B/TB CANNIBALIZATION

MONTH	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT
RATE	.13	.23	.25	.13	.09	.11	.21	.18	.19	.13	.06	.07
CANNS	25	42	46	46	22	29	46	37	28	28	10	16
SORTIES	192	180	197	165	196	255	216	202	221	213	179	207

SOURCE: RCS: 1-SAC-U82
AF Form 991

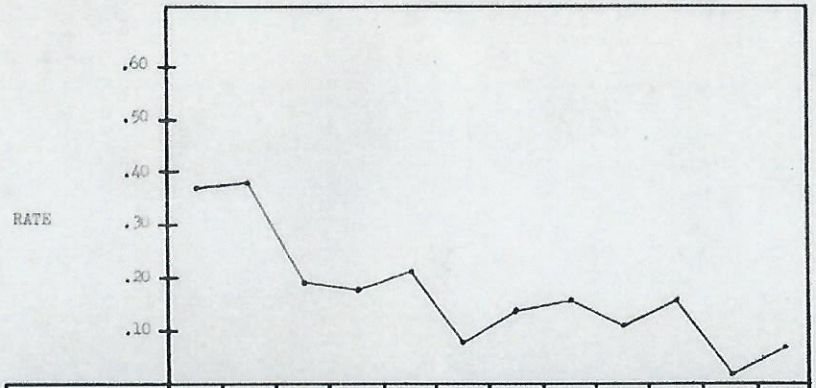
43d Bomb Wing - October 1968

B/TB-52 CANNIBALIZATIONS

The following is a list of items cannibalized showing the number of times and the reason for cannibalization:

FSN	NOUN	REASON	TIMES CANN'D CURRENT	LAST	PREVIOUS
2995-926-5663PL	Gas Nozzle Valve Control	To Prevent NORS	1	1	0
1560-823-6146XX	Heat Shield	To Prevent NORS	1	1	0
668-[illegible]-8277	C.G. Calibrator	To Prevent NORS	1	2	0
166[illegible]-776-9166	Valve Pressure	To Prevent NORS	1	0	0
4730-[illegible]-9517	Elbow	To Prevent NORS	1	0	0
5841-[illegible]-3469PL	Nozzle Sensor Assy	To Prevent NORS	1	0	1
5995-[illegible]66-8122	Crossover Shaft	To Prevent NORS	1	1	0
1560-[illegible]10-9444XX	Spike	To Prevent NORS	1	1	0
1430-[illegible]43-9214	Brake Swivel	To Prevent NORS	1	0	0
9911-876-[illegible]3PL	Valve on/off Inlet	To Prevent NORS	1	1	0
299[illegible]-[illegible]82-8754PL	Cable	To Prevent NORS	1	0	0
6615-[illegible]86-0060	Amplifier	To Prevent NORS	1	0	0
166[illegible]-776-4047	Valve	To Prevent NORS	1	0	1
6615-[illegible]50-0050	Amplifier	To Satisfy NORS	1	0	0
5895-[illegible]45-5374AM	Driver Amp	To Prevent NORS	1	0	0

KC-135 CANNIBALIZATIONS



MONTH	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT
RATE	.37	.38	.19	.18	.21	.08	.14	.16	.11	.16	.02	.07
CANNS	30	29	16	18	22	10	15	15	11	16	2	6
SORTIES	82	77	84	101	103	118	105	95	102	99	107	91

SOURCE: RCS: 1-SAC-U82
AF Form 991

43d Bomb Wing - October 1968

KC-135 CANNIBALIZATIONS

The following is a list of items cannibalized showing the number of times and the reason for cannibalization:

NSN	NOMN	REASON	TIMES CANN'D CURRENT	LAST	PREVIOUS
5930-681-3757	Detector	To Stop NORS	1	0	0
1560-650-9336	Fitting	To Prevent NORS	1	0	0
5930-837-6694	Switch	To Prevent NORS	1	0	0
6610-657-5271	Manometer	To Prevent NORS	1	0	0
5841-600-9352	RT-274	To Stop NORS	1	0	0
5930-837-6694	Switch	To Stop NORS	1	0	0

TREND OF REPEAT WRITE-UPS B-58

MONTH	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT
% REPEATS	9.9	10.1	7.7	8.7	11.8	11.6	10.1	13.3	13.6	11.5	8.7	10.9
# REPEATS	87	59	41	56	47	55	47	61	78	63	66	96
TOTAL WRITE-UPS	879	579	532	643	399	474	466	473	574	552	643	872

SOURCE: SAC Form 126 and 126-1

Total write-up averaged 6 per sortie.

43d Bomb Wing - October 1968

REPEA...ITE-UPS B-52

1. There were 145 sorties flown with repeats occurring on 64 sorties. They range from 1 to 4 per sortie as follows:

1 Repeat on	39	3 Repeats on	3
2 Repeats on	20	4 Repeats on	2

2. The reliability code distribution on the repeats was 53 code 2 and 45 code 3. The distribution of the repeats by system are as follows:

SYSTEM	CODE 2	CODE 3	SYSTEM	CODE 2	CODE 3	SYSTEM	CODE 2	CODE 3
Engine	1	0	Doppler	3	15	Autopilot	4	1
A/C Press	1	0	S/N	22	3	UHF Radio	1	1
HYD/PNEU	1	0	HCM Rec	2	0	Tacan	1	1
Airframe	2	0	R.. Beacon	1	0	Radar Alt	1	2
HF Radio	0	1	Afterburner	1	0	Nav	1	6
IFF	0	1	Elec Pwr Supp	1	0	FCS	2	2
Compass	2	1	Fuel (Other)	7	0	HCM Trans	1	7

3. There were 14 repeat code 2 that were code 2 on the previous sortie. These repeats were on the following systems:

SYSTEM	REPEATS	SYSTEM	REPEATS
Autopilot	1	IFF	1
Tacan	1	Compass	1
Doppler	4	Nav	1
S/Nav	3	FCS Radar	1

4. There were 27 repeat code 3 that were code 3 on the previous sortie. These repeats are on the following systems:

SYSTEM	REPEATS	SYSTEM	REPEATS
HF Radio	1	UHF Radio	1
Radar Alt	2	Doppler	11
Elec Pwr Supply	1	Nav	5
FCS Radar	1	HCM Trans	6

5. The repeats followed the normal system pattern with most going to the electronics area. This is the case in both code 2 and code 3 repeats.

43d Bomb Wing - October 1968

WORK CENTER #	SHOP	MANHOUR UTILIZATION B-58	POD	KC-135	DF/TR	AGE	SUPPLY	OTHER	TOTAL
22101	TB Maint Team	1340	129						2469
102	Team #2	2032	3						2035
103	Team #3	2002	27	1					2030
104	Team #4	1976	42	1					2019
105	Team #5	1696	21	21		1			1739
106	Team #6	2285	3						2288
107	Team #7	1330	12	2					1344
108	Tanker Team #8	7	3	2285		2			2297
111	Tanker Team #11	1		2285					2286
185	Non Pwr AGE	203		1664		1282	44		3193
188	Phase Team	2209				2			2211
310	Fixed Wg A/C	6		1		3			10
311	Helicopter	1				2			3
320	Transient	178		2761					2939
Total	OMS	19172	283	8755	2	1306	44		29562
24110	Radio	1436	8	471	18	14	47		1994
120	Radar	1014	23	624	4	11	125		1801
125	Doppler	1		428				1	430
131	ECM Shop	1445	3	1		68	82		1599
210	Fire Control	1934	7			11	82		2034
310	Bomb Nav	4263				14	28	3	4308
330	Flt Control	1669	18	16		47	48		1798
331	KC Autopilot			411		1	24		436
400	Photo	413	4			1			418
500	PMEL							2241	2241
TOTAL	AGE	12283	81	1953	22	78	74	2132	16623
TOTAL	WING	54374	4900	17374	6827	1554	4668	5960	95657

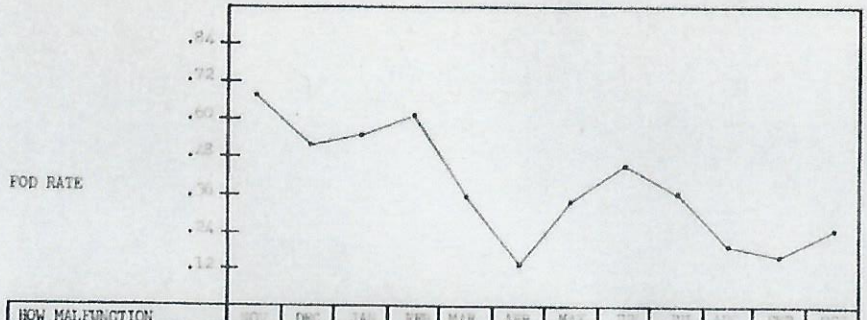
SOURCE: Report 3-1 on AFTO Form 349-a

The figures portrayed indicate the labor hours documented

43d Bomb Wing - October 1968

WORK CENTER #	SHOP	MANHOUR UTILIZATION							TOTAL
		B-58	POD	KC-135	RF/TR	AGE	SUPPLY	OTHER	
23110	Machine	774	10	12	8	82	129		1149
120	Welding	138	15	10	16	461	138		778
130	Struct Rep	2467	43	923	29	36	144		3719
150	Survival Equip						96		96
155	Fabric	52	3	11	7	6	96		175
160	Corr Cont	504	1	24	28	83	56		696
170	NDI	41		47	107	4			199
210	Recip Engine				211				211
220	Prop Shop				15				15
230	Jet Engine	417		46	1				464
310	Aero Rep	1063		169					1232
320	Fuel System	1268	42	107	2				1419
330	Electric Shop	1398	1	145	8				1552
340	PNEU	96		21					117
350	Instrument	1247	30	157				21	1455
360	M/A	1629		38				9	1676
370	Wheel/Tire	912	3	66					981
380	IMR	39		246			1344		1629
390	Egress	1234			45	3			1282
410	AGE Repair	2	13			1644			1659
420	Insp & Serv	10				3258			3268
430	P.U./Delivery	Documentation will show next month							
TOTAL	PMS	22164	438	8781	1263	5844	3813	930	43833
25110	B-58 CO & L	2444	749	8				195	3396
120	Weapon Rel	14	1699			92			2805
210	Nuclear Wp	35	1148			116		89	3120
220	EOD Conv			4				451	455
250	Re-Entry					148		1210	1358
TOTAL	MMS	2493	3596	12		1356		2945	10342

B-52 TIRE FOD



HOW MALFUNCTION	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT
020 WORN	139	181	162	138	142	170	220	177	162	174	132	108
111 BURST	8	6	24	8	9	2	1	8	10	8	2	6
OTHER	23	8	32	19	21	6	9	16	19	10	7	4
(FOD) 116 CUT	131	94	109	103	66	45	70	93	81	42	31	53
(FOD) 540 PUNCTURED	0	0	0	0	0	0	0	0	1	0	0	0
TOTAL	293	283	313	268	238	223	300	294	273	234	172	171
TOTAL FOD	131	94	109	103	66	45	70	93	81	42	31	53
SORTIES FLOWN	192	180	197	170	180	225	210	202	221	214	179	207
FOD RATE	.68	.52	.55	.61	.36	.44	.33	.46	.37	.20	.17	.26

SOURCE: MXC RPT #5

The number of tire changes decreased slightly during the month of October. Increases were noted in FOD, "BURST", and "OTHER" while there was a decrease in tires "WORN". The prime cause for the higher rate of .26 was due to a 61% increase in "CUT" tires.

MAINTENANCE SUMMARY

FOREWORD

[illegible] 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 II, CAOM [illegible].

2. This summary is designed for use of local maintenance managers and by contents will be used at the discretion of local management. Maintenance supervisors are invited to suggest the addition of 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 data areas as Command Emphasis, Family review, manning effectiveness, type maintenance performed, action taken values and all areas of the MDC System.

b. Aerospace Vehicle Status Reporting System. This covers such areas as NORS ratios, NORM ratios, CM ratios, items causing NORS, aircraft causing NORS and NORM, etc.

c. Air Vehicle Performance Reporting System. This covers prevailing effectiveness, aircraft utilization, airborne effectiveness, launch effectiveness, FRACA information, repeat write-ups, etc.

3. The above listing reflects 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 DOM Analysis.

James D. Rigley Jr.

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

DISTRIBUTION

3CS Bomb Wg	2	43FMS	5
825IM	2	43AEMS	5
43C	1	27MS	3
43DCM	1	DOI	1
43DCO	1	DCS-MP	1
43DCR	1	301C FTD	1
43DCMA	5	308DCMA	1
43DCMT	1	GE (PMS)	1
43DCM/QA&S	1	HDCRS	1
43DCM/	1	43D HISTORIAN	4
43DCMS	1	43DCOTPS	1
43OMS	5		

TABLE OF CONTENTS

01 MANHOURS PER SORTIE/HOUR

ORGANIZATION: [illegible] Bomb Wing

REPORTING P: November

I. 01 MANHOURS PER SORTIE	PREVIOUS MONTH	PRECEDING MONTH	CURRENT MONTH
BOMBER			
B/TB-58	SEP	OCT	NOV
WING	28.2	28.1	31.4
OMS	91.8	88.8	85.1
AEMS	51.	50.4	52.
FMS	103.	105.	109.
MMS	22.6	20.4	23.2
AMMS			
TANKER			
KC-135			
WING	121.0	136.8	123.
OMS	40.8	41.	42.
AEMS	15.5	21.	16.
FMS	60.9	70.	64.

II. 01 MANHOURS PER FLYING HOUR			
BOMBER			
B/TB-58			
WING	63.6	64.1	69.
OMS	21.6	20.	20.
AEMS	16.2	11.7	10.2
FMS	24.2	24.7	19.8
MMS	5.2	5.2	5.4
AMMS			
TANKER			
KC-135			
WING	28.8	38.7	32.9
OMS	11.4	15.1	9.8
AEMS	2.9	4.2	3.4
FMS	14.5	19.5	19.5

NARRATIVE

B/TB-58: The overall cost per sortie increased during November as compared with October. Although there was a decrease in sorties flown, cost per flying hour slightly increased with a decrease in the total number of flying hours.

NARRATIVE (Continued)

KC-135: The manhours per sortie and flying hour decreased during November. The prime cause for this was a decrease in the number of AFSC 3[illegible]'s processed for the aircraft and an increase in maintenance teams deployed TDY.

NOTE: Manhours expenditure supply and other suffixes non-identifiable to aircraft were not used in computation, although they were in support and distributed between:

PP/Transient	5[illegible]
AGE	11[illegible]
Supply	3[illegible]
All Other	4[illegible]

SAC FORM 481 JAN 60 PREVIOUS EDITION IS OBSOLETE.

SAC - OAFB, Nebraska

MAINTENANCE PRODUCTION ON AIRCRAFT

ORGANIZATION: 43d Bomb Wing

REPORTING: November 1968

SORTIE PRODUCTION	PREVIOUS	LAST	CURRENT
TYPE AIRCRAFT KC-135	SEP	OCT	NOV
AIRCRAFT POSSESSED	18.1	16.7	13.8
AIRCRAFT AVAILABLE	8.3	8.9	9.3
SORTIES FLOWN	107	91	78
SORTIES PER AVAIL AIRCRAFT	12.9	10.2	8.4
HOURS FLOWN	450	447	424
HOURS PER AVAIL AIRCRAFT	54.2	50.2	45.6
RECOVERY TIME (Average) Turn Around Days	2.2	2.3	2.3
TIME TO OR (Average)			
TYPE AIRCRAFT			
AIRCRAFT POSSESSED			
AIRCRAFT AVAILABLE			
SORTIES FLOWN			
SORTIES PER AVAIL AIRCRAFT			
HOURS FLOWN			
HOURS PER AVAIL AIRCRAFT			
RECOVERY TIME (Average)			
TIME TO OR (Average)			

REMARKS

Possessed aircraft are based on hours reported in the MAF-A1 Report. Possessed aircraft decreased due to dropping possession on deployed aircraft. Of the 78 sorties flown, 6 were launched away from the home station.

REMARKS

SAC FORM JAN 66 473 PREVIOUS EDITION IS OBSOLETE.

SAC - OAFB, Nebraska

MAINTENANCE PRODUCTION ON AIRCRAFT

SORTIE PRODUCTION		PREVIOUS	LAST	CURRENT
TYPE AIRCRAFT	B-58	58P	60P	60P
AIRCRAFT POSSESSED		32.1	34.0	34.7
AIRCRAFT AVAILABLE		16.	17.8	18.1
SORTIES FLOWN		121	145	138
SORTIES PER AVAIL AIRCRAFT		7.6	8.1	7.7
HOURS FLOWN		708	893	842
HOURS PER AVAIL AIRCRAFT		44.3	50.2	46.5
RECOVERY TIME (Average) Turnaround days		2.5	2.8	2.6
TIME TO OR (Average)				
TYPE AIRCRAFT	TB-58			
AIRCRAFT POSSESSED		2.0	2.7	2.6
AIRCRAFT AVAILABLE		2.0	2.7	2.6
SORTIES FLOWN		58	62	47
SORTIES PER AVAIL AIRCRAFT		19.3	23.0	18.1
HOURS FLOWN		138	199	128
HOURS PER AVAIL AIRCRAFT		46.0	73.7	49.2
RECOVERY TIME (Average) Turnaround days			1.0	1.0
TIME TO OR (Average)				

ORGANIZATION: 43[illegible] Bomb Wing

REPORTING: November 1960

REMARKS

Possessed aircraft are based on hours reported in the MAP-AI Report. Possessed and available fluctuate due to Depot Modification inputs/outputs.

Of the 138 sorties flown, 12 were launched away from the home station. There were primarily weather diverted return sorties and ferry sorties for modification.

Overall sortie production was effected by 21 cancellations, with 15 for material reasons.

REMARKS

Possessed aircraft are based on hours reported in MAP-AI Report.

Sortie production was effected by 32 cancellations, with 27 for materiel reasons and 5 for supply.

SAC FORM 473 JAN 58 PREVIOUS EDITION IS OBSOLETE

SAC - OAFB, Nebraska

BASE SELF SUFFICIENCY

WING: 43d Bomb Wing | SQUADRON: | DATE: November 1968

WORK CENTER	SELF SUFFICIENCY EVALUATION CODES												TOTAL NRTS	TOTAL PROCESSED	SELF SUFFICIENCY RATE		
	REPAIR CODES						TOTAL REPAIR	NRTS CODES							PREVIOUS MONTH	LAST MONTH	CURRENT MONTH
	A	F	G	H	L	Z		2	3	4	5	6					
IMS	1047	217	11	121	29		1436			23		2	25	1460	99.5	98.5	98.2
AIMS	428	295	6	32			763	1		48			49	812	95.6	94.2	94.0
FLT SIMULATOR															00.0	00.0	00.0
MMS	1	1					2							2	100.0	100.0	100.0
WING TOTAL	1463	513	17	153	29		2220	1		71		2	74	2274	98.2	96.9	96.7

REMARKS

The overall wing repair rate continues to decrease; 96.9% in October, 96.7% in November. Contributing factors were; a. reduction in repair actions and a high level of NRTS actions, especially in Code 4 - Bench checked - NRTS - Lack of Parts. Special emphasis, especially the lack of bits and pieces is being evaluated to pinpoint supply bottlenecks.

SAC FORM JAN. 68 509 PREVIOUS EDITION IS OBSOLETE. | LMC - SAFB, Nebraska

SHOP ACTIONS TAKEN

WING: 43 Strat Wing | SQUADRON: | DATE: November 1968

	WORK CENTER	ACTION TAKEN CODES																			
		B	C	D	E	J	M	N	P	Q	R	S	T	U	V	W	X	Y	7	9	1
1	FMS	14	26	7		138	46	8		3	4			2	48	2	11				
2																					
3	AEMS	134	257			304	1			2	1		1		2		2				
4																					
5	FLT SIMULATOR																				
6																					
7	MMS																				
8																					
9																					
10																					
11																					
12	WING TOTAL	148	283	7		442	47	8		5	5		1	2	50	2	13				
13																					
14																					
15																					
16																					
17																					
18																					

	WORK CENTER	CODE B %			CODE I %			REMARKS
		PREVIOUS MONTH	LAST MONTH	CURRENT MONTH	PREVIOUS MONTH	LAST MONTH	CURRENT MONTH	
1	FMS	6.6	.7	.8	12.6	17.2	20.1	An improvement was noted in two areas; code B, bench checked-serviceable (no repair required) and code C - bench checked - repaired deferred.
2								
3	AEMS	11.4	10.7	12.0	19.9	21.6	23.4	
4								
5	FLT SIMULATOR	0.0	0.0	0.0	0.0	0.0	0.0	
6								
7	MMS	0.0	0.0	0.0	56.2	15.0	90.5	
8								
9	WING TOTAL	3.95	4.5	4.8	20.1	12.8	27.2	
10								
11								
12								
13								
14								
15								
16								
17								
18								

Code 8 actions: B-12

Pneudraulic 45AFP Gland, Thermal Expan
45AGN Reservoir, Utility Valve
45AHB Coupling, Self-seal.
45AHN Gland, Expansion
Dampe:

Bomb/Nav 73DGO Stab Amp Unit

SAC FORM FEB 68 309a PREVIOUS EDITION IS OBSOLETE.

SAC - OAFB, Wisconsin

BASE SELF SUFFICIENCY

WING: 43d Bomb Wing | SQUADRON: 4FMS | DATE: November 1968

WORK CENTER	SELF SUFFICIENCY EVALUATION CODES: REPAIR CODES A	F	G	K	L	Z	TOTAL REPAIR	NRTS CODES 2	3	4	5	6	TOTAL NRTS	TOTAL PROCESSED	SELF SUFFICIENCY RATE: PREVIOUS MONTH	LAST MONTH	CURRENT MONTH
2810 Mech Shop	124		5				129							129	100.0	100.0	100.0
2820 Welding	141						141							141	100.0	100.0	100.0
2830 Struct Rep	106	4	1				111							111	100.0	100.0	100.0
2840 Serv Equip	14	159					173							173	100.0	100.0	100.0
2850 Parr Cont	8	1			24		33							33	100.0	100.0	100.0
2860 Propul Sy	98						98							98	100.0	100.0	100.0
2870 Aero Rep															100.0	100.0	100.0
2880 Fuel Sys															100.0	100.0	100.0
2890 Electri	70	14					84			10		1	11	95	88.4	88.4	88.4
2900 PNEU	168	9					177			14			14	191	92.6	92.6	92.6
2910 Instrument	3			161			164							164	100.0	100.0	100.0
2920 M/S	16	1					17			1			1	18	94.4	94.4	94.4
2930 Tire															100.0	100.0	100.0
2980 IFR	1						1							1	100.0	100.0	100.0
2990 Screen		1					1							1	0.0	100.0	100.0
294-- ADE	9						9							9	100.0	100.0	100.0
2970 NDI					5		5							5	0.0	0.0	100.0
Sqdn Total	1057	217	11	121	29		1435			23		2	26	1460	99.5	98.5	98.3

REMARKS

The overall squadron's base self sufficiency rate dropped from 98.5% in October to 98.3% in November. The total number of items repaired also dropped; 1660 in October, 1435 in November. Coupling this reduction in items repaired with a steady NRTS action level, contributed to the loss of .2% in the monthly repair rate.

The Pneudraulic Shop continues to have parts problems and the Electric Shop's repair capability is also being effected by the non-receipt of parts.

8

SAC FORM 500 PREVIOUS EDITION IS OBSOLETE SAC - OAFB, Nebraska

SHOP ACTIONS TAKEN

WING 434 Bomb Wg | SQUADRON 429BS | [illegible]

ACTION TAKEN CODES

	WORK CENTER	B	C	D	E	J	M	N	P	Q	R	S	T	U	V	A	Y	Y	"	9	:
1	23110 Mach Shop		1																		
2	2312 Welding	1																			
3	2313 Struct Rep		2				1														
4	2314 Surv Equip		1																		
5	2316 Corr Cont	5		1																	
6	232-- Propul Br						36														
7	23310 Aero Rep						2														
8	2332 Fuel Sys																				
9	2333 Elect	4	11																		
10	23340 PNEU	4	9				2														
11	2335 Instrument	1	3				108														
12	2336 M/A		6																		
13	2337 Tire						11														
14	2338 IFR																				
15	2339 Egress																				
16	234-- AIR																				
17	2370 HDU						6	8													
18	Sqdn Total	15	38	1		102	40	8		1											

	WORK CENTER	CODE B % PREVIOUS MONTH	CODE B % LAST MONTH	CODE B % CURRENT MONTH	CODE 1 % PREVIOUS MONTH	CODE 1 % LAST MONTH	CODE 1 % CURRENT MONTH
1	23110 Mach Shop	0.0	2.2	0.0	0.0	0.0	0.1
2	2312 Welding	1.2	.4	0.7	0.0	0.0	0.0
3	2313 Struct Rep	0.0	0.0	0.0	0.0	0.0	0.0
4	23150 Surv Equip	0.0	0.0	0.0	0.0	0.0	0.0
5	2316 Corr Cont	8.2	8.3	11.6	0.0	0.0	0.0
6	232-- Propul Br	0.0	0.0	0.0	62.8	62.0	78.9
7	23310 Aero Rep	0.0	33.3	0.0	0.0	0.0	0.0
8	2332 Fuel Sys	0.0	13.5	0.0	0.0	12.5	0.0
9	2333 Elect	0.8	1.7	2.7	18.4	17.0	24.8
10	23340 PNEU	0.0	.2	1.0	8.5	11.2	16.0
11	2335 Instrument	11.1	3.8	2.4	40.7	82.5	73.2
12	2336 M/A	0.0	1.0	0.0	33.8	33.3	66.7
13	23370 Tire	0.0	0.0	0.0	0.0	0.0	0.0
14	23380 IFR			0.0			0.0
15	23390 Egress			0.0			40.0
16							
17	Sqdn Total	0.6	.7	0.8	19.6	17.2	29.1
18							

REMARKS

A marked reduction in code 0-bench checked - repair deferred has been noted, i.e., 141 recorded in October, 98 in November. The Electric and Pneudraulic Shops showed the greatest improvement, although they are still faced with a parts shortage.

