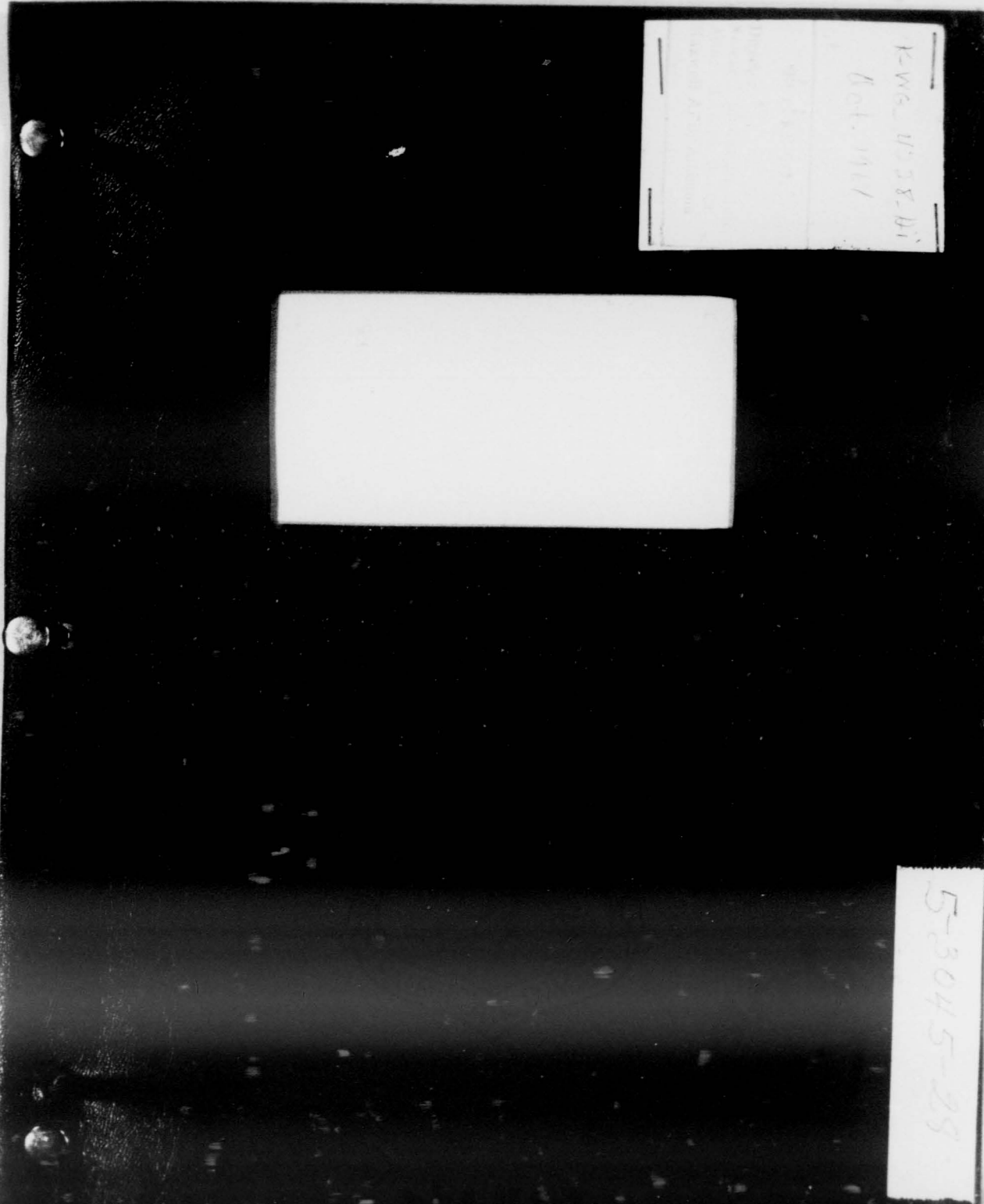


THIS PAGE IS DECLASSIFIED IAW EO 13526



K-106, 11/28/81  
Doc. 1111

5-3045-28

THIS PAGE IS DECLASSIFIED IAW EO 13526



34348

**SECRET**

**SECRET**  
AUTH: *Code 204*  
DATE: *5 Dec 1961*  
NAME: *Thompson*

4228TH STRATEGIC WING (H, JET)  
Columbus Air Force Base, Mississippi  
1 - 31 October 1961  
(Unclassified Title)

Second Air Force  
Strategic Air Command

*Orie O. Schurter*  
ORIE O. SCHURTER  
Colonel, USAF  
Commander

*Harry F. Collins*  
HARRY F. COLLINS  
Major, USAF  
Historical Officer

Prepared by:

*Earl C. Nelson*  
EARL C. NELSON  
TSgt., USAF  
Historian

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

This history is classified SECRET because it contains information relative to the emergency war capabilities of the 4228th Strategic Wing (J, Jet).

**SECRET**

2AF-1-13793

C4651-1

2AF-1-14305

5-3045IPR  
4/14/74

FORWARD

This is the thirty-first installment recording the history of the 4228th Strategic Wing (H, Jet), Columbus Air Force Base, Mississippi. It includes reports of the progress of training of the tactical and supporting units, statistics on bombing capability, activity in special operations directed by higher headquarters, and analyses of these statistics; data relating to the maintenance of the aircraft; facts regarding the wing's organization and administration; inventory of personnel assigned; progress of facilities; and supporting documents and appendices.

TABLE OF CONTENTS

CHAPTER		PAGE
I	ORGANIZATION AND ADMINISTRATION	1
	Wing Mission	1
	Supply Squadron Reorganized	1
	New Wing Alert Procedure	2
	"Best Man" Programming Completed	2
	Wing Performance Under SAC MCS	3
	Second Air Force Staff Visit	3
	Amendments and Changes	4
II	OPERATIONS AND TRAINING	5
	Alert Commitment Altered	5
	Chrome Dome Preparation	5
	Exercise Sky Shield II	7
	Electronic Warfare Activity	10
	Bomber Training	12
	RBS Express/Second Down	14
	GAM-77A Flight Training	15
	Fire Control Reliability	15
	Tanker Training	15
	Munitions Maintenance Training Continued	16
	Amendments and Changes	16
III	SUPPLY, MATERIEL, AND MAINTENANCE	18
	Aircraft Inventory	18
	Overall Maintenance Support	19
	Utilization of Manpower	20
	GAM-77 Inventory and Maintenance	20
	Supply Support for Maintenance Complex	21
	Pope Inspection Saves Manhours	21
	Amendments and Changes	22

2AF-1-13793

CHAPTER		PAGE
IV	PERSONNEL	24
	Total Wing Strength	24
	Aircrew Manning	25
	Manpower Shortages	25
	Air Policemen Extended	26
	Individual Efficiency Training	27
	Education and GED Tests	27
	Reenlistments	28
	Squadron MCS Monthly Standing	28
	State of Discipline Report	28
	Retirements	29
	Promotions	29
V	FACILITIES	30
	RAPCON Goes into Operation	30
	Military Construction Program	31
	Runway Repaired Quickly	32

THIS PAGE IS DECLASSIFIED IAW EO 13526

CH  
I

THIS PAGE IS DECLASSIFIED IAW EO 13526



CHAPTER I  
ORGANIZATION AND ADMINISTRATION

WING MISSION

Mission of the 4228th Strategic Wing remained unchanged during the month of October. It was "to conduct strategic bombardment operations on a global scale, either independently or in cooperation with land and sea forces." This was the substance of a Second Air Force regulation published in July, 1961. (U)

SUPPLY SQUADRON REORGANIZED

As directed by a message from Headquarters, Strategic Air Command, the 4228th Supply Squadron was reorganized on 1 October 1961. Its mission was to "provide for the receipt, storage and issue of all classes of supplies, excluding medical, POL, munitions, subsistence and clothing sales store items." It also was to provide consolidated unit supply "for the receipt, storage and issue of equipment type items, maintenance of individual UALs, and property records. In addition, the unit was relieved from assignment to the 4228 Combat Support Group and assigned to the 4228th Strategic Wing. (U)

In other organizational changes, continuing the wing's realignment under the single wing concept, the 4228th Aircraft Support Squadron (a part of the 4228th Combat Support Group), and the 4228th Support Squadron (directly under the wing commander) were discontinued. (U)

1. Hist, 4228th SW, August, 1961. Page 1
2. Hist, 4228th SW, August, 1961. Doc. 1
3. UMD, 4228th Supply Squadron. Doc. 1
4. SO G-11b, Hq SAC, 20 Sep 61. Doc. 2



ORGANIZATION AND ADMINISTRATION

Also effective 1 Oct 61, the base operations function moved to the wing deputy commander for operations and the ground and flying safety office was consolidated into wing headquarters. (U)

NEW WING ALERT PROCEDURES

Due to the realignment of the wing, new alert procedures were published on 1 Oct 61, superseding the base regulation published 1 Dec 60. The procedures cover both a "normal alert" and a "non-communication Alert." (U)

One peculiarity of these procedures - perhaps unique in Strategic Air Command - was the fact that the civilian operator of the West Point (a community near the base) ferry must be notified by the base motor pool dispatcher should an alert occur during other than normal duty hours. This situation is necessitated by the fact that there are approximately 100 of the wing's personnel living in the West Point area and, outside of a 30-mile circuitous route, the ferry across the Tombigbee River is the only means of reaching the base expeditiously. The regulation added that "this procedure is rescinded upon opening of the new West Point road", anticipated in the Spring of 1962. (U)

"BEST MAN" PROGRAMMING COMPLETED

The 4220th Strategic Wing completed its programming under Project "Best Man" on October 1st. This is a Strategic Air Command concept designed to balance the field grade officer strength between the wing staff and the staffs of the two tactical squadrons with the combat crews of the bomber and tanker units. (U)

o. SACReg 20-15, 28 Sep 61. In file, BDAS, Hq 42283W.  
¶. Base Reg 55-1, 1 Oct 61, Hq 42283W. Doc. 3

ORGANIZATION AND ADMINISTRATION

Early in October there were eight field grade officers of the wing who had been returned to combat crew duty under "Best Man." There were six other lieutenant colonels and nine majors programmed for return to combat crew duty as soon as adequate replacements are trained to assume their staff duties.<sup>8</sup> (U)

WING PERFORMANCE UNDER SAC MCS

Performance of the 4228th Strategic Wing under SACs management control system for the month of October dropped 3.9 percent from its score during the previous training quarter. The wing total score was 96.9 percent. It could not be ascertained immediately whether this is in the "top, middle or bottom" SAC score grouping because it did not include Incentive Training, which was being scored by Hq SAC during the current training period. (U)

The three items which cost the wing the most MCS points during October were ground safety, a loss of 67.5 points because of two private motor vehicle accidents and three off-duty military injuries; weight control, a loss of 20 points because 37 personnel were overweight; and B-52 bombing reliability (see Chapter II, this history).<sup>9</sup> (U)

SECOND AIR FORCE STAFF VISIT

Representatives from 10 directorates from Hq Second Air Force, as well as the office of Surgeon and Office of Inspector General paid a supervisory staff visit to Columbus Air Force Base from 30 Oct to 4 Nov 61. The directorates included: Operations, Materiel, Personnel, Plans, Comptroller, Safety, Intelligence, Civil Engineering, Adminis-

8. Records on file in Off Rec Sec, Dir of Pers, 4228SW; interview by wing historian with 3Sgt Prosser, Combat Crew Roster NCO.  
9. IOM, SAC MCS Performance, 13 Nov 61, Hq 4228SW. Doc. 4

ORGANIZATION AND ADMINISTRATION

trative Services and Information.(U)

A critique held at the close of the inspection disclosed that the "overall evaluation of the 4228th Strategic Wing was excellent. This unit is capable of performing its EWO mission. There were no red flag or proplem areas noted during the visit."<sup>10</sup> (U)

AMENDMENTS AND CHANGES

Amendment #2 to the Base Support Plan, 27 Feb 61, was published on 1 Oct 61 containing unclassified information "required for the successful logistical and administrative support of tactical units assigned and attached to Columbus Air Force Base in support of the Emergency War Order."<sup>11</sup> There also was a minor pen and ink change to Base Manual 55-10, Air Traffic Control Procedures, published on 1 Oct 61.<sup>12</sup> (U)

- 
10. Ltr, Rept of Supervisory Staff Visit to OAFB, 3 Nov 61, Hq 2AF  
In file, BDAS, 4228SW.
  11. Amendment #2 to Base Support Plan. Doc. 5
  12. Change to Base Manual 55-10. Doc. 6

THIS PAGE IS DECLASSIFIED IAW EO 13526

CH  
II

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

CHAPTER II  
OPERATIONS AND TRAINING

ALERT COMMITMENT ALTERED

The 4228th Strategic Wing's airborne alert commitment (KEEN AXE) came to a close with the last sortie made on 30 Sep 61. This operation originally was to have been completed at the end of August, but a message from Headquarters, SAC, late in that month extended the daily, round-the-clock mission for an additional 30 days. (S)<sup>1</sup>

Meanwhile, the organization's ground alert commitment continued as it had during the previous three month training period. Five bombers, fully loaded and cocked, and four tankers, standing adjacent to the alert facility at the north end of the runway stood ready at all times for instant takeoff in case of an attack. (S)<sup>2</sup>

The crews for the bombers were scheduled on a three and four day alternating alert cycle, while the tanker crews~~were~~ were on a two-two-three day alert cycle. (S)<sup>3</sup>

CHROME DOME PREPARATIONS

The bomber crews' "vacation" from the long airborne alert missions was due to be short-lived, however, for even while the crews were concentrating on training missions during October, staff officers were completing preparations for Operation CHROME DOME. (S)<sup>4</sup>

1. Mag (SECRET) DO-B79975, 23 Aug 61, Hq SAC to 4228SW. In file, 492BSq Ops Sec; interview by wing historian with Major Stoddard (hereinafter Nelson-Stoddard) chief, Combat Ops, 492BSq
2. Hist, 4228SW, August 1961. Page 5
3. Oper and Maint Plan, 422-62, Hq 4228SW. Doc. 7
4. Nelson Stoddard interview.

SECRET



SECRET

6

## OPERATIONS AND TRAINING

This operations, as it pertained to the 4228th Strategic Wing, was to be a daily 25-hour bomber sortie as a part of the Strategic Air Command's airborne alert and was scheduled to commence on 6 Nov 61. (S)

At the end of October, the preparations were virtually complete. Not only had a number of staff officers visited higher headquarters to coordinate the logistics of the operation, but a Mission Flimsy covering general instructions, air traffic control procedures, air refueling, and training requirement for the wing was published. In addition, all crews which would become involved in the operation had received further briefing on precautionary measures to take when flying over the European territory involved in the air route. (S)

Estimated actual flying time for the bombers would be 25 hours and 10 minutes and estimated air distance, 11,065 nautical miles. (S)

Leaving Columbus Air Force Base at 1058 central standard time, the B-52s were to fly over Norfolk, Virginia, thence out over the Atlantic Ocean and take a northeasterly course to Newfoundland where they would veer east to Spain. Over that country, they would take their first refueling, maneuver over the Mediterranean Sea, back over Spain for a second refueling, and then return to Columbus Air Force Base. (S)

Specific training scheduled for each crew on each CHROME DOME sortie was to include, among other things, a heavyweight takeoff, instrument practice period, two air refuelings, hooded tracking and holding over a terminal fix, radar monitored approach, penetrations, and GroundControl Approach. There was also navigation training, electronic warfare activity, and gannery operations scheduled. (S)

5. Chrome Dome Crew Mission Flimsy, 1 Nov 61, Hq 4228SW. Doc. 8

SECRET



OPERATIONS AND TRAINING

SECRET

7

A fragmentary order from SAC Headquarters, received here on 27 October 61, was the authority to begin Operation CHROME DOME at 0001Z 6 November 61. (S)

Preparations by the 901st Air Refueling Squadron, which also was scheduled to be committed to CHROME DOME at the same time as the bomber unit, included computing the logistics, laying out the air routes and completing all preliminary paperwork necessary for the deployment and redeployment of personnel to Torrejon Air Base, Spain. However, no word to execute the tanker operation had been received from higher headquarters at the end of the month. (S)

EXERCISE SKY SHIELD II

The 4228th Strategic Wing provided six B-52 bombers and five KC-135 tankers as a part of a huge 12-hour "aggressor" attack upon the North American continent, beginning at 1100 hours local time, 14 Oct 61.

The unclassified nickname for this exercise was SKY SHIELD II, and was similar to, but vastly more complex than SKY SHIELD I of September, 1960. (C)

Primary objectives of the exercise was to provide North American Air Defense (NORAD) components and systems with a maximum air defense training exercise as well as realistically exercise SAC bombardment and air refueling forces. SAC planes primarily were the "aggressors", while NORAD defense installations and interceptor planes were the "defenders." No overall evaluation pertaining to the relative effectiveness of the defensive or offensive forces was to be made. (S)

6. Mag (SECRET) Hq SAC to ALFA II, DOOPOP 3187, 27 Oct 61. Doc. 9
7. Interview by wing historian with Major Bennett, ch, tr br, 4228SW.
8. Crew Flimsy to SKY SHIELD II, 25 Sep 61, Hq 4228SW. Doc. 10
9. See Hist, 4228SW, September 1960, PPS 30-33
10. See Note 8

SECRET

SECRET

8

OPERATIONS AND TRAINING

During this exercise, in which approximately 445- plus SAC aircraft and 1,500 NORAD interceptor planes - flying upwards of 3,000<sup>11</sup> sorties - participated, all civilian aircraft in the United States, and Canada, as well as non-participating military aircraft, were grounded<sup>12</sup> for the 12-hour period in the interest of safety. (U)

There was no "no-notice" aspect of this exercise, being a pre-planned mission. Nuclear weapons were not carried nor was gunnery conducted. However, there were other training requirements scheduled to be conducted in connection with the exercise. These included "Big Blast" credit for each bomber crew completing the penetration portion of the exercise; rendezvous and air refueling; both high and low level navigation; and radar camera attacks on designated complexes. (C)

The general concept of SKY SHIELD II was to have an "aggressor" attack of 28 SAC aircraft, prepositioned at overseas bases, penetrate the NORAD radar range at 1700Z, 14 October. When this force was detected, SAC was to be warned, thus putting into operation an emergency war order (EWO) situation. Within 10 minutes of receiving the "exercise alert force" message from CINCSAC, the first of the six scheduled B-52s from this base was to be airborne. (S)

On the outbound route, the bombers were considered "friendly" forces and were given safe passage to the turnaround point. They then became<sup>13</sup> "aggressors" until the conclusion of the exercise. (S)

All planes committed to SKY SHIELD II from this base were launched on time, although it was necessary to obtain permission from higher

11. Crew Flimsy to SKY SHIELD II. Doc. 10

12. Msg (SECRET) SAC to Charlie Two, DXIP 1108, 5 Aug 61. In file, IXO.

13. See Note 11

SECRET

SECRET

9

OPERATIONS AND TRAINING

headquarters to degrade one ground alert bomber in order to meet the six B-52 aircraft stipulated in the crew flimsy. At the time of the exercise, there were only 10 B-52s available due to modification projects. (S)

To make the entire operation as realistic as possible, route used by the base's bombers was their actual emergency war order route to the turnaround point. This, broadly speaking, was north to Canada and to the vicinity of Lake St. John, thence northeast via the great circle route to a point over the Atlantic Ocean beyond the line of NORAD radar surveillance. Refueling was accomplished on this eastern leg. After the refueling was completed, two of the tankers proceeded to an EWO recovery base (Loring Air Force Base, Maine), accomplished their EWO turn-around exercise, and returned to Columbus Air Force Base. The other three tankers returned directly to their home base. (S)

The bombers continued out over the ocean, made their turnaround beyond the NORAD radar range, and penetrated the defense system to make camera attacks on the Goose Bay and Montreal complexes. The first attack was made at high altitude and the Montreal attack at low altitude. The bombers then returned to Columbus Air Force Base. Average flying time for the bombers was 11 hours and 15 minutes and they flew approximately 4,500 nautical miles on the exercise. (S)

Although SKY SHIELD II primarily was an exercise in defense, the flying personnel and staff officers from the 4228th Strategic Wing who participated in it were unanimous in their agreement that the operation

14. Msg (SECRET) Hq SAC to 4228SW, BC-80475, 12 Oct 61. In file, Combat Ops, 492BS; Interview Nelson-Stoddard

15. Interview by wing historian with Maj. Bennett, ch. tx. sec, 422034.

SECRET

10

## OPERATIONS AND TRAINING

was of great value to themselves because of its magnitude, the realistic manner in which it was executed, and the accuracy of the myriad tracking devices which gave them "safe passage" during that phase of the exercise. (S)

The awesome complexity of the vast monitoring system involved in this "safe passage" concept, based almost wholly on computations from pre-designated routes, altitudes, speeds and times over checkpoints, is one that is well-nigh beyond comprehension. It simply must be trusted and in SKY SHIELD II, the validity of that trust was proved. A senior officer commented that "most of our junior officers simply couldn't believe any system could be as accurate as the 'safe passage' concept claimed it was. Let's face it, most of the senior officers were equally as skeptical. On this mission, they learned just what that monitoring system could do. It convinced them that if the real thing does come along, we won't be shooting down our own planes as long as we follow the rules." (S)

The entire operation, so vastly more complex than its predecessor, was considered, from the viewpoint of those who participated in it from this wing, an unqualified success. (S)

ELECTRONIC WARFARE ACTIVITY

A marked increase in the reliability for both the Radar Simulator Runs (RSR) and Local Defense Runs (LDR) was noted in October over the three previous months, as the following figures show (these statistics were for combat crews only):<sup>17</sup> (U)

16. Interview Nelson-Stoddard

17. ICM, Monthly ECM Report, October 1961, Hq 4228JW. Dec. 11

SECRET



14

## OPERATIONS AND TRAINING

	<u>LDR</u>		<u>RSR</u>	
	<u>Runs</u>	<u>Reliability</u>	<u>Runs</u>	<u>Reliability</u>
July*	87	91%	41	90%
August*	72	93%	44	89%
September*	57	88%	24	83%
OCTOBER	149	93%	142	96%

(\*July, August and September runs do not include short look simulator activity which was not computed in reliability. Seventy-five of these runs were made during this period with 50 reliability for a 77% reliability. October reliability - 79 of the 142 runs - for short look simulator runs was 96%.)

This increase in reliability was attributable to the increase in activity, hence additional training which resulted in greater accuracy. The increase in activity itself was due to the fact that the bomb squadron was not committed to a daily KEEN AXE sortie in October and thus could concentrate on training missions. (U)

It was obvious, also, that the crews had heeded the suggestion made the previous month by the operations officer who urged that "navigation legs, routes to and from refueling areas and low level sites should be planned to make maximum utilization of ECM activity in order to perform activity at every opportunity. (U)

However, there were 10 unreliaables on Local Defense Runs and six on Radar Simulator Runs. Of these, seven were in the area of operator error, "our primary problem." It was believed that "some of our early jamming scores on LDRs is attributed to the electronic warfare officer attempting to obtain less than O4E (a scoring computation) for the 'top five' computation purposes." It was suggested that "the crews primary objective should be first to obtain a reliable run - secondary, a perfect score."(U)

18. Interview by wing historian with Major Tompkins, EWO, 42283W.  
19. Hist, 42283W, September 1961. Page 11

~~Confidential~~

12

## OPERATIONS AND TRAINING

A breakdown of the causes for unreliable LDRs and RSRs for the two periods shows the following statistics: (U)

UNRELIABLE LDRS (COMBAT READY)	RUNS	OPR ERR	EQUIP	CREW COORD	SITE	UNK
Jul, Aug, Sep	216	9	4	3	2	4
OCTOBER	149	5	3	0	1	1

UNRELIABLE RSRs (COMBAT READY)	RUNS	OPR ERR	EQUIP	CREW COORD	SITE	UNK
Jul, Aug, Sep	109	4	1	1	3	4
OCTOBER	142	2	1	1	0	2

During October, three non-combat ready electronics warfare officers made a total of 28 LDRs and RSRs, with 27 successful in both types of runs for a 96 percent reliability.

Overall statistics for the various types of electronic warfare activity shows the following: Local Defense Runs - 149, 139 successful; Radar Simulator Runs - 132, 136 successful; Low Gear Runs - 54, 42 successful; Bomber Defense Runs - 74, 67 successful; Manual Radar Site Runs - 165; Nike Defense Runs - 28; and Big Blast Runs - 5. (U)

BOMBER TRAINING

The 492nd Bomb Squadron's 26 combat ready crews flew a total of 69 sorties (this includes training and ferrying sorties) during October, amassing 750 hours in the air. This total included 88 hours low level flying time. The five noncombat ready crews assigned and available flew four sorties for a total of 38 hours. (U)

There were 42 air refuelings scheduled for the bombers, with 41 effective. There was one cancellation due to weather in the refueling area. (U)

20. Statistics taken from ICM, ECM Rept, Oct 61, Hq 4228SW. Dec. 11

~~Confidential~~



SECRET

13

## OPERATIONS AND TRAINING

Navigators for the unit scored a 100 percent unit reliability in the four types of navigation attempted: 34 night celestial grids; 17 day celestial grids; 18 integrated systems; and 64 low level navigation legs. (O)

Of particular importance was the fact that the bomber crews attempted 75 primary emergency war order tactic runs over various targets during October with 68 effective for a reliability percentage of 90.7. This is a low level, short look run which would be, ~~as~~ as the name implies, the tactic primarily used by this unit should the B-52s be ordered to attack an actual target. <sup>21</sup> (S)

Other pertinent bombing statistics for the month include: High altitude sync attempted - 32, 27 successful; High altitude Large Charge attempted - 39, 34 successful; High altitude fixed angle attempted - 10, all successful; combat runs - 31, all successful; Short Look sync attempted - 5, all successful; Long Look Large Charge attempted - 16, 13 successful; Short Look Large Charge attempted - 47, 44 successful; Nike high altitude sync attempted - 29, 24 successful; Nike high altitude Large Charge attempted - 19, 16 successful; Low altitude RBS Express (Short Look sync) attempted - 23, 19 successful; and Low altitude RBS Express (Short Look Large Charge) attempted - 23, 18 successful. (O)

In other training, the bombers made 14 side step runs, 23 maximum altitude runs; 13 large charge, combat, jamming, map match runs; and

21. Interview by wing historian with Major Henderson, chief, bomb-nav sec, 42283W.

SECRET

14

## OPERATIONS AND TRAINING

~~Confidential~~

19 RBS Express, semi-mobile, large charge, short look runs. <sup>22</sup> (C)

Breakdown of the unreliable runs (besides those mentioned in the Electronic Warfare Activity section of this chapter) included 11 radar bomb scoring (RBS) runs and nine Nike runs. Of the 11 unreliable RBS runs, eight were due to materiel and it was suspected that the fault lay with the N-1 compass. This was simply an item noted in the minutes of a staff meeting and was not to be construed as a "trend" until more data was obtained. The nine Nike unreliaables were caused by materiel (five), crew procedure error (two), poor target materiel <sup>23</sup> (one), and maintenance (one). (C)

RBS EXPRESS/SECOND DOWN

The 492nd stepped up its "express" activity in October, using Strategic Air Command's mobile radar train located at Sydney, Nebraska, as its target. Besides other type runs, there were 23 short look, large charge runs attempted (low level runs using the unit's primary emergency war order tactic) with five of them scored as unreliable. Three of these unreliaables were due to materiel failure, one to aiming point identification, and one listed as "unknown." <sup>24</sup> (C)

GAM-77A FLIGHT TRAINING

Air training with the wing's guided air missiles (GAM-77A) moved beyond the half-way mark at the end of October when it was reported that there were 14 crews checked out, plus three staff officers (the deputy commander for operations, wing bombardier-navigator, and wing Air training officer). (C)

<sup>22</sup> Statistics from EAM Cards, SAC-T-12, 492BSq, 1-31 Oct 61. Doc. 12  
<sup>23</sup> Rept, 1-SAC-T-12 492BS, 1-31 Oct 61. Doc 13; interview by wing historian with Major Henderson, chief, bomb-nav sec, 42283W.  
<sup>24</sup> Docs. 12 & 13

~~Confidential~~

~~Confidential~~

15

OPERATIONS AND TRAINING

In all, the aircrews attempted 11 sorties with the GAMs, and 12 simulated launches. There were no GAM training sorties ground aborted because of aircraft general missions, but there were two air aborts. One of these was caused by a bad computer amplifier and the other because the computer jammed and the missile would not align. (C)

These two air aborts were the reasons the 492nd Bomb Squadron did not meet its projected 16 combat crews qualified with the missile by the end of the month.<sup>25</sup> (C)

FIRE CONTROL RELIABILITY

The 492nd Bomb Squadron's gunners attempted 13 gunnery missions with 12 of them having a 100 percent fireout for an average percentage of 97. There were 15,600 rounds loaded and 15,120 fired. In 44 of the total missions flown, the radar was reliable. In seven it was marginal,<sup>26</sup> and in 18 it was unreliable. (C)

TANKER TRAINING

The 901st Air Refueling squadron's 19 combat ready crews flew a total of 72 missions during October, building their total flying time for the month to 454 hours.<sup>27</sup> This was 136 hours more than the month previous when the tankers were engaged in KEEN AXE missions.<sup>28</sup> (C)

The one noncombat-ready crew assigned did not fly as a unit because the pilot still was attending squadron officer's school. (U)

25. Data extracted from RGS: 1-SAC-T-12, 492BS, 1-31 Oct 61. Doc. 13

26. Ibid

27. EAM Card, SAC-T-12, 901ARSq, 1-31 Oct 61. Doc. 14

28. See hist, 42283W, September 1961. Page 14

~~Confidential~~

SECRET

16

## OPERATIONS AND TRAINING

The squadron's planes had 113 air refuelings scheduled for the month, with 112 of them effective. The one cancellation was due to weather in the refueling area.<sup>29</sup> The tankers transferred a total of 721,090 gallons ~~in~~<sup>30</sup> of fuel. (C)

This drop in total gallons of fuel transferred from the unit's average of well over one million gallons~~am~~ per month was because a large percentage of the tanker training during October involved "heavyweight" refueling tactics which called for comparatively small amounts of fuel actually transferred during each operation.<sup>31</sup> (C)

