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STRATEGIC AIR

1-30 September 1950

SECRET (UNCLASSIFIED)

STRATEGIC AIR FORCE, USAF, TUSA

STRATEGIC AIR FORCE

STRATEGIC AIR COMMAND

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Major, USAF
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Colonel, USAF
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FORM 1, 15 JANUARY
1950
Revised

This history is classified (SECRET) because it contains information
relative to the tactical capabilities of the Strategic Air Force.
This page contains no classified information.

240-7-10703

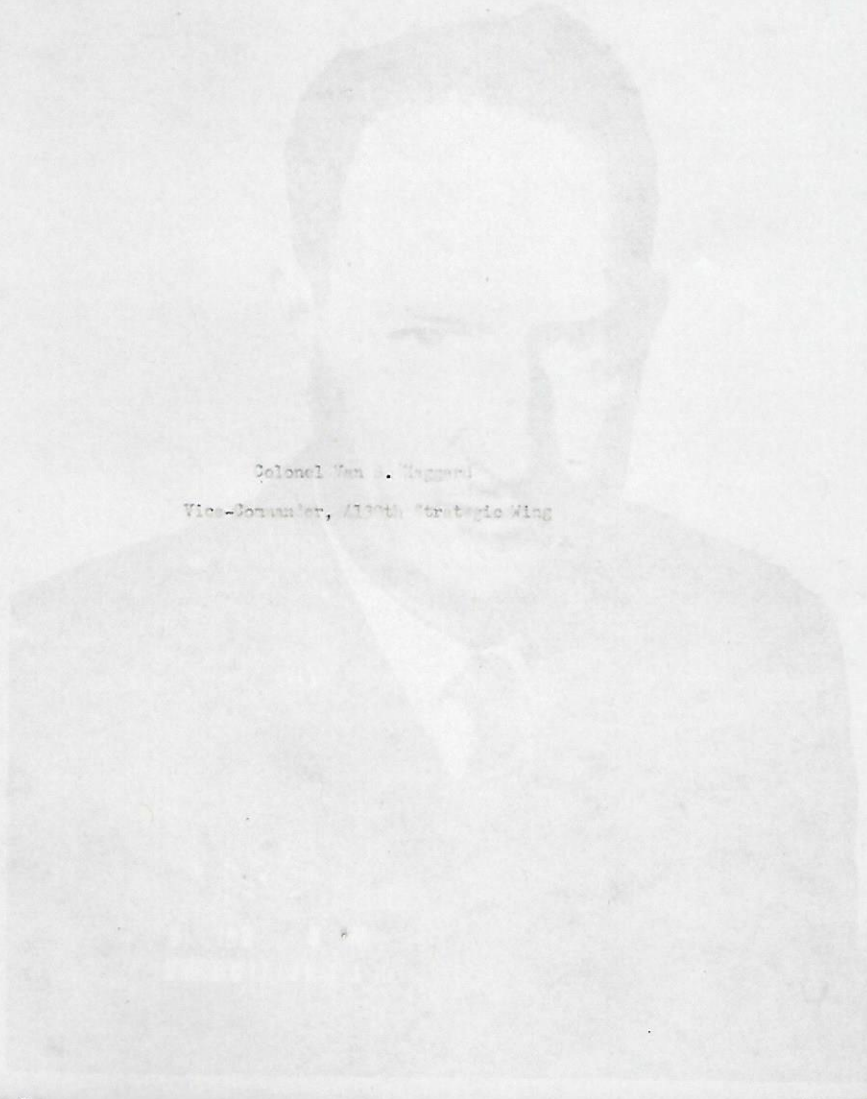
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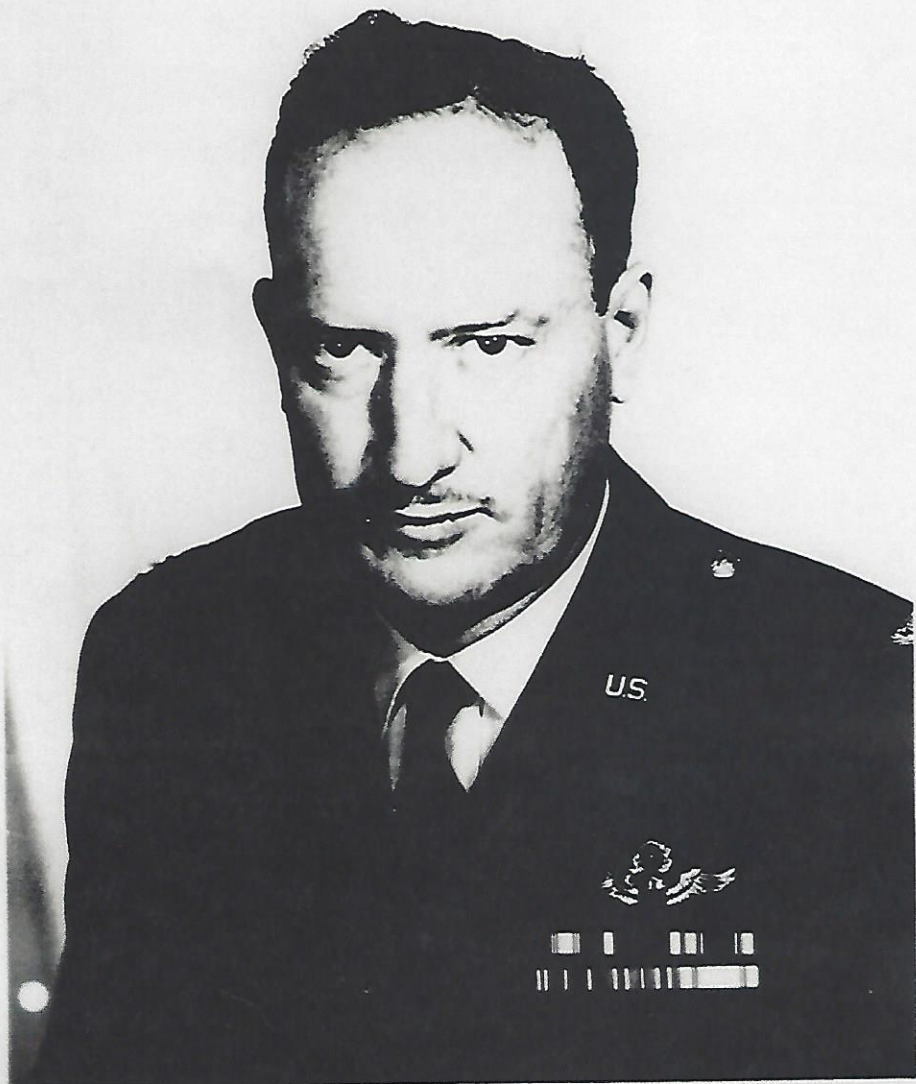
1885

Colonel Frank P. Taylor
Commander, 2130th Strategic Wing

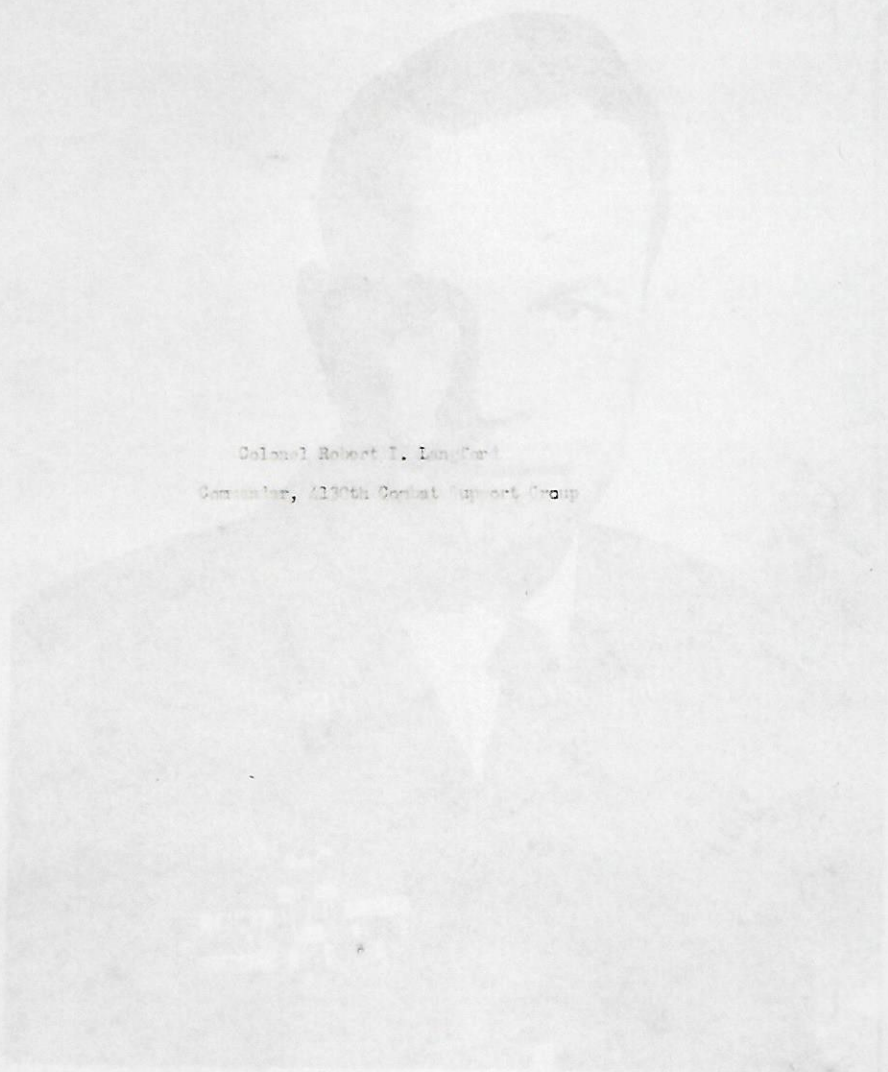




Colonel Van S. Eggers
Vice-Commander, 413th Strategic Wing

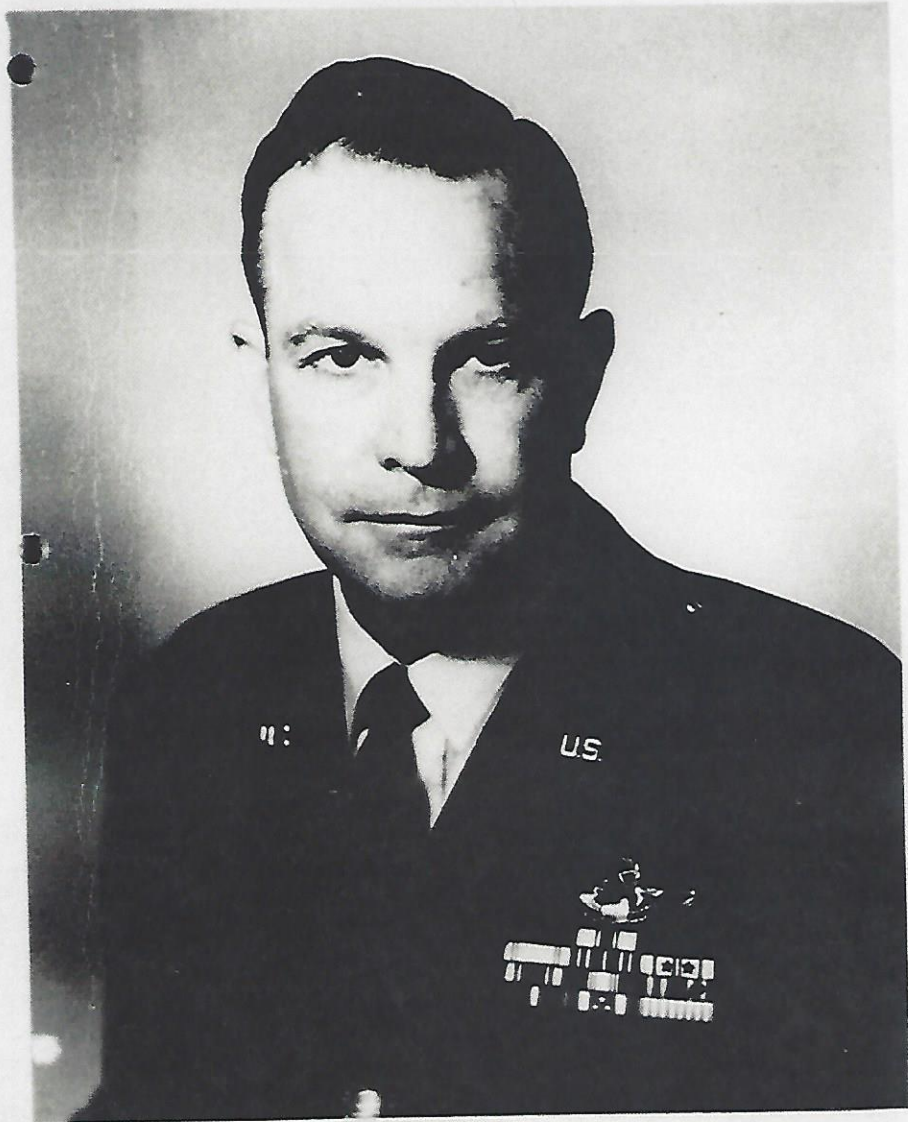


1889



Colonel Robert I. Langford
Commander, 4130th Combat Support Group

1890



1891

GLOSSARY OF ABBREVIATIONS

A.D.	Air Division
AE	Armament and Electronics Sq.
AF	Air Force
AFB	Air Force Base
AFR	Air Force Regulation
AFSC	Air Force Specialty Code
ARS	Air Refueling Squadron
BS	Bombardment Squadron
CEA	Circular Error Average
CEP	Circular Error Probable
CSG	Combat Support Group
DCO	Deputy Commander of Operations
DS	Date of Service
DEFCON	Defense Condition
ECM	Electronic Counter Measures
EWG	Emergency War Order
ILS	Instrument Landing System
IP	Instructor Pilot
FMS	Field Maintenance Sq.
MCP	Military Construction Program
MI	Matagorda Island
MMS	Munitions Maintenance Sq.
NEPAD	North American Air Defense Command
OJT	On-the Job Training
OMS	Organizational Maintenance Sq.
OBI	Operational Readiness Inspection
OBI	Office of Special Investigation
PDI	Pilot Direction Indicator

RBS

Radar Bomb Site

SAC

Strategic Air Command

SW
TCA
USD

Strategic Wing
Simulator for Combat Ready Crews of B-52's
Unit Manning Document

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CHAPTER I
MISSION AND ORGANIZATION

Mission:

The mission of the 4130th Strategic Wing was to conduct strategic bombardment operations on a global scale, either independently or in coordination with land and sea forces as directed by Headquarters, Second Air Force, Strategic Air Command. ¹ (U)

The 4130th Strategic Wing was assigned the responsibility of maintaining a state of readiness within its assigned units, to perform immediate operations against enemies of the United States. The Wing was required to be prepared to perform tasks assigned in current emergency plans and related operations orders, and was responsible for conducting training operations in order to carry out this mission during the month of August.

In addition, the Wing was responsible for insuring that all units of the Wing were equipped for the accomplishment of the assigned mission. The Wing was also responsible for performing special missions as directed by Commander, Second Air Force, Strategic Air Command. (U)

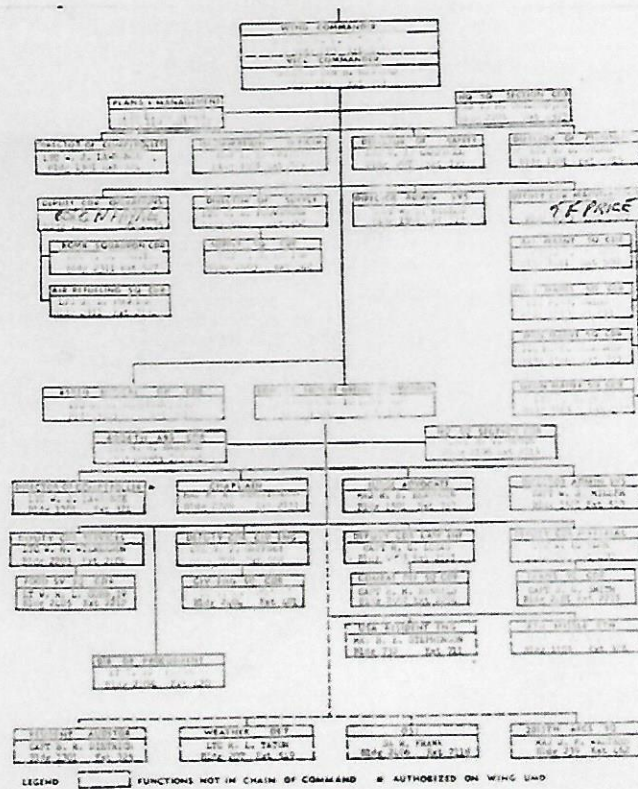
Organization:

In order to most effectively carry out the assigned mission and allied responsibilities, the 4130th Strategic Wing was organized under the "100 Deputy Commander Concept." ³ (U)

1. Regulation, "CAF Regulation 23-9, Mission of Bombardment and Strategic Wings," 25 July 61.

2. Ibid.

3. Ibid.



4. Regulation, "AC Regulation 20-15 Outlines Organization of Strategic Wings, 28 Sept 51," and "AC Manual 20-15 Implements Organization of Strategic Wings," 20 Feb 51

CHAPTER II
PERSONNEL

3.

General Situation:

The personnel area decreased in manning during September from 100 per cent manned to 98 per cent manned with a critical shortage in the 771XG career field (Air Police). Due to the shortage of 45 Air Policemen, a waiver was required to avoid the normal security operations. Categories I and II areas continued to receive appropriate security measures. Requests for additional personnel in the 771XG career field were submitted by the squadron to the Director of Personnel and were then, in turn, forwarded to MAC. Another shortage was recorded in the 772XG career field (Administrative Clerk) although the shortage was not put in a critical stage. (U)

Personnel Manning:

The 4130th Strategic Wing was authorized a total of 427 officers, 2719 airmen, and 119 civilians of which the 4130th Combat Support Group was authorized 41 officers, 203 airmen, and 207 civilians.

The 4130th Strategic Wing was assigned 439 officers, 2634 airmen, and 270 civilians of which the 4130th Combat Support Group was assigned 38 officers, 203 airmen, and 199 civilians assigned. (U)

In addition, the 407th Air Base Squadron, Matagorda Island,

1. Interview, AOC McQuerney, Historian with WOgt. R. L. Cavazos, Manning Section, Dated 19 Oct. 62.
2. Management Digest for September. Doc. 1

had an authorization of six officers, 173 airmen, and four civilians.⁴
 Missions, with the actual assigned strength of four officers, 177 airmen,
 and four civilians.³ (U)

Retention:

The chart below points out the retention rate for first term
 career airmen for the month of September. The quota was re-
 ceived from Second Air Force and applied by the Retention Office to
 the first term and career airmen as needed. Only 67 per cent of
 the airmen who filled the requirements recalled. This pointed out
 the lack of supervisory attention in the retention program. The
 following chart covers the retention of the 4130th Strategic Wing,
 4130th Combat Support Group, and the 4074th Air Base Squadron.⁴ (U)

4130th Strategic Wing

	<u>1st Term</u>	<u>Career</u>	<u>Total</u>
Eligible	10	31	41
Recalled	5	22	27
Rate	50%	71%	66%

4130th Combat Support Group

	<u>1st Term</u>	<u>Career</u>	<u>Total</u>
Eligible	4	19	23
Recalled	2	14	16
Rate	50%	74%	70%

4074th Air Base Squadron

	<u>1st Term</u>	<u>Career</u>	<u>Total</u>
Eligible	0	4	4
Recalled	0	3	3
Rate	0%	75%	75% ⁵ (U)

Individual Proficiency Training:

65 per cent IPT passing score was obtained during September. 75 airmen were tested and 59 passed their tests. Six airmen were tested for seven-level upgrading and four passed; 17 airmen were tested for five-level upgrading and 13 passed; and 16 airmen were tested for three-level upgrading and 16 passed. As a result of the tests, 73 airmen were upgraded. (U)

Project "Best Man":

The Strategic Air Command's present policy of maintaining 50 per cent of its bomber forces on continuous combat alert also places emphasis to the "Best Man" program for its need to obtain the best qualified personnel for combat crews. (U)

During September, Sergeant lost one lieutenant colonel by permanent change of station (PCS) and six majors, one of which received PCS assignment and the other five assigned to staff duty and combat crew duty. Sergeant also gained one lieutenant colonel and one major from other bases. (U)

Project "Best Man" is a combat-site program for highly qualified officers and lieutenant colonels currently assigned to administrative jobs to train as bomber and tanker aircraft commanders and navigators. (U)

Management Digest, Doc. 1
L. A. McQuinn, Historian, with MSgt. Norman L. Johnson,
Combat Training Section, 22 Oct. 60.

In an additional effort to obtain the best qualified personnel for B-52 crew positions, field grade teacher pilots at Bergstrom were again encouraged to request retraining. (U)

Pilferage in Base Exchanges and Commodity:

During the month of September an increase in pilferage has taken place in the base exchange and commodity at Bergstrom. This was brought to the attention of Headquarters Strategic Air Command and Second Air Force in turn.

The following is an exact copy of a letter from Headquarters Strategic Air Command which is directed to the entire command: (U)

The extent to which pilferage now exists in base exchanges and commodity at this command is a matter of concern. The problem was recent employee pilferage and includes identification by military personnel and civilians. A recent review of reported instances leads to the conclusion that more stringent action is necessary if this type of behavior is to be effectively discouraged.

Headquarters Second Air Force Air Staff issued a letter concerning the increase of pilferage which follows: (U)

The trend of increasing pilferage in base exchanges and commodity at this command is a matter of concern. The problem is of increasing dimensions in all phases of our operations. Of further concern has been the spread of the practice to attempts to cover up errors, shortages, or adverse reports by omission, and/or falsification of accounting documents. Honest management is as necessary as honest pilferage.

These letters were directed to all the bases in SAC. (U)

1. SAC, SAC to SAC "Pilferage in Bases and Commodity" 10 Sept. 1952
2. SAC, SAC to SAC Bases regarding the above, 10 Sept. 1952, 2

Deputy Commander for Operations APO

On 1 Sept. 60, Col. Frank F. Bender assumed command of the 4130th Strategic Wing. Col. Bender, formerly the Second Air Force Inspector general began his military career in August 1939 and entered the Air Command in 1956 as Director of Material of a B-47 Wing.

1. William M. Wilcox left for Headquarters APO where he will be acting in the Directorate of Operations. Col. Wilcox departed on July 7, 1960. ¹¹ (U)

WFO Open School Class

The first class in Georgetown's newly instituted WFO Open School was held on 1 Sept. 60. A class of 30 airmen attended. Two bases of air men Georgetown have quotas for the school. They are Ceres 11 and Langford 170. The location of the school is four and one half weeks.

Subjects taught were world affairs, customs and courts law, Air Force history, skills and ceremonies, leadership and human relations, organization and supervision, management and organization, military law, civility, and effective communications. A maximum of 1,000 hours of instruction are available to the students. In order to graduate, 700 hours must be attained. ¹² (U)

Deputy Commander for Operations

On 30 Sept. 60, Col G. N. Payne was assigned Deputy Commander for Operations of the 4130th Strategic Wing after four years in the Directorate of Civil Engineering, Headquarters APO. ¹³ (U)

Special Order 4-21, 1 Sept. 60, Col Frank F. Bender, Commander, Det. 1
Special Order A-154, 8 Jan. 60, Col. W. M. Wilcox, Superintendent, Det.
1000, 120 Robinson, Georgetown with Capt. J. G. Galt, Det. 1
Special Order, 4-21, 14 Aug. 60, Col. G. N. Payne, Det. 1

CHAPTER III

OPERATIONS AND TRAINING

Scheduled Operational Activities:

During Sept., the 4130th Strategic Wing scheduled training activities to accomplish the requirements of SAC Regulation 98-3 and to insure a well-founded training program. Special training emphasis was placed on bombing reliability, air refueling effectiveness, and maximum activity within the allocated flying time.