Code 8 - Bench checked returned to depot facility by direction of system or item manager.

W/C	#Units
23340-Pneu	4

SAC [illegible] 5098 PREVIOUS EDITION IS OBSOLETE

BASE SELF SUFFICIENCY

WING: 4th Bomb Wing | SQUADRON: 43ARMS | DATE: November 1968

WORK CENTER	SELF SUFFICIENCY EVALUATION CODES: REPAIR CODES A	F	G	K	L	Z	TOTAL REPAIR	NRTS CODES 2	3	4	5	6	TOTAL NRTS	TOTAL PROCESSED	SELF SUFFICIENCY RATE: PREVIOUS MONTH	LAST MONTH	CURRENT MONTH
Radio	80	68					148										
Radar	44	80	1				125										
SSM Shop	11						14										
Fire Cont	62	11					73										
Bomb Bay	18	90	1				109										
Elec Shop	18						21										
Actuator	8	4					12										
Pneu	14	3					17	1									
PMEL		8					12										
Welder	1						1			4							
Total	405	295	6	6			776	1		22			23	21			

REMARKS

The overall squadron's base self sufficiency rate, as with FMS, has been effected by a reduction in items repaired and a constancy in NRTS action.

SAC FORM JAN 68 509 PREVIOUS EDITION IS OBSOLETE. SAC - OAFB, Nebraska

SHOP ACTIONS TAKEN

WING: 43d Bomb Wing | SQUADRON: 4[illegible]ABMS | DATE: [illegible]ember 1968

	WORK CENTER	ACTION TAKEN CODES																			
		B	C	D	E	J	M	N	P	Q	R	S	T	U	V	W	X	Y	7	9	1
1	24110 Radio	14	23			4											3		1	2	
2	24120 Radar		2																		
3	24131 WPM Shop	11	8																		
4	24210 Fire Cont					1				1					2						
5	24310 Bomb Nav	24	126			14	1			1											
6	24330 Flt Cont	2	6			16															
7	24331 Autopilot		1														17				
8	24400 Photo	1	1																		
9	24500 PMEL					499															
10	24125 Doppler	2	8			4															
11																					
12																					
13																					
14																					
15	Sqdn Total	132	203			539	1			1	1				3		17				
16																					
17																					
18																					

	WORK CENTER	CODE B %			CODE 1 %		
		PREVIOUS MONTH	LAST MONTH	CURRENT MONTH	PREVIOUS MONTH	LAST MONTH	CURRENT MONTH
1	24110 Radio	12.1	9.4	10.0	1.2	0.0	0.0
2	24120 Radar	3.9	10.7	2.8	8.1	6.1	6.6
3	24131 WPM Shop	18.9	18.2	22.4	18.9	21.8	27.0
4	24210 Fire Cont	0.0	0.0	0.0	6.2	16.4	12.8
5	24310 Bomb Nav	13.5	14.0	12.8	20.2	24.1	21.2
6	24330 Flt Cont	0.0	1.0	2.0	69.8	61.4	70.3
7	24331 Autopilot	0.0	3.2	0.0	54.5	28.4	58.3
8	24400 Photo	7.1	0.0	4.4	14.3	33.3	17.4
9	24500 PMEL	0.0	0.0	0.0	0.0	57.1	0.0
10	24125 Doppler	0.0	35.2	8.7	8.3	17.7	34.8
11							
12							
13	Sqdn Total	10.4	10.7	11.8	19.9	21.6	22.6
14							
15							
16							
17							
18							

REMARKS

No significant trends noted.

Code 8 - Bench checked returned to depot facility by direction of system or item manager

W/C	#Units
24310-Bomb/Nav	1

SAC FORM FEB 66 500a PREVIOUS EDITION IS OBSOLETE.

HAC - OAFB, Nebraska

B-52 SCHEDUL... EFFECTIVENESS AND ACCOMPLISHMENTS

1. The information that follows is extracted from the 1-SAC-UR2 Report and reflects the B-52 activity for November and the preceding 6 months.

	MAY	JUN	JUL	AUG	SEP	OCT	NOV
Sorties Scheduled	162	142	150	158	128	166	157
Sorties Cancelled	18	10	10	14	13	31	21
Sorties Added	7	7	9	15	6	11	15
Sorties Airborne	141	139	149	159	121	145	131
Sorties Early/Late	17	15	10	11	15	13	19
Sorties On Time	124	124	139	148	106	132	112
Air Aborts	4	4	6	6	2	3	4
Hours Flown	871	738	832	1010	708	893	842
Average Sortie Length	7.0	5.3	6.4	6.4	5.9	6.2	6.4

2. The schedule deviation causes for November were:

	ADD	LTO	CANX	TOTAL
Alert			1	1
Weather	4	6	4	14
FAA		3		3
Operations	5		1	6
Materiel	3	8	9	20
Receiver/Tanker		1		1
SAC	3	1	6	10
Total	15	19	21	55

3. Materiel deviations for November by system:

	LTO	CANX	AIR ABT	TOTAL
Air Frame		6		6
Air Conditioning			2	2
Flight Control	1			1
Power Plant	3	1		4
Elect Pwr Supply			1	1
Fuel System	2	1		3
Interphone	1			1
Hydraulic	1		1	2
Support General		1		1
	8	9	4	21

4. The 9 materiel cancellations by cause and tail number:

2436	4 Nov	Nr 2 engine change. Internal oil leakage. Removed and replaced Nr 2 pressure pump and replaced seals.
2439	7 Nov	Pod swap due to scupper valve leak - Removed and replaced valve.
1015	13 Nov	Fuel leak aft tank. Injected sealant.
2440	14 Nov	Special inspection of wheel and brake system due to emergency landing.
2458	14 Nov	Fuel leak aft tank. Repair accomplished by Depot Assistance Team.
1021	20 Nov	Cracked spar left wing station - 538.36. Depot engineer patch plates installed.
2467	20 Nov	Fuel leak aft tank. Injected sealant.
2460	22 Nov	Fuel leak Nr 2 pylon. Injected sealant.
2454	25 Nov	Fuel leak Nr 4 pylon. Injected sealant.

5. The 8 materiel late take offs; by cause and aircraft tail number:

2433	1 Nov	No ignition Nr 1 engine. Removed and replaced main ignition unit.
2433	5 Nov	Nr 4 engine running at pre T/O check. Removed and replaced amplifier temperature control.
1122	5 Nov	Broken wire on pilot U-92 connector. Repaired wire.
1011	7 Nov	Engine mount bolt stripped. Replaced bolt and bushing.
2437	12 Nov	Nr 1 engine hydraulic pressure lite on. Removed and replaced pressure switch.
2078	15 Nov	Left hand elevon Nr 10 actuator leaking. Removed and replaced Nr 10 actuator.
1011	21 Nov	Pod swap-leak at pod to aircraft disconnect drain.
2078	22 Nov	Pod swap- leak at pod to aircraft disconnect drain.

6. The 4 air aborts by cause and aircraft tail number:

2440	12 Nov	Lost utility hydraulic system. Replaced line on brake shutoff valve.
2436	19 Nov	Lost cabin pressure. Replaced coupling on cool duct.
2446	22 Nov	No cabin pressure. Removed and replaced cabin pressure regulator.
1010	29 Nov	28 + 250 power pack flux. Smoke in cockpit. Removed and replaced AC generator and drive assembly.

43d Bomb Wing - November 1968

TB-58 SCHEDULING EFFECTIVENESS AND ACCOMPLISHMENTS

1. The information that follows is an extract from the 1-SAC-U82 Report and reflects the TB-58 activity for November and the preceeding 6 months:

	MAY	JUN	JUL	AUG	SEP	OCT	NOV
Sorties Scheduled	92	71	83	65	71	85	75
Sorties Cancelled	19	12	14	13	18	20	32
Sorties Added	2	4	3	2	5	5	4
Sorties Airborne	75	63	72	54	58	62	47
Sorties Early/Late	22	16	14	15	15	24	12
Sorties On Time	53	47	58	39	43	38	35
Air Aborts	0	0	1	0	0	0	0
Hours Flown	185	159	210	170	138	199	128
Average Sortie Length	2.5	2.5	2.9	3.1	2.4	3.2	2.7

2. The schedule deviation causes for November were:

	ADD	LTC	CANX	TOTAL
FAA		1		1
Weather			2	2
Operations	3	1		4
Materiel		10	27	37
Supply			3	3
SAC	1			1

3. The materiel and supply deviations for November by system:

	LATE	CANX	TOTAL
Auto Pilot		1	1
Fuel System	3	6*	9
Air Frame	2	17	19
Power Plant	4	1	5
Hydraulic Pwr Supply		1	1
Landing Gear		2	2
Flight Control	1	2	3
Total	10	30	40

* Supply -- 3 CANX

4. The 30 Materiel cancellations for November; by cause and aircraft tail number:

668	1 Nov	1st sortie - Nr 1 engine hot start. Removed and replaced engine.
668	4 Nov	2nd sortie - Aft tank indicator out of tolerance. Repaired [illegible] connector at bulkhead.
668	5 Nov	1st sortie - Aft tank indicator out of tolerance. Removed and replaced aft tank unit.
668	8 Nov	1st sortie - Fuel leak left inboard w/w.
668	13 Nov	2nd sortie - Auto trim drives down HF1 follows. Adjusted auto trim stick.
661	14 Nov	1st & 2nd sortie - Nose strut cylinder cracked. Removed and replaced nose strut.
661	15 Nov	2nd sortie - Yaw damper caution lite came on and would not reset. Repaired chafed wire behind damper panel.
670	18 Nov	1st, 2nd & 3rd sortie - (Supply) Fuel reservoir manifold leaking - NRFB.
661	19 Nov	1st sortie - Fuel leak- left tank w/w fairing.
668	19 Nov	1st, 2nd & 3rd sortie - Fuel leak Nr 2 pylon. Tank entry required.
661	20 Nov	1st sortie - Nr 3 engine hydraulic leak. Removed and replaced Nr 3 fire shutoff valve.
661	20 Nov	2nd sortie - Nr 14 hydraulic rpm leaking. Removed and replaced Nr 14 elevon actuator.
668	20 Nov	1st, 2nd & 3rd sortie - Fuel leak Nr 2 pylon. Tank entry required.
668	21 Nov	1st, 2nd sortie - Fuel leak Nr 2 pylon. Tank entry required.
670	21 Nov	1st, 2nd & 3rd sortie - Pylon attach fittings leaking. Tank entry required.
670	22 Nov	1st & 2nd sortie - Pylon attach fitting leaking. Tank entry required.
668	22 Nov	1st sortie - Fuel leak Nr 2 pylon. Tank entry required.
670	25 Nov	1st sortie - 1st station canopy lite on. Repaired wire on connector plug.
668	29 Nov	2nd sortie - Aft fuel tank gage fluctuates. Broken wire inside cable.

5. The 10 Materiel late take offs by cause and tail number:

670	5 Nov	1st sortie - No rotation Nr 4 engine. Starter shaft sheared.
670	12 Nov	1st sortie - Nr 3 left hand elevon actuator leaking. Removed Nr 3 actuator.
661	18 Nov	2nd sortie - CG out of tolerance. Calibrated CG system.
670	25 Nov	2nd & 3rd sortie - Insufficient maintenance time after 1st sortie cancelled.
661	25 Nov	2nd sortie - Shorted connector reservoir tank indicator. Repaired connector.
670	26 Nov	2nd sortie - Aft tank fluctuates. Repaired coaxial connector at bulkhead probe 3A.
668	26 Nov	2nd sortie - Nr 2 engine oil leak. Replaced garlock seal.
668	29 Nov	1st sortie - Fuel pump leaking on Nr 1 engine. Removed and replaced fuel pump.
670	29 Nov	1st sortie - No rotation Nr 1 engine. Starter shaft sheared.

AIRCRAFT UTILIZATION

The following reflects the bomber aircraft and maintenance team utilization for the month of November 1968:

TEAM	ACFT	SCHED	TOTAL CNX	MAT CNX	ADD	ABN	TOTAL LATE	MAT LTO	AIR ABT	DAYS ON ALERT	HRS FLOWN
#2	013	2	0	0	0	2	0	0	0	25	16.1
	011	4	0	0	0	4	2	1	0	13	31.4
	021	3	1	1	0	2	0	0	0	0	6.3
	436	5	2	1	3	6	0	0	1	5	31.7
	438	3	1	0	0	2	0	0	0	20	13.8
	450	0	0	0	0	0	0	0	0	26	0
Total		17	4	2	3	16	2	1	1	89	99.2
TEAM #3	014	6	1	0	0	5	0	0	0	13	40.6
	015	4	2	1	0	2	0	0	0	19	15.6
	429	4	0	0	0	4	1	0	0	0	23.8
	430	2	0	0	1	3	2	2	0	18	14.7
	433	0	0	0	0	0	0	0	0	30	0
	435	2	0	0	0	2	0	0	0	25	16.6
	078	7	0	0	1	8	3	2	0	0	52.9
Total		25	3	1	2	24	6	4	0	105	163.2
TEAM #4	018	4	2	0	2	4	1	1	0	0	16.0
	441	7	0	0	0	7	0	0	0	4	53.0
	442	4	0	0	0	4	0	0	0	12	29.2
	457	3	1	0	0	2	0	0	0	19	15.7
	461	0	0	0	0	0	0	0	0	30	0
	440	3	1	1	1	3	0	0	1	10	10.9
Total		21	4	1	3	20	1	1	1	75	124.8
TEAM #5	431	7	1	0	1	7	0	0	0	6	50.4
	445	1	0	0	0	1	0	0	0	25	8.3
	446	5	0	0	0	5	0	0	1	12	33.8
	121	1	0	0	0	1	0	0	0	23	8.0
	456	4	1	0	1	4	0	0	0	10	32.4
	444	2	0	0	1	3	0	0	0	18	21.0
Total		20	2	0	3	21	0	0	1	94	153.9

TEAM #/	ACFT	SCHED	TOTAL CNX	MAT CNX	ADD	AOG	TOTAL LATE	MAT LTD	AIR ABT	DAYS ON ALERT	TOT FLOT
	439	6	1	1	1	6	1	1	0	0	[illegible]
	428	3	0	0	0	3	1	0	0	0	[illegible]
	122	8	0	0	1	9	4	1	0	0	[illegible]
	455	0	0	0	0	0	0	0	0	30	0
	453	1	0	0	0	1	1	0	0	0	[illegible]
	454	3	1	1	0	2	0	0	0	18	[illegible]
	064	9	0	0	1	10	1	0	0	0	[illegible]
Total		30	2	2	3	31	8	2	0	48	[illegible]
TEAM #/	010	4	1	0	0	3	0	0	1	18	[illegible]
	434	1	0	0	0	1	0	0	0	27	[illegible]
	458	8	2	1	1	7	1	0	0	0	[illegible]
	460	7	2	2	0	5	1	0	0	4	[illegible]
	463	4	1	0	0	3	0	0	0	17	[illegible]
	432	9	0	0	0	9	0	0	0	32	[illegible]
Total		33	6	3	1	29	2	0	1	98	[illegible]
MAINTENANCE TEAM UTILIZATION											
TEAM #2		17	4	2	3	16	2	1	1	89	97.8
	3	25	3	1	2	24	6	4	0	105	163.2
	4	21	4	1	3	20	1	1	1	75	124.8
	5	20	2	0	3	21	0	0	1	94	163.9
	6	30	2	2	3	31	8	2	0	48	162.4
	7	24	6	3	1	19	2	0	1	98	[illegible]
Total		137	21	9	15	131	19	8	4	509	841.7

KC-135 SCHEDULING EFFECTIVENESS AND ACCOMPLISHMENTS

1. The information that follows is an extract from the 1-SAC-082 Report and reflects the KC-135 activity for November and the preceeding 6 months:

	MAY	JUN	JUL	AUG	SEP	OCT	NOV
Sorties Scheduled	122	94	84	101	114	99	80
Sorties Cancelled	22	16	7	24	19	19	9
Sorties Added	5	17	25	22	12	11	7
Sorties Airborne	105	95	102	99	107	91	78
Sorties Early/Late	10	10	9	17	6	8	13
Sorties On Time	95	85	93	82	101	83	65
Air Aborts	1	0	2	0	1	0	2
Hours Flown	521	399	444	429	480	447	424
Average Sortie Length	5.0	4.2	4.4	4.3	4.2	4.9	5.4

2. The schedule deviation causes for November were:

	ADD	LATE	CANX	TOTAL
FAA				
Weather		5		5
SAC		1		1
Operations	5	4	8	17
Materiel		1		1
NAF		2		2
Total	2		1	3
	7	13	9	29

3. Materiel deviations for November by system:

Power Plant 2 late take offs

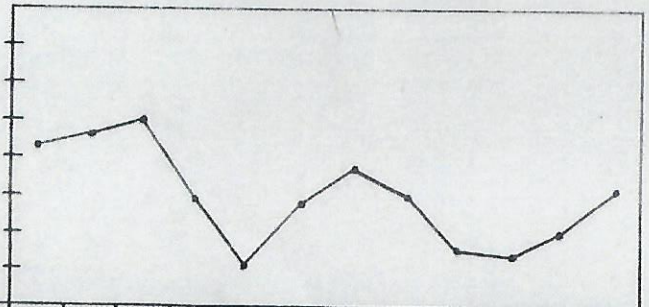
4. The 2 materiel late take offs by cause and tail number:

0345 19 Nov Nr 3 engine fuel leak. Replaced seal on fuel pump shaft.
0336 26 Nov Nr 4 engine did not show rotation. Removed and replaced tach generator.

5. The 2 air aborts by cause and tail number:

0346 18 Nov Nr 1 engine smoking. Removed and replaced engine.
1470 20 Nov Lost all hydraulic quantity. Replaced cracked union on pressure filter.

B-52 TIRE FOD

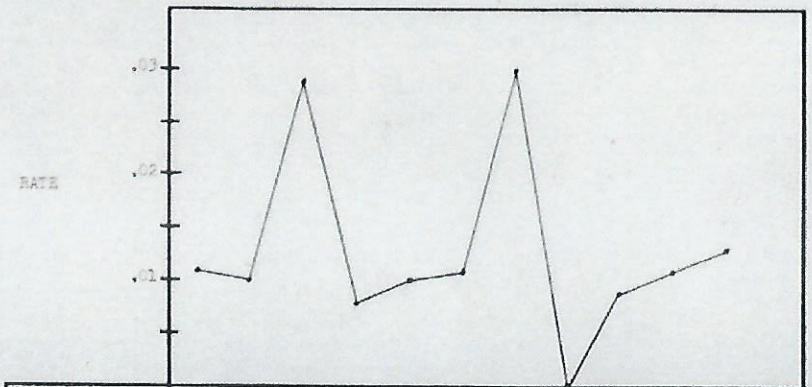


HOW MALFUNCTION	DEC	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV
020 WORN	181	162	128	113	170	226	171	169	74	139	108	87
111 BURST	0	24	8	9	2	1	8	0	8	3	6	0
OTHER	8	18	19	21	5	9	16	10	10	3	5	5
(FOD) 116 CUT	94	109	103	66	32	76	84	80	41	31	53	70
(FOD) 540 PUNCTURED	0	0	0	0	0	0	8	1	1	0	0	0
TOTAL	283	313	258	209	209	312	287	260	134	176	172	162
TOTAL FOD	94	109	103	66	32	76	92	81	42	31	53	70
SORTIES FLOWN	180	197	170	180	225	216	202	221	213	179	207	178
FOD RATE	.52	.55	.61	.36	.14	.35	.46	.37	.20	.17	.26	.39

SOURCE: MDC RPT #5

The number of tire changes decreased during the month of November. An increase was noted in FOD while there was a decrease in the number of tires "worn" The partial cause for the higher rate of .39 is due to a decrease in the number of sorties flown.

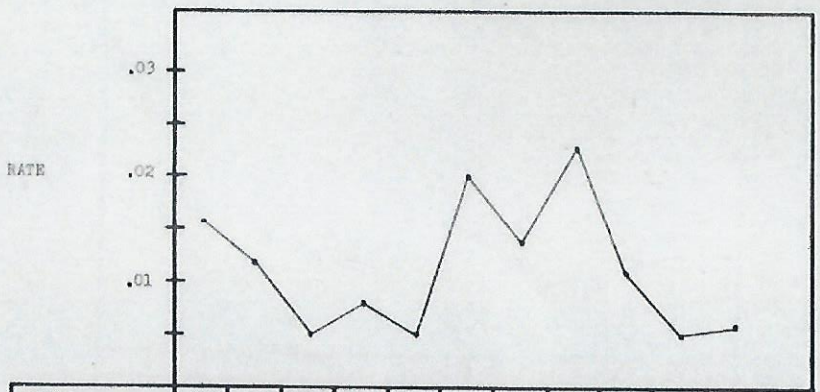
J-57 ENGINE SHUTDOWNS



MONTH	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	
RATE PER SORTIE	.011	.010	.029	.008	.010	.011	.03	0	.009	.011	.013	
SHUTDOWNS	1	1	3	1	1	1	2	0	1	1	1	
SORTIES FLOWN	88	104	103	118	105	95	102	99	107	91	78	

The 1 shutdown was the Nr 1 on Acft 0346. The shutdown occurred on 18 November and was due to fluctuating oil pressure. The engine was removed, replaced and subsequently repaired by replacing 4 carbon seal and the front bearing support.

J-79 ENGINE SHUTDOWNS

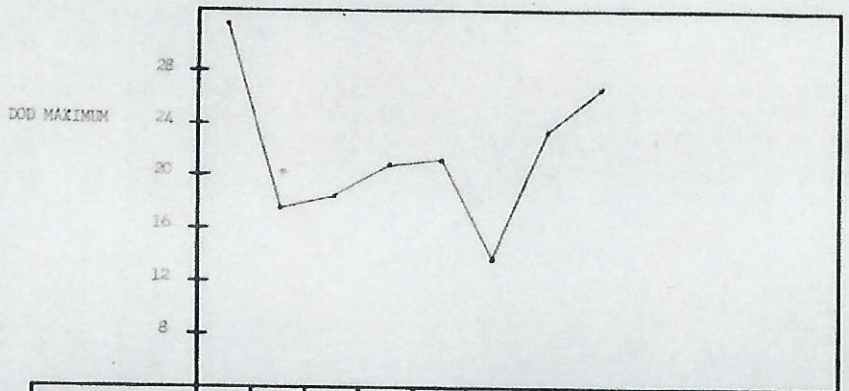


MONTH	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
RATE	.016	.012	.005	.008	.005	.02	.014	.023	.011	.005	.006	
SHUTDOWNS	3	2	1	2	1	4	3	5	2	1	1	
SORTIES FLOWN	185	165	196	255	216	202	221	213	179	207	178	

The 1 shutdown during November was the Nr 3 on aircraft 2444. The shutdown occurred 4 November due to a low oil light. This was preceeded by decoupling the generator due to a generator light. Engine was removed and replaced and subsequently shipped for Nr 2 bearing failure.

43d Bomb Wing - November 1968

KC-135 NORM RATES



MONTH	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV				
TOTAL RATE	31.3	17.6	18.4	20.9	21.3	13.8	23.4	26.7				
UNSCHED MAINT	26.8	15.1	14.9	16.6	17.0	11.3	18.8	19.7				
PHASE	4.5	2.5	3.5	4.3	4.3	2.5	4.6	7.0				

SOURCE: Aerospace Vehicle Status Report PCN 22006A

43d Bomb Wing - November 1968

KC-135 NORM

1. The NORM rates exceeded the DOD standards for the first time since April. An increase in unscheduled maintenance and phased inspection contributed to the overall increased rate.

