure complete servicing of the aircraft with fuel, oil, hydraulics, oxygen, pneumatics and any other servicing as required.
7. He will assume control of all government vehicles assigned to the maintenance project of this wing at the competition.
8. He will insure that all enlisted personnel under his jurisdiction have indorsed travel orders and SAC Security badges before departing for the competition site.
9. He will advise the Supply Officer of all necessary spare parts and equipment to properly accomplish his assignment at the competition site.

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10. He will coordinate with the maintenance Project Officer and the Logistics Officer as to the mode of travel and dates of departure, both to and from the competition site, of all personnel under his jurisdiction.

ANNEX "B"
COMPETITION MAINTENANCE PLAN 31-61
25 August 1960

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43rd Bombardment Wing
Carswell Air Force Base, Texas
25 August 1960

ANNEX "C"
COMPETITION MAINTENANCE PLAN 31-61

DETAILED TASK OF ARMAMENT & ELECTRONICS OFFICER

1. The Armament and Electronics Officer is responsible to the Maintenance Project Officer for all armament and electronic equipment installed in the assigned aircraft.
2. He will insure that all equipment is in the best possible working condition to accomplish the assigned flights.
3. He has at his disposal Captain Eddie L. Patrick and SMSGT Edwin L. Gant as assistants and the specialists as indicated in ANNEX "H" of this plan.
4. He will coordinate all matters requiring major decisions with the Maintenance Project Officer.
5. He will advise the Supply Officer of all necessary spare parts and test equipment to properly accomplish his assignment at the competition site.
6. He will insure that all airmen under his jurisdiction have indorsed travel orders and SAC Security badges before departing for the competition.
7. He will coordinate with the Maintenance Project Officer and the Logistics Officer as to the mode of travel and dates of departure, both to and from the competition site, of all personnel under his jurisdiction.

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43rd Bombardment Wing
Carswell Air Force Base, Texas
25 August 1960

ANNEX "D"
COMPETITION MAINTENANCE PLAN 22-61

DETAILED TASK OF THE FIELD MAINTENANCE OFFICER

1. The Field Maintenance Officer is directly responsible to the Maintenance Project Officer for all matters normally classified as Field Maintenance functions.
2. He has at his disposal MSGT Randy Shellhorse, Jr. as NCOIC and the specialists representing the various shops as indicated in ANNEX "H" of this plan.
3. He will personally supervise the work of the specialist of the following shops: Instruments, Electrical, Hydraulic, Mechanical Accessories, Fuel Cell Repairs, Engines, Ground Support Equipment, Machine, Parachute, Structural Repair, and Repair and Reclamation.
4. He will advise the Supply Officer of all necessary spare parts and equipment to properly accomplish his assignment at the competition site.
5. He will insure that all enlisted personnel under his jurisdiction have in their personal possession indorsed travel orders and SAC Security badges before departing home station.
6. He will coordinate with the Maintenance Project Officer and the Logistics Officer as to mode of travel and dates of departure, both to and from the competition site, of all personnel under his jurisdiction.

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