The flying hour program was closely monitored by both maintenance and operation staffs to complete quarterly flying time allocations to the exact hour. This required strict adherence to the monthly flying schedule forecast which avoided "crash programs" and additional sorties and flying time. (U)

The primary objectives for Sept. were to maintain unit combat-ready status, to insure successful execution of SAC assignments directed by Higher Headquarters. (U)

Other objectives for Sept. were to fulfill the continuous ground school course as directed, to provide strip alert tankers as directed, to support inter-unit refueling requirements, to complete maintenance portion of ABR 98-3, to complete ground training objectives, and to complete the listing of crew members scheduled for upgrading.

Other Wing objectives during Sept. were the completion of the following ground training requirements: (1) SAC study; (2) SAC 98-34 requirements plus Second Air Force supplemental training; (3) fill requirements for crew training; and (4) physical fitness rating test. (U)

1. SAC, Training Plan 98-42 for September, Dec. 7

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335th Bombardment Group Structure:

The 335th Bombardment Group Structure of the 4130th Strategic Wing was composed of 24 crews. There were 16 "select" crews, three "senior" crews, and seven "combat-ready" crews. ² ~~3~~

335th Bomber:

The Wing scheduled 90 sorties for the 335th Bombardment Squadron in planning for the accomplishment of training requirements for September. The 335th BS flew 90 sorties as scheduled for a total of 180 hours. Thirty of the sorties flown were "Chorus Day" which totaled 45 hours. ~~4~~

The 335th Bombardment Squadron continued to fly the 24 hour flights as "Chorus Day", the alternate alert station. "Chorus Day" will be covered in further detail later in this chapter. ³ ~~4~~

Unreliable Bomb Runs and Downgraded Bomb Runs:

The following chart depicts the causes and corrective actions of the six unreliable bombs and the seven downgraded bomb runs charged to the Wing in September. ⁴ ~~5~~

<u>Date</u>	<u>Cause of IE</u>	<u>Action</u>
1 Sept 50	An error in the aiming point caused the unreliable bomb. The navigator began firing too late to effectively use the aiming point he was briefed on.	A more comprehensive bomb study was recommended. The trainer was used and maintenance replaced the TMS trigger generator.

- Information extracted from the Air Training Report. 1 SAC T12 Spt. Dec. 9. Commanders Remarks for the 335th BS. Dec. 12
- Minutes of the Unreliable Bomb Run for September 50. Dec. 11

CONFIDENTIAL

10.

<u>Date</u>	<u>Cause of MI</u>	<u>Action</u>
7 Sept 62	The Radar Navigator (RN) realized he had equipment malfunction just before he released the bomb.	Maintenance changed the polar converter wires and the cause of the malfunction.
8 Sept 62	The RN thought that the bomb was good until he returned to base and found that it was unreliable. The primary cause of this error was an erroneous MI indication caused by water in the "AIRC" Cannon Flag.	The unit was dried out and the problems were solved.
10 Sept 62	The RN lost the picture halfway through the navigation leg. The bomb run was compromised.	The maintenance crew replaced the AM 19.
11 Sept 62	The RN claims that the run looked good until he received the EIC alarm. It appeared to be a ramp error.	Maintenance checked and found all in order. The reason was unknown.
13 Sept 62	The first bomb run was reliable but the second release was unreliable. The act had some error in it but not enough to cause such a large error. The reason was unknown.	Maintenance replaced the radar converter as the bombing problem was out of tolerance.
14 Sept 62	The cross hairs could not be displaced and positioned on the aiming point. The bomb run was compromised.	Maintenance replaced the tracking relay in the tracking computer.
19 Sept 62	Up until 30 seconds before release the run looked good, then the cross hairs drifted south. The most probable cause of the error was synchronization.	The RN was removed from the crew for retraining.
19 Sept 62	The run looked good until 40 seconds before target and then the picture broke up. The second run was reliable. The error was caused by misidentification of the aiming point.	None of the reported malfunctions could be reproduced by maintenance. The RN was removed from the crew for retraining.

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<u>Date</u>	<u>Name of Op</u>	<u>Action</u>
20 Sept 42	The bomb run was downgraded due to severe spotting as indicated on the radar film.	No maintenance was accomplished and maintenance was unable to determine the malfunction.
20 Sept 42	The bomb run was downgraded due to severe spotting in the GAF area.	No maintenance was accomplished and the probability of it could not be reproduced.

Daytime Reliability:

During September, the 335th Bomb Sq. attempted two short lock bomb runs and both of them were reliable, attempted two high altitude bomb runs and two were reliable, attempted 28 high altitude low speed bomb runs and 25 were reliable, attempted 31 high altitude low speed runs, and 29 were reliable, attempted 17 high altitude forward speed bomb runs and 12 were reliable, attempted two short lock runs, both were reliable, attempted 170 short lock runs, 150 were reliable, attempted 67 low altitude bomb runs and 76 were reliable, attempted 34 BWC express bomb runs and 34 were reliable, attempted 34 short lock semi-mobile bomb runs and 27 were reliable, and attempted one GFI nav/bomb run and one was reliable. ■

Night Reliability:

The GFI's of the 335th Bomb Sq. attempted one night selected target leg with one leg reliable, and attempted 17 night selected target legs with 17 grids reliable. ■

Information extracted from the Air Training Report, Dec. 9

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There were 13 day and night missions attempted with 13 planes reliable, 55 low level navigation legs attempted with 55 legs reliable, 134 local defense runs attempted with 131 runs reliable, 134 local defense runs attempted with 131 runs reliable, 30 tactical navigation legs attempted with 28 legs reliable, and 57 rendezvous attempted with 57 rendezvous reliable. ~~10~~

Alert Factor and Alert Group:

During the month of September, the 4300th Strategic Wing was in a low alert configuration of DEFENSE A. There were seven Bravo alerts and no Cocco alerts. These alerts were on a "no-notice" basis. The alert crews reached the aircraft in about 10 minutes. ~~10~~

The alert posture changed during September from seven bombers and five tankers on alert to six bombers and four tankers on alert. ~~10~~

The Wing maintained six bombers and four tankers on constant alert. Change over for the bombers to take place each Thursday and change over for the tanker crews occurred each day for a period of five days. Between practice alerts and scrambles, crew time was consumed by required report study, tactical doctrine study and miscellaneous training assignments. ~~10~~

Each time the alert crews hear the alarm to scramble to their aircraft as fast as possible and in case of actual war, all the alert aircraft are scheduled to airborne within 15 minutes. ~~10~~

9. 1011

10. Interview, 430 McQuinn, Hagerman, with Lt. Col. Gatterfield, Alert Factor Commander.

* Rep., 342 Top Secret Rep., 10-1-1970, 1 Aug 57. Distribution in the Files in the Secret Service and Section.

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11-11-44 Activities

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The tankers of the 910th Air Refueling Squadron were scheduled for 12 parties but they actually flew 92 parties for a total of 415 flying hours. Out of the 92 parties, 42 parties were flown on "Throne Land" for a total of 120 flying hours. ¹¹

The 910th AFS has participated in "Chosen Dogs" for the past six months and is scheduled to continue.

11-12-44 Activities

The 910th AFS of the 13th Strategic Wing has a total of 18 crews. There were 17 "senior" crews and one "junior" crew. Also being mentioned there were two crews formed under the new training plan to upgrade new crews to combat-ready status. ¹²

11-13-44 Activities

During December, the 910th AFS accomplished 134 refueling sorties. There were 17 "senior" crews and one "junior" crew. There were 127 effectively refuelings and 12 receiver shorts. Also there were 13 refuelings accomplished which were not scheduled in the weekly 90-90 meeting. The air refueling effort for September was 90,711. ¹³

11-14-44 Activities

The 910th AFS attempted 17 night celestial navigation runs with 11 successful, attempted seven night celestial grids with seven ¹⁴

11. Abstract of the Air Training Report for the 910th AFS. Dec. 12
12. Commanders Remarks for the 910th AFS. Dec. 13
13. 1944
14. 1944

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was reliable, attempted 10 day celestial grid legs with 10 legs reliable, attempted 300 rendezvous missions with 200 missions reliable, attempted six integrated systems with six integrations reliable, and attempted one day celestial with one reliable. 14

Change in Flying Hour Allocation:

A change in the flying hour allocation for the 910th AFS and the 4170th Tankers took place in September. The new flying allocation for the 910th AFS was 1386 hours and for the 4170th it was 1450 hours with 300 hours allocated for low level flying time. 14

These times excluded "Chrome Bomb" time. 14

Tanker Expansion Plan:

During September, the 910th Air Refueling Squadron received by agreement scheduled in the tanker expansion plan. The plan provides for 24 crews with 18 crews already assigned. The 910th AFS now has 18 tankers assigned against the authorized "33" of 18 tankers. The 910th AFS is scheduled to receive the first two additional tankers in December 1959 and three more tankers in November 1960. This increase is scheduled to occur since it only in the planning stage. 15

910th AFS "Chrome Bomb"

The 910th AFS has been flying the airborne alert "Chrome Bomb" since 1 April 59, and will continue to fly this alert until 15

- 14. 1959
- 15. 1959, 1960, 1961, "Flying Hour Allocation", 7 Sept. 60, Dec. 60
- 16. Plan, Tanker Expansion Plan, 4170th W Program Plan, 1 July 60, included in the June-July History.

~~SECRET~~

10.

policy by a directive from Higher Headquarters.

Langstroth was selected to airlift White-on AF3, Chrusz Dowd
to the Far East and Lincoln AF3 personnel to Spain during the month.
Due to the overloaded schedule on the northern route of the "Chrusz
Dowd" and the lack of fuel in the Alaskan Tank Force, a rescheduling
of flights were required and transfers on the southern route.
The 330th AFG is flying "Chrusz Dowd" from the Torrejon Tank Force,
Texas to AF, Spain. During the month, the 330th AFG flew 120 hours
in support of "Chrusz Dowd".

330th AFG Support of "Chrusz Dowd":

Since 1 August 49, the 330th AFG has been flying the in-
tercontinental flights of "Chrusz Dowd" which are inaugurated in ac-
cordance with the Implementation Plan 405-10. The B-47's were flying
one flight per day from Langstroth AFB, Texas, for a total of 24 hours
per day. The total flying time for the B-47's for September was
144 hours in support of "Chrusz Dowd". The B-47's fly the Northern
route and are supported by the 40th AFG during the B-47's 24 hour
operation.

24 Hour Support of "Chrusz Dowd":

A commitment exists to provide and maintain a daily air service
which is a "top-the-spot" capability of being implemented at
various levels of operations within a 24 hour notice period by TAD.

10. Plan, Ops. Plan 405-10, "Chrusz Dowd" included in the Inv. History.
11. Plan, Attachment 22 to 4170th OMAF 405-10 Chrusz Dowd Implemen-
tation. (S) Dec. 14

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This airborne alert force will be capable of destroying selected targets at any time they are so directed. ~~SECRET~~

This order directs all combat ready B-52 units and supporting KC-135 units, with exception of training wings, to be prepared to conduct airborne alert operations at the prescribed level in accordance with fragmentary orders, utilizing operational maintenance procedures developed in previous airborne alert operations. ~~SECRET~~

The "Chase Down" plan consists of two routes. One Northern and one Mediterranean route in which the B-52's aircraft will fly continuous "box-in" type operation. The plan will approximate a 1/15 or 1/20 airborne alert concept. A 1/15 alert means 1/15 of the aircraft the base has; for instance, Bergstrom has 15 B-52's which would mean that Bergstrom would have to send one B-52 in support of "Chase Down". Either one of these concepts would be implemented by SAC by Base Det. (A15) message which would be received by the Command Post; this would normally mean a low alert configuration of a DPMW 2. ~~SECRET~~

Previous indoctrination exercises have developed certain capabilities for airborne alert operations. This airborne alert program is designed to enter "holdings of previous exercises. The aircraft is of use as developed for the purpose of providing a ready deterrent force during periods of "No Guaranteed Vengeance" against the growing missile threat. ~~SECRET~~

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Personnel Overseas Operations

Recent incidents caused by military personnel overseas have
added to the publicity which could have an impact on the basic
Air Force mission. (U)

Personnel in local Air Force have been involved in these in-
cidents, especially since there are now personnel now going overseas
on temporary duty. (U)

Col. Frank W. Barber, Lieutenant, was in a personnel heli-
copter personnel going overseas on "Chris Don". Col. Van Haggard,
Wing Commander, also has been taking part in this orientation program. (U)

Operation III:

On Sept. 62, the 4130th Strategic Wing participated in a joint
USAF/USMC exercise. The mission was designed to simulate a possible
air attack upon the North American Continent and was designed
to evaluate possible USMC components and systems. The major
objective was for the exercise was Sky Shield III. (U)

Four bombers of the 375th Bomb Sq. and four tankers of the 310th
Bomb Wing were assigned to evaluate USMC penetration tactics.
At 2:00 PM, at 0:00 local time, the first bomber took off
and was followed later by a tanker aircraft. (U)

- 1. USAF, SAC Neg. to All Bases, COMLAL, Incidents Overseas, 24 Sept. Doc. 10
- 2. USAF, SAC Neg. to OASD, Incidents Overseas, 27 Sept 62, Doc 11
- 3. Ltr. from the Commander, Conduct of Personnel Overseas, 28 Sept. Doc 12
- 4. Order, 4130th Wing Order, 11-62, "Sky Shield III", 6 Aug 62, Doc. 13

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After completing their refueling mission, the 335th Bombardment Group was to fly a low level work run on San Diego, Calif. The test was flown over San Diego, Calif. at high altitude to simulate strike aircraft. Following these tactics the eight aircraft proceeded back to Bergstrom AFB.

The exercise was a complete success and Bergstrom was commended by SAC for a job well done. (U)

Wing Safety Award:

A letter from Gen. Thomas F. Power, Commander in Chief, congratulated the 4130th Strategic Wing for winning the top place on the 100 hour test for the month of July. This award is on a monthly basis and is given monthly also. The 4130th Strategic Wing has been awarded since April 1955. (U)

Wing Performance in Discipline:

The discipline rate was very good during September and was recognized as such by 10th Air Division. Brig. Gen. Howard W. Moore, 10th AD Commander, in a letter to the commander of the 4130th SW reviewed the discipline rate and was to see Bergstrom's fine showing. In turn, Col. Frank F. Under, Wing Commander, referred the letter to the Deputy Group Commander, thanking him for the effort expended on the program. (U)

- 25. Rep., SAC Mag. C-2-0000, "Sky Shield III", 14 Sept 50. Doc. 20
- 26. Rep., 10AD Rep. "Sky Shield III" 24 Sept. 50. Doc. 21
- 27. Rep., SAC Mag., "Monthly Flying Safety Award" Dec. 50
- 28. Rep., 10AD Rep., "Second Quarterly Disciplinary Hearings" 12 Sept. 50. Doc. 22

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The Command Post exercise "High Heels" was initiated on 13 Sept. 52, by a signal message in accordance with SAC AFMWD 77-10. A message alert was called by the Command Post at 1500 hours local time.

This was a simulated war exercise which occurs once a year and simulated problems to test the reaction and ability of the Command Post Controllers and staff.

Messages were placed in a simulated DUTCH 1 condition on 13 Sept. 52 and a simulated launch to the sector 330 targets and simulated reports were sent to Command Air Force and SAC reporting the activities of the strike aircraft.

The exercise terminated at 1345 hours on 21 Sept. 52. Critique of the exercise by Command Air Force noted the Command Post activities. The critique was further enhanced by Col. Frank I. [Name], Wing Commander, and Col. George H. Payne, Deputy Commander [Name].

- 1. [Name], Wing Comd, 77-10, 13 Sept. 52, Implementation of "High Heels"
 - 2. [Name], Wing Comd, 77-10, 13 Sept. 52, DUTCH 1 Condition.
 - 3. [Name], Wing Comd, 77-10, 13 Sept. 52, Simulate Launch.
 - 4. [Name], Wing Comd, 77-10, 13 Sept. 52, Simulate Launch.
 - 5. [Name], Wing Comd, 77-10, 13 Sept. 52, Simulate Launch.
- The above ID'ed Msgs. are filed in the Wing Command Post.
 Enc., 7AF Ltr., "High Heels" Critique, 5 Oct. 52. Doc. 24

[Redacted]

~~SECRET / FRD~~

TABLE 1

EXERCISES PERFORMED

Exercise 1

On 10/10/80 there was a 1000 ft. explosion, four minutes, and a 1000 ft. off. The explosion was followed by a 1000 ft. explosion.

Exercise 2 The first explosion took place on 10/10/80, and was followed by a 1000 ft. explosion. In the second explosion, the explosion was followed by a 1000 ft. explosion.

The second explosion took place on 10/10/80, and was followed by a 1000 ft. explosion. In the third explosion, the explosion was followed by a 1000 ft. explosion.

The third explosion took place on 10/10/80. On the fourth explosion, the explosion was followed by a 1000 ft. explosion. The explosion was followed by a 1000 ft. explosion.

Exercise 3 The first explosion took place on 10/10/80. The explosion was followed by a 1000 ft. explosion.

The second explosion took place on 10/10/80. The explosion was followed by a 1000 ft. explosion.

The third explosion took place on 10/10/80. The explosion was followed by a 1000 ft. explosion.

The fourth explosion took place on 10/10/80. The explosion was followed by a 1000 ft. explosion.

(b) (3) (A)

(b) (3) (A)

DOE
b(3)

~~SECRET / FRD~~

CONFIDENTIAL

~~SECRET~~

Late Take Offs: On 26 Sept 59, the only late take off charged against the YC-130's was due to weather. (U)

YC-130 Maintenance Activity: During September there were four missions and three late take offs charged against the YC-130's. They were as follows:

Mission: The first mission took place on 4 Sept. It was charged to higher headquarters.

The second mission took place on 7 Sept. Due to weather the aircraft had to land at another base and was charged as a Jerry flight.

The third mission occurred on 10 Sept., and was charged to higher headquarters.

The fourth mission occurred on 19 Sept and was also charged to higher headquarters.

Late Take Offs: Two of the late take offs were charged to weather. The third took place on 21 Sept. was failure of 14 engine cylinders. The engine was removed and replaced. (U)

Fuel Problem

During the month of September, a fuel leakage problem existed. Approximately 2,000 pounds of fuel in the main center tanks of 13 aircraft was authorized by higher headquarters as long as the aircraft fuel met the post strike fuel requirement in accordance with the instructions.

1. Ibid.
2. Ibid., OPI 200, "Fuel Problem" 5 Sept 59, Box 25

~~SECRET~~

CONFIDENTIAL

~~SECRET FRO~~

~~RESTRICTED DATA~~

ATOMIC ENERGY ACT

(b) (3) (A)



V

DOE
b(3)

~~SECRET FRO~~

~~RESTRICTED DATA~~

CHAPTER V
INSTALLATIONS

Naval Air Station

The active Military Construction projects underway at Beaufort, N. C., during the quarter are as follows: The addition to CAPSON center was on 27 Sept. and 34 per cent completed as of 30 Sept. . . This project costs \$1,000,000 dollars. The operations and maintenance projects will be set up in the following manner for easy reading: Project, cost, and per cent completed.

<u>PROJECT</u>	<u>COST</u>	<u>COMPLETION</u>
Repairs of Operation 1 Apron and Taxiway	25,237	85
Repairs of Deck Aprons and Taxiway	39,124	85
Operating Maintenance	43,012	99
Electric Retaining Beacon	9,400	98
Supply Water Supply MSA	42,664	99
Oil Reconstruction	670,420	83
Supply Garage	28,340	65
Supply Shop	119,756	92

Naval Air Station

One of the main projects underway at Matagorda Island was the repair of the water supply system. This system was 99 per cent completed at a cost of 43,664 dollars. (U)

One of the new projects under construction at Matagorda Island,
West of Galveston, Texas, were the 101 bombing and gunnery targets, and
the reconstruction of the Island Barracks and facilities. These
projects are well under way with no estimated date of completion
given. (C)

2. 1011

ROSTER OF KEY PERSONNEL - 30 Sep 62

		Duty	Home	TENANT UNITS
C	Col Frank P Bender	353	GR8 8127	Det 21, 26 Wes Sq - LCol R L Tatum, 549
VC	Col Van B Haggard	353	GR6 6219	Home HI 4 2612
CFM	LCol M S Speer	357	GR6 2413	2013 Comm Sq - Major Joe Walters, 462,
DCO	Col Gen Payne	2436		Home GL 2 1637
	LCol T S Price	2436	CR7 9126	4th Misl Bn - Major Ernest Raithel
DCM	LCol Harry Lester	2677	GL 3 5017	(LCol A J Lacouture, new CO)
DP	LCol G J Irons	962	GR6 8822	OSI Det 1001 - Maj Raymond Frank, 2118,
				Home GL3 4324
DCR	LCol Wilford J Lawrence	324		
355th	LCol C D Curtis	527/658	GR6 1194	
910th	LCol G L Pugmire	2134	HI 2 3586	*****
GMS	LCol Albert R Beaty	529	GL3 8403	
FMS	LCol F R Walsh	451	GR7 1814	Officer of the Day Dial 0
AEM	LCol J W Edento	580	CR6 8283	Base Operations 419
SAFE	LCol W F Campbell	330	GR 2 0469	Dispatch 419
IXO	Major T B White	725	GL 2 7244	Base Supply 401
MMS	LCol M O Clements	785/783	GRs 0755	Motor Pool 371
Comm	LCol A H Worrell Jr	414	GR2 7694	Postal Locator 2114
DCOPO	Maj John Bradley	501	HI 2 E243	Wen Forecasting 500
DCOBO	Maj K S Larimore	501	HI 2 7793	Housing 727
WjSq	Maj T M Holland, Jr	2373	HI 2 4816	BOQ Billeting 2208
				Fire 333
				Air Police 2200
4130 Cmbt Spt Cp				Central Security 777
BC	Col R I Langford	321	GR 2 8304	Hospital Emergency 2333
BDAS	Capt W S Miller	513	GR 2 2847	
	Capt R S McNeil	513		
BDCM	LCol A L Blum	400/607	GR 6 8500	VIP QUARTERS
BDCS	LCol W M Wilkerson	2404/555	HO5 9192	
BDCE	LCol G P Gaffney	508	GR2 2945	216 Simpson 2390
BDCL	Capt H C Lucas	2121	GR2 9383	218 Simpson 2171
SJA	Maj R B Beaudoin	782	GL 2 4995	212 Simpson 2505
BCH	Maj Morley Christensen	2111	GR7 1882	
BSS	Capt R V Edrie	2115	GR 2 4445	
CDS	Capt R M Ruonels	2204	GL 3 1132	
CES	1Lt Troe A Simonsen	401	CR2 5901	
TS	Capt J H Smith	2211	HI 2 7342	
FSS	1Lt W R L Cobb	2212/2231	GL 2 3789	
Clo Sales	CWO Cryer	305	GR 2 5620	
BPR	2Lt Michaelowsky	420		
*59 Med Gp				*
SUCO	LCol G C Jernigan, Jr	2412	GR8 2439	
SUDD	LCol EBley Johnson	2419		
1 DA	Major D P Cabill	2415		

