NAME	AFSN	DOR	AIR CREW DATA	DUTY TITLE	ORGN	DAFSC	AUTH UMD POSIT	FSSD	EDCSA	DUTY PHONE	HOM PHONE
FIRST LIEUTENANT CONT'D											
CARSON G A	3102696	D61	NA	EWO	781BMS	1575	2 1575	000	G60	2554	WA39568
DANIELS T F	3117253	I62	NA	EWO	781BMS	1571	2 1575	000	B62	2554	WA37990
ECTOR J S	66799	B60	NA	NAV	781BMS	1525B	3 1525B	000	C60	2554	WA34617
FERRO F	3108833	C63	BA	NAVIGATOR	781BMS	1521	0 VER	000	D63	2554	
FINLEY J C	3118233	L62	NA	NAV	781BMS	1525B	2 1525B	000	D62	2554	9231971
FRICK J L	69044	I61	NA	EWO	781BMS	1571	0 VER	000	D62	2554	9236549
FULLER M J	3105548	J62	NA	EWO	781BMS	1571	0 VER	00	B63	5193	[illegible]5421
GREENE D C	55043	D60	NA	NAV	781BMS	1525B	2 1525B	000	L60	2554	[illegible]761
GREGORY H JR	55674	L60	NA	EWO	781BMS	1575	3 1575	000	C61	2554	WA31781
HALL L A	3115996	E62	NA	EWO	781BMS	1575	3 1575	000	K61	2554	WA37089
HANSON L J	3118236	L62	NA	EWO	781BMS	1571	2 1575	F60	E62	2554	9231147
HART P W	59921	A62	NA	EWO	781BMS	1571	2 1575	000	E62	25549	228762
HARTFORD C H	66952	C60	XX	OPNS OFF	465CDS	8124	2 8124	E63	G63	2068	
HOLLEY C J	3116068	E62	ON	RADNAVIGATOR	781BMS	1525B	0 VER	000	G63	3659	9225039
HOWARD R G III	3093658	C60	NA	EWO	781BMS	1575	3 1575	000	F60	2554	WA34983
IRONS O E	3118152	L62	NA	NAV	781BMS	1525B	2 1525B	000	D62	2554	WA62100
KELLAR R P	61882	E60	P4	CO PILOT	912ARS	1065C	3 1065C	000	K61	5349	WA33531
KELLY J M	3116231	F62	NA	NAV	781BMS	1525B	2 1525B	000	L61	2554	WA63020

NAME	AFSN	DOR	AIR CREW DATA	DUTY TITLE	ORGN	DAFSC	AUTH UMD POSIT	FSSD	EDCSA	DUTY PHONE	HOME PHONE
CAPTAIN CONT'D											
WILLIAMS R L	3064397	G61	NA	RADAR NAV	781BMS	1525B	4 1525B	000	B60	2554	WA31045
WITZMANN J H	50057	L62	NA	EWO	781BMS	1575	2 1575	000	A60	2554	WA25395
WOOD C L	3037180	I60	P6	AIR WPNS OFF	465BMWG	1435B	3 1435B	A58	E60	5346	WA34822
WOODHEAD R E	3057900	I61	SA	NAVIGATOR	912ARS	1061C	0 VER[42]	000	C63	5193	9237666
WOYTYCH J D	3007752	K49	S4	PILOT	912ARS	1061C	0 VER[43]	B63	D63	5248	9233621
YEABOWER J A	49581	I60	S4	CO PILOT	912ARS	1065C	3 1065C	G62	H62	5349	9237987
YEATMAN R E	3052258	J61	NA	EWO	781BMS	1575	2 1575	C60	E60	2554	WA31987
158											
FIRST LIEUTENANT											
ADAMS G T	3118100	A63	NA	NAV	781BS	1525B	2 1525B	000	E62	2554	WA37578
ALGER H C	56383	B61	P6	CO PILOT	781BMS	1235C	3 1235C	000	K60	2554	9239983
ANDRES L R	63388	I62	NA	NAV	912ARS	1535	3 1535	000	E62	5459W	9237340
BELSOM C A	55264	D60	NA	INTELL OFF	465BMWG	8051	3 1575	D62	E62	2723	9225330
BOSTICK N D	3107088	C63	BA	NAVIGATOR	781BMS	1521	0 VER[30]	000	D63	2554	
BRACHER P E	3107984	H63	XX	CHCOMMOPNSBR	465BMWG	3031	3 3034	000	I62	2337	WA34404
BRANDT R M	3082397	J60	NA	EWO	781BMS	1575	2 1575	000	A60	2554	9228277
BRIGGS P A	67997	B61	P2	CO PILOT	781BMS	1231C	0 VER[41]	000	B63	3857	9234086
BROWN R L	59870	A62	NA	EWO	781BMS	1571	0 VER[40]	000	A60	2554	9233571
CAMERLO R J	3117871	K62	NA	NAV	912ARS	1535	2 1535	000	A62	5459	WA63020

ROSTER OF KEY PERSONNEL
HEADQUARTERS, 454TH BOMBARDMENT WING (H) (SAC)
ROBINS AIR FORCE BASE, GEORGIA
1 SEPTEMBER - 30 SEPTEMBER 1963

POSITIVE	RANK - NAME	INCLUSIVE DATES OF COMMAND FROM	TO
COMMANDER	COLONEL JAMES V. VEOK	13 Aug 1963	
VICE COMMANDER	COLONEL WILLIAM C. LEWIS	8 Aug 1963	
DEPUTY COMMANDER FOR OPERATIONS	COLONEL GEORGE F. BRODIE	17 Jun 1963	
DEPUTY COMMANDER FOR MAINTENANCE	COLONEL CHARLES R. VICKREY	27 Jul 1963	
DIRECTOR OF PERSONNEL	LT COL LESLIE F. GARRETT	20 Jun 1960	
DIRECTOR OF COMPTROLLER	MAJOR JOHN D. WILSON	26 Aug 1963	
DIRECTOR OF ADMINISTRATIVE SERVICES	MAJOR ROBERT W. SAUNDERS	1 Feb 1960	
DIRECTOR OF SAFETY	MAJOR ROBERT E. WHITNEY	5 Jun 1963	
INFORMATION OFFICER	2ND LT WALDON R. KERNS	19 Jul 1963	
COMMANDER, HQ SQ SECTION	LT COL HAL J. NELSON	5 Jun 1963	
COMMANDER, OM SQ	LT COL HORACE L. SPENCER	24 Dec 1962	
COMMANDER, FM SQ	LT COL DONALD J. BURCH	25 Apr 1963	

POSITION	RANK - NAME	INCLUSIVE DATES OF COMMAND FROM	TO
COMMANDER, AEM SQ	LT COL LEWIS A. TULLMAN	11 Jul 1960	
COMMANDER, MM SQ	MAJOR CHARLES T. MIRLETT	1 Apr 1962	
COMMANDER, 761ST BOMB SQ	MAJOR JOHN W. HUNSHART	10 Oct 1962	
COMMANDER, 910TH AIR REFUELING SQ	LT COL LARRIE A. WOOD	1 Dec 1961	
COMMANDER, COMBAT DEFENSE SQ	CAPT ALFRED M. FINLEY, JR.	1 Sep 1962	
COMMANDER, AMM SQ	MAJOR JAMES O. McKINLEY	1 Nov 1962	

465th Bomb Wing (H) (SAC)
Robins Air Force Base, Ga.

Information extracted from First Quarter Fiscal Year 1964 Unit Manning Documents and 465th Bomb Wing (H) Morning Reports

	Unit	UMD No.	Officers A/A 31 Aug 1963	Officers A/A 30 Sep 1963	Airmen A/A 31 Aug 1963	Airmen A/A 30 Sep 1963	Civilians A/A 31 Aug 1963	Civilians A/A 30 Sep 1963
1	HSS	465-R-111403	65/63	65/60	245/312	245/316	5/5	5/5
2	GDS	465-R-505075	4/4	4/4	201/183	201/185		
3	AEMS	465-R-504535	5/5	5/5	160/175	160/180		
4	FMS	465-R-504585	4/5	4/4	375/366	375/360	3/3	3/3
5	OMS	465-R-505035	6/6	6/5	290/292	290/286		
6	MMS	64-R-504485	5/5	5/5	69/72	69/70		
7	912ARS	912-R-111315	89/92	89/91	33/34	33/34		
8	781BHS	781-R-111415	137/149	137/149	30/35	30/34		
9	AMMS	465-R-404475	3/3	3/3	116/184	116/185		
	TOTAL		318/332	318/326	1519/1592	1519/1520	8/8	8/8
	% Bodily Manned		104.4%	102.5%	104.7%	104.6%	100%	100%
	A/A-Authorized/Assigned							

~~SECRET~~

(45TH BOMBARDMENT WING (H) ALERT FORCE PRACTICE ALERT)

1 SEPTEMBER 63 - 30 SEPTEMBER 63

DATE	TYPE TEST	EXECUTED BY	ACTION COMPLETED (MINUTES) FIRST B-52 A/C	ACTION COMPLETED (MINUTES) LAST B-52 A/C	ACTION COMPLETED (MINUTES) FIRST KC-135 A/C	ACTION COMPLETED (MINUTES) LAST KC-135 A/C
12 Sep	BRAVO	SAC	3	17*	4	10
23 Sep	BRAVO	SAC	4	5	5	7
30 Sep	BRAVO	SAC	4	12+	7	

* - Unable to start #1 engine.
\+ - Sortie #04 delayed due to failure of #1 and #2 engines to start.

~~SECRET~~

GAINS AND LOSSES - 1-30 SEPTEMBER 1963

TYPE	SERIAL NO.	DATE	LOST	GAINED	METHOD OF TRANSFER
B-52G	57-6505	4 Sep		X	Gained from SKYSPEED Westover AFB, Mass.
B-52G	59-2595	12 Sep	X		Depot Modification (Boeing) Wichita
B-52G	58-252	19 Sep		X	Depot Modification (Boeing) Wichita
B-52G	59-2584	30 Sep		X	Depot Modification (Boeing) Wichita
KC-135A	61-296	3 Sep	X		Delivered by Robins crew to Loring AFB
KC-135A	56-3617	3 Sep		X	Picked up by Loring AFB Crew
KC-135A	56-3616	4 Sep		X	Picked up by Robins crew from Loring AFB
KC-135A	56-3606	5 Sep		X	Delivered to Robins by Loring AFB crew
KC-135A	61-298	6 Sep	X		Picked up by Loring AFB Crew
KC-135A	61-299	10 Sep	X		Delivered by Robins crew to Loring AFB

TYPE	SERIAL NO.	DATE	LOST	GAINED	METHOD OF TRANSFER
KC-135A	56-3619	11 Sep		X	Picked up by Robins crew from Loring AFB
KC-135A	56-3622	17 Sep		X	Delivered to Robins by Loring AFB crew
KC-135A	61-301	18 Sep	X		Picked up by Loring AFB Crew
KC-135A	56-3615	24 Sep	X		Delivered to OCAMA
KC-135A	61-302	24 Sep	X		Delivered by Robins crew to Loring AFB
KC-135A	56-3623	24 Sep		X	Picked up by Robins crew from Loring AFB
KC-135A	56-3593	27 Sep		X	Delivered to OCAMA
KC-135A	56-3625	30 Sep		X	Picked up by Loring AFB Crew

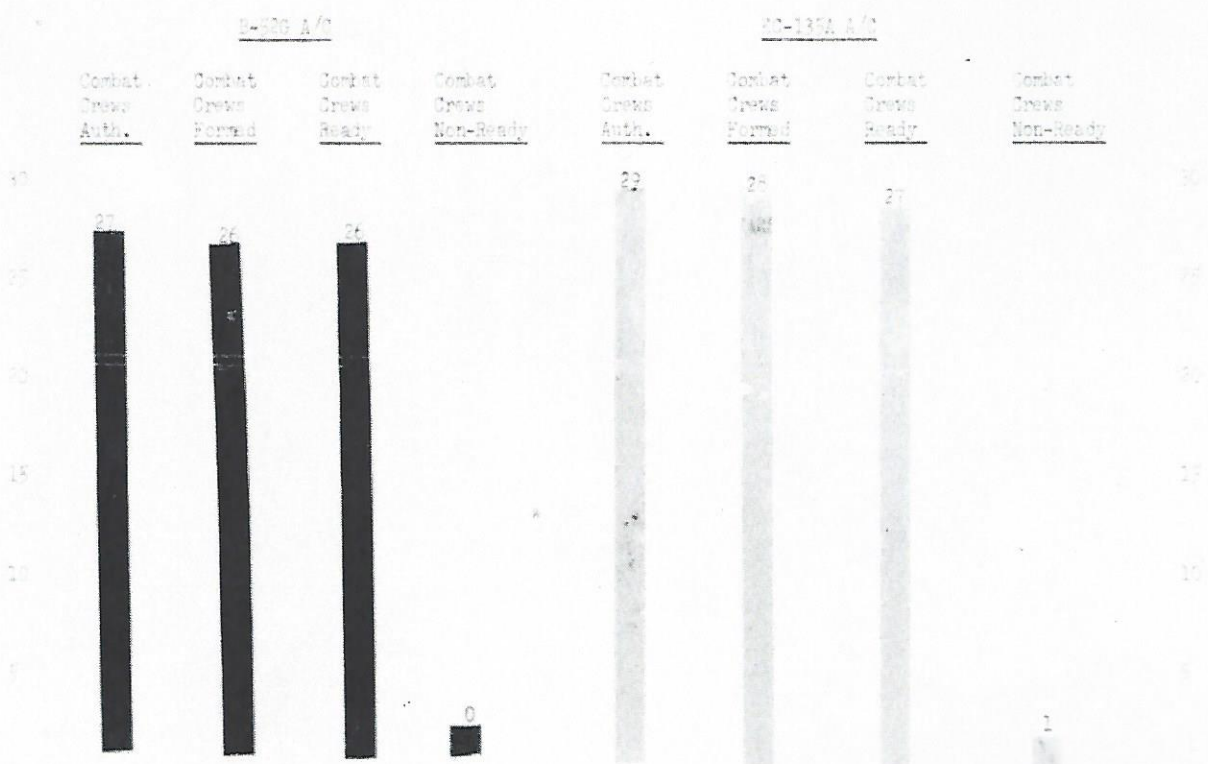
COLOR CODE -

LOST GAINED

Information extracted from Rpts, RCS: 2AF-A1, "Aerospace Vehicle Inventory Change", [illegible]BW to SAF (DCRS-20), 1-30 Sep 1963; 1AF-A1, "Aerospace Vehicle Status Report", [illegible]BW to SAF (DCRS-20), 1-30 Sep 1963.
File: [illegible] DCMC.

COMBAT CREW INFORMATION

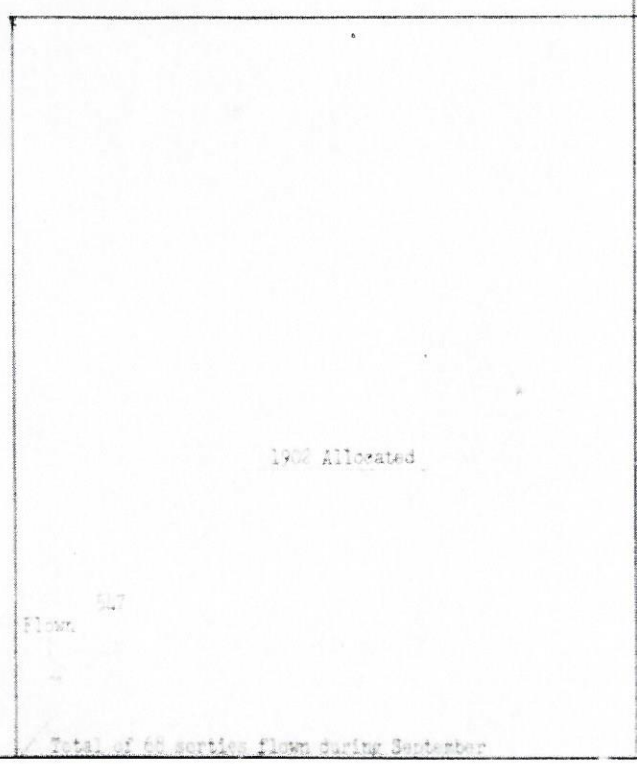
1-30 September 1963



Source: 1-SAC-P67, "Aircrew Status Report, Part [illegible]", [illegible] to SAC ([illegible]), 30 Sep 1963.
File: [illegible] DPAC.

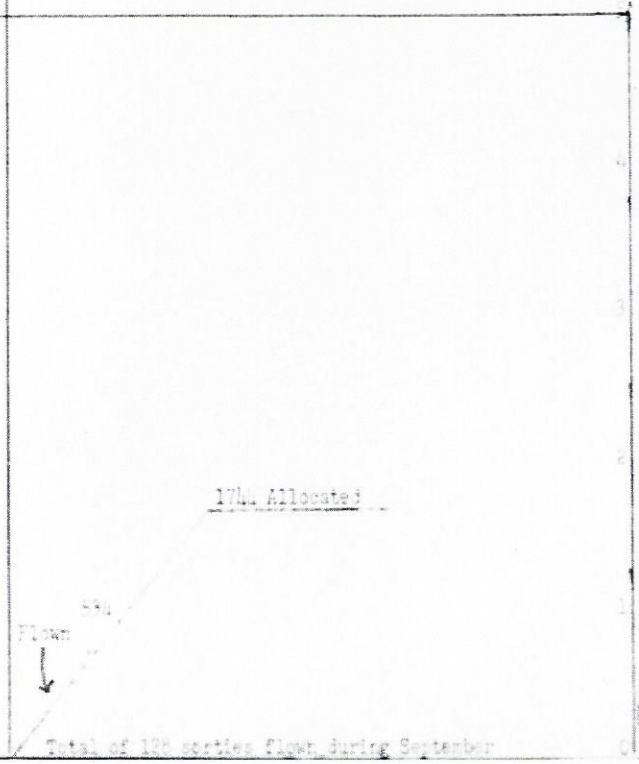
THOUSANDS OF HOURS

1-30 September 1963
HOURS FLOWN VS HOURS ALLOCATED
E-52T



1-30 September 1963
HOURS FLOWN VS HOURS ALLOCATED
RC-135

THOUSANDS OF HOURS



OPS KC-135

	3	11	32			
ITEM	DIV	8TH AF	SAC	% SCORE PRE QTR	CURR	POINTS EARNED
Combat Crew Eff.	1 1/	1 7/	1 31/	100	100	150
Unit Eff.	A L L	U N I T S	1 0 0 %	100	100	150
NCR Upgrading	"	"	"	100	100	300
Profile Miss. Eff.	"	"	"	100	100	900
Nav. Rend. Rel.	3	11	31	99	99	594.8
ORIT Eff.	1 1/2	1 7/8	1 18/22		100	340
MPR						
CT						
TOTAL	2	8 1/	21 4/	99 .9	99 .8	2734.8

TOTAL POINTS POSSIBLE 2740

MAINT KC-135

ITEM	DIV	8TH AF	SAC	% SCORE PRE QTR	CURR	POINTS EARNED	
	3	11	32				
On Time Take Offs	2	9	25	99	98	394.[illegible]	
Sorties Del. As Sch.	3	10	28	99.6	99	39[illegible].4	
Sorties Del. W/O Add.	1 (2)	1 (8)	1 (28)	100	100	100.0	
Shop Rep. Perf.	1 (2)	3 (3)	14 (2)	100	99.6	9[illegible].6	99.[illegible]
FSAGA	1	7	27	100	96	192.4	
Air Ref. Sys. Cap.	1 (1)	1 (9)	1 (27)	100	100	500	
Nav-Aids Sys. Cap.	1 (2)	1 (9)	1 (25)	100	100	200	
TOTAL	2	9	27	99.7	99	1782.[illegible]	TOTAL POINTS POSSIBLE 1800

<u>OPS B-52</u>

ITEM	DIV	8TH AF	SAC	% SCORE PRE QTR	CURR	POINTS EARNED		
	4	12	35					
Combat Crew Eff	1 [2]	1 [8]	1 [22]	100	100	100		
Unit Eff	1 [3]	1 [11]	1 [32]	100	100	100		
NCR Upgrading	A L L	U N I T S	1 0 0 %	100	100	200		
BAR NONE Eff	3	9	26	91	91	271	94.6	
ORIT Eff.	1 - 0	1 [2] 9	1 [7] 23		100	200		
CAM-77 Rel.	4	9	18		84	84	91.7	
Bombing Rel.	4	12	32		96	765		
Profile Miss. Eff.	A L L	U N I T S	1 0 0 %	100	100	500		
MPR								
CT								
ECM Rel.	2 [1]	3 [2]	6 [2]		96	211		
NAV-REND Rel.	4	10 [1]	29 [1]		99	229		
TOTAL	3	[illegible]	[illegible]	96.7	96.8	[illegible]	TOTAL POINTS POSSIBLE [illegible]	

