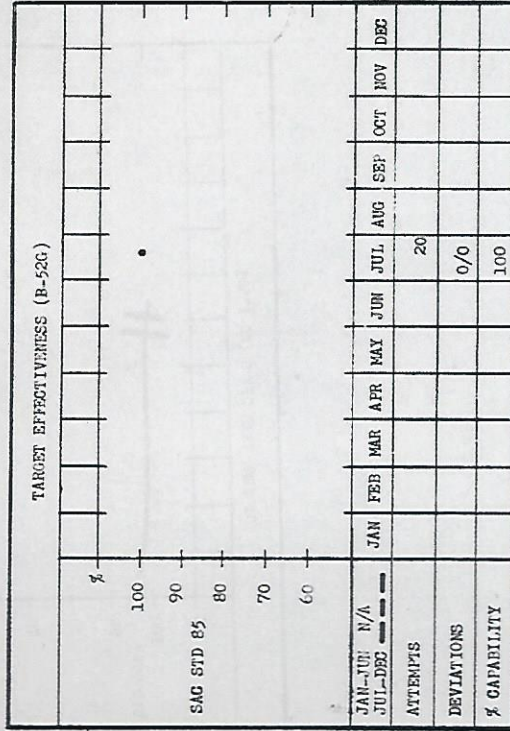
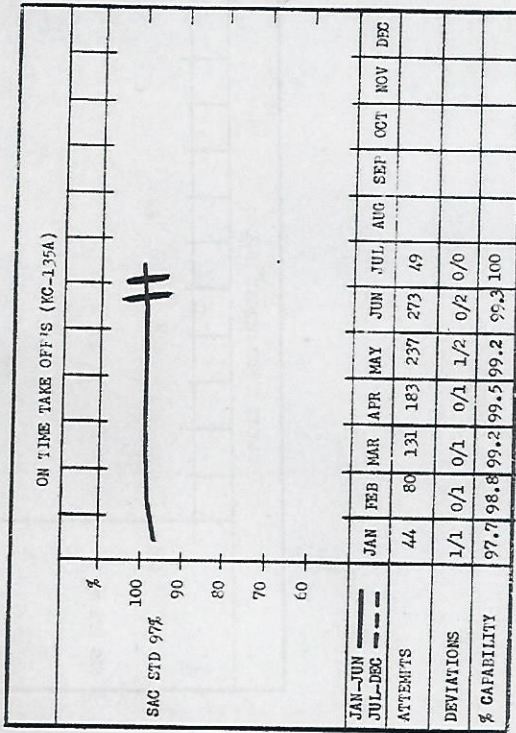
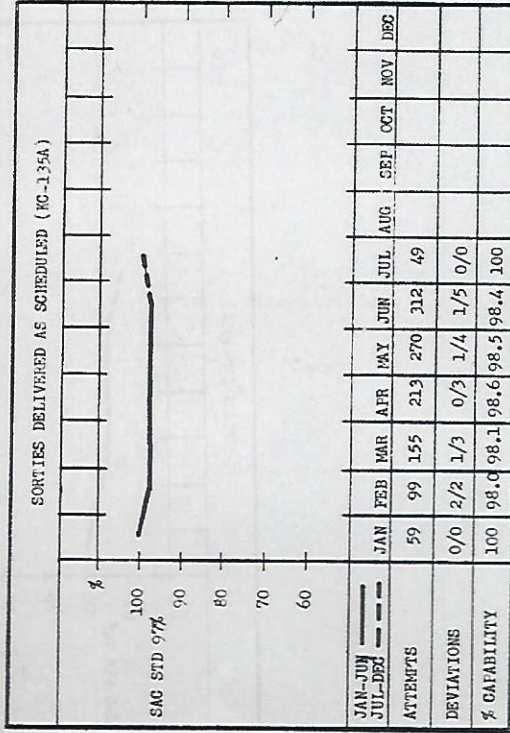


TARGET EFFECTIVENESS (R-52C)



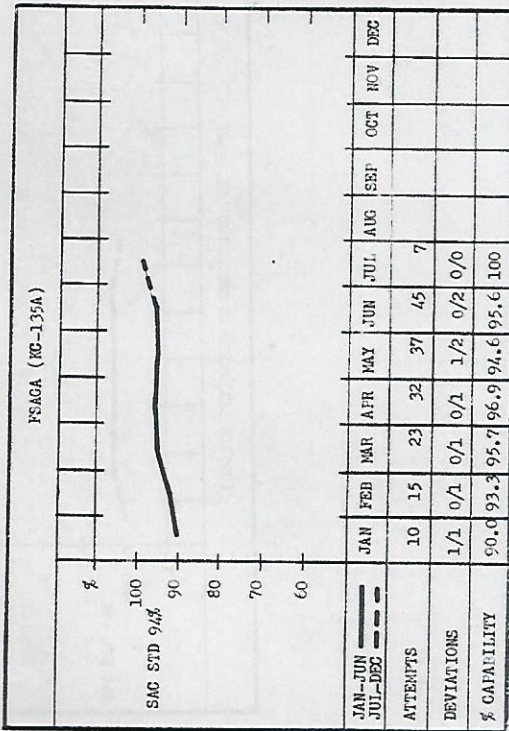


SORTIES DELIVERED AS SCHEDULED (KC-135A)



	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
JAN-JUN	59	155	213	270	312	49						
JUL-DEC	0/0	2/2	1/3	0/3	1/4	1/5	0/0					
ATTEMPTS	100	98.0	98.1	98.6	98.5	98.4	100					
DEVIATIONS												
% CAPABILITY												

FSAGA (RC-135A)



	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
JAN-JUN JUL-DEC	10	15	23	32	37	45	7					
ATTEMPTS	1/1	0/1	0/1	0/1	1/2	0/2	0/0					
DEVIATIONS	90.0	93.3	95.7	96.9	94.6	95.6	100					
% CAPABILITY												

5 Jul 66 A/C #023
 MAL: Fire warning light on #1
 Engine after rotation, Throttle
 was returned to idle, light went
 out, Throttle was advanced slightly
 and light came on again and remained
 on. #1 Engine was shutdown and
 light remained on until down leg. It
 then flickered until landing.
 CORRECTIVE ACTION: Removed and
 replaced fire detector.
 AUG 49BAD.