SQUADRON INFORMATION - 20 Sep 62

<u>Squadron</u>	<u>1st Sgt</u>	<u>Comdr</u>	<u>Phone</u>
HqSq, CSC	MSgt Means	Capt Ednie	2115/2125
CDSq (CDS)	MSgt Clarke	Capt Runnels	2306/2204
FSSq (FSS)	MSgt Shay	1Lt Cobb	2212
CESq (CES)	MSgt Halliburton	1Lt Simonsen	401/2205
TSq (TS)	MSgt Hills	Capt Smith	2211/761
4004 ABS	MSgt Goldsmith	LCol H H Harrell	
HqSq Wg (HSW)	MSgt Powell	Maj Holland	2373
335th BSq	SSgt Patterson	LCol Curtis	527/658
910AREFS	SMSgt Ussery	LCol Pugmire	2134
AEMSq	MSgt Thomas	LCol Edenbo	580/579
FMSq	SMSgt Lockwood	LCol Walsh	451/461
OMSq	MSgt Fowler	LCol Beaty	589
Supply Sq	MSgt Duser	Maj Neleigh	542
59 MMS	MSgt Harris	LCol Clements	783/784
859 Med Gp	MSgt Gilliland	LCol Jernigan	2412
859 Med Gp	MSgt Whitman	Capt Atchley	2415/252a

TENANT UNITS

2013 Comm Sq	MSgtMcDaniel	Maj Walters	462
Det 24, 26 Wea		LCol Tatum	549
OSI Det 1001		Maj Frank	2118
4th Misl Bn	Sgt Brennan	Maj Raithel	306
SAC Mupr Valid Tm		Maj Bank	728

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SECRET

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4.	Ltr. Hq. SAC to SAC Bases, regarding Ltr. Hq. SAC (D-1), 17 Sept. 42.	6
5.	Order, Special Order 8-11, 1 Sept. 42, Col. Frank P. Bender, Commander	7
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7.	Order, Special Order, P-117, 24 Aug. 42, Col. George M. Payne, DSO.	7
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MANAGEMENT		<i>Bergstrom AFB</i>		DIGEST	
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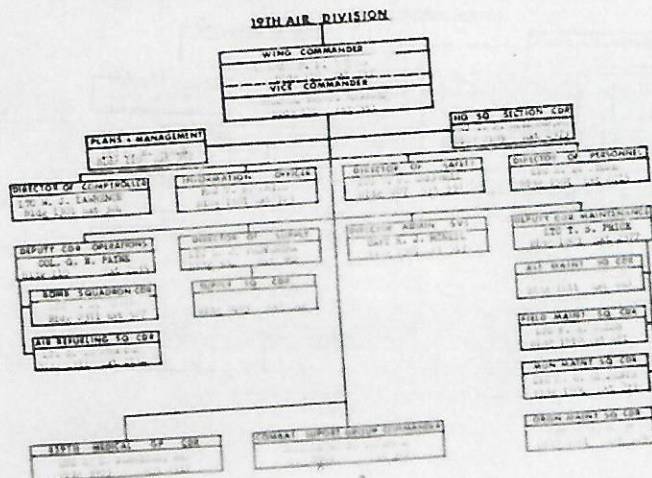
THE BASE THAT SETS THE PACE



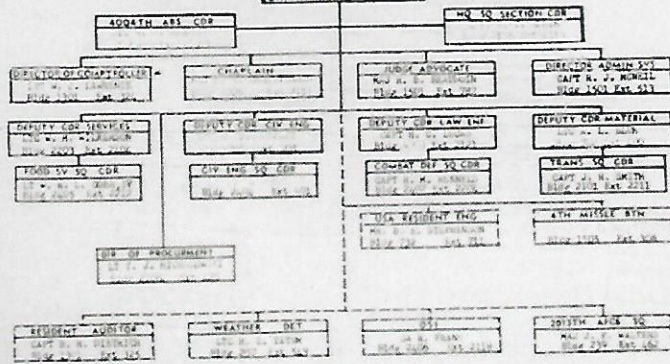
INTRODUCTION

1. THIS COMMAND HAS CONTRACTED WITH LOGAN BROTHERS FOR THE MANAGEMENT ANALYSIS DIVISION, 1400 AVENUE OF THE STARS, WASHINGTON, D. C.
2. PURPOSE OF THE PUBLICATION IS TO INFORM COMMANDING OFFICERS THE CURRENT STATUS OF VARIOUS PLANS BEING CONSIDERED, FROM THE VIEW APPRAISAL OF MANAGEMENT NEEDS ONLY.
3. MOST PRESENTATIONS ARE NOT YET FINAL, AND SUBJECTS TO BE STUDIED. THE TECHNOLOGICAL APPROACHES, TIMELY EVALUATION AND EXECUTIVE ACTION MAY BE REQUIRED IN ORDER TO MANAGE THEM.
4. REQUEST FOR OPINIONS ON THE ABOVE SHOULD BE MADE TO THE COMMANDING OFFICER, AND COMMENTS SHOULD BE MADE TO THE LOGAN BROTHERS MANAGEMENT ANALYSIS DIVISION, 1400 AVENUE OF THE STARS, WASHINGTON, D. C.

ORGANIZATION 4130TH STRATEGIC WING



COMBAT SUPPORT GP CDR



LEGEND [] FUNCTIONS NOT IN CHAIN OF COMMAND * AUTHORIZED ON WING UMB

MISSION

4130th Strategic Wing:

...TO CONDUCT STRATEGIC BOMBARDMENT OPERATIONS ON A GLOBAL SCALE, EITHER INDEPENDENTLY OR IN COOPERATION WITH LAND AND SEA FORCES...

4130th Combat Support Group:

...TO DIRECT SUPERVISE AND COORDINATE THE OPERATIONS OF ALL ELEMENTS OF THE 4130th COMBAT SUPPORT GROUP IN THE SUPPORT OF THE 4130th STRATEGIC WING...



SAC MCS

1. Provide a check by which the Commander can determine

HOW WE'RE DOIN'

2. Things the Commander would like to know

A. ANY NEEDS/PROBLEMS in your particular area of responsibility

B. WHAT ACTION ARE YOU TAKING to correct the situation?

C. DO YOU NEED OTHERS ASSISTANCE

3. Evaluation System:

GREEN	Report from which SAC has question or no question to report the status.
YELLOW	Report from which SAC has question and report the SAC status question and the time to report.
RED	Report from which SAC has question and report the SAC status question and the time to report.

SAC WRIGHT-PATTERSON AFB, OHIO 1938

STAFF OR OPERATING OFFICIAL	I T E M	ITEM WT	SAC			PERIOD			APR			MAY		
			TOP	AUG	SEP	JUN	JUL	AUG	SEP	OCT	NOV	DEC		
DP	A PERSONNEL	95	100	90	80									
DP	1. Technical Personnel Training	1	100	90	80									
DP	2. Annual Recruit	200	90	80										
DP	3. Military Personnel (Total)		100	90	80									
DP	4. Personnel Accounting (Total)													
MISC	B BASE SUPPORT - TOTAL	11	100	90	80									
DSUP	B BASE SUPPORT - SUPPLY		100	90	80									

SAC BERGSTROM AFB, TEX DCS

STAFF OR OPERATING OFFICIAL	I T E M	ITEM WT	SAC			BERGSTROM AFB SCORE			
			TOP QTR	MID SEP	BTM QTR	JUN & JUL	THRU AUG	SEP 82	
DSUP	1. Supply Program Availability	35	100	98				85	85
DSUP	2. Supply Management	50	99					84	85
DSUP	3. Funds	15	100	99				100	100
BELOW	B BASE SUPPORT - OTHER		100	97.5				92.5	92.5
BDCM	4. Admin. & Maintenance	100	99					100	100
BDCS	5. Support Services	100	97					95	95
BDCS	6. Support Services	100	98					100	100

SAC DIRECTOR AFB, DE DCS

STAFF OR OPERATING OFFICIAL	ITEM	ITEM WT	SAC		SAC		SAC		SAC		SAC		SAC		SAC		SAC		SAC		SAC		
			TOP	SEP	TOP	SEP	TOP	SEP	TOP	SEP	TOP	SEP	TOP	SEP	TOP	SEP	TOP	SEP	TOP	SEP	TOP	SEP	TOP
BDCE			100		85																		
BDCE			72		71																		
BELOW	C GENERAL				91.1																		
SAFE			100		90																		
SAFE			75		77																		
DCO			100		73																		
IXO			77		76																		

SAC
BERKESTON AFB, TEX
MCS

STAFF OR OPERATING OFFICIAL	ITEM	ITEM WT	SAC TOP QTR	SAC AUG SEP	SAC RTM QTR	BERKESTON AFB SCOPED			
						JUN 52	JULY	SEP 52	SEP 52
BDCL									
BDCL				100					
DCO	D OPERATIONS-B 52								
DCO									
DCO									
DCO									

SAC WINGSTON AFB, TEX OCS

STAFF OR OPERATING OFFICIAL	ITEM	ITEM WT	SAC SEP 62	SAC OCT 62	PERIOD FOR WHICH				
					JUN	JUL	AUG	SEP	62
DCO	A. Air Operations - 1st Wing								24
DCO	B. Air Support - 1st Wing								20
DCO	C. Air Support - 2nd Wing								20
DCO	D. OPERATIONS - KC 135								20
DCO	E. Air Support - 3rd Wing								20
DCO	F. Air Support - 4th Wing								20
DCO	G. Air Support - 5th Wing								20
DCO	H. Air Support - 6th Wing								20

SAC DIRECTOR AFB, TEX DCS

STAFF OR OPERATING OFFICIAL	ITEM	ITEM WT	SAC TOP QTR	SAC 2ND SEP	SAC 3RD QTR	PERIOD AT A SCORE		
						JUN 02	THRU	SEP 67
DCO								87
DCO								81 81
DCM	E MAINTENANCE-B-52							80 80
DCM								100 100
DCM								100 100
DCM								100 100
DCM								100 100

SAC WINGHEADS AFB, TEX NCS

STAFF OR OPERATING OFFICIAL	ITEM	ITEM WT	SEP QTR	SEP QTR	WINGHEADS AFB, TEX					
					JUN	JUL	AUG	SEP		
DCM									50	50
DCM										97
DCM										70
DCM										100
DCM	E MAINTENANCE-KC-135									71
DCM										71

See Page 13

SAC BERGSTROM APR, TEN MCS

STAFF OR OPERATING OFFICIAL	ITEM	ITEM WT	SAC			PERIODIC AFB SCORE		
			TOP QTR	MID SEP	BTM QTR	APR JUN	AUG SEP	100
DCM				99				100
DCM				99				82
DCM				86				70
DCM				83				70
DCM				99				100

Officials responsible for "Position Report Charts" should make "position performance" scores, where applicable, to agree with this statement and check "score" boxes (not "score" boxes to read "yes", but "score" boxes). The scores used for "yes" and "no" will be in accordance with this statement until the next official statement is received, as of 31 Dec 50. For other various scales of scores Top Qtr - 100%, official statement is received, as of 31 Dec 50. For other various scales of scores Top Qtr - 100%, score earned is less than Top Qtr not more than Top Qtr - 100%, and score earned is equal to or below Top Qtr - 100%.

SAC **WRIGHT-PATTERSON AFB, OH** MCS

STAFF OR OPERATING OFFICIAL	ITEM	ITEM WT	SAC TOP QTR	SAC 2ND QTR	SAC 3RD QTR	MONTHS FROM 1952			
						JUN	JUL	AUG	SEP
C	F OVERALL BASE TOTAL		90.1	90.5	90.0				
BC	A-C SUPPORT		99.1	99.1	99.1			99.1	99.1
DCO	D OPERATIONS B-52 + KC-135		91.1	91.1	91.1			91.1	91.1
DCM	E MAINTENANCE B-52 + KC-135		90.1	90.1	90.1			90.1	90.1
DCO-DCM	D-E B-52								
DCO-DCM	D-E KC-135								

Bergstrom AFB

AREA

PERSONNEL

- 1. **Overall (100 Points)** Only two items were officially scored in this area and both earned maximum score.
 - a. **Individual Performance Training (100 Points)** Even though this item earned maximum score in September, it is quite possible that this item will become a problem in the next quarter due to the projected long term training. All squadrons have been notified by letter of this anticipated problem and have been asked to take action to either upgrade their long term personnel or remove them from training, if justification warrant removal.
 - b. **Airman Attention (100 Points)** This item will be officially scored in December.
 - c. **Military Personnel Records Section (100 Points)** This sub-item has maintained a perfect score since its implementation into the system, which is an indication of perfect management on the part of the Records Section of Personnel. The Officer and NCO of this section have closely monitored this program to assure accuracy and timeliness. This sub-item has been deleted from the system effective 1 October 1964. However, a new sub-item, Personnel Accounting Agency will be scored in the past by the Records Section of Personnel. It is felt that this same support will be given the new Personnel Accounting Agency sub-item.

PERSONNEL

ARE OUR MOST VALUABLE ASSET

AUGUST			
INDIVIDUAL PROFICIENCY TRAINING - POINTS			
		10	100
		50	100
		100	100
		150	100
		200	100
		250	100
		300	100
		350	100
		400	100

AUGUST			
AIRMAN RETENTION - POINTS			
		10	100
		20	100
		30	100

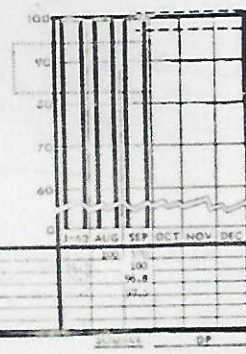
AUGUST			
MILITARY PERSONNEL RECORDS REVIEW - POINTS			
		100	100
		100	100
		100	100

AUGUST			
PERSONNEL ACCOUNTING ACCURACY - POINTS			
		100	100
		100	100
		100	100

LEGEND

PERSONNEL

600 POINTS



Bergstrom AFB

PERSONNEL AUTHORIZED

ORGANIZATION	SEP 1962					OCT 1962					NOV 1962					TOTAL
	SOL	DEP	PAI	PT	OT	SM	MM	DM	AM	AD	AD	AD	AD	AD	AD	
ACC Wing	4	11	30	40	45	5	7	36	59	109	40	79	136	14	453	
Adm Maint	1	1	1	1	1	1	1	1	1	1	1	1	1	1	263	
Asst Sq	1	1	10	36	36	85	1	1	1	1	1	1	1	1	114	
Bomb Sq			27	31	37	42	137	1	1	1	1	1	1	1	187	
Flt Maint			1	1	1	1	1	1	1	1	1	1	1	1	300	
Ops Maint			1	1	1	1	1	1	1	1	1	1	1	1	357	
Mnt Sq	1	1	1	1	1	1	1	1	1	1	1	1	1	1	187	
Mut Maint			1	1	1	1	1	1	1	1	1	1	1	1	66	
Supply Sq			1	1	1	1	1	1	1	1	1	1	1	1	359	
WING TOTAL	7	34	107	157	171	206	171	168	330	443	373	619	4,185	114	2334	
Asst Sq	1	1	1	1	1	1	1	1	1	1	1	1	1	1	253	
Flt Sq			1	1	1	1	1	1	1	1	1	1	1	1	91	
Ops Sq			1	1	1	1	1	1	1	1	1	1	1	1	280	
Trng Sq			1	1	1	1	1	1	1	1	1	1	1	1	380	
GROUP TOTAL	1	1	4	4	4	4	4	4	4	4	4	4	4	4	1331	
BASE TOTAL	8	35	111	161	175	210	175	172	334	447	377	623	4,189	118	2665	
Local Admin			1	1	1	1	1	1	1	1	1	1	1	1	183	
BASE TOTAL	8	36	112	162	176	211	176	173	335	448	378	624	4,190	119	2668	

AS OF 30 SEP 1962

SOURCE UMDT

Bergstrom AFB

PERSONNEL ASSIGNED

ORGANIZATION	MONTHS													TOTAL	AVG			
	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB					
ICU WING	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
ASB Maint	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
ASB Sp	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11
Doc Sp	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
PIS Maint	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Org Maint	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
WIC Sp	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Muc Maint	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
SAFFET Sp	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
WING TOTAL	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
WIC Sp	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
FA Sp	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
CC Sp	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
CC Sp	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Training Sp	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
GROUP TOTAL	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
BASE TOTAL	45	45	45	45	45	45	45	45	45	45	45	45	45	45	45	45	45	45
WING ASSEN	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
OTHER TOTAL	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18
GRAND TOTAL	63	63	63	63	63	63	63	63	63	63	63	63	63	63	63	63	63	63

SOURCE MR 1

AS OF 30 SEP 62



SUPPLY AREA

Only one item (Fuels) was scored in this area during this quarter. The Supply Response Capability and Supply Management items were suspended during the current quarter due to the military protest. However, these two items will be officially scored in the October - December quarter. The Fuels item has maintained over a 100% WWS stock level since it's last reevaluation into the system. This item will not be scored during the fourth quarter.



BASE SUPPORT-OTHER

1. OFFICE MEALS (60 POINTS): 100% score. CONGRATULATIONS! Could it be possible that most of the serious obstacles in this area have been handled? Continued cooperation of all members and good club management is the only way that you can keep your club in the green.
2. REC. MEALS (60 POINTS): 100% score, this makes nine months in succession with a perfect overall score. However, September's experience in the food department did not meet acceptable SAC standards. Unless tighter controls are provided, this area could become serious.
3. FIRE INCIDENTS (60 POINTS): 60% score. A mattress fire and a mattress storage warehouse fire cost us 40% of our possible score early in the reporting period (July-September). A series of mattress fires have been the primary cause of our fire loss during the past year. Every person that smokes in the immediate area of ones bed becomes a possible statistic for a fire incident.
4. VIOLATION CORRECTION (NORMAL 15 POINTS): Being developed.
5. AUTOMOBILE MAINTENANCE (60 POINTS): 100% score. Congratulations to a most efficient organization. Excellent management, effective supervision and plain old hard work keeps this item well above the SAC standards.

WILL YOU MAKE AN AID OF YOURSELF TO-MORROW?

Bergstrom AFB

GENERAL

AREA

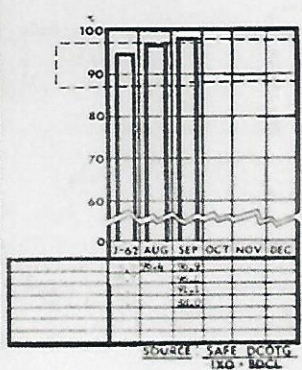
1. Flying Safety (100 Points): For the past forty-two months we have maintained a perfect record in this area which places us on the top of the score scale throughout all bases. In order to continue this perfect record we must all be safety-conscious all the time.
2. Ground Safety (100 Points): We scored 90%. We have experienced a satisfactory improvement in this area during this reporting cycle (July - September). An efficient supervisor always has time for safety. Make sure you provide your people with every known safety plan in your organization. These squadron sustained losses during this reporting period as follows:

Organization	On Duty	Off Duty	DMV	DMY
CP	2			
SS		2		1
SI		2		
TS		1		
MCS		1		
TOTAL	2	6	1	1

3. Weight Control (50 Points): 100% score. An excellent accomplishment. We started into this reporting (July - Sept) with 20 fat boys and managed to reduce that number to a total of thirteen (13). Let's hold our waist line now so that we won't need to work quite so hard during the last month of the quarter in order to earn maximum score.
4. Information Activities (100 Points): This item scored by SAC.
5. Security Requirements (100 Points): This item is officially scored (as of 31 December and 30 June only) by Ops. SAC.

1962				
MONTH	JUN	JUL	AUG	SEP
FLYING SAFETY - POINTS				
			200	210
			210	210
			210	210
GROUND SAFETY - POINTS				
			210	210
			210	210
			210	210
WEIGHT CONTROL - POINTS				
			210	210
			210	210
			210	210
			210	210
INFORMATION ACTIVITY - POINTS				
			210	210
			210	210
SECURITY EFFECTIVENESS - POINTS				
			210	210
			210	210
SMALL ARMS QUAL - POINTS				
			210	210
			210	210
			210	210
			210	210

GENERAL AREA
550 POINTS



LEGEND []

1962				
MONTH	JUN	JUL	AUG	SEP
CRASH FIRE TRUCK				

AIRCRAFT TOWING VEHICLE				

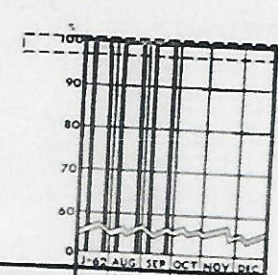
REFUELING EQUIPMENT VEHICLE				

OTHER VEHICLE				

VEHICLE EQUIVALENT COST				

LEGEND

AUTOMOTIVE MAINT
400 POINTS



MONTH	JUN	JUL	AUG	SEP	OCT	NOV	DEC



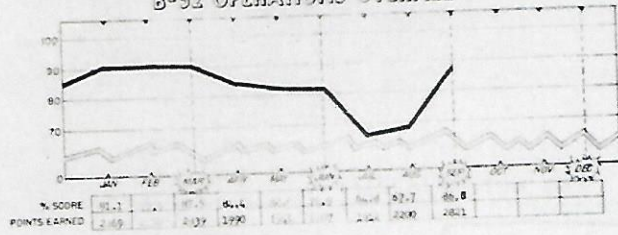
OPERATIONS

OPERATIONS - 1954 - 1954 operations ended up the three month period with a "Best of 1954" award. This award is needed to get into the "Hall of Fame" Basic Training requirements earned full points with a 100% score. Training reliability dropped in points with a 75% score. This reliability earned a 100% score and lost only 5 points. Leadership efficiency also lost only 5 points for the quarter. Incentive Training was responsible for 10.14 of the 10.23 percentage points lost in this area. A total of 100 points were lost to Incentive Training when all other the quarter lost only 10 points. Not one operating earned all 100 points allotted in this area with a 100% score.

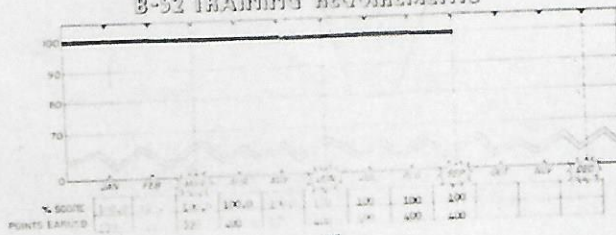
OPERATIONS - 1955 - 1955 ended up this quarter in the "Hall of Fame" with a 100% score. The 1954 point loser was Incentive Training and 10 points were lost in this area. Not one operating had no activity for the quarter. For the quarter quarter the operations area will be responsible for earning or losing one 100 points as well as your team will get in the green and stay there.

OPERATIONS - 1956 - Overall operations ended the quarter in the "Hall of Fame" with a 100% score. Incentive Training for the quarter lost 10 of the 100 points lost. All other items combined lost only 10 points.

