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HISTORY
OF
319th BOMBARDMENT WING (H)
(1 October - 31 December 1968)

UNCLASSIFIED TITLE
Volume I

ASSIGNED TO
4th STRATEGIC AEROSPACE DIVISION
SECOND AIR FORCE
STRATEGIC AIR COMMAND
GRAND FORKS AIR FORCE BASE, NORTH DAKOTA

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Samuel G. Taylor, Jr.
SAMUEL G. TAYLOR, JR.
COLONEL USAF
COMMANDER

Portions of this history are classified ()
to protect SAC EWO and because they reveal the 319th Bombardment
Wing's capability.

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GROUP 1
EXCLUDED FROM AUTOMATIC DOWNGRADING
DOW DIRECTIVE 52M.10 DOES NOT APPLY

7-1686-10

LIST OF ASSIGNED UNITS

46 Bomb Squadron

905th Air Refueling Squadron

319th Armament and Electronic Maintenance Squadron

319th Airborne Missile Maintenance Squadron

319th Field Maintenance Squadron

319th Organizational Maintenance Squadron

319th Headquarters Support Squadron

59th Munitions Maintenance Squadron

FOREWORD

(U) Colonel Samuel G. Taylor, commander, was satisfied with the wing's achievements during the quarter. The wing's tactical units, the 46th Bomb Squadron and the 905th Air Refueling Squadron, remained in a constant state of readiness despite shortages of personnel in the maintenance sections. The wing achieved a Satisfactory rating in an ORI and MSET evaluation. The wing continued to supply our forces in Southeast Asia with combat-ready aircraft and crews. The wing completed all operational and training requirements during the quarter. The 319th Bombardment Wing enhanced the PRIDE of the 4th Strategic Aerospace Division, the 2nd Air Force and the Strategic Air Command.

SECURITY STATEMENT

(U) This volume has been placed in the classification of SECRET to conform to the classification of the information in the source documents. It will be handled in accordance with the provisions of AFR 205-1, as amended.

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CHRONOLOGY

319th Bombardment Wing (Heavy)

1 October - 31 December 1968

October

- 1 Wing began the quarter with 250 officers, 1033 airmen and 27 civilians.
- 4 Lt. Colonel Harry J. Adams assumed command of the 319th Organizational Maintenance Squadron.
- 9 One bomber and one tanker participated in Snow Time 69-IE exercise.
- 18 Major Marion E. Confer assumed command of the 319th Field Maintenance Squadron.

November

- 4-8 Maintenance units of the wing received satisfactory rating on SACMET evaluation.
- 13 Two bombers and two tankers participated in Busy Mind I exercise.
- 18 MSgt. Robert H. Cefaretti assumed the position of wing Sergeant Major.

December

- 8-13 Wing evaluated by the 8AF Inspector General Colonel William Cronin. The wing was rated satisfactory in the ORI.
- 31 Wing ended the quarter and year with 284 officers, 1079 airmen and 27 civilians assigned.

TABLE OF CONTENTS

CHAPTER		PAGE
	Title Page	1
	Security Statement	ii
	Foreward	iii
	Chronology	iv
	Table of Contents	v
I	MISSION, ORGANIZATION AND ADMINISTRATION.....	1
	MISSION.....	1
	ORGANIZATION.....	3
	ADMINISTRATION.....	5
II	PERSONNEL.....	6
	AUTHORIZED AND ASSIGNED STRENGTH.....	6
	Military Personnel.....	6
	Civilian Personnel.....	7
	OVERAGES AND SHORTAGES.....	8
	PROBLEM AREAS.....	10
	319th DCO.....	10
	319th DCM.....	10
	FMS.....	10
	AMMS.....	12
	AEMS.....	13
	MMS.....	13
	OMS.....	14
	ON-THE-JOB-TRAINING PROGRAM..	15
	RETENTION.....	17
III	OPERATIONS AND TRAINING.....	19
	C-RATING.....	19
	WEAPONS SYSTEM INVENTORY...	20
	B-52H Bombers.....	20
	KC-135A Tankers.....	20
	AGM-28B Air to Ground Missiles	21
	UH1F Helicopters.....	21
	Support Aircraft.....	22

COMBAT CREW RESOURCES AND CAPABILITY.....	22
Crews authorized and assigned	22
Crew upgrading programs.....	23
AIRBORNE ALERT INDOCTRINATION	24
GROUND ALERT.....	24
Alert Line.....	25
BRAVOs and COCOs.....	25
REFLEX OPERATIONS.....	27
ROTATIONS.....	27
OTHER COMMAND SUPPORT	
MISSIONS.....	27
Young Tiger.....	28
ARC Light.....	28
AIRCRAFT TRAINING.....	29
50-8 Requirements.....	29
SPECIAL MISSIONS.....	30
NORAD and ADC.....	30
Tanker support of other units.....	30
FLYING HOURS.....	30
FLIGHT TRAINING.....	31
RBS results.....	31
Refueling Hookups.....	32
AGM sorties.....	32
ECM sorties.....	32
Profile Missions.....	33
TRAINING EFFECTIVENESS.....	33
ORI.....	33
Standardization.....	35
FLYING SAFETY.....	35

IV	MAINTENANCE SUPPLY.....	36
	MAINTENANCE.....	36
	FMS Activities.....	36
	OMS Activities.....	38
	MMS Activities.....	39
	AEMS Activities.....	40
	AMMS Activities.....	40

	MODIFICATIONS	41
	Local Modification Programs...	41
	Depot Level Modifications	41
	IRAN Program	42
	MAINTENANCE PROBLEMS	43
	Operational problems	43
	Local Problems	44
	MAINTENANCE EFFECTIVENESS...	44
	B-52 Aircraft	44
	KC-135 Aircraft	47
	SUPPLY	50
	NORS Rate	50
	Cannibalizations	51
V	FACILITIES	52
	FACILITIES	52
	HOUSING	53
VI	SPECIAL ACTIVITIES	54
	Appendix 1	55
	Key Personnel	58
	List of Supporting Documents	59
	Supporting Documents	60

CHAPTER 1

MISSION, ORGANIZATION AND ADMINISTRATION

(U) Colonel Samuel G. Taylor Jr. continued as commander of the 319th Bombardment Wing (H) for this quarter. Colonel Taylor has been wing commander since August 4, 1968.¹

MISSION

(U) The 319th Bomb Wing, as a Strategic Air Command (SAC) heavy bomber unit, maintained mission integrity in accordance with the directives of higher headquarters.²

(U) The 319th Bombardment Wing was capable of executing its primary mission on a world-wide scale with requirements for immediate and sustained long-range bombing and air refueling.

(U) The wing's two tactical units, 46th Bomb Squadron and 905th Air Refueling Squadron, remained in a constant state of readiness. The 46th Bomb Squadron was manned, trained and equipped to conduct global, strategic bombing operations with both conventional and nuclear weapons. The 905th Air Refueling

¹ History 319th Bomb Wing (S), 1 Jul - 30 Sep 68, pg 1.

² 2 AFM 23-6 Mission of Strategic Aerospace Command Bombardment Wings, 4 Feb 65.

Squadron was also manned, trained and equipped to carry out world-wide support to friendly tactical aircraft, and suitably equipped for air refueling, as directed by higher headquarters.³

(U) During the period, 1 October - 31 December 1968, the wing's primary mission was executed through continued command and staff emphasis on critical areas.⁴

(U) These areas were:

1. Support of air, ground and Emergency War Order (EWO) capability on a continuing basis.

2. Completion of 100% of SACM 50-8 crew training requirements.

3. Higher headquarters directed missions.

4. Upgrade training.⁵

(U) There were no changes, deletions or additions of tasks of the primary mission during the period.

³ (ZAFM) 23-6 Mission of Strategic Aerospace Command Bombardment Wings, 4 Feb 65.

⁴ 319 Bomb Wing Operations Training Plan 401-68 (U), 1 Oct - 31 Dec 68, as amended, pg 1, filed in historical archives.

⁵ Ibid.

ORGANIZATION

(U) The 319th Bomb Wing is located at Grand Forks AFB, N.D. The Wing is assigned to the 4th Strategic Aerospace Division and is an integral part of the Second Air Force.⁶ Besides the 319th Bomb Wing one other major tactical unit is assigned to the host base. This is the 321st Strategic Missile Wing. Both wings are supported by the 804th Combat Support Group and the 804th Medical Group.

(U) The wing continued to function internally under the deputy commander concept, with deputies for operations and maintenance directly responsible to the wing commander. These deputies controlled the operating squadrons and sections of the wing.⁷

(U) Units included were:⁸

- 46th Bombardment Squadron (BS)
- 905th Air Refueling Squadron (ARS)
- 319th Headquarters Squadron (HSS)
- 319th Airborne Missile Maintenance Squadron (AMMS)
- 319th Field Maintenance Squadron (FMS)
- 319th Organizational Maintenance Squadron (OMS)
- 319th Armament and Electronics Maintenance Squadron (AEMS)
- 59th Munitions Squadron (MMS)

⁶ 2AFM 23-1, Organization of Strategic Aerospace Command Bombardment Wings, 4 Feb, 65.

⁷ Operations Training Plan 401-68(U), 1 Oct - 31 Dec 68, as amended pg 1, filed in historical archives.

⁸ Ibid.

(U) Besides the squadrons additional staff agencies operated under the deputy commander for operations (DCO). Included were: command control, operations plans, operations and training, standardization, intelligence, alert management and staff weather officer sections.⁹ The following agencies operated under the deputy commander for maintenance (DCM): training control, analysis quality control and evaluation, maintenance control and logistics division.¹⁰

(U) A temporary change in the organizational structure was necessary during the quarter. Due to the absence of a wing vice commander increased duties were placed upon the commander, DCO and DCM. The wing commander assumed most of the functions of the vice commander with the exception of the wing inspector general. The DCO assumed this function for units under his command and the DCM did the same for his sections.¹¹ The vacancy was expected to last for most of the following quarter

⁹ Operations Training Plan 401-68 (U), 1 Oct - 31 Dec 68, as supplemented, pg 3, filed in historical archives.

¹⁰ Interview, Col Taylor 27 Jan 69.

¹¹ Ibid.

with the increased workload on the wing commander and his deputies.¹² There were no major revisions in the Unit Detail Listing or organization tests during the quarter.

ADMINISTRATION

(U) There were no significant changes in administration practices during the quarter, with the exception of the aforementioned vice commander vacancy.

¹² Interview, Col Taylor 27 Jan 69.

CHAPTER II

PERSONNEL

(U) Personnel problems continued to plague the 319th Bomb Wing this quarter, mainly in the maintenance sections. Despite the shortages the wing continued to maintain both tactical units on a operational ready status.

AUTHORIZED AND ASSIGNED STRENGTH

Military Personnel

(U) The number of men authorized to the 319th Bombardment Wing during the quarter remained constant. The Unit Detail Listing (UDL) shows that 258 officers and 1145 airmen were authorized from October 1 to December 31. There were no changes in the UDL during the quarter.¹

(U) Figures taken from the Average Strength Data report show that the wing had 283 officers and 1092 airmen assigned for October. These figures omitted the 24 officers and 54 airmen on Temporary Duty (TDY) status. In November the wing had 286 officers and 1076 airmen assigned with 31 officers and 73 airmen

¹ Unit Detail Listing, 31 Dec 68, filed in historical archives.

on TDY. For December a total of 284 officers and 1079 airmen, minus 29 officers and 67 airmen on TDY, manned the 319th Bomb Wing.²

(U) Figures kept at the wing differed from those of the Average Strength Data report. The wing acknowledged only airmen and officers actually present for duty or TDY. The Average Strength Data report acknowledged airmen and officers assigned to the wing but in transit to or from the wing. In October the wing listed 1260 officers and airmen. November 1266 airmen and officers manned the wing and in December the figure was 1279 men assigned. The wing did not list its personnel by rank during the quarter.³

(U) Either accounting method displayed the fact that the 319th Bombardment Wing started the quarter with more men than with which it ended the quarter.

Civilian Personnel

(U) The number of civilian personnel assigned to the wing was

² Average Strength Data (U), Oct, Nov, Dec, Ex. 3.

³ Management Digest (U), Oct, Nov, Dec, pg 17, Ex. 4.

below the authorized figure for the entire quarter. This included both graded and wage board employees. Authorizations and assignments remained constant from October 1 to December 31. During the quarter there were 9 graded employees and 18 wage board employees assigned. There were 15 graded and 20 wage board employees authorized.⁴

OVERAGES AND SHORTAGES

(U) A disparity existed between the authorized and assigned strength in every unit of the wing. In the operations sections an overage was had in both officers and airmen. The maintenance sections had shortages in enlisted personnel. Chart 2-1 shows the overages and shortages listing the authorizations and assignments of every unit in the 319th Bombardment Wing.*

(U) The wing's two tactical units had overages in both officers and airmen. The 46 Bomb Squadron had 21 officers and 2 airmen in excess of authorization in October and November, and 17 officers and 2 airmen over in December. The 905th Air Refueling

* All figures taken from chart 2-1.

⁴ Civilian Strength Report, Oct, Nov, Dec, ex. 5.

Squadron had 10 officers and 2 airmen in excess of authorization in October and December and 11 officers and 3 airmen over in November. The two units combined were 121 per cent manned for officers during the quarter and 107.9 per cent manned for airmen.*

(U) Four units of the maintenance section were undermanned for the quarter. These units were:

319th AEMS which averaged 8 men under the authorization;
319th AMMS and 319 OMS which averaged 15 under;
319th FMS which averaged 39 under.

The figure for FMS is misleading because the number of enlisted men decreased throughout the quarter. The squadron began the period with 29 men short, the number grew to 38 for November and the number increased to 47 for December.*

(U) All the squadrons of the maintenance section averaged a total of 92.8 per cent of the authorization during the quarter.

The only squadron that was overmanned was the 59 MMS. It can be noted that the 59 MMS sent a request for a change in the UDL during the period 1 Jun - 31 Sep.⁵ Excluding the 59 MMS the other units compiling the maintenance sections averaged 90.9 per cent of the total authorization of enlisted men.*

* All figures taken from chart 2-1.

⁵ History 319 BW (S), Jun - Sept 68.

(U) There were only four times during the quarter that authorizations equalled assignments. All four occasions were in the officer assignments in the maintenance sections. They were: 319th AEMS for October, 319th AMMS for November and December and the 319th FMS for December.*

(U) The effects of low manning, which did not prevent the wing from performing its mission, but did make the job harder, is also shown by the number of manning requests submitted by the sections of the 319th Bomb Wing.

PROBLEM AREAS

(U) Research in the area of manning requests for the DCO sections failed to find any requests for manning assistance during the quarter. MSgt. Theodore J. Storm, the administrative Non-Commissioned Officer in Charge confirmed the findings of the research.⁵

319th Field Maintenance Squadron

(U) Airframe repairmen (AFSC 534X0) continued to be the main problem for the squadron. A message from the DCM requesting TDY assistance in this field was sent to SAC headquarters on

* All figures taken from chart 2-1.

⁵ Interview, MSgt. Theodore Storm, Jan 69.

16 October.⁶ On the 24th of October a request for manning assistance was also sent to headquarters. Of eighteen men assigned ten men were available for duty.⁷ On the 2nd of November a letter was sent to SAC and 2AF requesting TDY assistance.⁸ On the 8th of November the squadron informed headquarters that one man had cross-trained into the AFSC.⁹ Assistance was sent in the form of a four man depot. In December a request was sent to extend the men another 30 days.¹⁰

(U) A request was also sent for assistance in AFSC 535X0. Of twenty men authorized only twelve men were assigned.¹¹ In an indorsement, SAC informed the wing that its records showed that the squadron was only authorized nineteen men, and the projected manning was above the SAC wide projected.¹²

⁶ Msg DCM to SAC, Oct 68, subj: Manning Assistance, Ex. 6.

⁷ Msg DCM to SAC, Oct 68, subj: Manning Assistance Ex. 7.

⁸ Msg DCM to SAC, Nov 68, subj: TDY Assistance, Ex. 8.

⁹ Msg DCM to SAC, Nov 68, subj: Manning Assistance, Ex. 9.

¹⁰ Msg DCM to SAC, Dec 68, subj: TDY Extension, Ex. 10.

¹¹ Msg DCM to SAC, subj: Manning Assistance, Ex. 15.

¹² Msg SAC to DCM, subj: Manning Assistance, Ex. 16.

(U) A request was sent to SAC concerning AFSC 424X0, Fuel Systems Mechanic. As of November 18 the squadron had eight men authorized and six men assigned, with four losses expected and two gains.¹³ SAC scheduled one SSgt, AFSC 42470. Manning in the squadron was equal to the projected command manning of 62%.¹⁴

319th Airborne Missile Maintenance Squadron (AMMS)

(U) Request was made for manning assistance in the AGM 28 missile mechanic field (AFSC 443X0).¹⁵ The figure showed twenty-five men authorized and nineteen men assigned as of 22 October. Squadron projected manning was twenty-five men authorized and sixteen assigned. In a first indorsement from SAC the squadron was allocated a minimum of two NCOs and one airman.¹⁶

¹³ Msg DCM to SAC, Nov 68, subj: Manning Assistance, Ex. 23.

¹⁴ Msg SAC to DCM, Nov 68, subj, Manning Assistance, Ex. 24.

¹⁵ Msg 4 DCM to SAC, subj: Manning Assistance, Ex. 25.

¹⁶ Msg SAC to 4 DCM, subj: Manning Assistance, Ex. 26.

(U) Request was also made for assistance in the missile electron equipment specialty (AFSC 316X3Q), for the AGM-28 air to ground missiles assigned to the base.¹⁷ There were twelve men authorized and nine men assigned. The DCM received an indorsement from SAC allocating one man.¹⁸

319th Armament and Electronics Maintenance Squadron (AEMS)

(U) On 18 November the 319th DCM requested assistance in the communications electronics specialty, (AFSC 30130). With sixteen men authorized and twelve men assigned, the squadron was only at 75% strength.¹⁹ In first indorsements from SAC dated 6 and 9 December the squadron was allocated first available out of cycle. On the 9th, the squadron was then allocated three men.²⁰

59th Munitions Maintenance Squadron (MMS)

(U) The squadron sent a request for effective manning in the 702X0 field. The letter was acknowledged by the DCM, but the

¹⁷ Msg 4 DCM to SAC, subj: Manning Assistance, Ex. 27.

¹⁸ Msg SAC to 4 DCM, Nov 68, subj: Manning Assistance, Ex. 28.

¹⁹ Msg 4 DCM to SAC, Nov 68, subj: Manning Assistance, Ex. 29.

²⁰ Msg SAC to 4 DCM, Nov 68 subj: Manning Assistance, Ex. 30.

Base Consolidated Personnel Stated that effective manning was low on all base operations.²¹

319th Organizational Maintenance Squadron (OMS)

(U) Requests were also sent for immediate assistance in the aircraft maintenance helper (AFSC 433X0). Because of commitments to Arc Light, and a projection of five losses because of the early out program, the squadron would have nineteen men authorized and nine men assigned.²²

(U) Through interviews it was established that a significant trend occurred during the period. Due to the Early Release Program the wing lost skilled personnel. If and when the airmen are replaced they are replaced by unskilled airmen from technical school or airmen on directed duty assignments. Thus the wing's effective manning decreased during the quarter. Therefore much emphasis was directed on training.

²¹ Msg 4 DCM to CBPO, subj: Manning Assistance, Ex. 35.

²² Msg 4 DCM to SAC, subj: Manning Assistance, Ex. 36.

ON THE JOB TRAINING (OJT) PROGRAM

(U) On the job training is the assignment of an airman into a job in which he can learn by doing. In this way the airman can accomplish his training by performing his duty. The 319th Bombardment Wing adhered to this policy during the period October 1 - December 31. As of October 31 the wing had 233 men on OJT. As of November 31 the number rose to 236 and as of December the number of men on OJT was 234.²³

(U) Of the 233 men on training in October, fifteen were on three level training, 164 on five-level training and 54 on seven level training. There were twenty-two men eligible for upgrading to their three level during the month of October. Twenty of these men were upgraded to three-levels. There were sixty-four men eligible for the 5/7 testing. Forty-nine qualified for upgrading. Of the 88 men eligible for upgrading in the 5/7 level category, sixty-five men were upgraded. The wing fell short of 100% upgrade training goal. For the month of October 76% of the men eligible for upgrade were upgraded.²⁴

²³Management Digest, Oct, Nov, Dec, pg 18, Ex. 4.

²⁴Management Digest Oct, Nov, Dec, pg 18, Ex. 4.

(U) Of the 236 men on training in November twenty-four were on training for their three level, one hundred for their five level, and fifty-seven for the seven level. There were 23 men eligible for upgrading for their three level. All 23 men were upgraded. Of the 82 men eligible for upgrading for their five/seven level, 64 were upgraded. Eighty-three of the eighty-eight men eligible for five/seven upgrading were upgraded. For the month of November 88.6 per cent of the men eligible for upgrading were upgraded.²⁵

(U) Of the 234 airmen in training for December, 26 were on three level training, 154 on five level training, and 54 on seven-level training. Twenty-four men were eligible for three-level upgrading and all twenty-four were upgraded. Eighty men out of 101 qualified for upgrade through testing, and of 97 men eligible for five/seven upgrading 95 were upgraded. The wing achieved a 92.9 per cent upgrade during the month of December.²⁶

(U) Sections of the 319th Bombardment averaged 95.8 per cent in upgrading eligible personnel for the quarter. Units that contributed a great deal to this figure were Airborne Missile Maint-

²⁵ Management Digest Oct, Nov, Dec pg 18, Ex. 4.

²⁶ Ibid.

enance Squadron, Munitions Maintenance Squadron and the Headquarters Squadron. The 319th AMMS and the 59th MMS achieved 100 per cent upgrading for the period and the 319th HSS was not far behind by achieving a 97.1 per cent.²⁷

RETENTION

(U) Retention continued to be a major problem for all the units of the 319th Bombardment Wing. During the quarter, 135 career airmen were eligible for reenlistment, 118 reenlisted for a percentage of 87.4. Also from October 1 to December 31 there were 187 first term airmen eligible for reenlistment. Twenty-eight reenlisted.²⁸

(U) For the month of October 56 first term airmen were eligible for reenlistment and 8 reenlisted. The wing rate was 14.3 per cent. Units above that were AMMS, HSS, MMS, OMS. Of the 37 career men eligible for reenlistment 32 reenlisted. Four units had 100 per cent, AEMS, AMMS, MMS and OMS.²⁹

²⁷ Management Digest, Oct, Nov, Dec, pg 18, Ex. 4.

²⁸ Retention Rates, Oct, Nov, Dec, Ex. 42.

²⁹ Management Digest Oct, Nov, Dec, pg 16, Ex. 4.

(U) For November, 16 of the 62 first term airmen reenlisted. Units above the wing average were: AMMS, FMS, MMS AND OMS. Of the 46 eligible for reenlistment 41 reenlisted. Units with 100% were: AEMS, AMMS, HSS, OMS.³⁰

(U) For December, 10 of 69 eligible reenlisted in the first term category. In the career airmen group 45 of 52 reenlisted. Once again AMMS, HSS, MMS, OMS led in first term airmen and had 100% in the career enlistments.³¹

(U) A strong first term airman reenlistment program went into effect in the latter part of the quarter. The career motivation program that was severely damaged by the early out program was undertaken by MSgt Robert H. Cefaratti, the wing Sergeant Major. Sgt. Cefaratti has reorganized the TOP THREE Program where the top three grades of enlisted men, SMSgt, CMSgt, and MSgt have counselling sessions with first term airmen. Col. Taylor was satisfied with the progress being made at the end of the quarter.³²

³⁰ Management Digest, Oct, Nov, Dec, pg 16, Ex. 4.