2. The high NORM systems were:

Landing Gear	323	Radar Nav	178
Power Plant	276	Flight Control	136
Fuel	220	UHF Communications	114
Instruments	191	Electrical	107

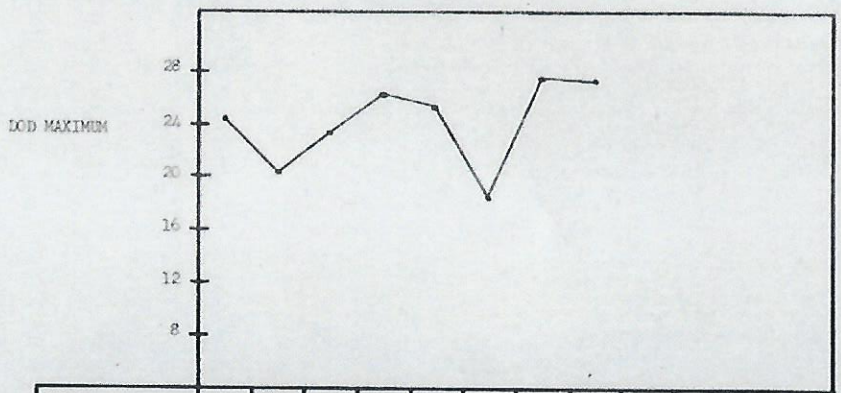
3. The high NORM aircraft were:

1471 - Primarily on instrument system, fuel system and landing gear.
1467 - Primarily on electrical system.
0346 - Primarily on power plant system.
1470 - No one particular system. The electrical, power plant, flight control, UHF, instruments, landing gear and airconditioning systems were involved.
0343 - Primarily landing gear.
0345 - Primarily radar nav.
0344 - Primarily instruments.

4. Requirements to accomplish phased inspections prior to forward base deploy, contributed to increased phased inepection rates and overall NORM rates.

43d Bomb Wing - November 1968

B-52 NORM RATES



MONTH	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV				
TOTAL RATE	24.9	20.4	23.7	26.7	25.6	18.5	27.8	27.6				
UNSCHED MAINT	22.2	18.5	21.8	24.1	23.5	16.6	26.0	25.9				
PHASE	2.7	1.9	1.9	2.6	2.1	1.9	1.8	1.7				

SOURCE: Aerospace Vehicle Status Report PCN 22006A

43d Bomb Wing - November 1968

B-58 NORM

1. The B-58 NORM rates are above the DOD Maximum for the second consecutive month and for 5 of the 8 plotted months. The 27.6 percent represents 6953 hours and based on 720 hours for the month, equates to 9.7 aircraft per day, every day of the month.

2. Overall, 35 aircraft reflected NORM time during November. The time ranged upwards to more than 400 hours for some aircraft. There were 8 aircraft contributing to approximately 45 percent of the total NORM time. These acft and systems were:

1015 - Primarily the airframe system - fuel leaks
1021 - Airframe and electrical system
2439 - Primarily the fuel system - CG problems
2440 - Auto pilot and radar nav
2458 - Primarily the airframe system - fuel leaks
2460 - Fuel, bomb-nav, ECM and radar nav systems
2064 - Airframe and bomb-nav systems
2078 - Hydraulic, bomb-nav, flight control, UHF communications, power plant and ECM systems

3. Unscheduled maintenance is the area where emphasis must be placed to bring NORM rates within standards. Phased inspection rates are not a problem at this time.

43d Bomb Wing - November 1968

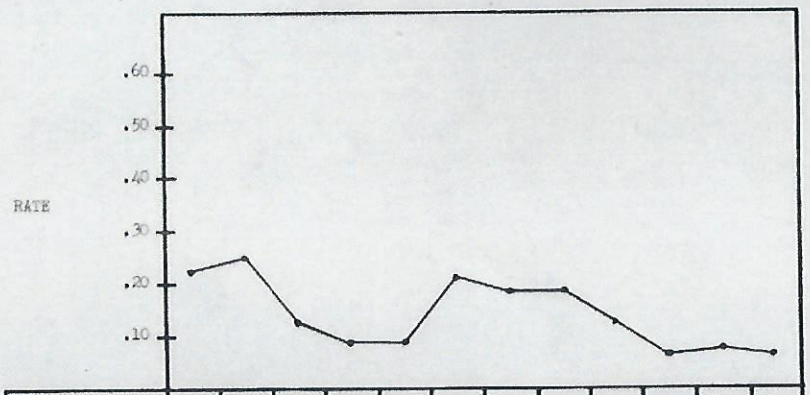
B/TB-58 CANNIBALIZATIONS

The following is a list of items cannibalized showing the number of items and the reason for cannibalization:

FSN	NOMN	REASON	TIMES CANN'D CURRENT	LAST	PREVIOUS
6615-896-4794	Amp Computer Assy,YAW	To Prevent NORS	1	0	0
1660-776-4047	Control Valve	To Prevent NORS	1	0	0
1660-776-4047	Control Valve	Maintenance Convenience	1	0	0
6685-473-7966	Indicator, EGT	Maintenance Convenience	1	0	0
1660-776-0291	Control Valve	Maintenance Convenience	1	0	0
1660-799-8470	Regulator	To Prevent NORS	1	0	0
6680-886-4183	Transmitter	To Prevent NORS	1	0	0
1560-691-6946	Support	To Prevent NORS	1	0	0
6680-886-4185	Detector	To Prevent NORS	1	0	0
5895-792-4358	Rotary Joint	Maintenance Convenience	1	0	0

43d Bomb Wing - November 1968

B/TB-52 CANNIBALIZATIONS



MONTH	DEC	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV
RATE	.23	.25	.13	.09	.11	.21	.18	.19	.13	.06	.07	.06
CANNS	42	46	46	22	29	46	37	28	28	10	16	10
SORTIES	180	197	165	196	255	216	202	221	213	179	207	178

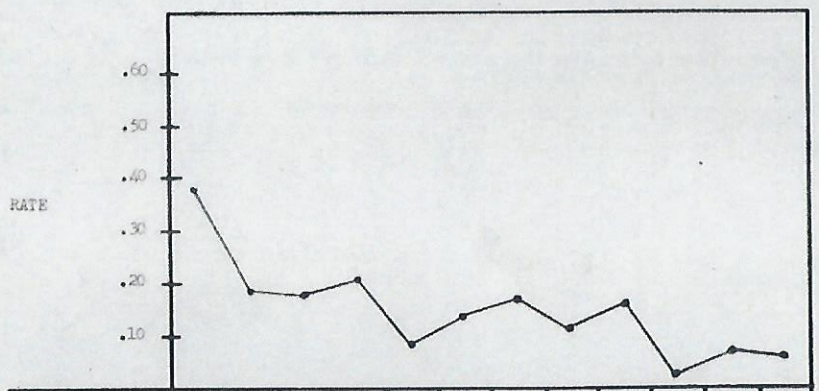
SOURCE: RCS: 1-SAC-U82
AF Form 991

KC-135 CANNIBALIZATIONS

The following is a list of items cannibalized showing the number of items and the reason for cannibalization:

FSN	NOUN	REASON	TIMES CANN'D CURRENT	LAST	PREVIOUS
6610-824-8618	Tube Pitot	To Prevent NORS --	2	0	0
1610-765-9187	Centering Cylinder	To Prevent NORS	1	0	0
2995-956-0585PH	Bellows	To Prevent NORS	1	0	0
5841-932-8543	Waveguide	To Prevent NORS	1	0	0

KC-135 CANNIBALIZATIONS



MONTH	DEC	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV
RATE	.38	.19	.18	.21	.08	.14	.16	.11	.16	.02	.07	.06
CANNS	29	16	18	22	10	15	15	11	16	2	6	5
SORTIES	77	84	101	103	118	105	95	102	99	107	91	78

SOURCE: RCS: 1-SAC-U82
AF Form 991

REPEAT WRITE-UPS B-52

1. There were 131 sorties flown with repeats occurring on 68 sorties. They range from 1 to 5 per sortie as follows:

1 Repeat on	39	3 Repeats on	2	5 Repeats on 2	
2 Repeats on	24	4 Repeats on	1		

2. The reliability code distribution on the repeats was 65 code 2, 41 code 3 and 1 code 5. The distribution of the repeats by system are as follows:

SYSTEM	CODE 2	CODE 3	SYSTEM	CODE 2	CODE 3	CODE 5	SYSTEM	CODE 2	CODE 3
Engine	6	0	Doppler	2	15	1	Auto Pilot	3	1
A/C Press	2	1	B/N	28	2	0	UHF Radio	4	4
A/Refuel	2	0	ECM Rec	0	1	0	Oxygen	1	0
Instrument	2	0	R.V. Beacon	0	2	0	Radar Alt	2	2
STBY Comp	1	0	Elec Pwr Sup	0	2	0	Nav	0	9
Compass	3	0	Fuel (Other)	6	0	0	ECM Trans	1	2

3. There were 11 repeat code 3 that were code 2 on the previous sortie. These repeats were on the following systems:

SYSTEM	REPEATS	SYSTEM	REPEATS
Auto Pilot	1	ECM Rec	1
Radar Alt	1	Nav	1
Doppler	3	UHF	1
B/Nav	2	Electric	1

4. There were 30 repeat code 3 that were code 3 on the previous sortie. These repeats are on the following systems:

SYSTEM	REPEATS	SYSTEM	REPEATS
A/C Press	1	UHF Radio	3
Radar Alt	1	Doppler	12
Elec Pwr Supply	1	Nav	8
R.V. Beacon	2	ECM Trans	2

5. The repeats followed the normal system pattern with 78.5% going to the electronics area. This is the case in both code 2 and 3 repeats.

6. The following aircraft had more than one repeat write-up on a single system during the month of November. The aircraft tail number and repeat system are listed below:

ACFT #	DATE	SYSTEM	CODE and REPEAT #	
2018	21 Nov	UHF Radio	3	1
	26 Nov		3	2
	29 Nov		3	3
2078	4 Nov	Doppler	3	3
	6 Nov		3	4
1122	14 Nov	UHF Radio	3	3
2430	1 Nov	Doppler	3	3
	5 Nov		3	4
2439	18 Nov	Bomb/Nav	2	1
	20 Nov		2	2
2441	19 Nov	R.V. Beacon	3	1
	25 Nov		3	2
	25 Nov	Flight Control	2	1
	27 Nov		2	2
2456	4 Nov	Doppler	3	1
	8 Nov		3	2
	13 Nov		3	3
	15 Nov		3	4
2458	6 Nov	Doppler	3	2
	8 Nov		3	3
	25 Nov	Doppler	2	1
	27 Nov		3	2
	25 Nov	Bomb/Nav	2	1
	27 Nov		2	2
	29 Nov		2	3

WORK CENTER		MANHOUR UTILIZATION							TOTAL
#	SHOP	B-58	POD	KC-135	BF/TR	AGE	SUPPLY	OTHER	
23110	Machine	848	21	204	33	148	231		1485
120	Welding	112	4	131	8	224	24		503
130	Struct Rep	1802	40	704	25	139	268		2978
150	Survival Equip	6				4	82		92
155	Fabric	37		1		2	561		601
160	Corr Cont	405	6	146	51	34	2		644
170	NDI	6	18	6		4		3	37
210	Recip Engine	5			135	16			156
220	Prop Shop			1	23				24
230	Jet Engine	2006	6	4629	142	511	40		7334
310	Aero Rep	1674	38	447		42			2201
320	Fuel System	1867	20	143					2030
330	Electric Shop	1200	13	363	61	28	1		1666
340	PNEU	366	33	778	28	28	2		1235
350	Instrument	1219	40	132	18			286	1695
360	M/A	1763		447	69	140	3		2422
370	Wheel/Tire	420		112			1213		1745
380	IFR	48		130					178
390	Egress	1696	5	6					1707
410	AGE Repair					3631			3631
420	Insp & Serv					2535			2535
430	P.E./Delivery					1262			1262
TOTAL	PMS	18793	435	8315	803	9291	3308	294	41139
25110	B-58 CO & L	2397	860	28		2		181	3468
120	Weapon Rel	6	2895	2		353			3256
210	Nuclear Wp	5	1475			7		852	2339
220	BOD Conv	1		8		36		479	524
250	Re-Entry		18			228		1105	1351
TOTAL	MMS	2409	5248	38		626		2617	10938

WORK CENTER #	SHOP	MANHOUR UTILIZATION B-58	POD	KC-135	BF/TR	AGE	SUPPLY	OTHER	TOTAL
22101	TB Maint Team	1414	80						1494
102	Team #2	1268	18			9			1295
103	Team #3	2297	43						2340
104	Team #4	1460	34						1494
105	Team #5	1481	9	19					1509
106	Team #6	1122	14			2			1138
107	Team #7	1992	42	1					2035
108	Tanker Team #8	24		1688			25		1737
111	Tanker Team #11	19		1473					1492
185	Non Pwr AGE	1989		993		1168	2		4152
188	Phase Team	2016				7			2023
310	Fixed Wg A/C	1			1778				1779
311	Helicopter	2			1344				1346
320	Transient	211			1817	3			2031
Total	OMS	15803	291	4174	4739	1189	27		26662
24110	Radio	1156	14	262	152	204	68	52	1908
120	Radar	685	6	432	103	165	96		1487
125	Doppler	20		427	15		39	2	503
131	ECM Shop	1166	7			121	25	1	1320
210	Fire Control	1378	6	4		87	54		1529
310	Bomb Nav	4013			12	17	304	166	4512
330	Flt Control	1372	6			3	103	86	1570
331	KC Autopilot	4		332	44	56	54		490
400	Photo	368				1			369
500	PMEL							2379	2379
TOTAL	AEMS	10162	39	1457	326	654	743	2686	16067
TOTAL	WING	47772	5952	13984	5868	11760	3978	4492	93806

SOURCE:Report 3-1 The figures portrayed indicate the manhours documented on AFTO 349's. There were 19 working days during this month.

43D BOMB WING
LITTLE ROCK AFB ARK 72076
DECEMBER 1968

48 HIST

MAINTENANCE SUMMARY

TOINBY

MAINTENANCE SUMMARY

FOREWORD

43 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 66-1.

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, manhour utilization, type maintenance performed, action taken codes and all areas of the MDC System.

b. Aerospace Vehicle Status Reporting System. This covers such areas as NORS rates, NRFM rates, OR rates, items causing NORS, aircraft causing NORS and NRFM, etc.

c. Air Vehicle Performance Reporting System. This covers scheduling effectiveness, aircraft utilization, airborne effectiveness, launch effectiveness, FSAMA information, repeat write-ups, etc.

3. The above listing reflects 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 DCM Analysis.

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

DISTRIBUTION

305Bomb Wg	2	43PMS	5
825IM	2	43ABMS	5
43C	1	27MMS	3
43DCM	1	1XIB	1
43DCO	1	BDOB-MP	1
43DCR	1	301C PTD	1
43DCMA	5	308DCMA	1
43DCMT	1	GE (HMS)	1
43DCMQC&S	1	BDCRB	1
43DCMC	1	43D HISTORIAN	4
43DCMS	1	43DCOTPS	1
43OMS	5		

TABLE OF CONTENTS

01 MANHOURS PER SORTIE/HOUR

ORGANIZATION: 43d Bomb Wing

REPORTING PERIOD: December

I. 01 MANHOURS PER SORTIE	PREVIOUS MONTH	PRECEDING MONTH	CURRENT MONTH
BOMBER B/TB-58	OCT	NOV	DEC
WING	287.3	301.4	248.9
OMS	88.8	87.1	71.6
AEMS	59.4	57.2	57.4
PMS	109.7	107.8	103.4
MMS	29.4	49.2	16.4
AMMS			
TANKER KC-135			
WING	190.8	179.3	148.7
OMS	74.2	53.5	53.2
AEMS	20.5	18.7	14.7
PMS	96.0	100.6	80.6
II. 01 MANHOURS PER FLYING HOUR			
BOMBER B/TB-58			
WING	54.1	55.3	50.8
OMS	16.7	16.0	14.6
AEMS	11.2	10.5	11.7
PMS	20.7	19.8	21.1
MMS	5.5	9.0	3.4
AMMS			
TANKER KC-135			
WING	38.7	32.9	30.3
OMS	15.1	9.8	10.9
AEMS	4.2	3.4	3.0
PMS	19.5	19.5	16.5

NARRATIVE

B/TB-58: The overall cost per sortie decreased considerably during December as compared with November. Cost per flying hour also decreased while the total number of flying hours was the same as for November.

NARRATIVE (Continue)

KC-135: The manhours per sortie and flying hour decreased during December. The prime cause for this was a decrease in the number of AFTO 349's processed for the aircraft and an increase in maintenance teams deployed TDY.

NOTE: Manhours expended on supply and other suffixes non-identifiable to aircraft were not used in computation, although they were in support and distributed among:

B/F Transient	6153
AGE	9048
Supply	2127
All Others	6253

SAC FORM JAN 66 481 PREVIOUS EDITION IS OBSOLETE.

SAC - OAFB, Nebraska

MAINTENANCE PRODUCTION ON AIRCRAFT

ORGANIZATION: 43d Bomb Wing

REPORTING: December 1968

SORTIE PRODUCTION	PREVIOUS	LAST	CURRENT
TYPE AIRCRAFT KC-135	OCT	NOV	DEC
AIRCRAFT POSSESSED	14.7	13.8	12.9
AIRCRAFT AVAILABLE	8.9	9.3	9.1
SORTIES FLOWN	91	78	80
SORTIES PER AVAIL AIRCRAFT	10.2	8.4	8.8
HOURS FLOWN	447	424	392
HOURS PER AVAIL AIRCRAFT	50.2	45.6	43.1
RECOVERY TIME (Average) Turn Around Days	2.3	2.3	2.3
TIME TO OR (Average)			
TYPE AIRCRAFT			
AIRCRAFT POSSESSED			
AIRCRAFT AVAILABLE			
SORTIES FLOWN			
SORTIES PER AVAIL AIRCRAFT			
HOURS FLOWN			
HOURS PER AVAIL AIRCRAFT			
RECOVERY TIME (Average)			
TIME TO OR (Average)			

REMARKS

Sorties flown represent all sorties reported in the SAC-182 Report. Of the 80 sorties shown, 17 were launched away from the home station. Not shown are 12 deploy sorties that are reported by the forward base.

REMARKS

SAC FORM JAN 66 473 PREVIOUS EDITION IS OBSOLETE.

SAC - OAFB, Nebraska

MAINTENANCE PRODUCTION ON AIRCRAFT

ORGANIZATION: 43d Bomb Wing

REPORTING: December 1968

SORTIE PRODUCTION	PREVIOUS	LAST	CURRENT
TYPE AIRCRAFT B-52	OCT	NOV	DEC
AIRCRAFT POSSESSED	34.3	34.9	34.0
AIRCRAFT AVAILABLE	17.8	18.1	18.0
SORTIES FLOWN	145	131	134
SORTIES PER AVAIL AIRCRAFT	8.1	7.2	7.4
HOURS FLOWN	893	842	803
HOURS PER AVAIL AIRCRAFT	50.2	46.5	44.6
RECOVERY TIME (Average) Turn Around Days	2.8	2.6	2.7
TIME TO OR (Average)			

REMARKS

Overall sortie production was effected by 23 cancellations: 11 Weather, 9 Material, 2 SAC and 1 Ops. The cancellations were offset by 10 additions for a net loss of 13 sorties. Of the 13 sorties flown 7 were launched away from the home station.

Turn Around days measures the average time it took to fly and maintain 1 sortie based on normal flying and maintenance days.

SORTIE PRODUCTION	PREVIOUS	LAST	CURRENT
TYPE AIRCRAFT TB-58			
AIRCRAFT POSSESSED	2.7	2.6	3.2
AIRCRAFT AVAILABLE	2.7	2.6	3.0
SORTIES FLOWN	62	47	64
SORTIES PER AVAIL AIRCRAFT	23.0	18.1	21.3
HOURS FLOWN	199	128	162
HOURS PER AVAIL AIRCRAFT	73.7	49.2	54.0
RECOVERY TIME (Average) Turn Around Days	1.0	1.0	0.9
TIME TO OR (Average)			

REMARKS

SAC FORM JAN 66 473 PREVIOUS EDITION IS OBSOLETE.

SAC - OAFB, Nebraska

BASE SELF SUFFICIENCY

WING: 43d Bomb Wing

SQUADRON:

DATE: December 1968

WORK CENTER	SELF SUFFICIENCY EVALUATION CODES													TOTAL NRTS	TOTAL PROCESSED	SELF SUFFICIENCY RATE		
	REPAIR CODES						TOTAL REPAIR	NRTS CODES								PREVIOUS MONTH	LAST MONTH	CURRENT MONTH
	A	F	G	K	L	X		2	3	4	5	6						
BMU	1163	242	47	134	2	2	1640	1	1	9		1		12	1661	98.4	98.3	98.7
AMS	496	271	9	48			806	1		21				22	828	94.2	94.	97.3
FLT SIMULATOR																		
MMC				1			1								1	1.	100.	100.
WING TOTAL	1659	513	56	183	2	2	2415	2	1	30		1		34	2490	97.2	97.	98.6

REMARKS

The overall wing repair rate showed a sharp increase during the month of December; 96.7 in November, 98.6 in December.
The NRTS code 4, "Lack of Parts" continues to be the major problem area, causing 88.2 percent of the NRTS actions.

SAC FORM

SHOP ACTIONS TAKEN

WING: 43d Bomb Wing | SQUADRON: | AT: December 1968

	WORK CENTER	ACTION TAKEN CODES																			
		B	C	D	E	J	M	N	P	Q	R	S	T	U	V	A	X	Y	-	9	L
1	FMS	10	59			46	14	9							20		136	4	26	283	587
2																					
3	AIMS	164	145			449									38	2	144	31	11	48	396
4																					
5	FLT SIMULATOR																				
6																					
7	MMS		1														270	10		110	47
8																					
9																					
10																					
11																					
12																					
13																					
14	WING TOTAL	174	205			495	14	9							58	2	550	45	37	441	983
15																					
16																					
17																					
18																					

	WORK CENTER	CODE 8 %			CODE 1 %			REMARKS
		PREVIOUS MONTH	LAST MONTH	CURRENT MONTH	PREVIOUS MONTH	LAST MONTH	CURRENT MONTH	
1	FMS	.7	.8	.5	17.2	29.5	27.4	Code 8 and 1 percentage continues to fluctuate. No problem areas were noted.
2								
3	AIMS	10.7	12.0	14.1	21.6	22.4	25.5	
4								
5	FLT SIMULATOR							
6								
7	MMS	0.0	0.0	0.0	15.0	90.5	29.7	
8								
9								
10								
11	WING TOTAL	4.5	4.8	5.0	18.8	27.5	26.9	
12								
13								
14								
15								
16								
17								
18								

SAC [illegible] 5098 PREVIOUS EDITION IS OBSOLETE

BASE SELF SUFFICIENCY

WING: Bomb Wing | SQUADRON: 43ABMS | DATE: De 1968

WORK CENTER	SELF SUFFICIENCY EVALUATION CODES: REPAIR CODES A	F	G	H	L	Z	TOTAL REPAIR	NRTS CODES 2	3	4	5	6	TOTAL NRTS	TOTAL PROCESSED	SELF SUFFICIENCY RATE: PREVIOUS MONTH	LAST MONTH	CURRENT MONTH
2411 Radio	116	26					142			3			3	142	94.4	95.4	97.8
2412 Radar	57	15					72			2			2	66	94.3	93.4	96.9
2412 Doppler	5	2	1				8			2			2	10	88.9	92.7	80.
2413 ECM	17	18		2			37			1			1	38	94.3	94.3	97.4
2420 Fire Cont	70	3		3			76			3			3	79	94.4	94.4	96.2
2430 Comm Inv	199	114		4			317			9			9	326	94.6	95.4	97.3
2433 Ft Cont	21	2					23							23	91.2	84.6	100.
2435 Autopilot			4	2			6							6	100.	100.	100.
2441 Photo	8	1					9	1					1	10	100.	93.3	90.
2450 IMU		92	7	35			134							134	100.	100.	100.
2400 Total	493	276	12	48			829	1		21			22	838	94.6	94.4	97.4

REMARKS

The overall squadron repair rate increased sharply during the month of December. Three shops failed to achieve the desired 95 percent goal. All due to low volume of items processed, combined with the requirement to NRTS some items.