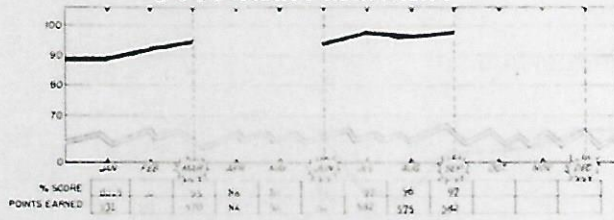
B-52 OPERATIONS OVERALL



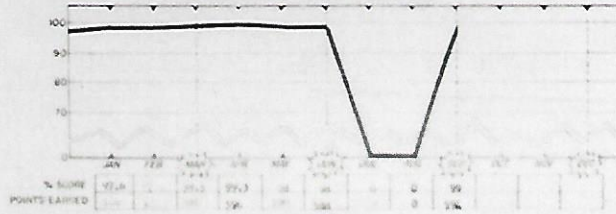
B-52 TRAINING REQUIREMENTS

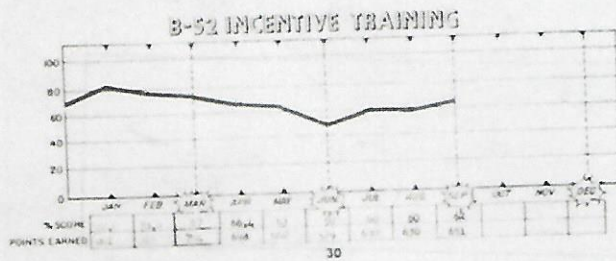
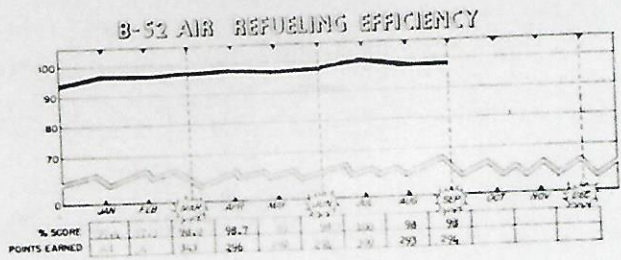


B-52 BOMBING RELIABILITY



B-52 UNIT RELIABILITY

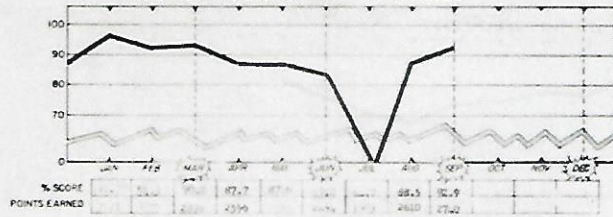




NCR CREW UPGRADING



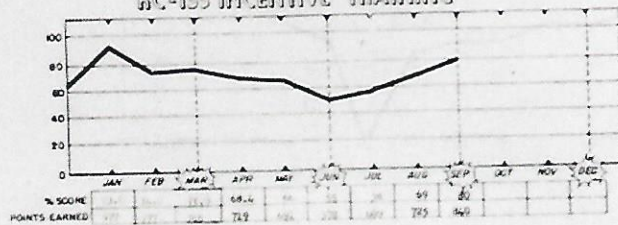
HC-135 OPERATIONS OVERALL



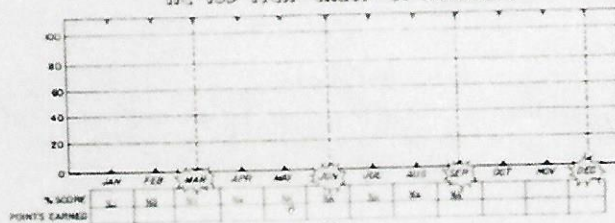
HC-135 TRAINING REQUIREMENTS



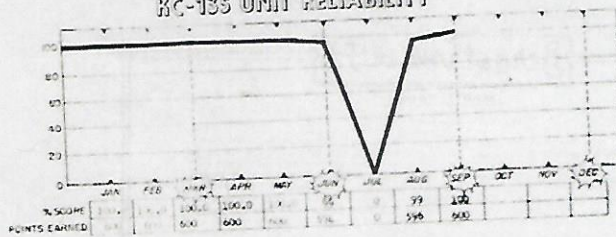
KC-135 INCENTIVE TRAINING



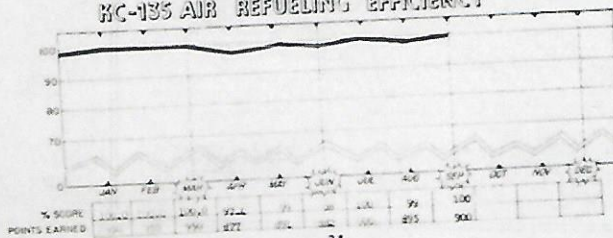
KC-135 NCR CREW UPGRADING



KC-135 UNIT RELIABILITY



KC-135 AIR REFUELING EFFICIENCY



Bergstrom AFB

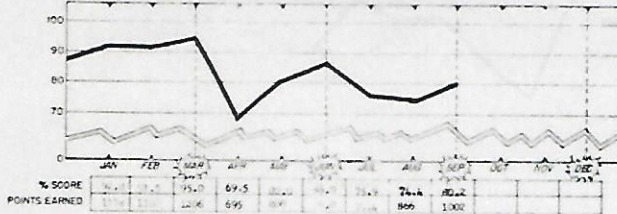
MAINTENANCE

Maintenance - B-52: B-52 Maintenance ended up the quarter in the "Red" by three percentage points. Deviation from Take-off Time caused 144 errors with two late take-offs for the three months. Schedule Cancellations lost 72 points due to three cancellations measured against 197 scheduled sorties. Schedule Additions earned its 120 points with no additions. Bomb-Ray System Effectiveness lost 70 points with a thirty percent score. There were 50 bomb-ray item losses measured against 50 scheduled training items. Aircraft System Effectiveness lost 40 points with a 60% score. The loss was due to 205 aircraft system failures for the quarter. Munition Maintenance Capability finished the quarter with a 74% score to earn 174 points, a loss of 6 points. Shop Repairs Performance earned 70% for the quarter but would have scored 100% with the new SAIF 170-1 in effect. We are looking forward to maximum performance for the next quarter. Maintenance Data accuracy maintained its 100% score for 50 points.

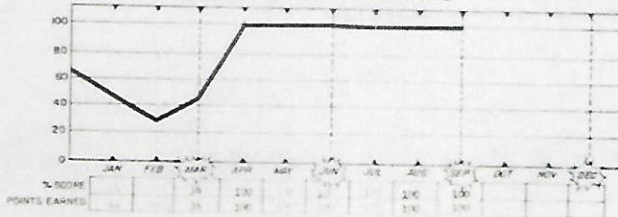
Maintenance - F-4E: F-4E Maintenance overall wound up the quarter in the "Red" with an 81.8% score. 57.1% needed to equal the quarter. Deviation from Take-off Time was "Red" with a 44% score due to 3 late take-offs. Schedule Cancellations earned 144% score with 1 cancellation measured against 138 scheduled sorties. Schedule additions was in the "Red" because one aircraft had to be added to the schedule to fulfill operational commitments when we had a material cancellation. Aircraft System Effectiveness had a "Yellow" 64 score due to 6 aircraft system failures. Shop Repairs Performance earned the same score (70%) as did the B-52 Maintenance. Maintenance Data accuracy is scored by 2AF and 100% score was earned.

Maintenance Overall: Overall Maintenance on a weighted basis earned 81.7% score and this is "Red" by two percent. The greatest point loser for the quarter was Shop Repairs Performance and with the new scoring system (which is what this position will be allocated). Schedule Cancellations and B-52 System Effectiveness were the next two greatest point losers.

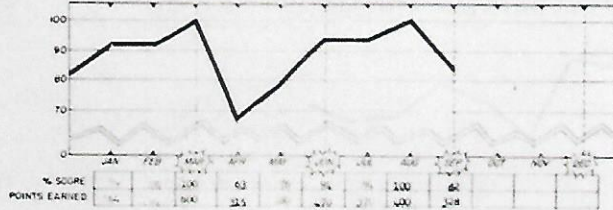
B-52 MAINTENANCE OVERALL



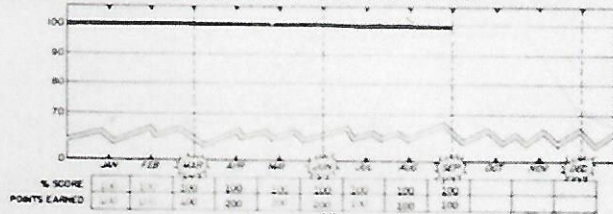
B-52 DEV. FROM T/O TIME



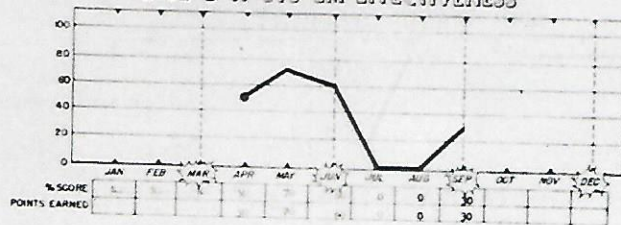
B-52 SCHEDULE CANCELLATIONS



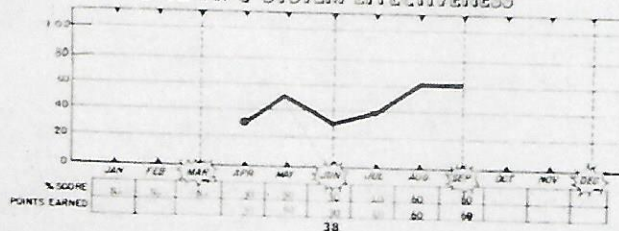
B-52 SCHEDULE ADDITIONS



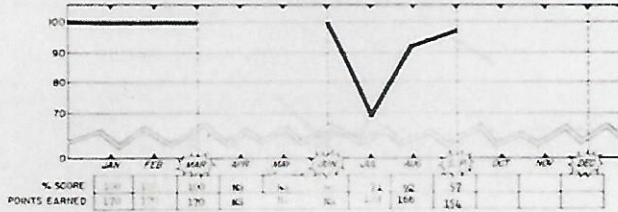
B-52 B-N SYS EM EFFECTIVENESS



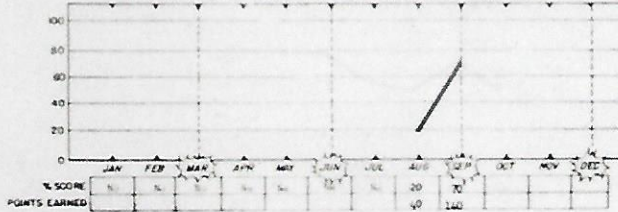
B-52 A/C SYSTEM EFFECTIVENESS



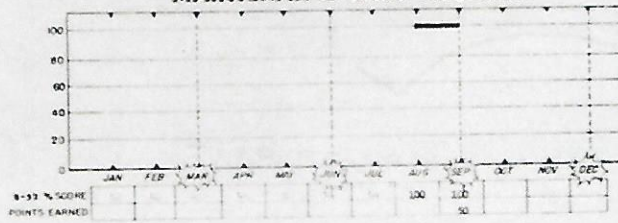
MUN. MAINT. CAPABILITY



B-52 SHOP REPARABLE PERFORMANCE

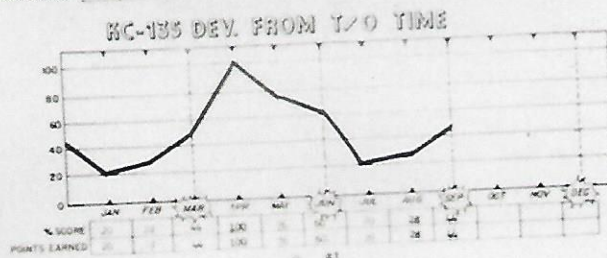
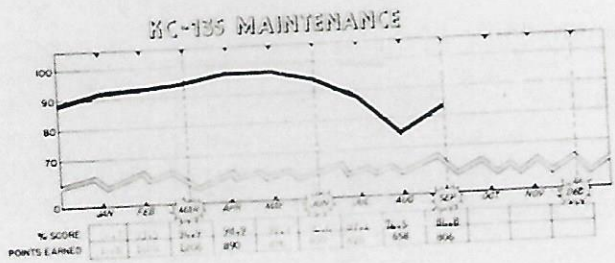


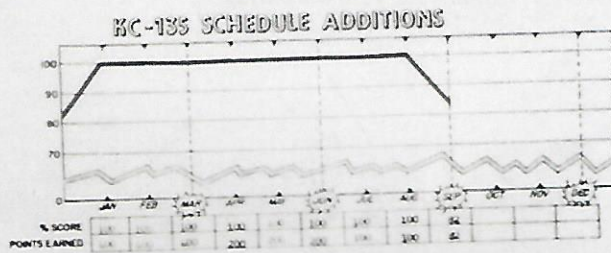
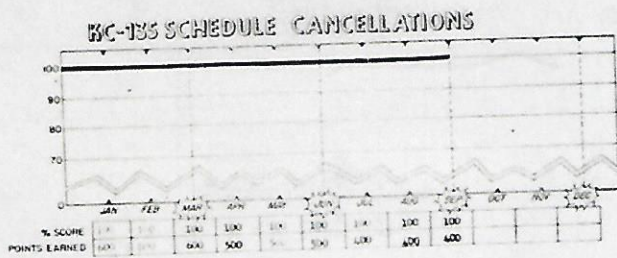
MAINTENANCE DATA ACCURACY



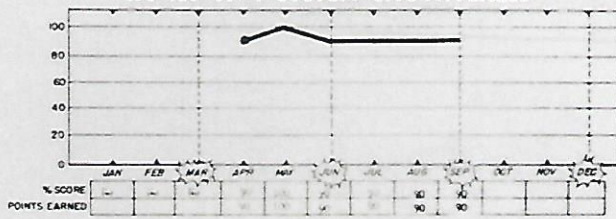
TIME COMPLIANCE TECH ORDERS







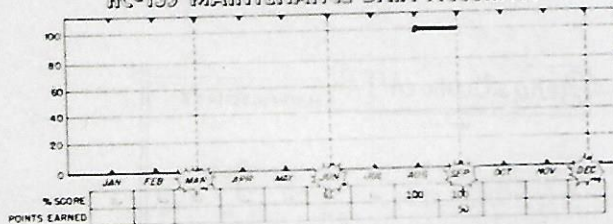
MC-135 A/C SYSTEM EFFECTIVENESS



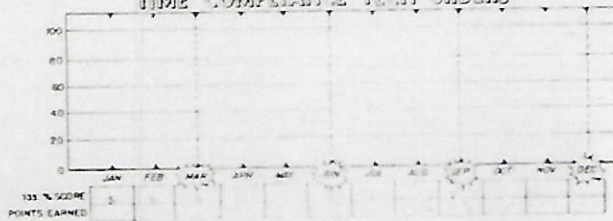
MC-135 CHOP REPARABLE PERFORMANCE



EC-135 MAINTENANCE DATA ACCURACY



TIME COMPLIANCE TECH ORDERS



SQ MCS

Bergstrom AFB

HIGHLIGHTS

SEPT 1962

1. **Major Holt:** The 44th Squadron has either placed or tied for first place for the past consecutive six months, and has been in the "upper quarter" for the past eleven months. This is quite an achievement and personal recognition should be given to the Commander, First Sergeant and WO's of this organization for their able support of this system. Due to a loss of one (1) point in the education item, the 44th Service Squadron with a total of 999 points, was forced to accept second place rather than tie with the 44th Squadron for first place. However, a loss of only one point in the education item is certainly nothing compared to the losses suffered by many squadrons in this item, as can be seen below.
2. **IFT:** Loss of points to most squadrons in this item was due primarily to the upgrade factor, stemming from the number of personnel in training for an excessive period of time. However, many points were lost also in the "Tooling vs. Fixing" sub-item, due to test failures. All personnel available were in training during the quarter.
3. **Maintenance:** As stated above, there were many points lost by many squadrons in this item. Only four squadrons earned maximum score. An organization can continue to lose points if personnel do not avail themselves to the many opportunities offered by the Education Office to better their education and thereby help their squadron earn points.
4. **Ground Safety:** There were a total of seven (7) injuries outside accidents during the month of September, resulting in loss of points to six (6) squadrons. See page 26 for details.
5. **Physical Fitness:** Six squadrons failed to earn maximum score due to 13 fat boys within these squadrons. Overall, the base barely managed to earn maximum score earning 9188 compared to this same percentage needed to earn maximum score. The squadrons losing points in this item will have to get behind the program and **REMOVE THE FAT BOYS**.



SQ MCS HIGHLIGHTS CON'T

6. Returned Checks: Two squadrons, CW and Medical Group, suffered loss of points due to four (4) returned checks in each squadron. Only one individual was involved in each of these squadrons. Insufficient funds was the reason for the return of all checks in September.

7. P.M. Reports: A total of five (5) P. M. Reports were reported during September. However, only two squadrons lost points in this item.

8. MU Mess Membership: A number of squadrons still maintain a low membership percentage, causing loss of points. The MU Mess is at present in better financial condition than it has been in quite some time, due primarily to the numerous new activities indicated recently. MU's are not required to be members, rather you are invited and encouraged to be members of the Mess. By being an active member you and your family are entitled to be associated with every activity offered and you are encouraged to entertain your guests at the MU Mess. Support your club and thereby support your Squadron.

SQ MCS SCORES		Bergstrom AFB										SEP 62		
Standing (Place)	Air Day	Type	Max Points	Total Points	175		200		250		300		APT Points	MCS Points
					100	200	100	200	100	200	100	200		
GREEN	1	1	AASG	2000	200	150	100	100	100	200	200	200	200	50
	2	2	FAI	999	100	100	100	100	100	200	200	200	200	50
	3	3	FWI	800	100	100	100	100	100	200	200	200	200	50
	4	4	QSI	990	100	100	100	100	100	200	200	200	200	50
YELLOW	5	5	ALSO	950	100	100	100	100	100	200	200	200	200	47
	7	6	ALSO	950	100	100	100	100	100	200	200	200	200	47
	10	7	QSI	950	100	100	100	100	100	200	200	200	200	50
	10	8	QSI	950	100	100	100	100	100	200	200	200	200	49
	11	9	QSI	950	100	100	100	100	100	200	200	200	200	42
	12	10	QSI	950	100	100	100	100	100	200	200	200	200	50
	13	11	QSI	950	100	100	100	100	100	200	200	200	200	50
RED	14	12	QSI	950	100	100	100	100	100	200	200	200	200	40
	13	13	AASG	998	100	100	100	100	100	200	200	200	200	43
	14	14	MCS	999	100	100	100	100	100	200	200	200	200	50

REFERENCE BR 170-1

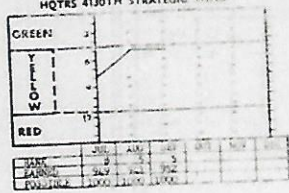
SOURCE DCRM EXT 324

Bergstrom AFB

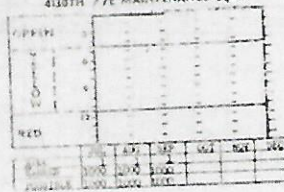
SQUADRON MCS		SEP 62																		
Unit	IPT				Dr. Safety				Flights				Det's			RMO				
	Number	Acc	Inc	Wt	Acc	Inc	Wt	Acc	Inc	Wt	Acc	Inc	Wt	Acc	Inc	Wt	Acc	Inc	Wt	
Yr	Mo	Da	Yr	Mo	Da	Yr	Mo	Da	Yr	Mo	Da	Yr	Mo	Da	Yr	Mo	Da	Yr	Mo	Da
KS30M	32	27	34	33	1	0	100	99.5	2									154	114	74
AAMS	11	11	100	28			100	100										84	72	86
AKNS							100	100										23	17	74
BS	4	4	100	50			100	99.4	1									27	17	63
PKS	26	21	81	33			100	99.7	1			1	3					112	96	86
OKS	7	7	100	32	1	9	100	98.6	5	4	114							135	108	80
Med Op	7	7	100	30	1	4	100	99.4	1	4	25.3	1	6					43	39	91
PKS				6			100	100										25	23	52
BS	20	13	65	21	1	13	100	99.8	2			1	4					85	54	64
MSGNG	6	6	100	11	2	33	100	100										65	45	59
PKS	7	7	100	33			100	100										24	24	100
OKS	27	20	74	28			100	99.5	1			2	5					58	51	88
OKS	29	28	97	45	1	13	100	100										42	33	79
TS	12	12	100	39	1	28	100	100										27	19	70
BASE TOT	188	667	87	30	7	7	100	99.6	13	8	11.2	5	2					909	722	73

SQUADRON MANAGEMENT CONTROL SYSTEM

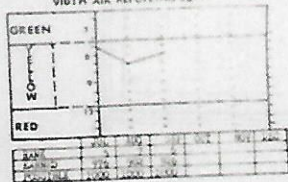
HQTRS 4130TH STRATEGIC WING



4130TH A/E MAINTENANCE SQDN



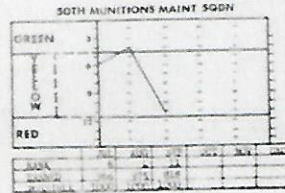
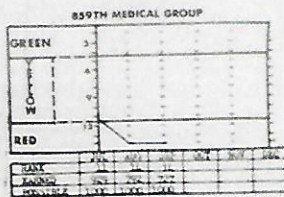
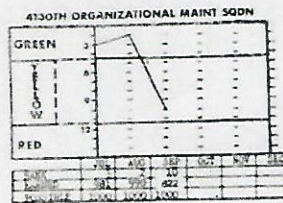
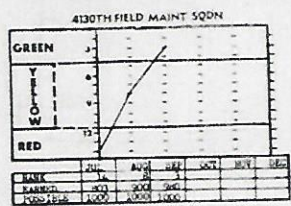
910TH AIR REFUELING SQDN



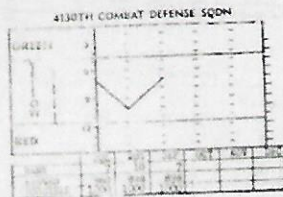
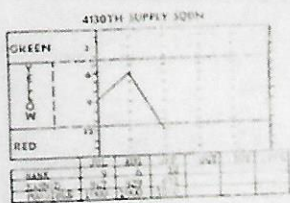
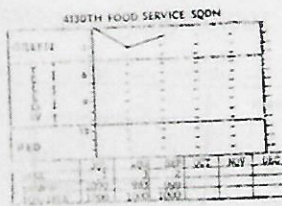
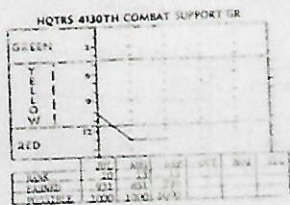
235TH BOMBARDMENT SQDN



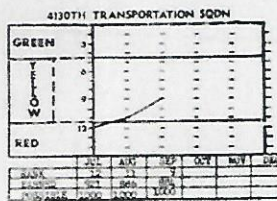
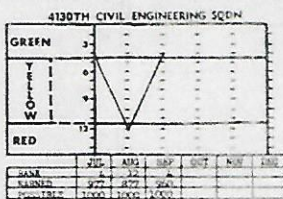
SQUADRON MANAGEMENT CONTROL SYSTEM



SQUADRON MANAGEMENT CONTAIN SYSTEM



SQUADRON MANAGEMENT CONTROL SYSTEM



Two awards are established for best performance, as follows:

MONTHLY: The Commanders rotating Squadron MIB Plaque will be awarded to the Squadron that earns first place as of the end of each month. In the event of tie for first place in any month, points earned for the preceding month or months will be added to the current month points scored, to the extent necessary, to break the tie and determine the winner.

ANNUAL: The Squadron that earns the monthly award the greatest number of times during the 12 months ending 30 September of each year will be entitled to permanent possession of the plaque. In the event of a tie, the contending squadrons with the largest of total points earned for the 12 months under consideration will be the winner. This award will be made in November of each year at the same time that the October monthly award in a new annual cycle is made.