MAINT B-52

ITEM	DIV	8TH AF	SAC	% SCORE PRE QTR	CURR	POINTS EARNED	
	4	12	33				
Bomb/Nav Sys. Cap.	1	8	24	94	96	241	
GAM-77 Sys. Cap.	4	11	26	88	79	198	
Chaff Sys. Rel.	1	8	30	100	97	49	
Air Ref. Sys. Cap.	1 $^{\underline{3}}$	1 $^{\underline{9}}$	1 $^{\underline{25}}$	100	100	100	
Nav-Aids Sys. Cap.	4	9 $^{\underline{1}}$	28 $^{\underline{1}}$	99	99	49	
FSAGA	4	12	33	100	91	182	
On Time Take Off's	1	1 $^{\underline{1}}$	3 $^{\underline{2}}$	98	99	199	98.0
Sorties Del. As Sch.	1	1 $^{\underline{1}}$	1 $^{\underline{7}}$	99	100	300	
Shop Reparable Perf.	1 $^{\underline{3}}$	4 $^{\underline{3}}$	15 $^{\underline{4}}$	99	99	99.6	99.7
Munitions Maint. Cap.	3 $^{\underline{1}}$	4	10 $^{\underline{2}}$	99	99	198	
TOTAL	4	12	33 $^{\underline{1}}$	97	95	1615.6	TOTAL POINTS POSSIBLE - 1700

* * * BOMBING RELIABILITY * * *

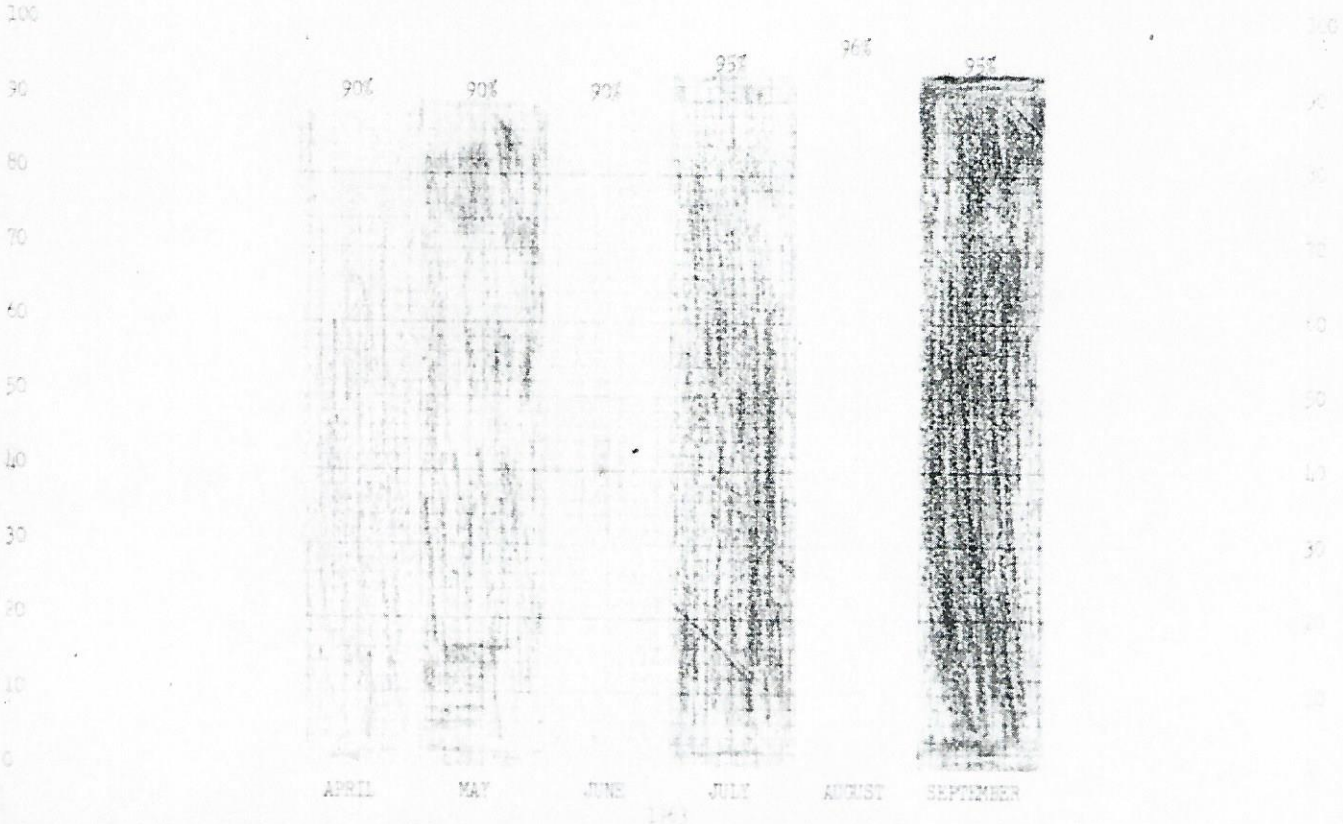


TABLE OF EXHIBITS

1. Rpt, RCS: SAF-P1, "Roster of Officers", 465BW, Robins AFB, Ga., 20 Sep 1963.

2. Ltr, 465BW (DCRM) to SAF (DCRMS), "Management Control Data-RCS: 1-SAC-C15 (Parts I & II) Jul 1963", 7 Aug 1963.

3. Ltr, 465BW (DCRM) to SAF (DCRMS), "Management Control Data-RCS: 1-SAC-C15 (Parts I & II) Aug 1963", no date.

4. Ltr, 465BW (DCRM) to SAF (DCRMS), "Management Control Data-RCS: 1-SAC-C15 (Parts I & II) Sep 1963", no date.

5. 1st Ind, Hq 465BW (C), 3 Oct 1963, to Ltr, Hq SAF (IG), 6 Sep 1963, "Operational Readiness Inspection Test of the 465th Bombardment Wing, Robins AFB, Ga."

6. Rpt, SAF (IG) to 465BW (C), et al, "Operational Readiness Inspection Test of the 465th BW, Robins AFB, Ga., 3-6 Sep 1963", 6 Sep 1963.

7. Ltr, SAF (DCX) to 465BW (DCO), "Combat Report Critique-Exercise Jet Streat HIGH PASS", 7 Sep 1963.

8. Ltr, SAF (C) to 465BW (C), "Personal Congratulation", 16 Sep 1963.

9. Msg, 465BW to SAC, et al, DCOTB-222, 29 Sep 1963.

10. Rpt, RCS: SAC-T12, "465BW Comdr's Remarks, 1-30 Sep 1963", 465 DCOTS to SAC, et al, 4 Oct 1963.

11. Rpt, RCS: SAC-T12, "61AAD Comdr's Remarks, 1-30 Sep 1963", 465 DCOTS to SAC, et al, 4 Oct 1963.

12. Msg, 32D NORAD to 465BW, NCNOPS-DB2/SL, 30 Aug 1963.

13. Msg, SAF to XRay, et al, DCOTB-4015, 3 Oct 1963.

14. Msg, 465BW to SAC, et al, DCOTB-225, 30 Sep 1963.

15. Msg, SAF to ROMEO Omr, et al, DOX-12093, 27 Sep 1963.

16. Msg, SAF to ROMEO Omr, et al, DO-12096, 27 Sep 1963.

17. Msg, 465BW to SAF, Hippo-10-43, 7 Oct 1963.

18. Msg, 465BW to SAC, DCOTR-228, 30 Sep 1963.

19. Rpt, Timing Control Schedule HOTEL, "Long Haul", 18 Sep 1963.

20. Ltr, Hq 19BW (C) to 465BW (C), "Favorable Communication", 25 Sep 1963.

21. Rpt, Timing Control Schedule PAPA, "[illegible]", [illegible] Sep 1963.

22. Msg, 19BW (C) to 465BW (C), [illegible], [illegible] Sep 1963.

23. Rpt, RCS: SAC-T05, "SAC/TAC Air Refueling Report, Sep 1963", 9[illegible]AMS to 8AF (DOOTMS), 15 Oct 1963.

24. Msg, 465BW to SAC MEST, MMS MEST-[illegible], 26 Sep 1963.

25. Ltr, SAC (MEST) to 465BW (DCM), "Evaluation Support", no date.

26. Ltr, 465BW (C) to WRB, "Operation Readiness Inspection Test", 13 Sep 1963.

27. Rpt, RCS: SAC-S35, "Tenant Supply Report", 16 Sep-15 Oct 1963, 465BW to SAC (DM3DID), no date.

28. Ltr, 465BW (C) to 8AF (DM), "Personal to Colonel Farrar", 26 Sep 1963.

465 BOMBARDMENT WING
United States Air Force
Robins Air Force Base, Georgia

ROSTER OF OFFICERS RCS. 8AF-P1

20 Sep 63

AIRCRAFT QUALIFICATION CODES

1. Name
2. AFSN
3. Date of Rank
4. Aircrew Data
5. Duty Title
6. Organization
7. Duty AFSC
8. Authorized UMD Position
9. Foreign Service Selection Date
10. Date Departed Last Duty Station/DEROS
11. Duty Phone
12. Home Phone

1 - Pilot, B/RB-47	4 - Pilot, KC-135	7 - Pilot, Twin Engine
2 - Pilot, B-52	5 - Pilot, AirObsrBmdr	8 - Pilot, Four Engine (Other)
3 - Pilot, KC-97	6 - Pilot, Single Engine	9 - Pilot, Indefinitely Suspended

ADD PREFIX: P-Pilot, S-Senior Pilot, C-Command Pilot

A - Navigator B - Navigator-Bombardier C - Navigator, Indefinitely Suspended

ADD PREFIX: N-Navigator, S-SrNavigator, M-Master Navigator

EC - ECM Officer	AO - Aircraft Observer	EP - Aircraft Performance Engineer
WE - Weapons Officer	AM - Aircraft Observer, Medical	OS - Aircraft Observer (Susp)
FS - Flight Surgeon	XX - Nonrated	MO - Master Aircraft Observer
RO - Radar Operator		SO - Senior Aircraft Observer

GRADE CODES

7 - Gen	5 - Lt Col	3 - Capt	Spot Promotion
6 - Col	4 - Maj	2 - Lt	Code: Z

MONTH CODES

A - January	E - May	I - September
B - February	F - June	J - October
C - March	G - July	K - November
D - April	H - August	L - December

NAME	AFSN	DOR	AIR CREW DATA	DUTY TITLE	ORGN	DAFSC	AUTH UMD POSIT	FSSD	EDCSA	DUTY LOCN	
COLONEL											
BRODIE G F JR	8236	C62	C	DCO	465BMWG	0036	6 0036	D50	F63	341	
KECK J M	10122	D53	C2	COMMANDER	465BMWG	0066	6 0066	F55	G62	3406	
LEWIS W C	8170	D55	C	VICE COMDR	465BMWG	0066	6 0066	D46	F63	3406	
VICKREY C R	11967	C63	C2	DCM	465BMWG	4311	6 4316	G63	F63	2377	WA63
LT COLONEL											
BARTLETT E JR	2093443	D63	C2	ACFT COMDR	781BMS	1235C	5 1235C	I52	D60	2822	WA62
BRIESEMEISTER EE	33316	F60		ALERTFORCESUPV	465BMWG	1416	4 1416	E60	G60	2725	2801
BROWN T B JR	678154	B62		MAINTTNGDIV	465BMWG	4341	4 4341	E47	A60	2282	WA63791
BROWN U L	12236	D63	C8	ALERTFRSOPSOFF	465BMWG	7521	O VER	K58	G61	2725	WA33534
BURCH D J	667034	A57	C7	COMMANDER	465FMS	4316	5 4316	L59	D63	3882	WA62950
CROOK L H	37251	A57	SC	CH INTELL DIV	465BMWG	8095	5 8095	A60	B60	3627	WA63088
DEYERLE W W	51058	C62	C2	CH CONTROL DIV	465BMWG	1416	5 1416	C52	F60	2277	WA63728
GARRETT L F	6725	C56	C7	DIR PER	465BMWG	0016	5 0016	E60	F60	3123	WA62623
GRAHAM R A	49279	D56	MA	ASST DCM	465BMWG	4316	5 4316	J59	K59	2377	WA63403
GRONDIN P E	50376	C62	MA	CH TGTINTEL BR	465BMWG	8095	4 8095	L53	I59	3734	WA63314
HILL R L	679875	B62	C7	CHCOMMELECTDIV	465BMWG	3016	4 3016	F59	H59	3424	WA63193
HOUSEHOLDER P C	411835	D54	C2	SPASSTDCM	465BMWG	4316	6 4316	L51	I59	2377	WA63083
HUGHES A L	25780	E63	C4	SQ OPS OFF	912ARS	1065C	5 1065C	B52	K61	5248	WA62485

NAME	AFSN	DOR	AIR CREW DATA	DUTY TITLE	ORGN	DAFSC	AUTH UMD POSIT	FSSD	EDCSA	DUTY PHONE	HOME PHONE
LT COLONEL CONT'D											
KNOBEL G E	34907	E59	MA	CH BOMBNAV SEC	465BMWG	1416	4 1511B	E48	H62	2614	WA62628
MANN O	34515	C62	MA	CHTARPROC	465BMWG	1511Z	3 1515Z	H51	G60	2427	WA63288
MATTHEWS C L	16413	C62	MA	RADAR NAV	781BMS	1525B	5 1525B	H50	F60	2554	WA63777
MCGRAIN T W	12912	A62	MA	NAV	781BMS	1525B	4 1525B	H55	B60	2554	WA32776
MOSES L E	13280	C61	C4	COMDR	912ARS	1065C	5 1065C	C57	C61	5193	WA63724
NELSON H J	14282	D63	C2	COMMANDER	465BMWG	7021	3 7021	I52	H60	2554	WA63449
NORTON W R	13140	D59	C	CHOPNSTNGDIV	465BMWG	1416	5 1416	I54	F63	3413	9232531
PHILLIPS D W	52597	C63	ZC2	CH STAND BD	781BMS	1235C	4 1235C	000	G60	2822	WA25373
REHEIS H F	35232	D63	C7	MAINT SUPV	465FMS	4344	4 4344	000	K59	3882	WA63307
ROBERTS R N	807933	E63	MA	RPTSANALYSISBR	465BMWG	1515Z	3 1515Z	L53	B60	3901	WA31551
SMISSON L F	34620	C62	C4	ASTALTMGTDIVSV	465BMWG	1416	0 VER	E61	E61	2725	TA58367
SPENCER H L	15000	D63	C2	COMDR	465OMS	4316	5 4316	J59	K59	3047	WA63756
STILSON C W	536780	E63	C7	ACFT MAINT OFF	465OMS	4344	4 4344	H59	C63	30479	262942
SWITZER J W	17102	E63	C2	DY CONTROLLER	465BMWG	1416	4 1416	B49	B60	2277	WA63437
TERRY J H	2077484	C62	MB	NAVIGATOR	781BMS	1525B	4 1525B	J49	H60	2554	WA36693
TOLLMAN L A	34705	C62	MA	COMDR	465AES	3216	5 3216	F52	E60	2071	WA62921
WINSON V F	732598	C61	C2	CHMAINTCTLDIV	465BMWG	4316	4 4316	C56	J59	5435	WA62923
WICKER J E	754570	B62	C4	PILOT	912ARS	1065C	4 1065C	A55	F62	5349	9263779

NAME	AFSN	DOR	AIR CREW DATA	DUTY TITLE	ORGN	DAFSC	AUTH [illegible] POSN	[illegible]	[illegible]	DUTY PHONE	[illegible]
MAJOR											
ALLISON D F	2075085	L61	MA	NAV	781BMS	1525B	3 1525B	G58	A60	2554	WA[illegible]
BUNCH R D	700697	A62	MA	CHPENTAIDSCEC	465BMWG	7521	4 1575	A59	B61	[illegible]	[illegible]
BURKHART J W	38493	D59	C2	COMDR	781BMS	1235C	5 1235C	D53	K59	[illegible]	WA[illegible]
BURSEY A P JR	2074013	K59	C2	ACFT COMDR	781BMS	1235C	4 1235C	[illegible]	[illegible]	2554	WA[illegible]
BURTTSCHELL T B	1846763	B61	S2	ACFT COMDR	781BMS	1235C	4 1235C	000	000	[illegible]	WA[illegible]
BUTTREY W C	40317	A61	C2	ACFT COMDR	781BMS	1231C	OVER5	C45	[illegible]	[illegible]	[illegible]
CHERER B F	666628	L61	MA	MAINT OFF	[illegible]ARS	3234B	3 3234B	000	[illegible]	[illegible]	WA[illegible]
CLICK A A	833033	L61	C4	PILOT	912ARS	1061C	4 1065C	[illegible]	[illegible]	[illegible]	[illegible]
COLEMAN A M	42323	I61	ZC2	ACFT COMDR	781BMS	1235C	4 1235C	F56	[illegible]	[illegible]	WA[illegible]
COLEMAN R E	1911745	B63	S2	ACFT COMDR	781BMS	1235C	4 1235C	H47	[illegible]	2554	WA[illegible]
CONLEY F R	697193	A61	C4	PILOT	912ARS	1065C	4 1065C	I55	K61	5349	WA34[illegible]
COOK J R	1910146	A63	S2	ACFT COMDR	781BMS	1235C	4 1235C	C51	K60	2554	WA[illegible]
DAVIS B J	39995	A61	C8	CH QUAL CTLOFF	465BMWG	1311	4 1334	F61	C62	2316	WA3[illegible]
DEASE H J	53293	J61	ZS2	ACFT COMDR	781BMS	1235C	4 1235C	A55	E60	2554	WA31[illegible]
ESTES E T	2015583	A62	XX	CHPERACTIONSDV	465BMWG	7316	4 7316	I56	I56	2136	WA3[illegible]
GARBADE H M	671920	A63	C2	CH GND TNG BR	465BMWG	7521	3 7524	000	G60	3561	WA[illegible]
GIBBONS A W	2045002	A60	MA	OICPR.DINTSCTN	465BMWG	1515Z	3 1515Z	000	A60	[illegible]	WA[illegible]
GIGLIETTA P J	722301	A63	MA	RADAR NAV	781BMS	1525B	4 1525B	K45	I60	2554	WA3[illegible]

NAME	AFSN	DOR	AIR CREW DATA	DUTY TITLE	ORGN	DAFSC	AUTH UMD POSIT	FSSD	EDCSA	DUTY PHONE	[illegible]
MAJOR (CONTD)											
GOSS R JR	17859	I60	S2	ACFT COMDR	781BMS	1235C	4 1235C	B50	G60	2554	WA2[illegible]
GRIGGS J N	1579726	F54	XX	ACFTMAINTOFF	465FMS	4344	4 4344	H56	I59	3838	WA6[illegible]
HACKENBERGER E R	787277	J62	ZMA	RADAR NAV	781BMS	1525B	4 1525B	D46	L59	2822	WA2[illegible]
HATTON J W	666034	A55	SA	RAD NAV	781BMS	1525B	4 1525B	L46	E60	2554	WA6[illegible]
HILGER M L	42333	A63	S4	CH TANKER BR	912ARS	1065C	3 1065C	H46	C62	2822	WA3[illegible]
HOLCOMB J C	41582	B52	SA	CHOPSPLNSDIV	465BMW	1416	5 1416	C52	G60	2426	WA6[illegible]
HUNTER R E	672115	F52	C2	ACFT COMDR	781BMS	1235C	5 1235C	F56	F60	2554	WA6[illegible]
KOGLER J A	3021589	G63	SA	RADAR NAV	781BMS	1525B	4 1525B	000	F60	2554	WA3[illegible]
KULBAKA M E	813723	D53	C7	LOG STAFF OFF	456BMWG	6316	4 6316	J59	K59	2396	WA63[illegible]
LAFORGE J A	803640	D53	C7	CHTNG PLANS BR	465BMWG	1416	4 1416	H52	L59	3341	WA6[illegible]
LINDSAY J C	15460	G58	C2	ACFT COMDR	781BMS	1235C	5 1235C	B54	C60	2554	WA6[illegible]
MARET J A	2083618	A61	CC2	SQ OPS OFF	465BMWG	1235C	5 1235C	B47	L59	2554	WA3[illegible]
MASON G R	6602811	D53	C4	PILOT	912ARS	1065C	3 1065C	C57	E62	5349	WA3[illegible]
MCCANN W M	1704186	A62	C2	ACFT COMDR	781BMS	1235C	3 1235C	G55	A61	2554	WA39750
MCDONALD W G	42913	B61	C4	PILOT	912ARS	1061C	0 VER	K45	G63	5193	9237703
MCKINLEY J E	33936	F54	C7	COMDR	465AMS	3216	5 3216	I59	L59	3338	WA36403
MCMILLAN W C	64932	J62	ZAO	EWO	781BMS	1575	3 1575	000	L60	2554	WA3[illegible]
MITCHELL G L	26802	A62	S2	ACFT COMDR	781BMS	1235C	3 1235C	C57	I61	2554	WA63318