Regarding unit reliability, the tanker squadron had a 100 percent score in the five items recorded: four night celestial navigations; 13 night celestial grid; 28 day celestial grid; 10 integrated system; and 70 rendezvous.<sup>32</sup> (C)

MUNITIONS MAINTENANCE TRAINING CONTINUED

Field training involving the techniques of mating, loading and fusing the guided air missiles, which was begun in September, continued "satisfactorily" during the month of October. This type of training for all assigned loading teams of the 52nd Munitions Maintenance Squadron was to continue for the remainder of the year with a projected date of 31 Dec 61 for all teams to be fully checked out.<sup>33</sup> (3)

AMENDMENTS AND CHANGES

A Disaster Control Operations Plan, 500-52, was published on 16 Oct 61, superseding the plan published 1 Jul 61. The plan was prepared to "cover pre-attack disaster control planning, as well as

29. EAM Card, SAC-T-12, 901ARSq, 1-31 Oct 61. Doc. 14

30. RCS: 1-SAC-T-12, 901ARSq, 1-31 Oct 61. Doc. 15

31. Interview by wing historian with Major Bennett, oh, tr br, 4228SW.

32. See note 29

33. Interview by wing historian with Major Fayard, 52MMSq.



OPERATIONS AND TRAINING

actions during attack and post-attack actions designed to restore operational capability (of the 4228th Strategic Wing) as soon as possible." The plan also included emergency actions related to peace-time nuclear accidents. <sup>34</sup> (U)

Phase Plan, 414-62, for the second quarter of fiscal year 1962 was published on 1 Oct 61. It was prepared to provide guidance to task organizations for the successful accomplishment of all requirements in accordance with SAC policies and standards. <sup>35</sup> (U)

---

34. Operations Plan, 500-62, 16 Oct 61, Hq 4228SW. Doc. 16  
35. Phase Plan, 414-62, 1 Oct 61, Hq 4228SW. Doc. 17

THIS PAGE IS DECLASSIFIED IAW EO 13526

CH  
III

THIS PAGE IS DECLASSIFIED IAW EO 13526



**Confidential**

CHAPTER III

SUPPLY, MATERIEL, AND MAINTENANCE

AIRCRAFT INVENTORY

The 4228th Strategic Wing, at the end of October, had 13 B-52F bombers, 11 KC-135A tankers, nine GAM-77A guided air missiles, and three C-47 transport airplanes assigned. Four of the nine GAMs arrived on the base on the 31st of the month and were not "in commission" at the time of this report. (U)

From a maintenance standpoint, there were, during the month, 132 days lost to alert, 21 days lost to MOD/IRAN (an inspection, repair as necessary project at Kelly Air Force Base, Texas), 32 days lost to SKY SPEED (a modification project at Barksdale Air Force Base, Louisiana), and 22 days lost to Operations and Maintenance. (U)

For the record, one of the bombers was modified to accept the advanced capability radar (ACR) which will enable the bombers to fly at much lower level on bomb runs than heretofore was possible. Training on this device is scheduled to begin in January of next year for all pilots and navigators in the 492nd Bomb Squadron. (C)

The bomber and tanker gains and losses for the month of October are shown in the following table: (U)

1. ROS: AF-D25, Maint Anal Rept, 4228SW, October 1961. Doc. 18
2. GAM Project Status Book. In file, GAM-77 Br, 4228AA&EMsq
3. See Note 1; interview by wing historian with Lt Col Dunston, pilot, 4228SW Standardization Board
4. Change #1 to Oct Maint Order, 16 Oct 61, Hq 4228SW. Doc. 19; rept of acft status change, Oct 61. In file, Anal & Repts, DOM, 4228SW

**Confidential**

## SUPPLY, MATERIEL, AND MAINTENANCE

Acft	Type	Departure		Return		Project
		Sched	Actual	Sched	Actual	
043	B-52			5 Oct	5 Oct	SKY SPEED
146	B-52			15 Oct	19 Oct	ECM-ACR
155	B-52	25 Oct	24 Oct			SKY SPEED
157	B-52	13 Oct	12 Oct	29 Oct	28 Oct	SKY SPEED
158	B-52	1 Oct	1 Oct	18 Oct	16 Oct	SKY SPEED
181	B-52	18 Oct	25 Oct			MOD IRAN
2591	KC-135	4 Oct	5 Oct			MOSES LAKE

These projects, together with the other days lost mentioned above, left the maintenance complex with 10<sup>5</sup>/<sub>2</sub> bombers and 10 tankers "available" during the month. (U)

OVERALL MAINTENANCE SUPPORT

The maintenance complex of the 4228th Strategic Wing generated and launched a total of 73 bomber sorties, which flew 787 hours during October (the one hour difference between the maintenance and operations reports was due to the compilation of minutes). It also generated and launched 74 KC-135 tanker sorties for a total of 444 air hours (the two extra sorties reported by maintenance for the tankers included two ferrying flights. The 10 hour discrepancy in total flying hours was due to a difference in actual reporting deadline time). In addition, the wing's three transport planes flew 120 sorties during the month for a total of 213 hours in the air.<sup>6</sup> (U)

The guided air missile (GAM) section launched 11 sorties during the month for a total of 118:40 hours flying time.<sup>7</sup> (U)

Because the 492nd Bomb Squadron's aircraft were not committed to the 24-hour daily flying alert operation during October, sorties per plane

5. RGS: D25, Maint Anal Rept, 4228SW, October 1961. Doc. 18

6. Ibid.

7. GAM Project Status Book. In file, GAM-77 Sec, 4228A&EM3q

SUPPLY, MATERIEL, AND MAINTENANCE

rose from 10.1 in September to 12.6 in October. Hours per bomber dropped from 154 in September to 136 in October. The tankers dropped from 11.6 sorties per plane to 10.9 and the hours per plane increased from 42.9 each to 65.9 per plane. (U)

From a maintenance standpoint there were no cancellations or late takeoffs during the month. Under the Strategic Air Command management control system, the maintenance complex was above Second Air Force performance standards for both the bombers and tankers. The shop repairable performance was 99% to gain maximum points. (U)

UTILIZATION OF MANPOWER

There was a slight increase in the utilization of manpower within the maintenance complex in October over the previous month. There also was a small drop in the total number of unproductive manhours. However, the significant statistic was the sharp drop in overtime percentage as the table below shows: (U)

Month	Utilization	Overtime	Unproductive Manhours
Sep	40.4%	6.5%	14,421
OCT	41.7%	2.7%	13,190

It was explained that this drop in overtime was due mostly to the scheduling of both the bomber and tanker flying operations, which enabled the maintenance complex to utilize its technicians more advantageously. (U)

GAM-77 INVENTORY AND MAINTENANCE

The guided air missile (GAM) section of the 4228th Armament and Electronics Squadron had an inventory of nine missiles as of the end

8. RCS: AF-D25, October 1961, Hq 4228SW. Doc. 18

9. Ibid.

10. Interview by wing historian with 1st Lt Murphy, A&R, DCM, 4228SW

21

SUPPLY, MATERIEL AND MAINTENANCE

<sup>11</sup>  
of October. Four of these missiles arrived on the last day of the month and had not been put into commission at the end of this reporting period. Regarding the other missiles, one was credited with one sortie for a total of 15:45 hours; one three sorties for a total of 28:35 hours; another three sorties for a total of 32:45 hours; and a fourth, four times for a total of 41:35 hours. The one other missile on hand was in commission and available, but was not scheduled to fly during the month. (U)

SUPPLY SUPPORT FOR MAINTENANCE COMPLEX

The supply section of the maintenance complex marked one year for having no aircraft not in commission because they were not fully equipped (ANFE) in October, and the eleventh month having no aircraft not in commission for parts (ACOP). There were, however, three cannibalizations. In two of these, a door assembly had to be taken from one bomber to another so it could meet its alert commitment, and in the case of the third, an air cycling machine had to be switched. These cannibalizations caused no cancellations or late takeoffs. (U)

BY POPE INSPECTION SAVES MANHOURS

A study was completed early in October comparing the manhours expended in the three most recent type of aircraft inspections which had been directed by higher headquarters. These were: Quality Control Inspection (QCI); Inspect, Schedule & Repair (ISR); and the most recent combined Postflight Periodic Inspection (POPE). Since these

12. GAM Project Status Book. In file, GAM-77 Br, 4228SW.  
13. ROS: AF-D25, October 1961, Hq 4228SW. Doc. 18



SUPPLY, MATERIEL, AND MAINTENANCE

inspections were on different time schedules, each of the three were compared on a common 600-hour cycle and included all major inspections required under each system for a period of 600 hours. (U)

The results, as shown in the table below, depict a definite increase in manhours required in the conversion from QCI to ISR. However, under the present system (POPE) a considerable saving was made. In fact, the report showed that POPE was about one-third less expensive in terms of manhours than the original QCI system (U)

In addition to the saving in manhours, the POPE freed the aircraft from the inspection docks much quicker than heretofore. In February of this year, just prior to the inauguration of POPE, the maintenance complex was able to fly only 8.1 sorties per available B-52. This month (October) the rate had jumped to 12.6 sorties per available aircraft. This study did not include the tanker aircraft.

<sup>14</sup>  
The table: (U)

<u>Type of Insp.</u>	<u>Look Phase</u>	<u>Fix Phase</u>	<u>Total Manhours</u>
QCI	1,645	2,486	4,131
ISR	2,512	2,554	5,066
POPE	890	1,839	2,729

AMENDMENTS AND CHANGES

Amendment #2 to Annex X (SECRET), Base Support plan was published on 16 Oct 61 "due to changes in the generation time and the discontinuance of the airborne alert by this base." Amendment #3, Base Support Plan, dealing mostly with equipment and facilities, was pub-

<sup>15</sup>  
14. Ltr, Comparative Cost of QCI, ISR & POPE B-52 Aircraft Inspections, Hq 4228SW (DOMA) 28 Oct 61. In file, Anal & Repts, DCM, 4228SW.

15. Amendment #2 to Annex X (SECRET). Doc. 20



23

SUPPLY, MATERIEL, AND MAINTENANCE

lished on 20 Oct 61. Amendment #2 to the wing maintenance alert plan,  
concerning water heating procedures on alert aircraft, was published on  
19 Oct 61. Amendment #4 to the wing mobility plan, outlining a con-  
tingency plan for all maintenance, control, service and medical ele-  
ments on the base, was published on 1 Oct 61. Amendment #5 to the wing  
mobility plan, dealing with relex support teams, was published on  
27 Oct 61. Change #4 to the wing maintenance readiness plan, Volume II,  
listing the USOM sequence action and effective 1 Oct 61, was published on  
28 Sep 61. Change #5 to the wing maintenance readiness plan, Volume I,  
also affecting the USOM sequence action, and effective 1 Oct 61, was  
published on 27 Sep 61. (U)

- 
- 16. Amendment #3, Base Support Plan, Doc 21
  - 17. Amendment #2, maintenance alert plan, Doc 22
  - 18. Amendment #4, wing mobility plan, Doc 23
  - 19. Amendment #5, wing mobility plan, Doc 24
  - 20. Change #4, maintenance readiness plan, Doc 25
  - 21. Change #5, maintenance readiness plan, Doc 26

THIS PAGE IS DECLASSIFIED IAW EO 13526

CH  
IV

THIS PAGE IS DECLASSIFIED IAW EO 13526

## CHAPTER IV

## PERSONNEL

TOTAL WING STRENGTH

Despite the organizational changes and realignments of units within the wing which became effective 1 Oct 61,<sup>1</sup> total wing authorized strength rose only by three persons - one officer slot was deleted and four airman slots added. (U)

However, the wing's total assigned strength still exceeded the authorized figure - a healthy condition the 4228th has enjoyed throughout the year - as of the end of October. These overages were reflected almost entirely in the two tactical units, with the 492nd Bomb Squadron having 23 officers and five airmen over authorized strength and the 901st Air Refueling Squadron having five officers and three airmen over. (U)

The breakdown in authorized and assigned strength for the month of October is shown in the following table:<sup>2</sup> (U)

	<u>Authorized</u>	<u>Assigned</u>	<u>Overage</u>
Officers	380	399	19
Airmen	2,387	2,413	26
Totals	2,767	2,812	45

Authorized civilian strength remained the same at 293. There was one additional civilian hired during the month to bring the assigned civilian strength to 286.<sup>3</sup> (U)

---

1. See Chap I, this history, Page 1  
 2. Auth & Asgd Strength, 31 Oct 61, Hq 4228SW. Doc. 27  
 3. Ibid

## PERSONNEL

SECRET

AIRCREW MANNING

The wing's two tactical units both were well manned with aircrews<sup>4</sup> at the end of October as the following chart reveals: (S)

<u>Aircraft</u>	<u>Senior and Select</u>	<u>Combat Ready</u>	<u>Non-combat Ready</u>
B-52 <del>Em</del>	19	7	5
KC-135	14	5	0

During the month, the 492nd Bomb Squadron formed one additional non-combat ready crew when two staff officers were assigned to the unit under the "Best Man" concept. The 901st, however, lost a non-combat ready crew when a navigator was reassigned to squadron staff duty.<sup>5</sup> (U)

Both units reported spare crew members at the end of October. The 901st had one aircraft commander, one co-pilot, and one boom operator overage. The 492nd had one aircraft commander, one radar-navigator, one navigator, one electronics warfare officer and one gunner spares.<sup>6</sup> (C)

Crew projections for the next four months are shown in the table<sup>7</sup> below for both the bomber and tanker squadrons. (C)

<u>Month</u>	<u>CR Assigned</u>		<u>NCR Available</u>	
	<u>B-52</u>	<u>KC-135</u>	<u>B-52</u>	<u>KC-135</u>
November	27	19	1	0
December	27	19	2	0
January	27	19	2	0
February	27	19	3	0

MANPOWER SHORTAGES

Although the 4228th was considered the "best manned wing in the Second Air Force," and, indeed, there were no critical shortages in any authorized Air Force Specialty Codes (AFSC), the wing was undermanned

4. Combat Crew Rosters, Oct 61. In file, Dir of Pers, 42283W.

5. See current history, Page 2.

6. See Note 4

7. Data extracted from EAM Cards, 2-SAC-T-12, 492BS & 901ARSq. Doc. 28

8. Ltr, Rept of Super Stf Visit, 3 Nov 61, Hq 2AF. In file, BDAS, 42283W



26

PERSONNEL

in three fields. Projected inputs in all three of these fields will alleviate this condition within the next few months. These three fields are: Air Police (771XO); Electronic Navigation Equipment Repairman (301XO); and Fuel Specialist (643XO).<sup>9</sup> (U)

In the Air Police field, there were 257 authorized and 226 assigned at the end of the month. However, the 12-month extension for this AFSC precluded a number of anticipated releases from active duty in the next two months.<sup>10</sup> (U)

With 28 authorized in the Electronics field and 26 assigned as of the end of the month, projected losses will drop this figure to 18 by the end of the year. Personnel, however, was assured by higher headquarters that inputs would be accelerated to bring this AFSC up to strength. (U)

The Fuel Specialist field, with 59 authorized and 50 assigned is expected to be up to 100 percent strength by the end of January.<sup>11</sup> (U)

AIR POLICEMEN EXTENDED

There were 26 Air Policemen with control AFSCs of 771XO who were affected by an amendment to the September USAF message which extended airmen with critical skills for a 12-month period. Those involved had dates of service between 15 Nov 61 and 30 Jun 62 and they were to be either voluntarily or involuntarily extended unless hardship conditions existed (except those who were ineligible to reenlist were not to be involuntarily extended). As was done previously, each airman was to be

9. Reported shortages in file, Pers Cont Br, 4228SW

10. See Air Policemen Extended below

11. Interview by wing historian with TSgt Garcia, Pers Cont Br, 4228SW



PERSONNEL

interviewed personally by a retention officer or NCO prior to accom-  
plishment of the necessary paperwork. (U)<sup>12</sup>

INDIVIDUAL PROFICIENCY TRAINING REPORT

The Individual Proficiency Training (IPT) branch of personnel con-  
tinued to hold its 100 percent rating throughout this year when all  
567 airmen eligible for upgrading actually were undergoing on-the-  
job training in October. There were 75 in training for their "three"  
level, 305 for their "five" level, and 187 for their "seven" level. (U)

In the testing phase, 12 airmen took their tests for the "three"  
level and 11 passed for 92 percent; 12 took their tests for the "five"  
level, and 11 passed for 92 percent; and six took their tests for the  
"seven" level and four passed for 67 percent. (U)

Actually upgraded during the month were 12 airmen to the "three"  
level; 13 to the "five" level; and three to the "seven" level. (U)<sup>13</sup>

EDUCATION AND GED TESTS

The Education Office reported a busy month in enrollments and  
testing with at least one member in every unit assigned or attached  
participating in some branch of education. Total figures show that  
22 persons enrolled in United States Armed Forces Institute (USAFI)  
courses, and 30 others completed their courses. There were 177  
enrollees in Extension Course Institute (ECI) courses and 74 com-  
pletions. In the General Education Development (GED) phase, 11 took  
the high school level test and there were nine completions reported.

12. Amendment, 25 Oct 61, to Hq USAF Msg AFPMP ALMAJCOM 1252/61 in  
file, Retention Br, 42283W; interview by wing historian with  
Captain Tichener, retention officer.

13. Prof Force Dev Chart, 31 Oct 61. In file, IPT Sec, 42283W

PERSONNEL

Nine persons took the college level test and there were three reported  
14 completions. (U)

REENLISTMENTS

The base retention office enjoyed its busiest month in October when 18 out of 19 eligible first term airmen "went career", and 31  
15 out of 32 careerists reenlisted for another term in the AirForce. (U)

It was explained that the unusual number of first termers reenlisting under the 55/45 plan was an accumulation of paper processing over the past few months rather than a sudden upsurge and certainly could not be considered a "trend." 16 (U)

SQUADRON MCS MONTHLY STANDINGS

For the fourth time this calendar year, the 4228th Organizational Maintenance Squadron took top honors in the squadron management control system. Scores for the month of October showed this unit's rating at 94.5 percent, beating out the 4228th Food Service Squadron (with 93.2 percent), the 4228th Armament & Electronics Squadron (with 93 percent) and the 52nd Munitions Maintenance Squadron (with 92.3 percent). (U)

Great majority of points lost by the units were caused by failure to pass IPT tests and overtime in IPT, overweight, moving traffic  
17 violations, and civil type offenses. (U)

STATE OF DISCIPLINE REPORT

Headquarters Squadron of the 4228th Strategic Wing, having dropped better than one-third in total strength after the September and October  
18 realignment of units under the new tables of organization, posted a

14. IOM, Education Participation for Oct 1961, Hq 42283W. Doc. 29

15. IOM, Reenlistment Rates for Oct 1961, Hq 42283W. Doc. 30

16. Interview by wing historian with Captain Tichener, Retention officer

17. IOM, Squadron MCS, Oct 1961, Hq 42283W. Doc. 31

18. Hist. 4228th, Sept 1961, Page 1 of this history. Page 1

29

PERSONNEL

perfect record as regards its "state of discipline" for October. This is the first time this has happened to this unit and is an achievement for which it can be justly proud, especially in view of the fact that it still had 64 officers and 329 airmen assigned to it in October. (U)<sup>19</sup>

The wing overall, though, slipped somewhat from its fine September record as the following table of comparison shows: (U)<sup>20</sup>

<u>Category</u>	<u>August</u>	<u>September</u>	<u>October</u>
AWOLs	1	0	1
Article 15s	11	2	3
Court Martials	8	0	5
Military Offenses	13	1	5
Civil Type Offenses	5	4	6
Moving Traffic Violations	12	10	12
Traffic Accidents	5	3	2

Cumulatively speaking, the wing was slightly over Second Air Force standards in four categories: military type offenses, on base accidents, minor civil type offenses, and felonies. (U)<sup>21</sup>

RETIREMENTS

Two officers and one airman were honored with an evening parade ceremony at the end of October upon their retirement from the Air Force. (U)<sup>22</sup>

PROMOTIONS

This base enjoyed a real "fat" month promotion-wise in October. There were 16 airmen promoted to the grade of staff sergeant, and 60 added one more stripe to the grade of airman first class. Also, there were 33 first lieutenants who became captains on the 15th. (U)<sup>23</sup>

19. Auth & Asgd Strength, 31 Oct 61, Hq 42283W, Doc. 27

20. IOM, Status of Discipline, Hq 42283W, 7 Nov 61, Doc. 32.

21. Ibid

22. Records in file in Pers Cont Br, Dir of Pers, 42283W

23. Ibid.

THIS PAGE IS DECLASSIFIED IAW EO 13526

CH  
A

THIS PAGE IS DECLASSIFIED IAW EO 13526



CHAPTER V  
FACILITIES

RAPCOON GOES INTO OPERATION

After two and a half years of construction, intersperced with many delays due to lack of equipment and technical problems which could not easily be solved, Columbus Air Force Base's Radar Approach Control (RAPCOON) finally was in full operation at the end of October. Plans also were completed to hold a formal commissioning ceremony the first week in November. (U)

The Columbus RAPCOON combined the operations of the Columbus Ground Control Approach (GCA), the Columbus Approach Control, and the operations of the Columbus Direction Finder (DF). It controls all aircraft operating under instrument conditions in the Columbus area (civilian as well as military). The facility also provides radar assistance for practise approaches to any pilot requesting them regardless of the weather. (U)

For the record, this is the way the RAPCOON works:

Three search radar scopes, receiving radar data via micro wave from a remoted CPN-18 (search radar antenna) issued by the departure controller who monitors departing aircraft to provide the pilots with air traffic or weather information. There is also an approach controller who provides this service to enrout flights or inbound aircraft. This controller issues approach clearances or holding instructions as

---

1. See Navigational Aids, previous histories  
2. Photo, montage, RAPCOON Takes Over. Doc. 33



FACILITIES

required, coordinates RAPCON procedures with the Memphis (Tennessee) Air Route Traffic Control Center, and accepts control of aircraft from that Center either over a radio fix or by direct radar to radar handoffs. (U)

Once the approach controller has started an aircraft on the approach to the field, and radar identification has been established, he hands the control over to the third scope, operated by the feeder controller. This controller directs the aircraft directly to the final approach course. When the aircraft is within 10 miles of the runway, the final controller takes over. This controller has two scopes in one, receiving both the elevation and an azimuth picture via cable from the FPN-16 (precision radar unit). Using this radar data, the final controller guides the aircraft along the "on" course, and down the glide path to a safe landing. (U)

The Columbus RAPCON is operated and maintained by the 1948th Communications Squadron, a tenant unit on the base. <sup>3</sup>(U)

MILITARY CONSTRUCTION PROGRAM

A contract for \$33,574. was let the last of September to construct outside lighting and access roads to the recently completed Guided Air Missile facilities at the southeast end of the runway. The contract also called for the installation of an air compressor. Work was to begin early in November and scheduled to be completed by the end of the current year. (U)

Work continued during October on three other military construction

---

3. Interview by wing historian with Capt. Tangney, cmdr, 1948CommSq

## FACILITIES

program buildings, all being slightly ahead of schedule. These were the base theater, 65 percent complete at the end of the month; the auto maintenance shop, 18 percent complete; and the bachelor officers' quarters, 18 percent complete. (U)

The other five items listed in the report all were "99 percent complete" which meant there was only minor change orders pending, or final inspection punch lists being worked. These were: the foundation of the jet fuel storage tank, the aircraft washrack, the process air conditioning system, the addition to the armament and electronics shop, and the emergency power building.<sup>4</sup> (U)

RUNWAY REPAIRED QUICKLY

It was noticed that flakes of concrete were coming loose from the runway as the planes were rolling over a section approximately 1,675 feet from the southeast end of the strip. This could be a definite hazard as the flakes easily could be sucked up into the jet engines. An inspection by the base civil engineers ascertained that evidently, a bad batch of concrete had been poured and rolled over that section when the runway originally was laid in 1955. (U)

Beginning at 0600 on Saturday, October 21, the engineers ripped up 105 square feet of runway and laid new fast-drying cement, completing the job at 2100 hours that same day. It was necessary to allow the concrete to "cure" for three more days and the section was reopened on Tuesday, October 24. The runway was closed off for 1,700 feet from the southeast end but this did not hamper normal operations.<sup>5</sup> (U)

4. Status of MCF Const, 30 Oct 61, Columbus AFB. Doc. 34  
5. Interview by wing historian with Mr. Stone, 4228CESq

THIS PAGE IS DECLASSIFIED IAW EO 13526

APP  
A

THIS PAGE IS DECLASSIFIED IAW EO 13526

APPENDIX A

ROSTER OF KEY PERSONNEL

4228TH STRATEGIC WING

COLONEL ORIE O. SCHURTER . . . . .	COMMANDER
COLONEL JOHN W. MEADOR . . . . .	VICE COMMANDER
COLONEL VIRGIL R. SEWELL . . . . .	DEPUTY COMMANDER FOR OPERATIONS
COLONEL GEORGE R. ANDERSON . . . . .	DEPUTY COMMANDER FOR MAINTENANCE
LT. COLONEL WALTER T. EISENBROWN . . . . .	COMMANDER, 4228TH COMBAT SUPPORT GROUP AND BASE COMMANDER
LT. COLONEL CLIFFORD W. HARMON . . . . .	COMMANDER 492ND BOMB SQUADRON
LT. COLONEL MALCOLM P. MICKELWAIT . . . . .	COMMANDER 901ST AIR REFUELING SQUADRON

THIS PAGE IS DECLASSIFIED IAW EO 13526

APP  
13

THIS PAGE IS DECLASSIFIED IAW EO 13526



APPENDIX "B"

LIST OF SUPPORTING DOCUMENTS

1. UMD, 4228th Supply Squadron
2. SO G-118, Hq SAC, 20 Sep 61
3. Base Reg 55-1, 1 Oct 61, Hq 4228SW
4. IOM, SAC MCS Performance, 13 Nov 61, Hq 4228SW
5. Amendment #2 to Base Support Plan
6. Change of Base Manual 55-10
7. Opns and Maint Plan, 422-62, Hq 4228SW
8. Chrome Dome Crew Mission Flimsy, 1 Nov 61, Hq 4228SW
9. Msg, Hq SAC to ALFA II, DOOPCP 3187, 27 Oct 61
10. Crew Flimsy to SKY SHIELD II, 25 Sep 61, Hq 4228SW
11. IOM, Monthly ECM Report, October 1961, Hq 4228SW
12. Data from EAM Cards, SAC-T-12, 492BS, 1-31 Oct 61
13. RCS: 1-SAC-T-12, 492BSq, 1-31 Oct 61
14. Data from EAM Cards, SAC-T-12, 901ARSq, 1-31 Oct 61
15. RCS: 1-SAC-T-12, 901ARSq, 1-31 Oct 61
16. Operations Plan, 500-62, 16 Oct 61, Hq 4228SW
17. Phase Plan, 414-62, 1 Oct 61, Hq 4228SW
18. RCS: AF-D25, MaintAnal Rept, 4228SW, October 1961
19. Change #1 to Oct Maint Order, 16 Oct 61, Hq 4228SW
20. Amendment #2 to Annex X, Hq 4228SW

21. Amendment #3, Base Support Plan
22. Amendment #2, Maintenance Alert Plan
23. Amendment #4, Wing Mobility Plan
24. Amendment #5, Wing Mobility Plan
25. Change #4, Maintenance Readiness Plan
26. Change #5, Maintenance Readiness Plan
27. Authorized & Assigned Strength, 31 Oct 61, Hq 4228SW
28. Data from EAM Cards, 2-SAC-T-12, 492BSq & 901ARSq, 1-31 Oct 61
29. IOM, Education Participation for Oct 1961, Hq 4228SW
30. IOM, Reenlistment Rates for Oct 1961, Hq 4228SW
31. IOM, Squadron MOS, Oct 1961, Hq 4228SW
32. IOM, Status of Discipline, Hq 4228SW, 7 Nov 61
33. Photo, Montage, RAPOON Takes Over
34. Status of MCP Construction, 31 Oct 61, Columbus AFB

THIS PAGE IS DECLASSIFIED IAW EO 13526

1

THIS PAGE IS DECLASSIFIED IAW EO 13526

2AF INDIVIDUAL UNIT  
MANNING DOCUMENT

FOR OFFICIAL USE ONLY

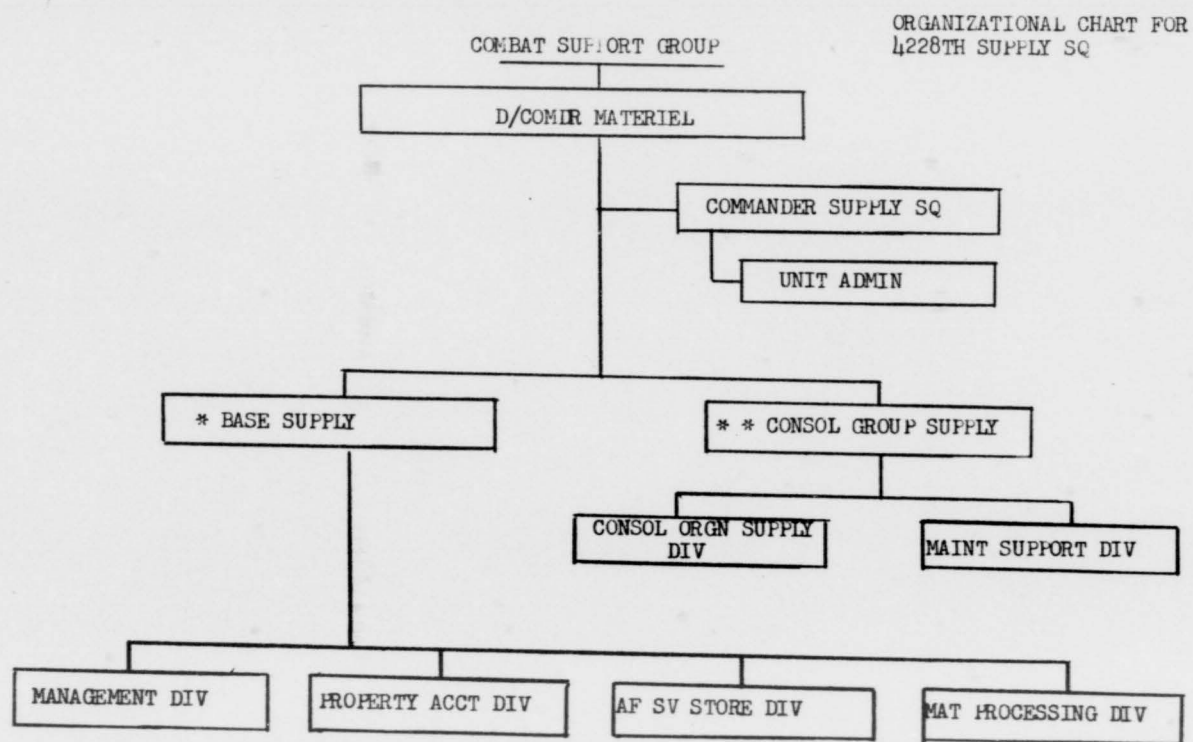
HEADQUARTERS SECOND AIR FORCE  
Barksdale Air Force Base, La.

