

HQ SC18C/WGN, OFF of the DIR M&T, Barksdale AFB, La., Subject: Minutes of Flyaway Kit Meeting

301st Air Refueling Squadron

| <u>STOCK NUMBER</u> | <u>NOMENCLATURE</u> | <u>QTY</u> | <u>REMARKS</u> |
|---------------------|---------------------|------------|-------------------------------------------------|
| 3370-283000-6525 | Tube 6SA7 | 1 ea | Received |
| 5960-239-3054 | Tube 6J5GT | 1 ea | Received |
| 5960-100-5900 | Tube 845 | 1 ea | Received |
| 5960-168-7663 | Tube 12AU7 | 1 ea | Received |
| 4305-391082 | Carburetor | 4 ea | EDD 3-5-58 |
| 4832-121002-05301 | Pump | 1 ea | EDD 3-15-56 |
| 2234-12423-1B-ii | Control | 2 ea | EDD 3-14-56 |
| 1660-035110417 | Antenna | 1 ea | No EDD, follow-up submitted |
| 1660-036290601 | Control | 2 ea | D/O from Contractor EDD past, follow-up made |
| 1660-039250130 | Synchronizer | 4 ea | No action |
| 1660-212608821 | Indicator | 1 ea | Issued 2-17-56 |

Note - In all cases where delivery date has past, a follow-up query has been sent to depot requesting expeditious supply action. Project Long-Run action is being initiated for all shortages.

(2) The shortage listing was reviewed and 12 items were received. Base Supply followed-up on all items that were short and items with long delivery dates. Base Supply is going immediately into Project "Long-Run" which is normal procedure before TDY. Major Rixon indicated they were taking whatever action is required in accordance with SAC Regulation 67-16.

(3) Base Supply will take action today to effect paper transfer of pre-issue engines to F&K accountability.

c. Modification of TOC's and other changes to aircraft which require changes/deletions in F&K's.

(1) No TO compliances or modifications since last meeting that affected our aircraft or F&K spares.

d. TOC Status of Aircraft spares.

(1) The A&E Maintenance Squadron stated that they could take more items for calendar inspection. Since last meeting they have gone through 75% of the items.

e. SAC Regulation 400-6, Engine Authorizations.

(1) 2AF message DM342-2644 dated 15 February 1956 spelled out reciprocating engines for EC-97's. Total 30 days, authorized 17 engines of which 14 are for 25 days and cannot be touched. Three engines for 5 days requirement may be used for attrition.

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- (2) 2AF message DM3A2-2693 dated 16 February 1956 spelled out the exact engines the Wing is authorized. On jet engines, we are authorized 48 jet engines for 30 days. They will be hand receipted to Engine Build-Up. Of the 48, 40 engines cannot be used. Of the 48, 8 engines representing 5 days may be used for attrition and rotational purposes.

f. SAC Form 74.

- (1) Major Armstrong brought up the question of who was responsible for initiating F&K Change Requests and SAC Form 74. It was resolved that individual supervisors would initiate SAC Form 74 in lieu of a Disposition Form to Supply Liaison. The Supply Liaison Officer will indicate consumption and other required pertinent data and present them at each F&K meeting. Sgt Groves, 2AF visitor, indicated SAC Manual 85-1 is being revised and would spell out responsibilities more clearly and completely.

g. Arctic Augmentation:

- (1) At the previous meeting the Board selected a panel to prepare a proposed HC-97 individual F&K and arctic augmentation to the present kit. The panel has finalized both kits for submission to Second Air Force. The majority of the members felt the individual kit represented a large cost in comparison to the utilization of the individual kit. The lists will be submitted to Second Air Force with a recommendation that the individual F&K kits be changed to one or two kits per squadron to be used by one or two airplanes on unusual trips.

h. Special Subjects:

- (1) Major Hixon, Base Supply Officer, requested a definite time and date for subsequent F&K meetings so all members can plan for the meeting. He suggested that the meeting date be as soon as possible after the 15th of the month so that the percentage figures as computed by the F&K Section will mean something. Suggest the F&K meeting be as soon as possible after the 15th but not later than the 20th of each month; preferably the second working day after the 15th. This suggestion will be acted on by the Board members.
- (2) Captain Spratt will request the Base Provost Marshal provide a guard for F&K engines after normal duty hours (from 2300 to 0700) which are being stored in Field Maintenance.