MAJOR CONT'D

NAME	AFSN	DOR	AIR CREW DATA	DUTY TITLE	ORGN	DAFSC	AUTH UMD POSIT	FSSD	EDCSA	DUTY PHONE	HOME PHONE
MOORE C C	42254	B62	C2	ACFT COMDR	781BMS	1235C	4 1235C	E52	A61	2554	WA36522
NIBLETT C T	461880	A57	P9	COMMANDER	64MMS	3216	4 3216	G57	H59	2995	WA62765
NIEMIEC R P	39376	A61	C8	ACFT COMDR	781BMS	1235C	0 VER	E61	B62	2554	WA34486
PAIT R A	52923	B63	SA	NAV	912ARS	1535	3 1535	C59	C62	2822	WA33267
PATTEN R E	1683336	I51	NC	ADMIN OFF	465OMS	7024	3 7024	H54	G59	3047	WA63120
PATTERSON L D	935054	A63	NA	NAV	912ARS	1535	3 1535	646	K62	5193	9236652
PAULSEN R L	1576481	D53	XX	EXECASSTTODP	P 465BMWG	7016	0 VER	G58	L62	3123	WA62658
REIDY R J	43111	A63	S2	ACFT COMDR	781BMS	1235C	4 1235C	E46	I60	2554	WA39435
SAIN H A	1847407	A63	P2	ACFT COMDR	781BMS	1235C	4 1235C	I54	G60	2554	WA31103
SAUNDERS R M	2000208	I51	XX	DIR ADM SVCS	465BMWG	7016	4 7016	F58	B60	2324	WA63602
SAYE R N JR	24774	A62	S2	CHSCHEDSEC	465BMWG	1435Z	3 1431B	000	C60	3659	WA31796
SHERLOCK W H	41636	A62	MA	CHPLANSBR	465BMWG	1416	4 1416B	B47	A60	2141	WA31218
SMITH K S	38082	L60	C2	ACFT COMDR	781BMS	1235C	4 1235C	000	F60	2554	WA63392
STINSON J G	20366	B61	SA	CHTGTSTDYUNIT	465BMWG	1515Z	4 1515Z	E53	A60	2614	WA31297
THOMAS C A	42020	A62	SA	ACFT PERF OFF	465BMWG	1584	4 1584	B51	D60	3344	WA31587
THOMASON E R	206707	L60	C6	MAINT SUPVR	64MMS	3271A	4 3275A	B51	A60	2487	WA25686
TUXWORTH W J	41583	A57	MA	OPSSUPOFFT	465BMWG	1416	4 1511Z	L59	B60	2614	9228835
VIFQUAIN R J	709073	E60	MA	AIR WPNS OFF	465BMWG	1515Z	3 1435B	A49	H62	5346	WA62100

NAME	AFSN	AIR CREW DOR	DATA	DUTY TITLE	ORGN	DAFSC	AUTH UMD POSIT	FSSD	EDCSA	DUTY PHONE	HOME PHONE
MAJOR CONT'D											
WALKER B L	590847	A61	S4	PILOT	912ARS	1065C	4 1065C	E53	L61	5349	WA33622
WARD D J	715889	A63	C2	ACFT COMDR	781BMS	1235C	4 1235C	J56	D60	2554	WA34453
WHEELER H K	52729	E61	C2	DY CONTROLLER	465BMWG	1416	4 1416	H53	B60	2277	WA31059
WHITNEY R E	765176	E60	C2	DIR OF SAFETY	465BMWG	1921	4 1921	I56	C60	2303	WA62806
WILLIAMS W C	1903176	A61	S4	ACFT COMDR	912ARS	1065C	4 1065C	F53	B62	2822	WA34916
WILSON R A	43570	B63	XX	AVUONICS OFF	465AES	3234B	4 3216	B58	G63	2116	9234991
WOLFE A E F	756376	A61	C9	ACFTMAINT OFF	650MS	4341	4 4344	I57	I62	2053	9225270
WOODSON J D	18592	D57	SA	COMPTROLLERFF	465BMWG	0051	4 6896	F57	F60	2401	WA63030
WOOD R A	685333	A62	S2	ACFT COMDR	781BMS	1235C	4 1235C	000	C60	2554	WA31208
WRIGHTSMAN C M	699297	L60	MA	RADAR NAV	781BMS	1525B	5 1525B	I46	F60	2554	WA62556
64											
CAPTAIN											
ANDERSON B D	3058268	I61	S4	PILOT	912ARS	1065C	3 1065C	D50	E62	5349	WA33479
ANDREWS R E	3040443	I61	S4	PILOT	912ARS	1061C	0 VER	000	C63	5248	9227703
ARMSTRONG C T	3081018	I62	P4	ADMIN OFF	465AEMS	7021	3 7024R	G52	B62	2071	WA33426
BAILEY J C	28427	A58	SA	NAVIGATOR	912ARS	1531	0 VER	H53	B63	5193	9233548
BARAN R L	3056880	I61	S2	CO PILOT	465BMWG	1235C	0 VER	000	B60	2554	WA34862
BILLIE R S	3066302	H62	NA	NAV	912ARS	1535	3 1535	000	K61	5459W	A39761
BRUNNER J F	66598	K62	NA	EWO	781BMS	1575	0 VER	D60	E60	3659	WA31101

NAME	AFSN	DOR	AIR CREW DATA	DUTY TITLE	ORGN	DAFSC	AUTH UMD POSIT	FSSD	EDCSA	DUTY PHONE	HOME PHONE
CAPTAIN CONT'D											
BONNETTE J C	62228	I62	C4	CO PILOT	912ARS	1061C	3 1065C	K62	A63	5349	9233951
BOSTON H B JR	64986	B59	S4	PILOT	912ARS	1435Z	0 VER[11]	B63	D63	5248	9232246
BOWLIN J A	3025155	L59	NA	NAV	912ARS	1535	3 1535	E48	B62	5459	WA33500
BRADLEY R G	3006121	C59	P4	CO PILOT	912ARS	1061C	0 VER[12]	I58	C63	5193	9237737
BROWN R E	3023240	K59	S4	PILOT	912ARS	1065C	3 1065C	000	L61	5349	WA33547
BROWN R M	47408	I60	S4	COPILOT	912ARS	1061C	0 VER[13]	G61	C63	5193	9231206
BRUTON L H	743173	K55	S6	ASST JOBCONOFF	465BMWG	4344	3 4344	I59	I59	2527	WA36211
CANALES R	3057069	J61	P4	PILOT	912ARS	1061C	0 VER[14]	A63	B63	5193	9237696
CARMAN K R	51176	A57	S2	ACFT COMDR	781BMS	1235C	4 1235C	J52	D60	2554	WA39936
CARTWRIGHT T F	49781	L62	P2	CO PILOT	781BMS	1235C	0 VER[15]	A53	D63	2554	9231585
CARPENTER R H	3030998	I61	NA	EWO	781BMS	1575	3 1575	000	I59	2822	WA34512
CASTNER W R	57443	J61	P4	CO PILOT	912ARS	1065B	0 VER[16]	K50	C63	5248	9237041
CHELLMAN C E JR	27001	D57	S2	CO PILOT	781BMS	1235C	3 1235C	L57	D61	2554	WA31301
CHICK J I	3074610	I62	NA	EWO	781BMS	1575	3 1575	000	B60	2554	WA37814
CIRILLO E E	3040826	I61	S4	PILOT	912ARS	1065C	4 1065C	000	J61	5349	9236949
CLEVELAND R H	57934	H62	NA	NAVIGATOR	912ARS	1535	0 VER[17]	50E	63		
CONFER L W	44828	C58	SB	NAV	781BMS	1525B	3 1525B	L45	I60	2554	WA34755
COWERN R T	57264	I61	P4	ACFT COMDR	912ARS	1061C	0 VER[18]	000	G63	5193	

NAME	AFSN	DOR	AIR CREW DATA	DUTY TITLE	ORGN	DAFSC	AUTH UMD POSIT	FSSD	EDCSA	DUTY PHONE	HOME PHONE
CAPTAIN CONT'D											
CRABB J W	3065436	H62	NA	RADAR NAV	781BMS	1525B	4 1525B	I57	C60	2822	WA31480
CRUME W R	44372	A58	S2	ACFT COMDR	781BMS	1235C	4 1235C	H53	G69	2554	WA31789
CUNY L G	58364	H62	P4	CO PILOT	912ARS	1061C	3 1065C	000	H62	5349	9225647
DAVIS Q	26023	L59	S1	ACFT COMDR	781BMS	1231C	3 1235C	C49	L62	2554	9220335
DEREUS R W	2207492	I60	XX	INTRADPHOTOOFF	465BMWG	8044	2 8044	I60	I60	2312	WA34723
DODD W O	3071226	H62	P2	CO PILOT	781BMS	1231C	3 1235C	J51	J62	2554	9232226
DODGE G J	3072137	I62	P6	CO PILOT	781BMS	1235C	3 1235C	000	F60	2554	WA63848
DONOVAN P D	66535	J62	NA	EWO	781BMS	1575	3 1575	000	C60	2554	GA91635
DROBOT J J	60682	I61	SA	NAV	912ARS	1535	3 1535	K49	J61	2614	WA33427
DULTMEIER G A	3064489	J61	S1	CO PILOT	781BMS	1235C	3 1235C	000	H60	2554	WA28803
DUS R L	3024133	K59	NA	NAV	781BMS	1525B	3 1525B	D60	E60	2554	WA39460
DYER P M III	27224	I61	P2	CONTROLLER	465BMWG	1435Z	3 1435Z	L49	E60	2277	WA28780
EUBANKS F R	3064545	J61	SA	NAV	781BMS	1525B	3 1525B	000	C60	2554	WA34828
EVANS W E	65112	J60	S2	CO PILOT	781BMS	1235C	3 1235C	000	K60	2554	WA31678
FALCONER W D JR	3008940	I61	P2	CO PILOT	781BMS	1235C	3 1235C	000	B60	2554	WA31703
FIELDS H R JR	2206981	I60	P2	CO PILOT	781BMS	1235C	3 1235C	000	C60	2554	WA34802
FINLEY A M JR	3029071	J61	P9	COMDR	465CDS	8124	3 8124	A61	B61	2025	WA34480
FREEMAN W H	3024817	L59	P4	ACFT COMDR	912ARS	1061C	0 VER	H56	G63	5193	

NAME	AFSN	DOR	AIR CREW DATA	DUTY TITLE	ORGN	DAFSC	AUTH UMD POSIT	FSSD	EDCSA	DUTY PHONE	HUME PHONE
CAPTAIN CONT'D											
GARRETT R E	3087858	I62	XX	JOB CONTROLOFF	465BMWG	4344	3 4344	D52	E62	3102	WA33364
GIGLIO M A	49848	J62	NA	EWO	781BMS	1575	3 1575	000	A60	2554	WA25360
GLENNY C M	65532	H62	P2	CO PILOT	781BMS	1235C	3 1235C	000	I60	2554	WA39979
GOSS G	60657	I61	P4	PILOT	912ARS	1061C	0 VER[1]	J60	G63	J693	9237386
GRAFF R A	3035918	I60	NA	EWOSTUDYOFF	465BMWG	1511Z	3 1411	H58	B60	2554	WA25561
GRAVES R A	53677	I60	P4	PILOT	912ARS	1061C	3 1065C	A55	J62	5282	9220111
GREEN W W	53277	C58	S4	CONTROLLER	465BMWG	1435Z	2 1435Z	H48	B62	2277	WA33611
GUENTHER G P	3064552	J61	SA	NAV	781BMS	1525B	2 1525B	000	L60	2554	WA32781
GUNTER E B JR	3046871	J61	NA	NAV	912ARS	1535	3 1535	C61	B62	5459	WA32781
HAND W W	3035282	I60	SA	CH TGT PROCSEC	781BMS	1515Z	3 1515Z	I52	C60	3734	WA39985
HARMON W F	3003051	B59	S4	ACFT COMDR	912ARS	1065C	4 1065C	L56	C62	5349	WA33381
HATHAWAY J H	2206905	I61	S2	CO PILOT	781BMS	1235C	3 1235C	000	D60	2822	WA25738
HAYDOCK G W	3048126	I61	NA	NAV	781BMS	1525B	2 1525B	000	B60	2554	WA31082
HAYES J E JR	3034923	I60	P2	CO PILOT	781BMS	1235C	3 1235C	E57	D60	2554	WA31342
HAYMAN C A	3082102	I61	ZNA	EWO	781BMS	1575	2 1575	000	J59	2822	WA37726
HEATH C W	3065026	H62	NA	RADAR NAV	781BMS	1525B	3 1525B	000	B60	2554	WA31306
HEERMANN H W	3036570	H62	NA	NAV	912ARS	1535	3 1535	L54	D62	5459	WA33338
HENDERSON M E	1856804	C58	XX	CH MUN SVC BR	64MMS	3271A	3 3275A	H61	H61	2613	WA37321

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CAPTAIN CONT'D											
HILL L J	3064653	J61	S1	CO PILOT	781BMS	1235C	3 1235C	000	G60	2554	WA25867
HINTERTHAN W W	3057392	I61	NA	RADAR NAV	781BMS	1525B	4 1525B	000	A60	2554	WA31211
HODGES W M	44396	B56	P2	PILOT	781BMS	1235C	4 1235C	A53	C60	2554	WA31871
HOPPER J P	58688	I62	P2	CO PILOT	781BMS	1235C	3 1235C	000	E60	2554	WA31649
HOWARD G M	3058437	I61	S4	CO PILOT	912ARS	1065C	3 1065C	J61	L61	5349	WA37088
HUEY R B JR	62431	J62	NA	EWO	781BMS	1575	2 1575	000	L59	2554	WA34891
HURD P M	54994	K62	NA	EWO	781BMS	1575	3 1575	000	A60	2495	WA25212
INDORF L E	44679	A57	SA	RADAR NAV	781BMS	1525B	4 1525B	000	F60	2554	WA28463
JAMES D L	3029173	J61	NA	RADAR NAV	781BMS	1525B	4 1525B	000	B60	2554	WA31955
JENKINS A C	53225	A59	S4	PILOT	912ARS	1065B	O VER	L54	D63	5248	9232398
JOHNSON R L	3082467	J62	ZNA	NAV	781BMS	1525B	3 1525B	000	A60	2554	WA31495
JOINER J L	56935	I61	P1	ACFT COMDR	781BMS	1235C	3 1235C	000	G60	2495	WA34477
KINCAID R A	3034795	I60	P4	CO PILOT	912ARS	1065C	3 1065C	000	K61	5349	WA31034
KRAUSE D G	3049396	J61	P4	PILOT	912ARS	1061C	O VER	L50	B63	5193	9220357
KUHNS J R JR	3024406	L59	S4	PILOT	912ARS	1061C	O VER	I60	B63	5193	9237653
LABRAKE D F	60955	J61	P4	ACFT MAINT OFF	465FMS	4341C	O VER	A62	B62	5349	WA32737
LANG E P JR	2225426	D58	NA	RADAR NAV	781BMS	1525B	3 1525B	L53	G60	2554	WA31684
LANGENDORF E E	3101123	L62	NA	NAV	781BMS	1525B	3 1525B	I52	K59	2554	WA31119

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CAPTAIN CONT'D											
LEONARD D W	47875	I61	NA	NAV	781BMS	1525B	3 1525B	F59	C60	2554	WA39467
LILLY C H	3049192	J61	NA	NAV	912ARS	1535	3 1535	H50	K61	5459	WA31046
LONGSWORTH A J	941096	B57	SA	RADAR NAV	781BMS	1525B	4 1525B	F57	D60	2554	WA36218
LYNCH E L JR	3039660	H61	S4	CO PILOT	912ARS	1061C	0 VER[15]	E62	C63	5193	9232546
MACLEAN R M	2233627	A58	XX	SPASSTTOCOMDR	465BMWG	8124	0 VER[16]	D60	E60	3066	WA31612
MAGNER H G	54342	I61	SA	RADAR NAV	781BMS	1525B	4 1525B	000	C60	2822	WA31652
MAHERAS J G	3037050	I60	NA	NAV	781BMS	1525B	3 1525B	L58	B60	2822	WA32972
MARLER W K	62841	D62	NA	EWO	781BMS	1575	2 1575	000	J59	2554	WA31415
MARLOW R J	3035670	I60	S4	ACFT COMDR	912ARS	1065C	4 1065C	E49	B62	5349	WA37919
MARSE H E	3043156	I61	NA	COPILOT	781BMS	1231C	3 1235C	E58	L62	2554	9220352
MARTIN R W	3141610				465BMWG						
MASONE J G	3025841	C59	BN	RADNAVIGATOR	781BMS	1521B	0 VER[17]	H48	G63	3659	9237785
MCCLELLAND C W J R	66425	I62	NA	NAV	912ARS	1535	2 1535	B62	D62	5459	WA33536
MCSWEENY R J	57436	J61	C4	ACFT COMDR	912ARS	1065C	4 1065C	000	F62	5349	WA37417
MERTZ C F II	3040477	I61	P2	CO PILOT	781BMS	1235C	3 1235C	000	F60	2554	WA32758
MINKO M E	62264	I62	P4	CO PILOT	912ARS	1061C	0 VER[15]	000	D63	5248	9231826
MOLONY R T	65636	H62	C4	CO PILOT	912ARS	1061C	3 1065C	L62	A63	5349	9237994
MONTO O V	30133	H62	NA	RADNAVIGATOR	781BMS	1525B	2 1525B	J61	J61	2554	WA62645

NAME	AFSN	DOR	AIR CREW DATA	DUTY TITLE	ORGN	DAFSC	AUTH UMD POSIT	FSSD	EDCSA	DUTY PHONE	HOME PHONE
CAPTAIN CONT'D											
MOORE J D	1911866	D55	S2	CO PILOT	781BMS	1235C 4	1235C	J58	G62	2554	WA33431
MUTCHIE D L	3041011	I61	P4	PILOT	912ARS	1065C 3	1065C	E47	E62	5349	WA37961
NANCE J A	54675	H62	P2	CO PILOT	781BMS	1235C 3	1235C	000	C60	2554	WA25391
NICHOLSON C E	60342	I60	NA	RADAR NAV	781BMS	1521B 0	VER[14]	I48	F63	2601	
PAPANERI A	47508	I60	NA	NAV	781BMS	1525B 3	1525B	L58	B60	2822	WA32460
PARKER C E	2253526	G55	XX	JOB CONTROLOFF	465BMWG	4351 3	4355	I59	J59	3012	WA28393
PARSELL E R	3065317	H62	S4	CO PILOT	912ARS	1065C 3	1065C	E49	E62	5349	9231233
PATRICK P C	3064782	J61	NA	NAV	912ARS	1535 3	1535	K61	L61	5459	WA33587
PATTERSON G E	3065450	H62	NA	EWO	781BMS	1575 2	1575	J52	C60	2554	WA39413
PATTERSON J L	32099	L59	NA	CH EWO BR	465BMW	1411 4	1416	000	C60	2426	WA39454
PAULL C A	3057808	I61	S4	CO PILOT	912ARS	1061C 0	VER[15]	I60	B63	5349	WA20469
PAULSON J E	53795	L59	S4	PILOT	912ARS	1065C 3	1065C	E47	L61	5349	WA37669
PETERSON L D	3018952	L59	NA	NAVIGATOR	912ARS	1531 0	VER[13]	H57	B63	5193	9233279
PHILLIPS G E	3038680	I60	S4	ACFT COMDR	912ARS	1061C 3	1065C	F49	A63	5193	9233868
PLOWMAN C E	48093	I61	NA	NAV	912ARS	1535 3	1535	000	A62	5459	WA31970
PRATT E B	3080267	I62	NA	NAVIGATOR	912ARS	1535 0	VER	000	C63	5193	9225477
RAGLAND R E	31908	J61	S2	CO PILOT	781BMS	1231C 3	1235C	000	L62	2554	9232902
RAZIN R R	3025863	L59	P4	CO PILOT	912ARS	1065C 3	1065C	000	L61	5349	WA33573