PART I - GENERAL

1. Name of Major Air Command: Strategic Air Command
2. Unit number, kind and type: 4228th Supply Squadron
3. Location: Columbus AFB, Mississippi
4. Organization Chart: (Attached)
5. Calendar date on which the UMD is published: 1 July 1961
6. Mission: Provide for the receipt, storage and issue of all classes of supplies, excluding medical, POL, munitions, subsistence and clothing sales store items. Provides consolidated unit supply for the receipt, storage and issue of equipment type items, maintenance of individual UALs, and property records.
7. Capabilities:
  - a. Primary Mission:
    - (1) Strategic Wing (H) - 15 B-52, 10 KC-135 (1/62 - 4/62)
  - b. Secondary Mission: Base tenant organizations (1/62 - 4/62)

*Page 1 of 6*

FOR OFFICIAL USE ONLY



\* Supervisor auth as LTC, AFSC 6416 reflected on Combat Support Group UMD  
 \*\* Supervisor auth as MAJ, AFSC 6424 reflected on Combat Support Group UMD

*Page 2 of 6*

FOR OFFICIAL USE ONLY



UNIT MANNING DOCUMENT PART II - AUTHORIZATIONS										
UMD NUMBER		ORGANIZATION AND LOCATION				DETACHMENT, FLIGHT, OPERATING LOCATION				
4228R504685		4228 SUP SQ COLUMBUS AFB				MISS				
UMD DATE		MAJOR COMD	SUBOR COMD	O/T NUMBER AND COLUMN		WARFARE/WEAPON SYSTEM CODE		FOR COMMAND USE ONLY		
QUARTER	1	FY	JUL 61	SAC	2	AF	A05			
FUNCTION CODE	FUNCTION TITLE AND POSITION DESCRIPTION	GRADE/BUDGET PROJECT	MGT IDENT CODE	RATED /CIV CAT	AFSC	REMARKS CODE	QUARTER			
							1762	2762	3762	4762
0100000	COMMAND COMMANDER		CPT	X	07024		1	1	1	1
							1	1	1	1
0300000	UNIT ADMIN FIRST SERGEANT ADMINISTRATIVE SPEC		MSG A1C		01090 70250		1 1 2	1 1 2	1 1 2	1 1 2
4200001	CONSOL ORGN SUP SUPPLY OFFICER APR ORGN SUPPLY SPEC ORGN SUPPLY SPEC ORGN SUPPLY SUPV		LT A2C SSG TSG		06424 64630 64650 64670		1 4 4 3 12	1 4 4 3 12	1 4 4 3 12	1 4 4 3 12
4200002	MAINT SUPPORT APR ORGN SUPPLY SPEC ORGN SUPPLY SPEC ORGN SUPPLY SPEC ORGN SUPPLY SUPV		A2C A1C SSG TSG		64630 64650 64650 64670		7 1 4 1 13	7 1 4 1 13	7 1 4 1 13	7 1 4 1 13
4200004	CMBT LAU & REC K APR INV MGMT SPEC INVENTORY MGMT SUPV WAREHOUSING SPEC WAREHOUSING SPEC		A2C TSG A1C SSG		64530 64570 64750 64750		1 1 2 1 5	1 1 2 1 5	1 1 2 1 5	1 1 2 1 5
4210000	SUPPLY ADMIN STENOGRAPHIC SPEC		A58	C	70450		1 1	1 1	1 1	1 1

Page 3 of 6

THIS PAGE IS DECLASSIFIED IAW EO 13526

UNIT MANNING DOCUMENT PART II - AUTHORIZATIONS										
UMD NUMBER 4228R504685		ORGANIZATION AND LOCATION 4228 SUP SQ COLUMBUS &FB			MISS		DETACHMENT, FLIGHT, OPERATING LOCATION			
UMD DATE		MAJOR COMD	SUBOR COMD	O/T NUMBER AND COLUMN	WARFARE/WEAPON SYSTEM CODE		FOR COMMAND USE ONLY			
QUARTER	FY						QUARTER			
FUNCTION CODE	FUNCTION TITLE AND POSITION DESCRIPTION	GRADE/BUDGET PROJECT	MGT IDENT CODE	RATED /CIV CAT	AFSC	REMARKS CODE	1/62	2/62	3/62	4/62
4210001	MANAGEMENT									
	SUPPLY OFFICER	458		C	06424		1	1	1	1
	APR ILLUSTRATOR	A2C			22331		1	1	1	1
	APR INV MGMT SPEC	A2C			64530		1	1	1	1
	INVENTORY MGMT SPEC	458		C	64550		3	3	3	3
	INVENTORY MGMT SPEC	A1C			64550		1	1	1	1
	INVENTORY MGMT SPEC	SSG			64550		2	2	2	2
	INVENTORY MGMT SUPV	TSG			64570		1	1	1	1
	INVENTORY MGMT SUPV	MSG			64570		2	2	2	2
	WAREHOUSING SPEC	A1C			64750		2	2	2	2
	WAREHOUSING SUPV	MSG			64770		2	2	2	2
	SUPPLY SUPT	CMS			64790		1	1	1	1
	STATISTICAL SPEC	458		C	68150		1	1	1	1
	APR ADMIN SPECIALIST	A2C			70230		1	1	1	1
	ADMINISTRATIVE SPEC	458		C	70250		1	1	1	1
	ADMINISTRATIVE SUPV	458		C	70270		1	1	1	1
							21	21	21	21
4210002	PROPERTY ACC									
	SUPPLY OFFICER	458		C	06424		1	1	1	1
	SUPPLY OFFICER	CPT	X		06424		2	2	2	2
	APR INV MGMT SPEC	A2C			64530		8	8	8	8
	INVENTORY MGMT SPEC	458		C	64550		13	13	13	13
	INVENTORY MGMT SPEC	A1C			64550		7	7	7	7
	INVENTORY MGMT SPEC	SSG			64550		9	9	9	9
	INVENTORY MGMT SUPV	458		C	64570		3	3	3	3
	INVENTORY MGMT SUPV	TSG			64570		3	3	3	3
	INVENTORY MGMT SUPV	MSG			64570		3	3	3	3
	SUPPLY INSPECT TECH	TSG			64771		2	2	2	2
	SUPPLY SUPT	SMS			64790		1	1	1	1
	ACCT & FINANCE SPEC	458		C	67150		1	1	1	1
	ADMINISTRATIVE SPEC	458		C	70250		2	2	2	2
							55	55	55	55

Page 4 of 6

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

UNIT MANNING DOCUMENT PART II - AUTHORIZATIONS										
UMD NUMBER		ORGANIZATION AND LOCATION				DETACHMENT, FLIGHT, OPERATING LOCATION				
4228R504685		4228 SUP SQ COLUMBUS & FB				MISS				
UMD DATE		MAJOR COMD	SUBOR COMD	O/T NUMBER AND COLUMN		WARFARE/WEAPON SYSTEM CODE		FOR COMMAND USE ONLY		
QUARTER	FY									
FUNCTION CODE	FUNCTION TITLE AND POSITION DESCRIPTION	GRADE/ BUDGET PROJECT	MGT IDENT CODE	RATED /CIV CAT	AFSC	REMARKS CODE	QUARTER			
							1	2	3	4
4220001	AF SERVICE STORE									
	SUPPLY OFFICER	458		C	06424		1	1	1	1
	INVENTORY MGMT SPEC	SSG			64550		1	1	1	1
	APR WAREHOUSING SPEC	A2C			64730		4	4	4	4
	WAREHOUSING SPEC	458		C	64750		4	4	4	4
	ACCT & FINANCE SPEC	458		C	67150		1	1	1	1
	APR ADMIN SPECIALIST	458		C	70230		1	1	1	1
	ADMINISTRATIVE SPEC	458		C	70250		1	1	1	1
							13	13	13	13
4220002	MAT PROCESSING									
	SUPPLY OFFICER	458		B	06424		1	1	1	1
	SUPPLY OFFICER	CPT	X		06424		1	1	1	1
	INVENTORY MGMT SPEC	458		C	64550		1	1	1	1
	INVENTORY MGMT SPEC	SSG			64550		2	2	2	2
	APR WAREHOUSING SPEC	458		B	64730		3	3	3	3
	APR WAREHOUSING SPEC	A3C			64730		4	4	4	4
	APR WAREHOUSING SPEC	A2C			64730		29	30	30	30
	WAREHOUSING SPEC	458		B	64750		6	6	6	6
	WAREHOUSING SPEC	SSG			64750		5	5	5	5
	WAREHOUSING SUPV	458		B	64770		4	4	4	4
	WAREHOUSING SUPV	TSG			64770		3	3	3	3
	WAREHOUSING SUPV	MSG			64770		1			
	SUPPLY INSPECT TECH	458		B	64771		5	5	5	5
	SUPPLY INSPECT TECH	TSG			64771		2	2	2	2
	SUPPLY INSPECT TECH	MSG			64771		1	1	1	1
	APR ADMIN SPECIALIST	A2C			70230		1	1	1	1
	ADMINISTRATIVE SPEC	458		C	70250		1	1	1	1
							70	70	70	70
4260000	PETROLM OILS LUB									
	FUEL SUPPLY OFFICER	CPT	X		06454			1	1	1
	APR FUEL CONV SPEC	A2C			64330 A		30	30	30	30

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

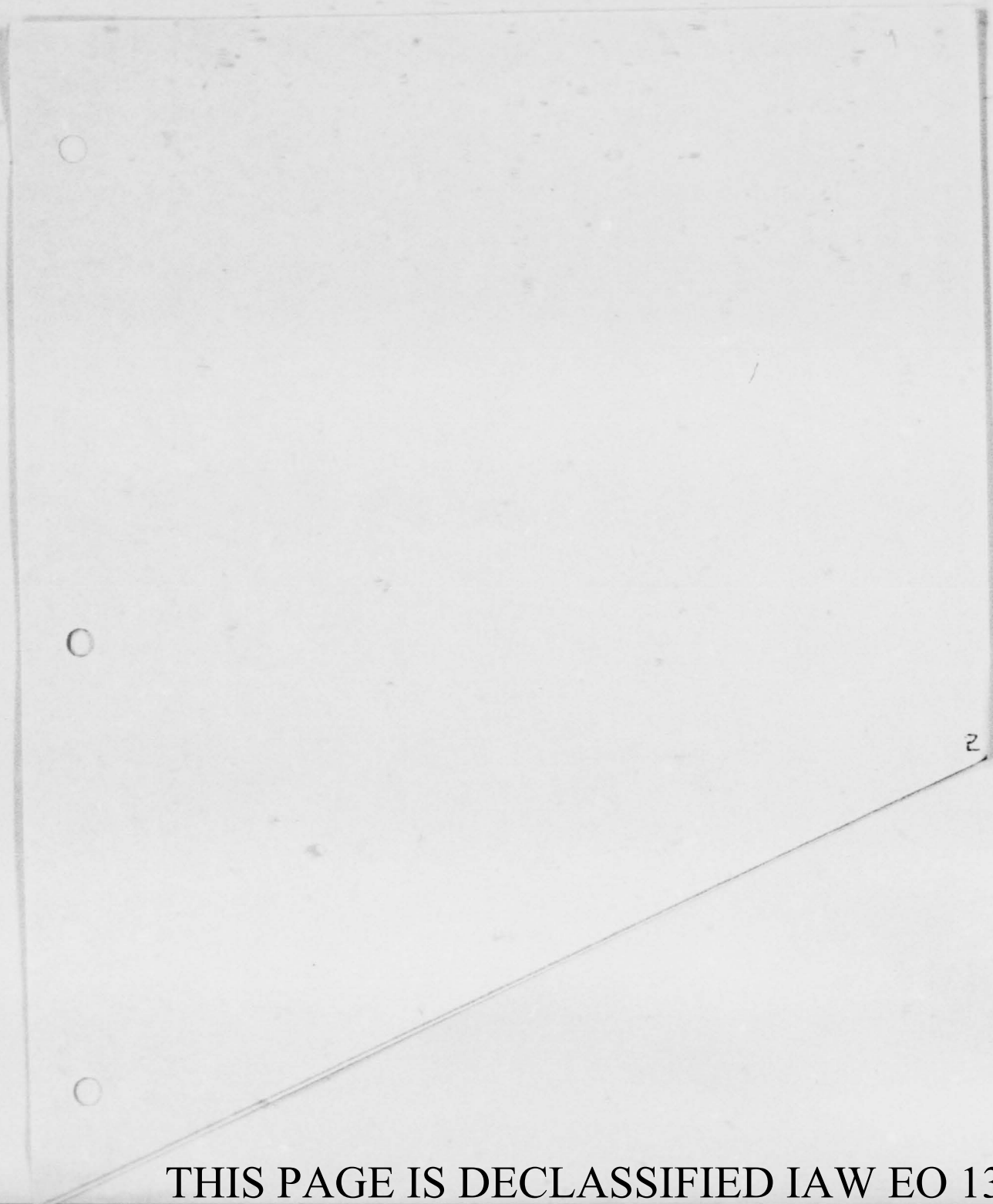
UNIT MANNING DOCUMENT PART II - AUTHORIZATIONS									
UMD NUMBER 4228R504685		ORGANIZATION AND LOCATION 4228 SUP SQ COLUMBUS & FB			MISS		DETACHMENT, FLIGHT, OPERATING LOCATION		
UMD DATE		MAJOR COMD	SUBOR COMD	O/T NUMBER AND COLUMN		WARFARE/WEAPON SYSTEM CODE	FOR COMMAND USE ONLY		
QUARTER	FY								
FUNCTION CODE	FUNCTION TITLE AND POSITION DESCRIPTION	GRADE/ BUDGET PROJECT	MGT IDENT CODE	RATED /CIV CAT	AFSC	REMARKS CODE	QUARTER		
	FUEL CONV SPEC	A1C			64350 A		10	10	10
	FUEL CONV SPEC	SSG			64350 A		14	14	14
	FUEL NON-CONV SPEC	A1C			64350 B		1	1	1
	FUEL CONV SUPV	TSG			64370 A		3	3	3
	FUEL CONV SUPV	MSG			64370 A		1	1	1
	ADMINISTRATIVE SPEC	458		C	70250		1	1	1
							61	61	61
4260001	LIQUID OXYGEN								
	CYRO FLUID PROD SPEC	A2C			56250		5	5	5
	CYRO FLUID PROD SPEC	A1C			56250		3	3	3
	CYRO FLUID PROD SPEC	SSG			56250		2	2	2
	CYRO FLUID PROD TECH	TSG			56270		1	1	1
	CYRO FLUID PROD TECH	MSG			56270		1	1	1
							12	12	12
		CPT					4	5	5
		LT					1	1	1
							5	6	6
		CMS					1	1	1
		SMS					1	1	1
		MSG					10	11	11
		TSG					16	20	20
		SSG					28	44	44
		A1C					14	28	28
		A2C					57	93	93
		A3C					4	4	4
							131	202	202
		458		C			38	39	39
		458		B			19	19	19
							57	58	58

10/2/86

THIS PAGE IS DECLASSIFIED IAW EO 13526



THIS PAGE IS DECLASSIFIED IAW EO 13526



THIS PAGE IS DECLASSIFIED IAW EO 13526



HEADQUARTERS  
STRATEGIC AIR COMMAND  
United States Air Force  
Offutt Air Force Base, Nebraska

SPECIAL ORDER  
G-118

20 September 1961

1. The following units are discontinued effective 1 Oct 61. Concurrently the Air Force controlled units revert to the control of the Department of the Air Force. Personnel and equipment will be absorbed in other SAC units. Records will be disposed of in accordance with paragraph 040406, AFM 181-5.

Aircraft Support Squadrons  
2, 6, 9, 11, 28, 42, 68, 72, 92, 93, 95, 96, 97,  
303, 305, 306, 310, 340, 379, 4047, 4038, 4123,  
4126, 4130, 4138, 4141, 4170, 4228, 4238, 4347

Support Squadrons  
451, 4123, 4228

2. The following units are relieved from assignment to their Combat Support Groups and are further assigned to the like numbered wings as indicated, effective 1 Oct 61. EDCSA 1 Oct 61.

<u>UNIT</u>	<u>NEW ASSIGNMENT</u>
Supply Squadrons 6, 11, 42, 72, 92, 93, 95, 97, 379	Bombardment Wing, Heavy 6, 11, 42, 72, 92, 93, 95, 97, 379
2, 9, 22, 68, 96 305, 306, 310, 340	Bombardment Wing, Medium 2, 9, 22, 68, 96, 305, 306, 310, 340
4038, 4047, 4080, 4123, 4126, 4130, 4138, 4141, 4170, 4228, 4238	Strategic Wing 4038, 4047, 4080, 4123, 4126, 4130, 4138, 4141, 4170, 4228, 4238

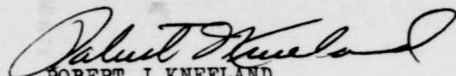
3. The 341st Supply Squadron is relieved from assignment to the 341st Combat Support Group and is further assigned to the 341st Strategic Missile Wing (ICBM-Minuteman), effective 1 Oct 61. EDCSA 1 Oct 61.

4. Confirming SAC Secret Message DPLMO 1903, 14 Sep 61, par 1, SO G-84, this Hq, 26 Jun 61, pertaining to the discontinuance of the 301st Air Refueling Squadron, Medium, is revoked.

SO G-118, Hq SAC, 20 Sep 61, continued.

5. Authority for above actions: Letter DAF, AFOMO 654m, Subject: Discontinuance of the 2d aircraft Support Squadron; Certain other USAF Unit Actions, 15 Sep 61 and AFR 20-27.

FOR THE COMMANDER IN CHIEF



ROBERT J KNEELAND  
Major, USAF  
Directorate of Administrative Services

DISTRIBUTION

78 - Hq SAC Distribution	35 - 2AF
20 - Each Bomb Wg (H) 6, 11, 28, 42, 72, 92, 93, 95, 97, 379	35 - 8AF
20 - Each Bomb Wg (M) 2, 9, 22, 69, 96, 303, 305, 306, 310, 340	35 - 15AF
20 - Each Strat Wg 4038, 4047, 4080, 4123, 4126, 4130, 4138, 4141, 4170, 4228, 4238	35 - 16AF
20 - 4347 Cmbt Crew Tng Wg	35 - 3 Air Div
10 - 451 Strat Msl Wg	35 - 7 Air Div
10 - 341 Strat Msl Wg	35 - 1st Strat Aerospace Div
10 - 301 Air Refuel Sq	2 - SAC Systems Office, AF Unit Post Office, Los Angeles 45, Calif
1 - Hq USAF (AFCAS-5)	6 - 3902 AB Wg
1 - Hq USAF (AFASC-5P-3)	2 - 544 Recon Tech Gp
1 - Hq USAF (AFCIG)	
3 - Hq USAF (AFCSG)	
3 - Hq USAF (AFOMO)	
3 - Hq USAF (AFOOP)	
3 - Hq USAF (AFPMP)	
3 - Hq USAF (AFPDC)	
2 - ARRC, 3800 York St, Denver 5, Colo	
2 - AFLC (MCSDE)	
2 - AFLC (MCJ-Library)	

THIS PAGE IS DECLASSIFIED IAW EO 13526

3

THIS PAGE IS DECLASSIFIED IAW EO 13526

3  
\*Base Reg 55-1

BASE REGULATION  
NO. 55-1

HQS COLUMBUS AIR FORCE BASE  
Mississippi, 1 October 1961

Operations

4228TH STRATEGIC WING ALERT PROCEDURES

**PURPOSE:** This regulation establishes procedures to insure the availability, on base, of all personnel required to implement those actions required in an emergency (i. e., EWO, USCM, ORI, severe weather, etc.).

1. To Whom This Regulation Applies. This regulation is applicable to all organizations assigned and attached to this base.

2. Responsibilities:

a. Chief of the Command Post is responsible for the receipt, initiation, and termination of all alerts. To initiate and terminate alerts, he will notify the following in the order listed.

- (1) Alert Force (by Klaxon, when required)
- (2) Wing Commander
- (3) Deputy Commander for Operations
- (4) Maintenance Control
- (5) 492nd Bombardment Squadron
- (6) 901st Air Refueling Squadron
- (7) DURESS phone

b. 492nd Bombardment Squadron is responsible for notifying crews and personnel assigned to the 492nd Bomb Squadron (except Alert Force).

c. 901st Air Refueling Squadron is responsible for notifying crews and personnel assigned to the 901st Air Refueling Squadron (except Alert Force) and the Chief of the Personal Equipment Section.

\*Supersedes Base Reg 55-1, dated 1 Dec 60

OPI: DCO

DISTRIBUTION: X (Ea Staff Agency & Squadron)

Base Reg 55-1

d. Maintenance Control is responsible for notifying the following:

- (1) Deputy Commander for Maintenance
- (2) FMS Control
- (3) OMS Control
- (4) A&E Control
- (5) MMS CQ

e. DAS (during duty hours) or SDO (non-duty hours) is responsible for notifying the following:

- (1) Group Headquarters Sq CQ, Civil Engineering Sq CQ, Supply Squadron CQ, Food Service Sq CQ.
- (2) BOQ, Officers' Open Mess, NCO Open Mess, Service Club and Base Theater.

f. 858th Medical Group is responsible for notifying all assigned medical personnel.

g. Each squadron is responsible for notifying its own personnel, both on and off base. Pyramids should be established for each off-base location, i. e., Columbus, Aberdeen, West Point, etc., so that only one call per squadron is required to each off-base location. Long distance calls (Aberdeen, West Point, etc.) should be placed through the base operator, while calls to Columbus should be dialed directly.

h. Squadron Commanders are responsible for:

- (1) Squadron pyramid system.
- (2) Establishing personnel requirement by stipulated time periods indicated in paragraph 3a(6), and furnish requirement to D/Personnel upon any change.
- (3) Insuring pyramid system will satisfy requirement in 2b(2) above.
- (4) Making periodic spot checks of pyramid.



Base Reg 55-1

i. Chief of the Communications-Electronics Division is responsible for establishing procedures whereby sound trucks will be dispatched within fifteen (15) minutes after notification of an alert to each of the Capehart areas.

3. Procedure:

a. Command Post will:

- (1) Receive the alert requirements.
- (2) Determine the validity of the alerting message.
- (3) Activate the alerting system, reference Attachments 1 and 2, this regulation. Terminology to be used will be as follows:
  - (a) Actual Alert: "This is an Actual Alert. Report to your duty station ASAP."
  - (b) Practice Pyramid Alert: "This is a practice pyramid alert. Report to your duty station ASAP."
- (4) Brief the Commander on the alerting message upon his arrival at the Command Post.
- (5) Maintain alert SOP's in support of SAC Manual 55-2, 55-2a, and this regulation.
- (6) Make available a personnel chart to record thereon the number of personnel reporting in for duty, along with the established number of personnel required, by organization. Subject chart to be maintained by augmentation personnel from D/Personnel. This report will be given for the following times after A-Hour:

A+:30, A+1:00, A+1:30, A+2:00, A+3:00, A+5:00, A+10:00, A+18:00

b. The Vice Commander, Deputy Commander for Operations, Deputy Commander for Maintenance; and Commanders, Combat Support Group, 858th Medical Group, 492nd Bomb Squadron, 901st Air Refueling Squadron; and Chiefs of Combat Operations and Control Division will:

- (1) Report immediately to the Command Post.

Base Reg 55-1

(2) Receive Command instructions.

(3) Transmit any special instructions and/or plan of actions to respective squadrons and staff agencies.

c. Capehart housing occupants will:

(1) Subsequent to being notified of alert and prior to leaving quarters, turn on front porch light as a signal to occupant of quarters on each side of him that he is aware of the alert.

(2) Ring doorbell of neighbor on each side of him in event their porch lights are not on and inform neighbor of alert.

(3) Fulfill their notification duties required under telephone pyramid alert, even though alerted IAW subparagraph 3c(2) above or by sound truck.

d. All organizations will record within the unit and report personnel status for the times listed in paragraph 3a(6) above. Calls from 492nd and 901st regarding crews will be made to 7608, and for total personnel to Director of Personnel at numbers listed below. All calls from Maintenance squadrons will be made to Job Control, who will report strength figures IAW paragraph 3a(6) to Personnel at extension 7494, 7496, or 7498. All remaining squadrons will make required calls to D/Personnel at extension 7494, 7496, or 7498.

e. If the base telephone system is inoperative, Attachment 2 will be followed. The Base Police Flight will be notified by the Command Post, and will notify Central Security Control by radio. All personnel and agencies which the Command Post alerts will be notified by the Base Police Flight. In addition, the Base Police Flight will be required to notify the Base Motor Pool Dispatcher, who in turn will dispatch vehicles to initiate the off-base pyramids by contacting one primary or one alternate for each squadron in Columbus, Aberdeen and West Point. All squadrons will appoint one primary and two alternates in each city, will furnish the Motor Pool with maps showing location of these personnel, and will provide the Motor Pool with new maps as the pyramids change.

f. AACS and Weather personnel will be notified through the Control Tower.

g. All alerts will be terminated upon instructions from the Command Post.

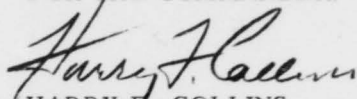
Base Reg 55-1

h. During other than normal duty hours, the Base Motor Pool Dispatcher will contact the operator of the West Point ferry and immediately dispatch a bus. This procedure is rescinded upon opening of the new West Point road.

4. References: SAC Manual 55-2, 55-2a, 55-7, and 44/50 Operations Orders.

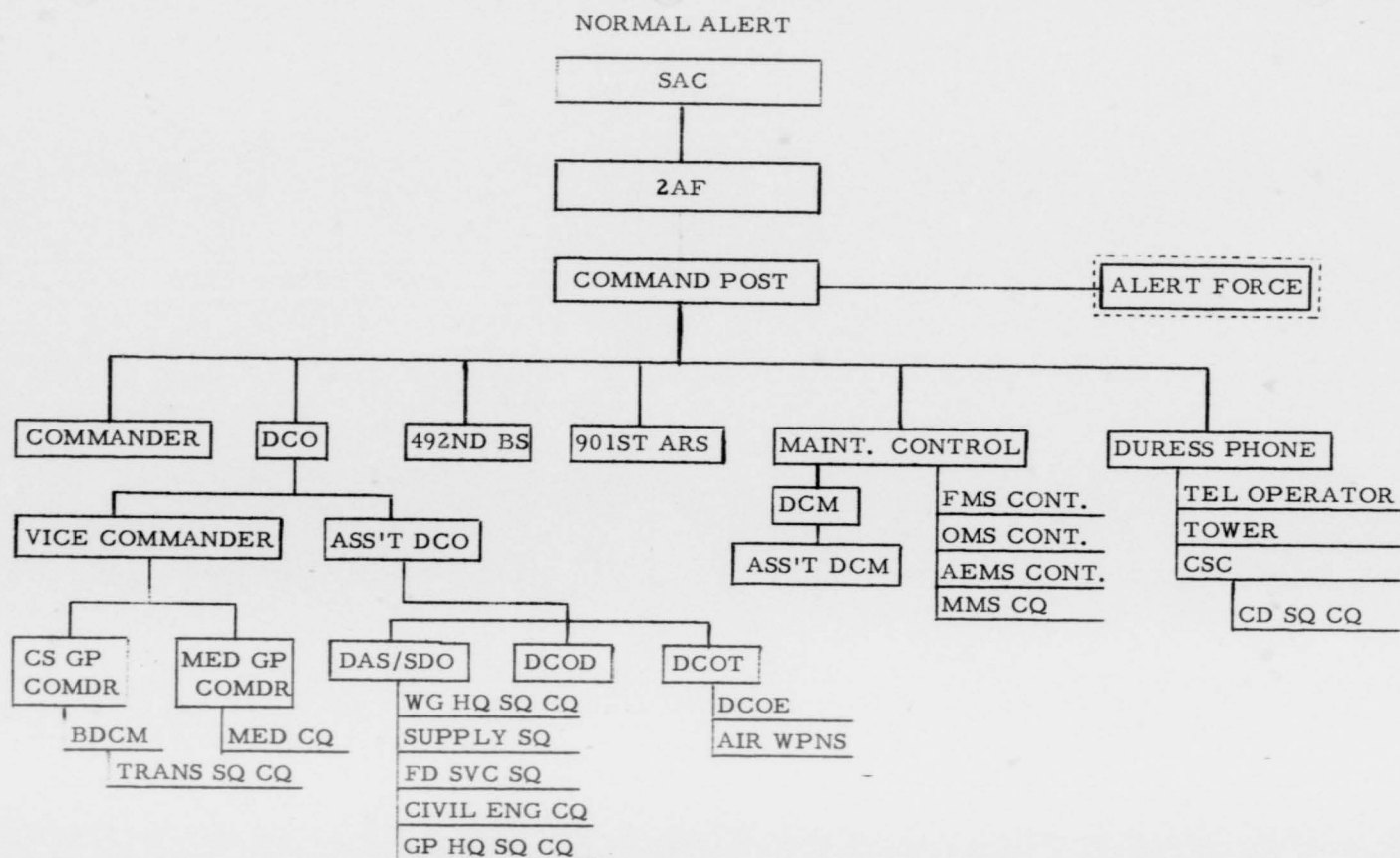
5. Records Disposition Instructions. Records accumulated as a result of this regulation will be disposed of in accordance with paragraph 190403, AFM 181-5.