³¹ Ibid.

³² Interview Col Taylor, 27 Jan 69.

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19

CHAPTER III
OPERATIONS AND TRAINING

(U) During the period 1 October - 31 December the 319th Bombardment Wing (H) maintained a constant state of readiness. The ORI (Operational Readiness Inspection) by the 8th Air Force IG held the 8 - 13 December verified this fact.

C-RATING

(U) The C-Rating assigned to a unit is the commander's estimate of the unit's combat readiness and is determined by the organizations ability to perform its assigned mission. The tactical units of the 319th Bombardment Wing (H) held a C-1 rating for the entire quarter.¹ The two tactical units, the 46 Bomb Squadron and the 905th Air Refueling Squadron, have maintained the C-1 rating since 8 March, 1968.²

(U) In order to maintain a C-1 rating the wing had to have: 90 per cent of its authorized personnel assigned (one combat-ready crew available within the planned response time to man each combat ready aircraft, required for each rating); 85 per cent of authorized

¹ Interview Col Taylor, 29 Jan 69. Interview MSgt Hoff, 319 Command Post NCOIC, 30 Jan 69.

² History of 319 BW (H) Jan - Mar 68.

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aircraft possessed; 71 per cent of authorized aircraft combat - ready; and 85 per cent of authorized crews combat ready.³

WEAPON SYSTEMS INVENTORY

B-52H Bombers

(U) There was no change in the number of B-52H bombers authorized and assigned from last quarter. There were 16 B-52H bombers assigned to the wing.⁴

(U) The wing possessed an average of 14.2 bombers for the quarter. The number includes a fraction because of the need during the period for local repair and depot modifications. There were 8.3 bombers actually available. The number of aircraft possessed and available declined during the quarter. The wing began the period with 14.7 bombers possessed and 8.9 available. For November 14.1 and 8.1, and for December 13.9 and 7.9 respectively.⁵

KC-135A Tankers

(U) There was no change in the number of KC-135 tankers authorized and assigned during the quarter. There were 11 tankers assigned, which was the same for September.⁶

³ SACM 55-8, Vol I, pg 101, filed in historical archives.

⁴ Maintenance Summary (U) Oct - Dec 68, Ex. 43.

⁵ Ibid.

⁶ Ibid. History 319 BW (S) Jul - Sep 68.

(U) The wing possessed an average of 8.2 tankers for the quarter. There were actually 4.2 tankers available. The number of tankers possessed and available declined during the period. The wing began the quarter with 8.9 possessed and 4.9 available. For November 8.1 and 4.9 and for December 7.7 and 3.7 respectively.⁷

AGM-28B Air to Ground Missiles

(U) The 319th Bombardment Wing (H) was authorized 20 AGM-28B missiles for the entire quarter, an increase of two from last quarter.⁸ The number of missiles possessed fluctuated throughout the period. The wing possessed either 18 or 20 missiles at any time during the quarter because of a modification program that required the wing to send and receive missiles from North American Rockwell Inc, Tulsa, Oklahoma.⁹

UH1F Helicopters

(U) The wing was authorized and assigned nine UH1F helicopters for the entire quarter. The number of aircraft available and

⁷ Maintenance Summary (U) Oct - Dec 68, Ex. 43.

⁸ Ibid. History of 319 BW (S), Jul - Sep 68.

⁹ Interview SSgt Shiff, Programs 319 AMMS, 4 Feb 69.

possessed declined during the period. No aircraft were possessed and available in October, 8.4 in November and 8.3 in December.¹⁰

It was hoped that full operational support could be given to the 321st Strategic Missile Wing, also assigned to the base, by the middle of next quarter.¹¹

Support Aircraft

(U) The wing was authorized and assigned one C-47 and one VT-29D.¹² The C-47D returned from depot 3 October and the C-47D on loan from Columbus AFB, Georgia was returned on the same date.¹³

COMBAT CREW RESOURCES AND CAPABILITY

(U) The wing was authorized 23 bomber crews for the quarter. The wing began the quarter with 22 bomber crews formed and 21 crews combat-ready. A combat-ready crew is a complete numbered combat crew which a unit commander considers qualified to perform EWO missions.¹⁴ The wing had 22 bomber crews formed until 15

¹⁰ Maintenance Summary (U) Oct - Dec 68, Ex. 43.

¹¹ Items for monthly letter to General Russell from Col Taylor 27 Dec 68, Ex. 44.

¹² Maintenance Summary (U) Oct - Dec 68, Ex. 43.

¹³ Aerospace Vehicle Movement (U), Oct 68. Ex. 45.

¹⁴ History 319 BW (S) Jul - Sep 68.

October, when the number decreased to 21. The number of combat crews formed remained at 21 for the remainder of the quarter. The wing had 21 combat-ready bomber crews as of 31 December.¹⁵

(U) The wing was authorized 16 tanker crews for the quarter. The wing began the quarter with 15 tanker combat crews formed and 15 combat-ready.¹⁶ The number did not change during the entire period.¹⁷

Crew Upgrading Programs

(U) One B-52 co-pilot was upgraded to pilot during the quarter as a result of the PUP (Pilot Upgrade Program). The NUP (Navigator Upgrade Program) and either tanker upgrade had no advancements. Records for co-pilots and navigators were reviewed three times during the quarter and extensions were given to crew members on TDY or crews members whose training sorties were cancelled by poor flying weather. The main problem of the upgrade program was

¹⁵ SAC Form 138 of 692, 15 Oct - 31 Dec 68, Ex. 46.

¹⁶ History 319 BW (S) Jul - Sep 68.

¹⁷ SAC Form 138 of 692, 15 Oct - 31 Dec 68, Ex. 46.

when some crew members reached eligibility for upgrade they often received orders for PCS (Permanent Change of Station).¹⁸

AIRBORNE ALERT INDOCTRINATION

(U) There were no airborne alert indoctrination exercises this quarter. No Giant Lance exercise was scheduled nor flown.¹⁹

GROUND ALERT

(U) The alert bombers and tankers of the 319th Bombardment Wing have been required to stand a continuous 24 hour-a-day alert. The combat configured aircraft and crews were designated ready for instantaneous reaction well within the BMEWS (Ballistic Missile Early Warning System) time limit.²⁰ The 46 Bomb Squadron and the 905th Air Refueling Squadron have been part of the SAC alert force since 20 August 1963 and 31 August 1961 respectively.²¹

¹⁸ Minutes of Upgrade Panel Oct - Dec 68, Minutes of Combat Ex. 47 Crew Capability and Utilization Meetings Oct - Dec 68, Jan 69 Ex. 48.

¹⁹ Interview Capt Tiller, Scheduling Officer, 29 Jan 69.

²⁰ History 319 BW(9) Jul - Sep 68.

²¹ Ibid.

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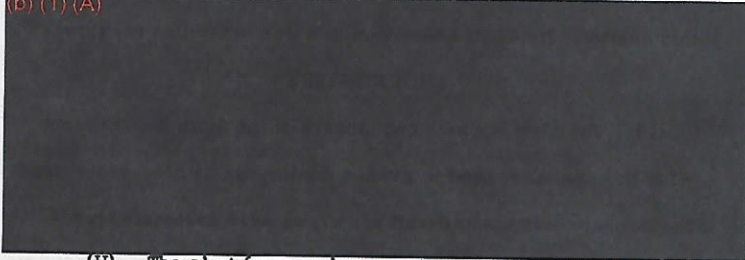
25

Alert Line

~~(S)~~ The normal tour of duty for alert crews was three days on with one-and-one-half days off or four days on with two days off.

Crews that participated in the alert cycle were required to have a

(b) (1) (A)



(U) The alert force and supporting units were test regularly to insure a safe, reliable reaction capability within the time limits imposed. In addition response to emergency circumstances, such as nuclear accidents, sabotage and fires were practiced. There were no changes to alert procedures during the quarter.²⁵

Bravos and Cocos

~~(S)~~ BRAVO exercises required that all alert aircraft be gen-

²² History 319 BW (S) Jul - Sep 68.

²³ Items for monthly letter to General Russell, 27 Dec 68. E-44
Interview Lt Col Storey, Alert Management Officer, 4 Feb 69.

²⁴ Ibid.

²⁵ Ibid.

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26

erated in six minutes of their execution order. COCO tests required the alert crews to generate their aircraft and taxi them to the runway hold line. Computation of their takeoff times had to be within the BMEWS time limit (13' 18") for Grand Forks AFB.²⁶

(U) Beside the BRAVO and COCO tests the alert crews took part in DELTA and GOLF exercises. In the DELTA exercise the air crews remained in their aircraft in the parking area with their engines shut down and ready for instant restart, SAC would then transmit a direct message to the crews for a BRAVO, COCO, GOLF, or BUY NONE-ORIT. In a GOLF exercise the crews were positioned in their aircraft at the runway hold line with engines running. After they were in position SAC followed with a COCO or BUY NONE/ORIT execution to order to the direct crews.²⁷

BRAVOS AND COCOS

(U) Crews of the 319th Bomb Wing flew 13 BRAVOS during the quarter. Of the four flown during October, the BRAVO on 31 October was part of the DEFCON 1-S test scheduled for alert crews. There

²⁶ History 319 BW (S) Jul - Sep 68.

²⁷ Ibid.

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were five BRAVO exercises in November and four in December. There were five COCO exercises for the entire period. There were two each in October and November. The COCO flown on November was a split launch exercise. There was one COCO mission flown in December. This COCO began the ORI, held 8 - 13 December. There was one GOLF and one DELTA exercise flown in each month of the quarter.*

REFLEX-ROTATIONS

(U) The 319th Bombardment Wing was not involved (b) (1) (A) (b) (1) (A) any rotation missions during the quarter.²⁸

OTHER COMMAND SUPPORT MISSIONS

(U) The 905th Air Refueling Squadron provided one aircraft and crew to the Spanish Tanker Task Force from 26 November to 26 December. The tanker and crew deployed to Torrejon AB, Spain, for the period in support of United States Air Forces in Europe. The squadron also deployed one crew and one aircraft to the Eielson AFB, Tanker Task Force in Alaska. The crew and aircraft spent 17 days from 31 October to 16 November on the mission.²⁹

* All information taken from chart 3-1, Appendix A.

²⁸ Interview Capt Tiller Scheduling Officer, 29 Jan 69.

²⁹ Ibid.

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28

Young Tiger

(U) Three aircraft and seven crews participated in support of our forces in SEA (Southeast Asia). The crews flew 894.4 total hours during the quarter. Of this total 229.4 were non-combat, and 665 were combat hours flown mainly in support of bomber and fighter aircraft. It was anticipated that crews and aircraft would continue to support the SEA mission throughout next quarter.³⁰

ARC Light

(U) The 319th Bombardment Wing (H) continued to supply crews in support of the tactical war in SEA.

~~(C/AF)~~ Four different crews flew 69 combat sorties for 520.5 hours during the quarter. Crew E-08 lead the wings contingent by flying 45 sorties for 317.4 hours. Two times in December the crew piloted the first aircraft over target in a mission regardless of take off position. Three times in October, 2 in November and 4 in December the crew was the first over target in a cell (other than first cell, who would get the wave lead credit). Each sortie the crew flew passed over target having no air aborts. The crew dropped 3,929 bombs by synchronous and non-synchronous methods during the period:

³⁰ Extract flying hours (U), Oct - Dec, Ex. 49.

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1820 in October, 591 in November, 1518 in December.³¹

(C/NF) Crew E-16 flew 20 sorties for 170.6 total hours. Once in November the crew lead all aircraft to the cell. The crew dropped 1650 bombs during the period: 328 in November and 1322 in December. The other two crews combined for four sorties and 32.5 hours and dropped a total of 307 bombs.*³²

AIRCRAFT TRAINING

50-8 Requirements

(U) A training program designed to insure that all air crews stay at a high level of proficiency, 50--8 requirements help the crews successfully complete their mission. Each training period

(C/NF)* To attain continuity in the histories figures from September are included, they were omitted in the Jul-Sep 68 history.³³

Crew	Sorties	Hours	Bomb drops	Wave lead	Cell lead
E-10	10	101.0	698	----	----
E-13	16	98.1	1325	1	1
Total	26	199.1	2023	1	1

³¹ Extract ARC Light Report (C), Ex. 50.

³² Ibid.

³³ Ibid.

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covers six months and is in accordance with the applicable volumes of SACM 50-8. The six month period ended 31 December. The wing completed all 50-8 requirements by 20 December.³⁴

SPECIAL MISSIONS

(U) Two bombers and two tankers supported ADC (Air Defense Command) 17 November, in conjunction with Busy Mind I. One bomber and one tanker supported NORAD (North American Air Defense) exercise Snow Time 69-1-E, 9 October. Snow Time Exercises are evaluations of penetration tactics and equipment of bombers of SAC units and detection and interception devices of ADC.³⁵

Tanker Support of Other Units

(U) Tankers from the 905th Air Refueling Squadron supported various missions of other units during the quarter. These missions were directly in support of other commands.³⁶

FLYING HOURS

(U) Bombers of the 319th Bombardment Wing were scheduled to fly 1587 hours of training with 210 hours of low level missions. The tankers of the wing were scheduled to fly 837 hours.³⁷

³⁴ Items for monthly letter to General Russell (U), 27 Dec 68, Ex. 44.

³⁵ Interview, Capt Tiller, Scheduling Officer 29 Jan 69.

³⁶ Ibid.

³⁷ Extract Flying Hours (U), Oct - Dec, Ex. 49.

(U) The bomber force flew a total of 1671 hours for the quarter including 191 low level flying hours. The bombers flew 635 hours in October with 85 low level hours. In November the bombers flew 516 hours with 69 low level hours. In December 520 and 48, respectively. The tanker force flew 1235 total hours for the quarter, including Young Tiger, Eielson Tanker Task Force and Spanish Area flying hours. In a monthly breakdown, the KC-135 force was flown 415 hours in October of which 253 were allocated to training. In November the tankers were flown 423 hours with 251 for training, and in December 397 with 244 allocated to training.³⁸

FLIGHT TRAINING

(U) The wing adopted procedures that insured all accomplished training was EWO orientated. The training provided maximum benefits, insured optimum proficiency and was equitably distributed throughout the period. The overall concept included BTR (Basic Training Requirements), Profile Missions and AST (Additional Specialized Training.)

RBS Radar Bomb Scores

(U) The B-52 crews completed their RBS requirements with

³⁸ Extract Flying Hours (U), Oct - Dec, Ex. 49.

accuracy. To 143 BTR bomb runs 411 AST bomb runs were added. Of the 554 attempts 547 were reliable for a 97.6 per cent reliability.³⁹

Refueling Hookups

(U) To the 2 BTR refueling hookups 97 AST hookups were added. The B-52 crews completed 99 refuelings, all 99 were reliable. The tanker force was scheduled 40 BTR refueling sorties, 139 AST hookups for a total of 179. Every refueling was reliable.⁴⁰

AGM Sorties

(U) The bomber force was scheduled to fly 47 BTR sorties and 32 AST sorties for the AGM-28Bs. Of the 79 AGM sorties 73 were reliable for a 92.1 per cent total effectiveness.⁴¹

ECM Electronic Countermeasure Sorties

(U) The bombers flew 196 ECM runs for BTR of 196. Added were 306 AST, ECM runs, for a total of 502. Of these 428 were accurate for a 83.6 per cent of reliability.⁴²

³⁹ Management Digest (U) Oct - Dec. Ex. 4

⁴⁰ Ibid.

⁴¹ Ibid.

⁴² Ibid.

Profile Missions

(U) There were 21 profile missions flown during the quarter.⁴³ Profile missions were intended to introduce more EWO realism to daily training and were planned and executed on the whole mission concept. Rules for scoring sortie effectiveness were based on the premise that a successful training sortie would have succeeded in time of war.

TRAINING EFFECTIVENESS

ORI Operational Readiness Inspection

(U) Units of the 319th Bombardment Wing were inspected by the 8AF IG, Colonel William R. Cronin, during the period 8 - 13 December, 1968. A capability inspection of the 59 Munitions Maintenance Squadron was conducted in conjunction with the ORI. Wing units achieved an overall rating of satisfactory on the "no notice" inspection.⁴⁴

⁴³ Management Digest, Oct - Dec. Ex 4

⁴⁴ ORI Report, (S) 8AF IG, Col William Cronin, 8 - 13 Dec, 68, Ex. 51.

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34

~~(S)~~ The wing has passed every ORI since January, 1965, and has maintained a C-1 rating in every ORI. Col. Cronin agreed with the unit commander's, Col. Taylor's estimation of a C-1 rating for this ORI. The ORI was initiated at 2010 (Zulu) 8 December 1968 by fast reaction message from Headquarters SAC.⁴⁵

(U) The bombers of the wing were evaluated in the following critical areas: Weapons Delivery Capability and Bombing Reliability, Non-Critical area evaluations were: AGM-28B reliability, Navigation, Air Refueling Enroute Effectiveness, and tanker evaluation, electronic jamming, chaff dispensing and fire control.⁴⁶

~~(S)~~ The B-52 bombers were required to deliver 76 weapons to target during the ORI. Of these 76 bomb and AGM drops, 61 were reliable for a rating of 80.3 per cent. Of the 60 bomb drops, four were not computed, 56 were computed of which 48 were reliable. Of the 16 AGMs fired 15 were reliable for a 93.8 per cent and an outstanding rating. Of the nine errors attributed to the wing, five were caused by crew malfunction, one by maintenance error, three by operational error and one left to the discretion of the wing commander.⁴⁷

⁴⁵ ORI Report ~~(S)~~ 8 AF IG, Col William Cronin, 8-13 Dec, 68, Ex. 51.

⁴⁶ Ibid.

⁴⁷ Ibid.

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35

(S, [REDACTED]) The wing received outstanding ratings for Navigation, Bomber Air Refueling tanker operations and fire control. Satisfactory ratings were given for enroute effectiveness and electronic jamming. The wing received an unsatisfactory for chaff distribution.⁴⁸

(S, [REDACTED]) The alert force was rated excellent. The COCO exercise rated satisfactory and crew knowledge rated excellent.⁴⁹

Standardization

(U) There were no changes of standardization by the wing during the quarter. There were no crew members put on probation during the period nor were there any visits by the 2AF or the 1st CEG (Combat Evaluation Group.)

FLYING SAFETY

(U) There were no major aircraft incidents that included any component of the wing during the quarter. The wing Director of Safety confirmed this fact. The Directorate of Safety was inspected by the 2AF Safety Survey and was rated excellent. All discrepancies in relation to the inspection have been rectified as of 31 December 1968.⁵⁰

⁴⁸ ORI Report (S) 8AF IG, Col William Cronin, 8-13 Dec 68, Ex. 51.

⁴⁹ Ibid.

⁵⁰ Interview Lt Col George Wallingford, 319 Director of Safety 30 Jan 69.

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CHAPTER IV
MAINTENANCE AND SUPPLY

(U) Colonel Arthur D. Chadbourne continued as deputy commander of maintenance. He assumed these duties on 6 September 1967.¹

(U) The shortage of trained personnel continued to hamper the maintenance of aircraft and accessories. Excess hours were prevalent in both job accomplishment and upgrade training. This was discussed in the Personnel chapter of this history.

(U) The maintenance squadrons of the 319th Bombardment Wing were rated for their support by the ORI held 8 - 13 December 1968. The squadrons received an overall rating of satisfactory.

MAINTENANCE

FMS Activities

(U) Major Marion E. Confer assumed command of the squadron on the 18th of October,² replacing Lt. Colonel Donald A. Siewert.³

¹ History 319 BW (S) Jul - Sep 68.

² AF Form 1098 Ex. 52.

³ AF Form 889 Ex. 53.

Under the leadership of Major Confer the squadron received a satisfactory rating on the December ORI.

(U) The objectives for FMS during the quarter were: provide necessary personnel and equipment in support of the flying training program and to provide the necessary personnel to instruct specified ground training subjects as directed by the wing commander.⁴

(U) For October FMS worked 192.3 hours per sortie for the bombers and 224.4 hours for each tanker sortie. For each flying hour FMS worked 22.2 for the bombers and 44.7 hours for each tanker flying hour. For November FMS worked 197.3 hours per sortie for the bombers and 146.5 hours per tanker sortie. For each bomber flying hour FMS worked 24.1 hours and for each tanker flying hour the squadron worked 27.2 hours. For each bomber sortie in December 192.7 hours were worked and for each tanker sortie 140.1 hours. For each flying hour the squadron worked 22.4 and 28.5 hours respectively.⁵

⁴ Operations Training Plan, 401-68, filed in historical archives.

⁵ Maintenance Summary (U) Oct - Nov 68, Ex. 43. December Maintenance Summary filed in historical archives.

OMS Activities

(U) Lt. Colonel Harry J. Adams assumed command of the squadron on the 4th of October⁶ replacing Lt. Colonel William A. Ulrich.⁷ Under the leadership of Col. Adams the squadron received a rating of excellent on the December ORI.

(U) Objectives for the quarter were: to provide necessary personnel and equipment in support of the flying training program and to provide the necessary technical representatives to instruct specified ground training subjects.⁸

(U) The Bomber Maintenance Branch continually furnished the operational crews with reliable aircraft which enabled the crews to accomplish their requirements with few deviations attributed to failure of maintenance. There were 190 sorties scheduled for the quarter for the B-52H force. Of these there were three cancellations due to material, 11 cancellations for other reasons and 27 additions were made. At the end of the quarter the actual sorties flown were 203 for 1671 total hours.⁹

⁶ AF Form 1098 Ex. 52.

⁷ AF Form 889 Ex. 53.

⁸ Operations Training Plan, 401-68, filed in historical archives.

⁹ Maintenance Summary (U) Oct - Nov 68, Ex. 43. December copy filed in historical archives.

(U) The Tanker Maintenance Branch continually demonstrated its capability to launch and recover aircraft. For the KC-135A force there were 130 sorties scheduled with 27 additions. Of these there were six cancellations due to material and 15 for other reasons. Actual sorties flown were 136 for 643 hours.¹⁰

(U) During the quarter the Mission Support/Transient Branch serviced and launched a total of 565 aircraft and retrieved a total of 645 drag chutes. The helicopter section flew 1150 sorties for a total of 1625 flying hours mainly in support of the 321st Strategic Missile Wing, also assigned to the base. The T-29 assigned flew 73 sorties for 199.2 hours and the C-47 amassed 192.4 flying hours in 70 sorties.¹¹

59 MMS Activities

(U) The primary mission of the squadron for the quarter was to issue safe and reliable weapons in support of the 319th Bombardment

¹⁰ Maintenance Summary (U) Oct - Nov 68, Ex. 43. December copy filed in historical archives.

¹¹ Ibid.

Wing and the 321st Missile Wing.¹² The squadron accepted only perfection in standards of safety, quality and reliability. The squadron received an overall rating of satisfactory in the ORI in December. Without any documentation proving otherwise, the squadron performed its mission during the quarter.

(b) (1) (A)



319 AEMS

(U) The 319th AEMS received an overall rating of satisfactory in the December ORI. The main emphasis of the squadron is placed on modification which is discussed in the modification section of this chapter.

¹² Operations Training Plan 401-68, filed in historical archives.

¹³ Ibid.

¹⁴ ORI Report, SAF IG, William Cronin, 8 - 13 Dec 68, Ex. _____.

