

GWT STATISTICS
(1 October - 31 December 1968)

Squadron	3 Level			5 Level			7 Level			9 Level		
	Tested	Passed	Per Cent	Tested	Passed	Per Cent	Tested	Passed	Per Cent	Tested	Passed	Per Cent
HS	3	2	67	7	5	71	2	2	100	3	2	67
AKMS	6	6	100	13	11	85	2	2	100	2	2	100
FMS	2	2	100	23	15	65	4	3	75	1	0	0
ONS	2	2	100	31	17	55	4	4	100	8	6	75
MSS	0	0	--	9	7	78	2	2	100	2	2	100
63 BS	1	1	100	1	1	100	0	0	--	0	0	--
64 BS	0	0	--	1	1	100	0	0	--	0	0	--
65 BS	0	0	--	0	0	--	0	0	--	0	0	--
70AKRFS	0	0	--	0	0	--	1	1	--	0	0	--
TOTALS	14	13	93	85	57	67	15	14	93	16	12	75

"A true compilation"

Jason E. Kappander
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 1st Lt., USAF

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B-58
ALERT DOWNTIMES

Pail Number	Time Uncocked*	Time Recocked**	Reasons
OCTOBER			
1			
428	0845	1155	Leak in #2 engine pod. Replaced by aircraft #431 - 60-9 changeover.
457	2012	2012	
2			
446	1950	1950	Replaced by aircraft #458 - 60-9 changeover. Aft #4 power supply inoperative.
458	2055	2135	
3			
436	0840	1345	Battery drainage.
7			
436	0930	1150	No pilot (wife killed in car accident). Hydraulic leak in #2 pylon. Replaced by aircraft #014 - 60-9 changeover.
458	0940	1205	
453	1420	1420	
8			
432	1540	1540	Replaced by aircraft #010 - 60-9 changeover.
9			
450	0825	1000	Battery charge. Change in aft tank gauge.
442	0910	0950	
10			
010	0835	1210	Hydraulic leak in nose strut; canopy system air leak.
11			
010	1030	1700	Change of liquid oxygen (LOX) con- verter. Leak in #3 decoupler. Replaced by aircraft #454 - 60-9 changeover.
445	1130	1600	
433	1735	1735	

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Tail Number	Time Uncocked	Time Recocked	Reasons
			12
431	1200	1705	Fuel leak in left wheel well.
458	1320	1745	Engine stall during alert start.
430	1725	1850	Hydraulic leak at ammo chute; doppler blows fuses.
			13
458	1130	1215	Battery change.
			14
429	0740	1510	Fuel leak.
445	2105	2105	Replaced by aircraft #446 - 60-9 changeover.
			15
014	0935	1800	Fuel leak in right wheel well.
015	1800	1800	Replaced by aircraft #457 - 60-9 changeover.
			16
013	2315	2315	Replaced by aircraft #450 - 60-9 changeover.
			17
446	1310	1355	Drained #3 and #4 oil tanks - bad oil samples.
431	1320	1545	Air leak in 1st capsule.
			18
431	1201	1225	No rotation in #4 engine.
458	1200	1240	No rotation in #2 engine.
428	1215	1215	Replaced by aircraft #435 - 60-9 changeover.
			21
430	1500	1500	Replaced by aircraft #121 - 60-9 changeover.

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Tail Number	Time Uncocked	Time Recocked	Reasons
22			
446	1005	1355	Position indicator beacon blows fuses.
429	1105	1320	Oil leak in #1 engine.
457	1105	1140	Tire change.
014	1335	1720	Fluctuation in #2 generator.
442	1145	1205	Out in #9 tire.
441	1230	1245	Tire change.
23			
454	1025	1145	Bomb/nav tables dumped (gyro failed to stabilize).
460	1415	2020	Navigation light blows fuses.
011	(no times given)		Replaced by aircraft #438 - 60-9 changeover.
24			
457	1050	1600	Canopy valve leak.
460	1500	1500	Replaced by aircraft #434 - 60-9 changeover.
25			
442	1200	1535	Brake change following leakage.
27			
442	1315	0140	Fuel leak.
28			
013	0820	1440	Pod swap.
442	1350	1615	Position indicator beacon overheated.
436	(no times given)		Replaced by aircraft #455 - 60-9 changeover.
454	2000	2200	No ignition in #3 engine.
29			
431	0930	1255	#10 ram change
121	1020	1153	Axles #1 and #8 scratched.
442	1240	1240	Replaced by aircraft #461 - 60-9 changeover.
121	1300	1725	Yaw damper light on.
014	1305	1425	Prime tables not erect.
429	1435	1825	#1 generator fails to excite.
010	1800	1825	Faulty bomb/nav indicator
454	1940	0715	ECM intermittent.

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Tail Number	Time Uncocked	Time Recocked	Reasons
30			
434	0845	1110	Flotation leak.
010	0910	1310	Fuel leak in left aft wheel well fairing.
461	1145	1650	Pod swap.
429	1555	1555	Replaced by aircraft #433 - 60-9 changeover.
31			
446	0820	1300	Pod swap.
010	1320	1740	Pod swap.
NOVEMBER			
1			
457	0835	1325	Pod swap.
461	0955	1155	Faulty fuel tank gauge.
435	1345	1820	Pod swap.
4			
454	0835	1320	Pod swap.
434	0850	1450	Capsule air pressure leak.
458	1400	1550	Axle check.
438	1510	1830	#5 ram leak.
441	1430	1430	Replaced by aircraft #432 - 60-9 changeover.
5			
457	0845	0955	Remove and repair master canopy control valve.
121	0845	1610	Pod swap.
433	1800	0940	Fuel leaks - #1 and #4 pylons
458	1700	1700	Replaced by aircraft #450 - 60-9 changeover.
435	1635	1835	Brake change.
431	1835	1940	#5 axle scratched.
6			
013	0830	0925	Faulty 1st station altimeter gauge.
455	1005	1145	1st station capsule change.
014	1310	1740	Pod swap.
445	1525	1525	Replaced by aircraft #441 - 60-9 changeover.

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Tail Number	Time Uncocked	Time Recocked	Reasons
7			
013	1900	1130	Engine problem.
450	1021	1104	No ignition in #2 engine.
450	1235	1930	Left water boiler leak.
121	1405	1605	Canopy actuator inoperative.
8			
450	0835	2400	Leak in #4 engine pod valve.
435	1055	1220	#12 ram changed.
438	1255	1335	Nose steering problem.
433	1345	1530	#3 brake change.
010	1435	0030	Fuel leak in upper aft wheel well fairing.
10			
445	1020	1240	#1 hydraulic pump leak.
12			
010	0820	1610	Hydraulic leak in tail section.
438	0820	1405	Hydraulic leak in power control linkage assembly.
446	1705	1705	Replaced by aircraft #444 - 60-9 changeover.
434	1645	2245	Problem with aft tank gauge reading.
014	0300	2300	Fuel leak in #1 pylon.
13			
435	1500	1605	#6 brake hot.
014	1540	1540	Replaced by aircraft #430 - 60-9 changeover.
14			
450	0940	1250	Leaks in #9-13 rams.
432	0905	1335	Oil leak in #3 engine.
438	0910	0910	Replaced by aircraft #463 - 60-9 changeover.
15			
457	1200	1445	Remove and repair doppler radome.

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Tail Number	Time Uncocked	Time Recocked	Reasons
18			
454	1145	1145	Replaced by aircraft #011 - 60-9 changeover.
457	1325	2145	Canopy reducer leak.
010	1525	1900	#1 generator inoperative.
010	2245	2245	Replaced by aircraft #438 - 60-9 changeover.
19			
463	1100	1500	Search radar leak.
20			
442	1105	1355	Aft tank problem.
21			
438	0100	0100	Replaced by aircraft #440 - 60-9 changeover.
440	1350	1630	#2 engine hydraulic pressure transmitter inoperative.
442	1630	1630	Replaced by aircraft #456 - 60-9 changeover.
23			
121	1055	1055	Replaced by aircraft #442 - 60-9 changeover.
25			
450	0954	1450	Hydraulic leak; rudder ram change.
013	1312	1312	Replaced by aircraft #015 - 60-9 changeover.
015	1425	1500	Short in right forward multi-weapon rack.
26			
435	0826	0826	Replaced by aircraft #460 - 60-9 changeover.
434	1320	1445	Battery change.
27			
436	1325	1430	Problem in closing #1 and #2 canopies.

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Tail Number	Time Uncocked	Time Recocked	Reasons
			28
460	0955	1040	Fire change.
			DECEMBER
			2
011	0820	0935	Hydraulic leak in #2 engine.
433	1450	1450	Replaced by aircraft #078 - 60-9 changeover.
444	1730	1835	Battery change.
			3
460	0845	1030	Sheared starter shaft.
463	1040	1310	Arc-34 radio intermittent.
455	1340	1340	Replaced by aircraft #122 - 60-9 changeover.
			4
461	1015	1015	Replaced by aircraft #441 - 60-9 changeover.
			5
440	0825	1005	Heat shield change on #2 and #3 engines.
			6
430	0830	0925	Heat shield change on #2 and #3 engines.
011	0855	1815	Oil leak in #2 generator.
015	1525	1625	Heat shield change on #2 engine.
			7
078	1000	1130	Heat shield change on #3 engine.
441	1035	1140	Heat shield change on #2 engine.
			9
436	0840	0945	Heat shield change on #4 engine.
450	0905	1635	Sheared starter shaft.
011	1000	1430	#2 generator change.
432	2015	2015	Replaced by aircraft #064 - 60-9 changeover.

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Tail Number	Time Uncocked	Time Recocked	Reasons
10			
436	0900	1515	Hydraulic leak; #5 and #6 brake leaks.
064	0920	1540	Excessive fuel in #2 engine pressure and dump valve.
463	1545	1615	Brakes hot.
015	1635	2135	Left forward landing gear snags unlocked.
430	1715	0545	Bomb/nov computer problem; fuel leak in right landing gear pylon and in #3 engine pylon.
11			
122	0950	1030	#3 engine difficult to start.
450	1015	1015	Replaced by aircraft #438 - 60-9 changeover.
14			
015	0815	1845	#4 engine changed.
460	1040	1330	Brake leak.
16			
441	0945	1820	Fuel leak in right aft landing gear pylon; air leak in 1st station canopy.
444	1720	2015	#1 engine failed to start.
444	2015	2015	Replaced by aircraft #018 - 60-9 changeover.
018	2325	0030 (Dec.18)	Pod vent valve leak; #1 engine fuel leak; and four fuel leaks.
17			
018	1140	1140	Replaced by aircraft #014; 018 into maintenance.
18			
430	0030	0030	Replaced by aircraft #018 - 60-9 changeover.
078	0850	1225	Shorted wire in aft tank gauge.
018	0945	1820	Left hand turbine bad.
010	2010	2010	Replaced by aircraft #463 - 60-9 changeover.

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Tail Number	Time Uncocked	Time Recocked	Reasons
			20
446	0735	1525	Engine change.
015	1740	0020	Left main landing gear unsafe.
014	1805	0820	Fuel leak in #1 pylon.
			21
442	2115	2115	Replaced by aircraft #458 - 60-9 changeover.
			22
018	1045	1155	#2 generator problem.
			23
446	1025	1210	Problem with 2nd station canopy.
			24
450	1207	1207	replaced by aircraft #011 - 60-9 changeover.
440	1340	2400	Leak in chaff system.
			26
440	0850	0345	Fuel seepage in left water boiler.
458	1305	1615	Hydraulic leak in nose radome.
			27
454		0345	Replacement for #440; #440 into maintenance.
			30
446	1500	1605	Problem with #1 generator.
436	1330	1330	Replaced by aircraft #461 - 60-9 changeover.
456	1435	1435	Replaced by aircraft #121 - 60-9 changeover.
			31
015	1830	1830	Replaced by aircraft #051 - 60-9 changeover.

* - Uncocked - This time refers to when aircraft came off alert.

** - Recocked - Time refers to when aircraft returned to alert.

"An accurate compilation"
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BCX4-69-3

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REFLEX
 AIRCREW SUPPORT

Crew No.	Time PDY
E-103	3 September - 3 October; 8-15 November.
E-104	1-8 November.
E-105	11-18 October.
E-107	8-15 November; 29 November - 6 December.
E-108	25 October - 1 November; 6-13 December.
S-109	22-29 November.
E-110	20-27 December.
E-111	27 December - 1 January*.
S-112	27 September - 4 October.
E-113	25 October - 1 November; 1-19 November.
E-114	27 September - 4 October; 15 November - 6 December.
E-115	11-18 October; 1-8 November; 13-20 December.
E-116	25 October - 1 November.
E-117	1-8 November; 15-22 November; 20-27 December.
E-118	18-25 October; 15-22 November; 6-13 December.
E-119	27 December - 1 January*.
E-120	4-11 October.
E-121	1-4 October.
E-122	4-11 October; 22-29 November.
E-123	4-11 October; 6-13 December; 20-27 December.
E-124	13-20 December; 27 December - 1 January*.
E-126	29 November - 6 December; 13-20 December.
R-127	22-29 November.
R-128	11-18 October.

* Date scheduled for return to Little Rock AFB.

"A true compilation"

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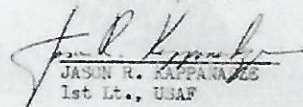
UNCLASSIFIED

YOUNG TIGER
AIRCRAFT AND AIRCREW SUPPORT
October - December 1968

<u>Date</u>	<u>No. of Crews</u>	<u>No. of KC-135s</u>
14 August - 14 October	1	1
25 August - 25 October	2	1
10 September - 10 November	1	0
26 September - 26 November	1	0
11 October - 8 December	1	1
23 October - 23 December	2	1
24 November - 24 January*	1	0
16 December - 16 February*	2	1
24 December - 24 February*	2	1

* Dats scheduled to return.

"A true compilation"


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UNCLASSIFIED



B-58 HUSTLER -- FASTEST BOMBER YET DEVELOPED FOR THE STRATEGIC AIR COMMAND IS THIS DELTA-WINGED JET AIRCRAFT. THE B-58 HAS EXCEPTIONAL LOW-LEVEL OPERATIONAL CAPABILITIES AND IN ADDITION IS CAPABLE OF SPEEDS AND ALTITUDES FAR BEYOND ANY OTHER BOMBER NOW IN EXISTENCE. SAC B-58 CREWS HOLD NUMEROUS WORLD SPEED RECORDS AND MANY DISTINGUISHED AERONAUTICAL AWARDS AND TROPHIES. (USAF PHOTO)

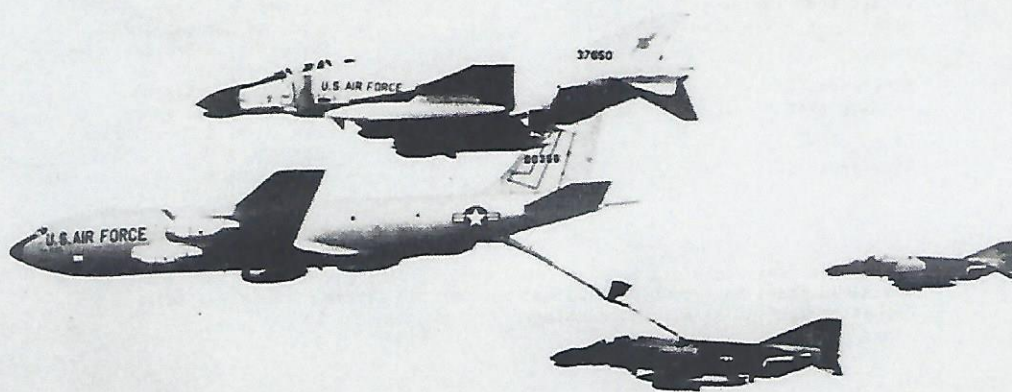
GENERAL DYNAMICS B-58 "HUSTLER"SPECIFICATION AND PERFORMANCE DATA

Type	Supersonic Bomber
Gross Weight	Over 160,000 pounds
Wingspan	56 feet, 10 inches
Length	96 feet, 9 inches
Height	30 feet
Engines	4 General Electric J79 turbojet, pod-mounted; each 15,000 pounds thrust class with afterburners
Maximum speed	Over 1,300 mph (Mach 2)
Service ceiling	Above 60,000 feet
Range	Intercontinental, with mid-air refueling
Design bomb load	Nuclear
Crew	3 (pilot, bombardier-navigator, defensive systems operator)
Fuel capacity	Over 15,000 gallons
Landing gear	Tricycle (dual-wheel nose gear, 8-wheel truck main gear)
Wing area	1,542 square feet

OTHER FACTS

The B-58's heat-resistant skin is fabricated of fiberglass, aluminum, and stainless steel honeycomb, sandwiched between two layers of metal—a major "breakthrough" in aviation technology.

SAC/BCXI/LRAFB/Oct 68



SAC, SINGLE MANAGER OF THE U. S. AIR FORCE TANKER FLEET -- THE STRATEGIC AIR COMMAND, WITH ITS KC-135 JET STRATOTANKERS, PROVIDES ALL AIR-TO-AIR REFUELING FOR THE U. S. AIR FORCE, WORLDWIDE. ONE OF THESE TANKERS IS SHOWN REFUELING A FLIGHT OF F-4C PHANTOM FIGHTERS IN SOUTHEAST ASIA. THE FIGHTERS BELONG TO THE TACTICAL AIR COMMAND.

(USAF PHOTO)

0508

FACT SHEET

B-58 HUSTLER

The General Dynamics B-58 Hustler flies at altitudes and speeds far beyond any other free world bomber now in existence. It is the world's first supersonic bomber with intercontinental capabilities.

The Hustler can carry nuclear weapons at Mach 2, twice the speed of sound.

A nuclear bomb and part of the aircraft's fuel can be carried in a slim disposable "pod" mounted beneath the B 58 fuselage. In addition, up to four weapons can be carried externally under the wings.

The struts of the Hustler's main landing gear carry eight wheels each. The struts are exceptionally long to provide clearance for the disposable "pod" tail and outboard engines during takeoff.

The B 58's pinched-in fuselage is designed to gain the smoothest passage through the sound barrier at extremely high altitudes.

SAC has two B-58 wings, both assigned to the 825th Strategic Aerospace Division -- the 43rd Bomb Wing, Little Rock AFB, Ark., and the 305th Bomb Wing, Griffiss AFB, Ind.

KC-135 STRATOANKER

The Boeing KC-135 is a four-jet, swept-wing, multi purpose tanker-transport now supplanting the Boeing KC-97 as the Air Force's standard aerial tanker.

Designed for high-speed, high altitude refueling, the KC-135 is equipped with a telescopic flying boom that is more streamlined than that used on the KC-97. Aerial refueling equipment is all on the lower deck, leaving the upper deck completely clear for cargo or troop-carrying.

COMPARATIVE INFORMATION

B-58 "HUSTLER"

1. The B-58 can supply sufficient electrical power for 40 homes.
2. The B-58 can provide adequate air conditioning for 10 large homes.
3. The B-58 fuel load is more than that carried by a railroad tank car.
4. The amount of energy (measured in shaft H. P.) produced by the four B-58 J-79-C engines is equivalent to that of 34 diesel locomotive engines.
5. A B-58, taking off at sunrise from New York, can beat the sun to the West coast. During the Mach 2 flight, the "Hustler" will leave the sun behind so that it will appear that the sun has "set" in the East. After landing in Los Angeles, the B-58's crew will have to wait 41 minutes for the sun to rise again.
6. The B-58 has in excess of 30 miles of electrical wiring--the amount required inside 4,000 homes.

KC-135 "STRATOTANKER"

1. During aerial refueling, some 600 gallons per minute are transferred--enough to fill 38 automobiles in 60 seconds.
2. Enough rubber is in the landing gear system of a KC-135 to manufacture 100 automobile tires.
3. A KC-135 turbo-jet engine burns its own weight in petroleum fuel every 20 minutes.
4. The KC-135 air conditioning system can cool a 20-story building.
5. The KC-135 tanks contain the equivalent of nine tank cars of fuel.
6. A KC-135 in flight generates enough electricity to fulfill the needs of a community of 40,000 population.
7. Approximately one-half million dollars is required to train an officer crew member of a KC-135 to combat-ready status.