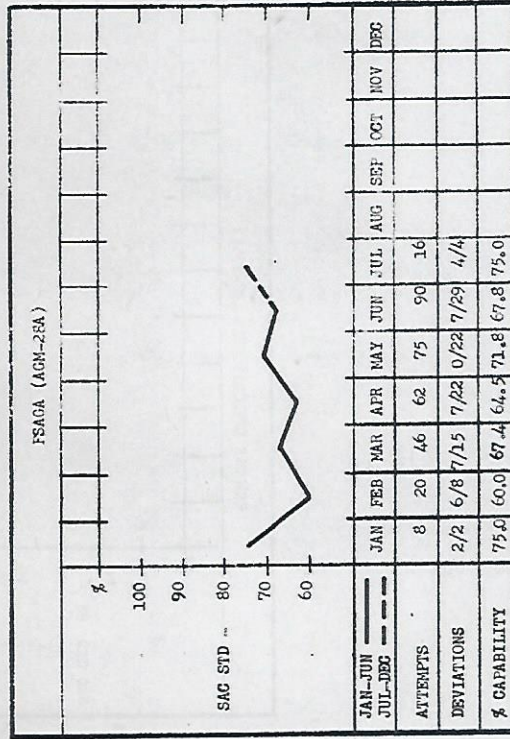
ENROUTE EFFECTIVENESS (EG-135A)												
JAN-JUN JUL-DEC	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
ATTEMPTS							18					
DEVIATIONS							1/1					
% CAPABILITY							94.4					

6 Jul 66 ACM #799 A/C #251
Operations procedural error.

6 Jul 66 ACM #242 A/C #251
MALS 3P Abort. All missile
operations were good at high level.
A low first check point fix solid
A/N No Go light. Unable to check
point fix in any manner, including
walking procedures. All malfunction
analysis steps accomplished and re-
accomplished. 3P abort due to in-
ability to check point fix.
CORRECTIVE ACTION: Removed and
replaced Digital Computer.
WOC 62170.

12 Jul 66 ACM #142 A/C #179
MALS Malt Lite stayed on for entire
flight. Went off for five seconds
on three different occasions.
CORRECTIVE ACTION: Removed and
replaced Conversion Control.
WOC 62130.

20 Jul 66 ACM #852 A/C #219
MALS No level alignment when going to operate. Heading
drove to 230.11 100° off from other missile. FP Counters
drove to a different value than A/C and started to up date.
Pointing error stuck at 499 CHA up dates good. Recycled
numerous times, no help target counters ran away when
target fix switch placed to operate.
CORRECTIVE ACTION: Removed and replaced Digital Computer.
WOC 62170.



7 Jul 66 AGM #222 A/C #254
 MAL: PP Latitude and Longitude
 drove off when going to operate.
 Recycled several times with same
 results each time. AZ a/c line light
 came on with no AZ a/c line selected.
 CORRECTIVE ACTION: Removed and
 replaced position data panel.
 WUC 95560.

7 Jul 66 AGM #241 A/C #254
 MAL: PP Latitude and Longitude
 drove off when going to operate.
 Recycled several times with same
 results each time. AZ a/c line light
 came on with no AZ a/c line selected.
 CORRECTIVE ACTION: Removed and
 replaced position data panel.
 WUC 95560.

TARGET EFFECTIVENESS (AGM-28A)												
	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
%							6					
SAG STD -							2/2					
JAN-JUN N/A												
JUL-DEC												
ATTEMPTS							6					
DEVIATIONS							2/2					
% CAPABILITY							66.7					

1-576

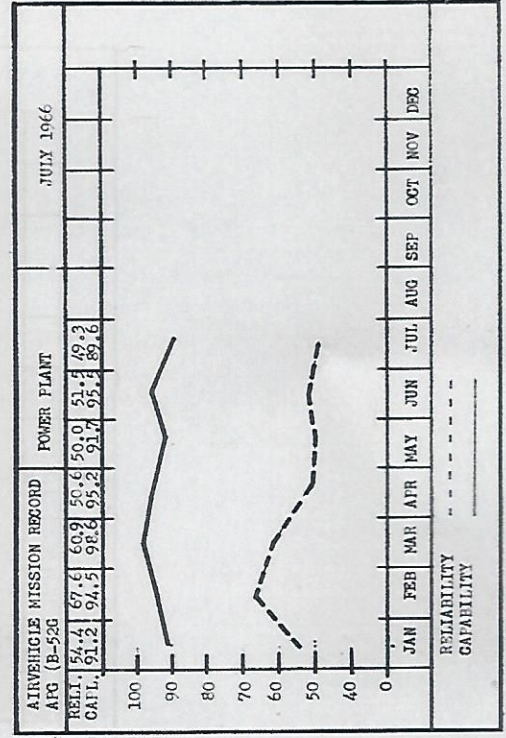
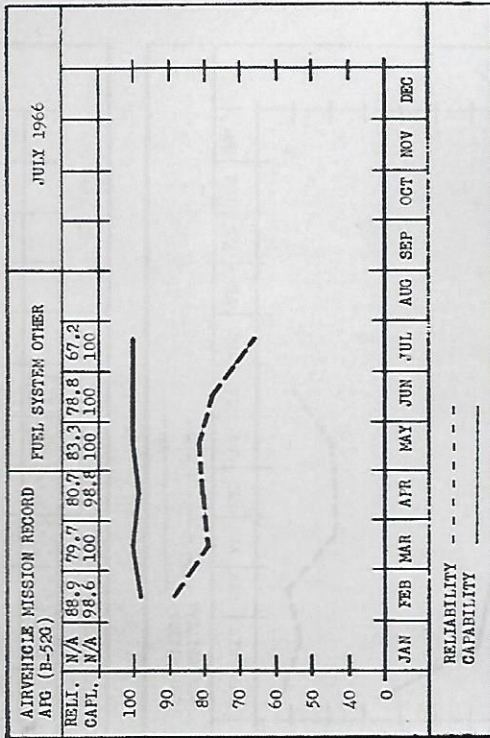
AIRVEHICLE MISSION RECORD AFG