CAPTAIN CONT'D

NAME	AFSN	DOR	AIR CREW DATA	DUTY TITLE	ORGN	DAFSC	AUTH UMD POSIT	FSSD	EDCSA	DUTY PHONE	HOME PHONE
REED D D	3064883	J61	P4	CO PILOT	912ARS	1065C	4 1065C	K50	K61	5349	WA33363
ROLAND I R	3040378	I61	P2	CO PILOT	781BMS	1235C	0 VER[4,5]	000	G60	2554	WA28652
ROMANO F R	2066717	B55	P9	CHMATCONTDIV	465BMWG	6411	4 6416	J59	K59	3640	WA32630
ROTH J T	3004925	H60	P4	PILOT	912ARS	1065C	3 1065C	G55	J61	5349	4291468
ROUNSAVILLE G L	62153	I62	NA	NAV	781BMS	1525B	3 1525B	000	A60	2554	WA31918
SALYER T R	3009282	L59	P2	CO PILOT	781BMS	1235C	3 1235C	000	I60	2554	WA39460
SANDERS H A III	62311	I62	P4	CO PILOT	912ARS	1061C	0 VER[1]	000	D63	5248	
SANNINO A A	3037483	I60	P4	CO PILOT	912ARS	1061C	3 1065C	I57	B63	5193	9233802
SAVICKAS D V	58272	H62	NA	NAV	912ARS	1535	3 1535	E51	K61	5459	4292586
SCHMIDT R E	3102798	C63	ZNA	NAV	781BMS	1525B	3 1525B	000	H60	2554	WA37635
SCHNUGGER G W	3035304	I60	SA	NAV	912ARS	1535	3 1535	000	J61	5459	WA25408
SCHROEDER J F	3053246	J61	P4	PILOT	912ARS	1065C	3 1065C	G61	L61	5349	WA37059
SECANTI R M	31735	J60	P2	CO PILOT	781BMS	1235C	0 VER[1]	000	C60	2554	WA37864
SEIK H P	788849	D57	NC	ASTCHACFTSYSBR	465AES	3234B	2 3234B	H60	I60	2116	WA36283
SHADRON C F	62337	I62	AN	NAVIGATOR	912ARS	1535	0 VER[4]	F63	G63	5193	
SHEA J L	3039793	J61	P4	PILOT	912ARS	1065C	3 1065C	A62	A62	5349	9236516
SHUPERT D R	3038367	I60	S4	PILOT	912ARS	1061C	0 VER[1]	F57	C63	5193	9237407
SIMENSON T D	3085135	J62	NA	NAVIGATOR	912ARS	1535	3 1535R	L52	C63	5193	9234949

NAME	AFSN	DOR	AIR CREW DATA	DUTY TITLE	ORGN	DAFSC	AUTH UMD POSIT	FSSD	EDCSA	DUTY PHONE	HOME PHONE
CAPTAIN CONT'D											
SKIPPER H E	45920	A59	P4	PILOT	912ARS	1065C	3 1065C	L54	C62	2822	WA33270
SPRAGUE R K	50817	J60	S4	PILOT	912ARS	1065C	4 1065C	L60	B62	5349	WA33668
STARNER R A	57580	J61	NA	RADAR NAV	781BMS	1525B	4 1525B	000	E60	2554	WA31177
TAYLOR C B	62142	I62	P2	CO PILOT	781BMS	1235C	3 1235C	000	D60	2554	WA31270
THUENTE S T	3079974	H62	NA	ADMIN OFF	465FMS	7021	3 7024	A60	C60	3181	WA39582
TRADD R J	3040044	I61	NA	NAV	781BMS	1525B	3 1525B	F57	A60	2554	WA31835
SWANSON D V	3025026	L59	SA	NAVIGATOR	912ARS	1515Z	0 VER	B63	D63	5248	7884576
SWEENEY J J JR	3068040	H62	P4	CO PILOT	912ARS	1061C	0 VER	62	B63	5193	9231174
TEBBS M O	3056575	H62	XX	MAINT SUPV	465AMS	3211B	4 3216	000	I60	3615	WA31409
TUCKER S L	47957	I61	P4	PILOT	912ARS	1065C	4 1065C	B61	A62	5349	WA33511
VANDERGRIFF H L	46413	C59	NB	NAV	781BMS	1525B	3 1525B	000	L59	2554	WA25366
WALLAUER A C	62228	I60	C4	NAV	912ARS	1535	0 VER	L62	A63	5459	9231814
WESTPHAL E J	2211205	H61	P2	CO PILOT	781BMS	1235C	3 1235C	000	G60	2822	WA31255
WHITAKER H M JR	64985	B59	S4	PILOT	912ARS	1065C	3 1065C	J47	L61	5349	WA33484
WHITE G L	2225894	D58	S4	PILOT	912ARS	1061C	0 VER	B63	C63	5193	9231635
WHITNEY L D	47382	L59	NA	RADAR NAV	781BMS	1525B	4 1525B	000	G60	3139	WA22554
WILDER J M JR	58524	I62	NA	NAVIGATOR	912ARS	1535	3 1535R	B52	A63	51939	237986
WILKERSON H C	3013786	L59	NA	RADAR NAV	781BMS	1525B	4 1525B	A58	B60	2554	WA31500

NAME	AFSN	DOR	AIR CREW DATA	DUTY TITLE	ORGN	DAFSC	AUTH UMD POSIT	FSSD	EDCSA	DUTY PHONE	HOME PHONE
FIRST LIEUTENANT CONT'D											
KINCHEN J C	3102895	E61	P2	CO PILOT	781BMS	1235C	3 1235C	J56	G60	2725	WA34998
KROOS R J	3102146	L60	NA	NAV	781BMS	1525B	3 1525B	000	C60	2554	WA37792
LANTZ D L JR	51628	A60	NB	NAV	781BMS	1525B	3 1525B	000	F60	2554	WA34898
LASHER J C	3082469	K60	NA	EWO	781BMS	1575	2 1575	000	A60	2554	SH60149
LIGHT J E	63218	F60	NA	EWO	781BMS	1575	2 1575	000	G60	2554	WA33485
MCCLURE R D	69285	K61	NA	EWO	781BMS	1575	2 1575	000	A62	2554	WA33507
MCHUGH J P	3109688	C62	XX	MAINT OFF	465AMS	3234B	3 3234B	C60	H61	3615	WA25100
MCINTYRE S G	3117918	K62	NA	NAV	912ARS	1535	2 1535	H58	A62	5459	WA63020
MCNICHOLS R	3106688	F62	S8	CO PILOT	781BMS	1235C	4 1235C	000	F62	2554	WA63020
MODES B R	3118572	D63	XX	ASTCHSTATRPTBR	465BMWG	7021	O VER	000	J61	3901	WA34588
NESBETT D M	3117588	I62	NA	NAVIGATOR	912ARS	1531	O VER	B63	C63	5193	9236457
PADGETT D M	68044	B61	P6	CO PILOT	781BMS	1235C	3 1235C	000	K60	2554	WA32284
POTTON D H	3102793	E61	NA	NAV	781BMS	1525B	3 1525B	000	G60	2554	WA34871
POVELONES J E JR	3118262	L62	NA	EWO	781BMS	1571	2 1575	000	E62	2554	WA62100
RILEY J B	69017	I61	P2	CO PILOT	781BMS	1231C	O VER	000	C63	3857	9228334
ROTH R G	3104965	B63	NA	RADAR NAV	781BMS	1521B	O VER	000	E63	2554	
SCOTT T W	3095016	J60	P4	CO PILOT	912ARS	1065C	3 1065C	000	B62	5349	WA36346
SINCLAIR M D	3117618	H62	NA	NAV	781BMS	1525B	3 1525B	000	L61	2554	WA23020

NAME	AFSN	DOR	AIR CREW DATA	DUTY TITLE	ORGN	DAFSC	AUTH UMD POSIT	FSSD	EDCSA	DUTY PHONE	HOME PHONE
FIRST LIEUTENANT CONT'D											
SLATER M M	3117837	J62	NA	EWO	781BMS	1575	3 1575	000	C62	2554	WA63020
SMITH J S III	66329	D61	P6	CO PILOT	781BMS	1235C	3 1235C	000	L60	2554	WA34207
SOUZA B J	3 101489	F60	XX	CHMUNSERBR	64MMS	3275B	0 VER	F63	G63	2613	953378
STRICKLAND W W	3109727	C62	NA	NAV	781BMS	1525B	4 1235C	000	F62	2554	WA28667
TOKARZ R A	67123	E60	P4	CO PILOT	912ARS	1065C	3 1065C	000	J61	5349	WA65375
TREACY C P	3101769	L60	P4	CO PILOT	912ARS	1065B	0 VER	000	C63	5248	9225306
TUSSING F R	3103179	H61	NA	NAV	781BMS	1525B	2 1525B	000	J60	2554	WA34380
WALTERS F L	70692	C62	NA	EWO	781BMS	1571	3 1575	000	D62	2554	WA34567
WEBB W E III	3106228	A62	NA	NAV	781BMS	1525B	2 1525B	000	A62	2554	WA33361
WELKER F C II	3102241	L60	NA	EWO	781BMS	1575	0 VER	000	F60	2554	WA31301
WILLIAMS R J	3117853	J62	NA	NAV	912ARS	1535	2 1535	I59	L61	5459	WA37411
WYATT C A	3109930	L61	NA	NAV	912ARS	1535	2 1535	000	A62	5459	WA37090
YOBLONSKY G W	3118280	A63	NA	NAV	781BMS	1525B	3 1525B	000	E62	2554	9236896
YSBRAND W E 60	3101028	I59	NA	EWO	781BMS	1575	3 1575	000	E60	2554	WA32025
SECOND LIEUTENANT											
BURCHETTE J E	3121651	F62	P2	CO PILOT	781BMS	1231C	OVER	K61	H63		
ECHELBERGER D D	310731E	62P	4	C O PILOT	912ARS	1061C	0 VER	000	G63		

NAME	AFSN	DOR	AIR CREW DATA	DUTY TITLE	ORGN	DAFSC	AUTH UMD POSIT	FSSD	EDCSA	DUTY PHONE	HOME PHONE
SECOND LIEUTENANT CONT'D											
FALCONER J B	3156306	H63	XX	AIRPOLICEOFF	465CDS	8121	2 8121	000	H63		
FRAMPTON G D	3131919	G62	P2	CO PILOT	781BMS	1231C	OVER	000	H63		
HORSHOCK J A	3135756	L62	XX	CHPROFDEVLPDV	465BMWG	7321	3 7324	000	A63	2419	WA63020
KERNS W R	3132847	G62	XX	INFO SVC OFF	465DMWG	7921	3 7924	000	G62	2808	WA37721
LAWRENCE D J	3128487	F62	XX	CHDATACONTLDV	465BMWG	7321	2 7324	000	G62	3970	WA63020
MAILEN N L	3129141	H62	XX	ASSTSUPPLYOFF	64MMS	6421	2 6424	000	I62	3640	WA63020
MASTAL J	3135357	K02	XX	ASST OPNS OFF	465CDS	8121	2 8124	000	L62	2068	9237037
MEIER J W	3120050	G62	P2	CO PILOT	781BMS	1231C	OVER	000	H63		
OALMAN R E	70412	C59	P4	CO PILOT	912ARS	1061C	0 VER	000	D63	5248	
SCHATZ J N	3122882	H62	NA	RADAR NAV	781BMS	1521B	0 VER	000	E63		
WALDO R J	3134715	K62	XX	ASTCHDATACONDV	465BMWG	7321	2 7324	000	L62	3803	WA65928
WIATER L J	3133070	G62	XX	ACFT MAINT OFF	465OMS	4341	3 4344	000	G62	2053	WA65928

HEADQUARTERS
465TH BOMBARDMENT WING (H) (SAC)
UNITED STATES AIR FORCE
Robins Air Force Base, Georgia

REPLY TO
ATTN OF: DCRM 7 August 1963

SUBJECT: 31 July 63 Management Control Data RCS: 1-SAC-I35 (Part I)

TO: HAF (DCRME)

PERSONNEL

AIRMAN ON-THE-JOB TRAINING	
Points Possible (Item Weight)	250
Points Earned (Nearest Tenth)	250.0
Percent Score (Nearest Tenth)	100.0
IN TRAINING	
Points Earned (Nearest Tenth)	10.0
Percent in Training (Nearest Tenth)	100.0
Total in Training	348
Total Eligible for OJT	348
NUMBER PASSING TESTS VERSUS NUMBER TESTED	
Points Earned (Nearest Tenth)	150.0
Percent Passing Tests (Nearest Tenth)	87.5
Total Number Passing Tests	14
Total Number Tested	16
UPGRADING	
Points Earned (Nearest Tenth)	90.0
Percent Upgraded Minus Number in Training for an Excessive Time	37.5
Number in Training at End of Previous Scoring Period	327
UPGRADING (SUPPLEMENTAL DATA)	
Total Number Upgraded	102
Total Number in Training for Excessive Period of Time	12

GENERAL

FLYING SAFETY	
Points Possible (Item Weight)	150
Points Earned (Nearest Tenth)	150.0
Percent Score (Nearest Tenth)	100.0
GROUND SAFETY	
Points Possible (Item Weight)	200
Points Earned (Nearest Tenth)	200.0
Percent Score (Nearest Tenth)	100.0

ON-DUTY MILITARY INJURIES	
Points Earned (Nearest Tenth)	50.0
Rate (Nearest Hundredth)	0.00
Number of Accidents	0
On-Duty Man Days Exposure	19943
OFF-DUTY MILITARY INJURIES	
Points Earned (Nearest Tenth)	26.0
Rate (Nearest Hundredth)	4.51
Number of Accidents	1
Off-Duty Man Days Exposure	22167
AF MOTOR VEHICLE ACCIDENTS	
Points Earned (Nearest Tenth)	50.0
Rate (Nearest Hundredth)	0.00
Number of Accidents	0
Miles Driven	21317
PRIVATE MOTOR VEHICLE ACCIDENTS	
Points Earned (Nearest Tenth)	80.0
Rate (Nearest Hundredth)	0.00
Number of Accidents	0
Military Man Days Exposure	59830
WEIGHT CONTROL	
Points Possible (Item Weight)	100
Points Earned (Nearest Tenth)	95.4
Percent Score (Nearest Tenth)	95.4
Percent Within Weight Limits (Nearest Tenth)	95.4
Total Military Personnel Within Weight Limits	478
Total Military Personnel Eligible	501
PHYSICAL FITNESS TESTING (5BX/XBX)	
Points Possible (Item Weight)	100
Points Earned (Nearest Tenth)	0
Percent Score (Nearest Tenth)	0
Percent Passing Tests (Nearest Tenth)	57.1
Total Military Personnel Passing Tests	285
Total Military Personnel Eligible	499

OPERATIONS - B-52

MINIMUM PROFICIENCY REQ	
Points Possible (Item Weight)	400
Points Earned (Nearest Tenth)	138.0
Percent Score (Nearest Tenth)	34.5
MPR's Completed	1984
MPR's Required	5748
CONTINUATION TRAINING	
Points Possible (Item Weight)	200
Points Earned (Nearest Tenth)	25.6
Percent Score (Nearest Tenth)	12.8
CT Completed	273
CT Required	2132

PROFILE MISSION EFFECTIVENESS	
Points Possible (Item Weight)	500
Points Earned (Nearest Tenth)	161.5
Percent Score (Nearest Tenth)	32.3
Profiles Completed	42
Profiles Required	130
NAV-REND RELIABILITY	
Points Possible (Item Weight)	230
Points Earned (Nearest Tenth)	230.0
Percent Score (Nearest Tenth)	100.0
NCR UPGRADING	
Points Possible (Item Weight)	200
Points Earned (Nearest Tenth)	200.0
Percent Score (Nearest Tenth)	100.0
COMBAT CREW EFFECTIVENESS	
Points Possible (Item Weight)	100
Points Earned (Nearest Tenth)	100.0
Percent Score (Nearest Tenth)	100.0
UNIT EFFECTIVENESS	
Points Possible (Item Weight)	100
Points Earned (Nearest Tenth)	100.0
Percent Score (Nearest Tenth)	100.0
BOMBING RELIABILITY	
Points Possible (Item Weight)	800
Points Earned (Nearest Tenth)	760.4
Percent Score (Nearest Tenth)	95.1
GAM-77 RELIABILITY	
Points Possible (Item Weight)	100
Points Earned (Nearest Tenth)	82.6
Percent Score (Nearest Tenth)	82.6
ECM RELIABILITY	
Points Possible (Item Weight)	220
Points Earned (Nearest Tenth)	210.7
Percent Score (Nearest Tenth)	95.8
BAR NONE EFFECTIVENESS	
Points Possible (Item Weight)	300
Points Earned (Nearest Tenth)	270.7
Percent Score (Nearest Tenth)	90.2

MAINTENANCE B-52

AIR REFUELING SYSTEMS CAPABILITY	
Points Possible (Item Weight)	100
Points Earned (Nearest Tenth)	100.0
Percent Score (Nearest Tenth)	100.0
NAV-AIDS SYSTEMS CAPABILITY	
Points Possible (Item Weight)	50
Points Earned (Nearest Tenth)	50
Percent Score (Nearest Tenth)	100
Percent System Capability (Nearest Tenth)	100
Number Sorties Performed Satisfactorily	75
Number Sorties System Use Attempted	75
FIRST SORTIE AFTER GROUND ALERT	
Points Possible (Item Weight)	200

Points Earned (Nearest Tenth)	155.6
Percent Score (Nearest Tenth)	77.8
Percent Reliable (Nearest Tenth)	77.8
FSAGA On-Time minus Essential Maintenance minus Unreliable Equipment Sorties	9
Total Scheduled FSAGA	9
Sorties on Which Essential Maintenance Required	0
Unreliable Equipment Sorties	2
FSAGA Not on Time	0
ON TIME TAKEOFFS	
Points Possible (Item Weight)	200
Points Earned (Nearest Tenth)	197.2
Percent Score (Nearest Tenth)	98.6
Percent On Time Takeoffs (Nearest Tenth)	98.6
Chargeable Sorties minus Chargeable Deviations	73
Chargeable Sorties	74
SORTIES DELIVERED AS SCHEDULED	
Points Possible (Item Weight)	300
Points Earned (Nearest Tenth)	300.0
Percent Score (Nearest Tenth)	100.0
Percent Sorties Delivered as Scheduled (Nearest Tenth)	100.0
Chargeable Sorties minus Sorties Not Delivered	75
Chargeable Sorties	75
SORTIES AIRBORNE WITHOUT ADDITIONS	
Points Possible (Item Weight)	100
Points Earned (Nearest Tenth)	100.0
Percent Score (Nearest Tenth)	100.0
Percent Airborne Without Additions (Nearest Tenth)	100.0
Chargeable Sorties minus Chargeable Additions	75
Chargeable Sorties	75
SHOP REPARABLE PERFORMANCE	
Points Possible (Item Weight)	100
Points Earned (Nearest Tenth)	99.4
Percent Score (Nearest Tenth)	99.4
Percent Processed Items Repaired (Nearest Tenth)	99.4
Number of Items Repaired	842
Number of Items Processed	847
TIME COMPLIANCE TECHNICAL ORDERS	
Points Possible (Item Weight)	50
Points Earned (Nearest Tenth)	50
Percent Score (Nearest Tenth)	100.0
PERCENT TCTO LESS THAN 10 HOURS	
Points Earned (Nearest Tenth)	25
Percent of Backlog Accomplished (Nearest Hundredth)	100.0