SAC/BCXI/LRAFB/JUN 68

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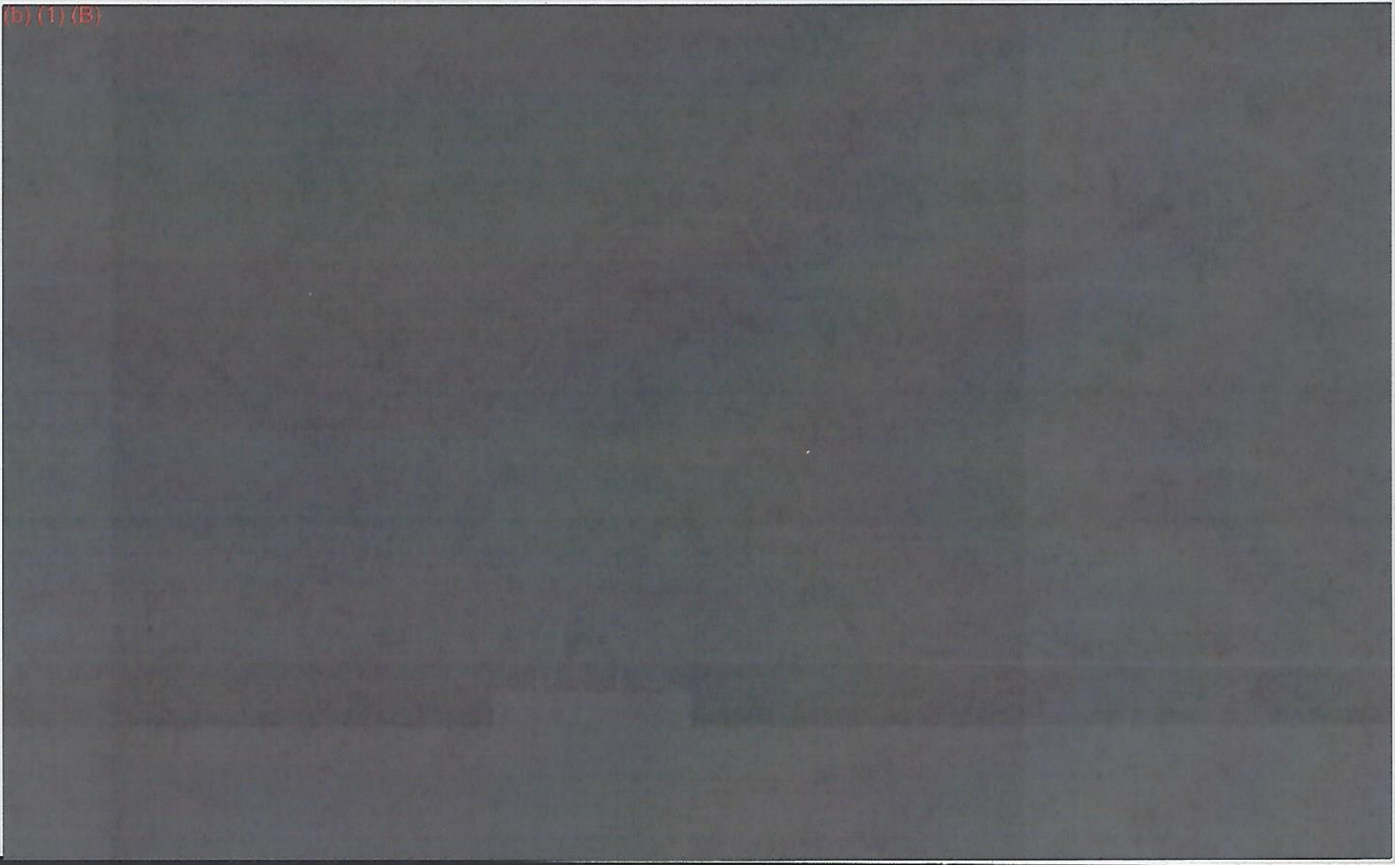
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KEY TO EXHIBITS

1. Rpt, "Units Assigned" (U), Oct-Dec 68, (U).
2. "G" Series Special Orders, Oct, Nov and Dec 68, (U).
3. Extract of Rpt, "Assigned Strength" (U), Oct, Nov and Dec 68, (U).
4. Msg, 291530Z, 825 SAD to 2AF, "Critical Manning B-58 Egress Personnel" (U), 29 Oct 68, (U).
5. Msg, 082327Z, 2AF to 825 DM, "Critical Manning, B-58 Egress Personnel" (U), 8 Nov 68, (U).
6. Ltr, 825 CSG to SAC, subj: Manning Requirement Request-Egress (U), 13 Nov 68, (U).
7. Msg, 032141Z, SAC to 825 SAD, "Egress Manning" (U), 3 Dec 68, (U).
8. Msg, 122203Z, 825 SAD to SAC, "Command Assistance - Egress System Manning" (U), 12 Dec 68, (U).
9. Msg, 091433Z, 825 SAD to 2AF, "Request for O&F Level Maintenance Assistance" (U), 9 Oct 68, (U).
10. Msg, 090010Z, 825 SAD to 2AF, "Request for O&F Maintenance Assistance" (U), 9 Oct 68, (U).
11. Msg, 282254Z, 825 SAD to 2AF, "Fuel Systems Shop Manning" (U), 28 Oct 68, (U).
12. Extract of Rpt, "Retention Statistics" (U), Oct-Dec 68, (U).
13. Extract of Wall Chart, "B/TB-58 Scheduling" (U), Oct, Nov and Dec 68, (U).
14. Extract of Wall Chart, "KC-135 Aircraft Scheduling" (U), Oct, Nov and Dec 68, (U).
15. Extract of Rpt, "Alert Recap - BRAVOs" (U), Oct, Nov and Dec 68, (S).
16. Extract of Rpt, "Alert Recap - COCOs" (U), Oct, Nov and Dec 68, (S).

17. Msg, 281717Z, 2AF to 43C, "Test Exercises" (U), 28 Sep 68, (S).
18. Msg, 151844Z, SAC to 43BW, "Sustained Reaction Posture Exercises" (U), 15 Jul 68, (U).
19. Ltr, 43DCOP to 2AF, subj: 43BW SRP Annual Exercise (U), 5 Nov 68, (S).
20. Directive, SRP - Crew and Staff Flimsy (U), from 43DCO, 24 Sep 68, (U).
21. Msg, 172115Z, 2AF to AIG 697, "Satellite Basing" (U), 17 Jan 69, (C).
22. Memorandum of Understanding, 43BW and Forbes AFB (U), no date, (U).
23. Ltr, Commander, Marine Corps Air Bases to 43C, subj: Satellite Basing (U), 20 Dec 68, ~~(C)~~.
24. Msg, 281844Z, SAC to AIG 667, "Satellite Basing" (U), 28 Dec 68, ~~(C)~~.
25. Msg, 091943Z, 2AF to AIG 702, "2AF Young Tiger Schedule FY 2/69" (U), 9 Sep 68, (U).
26. Msg, 272345Z, 2AF to 43C, "Waiver of SACM 50-8 Training" (U), 27 Dec 68, (U).
27. Directive, Busy Luggage Crew Flimsy (U), from 43BW DCO, no date, (U).
28. Msg, 211548Z, SAC to 2AF, "Post Mortem Report on Busy Luggage-3 Test SAC OPOD 35-69" (U), 21 Oct 68, (C-FRD).
29. Msg, 041950Z, 2AF to 43DCO, "Snow Time 69-1-E Flying Area" (U), 10 Sep 68, (U).
30. Msg, 162151Z, 825 SAD to SAC, "Snow Time 69-1-E" (U), 16 Oct 68, ~~(C)~~.
31. Msg, 122045Z, 2AF to 43DCO, "Exercise Notification, Snow Time 69-2-C" (U), 12 Nov 68, (U).
32. Msg, 172101Z, 825 SAD to SAC, "Snow Time 69-2-C" 17 Dec 68, ~~(C)~~.

33. Msg, 061945Z, 2AF to 43BW, "Glass Road Support, September-November 68" (U), 6 Aug 68, ~~(S)~~.
34. Ltr, 64BS to SAC/2AF/825SAD, subj: Glass Road Deployment Trip Report (U), 27 Nov 68, (U).
35. Ltr, SAC to 2AF DO, subj: Glass Road (U), 4 Dec 68, ~~(S)~~.
36. Msg, 091942Z, 2AF to 70AREFS, "2AF Spanish Area Support FY 2/69" (U), 9 Sep 68, (U).
37. Msg, 191720Z, 2AF to AIG 696/697, "Tactical Flying Hour Allocations for FY 2/69" (U), 19 Sep 68, ~~(S)~~.
38. Rpt, "Maintenance Summary" (U), Oct 68, (U).
39. Rpt, "Maintenance Summary" (U), Nov 68, (U).
40. Rpt, "Maintenance Summary" (U), Dec 68, (U).
41. Minutes of B-58 Post Modification Aircraft Performance Review, 15-16 October at Little Rock AFB (U), no date, (U).
42. Ltr, 825 SAD Commander to 2AF Commander, subj: B-58 Post Modification Aircraft Performance Review (U), 23 Oct 68, (U).
43. Msg, 181420Z, SAAMA to 825SAD/43DCM, "Deactivation of Low Altitude Radar Altimeter" (U), 18 Oct 68, (U).
44. Ltr, 43AEMS to 2AF, subj: B-58 Bombing Navigation System Heading Rack Modification (U), 6 Nov 68, (U).
45. Msg, 222208Z, SAC to 43AEMS, "B-58 BNS Heading Rack" (U), 22 Nov 68, (U).
46. Msg, 122251Z, SAC to 825 SAD DM/43DCM, "B/TB-58 Potting Compound Inspection and Replacement" (U), 12 Nov 68, (U).
47. Msg, 141900Z, SAAMA to 825SAD/43DCM, "Supplemental Information to TCTO 1B-58A-829, Replacement of Potting Compound-Aircraft Pods" (U), 14 Oct 68, (U).
48. Msg, 122250Z, SAC to 825SAD/43DCM, "Contractor Replacement of Cracked Pod Hook Support Fittings" (U), 12 Nov 68, (U).

49. Msg, 211645Z, 43DCM to 825SAD/2AF, "B-58 Fuel Leaks" (U), 21 Nov 68, (U).
50. Msg, 271600Z, SAAMA to 825SAD/43DCM, "B-58 Fuel Leaks" (U), 27 Nov 68, (U).
51. Msg, 211845Z, 43DCM to 825SAD/2AF, "Request for Extended Duty, Depot Fuel System Specialists" (U), 21 Nov 68, (U).
52. Msg, 232124Z, 43DCM to 825SAD/2AF, Depot Assistance, Fuel System Specialists" (U), 23 Dec 68, (U).
53. Msg, 271531Z, SAC to 825SAD/43DCM, "Request for Depot Assistance" (U), 27 Dec 68, (U).
54. Extract of Base Newspaper, "Grounded Hustler Finds New Job," 12 Dec 68.
55. Msg, 181620Z, 2AF to AIG 694/CSUP/DCM, "NORS and Cann Data for October" (U), 18 Nov 68, (U); Msg, 171940Z, 2AF to AIG 694/CSUP/DCM, "NORS and Cann Data for November" (U), 18 Dec 68, (U); and Msg, 152235Z, 2AF to AIG 694/CSUP/DCM, "NORS and Cann Data for December" (U), 15 Jan 69, (U).
56. Msg, 082305Z, 825 SAD to 2AF DMA, "Materiel CMS Items from 43rd BW for October" (U), 8 Nov 68, (U); Msg, 062247Z, 825 SAD to 2AF DMA, "Materiel CMS Items from 43rd BW for November" (U), 6 Dec 68, (U); and Msg, 102033Z, 825 SAD to 2AF DMA, "Materiel CMS Items from 43rd BW for December" (U), 10 Jan 69, (U).
57. Msg, 082305Z, 825 SAD to 2AF DMA, "Materiel CMS Red Areas for 43rd BW for October" (U), 8 Nov 68, (U); Msg, 092108Z, 825 SAD to 2AF DMA, "Materiel CMS Red Areas for 43rd BW for November" (U), 9 Dec 68, (U); and Msg, 092217Z, 825 SAD to 2AF DMA, "Materiel CMS Red Areas for 43rd BW for December" (U), 9 Jan 69, (U).
58. Msg, 292300Z, 2AF to 825SAD, "Runway Closure - Little Rock AFB" (U), 29 Oct 68, (U).
59. Rpts, SAC-E2, "Synthetic Training Devices Operational Status and Evaluation Report" (U), 31 Oct, 30 Nov and 31 Dec 68, (U).
60. Extract of Rpt, "Dormitory Housing and Bachelor Housing Utilization Occupancy Report" (U), conducted by Base Housing Office, Oct-Dec 68, (U).

61. Rpt, Minutes of Base Family Housing Management Council" (U), submitted by Base Housing Office, 16 Jan 69, (U).
62. Extract of Little Rock AFB Newspaper, "Crew S-45 Wins Bomb Wing Trophy," 16 Jan 69.
63. Extract of Little Rock AFB Newspaper, "Two Majors Decorated for SEA Duty," 12 Dec 68.
64. Extract of Little Rock AFB Newspaper, "Aerial Heroics in SEA Bring DFC to Thomas," 14 Nov 68.

UNITS ASSIGNED

43rd Bombardment Wing (Medium)

(As of 31 December 1968)

43rd Headquarters Squadron

43rd Field Maintenance Squadron

43rd Organizational Maintenance Squadron

43rd Armament and Electronics Maintenance Squadron

63rd Bombardment Squadron

64th Bombardment Squadron

65th Bombardment Squadron

70th Air Refueling Squadron

27th Munitions Maintenance Squadron

DEPARTMENT OF THE AIR FORCE
 HEADQUARTERS 825th STRATEGIC AEROSPACE DIVISION (SAC)
 LITTLE ROCK AIR FORCE BASE, JACKSONVILLE, ARKANSAS 72076

SPECIAL ORDER
 0-43

2 October 1968

1. The following named personnel are hereby awarded the Senior Missileman Badge under the provisions of Para 3b, AFR 35-5. Authority: Para 6a(2), SAC Sup 1, AFR 35-5.

TCPT BILTON L EBELL, (b) (6) 27 MMSq
 CPO1 ARTHUR W HOWARD, (b) (6) 27 MMSq

2. The following named personnel are hereby awarded the Missileman Badge under the provisions of Para 3a, AFR 35-5. Authority: Para 6a(2), SAC Sup 1, AFR 35-5.

1ST LT WAYNE W BONNELL, (b) (6) 373 SMSq
 SSGT SABATINO R DIFILIPPE, (b) (6) 825 Comm Sq
 A1C WILLIAM S WATSON, (b) (6) 373 SMSq

FOR THE COMMANDER

Robert M Wolfe

ROBERT M WOLFE, 1st Lt, USAF
 Chief, Administrative Services Division

DISTRIBUTION

11-0BFO
 10-2 ea Individ
 1-OCASO
 5-CBPC-SA
 1-73SMS
 1-825 Comm Sq
 1-27SMS
 3-USAFMPC (AFFMRO), Randolph AFB, TX

RECORD COPY

DEPARTMENT OF THE AIR FORCE
 HEADQUARTERS 825th STRATEGIC AIRSPACE DIVISION (SAC)
 LITTLE ROCK AIR FORCE BASE, JACKSONVILLE, ARKANSAS 72076

SPECIAL ORDER
 G-44

8 October 1968

1. SSGT JESSE G BAILEY, (b) (6), 308 MIMSq, SAC, this stn, is hereby awarded the Master Missileman Badge under the provisions of Para 3a, AFR 35-5. Authority: Para 6a(2), SAC Sup 1, AFR 35-5.
2. SSGT JESSE G BAILEY, (b) (6), 308 MIMSq, SAC, this stn, is hereby awarded the Senior Missileman Badge under the provisions of Para 3a, AFR 35-5. Authority: Para 6a(2), SAC Sup 1, AFR 35-5.
3. The following named personnel are awarded the Missileman Badge under the provisions of Para 3a, AFR 35-5. Authority: Para 6a(2), SAC Sup 1, AFR 35-5.
 - 1ST LT TIMOTHY E BLENETT (b) (6) 373SMSq
 - 2D LT ELWOOD S KENT, JR. (b) (6) 373SMSq
 - SGT JEREMIAH G MENIHAN III, (b) (6) 27 MMSq
 - SGI PAUL H SUTTON, (b) (6) 27 MMSq

FOR THE COMMANDER

Robert M Wolfe
 ROBERT M WOLFE, 1st Lt, USAF
 Chief, Administrative Services Division

DISTRIBUTION
 11-CMPO
 10-2 ea indiv
 1-DCASO
 1-CNPC-SA
 1-373SMS
 1-27MMS
 1-308MIMS

G-44

RECORD COPY

DEPARTMENT OF THE AIR FORCE
 HEADQUARTERS 825th STRATEGIC AEROSPACE DIVISION (SAC)
 LITTLE ROCK AIR FORCE BASE, JACKSONVILLE, ARKANSAS 72076

SPECIAL ORDER
 G-45

16 October 1968

1. LT COL JOHN V JORDAN, FF704538, Hq 308 Strat Msl Wg, SAC, this stn, is awarded the Master Missileman Badge under the provisions of Para 3c, AFR 35-5. Authority: Para 6a(2), AFR 35-5/SAC Sup 1.

2. The following named personnel, 825 Comm Sq, SAC, this stn, are awarded the Missileman Badge under the provisions of Para 3a, AFR 35-5. Authority: Para 6a(2) AFR 35-5/SAC Sup 1.

AIC DONALD J CUMINALE, AF11833715
 AIC JAMES V GUESS, AF11740418

FOR THE COMMANDER

Robert M Wolfe
 ROBERT M WOLFE, 1st Lt, USAF
 Chief, Administrative Services Division

DISTRIBUTION
 2-CHPO
 2-2 ea Indiv
 1-BCASC
 5-CHPO-SA
 1-308SMW
 1-825 Comm Sq

G-45

RECORD COPY

DEPARTMENT OF THE AIR FORCE
 HEADQUARTERS 825th STRATEGIC AEROSPACE DIVISION (SAC)
 LITTLE ROCK AIR FORCE BASE, JACKSONVILLE, ARKANSAS, 72076


SPECIAL ORDER
 G-46

28 October 1968

The following personnel are awarded the Senior Missileman Badge under the provisions of para 3b, AFR 35-5. Authority: Para 6a(2), AFR 35-5/SAC Sup 1.

MSGT JAMES D MONCRIEF, (b) (6) 27 MMSq
 SSGT NICHOLAS A CAMPIGLIA, (b) (6) 825 Sup Sq
 TSGT DONALD D TOWSLEY, (b) (6) 825 Sup Sq

FOR THE COMMANDER


 HORATIO S TAVEAU III, CMSGT, USAF
 Administrative Services Division

DISTRIBUTION
 8-CBPO
 9-3 ea Indiv
 5-CBPO-SA
 1-BCASO
 1-27MMS
 1-SSC
 8-BCXI

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS 825th STRATEGIC AEROSPACE DIVISION (SAC)
LITTLE ROCK AIR FORCE BASE, JACKSONVILLE, ARKANSAS, 72076

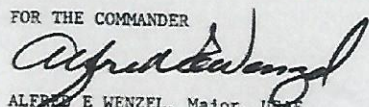
SPECIAL ORDER
G-47

30 October 1968

The following personnel are awarded the Missileman Badge under the provisions of para 3a, AFR 35-5. Authority: Para 6a(2), AFR 35-5/SAC Sup 1.

1ST LT CARL A MILLER, (b) (6), 373 Strat Msl Sq
TSGT DONALD D TOWSLEY, (b) (6), 825 Sup Sq
SSGT NICHOLAS A CAMPIGLIA, (b) (6), 825 Sup Sq

FOR THE COMMANDER


ALFRED E WENZEL, Major, USAF
Chief, Administrative Services Division

DISTRIBUTION

8-CBPO
1-BCASO
8-BCXI
6-2 ea Indiv-CBPO-SA
5-CBPO-SA
1-USAFMPC(AFPMDRO), Randolph AFB, Tex 78148

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS 825TH STRATEGIC AEROSPACE DIVISION (SAC)
LITTLE ROCK AIR FORCE BASE, JACKSONVILLE, ARKANSAS, 72076

SPECIAL ORDER
G-48

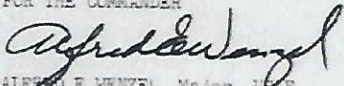
1 Nov 1968

1. CAPT WILLIAM B RUSH, (b) (6), 373 SMSq is hereby awarded the Senior Missleman Badge under the provisions of Para 3b, AFR 35-5. AUTHORITY: Para 6a(2), SAC Sup 1 AFR 35-5.

2. The following named personnel are awarded the Missleman Badge under the provisions of Para 3a, AFR 35-5. AUTHORITY: Para 6a(2), SAC Sup 1, AFR 35-5.

1ST LT NORMAN J CAMPION, (b) (6), 373 SMSq
SGT MICHAEL Q NOBLE, (b) (6), 373 SMSq

FOR THE COMMANDER


ALFRED E WENZEL, Major, USAF
Chief, Administrative Services Division

DISTRIBUTION

2-OSPO
1-BCASO
2-BOX1
1-USAFMPC (AFFMDRO)
Randolph AFB, Texas 78148

G-48

DEPARTMENT OF THE AIR FORCE
 HEADQUARTERS 805TH COMBAT SUPPORT GROUP (SAC)
 LITTLE ROCK AIR FORCE BASE, JACKSONVILLE, ARKANSAS, 72076

SPECIAL ORDER
 G-49

14 Nov 1968

1. The following personnel are awarded the Master Missileman Badge under the provisions of para 3c, AFR 35-5. AUTHORITY: Para 6a(1), SAC Sup 1, AFR 35-5.

SSGT JOE M SHELTON, (b) (6) 825 Comm Sq
 SSGT KENNETH DOWNING, (b) (6) 373 Strat Msl Sq

2. CAPT KENNETH R KOLTHOFF, (b) (6) 373 Strat Msl Sq, is awarded the Senior Missileman badge under the provisions of para 3b, AFR 35-5.

3. AIC CALVIN L BADE, (b) (6) 373 Strat Msl Sq, is awarded the Basic Missileman Badge under the provisions of para 3a, AFR 35-5. AUTHORITY: Para 6a(2), SAC Sup 1, AFR 35-5.

FOR THE COMMANDER

William L Buckley
 WILLIAM L BUCKLEY, Major, USAF
 Administration Division

DISTRIBUTION
 9-CePO
 1-SCASD
 2-SCXI
 1-USAFMPC (AFFMEdC)
 Randolph AFB, Tex 76148
 5-Indiv

DEPARTMENT OF THE AIR FORCE
 HEADQUARTERS 825th STRATEGIC AEROSPACE DIVISION (SAC)
 LITTLE ROCK AIR FORCE BASE, JACKSONVILLE, ARKANSAS, 72076

SPECIAL ORDER
 G-50

19 Nov 1968

1. SSGT RICHARD D DICKINSON, (b) (6), 308 MIMS, SAC, this stn, is awarded the Master Missileman badge under the provisions of para 3c, AFR 35-5. AUTHORITY: Para 6a(2), AFR 35-5 SAC Sup 1.