BLOCK #	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	TOTAL
NOUN	WFO/CRK	WFO/CRK	WFO/CRK	WFO/CRK	WFO/CRK	WFO/CRK	WFO/CRK	WFO/CRK	WFO/CRK	WFO/CRK	WFO/CRK	WFO/CRK	WFO/CRK	WFO/CRK	WFO/CRK	WFO/CRK	WFO/CRK	WFO/CRK	WFO/CRK	WFO/CRK	
0	50	0	33		50	0	50	50	50	50	50	50	50	50	50	50	50	50	50	50	574
0	10	3	27		8	2	4	1	22	6	2	2									88
D	3	1	5			1	4			1	6	3									21
B	4		2		1	1					6										10
S	5										17										17
% REFL.	89.6	89.5	89.3		86.6	92.5	87.1	88.1	87.2	89.6		88.5									88.3
% CAPL.	89.5	89.5	88.6		88.5	97.0	84.0	100	100	98.5		95.5									95.4

AIRVEHICLE MISSION RECORD AENS

BLOCK #	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	TOTAL
NOUN	WFO/CRK	WFO/CRK	WFO/CRK	WFO/CRK	WFO/CRK	WFO/CRK	WFO/CRK	WFO/CRK	WFO/CRK	WFO/CRK	WFO/CRK	WFO/CRK	WFO/CRK	WFO/CRK	WFO/CRK	WFO/CRK	WFO/CRK	WFO/CRK	WFO/CRK	WFO/CRK	
0	57	56	30	0	56	0	65	58	47	30	17	23	33	28	26	59	62	62	27	27	827
0	7	4	18	1	3	6	1	3	11	36	15	27				1	3	5	5	217	
D	3	5	7	4	5		1	4	7	1	9	11						2	1	72	
B	4										4										4
S	5	2	3					1	2		22	3			1						37
% REFL.	89.1	89.2	89.9	92.5	87.1	91.0	87.0	88.2	72.3	74.8		87.7			50.8	40.0	88.3	92.5	89.8	73.8	
% CAPL.	89.5	89.9	89.1	87.0	82.5	100	87.5	83.8	85.2	88.5		88.0			83.8	87.0	100	87.0	87.0	83.8	

AV Block 1 - 46, Code 2 - 11, Code 3 - 6, Code 4 - 2, Code 5 - 73.0, Code 6 - 87.1, Code 7 - 80.5



TC-135A

AIRVEHICLE MISSION RECORD ATU

BLOCK #	32	33	34	35	36	37	38	39	40	41	43	TOTAL
126												
NOUN												
C	1	1	1	1	1	1	1	1	1	1	1	1
O	2	2	1	5	5	5	5	5	5	5	5	54
D	3	1	1	1	1	1	1	1	1	1	1	3
E	4											1
S	5											1
% REL.	96.2	96.2	96.2	96.2	96.2	96.2	96.2	96.2	96.2	96.2	96.2	96.2
% CAPL.	100	100	96.2	96.2	100	100	98.1	100	100	100	100	96.1

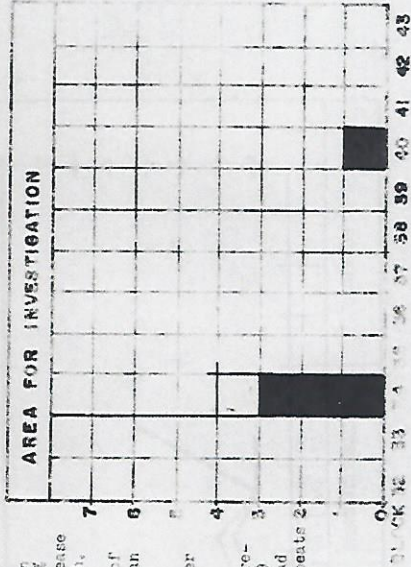
TC-135A

AIRVEHICLE MISSION RECORD ARNS

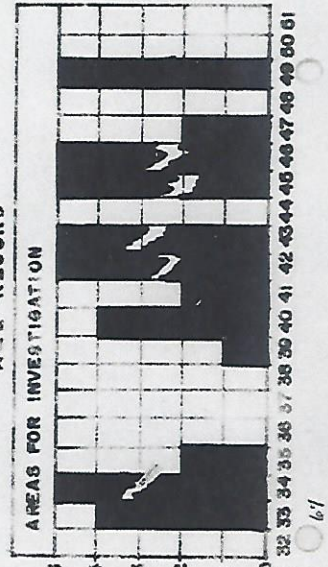
BLOCK #	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	50	51	TOTAL
126-1																			
NOUN																			
C	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
O	2	2	1	7	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
D	3	3	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
E	4																		
S	5	1	2																
% REL.	88.2	98.1	86.0	100	98.3	96.2	96.2	95.9	96.2	96.2	96.2	96.2	96.2	96.2	96.2	96.2	96.2	96.2	96.2
% CAPL.	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100