STANDARD RATES OF PAY		Bergstrom AFB		MILITARY AND CIVILIAN	
10	100				
11	110				
12	120				
13	130				
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15	150				
16	160				
17	170				
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19	190				
20	200				
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39	390				
40	400				
41	410				
42	420				
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78	780				
79	790				
80	800				
81	810				
82	820				
83	830				
84	840				
85	850				
86	860				
87	870				
88	880				
89	890				
90	900				
91	910				
92	920				
93	930				
94	940				
95	950				
96	960				
97	970				
98	980				
99	990				
100	1000				

FORM 100-1 (7-53)



STATUS OF FUNDS REPORT
P458 O/FM SAC FY63

FUND	DESCRIPTION	As of: 30 September 1962		
		ABA	Expenditures	% of ABA
1000	Civilian Per Diem and Board	\$ 1,017,800	\$ 474,930	46.7
2000	Transportation of Things	109,935	31,798	28.9
2334	Commercial Communications	177,100	49,504	27.9
2348	Utilities	277,188	76,517	27.6
2542	Laundry	20,000	7,116	35.6
2611	Ground PMS	100,000	36,003	36.0
2621	Propane, etc.	9,000	700	7.8
	Total Fixed	\$ 1,750,123	\$ 686,868	39.3
VARIABLE				
2122	Base Travel	67,000	20,049	29.9
2123	SAC Travel	80,147	10,418	13.0
2127	Rental of Vehicles	5,400	3,167	58.6
2350	Rental of Equipment	7,312	9,070	124.1
2420	Printing Commercial	1,000	213	21.3
2522	Real Property Maint by contract	137,000	13,341	9.7
2551	Off duty Education	30,000	13,773	45.9
2562	Contract Maint of Equip	48,000	28,122	58.6
2590	Other Contractual Svs	10,000	28,203	282.0
2590	Other Contractual Svs (Refund 410)	(11,900)	(1,332)	11.2
2590	Other Contractual Svs (Refund 401)	(31,100)	(1,866)	5.9
2621	Other Operating Supplies	74,000	23,863	32.3
3100	Equipment	14,000	36,000	257.1
3200	Clothing Allowance	500	400	80.0
	Total Variable	\$ 1,300,000	\$ 417,942	32.2
	Total ABA	\$ 3,050,123	\$ 1,104,810	36.2
	Total ABA	\$ 3,050,123	\$ 1,104,810	36.2

SOURCE: BUDG OFFICER



AWOL INCIDENTS

	1982	1983	1984	J	F	M	A	M	J	J	A	S	O	N	D
1st Lt	1	1													
2nd Lt	1														
3rd Lt	2														
4th Lt	1														
5th Lt	1														
6th Lt	1														
7th Lt	1														
8th Lt	1														
9th Lt	1														
10th Lt	1														
11th Lt	1														
12th Lt	1														
13th Lt	1														
14th Lt	1														
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16th Lt	1														
17th Lt	1														
18th Lt	1														
19th Lt	1														
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29th Lt	1														
30th Lt	1														
31st Lt	1														
32nd Lt	1														
33rd Lt	1														
34th Lt	1														
35th Lt	1														
36th Lt	1														
37th Lt	1														
38th Lt	1														
39th Lt	1														
40th Lt	1														
41st Lt	1														
42nd Lt	1														
43rd Lt	1														
44th Lt	1														
45th Lt	1														
46th Lt	1														
47th Lt	1														
48th Lt	1														
49th Lt	1														
50th Lt	1														



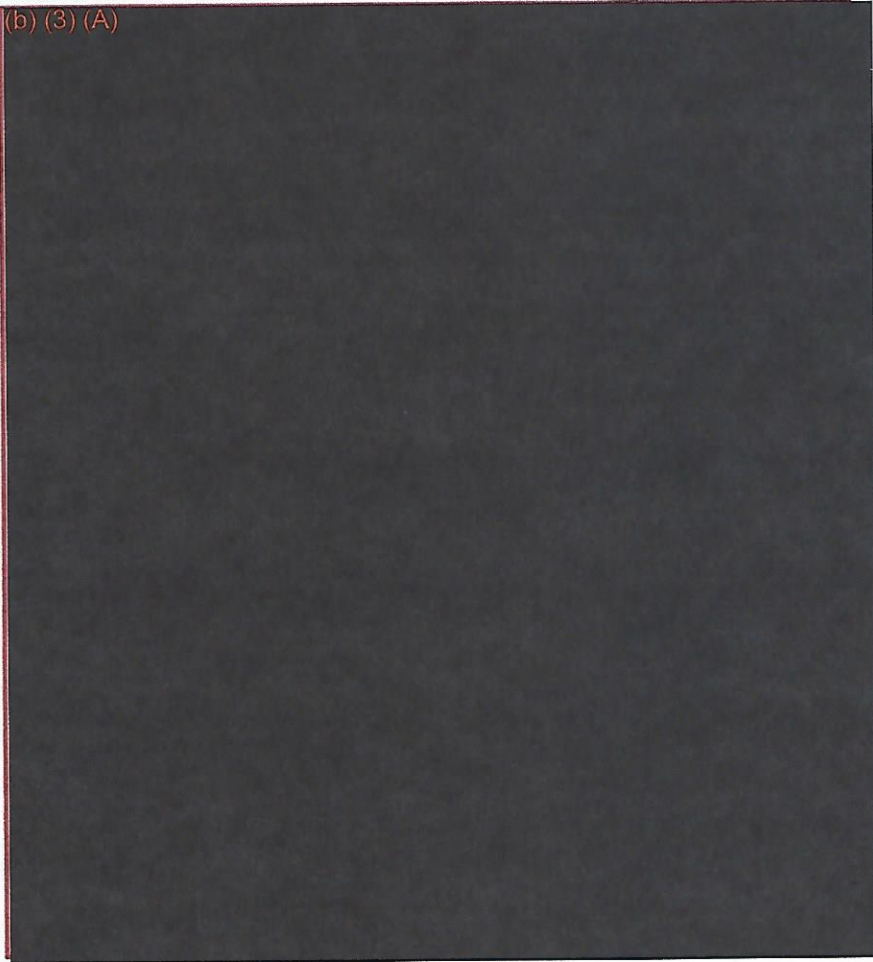
CIVIL ENGINEERING

NEW CONSTRUCTION ON BATS AS OF 1 SEP 1962

	ESTIMATED	ACTUAL
I. NEW - 17.24		
ADDITION TO WAFBUN	14,000	14
II. P.A.M. IT TO BATS 17861		
Repair Operational System & Tables	1,000	21
Repair Aerial System & Tables	1,000	81
MA Insulating Patience 1000 Phase	11,000	99
Material Reaching Station	1,000	76
Supply Meter Supply Unit	4,000	75
M4 Reconstitution	1,000	23
Repair Tables	1,000	25
Repair Tables 410	1,000	22
Maintain Tables 1000-100	1,000	1
Maintain Tables 1000-100	1,000	1
Maintain Desk 1, 4/1	1,000	2
Alter High Speed Tables	1,000	1
Alter Low Speed Tables	1,000	1

~~SECRET~~

(b) (3) (A)



DOE
illegible

~~SECRET~~

ARMY RETIREMENT RATES
 ENDORSEMENT AFB. 1962
 1 - 30 SEPTEMBER 1962

6 October 1962

SERIAL	Last Term Ann			Career Airman			6 October 1962		
	SEMI	MONTH	% RATE	SEMI	MONTH	% RATE	SEMI	MONTH	% RATE
1000	0	0	-0-	5	4	80%	5	4	80%
2000	1	1	100%	5	3	60%	6	4	67%
3000	0	0	--0-	3	2	67%	2	2	67%
4000	2	1	50%	7	6	86%	9	7	78%
5000	1	0	0%	2	1	50%	3	1	33%
6000	0	0	-0-	1	1	100%	1	1	100%
7000	0	0	-0-	0	0	-0-	0	0	-0-
8000	2	2	100%	2	0	-0-	4	2	50%
9000	4	1	25%	6	5	83%	10	6	60%
10000	10	5	50%	31	22	71%	41	27	66%
11000	0	0	-0-	3	0	0%	3	0	0%
12000	2	1	50%	3	7	233%	10	0	0%
13000	2	1	50%	5	5	100%	7	6	86%
14000	0	0	-0-	1	1	100%	1	1	100%
15000	0	0	-0-	2	1	50%	2	1	50%
16000	4	3	75%	10	10	100%	13	10	77%
17000	4	7	175%	10	30	300%	14	30	214%
18000	2	0	-0-	4	3	75%	4	3	75%

NOTE: The above information is for the period 1 - 30 September 1962. The actual rates are subject to review for the period 1 - 30 September 1962. Some rates may be subject to change. Includes 1962 rates only.

HEADQUARTERS, STRATEGIC AIR COMMAND
OFFICE OF THE AIR CHIEF OF STAFF
OFFICE AIR FORCE HALL, WASHINGTON

12 SEP 1961

TO: DM

SUBJECT: Pilferage in Base Exchanges and Commissaries

2 AF

1. The extent to which pilferage now exists in base exchanges and commissaries of this command has become a matter of concern. The problem goes beyond employee pilferage, and includes shoplifting by military personnel and dependents. A recent review of reported instances leads to the conclusion that more stringent action is necessary if this type of behavior is to be effectively discouraged.

2. To accomplish this, it is imperative that prompt and appropriate action be taken against any offender whose guilt has been adequately established. All pilferage cases should be referred to the air police for investigation and, after an evaluation of all circumstances of each case, consideration given to the appropriate course of action.

a. Military personnel whose offenses require judicial or administrative action shall be referred to the appropriate authority for an administrative, or other appropriate, consideration should be after administrative action, such as suspension from the exchange, commissary, etc.

b. Adult dependents, receive all base privileges for the remainder of the stay at that station. This includes, but is not limited to, exchange, commissary, clinic, and recreation facilities. In cases where a second offense is reported, the case may be referred to appropriate authority for prosecution.

c. Minor dependents, receive all base privileges for the remainder of the stay at that station. In case of a second offense, the dependent's privileges should extend for the remainder of the stay at that station.

Serious offenders, or repeaters, may be referred to appropriate civil juvenile authorities for action.

d. Employees found guilty of pilferage or improper business practices such as inventory padding and falsification of records should be terminated for cause. These cases should be considered for prosecution by civil authorities.

3. The policies outlined in this letter should receive the widest dissemination through the media of Commanders' Call.

FOR THE COMMANDER IN CHIEF

Walter T. Wallace
WALTER T. WALLACE
Major General, USAF
Chief of Staff

1. Re HQ SAC (20), 12 Sep 62, Pilferage in Base Exchanges and Commodity

2. Re HQ (CS)

23 September 1962

3. Re SAC, Barksdale AFB, La

4. Re UNIFORM ONE

5. Re THE QUEBEC THREE

1. The trend of increased accountability required by base exchanges and increased losses in the general market and increased activities of the "black market" is of grave concern to the Department. Of further concern has been the trend on the part of management to attempt to cover errors, shortages, or adverse reports by chicanery and/or falsification of accounting documents. How at management is as necessary as least patterns.

2. Effective immediately, the provisions of paragraph 2 of the basic letter will be the established policy on this command.

FOR THE COMMANDER

William C. [Signature]
William C. [Name]
[Title]
[Address]

Air, Hq SAC (OH), 12 Sep 62, Pilferage in Base Exchanges and
Commissaries

2d SAC (OH)

Hq 19 Air Div, Carswell AFB, Tex

To: 4190 Strat Wg (4)
305 Bomb Wg (4)
024 Inbt Spt Gp (4)

I desire that immediate action be taken by you to insure that the
policies outlined in the basic letter are complied with.

EDWARD W. MOORE
Brigadier General, USAF
Commander

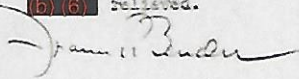
Copies to:
7 Bomb Wg (4)
43 Bomb Wg (4)

HEADQUARTERS
4130 STRATEGIC WING (SAC)
UNITED STATES AIR FORCE
BERGSTROM AIR FORCE BASE, TEXAS

SPECIAL ORDER
G-23

1 September 1952

Under the provisions of AFR 33-34, the undersigned hereby assumes command
of the 4130 Strategic Wing, effective this date, vice COL VAN B EAGGARD,
(b) (6) relieved.



FRANK P BENDER
Colonel, USAF
Commander

DISTRIBUTION
1 Individual
3 Peak Unit and Staff Agency
3 Hq SAC (DPCS)
1 Hq SAC (DPPS)

HEADQUARTERS
4130 STRATEGIC WING (SAC)
UNITED STATES AIR FORCE
BERGSTROM AIR FORCE BASE, TEXAS

SPECIAL ORDER
A-166

8 June 1962

COLONEL WILLIAM W WILCOX 1991A (Shipping AFSC 0002)
ASSIGNMENT: Relieved from this Hq, SAC, this station; assigned Hq SAC,
Offutt AFB, Nebr. EDOSA 9 Jul 62
REPORTING DATA: DAIVP. Report to Commander, organization assigned, not
later than 9 Jul 62.
GENERAL INSTRUCTIONS: Authority: Letter, Hq USAF (AFMMP-A 7731M), Re-
assignment of Col W W Wilcox, 5 Apr 62. Officer will not depart this
station prior to 1 Jul 62. Budget Code SE.
TRANSPORTATION: PCS. TDM. 5733500 367-2000 P536.03 S668400 213210 213220
121100 229060. Dislocation allowance other authorized. TPA with 4 days
travel time authorized. If POC is not used travel time will be the time
of the common carrier used.

FOR THE COMMANDER

W. S. Miller
W. S. MILLER
Capt, USAF
Dir of Admin Svcs

DISTRIBUTION
A & B
3 Hq SAC (DPOS)
1 Hq RAF (DPOS)

UNREADABLE &
PII

HEADQUARTERS
4130 STRATEGIC WING (SAC)
UNITED STATES AIR FORCE
BERGSTROM AIR FORCE BASE, TEXAS

(b) (6)



P-148

2004

SO P-148 24 Aug 62

8. Par 19 SO P-119, this Hq, 12 Jul 62, pertaining to dy assignment of ALC ALTON KENNEDY (b) (6) 4130th Orgl Maintenance Sq, SAC, this stn, is revoked.

9. Par 4 SO P-141, this Hq, 16 Aug 62, pertaining to overseas deferment code of ALC (P-1) CECIL R GEORGE (b) (6) 4130th Armt and Elect Maintenance Sq, SAC, this stn, is revoked.

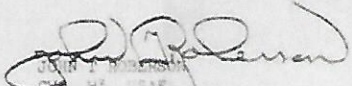
10. So much of par 16, SO P-94, 1 Jun 62, pertaining to principal dy of 1ST LT JOE B GONZALEZ (b) (6) 859th Med Gp, SAC, this stn, as reads: effective 25 Aug 62, is amended to read: effective 23 Aug 62.

11. Functional account code of CAPT RALPH R WATERS (b) (6), this Hq, SAC, this stn, is changed from 2700001 to 8002010 for principal dy as Asst Base Ops Officer, DAFSC 1435Z effective 1 Sep 62.

12. The Eligibility and Availability Code of the following named airmen, Organization indicated, SAC, this stn, is changed to Code N. Transaction Identification Number 912. Airmen have applied for voluntary retirement.

GRADE	NAME	AFSN	ORGN
MSGT	AARON S BRANDON	(b) (6)	4130th Orgl Maintenance Sq
SSGT(P-2)	KENNETH J BERTELSEN	(b) (6)	4130th Armt and Elect Maintenance Sq
SSGT	ERNEST J BORSCHEL	(b) (6)	4130th Cmbr Def Sq

FOR THE COMMANDER


JOHN T. HENDERSON
CWO, W3, USAF
Personnel Officer

DISTRIBUTION
1 Individual
1 Individual Proficiency Tag
(OJT) File
1 Each Sq Concerned

4130 STRATEGIC WING

**OPERATIONS
TRAINING
PLAN**

509-62

31 AUG. 62

HEADQUARTERS 4130 STRATEGIC WING
Bergstrom Air Force Base, Texas
31 August 1962

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4130SW ACTIVITY CALENDAR

Basic Plan

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Appendix II	335BombSq Refueling Allocations
Appendix III	910AREFS Crew Activity
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Appendix V	Supervisor of Flying and Airrome Clearance Officer
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Tab II	Airrome Clearance Officer
Appendix VI	Standardization Activities
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4130SW ODFLAR 509-62
31 August 1962

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41308W OTPLAN 509-62
31 August 1962

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4130 STRATEGIC WING ACTIVITY CALENDAR - SEPTEMBER 1962

NR	ACTIVITY	TIME	LOCATION	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28
1	Wing Commanders Staff Meeting	0900	Bldg 110	H	X						X							X						X					
2	COO Staff Meeting	0900	Bldg 110	O	X							X							X							X			
3	Stand Up Meeting	1115	Bldg 110	L	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	
4	1st Weekly CO's	1000	Bldg 110	I	X						X							X							X				
5	Weekly 60's	1000	Bldg 110	D			X					X								/							X		
6	Monthly CO's	1000	Bldg 110	H																	/								
7	ECN Reliability Team	1400	Bldg 110	Y			/															/						X	
8	Monthly Ground Training Meeting	0800	Bldg 110				X																						
9	Monthly EWO Meeting	1700	Bldg 110				X																						
10	Wing EWO Council	0900	Bldg 110	H		X						/																X	
11	NCS Commanders Meeting	1130	Off Club	D																X									
12	Monthly NCS Commanders Review	1115	Bldg 110	L																								X	
13	Operable Boat Review	1300	Bldg 110	L			X																						
14	Commanders meeting with All JIBET, SNJST & NCS	0730-0800	Base Theater	D																									
15	Officers Call	1930	Off Club	H																									
16	Wing Safety Committee Meeting	1400	Bldg 110	Y																									

4130SW ACTIVITY CALENDAR, 4130SW OTPLAN 509-62, 31 August 1962

HEADQUARTERS 4130 STRATEGIC WING
Bergstrom Air Force Base, Texas
31 August 1962

4130SW OTEPLAN 309-62

CHARTS AND MAP REFERENCES, As required.

TASK ORGANIZATIONS

4130 Combat Support Group	Colonel, A. I. Langford
859 Medical Group	Lt Col G. C. Jernigan, Jr
335 Bombardment Squadron	Lt Col C. D. Curtis
910 Air Refueling Squadron	Lt Col G. L. Pugmire
Hq Sq Sec 4130 SW	Maj T. M. Holland, Jr

1. PURPOSE. This plan provides detailed scheduling information for the month of September 1962.

2. GENERAL INFORMATION. a. September is the third month of a SAC Training Period in accordance with SACM 50-8 for the 4130 Strategic Wing.

b. The period involved is a SACM 50-8 training quarter. The requirements of SACM 50-8 and SAFR 55-3 will be used as a guide to insure a well rounded training program. Special emphasis will continue to be placed on bombing reliability, air refueling effectiveness, and maximum activity within the allocated time.

c. Particular emphasis will be placed on the annual requirements of SACM 50-8 and SACR 50-24.

1. SACR 50-43 training will be emphasized for Combat Ready Individuals locally upgrading to pilot and R/N positions.

e. The flying hour program will be closely monitored by both the maintenance and operations staff to complete quarterly flying time allocations to the exact hour. This requires adherence to the monthly forecast and avoiding "crash programs" which add or lose sorties and flying hours.

3. MISSION. a. Maintain unit combat ready status so as to insure successful execution of SACO commitments directed by higher headquarters.

b. Provide strip alert tankers as directed.

c. Fulfill continuous ground alert directed by higher headquarters

d. Support inter-unit refueling allocations.

e. Complete proportionate share of SAFR 60-3 requirements.

4130SW OTEPLAN 309-62
31 August 1962

- f. Complete ground training objectives.
- g. Complete individuals scheduled for upgrading.
- h. Initiate ACR Training.

NOTE: This plan is based on a 72 hour average work week for B-52 and 73 hour average work week for KC-135.

4. TASKS FOR SUBORDINATE UNITS: a. The 335 Bombardment Squadron and 910 Air Refueling Squadron will support scheduled programs with crews and individual personnel assignments.

b. The 859 Medical Group will provide support to accomplish all scheduled programs, with particular emphasis on care of the flyer.

5. GENERAL SITUATION: a. All commitments from higher headquarters known at this time have been included in this plan.

b. Changes to this plan will not be made without prior approval of the Wing Commander and coordination with the Deputy Commander for Operations and Deputy Commander for Maintenance.

c. Sorties and flying hours for September are directed in this plan. Take-off times as established in the weekly 50-9 scheduling meeting will be adhered to.

6. COMBAT CREW STRUCTURE - SEPTEMBER:

a. 335 Bombardment Squadron:

(1) Select	16
Senior	3
Combat Ready	7
Non Combat Ready (I)	1

b. 910 Air Refueling Squadron:

(1) Senior	17
Combat Ready	1
Non Combat Ready (P)	0

AUTHENTICATION:

for *Heavened Atterfield, Lt Col USAF*
 TELLER S. PRICE Lt Colonel, USAF
 Deputy Commander for Operations

41305W OYFLAN 309-62
 31 August 1962

DISTRIBUTION:

2AF (DO) - 5
19AIRDIV(DO) - 4

4130SW INTERNAL:

C-1
VC-1
DCM -10
SAFE-1
SUCO-1
DCRM-1
HSSW-1
DP-1
335BS-5
910AREFS-3
DAS-1
BISO(Hast)-4

DCO INTERNAL:

DCO-1
DCOT-12
DCOS-3
DCOTG-27
DCOI-1
DCOCE-1
DCOAF-2
DCOOP-1
DCOCP-1
DCOCEW-1

4130SW OTPLAN 509-62
31 August 1962

* 3

HEADQUARTERS 4130 STRATEGIC WING
Bergstrom Air Force Base, Texas
31 August 1962

ANNEX A

4130SW OTPLAN 509-6E

AIR OPERATIONS

1. PURPOSE: This Annex contains the detailed information necessary for effective scheduling during the month of September 1962. The Centralized Scheduling Section (DCOTAS) plans and controls crew schedules and will coordinate on any requested weekly schedule change.

2. AIRFIELD STATUS:

- a. Landing Direction: 170° and 350°.
- b. Runway Length: 12,200 feet.
- c. Runway Width: 30 feet.

3. NAVIGATION AIDS STATUS:

- a. GCA: Operational, unrestricted.
- b. AUS/ILS: Operational, unrestricted.
- c. BSM/ILS: Glide path not commissioned.
- d. L/F Rbn: Operational, unrestricted.
- e. AUS/L/F Rbn: Operational, unrestricted.
- f. L/F/Rbn/BSM: Operational, unrestricted.
- g. LOCALIZER: Operational, unrestricted.
- h. TVOR/BSM: Operational, unrestricted.
- i. VOR/AUS: Operational, unrestricted.
- j. TACAN: Unusable from 360° to 015°.
- k. APPROACH LIGHTING: Operational, unrestricted.
- l. SHE/DF: Operational, unrestricted.
- m. CONTROL TOWER: Operational, unrestricted.

ANNEX A
4130SW OTPLAN 509-6E
31 August 1962

n. PILOT-TO-FORECASTER: Operational, unrestricted.

4. KNOWN COMMITMENTS:

CAF Refueling allocations.

"Chrome Dome" support (Tankers).

"Chrome Dome" - Indoctrination - 1 Aug 62 (B-52).

5. ASSUMPTIONS: a. This plan is predicated on the assumption that maintenance can supply the necessary sorties to support the flying schedule as published.

b. Aircrew inventory and ground alert commitments will remain constant.

6. SAC TRAINING PERIOD: a. Since September is the third month of the SAC Training period, maximum effort will be directed toward accomplishing both the annual and quarterly requirements of SACM 50-8.

b. The provisions of 2AFR 55-3 will be used as minimum requirements for scheduling and air training effectiveness.

c. NCR Crews and qualified individuals will be trained to upgrade to combat ready status in accordance with Appendix VII, this Annex.