FOR THE COMMANDER:

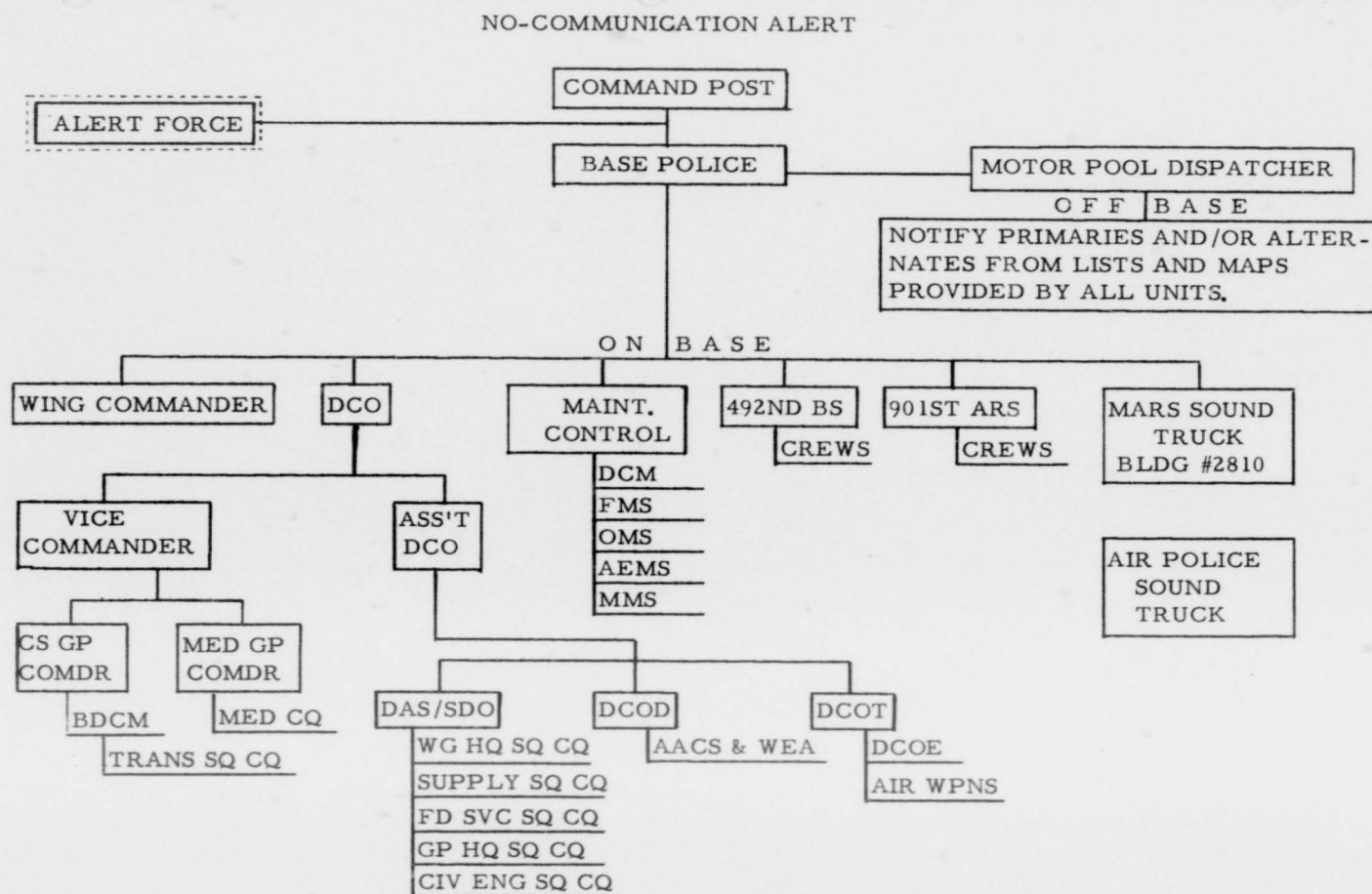


HARRY F. COLLINS  
Major, USAF  
Director of Administrative Services

2 Atchs  
1. Pyramid alert (normal)  
2. Pyramid alert (non-comm)



Attachment 1  
Base Reg 55-1  
1 Oct 61



Attachment 2  
Base Reg 55-1  
1 Oct 61



THIS PAGE IS DECLASSIFIED IAW EO 13526

4

THIS PAGE IS DECLASSIFIED IAW EO 13526

4

HEADQUARTERS  
4228TH STRATEGIC WING (SAC)  
United States Air Force  
Columbus Air Force Base, Mississippi

Reply to  
Attn Of: BCRM/TSgt Beck/7409

13 NOV 1961

Subject: SAC Management Control System Performance

TO: IXO

1. Overall Wing Performance: For the month ending 31 October 1961, the unofficial overall performance for support area items in the SAC Management Control System was 94.2%. The total wing score, which includes both Operations and Maintenance was 96.9%. The official scores for the quarter ending 30 September 1961 were support area 97.6%, and the wing 100.8%. A summary, by category, for October 1961 is as follows:

	<u>Points Possible</u>	<u>% Score</u>	<u>Points Earned</u>	<u>Points Lost</u>	<u>% Points Lost</u>
Personnel	600	99.2	595.20	4.80	2.93
Base Support	600	100.0	600.00	-	-
General	<u>450</u>	<u>79.7</u>	<u>358.50</u>	<u>91.50</u>	<u>54.72</u>
Total Support	1650	94.2	1553.70	96.30	57.65
Operations	2100	96.7	2030.70	69.30	42.35
Maintenance	<u>1600</u>	<u>100.0</u>	<u>1600.00</u>	-	-
Total Opns+Maint	3700	98.1	3630.70	69.30	42.35
Wing Totals	5350	96.9	5184.40	165.60	100.00

2. Personnel: The 99.2% of maximum score for this area is in the green for a SAC Top Quarter Score.

- a. Officer MIRS - 98% - loss of 2 points - 8 officers short
- b. Airmen MIRS - 97% - loss of 3 points - 72 airmen short

3. Base Support: The 100% of maximum score for this area is also a green or SAC Top Quarter Score.

4. General: For this area, the 79.7% of maximum score is in the Red for a SAC Bottom Quarter Score.

- a. Ground Safety - 55% - loss of 67.5 points - 2 Private Motor Vehicle Accidents and 3 Off-Duty Military Injuries.
- b. Weight Control - 60% - loss of 20 points - 37 personnel overweight as of 31 October 1961

5. Operations: The 96.7% of maximum score for this area cannot be forecast as a green, yellow or red score at this time, because it does not include "Incentive Training", which is now scored by Hq SAC.

- a. B-52 Bombing Reliability - 83% - loss of 102 points.
- b. B-52 Unit Reliability - 98% - loss of 11 points.

6. Maintenance: This area attained a score of 100%, which is a green or SAC Top Quarter Score.

7. Total Wing: The 96.9% of maximum score cannot be forecast for the same reason given in paragraph 5 above.

8. Attached is a summary of items evaluated during the month of October.

*David O. Shaw*  
DAVID O. SHAW  
Major, USAF  
Director of Comptroller

1 Atch  
SAC MCS Summary



## SUMMARY OF SAC MCS (MONTH ENDING 31 OCTOBER 1961)

	<u>Item</u> <u>Weight</u>	<u>4228 SW</u> <u>% Score</u>	<u>SAC Top</u> <u>Qtr</u>	<u>SAC Btm</u> <u>Qtr</u>
<u>PERSONNEL:</u>				
Manning in Required Specialties				
Officers - % Assigned	100	98	99	95
Airmen - % Assigned	100	97	98	94
Individual Proficiency Training	150	100	100	86
Military Pers. Records Review	50	100	100	99
Airmen Retention	<u>200</u>	<u>100</u>	<u>unk</u>	<u>unk</u>
Total Personnel	600	99.2	98.8	94.3
<u>BASE SUPPORT:</u>				
Supply Effectiveness	300	100	100	65
Supply Management	100	100	100	90
Fuels	50	100	100	80
Officers Mess	50	100	100	75
N C O Mess	50	100	100	55
Fire Incidents	<u>50</u>	<u>100</u>	<u>100</u>	<u>50</u>
Total Base Support	600	100.0	98.3	93.0
<u>GENERAL:</u>				
Flying Safety	150	100	100	90
Ground Safety	150	55	90	60
Light Control	50	60	74	56
Information Activities		Scored by Hq SAC		
Security Effectiveness	<u>100</u>	<u>96</u>	<u>98</u>	<u>93</u>
Total General	450	79.7	92.9	82.4
<u>OPERATIONS:</u>				
Basic Tng Requirements				
B-52	550	100	100	99
KC-135	550	100	100	99
Bombing Reliability				
B-52	600	83	95	90
Unit Reliability				
B-52	540	98	98	95
KC-135	600	100	100	99
Air Refueling Efficiency				
B-52	350	100	100	95
KC-135	950	100	100	98
Incentive Training		Scored by Hq SAC		
Total Operations	2100	96.7	111.1	101.2

	<u>Item Weight</u>	<u>4228 SW % Score</u>	<u>SAC Top Qtr</u>	<u>SAC Btm Qtr</u>
<u>MAINTENANCE:</u>				
Schedule Cancellations				
B-52	600	100	100	70
KC-135	600	100	100	94
Schedule Additions				
B-52	400	100	100	91
KC-135	400	100	100	99
Dev. From Take-Off Time				
B-52	100	100	100	28
KC-135	100	100	100	60
Shop Repairable Performance				
B-52	300	100	100	80
KC-135	300	100	100	80
Munitions Maintenance Capability	<u>200</u>	<u>100</u>	<u>100</u>	<u>99</u>
Total Maintenance	1600	100.0	100	93.4
WING GRAND TOTALS	5350	96.9	102.5	97.9



THIS PAGE IS DECLASSIFIED IAW EO 13526

5

THIS PAGE IS DECLASSIFIED IAW EO 13526

5

HEADQUARTERS  
4228TH STRATEGIC WING (SAC)  
UNITED STATES AIR FORCE  
Columbus Air Force Base, Mississippi

REPLY TO  
ATTN OF: BDCM

1 October 1961

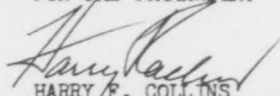
SUBJECT: Amendment #2, Base Support Plan

TO: See Distribution

1. Attached is amendment #2 to the Base Support Plan dated 27 February 1961. This amendment is effective upon receipt.
2. Make the following pen and ink change: Annex A, par. 3c, change "Deputy Commander for Support will:" to read "Deputy Commander for Services will:".
3. Remove and replace the following pages:

<u>SECTION AMENDED</u>	<u>REMOVE PAGE(S)</u>	<u>INSERT PAGE(S)</u>
Original Letter of Transmittal	1	1
Distribution	1	1
Basic Plan	1 thru 4	1 thru 4
Annex A, Cover Sheet	1	1
Annex B, Cover Sheet	1	1
Annex C, Cover Sheet	1	1
Annex G, Cover Sheet	1	1
Annex I, Cover Sheet	1	1
Annex L, Cover Sheet	1	1
Annex M, Cover Sheet	1	1
Annex M	1 & 2	1 & 2
Annex O, Cover Sheet	1	1
Annex P	1 & 2	1 & 2
Annex R, Cover Sheet	1	1
Annex R	1	1
Annex S, Cover Sheet	1	1
Annex S	1 thru 4	1 thru 4
Annex T, Cover Sheet	1	1

FOR THE COMMANDER:

  
HARRY F. COLLINS  
Major, USAF  
Director of Administrative Services

1 Atch  
Amend #2, Base Support Plan

HEADQUARTERS  
4228TH STRATEGIC WING (SAC)  
UNITED STATES AIR FORCE  
Columbus Air Force Base, Mississippi

REPLY TO  
ATTN OF: BDCM

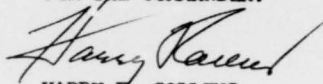
27 February 1961

SUBJECT: Base Support Plan

TO: See Distribution

1. This Plan contains unclassified information required for the successful logistical and administrative support of tactical units assigned and attached to Columbus Air Force Base in support of the Emergency War Order.
2. Procedures established in this plan will be utilized in conjunction with the Wing Mobility Plan and Maintenance Readiness Plan.
3. This Plan will be maintained current by the Deputy Commander for Materiel. Any recommended changes will be forwarded to the Deputy Commander for Materiel for review and approval prior to inclusion in this plan.
4. Each activity supporting this plan will develop publications to properly accomplish the tasks specified herein.
5. Annex "X" of this plan is classified and will be distributed under separate cover.
6. This plan supersedes Base Support Plan dated 1 July 1960 and Amendment number one dated 20 October 1960.

FOR THE COMMANDER:



HARRY F. COLLINS  
Major, USAF  
Director of Administrative Services

1 Atch  
4228 SW Base Support Plan

Amend #2  
4228TH STRAT WG  
BASE SUPPORT PLAN  
1 OCT 61

DISTRIBUTION

<u>AGENCY</u>	<u>NO. OF COPIES</u>	<u>AGENCY</u>	<u>NO. OF COPIES</u>
SAC (DM3F)	1 (Annexes D & X)		
2AF (DM2C)	2		
LAD (DM)	2		
<u>4228th Strat Wg</u>			
C	1	BDCM	4
DCO	11	BDCL	3
(DCO-2)		(BDCL-1)	
(DCOT-2)		(CDSC-1)	
(DCOBO-1)		(CDSL-1)	
(DCOS-1)		BDCE	3
(DCOE-1)		(BDCE-1)	
(DCOD-1)		(CESC-1)	
(DCOG-1)		(BDCEF-1)	
(BSC-1)		BCR	2
(ARSC-1)		(BCR-1)	
DCM	8	(BCRF-1)	
(DCM-1)		DP	3
(DCMMC-1)		SUCO	3
(DCMQC-1)		SJA	1
(DCMMT-1)		IXO	5
(DCML-4)		SAFE	1
AEMSC	4	<u>Non-SAC Tenant Units</u>	
FMSC	4	WEA	1
HSC	2	AFCS	1
OMSC	7	AUD-IT	1
MMSC	6	OSI	1
BHSC	1		
BDAS	2		
BDCS	3		
(BDCS-1)			
(FSSC-1)			
(BDCSH-1)			

Amend #2  
 4228TH STRAT WG  
 BASE SUPPORT PLAN  
 1 OCT 61

TABLE OF CONTENTS:

Basic Plan

ANNEXES:

- |  |                                    |
|--|------------------------------------|
| A - Reception  | Q - Weather                        |
| B - Equipment & Facilities   | R - Tenant Units                   |
| C - Transportation<br>Appdx 1 - Vehicle Allocation Chart   | S - List of Operating Publications |
| D - POL<br>Appdx 1 - Hydrant Refueling System  | T - Limiting Factors               |
| E - Supply<br>Appdx 1 - Personnel Distribution   | X - Classified (Separate Cover)    |
| F - Civil Engineering  |                                    |
| G - Billeting<br>Appdx 1 - Billeting   |                                    |
| I - Food Service   |                                    |
| J - Operations   |                                    |
| K - Rescue   |                                    |
| L - Communications<br>Appdx 1 - Base Telephone<br>Appdx 2 - Navigational Aids<br>Appdx 3 - Teletype Facilities<br>Appdx 4 - SOCS Facilities<br>Appdx 5 - Weather Comm Facilities<br>Appdx 6 - Additional Comm Facilities<br>Appdx 7 - Intra-Base Comm Facilities<br>Appdx 8 - Maintenance Responsibilities<br>Appdx 9 - Security Responsibilities<br>Appdx 10- Emergency Comm Plan |                                    |
| M - Combat Force Protection  |                                    |
| N - Medical  |                                    |
| O - Administration   |                                    |
| P - Personnel  |                                    |

Amend #2  
4228TH STRAT WG  
BASE SUPPORT PLAN  
1 OCT 61



HEADQUARTERS  
4228TH STRATEGIC WING (SAC)  
UNITED STATES AIR FORCE  
Columbus Air Force Base, Mississippi

BASIC PLAN

1. GENERAL SITUATION: The current EWO concept requires the capability for rapid generation and launch of tactical aircraft from this base. Successful implementation of this concept is largely dependent on the planned, orderly performance of support activities before and during EWO execution. This plan is written to identify the essential EWO support functions, and to provide procedures and guidance that will insure their accomplishment.

a. Enemy Forces: Omitted.

b. Friendly Forces: As listed in 4228th Strategic Wing Operations Order 44-62.

2. MISSION:

a. Upon implementation of the 44-62, 50-62 operations orders the 4228th Strategic Wing will launch tactical aircraft and deploy staging team personnel and materiel.

(1) Tactical aircraft will launch in accordance with the OPORD 44/50-62 and SACM 55-7.

(2) Staging team personnel and materiel will deploy in accordance with the Wing Mobility Plan.

b. Task organizations will provide the necessary logistical support to:

(1) Launch the Wing's tactical aircraft.

(2) Deploy two B-52 Mobile Recovery Teams and special equipment as prescribed by SACM 400-1D.

(3) Provide reception, service and maintenance for MATS support aircraft and crews scheduled to arrive at this base during EWO.

3. TASKS FOR SUBORDINATE UNITS: Each staff agency having a wartime responsibility as listed herein and as specified in the 4228th Strategic Wing Mobility Plan will insure that their organizations are capable of accomplishing functions required for wartime support.

a. The Director of Personnel will:

(1) Establish an assembly area to provide for the assembly of outgoing staging team personnel in accordance with the Wing Mobility Plan.

Amend #2  
1 OCT 61

- (2) Be prepared to control emergency reassignment of critical personnel within the Wing/Base resources.
  - (3) Designate those persons who must be cross-trained to fulfill war requirements.
  - (4) Maintain a current list of those functions required to be augmented under war conditions.
  - (5) Prepare Annex "P" as required by SACM 400-2.
  - (6) Review this plan monthly to insure currency with war requirements.
- b. The Deputy Commander for Operations will:
- (1) Activate and operate the Wing Command Post.
  - (2) Furnish crews and establish the priorities for utilization of base support aircraft.
  - (3) Insure that a master parking plan is developed and utilized for all aircraft.
  - (4) Initiate rescue support as required.
  - (5) Designate shelter facilities and direct radiological decontamination.
  - (6) Provide and maintain communications facilities in support of the EWO.
  - (7) Be responsible for coordinating and diverting disaster control and recovery operations.
  - (8) Prepare annexes "B", "J", "K", "L", and "Q" of this plan in accordance with SACM 400-2.
  - (9) Review this plan monthly to insure currency with the war requirements.
- c. The Director of Supply will:
- (1) Monitor over-all logistical support activities in support of the base war mission.
  - (2) Prepare Annexes "D", and "E" of this plan in accordance with SACM 400-2 and coordinate with DCO on Annex "B".

- (3) Insure prompt and accurate reporting as required by SACM 55-8M.
- (4) Insure that Night Life assets (Chaff) are available and ready for use.
- (5) Insure that combat launch and recovery kits are maintained in a state of readiness for immediate deployment or utilization.
- (6) Provide adequate supply support for war operations.
- (7) Insure maximum capability to support war requirements for POL, LOX, and demineralized water.
- (8) Review this plan monthly to insure currency with the war requirements.

d. The Deputy Commander for Services will:

- (1) Prepare Annexes "A", "G", and "I" in accordance with SACM 400-2.
- (2) Provide billets for tactical aircrews and crew members of MATS support aircraft.
- (3) Provide 24 hour dining services and inflight lunches as required.
- (4) Plan and coordinate all requirements for reception of incoming personnel.

e. The Medical Group Commander will:

- (1) Provide all medical support required for war operations.
- (2) Prepare Annex "N" to this plan in accordance with SACM 400-2.

f. The Director of Administrative Services will:

- (1) Implement mail censorship as required.
- (2) Prepare Annex "O" to this plan in accordance with SACM 400-2.

g. The Comptroller will provide normal financial and statistical services as required for all assigned/attached personnel.

h. The Deputy Commander for Civil Engineering will:

- (1) Provide and maintain emergency back-up power sources to support all critical facilities.
- (2) Provide crash, fire, and decontamination equipment; and disaster and emergency airfield repair to prevent loss of war capability.

Amend #2  
4228TH STRAT WG  
BASE SUPPORT PLAN  
1 OCT 61

- (3) Provide adequate snow removal.
- (4) Review this plan monthly to insure currency with war requirements.
- (5) Provide augmentation personnel in accordance with Annex "P".
- (6) Prepare Annex "F" in accordance with SACM 400-2.
- i. The Deputy Commander for Security/Law Enforcement will:
  - (1) Provide positive security for aircraft and all elements of the combat forces.
  - (2) Prepare Annex "M" in accordance with SACM 400-2.
- j. The Deputy Commander for Materiel will:
  - (1) Provide transportation services as outlined in Annex "C".
  - (2) Prepare Annexes "C", "R", "S", "T", and "X".
  - (3) Maintain this plan current to insure base support capability to fulfill EWO requirements.

3X GENERAL INSTRUCTIONS:

- a. Non-essential personnel will be utilized in accordance with Annex "P" of this plan.
  - b. This plan will become effective immediately upon implementation of a war condition.
  - c. Augmentation personnel will receive cross-training on a scheduled basis from the organization being augmented, in preparation for implementation of this plan.
  - d. Each staff agency and unit will prepare and maintain current Publications and/or checklists when required to support this plan for war operations. Copies will be furnished to the Deputy Commander for Materiel master file.
  - e. Each subordinate unit will list in Annex "T" the major factors that limit its capabilities in support of the war mission. This will include limitations in personnel, facilities, equipment, and supplies.
  - f. Commanders will brief personnel each quarter on the requirements of the base support plan.
4. ADMINISTRATIVE AND LOGISTICS: See appropriate annexes.



HEADQUARTERS  
4228TH STRATEGIC WING (SAC)  
UNITED STATES AIR FORCE  
Columbus Air Force Base, Mississippi

ANNEX "A"  
RECEPTION  
BASE SUPPORT PLAN

PROJECT OFFICER CWO GRADY H. REED  
OFFICE BDGS  
TELEPHONE NUMBER 7584

Amend #2  
1 OCT 61

HEADQUARTERS  
4228TH STRATEGIC WING (SAC)  
UNITED STATES AIR FORCE  
Columbus Air Force Base, Mississippi

ANNEX "B"  
EQUIPMENT AND FACILITIES  
BASE SUPPORT PLAN

PROJECT OFFICER LT. LAWRENCE SENNELLO  
OFFICE DCO  
TELEPHONE NUMBER 7774

Amend #2  
1 OCT 61

THIS PAGE IS DECLASSIFIED IAW EO 13526

HEADQUARTERS  
4228TH STRATEGIC WING (SAC)  
UNITED STATES AIR FORCE  
Columbus Air Force Base, Mississippi

ANNEX "C"  
TRANSPORTATION  
BASE SUPPORT PLAN

PROJECT OFFICER CAPTAIN KENNETH DURHAM  
OFFICE TSC  
TELEPHONE NUMBER 7694

Amend #2  
1 OCT 61

THIS PAGE IS DECLASSIFIED IAW EO 13526

HEADQUARTERS  
4228TH STRATEGIC WING (SAC)  
UNITED STATES AIR FORCE  
Columbus Air Force Base, Mississippi

ANNEX "G"  
BILLETING  
BASE SUPPORT PLAN

PROJECT OFFICER CWO GRADY H. REED  
OFFICE BDCSH  
TELEPHONE NUMBER 7584

Amend #2  
1 OCT 61



HEADQUARTERS  
4228TH STRATEGIC WING (SAC)  
UNITED STATES AIR FORCE  
Columbus Air Force Base, Mississippi

ANNEX "I"  
FOOD SERVICE  
BASE SUPPORT PLAN

PROJECT OFFICER CWO GRADY H. REED  
OFFICE FSSC  
TELEPHONE NUMBER 7584

Amend #2  
1 OCT 61

HEADQUARTERS  
4228TH STRATEGIC WING (SAC)  
UNITED STATES AIR FORCE  
Columbus Air Force Base, Mississippi

ANNEX "L"  
COMMUNICATIONS  
BASE SUPPORT PLAN

PROJECT OFFICER MAJOR MARION L. BAUMGAERTEL  
OFFICE DCOE  
TELEPHONE NUMBER 7651

Amend #2  
1 OCT 61

HEADQUARTERS  
4228TH STRATEGIC WING (SAC)  
UNITED STATES AIR FORCE  
Columbus Air Force Base, Mississippi

ANNEX "M"  
COMBAT DEFENSE FORCE  
BASE SUPPORT PLAN

PROJECT OFFICER CWO FRANK J. PHILLIPS  
OFFICE CDSC  
TELEPHONE NUMBER 7444 - 7445

Amend #2  
1 OCT 61

HEADQUARTERS  
4228TH STRATEGIC WING (SAC)  
UNITED STATES AIR FORCE  
Columbus Air Force Base, Mississippi

ANNEX M

TO

BASE SUPPORT PLAN

COMBAT FORCE PROTECTION

1. PURPOSE: To provide for protection of the Combat Force during implementation of the EWO.
2. RESPONSIBILITIES: The Security and Law Enforcement Officer is responsible for insuring compliance with this annex.
3. GENERAL:
  - a. The base internal protection plan, 190-XX, specifies normal day-to-day protection actions. Sabotage alert procedures, contained in Annex A to the 190 plan, provide instructions for emergency condition (DEFCON) in support of the war mission.
  - b. Conditions that might affect the Combat Task Force operations from a subversive standpoint will be found in the Intelligence Annex to the 190-XX plan (classified). Sabotage alert is a part of defense conditions 3, 2, and 1. In implementing a sabotage alert operations under a defense condition, generally the same pattern of INITIAL action will apply as explained in Annex "A" (classified) to the 190-XX plan.
4. PROCEDURES:
  - a. Augmentation Personnel: The Base Law Enforcement Branch will augment the Combat Defense Squadron, which will consist of providing guards for Restricted Area Flight Line Gates 2, 4, 5, and 11. Four (4) guards will report directly to the gates immediately after "A" hour, relieving the Combat Defense Force guards for reassignment. Rotation of Flight Line Restricted Area gates will be the responsibility of the Law Enforcement Branch.
  - b. Capability: The manning authorization of the 4228th Combat Defense Squadron is adequate to fulfill the protection standards outlined in SACM 205-5 during emergency conditions as well as normal function, with the exception of augmentees as prescribed in para 4a above.
  - c. Protection of Aircraft and Aircraft Parking Areas:

Amend #2  
1 OCT 61

(1) Alert aircraft will be protected as outlined in para 41a(1), (2), (3), and (4) SACM 205-5.

(2) Non-alert tactical aircraft are category I elements and will be protected by the owning unit during normal duty hours, supported by the Combat Defense Forces. Aircraft undergoing maintenance in docks and hangars are considered category II elements and will be provided protection by the occupying unit 24 hours per day supported by the C.D.S. mobile strike teams.

(3) Alert aircraft undergoing maintenance are category I elements and will be provided protection by Combat Defense Squadron at all times. Combat Defense Squadron sentries will control access of specialists required to perform maintenance on alert aircraft. (A member of the air or ground crew will be responsible for the actions of specialists while on board the alert aircraft. Reference Chapter 6, SACM 205-5).

d. Protection Operations: Areas of Combat Defense Squadron protection coverage and distribution of personnel per relief will be as follows:

<u>FUNCTION</u>	<u>MINIMUM NUMBER PERSONNEL ON DUTY PER 12 HOUR SHIFT</u>
Flight Line Gates	4
Perimeter Protection	12
Alert Aircraft Parking Area	15
Non-alert Aircraft Parking Area and Ramp	8
Primary Mobile Strike Team	6
Reserve Mobile Strike Team	6
Additional Mobile Strike Teams (Two each)	12
Munitions Maintenance Squadron Storage Area	6
Safe Corridor Guards	6
Unit Administration	3
Supervision	4
	One Shift Total 82
	Two Shift Total 164

(NOTE: Additional available personnel will be formed into reserve Mobile Strike Teams).

Amend #2  
ANNEX M  
4228TH STRAT WG  
BASE SUPPORT PLAN  
1 DEC 66



HEADQUARTERS  
4228TH STRATEGIC WING (SAC)  
UNITED STATES AIR FORCE  
Columbus Air Force Base, Mississippi

ANNEX "O"  
ADMINISTRATION  
BASE SUPPORT PLAN

PROJECT OFFICER CWO NORMAN W. BLACKWELL  
OFFICE BDAS  
TELEPHONE NUMBER 7448

Amend #2  
1 OCT 61

HEADQUARTERS  
4228TH STRATEGIC WING (SAC)  
UNITED STATES AIR FORCE  
Columbus Air Force Base, Mississippi

ANNEX P

TO

BASE SUPPORT PLAN

PERSONNEL

1. PURPOSE: The purpose of this annex is to establish the personnel augmentation requirements to implement the Base Support Plan as outlined in SACM 400-2.
2. RESPONSIBILITIES: Commanders listed in this annex are responsible for:
  - a. Selection of personnel for augmentation.
  - b. Training and equipment required.
  - c. Insuring that personnel selected are briefed on their responsibilities.
3. PROCEDURES:
  - a. Personnel will be required to augment the following units to support this plan:

<u>ORGANIZATION</u>	<u>REQUIRED AUGMENTATION</u>
Transportation Squadron	* * 15 Drivers
Deputy Commander for Operations	* 50 CBR Team

\* \*Require SAC Form 138, Restricted Area Badge, and US Government Motor Vehicle Operator's ID Card SF 46.

\*Require SAC Form 138, Restricted Area Badge.

- b. Augmentation personnel will be furnished by the following organizations:

<u>ORGANIZATION</u>	<u>DRIVERS</u>	<u>CBR</u>
Wing Hq Sq	9	17
Base Hq Sq	2	8
Supply Sq	4	10
Civ Eng Sq		15

(1) Drivers will report to the Base Motor Pool immediately upon implementation of EWO. Shift work will be as directed by the Motor Pool Officer.

(2) CBR personnel will report to building 2803 immediately upon implementation of EWO. Training and equipment will be in accordance with Operations Plan 500-XX.