B-52G REPEAT DISCREPANCIES

APG RECORD



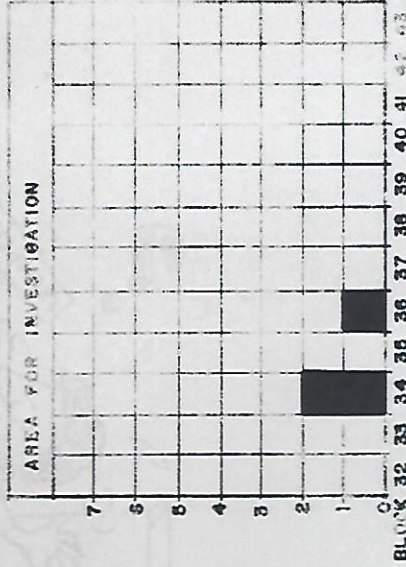
AEE RECORD



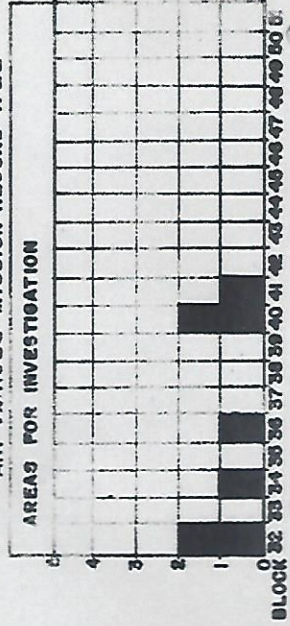
1. There was a total of 61 Repeat System Write-ups on our B-52G Aircraft during July. AIG accounts for 64% of the repeats and AIMS 93.4%. We have shown an increase of 24 repeats or 39.4% more this month than last month.
2. AIMS Repeat System Write-ups. There was a total of 57 repeats which occurred during July 1966. This is an increase of 27 repeats or 47.4% more than last month. UHF Radio and Terrain Avoidance Systems had 9 repeat system write-ups which accounted for the highest number of repeats.
3. There were 2 aircraft with the highest number of repeat write-ups. A/O #174 which had 4 repeats out of 9 in the Terrain Avoidance System, and A/O #255 which had 4 repeats out of 9 in UHF System. The rest of the repeats were divided up between all the other aircrafts.

KC-135A REPEAT DISCREPANCIES

AIR VEHICLE MISSION RECORD APG



AIR VEHICLE MISSION RECORD ABE



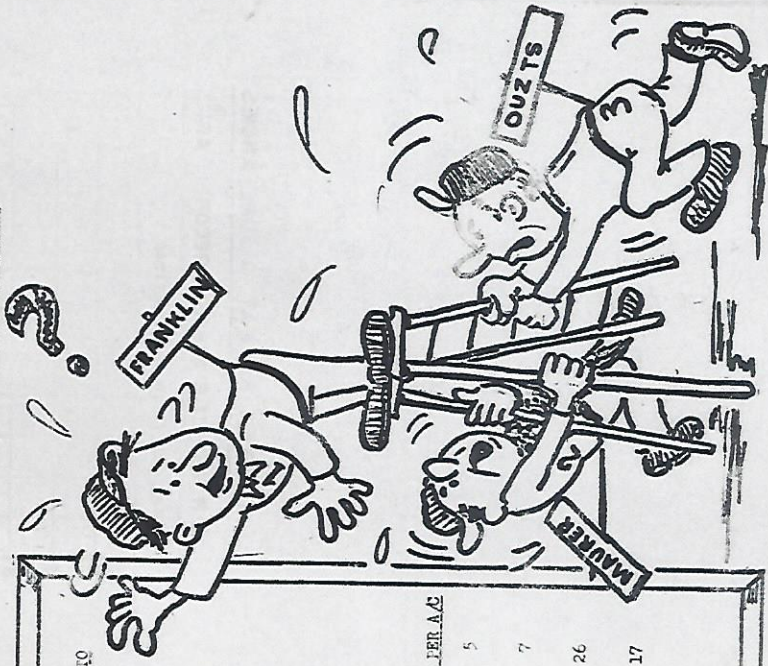
KC-135A Repeat System Write-ups:

1. There was a total of 10 Repeat System Write-ups against our KC-135A Aircraft during July 1966. AIG accounts for 3 repeats or 30.0% of the repeats and AMS is credited with 7 repeats or 70.0% of the repeats.
2. AMS Repeat System Write-ups: There were 7 repeats on the KC-135A AMS Systems during July. This is a decrease of 4 repeats or 36.4% less than last month.
3. No significant trend was noticed among the KC-135A Aircraft for July.

ALPHABETIC CHURN STANDINGS

D-533

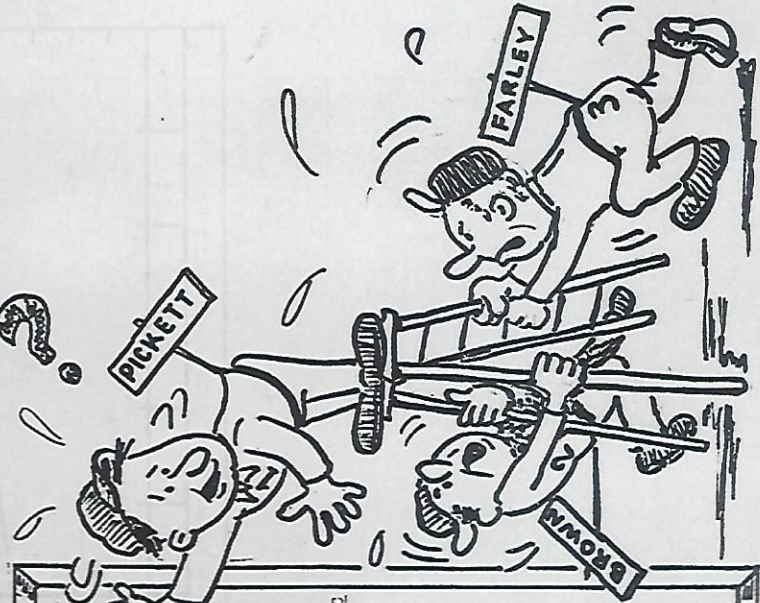
AGE	CALL LETTERS	NO. OF A.E.	DATE LAST DEPT.	WIC.	OUTS	AVG. PER. A.E.
581	Franklin		10 Aug 65	45000	45	
255	Meyer		2 Jan 66	4288E	39	5
161	Quale		1 Dec 65	471AA	31	
571	Trevis		1 Mar 66	51A3F	28	7
185	Boo		4 Mar 66	50A5B	24	
217	...		23 Feb 66	231AG	17	
179	Broughlan		8 Feb 66	23000	15	
218	Jones		28 Apr 66	OPS	13	
587	Castro		14 Jun 66	145BA	5	
234	Hillman		19 Jul 66	23000	3	
214	Spencer		7 Jul 66	46AAG	3	
251	...		15 Jul 66	230QF	1	
501	...		16 May 66	23KGA	1	
254	Thomas		22 Jul 66	51EAA	0	
258	McNeill		28 Jul 66	23DAA	0	
174	McPherson		28 Jul 66	118MC	0	
CLUBS						AVG. PER. A.E.
SWSgt Bledleton						21
A/O #21A, 217, 174, and 601						5
SWSgt Miller						29
A/O #251, 258, 218, and 179						7
SWSgt Berro						104
A/O #161, 581, 254, and 571						26
SWSgt Smith						68
A/O #255, 234, 587, and 185						17