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SAC FORM Jan 69 509 PREVIOUS EDITION IS OBSOLETE. SAC - OAFB, Nebraska

SHOP ACTIONS TAKEN

WING: 43d Bomb Wing | SQUADRON: 43ARMS | December 1968

	WORK CENTER	ACTION TAKEN CODES B	C	D	E	J	M	N	P	Q	R	S	T	U	V	X	Y	7	9	1
1	24110 Radio	19	14													6	2		16	
2	24120 Radar	14	29													2	7	5	5	14
3	24125 Doppler	2	2														8	4		12
4	24131 ECM Shop	371	27			3											6		1	23
5	24210 Fire Cont		3												22			15	4	10	30
6	24310 Bomb Nav	85	64			2											72	4	2	1	110
7	24330 Flt Cont	3	4			1											2	1			5
8	24331 Autopilot	1				1											34				2
9	24400 Photo	6	3																	1	4
10	24500 PMEL					440										1	24			6	9
11																					
12																					
13																					
14				1																	
15	Sqdn Total	164	145			447									22	9	166	31	33	48	226
16																					
17																					
18																					

	WORK CENTER	CODE B % PREVIOUS MONTH	CODE B % LAST MONTH	CODE B % CURRENT MONTH	CODE 1 % PREVIOUS MONTH	CODE 1 % LAST MONTH	CODE 1 % CURRENT MONTH
1	24110 Radio	9.4	10.0	11.2	0.0	0.0	0.0
2	24120 Radar	10.7	2.8	13.1	6.1	6.0	13.1
3	24125 Doppler	26.2	8.7	8.7	17.7	34.8	52.2
4	24131 ECM Shop	18.2	28.4	34.9	21.8	22.0	21.7
5	24210 Fire Cont	0.0	0.0	0.0	16.4	13.8	14.3
6	24310 Bomb Nav	14.0	17.8	17.3	25.1	21.2	24.4
7	24330 Flt Cont	1.0	2.0	2.4	61.4	70.2	77.4
8	24331 Autopilot	3.2	0.0	7.7	48.4	58.3	69.2
9	24400 Photo	0.0	4.4	28.6	33.3	17.4	19.0
10	24500 PMEL	0.0	0.0	0.0	57.1	0.0	50.0
11							
12							
13							
14							
15							
16	Sqdn Total	10.7	11.8	14.1	21.6	22.0	25.5
17							
18							

REMARKS

The code 1 and 3 percentage continued to fluctuate during the month of December. No problem areas were noted.

SAC [illegible] 5093 PREVIOUS EDITION IS OBSOLETE

BASE SELF SUFFICIENCY

WING: [redacted] Bomb Wing

SQUADRON: 42BMS

DATE: December 1968

WORK CENTER	SELF SUFFICIENCY EVALUATION CODES												TOTAL NRTS	TOTAL PROCESSED	SELF SUFFICIENCY RATE		
	REPAIR CODES						TOTAL REPAIR	NRTS CODES							PREVIOUS MONTH	LAST MONTH	CURRENT MONTH
	A	F	G	K	L	Z		2	3	4	5	6					
[redacted]	129		1				130						1	131		100	99.2
	163		1				164							163		100	100
	238		2				240							240		100	100
	221						221							221		100	100
	64	4				2	70						1	69		100	98.5
	63	1	1		1		66	1						66		100	100
	8						8							8		100	100
	98						98							98		100	100
	32	1					33	1						34		100	97.1
	163	1		1			165							165		100	100
	3						3							3		100	100
	128						128							128		100	100
	2						2							2		100	100
	28						28							28		100	100
	1441	6	4	1	2	2	1460	1	1	2		1	5	1460		100	99.6

REMARKS

The overall squadron repair rate increased during December. Aero repair shop failed to achieve the desired 95 percent goal due to the low number of items processed. Work centers with no items processed are not included in these calculations.

SAC FORM JAN 66 509 PREVIOUS EDITION IS OBSOLETE.

SAC - OAFB, Nebraska

SHOP ACTIONS TAKEN

WING: 43d Bomb Wing | SQUADRON: 43PMS | DATE: December 1968

WORK CENTER	ACTION TAKEN CODES																			
	B	C	D	E	J	M	N	P	Q	R	S	T	U	V	A	X	Y	7	9	:
1 2311C Mech Shop																8				
2 2312 Welding	2																			
3 2313 Struct Rep						1													7	1
4 2315 Survy Equip		2																		2
5 2316C Corr Cont																11			38	
6 2317C NDI							1							147						
7 232-- Propul Br		1				11	8									27				
8 2331C Aero Rep														2					17	37
9 2332 Fuel Sys																			14	1
10 2333 Electric	1	7			1											55	2	4	84	42
11 2334 PNEU	1	8				2										3		4	64	42
12 2335 Instrument	2	2			4											8		3	10	24
13 2336 M/A	1	2																1	1	32
14 2337C Tire														148				1	1	17
15 2338 IFR																				
16 2339C Xpress		1																	3	
17 234-- AGE																				
18 Sqdn Total	10	29			6	14	9											6	281	197

WORK CENTER	CODE B ?			CODE T ?		
	PREVIOUS MONTH	LAST MONTH	CURRENT MONTH	PREVIOUS MONTH	LAST MONTH	CURRENT MONTH
1 2311C Mech Shop	2.2	1.0	0.0	0.0	0.1	0.0
2 2312 Welding	.4	1.7	1.1	0.0	0.0	.6
3 2313 Struct Rep	0.0	0.0	0.0	0.0	0.0	.8
4 2315 Survy Equip	0.0	0.0	0.0	0.0	0.0	0.0
5 2316C Corr Cont	8.3	11.6	0.0	0.0	0.0	0.0
6 2317C NDI	0.0	0.0	0.0	0.0	0.0	0.0
7 232-- Propul Br	0.0	0.0	0.0	63.0	78.9	80.0
8 2331C Aero Rep	33.3	0.0	0.0	0.0	0.0	6.3
9 2332 Fuel Sys	12.5	0.0	0.0	12.5	0.0	0.0
10 2333 Elect	1.7	2.7	.7	17.6	24.0	3.0
11 2334 PNEU	.2	1.0	.2	11.2	16.0	8.7
12 2335 Instrument	3.2	2.4	3.7	82.5	73.2	82.4
13 2336 M/A	1.0	0.0	1.9	33.3	56.7	55.8
14 2337C Tire	0.0	0.0	0.0	0.0	0.0	10.8
15 2338 IFR	0.0	0.0	0.0	0.0	0.0	0.0
16 2339C Xpress	0.0	0.0	0.0	0.0	40.0	0.0
17 234-- AGE	0.0	0.0	0.0	0.0	0.0	0.0
18 Sqdn Total	.7	.8	.5	17.2	29.1	20.4

REMARKS

Code 1 and B percentage continued to fluctuate during the month of December. No problem areas were noted.

SAC 504a PREVIOUS EDITION IS OBSOLETE

B-52 SCHEDULING EFFECTIVENESS AND ACCOMPLISHMENTS

1. The information that follows is extracted from the 1-SAC-082 Report and reflects the B-52 activity for December and the preceding 6 months:

	JUN	JUL	AUG	SEP	OCT	NOV	DEC
Sorties Scheduled	142	150	158	138	165	137	147
Sorties Cancelled	10	10	14	13	31	21	23
Sorties Added	7	9	15	6	11	18	10
Sorties Airborne	139	149	159	131	145	134	134
Sorties Early/Late	15	16	11	15	12	19	19
Sorties On Time	124	133	148	116	133	115	115
Air Aborts	4	4	6	2	3	4	2
Hours Flown	798	892	1010	708	899	843	803
Average Sortie Length	6.3	6.4	6.4	5.7	6.2	6.4	6.

2. The schedule deviation causes for December were:

	AIR	LTO	CAMX	TOTAL
Weather	6	3	11	20
ATC		2		2
Operations	3		1	4
Materiel	1	12	9	22
Receiver/Tanker		2		2
SAC			2	2
Total	10	19	23	52

3. Materiel deviations for December by system:

	LTO	CAMX	AIR ABT	TOTAL
Air Frame		2		2
Auto Pilot	1			1
Instrument	1			1
Power Plant	3	1		4
Elect Pwr Supply	2	1		3
Fuel System	2	2	1	5
Bomb Nav	1			1
Hydraulic		1	1	2
Landing Gear	1	2		3
UHF	1			1
Total	12	9	2	23

4. The 9 Materiel cancellations by cause c ail number:

1019	4 Dec	Fuel leak - right wheel well fairing
1021	5 Dec	Nr 3 generator coupling shaft sheared. Removed and replaced coupling shaft
1010	6 Dec	Nr 4 engine oil pressure high. Low EGT on take off roll. Removed and replaced Nr 4 engine
2439	10 Dec	Nr 5 brake dragging. Removed and replaced fwd inbd brake assy
2435	13 Dec	Nose strut leaking. Replaced seals
1021	17 Dec	Nr 1 hydraulic pressure lite on. Removed and replaced pressure switch and pump
2458	17 Dec	Fuel quantity flux. Shorted cable at ICA probe
2444	30 Dec	Hole in Rt walkway panel. Patched hole
2440	30 Dec	CG out of tolerance. Removed and replaced calibrator

5. The 12 Materiel late take offs by cause and aircraft tail number:

2454	2 Dec	Hydraulic leak search radar antenna. Removed and replaced antenna
2455	6 Dec	Nr 3 engine starter inoperative. Removed and replaced starter
1014	9 Dec	Nr 1 generator decoupled at pre T/O. Engine run reset
2435	9 Dec	No rotation Nr 3 engine. Starter shaft sheared. Removed and replaced shaft
2434	10 Dec	CG switch won't go out of auto. Adjusted switch
2461	19 Dec	Fuel quantity flux. Bad resistor fuel control panel
2444	19 Dec	Nr 2 engine vibration. Adjusted push-pull rod main control
2052	20 Dec	Interphone blows fuses. Repaired wire control panel plug
1019	20 Dec	1st station auxiliary attitude indicator bad. Removed and replaced indicator
2450	20 Dec	Left main gear axle beam sheared. Removed and replaced strut
2433	20 Dec	Nr 3 generator went off line during engine run - recoupled
2442	30 Dec	Signal to ACA continues after control stick stops. Removed and replaced ACA

6. The 2 air aborts by cause and aircraft tail number:

2245	2 Dec	Cannot air refuel; ready lite not on and air refueling door unopen. Removed and replaced signal amplifier
2458	5 Dec	Clamp broken on hot air line and damaged seals in hydraulic shutoff valve. Removed and replaced valve.

TB-58 SCHEDULING EFFECTIVENESS AND ACCOMPLISHMENTS

1. The information that follows is an extract from the 1-SAC-M52 Report and reflects the TB-58 activity for December and the preceeding 6 months:

	JUN	JUL	AUG	SEP	OCT	NOV	DEC
Sorties Scheduled	71	83	65	71	84	76	91
Sorties Cancelled	12	14	13	18	28	32	31
Sorties Added	4	3	2	6	5	4	4
Sorties Airborne	63	72	54	58	62	47	64
Sorties Early/Late	16	14	15	15	24	12	22
Sorties On Time	47	58	39	43	38	35	42
Air Aborts	0	1	0	0	0	0	0
Hours Flown	156	215	170	138	199	128	163
Average Sortie Length	2.6	2.9	3.1	2.4	3.2	2.7	2.5

2. The schedule deviation causes for December were:

	ADD	LTO	CANX	TOTAL
FAA		3		3
Weather			8	8
Operations	4	1		5
Materiel		18	23	41
Total	4	22	31	57

3. The Materiel and Supply deviations for December by system:

	LATE	CANX	TOTAL
Air Conditioning		1	1
Auto Pilot	1	0	1
Fuel System	3	4	7
Air Frame	1	2	3
Power Plant	4	2	6
Hydraulic Power Supply		1	1
Landing Gear	1	4	5
Flight Control	2	8	10
Electrical Power Supply		1	1
Instrument	1		1
Misc Utilities	2		2
UHF Comm	2		2
Interphone	1		1

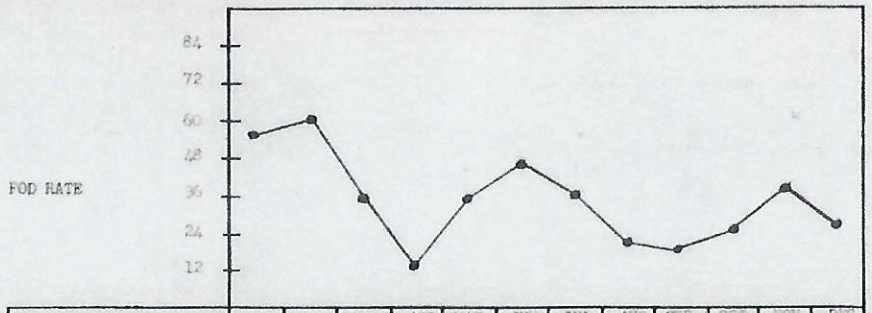
4. The 23 Materiel cancellations for December by cause and aircraft tail number:

5670	2 Dec	2nd sortie	- Lost right brake during taxi for T/O. Removed and Replaced cable
5661	4 Dec	2nd sortie	- Leaking Nr 3 engine quick disconnect. Removed and replaced Nr 3 self sealing quick disconnect coupling
5670	4 Dec	2nd sortie	- Nr 2 engine goes into afterburner too easily. Rerigged Nr 2 throttle
5661	4 Dec	4th sortie	- Nr 2 pylon leak
5661	9 Dec	1st sortie	- CG out of tolerance. Calibrated CG system
5668	9 Dec	2nd sortie 3rd sortie	- EPI drove out of limits. Removed and replaced PCLA
5661	10 Dec	1st sortie 2nd sortie	- Left anti-skid conduit broken. Removed and replaced conduit
5668	11 Dec	3rd sortie	- Elevon trim lite stays on. Adjusted switch on ETA
5668	12 Dec	1st sortie	- Elevon trim lite stays on. Removed and replaced PCLA
5670	13 Dec	2nd sortie 2nd sortie	- RH air to air heat exchanger leaking. Removed and replaced exchanger
5670	17 Dec	2nd sortie	- Nr 3 generator flux on 1 sortie tripped off line. Removed and replaced generator
5670	17 Dec	3rd sortie	- Canopy nitro leak. Removed and replaced tubing in belly of acft
5661	18 Dec	1st sortie 2nd sortie	- Balance tank takes fuel with refuel valve off. Replaced pilot line to refuel valve
5661	19 Dec	3rd sortie	- Rudder oscillation. Removed and replaced control valve
5670	19 Dec	2nd sortie	- Aft tank off by 2000 lbs. Replaced 5 connectors in aft tank probe
1007	23 Dec	1st sortie 2nd sortie	- Rudder position transmitter 13 degrees in error. Removed and replaced transmitter
1007	26 Dec	2nd sortie	- 3 degree rudder required for taxi. Removed and replaced steering positioning transmitter
1007	30 Dec	2nd sortie	-Nr4 eng A/B leak. Removed and replaced fuel pump garloc seal

5. The 18 Materiel late take offs by cause and tail number:

5661	5 Dec	1st sortie - Nr 3 starter shaft sheared. Removed and replaced starter shaft
5661	5 Dec	2nd sortie - 3rd station indicator ejection switch out of adjustment. Adjusted switch
		3rd sortie
5668	5 Dec	2nd sortie - UHF weak and intermittent. Removed and replaced Nr 1 receiver
5670	6 Dec	1st sortie - No nose draw trim. Replaced PCLA fuse
5661	9 Dec	2nd sortie - Auto trim and elevator available out of limits. Elevator aileron input position transmitter
5668	11 Dec	2nd sortie - ARC-97 won't channelize. Removed and replaced RT-377 receiver transmitter
5670	11 Dec	2nd sortie - Pod sump coupler leaking. Removed and replaced fuel disconnect
5670	13 Dec	1st sortie - Nr 3 engine would rotate. Adjusted electrical connection on starter
5668	13 Dec	1st sortie - Fuel quantity disagrees with fuel sheets. Defuel and Refuel
5670	16 Dec	1st sortie - Nr 4 engine no RPM - tach inoperative. Removed and replaced tach generator
5670	16 Dec	2nd sortie - 2nd station altimeter stuck. Removed and replaced altimeter
5668	17 Dec	2nd sortie - Interphone external receptacle plug loose. Repaired receptacle
5661	19 Dec	2nd sortie - Fuel seep bottom LH wing. Reseated fasteners
5661	23 Dec	2nd sortie - Nr 2 engine 2nd station EGT indicator reads hi. Removed and replaced indicator
5661	23 Dec	3rd sortie - 6 main gear tires cut. Removed and replaced 6 main gear tires
1307	26 Dec	1st sortie - J-4 blows fuses. Removed and replaced fuse
5668	26 Dec	2nd sortie - Aft tank indicates 500 lbs when empty. Calibrated fuel quantity indicator

B-52 TIRE FOD



HOW MALFUNCTION	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
020 WORN	162	128	113	170	226	171	169	74	139	108	87	127
111 BURST	24	8	9	2	1	8	0	8	3	6	0	0
OTHER	18	19	21	5	9	16	10	10	3	5	5	0
(FOD) 116 CUT	109	103	66	32	76	84	80	41	31	53	70	53
(FOD) 540 PUNCTURED	0	0	0	0	0	8	1	1	0	0	0	0
TOTAL	313	258	209	209	312	287	260	134	176	172	162	180
TOTAL FOD	109	103	66	32	76	92	81	42	31	53	70	53
SORTIES FLOWN	197	170	180	225	216	202	221	213	179	207	178	198
FOD RATE	.55	.61	.36	.14	.35	.46	.37	.20	.17	.26	.39	.27

SOURCE: MDC RPT #5 The number of tire changes increased during the month of December. A decrease was noted in FOD but there was an increase in the number of tires "worn". The reason for the lower rate is that more sorties were flown with fewer "cut" codes and no punctures.

AIRCRAFT ...IZATION

The following reflects the bomber aircraft and maintenance team utilization for the month of December 1968:

TEAM #	ACFT	SCHED	TOTAL CNX	MAT CNX	ADU	ADH	TOTAL LATE	MAT LTO	AIR ABT	DAYS ON ALERT	HRS FLOWN
2	013	4	0	0	0	4	1	0	0	0	24.3
	011	1	1	0	0	0	0	0	0	23	0.0
	021	9	3	2	1	7	0	0	0	0	42.3
	436	0	0	0	0	0	0	0	0	30	0
	438	3	0	0	0	3	0	0	0	22	22.0
	450	4	0	0	0	4	1	1	0	10	26.0
	451	5	0	0	0	5	0	0	0	0	28.7
Total		26	4	2	1	23	2	1	0	85	143.3
TEAM #3	014	4	0	0	0	4	1	1	0	16	27.1
	015	0	0	0	0	0	0	0	0	31	0
	439	2	2	0	1	1	0	0	0	0	1.0
	434	2	1	0	1	2	0	0	0	17	9.7
	433	7	0	0	0	7	3	1	0	2	39.0
	435	9	2	1	2	9	1	1	0	0	56.8
Total		24	5	1	4	23	5	3	0	66	133.6
TEAM #4	018	3	0	0	0	3	0	0	0	16	19.7
	441	0	0	0	0	0	0	0	0	29	0
	442	2	0	0	0	2	2	1	0	23	11.1
	457	1	0	0	0	1	0	0	0	0	1.6
	461	7	0	0	0	7	1	1	0	4	47.3
	440	2	2	1	0	0	0	0	0	26	0.0
	462	6	0	0	0	6	1	1	0	0	33.0
Total		21	2	1	0	19	4	3	0	98	112.6
TEAM #5	431	1	0	0	0	1	0	0	0	0	1.7
	445	5	0	0	0	5	1	0	0	11	35.9
	446	2	0	0	0	2	0	0	0	21	11.3
	121	8	2	0	1	7	0	0	0	2	44.4
	456	0	0	0	0	0	0	0	0	30	0
	444	3	1	1	0	2	1	1	0	16	15.3
Total		19	3	1	1	17	2	1	0	80	108.6

43d Bomb Wing - December 1968

TEAM #6	ACFT	SCHED	TOTAL CNX	MAT CNX	ADD	ABN	TOTAL LATE	MAT LTO	AIR ABT	DAYS ON ALERT	HRS FLOWN
	439	8	1	1	1	8	0	0	0	0	46.8
	428	1	1	0	1	1	0	0	0	0	0.9
	122	0	0	0	0	0	0	0	0	29	0
	455	2	0	0	0	2	1	1	0	3	8.2
	453	4	2	0	0	2	0	0	0	0	8.9
	454	8	0	0	0	8	0	0	1	9	53.9
	064	2	0	0	0	2	1	1	0	23	14.2
	012	8	1	1	0	7	1	1	0	0	39.4
Total		33	5	2	2	30	3	3	1	64	172.3
TEAM #7	010	5	1	1	0	4	0	0	0	14	30.6
	434	9	1	0	0	8	2	1	0	0	50.8
	458	4	1	1	0	3	0	0	1	9	14.4
	460	0	0	0	0	0	0	0	0	31	0
	463	3	0	0	0	3	0	0	0	18	19.9
	432	3	1	0	2	4	1	0	0	9	19.2
Total		24	4	2	2	22	3	1	1	81	134.0

MAINTENANCE TEAM UTILIZATION

TEAM #2	26	4	2	1	23	2	1	0	85	142.3
3	24	5	1	4	23	5	3	0	66	133.0
4	21	2	1	0	19	4	3	0	98	112.6
5	19	3	1	1	17	2	1	0	80	108.6
6	33	5	2	2	30	3	3	1	64	172.3
7	24	4	2	2	22	3	1	1	81	134.0
Total	147	23	9	10	134	19	12	2	474	802.8

KC-135 SCHEDULING EFFECTIVENESS AND ACCOMPLISHMENTS

1. The information that follows is an extract from the 1-SAC-U82 Report and reflects the KC-135 activity for December and the preceeding 6 months:

	JUN	JUL	AUG	SEP	OCT	NOV	DEC
Sorties Scheduled	94	84	101	114	99	80	84
Sorties Cancelled	16	7	24	19	19	9	16
Sorties Added	17	25	22	12	11	7	12
Sorties Airborne	95	102	99	107	91	78	80
Sorties Early/Late	10	9	17	6	8	13	12
Sorties On Time	85	93	82	101	83	65	69
Air Aborts	0	2	0	1	0	2	1
Hours Flown	399	444	429	450	447	424	392
Average Sortie Length	4.2	4.4	4.3	4.2	4.9	5.4	4.9

2. The schedule deviation causes for December were:

	ADD	LATE	CANX	TOTAL
FAA		2		2
Weather	3		2	5
SAC	6	3	10	19
Operations	2		1	3
Materiel	1	5	3	9
Receiver/Tanker		1		1

3. Materiel deviations for December by system:

Instrument	1 Late Take Off	Air Condition	1 cancellation
Power Plant	2 Late Take Offs	Fuel System	1 cancellation
Elec Pwr Sup	2 Late Take Offs	Auto Pilot	1 cancellation

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

1610 4 Dec MD-1 Gyro inoperative, off flag failed. Removed and replaced displacement Gyro

0339 13 Dec No ignition Nr 1 engine. Repaired broken wire in harness

1462 16 Dec Generators won't come on line. Faulty lock on relay. Repaired lock on relay

0339 20 Dec Nr 3 fuel flow transmitter inoperative. Removed and replaced fuel flow transmitter

0343 23 Dec Nr 1 generator reads low. Removed and replaced Nr 1 freq and load control

5. The 3 Materiel Cancellations by cause and tail number:

0344 2 Dec Start Cart Air dumping in cabin. Removed and replaced emergency auxiliary heat and pressure valve

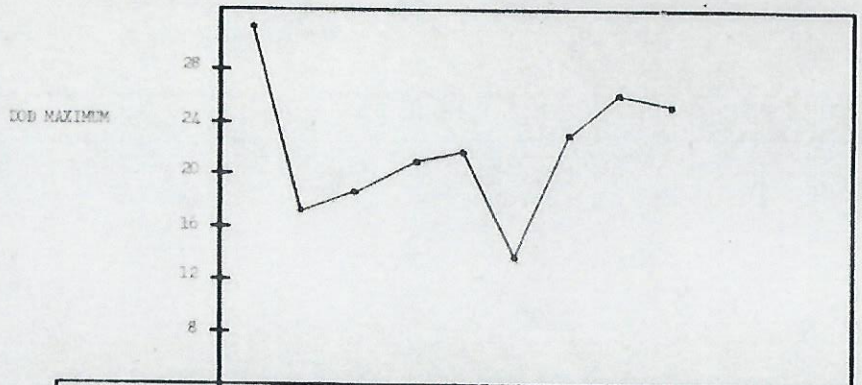
1462 4 Dec J-4 Compass in error. Removed and replaced J-4 Servo Amplifier Assy

1480 16 Dec Nr 4 Main Fuel Tank leak

6. The 1 Air Abort by cause and tail number:

1410 9 Dec Nr 3 Engine Oil Pressure flux. Engine shutdown at 35 PSI. Removed and replaced 4# Carbon Seal

KC-135 NORM RATES



MONTH	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC			
TOTAL RATE	31.3	17.6	18.4	20.9	21.3	13.8	23.4	26.7	25.5			
UNSCHED MAINT	26.8	15.1	14.9	16.6	17.0	11.3	18.8	19.7	17.2			
PHASE	4.5	2.5	3.5	4.3	4.3	2.5	4.6	7.0	8.3			

SOURCE: Aerospace Vehicle Status Report PCN 22006A

43d Bomb Wing - December 1968

KC-135 NORM

1. The NORM rates exceeded the DOD standards for the second consecutive month. The unscheduled maintenance rates decreased from November, however, this decrease was off set by an increase in phased inspection rates.