(3) Commanders of the Squadrons listed in paragraph 3b above will insure that all augmentees possess SAC Form 138, Restricted Area Badge, and that drivers have received the necessary training and possess a current Standard Form 46 (US Government Motor Vehicle Operator's Identification Card).

(4) All required training will be coordinated with the appropriate agency.

(5) Rosters of all augmentation personnel (and their alternates) will be maintained in a current status by squadrons furnishing these personnel; an information copy will be forwarded to the agency being augmented.

(6) Personnel assigned to augmentation duties will be placed on squadron orders, indicating the team to which assigned and whether primary or alternate.

(7) Organizations furnishing augmentees will insure sufficient trained personnel are appointed to fulfill their entire augmentation commitment during EWO. This will require the appointment of additional personnel as alternates to compensate for leave, sickness, etc.

c. Non-essential personnel who are not assigned specific augmentation duties as specified in paragraph 3b, this annex, will report to their normal place of duty upon notification of an alert. These personnel will be subject to manpower levies from agencies essential to support of the war mission. Agencies requiring manpower to support their war missions will establish levies for nonessential personnel in coordination with appropriate staff agencies.

4. Classified information for Annex "P" - not applicable.

5. Limiting factors are not applicable.

HEADQUARTERS  
4228TH STRATEGIC WING (SAC)  
UNITED STATES AIR FORCE  
Columbus Air Force Base, Mississippi

ANNEX "R"  
TENANT UNITS  
BASE SUPPORT PLAN

PROJECT OFFICER MAJOR EMERSON L. ARMSTRONG  
OFFICE BDCM  
TELEPHONE NUMBER 7716

Amend #2  
1 OCT 61

HEADQUARTERS  
4228TH STRATEGIC WING (SAC)  
UNITED STATES AIR FORCE  
Columbus Air Force Base, Mississippi

ANNEX R

TO

BASE SUPPORT PLAN

TENANT UNITS

1. The following listed units are tenants at this base:

<u>UNIT DESIGNATION</u>	<u>PERSONNEL AUTHORIZED</u>	<u>COMMAND</u>
Resident Auditor	4	HQ
1948 Com Sq	73	AFCS
26th Weather Sqdn, Det 10	26	MATS
9th District OSI, Det 902	2	HQ

2. The tenants listed above are not assigned a separate tactical mission. Their primary role is to provide support to the 4228th Strategic Wing, as specified in AF Regs of the "20" series, and appropriate regulations of the major subordinate command. During implementation of the EWO these units will provide support in the normal manner, with the exception of the weather detachment, AACS, and OSI who will provide support on a 24 hour basis. The 26th Weather Squadron, Detachment 10, will provide support as specified in Annex "Q" this plan.

3. Classified information for Annex "R" - not applicable.

4. Limiting factors are not applicable.

Amend #2  
1 OCT 61



HEADQUARTERS  
4228TH STRATEGIC WING (SAC)  
UNITED STATES AIR FORCE  
Columbus Air Force Base, Mississippi

ANNEX "S"

PUBLICATIONS INDEX

BASE SUPPORT PLAN

PROJECT OFFICER MAJOR EMERSON L. ARMSTRONG  
OFFICE BDCM  
TELEPHONE NUMBER 7716

Amend #2  
1 OCT 61

HEADQUARTERS  
4228TH STRATEGIC WING (SAC)  
UNITED STATES AIR FORCE  
Columbus Air Force Base, Mississippi

ANNEX S

TO

BASE SUPPORT PLAN

PUBLICATIONS INDEX

PURPOSE: To establish a complete index of all publications written in support of this Plan.

<u>ANNEX</u>	<u>SOP #</u>	<u>TITLE</u>	<u>DATE</u>	<u>RESP AGENCY</u>
<u>Annex A</u>	2	Support of MATS Aircraft	6 Sep 60	OMSM
<u>Annex B</u>	(None)			
<u>Annex C</u>	1	Movement of Equipment to Assembly Area	6 Jun 61	TSTM
	2	Operation of Assembly Area	6 Jun 61	TSTM
	3	Manifesting of Passengers	6 Jun 61	TSTM
	4	Cargo Manifesting	6 Jun 61	TSTM
	12	Squadron Recall Plan	10 Dec 59	TSC
	24	Mobility Alert	13 Oct 60	TSMT
	28	Mobility Alert Procedures	10 Dec 59	TSM
<u>Annex D</u>	28	Telephone Failure on the Flight Line	1 Sep 60	DSUPF
	33	Maintenance Procedures of Liquid Oxygen Generators	3 Mar 58	DSUPF
<u>Annex E</u>	2	Issue of Mobility Equipment	10 Oct 60	DSUPO
	9	Processing and Handling of "Red Ball"	23 Aug 60	DSUPB
	9A	Processing and Handling of "Red Ball"	25 May 61	DSUPB
	17	Alert Chaff Delivery Procedure	7 Nov 60	DSUPBMF

Amend #2  
1 OCT 61

<u>Annex F</u>	1	Sweeping of Runways for Water Control Prior to Aircraft Take-Off	12 Feb 60	BDCERG
	1	Duties of Night NCO	1 Jan 60	BDCERU
	2	Sweeping of Runways, Taxiways and Streets	12 Feb 60	BDCERG
	3	Fire Department Operations	4 May 60	BDCEF
	4	Fire Calls	1 Jan 60	BDCERM
	4	Johnson Pneumatic Control Systems	11 Feb 60	BDCERU
	5	Heating Plants	11 Feb 60	BDCERU
	6	Standby Power for Aircraft Lighting	18 Nov 60	BDCERM
	6	Fire Protection & A/C Rescue Response	4 May 60	BDCEF
	8	Emergency Generator Starting	18 Nov 60	BDCERM
	10	Emergency Power	18 Nov 60	BDCERM
	29	Operation of Vehicles on Runway	24 Aug 60	BDCER
<u>Annex G</u>	27	Billets for Personnel in Support of the EWO	29 Nov 60	BDCSH
	31	Billets for Unprogrammed Personnel in Support of the EWO	29 May 61	BDCSH
<u>Annex I</u>	1	Alert Recall Plan	28 Dec 60	FSSC
	2	No Power-No Telephone	28 Dec 60	FSSC
	3	Severe Weather Alert	28 Dec 60	FSSC
	5	Sabotage Alert Procedure	28 Dec 60	FSSC
	6	Alert Requiring 72 Hour Food Service Support	1 Jul 60	FSSC
	7	Deployment of Personnel, In-Flight Lunches	7 Jun 61	FSSC

Amend #2  
ANNEX S  
L228TH STRAT WG  
BASE SUPPORT PLAN  
1 OCT 61

	8	Inflight Lunches, Tactical Aircraft	7 Jun 61	FSSC
<u>Annex J</u>	1	Coordination with Other Agencies to Maintain the Operational Condition of the Air Base, Equipment and Facilities	1 Dec 59	DCOBO
<u>Annex K</u>	10	Notification of Missing or Overdue Aircraft	5 Nov 59	DCOBO
	18	Alerting Personnel in Case of Aircraft Accident	3 Dec 59	DCOBO
<u>Annex L</u>	1	Emergency Communications Plan	31 May 61	DCOE
	3	Communications Support During EWO (Classified)	20 Sep 60	DCOE
<u>Annex M</u>	1	Primary and Reserve Mobile Strike Teams	6 Nov 58	CDSC
	2	Red Skin/EWO and Sabotage Alerts	2 Sep 60	CDSC
	3	Circulation Control Procedures	6 Nov 58	CDSC
	7	Convoy Escort, Route Clearance & Protection of Air Munitions	7 Nov 58	CDSC
	10	Utilization of Personnel, Equipment and Guardmount Procedures	4 Aug 60	CDSC
<u>Annex N</u>	<u>HOSP REGS</u>			
	20-1	Organization General	19 Jun 59	SUCO
	355-1	Nuclear Accidents	23 Jul 59	SUCO
	355-2	Implementation Procedures in Support of the Base Support Plan	5 Jun 61	SUCO
<u>Annex O</u>	<u>SOP #</u>			
	5	Implementation of Censorship	16 Dec 59	BDAS

Amend #2  
ANNEX S  
4228TH STRAT WG  
BASE SUPPORT PLAN  
1 OCT 61

	6	Transmission of Personnel and Official Mail to Deployed Units and/or Personnel	16 Dec 59	BDAS
	11	Processing Special Orders for the Deployment of Mobility Recovery and/or Staging Teams	13 May 59	BDAS
<u>Annex P</u>	2	Machine Run Listing of Mobility Personnel	23 Dec 60	DP
	3	Operation of the Base Assembly Area	23 Dec 60	DP
	OI 400-1	Pyramid Alert System (ORI)	28 Dec 60	DP
<u>Annex Q</u>	(None)			
<u>Annex R</u>	(None)			
<u>Annex T</u>	(None)			



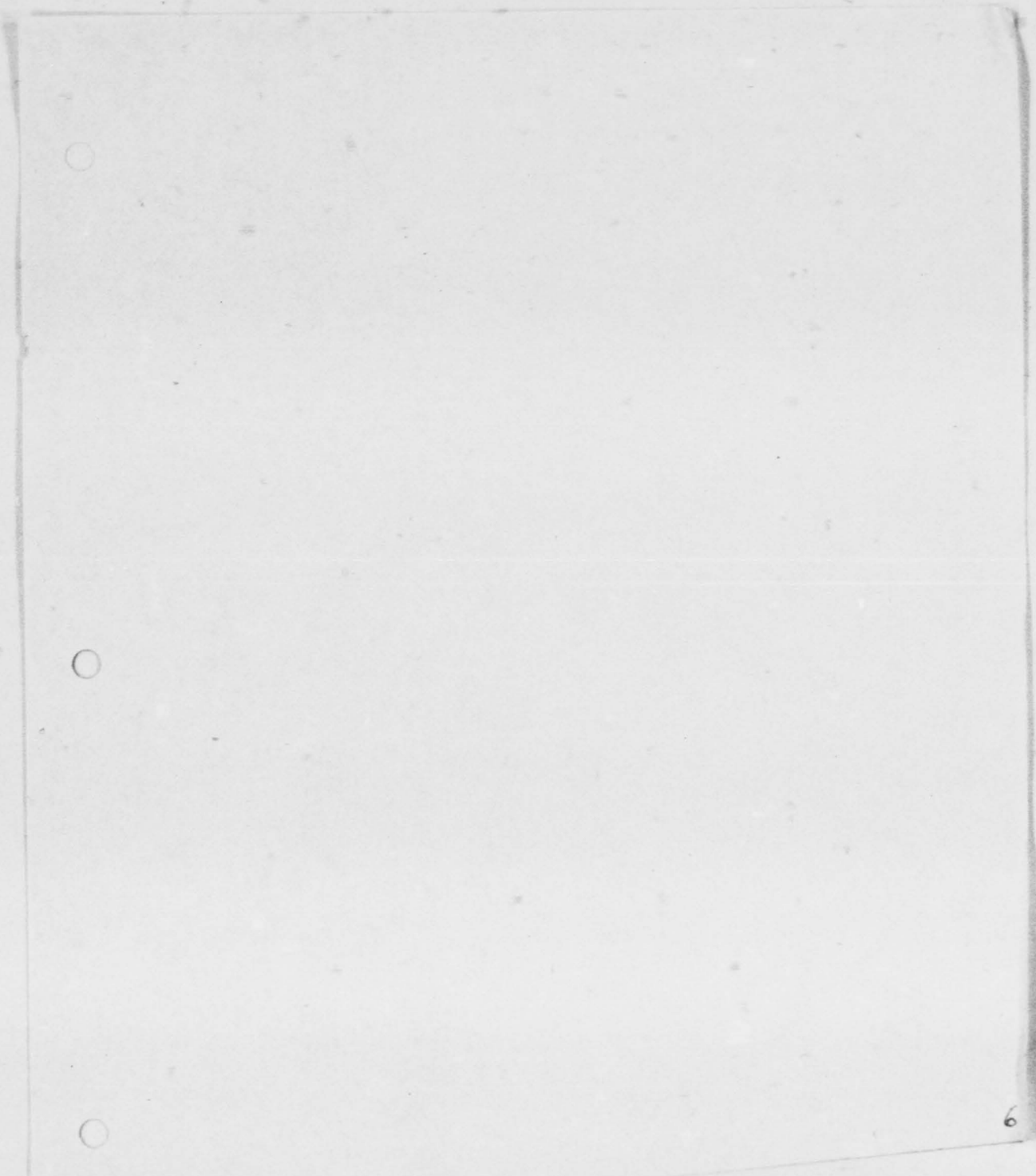
HEADQUARTERS  
4228TH STRATEGIC WING (SAC)  
UNITED STATES AIR FORCE  
Columbus Air Force Base, Mississippi

ANNEX "T"  
LIMITING FACTORS  
BASE SUPPORT PLAN

PROJECT OFFICER MAJOR EMERSON L. ARMSTRONG  
OFFICE BDCM  
TELEPHONE NUMBER 7716

Amend #2  
1 OCT 61

THIS PAGE IS DECLASSIFIED IAW EO 13526



THIS PAGE IS DECLASSIFIED IAW EO 13526

CHANGE

BM 55-1C

BASE MANUAL  
NO. 55-1C

HQS COLUMBUS AIR FORCE BASE  
Mississippi, 1 October 1961

AIR TRAFFIC CONTROL PROCEDURES

Base Manual 55-1B, 20 September 1961, is changed as follows:

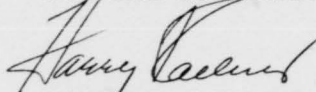
1. Pen and ink changes.

a. Add "B" after BM 55-1 at the top of each page change dated 20 Sep 61.

b. Paragraph 1d, page 1, change to read: "...and attachments 1 through 5 thereto; replace with attached Procedure #6 and Attachments 1 through 5."

2. Add paragraph 3d. Remove Tower Procedure No. 19 dated 15 January 1961.

FOR THE COMMANDER:



HARRY F. COLLINS  
Major, USAF  
Director of Administrative Services

OPI: DCO

Distribution: See Page II, BM 55-1B, 20 Sep 61.

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

HISTORIAN 7

8  
HEADQUARTERS  
4228TH STRATEGIC WING (SAC)  
UNITED STATES AIR FORCE  
COLUMBUS AIR FORCE BASE, MISSISSIPPI

OPERATIONS  
AND  
MAINTENANCE  
PLAN  
422-62

8  
1 OCTOBER 1961



HEADQUARTERS, 4228TH STRATEGIC WING  
COLUMBUS AIR FORCE BASE, MISSISSIPPI  
1 October 1961

OPERATIONS AND MAINTENANCE PLAN

SERIAL NUMBER 422-62

CHART AND MAP REFERENCES: None

TASK ORGANIZATIONS:

Deputy Commander for Operations	Colonel Virgil R. Sewell
Deputy Commander for Maintenance	Colonel George R. Anderson
Deputy Commander for Support	Lt Col Walter T. Eisenbrown

1. GENERAL SITUATION: During the month of October this unit is planning the maximum number of sorties available in order to complete maximum SACR 50-8 requirements during the first month of the quarter. The heavy schedule in October is ascribed to the anticipated losses of training items due to inclement weather and the limited number of flying days due to holidays and planned "stand-down" days in the latter two months of the quarter.

2. MISSION: To enhance the safety and improve the EWO potential of this unit by:

- a. Maximum realism in each training sortie.
- b. Complete maximum SACR 50-8 items as possible so that the remaining days of the quarter can be devoted to completing the few remaining items missed in October. Maximum scheduling of incentive point items will also be an item of concern. The GAM check-out program will be in full swing but will not be a required SACR 50-8 item.
- c. Flying safety can not be over emphasized during this heavy period of flying. Combat crews, maintenance personnel and supervisors can not afford a moment of laxness in the aspect of safety, especially during the periods of inclement weather normally associated with this geographical location during this time of year.

3. TASKS FOR SUBORDINATE UNITS:

- a. The Wing Headquarters Squadron and Combat Support units will provide supervisory and support personnel to achieve the mission outlined above.

4228SW OPLAN 422-62  
1 October 1961

b. The 492nd Bombardment Squadron and Combat Support units will provide supervisory and support personnel to achieve the mission outlined above.

c. The maintenance organizations will accomplish tasks as outlined in Annex B and C to this plan.

4. GENERAL INSTRUCTIONS:

a. Items of training accomplished by crews and individuals during this period must meet the definitions and acceptability criteria outlined in SACR 50-8, 51-11 and SACP 170-1A.

b. Flying Training Priorities:

(1) Completion of 10% of annual diversified AFR 60-3 requirements for all assigned or attached rated personnel.

(2) Safe, professional performance of our peacetime mission to assure the maximum EWO potential for this portion of the SAC aerospace power.

(3) Completion of maximum SACR 50-8 requirements possible in number of sorties scheduled.

(4) Upgrading of NCR crews and individuals.

(5) Staff proficiency to be maintained by participation in missions flown by numbered crews. When a staff crew member flies he must either instruct, assist the primary crew or perform training for maximum possible incentive points for the crew.

c. Missions to be flown will be briefed in detail IAW SACR 55-36 at the Commanders daily briefing in the Wing Command Post by the Squadron Commander or his staff. Mission activity scheduled will be justified for the benefit of the Wing Commander and his staff.

d. Ground training priority is established as follows:

(1) Off base training requiring TDY of trainees.

(2) Completion of 40% of the quarterly, 25% of the semi-annual and 70% of the annual requirements of SACR 50-24.

(3) Completion of local synthetic trainer and special academic classes.

e. Ground training will be accomplished IAW Annex B, this plan.

f. Compensatory time off will be awarded alert crews on the basic of one-half day of each full day on alert without regard for weekend or holidays.

g. Crew and aircraft schedules as published in this plan will not be changed without specific approval of the Deputy Commander concerned.

*for Robert C. Bennett May*  
VIRGIL R. SEWELL  
Colonel, USAF  
Deputy Commander for Operations

ANNEXES

ANNEX A - Operations  
Atch 1 - 492BOMRON CR & NCR Crew Schedule  
Atch 2 - 901AREFS CR & NCR Crew Schedule  
Atch 3 - Supervisor of Flying Schedule  
Atch 4 - Commanders Calendar  
ANNEX B - Ground Training  
ANNEX C - Maintenance

DISTRIBUTION:

2AF (DOT) 4  
4AD (D) 4

NON SAC TENANT UNITS:

AACS 1  
WEA 1

INTERNAL

C	1	DSUP	1
HSC	1	DP	1
DCR	1	SAFE	1
DAS	1	DCO	58 (DCO 2, DCOT 10, DCOC 1, DCD 2, DCOS 2, 901-10, 492-30)
IXO	1	DCM	25
JA	1	SUCO	2
CH	1	HISTORIAN	4
DCS	15		

42285W OPLAN 422-62  
1 October 1961

HEADQUARTERS, 4228TH STRATEGIC WING  
COLUMBUS AIR FORCE BASE, MISSISSIPPI  
1 October 1961

ANNEX A

OPERATIONS AND MAINTENANCE PLAN

SERIAL NUMBER 422-62

1. GENERAL:

a. Flights scheduled in this plan will be executed by Flight Order (AF Form 615). Each pilot in command will be responsible for the proper completion of the aircraft clearance and allied paperwork for his crews sortie.

b. Squadron Operations Officer will forward aircraft clearances and flight plans in accordance with Base Regulation 55-4. Operations staff will insure th at maximum utilization is effected on each sortie commensurate with the crew requirements.

c. Third copy of DD Form 175, Flight Order, Weight and Balance and Takeoff data computations will be retained in the Command Post.

d. Individual squadrons are responsible for operations debriefings. Low level specialized briefings and critiques will be conducted by the Standardization/Instructor crew for each low level mission flown by a NCR crew or individual.

e. Completion of 10% annual AFR 60-3 diversified minima in October is the stated goal of this organization for each rated individual assigned to this base in any capacity.

f. Chief, Standardization Division will provide DCOTA the Standardization requirements in terms of sorties for the month of November NLT 18 October 1961. Failure to properly coordinate with the DCOTA and squadron operations may result in cancellation of required training or the standardization check.

g. The supervisor of flying will serve in the capacity of tower officer except as required by the DCO to properly supervise the launch or landing of scheduled exercises.

h. Mission fuel loads will be specified in the Weekly Flying Schedule to meet the following criteria. Once published the fuel load will not be changed without concurrence of the DCO and DCM.

(1) All flights outside the local flying area will be filed in accordance with the Instrument Flight Rules.

(2) All instrument flight plans will specify a alternate if applicable. (Reference AFR 60-16 as ammended).

Annex A  
4228SW OPLAN 422-62  
1 October 1961



(3) Minimum usable fuel over alternate base will be 20,000 pounds for B-52, 9,500 pounds for KC-135.

i. Crew members who do not attend briefings as scheduled will not be permitted to fly without approval of the Wing Commander or Deputy Commander for Operations.

2. SORTIE BREAKDOWN:

a. B-52 - Training Sorties	20 @ 12+00 -	240
Training Sorties	10 @ 12+30 -	125
Training Sorties	11 @ 11+30 -	126+30
Training Sorties	4 @ 11+00 -	44
Training Sorties	9 @ 10+30 -	94+30
Training Sorties	1 @ 10+00 -	10
Training Sorties	7 @ 9+00 -	63
Ferry Flights	8 @ 5+00 -	40
	<u>70</u>	<u>743+00</u>
b. KC-135- Training Sorties	26 @ 3+30 -	91
Training Sorties	35 @ 6+00 -	210
Ferry Flights	1 @ 7+00 -	7
	<u>62</u>	<u>308 **</u>

\*If Sky Shield II is executed, total flying hours will change accordingly.

3. STANDARDIZATION ACTIVITIES:

a. B-52 standardization checks are scheduled for Crew S04, S30, E08 and aircraft commander check for Lt Colonel Lasko. Staff checks are scheduled for Colonel Meader, Colonel Anderson and Captain Lewis.

b. KC-135 standardization checks are scheduled for crew J-17 and T-18. No-notice checks will be scheduled at random.

4. PROFESSIONAL INTEREST: 2AF Msg D015D 2949, 25 Sept 61 is quoted for your information: "EFFECTIVE IMMEDIATELY ALL 2AF B-52 UNITS ENGAGED IN AIRBORNE ALERT TRAINING OPERATIONS ARE GRANTED A PRIORITY ON 2AF CONTROLLED RBS/NIKE SITES FOR CONDUCTING ECM ACTIVITY ON AIRBORNE ALERT TRAINING MISSIONS. CALL SIGN TO BE USED TO ESTABLISH THIS PRIORITY IS "SOFT POINT". PRIORITIES NOW IN EFFECT ON 2AF CONTROLLED RBS/NIKE SITES WILL BE IN THE FOLLOWING ORDER: ALF-WESTERN RANGER; BRAVO - LUCKY GUY; CHARLIE-RIVERIA 69; DELTA-BIG BARK; ECHO-GALLUP POLL; FOKTROT-SOFT POINT; GOLF - SCHEDULED AIRCRAFT.

Annex A  
4228SW OPLAN 422-62  
1 October 1961



OCT	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	
TIMONY	A	O	O											D																		
GIBBS	A	O			D																											
TEAL	A	O																														
CALLAWAY	D																															
ANDRECHECK	A	O																														
GARGHAN	A	O																														
GUIDER																																
MITCHELL																																
CLARK																																
JONES																																
FUNK																																
SHEWMAN	L	L	L	S	M	S																										
MIHURA																																
FANYO																																
FEIST																																
EATON																																
HUFFMAN																																
LASEO																																
ZERDECKI																																
GIACOMO																																
M'GUIRE																																
BECK																																
HAMILTON																																
BARNHART																																
SANDERS																																
WODGE																																
CARDWELL																																
DUNSTON																																
PALMS																																
S/F																																
STAFF																																

Attachment 1, Annex A, 4228SW OPLAN 422-62, 1 October 1961

THIS PAGE IS DECLASSIFIED IAW EO 13526

COMBAT CREW UTILIZATION OR  PERIODIC MAINTENANCE AND FLYING SCHEDULE

ORGANIZATION: 901st Air Refueling Squadron

FOR MONTH OF: October 1961

ACFT NR. OR COMMANDER	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		
J-09 HAMNER		F		MP	F							DC	MP	F			MP	F					A	A	/	/	A	A	A	/	/			
J-20 DOUGLASS		INSCH	DC		MP				F	MP	F					A	A	/	/	A	A	A	/	/	A	A	/	/	/	MP	F		MP	F
J-01 BROWN		INSCH		MP	F				A	A	/	/	A	A	A	/	/	A	A	/	/	/	MP	F		MP	F							
J-13 TOPOLOSKY		MP	F		DC				MP	F			MP	F		A	A	/	/	A	A	A	/	/	A	A	/	/	/					
T-10 WEAVER		A	A	/	/	A	A	A	/	/	A	A	/	/	/	MP	F	MP	F				DC	MP	F		MP				F			
T-24 WEISIGER		DC	MP	F		DC			A	A	/	/	A	A	A	/	/	A	A	/	/	/	F		MP	F								
J-19 PASENHOFER		INSCH	MP	F					A	A	/	/	A	A	A	/	/	A	A	/	/	/	F	DC	MP	F	MP				F			
J-07 DRISKELL		A	A	/	/	A	A	A	/	/	A	A	/	/	/	MP	F						MP	F		MP	F				DC			
T-18 SIMONS		/	MP	F		MP	F				DC		MP	F			F			DC			A	A	/	/	A	A	A	/	/			
J-21 CANNON		INSCH	MP	F					DC	MP	F					A	A	/	/	A	A	A	/	/	A	A	/	/	/	MP	F			
J-17 BENSON		/	MP	F	MP				F		DC					MP	F	MP	F				A	A	/	/	A	A	A	/	/			
J-15 RICKOW		F	IF	IF	IF	IF	IF			MP	F		DC							MP	F						DC			A	A			
J-02 WELLS		A	/	/	F				MP	F														M	P	F								
T-23 FROEDE		A	/	/	A	A	/	/	/	MP	F		MP	F			F		DC							DC	MP			F				
J-06 PARTRIDGE		IF	IF	IF	IF	IF	F						MP				F		DC	MP	F				DC	MP	F			A	A			
J-03 PERDUE		A	/	/	A	A	/	/	/	f						DC	MP	F		MP			F		MP	F					DC			
J-08 STANDISH		/	F		MP	(F)							MP	F		INSCH							MP	F						A	A			
T-05 DENNEY		A	A	/	/	A	A	A	/	/	A	A	/	/	/	MP	F	MP	F															
J-11 ALLARD				A	A	/	/	/					MP			F									MP	F				MP	F			
IF - Opns IRON FIST																																		
(F) - Ferry to Moses Lake																																		

SUPERVISOR OF FLYING SCHEDULE

1 Oct 61	LT COL HARMON	492BS
2 Oct 61	CAPT BROWN	STANDBOARD
3 Oct 61	LT COL HODGE	STANDBOARD
4 Oct 61	LT COL DUNSTON	STANDBOARD
5 Oct 61	MAJ BIEHUNKO	STAFF
6 Oct 61	MAJ GIACOMO	492BS
7 Oct 61		
8 Oct 61		
9 Oct 61	CAPT ALLARD	STANDBOARD
10 Oct 61	LT COL SHAW	492BS
11 Oct 61	MAJ HAMNER	901ARS
12 Oct 61		
13 Oct 61	LT COL JONES	STAFF
14 Oct 61	MAJ BENNETT	STAFF
15 Oct 61		
16 Oct 61	CAPT STANDISH	901ARS
17 Oct 61	MAJ WALKER	STAFF
18 Oct 61	CAPT PARTRIDGE	901ARS
19 Oct 61	CAPT DRISKELL	901ARS
20 Oct 61	MAJ PALMS	STANDBOARD
21 Oct 61		
22 Oct 61		
23 Oct 61	CAPT CALLAWAY	492BS
24 Oct 61	MAJ STUART	901ARS
25 Oct 61	MAJ CARDWELL	STANDBOARD
26 Oct 61	MAJ CHATHAM	492BS
27 Oct 61	MAJ FUNK	492BS
28 Oct 61		
29 Oct 61		
30 Oct 61	LT COL MICKELWAIT	901ARS
31 Oct 61	MAJ FANYO	492BS

Atch 3, Annex A  
4228SW OPLAN 422-62  
1 October 1961

ITEM	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
Commanders Daily Briefing 1100 Comd Post		X	X	X	X	X			X	X	X	X	X			X	X	X	X	X			X	X	X	X	X			X	X
Air Traffic Control Board 0900 Conference Room									X																						
Weekly 60-9 Planning 1300 Conference Room				X						X								X							X						
Weekly 60-9 Final Briefing 1100 Command Post					X						X								X							X					
Deputy Commanders Meeting 0800 Conf Room			X		X					X	X					X		X					X		X						
Monthly 60-9 Final Brief 1100 Comd Post																									X						
Safety Council 0930 Conference Room	NOTIFICATION WILL BE MADE BY PHONE OF MEETING TIME AND DATE																														

Atch 4, Annex A, 4228SW OPLAN 422-62, 1 October 1961



Annex B

OPERATIONS AND MAINTENANCE PLAN

SERIAL NUMBER 422-62

GROUND TRAINING PROGRAM

GENERAL:

1. This annex constitutes the Ground Training Schedule for all units on Columbus Air Force Base for the month of October.
2. Training requirements outlined in this part are in accordance with SACR 50-24 dated 1 July 61 and SACR 50-8 dated 16 August 1961.
3. A summary of all known off-base commitments are listed in App 1 of this Basic OPLAN.

ON BASE TRAINING:

1. Synthetic Trainers:
  - a. References: SACR 50-24, SACR 51-12; and AFR 60-4.
  - b. Attendance: All Pilots
  - c. Place: 901st Air Refueling Squadron, Operations Building 2547.
  - d. Time and Dates: As indicated below:
    - (1) Monday thru Friday, 1300-1700 hours is set aside for the 901st ARSC DCOTG will schedule staff for periods not used.
    - (2) Monday thru Friday, 0800-1200 hours is set aside for the 492nd BSC DCOTG will schedule staff for periods not used.
    - (3) All staff personnel will be scheduled by DCOTG.
    - (4) Individuals desiring extra periods of Link may call the Link Trainer Section and schedule periods that are open.
    - (5) ROTC Pilots will be scheduled by DCOBO for periods listed as ROTC.