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MODIFICATION PROGRAMS

AEMS Modifications

(U) Time Compliance Technical Order (TCTO) ARM-25B, Navigation Radar Change, was completed on 5 December. This modification gives the Navigational Aide more air to air capability. TCTO 11B31-2AL T13-507, replace of T-783 transmitter switch, was completed on 7 October.¹⁵

(U) TCTO 12P3-2AL T13-507 modification of tubes in transmitters was worked on during the period. For each aircraft there were six tubes, each taking 10 hours to modify. The TCTO was expected to be completed next quarter.¹⁶

Depot Level Modifications

(U) Depot level modifications are the reassigning of aircraft to a central location where modifications are made and aircraft are test flown. Various aircraft from the 319th Bomb Wing were sent to depot during the quarter. The aircraft involved were:¹⁷

¹⁵ Interview MSgt Robert H. Craig NCOIC, AEMS

¹⁶ Ibid.

¹⁷ Aerospace Vehicle Movement, Oct - Dec 68, Ex. 45, Operations Training Plan 401-68 filed in historical archives, Maintenance Plans Oct - Dec 68, Ex. 43.

B-52H	1034	1-14 Oct	SAAMA, Kelly AFB, Texas
B-52H	1035	1 Oct-5 Dec	SAAMA, Kelly AFB, Texas
B-52H	1032	4 Nov-----	SAAMA, Kelly AFB, Texas
B-52H	61-025	30 Nov----	SKYSPEED, Barksdale, La.
C-47	49254	3 Oct-----	Air International, Miami, Fla.

(U) The wing planned to send KC-135 aircraft to Hayes Corporation for boom overhaul. A project monitor was selected and a list was compiled of each aircraft needing boom overhauling.¹⁸

IRAN Inspect and Repair as Necessary Program

(U) The 319th AMMS was involved in an IRAN program with North American Rockwell. The program was completed in two phases. North American Rockwell sent an assistance team to modify the AGE (Air Ground Equipment) facility. The completion date on the facility repair system was 15 October. During the quarter the squadron completed the second phase, an exchange program with the company. Two missiles were exchanged in two week periods until all missiles were modified. The last missile was sent on 5 December and the last IRANed missile received on 6 December.¹⁹

¹⁸ Msg 4 SAD to 2AF, subj: KC-135 boom overhaul Ex. 54, 21 Dec 68.

¹⁹ Interview SSgt Schiff, 4 Feb 69, Msg SAC to 4 SAD, subj: IRAN schedule, Ex. 55.

MAINTENANCE PROBLEMS

(U) Besides manning the 319th Bombardment Wing incurred maintenance problems in other problems affecting operational status.

(U) Since a fire destroyed the TF-33 Jet engine test cell on 17 September 1968²⁰ the wing required technical assistance from SAAMA to place the cell in operation. The wing was without the test cell until 21 December 1968. Three engines were run across the cell by the 31st of December.²¹

(U) OMS received assistance for 4 TDY civilians on 5 December in the sheet metal shop. The backlog of work orders was reduced by 50 per cent. It was anticipated that the four men would be extended through the entire month of January.²²

(U) The wing incurred problems in completing Urgent action TCTO 1B-52-1918. Discrepancies were found in the brake systems in the compliance of the TCTO.²³

²⁰ History 319 BW (S) Jul - Sep 68.

²¹ Items for monthly letter to General Russell, Col Taylor 21 Dec 68, Ex. 44.

²² Ibid. Msg 4 SAD to SAC subj: Extension of TDY assistance, Dec 68, Ex. 11, Msg 4 SAD to SAC request assistance Ex. 13.

²³ Msg 4 SAD to 2AF subj: TCTO 1B-52-1918. EX 54

(U) TCTO 1B-52G-6WC-1PH cracks were found in forward fuel deck beam. The inspections were made with magnifying glass and dye penetrant. A request was sent to revise the TCTO to include the aircraft in the applicability portion.²⁴

Local Problems

(U) The 59 MMS requested assistance in obtaining repair of a hoist located in the weapons maintenance bay. The hoist had been inoperable for forty-five days. Local repair could not correct the problem.²⁵

(U) The AEMS squadron incurred problems with TCTO 12P3-2AL-T13-507. The modification greatly affected the self sufficiency rate for the squadron.²⁶

MAINTENANCE EFFECTIVENESS

B-52 Aircraft

(U) Maintenance was very effective for the B-52 force during the quarter and the first half of the fiscal year 1970. The wing

²⁴ Msg 4 SAD to 2AF subj: TCTO 1B-52G-6WC-1PH. Ex 57

²⁵ Msg 2AF to all units, subj: Hoist Repair. Ex 58

²⁶ Interview MSgt Robert H. Craig, NCOIC AEMS, 4 Feb 69.

had an average of 1.6 per cent deviation for failure due to material for the quarter and a cumulative total of 1.5 per cent. The standard for the bombers is 2.5 per cent. The wing had a total of 97.1 per cent for the quarter and 98.2 per cent cumulative for on time take offs. The bombers averaged 3.6 air aborts for the quarter and 1.0 cumulative compared to the standard of 3.0. The bombers averaged 93.3 per cent for FSAGAs (first sortie after ground alert) for the quarter and 96.3 per cent cumulative. The standard for FSAGA is 90 per cent. The wing's total for the period is better than the standard by 3.3 per cent for the quarter and 6.3 per cent cumulative. The figures are significant because FSAGA represents the capability of aircraft on the alert lines.²⁷

(U) In October 76 sorties were scheduled for the B-52 force. Of these one was cancelled because of material failure and four were charged to maintenance failures. The sortie due to material failure was a result of lack of rotation of the number five engine of aircraft 1029. The bomber maintenance crews averaged 1.4 per cent cancellations due to maintenance for the month, better than

²⁷ Maintenance Summary (U) Oct - Nov 68, Ex. 43. December copy in historical archives.

the standard. Four late take offs were charged to maintenance but the wing achieved a total of 94.7 per cent of on time take offs. The four aircraft that deviated were:

1025-KY-95 APX-25 power transformer burned out;
1025-#10 spoiler act leaked;
1028-#5 engine oil pressure read "0";
1024-#1 generator light did not come on.

There were no air aborts during the month and the bomber force averaged 80 per cent for the FSAGAs.²⁸

(U) In November 58 sorties were scheduled. Two were cancelled because of material failure and two were charged to maintenance. The sorties were cancelled due to material because of failure in the CSD (Constant Speed Drive) thermoid in the first instance, and, because of CSD went into underdrive in the second instance. The bomber force averaged 3.4 per cent cancellations due to material during the month. The figure is above the standard.

The two late take offs due to maintenance were:

1029-bent fan blades on engines 1, 2, 6, 8;
1024-lost both BNS (Bomb Navigational Scopes)

²⁸ Maintenance Summary (U) Oct - Nov 68, Ex. 43. December Maintenance Summary in historical archives.

The bombers took off 97.6 per cent on time for the month of November and had no air aborts during the month. The bomber force had an average of 100 per cent of FSAGAs during the month.²⁹

(U) In December 47 sorties were scheduled with no cancellations due to material or maintenance. The bombers had two air aborts, they were:

1024 - both UHF radios inoperative;
1022 - BNS inoperative.

The bomber force was 100 per cent effective for FSAGAs during the month.³⁰

KC-135 Aircraft

(U) Maintenance for the tankers was not as effective as the bombers for the quarter and cumulative period ending in December. The tanker force averaged 4.4 per cent deviation during the quarter and 3.3 per cent LTOs for the cumulative period. Both figures are worse than the standard of 2.0 per cent. The tankers averaged 96.2 per cent and 97.5 per cent respectively, for on time take offs. The aircraft

²⁹ Maintenance Summary (U) Oct - Nov 68, Ex. 43. December Maintenance Summary in historical archives.

³⁰ Ibid.

averaged 2.5 air aborts for the quarter and 1.9 cumulative. The standard is 2.0. FSAGAs for the quarter were 91.6 per cent and cumulative, 95.8 per cent. Both figures are better than the 90 per cent standard.³¹

(U) For October 43 flights were scheduled. Two of these flights were cancelled due to material and one due to maintenance. The tankers averaged 4.9 per cent deviation due to material. One sortie was cancelled because of a failure in the disc boom signal in aircraft 1502, the other was cancelled because of a water tank leak in aircraft 2599. The one late take off charged to maintenance was due to lack of rotation in the number two engine in aircraft 1488. The tankers averaged 98.1 per cent on time take offs for the month. There was one air abort during the month, aircraft 1451 had fluctuation in the oil pressure in the number three engine. The wing standard achieved an abort rate of 2.2 per cent, better than the standard of 3 per cent. The tanker force had a 80 per cent FSAGA for the month.³²

³¹ Maintenance Summary (U) Oct - Nov 68, Ex. 43. December copy in historical archives.

³² Ibid.

(U) For November 41 flights were scheduled with one cancellation due to material and two because of maintenance failures. The material cancellation was a result of an inoperative generator in aircraft 1475. The tankers had a 12.5 rate of deviation for the month. The two cancellations due to maintenance were results of a faulty hydraulic quick system in the number four engine in aircraft 1451 and because aircraft 8076 lost water. The tankers had a 95.6 per cent rate of on time take offs. The tanker force had one air abort, aircraft 1496 gear would not retract. The air abort for the month was 2.5 compared to the standard of 2.0. The tankers were 100 per cent efficient for the FSAGAs for the month.³³

(U) There were 36 sorties scheduled for December. Of these two were cancelled for material and two for maintenance. The two material cancellations, one a leak in drogue on boom assembly in 1493 and an inoperative generator for aircraft 2599 caused the wing to exceed the standard of 2.0. The per cent of deviation for the month was 6.3. The two maintenance cancellations were caused by

³³ Maintenance Summary (U) Oct - Nov 68, Ex. 43. December copy in historical archives.

a frozen starter in aircraft 1492 and a sheared fuel shaft in the number four engine of aircraft 1451. The tankers had a 95.1 per cent on time take off score for December. There were no air aborts and the tanker force had 100 per cent FSAGAs for the month.³⁴

SUPPLY

(U) B-52 aircraft were NORS (not operationally ready due to supply) for 1488 hours for the quarter. The average rate of NORS for the period was 4.3 per cent, this total is worse than the standard of 3.0 per cent. In October the B-52s were NORS for 820 hours for a rate of 7.5 per cent. The NORS rate decreased in November to 2.5 per cent, 259 hours NORS. The rate increased in December but still remained better than the standard. The bomber force was NORS for 309 hours for a rate of 2.9 per cent.³⁵

(U) The tanker remained below the standard NORS rates for the entire quarter. The KC-135s were NORS a total of 210 hours for a rate of 1.2 for the period. In October the tankers were NORS for 65 hours for a rate of 1.0 per cent, the November figures were 92 hours and a rate of 1.6 per cent, the December figures were 53 hours and .9 per cent.³⁶

³⁴ Maintenance Summary (U) Oct - Nov 68, Ex. 43. December copy in historical archives.

³⁵ Ibid.

³⁶ Ibid.

(b) (1) (A)



Cannibalizations

(U) Cannibalization can be described as taking parts from aircraft not in use in order to keep other aircraft in operation. The wing did not come close to equalling the standard cannibalization rate of .2 per cent for the bombers and .1 per cent for the tankers.³⁸

(U) The B-52 force had 89 cannibalizations for the quarter for a rate of .43 per cent. In October there were 45 for a rate of .59 per cent, in November there were 18 for .28 per cent and December the figures were 26 and .41 respectively.³⁹

(U) The KC-135 force had 83 cannibalizations for a quarterly rate of .49 per cent. In October the tankers had 38 for .68 per cent; for November 26 for .58 per cent and for December the figures were 9 and .22 per cent. The tanker force improved its cannibalization rates during the quarter but still was worse than the Air Force standard.⁴⁰

³⁷ Maintenance Summary (U) Oct - Nov 68, Ex. 43. December copy in historical archives.

³⁸ Ibid.

³⁹ Ibid.

⁴⁰ Ibid.

CHAPTER V

FACILITIES

(U) Crew members complained of lack of humidity in the bomber alert facility. Often humidity would be from 0 to 10 per cent. Base Civil Engineering replied that the 50 per cent required humidity was unnecessary and unobtainable and would damage the building. From lack of further documentation the problem was acknowledged but no attempt was made to rectify the situation.¹

(U) The TS-33 Jet engine test cell was placed in operation on 21 December 1968.² The wing was without the test cell since 26 September 1968.³ The assistance of two technicians from SAAMA was needed to accomplish the repair.⁴

(U) The NDL Non-Destruction Inspection Laboratory was completed and was in full operation in December. This enabled the wing to complete required helicopter inspections as well as send assistance to Ellsworth AFB.⁵

¹ Interview Col Storey, Alert Management Officer 4 Feb 69, Ltr BCEEC 319 BW 5 Dec 68, subj: Humidity Control Building 608, on file, DCO.

² Items for letter to General Russell, Col. Taylor, 27 Dec 68. Ex 44

³ History 319 BW (S), Jul - Sep 68.

⁴ Items for letter to General Russell, Col. Taylor, 27 Dec 68. Ex 44

⁵ Ibid.

(U) Housing continued to be a problem for married airmen under the grade of E-4 or under four years of service. Compared to 25 career airmen and officers waiting for on-base housing, 277 first term airmen were waiting in anticipation of receiving on base housing. There are only 113 available units for first termers, these units are non-adequate under AFR 30-6. The housing shortage for first-term airmen is expected to last into next quarter because no new housing was planned.⁶

⁶ Interview TSgt Thomas Adamsky, Base Housing Office NCOIC, 4 Feb 69.

CHAPTER VI
SPECIAL ACTIVITIES

(U) The 319th Bombardment Wing (H) did not participate in any special activities of historical importance during the quarter.

Chart 2-1

	OCTOBER			NOVEMBER			DECEMBER		
	auth	ass.	+ or -	auth	ass.	+ or -	auth	ass.	+ or -
Off.	117	138	+ 21	117	138	+ 21	117	134	+ 17
Ann.	26	28	+ 2	25	28	+ 2	25	28	+ 2
46BS	143	166	+ 23	143	166	+ 23	143	162	+ 19
Off.	50	60	+ 10	50	61	+ 11	50	60	+ 10
Ann.	19	21	+ 2	19	22	+ 3	19	21	+ 2
905ARS	59	81	+ 12	69	83	+ 14	69	81	+ 12
Off.	69	61	- 8	69	68	- 1	69	66	- 3
Ann.	165	161	- 4	165	174	+ 9	165	161	- 4
319ESS	234	222	- 12	234	242	+ 8	234	227	- 7
Off.	4	4		4	3	- 1	4	2	- 2
Ann.	162	160	- 2	162	146	- 16	162	155	- 7
319AEMS	166	164	- 2	166	148	- 17	166	157	- 9
Off.	3	2	- 1	3	3		3	3	
Ann.	84	72	- 12	84	68	- 16	84	63	- 16
319AMMS	87	74	- 13	87	71	- 16	87	71	- 16
Off.	4	5	+ 1	4	5	+ 1	4	4	
Ann.	327	297	- 30	327	288	- 39	327	280	- 47
319FMS	331	302	- 29	331	293	- 38	331	284	- 47
Off.	6	7	+ 1	6	5	- 1	6	5	- 1
Ann.	279	259	- 20	279	261	- 18	279	272	- 7
319OMS	285	266	- 19	285	266	- 19	285	277	- 8
Off.	5	6	+ 1	5	6	+ 1	5	6	+ 1
Ann.	83	94	+ 11	83	95	+ 12	83	89	+ 6
59MMS	88	100	+ 12	88	101	+ 13	88	95	+ 7
Off.	258	283	+ 25	258	286	+ 28	258	284	+ 26
Ann.	1145	1092	- 53	1145	1076	- 69	1145	1079	- 66
Total	1403	1375	- 28	1403	1362	- 41	1403	1363	- 40

Authorized figures taken from the Unit Detail Listing dated December 31, 1968. Assigned figures taken from Average Strength Data reports Oct-Dec 68, Ex. 3

DATE	BOMBERS				TRUE COPY		TANKERS			REMARKS
	BRAVO	COCO	GOLF	DELTA	BRAVO	COCO	GOLF	DELTA		
October 2	3:28 5:30 4:39				3:55 8:00 5:26					
7	3:05 4:35 3:45	4:30 7:10 6:01			3:10 4:50 4:25	7:40 8:35 8:05				
11	4:13 5:18 4:49				3:36 4:43 4:11					
22	3:05 5:25 4:28				3:50 5:00 4:26				GROUP 1 EXCLUDED FROM AUTOMATIC REGRADING DOD DIRECTIVE 5200.10 DOES NOT APPLY	
28	3:08 5:48 4:36				4:03 5:03 4:33					
29		11:00 2:40 5:30	4:02 1:54 4:22	1:00 1:00 2:55		5:30 3:50 6:25	4:26 3:21 5:56	3:00 2:45 5:30		
31	1:35 4:00 2:42				1:30 2:00 1:42				Disaster Control	

~~SECRET~~

~~SECRET~~

DATE	BOMBERS			TRUE COPY		TANKERS			REMARKS
	BRAVO	COCO	GOLF	DELTA	BRAVO	COCO	GOLF	DELTA	
Nov									
8	3:25 5:00 4:06				3:40 5:25 4:27				
15	3:35 4:35 4:16				5:00 5:40 5:35				
22	4:07 5:46 4:49				3:27 5:52 4:58				
25	1:05 3:35 2:07	2:10 7:02 4:21			1:35 2:50 2:24	5:10 6:05 5:40			
27		8:05 1:09 2:50	9:43 1:00 4:11	11:35 1:49 4:35		7:40 2:19 5:15	10:54 2:41 5:54	14:20 3:49 6:15	Split Launch
29	4:10 5:40 4:34					5:10 5:20 5:13			

~~SECRET~~

DATE	BOMBERS				TRUE COPY		TANKERS				REMARKS
	BRAVO	COCO	GOLF	DELTA	BRAVO	COCO	GOLF	DELTA			
Dec											
2	4:50				4:15						
	5:05				5:45						
	5:03				5:09						
5	4:25				5:20						
	5:40				5:40						
	4:52				5:28						
8		4:35						8:35			
		7:05						8:55			
		5:54						8:58			
11		6:10	:30					8:50	2:05		
		8:40	1:50					10:10	2:55		
		7:40	1:17					9:36	2:33		
17	3:30				4:05						
	5:40				5:10						
	4:30				4:38						
27	2:40				3:40						
	4:55				5:30						
	4:09				4:25						

Alvin B. Cole
ALVIN B. COLE, 2nd Lt, USAF
Chief of Information

TRUE COPY

~~SECRET~~

KEY PERSONNEL

DIVISION COMMANDER	Brig. General Roger L. Hicks, Jr.
WING COMMANDER	Colonel Samuel G. Taylor, Jr.
VICE COMMANDER	
DCO	Colonel John S. Allison
DCM	Colonel Arthur E. Chadbourne
46 BOMB SQUADRON	Lt. Colonel Harry D. Rauchstein
905TH AIR REFUELING SQUADRON	Lt. Colonel Lewis H. Richardson
319 OMS	Lt. Colonel Harry J. Adams
319 FMS	Major Marion E. Confer
319 AEMS	Lt. Colonel James A. Dale
319 AMMS	Major Lincoln L. White
59 MMS	Lt. Colonel Joe R. Norman
DIRECTOR OF SAFETY	Lt. Colonel George S. Wallingford
SERGEANT MAJOR	MSgt. Robert H. Cefaretti

LIST OF SUPPORTING DOCUMENTS

1. G-Series Orders
2. List of Assigned Units
3. Average Strength Data Oct-Dec 1968
4. Management Digest Oct-Dec 1968
5. Civilian Strength Data Oct-Dec 1968
6. Msg. DCM to SAC 16 Oct 68, subj: Manning Assistance
7. Msg. DCM to SAC 24 Oct 68, subj: Manning Assistance
8. Msg. DCM to SAC 2 Nov 68, subj: Manning Assistance
9. Msg. DCM to SAC 8 Nov 68, subj: Manning Assistance
10. Msg. DCM to SAC 21 Dec 68, subj: Manning Assistance
11. Msg. 2AF to OOAMA Nov 68 subj: Request TDY Manning
12. Msg. SAC to OOAMA Nov 68 subj: Manning Assistance
13. OOAMA to GFAFB Nov 68 subj: Depot Assistance
14. 2AF to OOAMA Dec 68 subj: Extension TDY Assistance
15. DCM to SAC 10 Oct 68 subj: Manning Assistance
16. SAC to DCM 17 Oct 68
17. Minutes ATC Meeting 7 Nov 68
18. FMS to DCM 25 Nov 68
19. DCM to CBPO 18 Nov 68
20. CBPO to SAC 18 Nov 68
21. FMS to DCM 30 Oct 68
22. DCM to CBPO 25 Oct 68
23. DCM to SAC 18 Nov 68
24. SAC to DCM 2 Dec 68
25. DCM to CBPO
26. No Document
27. SAC to DCM 22 Oct 68
28. DCM to CBPO 4 Dec 68, SAC to DCM 26 Dec 68.
29. CBPO to SAC 18 Nov 68
30. SAC to DCM 6 Dec 68
31. DCM to CBPO 28 Oct 68 MA
32. 2AF to 4SAD, Dec 68, Ext. TDY
33. 454BW to 2AF Nov 68, TDY assistance
34. 319 AEMS to DEC 6 Dec 68, MA.
35. Ltr MMS to DCM 15 Nov 68, Ltr DCM to MMS 18 Nov 68.
36. Ltr DCM to CBPO 27 Nov 68, MA.
37. Ltr 319 FMS DCM 13 Oct 68, Ltr DCM CBPO 8 Oct 68
Ltr DBPO DCM 25 Oct 68.
38. Ltr DCM to CBPO 15 Oct 68, Ltr CBPO to DCM 20 Nov 68.
39. Ltr DCM to CBPO 28 Oct - 18 Nov 68.
40. Ltr CBPO to SAC 15 Oct 68.

41. Ltr DCM to CBPO 15 Oct 68
42. Reenlistment Rates
43. Maintenance Summary
44. Items General Russell
45. Aero. Vehicle Movement
46. U 92 1380
47. Upgrade Panel
48. Combat Crew
49. Ex. Flying Hours
50. ARC Light
51. ORI
52. AF Form 1098
53. AF Form 889
54. KC-135 Boom on 4 SAD SAC 3 Dec 68
55. IRAN Schedule
56. TCTO 1B-SL-1918 4 SAD OOAMA 2 Dec 68,
57. TCTO 1B-52G-18H Msg 4 SAD OCAMA 13 Nov 68
58. Hoist Repair
59. 1-HAF-A1 9 Jan 69, 2 Dec 68.
60. NORS and Cannibalization 10 Jan 69
61. Amendment 1-4 to Accident Prevention Plan 127-68, 16 Sep 68.
62. Crew Flimsy to BUSY MIND
63. Maintenance Plans Oct-Dec 68
64. Aircraft Reception Plan (peace time) 1 Oct 68.
65. Change 2 to Frag Order Busy Road Delta (C)
66. Amendment #1 to 319BW Frag Order Busy Road Delta.

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS 804TH COMBAT SUPPORT GROUP (SAC)
GRAND FORKS AIR FORCE BASE, NORTH DAKOTA 58201

SPECIAL ORDER
G-25

2 October 1968

1. The following individuals, organization indicated, SAC, this sta, are awarded the Senior Missileman Badge. Authority: AFR 35-5, SAC Sup 1.

MAJ DAVID F HINKEN, (b) (6)
MSGT ROBERT J BURGESS, (b) (6)

2. The following individuals, organization indicated, SAC, this sta, are awarded the Master Missileman Badge. Authority: AFR 35-5, SAC Sup 1.

MSGT HILDING A TJAEM, (b) (6), 321 Mel Maint Sq
TSOT WILLIAM W HOUGHTON, (b) (6), 321 Strat Mel Wg
SSGT DENNIS L NAGEL, (b) (6), 321 Mel Maint Sq

3. The following individuals, organization indicated, SAC, this sta, are awarded the Missileman Badge. Authority: AFR 35-5, SAC, Sup 1.