ALPHABETICALLY BY LAST NAME

NO. 135A

A/C	CHIEF	DATE LAST DEPT	MOB	OTIO
115	Pickett	3 Jul 63	23446	192
026	Brown	23 Sep 64	42224	101
025	Farley	15 Dec 64	11141	100
027	Sutton	21 Jul 65	23148	42
029	Hally	7 Jun 66	23806	42
003	Baine	10 Dec 65	14757	70
034	Stout	23 Feb 66	46631	47
021	Maye	2 Dec 65	42158	70
121	Barnett	8 Jun 66	51421	7
023	Baine	23 May 66	11143	6
078	Houck	25 May 66	42195	5
FLIGHT CHIEF NO. OF A/C TOT OTIO ALL PER A/C				
1Sgt Henderson		4	245	61
A/C #023, 115, 603, and 121				
1Sgt Sills		4	151	39
A/C #021, 034, 036, and 078				
1Sgt Banner		3	184	61
A/C #025, 029, and 037				



7-73 O. MANHOOURS EXPENDED ON ALERT INSPECTIONS									
	MAY	JUN	JUL	AUG	SEP	OCT			
Percent Maintenance on Alert Inspections	2.0								
Alert Inspections	2,0								
Alert H/hrs Expended	406.9	304.9	213.8						
Wing H/hrs Expended B-52G	26390.3	21223.5	24894.1						
% Alert Maint	1.54	1.44	.86						
FOUNDA:	H/hrs expended on alert inspect. = % Maint. on Alert Inspect. H/hrs expended on B-52G maint.								

Alert Inspection Data B-52G:

The Alert Area Inspections during May, Jun., and Jul. are analyzed as follows:

a. B-52G Alert Inspection Data:

(1) Manhours Expended and jobs Performed:

MAY	706.9 MH	293 Jobs
JUN	304.9 MH	239 Jobs
JUL	213.8 MH	116 Jobs
TOTAL	925.6 MH	648 Jobs

(2) Length of Jobs:

There were a few long jobs, but most were of short duration. The average time spent per job was only 1.4 manhours.

(3) Proportionate Share of

All Wing B-52G Maintenance:

The 925.6 manhours spent in the B-52G Alert Area represents 1.27% of the total manhours spent on aircraft maintenance during May, Jun, and Jul.

(4) Explanation of Chart:

The chart in the upper right of this page depicts the percentage of the number of manhours expended on Alert Inspections versus the total number of manhours expended on our B-52G Aircraft by month.

Alert Inspection Data KC-135A

The Alert Area Inspections during May, Jun, and Jul are analyzed as follows:

1. KC-135A Alert Inspections

Data:

(1) Manhours Expended and Jobs Performed.

MAY	305.9 MH	286 Jobs
JUN	258.7 MH	178 Jobs
JUL	174.9 MH	85 Jobs
TOTAL	739.5 MH	559 Jobs

(2) Length of Jobs:

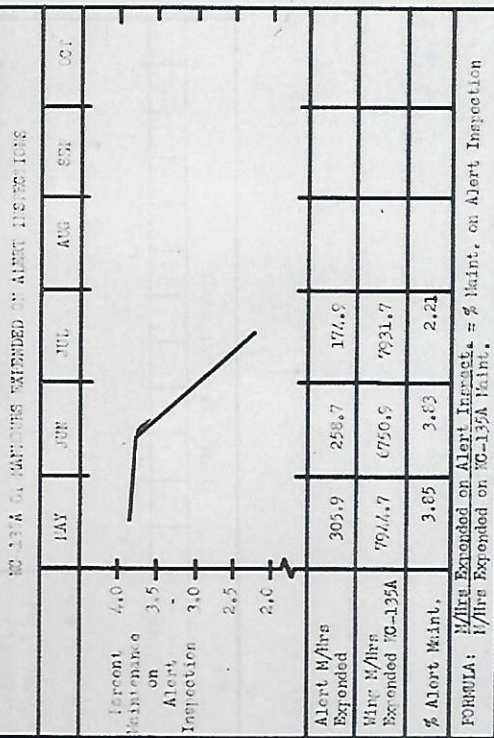
There were a few time consuming jobs, but most were of short duration. The average time per job was 1.3 manhours.

(3) Proportional Share of All May KC-135A Maintenance:

The 739.5 manhours expended on the KC-135A Alert Aircraft represents 3.27% of the total manhours expended by the wing on all KC-135A Aircraft maintenance during May, Jun, and Jul.