Annex B  
4228SW OPLAN 422-62  
1 October 1961



## C-11 LINK SCHEDULE FOR OCT

<u>DATE</u>	<u>0800-1000</u> <u>NAME</u>	<u>1000-1200</u> <u>NAME</u>	<u>1300-1500</u> <u>NAME</u>	<u>1500-1700</u> <u>NAME</u>
5 Oct 61	Hamilton	Mizner	Froede	Jordan
6 Oct 61	Dunston	Erp	Driskell	Gibson
9 Oct 61	Burns	Sanders	Gutshall	Rosser
10 Oct 61	Gibbs	Skaggs	Pasenhofer	Knapp
11 Oct 61	Gaughan	Bullard	Denney	Kress
12 Oct 61	Eaton	Harned	Henion	Schurter (if available)
13 Oct 61	Shewmaker	Schonhans	Brown	Stevens
16 Oct 61	Huffman	Rutledge	Walker	Biehunko
17 Oct 61	Crisp	Roth	Douglass	Koebie
18 Oct 61	Guider	Collins	Weisiger	Hammons
19 Oct 61	Giacomo	Reeves	Stuart	Bolton
20 Oct 61	OPEN	OPEN	Topolosky	Blakee
23 Oct 61	Timony	Gates	Tilburg	Griffith
24 Oct 61	Callaway	Neal	Hamner	Carpenter
25 Oct 61	Clark	Edmonds	Cannon	Bond
26 Oct 61	Teal	Tankersley	O'Donnell	Pemberton
27 Oct 61	Hodge	Funk	Simmons	Cliatt
30 Oct 61	McGuire	Royston	Behn	OPEN
31 Oct 61	Palms	Manning	Rickow	Martin

NOTE: The reference above makes it a mandatory requirement for each pilot to accomplish two (2) hours instrument trainer time each three(3) months training period. All pilots must complete the course of instruction outlined in SACM 50-24, regardless of trainer time requirements prior to taking his annual instrument check. Instrument Trainer requirements may be accomplished in the B-52/KC-135 Simulator if the time is scheduled as instrument time only. Each pilot must accomplish a total of eight (8) hours from expiration to renewal of his instrument card each year.

2. Instrument School (Two Academic Days):

- a. References: SACR 51-12.
- b. Attendance: All pilots due instrument cards within the next 90 days.
- c. Time: 0800-1200, and 1300-1700 hours
- d. Dates: 2, 3, 16, 17, October
- e. Place: Building 2802 (Building adjacent to Credit Union).

Annex B  
4228SW OPLAN 422-62

NOTE: Paragraph 2(1)(a), SACR 51-12 is quoted in part for your information  
 Each rated pilot qualifying for an instrument certificate, except officers occupying  
 OMD authorized General Officer positions, must attend a formal course of instrument  
 training prior to flight check as outlined in SACM 50-24. This training will be accom-  
 plished during the 90 day period prior to the pilots birthdate, except pilots in the follow-  
 ing categories, who may accomplish this training 90 days prior to standardization  
 check due date."

- (1) Pilots and Co-Pilots of SAC numbered tactical crews.
- (2) Rated Staff personnel of tactical units performing pilot duty in tactical aircraft.

Attendance during Oct is mandatory for all pilots whose instrument card will expire  
 prior to 1 December 1961. All other eligible pilots are requested to attend in Oct  
 1961.

<u>NAME</u>	<u>RANK</u>	<u>DATE DUE INST CARD</u>
Walker	Major	3 Oct 61
Lyons	2Lt	4 Oct 61
O'Donnell	1Lt	5 Oct 61
Pemberton	1Lt	10 Oct 61
hurter	Colonel	19 Oct 61
Funk	Major	21 Oct 61
Reeves	Captain	22 Oct 61
dden	Captain	25 Oct 61
Pasenhofer	Major	27 Oct 61
Behn	Lt Colonel	31 Oct 61
Knapp	Captain	1 Nov 61
Douglass	Major	3 Nov 61
Bullard	1Lt	12 Nov 61
Brown	Captain	14 Nov 61
Hodge	Lt Colonel	15 Nov 61
Prosch	1Lt	17 Nov 61
Shewmaker	Captain	23 Nov 61
Morris	Captain	25 Nov 61
McGuire	Major	27 Nov 61
Brown	2Lt	27 Nov 61
Roth	Captain	29 Nov 61
Kobiec	1Lt	1 Dec 61
Andoe	1Lt	2 Dec 61
Cannon	Captain	3 Dec 61
Rutledge	Captain	6 Dec 61
Stuart	Major	6 Dec 61
Grimmer	Lt Colonel	6 Dec 61

enex B  
 4228SW OPLAN 422-62  
 1 Oct 61

(3)

<u>NAME</u>	<u>RANK</u>	<u>DATE DUE INST CARD</u>
Palms	Major	11 Dec 61
Gutshall	Captain	17 Dec 61
Hamilton	Major	19 Dec 61
Rawlinson	Major	26 Dec 61
Jones	Lt Colonel	26 Dec 61
Shaw	Lt Colonel	31 Dec 61
Clark	Major	4 Jan 62
Shamsie	Captain	8 Jan 62
Davidson	1Lt	11 Jan 62
Unverzagt	Captain	15 Jan 62

3. EWO STUDY: As scheduled in the Crew Utilization and Flying Scheduled in Annex A. Listed as "E". A complete agenda outlining details to be covered during each scheduled block is filed by DCODS.

4. DISASTER ACTIONS TRAINING: DCOTG has compiled an annual open-book interrogation consisting of 50 questions, 20 each on Medical and Disaster Control, and 10 on Fire Prevention and has issued it to unit training officers. Questions will be a controlled item with serial numbers and unit training officers has signed for them. All personnel, during 1961, will receive credit for having attended training in the subjects above or will be administered the open-book interrogation if training not completed.

5. SELF-AID AND BUDDY CARE MEDICAL TRAINING: This training is a special one-time requirement to indoctrinate all SAC personnel in disaster operations in the event of a national emergency involving nuclear weapons. Upon completion a notation will be made on the individuals SAC Form 293. An annual open-book examination consisting of 50 questions has been prepared by DCOTG and issued to each unit training officer. Personnel receiving Buddy Care training will receive credit for the Medical portion of Disaster Actions Training Described above.

6. FIGHTING MANS CODE OF CONDUCT: Purpose of this training is to insure awareness of the provisions of Executive Order 10631. All personnel will be administered an open-book examination annually. Maximum use of appropriate folders and posters will be made to insure continued emphasis at all levels. DCOTG has compiled an examination on this subject and issued it to each unit training officer.

7. CARBINE QUALIFICATIONS:

a. References: SACR 50-24, and AFR 50-8.

b. Units will schedule carbine training and qualification by calling the indoor firing range. ext 7546. (See Note)

Annex B  
4228SW OPLAN 422-62  
1 Oct 61

(4)

c. Training is required annually for all persons whose basic weapons is the Carbine. Personnel who have never before successfully qualified with a weapon will take an initial ten (10) hour course applicable to their basic weapon.

d. Personnel who fail to attain the minimum prescribed proficiency level for their job category will be required to return until they have fired all their annual allotment of ammunition in order to qualify. All personnel, however will be scheduled to make the first firing before the failures are rescheduled to qualify.

e. Uniform: Fatigues are encouraged.

NOTE: A new out-door firing range is now being constructed near the old west point gate. Estimated completion date is last of October. Units will be advised by the Daily Bulletin when to start scheduling.

8. HANDGUN QUALIFICATION AND REFRESHER:

a. Reference: SACR 50-24, SACM 50-24, and SACM 50-8.

b. Time and Dates: Call the Small Arms Range, ext 7546 for scheduling.

c. Personnel who fail to attain the minimum prescribed proficiency level for their job category will be required to return until they have fired all their annual allotment of ammunition in order to qualify. All personnel, however, will be scheduled for first firing before the failures are rescheduled to qualify.

d. Personal weapons may be utilized, but they must conform in caliber, and type (i. e. revolver with revolver) with the training weapons used, and must be of American manufacture and must be approved by the instructor.

9. INITIAL HAND GUN:

a. Reference: SACR 50-24, AFR 50-8.

Annex B  
4228SW OPLAN 422-62  
1 Oct 61

(5)



b. Personnel who have never successfully qualified with a weapon will take initial course applicabal to their basic weapon.

c. Scheduling and all questions will be referred to the small arms range, ext 7546.

10. MORAL LEADERSHIP:

a. Reference AFR 50-31.

b. Attendance: All personnel.

c. Schedule: Base Theater on the second Friday of each month, on the following schedule:

Airmen	0800 hours
NCO'S	0900 hours
Airmen	1500 hours
Officers	1600 hours

NOTE: Squadrons are required to send 30 to 40% assigned personnel to each months lectures. All individuals must attend at least one lecture each quarter. Personnel required to attend are all Airmen through SMSgt and W/O thru Colonel.

Attendance will be taken for all lectures.

11. DRIVER'S SCHOOL:

a. Reference: AFR 32-17

b. Attendance: All airmen under 25 years of age.

c. Date, Time and Place: As announced in the Daily Bulletin or by Squadron Training personnel.

Annex B  
4228SW OPLAN 422-62  
1 Oct 61

(6)





schedule during the first month of each quarter in order to meet 2AF weight standards.

13. KC-135 AIRCREW TRAINING FOR COMBAT READY CREWS

- a. All training will be accomplished in the Alert Facility, unless otherwise noted.
- b. Handgun Schedule: None for October,
- c. Survival Training-None in October.

14. B-52 AIRCREW TRAINING FOR COMBAT READY CREWS:

a. In addition to schedule below see the Crew Utilization and Flying Schedule, Annex A, also atch 1, of the OPLAN

b. Handgun Schedule:

<u>DATE</u>	<u>TIME</u>	<u>INDIVIDUAL</u>	<u>CREW NUMBER</u>		
3 Oct 61	1230-1630	Teal	R-50		
		Tankersley	R-50		
		O'Toole	R-50		
5 Oct 61	1230-1630	Bishop	IN 71		
		Davenport	S-10		
		Berg	IN 71		
10 Oct 61	1230-1630	Feist	E-12		
		Lawrence	E-12		
		Mayor	E-12		
		Tacobson	E-12		
23 Oct 61	0730-1130	Callaway	E-20		
		Neal	E-20		
		Bostick	E-20		
		Deibert	E-20		
		Browne	E-20		
		Lowe	E-20		
		24 Oct 61	1230-1630	Browning	R-67
				Townseno	R-67
Tuzzolo	R-67				
Strout	R-52				
Lasko	R-58				

c. Judo in the Base Gymnasium, 0800 and 1400 hours as scheduled. Annual proficiency must be demonstrated by all crew members:

Annex B  
4228SW OPLAN 422-62  
1 Oct 61

(8)

<u>DATE</u>	<u>TIME</u>	<u>INDIVIDUAL</u>
7 Oct 61(initial course)	0800 hours	Edwards
	0800 hours	Riegel
	0800 hours	Davenport
11 Oct 61	0800 hours	Edmonds
	0800 hours	Gotner
18 Oct 61(initial course)	0800 hours	Messer
	0800 hours	Schonhans
20 Oct 61	0800 hours	Huffman, D.
	0800 hours	Brown, D.
20 Oct 61(initial Course)	0800 hours	Andoe

d. Gunnery Trainer Schedule:

<u>DATE</u>	<u>TIME</u>	<u>INDIVIDUAL</u>
2 Oct 61	0900 hours	Evans
	1000 hours	Jones
	1300 hours	Dingledein
	1400 hours	Ambler
	1500 hours	Holtman
3 Oct 61	0900 hours	Dingledein
	1000 hours	Holtman
	1300 hours	Taulbee
	1400 hours	Ambler
Oct 61	0800 hours	Ecklund
	0900 hours	Everett
5 Oct 61	0900 hours	Golden
	1300 hours	Goggans
6 Oct 61	0800 hours	Atkinson
	0900 hours	Bell
9 Oct 61	0800 hours	Evans
	0900 hours	Roberts
	1300 hours	Clopton
	1400 hours	Goggans
10 Oct 61	0800 hours	Byrgess
	0900 hours	Follis
	1000 hours	Lowe
11 Oct 61	0800 hours	Alberton
	0900 hours	Taulbee
	1300 hours	Salyer
	1400 hours	Strout
12 Oct 61	0800 hours	Morris
	0900 hours	Elder
	1000 hours	McGuffin
	1300 hours	Atkinson

Annex B  
4228SW OPLAN 422-62

1 Oct 61

(9)

<u>DATE</u>	<u>TIME</u>	<u>INDIVIDUAL</u>
13 Oct 61	0800 hours	Morris
	0900 hours	Heximer
	1300 hours	Clopton
16 Oct 61	0800 hours	McRaney
	0900 hours	Roberts
	1300 hours	McGuffin
17 Oct 61	0800 hours	McRaney
	0900 hours	Messer
	1300 hours	Kennedy
	1400 hours	Bell
18 Oct 61	0800 hours	Mayberry
19 Oct 61	0800 hours	Salyer
	0900 hours	Huebert
20 Oct 61	0900 hours	Messer
23 Oct 61	0800 hours	Albertson
	0900 hours	Burgess
	1000 hours	Kennedy
24 Oct 61	0800 hours	Lowe
	0900 hours	Potter
	1300 hours	Huebert
	1400 hours	Heximer
	1500 hours	Golden
25 Oct 61	0800 hours	Elder
	0900 hours	Strout
26 Oct 61	0800 hours	Follie
	0900 hours	Cooper
27 Oct 61	0800 hours	Cooper
	0900 hours	Potter
	1300 hours	Everett
30 Oct 61	0800 hours	Jones
	0900 hours	Ecklund
31 Oct 61	0800 hours	Mayberry

OFF BASE TRAINING:

1. Each squadron will be responsible for insuring that Special Orders are issued for its assigned personnel, and will contact commercial transportation for determination of mode of transportation.
2. NUCLEAR WEAPONS DELIVERY COURSE: none in Oct.
3. SURVIVAL TRAINING (Stead AFB-Advanced): none in Oct.

Annex B  
4228SW OPLAN 422-62  
1 Oct 61

PHYSIOLOGICAL TRAINING (Altitude Chamber):

a. Reference: AFR 50-27; SACR 50-24.

b. Place: Little Rock AFB or Carswell AFB, as indicated.

c. Time: Personnel scheduled for training on Monday, Tuesday, or Wednesday will report to OIC of the altitude chamber at 0730 hours. Personnel scheduled for training of Thursday will report to the OIC of the altitude chamber at 1230 hours. All personnel must have their Restricted Area Badge when reporting.

d. Special Orders must:

(1) State that the individual has a current class I, II, or III flight physical.

(2) Direct the individual to bring his AF Forms 702 and 1274 with him.

(3) Direct the individual to bring his oxygen mask and helmet( if he has one).

(4) State the date and time the individual should report to OIC of altitude chamber.

(5) Include the building number to which the individual should report to (1240 Little Rock, and 2135 at Carswell AFB).

NOTE: If orders are published prior to completing physical exam, personnel must hand carry AF Form 1042 to altitude chamber.

e. Refresher Training Course (8 hours):

(1) Required of all rated personnel and crew members every three years, except personnel checked out in tactical aircraft.

(2) All personnel attending must have in possession their AF Forms 702, which will be obtained from the Form 5 Section, Wing Training Division, building 1901, by the individual concerned. Personnel flying jet aircraft will bring individual helmet and oxygen mask.

(3) Refresher Quotas: 17 Oct      1 Quota      Major Sattler

f. Passenger Instruction Course quotas (12 hours-Little Rock):

11 Oct 61

14 quotas

DCMMT

Annex B  
4228SW OPLAN 422-62  
1 Oct 61

(11)



<u>NAME</u>	<u>RANK</u>	<u>EXPIRATION DATE</u>
Sattler	Major	15 Dec 61
Pemberton	1Lt	29 May 62
Padden	Captain	15 May 62
Canning	Major	1 May 62
Morrison	Major	20 Apr 62
Behn	Lt Colonel	10 Jun 62
Dewitt	Lt Colonel	12 Jun 62
King	Captain	2 Jun 62
Burns	Major	13 Jul 62
Grimmer	Lt Colonel	5 Aug 62
Shumake	Colonel	14 Sep 62
Scales	Major	7 Oct 62
Morris	Captain	3 Nov 62

SAC STANDARDIZATION SCHOOL: All personnel will report to Barksdale Transient Billeting Office for quarters assignment, briefing, transportation information and class schedules.

a. B-52	Major Tompkins	16-18 Oct
	Capt Bowen	16-18 Oct
b. KC-135	Capt O'Neill	16-18 Oct
	Capt Driskell	30 Oct -1 Nov
	Capt Springmeyer	30 Oct -1 Nov
	Lt Prosch	30 Oct -1 Nov
	Sgt Goucher	30 Oct -1 Nov
c. CSG	None in Oct.	

6. SIMULATOR TRAINING (KC-135):

- a. References: SACR 50-24, SACR 50-8; SACR 51-19.
- b. Place: Barksdale AFB, La
- c. Reporting Instructions: Pilots reporting during non-duty hours will report by calling Operations Squadron CQ at ext. 25164 or 24231. If reporting during duty hours call ext. 2638 or 23177.
- d. Quotas: 16-18 Oct Blakee

Annex B  
4228SW OPLAN 422-62  
1 Oct 61

(12)

7. SIMULATOR TRAINING (B-52):

- a. References: SACR 50-24, 51-19; and SACR 50-8.
- b. Place: Carswell AFB, Texas, building P-2124.
- c. Reporting Instructions: Crews will report to the B-52 Simulator as scheduled. Supplementary instructions may be obtained from your unit ground training office. Crews will carry following equipment: Flying Suit, Tech Order, Checklist and flashlight.
- d. Quotas:

<u>DATE</u>	<u>TYPE TRAINING</u>	<u>INDIVIDUALS</u>
5-7 Oct	CREW	Shoemaker-Schonhans
9-11 Oct	CREW	Teal-Tankersley
12-14 Oct	CREW	Andrecheck-Lovelady
19-21 Oct	CREW	Feist-Spadachene
23-25 Oct	STAFF	Sewell-Jones 1Lt (492)
26-28 Oct	CREW	Jones-Records

8. ULTRASONIC TRAINING (B-52)

- a. Reference: SACR 51-19; SACR 50-24; SACR 50-8.
- b. Place: Carswell AFB, Texas
- c. Crews and Staff will report to Ultrasonic Section per schedule and supplementary instructions from the Squadron Ground Training Officer.
- d. Schedule

<u>DATE</u>	<u>TIME</u>	<u>INDIVIDUALS</u>
4 Oct 61	0730	Keels-Martins
	1030	Musgrove-Drumheller
	1330	Townsend-Browning
11 Oct 61	0730	Wendt-Nakano
	1030	Scott-Wetesnik
	1330	Cannes-Shoemaker
18 Oct 61	0730	Mayor-Lawrence
	1030	Ulrich-Siau
	1330	Davis-O'Brien
25 Oct 61	0730	Curtis-Corbett
	1030	Greer-Gray
	1330	Seward-Cantrell

Annex B  
 28SW OPLAN 422-62  
 1 Oct 61

(13)

THIS PAGE IS DECLASSIFIED IAW EO 13526

ALERT FACILITY GROUND TRAINING SCHEDULE 492nd BS MONTH tober

SUN	MON	TUES	WED	THUR	FRI	SAT
1	2 GS11 11-1200 GS11 13-1600 GS6 16-1700	3 GS12 0830-1000 GS1 12-1600 ACR10-1100	4 GS2 09-1200 GS1 13-1700 GS3 13-1500 GS4 13-1600	5 GS8 09-1000 GS9 10-1100 GS10 11-1200	6 GS11 11-1200 GS11 13-1600 GS6 16-1700	7
8	9 GS11 11-1200 GS11 13-1600 GS6 16-1700	10 GS12 09-1100	11 GS2 09-1200 GS1 13-1700 GS3 13-1500 GS4 13-1600	12 GS8 09-1000 GS9 10-1100 GS10 11-1200 GS1 13-1700	13 GS11 11-1200 GS11 13-1600	14
15	16 GS11 11-1200 GS11 13-1600 GS6 16-1700	17 GS12 09-1100	18 GS2 09-1200 GS1 13-1700 GS3 13-1500 GS4 13-1600	19 GS5 0830-1230 GS1 1330-1730	20 GS11 11-1200 GS11 13-1600	21
22	23 GS11 11-1200 GS11 13-1600	24 GS12 09-1100 GS14 12-1400	25 GS2 09-1200 GS1 13-1700 GS3 13-1500 GS4 13-1600	26 GS5 08-1200 GS1 13-1700	27 GS11 11-1200 GS11 13-1600	28
29	30 GS11 11-1200 GS11 13-1600	31 GS12 09-1100 GS5 12-1600				

3.02.07 5.11.02 6598

THIS PAGE IS DECLASSIFIED IAW EO 13526

## EXPLANATION OF "GS" SYMBOLS: (B-52)

<u>SYMBOLS</u>	<u>COURSE</u>	<u>CREW MEMBERS REQD</u>
GS1	Air Weapons Academic (4 hours quarterly)	P, CP, N/RN
GS2	In-Flight Maintenance (3 hours quarterly)	N/RN
GS3	ECM Procedures (2 hours quarterly)	EW
GS4	Gunnery Systems (3 hours quarterly)	G
GS5	Tactical Doctrine (4 hours quarterly)	ALL CREW
GS6	Communications (1 hour per month)	P, CP, EW, RN, N,
GS7	Ejection Procedures (1 hour annually)	RN, N, EW, G
GS8	Disaster Actions Training (annual proficiency examination)	ALL CREW
GS9	Code of Conduct (annual interrogation)	ALL CREW
GS10	Buddy Care Training (one time interrogation)	ALL CREW
GS11	Postive Control Training (ORI and USCM review, Auth Procedures and quick reaction)	ALL CREW
GS12	PFR & Weight Control	ALL CREW
GS13	GAM Pre-Flt checkout Procedures	P, CP, RN, N,
GS14	Acft Emergency Procedures	ALL CREW

Annex B  
4228SW OPLAN 422-62  
1 Oct 1961



THIS PAGE IS DECLASSIFIED IAW EO 13526

ALERT FACILITY GROUND TRAINING SCHEDULE <sup>901st ARS</sup> MONTH October

SUN	MON	TUES	WED	THUR	FRI	SAT
1	2 GS7 11-1200 GS7 13-1600 GS2	3 GS8 09-1100 GS1 13-1500 GS4 GS5 GS6	4 GS7 11-1200 GS7 13-1600 GS2	5 GS4 GS5 GS6	6 GS7 11-1200 GS7 13-1600 GS2	7
8	9 GS7 11-1200 GS7 13-1600 GS2	10 GS8 09-1100 GS1 13-1500 GS4 GS5 GS6	11 GS7 11-1200 GS7 13-1600	12	13 GS7 11-1200 GS7 13-1600	14
15	16 GS7 11-1200 GS7 13-1600 GS2	17 GS8 09-1100 GS1 13-1500 GS4 GS5 GS6	18 GS7 11-1200 GS7 13-1600	19	20 GS7 11-1200 GS7 13-1600	21
22	23 GS7 11-1200 GS7 13-1600 GS2	24 GS8 09-1100 GS1 13-1500 GS4 GS5 GS6	25 GS7 11-1200 GS7 13-1600	26	27 GS7 11-1200 GS7 13-1600	28
29	30 GS7 11-1200 GS7 13-1600 GS2	31 GS8 09-1100 GS4 GS5 GS6				

THIS PAGE IS DECLASSIFIED IAW EO 13526



## EXPLANATION OF "GS" SYMBOLS: (KC-135)

<u>SYMBOL</u>	<u>COURSE TITLE</u>	<u>CREW MEMBER REQD</u>
GS1	In-Flight Maintenance (2 hours quarterly)	NAV
GS2	Tactical Doctrine (4 hours quarterly)	ALL CREW
GS3	Communications (1 hour quarterly)	ALL OFFICERS
GS4	Disaster Actions Training (annual interrogation)	ALL CREW
GS5	Code of Conduct (annual interrogation)	ALL CREW
GS6	Buddy Care Medical Training (one time requirement)	ALL CREW
GS7	Postive Control Training (ORI and USCM Review, Auth, Procedures and quick reaction)	ALL CREW
GS8	PFR & Weight Control	ALL CREW

Annex B  
4228SW OPLAN 422-62  
1 Oct 1961

GENERAL PURPOSE FORM																							
As of 1 October 1963		1-7 Oct	8-14 Oct	15-21 Oct	22-28 Oct	29 Oct - 4 Nov	5-11 Nov	12-18 Nov	19-25 Nov	26 Nov - 2 Dec	3-9 Dec	10-16 Dec	17-23 Dec	24-30 Dec	31 Dec - 6 Jan	7-13 Jan	14-20 Jan	21-27 Jan	28 Jan - 3 Feb	4-10 Feb	11-17 Feb	18-24 Feb	
Major Tompkins	SSG (B-52)		16-18 Oct																				
Capt B oven	SSG (B-52)		16-18 Oct																				
Capt O'neil	SSG (KC-135)		16-18 Oct																				
Major Sattler	Physiological		17 Oct																				
Major Steward	Air Elect Maint & Arm (brg X55-11)		18 Oct						29 Nov														
Capt Feist	Simulator		17-21 Oct																				
Lt Spadachene	Simulator		19-21 Nov																				
Major Mayor	Ultrasonic		18 Oct																				
Lt Lawrence	Ultrasonic		18 Oct																				
Major Ulrich	Ultrasonic		18 Oct																				
Lt Sheu	Ultrasonic		18 Oct																				
Capt Davis	Ultrasonic		18 Oct																				
Major O'Brien	Ultrasonic		18 Oct																				
Colonel Sewell	Simulator		21-25 Oct																				
Lt La Volett	Simulator		23-25 Oct																				
Major Jones	Simulator		26-28 Oct																				
Lt Records	Simulator		26-28 Oct																				
Capt Curtis	Ultrasonic		25 Oct																				
Capt Corbett	Ultrasonic		25 Oct																				
Capt Greer	Ultrasonic		25 Oct																				
Lt Gray	Ultrasonic		25 Oct																				
Major Seward	Ultrasonic		25 Oct																				
Lt Cantrell	Ultrasonic		25 Oct																				

GENERAL PURPOSE FORM		1-7 Oct	8-14 Oct	15-21 Oct	22-28 Oct	29 Oct - 4 Nov	5-11 Nov	12-18 Nov	19-25 Nov	26 Nov-2 Dec	3-9 Dec	10-16 Dec	17-23 Dec	24-30 Dec	31 Dec-6 Jan	7-13 Jan	14-20 Jan	21-27 Jan	28 Jan-3 Feb	4-10 Feb	11-17 Feb	18-24 Feb	
As of 1 October 1961																							
Capt Reeves	Jan 77																						
	2-3 Oct																						
Capt Roth	Jan 77																						
	2-3 Oct																						
Lt Jones	Jan 77																						
	2-3 Oct																						
Lt Miller	Jan 77																						
	2-5 Oct																						
Lt LaFollette	Jan 77																						
	2-3 Oct																						
Lt Pope	Jan 77																						
	2-5 Oct																						
Lt Stewart	Jan 77																						
	2-5 Oct																						
Lt Sanders	Jan 77																						
	2-3 Oct																						
Capt Peteran	EWU Refresher																						
	8-13 Oct																						
Lt Airmen (DMT)	Physiological																						
	11 Oct																						
Capt Teal	Simulator																						
	9-11 Oct																						
Lt Tankersley	Simulator																						
	9-11 Oct																						
Major Brechert	Simulator																						
	12-14 Oct																						
Lt Lovelady	Simulator																						
	12-14 Oct																						
Capt Wendt	Ultrasonic																						
	11 Oct																						
Capt Nakano	Ultrasonic																						
	11 Oct																						
Capt Scott	Ultrasonic																						
	11 Oct																						
Capt Wetsnik	Ultrasonic																						
	11 Oct																						
Capt Canine	Ultrasonic																						
	11 Oct																						
Capt Shoemaker	Ultrasonic																						
	11 Oct																						
Lt Griffiths	Police Aide School																						
	11 Oct																						
Capt Shemie	Master Control Off (see 1435-2)																						
	7 Oct																						
Major Douglas	Strat Intel Course (59)																						
	26 Oct																						





GENERAL PURPOSE FORM		1-7 Oct	8-11 Oct	15-21 Oct	22-28 Oct	29 Oct - 4 Nov	5-11 Nov	12-18 Nov	19-25 Nov	26 Nov-2 Dec	3-9 Dec	10-16 Dec	17-23 Dec	24-30 Dec	31 Dec-6 Jan	7-13 Jan	14-20 Jan	21-27 Jan	28 Jan-3 Feb	4-10 Feb	11-17 Feb	18-24 Feb	
Asst Asst 1 October 1961																							
Lt Col Henderson	* Attrition Crew Manning						11 Nov																
Major Fairchild	Bootstrap University of Omaha																						15 Mar
Capt Duke	Squadron Officers School (Class 61-C)											15 Dec											
Lt Tussey	Squadron Officers School (Class 61-C)											15 Dec											
Lt Williams	Squadron Officers School (Class 61-C)											15 Dec											
Lt Esp	Squadron Officers School (Class 61-C)											15 Dec											
Lt Lawrence	Squadron Officers School (Class 61-C)											15 Dec											
Lt Col Phillips	Bootstrap University of Omaha																						15 Mar
Major Gibbs	C.Fit Inst 3 Oct																						
Col Flanagan	Airct Maint Management (our 4311)						21 Nov																
Capt Lewis	Airct Maint Indoc 20 Oct																						
Major Wyckoff	Simulator 4 Oct																						
Capt Musgrove	Ultraonic 12 Oct																						
Lt Drumheller	Ultraonic 1 Oct																						
Capt Keele	Ultraonic 1 Oct																						
Lt Martens	Ultraonic 4 Oct																						
Major Townsend	Ultraonic 4 Oct																						
Lt Browning	Ultraonic 4 Oct																						
Capt Shoemaker	Simulator 2-7 Oct																						
Capt Schorhans	Simulator 7-7 Oct																						
Capt Collins	Dec 77 2-3 Oct																						
Capt Green	Dec 77 2-3 Oct																						
Capt Calder	Dec 77 2-3 Oct																						



THIS PAGE IS DECLASSIFIED IAW EO 13526



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

8

HEADQUARTERS  
4228TH STRATEGIC WING (SAC)  
United States Air Force  
Columbus Air Force Base, Mississippi

B-52

CHROME DOME

CREW MISSION FLIMSY

THIS PAGE IS DECLASSIFIED IAW EO 13526

HEADQUARTERS  
4228TH STRATEGIC WING (SAC)  
United States Air Force  
Columbus Air Force Base, Mississippi


REPLY TO  
ATTN OF: DCO

1 November 1961

SUBJECT: SAC OPORD 23-62 Crew Flimsy

- TO: 1. Enclosed is the Mission Flimsy covering General Instructions, Air Traffic Control Procedures, Air Refueling, and Training Requirements for the 4228th Strategic Wing "Chrome Dome" Missions.
2. This flimsy will be supplemented by additional material to be presented at crew briefings or contained in additional classified flimsies.
3. This flimsy is intended as a basic procedural document and will not be amended to reflect predictable minor changes in tactical call signs, climatological winds, specific training requirements, etc. Such items contained herein are valid on date of publication only.
4. Flying Safety will be given maximum emphasis. Pilots will be personally responsible for conducting their missions with no compromise of any aspect of flying safety. During any unusual or emergency situation, pilots are encouraged to use all the capabilities of SAC Command Posts through either UHF or Phone Patch.
5. Every effort has been made to keep this flimsy unclassified. However, the information contained in this booklet will be disseminated on a "Need-To-Know" basis.