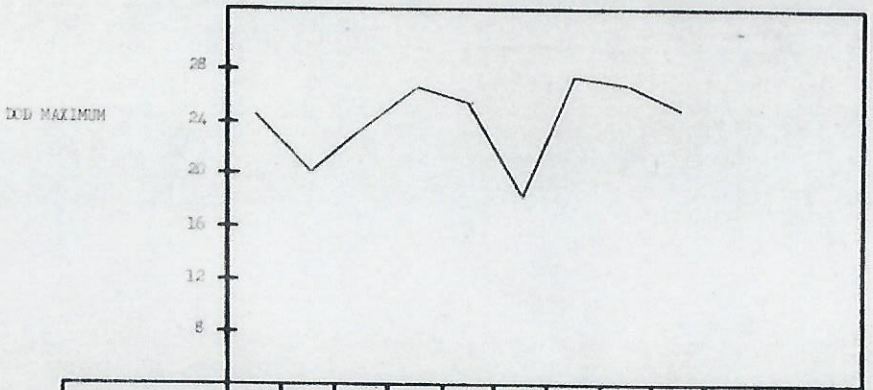
2. The high NORM systems and components within each system were:

SYSTEM	HOURS
Jet Engine	297
UHF Communications	168
Airframe	158
Landing Gear	155
Hydraulic	134
Radar Nav	134

COMPONENTS	
Power Plant	53 hours
Breather Pressurization Valve	48 hours
RT-263/ARC 34	168 hours
Nacelle Panel	158 hours
Nose Tires	78 hours
Main Tires	39 hours
Hydraulic Pump	57 hours
Quick Disconnects	25 hours
Computer Control	24 hours
Electronic Control Amp	24 hours
Flexible Wave Guide	20 hours

3. Hours possessed on the 1-HAF-A1 Report were 9577. Of these, 1648 were reported Not Operational Ready due to maintenance. Phased inspection consumed 791 of these. The requirements to accomplish multiple phased inspections prior to deploying aircraft to forward bases naturally will cause a high phase rate. This requires close monitoring of unscheduled maintennance to keep the NORM rates within standards.

B-58 NORM RATES



MONTH	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC			
TOTAL RATE	24.9	20.4	23.3	26.7	25.6	18.5	27.8	27.6	25.1			
UNSCHED MAINT	22.2	18.5	21.8	24.1	23.5	16.6	26.0	25.9	23.1			
PHASE	2.7	1.9	1.5	2.6	2.1	1.9	1.8	1.7	2.0			

43d Bomb Wing - December 1968

B-58 NORM

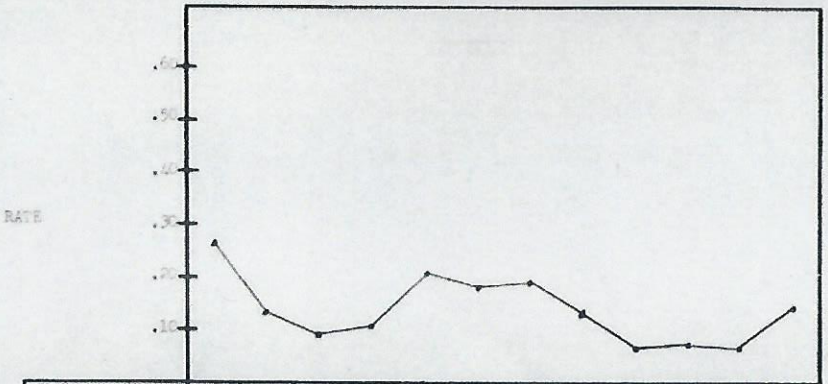
1. The B-58 NORM rates are above DOD maximum for the third consecutive month and for 6 of the 9 plotted months. The 25.1 percent represents 6342 hours and based on 744 hours for the month, equates to 8.5 aircraft for the entire month.

2. NORM hours were reported against 20 systems with 8 of these 20 having more than 200 hours. These systems and the high NORM components within the system were:

SYSTEM	HOURS	COMPONENT	
Bomb Nav	1129	PMSV	277 hours
		Astro Tracker Telescope Assy	96 hours
		IGU	72 hours
		Frequency Tracker	66 hours
Fuel System	831	Aft Tank Indicator	148 hours
		Quantity Totalizer	79 hours
		Boost Pump	73 hours
Jet Engine	601	EGT Indicator	116 hours
		Starter Air Ducts	67 hours
		Spike Actuator	55 hours
Electrical	506	AC Generator	177 hours
		Decoupler Assy	159 hours
		Decoupler Shaft	60 hours
Hydraulic	346	Nr 3 Engine Pump	72 hours
		Primary System	72 hours
		Quantity Transmitter	70 hours
Air Conditioning	306	Throttle Control Valve	96 hours
		Cabin Pressure Safety Valve	69 hours
		Cabin Pressure Regulator	53 hours
Airframe	288	Aft Tank	106 hours
Landing Gear	213	Axle Beam	41 hours
		Main Tires	38 hours
		Nose Gear Door	30 hours

3. Unscheduled maintenance continues to be the area causing high NORM rates. Phased inspection is not a problem at this time.

B/TB-58 CANNIBALIZATIONS



MONTH	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
RATE	.25	.13	.09	.11	.21	.18	.19	.13	.06	.07	.06	.14
CANNS	46	46	22	29	46	37	28	28	10	16	10	28
SORTIES	197	165	196	256	216	202	221	213	179	207	178	198

SOURCE: RCS: 1-SAC-U82
AF Form 991

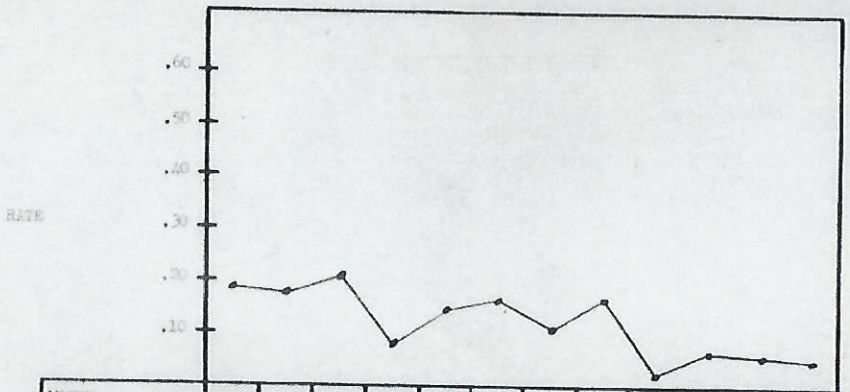
43d Bomb Wing - December 1968

B/TB-58 CANNIBALIZATIONS

The following is a list of items cannibalized showing the number of times and the reason for cannibalization:

FSN	NOUN	REASON	TIMES CANN'D CURRENT	LAST	PREVIOUS
6610-816-1709	Fuel Flow Ind	To Prevent NORS	1	0	0
1660-066-2080	Mod Valve	To Prevent NORS	2	0	0
6680-880-4183	Transmitter	To Prevent NORS	3	1	0
6615-850-0060	Amp Computer Assy	To Prevent NORS	2	0	1
6615-896-4794	YACA	To Prevent NORS	1	1	0
6685-473-7966	EGT Indicator	To Prevent NORS	1	1	0
6610-530-3074	Indicator	To Prevent NORS	2	0	0
1660-859-7735	Cold Air Valve	To Satisfy NORS	2	0	0
1660-661-2475	CSF Shaft	To Prevent NORS	1	0	0
473-710-7350XX	Coupling	To Prevent NORS	1	0	0
1660-776-4047	Valve	To Prevent NORS	1	2	1
5930-683-4909	Switch	To Prevent NORS	1	0	0
1560-475-2940XX	Simulator	To Prevent NORS	1	0	0
1680-070-3969	Wiring Harness	To Prevent NORS	1	0	0
5895-962-6584	T-4 Power Amp	To Satisfy NORS	1	0	0
5895-545-6382	T-4 Antenna	To Prevent NORS	1	0	0
5895-545-5374EW	T-4 Driver Amp	To Prevent NORS	1	0	1
2915-863-1261	Valve	To Prevent NORS	1	0	0
1680-343-5745	Amplifier	To Prevent NORS	1	0	0
4720-976-1825	Hose Assy	To Prevent NORS	1	0	0
4720-590-8174	Hose Assy	To Prevent NORS	1	0	0
1660-066-2080	Valve	Satisfy NORS	1	0	0

KC-135 CANNIBALIZATIONS



MONTH	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
RATE	.19	.18	.21	.08	.14	.16	.11	.16	.02	.07	.05	.05
CANS	16	18	22	10	15	15	11	16	2	6	5	4
SORTIES	84	101	103	118	105	95	102	99	107	91	78	80

SOURCE: RCS: 1-SAC-U82
AF Form 991

KC-135 CANNIBALIZATIONS

The following is a list of items cannibalized showing the number of times and the reason for cannibalization:

PSN	NOUN	REASON	TIMES CANN'D CURRENT	LAST	PREVIOUS
6615-650-6628	Gyro MDI	To Prevent NORS	1	0	0
6620-772-8567	Power Supply	To Prevent NORS	1	0	0
6110-813-3053	Panel	Maint Convenience	1	0	0
6620-878-3892	Fuel Flow Trans	To Prevent NORS	1	0	0

43d Bomb Wing - December 1968

REPEAT W...-UPS B-52

1. There were 134 sorties flown with repeats occurring on 74 sorties. They range from 1 to 5 per sortie as follows:

1 Repeat on	48	3 Repeats on	9
2 Repeats on	15	4 Repeats on	1

5 Repeats on 1

2. The reliability code distribution on the repeats was 69 code 2, 44 code 3 and 1 code 5. The distribution of the repeats by system are as follows:

SYSTEM	CODE 2	CODE 3
Engine	2	6
A/C Press	1	1
A/Refuel	3	0
LDG Gear	2	0
Hydraulic	1	0
Compass	0	2
IFF	6	2
ILS	1	0

SYSTEM	CODE 2	CODE 3	CODE 5
Doppler	2	7	0
B/N	32	6	0
ECM Rec	3	0	0
Tacan	0	1	0
Elec Pwr Sup	0	3	0
Fuel(Other)	9	0	0
HF Radio	1	1	1

SYSTEM	CODE 2	CODE 3
Auto Pilot	7	1
UHF Radio	0	1
Oxygen	2	0
Radar Alt	1	6
Nav	1	5
ECM Trans	0	8
FCS Radar	1	0

3. There were 8 repeat code 3 that were code 2 on the previous sortie. These repeats were on the following systems:

SYSTEM	REPEATS	SYSTEM	REPEATS
Auto Pilot	1	Compass	1
Radar Alt	1	Tacan	1
Doppler	1	UHF	1
B/Nav	1	Air Conditioning	1

4. There were 36 repeat code 3 that were code 3 on the previous sortie. These repeats are on the following systems:

SYSTEM	REPEATS	SYSTEM	REPEATS
HF Radio	1	Compass	1
Radar Alt	5	Doppler	6
Elec Pwr Supply	3	Nav	5
IFF	2	ECM Trans	8
Bomb/Nav	5		

5. The repeats followed the normal system pattern with 78.9 going to the electronics area. This is the case in both code 2 and 3 repeats.

43d Bomb Wing - December 1968

REPEA. ...ITE-UPS B-58

1. There were 134 sorties flown with repeats occurring on 74 sorties. They range from 1 to 5 per sortie as follows:

1 Repeat on	48	3 Repeats on	9	5 Repeats on 1	
2 Repeats on	15	4 Repeats on	1		

2. The reliability code distribution on the repeats was 69 code 2, 44 code 3 and 1 code 5. The distribution of the repeats by system are as follows:

SYSTEM	CODE 2	CODE 3	SYSTEM	CODE 2	CODE 3	CODE 5	SYSTEM	CODE 2	CODE 3
Engine	2	0	Doppler	2	7	0	Auto Pilot	7	1
A/C Press	1	1	B/N	32	6	0	UHF Radio	0	1
A/Refuel	3	0	ECM Rec	3	0	0	Oxygen	2	0
LDG Gear	2	0	Tacan	0	1	0	Radar Alt	1	6
Hydraulic	1	0	Elec Pwr Sup	0	3	0	Nav	1	5
Compass	0	2	Fuel(Other)	9	0	0	ECM Trans	0	8
IFF	0	2	HF Radio	1	1	1	FSC Radar	1	0
ILS	1	0							

3. There were 8 repeat code 3 that were code 2 on the previous sortie. These repeats were on the following systems:

SYSTEM	REPEATS	SYSTEM	REPEATS
Auto Pilot	1	Compass	1
Radar Alt	1	Tacan	1
Doppler	1	UHF	1
B/Nav	1	Air Conditioning	1

4. There were 36 repeat code 3 that were code 3 on the previous sortie. These repeats are on the following systems:

SYSTEM	REPEATS	SYSTEM	REPEATS
HF Radio	1	Compass	1
Radar Alt	5	Doppler	6
Elec Pwr Supply	3	Nav	5
IFF	2	ECM Trans	8
Bomb/Nav	5		

5. The repeats followed the normal system pattern with 78.9 going to the electronics area. This is the case in both code 2 and 3 repeats.

6. The following aircraft had more than one repeat write-up on a single system during the month of December. The aircraft tail number and repeat system are listed below:

ACFT #	DATE	SYSTEM	CODE and REPEAT #
1013	3 Dec	Auto Pilot	2 1
	5 Dec		2 2
	9 Dec		2 3
1018	3 Dec	Auto Pilot	2 1
	5 Dec		2 2
	10 Dec		2 3
1019	18 Dec	Radar Altimeter	3 1
	20 Dec		3 2
	26 Dec		3 3
2433	12 Dec	Radar Altimeter	2 1
	16 Dec		3 2
	20 Dec		3 3
2439	13 Dec	Doppler	3 1
	17 Dec		3 2
2439	19 Dec	Bomb/Nav	2 1
	23 Dec		2 2
2444	17 Dec	Electric	3 2
	19 Dec		3 3
2445	17 Dec	Bomb/Nav	2 1
	23 Dec		2 2
	26 Dec		2 3
	30 Dec		2 4
2455	4 Dec	Doppler	2 1
	6 Dec		3 2

WORK CENTER		MANHOUR UTILIZATION							TOTAL
#	SHOP	B-58	POD	KC-135	BF/TR	AGE	SUPPLY	OTHER	
22101	TB Maint Team	1765	92						1857
102	Team #2	1263	6	4					1273
103	Team #3	1476	24	1					1501
104	Team #4	1574	49						1623
105	Team #5	1105	14	4					1123
106	Team #6	1374	24						1398
107	Team #7	1241	10	12					1263
108	Tanker Team #8	11		1384					1395
111	Tanker Team #11	1	8	1578					1587
185	Non Pwr AGE	2088		1251		834	14		4187
188	Phase Team	2001		22		1			2024
310	Fixed Wg A/C				1893				1893
311	Helicopter		44		1038				1082
320	Transient	210	16		1803				2029
Total	OMS	13909	287	4256	4734	835	14		24015
24110	Radio	1356	8	387	57	25	152	19	2004
120	Radar	773		386	91	4	48	16	1318
125	Doppler			260	1	3	43		307
131	ECM Shop	1869	3			96	71		2039
210	Fire Control	1036				140	52		1228
310	Bomb Nav	4160	4			8	271	70	4513
330	Flt Control	1724				15	42	10	1791
331	KC Autopilot	22		139	47	6	136	55	405
400	Photo	431	10						441
500	PMEL							2324	2324
TOTAL	AEMS	11371	25	1172	196	297	815	2494	16370
TOTAL	WING	47170	2128	11893	6153	9948	3127	6253	86672

SOURCE:Report 3-1 The figures portrayed indicate the manhours documented on AFTO 349's. There were 21 working days during this month.

WORK CENTER #	SHOP	MANHOUR UTILIZATION B-58	POD	KC-135	BF/TR	AGE	SUPPLY	OTHER	TOTAL
23110	Machine	1015	55	264	23	153	271		1781
120	Welding	189	3	61	26	478	396	3	1156
130	Struct Rep	1311	27	407	58	94	166		2063
150	Survival Equip	6				1	923		930
155	Fabric	63	2	13		2	447		527
160	Corr Cont	390		222	35	130	34		811
170	NDI	213	2	6	19	76	9		325
210	Recip Engine				519	32			551
220	Prop Shop				16				16
230	Jet Engine	3134		2996	317	374			6821
310	Aero Rep	962		308	4	2			1283
320	Fuel System	1004	221	515	1	2			1743
330	Electric Shop	1622	5	355	136	162	36		2315
340	PNEU	3249		623	44	250	4		4170
350	Instrument	2297	102	187	7			342	2936
360	M/A	1929	51	168	4	49		10	2211
370	Wheel/Tire	955		177	4	107	12		1255
380	IFR	75		149					224
390	Egress	1567	5		11	9			1592
710	AGE Repair Insp	11				2576			2587
420	Service					2087			2087
430	P.U./Delivery	5				854			859
TOTAL	FMS	19997	473	6451	1223	7445	2298	355	38242
25110	B-58 CO & L	1851	536			6		194	2587
120	Weapon Rel		298	2		1175		2	1477
210	Nuclear Wp	25	511	4		11		1521	2072
220	EOD Conv	17	18	8		55		700	798
250	Re-Entry					124		987	1111
TOTAL	MMS	1893	1363	14		1371		3404	8045

B-58 POST MODIFICATION

AIRCRAFT PERFORMANCE

REVIEW

15 - 16 October 1968

Little Rock AFB, Arkansas

1. The review was convened by SAAMA, 0900, 15 October 1968 in B-362, AEMS Conference Room with representatives from SAC, WRAMA and contractors in attendance. A list of attendees is provided as Atch 1.

2. Colonel Lewis Williams of SAAMA opened the meeting and outlined the Agenda to be followed. The purpose of this meeting is to review the performance of modified aircraft received from the Mod Site (GD/Waco). This included a discussion of problems associated with Mod 882, 1588, 10002 and 10003.

(OLD BUSINESS)

3. Data on Action Items from Previous Meeting

a. LRU Quality

(1) Dog LRU'S: Funds required for contractor repair of "Dog LRU'S" were approved by Headquarters AFLC on 2 Oct 1968. WRNN initiated urgent Purchase Request for repair of these LRUs on 4 Oct 1968. Target for repair contract award is 29 Nov 1968. WRNN will report progress to all concerned on 31 Oct 1968.

(2) Alignment procedures at GD/Waco: SANBP directed the DCSAR on 24 Sep 1968 to assure the contractor uses RLRUTS when alignment of RTM and PRU is required.

b. Overheat Problems

(1) Sperry will provide 43rd and 305th Bomb Wings a plan for installation of temperature sensitive tapes and a quantity of tapes required to monitor ten aircraft at each Wing. Tapes and plan will arrive at Wings on or about 31 Oct 1968. Confirmation of tape ranges selected should be achieved by 30 Nov 1968. At that time Sperry will take action to obtain tapes for remaining aircraft. These additional tapes will be furnished the Wings by 16 Dec 1968. Bomb Wing assistance will be required to install, read, record and report tape readings.

(2) Investigation of ARU overheat on aircraft at Little Rock AFB indicates 3 failures attributed to pressure regulator valve in cold air duct, 1 to warm air valve control and 1 to broken temperature sensor. Confirmation of failures at Grissom AFB has not been received. Present

phased inspection requirements for warm air control and temperature sensor are considered adequate. However, SAAMA will recommend adding operational check of the pressure regulator valve at the next Maintenance Management Review. A fact finding team will convene at Grissom AFB, 16-18 Oct 1968, for further evaluation of the problem.

4. Wiring and Harness Problems

a. Nav Chassis

(1) A decision has been made to rehabilitate problem Navigation Chassis Units identified by SAC at Depot level rather than at Grissom AFB or GD/Waco as discussed during the 11-12 Sep 1968 Mod 10003 Review at Grissom AFB. It is estimated that 40-manhours, in addition to the current Depot repair standard, will be required to rehabilitate each problem Navigation Chassis.

(2) WRAMA implemented the Navigation Chassis rehabilitation program at SAAMA on 26 Sep 1968.

5. Navigator Training

All GFE for Bomb/Nav mission simulator is available at Curtiss-Wright Corp. Prototyping is in progress at Grissom AFB. Final retrofit installation is expected to be completed in Dec 1968.

6. Items Outside MOD 10003

a. TCTO 1B-58A-827 has been issued to correct the wiring error in Mod 887 (Cartridge Starter). Thirteen aircraft are affected and all have been completed.

ACTION: (1) SAC will advise SANB of training requirements,

(2) SANBR will notify SAC when adequate supply of cartridges will be available.

b. LARA wiring discrepancies have been brought to the attention of the Contractor and DCSAR. DCSAR surveillance of installation has been initiate

c. Contractor assistance has been provided to Grissom AFB to resolve Flight Control Tester problems. The Tester has been made operational, modified ACA and new YACA box were checked out on Tester. The Tester is now functional. RYD modified aircraft have been experiencing what appears to be excessive yaw damper caution light illumination. Additional flight experience must be obtained to determine if tolerances require changing. YACA monitor tolerances must be kept tight, otherwise their purpose would be defeated.

ACTION: SANBT will investigate yaw rate to roll and yaw caution light problem to determine if actual malfunctions exist during illumination. Method of investigation and target date for completion will be provided by 30 Oct 1968.

d. In order to provide AFLC with additional information concerning Bomb/Nav System performance, SAC will report significant in-flight discrepancies on the first five sorties following aircraft delivery. SAAMA will evaluate the data and initiate any required corrective action.

e. All PRU cameras received at the SRA (OOAMA) are being overhauled Adequate assets are on hand and no problems are anticipated in supplying assets to meet the modification schedule.

7. MOD Power Supply

Investigation of Mod Power Supply problems are continuing at Raytheon and Litton.

ACTION: WRAMA will provide a status report on the progress of efforts to solve problems with modified Mod Power Supply by 31 Oct 1968. This report will include results and recommendations of the WRAMA/Raytheon investigation of the failed A-1 and A-2 diode stacks, magnetron operating current and interface problem between the magnetron and MPS.

8. Tech Data Shortage

a. SAAMA provided available copies of 33 and 5 series TOs to 43AEMS on 17 Sep 1968 together with pertinent information concerning availability

of the remainder. Formal copies of 11B Series Technical Orders required by SAC were shipped from WRAMA on 10 Sep 1968. Formal distribution of TO 12P5-4-54-2 is scheduled for November 1968.

b. SAC indicated numerous errors are in 33 Series Technical Data changed by Mod 10003. The entire spectrum of 33 series TOs requires post publication. Specific TOs having errors too numerous to follow normal AFTO Form 22 procedures are:

33D7-14-4-8	33D7-14-4-1	33D5-8-54-4
33D7-14-4-4		33D5-8-54-2
33D7-14-4-2		33D5-8-54-1

The deadline for correcting deficiencies under contract warranty is 31 Oct 1968. All changes to Mod 10003 date must be documented through WRAMA (WRPIF) prior to this time.

ACTION: SANB will contact SANR and attempt to arrange for a post publication review.

9. LARA zero, blanking pulse, termination and tracker calibration cables are local manufacture IAW TO 12P5-4-54-2. To assure proper data was available, additional copies of manufacturing instructions were provided to SAC bases 26 Sep 1968. (Connectors are local purchase items.)

(NEW BUSINESS)

10. MOD 887 (Self Start Capability)

Manufacturer of Gearbox Drive is unable to meet the delivery schedule therefore, SAAMA will only be able to provide kits to modify the #2 engine.

ACTION: SANBP will notify SAC as soon as possible of the date modification can be resumed to include all four engines.

11. MOD 1588 (LARA)

Investigation of antenna problem is continuing. As an interim measure, the antenna will be installed at GD/Waco and the system checked out. The

antenna will then be removed and a plate installed. The antenna will be delivered to SAC with the aircraft.

ACTION: SANBT will provide a progress report by 15 Nov 68.

12. MOD 10002

Failures have increased on new RG&A. Lack of spares support is causing cannibalization.

ACTION: SAAMA will apprise the IM of the problem and request an investigation be conducted.

13. MOD 10003 (Bomb/Nav)

a. Dr. Kirby (Sperry WSIG) presented a status report of all Code 3 failu occurring on modified aircraft and an analysis of the failure trends. One of basic problems is repeat write-ups. This is caused primarily by lack of serviceable spares. WRAMA's action to repair the identified problem LRUS is e pected to alleviate this problem. Future identified LRUS will be cycled thro the SRA for complete overhaul under a special Depot project.

ACTION: WRAMA will investigate possibility of authorizing the contractor to modify spare LRUS presently on hand at Sperry in order to expedite overhaul of Dog LRUS. WRAMA will be action agency to provide specific type canine LRU's to Sperry for repair and return to SAC. WRAMA will select LRUs by serial number and provide SAC a replacement spare in those cases where the "Dog LRU" to be repaired is a SAC spare. Mr Mullaney (WRNNR, Ext 5314) will direct all "Dog LRU" shipments.

b. SANB has received an unsolicited proposal from Sperry Corp concern purchase of flat harness for the field maintenance shops.

ACTION: SAAMA will evaluate the proposal to ascertain if time and cost allows obtaining this capability.

c. A discussion of spares support ensued. WRAMA requested SAC prov a list of Bits and Pieces required to repair their AWP items. Included in this

list should be those items that experience dictates will be troublesome to obtain.

ACTION: 43BW requirements are listed on Atch 2.
305BW requirements will be provided
WRNNR (Mr Tom Mullaney) by 22 Oct 1968.