(4) Explanation of Chart:

The chart in the upper right of this page depicts the percentage of the number of manhours expended on alert inspections versus the total number of manhours expended on our KC-135A Aircraft by month.



FOREIGN OBJECT DAMAGE			
	MAY	JUN	JUL
B-52G	\$399.00	\$798.00	\$798.00
KC-135A	246.00	216.00	102.00
TOTAL DOLLARS	\$645.00	\$1044.00	\$900.00

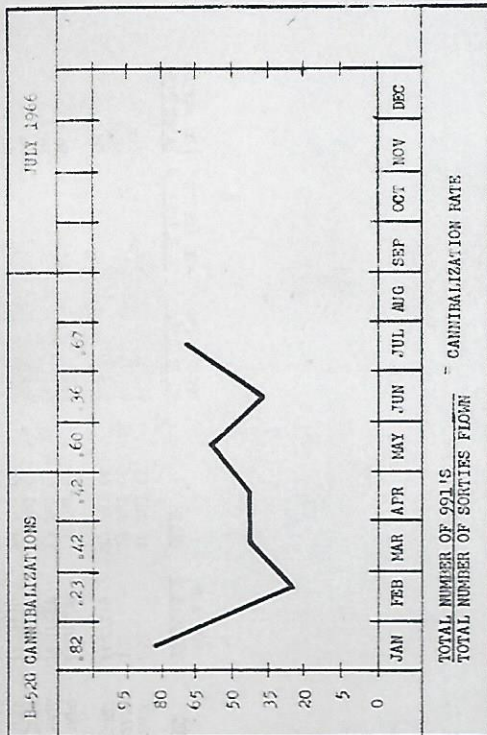
NARRATIVE:

The FOD remained the same during July on B-52G Aircraft. Two main landing gear tires were replaced because of cuts at a cost of \$798.00.

KC-135A FOD decreased during July. One nose tire was replaced due to cuts at a cost of \$102.00.

B-52G	KC-135A
\$798.00	0
0	102.00
0	0
0	0
\$798.00	\$102.00

Nose Tires
 Main Tires
 Engine
 Wing TOTAL



MEMORANDUM:

The cannibalization rate for July is .67 as compared to .36 during June for a rate increase of .31. There was one cannibalization for every 1.5 sorties flown. Of the 45 cannibalizations during July, 23 were in error for an error rate of 51%. 19 of these errors were in PMS and the remaining 4 were against A&E components. The apparent problem in PMS is on engine cannibalizations which occur out on the flight line and the maintenance man has to go to the shop and cann. off a spare engine. Again as in the past, mis-coding is continuing to plague the PMS System. It remains the work center supervisors responsibility to ensure that correct reporting procedures are initiated and seen through to the end. Therefore, it is imperative that work center supervisors responsible for these types of errors take immediate action to inform their personnel of correct documentation as continued and increased emphasis will be placed on cannibalizations in the future.

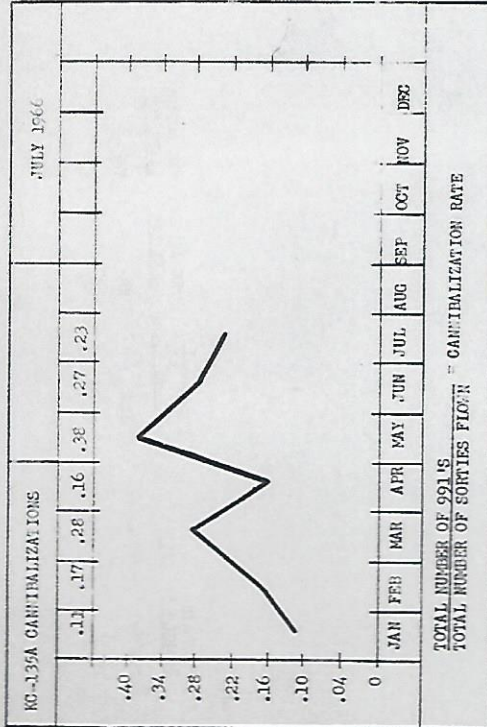
ACFT #	DESCRIPTION	MIC	FROM AIR VEHICLE #	DATE	DOCUMENTED ON LAF 991	MDC ACTION TAKEN	MDC ACTION TAKEN
214	Arm Control Panel	95310	251	12 Jul 66	Yes	Yes	No
254	Panel Position	95560	234	8 Jul 66	Yes	Yes	Yes
185	Clamp	42BAH	234	8 Jul 66	Yes	No	No
244	Adapter	4CA49	234	8 Jul 66	Yes	Yes	Yes
185	Bracket	42BER	F618176	8 Jul 66	Yes	No	No
234	Panel Eng. Cowl	11M5A	174	28 Jul 66	Yes	No	No
234	Pump Eng. Dr. Hyd.	450GJ	F630938	20 Jul 66	Yes	No	No
174	Pump, Hyd.	450EG	F427119	21 Jul 66	Yes	No	No
174	Flange	42BE5	F618176	7 Jul 66	Yes	No	No
174	Controller	41ACH	251	21 Jul 66	Yes	No	Yes
174	Regulator	4780A	179	19 Jul 66	Yes	Yes	Yes

B-52B Contributions (Continued)