FOR THE COMMANDER

  
VIRGIL R. SEWELL  
Colonel, USAF  
Deputy Commander for Operations

1 Atch:  
Crew Flimsy

B-52 CHROME DOME MISSION FLIMSY

TABLE OF CONTENTS

Chapter I	General Instructions
Tab 1	Crew In-Flight Rest Schedule
Tab 2	Master Wind Flight Plan
Chapter II	Air Traffic Control
Tab 1	Instrument Practice Area
Tab 2	Chrome Dome ATC Clearance
Tab 3	Airspace Reservations
Tab 4	Alternate Airfields
Chapter III	Air Refueling
Chapter IV	Training

CHAPTER I

GENERAL INSTRUCTIONS

1. FLYING SAFETY:

a. Flying Safety will be of paramount importance during Chrome Dome operations. The entire mission will be flown under the peace time practices and procedures described in SACM 55-12.

b. During emergencies, use of all available communications facilities including HF Short Order Stations and Phone Patch capabilities will be used.

2. SACM 55-7: The provisions of SACM, 55-7 vol I and vol II, will apply.

3. PUBLIC INFORMATION: Under no circumstances will any public announcement be made concerning Chrome Dome operations without clearance from Headquarters SAC, DXIML.

4. SCHEDULE: The 4228th Strategic Wing will launch B-52F aircraft daily on a Chrome Dome mission as directed by 2AF. (See Chapter II, Tab 2)

5. EXECUTION: Second Air Force is the controlling agency for all 4228th Strategic Wing Chrome Dome aircraft.

6. CREW COMPOSITION: Normal. Substitution of crew members must be in accordance with existing SAC/2AF Policies.

7. MISSION CRITERIA: This Unit will report no deviations when the following criteria are met:

a. Route is flown as briefed (Route as briefed includes FAA approved deviations to make timing good).

b. Aircraft takeoff within plus fifteen or minus five minutes of scheduled time.

c. Aircraft onload minimum fuel scheduled or reach maximum end AR gross weight as prescribed by current restrictions.



- d. Each aircraft accomplishes flying time indicated on SAC Form 1b (tab 1 this chapter).
8. SACTD: Volumes 1 and 2, SAC Tactical Doctrine apply.
9. CREW SCHEDULES:
- a. Mission planning, briefing, and station times will be as directed by Commander, 492nd BOMRON.
- b. In-flight rest schedule will be as recommended in Tab 1, this chapter.
- c. During rest periods, crew members are encouraged to use the bunk/upper deck area. Wearing a parachute during rest period is optional. Helmet and oxygen mask must always be accessible and connected to an oxygen source. H-78 headset or equivalent may be worn during flight, except under the following conditions when crew will wear parachutes and helmets with masks attached.\*
- (1) Aircraft at or above 40,000 feet pressure altitude.
  - (2) Aircraft cabin altitude at or above 10,000 feet
  - (3) At all times during takeoff, air refueling, jet penetration, landing, abnormal indication of cabin pressurization, and emergencies.
10. TACTICAL REPORTING: See Communications Flimsy.
11. PERFORMANCE:
- a. Take-off will be in combat configuration with full thrust augmentation.
- b. Take-off criteria will be in accordance with the current technical order and safety of flight supplements thereto.
- \*Most current "Oxygen Discipline" TWX applies.

c. Route will be flown at best range except as indicated:

(1) Instrument Practice: 410 TAS.

(2) Air Refueling: 30,000 feet for first refueling, 32,000 feet for second refueling, air speed in accordance with SAC Tactical Doctrine.

d. Aircrews may use alternate fuel sequence after the second A/R

**NOTE:** Do not exceed wing flutter limits outlined in Section V, B-52 Technical Order. (See Special Instructions, This Chapter)

e. Fuel reserves will be in accordance with SACM 55-12.

f. B-52 aircraft will compute predicted fuel remaining to over the briefed alternate at the following check points:

(1) When penetrating Atlantic ADIZ inbound.

(2) Abeam Norfolk at coast in.

**NOTE:** If predicted fuel remaining is below SACM 55-12 minimums over briefed alternate and weather at Columbus AFB is reported or forecast to be marginal upon arrival, the flight crew will contact 2AF Command Post immediately on HF requesting an alternate that will provide SACM 55-12 minimum fuel. If unable to contact 2AF on HF, contact with a SAC Command Post on 311.0 or 321.0 mcs will be established with a request for relay to reply from 2AF Command Post.

12. **FUEL LOG PROCEDURES:** Minimum entries are:

a. Complete log entries before engine start, at initial leveloff, and prior to entering a new flight phase.

b. During prolonged cruise, record only time and total fuel remaining (totalizer readings at each two hour interval).

c. Make complete hourly log entries during any unusual flight situation, or the "How Goes It" curve deviates excessively from the predicted, or a fuel system malfunction occurs.

13. SPECIAL INSTRUCTIONS:

a. Aircraft required to shut down an engine or use reduced power which would cause an asymmetrical condition during refueling, or any condition which affects safety of flight, will abort. Recovery will be at home station primary, suitable SAC Base secondary, and any adequate installation as tertiary, depending on the degree of the emergency. Aircraft will proceed with refueling with reduced power available only when necessary to reach a suitable alternate.

b. In the event of a degraded air refueling where mission cannot proceed with 55-12 reserves, pilot will abort and proceed from refueling area to home station or home station, or to missed AR alternate Base.

c. Degradation Policy.

(1) Aircraft that do not have all systems operating will not be launched.

(2) Air aborts will be accepted with no attempt made to replace the sortie.

(3) If an aircraft is unable to take off within takeoff plus 30 minutes, he may file for an individual clearance to join the altitude reservation at the control point provided he can depart the control point within the approved plus or minus 15 minutes of the control time.

d. Emergency air refueling will be in accordance with SACM 55-12.

e. Loss of UHF and/or HF communications is covered in communications Flimsy.

f. Aircrews will plan to land at Columbus AFB at all times unless diverted by Higher Headquarters, weather, or safety in flight problem.

g. Weather minimums for takeoff and landing of all Chrome Dome aircraft will be GCA minimums (300/1 at Columbus AFB), with no existing unsafe weather conditions present (i.e., extreme winds, thunder storms, tornados, etc) prior to launch or recovery. Ref 2AF Zippo 04-049, 5 April 61 and 2AF Msg DODTH M-1-6949, 4 May 61.

h. All existing or impending emergencies, including engine failure, control problems, pressurization problems, fuel problems, etc, will be reported to a SAC Command Post.

(1) Reports will be addressed to Command Posts in the following order of priority.

(a) Numbered AF charged with execution and direction authority (2AF).

(b) Numbered AF charged with area responsibility in the area in which the aircraft is located at the time of emergency.

(c) Any other SAC Command Post.

(2) Any of the SAC Communications or AACS networks may be used in transmitting reports.

i. Aircraft must have mapping radar with a 50NM range to proceed beyond 30-00W. Loss of radar will be cause for abort and return to home station. Loss of radar between 30-00W and coast in Spain will require vacating altitude reservation, obtaining air traffic approval to remain within Spanish controlled traffic areas, proceed with scheduled refuelings and return to home station according to plan. If loss is subsequent to first refueling, but prior to second refueling, change flight plan so as to remain within range of ground electronic navigation aids, and make good second ARCT. (ALWAYS SEND SPECIAL REPORT).

j. Each unit will accomplish a daily gunnery exercise while over international waters and during the latter portion of the mission.

k. Portugal will not be overflown.

l. Modified Fuel Sequence:

A MODIFIED FUEL SEQUENCE MAY BE USED IF FAILURE OF THE DROP TANKS TO FEED WILL PREVENT THE AIRCRAFT FROM REACHING A SUITABLE ALTERNATE WITH ADEQUATE FUEL RESERVE AND A CG WITHIN FLIGHT MANUAL LIMITS. THE FOLLOWING FUEL SEQUENCE IS AUTHORIZED AFTER THE LAST REFUELING: (A) 8 PERCENT OF MAINS 1, 2, 3, AND 4. (B) LEFT DROP TO NBR1 DOWN TO 9500 LBS., CENTER WING TO NBR2 AND NBR3 DOWN TO 16000 LBS., RIGHT DROP TO NBR4 DOWN TO 9500 LBS. (C) THEN BACK TO NORMAL FUEL SEQUENCE. B-52 AIRCRAFT USAGE REPORT AS REQUIRED BY T.O. 1B-52-101 WILL INDICATE ALTERNATE FUEL SEQUENCE USED.



CREW REST SCHEDULE

CST	12	13	14	15	16	17	18	19	20	21	22	23	24	01	02	03	04	05	06	07	08	09	10	11	12
TAKE OFF Flus	01	02	03	04	05	06	07	08	09	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25
PILOT	*									*				*											*
COPILOT								S																	
3RD PILOT																									
RADAR NAV.														S											
NAVIGATOR																									
2ND NAVIGATOR																									
EWO																									
GUNNER																									

\* All Personnel in seats, Pins removed, helmet and Parachute on.

Legend: S - Safety of flight rest

▨ - Normal Rest

Tab 1, Chapter 1, B-52 Chrome Dome Mission Flimsy

TAB 2, CHAPTER I

MASTER WIND FLIGHT PLAN

This flight plan is intended as a procedural and timing guide only and will not be revised to reflect minor route changes or monthly climatological winds.

For detailed planning use current climatological flight plans available in 492nd Squadron Operations file and/or "No Wind" Flight Plan in conjunction with Metro daily wind sheet.

6 November 1961

MISSION FLIGHT PLAN		O. O. AND NICKNAME		UNIT	TYPE ACFT	WAVE	CELL CALL SIGN	REMARKS									
		23-62A		42263W	B-52F			SOUTH									
ACFT BASIC		POUNDS		BOMBS		POUNDS		RUNWAY									
CREW				AMMO				PRESSURE ALT	LENGTH	AIR TEMP							
OIL				WATER AUG				900	12000	92°F							
ATO				STATIC		NR FULL ATO REQUIRED		CRITICAL FIELD LENGTH		CRITICAL AIR TEMP							
RACK ECM		1300		433000				9700		120°F							
EXT TANKS WEIGHT (Emp typ)		2590		START ENGINES AND TAXI FUEL ALLOWANCE		NR EMPTY ATO REQUIRED		TAKE-OFF DISTANCE		TAKE-OFF SPEED							
MISCELLANEOUS		500		4000				8580		155							
CHAFF		1000		TAKE-OFF GROSS		ATO FIRING SPEED		CRITICAL WIND COMPONENT									
OPERATING		176290		TOTAL FUEL		250970		449000		1ST LEG	2ND LEG	3RD LEG					
PRE-FLIGHT PLAN																	
FROM	CAFR	FLT COND	T. C.	X-W	T. H.	VAR	M. H.	TEMP	TAS	TWC	G. S.	GND DIS	TIME	AIR DIS	ETA	FUEL FLIGHT PLAN	
MP	ROUTE			DRIFT				ALT				ACC GND DIS	ACC TIME	ACC AIR DIS		PRED FUEL REMAINING	GROSS WT
	SETTOACC											10	203	10		250970	453000
	34-02N BRUCE	MRT										122	217	122		11200	21220
	89-24W INT	CL						(+11DEV)				132	220	132			
	34-31N L/O							-51				77	211	77		15000	15000
	88-00W	CL	068					33M				209	231	209		224770	416780
	34-42N							-51				22	204	22		990	980
	87-29W	CR	068					33M	444	0	444	237	235	237		223790	415800
	ORBIT 34-42N 87-29W TO 35-15N 87-30W TO 35-04N 88-15W TO 34-42N 87-29W																
	34-42N DEPART											171	225	171		9000	9000
	87-29W	ENDR	VAR						410	0	410	408	1:00	408		214790	406800
	35-18N							-51				300	2:38	281		12500	12500
1	81-25W	CR	084					33M	444	+30	474	708	1:38	689		202290	394300
	35-20N SPA							-51				21	2:05	22		1000	1000
2	2 81-00W 069/51	CR	084			-1		33M	444	+30	474	729	1:41	711		201290	393300
	36-10N RDU							-51				134	2:19	141		6200	6200
3	2A 78-00W 068/43	CR	072			+3		33M	444	+30	474	882	2:00	852		195090	387100
	35-49N NKT							-51				74	2:09	74		3200	3200
4	3 76-35W 020/56	CR	107			+5		33M	444	+31	475	959	2:09	926		191890	383900
	35-48N ORF							-51				46	2:07	44		1900	1900
5	75-33W 158/77	CR	090			+6		33M	444	+21	465	1005	2:16	970		189990	382000
	34-00N							-51				165	2:21	155		6500	6500
6	4 73-00W	CR	130			+8		33M	444	+19	463	1170	2:37	1125		183490	375500
	36-44N							+51				300	2:38	281		12000	12000
7	67-52W	CR	057			+11		33M	444	+27	471	1470	3:15	1406		171490	363500

SAC FORM 1a

MISSION FLIGHT PLAN - CONTINUATION SHEET																		
WIND LEG	FROM	ROUTE	FLT COND	T.C.	X-W DRIFT	T.H.	VAR	M.H.	TEMP ALT	TAS	TWC	G. S.	GND DIS	TIME	AIR DIS	ETA	FLIGHT PLAN	
	ACC GND DIS												ACC TIME	ACC AIR DIS	FUEL REMAINING		GROSS WT	
	36-44N 67-52W																171490	363500
	MP																11400	11400
8	39-14N		CR	060			+17	-51	444	+29	473		300	:38	281		160090	352100
	62-22W							33M					1770	3:53	1687		3600	3600
	40-00N							-51					98	:12	90		156490	348500
9	5 60-30W	S/C	CR	061			+20	33M	444	+31	475		1868	4:05	1777		1000	1000
	40-06N							-55					15	:02	15		154490	347500
10	60-11W	L/O	CL	068			+21	35M	444	+2	446		1883	4:07	1792		10400	10400
	41-47N							-55					300	:37	272		145090	337100
11	53-57W		CR	070			+24	35M	444	+44	488		2183	4:44	2064		10000	10000
	43-07N							-55					300	:37	273		135090	327100
12	47-25W		CR	075			+25	35M	444	+46	490		2483	5:21	2337		2600	2600
	43-24N							-55					75	:09	68		132490	324500
13	6 45-45W		CR	076			+25	35M	444	+47	491		2558	5:30	2405		8400	8400
	44-00N							-55					252	:31	227		124090	316100
14	7 40-00W		CR	082			+25	35M	444	+47	491		2810	6:01	2632		10000	10000
	44-47N							-55					300	:37	272		114090	306100
15	33-05W		CR	081			+24	35M	444	+45	489		3110	6:38	2904		3800	3800
	44-59N							-55					116	:14	106		110290	302300
16	30-22W	S/C	CR	084			+22	35M	444	+41	485		3226	6:52	3010		1000	1000
	45-00N							-57					16	:02	16		109290	301300
17	8 30-00W	L/O	CL	086			+22	37M	444	+3	447		3242	6:54	3026		9500	9500
	45-05N							-57					300	:37	273		99790	291800
18	22-55W		CR	089			+20	37M	444	+37	481		3542	7:31	3299		4000	4000
	45-00N							-57					124	:16	118		95790	287800
19	9 20-00W		CR	093			+17	37M	444	+30	474		3666	7:47	3417		9700	9700
	43-38N							-57					300	:39	286		86090	278100
20	13-16W		CR	105			+14	37M	444	+23	467		3966	8:26	3703		5000	5000
	42-48N							-57					155	:20	149		81090	273100
21	10 10-00W		CR	113			+12	37M	444	+17	461		4121	8:46	3852		1450	1450
	42-31N							-57					47	:06	44		79640	271650
22	09-00W	ARIP #1	CR	109			+12	37M	444	+17	461		4168	8:52	3896			
	ORBIT TIME CONTROL POINT																	



MISSION FLIGHT PLAN - CONTINUATION SHEET																				
WIND	LEG	MP	ROUTE	FLT COND	T.C.	X-W	T.H.	VAR	M.H.	TEMP	TAS	TWC	G.S.	GND DIS	TIME	AIR DIS	ETA	FLIGHT PLAN		
																		DRIFT	ALT	ACC GND DIS
			42-31N 09-00W																79640	271550
			42-13N S/DS							-55									2200	2200
	23		07-53W	CR	106			+11		37M	444	+17	461	4235	9:01	3961			77440	269450
			42-04N L/O							-43									1000	1000
	24		06-53W	DSC	106			+10		29M	440	+5	445	4266	9:05	3990			76440	268450
			41-50N ARCP 1							-45									1450	1450
	25	11	05-48W	AR	106			+10		30M	444	+13	458	4316	9:11	4034			74990	267000
			40-32N END AR							-45									15000	15000
	26	12	00-53W	AR	109			+8		30M	410	+15	425	4551	9:44	4260			59990	252000
			ON LOAD																124000	124000
			40-10N L/O							-47									183990	376000
	27		00-54W	CL	182			+7		31.0	440	-7	433	4573	9:47	4282			1000	1000
			38-12N S/DS							-47									182990	375000
	28	13	01-00W	CR	182			+7		31.0	444	-5	439	4691	10:03	4400			5200	5200
			38-13N L/O							-45									177790	369800
	29		00-14W	DSC	090			+6		30.0	444	+8	452	4727	10:08	4435			1500	1500
			38-12N S/C							-45									176290	368300
	30		06-00E	CR	090			+5		30.0	444	+18	462	294	8:38	281			12500	12500
			38-11N L/O							-53									163790	355800
	31		06-38E	CL	092			+4		34.0	444	+18	462	5021	10:46	4716			30	2000
			37-48N							-53									2000	2000
	32	14	11-20E	CR	096			+3		34.0	444	+17	461	5051	10:50	4745			30	2000
			34-07N S/O							-53									161790	353800
	33	15	11-42E	CR	175			+3		34.0	444	-4	440	224	8:29	214			222	8600
			34-10N L/O							-51									8600	8600
	34		12-00E	DSC	077					33.0	444	+1	445	5497	11:49	5191			15	1000
			34-27N S/C							-51									1000	1000
	35	16	13-25E	CR	077			+2		33.0	444	+33	477	5512	11:51	5195			72	2500
			34-47N L/O							-55									2500	2500
	36		13-17E	CL	342			+2		36.0	444	+2	446	5584	12:00	5263			21	1000
			38-28N							-55									1000	1000
	37	17	11-47E	DSC	342			+2		36.0	444	-20	424	5605	12:03	5283			233	9100
			38-50N							-55									9100	9100
	38	17A	07-20E	CR	275			+3		36.0	444	-32	412	5838	12:36	5527			210	8400
			40-00N S/DS							-55									8400	8400
	39		06-43E	CR	338			+4		36.0	444	-20	424	6048	13:07	5749			76	3000
			40-15N L/O							-49									3000	3000
	40		06-33E	DSC	338			+4		32.0	444	-20	424	6124	13:18	5829			17	1000
																			1000	1000
																			118490	310500



MISSION FLIGHT PLAN - CONTINUATION SHEET																				
WIND	FROM	MP	ROUTE	FLT COND	T.C.	X-W	T.H.	VAR	M.H.	TEMP	TAS	TWC	G.S.	GND DIS	TIME	AIR DIS	ETA	FUEL LIGHT PLAN		
	40-15N 06-33E																	DRIFT	ALT	ACC GND DIS
										-49					70	10	74		2700	2700
41	18		41-20N 06-00E	CR	338			+4		32.0	444	-20	424	6211	13:30	5921		118490	310500	
			41-06N S/DS							-49					62	09	66		2400	2400
42			04-40E	CR	256			+5		32.0	444	-28	416	6273	13:39	5987		113390	305400	
			41-00N							-47					20	03	21		1500	1500
43			04-15E	DSC	256			+5		31.0	444	-28	416	6293	13:42	6008		111890	303900	
			40-32N ARIP							-47					106	15	113		4400	4400
44	19		02-00E	CR	255			+5		31.0	444	-28	416	6399	13:57	6121		107490	299500	
			40-33N L/O							-49					07	01	07		1000	1000
45			01-51E	CL	292					32.0	444	-10	434	6406	13:58	6128		106490	298500	
			41-29N ARCP 2							-49					143	20	148		5700	5700
46	20		01-03W	CR	292			+7		32.0	444	-27	417	6549	14:18	6276		100790	292800	
			42-48N END AR							-49					235	37	246		15000	15000
47	21		06-02W	AR	290			+8		32.0	410	-32	378	6784	14:55	6522		85790	277800	
			ON LOAD															124000	124000	
			43-01N L/O							-51					21	03	22		209790	401800
48			06-25W	CL	308			+9		33.0	440	-16	424	6805	14:58	6544		208790	400800	
			44-00N							-51					95	14	102		4700	4700
49	21A		08-07W	CR	308			+10		33.0	444	-30	414	6900	15:12	6646		204090	396100	
			44-51N S/C							-51					85	12	91		3900	3900
50			09-42W	CR	308			+11		33.0	444	-30	414	6985	15:24	6737		200190	392200	
			45-00N L/O							-55					16	02	16		1000	1000
51	22		10-00W	CL	308			+12		35.0	444	-15	429	7001	15:26	6753		199190	391200	
			45-28N							-55					89	13	96		4100	4100
52			12-00W	CR	289			+12		35.0	444	-40	404	7090	15:39	6849		195090	387100	
			46-28N							-55					211	32	230		9700	9700
52			16-50W	CR	286			+14		35.0	444	-40	404	7301	16:11	7079		185390	377400	
			47-00N							-55					133	20	156		6400	6400
53	23		20-00W	CR	284			+16		35.0	444	-50	394	7434	16:31	7235		178990	371000	
			47-05N							-55					300	47	344		14000	14000
54			27-20W	CR	271			+19		35.0	444	-57	387	7734	17:18	7579		164990	357000	
			47-01N S/C							-55					94	15	111		4400	4400
55			29-38W	CR	268			+21		35.0	444	-68	376	7828	17:33	7690		160590	352600	
			47-00N L/O							-55					15	02	16		1000	1000
56	24		30-00W	CL	267			+22		37.0	444	-27	417	7843	17:35	7706		159590	351600	
			46-22N							-55					300	48	356		13700	13700
57			37-13W	CR	262			+24		37.0	444	-71	373	8143	18:23	8062		145890	337900	

MISSION FLIGHT PLAN - CONTINUATION SHEET																	
WIND LEG	FROM	FLT COND	T.C.	X-W	T.H.	VAR	M.H.	TEMP	TAS	TWC	G. S.	GND DIS	TIME	AIR DIS	ETA	FUEL LIGHT PLAN	
	MP			ROUTE				DRIFT				ALT	ACC GND DIS	ACC TIME		ACC AIR DIS	PRED FUEL REMAINING
	46-22N 37-13W							-55								145890	337900
58	25	46-00N 40-00W	CR			+25		37.0	444	-77	367	8260	18:43	8203		5300	5300
		46-07N 47-12W	CR			+26		-55 37.0	444	-74	370	300	:48	360		13300	13300
59		46-00N						-55				151	:25	184		6700	6700
60	26	50-50W	CR			+27		37.0	444	-78	366	8711	19:56	8747		120590	312600
		44-03N 57-21W	CR			+26		-55 37.0	444	-68	376	300	:48	355		12700	12700
61		41-45N						-55				300	:47	344		107890	299900
62		63-25W	CR			+23		37.0	444	-58	386	9311	21:31	9446		11800	11800
		41-38N 63-43W ST CL	CR			+20		-55 37.0	444	-55	389	15	:02	17		96090	288100
63		41-31N						-55				9326	21:33	9463		1000	1000
64	27	64-00W	CL			+20		41.0	440	-21	419	15	:02	16		95090	287100
		41-05N						-55				9341	21:35	9479		1000	1000
65		64-32W	CR			+20		41.0	444	-43	401	38	:06	44		94090	286100
		37-58N						-55				9379	21:41	9523		1500	1500
65		68-34W	CR			+18		41.0	444	-43	401	262	:39	288		92590	284600
		34-15N						-55				9641	22:20	9811		9300	9300
66		72-43W	CR			+11		41.0	444	-37	407	300	:45	325		83290	275300
		34-00N						-55				9941	23:05	10136		10400	10400
67	28	73-00W	CR			+9		41.0	444	-14	430	20	:03	20		72890	264900
		35-48N						-55				9961	23:08	10156		1000	1000
68	29	75-33W	CR			+8		41.0	444	-35	409	165	:24	178		71890	263900
		35-49N NKT						-55				10126	23:32	10334		5500	5500
69	30	76-35W 020/56	CR			+6		41.0	444	-37	407	50	:07	52		66390	258400
		36-10N RDU						-55				10176	23:39	10386		1500	1500
70	30A	78-00W 068/43	CR			+5		41.0	444	-47	397	72	:11	88		64890	256900
		35-20N SPA						-55				10248	23:50	10474		2600	2600
71	31	81-00W 069/51	CR			+4		41.0	444	-44	400	154	:23	170		62290	254300
		34-01N						-55				10402	24:13	10644		5000	5000
72		86-52W	CR			0		41.0	444	-41	403	300	:45	332		57290	249300
		33-37N						-55				10702	24:58	10976		9600	9600
73		88-25W	CR			-4		41.0	444	-36	408	81	:12	89		47960	239700
								-55				10783	25:10	11065		2600	2600
								41.0	444							45090	237100

CHAPTER II

B-52 AIR ROUTE TRAFFIC CONTROL

1. LAUNCH: One B-52F launched daily at 1658Z beginning 6 Nov 1961.
2. DELAYED LAUNCH: No B-52 may be launched on Chrome Dome later than in time to make good departure point time within 15 minutes.
  - a. Chrome Dome clearance VOID time is 1728Z.
  - b. Aircraft attempting takeoff after 1728Z must file an individual clearance requesting a Standard Jet Departure to Muscle Shoals VOR. Chrome Dome route will be picked up over Muscle Shoals VOR. The Wing Command Post will assist in expediting this clearance.
3. INSTRUMENT AREA:
  - a. Instrument training will be accomplished after level off at 33,000 feet on a specific route as follows:
    - (1) Flight level 33,000 feet from Muscle Shoals VOR to:
    - (2) Nashville VOR 221/64 (35-15N 87-30W) to:
    - (3) Memphis VOR 085/81 (35-04N 88-15W) to:
    - (4) Muscle Shoals VOR.
  - b. Normally, aircraft turn short of coordinates listed in flight plan to the next track; however, in this case, aircraft will fly to coordinates and then turn.
  - c. Any deviation from this route requires prior approval of Memphis ARTCC.
  - d. If aircraft is vectored from this route by Memphis ARTCC Radar advisory Service, no change in flight plan is necessary.

4. CONTROL TIMES:

a. Aircraft will make every effort to depart Muscle Shoals VOR on course enroute to turning point at 1758Z daily. No Chrome Dome aircraft will be launched later than time briefed at pre-take-off briefing.

b. Air refueling Control Times will be made good.

ARCP #1: 0209Z daily. ARCP #2: 0716Z daily.

c. All points listed in the clearance must be made good within a plus or minus fifteen minutes. Authorized methods for making timing good are changing true airspeed or altering route. NOTE: Any route change requires prior FAA/Oceanic Control approval. The 15 minute tolerance does not apply to NORAD Identification Zones.

5. POSITION REPORTING:

a. The code word "Mail Pouch" will be used to designate aircraft position. See Position reporting flimsy.

b. The nickname "Chrome Dome" will be used in position reporting to U.S. ARTC Centers only. Outside Continental U.S., the normal tactical call sign plus the coded position report will identify the Unit and route.

(1) Example 1 (reporting to ARTC inside CONUS): "Jacksonville Center, this Chrome Dome Norm 23, Mail Pouch 4 at 04, estimating Mail Pouch 5 at 19".

(2) Example 2 (reporting outside CONUS): "Andrews Airways, this is Norm 22, Mail Pouch 24 at 45, estimating Mail Pouch 25 at 1020Z. Request relay to New York Oceanic".

6. FAA RADAR ADVISORY SERVICE:

a. Special FAA Radar Advisory Service similar to that presently given to Jet Air Carriers will be provided "Chrome Dome" aircraft. This special radar service will be provided from takeoff at Columbus AFB through the entire route within the Continental U.S. Since there are certain tactics within the operation that are not compatible with heading changes, it will remain the pilot's prerogative to accept the vector or advise the controlling facility that the service cannot be honored.



b. This service will include traffic information and recommended vector. The FAA frequency will be monitored at all times unless specific approval is obtained from the FAA facility prior to leaving that frequency.

c. All "Chrome Dome" aircraft will take immediate action to get back on course as soon as possible after being informed by radar advisory service that they are off course.

d. "Chrome Dome" aircraft will make every effort to avoid jamming frequencies that will interfere with FAA radar facilities.

e. "Chrome Dome" aircraft will not, repeat not, turn transponder off during site runs. (Transponder transmissions will not interfere with site scoring.)