Manhours Accomplished	71
Manhour Backlog	0
PERCENT TCTO 10 HOURS OR MORE	
Points Earned (Nearest Tenth)	25
Percent of Backlog Accomplished (Nearest Hundredth)	100.0
Manhours Accomplished	464
Manhour Backlog	0
BOMB/NAV SYSTEMS CAPABILITY	
Points Possible (Item Weight)	250
Points Earned (Nearest Tenth)	231.5
Percent Score (Nearest Tenth)	92.6
Percent System Capability (Nearest Tenth)	92.6
Number Sorties Performed Satisfactorily	50
Number Sorties System Use Attempted	54
GAM-77 SYSTEMS CAPABILITY	
Points Possible (Item Weight)	250
Points Earned (Nearest Tenth)	201.5
Percent Score (Nearest Tenth)	80.6
Percent System Capability (Nearest Tenth)	80.6
Number Sorties Performed Satisfactorily	29
Number Sorties System Use Attempted	36
CHAFF SYSTEMS CAPABILITY	
Points Possible (Item Weight)	50
Points Earned (Nearest Tenth)	50
Percent Score (Nearest Tenth)	100.0
Percent System Capability (Nearest Tenth)	100.0
Number Sorties Performed Satisfactorily	46
Number Sorties System Use Attempted	46
MUNITIONS MAINTENANCE CAPABILITY	
Points Possible (Item Weight)	180
Points Earned (Nearest Tenth)	171.7

OPERATIONS - KC-135

MINIMUM PROFICIENCY REQUIREMENTS	
Points Possible (Item Weight)	350
Points Earned (Nearest Tenth)	140
Percent Score (Nearest Tenth)	40.0
MPR's Completed	1248
MPR's Required	3120
CONTINUATION TRAINING	
Points Possible (Item Weight)	200
Points Earned (Nearest Tenth)	15.8
Percent Score (Nearest Tenth)	7.9
CT Completed	39
CT Required	494
PROFILE MISSION EFFECTIVENESS	
Points Possible (Item Weight)	900
Points Earned (Nearest Tenth)	560.7
Percent Score (Nearest Tenth)	62.3

Profiles Completed	81
Profiles Required	130
NAV-REND RELIABILITY	
Points Possible (Item Weight)	900
Points Earned (Nearest Tenth)	893.6
Percent Score (Nearest Tenth)	99.3
NCR UPGRADING	
Points Possible (Item Weight)	300
Points Earned (Nearest Tenth)	300.0
Percent Score (Nearest Tenth)	100.0
COMBAT CREW EFFECTIVENESS	
Points Possible (Item Weight)	150
Points Earned (Nearest Tenth)	150.0
Percent Score (Nearest Tenth)	100.0
UNIT EFFECTIVENESS	
Points Possible (Item Weight)	150
Points Earned (Nearest Tenth)	150.0
Percent Score (Nearest Tenth)	100.0

MAINTENANCE - KC-135

AIR REFUELING SYSTEMS CAPABILITY	
Points Possible (Item Weight)	500
Points Earned (Nearest Tenth)	500
Percent Score (Nearest Tenth)	100.0
Percent System Capability (Nearest Tenth)	100.0
Number Sorties Performed Satisfactorily	85
Number Sorties System Use Attempted	85
Number Code 9 Sorties Flown From Home Station	0
Number Code 9 Sorties with Satisfactory System Performance	0
NAV-AIDS SYSTEMS CAPABILITY	
Points Possible (Item Weight)	200
Points Earned (Nearest Tenth)	200.0
Percent Score (Nearest Tenth)	100.0
Percent System Capability (Nearest Tenth)	100.0
Number Sorties Performed Satisfactorily	94
Number Sorties System Use Attempted	94
FIRST SORTIE AFTER GROUND ALERT	
Points Possible (Item Weight)	200
Points Earned (Nearest Tenth)	166.6
Percent Score (Nearest Tenth)	83.3
Percent Reliable (Nearest Tenth)	83.3
FSAGA On Time minus Essential Maintenance minus Unreliable Equipment Sorties	5
Total Scheduled FSAGA	6
Sorties on Which Essential Maintenance Required	0
Unreliable Equipment Sorties	0
FSAGA Not On Time	1

ON TIME TAKEOFFS

Points Possible (Item Weight)	300
Points Earned (Nearest Tenth)	287.1
Percent Score (Nearest Tenth)	95.7
Percent on Time Takeoffs (Nearest Tenth)	95.7
Chargeable Sorties minus Chargeable Deviations	90
Chargeable Sorties	94

SORTIES DELIVERED AS SCHEDULED

Points Possible (Item Weight)	400
Points Earned (Nearest Tenth)	395.8
Percent Score (Nearest Tenth)	98.9
Percent Sorties Delivered As Scheduled (Nearest Tenth)	98.9
Chargeable Sorties minus Sorties Not Delivered	94
Chargeable Sorties	95

SORTIES AIRBORNE WITHOUT ADDITIONS

Points Possible (Item Weight)	100
Points Earned (Nearest Tenth)	100.0
Percent Score (Nearest Tenth)	100.0
Percent Airborne Without Additions (Nearest Tenth)	100.0
Chargeable Sorties minus Chargeable Additions	95
Chargeable Sorties	95

TIME COMPLIANCE TECHNICAL ORDERS

Points Possible (Item Weight)	50
Points Earned (Nearest Tenth)	50.0
Percent Score (Nearest Tenth)	100.0
PERCENT TCTO LESS THAN 10 HOURS	
Points Earned (Nearest Tenth)	25.0
Percent of Backlog Accomplished (Nearest Hundredth)	100.0
Manhours Accomplished	13
Manhour Backlog	0
PERCENT TCTO 10 HOURS OR MORE	
Points Earned (Nearest Tenth)	25.0
Percent of Backlog Accomplished (Nearest Hundredth)	100.0
Manhours Accomplished	1296
Manhour Backlog	0

ANALYSIS OF MANAGEMENT CONTROL DATA
RCS: 1-SAC-T35 PART II
PERIOD COVERED: JULY 1963

465TH BOMBARDMENT WING (H) (SAC), ROBINS AFB, GEORGIA

CHAPTER 6 - GENERAL

1. Physical Fitness Testing

CHAPTER 7 - OPERATIONS

1. GAM 77 Reliability
2. ECM Reliability
3. Bar None Effectiveness
4. KC-135 Nav Rend Reliability

CHAPTER 8 - MAINTENANCE

1. Bomb-Nav Systems Capability
2. GAM 77 Systems Capability
3. B-52 FSAGA
4. B-52 On Time Take-Offs
5. Shop Reparable
6. KC-135 On Time Take-Offs
7. KC-135 FSAGA
8. KC-135 Sorties Delivered As Scheduled

CHAPTER 4 - GENERAL

460BW

ITEM 1. PHYSICAL FITNESS - %

Cause: The Wing Commander's policy is to test all eligible personnel in the first month of the quarter to identify the failures. The failures are then enrolled in a physical conditioning course. The failures are then required to attend the course three times a week until they pass.

Corrective Action: The emphasis that is being placed on the testing area by the Commander and staff, we foresee no problem by the end of the quarter.

CHAPTER 7 - OPERATIONS

465BW

ITEM 1. GAM 77 RELIABILITY - 80.6%

Logic: Low GAM reliability is a result of two crew errors and two maintenance errors of 25 attempts.

Corrective Action: The full use of the flying GAM tech rep on training flights, trainer missions and mission planning phase on all flights has resulted in a marked improvement in overall GAM reliability. Continued emphasis in trainers, mission planning and critiques should result in a steady improvement in the GAM program.

ITEM II. ECM RELIABILITY - 95.8%

Cause: The contributing factors resulting in the low score in this area are,

Bomber Defense Run - 93/97 94.8% Reliability
Low Gear - 36/39 92.3% Reliability

Bomber Defense Run - 3 operator errors and 2 materiel.

Low Gear - 2 operator errors and 1 materiel.

Corrective Action: Low Gear - Two of these runs were caused by the site operating outside the authorized frequency band. EW's are briefed to search and jam 100 MCS above and below the authorized band to take care of the discrepancy between bomber and site equipment frequency callbration.

BDR - Crew EW's are being briefed to use the APR-9 receiver as a backup for marginal APS-54's.

Recovery date: BDR - 4 Aug 63
LG - 31 Aug 63

CHAPTER 7 - OPERATIONS

465BW

ITEM III. BAR NONE EFFECTIVENESS - 90.2%

Cause: Low Bar None Effectiveness is a result of two unreliable sorties of nineteen scheduled. The first unsuccessful mission was because a crew downgraded a run as the result of unreliable equipment; also poor timing techniques were utilized. The second mission was an unreliable synchronous short look large charge because of poor aiming point identification.

Corrective Action: The two unreliable missions were critiqued thoroughly and no further action is deemed necessary at this time.

465BW

ITEM I. NAV REND RELIABILITY - 99.3%

Cause: The low Nav Rendezvous Reliability is a result of one bad navigation leg of 66 attempted.

Corrective Action: This leg was flown on a standboard mission and the crew was thoroughly critiqued on navigational procedures. A thorough replot of legs flown subsequently has shown that no further action is necessary.

CHAPTER 8 - MAINTENANCE

ITEM 1. BOMB/NAV SYSTEMS CAPABILITY - - - - - - - - - - - - - - - - 90.6%

Cause: There were four unreliable systems of 54 attempts in the month of July. One of the four malfunctions could not be duplicated. Specific causes and corrective actions are as follows:

a. 3 July 1963, Aircraft 0193, AS6-9 jumped 30 - 60 degrees right at plus 6 hrs 10 min resulting in an unreliable run.

b. 11 July 1963, Aircraft 0201, wind dials erratic during bomb run.

c. 17 July 1963, Aircraft 2592, after 4 hours the PCI drove normally to 16 seconds, then drifted rapidly to 90 degrees to the left on east heading and 90 degrees on west heading and then would drive in reverse.

d. 19 July 1963, Aircraft 2595, 5 inch radar scope range cross hairs at times was very hard to see. Had to turn video almost all the way down to see the cross hairs. Radar camera 20 minutes slow in 10 hour flight. Radar has excessive bright spot out to 30 N. M. range take-off plus 5 hrs 10 inch radar scope bloomed like intensity had been turned up. Unable to turn down. Exchanged 393 with Nav scope. Later in flight intensity would go up and down. Radar O/C presentation is very hazy - picture is distorted.

Corrective Action: The specific corrective action is alphabetically correlated with the above paragraphs.

a. Changed AR-3, AR-4, AS-11, QR-11 and cir ren malfunction.

b. Removed and replaced AS-10 amplifier and K-[illegible] relay.

c. Removed and replaced altitude computer #[illegible] and K-[illegible] relay.

d. Removed and replaced camera clock and presentation gain control.

CHAPTER 8 - MAINTENANCE

ITEM II. GAM 77 SYSTEMS CAPABILITY - - - - - - - - - - - - - - - - - 80.6%

Cause: There were a total of seven unsatisfactory chargeable to maintenance of 36 attempts. Specific causes and corrective actions are as follows:

a. 10 July 1963, GAM 099. Wait light on continuously. Went to off, after recycling numerous times.

b. 10 July 1963, GAM 227. (1) When going to operate, latitude dial took at first, then drove 8 miles. Would become greater with time passage. (2) Solid A/N No-Go. Tried check point fix. Missile indicated over 60 N. M. off. Couldn't get it off.

c. 12 July 1963, GAM 224. Lost control of engine at 3 hrs plus 10 min of flight. EGT 500 degrees and RPM 60% at 4 hrs of flight. EGT 600 degrees at 60%. Shut down missile normally.

d. 17 July 1963, GAM 123. (1) Blinking A/N No-Go light. (2) Excessive azimuth pointing error take-off plus 4 hrs 15 min.

e. 25 July 1963, GAM 224. (1) Electric out light came on after guidance was turned off. (Max power no help.) (2) Low fuel light came on 8½ hrs of flight and went out at 9½ hrs.

f. 30 July 1963, GAM 224. Electric out light, wait light and flight control No-Go blink in standby. Target latitude and present position latitude change from "S" to "N" on each blink. Electric out light, flight control finally came on steady. Shut down engine.

g. 30 July 1963, GAM 136. (1) Wait light comes on in standby after once going out. (2) Auto/Nav A. C. power circuit breakers. (3) pop. Unable to reset circuit breakers. Wait light does not come on and no control over any counter settings. (Recycled three times)

Corrective Action:

a. Removed and replaced digital computer.

b. Removed water from missile power line umbilicals.

c. Could not duplicate malfunction on underwing and combined system checks.

d. Could not duplicate.

e. Removed and replaced AC/DC generator.

f. Removed and replaced hydraulic motor.

g. Removed and replaced tie-in converter and digital amplifier.

ITEM III. B-52 FIRST SORTIE AFTER GROUND ALERT - - - - - - - - - - 77.8%

Cause: The 77.8% reliability was caused by two unreliable equipment sorties of nine scheduled first sorties.

a. 2 July, Aircraft 0193, ASB-9 jumped 30 - 60 degrees right at plus 6 hrs 10 min resulting in an unreliable run.

b. 17 July, Aircraft 2892, after 4 hrs the FCI drove normally to 16 sec, then drifted rapidly to 90 degrees to the left on east heading and 90 degrees on west heading and then would drive in reverse.

Corrective Action: Could not duplicate malfunction. Changed AR-3, AR-4, AS-11, QR-11 and cleared malfunction. Removed and replaced altitude computer #608 and K-19504 relay.

465BW

ITEM IV. B-52 ON TIME TAKE OFFS - 98.6%

Cause: There were 74 chargeable sorties in the month of July with one deviation.

22 July 1963, Aircraft 0-73, cabin air condition shut-off valve was sheared.

Corrective Action: Removed and replaced cabin air condition shut-off valve.

CHAPTER 8 - MAINTENANCE

ITEM V. SHOP REPARABLE PERFORMANCE - - - - - - - - - - - - - - - - 99.4%

Cause: There were 847 items processed, 842 of these items were repaired. The five items not repaired were coded "06", NRTS - lack of technical data, by AEMS. Under the provisions of 8AF message DMM5A 4428 dated 29 March 1962 our unit may never attain maximum score. The message states "Units which consistently malfunction in aircraft and cannot be duplicated through extensive shop checks should be sent NRTS and coded 06 (NRTS - lack of technical data)."

Corrective Action: Action has been taken by AEMS to determine if the above cited 8AF message is still valid. If not, shop personnel will be briefed to prevent recurrence.

ITEM VI. KC-135 ON TIME TAKE-OFFS - - - - - - - - - - - - - - - - 95.7%

Cause: There were four chargeable late take-offs during the month of July, of 94 chargeable sorties.

a. 18 July 1963, Aircraft 0065, #2 generator failed.

b. 23 July 1963, Aircraft 0283, no water augmentation #4 engine.

c. 24 July 1963, Aircraft 0298, pump control valve (water injection) failed to operate.

d. 25 July 1963, Aircraft 3600, internal failure of generator control panel.

Corrective Action:

a. Cannon plug in engine housing submerged in water. Cleaned and dried generator cannon plug.

b. Cannon plug connected.

c. Removed and replaced pump control valve (water injection).

d. Removed and replaced generator control panel.

ITEM VII. FIRST SORTIE AFTER GROUND ALERT - - - - - - - - - - - - - 83.3%

Cause: There were six scheduled sorties of which five were reliable. The one unreliable sortie was not on time.

18 July 1963, Aircraft 0265, #2 generator failed.

Corrective Action: Cannon plug in engine housing submerged in water. Cleaned and dried generator cannon plug.

CHAPTER 8 - MAINTENANCE

465BW

ITEM VIII. SORTIES DELIVERED AS SCHEDULED - - - - - - - - - - - - - 98.9%

Cause: In the month of July there were 95 chargeable sorties of which 94 were delivered as scheduled.

16 July 1963, Aircraft 3893, sheared warning switch actuator (crew hatch).

Corrective Action: Removed and replaced warning switch actuator.

HEADQUARTERS
[illegible]TH BOMBARDMENT WING (H) (SAC)
UNITED STATES AIR FORCE
Robins Air Force Base, Georgia

REPLY TO
ATTN OF: DCRM

SUBJECT: [illegible]

TO: SAF (DCRME)

PERSONNEL

AIRMAN ON-THE-JOB TRAINING
- Points Possible (Item Weight) [illegible]
- Points Earned (Nearest Tenth) [illegible]
- Percent Score (Nearest Tenth) [illegible]

IN TRAINING
- Points Earned (Nearest Tenth) [illegible]
- Percent In Training (Nearest Tenth) [illegible]
- Total In Training [illegible]
- Total Eligible for OJT [illegible]

NUMBER PASSING TESTS VERSUS NUMBER TESTED
- Points Earned (Nearest Tenth) [illegible]
- Percent Passing Tests (Nearest Tenth) [illegible]0.
- Total Number Passing Tests [illegible]
- Total Number Tested [illegible]

UPGRADING
- Points Earned (Nearest Tenth) [illegible]
- Percent Upgraded (Nearest Tenth) [illegible]
- Number Upgraded Versus Number in Training [illegible] in Excess [illegible] Time [illegible]
- Number in Training at Beginning [illegible] Period [illegible]

UPGRADING (SUPPLEMENTAL DATA)
- Total Number Upgraded [illegible]
- Total Number in Training [illegible] in Excess [illegible] Period of Time [illegible]

GENERAL

FLYING SAFETY
- Points Possible (Item Weight) [illegible]
- Points Earned (Nearest Tenth) [illegible]
- Percent Score (Nearest Tenth) [illegible]
- Rate (Nearest Tenth) [illegible]

GROUND SAFETY
- Points Possible (Item Weight) [illegible]
- Points Earned (Nearest Tenth) [illegible]
- Percent Score (Nearest Tenth) [illegible]

ON-DUTY MILITARY INJURIES	
Points Earned (Nearest Tenth)	50.0
Rate (Nearest Hundredth)	0.00
Number of Accidents	0
On-Duty Man Days Exposure	39886
OFF-DUTY MILITARY INJURIES	
Points Earned (Nearest Tenth)	[illegible]
Rate (Nearest Hundredth)	[illegible]
Number of Accidents	[illegible]
Off-Duty Man Days Exposure	[illegible]
AF MOTOR VEHICLE ACCIDENTS	
Points Earned (Nearest Tenth)	[illegible]
Rate (Nearest Hundredth)	[illegible]
Number of Accidents	[illegible]
Miles Driven	[illegible]
PRIVATE MOTOR VEHICLE ACCIDENTS	
Points Earned (Nearest Tenth)	[illegible]
Rate (Nearest Hundredth)	[illegible]
Number of Accidents	[illegible]
Military Man Days Exposure	[illegible]
WEIGHT CONTROL	
Points Possible (Item Weight)	[illegible]
Points Earned (Nearest Tenth)	98.2
Percent Score (Nearest Tenth)	98.2
Percent Within Weight Limits (Nearest Tenth)	98.2
Total Military Personnel Within Weight Limits	498
Total Military Personnel Eligible	507
PHYSICAL FITNESS TESTING (EX/XEX)	
Points Possible (Item Weight)	100
Points Earned (Nearest Tenth)	0
Percent Score (Nearest Tenth)	0
Percent Passing Tests (Nearest Tenth)	78.3
Total Military Personnel Passing Tests	[illegible]
Total Military Personnel Eligible	[illegible]
MINIMUM PROFICIENCY REQUIREMENTS	
Points Possible (Item Weight)	400
Points Earned (Nearest Tenth)	[illegible]
Percent Score (Nearest Tenth)	63.5
Completed	[illegible]
Required	[illegible]
CONTINUATION TRAINING	
Points Possible (Item Weight)	200
Points Earned (Nearest Tenth)	[illegible]
Percent Score (Nearest Tenth)	[illegible]
Completed	[illegible]
Required	[illegible]
PROFILE MISSION EFFECTIVENESS	
Points Possible (Item Weight)	[illegible]
Points Earned (Nearest Tenth)	[illegible]
Percent Score (Nearest Tenth)	[illegible]