CAPT JAMES B YOUNG, (b) (6), 448 Strat Mel Sq
ZDLT JOHN K HATHAWAY, (b) (6), 448 Strat Mel Sq
SGT LOUIS J GIANTANIO, (b) (6), 321 Mel Maint Sq
AIC ALFRED W GRAMMATICO, (b) (6), 321 Mel Maint Sq
AIC LESLIE D ADAMS, (b) (6), 319 Arbrn Mun Maint Sq

FOR THE COMMANDER


CARLEEN C KOLPA, 1STLT, USAF
Chief of Administrative Services

DISTRIBUTION

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS 80TH COMBAT SUPPORT GROUP (SAC)
GRAND FORKS AIR FORCE BASE, NORTH DAKOTA 58201

SPECIAL ORDER
O-26

4 October 1968

Under the provisions of AFR 35-54, I assume command of the 80th Combat Support Group, during the temporary absence of COL ROBERT V GREEN, FR21967.

Harold L Swanson

HAROLD L SWANSON, Colonel, USAF
Commander


DISTRIBUTION
•

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS 804TH COMBAT SUPPORT GROUP (SAC)
GRAND FORKS AIR FORCE BASE, NORTH DAKOTA 58201

SPECIAL ORDER
G-27

12 October 1968

Under the provisions of AFR 35-54, the undersigned hereby assumes command of the 804th Combat Support Group, effective this date, COLONEL HAROLD L. SWANAGON, (b)(6), is relieved.



ROBERT V GREEN, COLONEL, USAF
Commander

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DEPARTMENT OF THE AIR FORCE
HEADQUARTERS 804TH COMBAT SUPPORT GROUP (SAC)
GRAND FORKS AIR FORCE BASE, NORTH DAKOTA 58201

SPECIAL ORDER
G-28

14 October 1968

1. The following individuals, organization indicated, SAC, this stn, are awarded the Senior Missileman Badge. Authority: AFR 35-5, SAC Sup 1.

MAJOR HINKEN, DAVID F., (b) (6), 321 Strat Msl Wg
CMSGT WADINGTON, RICHARD W., (b) (6), 321 Hq Sq Sec
SMSGT RHOADS, JAMES W., JR., (b) (6), 321 Hq Sq Sec
TSGT HUNTER, ALFRED, (b) (6), 321 Msl Maint Sq
SGT HEARD, WILLIE M., (b) (6), 321 Msl Maint Sq
SGT TAPIE, ERSHELL W., (b) (6), 321 Msl Maint Sq

2. The following individuals, organization indicated, SAC, this stn, are awarded the Missileman Badge. Authority: AFR 35-5, SAC Supplement 1.

CAPT DEJOSEPH, WILLIAM J., (b) (6), 448 Strat Msl Sq
MSGT RAYNOR, ROBERT J., (b) (6), 804 Comm Sq
SGT PETERSON, JAMES M., (b) (6), 804 Comm Sq
A1C CLEMENT, DALE L., (b) (6), 804 Comm Sq



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CARGO, J. HONOR, 1st Lt, USAF
Chief of Administrative Services

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DEPARTMENT OF THE AIR FORCE
HEADQUARTERS 4TH STRATEGIC AEROSPACE DIVISION (SAC)
GRAND FORKS AIR FORCE BASE, NORTH DAKOTA 58263

22 October 1968

SPECIAL ORDER
G-29

1. MAJOR JOHN A BARROW, (b) (6), 447 Strat Msl Sq, SAC, this stn, is awarded the Senior Missileman Badge. Authority: AFR 35-5, SAC Supplement 1.

2. The following individuals, orgn indicated, SAC, this stn, are awarded the Missileman Badge. Authority: AFR 35-5, SAC Supplement 1.

A1C WALTERS, DON Q., (b) (6), 804 Comm Sq
A1C WOLF, MICHAEL J., (b) (6), 321 Msl Maint Sq

3. The following individuals, orgn indicated, SAC, this stn, are awarded the Master Missileman Badge. Authority: AFR 35-5, SAC Supplement 1.

CAPT SIMPSON, CHARLES G., (b) (6), 321 Strat Msl Wg
MSGT NEUSTROM, WILLIS H., (b) (6), 804 Comm Sq
TSGT HOUGHTON, WILLIAM W., (b) (6), 321 Hq Sq Sec
SSGT EVANS, LAWRENCE F., (b) (6), 319 Abn Msl Maint Sq

FOR



CARL [redacted], 1st Lt, USAF
Chief of Administrative Services

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DEPARTMENT OF THE AIR FORCE
HEADQUARTERS 4TH STRATEGIC AEROSPACE DIVISION (SAC)
GRAND FORKS AIR FORCE BASE, NORTH DAKOTA 58203

22 November 1968

TELETYPE ORDER
C-30

NOTE: SEE 1. NOTES; (b) (6), 45 Bomb Sq, SAC, this stn; having held principle assignments in First Priority (Core Member) AFSCs for a period of 15 years, is awarded the Chief Aircrew Member Badge. Authority: AFM 35-13, Para 5-2c, SAC Supplement 1.

FOR THE COMMANDER



WALTER C. KOLEM, 1st Lt, USAF
Base Chief of Administration

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DEPARTMENT OF THE AIR FORCE
HEADQUARTERS 804TH COMBAT SUPPORT GROUP (SAC)
GRAND FORKS AIR FORCE BASE, NORTH DAKOTA 58211

SPECIAL ORDER
G-31

11 December 1968

The following individuals, organization indicated, SAC, this stn, are
awardee the Senior Missileman Badge. Authority: AFR 35-5, SAC Sup 1.

CAPT NELSON C BROWN, (b) (6), 448 Strat Msl Sq
CAPT GROVE H WYF, (b) (6), 447 Strat Msl Sq
CAPT DAVID W MCCLERON, (b) (6), 447 Strat Msl Sq
CAPT JAMES D RODENBORN, (b) (6), 447 Strat Msl Sq
CAPT DONALD W VRIEZELAAR, (b) (6), 447 Strat Msl Sq
CAPT MERRILL R WISNER, (b) (6), 321 Strat Msl Wg
TSGT BILLY NEELY, (b) (6), 321 Strat Msl Wg
SSGT DWIGHT L SHADON, (b) (6), 804 Comm Sq
SGT WILLIE M BEARD, (b) (6), 321 Strat Msl Wg

FOR THE COMMANDER

Carlton C. Kolpa
CARLTON C. KOLPA, 1STLT, USAF
Base Chief of Administration

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G-31

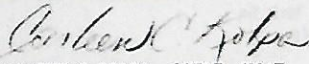
DEPARTMENT OF THE AIR FORCE
HEADQUARTERS 894TH COMBAT SUPPORT GROUP (SAC)
GRAND FORKS AIR FORCE BASE, NORTH DAKOTA 58201

SPECIAL ORDER
G-32

18 December 1968

TSGT PATRICK C SMITH (b) (6), 46 Bomb Sq, SAC, this sta, having held principal duty assignments in First Priority (Crew Member) AFSCs for a period of 15 years, is awarded the Chief Aircrew Member Badge.
Authority: AFM 35-13.

FOR THE COMMANDER


CARLEEN C KOLPA, 1STLT, USAF
Base Chief of Administration

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G-32

AVERAGE STRENGTH DATA		MONTH AND YEAR		AFHQ'S CONTROL SYMBOL					
		October 1958		ROR: AF-2105					
TO: <u>BC XI-H</u>									
LOCATION		AVERAGE ASSIGNED				AVERAGE ATTACHED			
Grand Forks AFB NDAK		AIR FORCE							
UNIT	STRENGTH	TOY	AIR FORCE		OTHER DOD COMPONENTS		FOREIGN GOVERNMENTS		
			OFFICER ENLISTED	OFFICER ENLISTED	OFFICER ENLISTED	OFFICER ENLISTED	OFFICER ENLISTED	OFFICER ENLISTED	
SECTION I									
319AMMS	2	72	0	1	-	-	-	-	-
46RSC	138	25	11	2	-	-	-	-	-
319HSS	61	151	1	4	-	-	-	-	-
80LRCES	7	306	1	1	0	1	-	-	-
80LRCMS	1	191	0	9	-	-	-	-	-
80LSPFS	8	709	0	13	-	-	-	-	-
80LHES	12	284	0	9	-	-	-	-	-
319FNS	5	297	0	31	0	1	-	-	-
80LSVS	5	190	0	1	-	-	-	-	-
80LMSQ	58	141	0	2	0	2	-	-	-
321MIMS	31	388	2	10	-	-	-	-	-
59MMS	6	91	0	1	-	-	-	-	-
319CMS	7	259	0	21	-	-	-	-	-
4SAT	10	9	0	0	-	-	-	-	-
446SYS	107	18	1	0	-	-	-	-	-
448SYS	95	19	1	0	-	-	-	-	-
321HSS	68	195	5	4	-	-	-	-	-
80LFS	9	314	0	3	-	-	-	-	-
80LTS	6	210	0	8	-	-	-	-	-
319AFYS	4	150	0	5	-	-	-	-	-
905ARFS	60	21	12	5	-	-	-	-	-
447SMS	107	19	1	0	-	-	-	-	-
SECTION II									
SATF	7	3	1	0	-	-	-	-	-
19 FIS	65	304	0	0	-	-	-	-	-
2026COM	5	50	0	0	-	-	-	-	-
419FTD	0	13	0	0	-	-	-	-	-
419CFTD	1	13	0	0	-	-	-	-	-
254FASQ	1	21	0	0	-	-	-	-	-
1030AND	2	2	0	0	-	-	-	-	-
1381GS	1	14	0	0	-	-	-	-	-
SACMET	3	6	0	0	-	-	-	-	-
AFITD	1	0	0	0	-	-	-	-	-
USARMY	0	0	0	0	-	-	-	-	-
OSIUSAF	4	Special Agents			-	-	-	-	-
SECTION III									
Negative									
TYPED NAME AND GRADE				SIGNATURE					
MATTHEW S FICHTINGER 2nd Lt USAF				<i>Matthew S Fichtinger</i>					

1st Ind to 4 Strat Aerosp Div (CBPO-ASGN) Ltr, 18 Nov 68, Request for Manning Assistance

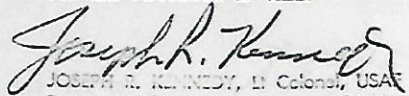
DAF, HQ SAC (DPAA)

4 DEC 1968

TO: 804 Cmbt Spt Gp (CBPO-ASGN)

You will be allocated the first available out of cycle input to the command. In addition, Sgt Drew was released from AAW 03SS9120 on DCC 314.

FOR THE COMMANDER IN CHIEF


JOSEPH R. KENNEDY, II Colonel, USAF
Deputy Chief, Airman Assignments Division
Directorate of Assignments, DCS/P

Cy To: 2AF (DPAA)

2nd Ind

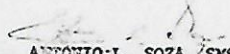
17 DEC 1968

804 Cmbt Spt Gp (CBPO-ASGN)

TO: 319 DCM

Forwarded for your information.

FOR THE COMMANDER


ANTONIO L. SOZA, SMSGT, USAF
NCOIC, Assignments Unit
Personnel Division

Copy to: 804 DXI
4 SAD (DM)
BC

1st Lt. [Name] [Rank] [Branch] Div (CBPO-ASGN) Ltr, 18 Nov 66, Request For
Financial Assistance

TO: 804 Cmbt Spt Gp (CBPO-ASGN)

TO: 804 Cmbt Spt Gp (CBPO-ASGN)

You have been allocated three (3) 301XOs on the following AANs: 04N15667,
04N15612, and 04N10513. In addition, every effort will be made to obtain
an out-of-cycle allocation to alleviate your immediate shortage of 301XO
personnel.

FOR THE COMMANDER IN CHIEF

Joseph H. Kennedy

JOSEPH H. KENNEDY, Lt Colonel, USAF
Adjutant General, Airman Assignments Division
Directorate of Assignments, DCS/P

Cy To: 2AF (DPFA)

2nd Ind

804 Cmbt Spt Gp (CBPO-ASGN)

TO: 319 BCM

Forwarded for your information.

FOR THE COMMANDER

Antonio L. Soza
ANTONIO L. SOZA, SMSGT, USAF
NCOIC, Assignments Unit
Personnel Division

Copy to: 804 DMI
4 SAD(DM)
BC

MANAGEMENT DIGEST
TABLE OF CONTENTS

MATERIEL	PAGE	OTHER ITEMS OF INTEREST	
On Time Take Off/ Materiel Cancellations Chart.....	2	Wing OJT Rate Chart	14
On Time Take Off.....	3	OJT.....	15
Materiel Cancellations.....	3	Reenlistment Chart	16
Air Abort Rate.....	3	Reenlistments (First Term).....	17
Air Abort Rate Chart.....	4	Reenlistments (Career).....	17
FSAGA B-52H.....	5	Personnel Auth/Asgn	18
FSAGA KC-135.....	5	Offenses	19
NORS/Cannibalization Chart.....	6	SBX Weight Control	19
Supply (NORS).....	7	Military Suggestion Program	20
Cannibalizations.....	7		
AGMS/Profile Chart	8		
AGM FSAGA Reliability.....	9		
A&E Sub-System Performance (HF, Compass, Doppler, Bomb Navigation, Terrain Avoidance, Fire Control).....	10		
OPERATIONS			
Profile Missions.....	9		
Weapons Delivery Capability.....	9		
Profile Effectiveness.....	9		
Enroute.....	9		
Bomb Reliability.....	9		
EW Reliability.....	9		
AGM Reliability.....	9		
NCR Crewmember Upgrade.....	11		
Crew Probation.....	11		
50-8 Training Completion Rate Chart.....	12		
Completion of Training requirements.....	13		

OCT

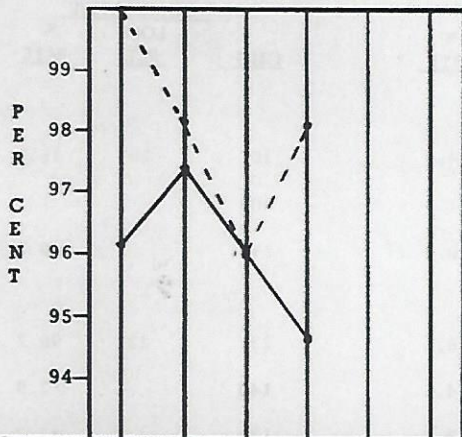
MATERIEL

AS OF: 31 October 1968

<u>ITEM</u>	<u>CHG</u>	<u>MONTHLY</u>		<u>%</u> <u>RATE</u>	<u>CHG</u>	<u>CUMULATIVE</u>		<u>SAC</u> <u>STD</u>
		<u>LOSS</u> <u>REL</u>	<u>REL</u>			<u>LOSS</u> <u>REL</u>	<u>%</u> <u>RATE</u>	
BOMBER								
ON TIME TAKE OFF	76	72		94.7	307	297	96.7	
MAT CANCELLATIONS	73	1		1.4	303	4	1.3	2.5
AIR ABORT RATE	71	0		0.0	299	2	0.7	3.0
TANKER								
ON TIME TAKE OFF	53	52		98.1	231	227	98.2	
MAT CANCELLATIONS	44	2		4.5	140	4	*2.9	2.0
AIR ABORT RATE	38	1		2.6	135	3	*2.2	2.0

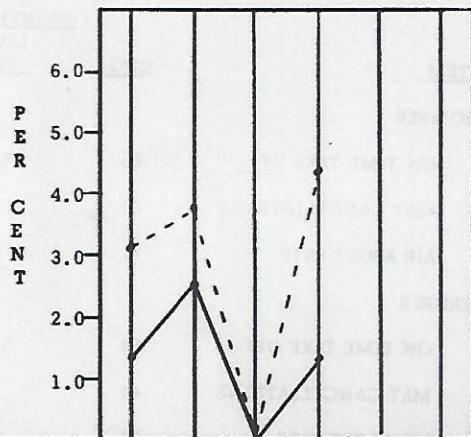
*ITEMS ABOVE THE SAC STANDARD

ON TIME TAKE OFF



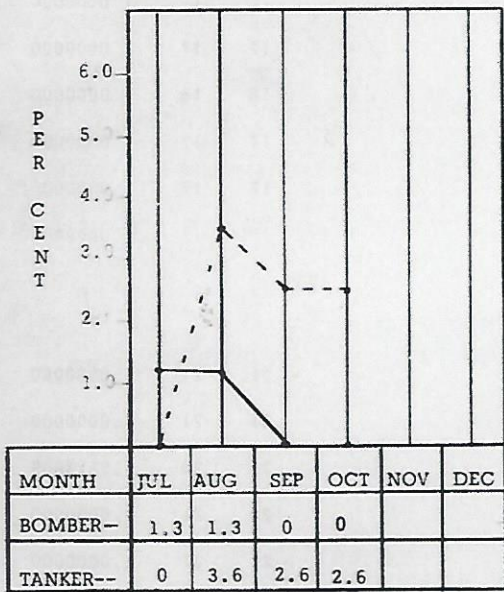
MONTH	JUL	AUG	SEP	OCT	NOV	DEC
BOMBER--	96.2	97.4	96.0	94.7		
TANKER--	100	98.2	96.0	98.1		

MATERIEL CANCELLATIONS



MONTH	JUL	AUG	SEP	OCT	NOV	DEC
BOMBER--	1.3	2.5	0	1.4		
TANKER--	3.1	3.7	0	4.5		

AIR ABORT RATE

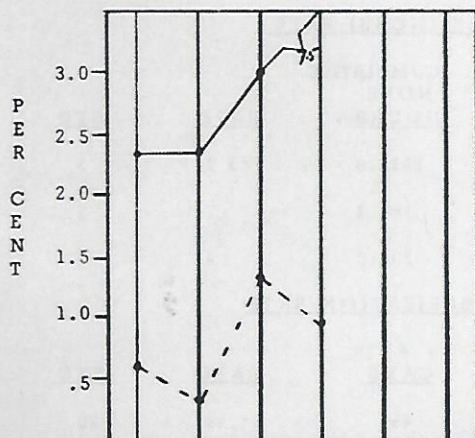


FSAGA

AS OF : 31 October 1968

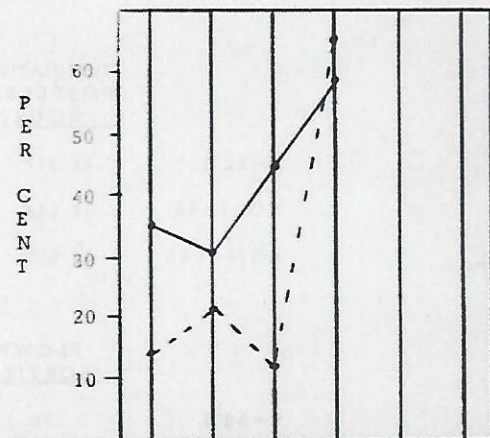
ITEM	MONTHLY			CUMULATIVE		
	ATT	EFF	RATE	ATT	EFF	RATE
<u>KC135</u>						
CANX	5	5	1.0000000	17	17	1.0000000
LTO	5	5	1.0000000	17	17	1.0000000
A/R	4	4	1.0000000	16	16	1.0000000
SER RADAR	5	5	1.0000000	17	17	1.0000000
OTHER SYSTEMS	5	5	1.0000000	17	17	1.0000000
ESS MAINTENANCE	5	5	1.0000000	17	17	1.0000000
OVERALL EFFECTIVNESS						100%
<u>B52H</u>						
ESS MAINTENANCE	5	5	1.0000000	21	21	1.0000000
CANX	5	5	1.0000000	21	21	1.0000000
LTO	5	4	.8000000	21	20	.9523809
A/R	4	5	1.0000000	20	21	1.0000000
CHAFF	5	5	1.0000000	21	21	1.0000000
BNS	5	5	1.0000000	21	21	1.0000000
OTHER SYSTEMS	5	5	1.0000000	21	21	1.0000000
OVERALL EFFECTIVNESS						95.2%

NORS



MONTH	JUL	AUG	SEP	OCT	NOV	DEC
BOMBER--	2.3	2.3	3.0	7.5		
TANKER--	.6	.3	1.3	.9		

CANNIBALIZATIONS



MONTH	JUL	AUG	SEP	OCT	NOV	DEC
BOMBER--	35	31	45	59		
TANKER--	14	21	12	66		

MATERIEL

AS OF : 31 October 1968

SUPPLY (NORS) RATE

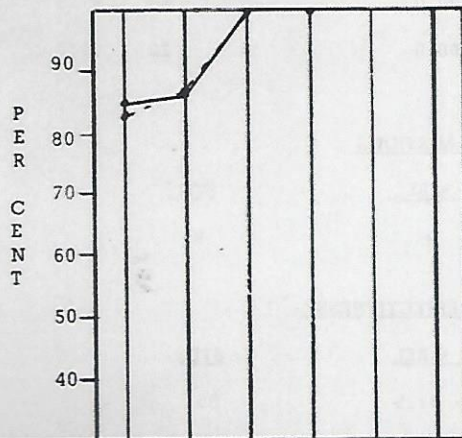
	<u>CUMULATIVE POSSESSED HOURS</u>	<u>CUMULATIVE NORS HOURS</u>	<u>RATE</u>	<u>STD</u>
B-52H	41,377	1635.6	*3.9	3
KC-135A	24,848	181.3	.7	3
AGM-28B	53,009	206.0	4	1

CANNIBALIZATION RATE

	<u>FLOWN SORTIES</u>	<u># CANS</u>	<u>RATE</u>	<u>STD</u>
B-52H	76	45	*.59	20
KC-135A	53	35	*.66	10

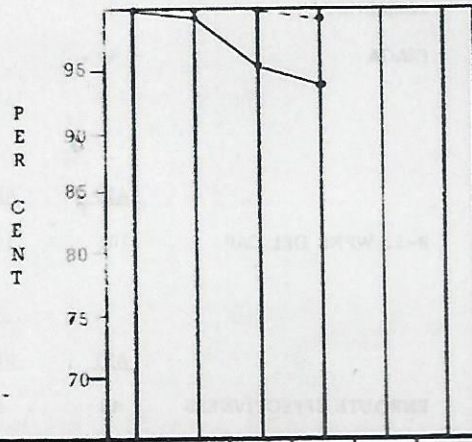
*ITEMS ABOVE THE SAC STANDARD

AGMS



MONTH	JUL	AUG	SEP	OCT	NOV	DEC
REL —	85.7	87.0	100	100		
FSAGA---	83.3	87.9	100	100		

PROFILE MISSIONS
BOMBER



MONTH	JUL	AUG	SEP	OCT	NOV	DEC
WDC —	100	98.9	95.6	94.2		
TGT LFF BOMB---	100	100	100	99.4		

AGMS

AS OF: 31 October 1968

<u>ITEM</u>	<u>MONTHLY</u>			<u>CUMULATIVE</u>			
	<u>CHARGE</u>	<u>REL</u>	<u>%</u>	<u>CHARGE</u>	<u>REL</u>	<u>%</u>	<u>STD</u>
RELIABILITY	12	12	100.0	74	68	91.9	70
FSAGA	4	4	100.0	24	22	91.7	80

PROFILE MISSIONS

	<u>ATT</u>	<u>REL</u>	<u>% REL</u>	<u>STD</u>
B-52 WPNS DEL CAP	206	194	94.2	80

PROFILE EFFECTIVENESS

	<u>ATT</u>	<u>REL</u>	<u>% REL</u>	<u>STD</u>
ENROUTE EFFECTIVENESS	48	47	97.9	85
TGT EFFECT BOMB	172	171	99.4	85
EW REL	34	32	94.1	85
AGM REL	30	29	96.7	60