2. The following named personnel, organizations indicated, SAC, this stn, are awarded the Senior Missileman badge under the provisions of para 3a, AFR 35-5. AUTHORITY: Para 6a(2), AFR 35-5, SAC Sup 1.

MAJOR MERLE R EOUNG, (b) (6), 373 Strat Msl Sq
 TSGT CLAY R THORNE, 308 Msl Maint Sq

3. The following named personnel, organizations indicated, SAC, this stn, are awarded the Missileman Badge under the provisions of para 3a, AFR 35-5. AUTHORITY: Para 6a(2) AFR 35-5 SAC, Sup 1.

SSGT ZANE A CLARR, (b) (6), 825 Comm Sq
 SGT DEWEY L ADKINS, 27 Mun Maint Sq
 SGT JAMES A MACK, 27 Mun Maint Sq

FOR THE COMMANDER

William R Buckley
 WILLIAM R BUCKLEY, SMSGT USAF
 Administration Division

DISTRIBUTION:
 11-CBFC
 1-SCASO
 8-BCXI
 1-USAFMPC (AFPMRO)
 Randolph AFB, Tex 78148
 3-Indiv

G-50

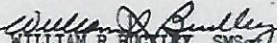
DEPARTMENT OF THE AIR FORCE
HEADQUARTERS 925th STRATEGIC AEROSPACE DIVISION (SAC)
LITTLE ROCK AIR FORCE BASE JACKSONVILLE, ARKANSAS, 72076

SPECIAL ORDER
G-51

21 Nov 1968

TSGT HAROLD L BYRD, (U) (S) 70th Air Rflg Sq, SAC, this stn,
is awarded the Chief Aircrew Member Badge in accordance with para 5-9c,
AFM 35-13. AUTHORITY: Para 5-9c, SAC Supplement 1 to AFM 35-13.

FOR THE COMMANDER


WILLIAM R BUCKLEY, SMSgt, USAF
Administration Division

DISTRIBUTION
6-CBPO
3-Indiv
1-BCASO
8-BCKI

G-51

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS 42ND STRATEGIC AEROSPACE DIVISION (SAC)
LITTLE ROCK AIR FORCE BASE JACKSONVILLE ARKANSAS 72076

SPECIAL ORDER
G-52

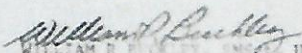
27 Nov 1968

1. CAPTAIN WILLIAM W BRAVERS, (b) (6), 373 SMS is hereby awarded the Senior Missileman Badge under the provisions of para 3b, AFR 35-5. AUTHORITY: Para 6a(2) AFR 35-5 SAC Sup 1.

2. The following named personnel are awarded the Missileman Badge under the provisions of para 3a, AFR 35-5. AUTHORITY: Para 6a(2), AFR 35-5 SAC Sup 1.

2D LT DANIEL D BINKERT, (b) (6), 374 SMS
SGT EDWARD E LEWIS, (b) (6), 373 SMS
A1C TERRANCE R BAUER, (b) (6), 825 CSS

FOR THE COMMANDER


WILLIAM R BUCKLEY, USAF
Administration Division

DISTRIBUTION
9-CBPO
1-BCASO
8-BCXI
3-Indiv
1-USAFMPC (AFPMDO)
Randolph AFB, Tex

G-52

DEPARTMENT OF THE AIR FORCE
 HEADQUARTERS 825th STRATEGIC AEROSPACE DIVISION (SAC)
 LITTLE ROCK AIR FORCE BASE, JACKSONVILLE, ARKANSAS, 72076

SPECIAL ORDER
 G-54

24 Dec 1968

1. SSGT BOBBIE [REDACTED] 373 SMSq is awarded the Master Missileman Badge under the provisions of para 3c, AFR 35-5. AUTHORITY: Para 6a(2), AFR 35-5, SAC Sup 1.

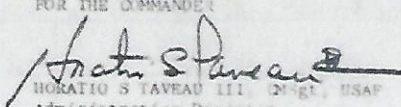
2. The following named personnel are hereby awarded the Senior Missileman Badge under the provisions of para 3b, AFR 35-5. AUTHORITY: Para 6a(2), AFR 35-3, SAC, Sup 1.

CAPT MARTIN CLEMENTS [REDACTED] 373 SMS
 CAPT WILBORN KING JR. [REDACTED] 373 SMS

3. The following named personnel are hereby awarded the Missileman Badge under the provisions of para 3a, AFR 35-5. AUTHORITY: Para 6a(2) AFR 35-5, SAC Sup 1.

1ST LT STEPHEN I BORETSKY [REDACTED] 373 SMS
 SGT GEORGE P W SIZEMORE [REDACTED] 373 SMS

FOR THE COMMANDER


 HORATIO S TAVEAU III, MAJ, USAF
 Administration Division

DISTRIBUTION
 10-CBPO
 1-RCASO
 8-BCXI
 1-USAFMPC (AFFMORO)
 5-CBPO-SA
 13-3 Indiv

G-54

SECTION IV OFFICER AND AIRMEN ASSIGNMENT (Authorized and assigned by grade)												AS OF: 31 October 1968	
ORGANIZATION		43 BW		308 SMM		825 CSG		825 MED		825 SAD		GRAND TOTAL	
GRADE		OFF	AMN	OFF	AMN	OFF	AMN	OFF	AMN	OFF	AMN	OFF	AMN
GEN C/SMSGT	AUTH	0	88	0	33	0	39	0	4	1	3	1	167
	ASGD	0	68	0	32	0	26	0	3	1	4	1	133
COL MSGT	AUTH	4	189	7	58	5	87	2	15	2	2	20	351
	ASGD	4	109	4	59	5	49	2	6	2	1	17	224
LT COL TSGT	AUTH	58	276	16	105	10	134	5	15	4	0	93	530
	ASGD	33	263	15	106	8	114	1	16	4	0	61	499
MAJOR SSGT	AUTH	106	596	59	194	20	405	7	43	3	3	195	1242
	ASGD	179	391	31	149	9	288	8	25	1	4	228	857
CAPT MAJ SGT	AUTH	183	537	97	154	27	459	38	49	1	0	346	1199
	ASGD	171	593	85	147	20	535	37	52	2	0	315	1327
LIEUT MAJ A1C	AUTH	43	354	78	74	9	646	17	53	0	0	147	1127
	ASGD	46	398	154	154	33	582	17	40	0	0	250	1174
WO MAJ AMN	AUTH	0	0	0	3	0	40	0	0	0	0	0	43
	ASGD	1	45	2	0	1	73	0	15	0	0	3	133
AB	ASGD	0	1	0	0	0	3	0	0	0	0	0	4
TOTAL MILITARY	AUTH	394	2040	257	621	71	1811	69	179	11	8	802	4659
	ASGD	434	1868	290	647	76	1670	65	157	10	9	875	4351
TOTAL CIVILIAN	AUTH	47	0	16	0	538	0	41	0	2	0	644	0
	ASGD	37	0	15	0	465	0	31	0	2	0	550	0

STRENGTH

SECTION 111 AS OF: 31 Octol

	OFFICER		AIRMAN		CIVILIAN		TOTAL		TDY	
	AUTH	ASGD	AUTH	ASGD	AUTH	ASGD	AUTH	ASGD	OFF	ENL
<u>43 FM WG</u>										
70 ARH	92	111	34	39	0	0	126	150	13	6
43 Hq Sq	88	75	244	241	8	6	341	322	5	3
43 AINSq	8	6	359	346	3	2	370	324	0	13
43 FINSq	7	8	647	541	12	7	665	556	0	44
43 OINSq	8	7	602	551	24	22	634	580	0	26
63 BINSq	62	75	3	3	0	0	65	78	1	0
64 BINSq	62	71	3	2	0	0	65	73	1	0
65 BINSq	62	76	3	2	0	0	65	78	1	0
27 MINSq	5	5	145	173	0	0	150	178	0	5
TOTAL WG:	394	434	2040	1868	47	37	2481	2339	21	97
<u>308 STING</u>										
308 Hq Sq	50	51	145	144	7	6	202	201	1	1
373 STINSq	96	114	92	105	4	4	192	223	5	2
374 STINSq	96	111	92	104	4	4	192	219	2	1
308 MINSq	15	14	292	294	1	1	308	309	0	7
TOTAL WG:	257	290	621	647	16	15	894	952	8	11
825 MDDP	69	65	179	157	41	31	289	253	2	5
825 STADV	11	10	8	9	2	2	21	21	0	0
<u>825 COSCP</u>										
825 Hq Sq	37	41	272	292	87	78	396	411	2	9
825 SEFSq	4	3	376	296	0	0	380	299	0	10
825 TRSSq	4	5	171	146	42	27	217	178	0	7
825 OINSq	4	4	155	171	9	9	168	184	0	0
825 CDBSq	9	10	322	322	200	172	531	504	1	8
825 SUPSq	10	10	414	353	65	62	499	425	1	5
825 SERsq	3	3	101	90	135	117	229	210	0	1
TOTAL GP:	71	76	1811	1670	538	465	2420	2211	4	40
BASE TOTAL (SAC) 802	875	875	4659	4351	644	550	6105	5776	35	153
<u>TENANT UNITS</u>										
189 TRGP (TAC)	118	88	956	558	12	12	1086	658	44	281
ALL BASE TOTAL:	944	988	5736	5094	670	576	7350	6658	81	439

		3 AIRBORNE DIVISION										ASGD	
		1ST ABN		2ND ABN		3RD ABN		4TH ABN		5TH ABN		TOTAL	
GRADE		OFF	AMN	OFF	AMN	OFF	AMN	OFF	AMN	OFF	AMN	OFF	AMN
GEN C/SMSGT	AUTH	0	88	0	33	0	39	0	4	1	3	1	167
	ASGD	0	68	0	32	0	27	0	3	1	4	1	131
COL MSGT	AUTH	1	185	7	58	5	87	2	15	2	2	20	35
	ASGD	5	125	4	59	4	51	2	7	2	1	17	243
LT COL TSGT	AUTH	58	276	16	105	10	134	5	15	4	0	93	530
	ASGD	31	261	13	103	8	109	1	15	5	0	58	489
MAJOR SSGT	AUTH	106	596	59	194	20	106	7	43	3	3	195	1242
	ASGD	179	363	30	147	9	289	9	25	1	5	228	829
CAPT <i>Asst SGT</i>	AUTH	183	537	97	154	27	459	38	49	1	0	344	1199
	ASGD	165	595	86	138	20	529	36	49	2	0	309	1711
LIEUT <i>Asst Lt</i>	AUTH	43	354	78	74	9	646	17	53	0	0	147	1127
	ASGD	44	383	158	158	34	561	17	47	0	1	253	1150
WO <i>Asst AMN</i>	AUTH	0	0	0	3	0	40	0	0	0	0	0	43
	ASGD	1	50	1	11	1	114	0	12	0	0	3	187
AB	ASGD	0	2	0	0	0	3	0	0	0	0	0	5
TOTAL MILITARY	AUTH	391	2040	257	621	71	1811	69	179	11	8	802	4459
	ASGD	425	1447	292	648	76	1683	65	159	11	11	869	4348
TOTAL CIVILIAN	AUTH	47	0	16	0	538	0	41	0	2	0	644	0
	ASGD	37	0	15	0	463	0	31	0	2	0	548	0

STRENGTH.

SECTION IV AS OF: 30 November 1961

	OFFICER		AIRMAN		CIVILIAN		TOTAL		TDT	
	AUTH	ASGD	AUTH	ASGD	AUTH	ASGD	AUTH	ASGD	OFF	EHL
<u>43 AM WG</u>										
70 ARH	92	108	34	39	0	0	126	147	17	8
43 Hq Sq	88	71	244	242	8	6	341	319	1	4
43 AEMSQ	8	5	359	309	3	2	370	316	0	16
43 FDSQ	7	6	647	530	12	7	665	545	0	33
43 OMSQ	8	9	602	547	24	22	634	573	0	27
63 BMSQ	62	76	3	3	0	0	65	79	0	0
64 BMSQ	62	72	3	2	0	0	65	74	0	0
65 BMSQ	62	72	3	2	0	0	65	74	0	0
27 MDSQ	5	4	145	173	0	0	150	177	0	7
TOTAL WGs	394	425	2040	1847	47	37	2461	2309	18	95
<u>308 SENG</u>										
308 Hq Sq	50	50	145	138	7	6	202	194	1	2
373 SENG	96	115	92	106	4	4	192	225	5	4
374 SENG	96	113	92	103	4	4	192	220	3	6
308 MINSQ	15	14	292	301	1	1	308	316	0	11
TOTAL WGs	257	292	621	648	16	15	894	955	9	23
825 WSGP	69	65	179	159	41	31	289	255	2	7
825 STADV	11	11	8	11	2	2	21	24	0	0
<u>825 OOSGP</u>										
825 Hq Sq	37	42	272	286	87	78	396	406	2	8
825 SEPSQ	4	3	376	306	0	0	380	309	0	9
825 TRSSQ	4	5	171	147	42	26	217	178	0	6
825 OMSQ	4	4	155	173	9	9	168	186	0	9
825 OMSQ	9	10	322	306	200	171	531	487	1	7
825 SUPSQ	10	9	414	368	65	62	499	439	0	7
825 SERSQ	3	3	101	97	135	117	229	217	0	1
TOTAL GP	71	76	1811	1683	538	463	2420	2222	3	47
BASE TOTAL (SAC)	602	869	4659	4348	644	548	6105	5765	32	172
<u>TENANT UNITS</u>										
189 TRGP (TAC)	118	88	956	555	12	12	1066	655	24	163
ALL BASE TOTAL:	944	980	5736	5082	670	572	7350	6634	58	340

SECTION III OFFICER AND AIRMEN ASSIGNMENT (A. <i>housed and assigned by grade</i>)													AS OF: 31 December 1968	
ORGANIZATION		43 DR		309 CHV		823 CSG		825 MED		825 S&D		GRAND TOTAL		
GRADE		OFF	AMN	OFF	AMN	OFF	AMN	OFF	AMN	OFF	AMN	OFF	AMN	
CEM C/MSGT	AUTH	0	88	0	33	0	39	0	4	1	3	1	167	
	ASGD	0	60	0	35	0	40	0	3	1	4	1	142	
COL MSGT	AUTH	4	189	7	58	5	87	2	15	2	2	20	351	
	ASGD	5	111	4	60	4	65	2	7	2	2	17	245	
LT COL TSGT	AUTH	58	276	16	105	10	134	5	15	4	0	93	530	
	ASGD	31	229	15	98	6	153	1	16	5	0	58	496	
MAJOR SSGT	AUTH	106	596	59	194	20	406	7	43	3	3	195	1242	
	ASGD	189	328	31	150	10	361	10	36	1	4	241	873	
CAPT SGT	AUTH	183	537	97	154	27	459	38	49	1	0	346	1199	
	ASGD	160	621	87	141	22	523	34	49	2	0	305	1334	
LIEUT AIC	AUTH	43	354	78	74	9	646	17	53	0	0	147	1127	
	ASGD	47	450	160	146	35	450	17	45	0	0	259	1071	
WO AMN	AUTH	0	0	0	3	0	40	0	0	0	0	0	43	
	ASGD	1	72	1	16	1	134	0	10	0	0	3	232	
AN	ASGD	0	2	0	0	0	2	0	0	0	0	0	4	
TOTAL MILITARY	AUTH	394	2040	257	621	71	1811	69	179	11	8	802	4659	
	ASGD	433	1853	298	646	78	1728	64	160	11	10	884	4397	
TOTAL CIVILIAN	AUTH	47	0	16	0	538	0	41	0	2	0	644	0	
	ASGD	38	0	15	0	473	0	32	0	2	0	560	0	

SECTION IV - STRENGTH REPORT AS OF 31 DECEMBER 1968

	OFFICER		AIRMEN		CIVILIAN		TOTAL		TDY	
	AUTH	ASGD	AUTH	ASGD	AUTH	ASGD	AUTH	ASGD	OFF	ENL
43 BM WG										
70 ARS	92	106	34	38	0	0	126	144	28	11
43 Hq Sq	88	70	244	246	8	6	341	322	0	5
43 AEMS	8	5	359	304	3	3	370	312	0	7
43 FNS	7	10	647	526	12	7	665	543	0	27
43 OYS	8	8	602	562	24	22	634	592	0	21
63 BS	62	83	3	3	0	0	65	86	0	0
64 BS	62	74	3	2	0	0	65	76	0	0
65 BS	62	73	3	2	0	0	65	75	1	0
27 MNS	5	4	145	170	0	0	150	174	0	6
WG TOTAL	394	433	2040	1853	47	38	2481	2324	29	77
308 STMWG										
308 Hq Sq	50	52	145	140	7	6	202	198	1	0
73 SMS	96	118	92	104	4	4	192	226	4	5
74 SMS	96	114	92	100	4	4	192	218	3	3
308 MMS	15	14	292	302	1	1	308	317	0	7
WG TOTAL	257	298	621	646	16	15	894	959	8	15
825 MED GP	69	64	179	160	41	32	289	256	2	4
825 STADV	11	11	8	10	2	2	21	23	0	0
825 COSGP										
825 Hq Sq	37	39	272	290	87	81	396	410	2	6
825 SPS	4	4	376	331	0	0	380	335	0	9
825 TS	4	5	171	155	42	27	217	187	0	5
825 CCWS	4	4	155	168	9	9	168	181	1	6
825 CES	9	11	322	310	200	174	531	496	1	8
825 SS	10	12	414	378	75	63	499	453	0	6
825 SVS	3	3	101	96	125	119	229	218	0	2
GP TOTAL	71	78	1811	1728	538	473	2420	2279	4	42
BASE TOTAL (SAC)	802	884	4659	4397	644	560	6105	5841	43	129
TENANT UNITS	24	24	121	171	12	11	159	206	0	0
189 TRGP (TAC)	118	88	956	548	12	12	1086	658	1	3
ALL BASE TOTAL	944	996	5736	5116	668	583	7350	6695	44	141

25 OCT 1969 15 30z

X

PRIORITY

825STRATACROSPAGE DIV LITTLE ROCK AFB ARK

2AF/DM/DP BARKSDALE AFB LA

INFO: 305BW/DCM CNISSOM AFB IND

825CAD/DM LIAFB (BY MESSENGER)

DISTRIB
43C
43DC
43F
825I
825F
43DC

UNCLAS 43C

SUBJ: CRITICAL MANNING B-58 EGRESS PERSONNEL, AFIC 422X2.

This msg has been coordinated with 825DP and is in four parts.

PART I. This constitutes one further step in this Wing's attempt to alert personnel and maintenance staffs of the impending crisis in the maintenance program for the B-58 Egress System. Each four yrs, subsequent to the buy and installation of the capsulated egress system in the B-58, we are faced with a major time change program directed by T.O. 1B-58A-6 which results in the change of sixteen (16) items on each of one hundred and thirty-one (131) escape capsules. The forthcoming change flow commences maximum buildup in March 1969 and continues through June 1970, at which date it drops to a normal but slightly increased workload and

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3317

JAMES D. RIGLEY, JR.
Colonel, USAF
43d Dep Cndr for Maintenance

110

SHERWIN G. DESENS, COLONEL

UNCLASSIFIED

PRIORITY

43C

43DCM

continues through December 1971. The workload has been validated by SACMET to be an increased expenditure of 458 manhours per month above the normal day-to-day maintenance requirements of the shop. PART II. The problem only arises at the current cycle since at the time of the last requirement (1965-66) the 43rd Egress Shop was authorized twenty-one (21) personnel with an assigned strength which varied from nineteen (19) to twenty-eight (28). This manning level has since depreciated to the following authorized vs. assigned ratio of:

AFSC	AUTH	ASGND	LOSS/MONTH	GAIN/MONTH	PROJ ASGND
42272	4	3	2 / Dec, Feb	1 / Oct	2
42252	11	6	2 / Nov, Mar		4
42232	1	2		3 / Dec, Feb	5

Note: One (1) 3-level TDY Guam, 180 days

PART III. This strength problem is further compounded, as indicated in Part Two, by the loss of the shop chief and three NCOs to overseas assignments in the near future. This leaves us with a new shop chief inexperienced on this system with three personnel

43DCM

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UNCLASSIFIED

PRIORITY

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in upgrade training, faced with the tasks previously outlined. Not a very healthy or professional situation in which to maintain a life support system. PART IV. I am asking for a 100% manned shop for the period March 1969 thru June 1970. I further request stabilization of the workforce in that TDYs and PCS shipments be suspended for the same period. Your prompt assistance is requested. If the requested assistance cannot be provided, the only available recourse is to seek depot help by means of a T.O. 00-25-107 request for the life of the change program. Please advise.

43DCM

3 3

THIS DOCUMENT IS NOT READABLE AS AN ORIGINAL

(b) (1) (B)



(b) (1) (B)



(b) (1) (B)



A5670

(b) (1) (B)



(b) (1) (B)



UNCLASSIFIED

9 OCT 68 14 33z

x

PRIORITY
PRIORITY

825STRATAEROSPACE DIV LITTLE ROCK AFB ARK
ZAF / DM4B / DP / BARKSDALE AFB LA
INFO: SAC / DM4B / DPAM
OCAMA/OCMPCG/TINKER AFB OKLA
SAAMA/SANE/ KELLY AFB TEX
825SAD/DM / LITTLE ROCK AFB ARK (By Msg)

DISTRIBUTION
825DM
43C
43DCM
43DCMM
43C&E
43FMSG

UNCLAS 43DCM

DELIVER DURING NORMAL DUTY HOURS: SUBJECT: Request for
O&F Level Maintenance Assistance. Reference Unclas 43DCM
Msg 090010Z Oct 68. Re-evaluation of the current situation reveals
that a total of six (6) depot personnel are required instead of three
(3) requested in referenced message. Justification: As of this date,
the 43BW has a total of eleven (11) B/TB-58 Aircraft out of com-
mission due to fuel leaks. These include all of the possessed
TB-58's, Ser # 58-0668, 58-0670 and eight (8) B-58's Ser # 59-2440,
58-1019, 59-2446, 59-2438, 59-2434, 61-2078, 59-2461, 59-2431.
In addition to fuel cell work on the above aircraft, we have an

9 1035
OCT 1968
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JAMES D. RIGLEY, JR., Colonel
Dep Comdr for Maintenance

40 JAMES D. RIGLEY, JR., Colonel, 43DCM

UNCLASSIFIED

UNCLASSIFIED

PRIORITY
PRIORITY

DCM

43DCM

3317

estimated 124 manhour backlog on sixteen (16) pods out of com-
mission for fuel cell work. Immediate/emergency depot assistance
is required.