14. Mr Mullaney (WRAMA/WRNNRD) reported on the results of the spares review. A spares delivery schedule is provided as Atch 3. SAC (DM3B) has authorized Priority 2 requisitions on LRUs and spare parts to support Modification 10003. Followup action will be provided by SANBR. SAC (DM4D) will investigate possibility of obtaining priority action on spares support for MOD 10002.

15. WRAMA/WRNN will advise all concerned by 31 Oct 1968 current status MOD 10003 field AGE support due in from Raytheon, Sperry and SMED. Information will cover kits required to modify spare modules and provisional spare parts.

SANB

30 OCT 1968

Status of Action Items - B-58 Post Modification Aircraft Performance Review 15-16 Oct 1968

825 Strat Aerosp Div (DM)
Little Rock AFB
Jacksonville AR 72076

1. Reference is made to the minutes of subject post modification review.

2. The following comments are provided on para 6 concerning investigation of repeated yaw rate to roll and yaw caution light illuminations:

a. A review was conducted of SAC Form 126 data and AFM 66-1 failure data for period covering RYD flight experience. The review revealed a number of repeat light illuminations and Yaw Amplifier Computer Assembly (YACA) box/module failures. However, this information could not be correlated to identify the cause, if any. SAC assistance may subsequently be required to identify repeat offender aircraft, results of system trouble-shooting and providing failed components for analysis.

b. ASD, as OPR for the RYD system, has been advised of the above condition and requested to investigate same. Method of investigation and target date for completion will be provided as soon as it is developed.

3. The following comments are provided on para 12 concerning new Rate Gyro and Accelerometer (RGSA) reported failures:

a. AFM 66-1 failure data for Jul-Sep 1968 revealed only one actual failure of the modified (new) RGSA, Part No 19914.

b. A review of our supply information does not reveal any spares/cannibalization problems on this item. No further action can be taken until detailed specifics are provided.

FOR THE COMMANDER

ARTHUR C. CHAFFE
Deputy Chief, B-58/C-5A/B-70, SM Div
Directorate of Materiel Management

COPY

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS SECOND AIR FORCE (SAC)
BARKSDALE AIR FORCE BASE, LOUISIANA 71110

REPLY TO
ATTN OF: C

SUBJECT: B-58 Post-Modification Aircraft Performance Review - 15-16 Oct 1968, Little Rock AFB (Your Ltr, 23 Oct 1968)

TO: 825 Strat Aerosp Div (C)

My Materiel staff will closely monitor the problem areas outlined in your letter. Please insure that all possible actions are taken by your units within their capability to improve the reliability of the modified aircraft.

s/t/
A. J. RUSSELL, Lt General, USAF
Commander

C

23 OCT 1968

C-5A Post-modification Aircraft Performance Review -
14-16 October 1968, Little Rock AFB

Lieutenant General A. J. Russell
Commander, Second Air Force
Barksdale AFB, La 71110

Dear General Russell

1. The second C-5A post-modification conference was held 15-16 October 1968 at Little Rock Air Force Base. The conference included, in addition to an overview of both aerodynamic modification 1003, problems encountered in centrifugal start switches, redundant yaw damper modification 1002 and the [illegible] power alternator modification 1001, progress made in areas of my letter of 16 September on this subject is as follows:

a. Mr. Raymond Dalla (AFLC) Quality Warner-Robins Air Material Area (WRAMA), South, Wilson) briefed that [illegible] for contractor repair of "Gas Lights" or "D-30" were approved by AFLC on 2 October 1968. Repair evaluation would be completed by December 1968.

b. Air Conditioning/Overheat Problem: Sperry will provide a plan for installation of temperature sensitive tapes by 31 October 1968. Tapes and plan will arrive at the wings over about the [illegible] and confirmation of tape [illegible] should be achieved by 30 November 1968. The wings will select [illegible] each in an effort to determine equipment operating envelopes. San Antonio Air Material Area (SAAMA) will develop procedures for the auxiliary reference unit "overheat" problem and send [illegible] team to Grissom Air Force Base 16-18 October 1968 for [illegible] evaluation.

c. Harness and Wiring: Although the field [illegible] to establish a navigation unit chassis IRAN program was not finished, Warner-Robins Air Material Area (WRAMA) has decided to establish

a rehabilitation program at depot level. It is estimated that 40 manhours, in addition to the normal depot repair standard, will be required to rehabilitate each problem navigation unit chassis.

d. LRU Shortage: WRAMA requested SAC provide a list of "bits and pieces" required for repair of AWT items. SAC (DOSD) has authorized Priority 2 requisitions on LRUs and spare parts to support modification 16002. SAC will investigate the possibility of obtaining priority action on spares support for modification 16002. WRAMA (Mr. Mullaney, WRHMAE) will advise all concerned by 31 October 1968 on status of modification 16003 field AGE support due in from Raytheon, Sperry and Sperry Microwave Electronics Division.

2. New items of discussion and problems encountered are identified.

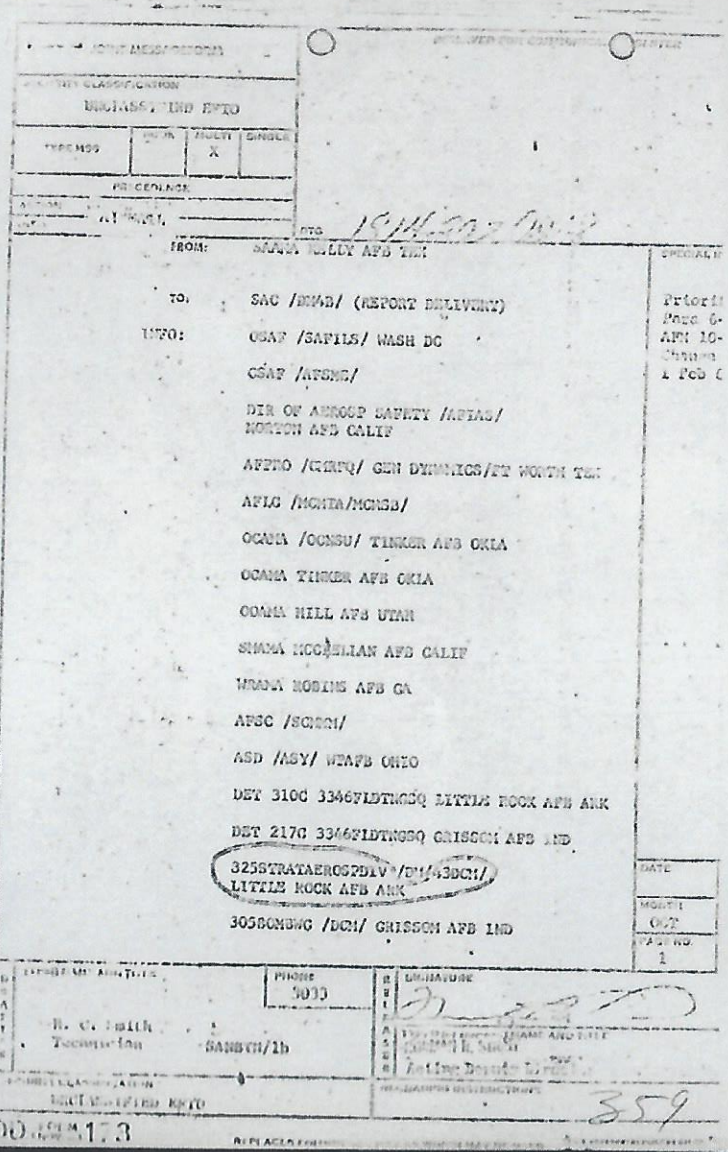
a. Low Altitude Radar Altimeter: Antenna installation of the improved radar altimeter appears to have design deficiencies to the extent that antennas have departed the aircraft in-flight on several occasions. As an interim measure, the antenna will be located at General Dynamics/Waco and system cleared. The antenna will then be removed and a plate installed. The antenna will be delivered to SAC with the aircraft. Minneapolis Honeywell has designed a "fix" in the form of a "beefed up" antenna, which should be available in the field by mid-December, thus solving this problem.

b. Redundant Yaw Damper: The redundant yaw damper modified aircraft have been experiencing what appears to be excessive yaw damper caution light illumination. The possibility of too tight tolerances exists; however, loosening the tolerances would defeat the purpose of the modification. SAAMA (SANET) will investigate yaw rate to roll and yaw caution light problem to determine if an actual malfunction exists. Method of investigation and target date for completion will be provided by 30 October 1968.

c. Cartridge Start: The vendor of the gearbox drive is unable to meet the delivery schedule. Therefore, SAAMA will only be able to provide modification kits for the #2 engine. SAAMA (SANET) will notify SAC as soon as possible of the resumption of modification to include all four engines.

(b) (1) (B)

[redacted]



SECURITY CLASSIFICATION
UNCLASSIFIED

TYPE MSG | REF | MULTI X | SINGLE

PRECEDENCE

DTG 191[illegible]Z OCT

FROM: SMAMA HILL AFB UT

TO: SAC /NOAB/ (REPORT DELIVERY)

INFO: OSAF /SAFIS/ WASH DC

OSAF /AFSMC/

DIR OF AEROSP SAFETY /AFSAS/ NORTON AFB CALIF

AFTTO /TTRFQ/ GEN DYNAMICS/FT WORTH TEX

AFLC /MCHTA/MCNSB/

OCAMA /OCNSU/ TINKER AFB OKLA

OCAMA TINKER AFB OKLA

OOAMA HILL AFB UTAH

SMAMA MCCLELLAN AFB CALIF

WRAMA ROBINS AFB GA

AFSC /SCXRC/

ASD /ASY/ WPAFB OHIO

DET 310C 3346TLDTNGSQ LITTLE ROCK AFB ARK

DET 217C 3346TLDTNGSQ GRISSOM AFB IND

3258STRATAEROSPDIV /DM/438BCH/ LITTLE ROCK AFB ARK

3058CMSWG /DCH/ GRISSOM AFB IND

DATE
MONTH OCT
PAGE NO. 1

AUTHENTICATION
PHONE 5033
R. C. Smith
Technician SAMSCH/lb

RELEASER
SIGNATURE
Donald E. Smith
Acting Deputy Director

INFORMATION
UNCLASSIFIED EFTO

359

DD FORM 173

REPLACES

ANGLO-ALLIED JOINT MESSAGE FORM
DD/C CONTINUATION SHEET

PRIORITY	RELEASED BY	DRAFTED BY

UNCLASSIFIED AFTO

THIS IS URGENT ACTION AND DIAGONAL INTENT: THIS COMMUNICATION TECHNICAL ORDER No-58A-831 DTG 15 OCT 68 DATA CODE 0136837.

SUBJECT: Deactivation of Low Altitude Radar Altimeter (LARA).

1. Application

a. This technical order is applicable to certain B-58A aircraft modified by TO 1B-58A-817 4 Apr 68. Mobile training sets are not affected.

b. This work shall be accomplished on the following aircraft: B-58A Serial No 58-1010, 59-2440, 59-2444, 59-2449, 60-1110, 60-1112, 60-1113, 60-1114, 60-1115, 60-1117, 60-1121 through 60-1127, 61-2055, 61-2059, 61-2060, 61-2064, 61-2068, 61-2075, 61-2076, 61-2078, 61-2080.

2. Purpose - This technical order removes LARA antennas to prevent damage due during flight.

3. When to be accomplished - Not later than ten days after receipt of this technical order. Failure to accomplish the work by the expiration date shall result in discontinued use of affected systems. The work required herein will be accomplished [illegible] to the [illegible] 1B-58A.

	4	2	5	SAN [illegible] 68

UNCLASSIFIED AFTO

ABBREVIATED [illegible] and/or CONTINUATION SHEET

ACTION	ACCEPTED	RELEASED BY	CREATED BY
INFO	ENTERED		

5. What is required.

a. Supply information and requirements:

(1) Kits required: Not applicable.

(2) Action required on items in stock: Not applicable.

(3) Parts required to modify items in stock: None.

(4) Disposition of removed and replaced parts: Return to supply organization.

(5) Drawings required: None.

(6) Size, weight and cost of kits: Not applicable.

(7) Disposition of kits: Not applicable.

b. Personnel information and requirements:

Work Phases	AFSC Skills	Manhours Required
Isolate Power	Acft Electrician	0.25
Remove Antenna	Acft Electrician	0.50
Install Cover Plate	Sheet Metal Tech	2.25
Total Manhours Required (Estimated)		3.00

c. Special tools, jigs, fixtures required: Not applicable.

6. How work will be accomplished - Warning: Insure all existing safety procedures are complied with.

a. Remove +28 Volt DC, 5 amp fuse labeled LOW ALT RADIO from Power Panel, 3rd Station.

[illegible]

b. Remove two each LARA antennas. Install dust covers on co-ax coaxial antenna connectors. Secure co-ax cable to aircraft. Stowage screws.

c. Fab plates and shims as follows:

Plate - .060 X 5.55 X 6.22 2024-T81, -T86, -T3 or -T4. Clad aluminum alloy. Round corners to .25R.

Shim (2 ea) - .060 X .50 X 5.50 material as above.

Shim (2 ea) - .060 X .50 X 5.00 material as above.

Locate holes from antenna housing. Drill holes .187 + .010 - .010 dia and countersink .328 + .051 - .000 dia by 82° ± 2°. Install plate and shims using existing screws (Part No C15C8-2). Screws shall be sprayed with zinc chromate primer prior to installation.

7. Supplemental information.

a. Operational checkout requirements:

(1) No functional check flight required prior to release for normal operation.

(2) No functional checkout of affected circuit is required.

b. Weight and balance information: The weight and balance change resulting from the instructions contained herein is negligible.

AF/AFM CONTINUATION SHEET

PREPARED BY	RELEASED BY	DRAFTED BY	DATE
ACTION			
INFO			

c. Technical manuals affected: Not applicable.

6. Records.

a. Action required on maintenance records. AFTO Form 349 (6-241) SCR reporting.

b. Action required on supply records: None.

SAAMA will formalize this TO LAW TO 00-5-1. This message forwarded to action addresses for dissemination to all affected activities under your administrative surveillance.

15	5	DAN /	

6 NOV 1968

B-58 Bombing Navigation System Heading Rack Modification

Rockwell AFB La.

1. Request for Class II modification authority in accordance with Note 4, Table 1, AFR 57-4, on B-58 Heading Rack.

a. Heading Rack, part number 401160-4, stock number 1280-897-4477 in the AN/ASN-42V Bombing Navigation System installed on B-58A aircraft.

b. When the Primary Navigation Stabilization Unit (PNSU) and Auxiliary Reference Unit (ARU) become inoperative inflight, all synchronous bombing capability is lost because of loss of heading and velocity references. This modification will provide a malfunction mode which will give accurate heading and velocity references with the PNSU and ARU inoperative or unusable, thus providing synchronous capability. Heading is computed by diverting Error Psi, through relay action in the heading rack, from Psi in the PNSU and ARU. Then, Error Theta (flux valve) is inserted, through relay action, into the Psi servo in heading rack on the wire that was the Course Error Psi input to the [illegible] limiter. The Error Theta (flux valve) signal is dampened with a resistor. This results in the Psi shaft positioning to a value equal to Theta heading + Theta D. This end result provides a correct flux valve Theta heading signal in the computers, which is fed to the associated circuits in the normal manner. Velocity is computed by resolving airspeed about Psi in the same manner as air speed inertial. The output of the Psi shaft Vg resolver, through relay action, is routed to the Theta y/Theta N Vg resolver. This results in a Vge and Vgn in the system that is of the same accuracy that is now available in airspeed inertial. Vge and Vgn are fed to the remainder of the associated circuits in the normal manner.

c. Subject modification request was initiated to increase [illegible] capability and mission effectiveness during First Sortie After Ground Start (FSAGS), profile, and other training sorties by providing synchronous bombing capability when the PNSU and ARU are inoperative or unusable.

d. Relay, 6 each, FSN 5950-660-6001, source Air Force stock. Toggle switch, one each, FSN 5930-618-0630, source Air Force stock. The equipment involved is primary.

e. The 43d AEMS Bomb/Nav Shop can accomplish the proposed modification.

f. This unit has 40 bombing racks.

g. We propose modifying one (1) bombing rack for experimental purposes.

h. No effect on related AGE and training equipment.

i. No additional training required. A checklist of operational procedures is adequate.

j. This letter also constitutes request to make two operational flight tests for modification proofing.

FOR THE COMMANDER

HERMAN G. [illegible], Colonel, USAF
43D BW Commander

Cy to: [illegible]

[illegible]

2177

[illegible] AFMS LITTLE ROCK AFB ARK

[illegible] ROCK AFB ARK

[illegible] Y AFB TEX

[illegible] AFB OK

[illegible] DM40

[illegible] NOV 58

[illegible]

A R [illegible]
R [illegible] RHCOAA 1935 3172300 UUUU--RUWTFAA.
ZNR UUUUU 0835
R 172231Z NOV 68
FM SAC
TO R [illegible] LMAB
RUWTFAA/825 AD DM LITTLE ROCK AFB ARK
RUWTFAA/CINCSAC DOM GRISSOM AFB IND
RUWTFAA/4780 DOM LITTLE ROCK AFB ARK
INFO RUWTFIA/AAMA SANS FELLY AFB TEX
BT
UNCLAS DK40
SUBJECT: B/B-58 POTTING COMPOUND INSPECTION AND REPLACEMENT
AFLC, IN COORDINATION WITH THE DIRECTOR OF NUCLEAR SAFETY, AAMA AND SAC, HAVE AGREED TO TCTO 1B-58A-830 AND 1B-58-1096 C/W T.O. [illegible] THAT WILL REQUIRE A MAXIMUM OF TWELVE B-58 AIRCRAFT IN WORK. THIS INSPECTION AND REWORK PROGRAM BEGAN AT THE GENERAL DYNAMICS FORT WORTH FACILITY ON 21 OCT. AS THE MOD LINE AT JAMES CONNALLY AFB IS TO PHASE DOWN IN APRIL 69, CONTRACTOR/DEPOT FIELD TEAMS WILL REWORK AIRCRAFT NOT PREVIOUSLY REPORTED. FIELD TEAM EFFORT AND AIRCRAFT "IN MODIFICATION" WILL NOT TOTAL MORE THAN TWELVE AND WILL PERMIT TCTO COMPLIANCE PRIOR TO 1 JUNE 1969.
BT

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13 NOV 1968

AGENCY	ACT	INFO
DCS		
AMM		
DCS-I		
[illegible]		
DCS-C		
DCS-M		
DCS-L		
DCS-A		
DCS-S		
DCMS		
ARMS	1	
[illegible]		
CHR		
MAT	1	
SUS		
DATE:		
REPLY BY:		

184

ZNR UUUUU
R 141900Z OCT 68
FM SHAMA AFLIT WPAFB OH
TO RUCIPIA/505TRONSQG /DCM/ONIGSOM AFB NE
RUWIFAA/8295THATAKPOSPDIV /4500M/ LITTLE ROCK AFB AR
BT
UNCLAS SAMS
SUBJ: SUPPLEMENTAL INFORMATION TO TCTO 1F-58A-605, REPLACEMENT OF PTT,NG COMPOUND PART NO PRO-SEAL 727 OR EC727 WITH POTTING COMPOUND MADE IN ACCORDANCE WITH SPECIFICATION MIL-S-23586 TYPE II CLASS II GRADE B USED ON ELECTRICAL COMPONENTS - B-58A AIRCRAFT PODS. REQUEST MESSAGE BE PASSED TO DEPOT TEAMS ACCOMPLISHING SUBJECT TCTO FOR STATION. SUPPLEMEN 1B-58A-605 FORWARDED THIS DATE FOR PUBLICATION IS FURNISHED F YOUR IMMEDIATE COMPLIANCE. PARAGRAPH 5 4.(1) MATERIAL REQUIRED OF BASIC T TO IS HEREBY REVISED TO READ AS FOLLOWS:
(1) MATERIAL REQUIRED
THE FOLLOWING MATERIAL REQUIRED TO COMPLY WITH THIS TECHNICAL ORDER IS NOT FURNISHED IN A KIT AND,THEREFORE, WILL BE OBTAINED THROUGH THE APPROPRIATE SUPPLY SOURCES.
QTY STOCK NO PART NO NOMENCLATURE SOURCE

15 OCT

PAGE 2 RUWTDUA5182 UNCLAS

2 PT NSL		SOLVENT, P-SOL 1	CHEMICAL TECHNICAL LATION LIBR (NO SUB- STITUTE ACCEPTABLE)	ACKNOWL ACC
1 PT NSL		SEALING COM- POUND, SPECI- FICATION MIL- S-23586 (WITH GRADE B TYPE I OR II CLASS I OR II	LP/GSA (NO SUB- STITUTE ACCEPTABLE)	
2 OZ	6850-834-6839	DCA 4094 PRIMER (USE WITH 88V CONFORMAL SEALING COMPOUND ONLY)	LP/GSA	
2 OZ	6850-999-7410	SS-4004 PRIMER (USE WITH GENERAL ELECTRIC SEALING COMPOUND	LP/GSA	

PAGE 3 RUWTDUA5182

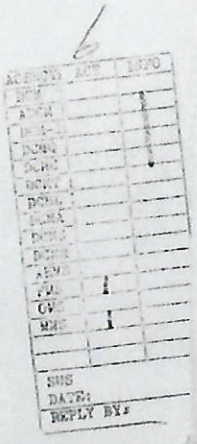
		ONLY)	
2 PT	NSL	TT-I-735 ALCOHOL, ISOPROPYL FL	
16 FA	8105-837-7754	BAG POLYETHYLENE	LP/GSA
16 FA	NSL	RUBBER BAND	LP/GSA
3 FT	NSL	MIL-T-27730A TAPE, TEFLON 3/4 INCH WIDTH OR SUITABLE SUBSTITUTE	LP-GSA
8 EA	NSL	DUT COVER, PLASTIC	AF STOCK

END

BT

25

RTTUZYUW RHCUAAA/[illegible]
ZNR UUUUU ZEX RHCUAA
R [illegible] NOV 68
FM SAC
TO RUDVAAA/[illegible]
RUHTRAA/[illegible] LITTLE ROCK AFB ARK
RUHTRAA/[illegible] LITTLE ROCK AFB ARK
RHCUSTA/[illegible]
INFO RUHTNTA/[illegible] SAMS KELLY AFB TEX
BT
UNCLAS DMAB
SUBJECT: CONTRACTOR [illegible]
REFERENCE [illegible]
REFERENCED SUBJ [illegible] THE CONTRACTOR FIELD TEAM EFFORT TO
REPLACE CRACKED MID TEXA SUPPORT FITTINGS. THE REPAIR OF [illegible]
CRACKED FITTINGS [illegible]
[illegible]
AFB WILL ACCOMPLISH THE REPLACEMENT OF REMAINING CRACKED SUPPORT
FITTINGS. GENERAL DYNAMICS FIELD TEAM PERSONNEL WILL WORK TWO TEN
HOUR SHIFTS, SIX DAYS [illegible] A MAXIMUM OF TWO AIRCRAFT IN
WORK. SHIELD COMPLETE [illegible] AND REMAIN UNTIL ALL INSPECTIONS
PAGE 2 RHCUAAA [illegible] AS
AIRCRAFT AS DESCRIBED IN THE REFERENCED MESSAGE.
BT
NNNN



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ROUTINE

[redacted]

INFO: [redacted]

UNCLAS 43DCM

[redacted] SUBJ: B-52 FUEL LEAKS

The purpose of this ltr is to apprise you of the current status of problems being experienced by this wing with the B-52 fuel system. During the period 10 Oct - 21 Nov the 43Bw has cancelled 18 sorties (12 and 1) due to fuel leaks. The impact of these training losses in CMR rated crews and their effect on the unit's E/O capability is sufficient to warrant concern. Normal minor fastener leaks are to be expected and can be coped with. My concern is

21 NOV 1

3317

JAMES D. HIGLEY, JR
COLONEL, USAF
43D DEP COMDR FOR MAINT

JAMES D. HIGLEY, JR., COLONEL

UNCLASSIFIED

ROUTINE 43DCM 43DCM 3

directed towards an excessive number of leaks that have occurred at the inboard engine pylons of the forward tank. Leaks appear to be a direct result of improper sealant application accomplished during the recent 1000 modification. Thus far, five (5) ship are affected with the leak appearing thru the fasteners directly over the engine pylons at the outboard end of panels P/N 410-62170-5 and -6. Repair of the leak is a major task requiring:

(1) Defuel and drain

(2) Jack and shore

(3) Removal of upper wing skin (300 bolts)

(4) Remove faulty sealant

(5) Reseal and cure

(6) Replace skin and cure 24 hrs

(7) Refuel and leak check

Accomplishment of those steps result in loss of the ship for 5-7/10 days with work proceeding around the clock. Examination of the area indicates foreign matter, i.e., safety wire, brush bristle impregnated in the sealant and improper preparation of

UNCLASSIFIED

ROUTINE 43DCM 43DCM 33

the surface prior to application of sealant are cause for the sealant breakdown. CINCLANT has been advised of our findings and CO/TW and [redacted] Engineers are scheduled to arrive Little Rock AFB 22 Nov to evaluate the problem. Unless the findings of the Engineers dictate a re-assessment of my position, I feel that our experience on these five (5) fuels indicates a trend and the condition is possibly prevalent throughout the fleet. If this be the case, I recommend consideration of develo[illegible]ing plans to re-accomplish the fix of the [illegible] mod. You will be advised of further developments as they occur.