* ITEMS BELOW THE SAC STANDARD

MATERIEL
SYSTEMS PERFORMANCE

AS OF: 31 October 1968

ITEM

A&E SUB-SYSTEM

MONTHLY

CUMULATIVE

	<u>ATT</u>	<u>REL</u>	<u>%</u>	<u>ATT</u>	<u>REL</u>	<u>%</u>	<u>STANDARD</u>
<u>BOMBER</u>							
HF	66	64	97.0	303	294	97.0	95.6
COMPASS	66	66	100.0	303	299	98.7	95.8
DOPPLER	66	65	98.5	303	283	93.4	95.1
BOMB-NAV	66	63	95.4	303	298	98.3	97.4
TERRAIN AVOID	35	33	94.3	164	154	93.9	95.9
FIRE CONTROL	66	53	80.3	302	248	82.1	73.1
<u>TANKER</u>							
HF	50	48	96.0	241	236	97.9	96.4
COMPASS	50	49	98.0	241	240	99.6	99.6
DOPPLER	50	49	98.0	241	232	96.3	96.4
APN-59	50	49	98.0	241	232	96.3	96.4

NCR CREWMEMBER UPGRADE

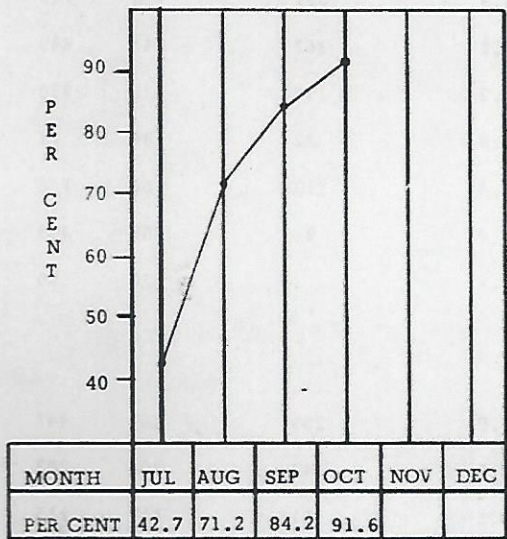
AS OF : 31 October 1966

	<u>TOTAL # REQUIRED</u>	<u>TOTAL # UPGRADED</u>	<u>% UPGRADED</u>	<u>STANDARD</u>
B-52 NCR CREWMEMBERS	32	32	100%	100
KC-135 NCR CREWMEMBERS	0	0	0.0	100

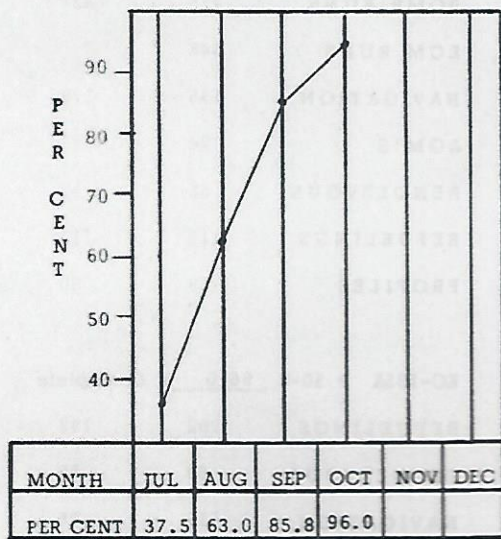
CREW PROBATION

	<u>AVERAGE # CR CREW ASSIGNED</u>	<u>AVERAGE # CR CREWS ASSIGNED MINUS PROBATED CREWS</u>	<u>% CR CREWS NOT PROBATED</u>	<u>STD</u>
B-52 CREWS	21.0	21.0	100	85
KC-135 CREWS	15.1	15.1	100	85

50-8 COMPLETION
BOMBER



50-8 COMPLETION
TANKER



TRAINING STATUS

AS OF: 31 October 1968

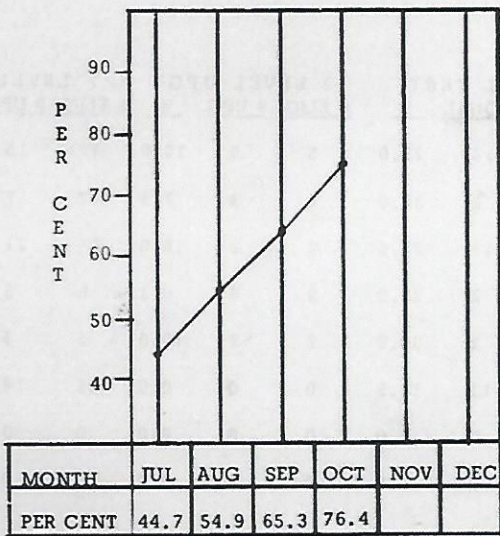
B-52H * 50-8 91.6 % Complete

ACTIVITY	BASIC TRAINING REQUIREMENT			ADDITIONAL SPECIALIZED TRAINING	TOTAL TRAINING		
	REQ'D	COMPL	% COMP		ATT	REL	% REL
BOMB RUNS	475	427	89.9	331	758	745	98.3
ECM RUNS	548	378	69.2	362	741	689	93.0
NAVIGATION	195	178	91.3	153	331	330	99.7
AGM'S	74	62	83.8	22	84	79	94.0
RENDEZVOUS	58	53	91.4	113	166	166	100.0
REFUELINGS	115	112	97.4	96	208	208	100.0
PROFILES	59	50	84.7		50	50	100.0

KC-135A * 50-8 96.0 % Complete

REFUELINGS	202	192	95.0	255	447	447	100.0
RENDEZVOUS	60	56	93.3	147	203	203	100.0
NAVIGATION	115	96	83.5	21	117	115	98.3

WING OJT RATING



OJT TRAINING STATISTICS

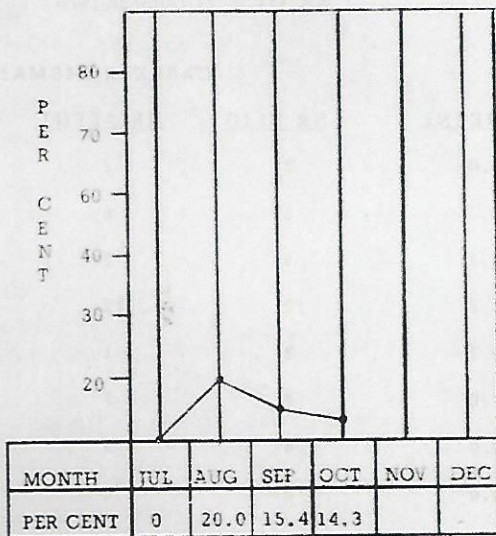
PERIOD TO

AS OF : 31 October 1968

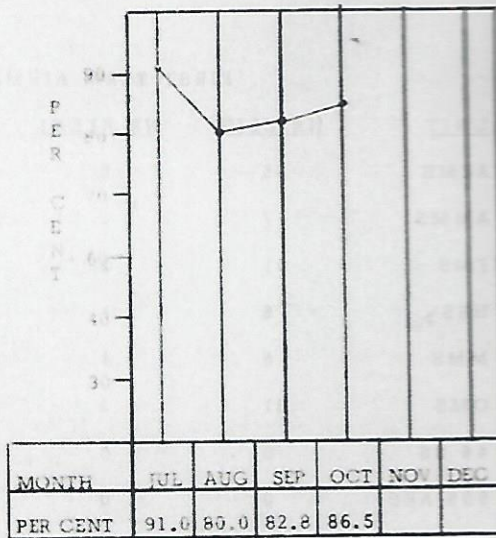
SODN	PERSONNEL PRESENTLY IN TRAINING			5/7 LEVEL TEST			3 LEVEL UPG			5/7 LEVEL UPG			SODN PREF
	3	5	7	# TESTED	# QUAL	%	# ELIG	# UPG	%	# ELIG	# UPG	%	
AEMS	0	33	10	18	15	25.0	5	5	10.0	17	15	52.9	87.9
AMMS	2	2	6	2	2	30.0	4	3	7.5	7	7	60.0	97.5
FMS	5	36	18	20	15	22.5	2	2	10.0	27	21	46.7	79.2
HSS	7	20	12	2	2	30.0	9	8	8.9	6	5	50.0	88.9
MMS	0	20	4	2	2	30.0	2	2	10.0	6	3	30.0	70.0
OMS	1	50	4	20	13	19.5	0	0	0.0	25	14	33.6	53.1
46 BS	0	2	0	0	0	0.0	0	0	0.0	0	0	0.0	0.0
905ARS	0	1	0	0	0	0.0	0	0	0.0	0	0	0.0	0.0
TOTAL	15	164	54	64	49	23.0	22	20	9.1	88	65	44.3	76.4

REENLISTMENT RATE

FIRST TERM



CAREER



REENLISTMENT RATES

AS OF : 31 October 1968

<u>UNIT</u>	<u>FIRST TERM AIRMAN</u>			<u>CARREER AIRMAN</u>		
	<u>NR ELIG</u>	<u>NR REENL</u>	<u>% REENL</u>	<u>NR ELIG</u>	<u>NR REENL</u>	<u>% REENL</u>
AEMS	15	0	0.0	2	2	100.0
AMMS	7	1	14.3	5	5	100.0
FMS	11	2	18.2	5	2	40.0
HSS	6	1	16.7	12	12	100.0
MMS	6	1	16.7	2	1	50.0
OMS	11	3	27.0	7	7	100.0
46 BS	0	0	0.0	4	3	75.0
905 ARS	0	0	0.0	0	0	0.0
WG TOTAL	56	8	14.3	37	32	86.5

PERSONNEL AUTHORIZED

AS OF : 31 October 1968

<u>SQUADRON</u>	<u>AUTH</u>	<u>ASGN</u>	
AEMS	143	168	117.5%
AMMS	87	71	81.6%
FMS	341	277	81.2%
HSS	240	205	85.4%
MMS	88	79	89.8%
OMS	297	264	88.9%
46 BS	143	147	102.8%
905 ARS	78	74	94.9%
TOTAL	1417	1285	90.7%

AS OF: 31 October 1968

<u>UNIT</u>	<u>#SEX FAILURES</u>	<u>#WEIGHT CONTROL</u>	<u>#MED EXCUSED</u>	<u>THIS MONTH</u>	<u>OFFENSES CUMULATIVE</u>
HSS	10	1	5	0	7
AEMS	4	0	1	0	8
AMMS	0	1	0	0	0
FMS	10	3	1	1	13
MMS	8	0	1	0	3
OMS	11	1	0	2	26
46BS	7	0	0	1	1
90SARS	2	0	1	0	0
WING	53	6	9	4	58

SUGGESTION PROGRAM PARTICIPATION

AS OF: 31 October 1968

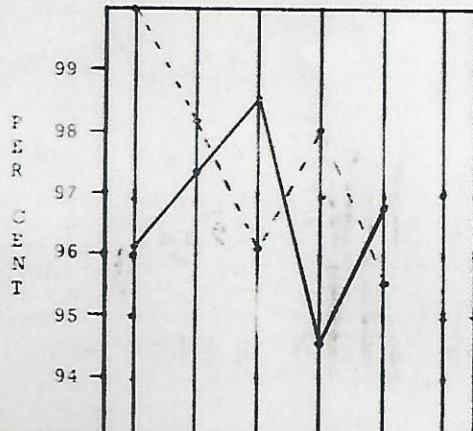
<u>UNIT</u>	<u>GOAL</u>	<u>SUBMITTED</u>	<u>PERCENT</u>
HSS	54/2*	52/2*	96.3/100.0*
FMS	96/2*	45/2*	46.9/100.0*
OMS	78/4*	71/7*	91.0/175.0*
AEMS	51	45	88.2
AMMS	24	25	104.2
MMS	25	23	92.0
46BS	44	37	84.1
905ARS	24	69	287.5
WING	396/8*	365/11*	92.2/137.5*

* CIVILIAN SUGGESTIONS

MANAGEMENT DIGEST
TABLE OF CONTENTS

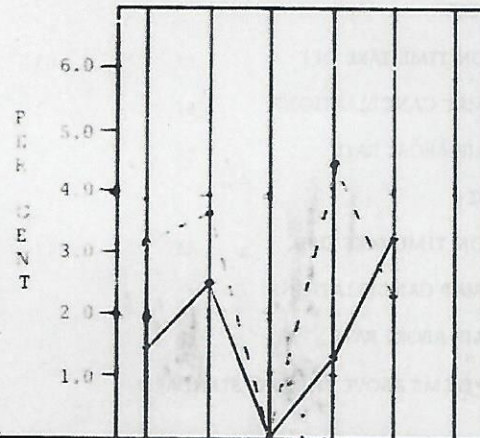
MATERIEL	PAGE	OTHER ITEMS OF INTEREST	
On Time Take Off/Materiel Cancellations Chart.....	2	Wing OJT Rate Chart.....	14
On Time Take Off.....	3	OJT.....	15
Materiel Cancellations.....	3	Reenlistment Chart.....	16
Air Abort Rate.....	3	Reenlistments (First Term).....	17
Air Abort Rate Chart.....	4	Reenlistments (Career).....	17
FSAGA B52H.....	5	Personnel Auth/Asgn.....	18
FSAGA KC135.....	5	Offenses.....	19
NORS/Cannibalization Chart.....	6	SBX Weight Control.....	19
Supply (NORS).....	7	Military Suggestion Program.....	20
Cannibalizations.....	7		
AGMS/Profile Chart.....	8		
AGM FSAGA Reliability.....	9		
A&E Sub-System Performance (HF, Compass, Doppler, Bomb Navigation, Terrain Avoidance, Fire Control)....	10		
OPERATIONS			
Profile Missions.....	9		
Weapons Delivery Capability.....	9		
Profile Effectiveness.....	9		
Enroute.....	9		
Bomb Reliability.....	9		
EW Reliability.....	9		
AGM Reliability.....	9		
NCR Crewmember Upgrade.....	11		
Crew Probation.....	11		
50-8 Training Completion Rate Chart.....	12		
Completion of Training Requirements.....	13		

ON TIME TAKE OFF



MONTH	JUL	AUG	SEP	OCT	NOV	DEC
BOMBER	96.2	97.4	98.6	94.7	96.9	
TANKER	100	98.2	96.0	98.1	95.6	

MATERIEL CANCELLATIONS



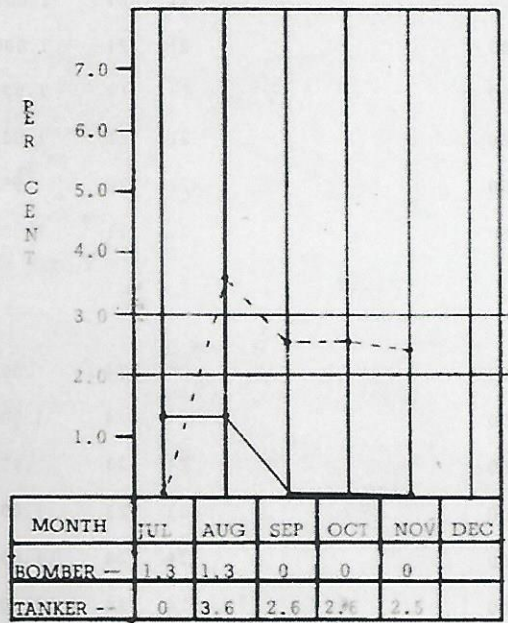
MONTH	JUL	AUG	SEP	OCT	NOV	DEC
BOMBER	1.3	2.5	0	1.4	3.5	
TANKER	3.1	3.7	0	4.5	2.5	

MATERIEL

AS OF: 30 NOVEMBER 1968

<u>ITEM</u>	<u>CHG</u>	<u>MONTHLY</u>		<u>CHG</u>	<u>CUMULATIVE</u>		<u>SAC</u> <u>STD</u>
		<u>LOSS</u> <u>REL</u>	<u>%</u> <u>RATE</u>		<u>LOSS</u> <u>REL</u>	<u>%</u> <u>RATE</u>	
BOMBER							
ON TIME TAKE OFF	65	63	96.8	371	359	96.8	
MAT CANCELLATIONS	57	2	3.5	360	6	1.7	2.5
AIR ABORT RATE	55	0	0.0	354	2	0.6	3.0
TANKER							
ON TIME TAKE OFF	45	43	95.6	276	268 300	97.5	
MAT CANCELLATIONS	40	1	2.5	180	5	*2.8	2.0
AIR ABORT RATE	40	1	2.5	175	4	*2.3	2.0
*ITEMS ABOVE THE SAC STANDARD							

AIR ABORT RATE

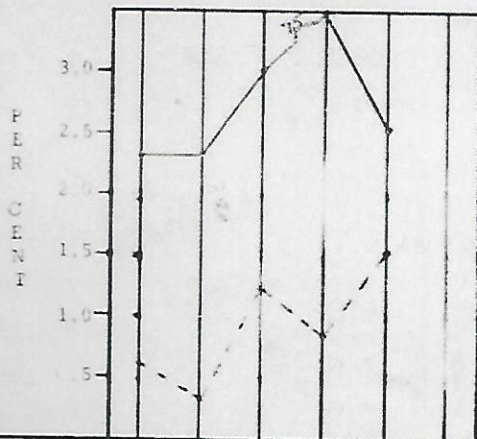


FSAGA

AS OF 30 NOVEMBER 1968

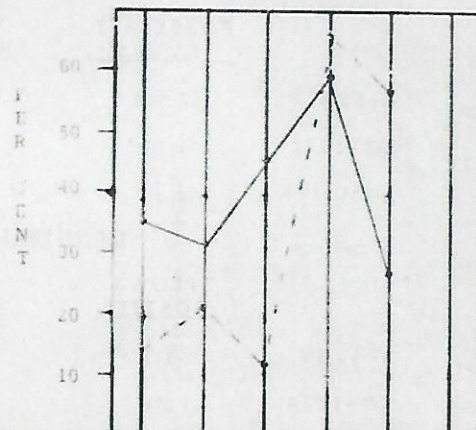
ITEM KCI35	MONTHLY			CUMULATIVE		
	ATT	EFF	RATE	ATT	EFF	RATE
CANX	4	4	1.0000000	21	21	1.0000000
LTO	4	4	1.0000000	21	21	1.0000000
A/R	3	3	1.0000000	19	19	1.0000000
SER RADAR	4	4	1.0000000	21	21	1.0000000
OTHER SYSTEMS	4	3	.7500000	21	20	.9523809
ESS MAINTENANCE	4	4	1.0000000	21	21	1.0000000
OVERALL EFFECTIVNESS						<u>95.2%</u>
<u>B52</u>						
ESS MAINTENANCE	3	3	1.0000000	24	24	1.0000000
CANX	3	3	1.0000000	24	24	1.0000000
LTO	3	3	1.0000000	24	23	.9583333
A/R	3	3	1.0000000	23	23	1.0000000
CHAFF	3	3	1.0000000	24	24	1.0000000
BNS	3	3	1.0000000	24	24	1.0000000
OTHER SYSTEMS	3	3	1.0000000	24	24	1.0000000
OVERALL EFFECTIVNESS						<u>95.8%</u>

NOPS



MONTH	JUL	AUG	SEP	OCT	NOV	DEC
BOMBER	2.3	2.3	3.1	3.5	2.5	
TANKER	.6	.3	1.3	.9	1.6	

CANNIBALIZATIONS



MONTH	JUL	AUG	SEP	OCT	NOV	DEC
BOMBER	35	31	45	59	28	
TANKER	14	21	12	66	56	

MATERIEL

AS OF : 30 NOVEMBER 1968

SUPPLY (NORS) RATE

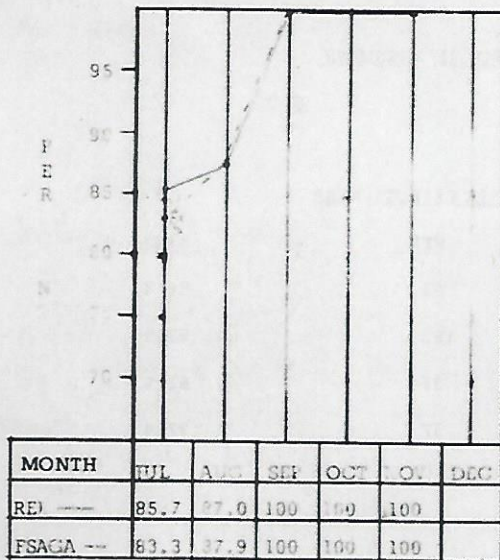
	<u>CUMULATIVE POSSESSED HOURS</u>	<u>CUMULATIVE NORS HOURS</u>	<u>RATE</u>	<u>STD</u>
B-52H	52,903	1892.5	*3.6	3 *
KC-135A	30,796	272.5	.9	3
AGM-28B	66,957	302.4	.5	1

CANNIBALIZATION RATE

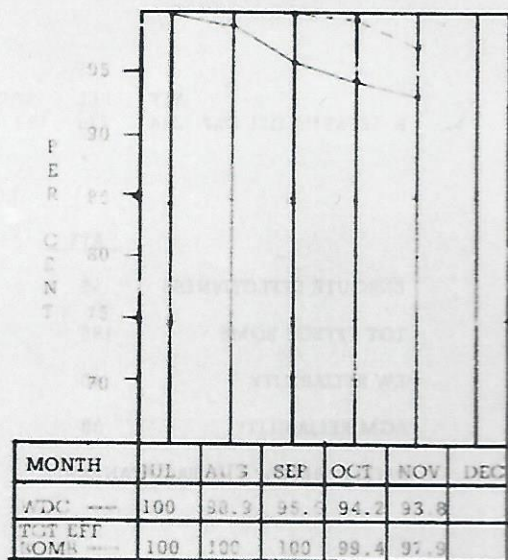
	<u>FLOWN SORTIES</u>	<u># CANS</u>	<u>RATE</u>	<u>STD</u>
B-52H	371	148	*.40	20
KC-135A	276	91	*.33	10

* ITEMS ABOVE THE SAC STANDARD

AGMS



PROFILE M.IONS
BOMBER



AGMS

AS OF 30 NOVEMBER 1968

<u>ITEM</u>	<u>MONTHLY</u>			<u>CHARGE</u>	<u>CUMULATIVE</u>			<u>STD</u>
	<u>CHARGE</u>	<u>REL</u>	<u>%</u>		<u>REL</u>	<u>%</u>		
RELIABILITY	15	15	100.0	89	83	93.3	70	
FSAGA	4	4	100.0	28	26	92.9	80	

PROFILE MISSIONS

	<u>ATT</u>	<u>REL</u>	<u>%REL</u>	<u>STD</u>
B-52 WPNS DEL CAP	244	229	93.8	80

PROFILE EFFECTIVNESS

	<u>ATT</u>	<u>REL</u>	<u>%REL</u>	<u>STD</u>
ENROUTE EFFECTIVNESS	55	53	96.4	85
TGT EFFECT BOMB	196	192	97.9	85
EW RELIABILITY	40	37	92.5	85
AGM RELIABILITY	38	37	97.4	80

*ITEMS BELOW THE SAC STANDARD

MATERIEL
SYSTEMS PERFORMANCE

AS OF: 30 NOVEMBER 1966

ITEM

A&E SUB-SYSTEM

MONTHLY

CUMULATIVE

	<u>ATT</u>	<u>REL</u>	<u>%</u>	<u>ATT</u>	<u>REL</u>	<u>%</u>	<u>SAC STANDARD</u>
<u>BOMBER</u>							
HF	64	59	92.2	371	360	97.0	95.6
COMPASS	64	64	100.0	371	367	98.7	95.8
DOPPLER	64	63	98.4	371	351	94.9	95.1
BOMB-NAV	36	34	94.4	371	363	97.8	97.4
TERRAIN AVOID	10	9	90.0	185	172	93.0	95.9
FIRE CONTROL	36	26	72.2	370	301	81.4	73.1
<u>TANKER</u>							
HF	23	21	91.3	286	279	97.6	96.4
COMPASS	23	23	100.0	286	285	99.5	99.6
DOPPLER	23	22	95.6	286	274	95.8	96.4
APN-59	23	23	100.0	286	277	96.9	96.4