JOINT MESSAGEFORM		RESERVED FOR COMMUNICATION CENTER	
SECURITY CLASSIFICATION			
PRECEDENCE			
TYPE MSG	BOOK	MULTI	SINGLE
		X	
PRECEDENCE			
ACTION			
INFO			
FROM: 8250 DATACOM DIV LITTLE ROCK AFB AR		DTG: 090010Z Oct 68	
TO: 2AF /D/40/PA/ TARKENTON AFB LA		SPECIAL INST 43301 43302 43303-1 43304 43305	
INFO: SAC /D/40/PA/			
COMA /OD/REC/ TINKER AFB OLA			
SAMA /SAND/ KELLY AFB TEXAS			
8250 DATACOM DIV LITTLE ROCK AFB AR (8250-014)			
UNCLAS 43301			
DELIVER DURING NORMAL DUTY HOURS: SSB: 43301-16. Request for 100 Level Maintenance Assistance IAW TO 00-25-107 Para 4a(2) and 5c, SAC: 46-12, Vol I Para 3-12a (3) (b). 1. E-58 Aircraft, SN 58- 4670, 58-1019, 58-2446, 58-2463, 58-2440, 58-2455, 58-2432. 2. N/A. 3. Assistance required ASAP for ninety (90) days, overtime request- ed. 4. Require three (3) Fuel System Specialists AFSC 42470/42450. Bring hand tools. 5. Work to be accomplished this station. Contact Colonel James P. Figley Jr, 43301, Ext 3317/6152 or non duty phone 913-4526. 6. Quarters and transportation available. 7. Descripti			
TYPED NAME AND TITLE		PHONE	SIGNATURE
A. W. A. GARY, Capt, USAF Airspace Systems Sr Supt		6354	
		TYPED (or stamped) NAME AND TITLE	
		JAMES P. FIGLEY JR., Colonel, USAF	
SECURITY CLASSIFICATION		REGARDING INSTRUCTIONS	
		39	

ABBREVIATED JOINT MESSAGE FORM and/or CONTINUATION SHEET		SECURITY CLASSIFICATION	
PRECEDENCE	RELEASED BY	DRAFTED BY	PHONE
ACTION			
INFO			

of problem. The above listed aircraft are presently out of service because of fuel leaks. Listed below are the fuel leak discrepancies on each aircraft:

- 470 - Four fuel leaks; 1 in the balance tank area, 1 on the top left wing, 1 on the top right wing, and 1 in the fuselage void area.
- 471 - Fuel leak through rivet in reserve tank.
- 476 - Three fuel leaks; 1 in the pressure switch void area, 1 inboard 2 pylon, 1 in left aft wheel well fairing.
- 483 - 12 fuel seeps, various locations.
- 488 - Four fuel leaks; 2 each in FOLA area, 1 in the seam on top right wing, 1 in the aft end of the right fillet fairing.
- 489 - Three fuel leaks; 2 each inboard #3 pylon jack one, one inboard aft corner of wheel well.
- 492 - Fuel seep top right wing.

It is essential that three (3) skilled personnel capable of trouble shooting and maintaining the B-56 Fuel System be augmented into the 43rd Fuel Systems Shop.

Recent Manning:

NAME	RANK	GRADE	STATUS
12170	Sgt	1	0

CONTROL NO.	TOR/TOD	PAGE NO.	NO. OF PAGES	MESSAGE IDENTIFICATION
REGRADING INSTRUCTIONS		2	3	SECURITY CLASSIFICATION

DD FORM 173-1
1 NOV 63

REPLACES EDITION OF 1 MAY 55 WHICH MAY BE USED.

ABBREVIATED JOINT MESSAGEFORM and/or CONTINUATION SHEET				SECURITY CLASSIFICATION	
PRECEDENCE	RELEASED BY	DRAFTED BY		PHONE	
ACTION					
INFO					
42470	T/lt	3	1	7	
42470	Sgt	0	1		
42450	Sgt	5	0		
42450	Sgt	6	4		
42430	A7C	2	0		
42430	Sgt	<u>0</u>	<u>2</u>		
Total		17	8		
<p>Above assigned manning figures of eight (8) personnel includes one (1) Sgt 42450 on TTY to SEA until Mar 1969, and one (1) Sgt 42450 with effective discharge date of 11 Oct 1969. We are presently supporting entire fuel system maintenance mission with six (6) personnel, two of which are three levels. These personnel are presently assigned on two (2) twelve (12) hour shifts. This provides two (2) qualified and one (1) unqualified technician per shift. This limits our total capability to coverage of two (2) work orders at one time disregarding time for messing, squadron duty, hospital, dental check etc.</p>					
CONTROL NO.	TOR/TOD	PAGE NO.	NO. OF PAGES	MESSAGE IDENTIFICATION	IN
REGRADING INSTRUCTIONS		3	3	SECURITY CLASSIFICATION	

DD FORM 1 NOV 63 173-1

REPLACES EDITION OF 1 MAY 55 WHICH MAY BE USED.

JOINT MESSAGEFORM		RESERVED FOR COMMUNICATION CENTER			
SECURITY CLASSIFICATION		28 Oct 68 2259Z			
TYPE MSG	BOOK			MULTI	SINGLE
				X	
PRECEDENCE					
ACTION					
INFO	FOUO	DTG			
FROM: 2255 WATKINS DIV II 15 ROCK AFB ANK		SPECIAL INSTRUCTIONS			
TO: 2AF/D42/BARKDALE AFB LA		DEFINITION			
INFO: SAC/D42B		4300			
COMA/COM C/DIRMOR AFB OKLA		4300-1			
SAMP/SMB/REILLY AFB TEXAS		4300-2			
2255 WATKINS DIV II 15 ROCK AFB ANK/EDW/EMI /		4300-3			
ENCLOS 4300H					
<p>Reverence 4300H Message 090010Z Oct 68. Request certification for two (2) additional personnel ABO 27470/22450 for a period of ninety (90) days, to augment team presently in place at Little Rock AFB. Justification maximum utilization of present team is not sufficient to provide aircraft to meet our flying schedule. Present problems follow. B-58 1 2E-1015. 183 man hours were expended on 25, 26, 27, October to stop fuel leaks. During leak check a new leak forced on number two pylon that will require aircraft to be jacked shored and a tank entry requiring removal of an upper wing panel. Estimated remaining man hours 375. B-58A 59-2426, is presently undergoing repair for 43 fuel leaks. Estimate of man hours 124.</p>					
DATE		TIME			
MONTH		YEAR			
PAGE NO. 001		NO. OF PAGES 2			
D R A F T	TYPE NAME AND TITLE	PHONE	SIGNATURE		
	ATKINS, GUN, Capt Aviation Systems Supt	6394			
SECURITY CLASSIFICATION		REGARDING INSTRUCTIONS			
109		Reply to number for maintenance			

ABBREVIATED JOINT MESSAGEFORM and/or CONTINUATION SHEET				SECURITY CLASSIFICATION UNCLASSIFIED	
PRECEDENCE		RELEASED BY		DRAFTED BY	
ACTION					
INFO					
<p>Team has found deteriorating sealant in all aircraft that have required tank entries. The sealant removal, cleaning and re-sealing of these tanks has caused approximately 15 man hours of additional work per aircraft tank. We have estimated pod backlog of 75 man hours. Total estimated backlog 525 hours. Additional personnel are needed to provide necessary shift coverage to work this backlog and still provide for daily Fuel System Maintenance generated by the flying aircraft.</p>					
CONTROL NO.	TOR/TOD	PAGE NO.	NO OF PAGES	MESSAGE IDENTIFICATION	
		2	2		
REGRADE INSTRUCTIONS				SECURITY CLASSIFICATION	
				UNCLASSIFIED	

SECTION XV First Term/Career Airman Reenlistment Rates, 1 Jul 68 - 31 Oct 68

ORGN	CAREER AIRMEN			FIRST TERM AIRMEN		
	ELIGIBLE	RETAINED	RATE%	ELIGIBLE	RETAINED	RATE%
825HQ	15	12	80.0	9	1	11.1
825CES	7	5	71.4	28	3	10.7
825CS	6	2	33.3	13	6	46.1
825SS	12	12	100	19	7	36.8
825TS	5	4	80.0	8	0	.0
825SPS	11	8	72.7	33	0	.0
825SVC	2	2	100	5	0	.0
TOTAL	58	45	77.5	115	17	14.7
308HS	11	11	100	2	0	.0
308MIS	10	10	100	5	1	20.0
374SMS	7	6	85.7	2	1	50.0
373SMS	4	4	100	3	0	.0
TOTAL	32	31	96.8	12	2	16.6
43HS	12	12	100	10	2	20.0
43AME	20	18	90.0	29	6	20.6
43FMS	24	23	95.8	35	4	11.4
43OMS	20	18	90.0	22	9	40.9
27MMS	7	6	85.7	4	2	50.0
70ARS	3	3	100	1	0	.0
Bomb Sq's	0	0	na	0	0	na
TOTAL	86	80	93.0	101	23	22.7
825 MED GP	4	4	100	13	3	23.0
BASE TOTALS	180	160	88.8	241	45	18.6

SECTION XV, First Term/Career Airman Reenlistment Rates, 1 Jul 68 - 30 Nov 68

ORGN	CAREER AIRMEN			FIRST TERM AIRMEN		
	ELIGIBLE	RETAINED	RATE%	ELIGIBLE	RETAINED	RATE%
825HS	16	13	81.2	15	1	6.6
825GES	10	7	70.0	31	3	9.6
825CS	9	4	44.4	19	8	42.1
825SS	15	14	93.3	21	9	42.8
825TS	6	5	83.3	10	0	.0
825SFS	14	10	71.4	35	0	.0
825SVC	2	2	100	5	0	.0
TOTAL	72	55	76.3	136	21	15.4
308HS	13	13	100	1	0	.0
308HIMS	12	12	100	8	3	37.5
374SMS	8	6	75.0	3	2	66.6
373SMS	5	5	100	4	1	25.0
TOTAL	38	36	94.7	16	6	37.5
43HS	14	13	92.8	13	4	30.7
43A&S	29	23	79.3	28	5	17.8
43FMS	27	26	96.2	39	5	12.8
43OMS	22	20	90.9	26	11	42.3
274MS	8	7	87.5	6	2	33.3
70ARS	5	5	100	1	0	.0
BOMB SQ'S	0	0	na	0	0	na
TOTAL	105	94	89.5	113	27	23.8
825MED GP	4	4	100	15	3	20.0
BASE TOTALS	219	189	86.3	280	57	20.3

31 DEC 68

GRADE	CAREER AIRMEN			FIRST TERM AIRMEN		
	RETIRED	RETIRED	WT %	RETIRED	RETIRED	WT %
825HS	17	14	82.3	18	2	11.1
825CES	12	8	66.5	34	3	08.8
825CS	9	4	44.4	25	10	40.0
825SS	18	16	88.8	22	9	40.9
825TS	8	6	75.0	13	0	.0
825SPS	14	10	71.4	39	1	02.5
825SVS	2	2	100	9	0	.0
TOTAL	80	60	75.0	160	25	15.6
308HS	14	14	100	2	0	.0
308MIMS	16	16	100	9	3	33.3
373SMS	8	8	100	4	1	25.0
374SMS	10	8	80.0	3	2	66.6
TOTAL	48	46	95.8	18	6	33.3
43HS	17	16	94.1	16	4	25.0
43AEMS	36	29	80.5	33	8	24.2
43FMS	32	30	93.7	46	6	13.0
43OVS	25	23	92.0	32	15	46.8
27MMS	9	8	88.8	10	2	20.0
70ARS	5	5	100	1	0	.0
BOMB SQ'S	0	0	NA	0	0	NA
TOTAL	124	111	89.5	138	35	25.3
825 MED GP	4	4	100	18	4	22.2
BASE TOTALS	256	221	86.3	334	70	20.9

B/TB-58 Schedule

October - December 1968

Aircraft	Status
B-58 Aircraft	
013*	In work for four-way modification (explained in Chapter IV) at James Connally AFB, Texas, from 11 December through remainder of the quarter.
011	Available all quarter.
021	In work for 4-way mod from 2 October to 12 November; available remainder of quarter.
436	Available all quarter.
438	Available all quarter.
450	Available all quarter.
078**	Returned from 4-way mod on 4 October; in work for TCTO 1B-58A-832 Replacement of Pod Hook Support Fitting Assembly at Little Rock AFB from 23-25 November; available rest of quarter.
051**	To Little Rock AFB from 4-way mod on 11 December; available remainder of quarter.
014	Available all quarter.
015	Available all quarter.
429	In work for 4-way mod from 12 November to 30 December.
430	In work for 4-way mod on 30 December through remainder of quarter.
433	In work for 4-way mod on 26 December through remainder of quarter.
435	Available all quarter.
018	In work for 4-way mod from 4 October to 15 November; available remainder of quarter.
440	Returned from 4-way mod on 3 October; available remainder of quarter.
441	Available all quarter.
442	Available all quarter.
457	In work for 4-way mod on 2 December through remainder of quarter.
461	Available all quarter.
431	In work for 4-way mod on 2 December through remainder of quarter.
444	Returned from 4-way mod on 3 October; available remainder of quarter.
445	Available all quarter.
446	Available all quarter.
448	Returned from 4-way mod on 8 November; on loan to 305th BW, Grissom AFB, Indiana, through remainder of quarter.
449	On loan to Grissom AFB all quarter.
121**	In work for Pod Hook Mod from 26 November to 2 December; available remainder of quarter.
456	Available all quarter.

KC-135 Aircraft Schedule

October - December 1968

Tail Number	Aircraft Location and Dates*
0335	Goose Bay AB, Labrador, 11 October-1 November; Eielson AFB, Alaska, 23 November-5 December.
0336	Oklahoma City Air Materiel Area (OCAMA), Tinker AFB, Oklahoma, 6-19 October; Sustained Reaction Posture test, 21-23 October; Eielson AFB, Alaska, 11-23 Novem- ber; Hayes Corporation at Birmingham, Alabama, 28 November-13 January.
0337	Goose Bay, 27 September-18 October; Beale AFB, Cali- fornia, 5-15 November; Birmingham, 3 December-14 January.
0338	Goose Bay, 5-25 October; Beale, 18-30 November; Goose Bay, 19-31 December.
0339	Beale, 7-18 October; Goose Bay, 16 November-6 December.
0342	Beale, 30 September-11 October; Sustained Reaction Posture test, 21-23 October; Eielson, 31 October-12 November; Goose Bay, 7-31 December.
0343	Goose Bay, 20 September-11 October; Beale, 29 October- 8 November; Beale, 2-13 December.
0344	Goose Bay, 13 September-4 October; Goose Bay, 26 October-15 November; Spain, 10 December- 8 January.
0345	Young Tiger mission, 25 August-25 October; Beale, 28 November-6 December; on alert at Little Rock AFB, 31 December.
0346	Coronet Finch mission, 7-11 October; Eielson, 18-31 October; Goose Bay, 22 November-13 December; on alert at Little Rock AFB, 31 December.
1460	Beale, 14-25 October; OCAMA, 7 November-4 December; Beale, 15 December-10 January.
1462	Young Tiger mission, 14 August-14 October; Goose Bay, 1-29 November; Goose Bay, 29-31 December.
1464	Young Tiger mission, 11 October-8 December.

KC-135 Aircraft Schedule

October - December 1968

Tail Number	Aircraft Location and Dates
1467	Beale, 23 September-4 October; Goose Bay, 18 October-8 November; Beale, 9-20 December.
1468	Young Tiger mission, 23 October-23 December.
1470	Birmingham, 29 August-7 October; Beale, 21 October-1 November; Goose Bay, 29 November-20 December; on alert at Little Rock AFB, 31 December.
1471	Birmingham, 18 September-24 October; Goose Bay, 8-22 November; Young Tiger mission, 16 December-16 February.
1474	Birmingham, 19 September-25 October; Beale, 12-22 November; Sielson, 4-19 December.
1480	Sielson, 25 September-8 October; IRAN at Birmingham, 24 October-3 December; Young Tiger mission, 24 December-24 February.
1510	Spain, 3 September-2 October; Sielson, 7-17 October; Birmingham, 23 October-2 December; Sielson, 18 December-3 January.

* Dates not listed are those spent at Little Rock AFB, Arkansas; return dates in January and February were those scheduled and may not have been the exact return dates of the aircraft.

"An accurate extract"

J. R. Kappard
 JAMES R. KAPPARD
 1st Lt., USAF

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(page 1 of 1 pages)

43rd Bomb Wing
Alert Recap -- BRAVOS

(b) (1) (B)



Jason R. Kappanauz
JASON R. KAPPANAUZ
1st Lt., USAF

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BCX14-69-4

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(page 1 of 3 pages)

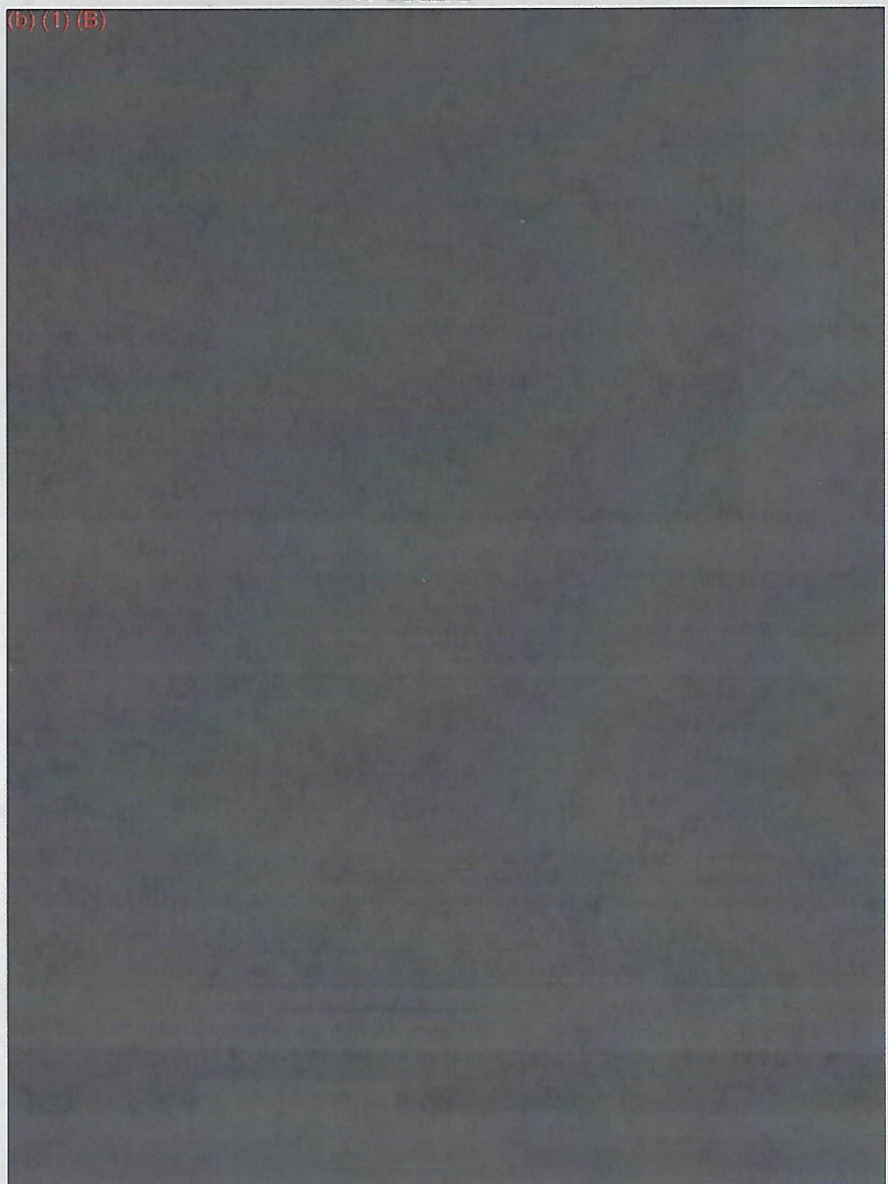
43rd Bomb Wing
Alert Recap -- 0000s

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BOX 14-69-5

FOOTING
 17/1 07Z SEP 68
 FM 2AF BARKSDALE AFB LA
 TO AFM S94
 AIG G97
 ZFM/2BOMBW BARKSDALE AFB LA
 BT

SECRET
 SPECAT
 OCT 1 1968
 28/10/1968
 I-334/20

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 C-1
 43C-1
 309C-1

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~~SECRET~~ DOCS (SECRET EXCLUSIVE FOR HHS AND AIR DIVISION
 COMMANDERS. SUBJECTS TEST EXERCISES (UP). FOLLOWING ARE SCHEDULED
 TIMES FOR ALERT FORCE EXERCISES TO BE EXECUTED BY 2AF FOR EACH
 FORCE/UNIT DURING OCTOBER 1968:

TYPE	FORCE/UNIT	DATE/TIME
D/B	K I SAWYER AFB	31/2315Z
B	L, M, V	32/1545Z
C	BEDSTROM AFB (968AW)	32/2130Z
SRP POSTURE	K I SAWYER AFB	33/1130Z
D/S	Wurtsmith AFB	33/1915Z
B	P, A, Z CARSWELL AFB	34/1500Z
C	K I SAWYER AFB	34/1930Z
C	L, V, DYESS AFB	37/1830Z
SRP POSTURE	Wurtsmith AFB	37/2000Z
C	Wurtsmith AFB	38/1500Z
C	PORT COLUMBUS (978W, 391ARW)	38/2730Z
C	Wurtsmith AFB	39/1930Z
SRP POSTURE	GRISCOM AFB	39/1400Z
C	GRISCOM AFB	39/1600Z
B	L, M, T, V	11/2130Z
B	P, R, X, Z	11/1920Z
C	ALLEN AFB, CARSWELL AFB	14/2000Z
C	BARKSDALE AFB LA	15/2710Z
SRP POSTURE	KINCHELOE AFB	16/1230Z
C	KINCHELOE AFB	16/2030Z
C	KINCHELOE AFB	17/2730Z
B	P, A, Z, K I SAWYER AFB	18/1620Z
SRP POSTURE	LITTLE ROCK AFB	21/2530Z
B	CARSWELL AFB	22/1330Z
C	LITTLE ROCK AFB	22/1430Z
B	L, M, T, V	22/1920Z
C	LITTLE ROCK AFB	23/1430Z
SRP POSTURE	BARKSDALE AFB	23/1730Z
C	BARKSDALE AFB	25/1830Z
B	L, M, T, V	26/1630Z
B	P, R, X, Z	29/2140Z

BCASC 68-2363

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POSITION TIME. THIS TIME THE UNIT WILL BE SUBJECT TO A COCO OR GOLF/COCO EXERCISE, WHICH WILL TERMINATE THE SPP.