[redacted] 21 NOV 65

[redacted] 2473.3

R 271600Z NOV 65

FM SAMA KELLY AFB TEX

TO RUWTFAA/825STRATAEROSPDIV /DM/43DCW/ LITTLE ROCK AFB ARK

RHCDAAA/SAC /DM4B/

[redacted]

[redacted]

[redacted]

[redacted]

UNCLAS SAMB

SUBJ B-58 FUEL LEAKS. YOUR 43DCW 2122 /Z NOV 65. INVESTIGATION INDICATES SMALL PERCENTAGE OF AIRCRAFT MODIFIED IAW TO 1B-58-1090 NOT ADEQUATELY SEALED UPON INSTALLATION OF 4430178 WING PANELS HOWEVER IT APPEARS RESULTANT FUEL LEAKS CAN BE STOPPED/SATISFACTORILY REPAIRED IAW FUEL LEAK REPAIR PROCEDURES OUTLINED IN TO 1B-58A-3 WITHOUT REMOVING UPPER WING PANELS. THIS IS EVIDENCED BY SUCCESSFUL EXTERNAL SEALANT INJECTION REPAIR 23 NOV 65 ON 59-058A-55-670 ONE OF FIVE SEVERE LEAKERS REPORTED LITTLE ROCK AFB. SINCE SEALANT INJECTION REPAIRS [redacted] HANDBOOK APPLICABLE T.O. DESIGNATION WE DO NOT CONSIDER IT NECESSARY TO DOWN AIRCRAFT FOR REMOVAL/REPLACEMENT OF SECONDARY FILLET SEALS OR REPLACEMENT OF

PAGE 2 RUWTDUA0514 UNCLAS

PRIMARY FAYING SURFACE SEALANT AS RECOMMENDED CITED MESSAGE HOWEVER IN RECOGNITION OF FIRE HAZARD ASSOCIATED WITH FUEL LEAKING INTO ENCLOSED AREAS NEAR ENGINE HOT SECTION WE ARE IN PROCESS OF ISSUING 30-DAY OPM LEVEL SAFETY TCTO TO INSPECT INTERNAL SECTION BOTH INBOARD NACELLE PYLONS IN 4430178 WING PANEL AREAS. LEAKING AIRCRAFT WILL BE REPAIRED IAW ESTABLISHED PROCEDURES OF TO 1B-58A-3 BY OPM LEVEL WITH DEPOT ASSISTANCE AS REQUIRED. REMOVAL OF PANELS 242 (NO 2 PYLON) AND 341 (NO 3 PYLON) REQUIRED. NO JACKING OR SHORING NECESSARY. APPROXIMATELY 4 MAN-HOURS/2 CLOCK HOURS REQUIRED PER AIRCRAFT TO ACCOMPLISH INSPECTION. IN VIEW OF SUSPECTED SMALL FLEET WIDE PERCENTAGE OF FUEL LEAKS ASSOCIATED WITH 4430178 WING PANEL MODIFICATION AND SINCE IT IS IMPOSSIBLE TO DETERMINE CAUSE OF LEAK (WHETHER CONTRACTOR DEFICIENCY OR NORMAL FUEL SEEPAGE PECULIAR WET WING AIRCRAFT) WITHOUT EXTENSIVE AIRCRAFT DISASSEMBLY/EXCESSIVE DOWN TIME WE FEEL THIS APPROACH TO PROBLEM MOST ECONOMICAL FOR ALL CONCERNED. REQUEST HQ SAC COORDINATION PROPOSED INSPECTION TCTO.

BT

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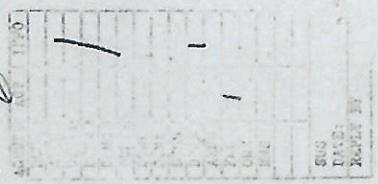

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ROUTINE

825STRATAEROSCIMOSLEY LITTLE ROCK AFB ARK

2AF/DM4B BARKSDALE AFB LA

INFO: SAC/D[illegible] OFFUTT AFB NEBR

OOAMA/OOAMDC TINKER AFB OKLA

SAAMA/DAIB KELLY AFB TEX

825CAD/DIM LRAFB (BY AMSGENGHQ)

UNCLAS 43DOM

DELIVER DURING NORMAL DUTY HOURS. SUBJECT: REQUEST FOR EXTENDED DUTY, DEPOT FUEL SYSTEM SPECIALISTS

Ref Unclas 43DOM Msg 0000102 Oct 68, 0914002 Oct 68 and 2022542 Oct 68. Orders for Depot Team presently in place expire 20 Dec 68. Request same team members be committed to project for an additional ninety (90) days commencing 2 Jan 69. Previous manning position of 424X0 personnel has not changed. Repairs requiring cell entry continue to develop. Acft with extensive major maintenance requiring tank entry are: TD-58's, 58-0668 (in cure) and 55-0670, B-58's 59-2460, 59-2466, 59-2469 and

21 NOV 1

3317

JAMES D. NIGLEY, JR
Colonel, USAF
43d Dep Cmdr for Maintenance

JAMES D. NIGLEY, JR., COLONEL,

UNCLA[illegible]

UNCLASSIFIED

ROUTINE 43DCM 43DCM

50-1021. One (1) KC-135 returning early from AFC Light deployment for fuel leaks not reparable at the forward base. In addition, fifteen (15) pods still require fuel cell repair. Known requirements constitute approximately an 800 manhour backlog. It is essential that the same depot personnel be utilized since they are now familiar with all personnel, equipment locations, facilities and procedures peculiar to this base, and are highly qualified in repair of major fuel leaks resulting from recent 1050 Mod.

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ROUTINE

825STRATRECONDIV LITTLE ROCK AFB ARK

2AF /DM43/ BARKSDALE AFB LA

INFO: SAC /DM43/ OFFUTT AFB NEBR (MAIL

OOAMA /OOMMSC/ TINKER AFB OKLA

SAMA /SANE/ KELLY AFB TEX

305 BOMB WG /DCM/ GRISSOM AFB IND (MAIL)

DISTRIBUTI
825SW
43C
43DCM
43MSG
43FMS

UNCLAS 43DCM

Subj: Depot Assistance, Fuel System Specialists. Ref: Msg 43DCM 211845Z, Nov 68. My request for assistance is modified to reduce the number of personnel required from nine (9) to six (6). Three (3) less requested due to reduction in tank entry requirements at this time. Every effort will be made to accomplish the workload with assistance requested. Present manning posture of 43FMS Fuel Systems Shop is:

AUTH	ASSD	AVAIL		
42470 4	2	2		
42450 11	6	3	23	13
42430 2	1	1	DAC	19
TOTALS 17	9	6	1	

CARL W. HANESS, SMSgt, USAF
43DCM Maintenance Supt.

3317
109

JAMES D RI[illegible] JR, Colonel, USAF
DEPUTY COMMANDER MAINTENANCE

Deputy Commander Maint. AFSCM Maint Supt

NOTE: Differences between assigned and available are one (1) five (5) level departure PCS (Jan MCOA), one (1) five (5) level TDY (return Apr 69 for early out, must be replaced), one five (5) level PCD (Comp 15 Jan). Known gains are:

One (1) 7-level, APRIL MCOA, avail May 69.

Two (2) 5-level, DEC MCOA, avail Jan 69.

One (1) 5-level, FEB MCOA, avail Mar 69.

One (1) 5-level, MAR MCOA, avail Apr 69.

One (1) 3-level, FEB MCOA, avail Mar 69.

One (1) 3-level, MAY MCOA, avail Jun 69.

Known losses are:

One (1) 5-level early out Jan 69.

One (1) 5-level, early out Feb 69.

Providing no further PCS/TDY withdrawals occur, an end position of thirteen (13) assigned will be attained in June 1969. In the interim depot personnel are required to accomplish the workload. Estimated military available for the three month assistance period is January 8, February-8 and March 10. Documented direct labor for this shop during November was 8259 MH (MILITARY) and 2321 (civilian). This labor performed by six (6) military and nine (9) civilian personnel operating two (2) twelve (12) hour shifts, six days per week.

UNCLASSIFIED

[redacted] JAMES B [redacted] JR COL Deputy Commander Maint
[redacted] 4310C Maint Supt
3317

Civilians reported 20 December and military continues to operate one shift schedule but with an increasing number of work stoppages due to lack of personnel. At this writing two (2) tank entries are in progress with six (6) work orders stopped for lack of personnel. Request re-certification of assistance. Further request team be available for duty at this station on 2 Jan. 1969. Please advise.

[illegible] 3621830-UUUU-RUWTAA
[illegible] RUWTAA0002 3630130 ZDK RHOIAAA
ZNY 66
1044
RHOIAAA/HQ USAFA ZAMA OKMPS TINKER AB OK
RHOIAAA/ZAF DM4 BARKSDALE AB LA
RUWTAA/ 8SPSAD DM LITTLE ROCK AB ARK
RUWTAA/ 43BW DOM LITTLE ROCK AB ARK
RUWTBA/ 68BW DOM GRISSOM AB IND
BT
UNCLAS DM4R
SUBJ: [illegible] AREA SUPPORT FOR B-58 FUEL
CELL PERSONNEL. 43BW LITTLE ROCK AFB. SUPPORT COULD CONSIST OF
USE OF THE P101 SYSTEM SPECIAL [illegible] 43BW DURING OCT TO DEC
[illegible] A MAXIMUM OF NINETY (90) PERSONNEL AS SOON AS
[illegible] AFTER 1 JAN 69. SAC UNIT [illegible]
[illegible] AND BEYOND THE TDY [illegible] COMMAND CAPABIL[illegible]
BT
NNNN

30 DEC 1968

7

AGENCY	ACT	INFO
DCM		I
ADCM		
DCM-1		I
DCMQ		
DCMC		I
DCMT		
DCMA		
DCMS		
DCMP		
AEMS		
PMS		I
OMS		
MMS		
SUS		
DATE:		
REF:		

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Grounded Hustler Finds New Job

At first glance, it appears to be just another General Dynamics B-58 Hustler sitting in a corner of the jumbo hanger awaiting repairs.

However, a closer examination reveals that it is nothing but a skeleton of a once-mighty supersonic bomber.

This aircraft will never again thunder down the runway and leap into the air, flashing light and fire for all to see. It was classified as "beyond repair" by an evaluation team from General Dynamics after an accident earlier this year.

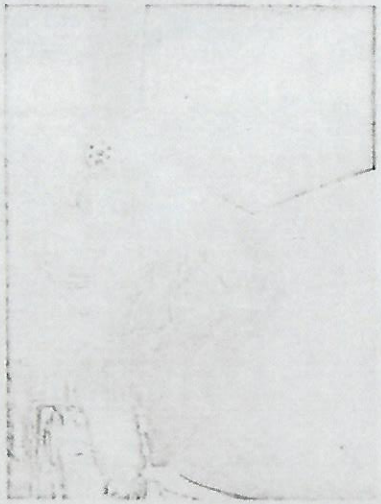
When Col. James D. Rigley [illegible], 43rd Bombardment Wing deputy commander for maintenance, and Lt. Col. Carlton [illegible] Marsh, 27th Munitions Maintenance Squadron commander, heard the evaluation team's verdict, they knew they had found an answer to an age-old problem for the military--how to train unskilled personnel.

Having their own training aircraft would eliminate the need to tie-up a flying aircraft and would enable the squadron to set up a firm training schedule, not just work on a "catch as catch can" arrangement.

The squadron had to rewire it as most of the wiring was either burned-out or cut. They also took landing gear which could not be used on a flying aircraft, but would support a stationary aircraft, and substituted it for the landing gear on the aircraft. They put together a team of 43rd Armament and Electronics Maintenance Squadron personnel, 43rd Field Maintenance Squadron personnel, and their own people to make it ready.

Since they started using the aircraft for training purposes, the time required to train unskilled personnel up to a certifiable level has been reduced by about 40 per cent. It used to take about 20 working days, eight to 10 hours per day, to certify a crew, and it now takes only 12 to 13 days.

The squadron has one loading evaluation team to instruct the trainees. These men are the highest-qualified personnel available.



VISUAL CHECK—Sgt. Daniel D. Dolse performs a visual inspection of the pod to insure that it is in good, usable condition.

19 NOV 1968

NNNN ZCZCTWA645
RTTZYUW RUCVAAA9930 3231706-UUUU--RUVTPAA
ZNR UUUUU 1220
R 181720Z NOV 68
FM 2AF BARKSDALE AFB LA
TO AIG 697A/CSHP/DCM
ZEN/2ZOXBWG/CSUP/DCM/BARKSDALE AFB LA
AIG 697/DM
BT
UNCLAS DM5A7
FOR AIG 697 (INFO)
SUBJ. NORS AND CANN DATA FOR OCTOBER
THE FOLLOWING IS SUBMITTED FOR YOUR INFO

	B 52		FB/FC-111		ADM AGE	
	NORS	CANN	NORS	CANN	NORS	
ALTUS			0.5	.02		
BARKSDALE	3.3	.46	1.1	.07	0.6	
BLYTHEVILLE	15.1	.76	1.4	.09	0.0	
CARSWELL	1.2	.10	2.2	.01		
DYESS	5.7	.25	5.1	.18		
GRAND FORKS	7.5	.65	1.6	.04		0.5
MINCHELOE	2.6	.19	1.6	.13		5.0
K. I. SAWYER	4.8	1.40	1.2	.52		5.7

PAGE 2 RUCVAAA9930 UNCLAS

WURTSMITH	10.4	.59	2.6	.39	2.1	
LOCKBOURNE			0.3	.05		
GRISSOM			2.5	.13		
LITTLE ROCK			2.6	.07		
2AF	5.7	.34	1.7	.15	0.4	2.6
8AF	7.8	.59	4.9	.27	4.4	4.8
15AF	2.6	.53	1.7	.19	1.2	3.2
SAC	4.2	.34	2.3	.14	2.7	3.5

	B 58	
GRISSOM	2.1	.27
LITTLE ROCK	0.4	.09
2AF	1.5	.19

BT

NNNN

266

18 DEC 1968

[illegible]
[illegible]
[illegible]
R 171940Z DEC 68
FM 2AF BARKSDALE AFB LA
TO AIG 697/CSUP/DOM
ZEN/2BOMBWG/CSUP/DOM/BARKSDALE AFB LA
AIG 697/DM
BT
UNCLAS DM3A7
FOR AIG 697 (INFO)
SUBJ: NORS AND CANN DATA FOR NOVEMBER
THE FOLLOWING IS FURNISHED FOR YOUR INFO.

	B-52		EC/KC-135		ADM	AGM
	NORS	CANN	NORS	CANN	NORS	
ALTUS			0.7	.03		
BARKSDALE	1.6	.54	2.6	.17	0.7	
BLYTHEVILLE	36.5	.20	2.0	.03	0.2	
CARSWELL	5.2	.04	1.0	.05		
DYESS	8.0	.38	1.7	.09		
GRAND FORKS	2.5	.22	1.6	.43		0.7
KINCHLOE	19.6	.30	9.2	.17		8.7
K I SAWYER	3.1	.31	2.9	.16		3.3

PAGE 2 RUCVAAA7622 UNCLAS

WURTSMITH	11.4	.61	3.2	.31		3.9
LOCKBOURNE			0.3	.09		
GRISSOM			1.4	.10		
LITTLE ROCK			1.1	.05		
2AF	9.7	.35	2.0	.13	0.4	2.7
8AF	7.8	.75	3.3	.20	3.2	2.7
15AF	2.8	.59	1.5	.20	0.4	0.7
SAC	3.8	.44	2.0	.15	1.8	2.3

	B-58	
GRISSOM	2.8	.08
LITTLE ROCK	1.4	.06
2AF	2.1	.07

BT
7622

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AGENCY	ACT	INFO
DCM		
ADCM		1
DCS/O		
DCS/C		
DCS/M		
DCS/P		
DCS/I		
DCS/S		
DCS/T		
DCS/A		
DCS/D	1	
DCS/L		
DCS/R		
DCS/E		1
DCS/W		
SUS		
DATE:		
REPLY BY:		

VZCZCFWA869
RTTUZYUW RUCVAAA5192 0152252-UUUU--RUWTFAA.
ZNR UUUUU

[illegible] 1964
TO ZEN/CINCSAC OFFUTT AFB NE/CSUP/DCM/BARKSDALE AFB LA
AIG 697/DM
AIG 694/CSUP/DCM
BT
UNCLAS DM3AZ
FOR AIG 697 (INFO)
SUBJ: NORS AND CANN DATA FOR DECEMBER
THE FOLLOWING IS FURNISHED FOR YOUR INFO.

	B-52		EC/KC-135		ADM	AGM
	NORS	CANN	NORS	CANN		NORS
ALTUS			2.1	.00		
BARKSDALE	4.2	.80	1.7	.10	0.0	0.7
BLYTHEVILLE	16.5	.32	0.8	.05	1.3	3.4
CARSWELL	3.7	.02	0.4	.00		
DYESS	3.9	.36	1.3	.22		
GRAND FORKS	2.9	.20	0.9	.08		0.2
KINCHELOE	9.3	.46	9.6	.42		3.9
K I SAWYER	2.0	.29	2.6	.11	0.0	6.3

PAGE 2 RUCVAA5192 UNCLAS

WURTSMITH	6.5	.48	2.1	.30		1.1
LOCKBOURNE			1.1	.09		
GRISSOM			1.9	.09		
LITTLE ROCK			0.5	.00		
PAF	2.6	.43	1.9	.12	0.4	2.5
SAC	6.8	.78	4.6	.37	0.7	2.7
TAC	1.8	.42	2.3	.15	0.1	0.5
SAC	4.0	.36	2.7	.16	0.5	2.1
PSB						
GRISSOM	1.3	.20				
LITTLE ROCK	1.0	.14				
ZAF	1.5	.16				

BT
5192

UNCLASSIFIED

ROUTINE

825CTRATALROLPDIV LITTLE ROCK ARK ARK

2AF/DAJ ARKDALE AFB LA

INFO: 305AM/DOMA ORLANDO AFB FLA

825CTRATALROLPDIV/AR LITTLE ROCK ARK ARK(.ARK)

825CTRATALROLPDIV/DO LITTLE ROCK ARK ARK(.ARK)

UNCLAS 43DCMA

SUBJ: Material C.S Items from 43AM for October 1968

POINT 1: ACTIVE AGFT Material cancellations are in the red for the current month.

	CURRENT MONTH			CUMULATIVE		
AMA	DIVIDEND	DIVISOR	PERCENT	DIVIDEND	DIVISOR	PERCENT
MT CARR	16	138	11.6	35	551	6.4
AIR AMT	3	124	2.4	17	511	3.3
LOAD RATE	90	25329	0.4	573	100856	0.6
GAIN RATE	16	207	.08	83	820	.10

POINT 2: TACTICAL AGFT Material cancellations are in the red for the current month.

MT CARR	3	86	3.5	6	315	1.9
AIR AMT	0	74	0	3	279	1.2

8 NOV 6

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CAPTAIN E. HAMILTON, USAF
MAJCIC, Maintenance Analysis

[illegible] L. MILLER, JR., Colonel, USAF
Deputy Commander for Maintenance

UNCLASSIFIED

	CURRENT MONTH			CUMULATIVE		
[illegible] RATE	326	12427	2.6	809	52789	1.5
GAIN RATE	6	91	.07	35	209	.09
PART C: [illegible] PLAGA						
[illegible] PAINT	16	16	1.0	54	54	1.0
[illegible] RATE	15	16	.9375000	52	54	.9629629
OR TIME RATE	15	15	1.0	51	52	.9807692
AIR RATE	14	14	1.0	44	44	1.0
CHAFF	11	11	1.0	43	43	1.0
[illegible] NAV	12	14	.8571428	42	50	.8400000
OTHER ATU	15	15	1.0	51	52	.9807692
PLAGA RATE			60.4			77.8

PART D: TANKER PLAGA
NOT FLOWN THIS STATION

UNCLASSIFIED

6 DEC 1968

ROUTINE

825[illegible] DIV LITTLE ROCK AFB ARK

2NF/DOA BARKSDALE AFB LA

305AM/DOMA GRISSOM AFB IND

825STRATAIRCRAFTDIV/DM LITTLE ROCK AFB ARK(ALOM)

825STRATAIRCRAFTDIV/LO LITTLE ROCK AFB ARK(ALOM)

UNCLAS 43DOMA

Subj: Material C&S Items from 43AM for November 1968

PART A: BOOMER ACFT

	CURRENT MONTH			CUMULATIVE		
AREA	DIVIDEND	DIVISOR	PERCENT	DIVIDEND	DIVISOR	PERCENT
ENT CANX	8	115	7.0	43	666	6.5
AIR ABT	4	106	3.8	21	617	3.4
ORMS RATE	300	25166	1.4	933	126022	0.7
CANN RATE	10	178	.06	93	998	.09

PART B: TANKER AIRCRAFT

ENT CANX	0	74	0	6	389	1.5
AIR ABT	2	69	2.9	5	340	1.4
ORMS RATE	105	9953	1.1	914	62742	1.5

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ARNOLT D. HARRISON, C.E., USAF
ACOIC, Maintenance Analysis

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

UNCLASSIFIED

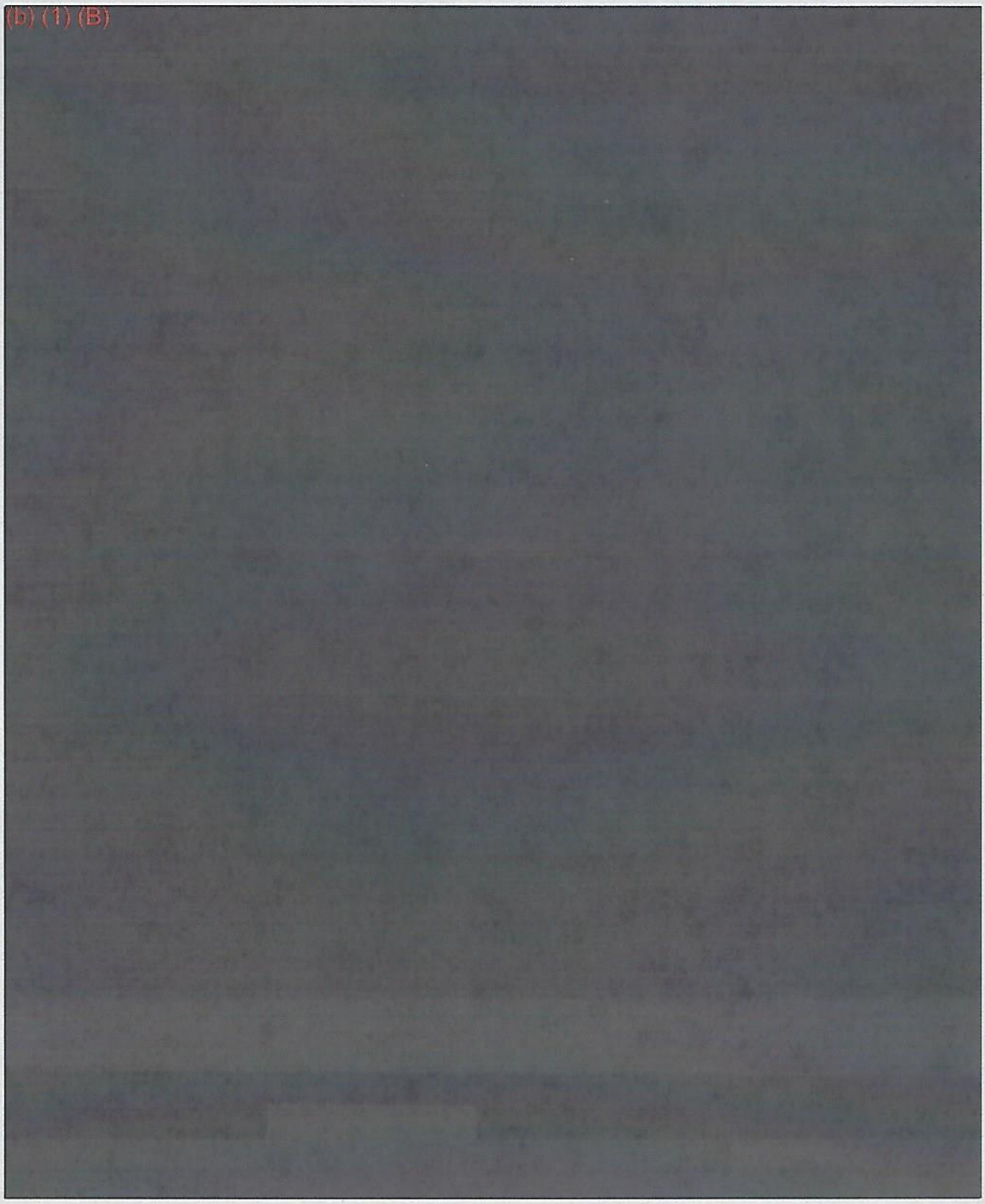
UNCLASSIFIED

	CURRENT MONTH			CUMULATIVE		
[illegible]	5	78	.06	40	477	.08
PAA 04 NOUMEA FJMOA						
[illegible]	13	13	1.0	67	67	1.0
[illegible]	13	13	1.0	65	67	.9701492
[illegible]	13	13	1.0	64	65	.9846153
[illegible]	13	13	1.0	57	57	1.0
[illegible]	9	9	1.0	58	58	1.0
[illegible]	13	13	1.0	55	63	.8730150
[illegible]	13	13	1.0	64	65	.9846153
[illegible]			100.0			82.1

PAA 05 TAHITI FAAA
NOT FLOWN THIS STATION

Transmission by routine administrative message directed by [illegible]
Msg 0822112 Apr 68.