Aircraft Trim

COMDR
32nd BnSq
352nd BnSq
353rd BnSq
301st FMS

301DME

20 Feb 56

1. Effective immediately, the trim coordination motors on all B-47 type aircraft of the Wing are being disconnected, and will be connected and operational only after a new control surface is installed, after the control system is re-rigged, or after any change which requires a change in trim condition. At such time, an entry to the effect will be made in the AF Form 781-2, that the motors are operational.
2. Trim coordination has nothing to do with the normal trim of the B-47, but is concerned with the trim of the airplane at crossover speeds with the power control off. Many write-ups are made by pilots in the form 781 that a trim coordination flight is required when an aircraft is seen this erroneous impression on the part of the flight personnel causes an unnecessary delay in maintenance.
3. To correct another false impression, it is essential that all personnel be aware of the fact that the markings on the trim tabs are units of trim and not degrees.
4. In an effort to better the quality of maintenance, your cooperation in bringing this matter to the attention of all flight crews is earnestly solicited. More descriptive entries in the form 781 will greatly assist maintenance personnel in the correction of discrepancies.

/s/ELLSWORTH A. POWELL
Lt Col, USAF
Chief of Maintenance

A TRUE EXEMPTED COPY:

JACK W. GRIER
2nd Lt, USAF

KC-97 Compass swings

Chief Maintenance

DMASB

1. At present, the KC-97'S assigned to the 301st AFS are all overdue for compass swings and are being carried on a red dash. Since there are no facilities available at this station for "swinging" the above mentioned compasses, it is suggested that action be taken to provide the necessary equipment and men.
2. To perform the necessary compass swing in accordance with T.O 1C-97(K)(C)-2 will require the addition of approximately 70 feet in diameter to the present existing 140 feet compass rose now used for B-47 type aircraft. In addition, suitable lines prescribed by the T.O. will have to be thereby inscribed.
3. It is a matter of the utmost importance that this be completed as soon as possible due to the impending TDY of the KC-97'S into an area of limited navigational aids. The compasses aboard the aircraft are assumed to be unreliable at present, and will of necessity continue to be assumed so until adequate provisions are made to accomplish compass calibrations.

/s/Carl Hintze Jr.
Capt., USAF
OIC DMASB

A TRUE CERTIFIED COPY:

JACK W. GRIER
2NDLT., USAF

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COMADIV 4 BARKSDALE AFB LA
COMAF 2 BARKSDALE AFB LA/COURIER/

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DEFERRED PRIORITY
X X

CINC SAC OFFUTT NEBR

~~CONFIDENTIAL~~ ^{Priority} 6-776-4. For SAC DMSE. 301st BWOAcft Malfunction and Abort Rept, RCS: SAC-815, 1 Feb-29 Feb 56, vols: A. Abort rates: B-47: 19 aborts, 217 sorties, 8.6 percent. KC-97: 13 aborts, 108 sorties, 12.0 percent. B. Corrective action to reduce aborts. B-47, 16 air aborts, 12 due K System 1 due radio, 1 due IFR system, 1 due cabin pressurization, 1 due hyd leak in IFR system, 3 GMP aborts, 1 due eng fire warning, 2 due fuel quantity system. KC-97. 3 air aborts, 1 due to IFR By-pass valve leakage due failure of "O" ring seal, 1 due to vibration caused by number 3 propeller, 1 due engine failure. 10 OMD aborts, 1 due propeller repairing solenoid, 1 due IFR fuel contact relay failure, 8 due low torque and engine failures. The increase in ground aborts caused by low torque and engine failure is attributed to high time engines (800 and 900 hrs) and as a result of complying with Tech Order 1-1-646 on the engines having this high time. C. Malfunction Summary. 88 B-47 malfunctions, 17 D, 2 brakes, 3 hyd, 2 altimeters, 1 LCU, 3 fuel quantity indicating system, 6 A-5, 5 auto pilot, 2 fuel system, 4 IFR, 8 Rooster pumps,

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5 landing gear, 3 invertors, 10 radio com, 2 radio nav, 2 power plant, 1 cabin
press, 3 flight instr. The major units which caused half in K system are
RT-12h, modulator MD 152 and PF-353 Primary cause of radio malfunction were
tube failure. 17 KC-97 malfunctions, 9 power plant, 3 IFR, 1 Radio 1 Hyd, 1
AFG.

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/s/ Roy C Oppen Major, USAF
301DMM/EGG/gph [redacted] 8 Mar 56

/s/ G.M. LIMFANTE
1st Lt, USAF
Asst. Adjutant

A TRUE COPY:

[redacted]

JACK W. GRIER
2NDLT., USAF

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