7. FLYING HOUR ALLOCATIONS:

a. Schedule for flying hour allocations for September 1962 is:

(1) E-2A

<u>T PE SORTIE</u>	<u>NR</u>	<u>TOTAL HOURS</u>
SACM 51-4	1	11+00
SACM 51-4	2	20+00
SACM 51-4	2	21+00
Sky Shield	2	17+00
Staff	1	8+00
Staff	1	7+30
Profile	2	17+00
CCM	3	30+00
	1	9+45
	4	37+00
	8	72+00
	3	25+30
	5	40+00
	1	23+15
	7	31+30
	4	28+00
	3	19+30

ANNEX A
413024 (CP) 1-1
31 August 1962

<u>TYPE SORTIE</u>	<u>NR</u>	<u>TOTAL HOURS</u>
OCTM	2	12+00
	3	17+15
NCR	3	21+00
TOTAL	60	489+15
CHROME DOME	30	735+00
TOTAL	90	1224+15

(2) KC-135:

Sky Shield	4	31+00
51-4	2	17+00
Reflex (stage)	3	7+15
Reflex	3	27+00
Chrome Dome (deploy)	2	-
OCTM	3	18+00
	25	125+00
	20	90+00
TOTAL	62	315+15
Chrome Dome (Deploy)	2	20+00
Chrome Dome (Re-deploy)	2	22+00

NOTE: Up-grade sorties for new crews are available on 24 and 28 September if crews arrive.

(3) Base Flight: C-47:

Inst Checks	2	8+00
Standbaord check	4	16+00
MSI Support	5	20+00
2AF Courier	1	12+00
Crew Pickup/delivery	4	16+00
51-19 Upgrading	8	32+00
Support/60-3	29	116+00
TOTAL	53	220+00

T-33:

Inst Checks	1	4+00
Support/60-3	52	104+00
TOTAL	53	108+00

ANNEX A
41303W OTPLAN 500-62
31 August 1963

355 BOMBARDMENT SQUADRON REFUELING ALLOCATION - SEPTEMBER 1962

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	TOTAL
AMPS																																

APPENDIX II, ANNEX A WINSOW OTPLAN 309 80, 22 August 1962

Page 1 of 2 pages

910 AIR REFUELING SQUADRON CREW DUTY SCHEDULE SEPTEMBER 1966

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31				
1. [Name]		A	A	A	A	A	A	A	A	A	00	F	F																						
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31. [Name]																																			

Date		910 AIR REFUELING SQUADRON CREW DUTY SCHEDULE																															
		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	
		A	A	A	A	F						A	A	A	A	A	A	A	F	F					F	F		A	A	A	A		

WIC AIR REFUELING SQUADRON REFUELING ALLOCATIONS - SEPTEMBER 1966

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	TOTAL	

APPENDIX IV A-NEX A - NEW ORLEANS (FORM 1) 24 AUGUST 1966

HEADQUARTERS 4130 STRATEGIC WING
Bergstrom Air Force Base, Texas
31 August 1962

APPENDIX V

ANNEX A

4130GW OPLAN 509-62

SUPERVISOR OF FLYING AND AIRDROME CLEARANCE OFFICER DUTIES

1. Tab I and II of this Appendix contains the names of personnel who are detailed to perform the duties as Supervisor of Flying and Airdrome Clearance Officer. It will be the responsibility of the individual to find a replacement to perform duties in the event he will not be available to perform this detail.

- a. Supervisor of Flying - see Tab I, this Appendix.
- b. Airdrome Clearance Officer - see Tab II this Appendix.

APPENDIX V
ANNEX A
4130GW OPLAN 509-62
31 August 1962

SUPERVISOR OF FLYING - SEPTEMBER 1962

TAB I, ATTACHED
 ANNEX A
 41303W OPLAN 509-62
 31 August 1962

SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
						1 Capt Miller
2 Capt Carlson	3 Lt Col Edge	4 Lt Col Curtis	5 Lt Col Pugmire	6 Lt Col Campbell	7 Lt Col Jones	8 Capt Miller
9 Major Virden	10 Lt Col Edge	11 Capt Carlson	12 Lt Col Curtis	13 Lt Col Pugmire	14 Lt Col Campbell	15 Lt Col Jones
16 Capt Miller	17 Major Virden	18 Lt Col Edge	19 Capt Carlson	20 Lt Col Curtis	21 Lt Col Pugmire	22 Lt Col Campbell
23 Lt Col Jones	24 Capt Miller	25 Major Virden	26 Capt Carlson	27 Lt Col Edge	28 Lt Col Curtis	29 Lt Col Pugmire
30 Lt Col Campbell	1 OCTOBER Lt Col Jones	2 OCTOBER Capt Miller	3 OCTOBER Major Virden	4 OCTOBER Lt Col Edge	5 OCTOBER Capt Carlson	6 OCTOBER Lt Col Curtis

AIRDROME CLEARANCE OFFICER SCHEDULE - SEPTEMBER 1962

SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
						1 LT COL SPEER
2 LT COL WORDE	3 CAPT DOTSON	4 MAJOR LEMOND	5 CAPT TALLY	6 CAPT MILLER	7 MAJOR MOORE	8 MAJOR BRADLEY
9 MAJOR ORTH	10 MAJOR ERDMANN	11 LT COL WALSH	12 MAJOR LARIMORE	13 CAPT WATERS	14 LT COL BOONE	15 LT COL EDEWBO
16 LT COL SPEER	17 LT COL WORDE	18 CAPT DOTSON	19 MAJOR LEMOND	20 CAPT TALLY	21 CAPT MILLER	22 MAJOR MOORE
23 MAJOR BRADLEY	24 MAJOR ORTH	25 MAJOR ERDMANN	26 LT COL WALSH	27 MAJOR LARIMORE	28 CAPT WATERS	29 LT COL BOONE
30 LT COL EDEWBO						

TAB II, APPENDIX V
ANNEX A
4130W OPLAN 509-62
31 August 1962

HEADQUARTERS 4130 STRATEGIC WING
Bergstrom Air Force Base, Texas
31 August 1962

APPENDIX VI

ANNEX A

4130SW OPLAN 509-62

STANDARDIZATION ACTIVITIES

1. GENERAL: In accordance with SACM 51-4, crews scheduled for SACM 51-4 evaluations will be scheduled for and accomplish pre-requisites and testing while on Alert to maximum extent possible. Critiques may be accomplished on Alert also if within the prescribed time limits.
2. STANDARDIZATION ACTIVITY AND CREW UTILIZATION SCHEDULE:
 - a. 335 Bombardment Squadron - see Tab I, this Appendix.
 - b. 910 Air Refueling Squadron - see Tab II, this Appendix.
 - c. Base Flight - See Tab III, this appendix.

APPENDIX VI
ANNEX A
4130SW OPLAN 509-62
31 August 1962

HEADQUARTERS 4130 STRATEGIC WING
Bergstrom Air Force Base, Texas
31 August 1962

TAB I, APPENDIX VI

ANNEX A

4130SW OZPLAN 809-62

335 BOMBARDIER SQUADRON STANDARDIZATION AND CREW UTILIZATION SCHEDULE

1. Standardization activity.

a. The following B-52 crews and staff personnel are scheduled for qualification checks during the month of September 1962:

(1) Crew Checks:

- (a) S - 85 Reed, Delinquent date - 10 Nov 62.
R - 98 Mills, Delinquent date - 15 Nov 62.
R - 84 McGill, Recheck by 20 Sep 62.

(2) Individual checks:

- (a) Maj Aguilar - Delinquent 10 Sep 62.
Capt Javurek - Delinquent 10 Sep 62.
S/Sgt Brayton - Delinquent 16 Sep 62.
Maj Cotar - Recheck by 30 Sep 62.
Maj Mabie - Recheck by 30 Sep 62.
Maj Mattin - Recheck by 7 Oct 62.
Maj Koshan - 51-19 Expires 9 Oct 62.
Capt Carlson - Delinquent 15 Nov 62.

b. Standardization Crew Utilization.

- (1) S-55 - Patches: 6 Sep fly COTM; 11 Sep fly Chrome Dome; 18 Sep fly w/P-98 (51-4); 21 Sep fly COTM; 26 Sep COTM (2AF 51-4).
- (2) S-81 - Roberts: 2 Sep fly Chrome Dome; 6 Sep fly COTM; 11 Sep Fly COTM; 13 - 30 Sep (leave).
- (3) S-79 - Smith: 10 - 11 Sep ACR tag at Carswell; 12 Sep fly COTM; 19 Sep fly COTM; 25 Sep Fly Chrome Dome; 26 Sep fly w/S-89 (51-4).
- (4) S-26 - Brews: 4 - 6 Sep ACR Tag at Carswell; 7 Sep fly COTM; 8 Sep fly Chrome Dome; 12 - 19 Sep Alert; 26 Sep fly COTM.

TAB I, APPENDIX VI
ANNEX A
4130SW OZPLAN 809-62
31 August 1962

HEADQUARTERS 4130 STRATEGIC WING
Bergstrom Air Force Base, Texas
31 August 1962

TAB II, APPENDIX VI

ANNEX A

4130SW OTPLAN 509-62

910 AIR REFUELING SQUADRON STANDARDIZATION AND CREW UTILIZATION

Standardization Activity: The following crews are scheduled for a 51-4 Standardization check at the times indicated. Also indicated is the Not Later Than and Delinquent date:

a. Crews:

J-22 Schloeman - NLT 13 Dec 62. Evaluator: J-25
J-04 Leavelle - NLT 18 Oct 62. Evaluator: J-08

b. Standardization Crew Utilization:

(1) J-08 - Higgins: 1 - 2 Sep - Alert; 5 Sep - Fly CCTM; 10 Sep Fly CCTM; 12 - 15 Sep - Alert; 20 Sep - Fly CCTM; 25 Sep Fly CCTM; 28 Sep - Fly CCTM w/J-04.

(2) J-09 - Freel: 1 - 17 Sep Pilot TDY CFIC; 10 Sep Fly CCTM; 13 Sep Fly CCTM; 18 Sep Fly CCTM; 30 - 25 Sep Alert; 28 Sep Fly CCTM.

(3) J-25 - Shupe: 5 Sep Fly CCTM; 15 Sep Fly CCTM w/J-22; 19 Sep Fly CCTM; 31 Sep fly CCTM; 25 - 30 Sep Alert.

TAB II, APPENDIX VI
ANNEX A
4130SW OTPLAN 509-62
31 August 1962

HEADQUARTERS 4130 STRATEGIC WING
Bergstrom Air Force Base, Texas
31 August 1962

TAB III, APPENDIX VI

ANNEX A

4130SW OTEPLAN 09-62

BASE FLIGHT STANDARDIZATION ACTIVITIES:

The following personnel are scheduled for a 51-4 Standardization check at the time indicated:

<u>NAME/RANK</u>	<u>DUE DATE</u>
Wayne, L. G., Capt	23 Sep 62
Dotson, F. J., Capt	9 Oct 62
Waters, R. R., Capt	15 Oct 62
Arnold, G. G., Lt Col	12 Oct 62
Lester, H. J., Lt Col	23 Oct 62
Walsh, F.R., Lt Col	15 Oct 62
Griffith, E. E., Capt	1 Oct 62

TAB III, APPENDIX VI
ANNEX A
4130SW OTEPLAN 09-62
31 August 1962

HEADQUARTERS 4130 STRATEGIC WING
Bergstrom Air Force Base, Texas
31 August 1962

APPENDIX VII

ANNEX A

4130SW OPLAN 509-62

NOR UP GRADE PLAN AND PROFICIENCY FLIGHTS

1. GENERAL: One NOR Crew formed August. Other crews cannot be formed because of the non-availability of crew resources.

2. The following individuals are known NOR resources, their status, and a projected up-grade date to combat ready status:

a. Pilots:

Major Kochan (AC Training) - 31-4 - Oct 62.

b. Co-Pilots:

Major Weater - 31-19 Sep 62 - 31-4 Oct 62.

c. Radar Navigators:

1/Lt Evans - 31-4 - 28 Sep 62.

d. Navigator:

1/Lt Haugeberg - 31-4 - Nov 62

e. Electronic Warfare Officers:

1/Lt Thomas - Recurrency - 19 Sep 62.

3. Combat Ready/Staff co-pilots to receive upgrading training toward Staff AC during Sep enter are:

Capt Jackson - Staff A/C - 31-4 Oct 62.

NOTE: See TAB I this Appendix for up-grading flight schedule.

4. In conjunction with this plan instructor progression will be accomplished concurrent with appropriate OOTM on training available basis.

5. Command Post, Combat Operations and Simulator proficient flights are depicted in TAB II this Appendix.

APPENDIX VII

ANNEX A

4130SW OPLAN 509-62

31 August 1962

NCR UP GRADE PLAN - SEPTEMBER 1962

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31
PLANT				D	V	I	F							F					F	F									F		
CONCRETE													F																F		
DO NOT																															
WATER													F						F									F			
PAVING																															
LAND					F								F						F									F			
MAINTENANCE																															
STRAIN																															

TAB 1, APPENDIX VII, AVERT & ALMOND, LAR 50-62, 31 APR 65 (PL)

PROFICIENCY FLYING SCHEDULE - SEPTEMBER 1962

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	
PARKER														F						-						F%						
WILSON							F%																	F								
PARKING			F%																		F%											
SMITH										F%																						
SMITH																																
SMITH			A.C.																													
SMITH			F%																					F								
VIRIDI										F		F																				
SMITH											F																					
POWELL											F%																	F				

203

HEADQUARTERS 4130 STRATEGIC WING
Bergstrom Air Force Base, Texas
31 August 1962

ANNEX "B"

4130SW OPLAN 509 62

GROUND TRAINING FOR ALL PERSONNEL

1. PURPOSE: This appendix contains detailed information, schedules, and procedures for the conduct of Ground Training during the month of Sept 62.
2. GENERAL:
 - a. Academic Ground Training: (Disaster Actions and Code of Conduct) Required annually for all personnel. Will be accomplished through the medium of open book examinations. The necessary pamphlets have been distributed to the organizations concerned. See Appendix II, Tab V.
 - b. Buddy Care Training (one-time requirement): Chapter 2 SACM 50-28 and Part 2 of Disaster Actions and Buddy Care Examination dated 20 July 1962 will be used to complete the examination portion of this training. The practical application portion will be completed during the confinement portion of the Annual Disaster Control Spruce Up Great Effort Exercise. See Appendix II, Tab VII for completion quotas during September.
 - c. Small Arms Qualification: (Carbine) Units will complete this training shown in Appendix II, Tab III.
 - d. Refresher Handgun Course: (.38 Cal Revolver) Units will complete this training for applicable personnel as shown in Appendix II, Tab II.
 - e. Altitude Chamber (Physiological Training): Training for Combat Crew members will be via mobile unit. All other personnel will receive training at Carswell AFB. Organizations requiring quotas will submit requests by Memo to DCOTG NLT 45 days prior to requested dates.
 - f. Instrument Ground School: Instrument Ground School will be held on 11-12 September 1962. Tactical crew members are not required to attend the 12 hour school. They will complete only the open book exam portion of this course. A four hour period will be provided during the alert cycle to complete this requirement as needed. Pilots of tactical aircraft not assigned crews will complete the twelve hour course the same as the non-tactical pilots.
 - g. B-52 Flight Simulator: Alert Crews will be scheduled by DCOTG during periods of alert. Staff personnel will be scheduled by name through DCOTG. See Appendix II, Tab I.
 - h. KC-135 Flight Simulator: Alert crews will be scheduled by DCOTG during periods of alert. Staff personnel will be scheduled by name through DCOTG. See Appendix II, Tab I.

ANNEX "B"
4130SW OPLAN 509 62
31 August 1962

i. Call Link: Tactical Crews will be scheduled for the 51-12 Instrument Training while on alert. Trainer periods will be scheduled as follows:

0800-1000	Tactical Pilots/Non Tactical Pilots/Staff
1000-1200	" " " " " "
1300-1500	" " " " " "
1500-1700	" " " " " "

The Link Trainer Section will maintain a current and accurate scheduling board. Coordination for trainer periods will be affected directly between the requesting personnel and the DCOTG.

j. T-2A Trainer: The DCOTG will schedule all T-2A Trainer periods. Alert Crews will receive this training while on alert. Staff personnel will be scheduled by the DCOTG. All other periods will be coordinated between the requesting personnel and the DCOTG.

k. T-1A Trainer: The DCOTG will schedule the trainer periods. Alert Crew gunners will receive this training while on alert duty.

l. PFR: Units will complete this training as shown in Appendix II, Tab IV. Tactical Crews will be scheduled while on alert duty.

3. Monthly Agenda for EWO Study: The monthly agenda for EWO Study for September is as follows:

a. B-52 Crews:

- (1) Study Air Alert Mission -- (2 hours).
- (2) Continue study of the ORI mission during each alert cycle.

b. KC-135 Crews:

- (1) Study Air Alert Mission -- (2 hours).
- (2) Continue study of ORI mission during each alert cycle.

4. Monthly Training Meeting: Monthly Ground Training meeting will not be held for September.

ANNEX "B"
4130SW OTPLAN 500-60
31 August 1968

APPENDIX 1

ANNEX "B"

4130SW OPLAN 509-62

SACM 50-8 COLLATERAL GROUND TRAINING

1. B-52 COMBAT READY CREWS

SUBJECT	HOURS/QUARTER	P/CP	N/RN	EWO	G
Tactical Doctrine	3 ea alert cycle	X	X	X	X
Air Weapons Refresher	4	X	X		
Air Weapons Sim. Ops Man	1 Man	X	X		
*Flight Simulator	2 Man	X			
Bomb Nav IFM	3 hrs		X		
Ultra Sonic Trainer	3 hrs		X		
Gunnery Trainer	3				X
St Fld Procedures	1 Exercise				X
Gunnery Systems	3 hours				X
Sextant Obs Error	24 LOP's		X	X	
PosCont&ExecProc	3 ea alert cycle	X	X	X	
Combative Measures	Test Annually	X	X	X	X

* Pilots of a crew who have been combat ready for a continuous year or more are required only one mission per quarter.

2. KC-135 Combat Ready Crews

SUBJECT	HOURS/QUARTER	P	CP	N	B
Tactical Doctrine	3 ea alert cycle	X	X	X	X
PosCont&ExecProc	3 ea alert cycle	X	X	X	
Nav IFM	1			X	
*Flight Simulator	2 man	X	X		
Sextant Obs Error	24 LOP's			X	X

* Same as note in Para 1 above.

3. TRAINING SCHEDULING

a. All of SACM 50-8 Collateral Ground Training requirements will be accomplished by Combat Crews while on alert duty.

b. Detailed crew training schedules will be published weekly covering the above training requirements.

APPENDIX 1

ANNEX "B"

4130SW OPLAN 509-62

31 August 1962

HEADQUARTERS 4130 STRATEGIC WING
Bergstrom Air Force Base, Texas
31 August 1962

APPENDIX II

HEADQUARTERS 4130 STRATEGIC WING
Bergstrom Air Force Base, Texas
31 August 1962

ANNEX "B"

4130SW OTPLAN 509-62

GROUND TRAINING FACILITIES AND TRAINER DEVICES SCHEDULES:

1. The facilities and trainer schedules shown in this appendix will be used for planning and programming information in each unit.
2. Units are encouraged to make maximum use of these facilities in accordance with the schedules to insure all training requirements are completed.
3. The facilities and trainers can be scheduled by individual units for additional training accomplishments by making such arrangements with the DCOTG (EXT 2125/72A).
4. Adherence to these schedules will insure minimum training accomplishments will be completed. Failure to use the facilities will cause a unit to fall behind the training plan and jeopardize the overall training standards of the Wing.

APPENDIX II
ANNEX "B"
4130SW OTPLAN 509-62
31 August 1962

4. KC-135 Simulator Schedule:

<u>DATE</u>	<u>0730-0930</u>	<u>0930-1230</u>	<u>1400-1700</u>	<u>1700-2000</u>
Sept.	Maint & IPT	50-8	51-12	Maint
M - 3	"	"	"	"
T - 4	"	"	"	"
W - 5	"	"	"	"
T - 6	"	"	"	"
F - 7	"	"	"	"
M -10	"	"	"	"
T -11	"	"	"	"
W -12	"	"	"	"
T -13	Available	"	"	"
F -14	"	"	"	"
*	*	*	*	*
M -17	Maint & IPT	Available	Available	Maint
T -18	"	"	"	"
W -19	"	"	"	"
T -20	"	"	"	"
F -21	"	"	"	"
M -24	"	"	"	"
T -25	"	"	"	"
W -26	"	"	"	"
T -27	"	"	"	"
F -28	"	"	"	"

* A possibility exists that initial building modifications will commence for installation of the SMK/23 Visual Simulator. In the event this work is initiated, this second portion of the September schedule will be cancelled.

TAB II, APPENDIX II

HEADQUARTERS 4130 STRATEGIC WING
Bergstrom Air Force Base, Texas
1. August 1962

ANNEX 'B'

4130SW OTPLAN 500-62

HANDGUN REFRESHER (INDOOR RANGE) SCHEDULE

DATE/TIME	910ARS	150BS	5UP	FMS	OMS	AEWS	BSW	EQGP	TOTAL
5 *	X	X							
6 1400				1			3	2	5
7 *	X	X							
10 *	X	X							
11 1400			1	1			3	1	6
14 *	X	X							
17 *	X	X							
18 1400				1			3	1	5
21 *	X	X							
24 *	X	X							
25 1400					1	1	1	1	4
28 *	X	X							
			1	3	1	1	10	5	21

Legend: X- Scheduled in Weekly Alert Ground Training Schedule
- See Weekly Alert Schedule for time

Handgun firing will be conducted at the Indoor Range, Bldg 1810.
Personnel scheduled will report 5 minutes prior to scheduled time.

TAB II, APPENDIX II

ANNEX 'B'

4130SW OTPLAN 500-62

1. August 1962

TAB III, APPENDIX II

HEADQUARTERS 4130 STRATEGIC WING
Bergstrom Air Force Base, Texas
11 August 1960

ANNEX "B"

4130SW OTPLAN 500.6

CASBINE RANGE SCHEDULE (OUTDOOR RANGE)

DATE/TIME	HSSW	FMS	M	AAE	MT	HQF	CF	DMAS	TOTAL
4 0800	7	9	5	5	5	3	1	2	37
6 0800	7	9	5	5	5	3	1	2	37
11 0800	7	9	5	5	5	3	1	2	37
13 0800	7	9	5	5	5	3	1	2	37
18 0800	7	9	5	5	5	3	1	2	37
20 0800	7	9	5	5	5	3	1	2	37
25 0800	7	9	5	5	5	3	1	2	37
27 0800	7	9	5	5	5	3	1	2	37
TOTAL	56	72	40	40	40	24	6	10	390

1. Personnel will report to Bldg 1104, Room 1, NLT 0730 hours on date scheduled. Bus will depart Bldg 1104 for Outdoor Range at 0745 sharp.

TAB III, APPENDIX II
ANNEX "B"
4130SW OTPLAN
11 August 1960

TAB IV, APPENDIX II

ANNEX "B"

4130SW OTPLAN 509-62

PHYSICAL FITNESS TESTING (PFR)

1. July - 1962 began the second period for PFR testing. PFR is required twice each year.
2. Organizations will have tested a minimum of 80% of assigned personnel (eligible) during September. Units will coordinate with PCU Ext 741, for scheduling.
3. Your attention is invited to SACR 50-24 and Base Sup-1 thereto for procedures and personnel requiring PFR. Reference Paragraph 5d(3) Base Sup-1 to SACR 50-24. The SAC Form 156 will also accompany individuals reporting for testing. Change to Base Sup-1 is forthcoming.
4. A USAF Publication Bulletin concerning publication of a new mandatory Physical Conditioning program has created a question concerning the SAC program. Pending formal advisement of a change from SAC Headquarters, all units will continue to utilize the present SAC PFR program. Policies and procedures now in effect will not be changed unless specifically instructed.