Completed	107
Required	130
NAV-REND RELIABILITY	
Points Possible (Item Weight)	230
Points Earned (Nearest Tenth)	229.8
Percent Score (Nearest Tenth)	99.9
NDR UPGRADING	
Points Possible (Item Weight)	200
Points Earned (Nearest Tenth)	200.0
Percent Score (Nearest Tenth)	100.0
COMBAT CREW EFFECTIVENESS	
Points Possible (Item Weight	100
Points Earned (Nearest Tenth)	100.0
Percent Score (Nearest Tenth)	100.0
UNIT EFFECTIVENESS	
Points Possible (Item Weight)	100
Points Earned (Nearest Tenth)	100.0
Percent Score (Nearest Tenth)	100.0
BOMBING RELIABILITY	
Points Possible (Item Weight)	800
Points Earned (Nearest Tenth)	774.1
Percent Score (Nearest Tenth)	96.8
GAM-77 RELIABILITY	
Points Possible (Item Weight)	100
Points Earned (Nearest Tenth)	89.3
Percent Score (Nearest Tenth)	89.3
ECM RELIABILITY	
Points Possible (Item Weight)	240
Points Earned (Nearest Tenth)	231.8
Percent Score (Nearest Tenth)	96.5
EAR NONE EFFECTIVENESS	
Points Possible (Item Weight)	300
Points Earned (Nearest Tenth)	270.6
Percent Score (Nearest Tenth)	90.2
AIR REFUELING SYSTEMS CAPABILITY	
Points Possible (Item Weight)	100
Points Earned (Nearest Tenth)	100.0
Percent Score (Nearest Tenth)	100.0
Percent System Capability (Nearest Tenth)	100.0
Number Sorties Performed Satisfactorily	139
Number Sorties System Use Attempted	139

NAV-AIDS SYSTEMS CAPABILITY

Points Possible (Item Weight)	50
Points Earned (Nearest Tenth)	49.7
Percent Score (Nearest Tenth)	99.4
Percent System Capability (Nearest Tenth)	99.4
Number Sorties Performed Satisfactorily	155
Number Sorties System Use Attempted	156

FIRST SORTIE AFTER GROUND ALERT

Points Possible (Item Weight)	200
Points Earned (Nearest Tenth)	168.4
Percent Score (Nearest Tenth)	84.2
Percent Reliable (Nearest Tenth)	84.2
FSAGA On-Time minus Essential Maintenance minus Unreliable Equipment Sorties	16
Total Scheduled FSAGA	19
Sorties on Which Essential Maintenance Req	0
Unreliable Equipment Sorties	3
FSAGA Not On Time	0

ON TIME TAKEOFFS

Points Possible (Item Weight)	200
Points Earned (Nearest Tenth)	198.8
Percent Score (Nearest Tenth)	99.4
Percent On Time Takeoffs (Nearest Tenth)	99.4
Chargeable Sorties minus Chargeable Deviations	154
Chargeable Sorties	155

SORTIES DELIVERED AS SCHEDULED

Points Possible (Item Weight)	300
Points Earned (Nearest Tenth)	300.0
Percent Score (Nearest Tenth)	100.0
Percent Sorties Delivered As Scheduled (Nearest Tenth)	100.0
Chargeable Sorties minus Sorties Not Delivered	156
Chargeable Sorties	156

SORTIES AIRBORNE WITHOUT ADDITIONS

Points Possible (Item Weight)	100
Points Earned (Nearest Tenth)	100.0
Percent Score (Nearest Tenth)	100.0
Percent Airborne Without Additions (Nearest Tenth)	100.0
Chargeable Sorties minus Chargeable Additions	156
Chargeable Sorties	156

SHOP REPARABLE PERFORMANCE

Points Possible (Item Weight)	100
Points Earned (Nearest Tenth)	99.7
Percent Score (Nearest Tenth)	99.7

Percent Processed Items Repaired (Nearest Tenth)	99.7
Number of Items Repaired	1701
Number of Items Processed	1706

TIME COMPLIANCE TECHNICAL ORDERS

Points Possible (Item Weight)	50
Points Earned (Nearest Tenth)	50
Percent Score (Nearest Tenth)	100.00

PERCENT ICTO LESS THAN 10 HOURS

Points Earned (Nearest Tenth)	25
Percent of Backlog Accomplished (Nearest Hundredth)	100.00
Manhours Accomplished	97
Manhour Backlog	0

PERCENT ICTO 10 HOURS OR MORE

Points Earned (Nearest Tenth)	25
Percent of Backlog Accomplished (Nearest Hundredth)	100.00
Manhours Accomplished	560
Manhour Backlog	0

BOMB/NAV SYSTEMS CAPABILITY

Points Possible (Item Weight)	250
Points Earned (Nearest Tenth)	238.8
Percent Score (Nearest Tenth)	95.5
Percent System Capability (Nearest Tenth)	95.5
Number Sorties Performed Satisfactorily	128
Number Sorties System Use Attempted	134

GAM-77 SYSTEMS CAPABILITY

Points Possible (Item Weight)	250
Points Earned (Nearest Tenth)	196.5
Percent Score (Nearest Tenth)	78.6
Percent System Capability (Nearest Tenth)	78.6
Number Sorties Performed Satisfactorily	55
Number Sorties System Use Attempted	70

CHAFF SYSTEMS CAPABILITY

Points Possible (Item Weight)	50
Points Earned (Nearest Tenth)	50
Percent Score (Nearest Tenth)	100.0
Percent System Capability (Nearest Tenth)	100.0
Number Sorties Performed Satisfactorily	114
Number Sorties System Use Attempted	114

MUNITIONS MAINTENANCE CAPABILITY

Points Possible (Item Weight)	180
Points Earned (Nearest Tenth)	178.8
Percent Score (Nearest Tenth)	99.3

KC-135 MINIMUM PROFICIENCY REQUIREMENTS	350
Points Possible (Item Weight)	265.3
Points Earned (Nearest Tenth)	75.8
Percent Score (Nearest Tenth)	2294
Completed	3025
Required	
CONTINUATION TRAINING	200
Points Possible (Item Weight)	35.8
Points Earned (Nearest Tenth)	17.9
Percent Score (Nearest Tenth)	83
Completed	463
Required	
PROFILE MISSION EFFECTIVENESS	900
Points Possible (Item Weight)	900.0
Points Earned (Nearest Tenth)	100.0
Percent Score (Nearest Tenth)	120
Completed	120
Required	
NAV-REND RELIABILITY	900
Points Possible (Item Weight)	894.9
Points Earned (Nearest Tenth)	99.4
Percent Score (Nearest Tenth)	
NCR UPGRADING	300
Points Possible (Item Weight)	300.0
Points Earned (Nearest Tenth)	100.0
Percent Score (Nearest Tenth)	
COMBAT CREW EFFECTIVENESS	150
Points Possible (Item Weight)	150.0
Points Earned (Nearest Tenth)	100.0
Percent Score (Nearest Tenth)	
UNIT EFFECTIVENESS	150
Points Possible (Item Weight)	150.0
Points Earned (Nearest Tenth)	100.0
Percent Score (Nearest Tenth)	
AIR REFUELING SYSTEMS CAPABILITY	500
Points Possible (Item Weight)	500
Points Earned (Nearest Tenth)	100.0
Percent Score (Nearest Tenth)	100.0
Percent System Capability (Nearest Tenth)	196
Number Sorties Performed Satisfactorily	196
Number Sorties System Use Attempted	0
Number Code 9 Sorties Flown From Home Station	0
System Performance	

NAV-AIDS SYSTEMS CAPABILITY

Points Possible (Item Weight)	200
Points Earned (Nearest Tenth)	200.0
Percent Score (Nearest Tenth)	100.0
Percent System Capability (Nearest Tenth)	100.0
Number Sorties Performed Satisfactorily	215
Number Sorties System Use Attempted	215

FIRST SORTIE AFTER GROUND ALERT

Points Possible (Item Weight)	200
Points Earned (Nearest Tenth)	193.4
Percent Score (Nearest Tenth)	96.7
Percent Reliable (Nearest Tenth)	96.7
FSAGA on Time minus Essential Maintenance minus Unreliable Equipment Sorties	11
Total Scheduled FSAGA	12
Sorties On Which Essential Maintenance Required	0
Unreliable Equipment Sorties	0
FSAGA Not On Time	1

ON TIME TAKEOFFS

Points Possible (Item Weight)	300
Points Earned (Nearest Tenth)	293.1
Percent Score (Nearest Tenth)	97.7
Percent On Time Takeoffs (Nearest Tenth)	97.7
Chargeable Sorties minus Chargeable Deviations	210
Chargeable Sorties	215

SORTIES DELIVERED AS SCHEDULED

Points Possible (Item Weight)	400
Points Earned (Nearest Tenth)	394.4
Percent Score (Nearest Tenth)	98.6
Percent Sorties Delivered As Scheduled (Nearest Tenth)	98.6
Chargeable Sorties minus Sorties Not Delivered	215
Chargeable Sorties	216

SORTIES AIRBORNE WITHOUT ADDITIONS

Points Possible (Item Weight)	100
Points Earned (Nearest Tenth)	100.0
Percent Score (Nearest Tenth)	100.0
Percent Airborne Without Additions (Nearest Tenth)	100.0
Chargeable Sorties minus Chargeable Additions	216
Chargeable Sorties	216

TIME COMPLIANCE TECHNICAL ORDERS	
Points Possible (Item Weight)	50
Points Earned (Nearest Tenth)	49.0
Percent Score (Nearest Tenth)	98.0
PERCENT TCTO LESS THAN 10 HOURS	
Points Earned (Nearest Tenth)	24.0
Percent of Backlog Accomplished (Nearest Hundredth)	96.19
Manhours Accomplished	101
Manhour Backlog	4
PERCENT TCTO 10 HOURS OR MORE	
Points Earned (Nearest Tenth)	25.0
Percent of Backlog Accomplished (Nearest (Hundredth)	100.00
Manhours Accomplished	1416
Manhour Backlog	0

ANALYSIS OF MANAGEMENT CONTROL DATA
RCS: 1-SAC-T35 PART II
PERIOD COVERED: AUGUST 1963

465TH BOMBARDMENT WING (H) (SAC), ROBINS AFB, GEORGIA

CHAPTER 6 - GENERAL

1. Physical Fitness Testing

CHAPTER 7 - OPERATIONS

1. B-52 Nav Rend Reliability
2. B-52 GAM 77 Reliability
3. ECM Reliability
4. Bar None Effectiveness
5. KC-135 Nav Rend Reliability

CHAPTER 8 - MAINTENANCE

1. Nav Aids Systems Capability
2. B-52 FSAGA
3. Bomb-Nav Systems Capability
4. GAM 77 Systems Capability
5. KC-135 FSAGA
6. KC-135 On Time Takeoffs
7. KC-135 Sorties Delivered As Scheduled

CHAPTER 6 - GENERAL

465BW

ITEM I. PHYSICAL FITNESS TESTING - 0%

Cause: The low score in the testing area was caused by 108 failures of 498 eligible.

Corrective Action: The Wing Commander's policy is to test in the first month of the quarter; therefore, all personnel failing the test have been enrolled in a physical conditioning course since 31 July. The failures are required to attend the conditioning class three times a week. Past experience indicates the Wing will end the period between 94% to 97% passing.

CHAPTER 7 - OPERATIONS

405BW

ITEM 1. B-52 NAV REND RELIABILITY - 99.9%

Cause: One unreliable rendezvous of 105 attempted which was caused by the beacon transmitter, APN-59, malfunctioning on both the bomber and tanker.

Corrective Action: Removed and replaced pressure hoses to RT unit.

465BW

ITEM II, GAM 77 RELIABILITY - - - - - - - - - - - - - - - - - - - 89.3%

Cause: Low Gam Reliability is a result of three crew errors and two maintenance errors of 47 attempted.

Corrective Action: The full use of the flying GAM tech rep on training flights, trainer missions and mission planning phase on all flights has resulted in a marked improvement in overall GAM reliability. Continued emphasis in trainers, mission planning and critiques should result in a steady improvement in the GAM program.

July Reliability - 82.6%
August Reliability - 89.3%

465BW

ITEM III. ECM RELIABILITY - 96.3%

Cause: ECM Reliability is below average primarily because of low gear activity. The Wing is required to have 52 MPRs completed for low gear run activity. To date, 51 have been completed and 54 attempted for a reliability percentage of 94.4.

Three lost runs have been attributed to:

One materiel failure of ALR-18 power supply.

Two operator errors.

The Wing will have completed MPR low gear training on 18 September 1963. Assuming 55 runs are attempted and 52 are reliable, the final LGR reliability will be 94.54.

Corrective Action: A continuous briefing program has been in progress for careful selection of initial points and refinement of run procedures.

465BW

ITEM IV. BAR NONE EFFECTIVENESS - 90.2%

Cause: Low Bar None Effectiveness is a result of three unreliable sorties of twenty-five scheduled. The first unsuccessful mission was because a crew downgraded a run as the result of unreliable equipment; also poor timing techniques were utilized. The second mission was an unreliable synchronous laydown large charge because of poor aiming point identification. The third mission was an air abort due to aircraft loss of heating and pressurization.

Corrective Action: The two unreliable missions due to crew error were critiqued thoroughly and no further action is deemed necessary at this time. The other non-effective Bar None was materiel failure.

465BW

ITEM V. KC-135 NAV REND RELIABILITY - 99.4%

Cause: The low Nav Rendezvous Reliability is a result of one bad navigation leg of 173 attempted and one rendezvous of 156 attempted. One unreliable Integrated Day Celestial Navigation leg was charged to navigator error in failing to meet SACM 50-4 requirements and one unreliable rendezvous due to materiel malfunction.

Corrective Action: Additional instruction in proper fulfillment of requirements for the various types of navigation legs as required by SACM 50-4, was covered and a number of navigation legs were replotted until proficiency in the various requirements was demonstrated.

ITEM 1, B-52 NAV-AIDS SYSTEM CAPABILITY - - - - - - - - - - - - - - 99.4%

Cause: There was one unsatisfactory attempt in August of 156 attempted for the two month period.

13 August 1963, Aircraft 0201, low pressure pump and indicator light operated excess first 30 minutes of flight, and continuously there after. Takeoff plus 3 hours and 20 minutes low pressure dropped to red band and pump gave off excessive odor and smoke.

Corrective Action: Removed and replaced pressure hose to RT unit.

ITEM II. B-52 FIRST SORTIE AFTER GROUND ALERT - - - - - - - - - - - - - 84.2%

Cause: The 84.2% reliability was caused by two unreliable equipment sorties in July and one in August of 19 scheduled sorties.

a. 2 July, Aircraft 0193, ASB-9 jumped 30 - 60 degrees right at plus 6 hrs 10 min resulting in an unreliable run.

b. 17 July, Aircraft 2894, after 4 hrs the PCI drove normally to 10 sec, then drifted rapidly to 90 degrees to the left on east heading and 90 degrees on west heading and then would drive in reverse.

c. 6 August, Aircraft 6519, relay L184301 on "D" rack azimuth relay frame burnt.

Corrective Action:

a. Could not duplicate malfunction. Changed AR-3, AR-4, AS-11, QR-11 and cleared malfunction.

b. Removed and replaced altitude computer #608 and K-19504 relay.

c. Removed and replaced azimuth relay frame.

465BW

ITEM III. BOMB NAV SYSTEMS CAPABILITY - 95.5%

Cause: There were four unreliable systems in the month of July and two in August of 134 attempts. One of the four malfunctions in the month of July could not be duplicated. The specific causes and corrective actions are as follows:

a. 2 July 1963, Aircraft 0193, ASB-9 jumped 30 - 60 degrees right at plus 4 hrs 10 min resulting in an unreliable run.

b. 11 July 1963, Aircraft 0201, wind dials erratic during bomb run.

c. 17 July 1963, Aircraft 2592, after 4 hours the FCI drove normally to 16 seconds, then drifted rapidly to 90 degrees to the left on east heading and 90 degrees on west heading and then would drive in reverse.

d. 19 July 1963, Aircraft 2595, 5 inch radar scope range cross hairs at times was very hard to see. Had to turn video almost all the way down to see the cross hairs. Radar camera 20 minutes slow in 10 hour flight. Radar has excessive bright spot out to 30 N. M. range takeoff plus 5 hrs 10 inch radar scope bloomed like intensity had been turned up. Unable to n down. Radar O/C presentation is very liney - picture is distorted.

e. 6 August 1963, Aircraft 6519, Relay L184301 on "D" rack azimuth relay frame burnt.

f. 20 August 1963, Aircraft 2597,

(1) ASQ-38 cross-hairs took off in a west direction at bombs away. Set not hitting where it is looking.

(2) There is spoking at all ranges, very thin line type spokes.

(3) Picture is very milky. Was unable to tune for a good presentation.

Corrective Action: The specific corrective action is alphabetically correlated with the above paragraphs.

a. Changed AR-3, AR-4, AS-11, QR-11 and cleared malfunction.

b. Removed and replaced AS-10 amplifier and K-60602 relay.

c. Removed and replaced altitude computer #608 and K-19504 relay.

d. Removed and replaced camera clock and presentation gain control.

e. Removed and replaced azimuth relay frame.

f. Removed and replaced:

(1) AS-2 amplifier.

(2) AR-7 amplifier.

(3) Radar range signal data converter.

ITEM IV. GAM 77 SYSTEMS CAPABILITY - 78.6%

Cause: There were a total of 15 unsatisfactory chargeable to maintenance of 70 attempts. Specific causes and corrective actions are as follows:

a. 10 July 1963, GAM 099. Wait light on continuously. Went to off, after recycling numerous times.

b. 10 July 1963, GAM 227. (1) When going to operate, latitude dial took at first, then drove 8 miles. Would become greater with time passage. (2) Solid A/N No-Go. Tried check point fix. Missile indicated over 60 N. M. off. Couldn't get it off.

c. 12 July 1963, GAM 224. Lost control of engine at 3 hrs plus 10 min of flight. EGT 500 degrees and RPM 60% at 4 hrs of flight. EGT 600 degrees at 60%. Shut down missile normally.

d. 17 July 1963, GAM 183. (1) Blinking A/N No-Go light. (2) Excessive azimuth pointing error take-off plus 4 hrs 15 min.

e. 25 July 1963, GAM 224. (1) Electric out light came on after guidance was turned off. (Max power no help.) (2) Low fuel light came on hrs of flight and went out at 9½ hrs.)

f. 30 July 1963, GAM 224. Electric out light, wait light and flight control No-Go blink in standby. Target latitude and present position latitude change from "S" to "N" on each blink. Electric out light, flight control finally came on steady. Shut down engine.

g. 30 July 1963, GAM 136. (1) Wait light comes on in standby after once going out. (2) Auto/Nav A. C. power circuit breakers. (3) Pop. Unable to reset circuit breakers. Wait light does not come on and no control over any counter settings. (Recycled three times)

h. 2 August 1963, GAM 175, 7 minutes prior to launch wait light came on steady and blinking A/N no-go.

i. 6 August 1963, GAM 147, relay L184301 on "D" rack azimuth relay frame burnt.

j. 6 August 1963, GAM 175, relay L184301 on "D" rack azimuth relay frame burnt.

k. 15 August 1963, GAM 164, electric out light on steady throughout flight.

l. 27 August 1963, GAM 191, wait light would not go out in standby.

m. 27 August 1963, GAM 224, continuous blinking wait light after simulated launch.

n. 28 August 1963, GAM 227, wait light will not go out. (Replaced digital amplifier and tie-in converter in flight but did not fix malfunction).

o. 30 August 1963, GAM 189, low oil pressure lite above 25% RPM.

Corrective Action:

a. Removed and replaced digital computer.

b. Removed water from missile power line umbilicals.

c. Could not duplicate malfunction on underwing and combined system checks.

d. Could not duplicate.

e. Removed and replaced AC/DC generator.

f. Removed and replaced hydraulic motor.

g. Removed and replaced tie in converter and digital amplifier.

h. Serviced forward equipment compartment body seal.

i. Removed and replaced azimuth relay frame.

j. Removed and replaced azimuth relay frame.

k. Tightened "B" nut on pressure regulator.

l. Removed and replaced power supply.

m. Removed and replaced A/N air conditioner hose.

n. Removed and replaced computer during combined systems check.

o. Removed and replaced oil pressure transducer.

465BW

ITEM V. KC-135 FSAGA - 91.7%

Cause: There were twelve scheduled sorties of which eleven were reliable. The one unreliable sortie was not on time; it occurred in the month of July.

18 July 1963, Aircraft 0265, #2 generator failed.

Corrective Action: Cannon plug in engine housing submerged in water. Cleaned and dried generator cannon plug.