D. ANNUAL EXERCISE

1. TIME PERIOD: 30-45 HOURS DURATION.

1302

2. AIRCRAFT REPOSITIONED AND CONFIGURED IAW UNIT PLAN.

P-2

3. A MINIMUM OF TWO COCO OR GOLF/COCO EXERCISES WILL BE SCHEDULED. THE FINAL COCO, GOLF/COCO EXERCISE WILL TERMINATE THE SPP.

4. ALL BASE SUPPORT ACTIVITIES REQUIRED BY THE UNIT SPP PLAN WILL PARTICIPATE.

5. EXERCISE FAST REACTION TIME: WILL BE REPORTED IAW SACM 55-8, VOL 1A.

6. SACM WILL MONITOR ALL EXERCISE RESULTS.

7. EXERCISE WILL BE TERMINATED IMMEDIATELY UPON RECEIPT OF END PREPARATION EXECUTION OR UNPLANNED HOME INITIATION MESSAGE.

8. WHERE SCHEDULED PERMITS, EACH WING SHOULD ATTEMPT TO INSURE THE PARTICIPATION OF EACH CREW IN ONE COCO EXERCISE FROM EXERCISE SPP EACH YEAR.

BT

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COORDINATION AND FILE COPY

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FILE ORIGINATOR
4-6
DOP

43DCOP 5 November 1968

43 Bomb Wing SRP Annual Exercise (U)

2AF (DOP)

1. (U) The annual Sustained Reaction Posture Exercise was conducted from 2300Z, 21 Oct 1968 to 1430Z, 23 Oct 1968.
2. (U) See attachment 1 for force composition and timing results.
3. (S) Problem: MD-3 power unit failures (two).

Action Taken: Corrective action is the installation of klaxons which will eliminate power on configuration. The number of MD-3 failures is not considered abnormal. The fact that no aircraft radios failed exceeded expectations.

4. (S) Problem: Lack of klaxons in primary alert area.

Assistance Required: 2AF expedite funding request for klaxon installation in primary alert area.

5. (U) Comments: Conducting the annual SRP exercise and performing normal day to day flying training taxes air and ground crew resources to the maximum.

Recommendations: None.

FOR THE COMMANDER

JOHN M. PARKER, Colonel, USAF
Deputy Commander for Operations
43 Bombardment Wing

1 Atch
Timing Results (S) (1 cy)

THIS LETTER CLASSIFIED SECRET TO PROTECT EMO DATA.

~~DECLASSIFIED AT 3 YEAR INTERVALS;
DECLASSIFIED AT 12 YEARS.
EXEMPT DIR 8000.10~~

DCOP-68-474

~~SECRET~~

COORDINATION	
OFFICE SYMBOL	DATE
C	
DEXO	
DM	
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C	
VC DC	
CAS	
DCR	
DCI	
DCO	
DP	
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DCX	
CSP	
DCM	
CSUP	
TD TAD	
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BC	
BVC BDC	
BCAS	
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BCSP	
BCKI	
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BDCM	
BDCO	
BDCS	
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BPR	
BSV	
CSUP	
MS	

Prepared With PB

RETURN TO	OFFICE SYMBOL	ORIGINATOR'S NAME AND GRADE	PHONE NO	TYPIST'S INITIALS	DATE TYPED	ADMIN SERVICES (Dispatch)

FORCE COMPOSITION AND TIMING RESULTS

<u>SORTIE</u>	<u>ACFT</u>	<u>LOCATION</u>	<u>CREW STATUS</u>	<u>22 OCT COCO</u>	<u>23 OCT COCO</u>
01	B-58	Alert Stub	Cockpit Power On	3+55	3+30
02	B-58	"	"	4+08	4+50
05	B-58	"	"	5+25	5+05
09	B-58	"	"	5+10	6+10
10	B-58	"	"	4+25	4+02
11	B-58	"	"	4+40	5+25
13	B-58	"	"	4+35	4+30
15	B-58	"	"	6+28	4+15
03	B-58	"	Normal Alert	6+10	5+50
04	B-58	"	"	6+35	5+27
06	B-58	"	"	7+25	5+45
07	B-58	"	"	6+40	4+50
08	B-58	"	"	6+10	6+30
12	B-58	"	"	7+25	7+00
14	B-58	"	"	6+50	5+40
16	B-58	"	"	6+40	6+00
17	B-58	Ramp Alert Area	"	7+40	7+09
18	B-58	"	"	7+14	7+15
101	KC-135	"	"	8+25	7+45
102	KC-135	"	"	8+20	7+35

(b) (1) (B)



(b) (1) (B)



(b) (1) (B)



5. Communications: All communication equipment will be programmed and funded by SAC.

a. SAC will preposition ten (10) klaxon (alerting devices) as indicated:

(1) Flight line (Ramp): One (1) each at rows 13 thru 15.

(2) Billeting Area: One (1) each in Bldgs 118 and 119 and one (1) outside of Bldg 118. One (1) each per floor in Bldg 379 and one (1) outside of Bldg 379.

(3) Dining Hall: One (1) located inside and one (1) outside Bldg 825 (Dining Hall #2).

b. Secure teletype: Host agrees to provide, on an as needed basis, access to and use of base installed secure teletype circuit.

c. Command Post: Host agrees to exclusive use by SAC dispersed forces, Bldg 540 to be utilized as the Command Post.

6. Utilities: Existing utilities are adequate to meet SAC force dispersal requirements. Host agrees that upon notification of either a practice or an actual EWO dispersal exercise that all utilities will be put into service for all designated SAC facilities.

7. Facilities: Host agrees to provide space in:

a. Bldg 540 to be utilized as dispersal Command Post.

b. Bldg 379 to be utilized as primary billets.

c. Bldg 118 to be utilized as billets for practice exercises.

d. Bldg 119 to be utilized as billets for practice exercises.

e. Bldg 825 to be utilized as dispersal force dining hall.

8. Security: Protection of SAC priority "A" resources LAW AFM 207-14 and AFM 207-15 will be provided by 825th Security Police Squadron. Host agrees to joint utilization of Armory, Central Security Control.

9. Transportation: Host agrees to furnish vehicles, within units capability for SAC dispersal forces. Vehicle requirements not available from host base resources will be obtained from commercial sources.

a. Fast ride vehicles.

b. Busses (26 Pass or equiv).

c. Truck, pick-up w/radio.

d. Station Wagon.

10. Weather Service: Host agrees to provide, with weather personnel deployed from Det 13, 26 Weather Sq, Little Rock AFB, Ark the following weather services:

- a. Current weather observations to support landing and take-off operations.
- b. Severe/hazardous weather advisories to be provided SAC Command Post/Operations Center.
- c. Additional weather data to include: charts, reproduction equipment, etc.

11. Supply: Host agrees to provide, within units capabilities, sufficient spares to support the SAC dispersed forces.

12. Miscellaneous:

a. Host agrees to provide, within units capabilities, the following powered/non-powered AGE to support SAC dispersed forces:

- | | |
|--|--------|
| (1) MD-3 Power unit | 2 each |
| (2) MALA Start cart | 1 each |
| (3) NF-2 Light all | 2 each |
| (4) MA-3 Air conditioner | 2 each |
| (5) KC-135 tow bar | 1 each |
| (6) MB-2 (Uke) tractor | 1 each |
| (7) MCLA Air Compressor | 1 each |
| (8) MC-2 Air Compressor | 1 each |
| (9) B-2/B-4/B-5 Maintenance platforms, As required | |

b. Host agrees to provide fire fighting equipment and wreckage removal equipment as indicated:

- (1) Fire fighting equipment and crews
- (2) 10 each 50 lb fire extinguishers for SAC dispersed forces
- (3) Crash, rescue and wreckage crew and related equipment on call.

c. Host agrees to provide Decontamination facilities for SAC dispersed forces as required.

13. Exercising: Periodic exercises involving the limited deployment of SAC aircraft and support personnel will be conducted after prior coordination and approval of Forbes AFB Commander.

HOST

TENANT

APPROVED:

APPROVED:

29 Oct 6827 Oct. 1968

(Date)

(Date)

W. W. WilsonSherwin G. DeSens
SHERWIN G. DESENS, Colonel, USAF
Commander, 43 Bomb Wing

(Name)

(Name)

W. W. WILSON, Colonel, USAF
Commander

T-Doc



UNITED STATES MARINE CORPS
HEADQUARTERS
MARINE CORPS AIR BASES, EASTERN AREA
CHERRY POINT, NORTH CAROLINA 28533

110/02/021
20 DEC 1968

(b) (1) (B)



copy 10. (1) of (5) copies D.L.A. = 30

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110/02/021

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 RTTUZYUW RUCVAAA8795 3622359-0000--RUWTFAA.
 ZNR UUUUU 30 83

TO RUWTFAA/82551RATAEROSPDIV/DO/43C/LITTLE ROCK AFB ARK
 INFO RHCOAAA/SAC/DOITA

BT

UNCLAS DO

FOR 82500 (INFO). SUBJECT: WAIVER OF SACM 50-8 TRAINING. YOUR
 43C 202151Z DEC 68.

1. WAIVER OF SACM 50-8 ITEMS H-02 AND H-10 IS GRANTED THE
 43 BOMB WG FOR THE TRAINING PERIOD JULY -DECEMBER 1968, AS
 FOLLOWS:

CREW NO. NO. OF MDRS (H-02) WAIVED

S-14	1
E-31	3
R-03	4
E-23	3
E-27	3
E-54	1
R-96	3
E-24	4

PAGE 2 RUCVAAA8795 UNCLAS

E-20 (MISPRINTED "E-30" ON 43BW MSG) 3

S-36 5

E-55 4

CREW NO. NO. OF ODRS (H-10) WAIVED

S-14 2

E-54 2

R-96 1

E-24 1

S-36 2

E-55 3

2. WAIVER OF ITEM T-55 (LOW ALTITUDE HIGH SPEED DASH), VOL V,
 SACM 50-8, FOR ALL 43BW CREWS IS ALSO GRANTED DUE TO TCTO
 COMPLIANCE REQUIREMENTS DURING THE TRAINING PERIOD. ASSOCIATED
 LOW ALTITUDE SPEED RESTRICTIONS WITH THE TCTO PREVENTED UNITS
 FROM COMPLETING THIS TRAINING.

3. THE NUMBER OF MDRS AND ODRS INDICATED AS WAIVED IN PARA 1
 ABOVE CONFIRMS TELECON BETWEEN MAJOR GREEN (2AF DOTTA) AND
 MAJOR KLINE (43BW DCOTPS), 26 DEC 1968.

BT

8795

43C-1
 30-2

182
 11.30
 11.11

Capt Patton

BUSY LUGGAGE CREW FLIMSY

1. PURPOSE: The purpose of this mission is to verify the reliability of the B-58 weapon system after exposure to the entire stockpile-to-target sequence.
2. SCOPE: The 43 Bomb Wing will launch one B-58 in support of the Busy Luggage mission with a requirement of 3 low level Mach .91 releases, (2 small weapons, 1 bomb pod)
3. CREWS: One crew has been selected to fly the mission, and a back-up alternate crew has been designated. Individual substitutions are not authorized. The crews are:

S-80 (Primary)			S-14 (Alternate)		
Maj	Fagan	Pilot	Maj	Iverson	Pilot
Capt	Peterson	Navigator	Maj	Nielsen	Navigator
Maj	Moore	DSO	Capt	Hammond	DSO

4. EXECUTION DATE: 2 Oct 68 Primary
3 Oct 68 Back-up
5. TARGET AREA: Tonopah Test Range.
6. COMMAND AND CONTROL: This mission will be executed and controlled by Second Air Force through Command Post channels. A SAC mission safety controller will be in place at the test range. He will exercise authority to suspend the test in the event of an unexpected occurrence which would jeopardize flight safety. Safety will be the primary consideration in suspension of any drop.
7. FLIGHT PLAN: The primary and alternate crew will flight plan the mission in coordination with Training Plans (DCOIP).
 - a. Low level entry time will be planned so as to effect time on target (TOT).
8. BRIEFING: Aircrews will be briefed prior to mission execution. Briefing will include:
 - a. Route/mission profile and air traffic consideration.
 - b. Enroute and target weather.
 - c. Weapon drop. L/L EWD tactics.
 - d. Abort procedures to be used in the event of unscheduled landing.
 - e. Photographic requirements, radar and visual.
 - f. Emergency procedures covering:
 - (1) Bomb disposition procedures (Dash 25, T.O.; SACR 51-1, SACR 55-5).

(2) Suspension systems or bomb monitoring malfunctions.

g. Bomb releases will be accomplished by synchronous means only (doppler or airspeed inertial). Lack of synchronous capability will be cause for aborting the bomb run and bomb will not be released.

h. In the event of suspension system or bomb monitoring malfunction, the aircraft will return to home station. No attempt will be made to release the weapon under these conditions unless an actual emergency exists. After landing, aborting aircraft will be held in "as-is" condition until complete system (aircraft, weapon) can be examined by appropriate technical representatives.

i. Actual emergency release will be made on bombing range or as specified in T.O. 1B-58A-25-2.

9. RANGE NOTIFICATION: Unit Command Post will confirm to 15th Air Force Command Post, two hours prior to range entry time, crew intention to continue mission.

10. RESTRICTED AREAS: 43DCOTP will effect necessary clearance through restricted areas along the route. Special clearance into R-4806, 4807, and 4809 restricted areas will be obtained by the 43DCOTPP.

11. FLIGHT SAFETY: Flight Safety must be stressed throughout all phases of the operation. Peace time flight safety will not be jeopardized in the interest of mission completion.

a. Make entry in remarks section DD 175, Dangerous Cargo, ICC class "A" explosive, thirty eight minutes, one two zero zero.

b. Aircraft will follow route to range, and if necessary to emergency base, which avoids towns, cities, populated areas, and airspace restricted areas, as defined in AFR 60-16. Use of "Left Hand Flight" is not necessary in an emergency.

c. Small weapon and pod warhead control selector switches will be in the off/safe position until the W.P.R.

d. Pod lock pin safety lock handle and small weapon lock switches will not be unlocked until on the bomb run.

e. In the event of an inadvertent or off range release, the Aircraft Commander will immediately notify KKW-2, ground monitoring, or controlling radar station, Tonopah Test Range, of the nature of the incident, geographical location, and estimated damage.

f. After release of weapon, return appropriate weapon controls and locking mechanisms to their OFF/SAFE and lock condition.

12. LOW ALTITUDE RELEASES: The Hard Target for low altitude releases is located at 37-50-01.1165 North, 116-43-33.971 West with an elevation of 5335 feet.

a. This area contains several dry lakes and is known as Cactus Flats. The northernmost dry lake (known as Main Target) has a reflector located in the center surrounded by a 500 foot circle of oil. The coordinates of this reflector are

37-50-36.7116 degrees North, 116-43-44 3764 degrees West, with an elevation of 5, 330 feet.

b. The Hard Target has the shape of an X and is 220 feet wide and 750 feet long. There is a radar reflector at its center. The flight path to the hard target is marked with pylons (flame orange on the left, white on the right side) and flight line markers. The first set of pylons are 1000 feet up the flight line from the center pole of the target; the rest of the sets are at 400 foot intervals up the flight line. There is a total of nine sets extending to 4,600 feet. The first flight line markers are located 10,000 feet from the hard target and the remaining markers are spaced at 10,000 foot intervals out to 80,000 feet.

c. Antelope Lake Target is the southernmost and largest lake in the chain of dry lakes and is a "Christmas Tree" radar reflector target. The reflector may be used as an offset aiming point (OAP) for the Hard Target.

d. Upon arrival at Beatty VOR at 15,000 feet, advise the range and request permission to proceed to the range. At this time, the Test Range Controller will advise the aircraft regarding clearance to the range or whether it will be necessary to orbit or hold. After having been cleared, the aircraft will turn inbound descending to 10,000 feet at the IP. The time inflight from Beatty to the IP shall be used by the aircraft and the Test Range Controller to exchange information with reference to the mission. Departing the IP, start descent to scheduled approach altitude.

e. The procedures for orbiting or holding will be as follows: When a hold or orbit is requested by the Test Range Controller, he will first inform the pilot of the presence of any other aircraft in the area and their altitudes. The orbiting point may be chosen at the discretion of the pilot with confirmation from the Test Range Controller and area Air Traffic Control. Beatty Area located at 117-00 degrees West and 36-52 degrees North is normally considered suitable for orbiting purposes.

f. Inbound aircraft will proceed to the IP and stand by that area until cleared by KKW-2. The True Course to the Hard Target is 347 degrees. The IP for the bomb run is located at 37-11 degrees North and 116-32.5 degrees West. The IP is 40 miles southeast of the target.

g. For subsequent runs at turning point 37-56 degrees North and 116-45 degrees West start a climbing right turn to 10,000 feet. When departing 37-13 5 degrees North and 116-18 degrees West, start descent to scheduled bomb run altitude.

NOTE: There is a 300 foot tower located at 37-50.5 degrees North and 116-42.5 degrees West.

h. Five passes are scheduled with the first and fourth being dry runs. The dry runs will be at training airspeeds. The second and third passes will be live drops of BL-1 and BL-2 and pass number five will be the live drop of BL-3. Live releases will be at Mach .91.

i. After release of the last bomb, jettison or emergency release systems will not be activated.

j. When departing the range, obtain clearance to the Tonspah VOR from the Test Range Controller.

13. BOMB RUN PROCEDURES: During the bomb run the aircraft shall notify KKW-2 of the estimated time until moment of release using the following count down schedule:

Minus five minutes
 Minus four minutes
 Minus three minutes
 Minus two minutes
 Minus one minute
 Minus thirty seconds
 Minus ten seconds (RBS TONE ON IF REQUESTED)

NOTE: Advise the range on each of the runs as to whether the run will be "LIVE" or "DRY".

a. During the countdown, the aircraft commander will be prepared to receive and comply with the command, "NEGATIVE, DO NOT RELEASE", at any time on the bomb run up to minus 10 second notification. Such a negative command will occur when the Test Range Controller believe that a release would endanger ground personnel, equipment, or other aircraft in the area or when required test data would be compromised.

b. At no time will bomb runs be made nor bombs released without ground radar monitoring, nor will bombs be released without a "CLEARED FOR RELEASE" from the Test Range Controller.

c. Thirty minutes are required between BL-2 and BL-3 release for ground camera reloading. A 15 minute racetrack dry run at training airspeed will be made with the fuel pod being jettisoned on Antelope Target. The jettison area is slightly to the right of track and approximately one third the distance down track between the IP and Hard Target. (37-41-13N 116-40-24W, elev 5,362 feet)

14. WEATHER: Forecasts for the target will be prepared by Global Weather Central and will include cloud coverage, bases and tops, surface visibility and winds, and low altitude (Below 3,000 feet above surface) hazards and turbulence. Forecasts will be transmitted six hours prior to launch as JOPREP JIFTY messages to participating unit, the supporting weather detachment, NAF weather Support Unit, and 15AF weather support unit.

a. Target weather criteria for low level releases: Conditions must be such that clouds do not exist below 3,000 feet and surface visibility is 5 miles or greater.

b. Unit Command Post will call Air Force Global Weather Central thru SAC WSU prior to take-off to reverify go-weather conditions.

15. COMMUNICATIONS:

a. Tonopah Test Range:

(1) Call sign Kilo-Kilo-Whiskey-2.

(2) Frequencies (Air/Ground).

(a) UHF (primary) aircraft control - 384.8 mc

(b) UHF (secondary) aircraft control - 257.0 mc

(3) Contact with Test Range:

(a) Aircraft scheduled to make bomb run will contact KKW-2 (384.8mc) as soon as aircraft is within communications range, or at least by the time the aircraft is within 100 miles of the range. Advise the range controller of expected time of arrival over Beatty VOR.

b. Recall Word - Block 506 Line Zero.

c. Aircraft call sign when in contact with Tonopah Test Range will be "Busy Luggage" with last two digits of aircraft tail number. Once radio contact with KKW-2 is established, aircraft is requested to maintain contact advise KKW-2 if aircraft leaves frequency for any reason.

d. SAC Safety Controller call sign at range is Busy Luggage 10, if needed for assistance.