AGET #	REFERENCE	M/C	FROM AIR VEHICLE #	DATE	DOCUMENTED	M/C ACTION TAKEN	M/C ACTION TAKEN
185	Release Assy.	12AID	251	16 Jul 66	Yes	Yes	Yes
251	Release Assy.	12ABK	179	19 Jul 66	Yes	No	No
571	Warning Pressure Line, Note	233QF	FC27119	29 Jul 66	Yes	No	No
254	Manifold	23HGO	FC31408	7 Jul 66	Yes	No	No
587	Heater	23HQA	FC31408	12 Jul 66	Yes	No	No
174	Fuel Control	23HAK	FC30938	27 Jul 66	Yes	No	No
571	Fuel Control	23HAK	FC27119	28 Jul 66	Yes	No	No
581	Injection Unit	23KAA	FC31408	11 Jul 66	Yes	No	No
587	Core Assy.	23JAD	FC31408	12 Jul 66	Yes	No	No
234	Ball	75G00	255	29 Jul 66	Yes	No	No
571	Note	42BBL	FC30938	26 Jul 66	Yes	No	No
255	Transformer	42PGA	251	22 Jul 66	Yes	Yes	Yes
255	Transformer	42PGA	251	22 Jul 66	Yes	Yes	Yes
251	Transformer	42PGA	254	23 Jul 66	Yes	Yes	Yes
179	Fuel Flow Indicator	51BGC	179	19 Jul 66	Yes	Yes	Yes
251	Fuel Flow Indicator	51BGA	251	21 Jul 66	Yes	Yes	Yes
251	Indicator	51EAA	254	23 Jul 66	Yes	Yes	Yes
234	Indicator	51EAF	179	12 Jul 66	Yes	Yes	Yes
587	Transmitter, Hyd. Press.	51GFC	179	13 Jul 66	Yes	Yes	Yes
254	Harness	23WAB	FC26609	30 Jul 66	Yes	No	No
AEWS B-52B							
501	Wave Guide	74DAF	234	11 Jul 66	Yes	No	Yes
254	Stab, Data Unit Assy.	73CGF	587	17 Jul 66	Yes	No	Yes
587	Gen. Stab Data	73CGM	179	19 Jul 66	Yes	Yes	Yes
179	Gen. Stab Data	73CGM	251	21 Jul 66	Yes	Yes	Yes
234	Gen. Stab Data	73CGN	254	23 Jul 66	Yes	Yes	Yes
234	Amplifier	73CXY	251	21 Jul 66	Yes	Yes	Yes
251	Amplifier	73CZH	254	23 Jul 66	Yes	Yes	Yes
581	Diode	75A5A	234	21 Jul 66	Yes	Yes	Yes
174	Regulator, Voltage	73CAH	254	11 Jul 66	Yes	No	No
254	Auto Pilot Slaving Control	73FAF	214	27 Jul 66	Yes	Yes	Yes
217	Auto Pilot Slaving Control	73FAF	234	7 Jul 66	Yes	Yes	Yes
				10 Jul 66	Yes	Yes	Yes

NARRATIVE:

The cannibalization rate for the month of July is .23 as compared to .27 during June. There was one cannibalization for every 4.3 sorties flown on KC-135A Aircraft. Of the twelve cannibalizations reported during July, 8 were in error. Again all errors were on cannibalizations which required a part to be cannibalized from an engine in shop for an aircraft out on the line. Work center supervisors should take immediate action to inform their personnel of the errors so as to preclude their recurrence again.



TOTAL NUMBER OF 991'S
TOTAL NUMBER OF SORTIES FLOWN = CANNIBALIZATION RATE

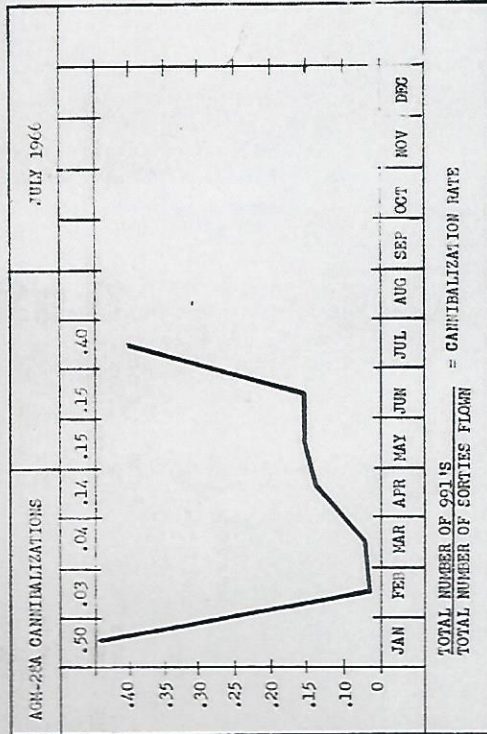
ACFT #	DESCRIPTION	WUC	FROM AIR VEHICLE #	DATE	DOCUMENTED ON AF 991	MTC ACTION TAKEN	MTC ACTION TAKEN WUC
021	Seal	23LAC	P618269	26 Jul 66	Yes	No	No
037	Hose, Air Line	23BAK	1633636	28 Jul 66	Yes	No	No
036	Pump, Hyd	45118	P630353	2 Jul 66	Yes	No	No
078	Hose	2300J	P630636	30 Jul 66	Yes	No	No
029	Pump	23HAF	P633636	9 Jul 66	Yes	Yes	No
603	Pump	23HAF	P630653	19 Jul 66	Yes	No	No
021	Control, Fuel	23BAK	P630653	19 Jul 66	Yes	No	No
603	Freq. Load Controller	42138	115	20 Jul 66	Yes	Yes	Yes
115	Freq. Load Controller	42138	034	21 Jul 66	Yes	Yes	Yes
034	Freq. Load Controller	42138	603	22 Jul 66	Yes	Yes	Yes
029	Transducers	2300D	P630363	7 Jul 66	Yes	No	No
025	Transducers	2300D	029	12 Jul 66	Yes	Yes	Yes

1-520 Canoe/Boat/Launch - AIMS (Continued)

AGCT #	DESCRIPTION	MTC	FROM AIR VEHICLE #	DATE	DOCUMENTED ON AF 091	MDC ACTION TAKEN #1	MDC ACTION TAKEN #2
174	Auto Pilot Slaving Control	73RAF	251	21 Jul 66	Yes	Yes	Yes
251	Auto Pilot Slaving Control	73RAF	254	23 Jul 66	Yes	Yes	Yes
185	Barro Sv.	75BA6	217	7 Jul 66	Yes	No	No

NARRATIVE:

The cannibalization rate for the month of July is .40 as compared to .15 during June. There was one cannibalization for every 2.5 sorties flown. With the Happy Beg Project in full swing it makes keeping up with cannibalizations on AGHS difficult to a certain extent, but at least AFTO forms should be initiated to reflect the items received for cannibalizations (Action taken Code T). It is imperative that every work center supervisor take immediate action to have these errors corrected in the future.