ITEM VI. KC-135 ON TIME TAKEOFFS - 97.7%

Cause: There were five chargeable late takeoffs of 215 chargeable sorties for the two month period. Four of the five were late in July.

a. 18 July 1963, Aircraft 0265, #2 generator failed.

b. 23 July 1963, Aircraft 0283, no water augmentation #4 engine.

c. 24 July 1963, Aircraft 0298, pump control valve (water injection) failed to operate.

d. 25 July 1963, Aircraft 3600, internal failure of generator control panel.

e. 19 August 1963, Aircraft 3604, generator (shaft) sheared.

Corrective Action:

a. Cannon plug in engine housing submerged in water. Cleaned and dried generator cannon plug.

b. Cannon plug connected.

c. Removed and replaced pump control valve (water injection).

d. Removed and replaced generator control panel.

e. Removed and replaced generator.

ITEM VII. KC-135 SORTIES DELIVERED AS SCHEDULED - - - - - - - - - - - - 98.6%

Cause: The July-August period had 218 chargeable sorties, 215 were delivered as scheduled.

a. 16 July 1963, Aircraft 3593, sheared warning switch actuator (crew hatch).

b. 13 August 1963, Aircraft 3595, #4 Main Tank (fuel) leaking.

c. 26 August 1963, Aircraft 3591, hydraulic system, pressure too low.

Corrective Action:

a. Removed and replaced warning switch actuator.

b. Repaired #4 main tank.

c. Bled and adjusted hydraulic system.

HEADQUARTERS
465TH BOMBARDMENT WING (H) (SAC)
UNITED STATES AIR FORCE
Robins Air Force Base, Georgia

REPLY TO
ATTN OF: DORM

SUBJECT: September 1963 Management Control Data RCS: [illegible]

TO: SAF (DCRME)

PERSONNEL

AIRMAN ON-THE-JOB TRAINING	
Points Possible	200
Points Earned	[illegible]
Percent Score	[illegible]
IN TRAINING	
Points Earned	10.
Percent in Training	100.
Total in Training	33
Total Eligible for OJT	33
NUMBER PASSING TESTS VERSUS NUMBER TESTED	
Points Earned	150.0
Percent Passing Tests	89.4
Total Number Passing Tests	59
Total Number Tested	66
UPGRADING	
Points Earned	[illegible]
Percent Upgraded	[illegible]
Number Upgraded Minus Number in Training for an Excessive Time	59
Number in Training at End of Previous Scoring Period	327
UPGRADING (SUPPLEMENTAL DATA)	
Total Number Upgraded	91
Total Number in Training for an Excessive Period of Time	2

GENERAL

FLYING SAFETY	
Points Possible	150
Points Earned	150.0
Percent Score	100.0
Rate	0.0
GROUND SAFETY	
Points Possible	200
Points Earned	200.0
Percent Score	100.

ON-DUTY MILITARY INJURIES
- Points Earned
- Rate
- Number of Accidents
- On-Duty Man Days Exposure

OFF-DUTY MILITARY INJURIES
- Points Earned
- Rate
- Number of Accidents
- Off-Duty Man Days Exposure

AF MOTOR VEHICLE ACCIDENTS
- Points Earned
- Rate
- Number of Accidents
- Miles Driven

PRIVATE MOTOR VEHICLE ACCIDENTS
- Points Earned
- Rate
- Number of Accidents
- Military Man Days Exposure

WEIGHT CONTROL
- Points Possible
- Points Earned
- Percent Score
- Percent Within Weight Limits
- Total Military Personnel Within Weight Limits
- Total Military Personnel Eligible

PHYSICAL FITNESS TESTING (MBX/XBX)
- Points Possible
- Points Earned
- Percent Score
- Percent Passing Tests
- Total Military Personnel Passing Tests
- Total Military Personnel Eligible

SMALL ARMS QUALIFICATION AND FAMILIARIZATION (CARBINE QUALIFICATION)
- Points Earned
- Percent Qualified
- Total Personnel Qualified as Sharpshooter or Better
- Total Personnel Assigned

MINIMUM PROFICIENCY REQUIREMENTS
- Points Possible
- Points Earned
- Percent Score
- Completed
- Required

CONTINUATION TRAINING
- Points Possible 200
- Points Earned 119.4
- Percent Score 59.8
- Completed 1276
- Required 2132

PROFILE MISSION EFFECTIVENESS
- Points Possible
- Points Earned
- Percent Score
- Completed
- Required

NAV-RENO RELIABILITY
- Points Possible
- Points Earned
- Percent Score 99.9

ORIT EFFECTIVENESS
- Points Possible
- Points Earned
- Percent Score

NCR UPGRADING
- Points Possible
- Points Earned
- Percent Score

COMBAT CREW EFFECTIVENESS
- Points Possible
- Points Earned
- Percent Score

UNIT EFFECTIVENESS
- Points Possible
- Points Earned
- Percent Score

BOMBING RELIABILITY
- Points Possible
- Points Earned
- Percent Score

GAM-77 RELIABILITY
- Points Possible 100
- Points Earned 84.1
- Percent Score 84.1

ECM RELIABILITY

Points Possible	220
Points Earned	211.4
Percent Score	96.1

BAR NONE EFFECTIVENESS

Points Possible	300
Points Earned	271.5
Percent Score	90.5

AIR REFUELING SYSTEMS CAPABILITY

Points Possible	100
Points Earned	100.
Percent Score	100.
Percent System Capability	100.
Number Sorties Performed Satisfactorily	200
Number Sorties System Use Attempted	200

NAV-AIDS SYSTEMS CAPABILITY

Points Possible	50
Points Earned	49.8
Percent Score	99.5
Percent System Capability	99.5
Number Sorties Performed Satisfactorily	219
Number Sorties System Use Attempted	220

FIRST SORIIE AFIER GROUND ALERT

Points Possible	200
Points Earned	182.4
Percent Score	91.2
Percent Reliable	91.2
FSAGA On-Time minus Essential Maintenance minus Unreliable Equipment Sorties	31
Total Scheduled FSAGA	34
Sorties on Which Essential Maintenance Req	0
Unreliable Equipment Sorties	3
FSAGA Not On Time	0

ON TIME TAKEOFFS

Points Possible	200
Points Earned	199.0
Percent Score	99.5
Percent On Time Takeoffs	99.5
Chargeable Sorties minus Chargeable Deviations	218
Chargeable Sorties	219

SORIIES DELIVERED AS SCHEDULED

Points Possible	300
Points Earned	300.0
Percent Score	100.0
Percent Sorties Delivered As Scheduled	100.0
Chargeable Sorties minus Sorties Not Delivered	221

Chargeable Sorties	221
SORTIES AIRBORNE WITHOUT ADDITIONS	
Points Possible	100
Points Earned	100.0
Percent Score	100.0
Percent Airborne Without Additions	100.0
Chargeable Sorties minus Chargeable Additions	220
Chargeable Sorties	220
SHOP REPARABLE PERFORMANCE	
Points Possible	100
Points Earned	99.6
Percent Score	99.6
Percent Processed Items Repaired	99.6
Number of Items Repaired	2654
Number of Items Processed	2665
BOMB/NAV SYSTEMS CAPABILITY	
Points Possible	250
Points Earned	241.0
Percent Score	96.4
Percent System Capability	96.4
Number Sorties Performed Satisfactorily	185
Number Sorties System Use Attempted	192
GAM-77 SYSTEMS CAPABILITY	
Points Possible	250
Points Earned	198.3
Percent Score	79.3
Percent System Capability	79.3
Number Sorties Performed Satisfactorily	88
Number Sorties System Use Attempted	111
CHAFF SYSTEMS RELIABILITY	
Points Possible	50
Points Earned	48.7
Percent Score	97.3
Percent System Capability	97.3
Number Sorties Performed Satisfactorily	146
Number Sorties System Use Attempted	150
MUNITIONS MAINTENANCE CAPABILITY	
Percent Score	99.8
SCHEDULE EFFECTIVENESS	
Points Earned	99.8
Points Possible	100
LOADING VEHICLE TEAM CAPABILITY	
Points Earned	99.8

CRITICAL EQUIPMENT STATUS
  Points Earned 30

PROFICIENCY REQUIREMENTS
  Points Earned 20

MINIMUM PROFICIENCY REQUIREMENTS
  Points Possible 350
  Points Earned 314.0
  Percent Score 89.7
  Completed 3724
  Required 3634

CONTINUATION TRAINING
  Points Possible 200
  Points Earned 87.2
  Percent Score 43.6
  Completed 207
  Required 475

PROFILE MISSION EFFECTIVENESS
  Points Possible 900
  Points Earned 900.0
  Percent Score 100.0
  Completed 243
  Required 125

NAV-REND RELIABILITY
  Points Possible 900
  Points Earned 894.8
  Percent Score 99.4

ORIT EFFECTIVENESS
  Points Possible 340
  Points Earned 340.0
  Percent Score 100.0

NCR UPGRADING
  Points Possible 300
  Points Earned 300.0
  Percent Score 100.0

COMBAT CREW EFFECTIVENESS
  Points Possible 150
  Points Earned 150.0
  Percent Score 100.0

UNIT EFFECTIVENESS
  Points Possible 150
  Points Earned 150.0
  Percent Score 100.0

AIR REFUELING SYSTEMS CAPABILITY

Points Possible	500
Points Earned	500
Percent Score	100.0
Percent System Capability	100.0
Number Sorties Performed Satisfactorily	288
Number Sorties System Use Attempted	288
Number Code 9 Sorties Flown From Home Station	0
Number Code 9 Sorties with Satisfactory System Performance	0

NAV-AIDS SYSTEMS CAPABILITY

Points Possible	200
Points Earned	200.0
Percent Score	100.0
Percent System Capability	100.0
Number Sorties Performed Satisfactorily	314
Number Sorties System Use Attempted	314

FIRST SORTIE AFTER GROUND ALERT

Points Possible	200
Points Earned	192.4
Percent Score	96.2
Percent Reliable	96.2
FSAGA on Time minus Essential Maintenance minus Unreliable Equipment Sorties	25
Total Scheduled FSAGA	26
Sorties on Which Essential Maintenance Required	0
Unreliable Equipment Sorties	0
FSAGA Not On Time	1

ON TIME TAKEOFFS

Points Possible	300
Points Earned	294.3
Percent Score	98.1
Percent on Time Takeoffs	98.1
Chargeable Sorties minus Chargeable Deviations	308
Chargeable Sorties	314

SORTIES DELIVERED AS SCHEDULED

Points Possible	400
Points Earned	396.4
Percent Score	99.1

Percent Sorties Delivered As Scheduled	99.1
Chargeable Sorties minus Sorties Not Delivered	318
Chargeable Sorties	321

SORTIES AIRBORNE WITHOUT ADDITIONS

Points Possible	100
Points Earned	100.0
Percent Score	100.0
Percent Airborne Without Additions	100.0
Chargeable Sorties minus Chargeable Additions	314
Chargeable Sorties	314

ANALYSIS OF MANAGEMENT CONTROL DATA
RCS: 1-SAC-T35 PART II
PERIOD COVERED: JUL - SEP 1963

465TH BOMBARDMENT WING (H)(SAC, ROBINS AFB, GEORGIA

CHAPTER 6 - GENERAL

1. Weight Control
2. Physical Fitness Testing (XBX/XBX)

CHAPTER 7 - OPERATIONS

1. Bombing Reliability
2. GAM 77 Reliability
3. ECM Reliability
4. NAV-REND Reliability
5. Bar-Nine Effectiveness
6. KC-135 Nav-Rend Reliability

CHAPTER 8 - MAINTENANCE

B-52
1. Bomb-Nav System Capability
2. GAM 77 System Capability
3. Chaff System Reliability
4. Nav-Aids System Capability
5. First Sortie After Ground Alert
6. Shop Repairable Performance (B-52 & KC-135)

KC-135
7. First Sortie After Ground Alert
8. On Time Take Offs
9. Sorties Delivered As Scheduled

SPECIAL SUBJECTS

1. Manning Data
2. Maintenance Data Collection Summary

CHAPTER 6 GENERAL

465BW

ITEM I - WEIGHT CONTROL 98.8%

Cause: The low score was caused by six overweights of the 49H eligible to weigh this quarter.

Corrective Action: It is wing policy to weigh all eligibles early in the scoring quarter to identify the overweights. This policy gives each individual overweight at least two months to get within weight. All overweights are required to attend physical conditioning class at least three times each week. However, during this scoring period, several of those overweight were excused from exercising, with a doctor's certificate, due to various physical ailments. The remainder have been counseled by their Squadron Commanders on the importance of staying within the established maximum weight.

Each squadron commander with overweights is required to submit written periodic reports of progress to the Wing Commander.

Recommendation: That personnel who are excused by a doctor's certificate from organized conditioning classes for more than 30 days of the quarter, be excluded from the scoring for the applicable quarter.

ITEM II - PHYSICAL FITNESS TESTING - - - - - - - - - - - - - - - - - - - 93.6%

Cause: Of the 483 testing, 31 were still carried on the failure list as of 30 September 1963.

Corrective Action: All personnel eligible are tested early in the quarter to identify the failures. Failures are enrolled in organized physical conditioning classes and must attend at least three times weekly. Squadron Commanders are required to submit periodic progress reports, to the Wing Commander, on all 5BX failures.

CHAPTER 7 - OPERATIONS

465BW

ITEM I - BOMBING RELIABILITY - 95.6%

Cause: Low due to both high and low altitude bombing being below the SAC average.

Eight (8) High Altitude bomb runs were unreliable of 119 attempts. Five (5) were due to circular error and three (3) to improper tactics.

Nine (9) Low Altitude RBS runs were unreliable of 324 attempts. Six (6) charged to operations and three (3) to materiel.

Corrective Action: High Altitude has included a more intensive target study program with emphasis on previous crew errors and thorough briefings of crews on the proper accomplishment of Side - Step and Combat Break - Away tactics. Crews are now directed to accomplish the Side - Step Tactic without a period "Straight and Level" between maneuvers and thus preclude the ground site from having a "Straight and Level" indication when actually the aircraft is rolling into or out of a turn.

Low Altitude has included more emphasis on timing procedures, a more intensive target study program with each crew being briefed on previous crew errors, more rigid supervision of the "Ground - Flying" of the missions during flight planning, and removal from Radar - Navigator duties of the one operator that accounted for 3 of the 6 unreliable Low Altitude Runs charged to operations.

ITEM II - GAM 77 RELIABILITY - 84.1%

Cause: Of the 69 attempts, 11 runs were charged as unreliable; 4 to operations and 7 to materiel.

Corrective Action Taken to Improve Reliability:

a. All GAM programming legs are "Canned" and are briefed as throughly as a normal combat run.

b. Target folders are issued for In-Flight use on GAM legs and all check point fix points are target studied.

c. T-2 trainer is utilized for GAM or general training with emphasis on crews flying MPR activity; a minimum of one GAM leg is accomplished on the trainer the day prior to the GAM flight.

ITEM III - ECM RELIABILITY - 96.1%

Cause: ECM reliability is below average primarily due to low gear performance. The wing is required to have 52 MPRs completed in low gear. There was no activity in this area for September. To date, 54 attempts netted 50 reliable runs for a 94.8% score. This is the only item in ECM which is below the desired standard. Of the three runs lost, one was attributed to material failure of ALR-46 power supply and two to operator error. The two unreliable runs charged to operator error were caused by the Nike sites operating outside the authorized frequency band. ECM reliability statistics are as follows:

TYPE	ATTEMPTS	RELIABLE	%
RSR	403	376	93.6
LDR	438	424	96.8
Low Gear	54	51	94.4
BDR	285	280	98.2
Nike Defense	71	70	98.6

Corrective Action: A continuous briefing program has been in progress to insure careful selection of initial points and refinement of run procedures. Regarding the two operator errors; all operators are briefed to search and jam 100 MCS above and below the authorized band to take care of the discrepancy between bomber and site equipment frequency calibration.

465BW

ITEM IV - B-52 NAV-REND RELIABILITY - - - - - - - - - - - - - - - - - - 99.9%

Cause: One unreliable rendezvous of 105 attempted which was caused by the beacon transmitter, APN-59, malfunctioning on both the bomber and tanker.

Corrective Action: Removed and replaced pressure hoses to RT unit.

4c5BW

ITEM V - BAR NONE EFFECTIVENESS - 90.5%

Cause: Mission effectiveness is low due to two unreliable low altitude bomb runs and one mission abort. The three unreliable missions were caused by:

a. A crew downgraded a run as a result of unreliable equipment; also poor timing techniques were utilized.

b. Unreliable synchronous laydown large charge because of poor aiming point identification.

c. An air abort for safety of flight after heating system failed.

GAM reliability is also low due to four non-effective runs attributed to various missile malfunctions, 22 attempts. This is a final report with 26 missions scheduled and 23 effective.

Corrective Action: More emphasis on timing procedures, with a more thorough "ground flying" of the mission to include precise action to be taken in cases where any activity is downgraded from that originally planned and a more intensive target program has been initiated. More emphasis is being placed on missile calibration of those being processed through the maintenance hangar and additional emphasis has been placed on maintenance data collection to more readily identify problem areas.

465BW

ITEM VI - KC-135 NAV REND RELIABILITY - - - - - - - - - - - - - - - - - 99.4%

Cause: The low Nav Rendezvous Reliability is a result of one bad navigation leg of 198 attempted and two rendezvous of 215 attempted. One unreliable Integrated Day Celestial Navigation leg was charged to navigator error in failing to meet SACM 50-4 requirements and two unreliable rendezvous due to materiel malfunction.

Corrective Action: Additional instruction in proper fulfillment of requirements for the various types of navigation legs as required by SACM 50-4, was covered and a number of navigation legs were replotted until proficiency in the various requirements was demonstrated.

CHAPTER 8 - MAINTENANCE

465BW

ITEM I. BOMB NAV SYSTEMS CAPABILITY - - - - - - - - - - - - - - - - 96.4%

Cause: There were four unreliable systems in the month of July, two in August and one in September of 492 attempts. One of the four malfunctions in the month of July could not be duplicated. The specific causes and corrective actions are as follows:

a. 2 July 1963, Aircraft 0193, ASB-9 jumped 30 - 40 degrees right at plus 6 hrs 10 min resulting in an unreliable run.

b. 11 July 1963, Aircraft 0201, wind dials erratic during bomb run.

c. 17 July 1963, Aircraft 2592, after 4 hours the FCI drove normally to 16 seconds, then drifted rapidly to 90 degrees to the left on east heading and 90 degrees on west heading and then would drive in reverse.

d. 19 July 1963, Aircraft 2595, 5 inch radar scope range cross hairs at times was very hard to see. Had to turn video almost all the way down to see the cross hairs. Radar camera 20 minutes slow in 10 hour flight. Radar has excessive bright spot out to 30 N. M. range takeoff plus 5 hrs 10 inch radar scope bloomed like intensity has been turned up. Unable to turn down. Radar O/C presentation is very liney - picture is distorted.

e. 6 August 1963, Aircraft 6519, Relay L184301 on "D" rack azimuth relay frame burnt.

f. 20 August 1963, Aircraft 2597,

(1) ASQ-38 cross-hairs took off in a west direction at bombs away. Set not hitting where it is looking.

(2) There is spoking at all ranges, very thin line type spokes.

(3) Picture is very milky. Was unable to tune for a good presentation.

g. 23 September 1963, Aircraft 6490 unable to establish correct synchronization with proper H cal and HT in set. On 210 degrees heading, a continuous north correction required.

Corrective Action: The specific corrective action is alphabetically correlated with the above paragraphs.

a. Changed AR-3, AR-4, AS-[illegible], QR-[illegible] and cleared malfunction.

b. Removed and replaced AS-10 amplifier and K-60602 relay.

c. Removed and replaced altitude computer #608 and K-19504 relay.

d. Removed and replaced camera clock and presentation gain control.

e. Removed and replaced azimuth relay frame.

f. Removed and replaced:

(1) AS-2 amplifier.

(2) AR-7 amplifier.

(3) Radar range signal data converter.

g. Power checked all associated servo loops. Could not duplicate malfunction. Flew reliable subsequent sortie.