JOHN M. PARKER, Colonel, USAF
Deputy Commander for Operations

Zimmerman, Lt Col

0350 207

12/11

(b) (1) (B)



NNNNVICICFNA920
RTTEYUW RUCVAA8717 UNCLAS E F T O
0795

TO ALL DOTS DOTS:
75A/340BOMBGP/DOTS/BARKSDALE AFB LA
80TIAAD/30AF/DOTS/WESTOVER AFB MASS
RUMKANA/19AF/DOTS/MARCH AFB CALIF
XMT/30SSDTA/MSLWG
XMT/321STRATMSWLG
XMT/340BOMBGP

10 OCT 68
A/E
H3DC008
DO-1

BT
UNCLAS E F T O DOTS
SUBJ: SNOW TIME 69-1-E FLYING AREA.
REFERENCE: OAF DOTO 041058Z SEP 68.
1. SAC DIRECTED SNOW TIME 69-1-E WILL BE FLOWN ON 10 OCT ZULU 68,
IN THE NORTHERN, EASTERN, AND CENTRAL NORAD REGIONS. SPECIFIC
AREAS ARE PROVIDED IN REFERENCED MESSAGE.
2. ALL UNIT DIRECTED TRAINING MISSIONS WILL AVOID FLYING WITHIN
THESE AREAS DURING TIMES SPECIFIED.
3. UNITS ARE DIRECTED TO STERILIZE ALL ASSIGNED AIR REFUELING
TRACKS WITHIN THESE AREAS DURING TIMES SPECIFIED.

PAGE 2 RUCVAA8717 UNCLAS E F T O
4. THE FOLLOWING AREAS AFFECT RBS/NIKE SITES AS INDICATED:
A. AREA A IN REFERENCED MESSAGE FROM 10/0219Z TO 1200Z
OCT 68, AFFECTS BAYSHORE (HACI) ROUTE.
B. AREA B IN REFERENCED MESSAGE FROM 10/0300Z TO 0900Z OCT
68, AFFECTS NO RBS OR NIKE SITES.
C. AREA C IN REFERENCED MESSAGE FROM 10/0140Z TO 1100Z OCT
68, AFFECTS NO RBS OR NIKE SITES.
D. AREA D IN REFERENCED MESSAGE FROM 10/0600Z TO 1200Z OCT
68 AFFECTS BAYSHORE OB-9 AND OB-14, MINNEAPOLIS NIKE, CHICAGO
NIKE, DETROIT NIKE, CINCINNATINIKE, RICHMOND OB-11, MASON CITY
OB-17, AND WATERLOO OB-4.
E. AREA E IN REFERENCED MESSAGES FROM 10/0600Z TO 1400Z
OCT 68, AFFECTS MATAGORDA OB-12 AND OB-19, JOPLIN OB-2, RICHMOND
OB-11, AND STATESBORO OB-17.
5. THE RBS/NIKE SITES AND OIL BURNER ROUTES INDICATED IN PARAGRAPH
4 ABOVE WILL BE STERILIZED FROM NORMAL SCORING/USE DURING THE
SPECIFIED TIMES.
BT

NNNN

RETRIEVED FOR COLLECTION PURPOSES

8 T
12

44/31517 0768

JOINT OPERATIONS
TO: SAC NORTH WING, 4300
FROM: NORAD HQ AINB 4300-1
SUBJECT: SAC/NORAD JOINT OPERATIONS TASK FORCE, IAW
DATE: 12/15/68
TIME: 1400
CLASSIFICATION: CONFIDENTIAL
CONTROL: 1
EXTENSION: 5

TO: SAC NORTH WING, 4300
 NORAD HQ AINB 4300-1
 SAC/NORAD JOINT OPERATIONS TASK FORCE, IAW
 AFB, COLO

CONFIDENTIAL/43 DOOTEP

Subj: Exercise 69-1-B (U)

1. 43 Bomb Wing
2. BAR P FLYING TIME

101	6:05
102	ABORT
103	6:40
104	ABORT
113	5:45
114	5:55
115	5:45
116	6:15

BAR 102 CIRCUM ABORT NO DATA

BAR 104 CIRCUM ABORT NO AIRBORNE INFORMATION PILOT STAFF

TO: SAC NORTH WING, 4300	FROM: NORAD HQ AINB 4300-1
SUBJECT: SAC/NORAD JOINT OPERATIONS TASK FORCE, IAW	DATE: 12/15/68
TIME: 1400	CLASSIFICATION: CONFIDENTIAL
CONTROL: 1	EXTENSION: 5

AFRICAN AIR FORCE JOINT AIRCRAFT CONTROL CONTINUATION SHEET		MESSAGE IDENTIFICATION	
CLASSIFICATION	RELEASED BY	IDENTIFIED BY	PHONE
PRIORITY	Major Robert C. Taylor		071

4. None

5. AIRCRAFT EQUIPMENT FEATURES

BAR # 101	ONE VISUAL, TWO RADAR
BAR # 103	ONE RADAR
BAR # 113	ONE RADAR

6. RADAR LOCK-ON'S

BAR #	TIME	TYPE	LOCK TRACK
101	0733	AI	YES
	0734	AI	YES
	0747	GND	YES
	0752	GND	YES
103	0812	GND	YES
	0847	GND	YES
	0700	GND	YES
	0705	GND	YES
	0710	AI	YES
113	0816	GND	YES
	0847	GND	YES
	0731	AI	YES
	0745	GND	YES
	0750	GND	YES

ROL NO.	TOR TOR	PAGE NO.	PAGE	MESSAGE IDENTIFICATION
		2	5	13 00000
SECTION		SECURITY CLASSIFICATION		
3		CONFIDENTIAL		

ABBREVIATED JOINT MESSAGE FORM and/or CONTINUATION SHEET				SECURITY CLASSIFICATION	
GROUP SYMBOL	RELEASED BY	DRAFTED BY	INITIALS	PHONE	
	Major Robert G. Fuller			0471	
BAR #	TIME	TYPE	LOCK BROKEN		
114	0748	AI	YES		
115	0757	GROUND	YES		
	0749	GROUND	YES		
	0753	GROUND	YES		
	0800	GROUND	YES		
	0802	GROUND	YES		
	0815	GROUND	YES		
	0854	GROUND	YES		
	116	0740	GROUND	YES	
0750		GROUND	YES		
0758		GROUND	YES		
0804		GROUND	YES		
0810		GROUND	NO		
0816		GROUND	YES		
0820		GROUND	YES		
7. STOP BUZZER/IFF CHANGE REQUESTS: NONE					
8. ECM MALFUNCTIONS					
a. BAR 103, A/C # 34-2446					
1. TIME OF "LOCK ON" PRIOR TO MALFUNCTION - NONE					
2. TIME OF MALF - 0637Z - FORWARD 1-1 (01) WOULD NOT CONFERENCE					
CROSS					
CONTROL NO	TOR TOR	PAGE NO	NO OF PAGES	MESSAGE IDENTIFICATION	INITIALS

3. FLIGHT LINE ACTION: [faded text]

4. BRP ACTION: [faded text]

5. BR 103, A/C 33-2442

1. TIME ON ORDER TO HALP: [faded text]

2. TIME OF HALP: [faded text]

3. FLIGHT LINE ACTION: [faded text]

4. BRP ACTION: [faded text]

5. BR 105, A/C 33-2442

1. TIME ON ORDER TO HALP: [faded text]

2. TIME OF HALP: [faded text]

3. FLIGHT LINE ACTION: [faded text]

4. BRP ACTION: [faded text]

5. BR 115, A/C 33-2443

1. TIME ON ORDER TO HALP: [faded text]

2. TIME OF HALP: [faded text]

CONTROL NO.	TONPAGE	PAGE NO.	NO. OF PAGES	SEARCH IDENTIFICATION
		4	4	

1. [Illegible text]
2. [Illegible text]
3. [Illegible text]
4. [Illegible text]
5. [Illegible text]
6. [Illegible text]
7. [Illegible text]
8. [Illegible text]
9. [Illegible text]
10. [Illegible text]

ZCZCFVA000
 RUCVAAA49473 317210Z-FFEE--RUCVAAA
 ZNY FFEFF
 N 120044Z NOV 68

800

TO RUCOAAA SAC ANCA/DCCO7IGPS/DCCO
 AIG 667/DOTU/DOTS/DCCO
 AIG 669/D0
 AIG 670/D0
 AIG 671/D0
 AIG 676 DCOCTP/DCOYS/DCCO
 AIG 677/DCOCTP/DCOYS/DCCO
 ZFN/COMBTFVALGR/D0 BARKSDALE AFB LA
 ZFN/PROMRWG DCOCTP/DCOYS/DCCO/BARKSDALE AFB LA
 BT

0814
 9 7
 73DCO-8/1300
 307DCO-7/3000
 0000

1. SNOW TIME 09-2-6, A LARGE SCALE SAC/JR40 EXERCISE WILL BE CONDUCTED THE NIGHT OF 11 DEC AND MORNING OF 12 DEC AB IN THE FOLLOWING AIRSPACE AREAS, TIMES, AND ALTITUDES.
 A. 4400N 11600W 4000N 11800W 3400N 11600W 3000N 11800W 3800N 12000W 4400N 12200W TO POINT OF ORIGIN. FL 250 TO FL 390 120100Z - 0500Z AND FL 350 TO FL 410 121000Z - 1500Z.

PAGE 2 RUCVAAA49473 317210Z F F T O
 B. 4900N 12200W 4000N 11300W SOUTH TO BOUNDARY OF AREA A. FL 350 TO FL 370 120400Z - 0600Z.
 C. 5400N 12200W 5400N 11300W SOUTH TO BOUNDARY OF AREA B. FL 240 TO FL 390 EXCLUDING FL 280 THRU FL 300 120300Z - 0630Z.
 D. 5900N 12200W 6100N 11300W SOUTH TO BOUNDARY OF AREA C. 170 TO FL 430 120400Z - 0800Z.
 E. 6100N 11300W, 6100N 10400W, 5730N 9100W, 4960N 8100W, 4700N 8900W, THENCE WEST ALONG U.S./CAN BORDER TO 4900N 11300W TO POINT OF ORIGIN. 030 TO FL 450 EXCLUDING 080 TO FL 250 AND EXCLUDING FL 240 TO FL 320 ALONG CONTROLLED CANADIAN AIRWAYS) 120500Z TO 120900Z.
 F. 4900N 11100W, 4000N 10000W, 4500N 10000W, 4500N 11000W, TO POINT OF ORIGIN. FL 260 TO FL 280 120400Z TO 120500Z AND 050 TO FL 450 120630Z TO 121000Z.
 G. 4500N 11000W, 4500N 10000W, 3600N 10000W, 3700N 10300W, TO POINT OF ORIGIN. FL 270 TO FL 310 120330Z TO 120400Z AND FL 330 TO FL 450 120700Z TO 121100Z.
 H. 4400N 11600W, 4300N 10940W, 3700N 10900W, 3300N 1100W, 4000N 11800W, TO POINT OF ORIGIN. FL 370 TO FL 410 120800Z TO 121300Z.

DCO COORDINATION		
OFFICE	ACT	INFO
DCO		1
DCOI		
DCOT	2	
DCOP		1
DCOS		
DCOAM		
DCOC		
DCOCT		
DCOCE		
EA BS		
70AREFS		

PAGE 3 RUCVA-4373 UNCLAS - F T O

I. 4900N 10000W, EAST ALONG U.S./CAN BORDER TO 4700N 8500W,
4500N 9000W, 4300N 9500W, 4200N 10000W, 4000 10500W TO FL 450 120700Z TO
121030Z AND FL 250 TO FL 270 120800Z TO 120700Z.
J. 4700N 10000W, 4500N 9500W, 4300N 9000W, 3600N 8500W,
3600N 10000W, TO POINT OF ORIGIN, FL 250 THRU FL 280 120900Z TO
120400Z AND FL 350 THRU FL 450 120700Z TO 121500Z.
K. 3600N 10000W, 3600N 9200W, 3600N 8200W, 2800N 7400W,
3000N 10000W, TO POINT OF ORIGIN, FL 250 TO FL 450 120900Z TO
121400Z.
L. 3600N 9200W, 3500N 7900W, 3100N 8100W, 3000N 9200W TO POINT OF ORIGIN, FL 350 TO FL 450 121100Z TO 121400Z. *517*
M. 4100N 9100W, 4000N 8700W, 3700N 8200W, 3500N 8300W,
3600N 9200W, TO POINT OF ORIGIN, FL 350 TO FL 410 120800Z TO
121500Z.
N. 4950N 8100W, 4800N 8100W, 4600N 8100W, 4000N 8100W,
4300N 9000W, TO POINT OF ORIGIN, FL 240 TO FL 270 120800Z TO 120600
AND FL 350 TO FL 410 120700Z TO 121200Z.
O. 4000N 8700W, 4950N 8230W, THENCE N.E. ALONG U.S./CAN
BORDER TO 4900N 7100W, 4300N 7350W, 3700N 8200W, TO POINT OF
ORIGIN, FL 310 TO FL 350 120300Z TO 120500Z AND FL 370 TO FL 430

PAGE 4 RUCVA-4373 UNCLAS - F T O
121200Z TO 121600Z

P. 4950N 8100W, 4800N 7600W, 4700N 7600W, 4500N 7500W,
THENCE S.W. ALONG U.S./CAN BORDER TO 4200N 8230W, 4100N 8100W
TO POINT OF ORIGIN, FL 240 THRU FL 370 (EXCLUDING FL 280 THRU
FL 320) 120400Z TO 120700Z, FL 350 TO FL 410 120800Z TO 120930Z.
Q. 5750N 8100W, 5600N 7600W, 5000N 7600W, 4550N 8100W,
TO POINT OF ORIGIN, FL 210 THRU FL 410 120930Z TO 120800Z.
2. THE EXERCISE WILL OPERATE ON ALTITUDE RESERVATION CLASS 4.
HEAVY ECM WILL BE EMPLOYED AND MAXIMUM PARTICIPATION OF FIGHTER
INTERCEPTOR AIRCRAFT IS ANTICIPATED.
3. IAW SAC (PGPD 12-69 10P RUNG/SNOW TIME, PARAGRAPH X, GENERAL
INSTRUCTIONS, BASIC ORDER:
A. SAC UNITS WILL NOT SCHEDULE NON-PARTICIPATING AIRCRAFT
WITHIN THE EXERCISE AREA.
B. ALL SAC UNITS ACKNOWLEDGE RECEIPT AND UNDERSTANDING OF
THIS MESSAGE TO 2AF (OOBT) BARKSDALE AFB, LA, 71110, BY MAIL,
MESSAGE OR PHONE NLT 1 DEC 1968. PROJECT OFFICER IS LTCOL FERRELL
BARKSDALE DROP 171 OR EXTENSION 3521 OR EXTENSION 4880.
BT

TO:	FROM:	DATE:	TIME:

TO: [Faint text]

Subject: [Faint text]

- 1 7:00 Direct Participation
- 1 7:03 Direct Participation
- 1 7:05 Direct Participation
- 1 7:05 Direct Participation
- 1 7:40 Direct Participation
- 1 7:45 Direct Participation
- 1 7:55 Direct Participation
- 1 7:55 Direct Participation
- 2 [Faint text]
- 1 [Faint text]

NAME AND TITLE	DATE	SIGNATURE
[Faint text]	[Faint text]	[Faint text]

REPAIR AND MAINTENANCE REPORT
under CONVENTION 5117

REPORT NO. _____ RECEIVED BY _____ DATE OF REPORT _____
BY _____

4. Date of last check (M).

5. Aircraft electrical system.

6. Air 101 - 2 (local).

7. Aircraft electrical system.

Part	Time	Type	Remarks
101	0710	Ground	Yes
101	0730	Ground	Yes
	1225	Ground	Yes
101	0714	Ground	Yes

8. Test.

9. Air 103.

a. Air 103, A/C # 30-1031

b. 100% time prior to start - none.

c. Cause of malfunction 0700, all A/C-10 would not function.

d. Flight line action: Removed and replaced selected power supply.

e. Key Action: Removed and replaced defective relay 0-100.

100% satisfaction

a. Air 101, A/C # 50-2581.

b. 100% time prior to malfunction - none.

c. Cause of malfunction: 0600, the (M) in the T-4 would not

FORM NO. _____ TOTAL NO. _____ PAGE NO. _____ NO. OF PAGES _____ IDENTIFICATION PAGE

REVISIONS _____ BY CLASSIFICATION _____

ADDITIONAL SHEET IN CONNECTION
WITH CONFIDENTIAL SHEET

FILE NO.	RECEIVED BY	DATE	PHONE

conditioned upon.

d. Flight Line Action: removed and replaced with new supply.

e. Shop Action: removed and replaced with new supply.

(10-4).

PROJECT	TITLE	PAGE NO.	NO. OF PAGES	REMARKS

~~CONFIDENTIAL~~

6 Aug 68 201 08

VZCZCFWA153
RTTCZYUW RUCVAAA9674 2191957-CCCC--RUMTFAA.
ZNY CCCCC

R 061945Z AUG 68
FM ZAF BARKSDALE AFB LA
TO RUCIBTA/305BOMBWG/DCO/DCM/GRISSON AFB IND
RUCIDSA/449BOMBWG/DCO/DCM/KINCHELOE AFB MICH
RUMTFAA/825STRATAEROSPDIV/DO/DM/43DCO/43DCM/LITTLE ROCK AFB ARK
RUCIEHA/301AIRRFLWG/DCO/DCM/LOGNBORNE AFB OHIO
INFO RUCSAAA/SAC/DOOK
RUETAAB/SAF/DO/O/WESTOVER AFB MASS
RUTHBH/98STRATWG/DCM/DCO/TORREJON AB SPAIN
RUCIBQA/40AIRDIV/DO/DM/WURTSMITH AFB MICH
BT

Handwritten notes:
43DCO-5
A
Do-
Dm-
H-06

~~CONFIDENTIAL~~ DOT
SUBJECT: GLASS ROAD SUPPORT, SEPTEMBER-NOVEMBER 68 (U)
1. THE LOGISTICS TANKER SUPPORT FOR THE 43BW, LITTLE ROCK
AFB, B-58 GLASS ROAD TRAINING FLIGHTS TO MORON AB FOR
SEPTEMBER AND NOVEMBER 1968 ARE AS FOLLOWS:

UNIT DATES
301 15-20 SEPTEMBER
449 15-20 SEPTEMBER
301 17-22 NOVEMBER

~~CONFIDENTIAL~~

PAGE 2 RUCVAAA9674 ~~CONFIDENTIAL~~
305 17-22 NOVEMBER
2. TASKED UNITS WILL PROVIDE ONE KC-135 AND FLIGHT CREW
ON THE SPECIFIED DATES. MISSION TIMING AND LOGISTICS
INFORMATION IS CONTAINED IN 2AF AIR OPERATIONS SCHEDULE
(PEACETIME) AND LOGISTICS SUPPLEMENT FM 69. THE 301 ARW
LOGISTICS AIRCRAFT WILL MEET FIRST TAKEOFF TIMES FOR
SEPTEMBER AND NOVEMBER.
3. COORDINATION BETWEEN UNIT PLANNERS IS AUTHORIZED. GP-4.
BT

~~CONFIDENTIAL~~

CLASSIFIED AFTER 12 YEARS
EXPIRES 01-01-80

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS 43D BOMBARDMENT WING (SAC)
LITTLE ROCK AIR FORCE BASE, JACKSONVILLE, ARKANSAS 72076

43 ←

11

d



REPLY TO: 64th Bomb Sq Ops (Task Force Commander/6172)

27 November 1968

SUBJECT: Glass Road Deployment Trip Report

TO: SAC (DOOC), 2AF (DOTO), 8AF (DOTO), 98SAW (DCO), 825SAD (C)

1. The Glass Road Exercise was conducted by the 43rd Bomb Wing on 17-23 Nov 1968. The passenger KC-135 Tanker departed Little Rock AFB at 2150GST with 41 personnel aboard and the cargo tanker departed at 2350GST. Both tankers arrived at Moron some 1½ hrs earlier than the pre-mission report indicated causing some anxiety for the SACLO people. I suggest the tanker crews be specifically briefed to call the 98th SAW Command Post as early as possible with and ETA to Moron. The 43BW Command Post updated the pre-mission report, but slow distribution prevented it from reaching Moron in time to be of any use. The tankers landed with one major write-up apiece which will be commented on in the attached maintenance report.

2. Four (4) B-58's were scheduled to deploy on 18 Nov 68, but were delayed 24 hours due to weather throughout the north-eastern states. All deployed on 19 Nov, but AC #436 developed airconditioning problems which burned up his radar causing him to air abort back to Little Rock AFB. The other three B-58's continued and landed as scheduled at Moron. There were only minor write-ups which resulted in one aircraft returning to the states without doppler. Another had excessive fuel spray during refueling but this turned out to be the fault of the tanker. For the return trip the refueling schedule was revised so that the B-58's could return in a three ship cell rather than one return as a single ship. All three took-off on time at 0845 local on 22 Nov 68, and landed at Little Rock AFB as scheduled. The two tankers positioned at Moron refueled the bombers shortly after take-off and returned to Moron without difficulty.

3. Lt Col Driskell and his complement of people at SACLO run a very efficient operation. All Command Post equipment is maintained in excellent operating condition and his personnel were competent as to procedures. Briefings were well coordinated and given in a professional manner throughout the entire exercise. Transportation was plentiful, on time and was carried out with only minor problems. Billeting was satisfactory however the Quonset Huts for some of the airmen are not of the standard we would like to maintain for our personnel.