HEADQUARTERS 4130 STRATEGIC WING
Bergstrom Air Force Base, Texas
31 August 1962

TAB IV, APPENDIX II
ANNEX "B"
4130SW OTPLAN 509-62
31 August 1962

TAB V, APPENDIX II

HEADQUARTERS 4130 STRATEGIC WING
Bergstrom Air Force Base, Texas
31 August 1962

ANNEX "B"

4130SW OTPLAN 509-62

DISASTER ACTIONS - CODE OF CONDUCT TRAINING COMPLETION

Based on the current percentage of completions, all units should be 100% complete in both subjects by 30 September 1962.

TAB V, APPENDIX II
ANNEX "B"
4130SW OTPLAN 509-62
31 August 1962

TAB VI, APPENDIX II

ANNEX "B"

4130SW OTPLAN 509-62

WEIGHT CONTROL FOR 2ND QUARTER CY 1962

1. In accordance with SACR 50-24, Weight Control is required Quarterly. All personnel were required to be weighed during the month of July 1962.
2. Organizations will maintain a 100% weigh-in throughout the quarter.

HEADQUARTERS 4130 STRATEGIC WING
Bergstrom Air Force Base, Texas
31 August 1962

TAB VI, APPENDIX II
ANNEX "B"
4130SW OTPLAN 509-62
31 August 1962

TAB VII, APPENDIX II

ANNEX "E"

ALCSW OPLAN 509-62

BUDDY CARE TRAINING

HEADQUARTERS 4130 STRATEGIC WING
Bergstrom Air Force Base, Texas
31 August 1962

1. Organizations will complete the following quotas for September:

<u>Organization</u>	<u>Assigned (approx)</u>	<u>Complete to date</u>	<u>Complete by 30 Sep 62</u>
HSSW	433	1	285
HSSCSG	193	2	129
FMS	347	1	229
OMS	358	0	236
AEMS	264	45	174
MMS	71	44	46
SUP	214	0	141
859MedGp	154	123	0
FSS	81	81	0
TRANS	116	0	76
CES	246	110	162
CDS	235	4	155

2. Figures under "Complete by 31 Sep 62", combined with "Complete to date" column, represents 66% of assigned personnel.

TAB VII, APPENDIX II
ANNEX "E"
ALCSW OPLAN 509-62
31 August 1962

TITLE SUBJECT ACTIVITY		PAGE NO.	NO. OF PAGES
1. GAS FILE REPORT		1	3
BASE	ORGANIZATION	DATE(S)	
Bergstrom AFB, Texas	335th Bombardment Sq.	22 Oct. 52	
EXTRACT OF AIR TRAINING REPORT FOR PERIOD			
(1-30 September 52)			
		End.	Sum.
<u>GENERAL INFORMATION</u>			
Total flying time (cumulative)		2127	3070
Combat-ready crew flying time		1128	2954
Non-combat-ready crew flying time		0	116
Total sorties (cumulative)		90	179
Combat-ready crew sorties		90	160
Non-combat-ready crew sorties		0	19
<u>CREW DATA</u>			
Combat-ready crews, end of last month		24	
Combat-ready crews, end of current month		25	
Non-combat-ready crews upgraded			
Combat-ready crews formed			
Combat-ready crews transferred in			
Combat-ready crews downgraded			
Combat-ready crews disbanded			
Combat-ready crews transferred out			

TITLE SUBJECT ACTIVITY		PAGE NO.	NO. OF PAGES
SAC 112 Report		A)	3
DATE	ORGANIZATION	DATE(S)	
27 Oct 57	31st Bombardment Sq.	27 Oct 57	
EXTRACT OF AIR TRAINING REPORT FOR PERIOD			
(1-30 September 1957)			
		Fgt	Cm
<u>UNIT RELIABILITY</u>			
Night celestial navigation attempted		7	
Number reliable		7	
Night celestial grids attempted		17	
Number reliable		17	
Day celestial grids attempted		13	
Number reliable		13	
Day celestial grids attempted			
Number reliable			
Radar precision navigation legs attempted			
Number reliable			
Low level navigation legs attempted		15	
Number reliable		15	
Local defense runs attempted		121	
Number reliable		121	
Tactical navigation legs attempted		15	
Number reliable		15	
Radar attempted		17	
Number reliable		17	
<u>BOMBING RELIABILITY</u>			
Short Look fixed angle attempted			
Number reliable			
High altitude Last Resort attempted			
Number reliable			
Long Look open attempted			
Number reliable			
Long Look Large Charge attempted			
Number reliable			
Open firing attempted			
Number reliable			

TITLE SUBJECT ACTIVITY		PAGE NO	NO OF PAGES
1 DAY 119 REPORT		23	23
BASE	ORGANIZATION	DATE(S)	
Wrightstrom AFB, Texas	335th Bombardment Sq.	27 Oct. 62	
EXTRACT OF AIR TRAINING REPORT FOR PERIOD			
(1-30 September 1962)			
		Sept	Sum
<u>HYDING RELIABILITY</u>			
High altitude symd attempted		24	
Number reliable		26	
High altitude Large Charge attempted		11	
Number reliable		22	
High altitude fixed angle attempted		12	
Number reliable		12	
Short Look symd attempted		2	
Number reliable		2	
Short Look Large Charge attempted		170	
Number reliable		136	
Low altitude RCS Express (SL symd) attempted		-	
Number reliable		-	
Low altitude RCS Express (SILC) attempted		20	
Number reliable		20	
Primary EWO (unit's EWO tactic) attempted		74	
Number reliable		34	
Short Look Express attempted		-	
Number reliable		-	
Short Look semi-mobile attempted		1	
Number reliable		1	
Short Look Large Charge express attempted		-	
Number reliable		-	
EWO semi-mobile tactics attempted		24	
Number reliable		21	
CPI Nav/Bomb attempted		1	
Number reliable		1	
Celestial Nav/Bomb attempted			
Number reliable			
Short Look timing attempted			
Number reliable			

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4130TH STRATEGIC WING (H)
BERASTROM AIR FORCE BASE
TEXAS

4130th Strategic Wing (T-12) Commander's Remarks: 1 September thru 30 September 1962.

1. waiver of Training Requirements: N/A
2. Delinquent Combat Ready Crews: None.
3. Alert Cycle: 7-Thursday thru Wednesday.
4. Crew member upgrading progress: Submitted weekly.
5. Unreliable RBS Runs:

<u>CE</u>	<u>DATE</u>	<u>TYPE RUN</u>	<u>CREW NO.</u>	<u>RBS SITE</u>	<u>REASON</u>
6870/4250	7 Sep	SLLC	R-14	Happy Hour	Aiming Point
2200/6850	7 Sep	LCCJ	R-84	Happy Hour	Equipment Malfunction
2800/7200	13 Sep	LCCJ	R-84	Mark Time	Unknown
4620/2800	19 Sep	LCCJ	R-84	Hastings	Synchronization
1870/	19 Sep	R-5	R-84	Hastings	Aiming Point

6. Unreliable Nike Runs:

<u>CE</u>	<u>DATE</u>	<u>TYPE RUN</u>	<u>CREW NO.</u>	<u>RBS SITE</u>	<u>REASON</u>
5000/	11 Sep	R-5 S/S	E-17	Barksdale	Unknown

7. Unreliable Navigation Legs: N/A
8. Fire Control Systems Fireout Reliability:
 - a. 9, b. 6, c. 95.0, d. 10,800/10,267, e. 68, f. 5, g. 12.
9. SAC/TAC Air Refueling Support Activity: N/A
10. Advanced Capability Radar Training:
 - a. Number of available aircraft ACR equipped: None.
 - b. Number of crews fully qualified: None.
 - c. Number of crews who have passed SACR 50-44 interim check only: None.
 - d. Number of crews who have completed indoctrination flight only: Four.
 - e. Total ACR legs flown: None.
 - f. Total ACR legs scheduled: None.
 - g. Problem areas encountered: None.
 - h. Programmed date all crews will be fully qualified: 31 March 1963.
11. RBS/Nike Information for Reflex, Air Mail, Alarm Bell, and Glass Brick Missions: N/A
12. Flying time and training accomplished on higher headquarters ordered missions while outside of ZI: N/A
13. Tanker missions flown in support of B-52H Category II Testing: N/A
14. Recurring Professional Collateral Training: N/A
15. New Organized or activated unit: N/A
16. Comments or Recommendations Unit Commander: None.
17. wing Commander's Remarks: None.

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Frank P. Bender
FRANK P. BENDER
Colonel, USAF
Commander

~~DOWNGRADED AT 3-YEAR INTERVAL~~
~~DECLASSIFIED AFTER 12 YEARS~~
~~DOO OR 5000 10~~

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 HEADQUARTERS
 4130TH STRATEGIC WING
 United States Air Force
 Bergstrom Air Force Base
 Texas

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2 OCT 1962

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 DOD DIR 5200.10~~

DOCTAS
 Minutes of Unreliable Bomb Panel

2AF (DCIN) 2AF (DITP) 19AD (DO)

1. The Unreliable Bomb Panel met two times in September 1962 to analyze bomb scores received by 4130 Strategic Bomb Wing crews during the month of September 1962. (U)
2. This year received six (6) unreliable scores and downgraded seven (7) bomb runs during September. (U)
3. The panel determined that all downgraded runs were downgraded with a valid "X" malfunction. The seven (7) runs were downgraded by four (4) operators. In two instances, multiple runs were downgraded on the same sortie. This was due to malfunctions in the voice track pattern and attempting, without success, in-flight maintenance between release times. (U)
4. The unreliable runs were caused by: two (2) aiming point, one (1) synchronization, one (1) material failure and two (2) unknown. (U)
5. The unreliable runs do not indicate a particular trend. Four (4) of the unreliable runs were accomplished by the same radar operator, two (2) due to crew error. This radar operator has been removed from the crew for retraining. (U)
6. A completed SAC Form 55 is attached for each unreliable and downgraded run. (U)
7. This correspondence and attachments are classified CONFIDENTIAL because it reveals unit capability. (U)

FOR THE COMMANDER

ROBERT J. McNEIL
 Capt, USAF
 Dir of Admin Svcs

1 Atch
 Unreliable Bomb Reports
 (SAC Form 55) (11 cys 1 pt each) (U)

Copy to:
 AWG

COORDINATION	
OFFICE SYMBOL	LAST NAME
DIVISION	
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BBD0	

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RETURN TO:	OFFICE SYMBOL:	DESIGNATION NAME AND GRADE:	PHONE NO:	EXTENSION:	DATE TYPED:	ADMIN SERVICE (PW)
		ROY L. BERRY, Lt Col, USAF	2146		2 Oct 62	

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SUMMARY AND ANALYSIS OF UNRELIABLE BOMB RUNS				TIME OF BA (GMT)	DATE
AIRCRAFT NO.	NAVIGATOR	AIRCRAFT COMMANDER		CREW NO.	
TYPE RUN	SITE - TARGET - CLASS	SITE YK	SITE GS	CREW YN	CREW YAS
SCORE	ERRORS				
	NO. FEET OVER	NO. FEET SHORT	NO. FEET LEFT	NO. FEET RIGHT	
<p>NARRATIVE (Navigator)</p> <p>Target was located at approx 4000'. Site started jamming and did not cross until asked to do so at approx 160 sec T.O. Jamming ceased too late to effectively use briefed pointer systems. This operator recognized the site point error on X-over after second release.</p> <div style="border: 1px solid black; padding: 5px; text-align: center;"> <p>DOWNGRADED AT 3 YEAR INTERVALS; DECLASSIFIED AFTER 12 YEARS. D.O.D. DIR 5200.10</p> </div> <p>NARRATIVE (Scoring Officer)</p> <p>Final wind started 190° T.O. wind 22° T.O. Operator first placed X-hairs in Opt area at 300° T.O. but his antenna tilt was too low to show any returns in Opt area. Operator corrected tilt at 370° T.O. and CW appeared on scope approx 1.5 MI N of X-hair position. Operator acquired CW at 345° T.O. but was immediately jammed. Jamming lasted until 300° T.O. Pictures on scope then very poor - "break n up". CW did not show well. Operator apparently adjusted scope and CW showed clearly 2000' N of X-hairs.</p> <p>MAINTENANCE ACTIVITY INVESTIGATION</p> <p>Operator maintained this position through release. Min point error 7500/100. CW marks do not show clearly on film. There is a spray. Min point error on second release was 7000/155. No scorable X-over photo.</p> <p>Maintenance Activity: Replaced CW Printer Generator.</p> <p>BOARD RECOMMENDATIONS</p> <p>The cause of this error was a minor point. Recommended more comprehensive test early. This sortie was scheduled too late to schedule crew for T-28 to learn from trainer plate of the complex.</p> <p>ACTION COMPLETED</p> <p>Steps to be taken for complete Mobile/Over Mobile problem prior to next mission "Dark Time" 18 Sept. In addition a T-28 trainer sortie will be scheduled prior to this sortie. Final action completed 10 Sept 1955.</p> <p>PRIMARY SOURCE OF ERROR</p> <p>AIRCREW: <input type="checkbox"/> AIMING POINT <input type="checkbox"/> SYNC. <input type="checkbox"/> OTHER <input type="checkbox"/> MISCELLANEOUS</p> <p>MATERIAL FAILURE <input type="checkbox"/> MAINTENANCE ERROR</p> <p>DATE: 10 Sept 1955 TYPED NAME (Board Chairman): W. J. QUINN, Lt Col, USAF SIGNATURE (Board Chairman): [Signature]</p>					

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SUMMARY AND ANALYSIS OF UNRELIABLE BOMB RUNS				TIME OF BA (GCT)	DATE
AIRCRAFT NO.	NAVIGATOR	AIRCRAFT COMMANDER	CREW NO.		
TYPE RUN	SITE - TARGET - CLASS	SITE TR	SITE GS	CREW TR	CREW GS
SCORES (0/0)	Florida C III		ERRORS		
	NO. FEET OVER	NO. FEET SHORT	NO. FEET LEFT	NO. FEET RIGHT	
<p>NARRATIVE (Navigator)</p> <p>Just after CRT'ing the target and going to bomb, the offset center went out. I switched to aux TFI and used the Time-to-go meter for timing since this was the only available method.</p> <div style="border: 1px solid black; padding: 5px; text-align: center;"> <p>DOWNGRADED AT 3 YEAR INTERVALS; DECLASSIFIED AFTER 12 YEARS. DOD DIR 5200.10</p> </div>					
<p>NARRATIVE (Bombing Officer)</p> <p>At 300' T.O. operator switched to aux TFI. This was just after CRT'ing Tgt area. Apparent malfunction. Ais point error 0/0. Approx analyzed score 0/0.</p>					
<p>MAINTENANCE ACTIVITY INVESTIGATION</p> <p>Polar Converter changed.</p>					
<p>BOARD RECOMMENDATIONS</p> <p>Primary cause of downgraded run was loss of displaced center. (A valid TFI malfunction).</p>					
<p>ACTION COMPLETED</p> <p>10 Sept 1962</p>					
<p>PRIMARY SOURCE OF ERROR</p> <p>AIRCREW: <input type="checkbox"/> AIMING POINT <input type="checkbox"/> SYNCH. <input type="checkbox"/> OTHER</p> <p>MISCELLANEOUS: <input type="checkbox"/> MATERIAL FAILURE <input type="checkbox"/> MAINTENANCE ERROR</p>					
DATE	TYPED NAME (Board Chairman)		SIGNATURE (Board Chairman)		

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SUMMARY AND ANALYSIS OF UNRELIABLE BOMB RUNS				TIME OF BA (OCT)	DATE
AIRCRAFT NO.	NAVIGATOR	AIRCRAFT COMMANDER		CREW NO.	
TYPE RUN	TYPE - TARGET - CLASS	TYPE YK	TYPE OS	CREW YK	CREW OS
SCORE	ERRORS				
	NO. FEET OVER	NO. FEET SHORT	NO. FEET LEFT	NO. FEET RIGHT	
NARRATIVE (Navigator)					
<p>Under Navigator had X-hairs on aiming point at bombs away. Bomb run looked good to Under Navigator. Acft at bombs away was straight and level and IBI was centered.</p>					
<p>DOWNGRADED AT 3 YEAR INTERVALS; DECLASSIFIED AFTER 12 YEARS. DOD DIR 5200.10</p>					
NARRATIVE (Bombing Officer)					
<p>Camera clock not running. 700 on timing error last 10" of run. Aiming point error 800' at 2000'. About 200' after release X-hairs are 1000' at 2000', acft is in a steep turn. There are no para photos after 10" showing any returns. That would allow synchronization timing, or X-hair position.</p>					
MAINTENANCE ACTIVITY INVESTIGATION					
<p>Gun loading problems - did not check out - IBI approximately 2.5° off. Acc - found in 2nd MPTC Cannon Plug - when fired out, loading problems checked.</p>					
BOARD RECOMMENDATIONS					
<p>The primary cause of this error was an erroneous IBI indication caused by water in MPTC Cannon Plug.</p>					
ACTION COMPLETED					
<p>10 Sept 1960.</p>					
PRIMARY SOURCE OF ERROR					
AIRCREW	MISCELLANEOUS		MAINTENANCE ERROR		
<input type="checkbox"/> AIMING POINT	<input type="checkbox"/> SYNCH.	<input type="checkbox"/> OTHER	<input type="checkbox"/> MATERIAL FAILURE	<input type="checkbox"/> MAINTENANCE ERROR	
DATE	TYPED NAME (Board Chairman)		SIGNATURE (Board Chairman)		

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GROUP 1 EXCLUDED FROM AUTOMATIC DOWNGRADING AND DECLASSIFICATION

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SUMMARY AND ANALYSIS OF UNRELIABLE BOMB RUNS				TIME OF BA (GCT)	DATE
AIRCRAFT NO.	NAVIGATOR	AIRCRAFT COMMANDER		CREW NO.	
TYPE RUN	QTY	SITE - TARGET - CLASS	ALTITUDE	SITE GS	CREW TH
SCORE	NO. FEET OVER		NO. FEET SHORT	NO. FEET LEFT	NO. FEET RIGHT
NARRATIVE (Navigator)					
On a scheduled GCM with 4 SMC on egress (NY Time) three runs were damaged due to film break (firing) since the picture was lost halfway through the navigation leg. Approx a JCP master could be seen when soft banded. Every effort was made to restore synchronous capability but it was not possible so three runs made on firing one canceled. (All scores within synchronous criteria).					
NARRATIVE (Seating Officer)					
No visible returns on film after halfway through the nav leg.					
MAINTENANCE ACTIVITY INVESTIGATION					
Replaced NY 103					
BOARD RECOMMENDATIONS					
Runs were cancelled because of valid film malfunction. NY was performed throughout base track on each run without success.					
ACTION COMPLETED					
24 Oct 1968.					
PRIMARY SOURCE OF ERROR					
AIRCREW	AIMING POINT		SYNCH	OTHER	MISCELLANEOUS
	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
DATE	TYPED NAME (Board Chairman)		SIGNATURE (Board Chairman)		
24 Oct 1968					

~~DOWNGRADED AT 3 YEAR INTERVALS;
DECLASSIFIED AFTER 12 YEARS
DOD DIR 5200.10~~

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SUMMARY AND ANALYSIS OF UNRELIABLE BOMB RUNS				TIME OF BA (GCT)	DATE
AIRCRAFT NO.	NAVIGATOR	AIRCRAFT COMMANDER		CREW NO.	
TYPE RUN	SITE - TARGET - CLASS	SIYE YK	SIYE GS	CREW YN	CREW YAS
SCORE	ERRORS				
	NO. FEET OVER	NO. FEET SHDRY	NO. FEET LEFT	NO. FEET RIGHT	
NARRATIVE (Navigator)					
<p>Run looked good - FOI was centered at bomb release - X-hairs were approx 2000 at 260°. (RBS score 5000 at 110) Approx 7000 ft difference between crosshair position and RBS score. Appears to be a range error.</p>					
<p>DOWNGRADED AT 3 YEAR INTERVALS; DECLASSIFIED AFTER 12 YEARS. DIP 520010</p>					
NARRATIVE (Scoring Officer)					
<p>No wind run taken on run. Low r wind w/ level killed on final CPI. Left released about 25° off planned hdg, however 100 lbs was off from 6 to 10° prior to release. Air point error 200/27°, analyzed score 700/300. Left straight and level for two minutes after release.</p>					
MAINTENANCE ACTIVITY INVESTIGATION					
<p>Turnright off 1.5° to the left. Range off 195'.</p>					
BOARD RECOMMENDATIONS					
<p>The cause of this error is unknown. Operator error was insignificant. Left looked reliably on subsequent sortie.</p>					
ACTION COMPLETED					
<p>24 Oct 1962.</p>					
PRIMARY SOURCE OF ERROR					
AIRCREW			MISCELLANEOUS		
<input type="checkbox"/> AIMING POINT	<input type="checkbox"/> SYNC	<input checked="" type="checkbox"/> OTHER	<input type="checkbox"/> MATERIAL FAILURE	<input type="checkbox"/> MAINTENANCE ERROR	
DATE	TYPED NAME (Board Chairman)	SIGNATURE (Board Chairman)			
	MONTE E. CHRY, Lt Col, USAF	<i>[Signature]</i>			

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SUMMARY AND ANALYSIS OF UNRELIABLE BOMB RUNS				TIME OF BA (GCT)	DATE
AIRCRAFT NO.	NAVIGATOR	AIRCRAFT COMMANDER		CREW NO.	CREW NO.
TYPE RUN	SITE/TARGET-CLASS	TYPE TX	TYPE GS	CREW YR	CREW YAS
SCORE/000	Mark time 1810	ERRORS		010	000
	NO. FEET OVER	NO. FEET SHORT	NO. FEET LEFT	NO. FEET RIGHT	
NARRATIVE (Navigator)					
<p>Bomb run was made on Mark Time on Date 0 8 D. Bomb run looked good to Radar Navigator. First score was reliable, 2nd release of 1000 was unreliable. Release were on GP at begin drop. Offset values -020, 000 E-040, 000.</p>					
<div style="border: 1px solid black; padding: 5px; width: fit-content; margin: auto;"> <p>DOWNGRADED AT 3 YEAR INTERVALS; DECLASSIFIED AFTER 12 YEARS. DOD DIR 5200.10</p> </div>					
NARRATIVE (Bombing Officer)					
<p>Final wind on first release 120°. Major point error on second GP 1000/000. Analyzed score 3000/000. Unreliable error is 2000/000. 20 1000' out from 3 to 2" prior to release. There is a large amount of ground clutter noticeable on this run which may have contributed to the 1000' in point error.</p>					
MAINTENANCE ACTIVITY INVESTIGATION					
<p>Synchronization problem not detected. Adjusted No. 11, 101 & 102 balances. 101 and 102 sensitivity. Replaced polar converter because bombing problem was out of tolerance.</p>					
BOARD RECOMMENDATIONS					
<p>The cause of this error could not be determined. The test did have some error in it but not of sufficient significance, to cause an error of this magnitude. Greater error only as indicated on IX report.</p>					
ACTION COMPLETED					
<p>Test 1000.</p>					
PRIMARY SOURCE OF ERROR					
<input type="checkbox"/> AIRCRAFT <input type="checkbox"/> AIMING POINT <input type="checkbox"/> SYNC. " " " " OTHER		<input type="checkbox"/> MISCELLANEOUS <input type="checkbox"/> MATERIAL FAILURE <input type="checkbox"/> MAINTENANCE ERROR			
DATE	TYPED NAME (Board Chairman)	SIGNATURE (Board Chairman)			