NCR CREWMEMBER UPGRADE

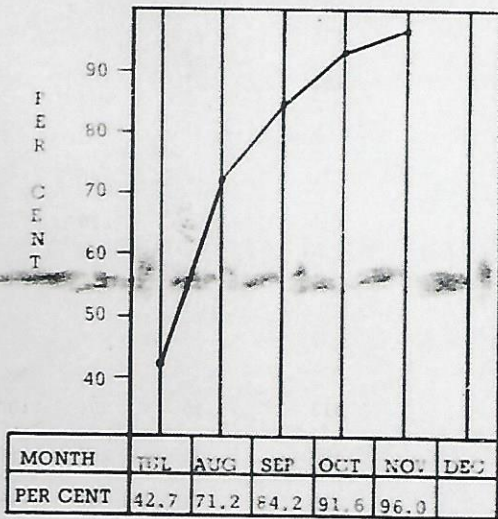
AS OF : 30 NOVEMBER 1968

	<u>TOTAL #</u> <u>REQUIRED</u>	<u>TOTAL #</u> <u>UPGRADED</u>	<u>%</u> <u>UPGRADED</u>	<u>STANDARD</u>
B-52 NCR CREWMEMBERS	32	32	100%	100
KC-135 NCR CREWMEMBERS	0	0	0	100

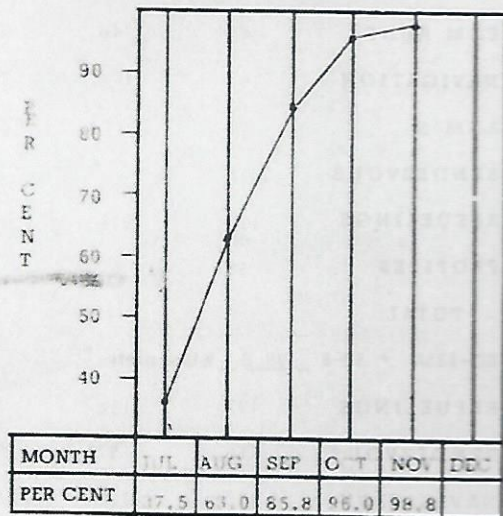
CREW PROBATION

	<u>AVERAGE # CR</u> <u>CREW ASSIGNED</u>	<u>AVERAGE # CR</u> <u>CREWS ASSIGNED</u> <u>MINUS PROBATED CREWS</u>	<u>% CR CREWS</u> <u>NOT PROBATED</u>	<u>STD</u>
B-52 CREWS	21.0	21.0	100	85
KC-135 CREWS	15.0	15.0	100	85

50-B COMPLETION
BOMBER



50-B COMPLETION
TANKER



TRAINING STATUS

AS OF : 30 NOVEMBER 1968

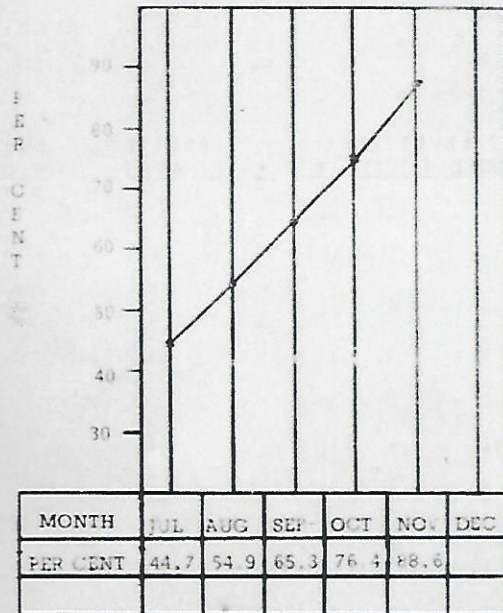
B-52H * 50-8 96.0 % Complete

<u>ACTIVITY</u>	<u>BASIC TRAINING REQUIREMENT</u>			<u>ADDITIONAL SPECIALIZED TRAINING</u>	<u>TOTAL TRAINING</u>		
	<u>REQ'D</u>	<u>COMPL</u>	<u>% COMP</u>		<u>ATT</u>	<u>REL</u>	<u>% REL</u>
BOMB RUNS	472	455	96.4	487	942	924	98.1
ECM RUNS	542	440	81.2	471	911	710	89.9
NAVIGATION	194	191	98.4	181	372	371	99.7
AGM'S	74	68	91.9	46	114	104	91.2
RENDEZVOUS	58	56	96.6	136	192	192	100.0
REFUELINGS	114	114	100.0	125	239	239	100.0
PROFILES	58	57	98.3		57	57	100.0
TOTAL							

KC-135A * 50-8 98.8 % Complete

REFUELINGS	197	194	98.5	312	506	506	100.0
RENDEZVOUS	60	57	95.0	183	240	240	100.0
NAVIGATION	112	109	97.3	29	138	136	98.5

WING OUT RATING



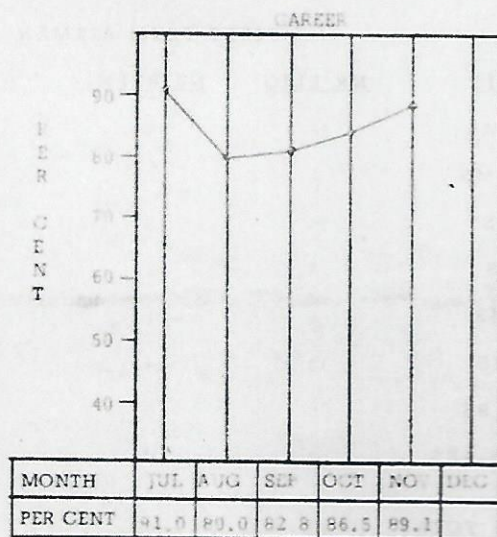
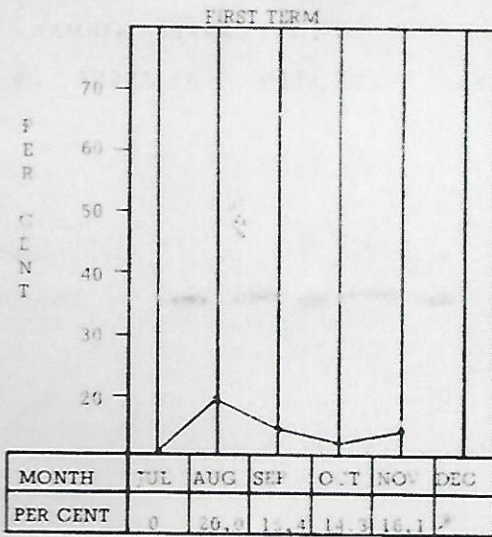
7

OJT TRAINING STATISTICS

AS OF : 30 NOVEMBER 1968

<u>SQDN</u>	<u>PERSONNEL PRESENTLY IN TRAINING</u>			<u>5/7 LEVEL TEST</u>			<u>3 LEVEL UPG</u>			<u>5/7 LEVEL UPG</u>			<u>SQDN PREF</u>
	<u>3</u>	<u>5</u>	<u>7</u>	<u># TESTED</u>	<u># QUAL</u>	<u>%</u>	<u># ELIG</u>	<u># UPG</u>	<u>%</u>	<u># ELIG</u>	<u># UPG</u>	<u>%</u>	
AEMS	1	30	9	21	18	25.7	5	5	10.0	19	19	69.0	91.7
AMMS	0	2	8	2	2	30.0	4	4	10.0	7	7	60.0	100.0
FMS	10	28	16	28	20	21.4	2	2	10.0	27	26	55.7	87.1
HSS	9	29	12	3	3	30.0	9	9	10.0	7	6	51.4	91.4
MMS	1	17	3	2	2	30.0	2	2	10.0	3	3	60.0	100.0
OMS	3	55	7	26	19	21.9	1	1	10.0	24	20	50.0	81.9
46 BS	0	2	0	0	0	0.0	0	0	0.0	0	0	0.0	0.0
905ARS	0	1	0	0	0	0.0	0	0	0.0	0	0	0.0	0.0
TOTAL	24	155	57	82	64	23.4	23	23	10.0	88	81	52.2	88.6

REENLISTMENT RATE



REENLISTMENT RATES

AS OF : 30 NOVEMBER 1968

<u>UNIT</u>	<u>FIRST TERM AIRMAN</u>			<u>CARREER AIRMAN</u>		
	<u>NR ELIG</u>	<u>NR REENL</u>	<u>% REENL</u>	<u>NR ELIG</u>	<u>NR REENL</u>	<u>% REENL</u>
AEMS	16	0	0.0	2	2	100.0
AMMS	6	1	16.7	6	6	100.0
FMS	14	3	21.4	6	3	50.0
HSS	7	1	14.3	16	16	100.0
MMS	6	1	16.7	2	1	50.0
OMS	13	4	30.8	9	9	100.0
46 BS	0	0	0.0	5	4	80.0
905 ARS	0	0	0.0	0	0	0.0
WG TOTAL	62	10	16.1	46	41	89.1

PERSONNEL AUTHORIZED

AS OF: 30 NOVEMBER 1968

<u>SQUADRON</u>	<u>ANTH</u>	<u>ASGN</u>	<u>%</u>
AEMS	168	136	80.9%
AMMS	87	68	78.2%
FMS	341	277	81.2%
HSS	245	223	91.0%
MMS	88	79	89.8%
OMS	297	264	88.9%
46BS	143	143	100.0%
905ARFS	69	76	110.1%
TOTAL	1438	1266	88.0%

AS OF: 30 NOVEMBER 1968

<u>UNIT</u>	<u>#SEX FAILURES</u>	<u>#WEIGHT CONTROL</u>	<u>#MED EXCUSED</u>	<u>OFFENSES THIS MONTH</u>	<u>CU</u>
HSS	2	0	1	2	
AEMS	0	0	0	1	
AMMS	0	1	0	2	
FMS	0	1	0	5	
MMS	1	0	0	3	
OMS	5	1	0	4	
46BS	0	0	0	1	
90SAREFS	1	1	1	1	
WING	9	4	2	19	

SUGGESTION PROGRAM PARTICIPATION

AS OF: 30 NOVEMBER 1968

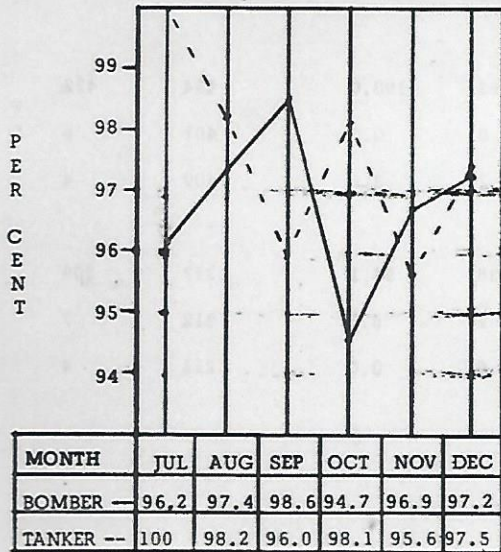
UNIT	GOAL	SUBMITTED	PERCENT
HSS	54/2*	58/3*	107.4/150.0*
FMS	96/2*	59/3*	46.9/100.0*
OMS	78/4*	69/7*	88.5/175.0*
AEMS	51	52	102.0
AMMS	24	29	120.8
MMS	25	31	124.0
46BS	44	41	93.2
905AREFS	24	75	312.5
WING	396/8*	414/13*	104.5/162.5*

*CIVILIAN SUGGESTIONS

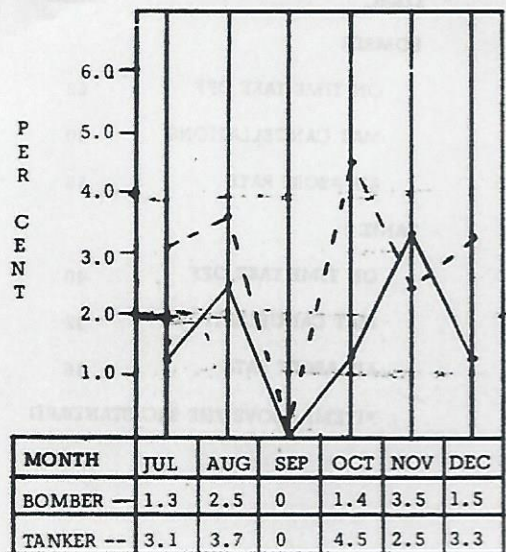
MANAGEMENT DIGEST
TABLE OF CONTENTS

MATERIEL	PAGE	OTHER ITEMS OF INTEREST	
On Time Take Off/Materiel Cancellations Chart.....	2	Wing OJT Rate Chart.....	14
On Time Take Off.....	3	OJT.....	15
Materiel Cancellations.....	3	Reenlistment Chart.....	16
Air Abort Rate.....	3	Reenlistment (First Term).....	17
Air Abort Rate Chart.....	4	Reenlistment (Career).....	17
FSAGA B52H.....	5	Personnel Auth/Asgn.....	18
FSAGA KC135.....	5	Offenses.....	19
NORS/Cannibalization Chart.....	6	5BX Weight Control.....	19
Supply (NORS).....	7	Military Suggestion Program.....	20
Cannibalizations.....	7	Comments.....	21
AGMS/Profile Chart.....	8		
AGM FSAGA Reliability.....	9		
A&E Sub-System Performance(HF, Compass, Doppler, Bomb Navigation, Terrain Avoidance, Fire Control).....	10		
OPERATIONS			
Profile Missions.....	9		
Weapons Delivery Capability.....	9		
Profile Effectivness.....	9		
Enroute.....	9		
Bomb Reliability.....	9		
EW Reliability.....	9		
AGM Reliability.....	9		
NCR Crewmember Upgrade.....	11		
Crew Probation.....	11		
50-8 Training Completion Rate Chart.....	12		
Completion of Training Requirements.....	13		

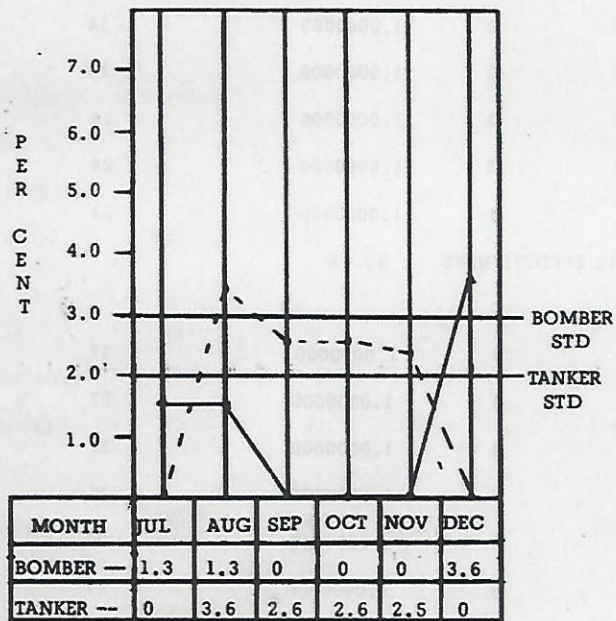
ON TIME TAKE OFF



MATERIEL CANCELLATIONS



AIR ABORT RATE



FSAGA

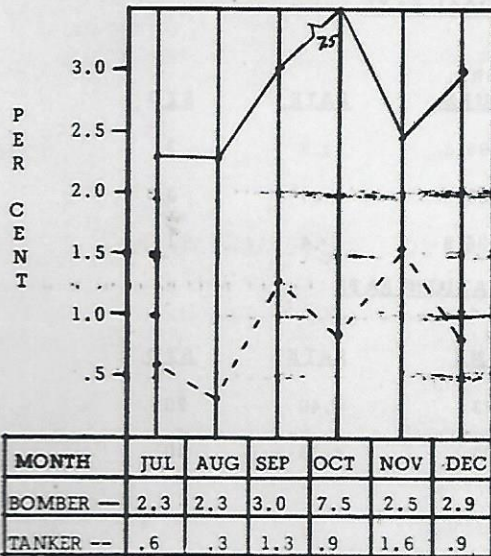
AS OF: 31 DECEMBER 1968

<u>ITEM</u> <u>KC135</u>	<u>MONTHLY</u>			<u>CUMULATIVE</u>		
	<u>ATT</u>	<u>EFF</u>	<u>RATE</u>	<u>ATT</u>	<u>EFF</u>	<u>RATE</u>
CANX	3	3	1.0000000	24	24	1.0000000
LTO	3	3	1.0000000	24	24	1.0000000
A/R	3	3	1.0000000	23	23	1.0000000
SER RADAR	3	3	1.0000000	24	24	1.0000000
OTHER SYSTEMS	3	3	1.0000000	24	23	.9583333
ESS MAINTENANCE	3	3	1.0000000	24	24	1.0000000
OVERALL EFFECTIVNESS			95.8%			

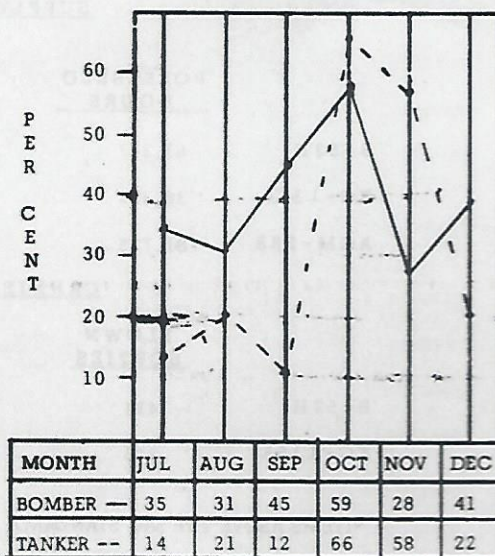
B52

ESS MAINTENANCE	3	3	1.0000000	27	27	1.0000000
CANX	3	3	1.0000000	27	27	1.0000000
LTO	3	3	1.0000000	27	26	.9629629
A/R	3	3	1.0000000	26	26	1.0000000
CHAFF	3	3	1.0000000	27	27	1.0000000
BNS	3	3	1.0000000	27	27	1.0000000
OTHER SYSTEMS	3	3	1.0000000	27	27	1.0000000
OVERALL EFFECTIVNESS			96.3%			

NORS



CANNIBALIZATIONS



MATERIEL

AS OF : 31 DECEMBER 1968

SUPPLY (NORS) RATE

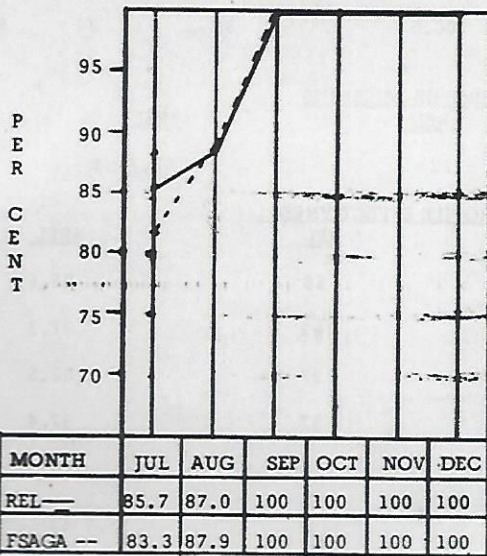
	<u>POSSESSED HOURS</u>	<u>NORS HOURS</u>	<u>RATE</u>	<u>STD</u>
B-52H	63,247	2195.8	*3.5	3
KC-135A	36,395	325.0	.9	3
AGM-28B	81,725	336.9	.4	1

CANNIBALIZATION RATE

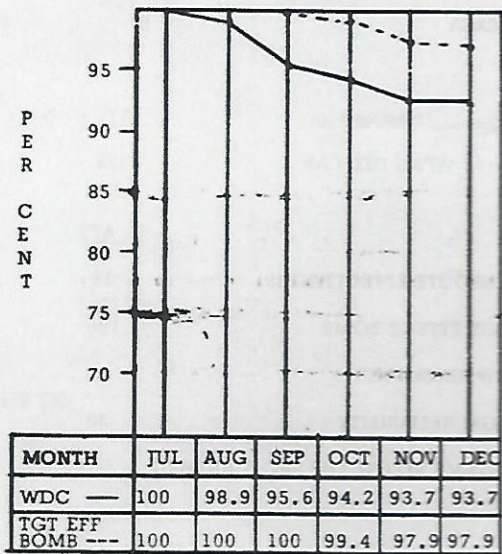
	<u>FLOWN SORTIES</u>	<u># CANS</u>	<u>RATE</u>	<u>STD</u>
B-52H	434	173	*.40	20
KC-135A	316	105	*.33	10

*ITEMS ABOVE THE SAC STANDARD

AGMS



PROFILE MISSIONS
BOMBER



AGMS

AS OF: 31 DECEMBER 1968

<u>ITEM</u>	<u>MONTHLY</u>			<u>CUMULATIVE</u>			
	<u>CHARGE</u>	<u>REL</u>	<u>%</u>	<u>CHARGE</u>	<u>REL</u>	<u>%</u>	<u>STD</u>
RELIABILITY	16	16	100.0	105	99	94.3	70
FSAGA	8	8	100.0	36	34	94.4	80

<u>ITEM</u>	<u>PROFILE MISSIONS</u>		<u>%REL</u>	<u>STD</u>
	<u>ATT</u>	<u>REL</u>		
B-52 WPNS DEL CAP	238	223	93.7	80

<u>ITEM</u>	<u>PROFILE EFFECTIVNESS</u>		<u>%REL</u>	<u>STD</u>
	<u>ATT</u>	<u>REL</u>		
ENROUTE EFFECTIVNESS	58	56	96.6	85
TGT EFFECT BOMB	196	192	97.9	85
EW RELIABILITY	40	37	92.5	85
AGM RELIABILITY	38	37	97.4	60

*ITEMS BELOW THE SAC STANDARD

MATERIEL
SYSTEMS PERFORMANCE

AS OF: 31 DECEMBER 1968

ITEM

A&E SUB-SYSTEM

MONTHLY

CUMULATIVE

	<u>ATT</u>	<u>REL</u>	<u>%</u>	<u>ATT</u>	<u>REL</u>	<u>%</u>	<u>SAC STANDARD</u>
<u>BOMBER</u>							
HF	63	61	96.8	434	431	97.0	94.4
COMPASS	63	63	100.0	434	430	99.1	99.6
DOPPLER	63	62	98.4	434	413	95.2	98.4
BOMB-NAV	63	62	98.4	434	425	97.9	96.9
TERRAIN AVOID	24	22	91.7	209	194	92.8	93.5
FIRE CONTROL	63	50	79.4	433	351	81.1	78.0
<u>TANKER</u>							
HF	42	41	97.6	328	320	97.6	94.7
COMPASS	42	42	100.0	328	327	99.7	99.6
DOPPLER	42	42	100.0	328	316	96.3	98.3
APN-59	42	39	92.9	328	316	96.3	98.2