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS STRATEGIC AIR COMMAND
OFFUTT AIR FORCE BASE, NEBRASKA, 68113

2 6FC 1888

REPLY TO
ATTN OF: DO

SUBJECT: Glass Road (C) (Your Letter, 18 Sep 1968)

TO: 2AF (DO)

1. ~~(C)~~ My staff and I have reviewed the requirement for the B-58 PADS program and the development of the Glass Road exercises. The JCS requirement for the B-58 PADS program remains valid. The exercise has developed to the present stage over a long period of time and through considerable effort. I am reluctant to cut the exercise back at this time.

2. ~~(C)~~ Sufficient BTRs and Additional Specialized Training Items can be accomplished to make the flights worthwhile. The return flight approximates their profile and we think an ECM and RBS run (high altitude) can be added.

3. ~~(C)~~ The Glass Road exercise costs us approximately \$5,000 per exercise. Since this is the only mobility exercise the B-58 wings have, I feel that it is well worth the cost. Also, with the reduced activity at these forward bases, I believe it is important to exercise them as frequently as we can.

FOR THE COMMANDER IN CHIEF

Sam Wells
S. W. WELLS, Maj Gen, USA
Deputy Chief of Staff, S.

GROUP-4

Downgraded at 5 year intervals;
Reclassified after 25 years.

USED BY *DO*
OFFICE
PRODUCED COPY OF

To GS 11 1 1
0-2

NNNNV 0207WATWV
 RTTCZYUW RUCVAAA9971 2631729 CCCC-RHNTFAA
 ZNY CCCCC
 R 191720Z SEP 68
 FM 2AF BARKSDALE AFB LA
 TO AIG 696/DCO
 AIG 697/DO
 ZEN/2BOMBWG, DCO/BARKSDALE AFB LA
 INFO RUCSAAA/SAC/DOOF
 XMT/308STRATMSLWG
 XMT/321STRATMSLWGS
 XMT/340ROMBGP
 BT

~~CONFIDENTIAL~~

17 58 18 49

A	I
4300-3	4300-1 DM-1 DO-1

~~CONFIDENTIAL~~ DO
 FOR AIG 697 (INFO). SUBJ: TACTICAL FLYING HOUR ALLOCATIONS FOR
 FY 2/69 (U).

THIS IS A COORDINATED DO/DM MESSAGE.
 1. LISTED BELOW BY UNIT AND TYPE AIRCRAFT ARE TACTICAL FLYING
 HOUR ALLOCATIONS FOR FY 2/69. REQUEST PERSONNEL WHO PREPARE HAF-
 P-32 REPORTS BE PROVIDED CORRECT INITIAL AND ADJUSTED ALLOCATIONS.
 2. UNIT ALLOCATIONS ARE BASED UPON CREW INVENTORY FIGURES PROVIDED
 BY SAC AND ARE INCLUDED FOR YOUR INFORMATION. THESE HOURS
 REPRESENT 100 PER CENT OF THE 2AF ALLOCATION AND UNITS ARE EXPECTED

DECLASSIFIED AT 3 YEAR INTERVAL
 EXCEPTED AFTER 12 YEARS
 E.O. 12958-2

PAGE 2 RUCVAAA9971

~~CONFIDENTIAL~~

TO MANAGE ALLOCATIONS TO ZERO TOLERANCE. FACTORS WHICH INCLUDE
 THIS MUST BE FORWARDED TO THIS HQ (DOTS) AS SOON AS THEY BECOME
 KNOWN. AUTHORITY TO OVERFLY/UNDERFLY ANY UNIT ALLOCATION IS
 RETAINED AT SAC AND REQUESTS TO DEVIATE FROM UNIT ALLOCATIONS MUST
 ARRIVE IN THIS HQ (DOTS) NOT LATER THAN 5 NOV 1968. REQUESTS MUST
 CONTAIN SUFFICIENT DETAILED JUSTIFICATION TO ENABLE CONSIDERATION OF
 ALL FACTORS BY SAC.

3. ADDITIONAL FACTORS IN ALLOCATIONS ARE:

- A. B-52:
- (1) HOURS FLOWN IN SEAGA INDOCTRINATION ARE NOT INCLUDED IN
 NOR CHARGEABLE TO UNIT ALLOCATIONS.
 - (2) ARC LIGHT HOURS, INCLUDING DEPLOY AND REDEPLOY, ARE NOT
 INCLUDED IN NOR CHARGEABLE TO UNIT ALLOCATIONS.
 - (3) UNITS FLYING SEAGA INDOCTRINATION HAVE A BASIC ALLOCATION
 OF 69 HOURS PER CREW/QUARTER. OTHER UNITS HAVE A BASIC ALLOCATION OF
 77 HOURS PER CREW/QUARTER.
 - (4) UNIT ALLOCATIONS ARE REDUCED BY THE BASIC HOURLY ALLOCATI
 PER CREW FOR EACH RTU CREW IN SUPPORT OF ARC LIGHT.
 - (5) THIRTY (30) HOURS FROM ALL UNIT ALLOCATIONS HAVE BEEN
 WITHHELD AT THIS HQ TO PROVIDE 50 HOURS FOR EACH UNIT FLYING AN ORI/

~~CONFIDENTIAL~~

Reproduced on 21 Oct 68
 By Information Division

PAGE 3 OF 4
 BUY NONE

(6) TEN (10) HOURS PER CREW OF LOW LEVEL TIME IS PROVIDED.
 LOW LEVEL HOURS ARE A PART OF TOTAL ALLOCATION, ARE SEPARATELY ACCOUNTABLE
 AND ARE NOT INTERCHANGABLE WITH HIGH HOURS.

B. KC-135:

(1) ARC LIGHT/ YOUNG TIGER HOURS, INCLUDING DEPLOY AND
 REDEPLOY, ARE NOT INCLUDED IN NOR CHARGEABLE TO UNIT ALLOCATIONS.

(2) HOURS FLOWN IN SUPPORT OF CLEAR MONITOR ARE NOT INCLUDED
 IN NOR CHARGEABLE TO UNIT ALLOCATIONS. THESE HOURS WILL BE REPORTED
 IN COLUMNS 54-57 ON CARD 3 OF THE HAF P-32 REPORT.

(3) BASIC ALLOCATIONS ARE 62 HOURS PER CREW/QUARTER AND
 UNIT ALLOCATIONS ARE REDUCED BY THAT AMOUNT FOR EACH
 ARC LIGHT/ YOUNG TIGER FOR THIS PERIOD.

(4) 70AREFS HAS AN ADDITIONAL 500 HOURS FOR SPECIAL
 COMMITMENTS AND THE 305AREFS HAS AN ADDITIONAL 353 HOURS FOR
 EC-135A CREWS WHO ARE NOT RECEIVER QUALIFIED.

C. UN-IF ALLOCATIONS PROVIDE 80 HOURS PER ACFT/MONTH. FULL
 UTILIZATION OF THESE HOURS IS REQUESTED AND CIRCUMSTANCES
 PRECLUDING FLYOUT MUST BE FORWARDED TO THIS HQ (DOIS) AS SOON
 AS THEY BECOME KNOWN.

2/3

PAGE 4 RUCVAAA9971 ~~CONFIDENTIAL~~

4. B-52/D-58 ALLOCATIONS ARE:

UNIT	NR CREWS	RTU CREWS	ALLOCATION	LOW LEVEL
2 BOMB WG	46	2	3006	440
7BOMB WG	25	2	1567	210
96 STRAT AEROSP WG	27	4	1741	230
97 BOMB WG	25	1	1488	220
319 BOMB WG	25	2	1567	210
379 BOMB WG	25	2	1567	210
410 BOMB WG	25	2	1567	210
449 BOMB WG	25	2	1567	210
43 BOMB WG B-58 2600 LOW LEVEL 350				
TB-58 525				
T-33 (CF) 390				
305 BOMB WG B-58 2600 LOW LEVEL 390				
TB-58 525				
T-33 (CF) 390				

NOTE - B/TB 58 HOURS ARE NOT INTERCHANGEABLE.

5. KC-135 ALLOCATIONS:

UNIT	NR CREWS	ALLOCATION
7AREFS	22	1110

PAGE 5 RUCVAAA9971 ~~CONFIDENTIAL~~

11ARW	23	1178
46AREFS	30	1624
70AREFS	29	2075
97AREFS	24	1314
301ARW	46	2517
305AREFS	22 (10)	1469 PLUS 725 EC-135
905AREFS	16	837
908AREFS	16	843
913 & 71AREFS	46(6)	2567 PLUS 500 EC-135
917AREFS	23	1221
920AREFS	24	1271
6. UR-IF ALLOCATIONS:		
45STRAT AEROSP DIV		2160
825 STRAT AEROSP DIV		720 GP-4

BT

~~CONFIDENTIAL~~

NNNN

MAINTENANCE SUMMARY

FOREWORD

43d Bomb Wing

1. This Maintenance Summary is developed and published each month by the Analysis Division of the Deputy Commander for Maintenance in accordance with volume VI, SACM 66-12.
2. This summary is designed for use of local maintenance managers and the contents will be based on the desires of local management. Maintenance supervisors are invited to contact the Analysis Division on items to be included in this summary and/or any other special analyses. Data is available in the following areas:
 - a. Maintenance Data Collection System. This covers such areas as component failures, repair rates, manpower utilization, type maintenance performed, action taken codes and all areas of the MDC System.
 - b. Aircraft Vehicle Status Reporting System. This covers such areas as NORS rates, NORM rates, CR rates, items causing NORS, aircraft causing NORS and NORM, etc.
 - c. Air Vehicle Performance Reporting System. This covers scheduling effectiveness, aircraft utilization, airborne effectiveness, launch effectiveness, FOADA information, repeat write-ups, etc.
3. The above listing reflect the broad areas of data available. If an analysis or study on the above or any subject relating to the maintenance effort is desired, contact DIM Analysis.

JAMES D. RIGLEY, JR., Colonel, USAF
Deputy Commander, Maintenance

434 Bomb Wing - October 1948

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01 MANHOURS PER SORTIE		PREVIOUS MONTH		PREVIOUS MONTH		CURRENT MONTH	
BOMBER		B-7D-18		B-7D-18		B-7D-18	
WING	297.4	277.5	281.3	281.3	281.3	281.3	281.3
GROUP	113.7	113.7	113.7	113.7	113.7	113.7	113.7
AFMS	52.1	52.1	52.1	52.1	52.1	52.1	52.1
WING	101.2	101.2	101.2	101.2	101.2	101.2	101.2
GROUP	25.8	25.8	25.8	25.8	25.8	25.8	25.8
AFMS							
TANKER							
B-7D-18							
WING	11.8	11.8	11.8	11.8	11.8	11.8	11.8
GROUP	5.2	5.2	5.2	5.2	5.2	5.2	5.2
AFMS	3.6	3.6	3.6	3.6	3.6	3.6	3.6
WING	3.2	3.2	3.2	3.2	3.2	3.2	3.2
GROUP							
AFMS							
B-7D-18							
WING	20.4	20.4	20.4	20.4	20.4	20.4	20.4
GROUP	10.7	10.7	10.7	10.7	10.7	10.7	10.7
AFMS	12.1	12.1	12.1	12.1	12.1	12.1	12.1
WING	4.1	4.1	4.1	4.1	4.1	4.1	4.1
GROUP							
AFMS							
TANKER							
B-7D-18							
WING	2.5	2.5	2.5	2.5	2.5	2.5	2.5
GROUP	1.2	1.2	1.2	1.2	1.2	1.2	1.2
AFMS	1.3	1.3	1.3	1.3	1.3	1.3	1.3
WING	1.2	1.2	1.2	1.2	1.2	1.2	1.2
GROUP							
AFMS							
<p>NARRATIVE B-7D-18: The overall cost per sortie increased during October as compared with September. Along with an increase in sorties, flow cost per flying hour decreased with the increase in the total number of flying hours.</p>							

433 Bomb Wing
 NARRATIVE (Continued)
 21-134: The manhour per sortie and flying hour increased during October. The prime cause for this was an increase in the number of AFTO 349's processed for the aircraft's maintenance. Maintenance teams deployed TD.
 NOTE: Mechanics assigned on empty and other sorties were identifiable to AFMS, although they were in support and distributed between:
 1st Tactical 4287
 AFMS 316
 433 4287
 All Other 316

REPORTING PERIOD
 October

MAINTENANCE PRODUCTION ON AIRCRAFT				ORGANIZATION	REPORTING
SORTIE PRODUCTION		PREVIOUS	LAST	234 Base Wing	October 1968
TYPE AIRCRAFT	PERIOD	AMOUNT	PERCENT		
AIRCRAFT POSSESSED	1-58	31.1	32.1		
AIRCRAFT AVAILABLE		14.0	16.0		
SORTIES FLOWN		159	122		
SORTIES PER AVAIL AIRCRAFT		8.8	7.6		
HOURS FLOWN		1010	708		
HOURS PER AVAIL AIRCRAFT		56.1	44.3		
RECOVERY TIME (Average) DAYS			2.6		
TIME TO OR (Average)			2.3		
REMARKS					
<p>Aircraft possessed and available increased due to gains from modification program.</p> <p>Maintenance production was affected by an unusual high number of cancellations. There were 21 sorties cancelled, 20 of which were for maintenance/material problems.</p> <p>Sorties and hours flown included all activity reported in the 1-58-68 Report.</p> <p>Turn around days is the average time to fly and maintain 1 sortie. Days are expressed as normal operation and maintenance days.</p>					

MAINTENANCE PRODUCTION ON AIRCRAFT				ORGANIZATION	REPORTING
SORTIE PRODUCTION		PREVIOUS	LAST	REMARKS	
TYPE AIRCRAFT	12-1-15	MIN	SEC	1-1-15-2. Report received from 1-1-15-2. Report received from 1-1-15-2. Report received from 1-1-15-2. Report	
AIRCRAFT POSSESSED					
AIRCRAFT AVAILABLE					
SORTIES FLOWN					
SORTIES PER AVAIL AIRCRAFT					
HOURS FLOWN					
HOURS PER AVAIL AIRCRAFT					
RECOVERY TIME (Average) 0:00					
TIME TO OR (Average)					
REMARKS					
AIRCRAFT POSSESSED					
AIRCRAFT AVAILABLE					
SORTIES FLOWN					
SORTIES PER AVAIL AIRCRAFT					
HOURS FLOWN					
HOURS PER AVAIL AIRCRAFT					
RECOVERY TIME (Average)					
TIME TO OR (Average)					

SAC: GAYB. 1-1-15-2

YORK CENTER	BASE SELF SUFFICIENCY										WING	SQUADRON	DATE			
	SELF SUFFICIENCY EVALUATION															
	REPAIR CODES		TOTAL REPAIR		JOBS		NRTS CODES		TOTAL							
4	5	6	7	8	9	1	2	3	4	5	TOTAL HRS	TOTAL PROFESSED	SELF SUFF. PREVIOUS MONTH	SELF SUFF. LAST MONTH	SELF SUFF. RATE	
101																
102																
103																
104																
105																
106																
107																
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The overall objective was self sufficiency with respect to repair of aircraft. Although the number of jobs completed increased, the number of hours worked was not high in September. It is expected that the primary reason for this was the lack of parts. A survey of the 1st three months will indicate the position for the 1954 program.

9

SHOP ACTIONS TAKEN		SQUADRON 434 Bomb Wing												DATE																					
		B	C	D	E	J	M	N	P	Q	R	S	T	U	V	W	X	Y	Z																
WORK CENTER		434 Bomb Wing																																	
1	24110 Radio	2	24110 Radar	3	24131 B24 Shop	4	24210 Fire Dept	5	24210 Bomb Rev	6	24231 Fil. Dept	7	24231 Auto Pilot	8	24231 Photo	9	24231 Radar	10	24125 Inspector	11		12		13		14		15	Sub. total	16		17		18	
WORK CENTER		PREVIOUS MONTH	LAST MONTH	CURRENT MONTH	PREVIOUS MONTH	LAST MONTH	CURRENT MONTH	PREVIOUS MONTH	LAST MONTH	CURRENT MONTH	PREVIOUS MONTH	LAST MONTH	CURRENT MONTH	PREVIOUS MONTH	LAST MONTH	CURRENT MONTH	PREVIOUS MONTH	LAST MONTH	CURRENT MONTH	REMARKS															
1	24110 Radio	5.7	12.1	7.5	4.0	2.2	3.2	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	Squadron also, code is on the increase. No primary reasons may have contributed to this increase(s) scheduled removal of "block tower" and (1) improve trouble-shooting procedures. If the increase is due to item 8, no problem but if it is item 9, we suggest a closer look by the technical specialists on how the specialists are trouble-shooting their respective systems.															
2	24125 Radar	2.0	8.9	10.7	1.0	2.1	3.2	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0																
3	24131 B24 Shop	2.0	18.9	18.2	2.0	18.2	18.2	2.0	18.2	18.2	2.0	18.2	18.2	2.0	18.2	18.2	2.0	18.2	18.2																
4	24210 Fire Dept	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0																
5	24210 Bomb Rev	4.5	13.5	14.0	4.5	14.0	14.0	4.5	14.0	14.0	4.5	14.0	14.0	4.5	14.0	14.0	4.5	14.0	14.0																
6	24231 Fil. Dept	6.3	0.0	0.0	6.3	0.0	0.0	6.3	0.0	0.0	6.3	0.0	0.0	6.3	0.0	0.0	6.3	0.0	0.0																
7	24231 Auto Pilot	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0																
8	24231 Photo	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0																
9	24231 Radar	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0																
10	24125 Inspector	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0																
11																																			
12																																			
13																																			
14																																			
15	Sub. total	12.2	28.8	31.0	12.2	28.8	31.0	12.2	28.8	31.0	12.2	28.8	31.0	12.2	28.8	31.0	12.2	28.8	31.0																
16																																			
17																																			
18																																			

43d Bomb Wing - October 1968

1-2. SCHEDULING EFFECTIVENESS AND ACCOMPLISHMENTS

1. The information that follows is extracted from the 1-540-182 Report and reflects the 5-8 activity for October and the preceding 5 months.

	MAY	JUNE	JULY	AUGUST	SEPTEMBER	OCTOBER
Sorties Scheduled	152	147	150	158	128	105
Sorties Cancelled	18	10	10	14	13	10
Sorties Added	7	7	9	15	6	18
Sorties Airborne	141	139	149	149	111	103
Sorties Early/Late	17	15	16	13	12	13
Sorties On Time	124	124	133	136	99	90
Air Aborts	4	2	6	7	7	1
Hours Flown	871	738	858	1013	798	691
Average Sortie Length	5.7	5.3	5.7	6.4	6.9	6.7

2. The subschedule deviation reasons for October were:

	ADD	DEL	CHG	TOTAL
Weather	2	1	4	7
FAA	3	2	4	9
Operations	3	8	26	37
Material	1	1	1	3
Receiver/Tanker	1	1	1	3
SAC	1	1	1	3
Total	11	17	31	59

3. Material and Supply Deviations for October by system:

	ADD	DEL	CHG	TOTAL
Serviceing	1	0	0	1
Air Frame	1	0	0	1
Landing Gear	1	2	1	4
Flight Control	1	3	1	5
Elect. Pwr Supply	1	1	1	3
Fuel System	1	1	1	3
Instrument	1	2	1	4
Auto Pilot	1	1	1	3
Hydraulic	1	1	1	3
Wing/Nav	1	1	1	3
Support General	1	1	1	3
Total	11	17	31	59

234 Bomb Wing - October 1963

4. The 24 Material Announcements for October, by issue and aircraft tail number:

- 2457 4 Oct - Valve did not rig out on green run following engine change. RMP secondary nozzle control valve.
- 2458 4 Oct - Firearm shutoff valve Nr 2 engine inoperative - RMP valve.
- 2453 8 Oct - High RPM and engine surge on Nr 3 engine during takeoff roll - RMP feedback valve/lex cable.
- 2422 8 Oct - RMP intermediate shutoff valve inoperative. Let T116 after 300. Three years of clearance substituted and all but 1 was repaired as per by following flight.
- 2459 8 Oct - LH main gear shock strut assembly. Let T116 after 300.
- 2452 9 Oct - Lost main gear valve in tank - Douglas Service. RMP valve lost transmission mechanism.
- 2457 9 Oct - No stopped indication in fuel tanks in takeoff roll. Reported case by aircraft indicator.
- 2442 10 Oct - RMP - Inoperative fuel ground flow after Douglas Service.
- 2013 10 Oct - RMP Anticollision electric solenoid. Reported problem to wing for repair and readjustment.
- 2465 10 Oct - Fuel tank entry to rollers a cut pipe's located around tank.
- 2452 11 Oct - High rotation empty tank. Reported problem to wing for repair and readjustment.
- 2440 11 Oct - Balance tank leak. Reported case to wing for repair.
- 2449 12 Oct - Balance tank leak. Reported case to wing for repair.
- 2464 14 Oct - AP's fuel tank leak. Reported case to wing for repair.
- 2458 14 Oct - Nr 1 and 4 fuel shutoff valve high flame. Reported case to wing for repair.
- 2459 17 Oct - Aircraft's identification with stopped in RMP amplifier computer assembly.
- 2464 22 Oct - 50 out of tolerance. RMP 23 millimeter.
- 2452 22 Oct - Fuel tank in not off. Reported case to wing for repair.
- 2450 24 Oct - Fuel leaks in reservoir tank. Reported case to wing for repair.
- 2015 24 Oct - Numerous fuel leaks in oil tank.
- 2420 28 Oct - Fuel leak 657 fuel tank.
- 2420 29 Oct - Fuel leak 657 fuel tank.
- 2420 30 Oct - Fuel leak 657 fuel tank.