FORM 205
SAC FEB 60 55

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Scoring made

SUMMARY AND ANALYSIS OF UNRELIABLE BOMB RUNS				TIME OF DAY (GCT)	DATE
AIRCRAFT NO.	NAVIGATOR	AIRCRAFT COMMANDER		CREW NO.	
TYPE RUN	SITE - TARGET - CLASS	SITING	SITE GS	CREW TN	CREW PAS
SCORE	ERRORS				
	NO. FEET OVER	NO. FEET SHORT	NO. FEET LEFT	NO. FEET RIGHT	
<p>NARRATIVE (Navigator)</p> <p>On approach side stop run X-hairs could not be displaced and positioned on aim point. Run was downgraded at about 1 min T.O.</p> <div style="border: 1px solid black; padding: 5px; text-align: center; margin: 10px auto; width: fit-content;"> <p>DOWNGRADED AT 3 YEAR INTERVALS; DECLASSIFIED AFTER 12 YEARS. DOD DIR 5200.10</p> </div>					
<p>NARRATIVE (Scoring Officer)</p> <p>X-hairs were never on aim. Road Van life was on order 20 yards. The aim was clearly visible throughout the run. Inadvertent loss of X-hairs control. X-hairs did move just after release, about 5 miles off.</p>					
<p>MAINTENANCE ACTIVITY INVESTIGATION</p> <p>Replaced tracking control relay K-2007 in tracking computer.</p>					
<p>BOARD RECOMMENDATIONS</p> <p>Run was downgraded because of valid T.O. malfunction.</p>					
<p>ACTION COMPLETED</p> <p>24 Sept 1968.</p>					
<p>PRIMARY SOURCE OF ERROR</p>					
<p>AIRCREW</p> <p><input type="checkbox"/> AIMING POINT <input type="checkbox"/> SYNCH. <input type="checkbox"/> OTHER</p>			<p>MISCELLANEOUS</p> <p><input type="checkbox"/> MATERIAL FAILURE <input type="checkbox"/> MAINTENANCE ERROR</p>		
DATE	TYPED NAME (Board Chairman)		SIGNATURE (Board Chairman)		

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SUMMARY AND ANALYSIS OF UNRELIABLE BOMB RUNS						TIME OF BA (GMT)	DATE
AIRCRAFT NO.	NAVIGATOR	AIRCRAFT COMMANDER		CREW NO.			
01	Carrall	No. 111		000			
TYPE RUN	SITE - TARGET - CLASS	SIVE YK	SIVE OB	CREW YN	CREW YAS		
1-4 1000	Hastings II			00	000		
SCORE	ERRORS						
1000/100	NO. FEET OVER	NO. FEET SHORT	NO. FEET LEFT	NO. FEET RIGHT			
<p>NARRATIVE (Navigator)</p> <p>After making Target run, and not looking good Radar Nav made run on Trt I and II Hastings. Run looked good up to 70 sec then overshoots toward south. Kept 2-hairs on Trt up to bombs away. Run looked good to Radar Nav.</p>							
<p>DOWNGRADED AT 3 YEAR INTERVALS; DECLASSIFIED AFTER 12 YEARS. DOD DIR 5200.10</p>							
<p>NARRATIVE (Scoring Officer)</p> <p>Final ideal duration 50". After 40 sec 1100 off, 2-hairs went drifting to the south and were reloaded back on 1100 each time. 2-hairs flew about 60". 2-hairs fell 7000/100 (Time offset as used on 1st unreliable) (Circle north of Hastings). Aircraft error 1000/100. 2-hairs appeared to be drifting south during last ten seconds of run. No picture on this run.</p>							
<p>MAINTENANCE ACTIVITY INVESTIGATION</p> <p>None of the reported malfunctions could be reproduced. The focus control on IP 240 was adjusted, ground straps on IP 240 tightened. X, W and III balance and sensitivity were adjusted.</p>							
<p>BOARD RECOMMENDATIONS</p> <p>The most probable cause of this error was desynchronization. Radar Nav has been removed from the crew for retraining.</p>							
<p>ACTION COMPLETED</p> <p>On 1000.</p>							
PRIMARY SOURCE OF ERROR							
AIRCREW				MISCELLANEOUS			
<input type="checkbox"/> AIMING POINT	<input checked="" type="checkbox"/> SYNC	<input type="checkbox"/> OTHER	<input type="checkbox"/> MATERIAL FAILURE	<input type="checkbox"/> MAINTENANCE ERROR			
DATE	TYPED NAME (Board Chairman)			SIGNATURE (Board Chairman)			
10/10/55	J. H. ...			[Signature]			

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SUMMARY AND ANALYSIS OF UNRELIABLE BOMB RUNS				TIME OF BA (GCT)	DATE
AIRCRAFT NO.	NAVIGATOR	AIRCRAFT COMMANDER		CREW NO.	
TYPE RUN	SITE-TARGET-CLASS	SIZE TA	SIZE GS	CREW TH	CREW AS
SCORE	NO. FEET OVER	NO. FEET SHORT	NO. FEET LEFT	NO. FEET RIGHT	
NARRATIVE (Navigator)					
<p>First run looked good up to about 40 sec then target broke up. Synchronization good all way down run up to about 40 sec then X-beams started to drift north. Run looked good to radar nav. Made target run and score once back rollable.</p>					
<p>DOWNGRADED AT 3 YEAR INTERVALS; CLASSIFIED FOR 12 YEARS. D.D DIR 5200.10</p>					
NARRATIVE (Coring Officer)					
<p>First wind direction 121° and was taken on an aircraft about 40 0' short of Tgt N. Miss point error 200/375. No visible X-over photography. Switching from GRT 42 to Direct, X-beams fell about 1000' east of Tgt N. Picture appeared fairly weak throughout bombing.</p>					
MAINTENANCE ACTIVITY INVESTIGATION					
<p>None of the reported malfunctions could be reproduced. The focus control on W 24 was adjusted, ground straps on W 24 tightened. X, M, and Balance and sensitivity were adjusted.</p>					
BOARD RECOMMENDATIONS					
<p>The primary cause of this error was timing point. The radar navigator has been removed from the crew for retraining.</p>					
ACTION COMPLETED					
<p>24 Sept 1970.</p>					
PRIMARY SOURCE OF ERROR					
CREW		MISCELLANEOUS			
<input type="checkbox"/> AIMING POINT	<input type="checkbox"/> SYNC.	<input type="checkbox"/> OTHER	<input type="checkbox"/> MATERIAL FAILURE	<input type="checkbox"/> MAINTENANCE ERROR	
DATE	TYPED NAME (Board Chairman)		SIGNATURE (Board Chairman)		
5-10-70			<i>M. J. [Signature]</i>		

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SUMMARY AND ANALYSIS OF UNRELIABLE BOMB RUNS				TIME OF BA (GCT)	DATE
AIRCRAFT NO.	NAVIGATOR	AIRCRAFT COMMANDER		CREW NO.	
TYPE RUN	JOB - HITZ - TARGET - CLASS		TIME YK	SIZE GS	CRLW YH
SCORE	ERRORS		070	010	
	NO. FEET OVER	NO. FEET SHORT	NO. FEET LEFT	NO. FEET RIGHT	
NARRATIVE (Navigator)					
<p>Motor engine during low level became noisy and obscured the aiming point at approx 100 sec T.O. Run discontinued to Lima Bravo and released at expiration of T.O. Also - effects did not appear to fit, as on previous run I had to go 3000 to 4000 ft north to reach tank's after putting effect in.</p>					
<p>DOWNGRADED AT 3 YEAR INTERVALS; DECLASSIFIED AFTER 12 YEARS. DOD DIR 5200.10</p>					
NARRATIVE (Sounding Officer)					
<p>Severe smoking obscured CAP area making it impossible to see CAP return 95% of the time.</p>					
MAINTENANCE ACTIVITY INVESTIGATION					
<p>No maint accomplished - unable to reproduce malfunction on test hop.</p>					
BOARD RECOMMENDATIONS					
<p>Run was discontinued with a valid T.O. malfunction as indicated on radio file. Note sounding officer's comment.</p>					
ACTION COMPLETED					
<p>24 Sept 1966.</p>					
PRIMARY SOURCE OF ERROR					
AIRCRAFT	MISCELLANEOUS				
<input type="checkbox"/> AIMING POINT	<input type="checkbox"/> SYNCH.	<input type="checkbox"/> OTHER	<input type="checkbox"/> MATERIAL FAILURE	<input type="checkbox"/> MAINTENANCE ERROR	
DATE	TYPED NAME (Board Chairman)	SIGNATURE (Board Chairman)			
5 Sept 66	Malcolm M...	[Signature]			

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SUMMARY AND ANALYSIS OF UNRELIABLE BOMB RUNS						TIME OF BA (GCT)	DATE	
AIRCRAFT NO.	NAVIGATOR	AIRCRAFT COMMANDER		CREW NO.				
TYPE RUN	SITE - TARGET - CLASS		SITE YK	SITE GS	CREW YN	CREW YS		
SCORE	ERRORS							
	NO. FEET OVER	NO. FEET SHORT	NO. FEET LEFT	NO. FEET RIGHT				
<p><i>NARRATIVE (Navigator)</i></p> <p>Moderate smoking during low level became severe and obscured the aiming point at approx 120 and T.O. Run down ended to 120. Power and fuel used at expiration of T.O. Also - effects did not appear to fit, as on previous runs. I had to go 3000 to 4000 ft north to reach tanks after putting effect in.</p>								
<p>DOWNGRADED AT 3 YEAR INTERVALS; DECLASSIFIED AFTER 12 YEARS. DOD DIR 5200.10</p>								
<p><i>NARRATIVE (Seating Officer)</i></p> <p>Severe smoking obscured GCP area making it impossible to see GCP return 95% of the time.</p>								
<p>MAINTENANCE ACTIVITY INVESTIGATION</p> <p>No maintenance accomplished. Unable to reproduce malfunction on test box.</p>								
<p>BOARD RECOMMENDATIONS</p> <p>Run was terminated with a valid GCP malfunction as indicated on refer file. Note seating officer's comment.</p>								
<p>ACTION COMPLETED</p> <p>24 Feb 1975.</p>								
<p>PRIMARY SOURCE OF ERROR</p>								
AIRCREW	AIMING POINT		SYNCH	OTHER	MISCELLANEOUS		MATERIAL FAILURE	MAINTENANCE ERROR
DATE	TYPED NAME (Board Chairman)			SIGNATURE (Board Chairman)				

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TITLE SUBJECT ACTIVITY 1 SAC T12 REPORT		PAGE NO 1	NO OF PAGES 30
BASE Bergstrom AFB, Texas	ORGANIZATION 910th Air Refueling Sq.	DATE(S) 22 Oct. 62	
EXTRACT OF AIR TRAINING REPORT FOR PERIOD (1-30 September 62)			
		Sent	Dns
<u>GENERAL INFORMATION</u>			
Total flying time (cumulative)		415	1098
Combat-ready crew flying time		415	1096
Non-combat-ready crew flying time		-	-
Total sorties (cumulative)		90	207
Combat-ready crew sorties		90	205
Non-combat-ready crew sorties		-	-
<u>CREW DATA</u>			
Combat-ready crews, end of last month		10	
Combat-ready crews, end of current month		10	
Non-combat-ready crews upgraded			
Combat-ready crews formed			
Combat-ready crews transferred in			
Non-combat-ready crews downgraded			
Combat-ready crews disbanded			
Combat-ready crews transferred out			

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2063


TITLE SUBJECT ACTIVITY		PAGE NO.	NO. OF PAGES
1 SAC I12 REPORT		2	3
BASE	ORGANIZATION	DATE(S)	
Bergstrom AFB, Texas	910th Air Refueling Sq.	22 Oct. 52	
EXTRACT OF AIR TRAINING REPORT FOR PERIOD			
(1-30 September 52)			
		Sgt	Ssn
<u>UNIT RELIABILITY</u>			
Night celestial navigation attempted		11	
Number reliable		11	
Night celestial grids attempted		7	
Number reliable		7	
Day celestial grids attempted		10	
Number reliable		10	
Rndz's attempted		206	
Number reliable		206	
Intergrated System attempted		6	
Number reliable		6	
Day celestial attempted		1	
Number reliable		1	
<u>REFUELING</u>			
Refuelings allocated by numbered air force		136	
Refuelings scheduled in the weekly 60-9		136	
Refuelings effective		124	
Tanker aborts or cancellations (other than due to weather or higher hq.)		0	
Aborts/cancellations due to weather precluding takeoff		0	
Aborts/cancellations due to weather in refueling area		0	
Cancellations by higher headquarters		0	
Refuelings accomplished not scheduled in the weekly 60-9		11	
Air refueling efficiency		91.2	
Receiver aborts		10	
I certify that the above information has been extracted from the SAC I12 SAM Cards for the period 1-30 September 1952.			
<i>Handwritten Signature</i>			

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910 AIR REFUELING SQUADRON
4130TH STRATEGIC WING (H)
BERGSTROM AIR FORCE BASE
TEXAS

910th Air Refueling Squadron (T-12), Commander's Remarks: 1 September thru 30 September 1962.

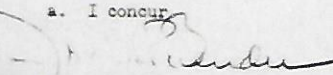
1. Waiver of Training Requirements: N/A
2. Delinquent Combat ready Crews: None.
3. Alert Cycle: 5-One a day change over.
4. Crew member upgrading progress: N/A
5. Unreliable RBS runs: N/A
6. Unreliable Nike runs: N/A
7. Unreliable Navigation Legs: N/A
8. Fire Control systems fireout and reliability: N/A
9. KC-135 sorties in support of TAC receivers: N/A
10. Advanced Capability Radar Training: N/A
11. RBS/Nike information for Reflex, Air Mail, Alarm Bell, and Glass Brick Missions: N/A
12. Flying time and sorties accomplished on higher headquarters ordered missions while outside the ZI: 119:45 hrs. 42 sorties.
13. Missions flown in support of B-52H category II testing: N/A
14. Recurring Professional Collateral Training: N/A
15. Newly organized or activated unit: N/A
16. Comments or Recommendation of unit commander: None


GLENN L. PUGMIRE
Lt Col, USAF
Commander

4130TH STRATEGIC WING (H)
BERGSTROM AIR FORCE BASE
TEXAS

1. wing Commander's Remarks:

a. I concur


FRANK P. BENDER
Colonel, USAF
Commander

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~~DOWNGRADED AT 3 YEAR INTERVALS
DECLASSIFIED AFTER 12 YEARS
DOD DIR 5800.10~~

7-24

Handwritten initials and marks

EDNA 41
S
RCE 744
FP RUCVSB
DE RUCVAA 17
P 071945Z
FM 2AF BARKSDALE AFB LA
TO ROMEO ONE
ROMEO TWO
ROMEO THREE
SIERRA ONE
SIERRA TWO
BT

~~CONFIDENTIAL~~ DODC K-2-15374. PART 1 OF 7 PARTS. THE FOLLOWING IS YOUR FY 2/63 TACTICAL FLYING HOUR ALLOCATION FOR EACH TYPE TACTICAL AIRCRAFT FOR EACH TYPE UNIT. PART 2 FOR B-52 UNITS IN CHROME DOME. HOURS PROGRAMMED FOR CHROME DOME ARE 100 PERCENT AND ARE NOT INCLUDED IN THIS ALLOCATION. PART 3 FOR KC-135 UNITS IN CHROME DOME. THIS ALLOCATION DOES NOT INCLUDE THE HOURS FOR CHROME DOME OPERATION. THE HOURS FOR DEPLOYMENT, REDEPLOYMENT, AND IN PLACE FLYING HOURS FOR CHROME DOME WILL BE RETAINED AT THIS HEADQUARTERS. THE TOTAL TIME EACH UNIT FLIES WILL CONTINUE TO BE COMPUTED ACCORDING TO THE 1-AF-A1 REPORT. THE FLYING HOURS EXPENDED ON CHROME DOME WILL

PAGE TWO RUCVAA 17
BE COMPUTED ACCORDING TO THE 1-SAC-USE2 REPORT AS PREPARED AT THIS HEADQUARTERS. PART 4. ALL UNITS WHO HAVE DETERMINED THAT AN ADJUSTMENT TO THIS ALLOCATION IS NECESSARY WILL SUBMIT THEIR REQUESTS FOR CHANGE SO AS TO ARRIVE AT THIS HQ NO EARLIER THAN 9 NOV 62 AND NO LATER THAN 2300Z 13 NOV 62. ALL ADJUSTMENT REQUESTS WILL BE CONSIDERED BY THIS HQ ON 15 NOV 62 AND ADJUSTMENT CHANGES WILL BE TRANSMITTED TO ALL UNITS ON 16 NOV 62. PART 5. A 2 PERCENT TOLERANCE FOR OVERFLY AND UNDERFLY IS ALLOWABLE FOR THIS ALLOCATION. PART 6 FOR F-47 AND B-52 UNITS. THE LOW LEVEL FLYING HOURS ARE INCLUDED WITHIN YOUR NORMAL ALLOCATION. HOWEVER, THESE HOURS CONSTITUTE A SEPARATE ALLOCATION AND MUST HAVE 100 PERCENT FLYOUT. PART 7 FOR ALL UNITS. FLYING HOUR ALLOCATION FOR FY 2/63 IS AS

INDICATED:	ALLOCATION
KC-135 UNITS	
A. 34 AREFS	3971
B. 24 AREFS	1973
C. 17 AREFS	2376
D. 27 AREFS	1782
E. 072 AREFS	1188
F. 172 AREFS	1386

PAGE THREE RUCVAA 17

G. 912 AREFS 1386
H. 913 AREFS 1748
I. 914 AREFS 1504
J. 922 AREFS 1187
K. 922 AREFS 1122

L-98 UNITS ALLOCATION
43 BW 2598
345 BW 3725

E-47 UNITS ALLOCATION
A. 47 BW 5769
B. 55 SW 4775
C. 68 SW 4702
D. 98 BW 5069
E. 307 BW 5303
F. 340 BW 5709
G. 374 BW 5930
H. 4347 COTW 5314

LOW LEVEL FLYING HOUR ALLOCATION
805

KC-97 UNITS ALLOCATION
A. 70 AREFS 1930
B. 90 AREFS 208

PAGE FOUR RUCVAA 17

C. 97 AREFS 1462
D. 340 AREFS 0
E. 4045 AREFS 4104
F. 55 AREFS 1350

L-52 UNITS: ALLOCATION
A. 7 BW 1934
L. 11 BW 1934

LOW LEVEL FLYING HOUR ALLOCATION
305
305

~~C. 370 BW 1457~~
~~D. 4040 SW 1400~~
~~E. 4040 SW 1060~~
~~F. 4040 SW 1498~~
~~G. 4120 SW 1498~~
~~H. 4130 SW 1934~~
~~I. 4220 SW 1934~~
~~J. 4230 SW 1934~~
~~K. 4240 SW 1934~~
~~L. 4250 SW 1862~~

SCP-4.
BT
07/1603Z SEP RUCVAA

~~DECLASSIFIED AT 3 YEAR INTERVALS
EXCEPT WHERE SHOWN OTHERWISE
EXCEPT WHERE SHOWN OTHERWISE~~

~~SECRET~~

ACTION DCM-1
DCM-1
S-1
INFO _____

~~SECRET~~

HEADQUARTERS
4130TH STRATEGIC WING (SAD)
United States Air Force
Bergstrom Air Force Base, Texas


REPLY TO:
ATTN OF: DCCOP
SUBJECT: 4130th OPLAN 405-62

September 1962

TO: See Distribution

1. Transmitted herewith is Amendment #2 to the 4130th Strategic Wing OPLAN 405-62 Chrome Dome Implementation Plan.
2. The purpose of this amendment is to up-date the OPlan and the various schedules and sortie assignments compatible with current directives.
3. This letter does not contain classified information and if separated or removed from this amendment or the basic OPlan may be downgraded to UNCLASSIFIED.

FOR THE COMMANDER:


W. S. MILLER
Captain, USAF
Dir of Adm Svcs

1 Attachment
Amendment #2 to OPLAN 405-62

62-2283

~~SECRET~~

~~SECRET~~

DISTRIBUTION OF
4100TH STRATEGIC WING
OPERATIONS PLAN
NUMBER 405-62
"CHROME DOME IMPLEMENTATION"

HEADQUARTERS 4100TH STRATEGIC WING
Bergstrom Air Force Base, Texas
21 September 1962

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335 BOMRON	1
910 AREFS	1
DCOOP	2

DISTRIBUTION
4100SW OPLAN 405-62

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3. TASKS FOR UNITS:

- a. DDM: See Appendix I, Annex A, this plan.
- b. Operations Plans Division: See Appendix 2, Annex A, this plan.
- c. Intelligence Division: See Appendix 3, Annex A, this plan.
- d. 215th Bomb Squadron: See Appendix 4, Annex A, this plan.
- e. 910th AREFS: See Appendix 5, Annex A, this plan.
- f. Training Division: See Appendix 6, Annex A, this plan.
- g. Control Division: See Appendix 7, Annex A, this plan.
- h. Det 24, 26th Weather Squadron: See Appendix 8, Annex A, this plan.

4. GENERAL INSTRUCTIONS: It will be incumbent on all agencies concerned with the implementation of this plan to have pre-positioned such appropriate checklists and/or internal procedures that will insure an orderly and timely phasing into this plan on a quick-reaction basis. Key personnel and alternates in each affected agency must keep themselves fully current and aware of the requirements necessary to insure such a quick-reaction response. (U)

a. SPECIAL INSTRUCTIONS: As explained in paragraph one above of this basic order, bomber sorties 01 and 02 have been designated as this unit's "quick-reaction" "Chrome Dome" sorties. In the event either or both of these sorties are degraded we will be allowed normal SAM 55" generation time to prepare these sorties for launch as dictated by the concept being employed (1/16 or 1/8). Should this unit's scheduled daily launch time pass prior to the completion of the generation of the degraded sorties they would be launched at the next scheduled launch time (24 hours later).

NOTE: If tanker sortie 102 is degraded and therefore not available for "Quick Reaction" deployment as called for in JAF OPRD 21-83, all assignments

Amend #2 to OPRD PLAN 21-83

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pertaining to this sortie will be covered by sortie 105. Therefore in each instance where sortie 102 is referred to in this OPLAN sortie 105 would be substituted.

5. ADMINISTRATIVE AND LOGISTICAL MATTERS: Logistics information required in the actual application of this plan has been developed and published in the EWO support plan and is further elaborated on in Appendix I, Annex A, this plan. (U)

6. COMMAND AND COMMUNICATIONS:

a. Command Normal: Implementation of this plan will be on the direction of Hq SAC. (U)

b. Communications Normal: (U)

(1) Implementation of "Chrome Dome" on a 1/16 or 1/18 basis will probably be by a Blue Dot (A-16) quick-reaction message via the PAS system. ~~(S)~~

(2) It is conceivable that due to a quick-reaction requirement, special alert crew notification procedures may be required. These notification procedures are covered in Appendix 7, Annex A, of this plan. (U)

(3) It is anticipated that simultaneously with a "Chrome Dome" implementation order SAC Hqs will declare a Defcon 3 posture. This will place all personnel on a telephone alert and will facilitate recall of necessary personnel. The Control Division will notify key staff personnel required to initiate "Chrome Dome". The key staff personnel (identified in Appendix 9, Annex A of this plan) will recall such other personnel that may be needed to assure a quick-reaction response to the implementation order. ~~(S)~~

~~SECRET~~

~~SECRET~~

BENDER
Colonel, USAF
Commander

DISTRIBUTION:
See page 11

George N. Payne
GEORGE N. PAYNE
Colonel, USAF
Deputy Commander for Operations

Amend # 2
4110SW CPLAN 405-62

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