NCR CREWMEMBER UPGRADE

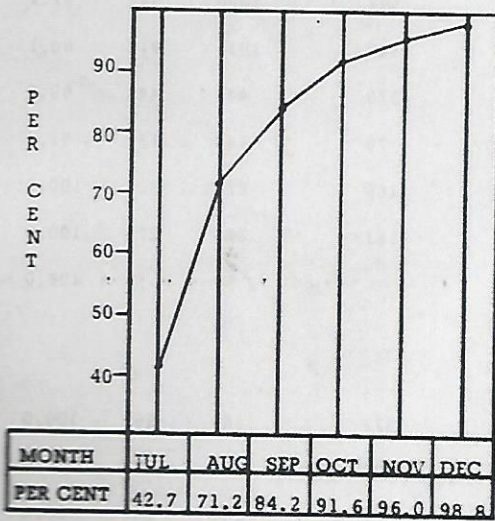
AS OF : 31 DECEMBER 1968

	<u>NUMBER REQUIRED</u>	<u>NUMBER UPGRADED</u>	<u>% UPGRADED</u>	<u>STANDARD</u>
B-52 NCR CREWMEMBERS	33	33	100%	100
KC-135 NCR CREWMEMBERS	0	0	0	100

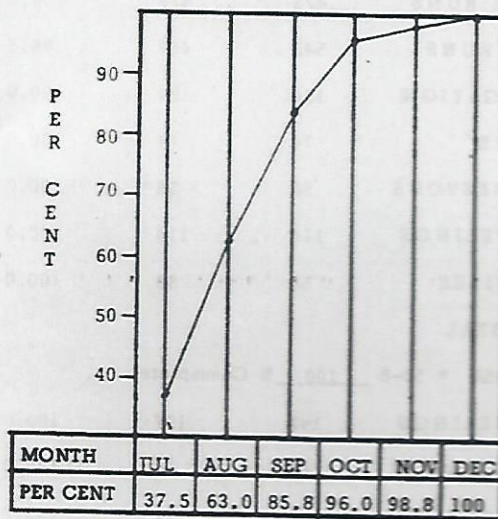
CREW PROBATION

	<u>AVERAGE # CR CREW ASSIGNED</u>	<u>AVERAGE # CR CREWS ASSIGNED MINUS PROBATED CREWS</u>	<u>% CR CREWS NOT PROBATED</u>	<u>STD</u>
B-52 CREWS	21.0	21.0	100	85
KC-135 CREWS	15.0	15.0	100	85

50-8 COMPLETION
BOMBER



50-8 COMPLETION
TANKER

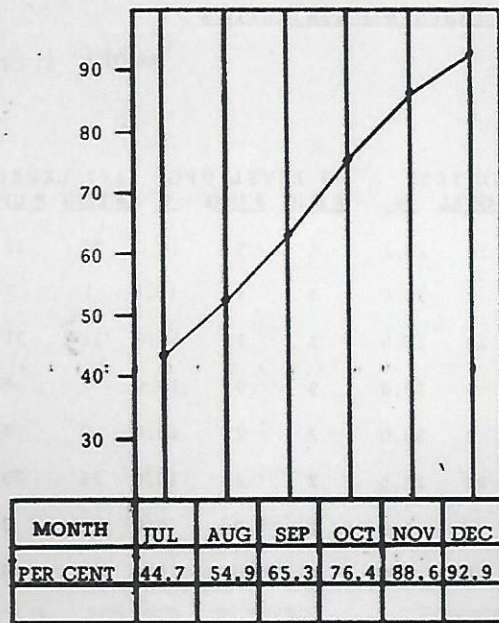


TRAINING STATUS

AS OF : 31 DECEMBER 1968

ACTIVITY	BASIC TRAINING REQUIREMENT			ADDITIONAL SPECIALIZED TRAINING	TOTAL TRAINING		
	REQ'D	COMPL	% COMP		ATT	REL	% REL
B-52H * 50-8	<u>98.8</u> % Complete						
BOMB RUNS	475	475	100.0	591	1066	1042	97.7
ECM RUNS	542	469	86.5	542	1011	911	90.1
NAVIGATION	194	194	100.0	370	449	448	99.8
AGM'S	74	74	100.0	70	144	133	92.4
RENDEZVOUS	58	58	100.0	168	226	226	100.0
REFUELINGS	114	114	100.0	161	275	275	100.0
PROFILES	58	58	100.0		58	58	100.0
TOTAL							
KC-135A * 50-8	<u>100</u> % Complete						
REFUELINGS	197	197	100.0	372	569	569	100.0
RENDEZVOUS	60	60	100.0	222	282	282	100.0
NAVIGATION	112	112	100.0	37	149	147	98.6

WING OJT RATING

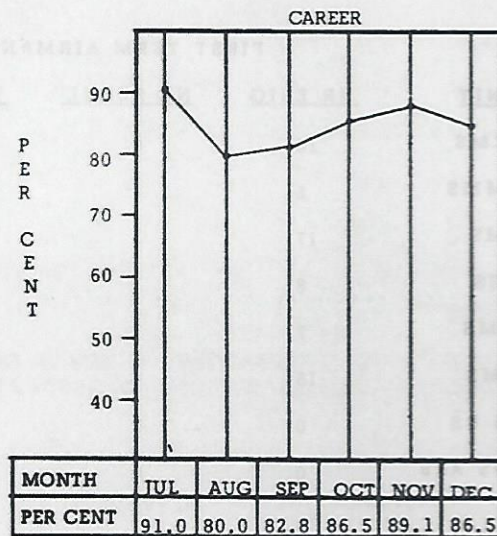
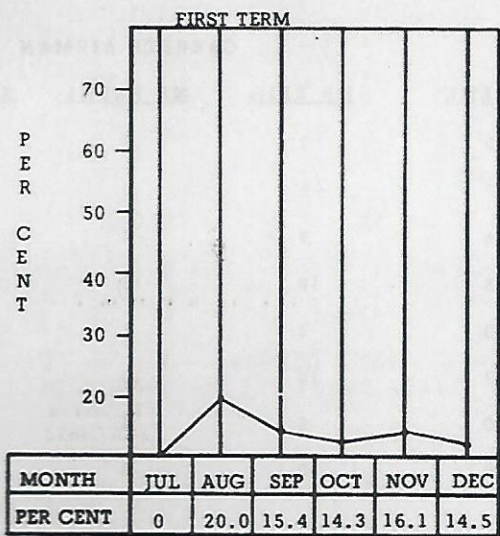


OJT TRAINING STATISTICS

AS OF : 31 DECEMBER 1968

<u>SQDN</u>	<u>PERSONNEL PRESENTLY IN TRAINING</u>			<u>5/7 LEVEL TEST</u>			<u>3 LEVEL UPG</u>			<u>5/7 LEVEL UPG</u>			<u>SQDN PREF</u>
	<u>3</u>	<u>5</u>	<u>7</u>	<u># TESTED</u>	<u># QUAL</u>	<u>%</u>	<u># ELIG</u>	<u># UPG</u>	<u>%</u>	<u># ELIG</u>	<u># UPG</u>	<u>%</u>	
AEMS	2	33	10	23	20	26.1	5	5	10.0	22	22	60.0	96.1
AMMS	0	2	9	2	2	30.0	4	4	10.0	7	7	60.0	100.0
FMS	11	30	16	32	24	22.5	2	2	10.0	32	31	58.1	90.6
HSS	7	19	9	8	8	30.0	9	9	10.0	7	7	60.0	100.0
MMS	3	15	1	2	2	30.0	2	2	10.0	3	3	60.0	100.0
OMS	2	52	8	32	24	22.5	2	2	10.0	26	25	57.7	90.2
46 BS	0	1	1	0	0	0.0	0	0	0.0	0	0	0.0	0.0
905ARS	1	2	0	2	0	0.0	0	0	0.0	0	0	0.0	0.0
TOTAL	26	154	54	101	80	23.8	24	24	10.0	97	95	58.7	92.9

REENLISTMENT RATE



REENLISTMENT RATES

AS OF : 31 DECEMBER 1968

<u>UNIT</u>	<u>FIRST TERM AIRMAN</u>			<u>CARREER AIRMAN</u>		
	<u>NR ELIG</u>	<u>NR REENL</u>	<u>% REENL</u>	<u>NR ELIG</u>	<u>NR REENL</u>	<u>% REENL</u>
AEMS	16	0	0.0	2	2	100.0
AMMS	6	1	16.7	6	6	100.0
FMS	17	3	17.6	9	4	44.4
HSS	8	1	12.5	18	18	100.0
MMS	7	1	14.3	2	1	50.0
OMS	15	4	26.7	10	10	100.0
46 BS	0	0	0.0	5	4	80.0
905 ARS	0	0	0.0	0	0	0.0
WG TOTAL	69	10	14.5	52	45	86.5

PERSONNEL AUTHORIZED

AS OF: 31 DECEMBER 1968

<u>SQUADRON</u>	<u>AUTH</u>	<u>ASGN</u>	<u>%</u>
AEMS	168	133	79.2
AMMS	87	70	80.4
FMS	341	273	80.1
HSS	245	223	91.0
MMS	88	87	98.9
OMS	295	273	92.5
46BS	143	143	100.0
905AREFS	69	77	111.6
TOTAL	1436	1279	89.1

AS OF: 31 DECEMBER 1968

<u>UNIT</u>	<u>#SBX FAILURES</u>	<u>#WEIGHT CONTROL</u>	<u>#MED EXCUSED</u>	<u>OFFENSES</u> <u>THIS MONTH</u>	<u>CUMULATIVE</u>
HSS	0	0	0	0	9
AEMS	0	0	0	3	12
AMMS	0	0	0	2	4
FMS	0	0	0	9	27
MMS	1	0	0	4	10
OMS	2	1	1	4	34
-6BS	0	0	0	0	2
905AREFS	0	0	0	0	1
WING	3	1	1	22	99

SUGGESTION PROGRAM PARTICIPATION

AS OF: 31 DECEMBER 1968

<u>UNIT</u>	<u>GOAL</u>	<u>SUBMITTED</u>	<u>PERCENT</u>
HSS	54/2*	59/4*	109/200
FMS	96/2*	68/3*	71/150
OMS	78/4*	76/7*	98/175
AEMS	51	52	102
AMMS	24	35	146
MMS	25	31	124
46BS	44	43	98
905AREFS	24	77	321
WING	396/8*	441/14*	111/175*

*CIVILIAN SUGGESTIONS

COMMENTS

ROLE OF INFORMATION IN THE MANAGEMENT DIGEST

ADEQUATE, ACCURATE AND TIMELY INFORMATION HAS BEEN AND WILL CONTINUE TO BE AN ESSENTIAL PART OF THE MANAGEMENT PROCESS. DECISION MAKING IS NOT ONLY FACILITATED BY "GOOD" INFORMATION BUT IN FACT, DEPENDS ON IT. HOWEVER, IMPORTANT AS IT MAY SOUND, INFORMATION THAT IS NOT BEING UTILIZED IS A COMPLETE WASTE.

THE MANAGEMENT DIGEST IS A SUMMARY OF INFORMATION FOR YOU, THE COMMANDERS. THE INFORMATION IS GATHERED, RECORDED, PRESENTED AND ANALYZED FOR YOUR BENEFITS. THE ITEMS NOW MONITORED IN THE DIGEST HAVE A USE IN MANAGEMENT DECISIONS. THE USE OF SOME DATA IS MORE OBVIOUS THAN OTHERS.

I WOULD LIKE TO IMPROVE THE DIGEST. YOUR ASSISTANCE IN INSURING THE ACCURACY AND TIMELINESS OF THE INFORMATION IS ESSENTIAL, AND YOUR SUGGESTIONS FOR IMPROVING THE ADEQUACY ARE EQUALLY IMPORTANT. FORWARD ANY SUGGESTIONS TO LT MOORE, DCRM, 6831.

CIVILIAN PERSONNEL STRENGTH REPORT AS OF 31 Oct 68

	GRADED				UNGRADUATED				TOTAL	
	WASH		OASD		WASH		OASD		WASH	OASD
	Auth	Asst	Asst	Asst	Auth	Asst	Asst	Asst		
A S&C	2	2							2	2
SRM M	5	6							5	6
SIP M	15	9			20	18			35	27
Chief Clerk								2	2	2
ADM (C) (C)	1	1							1	1
Information Svcs	3	2							3	2
Director	1	1							1	1
Admin Svcs	2	2							2	2
Administrative	2	3							2	3
Comptroller	13	12							13	12
Contractual	31	25							31	25
Grants	25	21							25	21
Legal Counsellors	4	4			1	1			2	2
Off. Sec	8	6							8	6
Comptroller	23	17			44	53			52	50
Chief Clerk	54	38			22	19			45	35
Special Services					134	120			120	100
Communication	9	6					4	4	4	4
Administrative					33	23			42	28
Director	54	26					8	8	6	6
Administrative	2	2			17	17			51	49
Administrative	1	0			2	2			4	4
Director	240	185			273	253	14	14	527	480
SRM Medical Group	29	21			3	0			22	21
TOTAL UNGR	269	205			276	253	14	14	559	473
Other Health Center (OSI)	1	1							1	1
ADDC (C) (C) (C)	4	4							4	4
ADDC (C) (C) (C)	2	2							2	2
ADDC (C) (C) (C)	2	1							2	1
ADDC (C) (C) (C)	1	0							1	0
ADDC (C) (C) (C)	1	1							1	1
ADDC (C) (C) (C)	5	5					4	0	9	5
ADDC (C) (C) (C)	5	4			15	13	2	2	22	18
ADDC	1	0							1	0
TOTAL (Other M.I. Code)	22	18			15	13	6	2	33	33
GRAND TOTAL (ALL)	291	224			291	266	20	16	602	506

Excludes 2 Chaplains Auth and Asgd not included

CIVILIAN PERSONNEL STRENGTH REPORT AS OF 31 Dec 60

	GRADES				MADE GRADE				TOTAL	
	Param		O/S		Param		O/S		Auth	Asgd
	Auth	Asgd	Auth	Asgd	Auth	Asgd	Auth	Asgd		
4 SIB	2	2							2	2
31 SIB	9	9							9	9
313 SIB	15	9			20	18			35	27
Col. Staff							5	5	5	5
4th SIB (S)	1	1							1	1
4th SIB (S)	3	3							3	3
4th SIB (S) Sub	1	1							1	1
4th SIB (S)	2	2							2	2
4th SIB (S)	3	3							3	3
4th SIB (S)	13	13							13	13
4th SIB (S)	31	28							31	28
4th SIB (S)	25	21			1	1			26	22
4th SIB (S)	4								4	
4th SIB (S)	8	5			44	44			52	49
4th SIB (S)	27	19			22	20			45	39
4th SIB (S)	54	40			134	120			168	160
4th SIB (S)							15	15	15	15
4th SIB (S)	9	5			33	23			42	28
4th SIB (S)							12	12	12	12
4th SIB (S)	34	31			17	17			51	48
4th SIB (S)	2	2			2	2			4	4
4th SIB (S)	1	0							1	0
4th SIB (S)	240	198			273	245	32	32	345	315
4th SIB (S)	30	23			3	0			33	23
4th SIB (S)	270	221			276	245	32	32	378	348
4th SIB (S)	1	1							1	1
4th SIB (S)	4	4							4	4
4th SIB (S)	2	2							2	2
4th SIB (S)	1	1							1	1
4th SIB (S)	1	1							1	1
4th SIB (S)	5	5					4	4	9	9
4th SIB (S)	5	4			15	14	3	2	21	20
4th SIB (S)	1	0							1	0
4th SIB (S)	20	18			15	14	7	5	42	37
4th SIB (S)	290	239			291	259	39	37	620	535

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS 804TH COMBAT SUPPORT GROUP (SAC)
GRAND FORKS AIR FORCE BASE, NORTH DAKOTA 58201



REPLY TO
ATTN OF: CBPO-ASGN

16 October 1968

SUBJECT: Manning Assistance, (AFSC 534X0), Your ltr, 24 Sep 68.

TO: 319 DCM

1. The following airmen have been allocated to your unit:

<u>AFSC</u>	<u>GRADE</u>	<u>LINE #</u>	<u>MONTH</u>
53470	E-5	02N11326	Feb 69
53470	E-5	02N11327	Feb 69
53450	E-4	02N11307	Feb 69

2. This will bring your projected manning to 73.1% which compares favorably with the SAC projected manning of 78.1%.

3. We requested release on the TDY levy of A1C Morgan, however, 2AF advised that due to manning and TDY levies being supported by other 2AF units release could not be granted.

4. TDY manning assistance has been requested from 2AF.

FOR THE COMMANDER

John H. Huisjen
JOHN H. HUISJEN, Capt, USAF
Chief, Career Control
Personnel Division

1 Atch
2AF msg 1/2132Z, Sep 68

*TDY manning requested from
2AF 16 Oct 68
(message in CBPO)*

FROM: 3107WAF/1Sgt Cloutier

24 Oct 68

SUBJECT: Manning Assistance Letter

TO: 3107WAF
3107WAF
3107WAF
3107WAF

1. Request immediate manning assistance be provided the 219th Fabrication Branch, Structural Repair Shop.

2. Justification for this request is as follows:

<u>AFSC</u>	<u>Authorized</u>	<u>Assigned</u>
53M50	3	1
53M58	12	7
53M70	3	2
Total	<u>18</u>	<u>10</u>

3. TDY for a period of 189 days.

53M50 2 each

4. Percentage available for duty.

13% of authorized strength.

5. Due to the critical manning in this AFSC it has been necessary to overlap shifts. Shift duration is between 10 to 16 hours daily including weekends.

6. List of backlog as follows:

TOTO 1A-52-1896 Mod Seat Ejection	96.0 hrs
TOTO 1A-52-1735 Hot Air Shields	96.0 hrs
Class 1 Mod KC-135 Orinal Mod.	150.0 hrs
321st Missile Wing.	150.0 hrs
FTR Powered Age	250.0 hrs
* Production Control	96.0 hrs

Total 836.0 hrs (Manhours)

* Reason for low backlog in Production Control is that the Wing can't afford to tie up aircraft parts for any length of time. In order to maintain the flying schedule it is necessary to work available personnel around the clock if necessary.

Robert M. Cloutier
ROBERT M. CLOUTIER, 1Sgt, USAF
Fabrication Branch Chief

JOINT STATE OF CALIFORNIA - INFORMATION SHEET

SENATE JOURNAL

THE SENATE HAS PASSED THE FOLLOWING RESOLUTIONS:

(3) RESOLUTION PASSED BY THE SENATE, TO THE EFFECT OF...

(4) RESOLUTION PASSED BY THE SENATE, TO THE EFFECT OF...

(5) RESOLUTION PASSED BY THE SENATE, TO THE EFFECT OF...

(6) RESOLUTION PASSED BY THE SENATE, TO THE EFFECT OF...

(7) RESOLUTION PASSED BY THE SENATE, TO THE EFFECT OF...

(8) RESOLUTION PASSED BY THE SENATE, TO THE EFFECT OF...

(9) RESOLUTION PASSED BY THE SENATE, TO THE EFFECT OF...

(10) RESOLUTION PASSED BY THE SENATE, TO THE EFFECT OF...

DATE	TIME	MIN	SEC
7:00	5:10	1	1
7:05	5:10	2	0
7:10	5:10	0	1
7:15	5:10	5	2
7:20	5:10	7	3
7:25	5:10	0	2
7:30	5:10	3	0
7:35	5:10	0	1
7:40	5:10	0	1

TOTAL TIME - 10, 10, 11

RESOLUTIONS PASSED: TWO ALSO FOR THE SENATE. PASSED BY THE SENATE:

DATE	PAGE NO.	NR OF PAGES	SECURITY CLASSIFICATION	INITIALS
	2		CONFIDENTIAL	

DD, FORM 178-1

U.S. GOVERNMENT PRINTING OFFICE: 1967-38888

0793

FROM: 319037/1st Clerical

8 Nov 66

SUBJECT: Manning Assistance Letter

TO: 319037
319038
319039
319040

1. Request immediate manning assistance be provided the 319th Fabrication Branch, Structural Repair Shop.

2. Justification for this request is as follows:

<u>AFSC</u>	<u>Authorized</u>	<u>Assigned</u>	
53450	3	1	
53450	12	7	
53470	3	2	
Total	18	10	
53350 not Auth	0	1	Directed cross-trained
Total	18	11	<i>original 53350</i>

3. IDY for a period of 169 days:

53450 2 ea

4. Hospitalized for indefinite period (knee operation)

53450 1 ea

5. Due to the critical manning in this AFSC, it has been necessary to overlap shifts. Shift duration is 12 hours daily including weekends.

6. See attachment 1.

7. Percentage of assigned strength available for duty is 43%.

DAVID L. CLOUTIER, MS-1, USAF
Fabrication Branch Chief

Structural Repair Backlog

<u>WIP</u>	<u>AMOUNT</u>
ADP	275.0
Production Control	*600.0
3R1st Missile Wing	150.0
Class I Mod 10-135 Orinal	150.0
2070 1B-52-1735 Mod Air Shields	95.0
2070 1B-52-1845 Mod. Seat Ejection	95.0
2070 1B-52-300 Inspection of Engine Cowl	75.0
2070 1B-135-645 Mod. Aileron	100.0
2070 1B-52H-663 Fuel Heater System	10.0
Total	<u>1960.0</u>
	1960.

*Subject to change daily

This does not include daily flight line work.