(b) (1) (B)


(b) (1) (B)

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involved and the malfunctions were high RPM on 2453 during takeoff roll on 8 Oct. No airspeed indication on 1019 during take off roll on 9 Oct; lost Search Radar on 2435 during taxi, on 9 Oct. The cancellations on 9 Oct were snowtime sorties. Under normal operations with the 3 hour cancellations criteria, the aircraft could have made a takeoff. The remaining 7 cancellations establish no trend as to malfunction, component or system. Supply was not a contributing factor and the malfunctions were all discovered by ground crews during some phase of maintenance. Part 2. Tanker Cancellations. Three Supply Cancellations on 86 scheduled [illegible] sorties put this area above standard. Two aircraft were involved. Aft 1467 was NORS and cancelled on 7 and 8 Oct for a Nose Strut. The old strut was scored. Aft 1460 was NORS and cancelled 8 Oct for a flexible fuel hose. Part III. Combined bomber and tanker cancellations for the month was 19 with 9 occurring during the week of 7-13 Oct. An MSAT visit during that week could have been a contributing factor.

Routine

[redacted]

[redacted]

[redacted]

[redacted]

[redacted]

Subj: Materiel C-5 Red Ball from 43X for November 1968.

This message is 4 parts. Part I. C-5A Materiel Cancellation.. There were 8 cancellations on 315 scheduled C-5A sorties for a rate of 7 percent. Red Ball which required tank entry for refueling accounted for 5 of the 8 cancellations. There were 4 aircraft involved and they were: 1015 on 13 Nov; 2456 on 14 Nov; 2460 on 20 and 22 Nov and 2454 on 25 Nov. A depot maintenance team was in place assisting repair. The remaining 3 cancellations were for different cause: Acft 2435 cancelled 4 Nov due to an internal oil leak in Nr 2 engine. Acft 2440 cancelled 14 Nov for extensive maintenance and inspection following an Air Alert on 12 Nov. Acft 1010 was not released from alert 15 Nov. Replacement

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[redacted]
NCOIC, Maintenance Analysis

[redacted]
Deputy Commander, Maintenance

[redacted]

aircraft was used to replace an unscheduled removal of another aircraft for fuel leaks. Part II. B-52 Air Aborts. There were 4 air aborts on 106 C-1 sorties for a rate of 3.8 percent. Two aborts were caused by the pressurization system, 1 by the hydraulic system and 1 by the electrical system. The pressurization aborts were: sortie 2440 on 22 Nov. Cabin pressure would climb with altitude. The cabin pressure regulator was defective. Sortie 2436 on 19 Nov lost cabin pressure due to a blown coupling on the cold air ducts. The hydraulic system abort was sortie 2440 on 22 Nov. The utility system was lost during gear retraction due to a broken line to the left brake shut-off valve. The electrical system abort was sortie 1010 on 29 Nov, due to failure of the #3 generator resulting in fluctuating gear posts and cache in the cockpit. Part III. KC-135 Aborts. There were 2 aborts on 69 C-2 sorties for a rate of 2.9 percent. One was caused by the power plant system. Sortie 0340 shutdown #1 engine 14 Nov, due to fluctuating oil pressure. The engine was removed and replaced due to #3 carbon seal and #4 bearing support failure. The remaining abort was caused by the hydraulic system. Sortie 1470 lost hydraulic quantity 20 Nov, in the right system due to a cracked union on the pressure filter. Part IV. No red areas for the period.

R 8

R[illegible] YUW RUCVAAA8408 3[illegible]
ZNR UUUUU

2205

TO RUFPMOA/CSA[illegible]
RUWTFAA/62DSTA[illegible]
INFO RUCSAAA/SAC/DOOA
BT
UNCLAS DOIC

THE RUNWAY AT LITTLE ROCK AFB WILL BE CLOSED FOR PERIODIC REPAIRS FROM 1630Z TO 2100Z 4 TO 8 NOV AND [illegible] NOV, AND [illegible] TO 2200Z ON 11 NOV 64. NO EFFECT ON FMO OR TRAINING. RUNWAY CAN BE OPENED IN 5 MINUTES FOR EMERGENCIES. THE LENGTH OF TIME AND PERIODS OF THE DAY WERE ESTABLISHED IN CONSIDERATION OF WEATHER AND TEMPERATURE FACTORS. IMMEDIATE REPAIR ACTION IS REQUIRED BECAUSE THE ASPHALT PLANT COMMENCES INTERMITTENT OPERATION DURING THE LATTER PART OF NOVEMBER AND CONTINUES THIS SPOTTY OPERATION THRU THE WINTER MONTHS. APPROPRIATE NOTAMS WILL BE [illegible] AFB. THE ABOVE HAS BEEN APPROVED BY MR. [illegible]
BT

NNNN

SYNTHETIC TRAINING DEVICES OPERATIONAL STATUS AND EVALUATION REPORT

DATE (Day, Mo, Yr) 31 Oct 1968 | SAC - E2

TO: (Maj Sub Comd Hq)
USAF(DO)

INFO TO:
Hq SAC (DE) (DOZAG)
Offutt AFB, Nebraska 68113

FROM: (Orgn, Comd of Assignment & Location)
43 BOMBARDMENT Wing(BCOMB)
Little Rock AFB, Ark. 72076

TYPE & SERIAL NO (Incl mdl etch of devices being reported)	STATUS	POWER ON HOURS	CUMULATIVE POWER ON	TRAINER HOURS SCHED	TRAINER HOURS UTILIZED	% SCHED TRAINING COMPL	TRAINING HOURS LOST			REMARKS (Continue on 8 x 10½" sheets of paper if more room required.)
							MAINT	NO SHOW	OTHER	
A	B	C	D	E	F	G	H	I	J	K
A/F 37A-T13 SN 61620002	A	292	41065	110	106	96	0	0	4	ICTO's 4303-2-9-500 & 4303-2-9-50[illegible] installed 21 Oct 68 thru 31 Oct 68. Col J--2 hrs lost to broken alert acft; 2 hrs lost to practice alert.
A/F 37A-T13 SN 61620003	A	376	40493	201	179	89	0	2	20	Col I--2 hrs lost-crew failed to understand latest change to schedule. Col J--12hrs lost to practice alerts-3 hrs lost ,crews restricted to alert facility-4 hrs lost to broken alert acft and 1 hr lost to Bomb/Nav trainer malfunction.
AN/ASQ-T2 SN 61210001	A	365	38858	129	118	91	0	0	11	Col J--6 hrs lost to broken alert acft; 2 hrs lost to practice alert and 3 hrs lost to scheduling error.
AN/ASQ-T2 SN 61210003	A	381	34463	176	151	85	1	3	21	Col H--1 hr lost-incorrect power supply output. Col I--3hrs lost-crew did not understand latest change to schedule. Col J--12 hrs lost to practice alert; 3 hrs lost crews restricted to alert facility; 6 hrs lost to broken alert acft.
AN/ASQ-T1 SN 61460001	A	288	24098	120	109	90	0	0	11	Col J--3 hrs lost to broken alert acft. 2 hrs lost to practice alert; 3 hrs lost due to training accomplished in acft and 3 hrs lost to unscheduled briefing.
AN/ASQ-T1 SN 61460002	A	310	24158	187	163	87	0	2	22	Col I--2 hrs lost-crew failed to understand latest change to schedule. Col J--12 hrs lost to practice alerts; 3 hrs lost crew restricted to alert facility; (continued)

SAC FORM JAN 66 1048

SAC - OAFB, Nebraska

SYNTHETIC TRAINING DEVICES OPERATIONAL STATUS AND EVALUATION REPORT

(Date rec) 30 Nov 1968 | SAC - E2

TO: (Maj Sub Coand Hq) 2AF(DO[illegible])

INFO TO: Hq SAC (DO[illegible])

FROM: (Orgn, Coand of Assignment & Location) 43rd Bombardment Wing ([illegible]) Little Rock AFB, Ark 72076

TYPE & SERIAL NO (Incl maj etch / devices being reported)	STATUS	POWER ON HOURS	CUMULATIVE POWER ON	TRAINER HOURS SCHED	TRAINER HOURS UTILIZED	% SCHED TRAINING COMPL	TRAINING HOURS LOST			REMARKS (Continue on 8 x 10½" sheets of paper if more room required)
							MAINT	NO SHOW	OTHER	
A	B	C	D	E	F	G	H	I	J	K
A/P 37A-T13 SN 61620002	A	2[illegible]	41[illegible]	156	146	94	0	0	10	Col J--4Hrs lost to scheduling error 3hrs lost to broken alert acft and 3hrs lost to No-Notice testing by C.E.C.
AP 37A-T13 A SN61620003	A	231	40724	101	98	97	0	0	3	TCIO's 4303-2-9-563 and 4303-2-9-561 installed 4 Nov 1968 thru 13 Nov 1968. 3hrs lost to scheduling error.
AN/ASQ-T2 SN 61210001	A	214	39072	94	73	80	3	0	18	Col H--3hrs lost due to start of installation of TCIO 4307-12-3-531. Col J--3hrs lost, change in alert crews; 9hrs lost to scheduling error, 3hrs lost to No-Notice testing by C.E.C.; 3hrs lost to practice alert.
AN/ASQ-T2 SN 61210003	A	301	34764	125	119	95	3	0	3	Col H--3hrs lost in changing from EMO to Western EI plate in MK-500. Col J--3hrs lost to scheduling error.
AN/ASQ-T1 SN61400001	A	255	24353	144	131	91	0	0	13	Col J--7hrs lost to scheduling error; 3hrs lost to practice alert; 3hrs lost to No-Notice testing by C.E.C.
AN/ASQ-T1 SN 61400002	A	243	24401	126	117	94	0	0	9	Col J--6hrs lost to scheduling; 3hrs lost to broken alert acft.
P-3-A Instrument Trainer SN 50000560	A	23	12173	16	16	100	0	0	0	
C-11-C Instrument Trainer SN 50000185	A	0	22040	0	0	0	0	0	0	ROBERT R. REYNOLDS, LtCol, USAF Chief, Operations and Training Division 43rd Bombardment Wing

SAC FORM JAN 66 1048

SAC - OAFB, Nebraska

SYNTHETIC TRAINING DEVICES OPERATIONAL STATUS AND EVALUATION REPORT

FROM: [illegible]

TO: [illegible] DO/TAC)

INFO TO: SAC (DO, [illegible])
Offutt AFB, Nebraska 68113

TYPE & SERIAL NO (first mod and id letters being reported)	STATUS	POWER ON HOURS	AIRFRAME HOURS	RADAR FIRST PASS PCT	RADAR TOTAL PASS PCT	GO SIZE CHECK PASS PCT	TRAINING HOURS LOST: MAINT	TRAINING HOURS LOST: NO SIGN	TRAINING HOURS LOST: OTHER	REMARKS
A	B	C	D	E	F	G	H	I	J	K
AF 57A-T13 SN 61420002	A	312	41034	142	138	95	0	0	24	[illegible]
AF 57A-T13 SN 61420003	A	314	41037	175	167	95	0	0	8	[illegible]
AN/ASQ-T2 SN 61210001	A	326	39938	116	104	90	4	0	8	[illegible]
AN/ASQ-T2 SN 61210003	A	239	34934	96	85	90	0	0	9	[illegible]
AN/ASQ-T1 SN 61460001	A	281	24644	135	110	80	0	0	25	[illegible]
AN/ASQ-T1 SN 61460002	A	283	24684	147	138	93	0	0	9	[illegible]
T9A Instrument Trainer SN 50000560	A	45	12198	16	16	100	0	0	0	
C1aG Instrument Trainer SN 50000185	A	22	24062	14	14	100	0	0	0	

43rd BW Troop Housing

October - December 1968

Squadron	No. Rooms Assigned	No. Living in Rooms	Average Per Room
(2nd of October)			
HS	30	64	2.1
FMS	77	180	2.4
OMS	116	220	1.9
MMS	38	74	1.9
AEMS	44	60	1.4
(2nd of November)			
HS	30	64	2.1
FMS	71	167	2.3
OMS	116	213	1.8
MMS	38	78	2.0
AEMS	45	94	2.1
(2nd of December)			
HS	30	64	2.1
FMS	69	166	2.4
OMS	116	214	1.8
MMS	38	79	2.0
AEMS	45	94	2.1

"An Accurate Extract"

JASON R. KAPPARADZE
1st Lt, USAF

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS, 825TH COMBAT SUPPORT GROUP (SAC)
LITTLE ROCK AIR FORCE BASE - JACKSONVILLE, ARKANSAS 72076

16 January 1969

MINUTES OF THE BASE FAMILY HOUSING MANAGEMENT COUNCIL - LITTLE ROCK AFB, ARKANSAS

1. The LITTLE ROCK AIR FORCE BASE FAMILY HOUSING MANAGEMENT COUNCIL convened in accordance with SACR 85-10 at 1000 hours, 16 January 1969.

a. Members Present:

Capt Martin H. Levin, 825th Svc Sq (BSV) Acting Chairman
Capt Norman L. Blakley, 825th Sec Pol Sq (BOSP)
Capt W.E. Burlescn, 825th Cmbt Spt Gp (ECR) Authorized Representative
Capt C.R. Consnt, 825th Cmbt Spt Gp (BPR) Authorized Representative
Capt Joe R. Lamport, 825th Hq Sq (BJA) Authorized Representative
W.J. Hutchins, DAFC, 825th Sup Sq (CSUP), Authorized Representative
Jerry F. Ryan, DAFC, 825th Civ Engr Sq (BCE) Authorized Representative
Milton P. LaVasque, DAFC, 825th Svc Sq (LJVS), Recorder

b. Members Absent:

Colonel Theodore R. Dale, 825th Cmbt Spt Gp (BDC)
Colonel Walter J. Schweiger, Jr., 825th Cmbt Spt Gp (BP)
Captain James C. Threet, 825th Trans Sq (TSTM)

c. Others Present:

TSgt James Camille, 825th Civ Engr Sq (BCEP)
Patricia S. Bentley, 825th Svc Sq (BSVH)

2. Old Business:

a. Mr. Ryan of CES reported that in-house capability for garbage collection could not be obtained. He suggested that the present contract for this service be rewritten to emphasize in detail the requirements that must be met by the contractor. CES personnel will continue to exercise close supervision over these services.

b. The Base Housing Office has assumed the responsibility of maintaining a current listing of available Housing Contract Cleaners. This responsibility will be limited to reference purposes only and made available to occupants for ready reference as they schedule termination of quarters. The Base Housing Office will not encourage or discourage the use of Contract Cleaners, nor will Base Housing personnel recommend anyone for this service. Personnel desiring this information will be referred to the available listings, informed of minimum/maximum charges as determined by the Installation Commander, and given a blank contract form for use by the individual and cleaner, if desired. Utilization of these services will be the sole responsibility and choice of each individual.

c. Captain Blakley of Security Police reported that in accordance with the provisions of AFR 125-14, B/Sup-1, housing occupants may park boats and/or trailers in their driveways or carports provided there is available space for privately-owned vehicles. It was emphasized that there is a designated area for utilization of housing personnel specifically for the purpose of parking boats, trailers, etc. which would alleviate the necessity of using driveways and carports for this purpose.

3. New Business:

a. Housing Occupancy Rate as of 31 December 1968: 99.6%

b. Assignments and Terminations:

(1) Housing Status:

Type of Quarters:	Available:	Assigned:	Reassigned:	Waiting:
Senior Grade, 4-BR	12	12	0	0
Field Grade, 3-BR	171	171	3	3
Company Grade, 3-BR	344	342	12	0
Company Grade, 2-BR	86	86	5	9
Enlisted, 3-BR	552	449	21	0
Enlisted, 2-BR	370	369	20	0

(2) Number of On-Base Moves: 113

(3) Number Quarters Declared Excess: -0-

(4) Number Families of Eligible Sponsors Currently Overseas Occupying Government Quarters: 6

(5) Number DOD Civilians Occupying Government Quarters: 0

(6) Number Ineligibles Occupying Government Quarters: 1

(7) Number Families of Ineligible Sponsors Currently Overseas Occupying Government Quarters: -0-

(8) Total Vacant Unit Days Chargeable to Base Housing: 92

(9) Average Unit Days Per Vacant Unit Chargeable to Base Housing: 158

(10) Number Quarters Vacated During the Month of December: 58

c. Programming of Maintenance, Repair, Alteration, and Construction:

(1) Service Calls (Housing & Base) - 1684

(a) Received (Housing Only): 1394
(b) Completed (Housing Only): 839

(2) Units in CE Hands on 31 December 1968: 4

(3) Units Processed by CES During the Month of December: 59

(4) Total Vacant Unit Days Chargeable to CES in December: 64

(5) Average Unit Days Per Vacant Unit Chargeable to CES: 1.08

(6) Longest Period of Time CES had Any One Unit During the Month of December: 10 Days (179 Pennsylvania Drive)

d. Housing Bench Stock Fill Rate: 76.6%

e. Occupant Care and Maintenance of Structures and Adjacent Grounds: (See paragraph 3j for Contracts/Projects in progress and programmed).

f. Summary of P-721 and P-722 Funds as of 31 December 1968:

(1) P-721 Funds:

EE:	Description:	[illegible]:	2nd Qtr Allot:	Spent To Date:	% of Annual Program:
392.00	Labor	$ 26,900	$ 15,200	$ 15,187	56.5 %
480.XX	Utilities	458,600	215,900	203,594	44.4
533.30	Refuse Collection	30,400	30,385	30,375	99.9
569.40	Furniture Maintenance	5,200	3,000	1,447	27.8
592.30	Rentals	9,900	5,200	5,129	51.8
609.00	Supplies	5,400	3,300	3,239	60.0
	Sub-Total:	$ 536,400	$ 272,985	$ 258,971	48.3 %

(2) P-722 Funds:

392.00	Labor	$ 156,500	$ 85,000	$ 84,861	54.1 %
521.XX	Projects	110,877	110,877	110,816	99.9
529.XX	Projects	5,986	5,986	4,110	68.7
569.40	Appliance Maintenance	3,000	500	-0-	-0-
609.00	Supplies	192,000	94,486	75,667	39.4
628.00	Equipment	13,400	13,400	13,395	100.0
	Sub-Total:	$ 481,763	$ 310,249	$ 288,849	59.9 %
	TOTAL:	$1018,563	$ 583,234	$ 547,820	53.8 %

g. Preparation of All Reports Pertaining to Family Housing: The Quarterly Housing Report was submitted as of 31 December 1968. The next Quarterly Housing Report will be due as of 31 March 1969. The Semi-Annual World-Wide Housing Report will be submitted in January 1969.

h. Calculation of Housing Requirements:

(1) Known Enlisted Gains: -0-

(2) Known Enlisted Losses: 11

(3) Known Officer Gains: 12

(4) Known Officer Losses: 8

i. Control and Issue of Furniture and Equipment:

(1) Number of Terminal Inspections Required: 58

(2) Number of Terminal Inspections Completed: 58

j. Family Housing Programs:

(1) LRK 12-8, Roof Repairs - Approximately 78% complete as of 31 December 1968.

(2) LRK 10-8, Painting of Exteriors of Capehart Quarters - This contract was reported to be approximately 26% complete on 31 December 1968. This contract has been temporarily closed, but will reopen 15 March 1969, weather permitting.

(3) W/O #9 1244, Installation of Yard Lamps for Pride Quarters - To be accomplished as soon as materials are received (4 lamps available now).

(4) LRK 70-8, Sidewalk Construction - Approximately 98% complete on 31 December 1968.

(5) W/O #9 1435, Replacement of Street Signs - Materials 50% complete; scheduled for completion in FY 70.

4. Meeting adjourned at 1110 hours. The next meeting of the BASE FAMILY HOUSING MANAGEMENT COUNCIL will convene at 1000 hours on Thursday, 20 February 1969, in the Blue Room of the Officers Open Mess.

Milton P. LaVasque

MILTON P. LA VASQUE, DAFC
Recorder

Martin H. Levin

MARTIN H. LEVIN, Captain, USAF
Acting Chairman

X APPROVED _____ DISAPPROVED

Mollie F. Zumwalt

MOLLIE F. ZUMWALT, Colonel, USAF
Commander

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Crew S-45 Wins Bomb Wing Trophy

Crew S-45 has won the ... Bombardment Wing's ... Crew Trophy" for Ju... to Dec. 31, 1968.

Col. Sherwin G. Desens, ... BW commander, presented the trophy to the crew Jan. 8 on the flight line.

Crew S-45 members are Majors Rodney B. Henney, pilot, and Paul A. Johnson, navigator; and Capt. Alan D. McKenzie, defensive systems operator.

The award is based upon a crew rating system which uses average points per mission as the criteria.

The crew established the highest points per mission average, and also set a wing record for the most points credited for one sortie.

In addition, during this rating period, Crew S-45 was subjected to Second Air Force Combat Evaluation Group testing and received a rating of "Highly Qualified."

Colonel Desens stated, "This award is a significant achievement as there are more than 50 hand picked, highly professional and competitive crews within the 43rd Bombardment Wing."

Crew S-45 is assigned to the 43rd BW Combat Crew Training School. Major Henney is the most experienced instructor pilot in the school, having accumulated more than 1,300 hours in the General Dynamics B-58 Hustler. He graduated his first student in 1963.

During one of his earlier training flights a flight control malfunction developed which could have resulted in the loss of a multi-million dollar aircraft. Major Henney was awarded the Air Medal for the safe recovery of his aircraft.

Major Johnson has been assigned to the 43rd BW for six years. He has served with Major Henney for more than two years.

Captain McKenzie was assigned to the wing in 1964 from Lincoln AFB, Neb., where he served as wing penetration aids officer. He has been a member of Crew S-45 for more than one and one-half years.

Two Majors Decorated For SEA Duty

Maj. Prince H. Harris, 70th Aerial Refueling Squadron, received two Silver Stars, the Distinguished Flying Cross, and the ninth Oak Leaf Cluster to the Air Medal; and Maj. Leslie P. McConnell, 70th ARFFS, the Distinguished Flying Cross in ceremonies yesterday morning.

Brig. Gen. James E. Hill, 823th Strategic Aerospace Division commander, made the presentations.

Major Harris was awarded the Silver Stars for similar actions as a T-28 fighter pilot in Southeast Asia. On Dec. 11, 1967, he flew a night armed reconnaissance mission of heavily defended hostile lines of communication in a renovated T-28 trainer. He made repeated passes into the focal point

Major Harris

of antiaircraft and automatic weapons positions. Despite heavy fire, strong winds, and rugged terrain, Major Harris destroyed three hostile vehicles and silenced two gun positions.

On Nov. 18, 1967, Major Harris was engaged in conducting a night armed reconnaissance mission in an extremely mountainous and heavily fortified area when he detected a hostile forces convoy. He attacked the convoy, destroying and burning five heavily loaded supply vehicles.

The DFC went to Major Harris for the close air support he provided friendly ground forces on Feb. 13, 1968.

The ninth OLC to the Air Medal was awarded Major Harris for his achievements in aerial flight from Aug. 27, 1967 to June 3, 1968.

Major McConnell was awarded the DFC for his participation as an EB-66 aircraft commander in aerial flight over North Vietnam. On Dec. 20, 1967, he flew his unarmed electronic

Major McConnell

countermeasures aircraft on a jamming support mission against radar directed antiaircraft weapons and surface-to-air missiles which threatened a B-52 combat force. The B-52s were attacking hostile troop concentrations near the Demilitarized Zone.

Aerial Heroics In SEA Bring DFC To Thomas

[redacted] Land Caster to the Distinguished Flying Cross Friday for aerial heroics in Southeast Asia.

Captain Thomas serves as an RF-[redacted] pilot in SEA. On Jan. 29, 1968, he flew an unarmed and unescorted night reconnaissance mission to obtain photographic coverage for bomb assess-

[redacted] the enemy area "...In spite of formidable terrain barriers, and intense and accurate hostile fire, Captain Thomas skillfully guided his aircraft through these hazards and obtained complete coverage of his assigned target."

His accomplishment enabled friendly forces to pinpoint hostile gun positions, and map and determine the serviceability of unfriendly supply routes.

Captain Thomas also received his thirteenth OLC to the Air Medal for service in SEA from July 2, 1967 to April 29.

Captain Thomas