TOTAL NUMBER OF 991'S
TOTAL NUMBER OF SORTIES FLOWN = CANNIBALIZATION RATE

AGM #	MONUMENTATURE	MUC	FROM AIR VEHICLE #	DATE	DOCUMENTED ON AF 991	MDC ACTION TAKEN	MDC ACTION TAKEN
2222	Connector	31319	Pylon M163	10 Jul 66	Yes	No	No
2852	Computer	67170	2803	30 Jul 66	Yes	No	No
2809	Bracket	7321H	P-636022	14 Jul 66	Yes	No	No
2246	Actuator	2393A	2840	27 Jul 66	Yes	Yes	No
2142	Cooler	3112A	244	15 Jul 66	Yes	No	No
2142	Nav. Power Supply	62150	244	15 Jul 66	Yes	No	No
2222	Valve	3131D	Pylon M163	10 Jul 66	Yes	Yes	No
2799	Restator	23939	244	11 Jul 66	Yes	No	No
2805	Antrotracker	62410	2799	7 Jul 66	Yes	Yes	Yes
2799	Antrotracker	62430	803	25 Jul 66	Yes	Yes	No
2091	Antrotracker	62410	803	28 Jul 66	Yes	Yes	Yes
2776	Delay, Time Delay	13312	476	25 Jul 66	Yes	Yes	No

GAS & GO DATA
JULY 1966

DATE	AMOUNT	TURNAROUND	DEVIATION	REASON FOR DEVIATION	# TRNG. ITEMS SCHEDULED	# TRNG. ITEMS LOST	REASON FOR LOSS	REMARKS
1 Jul	591	7 hrs - 5 min	GAX.	WX.	0	0	GAX.	
7 Jul	214	5 " - 0 "	GAX.	Fuel Leak	17	17	GAX.	
8 Jul	264	4 " - 35 "	GAX.		8	1	(1) Guidance	
15 Jul	251	5 " - 60 "	GAX.	Hyd. Pump	13	13	GAX.	
14 Jul	251	5 " - 30 "	L.T.O.	Bus Tie G.B.	17	4	L.T.O.	Crack. OPS
17 Jul	587	5 " - 25 "	L.T.O.		17	0	(2) WX.	Lo. Nav.
19 Jul	174	6 " - 45 "	L.T.O.		6	0	(1) Site Abort	Forb
19 Jul	179	5 " - 0 "	L.T.O.		12	0	(1) Spf. Shutdown	TA Nav. Leg
20 Jul	174	7 " - 0 "	L.T.O.		10	2	(4) Site Abort	Forb / DEN
21 Jul	255	4 " - 50 "	L.T.O.		16	0	(1) WX.	Lo. Nav.
21 Jul	254	5 " - 0 "	L.T.O.		12	0	(1) WX.	Lo. Nav.
22 Jul	174	4 " - 55 "	L.T.O.		5	0	(1) WX.	Lo. Nav.
25 Jul	174	6 " - 5 "	L.T.O.		15	4	(1) WX.	Lo. Nav.
28 Jul	258	8 " - 0 "	L.T.O.	Crack Diff. Case	7	1	(1) WX.	Lo. Nav.
TOTALS					164	53		

AVG. TURN-
AROUND TIME # DEVIATIONS
5 hrs-45 min 5
CHARGEABLE 3
NON-CHARGEABLE 2

GAS & OO DATA

JULY 1966

1. On Time Take Off = $\frac{\text{Accomplished}}{\text{Scheduled}} = \frac{10}{11} = 90.9\%*$
2. Delivered As Scheduled = $\frac{\text{Accomplished}}{\text{Scheduled}} = \frac{12}{14} = 85.7\%*$
3. Percent Training Accomplished On All Scheduled Sorties = $\frac{\text{Accomplished}}{\text{Scheduled}} = \frac{111}{164} = 67.7\%$
4. Percent Training Accomplished On All Airborne Sorties = $\frac{\text{Accomplished}}{\text{Scheduled}} = \frac{112}{135} = 82.8\%$
5. Percent Training Accomplished On All Airborne As Scheduled Sorties = $\frac{\text{Accomplished}}{\text{Scheduled}} = \frac{92}{101} = 91.1\%$

* In accordance with ICS Scoring Procedures.

AIRCRAFT AVAILABILITY FORECAST (FC-135A)

FOR
SEPTEMBER 1946

1. Number of Aircraft Assigned	11
2. Normal Operations and Maintenance Days	21
3. Total Aircraft Days Assigned	231
4. Projected Aircraft Days Lost	30
5. Projected Aircraft Days Gained	0
6. Aircraft Days Lost to Alert/WoFloX/Airmail	105
7. Total Aircraft Days Available (Item 3-4+5-6)	96
8. Flying Days in An Inspection Cycle	113.21
9. Average Days Per Aircraft for Phase Inspection	27.6
10. Average Days Per Aircraft for Unscheduled Maintenance	6.57
11. Average Days Per Aircraft for TCIO	.16
12. Average Days Per Aircraft for Supply (MORS)	1.80
13. Total WD to Complete Flying Maintenance Cycle	209.34
14. Average Number of Sorties Per Inspection Cycle	113.21
15. Average Turnaround Time (13 ÷ 14)	1.85
16. Sortie Capability (7 ÷ 15)	52.0