Attachment I

JOINT MESSAGEFORM				RESERVED FOR COMMUNICATION CENTER			
SECURITY CLASSIFICATION				UNCLASSIFIED			
TYPE MSG	BOOK	MULTI	SINGLE				
		X					
PRECEDENCE							
ACTION				ROUTED			
INFO				DTG 20 21312 Dec 68 ^{2:25}			
FROM: 1 STRATACROSDIV GRAND FORKS AFB ND				SPECIAL INSTRUCTIONS			
TO: OOMM/CGDEN AFB UTAH							
INFO: 2AF/INDB/BARKSDALE AFB LA							
EQ SAC/INDB/OFFUTT AFB NE							
UNCLAS 319DCM							
SUBJECT: EXTENSION OF DEPOT ASSISTANCE TEAM. REFERENCE 319DCM MESSAGE 130912Z, NOV 68, SUBJECT: DEPOT LEVEL ASSISTANCE. THIS							
REQ WAS GRANTED DEPOT ASSISTANCE FOR APPROXIMATELY 10 DYAS. OF							
THESE 10 DAYS THE NUMBER OF PRODUCTIVE WORK DAYS WILL BE REDUCED							
TO 30 DAYS DUE TO TRAVEL AND HOLIDAYS. ALTHOUGH THIS ASSISTANCE							
HAS AIDED IN REDUCING OUR PRESENT BACKLOG TO 2000 MAN HOURS WE							
FEEL AN ADDITIONAL 15 DAYS WILL BE NECESSARY TO FURTHER REDUCE							
THIS BACKLOG TO A LEVEL WHERE THE AVAILABLE ^{ALL} MANPOWER ASSIGNED							
THIS WING CAN COPE WITH THE DAILY WORKLOAD AND TOTO BACKLOG.							
DATE		TIME		MONTH		YEAR	
DEC		10		DEC		68	
PAGE NO		NO OF PAGES		3		2	
D R E S T E R	TYPED NAME AND TITLE		PHONE	SIGNATURE			
	ROBERT H. ROBINSON, SMSGT, USAF DCM Tech Advisor		072				
	TYPED (or stamped) NAME AND TITLE		REGARDING INSTRUCTIONS				
	L. R. CHAMBERLAIN JR., Colonel, USAF Deputy Commander for Maintenance						
SECURITY CLASSIFICATION				UNCLASSIFIED			

DD FORM 173

UNCLASSIFIED

0795

FORM 173 (10-68) GPO: 1968 O-341-911

00002000177
BT07Y00 RUCVAAA907 3112249-UUHL-RUCIDIA.

ZNR UUUUU
R 000144Z NOV 68

2AF BARKSDALE AFB LA
TO RUCIDIA/4 STATAFROSP/IV/CRPO ASS/GRAND FORKS AFB ND
INFO ZEN/2AF/CM40/BARKSDALE AFB LA

BT

UNCLAS DPP1A
SUBJ: REQUEST FOR TDY MANNING ASSISTANCE, AFSC 534X0.
REF YOUR MSG 162001Z OCT 68. REQUEST FOR TDY MANNING ASSISTANCE
CANNOT BE FAVORABLY CONSIDERED AT THIS TIME. MANNING AT YOUR STN
IS COMPARABLE TO OTHER 2AF UNITS CONSIDERING YOUR TDY COMMITMENTS.
IF TDY MANNING ASSISTANCE WAS FURNISHED YOUR STATION, THIS WOULD
ONLY CAUSE IDENTICAL PROBLEMS AT ANOTHER 2AF UNIT BASED ON
MANNING. IF LACK OF MANPOWER PREVENTS ACCOMPLISHMENT OF THE MISSION,
REQUEST DEPOT ASSISTANCE IN ACCORDANCE WITH TO-20-25-127, PARA 5.
THIS TDY MANNING ASSISTANCE REQUEST HAS BEEN COORDINATED WITH 2AF
(COM).
BT

U.C

55

D-161

CB10

11 10277AD96
RTTUZYU RHCOAAA1352 33 12359-UNCLAS--RHCOIDA.
ZNR UNCLAS
R 2 0222Z NOV 68
BT SAC
TO RHMMWBA/ODAMA COMPL HILL AFB UTAH
RHCVAAA/PAF ONVB PARKSDALE AFB LA
RHCOIDA/21920BWS COM GRAND FORKS N DAK
INFO RHMT10A/ODAMA COMPSL TOWER AFB OKLA
RHCOIDA/ASTRAAEROSPDIV DM GRAND FORKS N DAK
BT

UNCLAS BWBR
SUBJECT: REQUEST FOR ON/PM MAINTENANCE ASSISTANCE FOR 3198W
GRAND FORKS N. D. MSG IN 5 PARTS. PART I FOR ODAMA: REQUEST FOR
AIRFRAME REPAIRMEN, AFSC 55450, BE DISPATCHED WITHHAND TOOLS TO THE
3198W TO ASSIST IN REDUCING THE PRESENT SHEETMETAL BACKLOG OF 1961
MANHOURS. ASSISTANCE WILL BE REQUIRED FOR APPROXIMATELY 40 DAYS
BEGINNING 1 DEC 1968. MSST ROBERT CLOUTIER, DUTY PHONE 6727, HOME
PHONE 594-2436 WILL BE CONTACTED UPON ARRIVAL OF TEAM. THIS HEAD-
QUARTERS CERTIFIES THAT COMMAND RESOURCES ARE INADEQUATE TO MEET
THESE MISSION ESSENTIAL REPAIR REQUIREMENTS. PART II FOR 2AF: DO
NOT CONCERN WITH PROVIDING ASSISTANCE FOR 60 DAYS. THE ODAMA TEAM
PLUS ASSIGNED PERSONNEL SHOULD SIGNIFICANTLY REDUCE THE PRESENT BACK-

PAGE 2 RHCOAAA1352 UNCLAS
LOG IN THE ALLOTTED TIME PERIOD. REQUEST YOUR REEVALUATE 2AF
CAPABILITY TO ALIGNMENT THE 3198W FROM COMMAND RESOURCES IF
ADDITIONAL ASSISTANCE WILL BE REQUIRED SUBSEQUENT TO THE
TERMINATION OF DEPOT SUPPORT. PART III FOR 319 BW: REQUEST YOU
PROVIDE ON-BASE BILLETING/TRANSPORTATION FOR TEAM MEMBERS.
BT

(b) (1) (A)



E
ible

UNCLAS OIA RUCVAAAC783 362206-0000-RUCIDIA.

ZNR UUUUU

P R 271006Z DEC 68

FM 2AF BARKSDALE AFB LA

TO RUCVAAAC/3AC/3WAS

INFO RUCVAAAC/3CA/1/PSL/AT/TINKER AFB OKLA

RUCVAAAC/3CA/1/PS/HILL AFB UTAH

RUCIDIA/4STRATAEROSPUIV/DW/31900/GRAND FORKS AFB DAK

BT

UNCLAS OIA

SUBJ: REQUEST FOR EXTENSION OF TDY FOR O/FM MAINTENANCE ASSISTANCE FOR 319 3000 WG.

1. THIS HQ CERTIFIES THAT AN EXTENSION OF TDY PERMITTED BY THE FJOM-MA DEPOT TEAM (534XD) TO DEPART GRAND FORKS ON 21 JAN 69 IS MISSION ESSENTIAL AND BEYOND THE RESOURCES OF THIS COMMAND.
2. ORIGINAL REQUEST FOR ASSISTANCE WAS FOR 60 DAYS, BASED ON TEAM'S FIRST WORK DAY (6 DEC 68) AND THE PROCHA'ED DEPARTURE DATE (7 JAN 69), ONLY 26 PRODUCTIVE DAYS HAVE BEEN MADE AVAILABLE TO 319 3000 WG. MINIMUM PROJECTED BACKLOG AS OF 6 JAN 69 WILL BE 390 HOURS.

BT

#8720

*

UNCLAS

SSgt Darnell/6634/glt/26Sep68

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS 4TH AIRCRAFT GROUP, 4TH DIVISION (MAC)
GRAND FORGE AIR FORCE BASE, NORTH DAKOTA 58501

1 OCT 1968

CBPO-ASGN

Request for Manning Assistance

SAC/DWNI

1. Request this station be furnished manning assistance in AFSC 53550.
2. Justification for this request is as follows:
 - a. Manning as of 1 Sep 68 projected to 1 Mar 69.

AFSC	GRADE	BASE CURRENT		BASE PROJECTED		SAC PROJECTED	
		ASGN	ASGN	ASGN	ASGN	%	%
53550	E-5 or Below	5	1	5	9	100.0	144.9
53550	E-3 or Below	0	5	0	2		
53550	E-4	5	3	5	2		
53550	E-5	0	0	0	0	56.4	49.2
53570	E-5	0	2	0	0		
53570	E-6	3	1	3	1		
53570	E-7	1	0	1	1	50.0	74.5
Total		20	12	20	15	75.0	75.7

b. (1) A1C, 53550, Carley, Marcus E. AF12000001, Line # 01N06171, Jan 69. A1C, 53550, Coing, Mark W. AF10000452, Line # 01N06100, Jan 69. A1C, 53550, Armstrong, John W. AF11620450, Line # 01N06101, Jan 69. Sgt, 53550, Denn, Thomas W. AF12700414, Line # 10N02502, Oct 68. Sgt, 53550, Hall, William F. AF14700466, Line # 10N02152, Oct 68. SSgt, 53570, McCinnis, Russell Jr. AF10404027, Line # 10N03077, Oct 68. SSgt, 53570, Garcia, Pedro A. AF10400250, Line # 12N06017, Dec 68. TSgt, 53570, Stocker, Paul L. AF17443501, Line # 01N06101, Jan 69.

(2) None

(3) Ann, 53550, Recho, AF15932004, Line # 06N03014, Sep 68. Ann, 53550, Line # 10N05473, Oct 68. Ann, 53550, Line # 11N00706, Nov 68. Ann, 53550, Line # 11N00712, Nov 68. TSgt, Darnell, 53570, AF10510001, Line # 11N25302, Nov 68. Ann, 53550, Line # 12N22503, Dec 68. TSgt, 53570, Carth, AF10410450, Line # 12N14075, Dec 68. Ann, 53550, Line # 01N20562, Jan 69. Ann, 53550, Line # 01N20585, Jan 69. Ann, 53550, Line # 01N20507, Jan 69. Sgt, 53550, Line # 01N13403, Jan 69.

c. E/A

CBPO-ASGN

CBPO-2

CBPO-3

CBPO-4

EDP

d. A lack of assigned personnel will seriously hamper the Corrosion Control support on 165 remote facilities.

e. In addition to being manned below the SAC average, the projected shortage of qualified personnel will seriously impair our mission in addition to creating training problems.

FOR THE COMMANDER

SIGNED

WILLIAM H. LONG, Colonel, USAF
Chief, Personnel Division

Copy to: 208 (DPA)
212 PMA
224 PMA
23

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

17 OCT 1968



REPLY TO
ATTN OF: DPAA

SUBJECT: Request for Manning Assistance (Your 4 SAD Ltr, 1 Oct 68)

TO: 804 Cmst Spt Gp (CBPO-ASGN)

1. Your request for manning assistance in AFSC 535X0 indicated a current and projected authorization of twenty (20). Manning figures this headquarters indicate only nineteen (19) authorized. Your base is projected to be 79 percent manned while the command average is 77.5 percent.

2. In the future comply with Paragraph 1002d(3), AFM 39-11, SAC Supplement 1, (06), and furnish sufficient copies of your request.

FOR THE COMMANDER IN CHIEF

John W. Erickson
JOHN W. ERICKSON, Colonel, USAF
Chief, Airman Assignments Division
Directorate of Assignments, DCS/P

Cy to: 2AF (DPAA)

1st Ind

CBPO-ASGN

24 OCT 1968

TO: 319 DCM

Forwarded for your information.

FOR THE COMMANDER

Troy G. Clements
TROY G. CLEMENTS, CMSGT, USAF
ECGIC, Career Control
Personnel Division

Copy to: 321 DCM
804 DXI
EC

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS 319TH BOMBARDMENT WING (SAC)
GRAND FORKS AIR FORCE BASE, NORTH DAKOTA 58201



REPLY TO
ATTN OF: 319DCO

7 November 1968

SUBJECT: ATC Board Meeting

TO: See Distribution

1. Under the provisions of SACM 55-3, the Grand Forks Air Traffic Control Board was called to order at 1400 hours, 31 October 1968. The following were present.

Col Allison	319DCO, Presiding
Lt Col Wallingford	319DS
Lt Col Millwee	319DCOA
Lt Col Selander	319DCOT
Maj Kuschel	319DCOH
1st Lt Tanner	2026 Comm Sq
1nd Lt Burton	2026 Comm Sq
MSgt Self	2026 Comm Sq
Donald Ethier	804BO

2. Status of Navigational Aids:

- a. VOR - Satisfactorily passed flight check - 25 Oct
- b. TACAN - Satisfactorily passed flight check - 2 Oct.
- c. ILS - No comment.
- d. Radar - No comment.

3. Traffic Control Facilities:

- a. Tower window replacement completed 20 Sep

4. Communications:

- a. 319BW wants action taken to complete installation of amplifier in 319BW Command Post for RAPCON approach frequencies. 804th Comm Sq will be contacted.
- b. A hotline between the RAPCON and 319BW Command Post has been installed

Peace . . . is our Profession

5. Construction - No comment.

6. Instrument approach and SID procedures - all are current and effective.

7. Visual Terminal Area Procedures - New Base ATC Manual has been published and distributed. Proposed change by 2026Comm Sq to Base Manual 55-3, para 2-2d. Delete the wording "on request" as controllers may direct intersection takeoffs unless refused by the pilot.

8. Air Space Actions - VOR high altitude holding pattern change is still awaiting coordination by MSP.

9. ATC Analysis for 1968 was satisfactory and complete.

10. Letters of Agreement - All current and effective. Some letters of agreement are incorporated in Base Manual 55-3. It was proposed that these letters be discontinued since they are part of the base manual. Base Operations will study this proposal.

11. ATC Control Activity - 319BW reported two instances of late departures:
18 Oct 68 a B-52H #60659 had a 7 minute delay due to inbound traffic.
29 Oct 68 a B-52H #61016 had a 7 minute delay due to an inbound B-52.

12. Missile Site Support - No comment.

13. Safety - No comment.

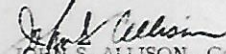
14. Noise Abatement - No comment.

15. Other:

a. Possibility of eliminating TVOR; 2d AF SAC said 'no' to the proposal.

b. 2026 Comm Sq (AFSC) Flight facilities manning is now at MPR. The continuing possibility of curtailed service was discussed. All flying organizations agreed to continue to help AFCS with training requirements to alleviate the manning shortage. AFCS has asked the 3rd Mobile Communications Group, Tinker AFB, for assistance. Two-three controllers may be available from this source by mid-November.

16. The meeting was adjourned at 1500.


JOHN S. ALLISON, Colonel, USAF
Deputy Commander for Operations

ATC BOARD MEETING

DISTRIBUTION

SAC (DOOA) (5)
2AF (DOTO) (5)
4 Strat Aerosp Div (DC)
AFCS
319C
319DCO (2)
905ARS
46BS
319DCOH (2)
2026Comm Sq (4)
18FIS (3)
BOBO (2)
SAFE
319SAFE
804Comm Sq
BDCE
BJA
Res FAA (4)
319DCOS
DXI (4)
804 Med Gp
26 Wea 32 (2)

FROM: 319FMSKAS

25 November 1968

SUBJECT: Manning Assistance

TO: 319DCM

THRU: 319FMSK
319FMSB
IN TURN

1. Request immediate manning assistance be provided the 319FMS Fuel System Shop in the AFSC 424XO.

2. Justification for this request is as follows:

<u>AFSC</u>	<u>Authorized</u>	<u>Assigned</u>
42430	0	2
42450	6	1
42470	2	2
	8	5

a. Projected losses:

SSgt	42470	15 Dec 68
SSgt	42430	Jan 69
Sgt	42430	Mar 69

b. Projected gains:

Sgt	42450	10 Dec 68
-----	-------	-----------

Domini L. Thomas
DOMIN L. THOMAS, CMSgt, USAF
Aerospace Systems Branch Chief

e. A disparity exists between our projected manning and the SAC projected manning.

FOR THE COMMANDER

Kent McNecker
KENT McNECKER, Colonel, USAF
Chief, Personnel Division

Copy to: 2AF (DPPA)
319 DCM
304 DMI
4 SAG (CM)
BC

DEPARTMENT OF THE AIR FORCE
 OFFICE OF THE ASSISTANT SECRETARY FOR PERSONNEL
 UNITED STATES AIR FORCE, WASHINGTON, D. C. 20330

OSD-TCO

18 November 1968

Request for Manning Assistance

AIC (TWIC)

1. Request this station be furnished manning assistance in AFSC 43400.
2. Justification for this request is as follows:
 - a. Manning as of 1 Nov 68 projected to 1 Nov 69.

AFSC	GRADE	NOV 68		NOV 69		DIFF	REMARKS
		REQD	AVAIL	REQD	AVAIL		
42430	T-3 or Below	0	0	0	0		
42433	T-4	0	1	0	0		
42439	T-5	0	1	0	0	000.0	54.7
42440	T-5 or Below	0	0	0	1		
42450	T-4	4	1	4	1		
42455	T-5	2	1	2	1	50.0	55.0
42470	T-5	0	1	0	0		
42475	T-6	2	1	2	1		
42476	T-7	0	0	0	0	10.0	11.0
Total		6	4	6	4	100.0	100.0

b. (1) Sgt, 42430, Herbert J. Hault, AFSC 42430, Line # 01870071, Mar 69. Sgt, 42433, John White Jr., AFSC 42433, Line # 01870015, Jan 69. Sgt, 42439, Larry E. Myers, AFSC 42439, Line # 11870014, Nov 68. Sgt, 42470, Louis P. Tomo, AFSC 42470, Line # 01870012, Jan 69.

(2) None

(3) AIC, 42450, Line # 02817335, Mar 69. Sgt, 42450, Robert K. Picketers, AFSC 42450, Line # 12815733, Dec 68.

c. None

d. The loss of 42470 Tomo will greatly reduce the capability of the Fuel System Repair Section to support the 319 Bomb Wing's flying commitment. The shop will have to revert to one shift maintenance since Tech Data requires that a '7' level be present during all maintenance actions. Reference: T.O. 1-1-3; SACH 66-12, Vol 1, para 3-430 and 1-101 66-12, Vol IV, para 6-48.

A discrepancy exists between our projected earnings and the S/C projected earnings.

FOR THE COMMANDER

SIGNED

MAJOR HARRISON, Colonel, USAF
Chief, Economic Division

Copy for: SAC (S/MS)
SAC (S/MS)
SAC (S/MS)
SAC (S/MS)
SAC

TO: 3197000

30 Oct 68

SUBJECT: Manning Assistance

TO: 3197000

FROM: 3197000 *sent*
3197000 *cc*
IN TUNE

1. Request immediate manning assistance be provided the 319700 Fuel Systems Shop, in AFSC L2450.

2. Justification for this request is as follows:

<u>AFSC</u>	<u>Authorized</u>	<u>Assigned</u>
L2470	2	2
L2450	6	1
L2450	0	2
Total	8	5

a. Projected losses:

SSgt Ross	Jan 69	PCS
Sgt Klutt	Mar 69	PCS

b. Projected gains:

Sgt Ricksgers	L2450	Dec 68
---------------	-------	--------

William L. Thomas
WILLIAM L. THOMAS, SMSgt, USAF
Aerospace Systems Branch Chief

DEPARTMENT OF THE AIR FORCE
 HEADQUARTERS 4TH STRATEGIC AEROSPACE DIVISION (SAC)
 GRAND FORKS AIR FORCE BASE, NORTH DAKOTA 58201



REPLY TO
 ATTN OF: CBEO-ASGN

18 November 1968

SUBJECT: Request for Manning Assistance

TO: SAC (DEAC)

1. Request this station be furnished manning assistance in AFSC 424X0.
2. Justification for this request is as follows:
 - a. Manning as of 1 Nov 68 projected to 1 May 69.

AFSC	GRADE	BASE CURRENT		BASE PROJECTED		SAC PROJECTED	
		NUM	ASGN	NUM	ASGN	%	%
42430	E-3 or Below	0	0	0	0		
42430	E-4	0	1	0	0		
42430	E-5	0	1	0	0	100.0	54.7
42450	E-3 or Below	0	0	0	1		
42450	E-4	4	1	4	1		
42450	E-5	2	1	2	1	50.0	59.0
42470	E-5	0	1	0	0		
42470	E-6	2	1	2	1		
42470	E-7	0	0	0	0	50.0	84.8
Total		8	6	8	4	50.0	63.9

b. (1) Sgt, 42430, Herbert J. Kludt, (b) (6) Line # 03ST0071, Mar 69. SSgt, 42430, John White Jr., (b) (6) Line # 03ST0115, Jan 69. Sgt, 42450, Larry L. Myers, (b) (6) Line # 11W0614, Nov 68. SSgt, 42470, Louis F. Toms, (b) (6) Line # 01SE0012, Jan 69.

(2) None

(3) AIC, 42450, Line # 03NI7235, Mar 69. Sgt, 42450, Robert H. Ricksgers, AF16849958, Line # 12NI5289, Dec 68.

c. None

d. The loss of SSgt Toms (b) (6) will greatly reduce the capability of the Fuel System Repair Section to support the 319 Bomb Wing's flying commitment. The shop will have to revert to one shift maintenance since Tech Data requires that a "7" level be present during all maintenance actions. Reference: T.O. 1-1-3; SACM 66-12, Vol I, para 3-23c and SACM 66-12, Vol XIV, para 6-4h.

18

25 NOV 1968

1st Ind to 4 SAD (CEPO-ASGN) Ltr, 18 Nov 1968, Request for Manning Assistance (AFSC 424X0)

DAF, HQ SAC (DPAA)

2 DEC 1968

TO: 804 Cmbt Spt Gp (CEPO-ASGN)

One SSgt, AFSC 42470, is scheduled for assignment to your station on AAN 04NOV8867. Assistance with earlier availability date cannot be provided due to limited pipeline resource in this specialty. Your manning is equal to the 6 months projected command manning, which is 62%.

FOR THE COMMANDER, IN CHIEF

Joseph R. Kennedy

JOSEPH R. KENNEDY, Lt Colonel, USAF
Chief, Airman Assignments Division
Directorate of Assignments, DCS/P

Cy to: 2 AF (DPP)

2nd Ind

804 Cmbt Spt Gp (CEPO-ASGN)

TO: 319 DCM

Forwarded for your information.

FOR THE COMMANDER

Antonio L. Soza
ANTONIO L. SOZA, SMSGT, USAF
NCOIC, Assignments Unit
Personnel Division

Copy to: 804 DXI
4 SAD (DM)
BC

29

DEPARTMENT OF THE AIR FORCE
 HEADQUARTERS 4TH STRATEGIC AEROSPACE DIVISION (SAC)
 GRAND FORKS AIR FORCE BASE, NORTH DAKOTA 58203



REPLY TO
 ATTN OF: CEPO-ASGN

SUBJECT: Request for Manning Assistance

TO: SAC (DEAN)

1. Request manning assistance in AFSC 443X0Q.
2. Justification is as follows.

a. Manning as of 1 Oct 68 projected to 1 Apr 68.

AFSC	GRADE	BASE CURRENT		BASE PROJECTED		SAC PROJECTED	
		AUTH	ASGN	AUTH	ASGN	%	%
44330Q	E-3	6	1	6	4	67.6	19.6
44350Q	E-4	5	8	5	5		
44350Q	E-5	8	1	8	1	46.1	55.8
44370Q	E-5	0	4	0	2		
44370Q	E-6	4	5	4	4		
44370Q	E-7	2	0	2	0	100.0	200.0
Total		25	19	25	16	64.0	80.7

b. (1) SSgt, 44370Q, Laurence F. Evans, (b) (6) [redacted]
 Oct 68. SSgt, 44370Q, Herbert R. Card, (b) (6) [redacted] TSgt,
 44370Q, Richard P. Schleicher, (b) (6) [redacted]

(2) Sgt Dennis F. Harlund, (b) (6) [redacted], Oct 68 Disch.
 Sgt Herbert D. Gray, (b) (6) [redacted], Oct 68 Disch. Sgt Joseph P.
 Anderson, (b) (6) [redacted], Oct 68 Disch.

(3) AIC, Townl, (b) (6) [redacted], Line # 09SE0102, Nov 68.
 Amn, 44330Q, Line # 12N21638, Dec 68. Amn, 44330Q, Line # 12N21635,
 Dec 68.

c. None

d. None

e. A disparity exists between our projected manning and the SAC projected manning.

FOR THE COMMANDER

William M. Long
 WILLIAM M. LONG, Colonel, USAF
 Chief, Personnel Division

Copy to: 2AF (DPBA)
 319 DCM
 804 DXI
 4 SAG (DM)
 EC

Peace is our Profession

11 OCT

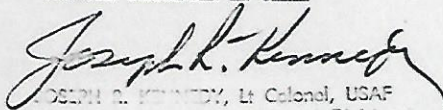
1st Ind to 4 Strat Aerosp Div (CBPO-ASGN) Ltr, Undated, Request for Man-
ning Assistance

DAF, HQ SAC (DEAA)

TO: 804 Cmbt Spt Gp (CBPO-ASGN)

The command manning is being reviewed for projected disparities resulting
from separation losses and reassignments authorized under the provisions
of the base of preference program. You will be allocated a minimum of
two NCOs and one airman, AFSC 443XOQ.

FOR THE COMMANDER IN CHIEF



JOSEPH R. KENNEDY, Lt Colonel, USAF
Department of Management Division
Directorate of Assignments, DCS/P

Cy To: 2AF (DPP) .

End Ind

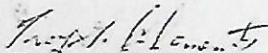
804 Cmbt Spt Gp (CBPO-ASGN)

25 OCT 1968

TO: 319 DCM

Forwarded for your information.

FOR THE COMMANDER



W. G. CLEMENTS, CMSGT, USAF
NCOIC, Career Control
Personnel Division

Copy to: 804 DXI
4 SAD (DM)
EC