ITEM II - GAM 77 SYSTEMS CAPABILITY - - - - - - - - - - - - - - - - 79.3%

Cause: There were a total of 23 unsatisfactory chargeable to maintenance of 111 attempts. Specific causes and corrective actions are as follows:

a. 10 July 1963, GAM 099. Wait light on continuously. Went to off, after recycling numerous times.

b. 10 July 1963, GAM 227. (1) When going to operate, latitude dial took at first, then drove 8 miles. Would become greater with time passage. (2) Solid A/N No-Go. Tried check point fix. Missile indicates over 60 N. M. off. Couldn't get it off.

c. 12 July 1963, GAM 224. Lost control of engine at 3 hrs plus 10 min of flight. EGT 500 degrees and RPM 60% at 4 hrs of flight. EGT 600 degrees at 60%. Shut down missile normally.

d. 17 July 1963, GAM 123. (1) Blinking A/N No-Go light. (2) Excessive azimuth pointing error take-off plus 4 hrs 15 min.

e. 25 July 1963, GAM 224. Electric out light came on after guidance was turned off. (Max power no help.) (2) Low fuel light came on 8½ hrs of flight and went out at 9½ hrs.)

f. 30 July 1963, GAM 224. (1) Electric out light, wait light and flight control No-Go blink in standby. Target latitude and present position latitude change from "S" to "N" on each blink. Electric out light, flight control finally came on steady. Shut down engine.

g. 30 July 1963, GAM 136. (1) Wait light comes on in standby after once going out. (2) Auto/Nav A. C. power circuit breakers. (3) Pop. Unable to reset circuit breakers. Wait light does not come on and no control over any counter settings. (Recycled three times)

h. 2 August 1963, GAM 175, 7 minutes prior to launch wait light came on steady and blinking A/N no-go.

i. 6 August 1963, GAM 147, relay L184301 on "D" rack azimuth relay frame burnt.

j. 6 August 1963, GAM 175, relay L184301 on "D" rack azimuth relay frame burnt.

k. 15 August 1963, GAM 164, electric out light on steady throughout flight.

l. 27 August 1963, GAM 191, wait light would not go out in standby.

m. 27 August 1963, GAM 224, continuous blinking wait light after simulated launch.

n. 28 August 1963, GAM 227, wait light will not go out. (Replaced digital amplifier and tie-in converter in flight but did not fix malfunction).

o. 30 August 1963, GAM 189, low oil pressure lite above 25% RPM.

p. 4 Sep 63, GAM 126, present position counters not updating properly. Excessive blinking A/N no-go. Excessive counter divergence.

q. 4 Sep 63, GAM 226, heading and present position counters drift off excessively after placing A/N switch to operate.

r. 4 Sep 63, GAM 107, excessive counter divergence.

s. 18 Sep 63, GAM 123, shorted wire in left wing of aircraft.

t. 18 Sep 63, GAM 225, electric out-lite came on, but was able to program.

u. 23 Sep 63, GAM 225, electric out-lite came on 4 minutes prior to impact. Present position stopped driving. Target coordinates drive off. LEM would not center. GHA stopped.

v. 24 Sep 63, GAM 106, radar had complete loss of video 3 hours plus 50 minutes after take off.

w. 24 Sep 63, GAM 137, radar had complete loss of video 3 hours plus 50 minutes after takeoff.

Corrective Action:

a. Removed and replaced digital computer.

b. Removed water from missile power line umbilicals.

c. Could not duplicate malfunction on underwing and combined system checks.

d. Could not duplicate.

e. Removed and replaced AC/DC generator.

f. Removed and replaced hydraulic motor.

g. Removed and replaced tie-in converter and digital amplifier.

h. Serviced forward equipment compartment bulkhead.

i. Removed and replaced azimuth relay frame.

j. Removed and replaced azimuth relay frame.

k. Tightened "B" nut on pressure regulator.

l. Removed and replaced power supply.

m. Removed and replaced A/N air conditioner hose.

n. Removed and replaced computer during combined systems check.

o. Removed and replaced oil pressure transducer.

p. Removed and replaced power supply.

q. Removed and replaced computer.

r. Recalibrated guidance system.

s. Repaired wire in left wing of aircraft.

t. Removed and replaced hydraulic motor.

u. Removed and replaced AC/DC generator.

v. Removed and replaced 120 volt radar power supply and pulse cable.

w. Removed and replaced 120 volt radar power supply and pulse cable.

ITEM III - CHAFF SYSTEMS RELIABILITY - - - - - - - - - - - - - - 97.3%

Cause: Of the total 150 release attempts, four were unsatisfactory. All unreliable activity occurred in the month of September:

a. 4 Sep 63, Aircraft 0173, "O" insert jammed in crack in front of magazine. (Design deficiency - ORI Team)

b. 4 Sep 63, Aircraft 0144, "O" insert jammed in crack in front of magazine. (Design deficiency - ORI Team)

c. 4 Sep 63, Aircraft 0229, "O" insert jammed in crack in front of magazine. (Design deficiency - ORI Team)

d. 4 Sep 63, Aircraft 2094, burr in dispenser.

Corrective Action:

a. Replaced chaff dispenser magazine and feeder.

b. Replaced chaff dispenser magazine and feeder.

c. Replaced chaff dispenser magazine and feeder.

d. Replaced D-1 stripper in ALE-1.

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ITEM IV - B-52 NAV-AIDS SYSTEM CAPABILITY - - - - - - - - - - - - - - 99.5%

Cause: There was one unsatisfactory attempt in August of 220 attempts for the three month period.

13 August 1963, Aircraft 0201, low pressure pump and indicator light operated excess first 30 minutes of flight, and continuously thereafter. Takeoff plus 3 hours and 20 minutes low pressure dropped to red band and pump gave off excessive odor and smoke.

Corrective Action: Removed and replaced pressure hose to RT unit.

ITEM V. - B-52 FIRST SORTIE AFTER GROUND ALERT - - - - - - - - - - 91.2%

Cause: The 91.2% reliability was caused by two unreliable equipment sorties in July, one in August and none in September of 34 scheduled sorties for the quarter.

a. 2 July, Aircraft 0193, ASB-9 jumped 30 - 60 degrees right at plus 6 hrs 10 min resulting in an unreliable run.

b. 17 July, Aircraft 2592, after 4 hrs the FDI drove normally to 16 sec, then drifted rapidly to 90 degrees to the left on east heading and 90 degrees on west heading and then would drive in reverse.

c. 6 August, Aircraft 6519, relay L18430I on "D" rack azimuth relay frame burnt.

Corrective Action:

a. Could not duplicate malfunction. Changed AR-3, AR-4, AS-11, QR-11 and cleared malfunction.

b. Removed and replaced altitude computer #608 and K-19504 relay.

c. Removed and replaced azimuth relay frame.

465BW

ITEM VI - (B-52, KC-135) SHOP REPARABLE PERFORMANCE - - - - - - - 99.6%

Cause: Of the 2665 items processed, 2654 were repaired. All 11 items not repaired were erroneously coded "6" (NRIS - LACK OF TECH DATA) by AEMS under the provisions of RAF message DMMSA 46428, dated 29 March 1962.

Corrective Action: These items were coded "Y" prior to receipt of RAF message DM4D5 44784, clarifying the message cited above.

ITEM VII. FIRST SORTIE AFTER GROUND ALERT - - - - - - - - - - - - - 96.2%

Cause: There were 26 scheduled sorties of which 25 were reliable. The one unreliable sortie was not on time.

16 July 1968, Aircraft 0465, #2 generator failed.

Corrective Action: Cannon plug in engine nacelle submerged in water. Cleaned and dried generator cannon plug.

ITEM VIII - KC-135 ON TIME TAKEOFFS - - - - - - - - - - - - - - - - - - 98.1%

Cause: There were six chargeable late takeoffs of 308 chargeable sorties for the three month period. Four of the six were late in July, one in August and one in September.

a. 18 July 1963, Aircraft 0265, #2 generator failed.

b. 23 July 1963, Aircraft 0283, no water augmentation #4 engine.

c. 24 July 1963, Aircraft 0298, pump control valve (water injection) failed to operate.

d. 25 July 1963, Aircraft 3600, internal failure of generator control panel.

e. 19 August 1963, Aircraft 3604, generator (shaft) sheared.

f. 30 September 1963, Aircraft 3593, engines 1 & 2 would not take water, made a late dry take-off. Loose pressure line from right pump. (First flight after depot modification in water tank area. Line had been replaced, tightened two turns, safties, and OCANA seal placed over connection).

Corrective Action:

a. Cannon plug in engine housing submerged in water. Cleaned and dried generator cannon plug.

b. Cannon plug connected.

c. Removed and replaced pump control valve (water injection).

d. Removed and replaced generator control panel.

e. Removed and replaced generator.

f. Tightened connection, notified depot of discrepancy.

ITEM IX - KC-135 SORTIES DELIVERED AS SCHEDULED - - - - - - - - - - 99.1%

Cause: During this period, there were 321 chargeable sorties, 318 were delivered as scheduled.

a. 16 July 1963, Aircraft 3593, sheared warning switch actuator (crew hatch).

b. 13 August 1963, Aircraft 3595, #4 Main Tank (fuel) leaking.

c. 26 August 1963, Aircraft 3591, hydraulic system, pressure too low.

Corrective Action:

a. Removed and replaced warning switch actuator.

b. Repaired #4 main tank.

c. Bled and adjusted hydraulic system.

SPECIAL SUBJECT

465BW

ITEM I - MANAGEMENT ANALYSIS PERSONNEL AUTHORIZED AND ASSIGNED AS OF 30 SEPTEMBER 1963

Robins AFB, Ga. Ext 2401, 3277

Authorized			Assigned			
465 BW						
Number	AFSC	Grade	Duty AFSC	PAFSC	Grade	Name
1	6896	Maj	NOT ASSIGNED			
1	68370	MSgt	68370	68370	MSgt	J. R. Bell
1	68330	SSgt	68330	68370	SSgt	B. R. Culver
*1	22351	A1C	22351	22351	A1C	D. A. Minor

NOTE* Authorized SSgt effective 1 Oct 63.

COMMENTS:

KNOWN LOSSES: None

KNOWN GAINS: None

SPECIAL SUBJECT

465BW

ITEM II - MAINTENANCE DATA COLLECTION SUMMARY

Brief: Errors detected were made primarily by maintenance personnel in completing the maintenance documents. During this reporting period forms were submitted as indicated.

MONTH	FORMS SUBMITTED	CORRECT FORMS
June	5,423	5,552
July	5,027	4,946
August	9,576	9,221

For the 20,026 forms submitted, 19,719 were correct. The error rating is 1.5 percent.

Action Taken: Upon receipt of the monthly Error Detail Listing (AFLC-DO556A-2) the DCM indicated by letter to each Squadron concerned, the number of errors made by each organization and by work center. This letter included recommended corrective action to preclude recurrence of errors by type. The DCM Analysis Division also is auditing the weekly 80-80 listing to correct miscoding prior to off base processing of the maintenance data cards. The error rate for the Quarter is below the 8AF average for the same period.

SECRET
(This Page Unclassified)

465TH BOMBARDMENT WING
ROBINS AIR FORCE BASE, GA
3 OCTOBER 1963

FIRST INDORSEMENT TO
OPERATIONAL READINESS INSPECTION TEST
465TH BOMBARDMENT WING
ROBINS AIR FORCE BASE, GA
3 - 6 SEPTEMBER 1963

465-63-1631

SECRET
(This Page Unclassified)

~~SECRET~~

(This Page is Unclassified)

Ltr, Hq 8AF (IG), 6 Sep 63, (U) Operational Readiness Inspection Test of the 465th Bombardment Wing, Robins AFB, Ga

1st Ind (C) 9 October 1963

Hq 465 Bombardment Wing, Robins AFB, Georgia

TO: 822 Air Division
8th Air Force
IN TURN

The following corrective action has been taken on the deficiencies or irregularities designated in the basic report by asterisks. Paragraphs are numbered to coincide with the paragraph numbers of the reported deficiencies. (U)

II OPERATIONAL READINESS INSPECTION REPORT

B. EWO Preparation

1. General

b. Combat Mission Folders

(1) Bomber

(a) Classification is now on Form 624a in flimsie for Sortie #9. (U)

(b) Side Step Maneuver Data on SAC Form 600 is now included in CMF flimsies. (U)

(c) PCI on SAC Form 613 was intentionally left blank on all generated sorties in order for crews to fill in PCI based on current climatology to be given at pre take-off briefings. PCI based on planning climatology is included in the flimsie on SAC Forms 600. (U)

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465-63-1631

c. Crew Debriefing

(2) Maintenance

(a) The tentative reliability codings established at debriefing for the nine items in question were closely monitored by all interested agencies and the affected maintenance squadrons until a thorough investigation was completed and an accurate reliability coding could be entered on the AFTO Forms 126. The process, as well as a DCM review of reliability coding in all instances of malfunctions that prevent accomplishment of mission requirements, is a standard procedure. (U)

2. Examinations

3. Crew Interrogations

a. Bomber

(2)

(a) All crews have been briefed on Change 2, SACM 55-2, Vol II. This is being continuously emphasized in EWO study. (U)

(b) All crews have been rebriefed on ADM 20 missile criteria and reminded that this information is available on SACF 606. This is being continuously emphasized in EWO study. (U)

(c) All crews have been briefed to note CMF seal numbers to be able to detect seal substitutions. This is being continuously emphasized in EWO study and checked during local crew interrogations. (U)

(3) The items contained in paragraphs 3a(3), 3a(4) and 3a(5) pertaining to a specific bomber crew have not only been rebriefed to that particular crew, but have been rebriefed to all crews upon reporting for alert EWO study. These areas of weakness will be items of particular interest during local interrogations and certifications in the future. (U)

(a) The gunner on Crew S-05 was rebriefed and interrogated on 13 Sep 63. (U)

(b) Crew S-05 was rebriefed and interrogated on route track tolerances on 13 Sep 63. (U)

(4)

(a) Crew E-13 was rebriefed and interrogated on IFF/SIF procedures for friendly SAM lock-on during EWO study on 13 Sep 63. (U)

(b) The pilots on Crew E-13 were rebriefed and interrogated on "Valid Green" on 13 Sep 63. (U)

(c) The gunner on Crew E-13 was rebriefed and interrogated on 13 Sep 63. (U)

(d) Crew E-13 was rebriefed and interrogated on proper airspeeds from NHOI to target on 13 Sep 63. (U)

(5) Crew E-22 received additional target study to insure proper knowledge of CMF and EWO items. (U)

(a) Crew E-22 was rebriefed and recertified on 13 Sep 63 on proper control and disposition of CMF/PCE/PCCD documents when aircraft is uncocked. This item is briefed monthly with all alert crews during Positive Control Certificate review. (U)

(b) Pilots on Crew E-22 were rebriefed on computation of EWO take-off distance and recertified on 13 Sep 63. (U)

(c) Pilots on Crew E-22 were rebriefed on visual air refueling signals on 13 Sep 63. (U)

(d) The codes listed on the master flight plan were reviewed and explained in detail to Crew E-22 on 13 Sep 63. (U)

(e) Crew E-22 was rebriefed on required MACH for descent to low level on 13 Sep 63. (U)

b. Tanker

(2) The items contained in paragraphs 03b(3), (4), (5) and (6) pertaining to a specific tanker crew have not only been rebriefed to that particular crew, but have been rebriefed to all crews upon reporting for alert EWO study. These areas of weakness will be a special item during local interrogations and certifications in the future. (U)

(3) All crews have been briefed on Change 2, SACM 55-4, Vol II. This is being continuously emphasized in EWO study. (U)

(4)

(a) Crew T-14 was rebriefed and recertified on 14 Sep 63 for correct IFF/SIF settings. (U)

(b) Crew T-14 was rebriefed and recertified on EWO launch useable runway criteria. (U)

(5) Crew T-2F received additional briefing, study and interrogation on their support team air lift mission on 13 Sep 63. (U)

(6)

(a) Crew T-7 was rebriefed and recertified on combat reporting on 13 Sep 63. (U)

(b) Crew T-7 was rebriefed and recertified on safe passage abort procedures on 13 Sep 63. (U)

C. Maintenance Effectiveness

1. Bombers

a. Alert Force

b. Non-Alert Force

(1)

(a) Future SRIT aircraft line-up and generation sequence will be in accordance with instructions contained in cited reference of SACM 50-5. (U)

(b) The phase inspection had been completed on 9 Aug 63 but the Crew Chief failed to make the entry in the AFTO Form 781B. The correct entry has been made in the AFTO Form 781B. All Crew Chiefs have been reminded of the importance of accurate documentation and supervisors will check the AFTO Form 781B to insure accomplishment. (U)

(c) This aircraft had just come off alert. BAF message DMS2D 47CB2A, 21 Nov 60, gave authority to waive the ten day inspection for aircraft on alert. Our policy is that installed personal

equipment will be inspected before aircraft goes on alert and again before the first flight after aircraft comes off of alert. (U)

(d) An OMS officer will check each aircraft prior to aircrew pre-flight time and insure that the exceptional release and ground crew pre-flight are signed off. The exceptional release for this aircraft was signed off prior to flight. (U)

(e) Investigation of this discrepancy revealed that two SAC Forms 417, Survival Equipment Records, were filed in the AFTO Form 781 Binder. One was dated 29 July 1963; however, the current Form 417 was dated 4 September 1963. Action has been taken to insure outdated forms are removed from the Binders when new Forms 417 are initiated. (U)

(f) The aircraft static grounds have been replaced with serviceable static grounds for aircraft #224, #229, and #594. During each Basic Postflight, the Inspector will check static grounds for proper length and will replace grounds as necessary. (U)

(g) All aircraft landing gears are cleaned when aircraft are washed. Special emphasis is being placed on wiping excess grease from zerk fittings after greasing. Dried, caked grease has been the major cause of this discrepancy. (U)

D. Support Team Exercise

2. This problem was caused by failure of our host base medical personnel to appreciate the special immunization requirements of team members. Written coordination of the requirements had been completed. Further, DD Forms 737 have been annotated for all primary and alternate mobility personnel indicating immunization requirements and Block 62 of the Immunization Cards now contains the letter "M" symbol for Mobility. To insure control over currency, the Director of Personnel is maintaining and IBM card deck for these personnel and cards are to be run by DP Machine Room monthly and forwarded to squadrons. This is a continuing item of interest for the Logistics Division and spot checks will be conducted for compliance. (U)

3. The four unlisted bases have been extracted from the 44 OPORD and have been included in the Recovery Mission Folders. (U)

4. The Logistics Division has re-emphasized the provisions of Para 68b(3), Chap 3, Part 3, Vol 7, SACM 400-1 to all Squadron Mobility

NCO's and they have rebriefed all squadron mobility personnel on their EWO duties, responsibilities, and reporting location. Mobility personnel will be spot checked monthly and given refresher briefings when the need is indicated. (U)

5. Example copies of the SAC Form 28 have been prepared and distributed to the Squadron Mobility NCO's by the Logistics Division. Team members' forms will be spot checked for compliance. (U)

P. EWO Security

1.

a. During the period of this inspection, procedures were in effect requiring a CDS Officer to authenticate SAC Forms 380. However, in the absence of an on-duty officer the Flight Commander would authenticate these forms in accordance with Para 86b(4) of SACM 205-5 (S). Present officer manning permits the assignment of a Weapons System Officer during non-duty hours. (U)

b. Only one access list is now being prepared for each alert aircraft in accordance with the cited paragraph. (U)

c. The Operations Sergeant is now dressed in the same uniform as required for sentries. He is also armed as required. (U)

d. The CDS now has sufficient stanchions and rope necessary for all up-loading and down-loading operations. This equipment is being kept available at all times.

e. SAC Forms 380 are now being made available to access controllers prior to all up-loading and down-loading operations. Ground crew chiefs or the assistant crew chiefs are present prior to up-loading and down-loading operations to permit access of maintenance specialists. (U)

f. The single strand wire barrier located in rear of the alert tanker area, which was removed for the construction of new blast deflectors has been replaced. Rubber traffic cones are being utilized to barricade the front side of the area. However, a work order request was submitted on 16 May 63 requesting a knock-down type barrier be installed. This project will be completed by 15 Oct 63. (U)

g. All CDS personnel have been issued flashlights. Each individual will be closely checked at guardmount to insure that he has a flashlight in operating condition. Emergency flashlights will be maintained at CSC to replace inoperative ones. (U)

III REVIEW INSPECTION

IV EXAMINATIONS

V SECURITY CLASSIFICATION

A. This indorsement is UNCLASSIFIED. It has been marked SECRET to show the overall classification of the basic letter.

B. When this indorsement is withdrawn or not attached to basic letter it will be automatically coded and stamped Group 4 by the holder in accordance with Para 7, AFR 205-2.

C. All UNCLASSIFIED paragraphs are For Official Use Only. (AFR 11-30)

James M Keck

JAMES M. KECK
Colonel, USAF
Commander