43d Bomb Wing - October 1942

5. The 8th Fleet Late Type aircraft for October by base and aircraft tail number are as follows:
- 2463 2 Oct - Nr 2 engine Fuel Flow fluctuates. R&R engine Fuel Flow rate indicator.
 - 1121 15 Oct - Elevator position indicator inoperative. R&R transmitter position elevator system.
 - 2078 18 Oct - Nr 2 generator would not excite. R&R generator control unit.
 - 2448 23 Oct - 03 out of tolerance. Calibration of system.
 - 2463 24 Oct - Nr 1 engine surging. R&R control assembly assembly area.
 - 2428 29 Oct - AFT fuel tank leak. Injected sealant.
 - 2460 29 Oct - AFT pod fuel gauge inoperative. R&R tank unit.
 - 2460 31 Oct - 03 out of tolerance. Calibrated 05.
6. The 3 Air Groups for October by base and aircraft tail number are as follows:
- 2010 2 Oct - Aborted to Harbottle, quality hydraulic system quantity and pressure went to zero in flight. R&R tubing assembly going to Nr 2 engine SAC and Nylon shutoff valve.
 - 2446 3 Oct - Pod lock indicator went to intermediate immediately after takeoff. Adjusted lock pin in cockpit.
 - 2438 15 Oct - Aircraft uncontrollable with dampers on.

4.38 Book Wing - October 1968

TABLE SCHEDULED EFFICIENCY AND ACCOMPLISHMENTS

1. The information that follows is an extract from the 1-340-102 Report and reflects the 10-68 activity for October and the preceding 3 months.

	MAY	JUNE	JULY	AUGUST	SEPTEMBER	OCTOBER
Sorties Scheduled	70	71	87	66	71	85
Sorties Cancelled	19	12	14	13	18	28
Sorties Added	3	4	3	3	3	5
Sorties Airborne	75	63	72	54	58	62
Sorties Early/Late	24	16	14	13	15	24
Sorties On Time	53	47	58	41	43	38
Air Alerts	0	0	0	0	0	0
Hours Flown	128	156	210	177	128	199
Average Sortie Length	2.4	2.2	2.4	2.7	1.8	2.3

2. The schedule deviation causes for October were:

	ADD	MIN	CAUSE	TOTAL
Weather	5	3		3
Operations		5		10
Material		16	28	44

3. The material deviations for October by system:

	LATE	CAUSE	TOTAL
Interphone	1		1
Cockpit	1		1
Fuel System	2		2
Airframe	2	13	15
Miss Utilities	1	3	4
Power Plant	1	3	4
WHF Communications	1	3	4
Hydraulic Fuel Supply	1	3	4
Landing Gear	1	3	4
Elect Fuel Supply	1	3	4
Flight Control	1	3	4
Support General	1	3	4
Weapon Delivery	1	3	4

434 Bomb King - October 1948

4. List 28 Material cancellations for October; by MA... and aircraft tail number:

668 Oct - 1st sorlie. Nose strut leaking. RMR seals in struts.
 668 Oct - 2nd sorlie. R# inboard eleven dea/leaked. R# R eleven.
 670 3 Oct - 2nd sorlie. Difficulty fuel quantity gauge imperative. RMR quantity transmitter.
 677 5 Oct - 1st sorlie. Fuel fuel gauge out of tolerance. RMR of tank unit.
 668 7 Oct - 1st sorlie. External power recognizable blowing tubes.
 668 7 Oct - 2nd sorlie. Fuel will not take fuel. Lighter pilot disconnected.
 668 8 Oct - 1st sorlie. LH forward W/V fuel leak. Revealed rings.
 668 9 Oct - 1st & 2nd sorlie. Fuel tank leak. Reassembled bulkhead.
 668 9 Oct - 1st & 2nd sorlie. Fuel tank leak. Reassembled bulkhead.
 670 10 Oct - 1st & 2nd sorlie. Fuel tank leak. Reassembled bulkhead.
 670 10 Oct - 1st sorlie. Fuel tank leak - reassembled tank. Fuel tank.
 670 11 Oct - 1st sorlie. Fuel tank leak (A/C) injected. Fuel in tank.
 670 11 Oct - 1st sorlie. A/C fuel tank reads 0 - RMR fuel probe.
 668 11 Oct - 1st sorlie. Reservoir fuel tank leak. Replaced seal.
 668 11 Oct - 1st sorlie. Fuel quantity transmitter.
 668 14 Oct - 2nd sorlie. Fuel quantity transmitter.
 677 14 Oct - 2nd sorlie. #3 engine flame out due to low fuel flow. RMR main fuel control.
 677 15 Oct - 1st sorlie. Primary valve position in error. In error with throttle position.
 678 15 Oct - 2nd sorlie. Replaced fuel flow in C/T sensor. Sensor plug.
 678 15 Oct - 2nd sorlie. Primary hydraulic quantity dropped to 1/2. In lead position of 1st sorlie.
 678 15 Oct - 2nd sorlie. RMR #1, acrobat.
 678 17 Oct - 1st sorlie. Executive maintenance #1 phase inspection.
 678 17 Oct - 2nd sorlie. Double check valve leaking. RMR valve.
 678 21 Oct - 1st sorlie. #1 generator kicked off line and went reset. RMR generator.
 670 22 Oct - 1st sorlie. W/V door cracked. RMR aft inboard W/V door.
 668 28 Oct - 1st sorlie. No ignition #3 engine - RMR ignition valve.
 670 28 Oct - 2nd sorlie. Balance tank fuel leak. Replaced seal across tank end.
 670 30 Oct - 2nd sorlie. Elect cockpit broken on left main gear. RMR cockpit.

434 Bomb Wing - October 1948

5. The 16 Late Take Offs: by cause and tail number:

670 2 Oct - 2nd sortie - Tires worn. R&R tires.
 007 2 Oct - 2nd sortie - AEC-34 RT-790 inoperative - Removed and reinstalled.
 668 3 Oct - 1st sortie - VWC master warning live out - R&R Master Warning Light.
 668 4 Oct - 1st sortie - RH inboard elevator delaminated - R&R elevator.
 670 7 Oct - 2nd sortie - Fuel totalizer out of tolerance - Calibrated fuel totalizer.
 668 8 Oct - 2nd sortie - LH forward W/W fuel leak - sealed rivet.
 670 10 Oct - 2nd sortie - Fuel tank leak - revealed patch inside tank.
 668 15 Oct - 1st sortie - Nitro leak in pod - pod susp-repaired charge valve.
 007 16 Oct - 1st sortie - Pilot's interphone inoperative. Broken wire in cord.
 007 16 Oct - 2nd sortie - Main gear tires worn. R&R tires.
 668 16 Oct - 2nd sortie - Main gear tires worn. R&R tires.
 670 24 Oct - 2nd sortie - W/W door cracked - R&R aft inboard W/W door.
 670 29 Oct - 1st sortie - Left aft W/W door requires change. R&R door.
 670 29 Oct - 2nd sortie - Inertia reel failure. R&R inertia reel.
 670 31 Oct - 2nd sortie - Hydraulic expansion gland in belly leaking. R&R expansion gland.
 668 31 Oct - 1st sortie - Aft tank out of tolerance. Moisture on aft tank probe connector. Cleaned.

43d Bomb Wing - October 1968

K-115 SCHEDULING EFFICIENCY AND ACCOMPLISHMENTS

1. The information that follows is an extract from the J-SAC-102 Report and reflects the K-115 activity for October and the preceding 5 months:

	MAY	JUNE	JULY	AUGUST	SEPTEMBER	OCTOBER
Sorties Scheduled	122	94	84	101	116	77
Sorties Cancelled	22	18	21	21	17	17
Sorties Added	1	17	23	23	13	11
Sorties Airborne	105	77	102	77	100	60
Sorties Early/Late	10	10	9	17	6	9
Sorties On Time	95	67	93	60	94	51
Air Aborts	1	1	1	1	1	1
Hours Flown	28	299	266	277	267	207
Average Sortie Length	5.0	7.1	7.1	6.7	6.7	6.7

2. The schedule deviation during for October was:

	ADD	DEL	DEL	TOTAL
FAA	3			3
Weather	1	1		2
SAC	4	3	14	21
Operations	2			2
Material	3	2	1	6
Supply	3		3	6
RAF	11	2	17	30

3. Material deviations for October by system:

Landing Gear	2 cancellations (Supply)	Power Plant	1 Late Takeoff
Fuel System	1 cancellation (Supply)	Instrument	1 Late Takeoff
Engine	1 cancellation		

43d Bomb Wing - October 1968

4. The Material and three Supply cancellations for October, by name and tail number, are as follows:
- 1457 - 7 Oct - (Supply) Aircraft NORS for Nose Gear Shock Strut Assembly.
 - 1459 - 8 Oct - (Supply) Aircraft NORS for Nose Gear Shock Strut Assembly.
 - 1466 - 8 Oct - (Supply) Aircraft NORS for a Fuel Flex Hose.
 - 1470 -21 Oct - Nr 3 engine torching on taxi-out.
5. The two Material Late Takeoffs for October by name and tail number are as follows:
- 0344 - 7 Oct - Nr 3 Anti-Ice Valve Glow Fuses - Removed and replaced at Rhytheville.
 - 0337 -23 Oct - Attitude Indicator Inoperative - Removed and replaced Indicator.

43d Bomb Wing - October 1968

AIRCRAFT UTILIZATION

The following reflects the bomber aircraft and maintenance test utilization for the month of October 1968:

TEAM #	ACFT	REPRD	TOTAL	MAT	ADD	AVG	TOTAL	MAINT	MAINT	AIR	AVG	TEST	AVG	TEST
			ACFT	ACFT	ACFT	ACFT	ACFT	ACFT	ACFT	ACFT	ACFT	ACFT	ACFT	ACFT
Total TEAM #3	014	2	0	0	0	0	0	0	0	0	0	0	0	0
	015	3	0	0	0	0	0	0	0	0	0	0	0	0
	011	2	0	0	0	0	0	0	0	0	0	0	0	0
	021	3	0	0	0	0	0	0	0	0	0	0	0	0
	436	3	0	0	0	0	0	0	0	0	0	0	0	0
	438	3	0	0	0	0	0	0	0	0	0	0	0	0
	430	18	0	0	0	0	0	0	0	0	0	0	0	0
Total TEAM #4	014	2	0	0	0	0	0	0	0	0	0	0	0	0
	015	3	0	0	0	0	0	0	0	0	0	0	0	0
	429	1	0	0	0	0	0	0	0	0	0	0	0	0
	436	3	0	0	0	0	0	0	0	0	0	0	0	0
	433	4	0	0	0	0	0	0	0	0	0	0	0	0
	435	6	0	0	0	0	0	0	0	0	0	0	0	0
	078	6	0	0	0	0	0	0	0	0	0	0	0	0
		30	0	0	0	0	0	0	0	0	0	0	0	0
Total TEAM #5	018	2	0	0	0	0	0	0	0	0	0	0	0	0
	441	0	0	0	0	0	0	0	0	0	0	0	0	0
	442	1	0	0	0	0	0	0	0	0	0	0	0	0
	437	4	0	0	0	0	0	0	0	0	0	0	0	0
	461	8	0	0	0	0	0	0	0	0	0	0	0	0
	440	3	0	0	0	0	0	0	0	0	0	0	0	0
		24	0	0	0	0	0	0	0	0	0	0	0	0
Total TEAM #6	431	0	0	0	0	0	0	0	0	0	0	0	0	0
	445	5	0	0	0	0	0	0	0	0	0	0	0	0
	446	3	0	0	0	0	0	0	0	0	0	0	0	0
	121	6	0	0	0	0	0	0	0	0	0	0	0	0
	436	8	0	0	0	0	0	0	0	0	0	0	0	0
	444	10	0	0	0	0	0	0	0	0	0	0	0	0
		32	0	0	0	0	0	0	0	0	0	0	0	0

222 Bomb Wing - October 1968

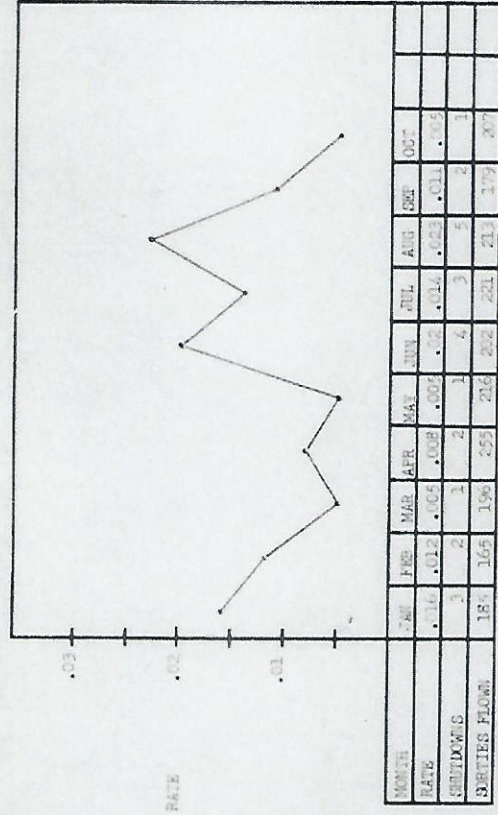
TEAM #	ADFT	SCHEID	TOTAL CIV	MAT CIV	AM	AW	TOTAL LATE	MAT LUC	ATR APT	DAYS ON ALERT	HS. FLOWS
452	2	2	1	0	1	2	0	0	0	1	0.3
428	4	4	0	0	0	4	1	1	0	18	274.1
122	3	3	2	1	2	3	1	1	0	0	5.2
455	1	1	0	1	0	1	0	0	0	4	7.7
453	7	7	1	1	0	6	0	0	0	7	41.2
454	3	3	0	0	0	3	0	0	0	21	36.0
019	7	7	1	1	0	6	0	0	0	0	71.1
064	6	6	1	1	0	6	0	0	0	0	104.8
Total	33	33	8	5	7	29	2	2	0	51	196.8
TEAM #	010	2	0	0	0	2	1	0	1	27	8.2
	434	6	0	0	0	6	0	0	0	8	26.4
	438	0	0	0	0	0	0	0	0	20	0
	460	3	0	0	0	3	2	2	0	24	19.7
	463	10	0	0	0	10	2	2	0	0	61.2
	432	7	0	0	0	7	0	0	0	0	0
Total	28	28	0	0	0	28	5	4	1	93	174.8

TEAM #	ADFT	SCHEID	TOTAL CIV	MAT CIV	AM	AW	TOTAL LATE	MAT LUC	ATR APT	DAYS ON ALERT	HS. FLOWS
2	18	4	4	0	3	17	2	0	1	92	102.3
3	30	7	6	5	0	26	1	1	0	119	171.3
4	24	6	6	4	0	18	1	1	0	81	108.8
5	32	6	6	4	1	27	1	1	1	64	177.3
6	33	8	8	4	4	39	2	2	0	51	148.0
7	28	0	0	0	0	28	2	1	0	02	174.8
Total	165	31	31	24	11	145	12	9	3	500	892.9

MAINTENANCE TEAM UTILIZATION

43d Bomb Wing - October 1968

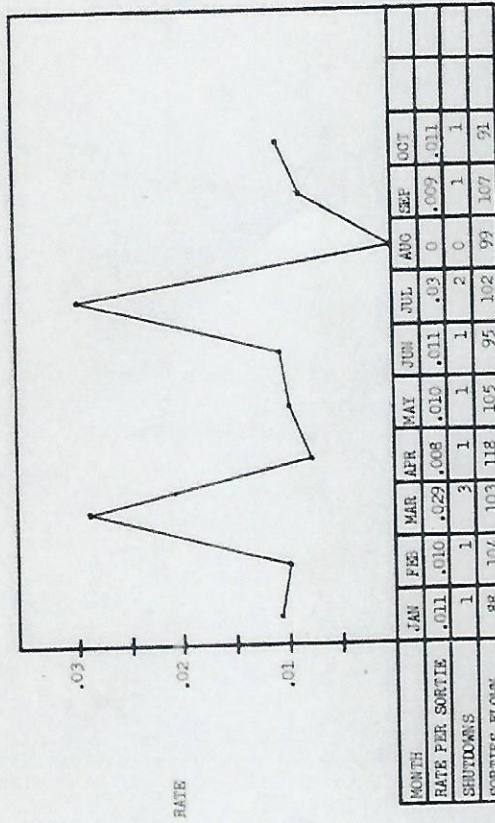
1-17 OIL SHUTDOWNS



The 1 shutdown during October was the #2 engine on aircraft 2457. The shutdown occurred 2 October and was due to loss of oil pressure. The engine was removed and replaced due to failure of the compressor rear frame.

43d Bomb Wing - October 1968

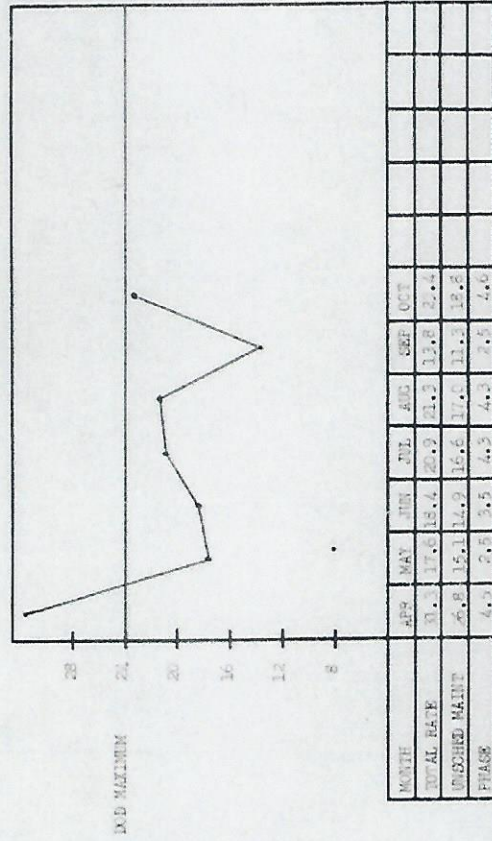
1-27 ENGINE SHUTDOWNS



The 1 shutdown during October was the #2 engine on aircraft 0346. The shutdown occurred on a reflex redeploy sortie, 31 October. The shutdown was made due to fluctuating oil pressure at 5:45 after take off. Failure of #4 $\frac{1}{2}$ carbon seal was cause for the oil pressure problems.

434 Bomb Wing - October 1968

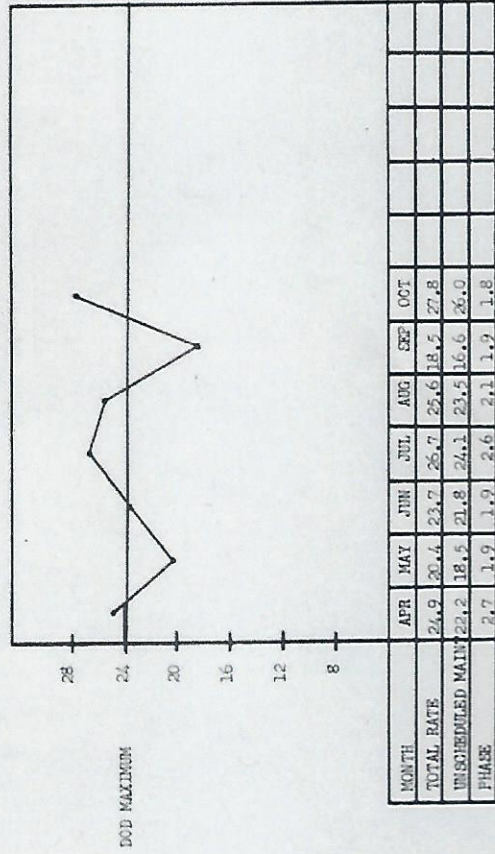
FD-124 NORM RATES



SOURCE: Aerospace Vehicle Status Report, PN 2200/A
 The NORM rates have been within standard for the past 6 months; however, October rates are dangerously close. The principal cause of high NORM rates continues to be unscheduled maintenance.

434 Bomb Wing - Detroit - 8

B-52 NORM RATES



SOURCE: Aerospace Vehicle Status Report FOR 2006A



421 Bomb Wing - October 1948

1. - NORM RATE

1. The 27.8 percent NORM rate represents 7.47 hours for the month. Based on 7.47 hours is the month, this equates to 0.5 aircraft's NORM for 24 hours per day for every day of the month. With 2 percent of the NORM time being charged to unscheduled maintenance, this is saying that 0.7 aircraft was in unscheduled maintenance status at all times during the month.

2. Over-all, the 1-421-41 Report shows 24 aircraft's system contributing to unscheduled maintenance. The 11 high systems are shown below. The other involved system, identified from 1 to 126 hours.

Item/Day	Hours	Item/Day	Hours
Fuel System	1328 hours	Air/Flare	404 hours
Power Plant	1282 hours	Landing Gear	298 hours
Airframe	742 hours	Flaps - Control	244 hours
Air/2400	673 hours	Radio/Day	211 hours
	414 hours	2400/2400	100 hours

3. During the month, unscheduled maintenance hours were accounted against 24 aircraft. Some aircraft were listed for unscheduled maintenance for more than 10 percent of the month. There were 11 aircraft with 10 percent or more unscheduled maintenance hours. They were as follows:

Aircraft	Hours	Percentage	Aircraft	Hours	Percentage
1013	201	2.7%	1014	100	1.3%
1015	201	2.7%	1015	100	1.3%
1019	201	2.7%	1019	100	1.3%
1021	201	2.7%	1021	100	1.3%
1024	201	2.7%	1024	100	1.3%
1028	201	2.7%	1028	100	1.3%

In addition to the above aircraft, there were 7 that also more than 10 percent unscheduled maintenance time.