7. DD FORM 175:

a. In section C, "Route to be flown", DD Form 175, pilots will enter verbatim: 4228th Strat Wg. Chrome Dome route and altitudes as filed with CARF.

b. Remarks Section: (1) MARSA.

(2) Request GCI flight following outside Continental Control Area.

(3) Request FAA Radar Advisory Service.

c. The requirement to include the load factor in the remarks section is deleted for Round Robin flights. However, in the event of a change of landing base, pilots will comply with the applicable provisions of Paragraph 5, AFR 55-14.

8. SPECIAL TIME/DISTANCE TOLERANCES:

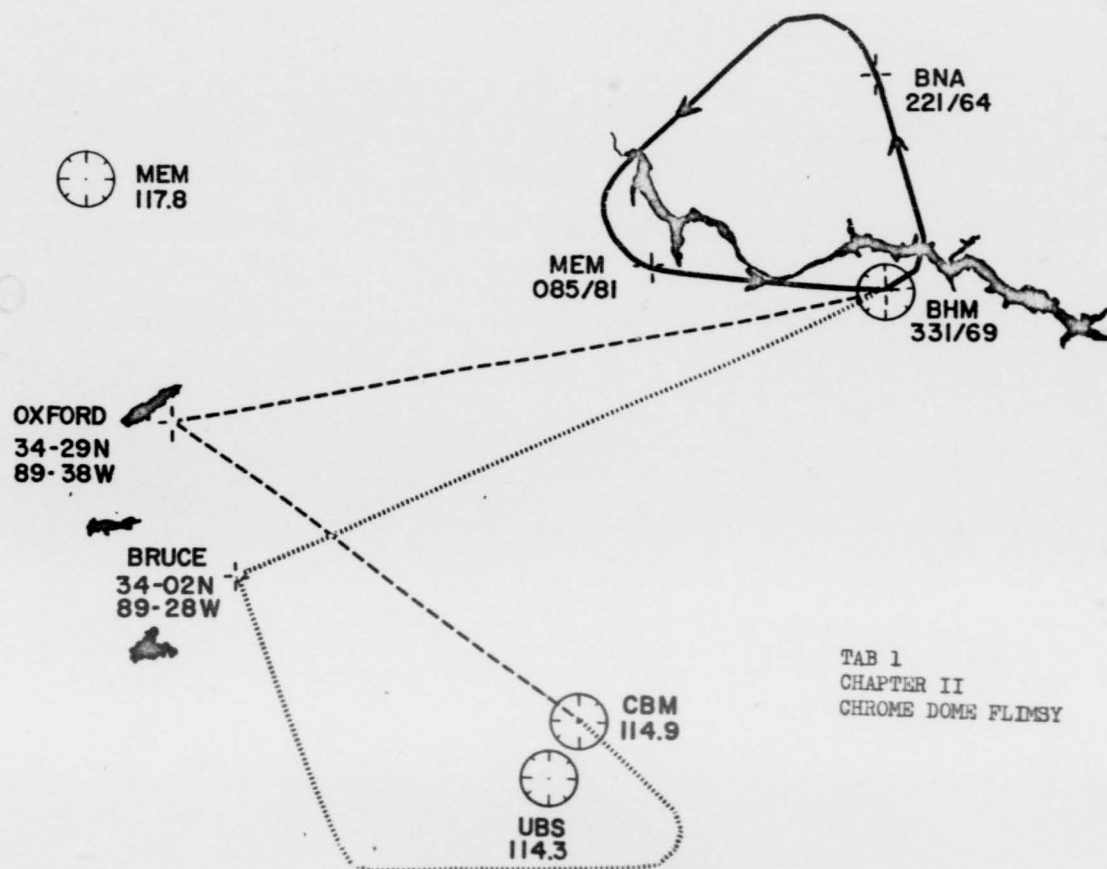
a. Coastal ADIZ: Maximum deviation is 20NM either side of track and plus or minus 5 minutes of time.

b. Oceanic Control Areas: Maximum deviation is 30NM either side of track.

*- CHROME DOME INSTRUMENT AREA -*

T.O. 310 - OXFORD DEPARTURE

T.O. 130 - BRUCE DEPARTURE



CHAPTER II

TAB 2

B-52 CHROME DOME CLEARANCES

1. Take-off time 1658Z daily beginning 6 Nov 1961.
2. Take-off runway 31 - Oxford Jet - 1 Departure.
3. Take-off runway 13 - Bruce Jet - 1 Departure.
- 4a. Fly route as follows (Oxford Jet-1 Departure):
  - (1) Oxford intersection, 14000, T/O + 0017.
  - (2) Drect 33000 Muscle Shoals VOR T/O + 0033.
  - (3) Fly instrument area at 33M as briefed and/or modified by Memphis ARTC. Left-hand pattern to BNA 221/64 to MEM 085/81 to BHM 331/69 (Muscle Shoals VOR).
- 4b. Fly route as follows (Bruce Jet-1 Departure):
  - (1) Bruce intersection, 24000 T/O + 0020.
  - (2) Drect 33000 muscle shoals VOR T/O + 0035.
  - (3) Fly instrument area at 33M as briefed and/or modified by Memphis ARTC. Left-hand pattern to BNA 221/64 to MEM 085/81 to BHM 331/69 (Muscle Shoals VOR).
5. Fly Chrome Dome route as follows:
  - a. Depart Muscle Shoals VOR at 1758Z on track 084. Report Position to Memphis Center over Muscle Shoals VOR.
  - b. Drect 33000 Spartanburg VOR 069/51 1839Z report Mail Pouch 2 to Atlanta Center.
  - c. Drect 33000 Raleigh Durham VOR 068/43, 1858 Z report Mail Pouch 2A to Washington Center.

- d. Dret 33000 Cherry Point VOR 020/56, 1907Z Report Mail Pouch 3 to Norfolk Center.
- e. Dret 33000 Norfolk VOR 158/77, 1914Z.
- f. Dret 33000, 34-00N 73-00W, 1935Z. Report Mail Pouch 4 to Andrews Airways for relay to New York OAC.
- g. Dret 33000, 36-44N 67-52W, 2013Z.
- h. Dret 33000, 40-00N 60-30W, 2103Z. Start Climb to 35000. Report Mail Pouch 5 to Andrew Airways for relay to New York OAC.
- i. Dret LVLOFF 35000, 40-06N 60-11W, 2105Z.
- j. Dret 35000, 41-47N 53-57W, 2142Z.
- k. Dret 35000, 43-07N 47-25W, 2219Z.
- l. Dret 35000, 43-24N 45-45W, 2228Z. Report Mail Pouch 6 to Harmon Airways for relay to Gander FIR.
- m. Dret 35000, 44-00N 40-00W, 2252Z. Report Mail Pouch 7 to Harmon Airways for relay to Gander FIR.
- n. Dret 35000, 44-47N 33-05W, 2336Z.
- o. Dret 35000, 44-59N 30-22W, 2350Z. Start Climb to 37000.
- p. Dret LVLOFF 37000, 45-00N 30-00W, 2352Z. Report Mail Pouch 8 to Harmon Airways for relay to Shannon - Prestwick FIR.
- q. Dret 37000, 45-05N 22-55W, 0029Z.
- r. Dret 37000, 45-00N 20-00W, 0045Z. Report Mail Pouch 9 to Torrejon Airways for relay to Shannon - Prestwick FIR.
- s. Dret 37000, 43-38N 13-16W, 0124Z.
- t. Dret 37000, 42-48N 10-00W, 0143Z. Report Mail Pouch 10 to Torrejon Airways for relay to Madrid FIR.
- u. Dret 37000, 42-31N 09-00W, 0149Z (ARIP).



- v. Orbit West at 42-31N 09-00W 1 minute pattern right hand turns to depart 0149Z.
- w. Dct 37000, 42-13N 07-33W, 0159Z. Start Descent to 29000.
- x. Dct LVLOFF 29000, 42-04N 06-53W, 0202Z.
- y. Dct 41-50N 05-48W, 0209Z. (ARCP) Report Mail Pouch 11 to Torrejon Airways for relay to Madrid FIR.
- z. Dct 30000, 40-32N 00-53W, 0242Z (End Air Refueling) Start Climb to 31000. Report Mail Pouch 12 to Torrejon Airways for relay to Madrid & Seville FIR.
- aa. Dct LVLOFF 31000, 40-10N 00-54W, 0245Z.
- ab. Dct 31000, 38-12N 01-00W, 0301Z. Report Mail Pouch 13 to SidiSlimane Airways relay to Seville. Start descent to 30000. Contact Algiers Control on 353.8MC before entering Algiers FIR with ETA to Mail Pouch 14.
- ac. Dct 30000, 38-12N 06-00E, 0344Z start climb to 34000. Contact Tunis Radio on 8820KC before entering Tunis FIR with ETA Mail Pouch 14. Request pass to Tunis & Malta Control.
- ad. Dct LVLOFF 34000, 38-11N 06-38E, 0348Z.
- ae. Dct 34000, 37-48N 11-20E, 0417Z Report Mail Pouch 14 to Malta Control on 347.9MC with ETA Mail Pouch 15, 16, 17, Request relay to Tunis Control.
- af. Dct 34000, 34-07N 11-42E, 0448Z. Start Descent to 33000.
- ag. Dct 33000, 34-27N 13-25E, 0459Z, Report Mail Pouch 16 to Rome Control on 353.8MC with ETA to Mail Pouch 17 and 17A, Request relay to Marseille and Algiers. Start Climb to 36000.
- ah. Dct LVLOFF 36000, 34-47N 13-17E, 0502Z.
- ai. Dct 36000, 38-28N 11-47E, 0534Z. Report Mail Pouch 17 to Algiers Control on 353.8MC with ETA to Mail Pouch 17A and 18, Request relay to Marseille.

aj. Dct 36000, 38-50N 07-20E 0605Z.

ak. Dct 36000, 40-00N 06-43E, 0616Z. Start descent to 32000. Report crossing 40-00N to Marseille Tower on 257.8mc with ETA to Mail Pouch 18 and 19, request relay to Marseille Control.

al. Dct 32000, 41-20N 06-00E, 0628Z. Report Mail Pouch 18 to Barcelona Control.

am. Dct 32,000, 41-06N 04-40E, 0637Z, Start descent to 31000.

an. Dct LVLOFF 31000, 41-00N 04-15E, 0639Z.

ao. Dct 31000, 40-32N 02-00E, 0655Z (ARIP) Report Mail Pouch 19 to Torrejon Airways, relay to Barcelona and Madrid FIR.

ap. Dct 31000, 41-29N 01-03W, 0716Z ARCP Climb to 32000. Report Mail Pouch 20 to Torrejon Airways, relay to Madrid FIR.

aq. Dct 32000, 42-48N 06-02W, 0753Z (report Mail Pouch 21 to Torrejon Airways, relay to Madrid and Shannon-Prestwick FIR Start Climb to 33000.

ar. Dct LVLOFF 33000 43-01N 06-25W, 0756Z.

as. Dct 33000 44-00N 08-07W 0810Z, report Mail Pouch 21A to Torrejon Airways for relay to Madrid and Shannon Prestwick Control.

at. Dct 33000, 44-51N 09-42W, 0822Z. Start Climb to 35000.

au. Dct LVLOFF 35000 45-00N 10-00W, 0824Z report Mail Pouch 22 to Torrejon Airways, relay to Shannon Prestwick FIR.

av. Dct 35000, 46-28N 16-50W, 0909Z.

aw. Dct 35000, 47-00N 20-00W, 0929Z report Mail Pouch 23 to Crowton Airways, relay to Shannon Prestwick FIR.

ax. Dct 35000, 47-05N 27-20W, 1016Z.

ay. Dct 35000, 47-01N 29-38W, 1031Z. Start Climb to 37000.

az. Dct LVLOFF 37000, 47-00N 30-00W, 1033Z report Mail Pouch 24 to Crowton Airways, relay to Gander FIR.

ba. Dct 37000, 46-22N 37-13W, 1121Z.

- bb. Dret 37000, 46-00N 40-00W, 1141Z report Mail Pouch 25 to Harmon Airways, relay to Gander FIR.
- bc. Dret 37000, 46-07N 47-12W, 1229Z.
- bd. Dret 37000, 46-00N 50-50W, 1254Z report Mail Pouch 26 to Harmon Airways, relay to New York OAC.
- be. Dret 37000, 44-03N 57-21W, 1342Z
- bf. Dret 37000, 41-45N 63-25W, 1429Z.
- bg. Dret 37000, 41-38N 63-43W, 1431Z, start climb to 41000.
- bh. Dret LVLOFF 41000, 41-31N 64-00W, 1433Z (penetrate Atlantic Coastal Adiz) report Mail Pouch 27 to Harmon Airways, relay to New York OAC.
- bi. Dret 41000, 37-58N 68-34W, 1518Z.
- bj. Dret 41000, 34-00N 73-00W, 1605Z, report Mail Pouch 28 to Andrews Airways relay NY OAC.
- bk. Dret 41000, Norfolk VOR 158/77, 1630Z report Mail Pouch 29 to Norfolk Center.
- bl. Dret 41000, Cherry Point VOR 202/56, 1637Z report Mail Pouch 30 to Norfolk Center.
- bm. Dret 41000, Raleigh - Durham VOR 068/43, 1648Z report Mail Pouch 30A to Washington Center.
- bn. Dret 41000, Spartanburg VOR 069/51, 1711Z, report Mail Pouch 31 to Atlanta Center.
- bo. Dret 41000, Birmingham VOR 359/21, 1756Z report to CHM.
- bp. Dret 41000, Caledonia VOR 1808Z.

TAB 3 CHAPTER IIAIR SPACE RESERVATIONS

AIRSPACE RESERVATIONS ADJACENT TO THE ROUTE ARE:

<u>NUMBER</u>	<u>NAME</u>	<u>ALTITUDE</u>	<u>REMARKS</u>
R2104	Huntsville, Ala.	UNLTD	Cont
R5306	Cherry Point, N.C.	55,000	Cont
R5307	Cherry Point, N.C.	55,000	Cont-Nights
R5311	Fort Bragg, N.C.	35,000	Cont
R5313	Lone Shoal Pt., N.C.	UNLTD	Cont
W-72	North Carolina	UNLTD	Cont
W-122	Cherry Point, N.C.	55,000	Cont
SP/PI	El Ferroc, Spain	UNLTD	Cont
SP/P5	Menorca	UNLTD	Cont
SP/P6	Cartegena	UNLTD	Cont
SP/R11	Palma	UNLTD	Cont
SP/D23	Palma	35,000	Mon-Fri 0800-1300
SP/D26	Valencia	32,000	NOTAM
SP/D35	Zaragoza	35,000	NOTAM
TS/D6B	T6B	32,800	Mon-Sat 0600-2300
TS/D4	Cap Bizerte	41,000	Cont
TS/D6A	T6A	32,800	Mon-Sat 0600-2300
LI/D3		40,000	Cont
LI/D1		UNLTD	Cont
MA/D1		UNLTD	Cont
IT/P39	Salto Di Quirra	UNLTD	Cont
IT/D40	Decimomannu	40,000	Mon-Sat 0630-1600
IT/D76	Capo Teulada	20,000	Cont 0500-1700
FR/D54B	Toulon	UNLTD	NOTAM



TAB 4 CHAPTER II

ALTERNATE AIRFIELDS

1. DESTINATION ALTERNATE AIRFIELDS:

<u>BASE</u>	<u>NO WIND TIME</u>	<u>FUEL OVER CAFB</u>
Altus AFB	1:14	34,500
Barksdale AFB	:37	27,000
Blytheville AFB	:22	24,000
Carswell AFB	1:02	31,500
Little Rock AFB	:27	25,000
Eglin AFB	:29	25,500
Turner AFB	:34	26,000

2. ENROUTE ALTERNATE AIRFIELDS:

Seymour-Johnson AFB	Torrejon AB
Robins AFB	Zaragoza AB
Hunter AFB	*Nouasseur AB
Ernest Harmon AFB	*Wheelus AB
Lajes AB	*Moron AB

3. EMERGENCY ALTERNATE AIRFIELDS:

Sewart AFB	Myrtle Beach AFB	Langley AFB
McGhee-Tyson	Congaree AFB	Kindley AB
Donaldson AFB	Dobbins AFB	Pope AFB
Shaw AFB	Ciampino (Rome)	Capodichino (Naples)
Brize Norton		

\*"Missed Air Refueling" Alternates.

CHAPTER III

AIR REFUELING

1. TACTICS: Refueling tactics will be in accordance with Volumes 2 and 4, SAC Tactical Doctrine.

2. REFUELING DATA:

	<u>Air Refuel #1</u>	<u>Air Refuel #2</u>
ARIP	42-31N 09-00W	40-32N 02-00E
ARCP	41-50N 05-48W	41-29N 01-03W
Nickname	Golden Spur	Saddle Rock
Track	105°	294°
Base Altitude	30M	32M
C/R Plan	Andy Echo	Bill Echo
Planned Offload	124,000	124,000
ARCT	0209Z	0716Z
Tanker Call Sign	Troubadour One	Troubadour Three

Primary alternate for missed refueling both first and second refueling will be Nouasseur AB, Secondary Base Moron, Tertiary and suitable base.

3. FUEL TRANSFER:

a. Receivers will discontinue refueling when they have received at least the briefed onload, reached maximum inflight gross weight, or when repeated pressure disconnects occur.

b. Emergency boom latching and/or manual override will NOT BE EMPLOYED except where required to alleviate a condition affecting safety of flight.

CHAPTER IV  
AIR TRAINING

1. GENERAL: Air Operations requirements will be flown as directed by this chapter. Deviations may be allowed in view of the individual crews remaining 50-8 requirements. Maximum effort of all personnel will be directed toward proper accomplishment of training accomplished on this mission.
2. BACKGROUND: The present point-value-per-training-accomplishment system and the emphasis on average points per flying hour, requires careful consideration of each sortie and its potential toward the Wing effort. Adequate crew rest will be the main limiting factor in development of a satisfactory crew schedule, worked in conjunction with completion of the available SACR 50-8 requirements. Weather, site operating hours, and aircraft equipment will degrade the training available on Chrome Dome sorties. Alternate training accomplishments should be considered in every instance when scheduled training cannot be completed. Crews are cautioned to guard against canned or "Stereo Typed" flying techniques. Accuracy and quality of training cannot be sacrificed for quantity.
3. SPECIFIC TRAINING: The following training requirements, listed by category, will be available on Chrome Dome sorties for each crew. SACR 50-8, effective 1 Oct 61, will be used:
  - a. Pilots:
    - (1) Heavy Weight takeoff.
    - (2) Instrument practice period, utilizing the prescribed instrument hood, to include the following:
      - (a) Instrument departure.
      - (b) One hour high altitude instrument practice.

- (3) Two air refuelings.
- (4) Hooded tracking and holding over Terminal Fix.
- (5) Radar monitored approach.
- (6) Penetration.
- (7) ILS or GCA.

b. Navigation Requirements:

(1) Navigation legs will be flown in accordance with provisions of SACR 51-11.

(2) A total of eight hours of navigation credit may be claimed as a result of proper completion of two reflex navigation legs. This credit may be applied to SACR 50-8 requirements as outlined below:

(a) No more than four (4) two (2) hour navigation legs or eight (8) abbreviated navigation legs, or any combination thereof, will accrue basic or incentive SACR 50-8 credit on any one sortie. All navigation legs must be accomplished in accordance with SACR 51-11.

(b) The two reflex navigation legs will be flown as prescribed in SACR 51-11. SACR 50-8 basic requirements and/or incentive point credit may be accrued for any type navigation leg required by SACR 50-8 except Radar Pacing and GPI navigation legs. Radar pacing legs may be accomplished as a separate leg not in conjunction with celestial mission.

(c) Incomplete sorties will be awarded SACR 50-8 basic or incentive point credit commensurate with navigation legs that are satisfactorily completed in accordance with SACR 51-11.

(3) Pressure pattern legs will be accomplished in conjunction with celestial and celestial grid while over water.



(4) GPI legs will be flown and scored IAW GPI Nav-Bomb run procedures outlined in 51-11 except for the bomb run position, which will not be performed. Under no circumstances will a bomb run be made. The BNS will not be placed in the bomb position.

(5) Airborne radar-monitored approaches will be accomplished, however, the BNS will not be placed in the bomb position.

c. ECM Operations:

(1) Electronic warfare and gunnery operations will be conducted on each Chrome Dome mission. The primary purposes are to exercise the defensive systems reliability and to obtain maximum ECM and gunnery training in accordance with SACM 50-11 and SACR 50-8

(2) ECM annex will be published separately due to classification and will be contained in the crew folder.

(3) Gunnery Instructions:

(a) Test firing will be accomplished on each mission after reaching the non-effective point.

(b) Test firing will be approximately 100 rounds per gun. Gunnery will be considered satisfactory if all four guns are firing without malfunction and the following modes are operating.

1. "Emergency On" Mode, "Acquisition" Mode, "Second Target" Mode, "Emergency Search" Mode, "Manual Track" --"Manual Range" Mode.

(c) The navigator will enter the time firing was begun in the Navigator's log.

(d) Firing will not commence until the area is cleared visually and by radar and the pilot has given the commence firing order.

THIS PAGE IS DECLASSIFIED IAW EO 13526



THIS PAGE IS DECLASSIFIED IAW EO 13526

EBZ8510MM  
 DBB 99688XB421BRF441  
 PP RJEBSH  
 DE RJWXR 369A  
 P 272030ZZEX  
 FM SAC OFFUTT AFB NEB  
 TO ALFA TWO  
 DELTA THREE  
 ECHO THREE  
 BT

SECRET

S E C R E T DOOPOP 3187. NOFORN. AFLO PASS TO MOPWA.  
 USAF TO AFOOP-ST, AFOOP-OO-BB AND AFKPD. NORAD PASS TO NOCCO  
 AND SAOLO. THIS IS FRAGMENTARY ORDER NUMBER ONE TO SAC OPERATIONS  
 ORDER 23-62A, "CHROME DOME" PART I OF 5 PARTS. THIS COMMAND  
 WILL EXECUTE UNITS ON SAC OPERATIONS ORDER 23-62A  
 EFFECTIVE 0001Z, 6 NOVEMBER 1961. THIS PHASE WILL INCLUDE TEN (10)  
 SORTIES DAILY WITH SIX (6) ON THE NORTHERN ROUTE AND FOUR (4) ON  
 THE SOUTHERN ROUTE. IN ADDITION TO THE TEN (10) SORTIES ON  
 "CHROME DOME" ROUTES TWO (2) AIRBORNE ALERT SORTIES WILL BE  
 FLOWN ON THULE BMEWS MONITOR ROUTE. ALL UNITS CONCERNED WILL  
 MAINTAIN THE CAPABILITY TO INCREASE FROM THE INDOCTRINATION LEVEL  
 TO THIRTY (30) SORTIES (1/16) OR SIXTY (60) SORTIES (1/8) WITHIN  
 A 72 HOUR WARNING PERIOD. PART 2. EFFECTIVE 0001Z, 6 NOVEMBER  
 1961 THE FOLLOWING UNITS WILL LAUNCH NUMBER OF SORTIES INDICATED  
 EACH DAY. CINCOSAC WILL EXECUTE IN ACCORDANCE WITH SAC OPORD 23-62A.

UNIT	BASE	DAILY RATE	ROUTE
4228SW	COLUMBUS	1	SOUTH

DEPARTURE POINT, ARCP TIMES ARE ALL IN ACCORDANCE WITH SAC OPORD  
 23-62A. SAC OPORD 23-62A IS IN DISTRIBUTION. PART 3. ALL  
 TANKER TASK FORCE BASES WILL BE ACTIVATED. INITIAL DEPLOYMENT  
 WILL INCLUDE TDY MOVEMENT OF SUPPORT PERSONNEL AND EQUIPMENT.  
 SELECTED UNITS WILL DEPLOY SO AS TO ARRIVE NOT LATER THAN 72  
 HOURS PRIOR TO FIRST TANKER TAKE OFF. TANKER TASK FORCE  
 COMMANDERS WILL ADVISE THIS HEADQUARTERS, ZI NUMBER AIR FORCES,  
 AND PARTICIPATING UNITS, BY ZIPPO MESSAGE, WHEN HIS TASK FORCE  
 IS IN PLACE AND READY FOR SUPPORT OPERATIONS. PARENT NUMBERED  
 AIR FORCES WILL DEVELOP TANKER ROTATION SCHEDULES FOR EACH TASK  
 FORCE. THESE SCHEDULES WILL BE BY AIRCRAFT TAIL NUMBER AND PILOT  
 BY NAME. EACH INITIAL DEPLOYING KC-135 WILL BE MANNED ON A TWO  
 CREW PER AIRCRAFT BASIS. THIS RATIO WILL BE MAINTAINED ON  
 SUBSEQUENT ROTATIONS, BUT DESIGNATED CREWS MAY BE RETAINED FOR  
 LONGER THAN A SINGLE AIRCRAFT CYCLE.

I certify the above was extracted from  
 SECRETmessage DOOPOP 3187, 27 Oct 61.

*Hubert C. Moore*  
 HUBERT C. MOORE  
 1st Lt. USAF

SECRET

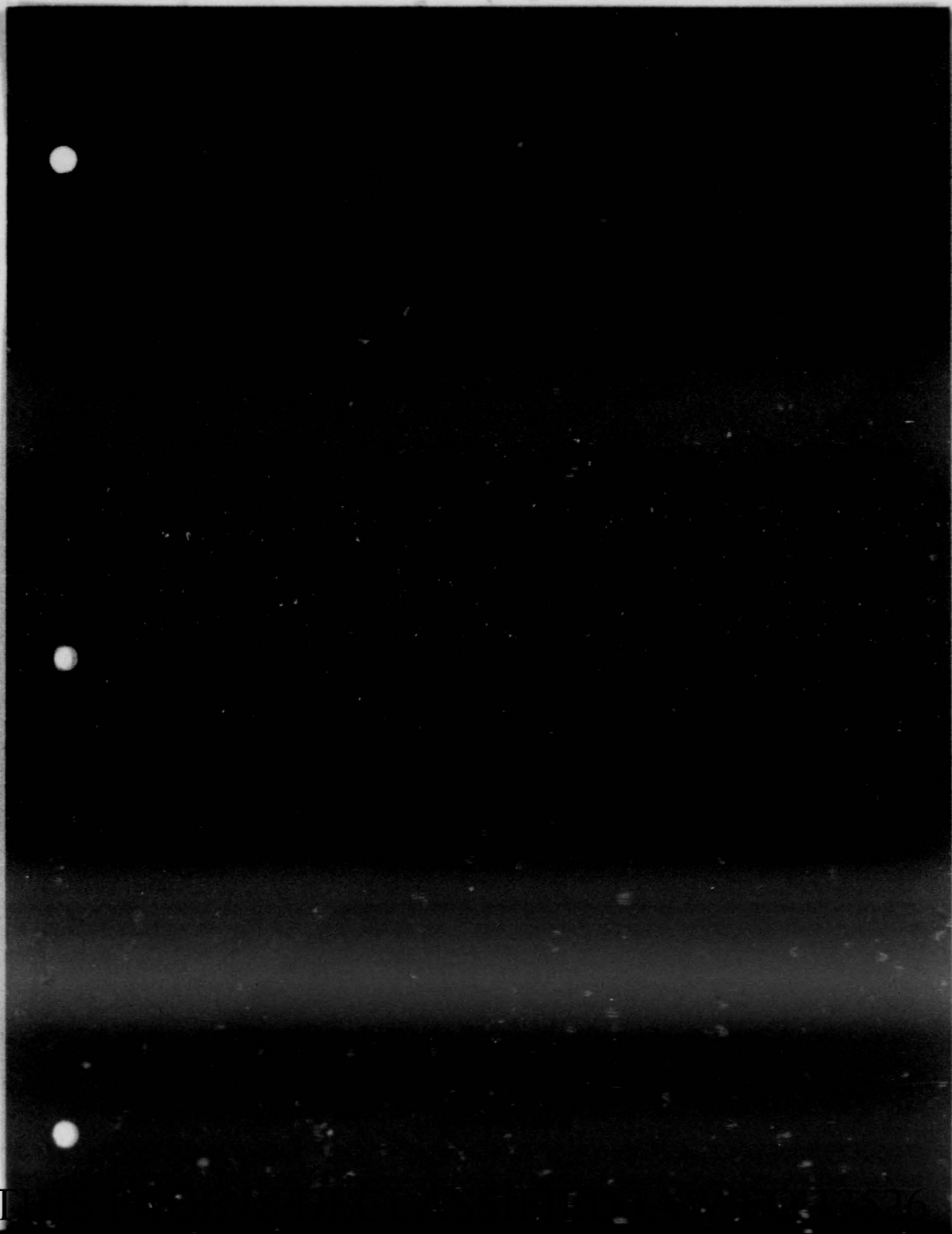
THIS PAGE IS DECLASSIFIED IAW EO 13526

10

THIS PAGE IS DECLASSIFIED IAW EO 13526



THIS PAGE IS DECLASSIFIED IAW EO 13526



**SECRET**

HEADQUARTERS, 4228TH STRATEGIC WING  
COLUMBUS AIR FORCE BASE, MISSISSIPPI  
25 September 1961

CREW FLIMSY

SKYSHIELD II

CHART AND MAP REFERENCES: As Required (U)

TASK ORGANIZATIONS (U)

4228th Strategic Wing, Columbus Air Force Base, Mississippi

Deputy Commander for Operations	Colonel Virgil R. Sewell
Deputy Commander for Maintenance	Colonel George R. Anderson
Deputy Commander for Support	Lt Col Walter T. Eisenbrow

1. GENERAL SITUATION: Headquarters Strategic Air Command OPORD II-62, 13 Sept 61 directs the 4228th Strategic Wing to support a large scale Air Defense exercise. The unclassified nickname for this exercise is "SKY SHIELD II". The mission is designed to simulate a realistic aggressor attack upon the North American continent and will exercise all possible NORAD components and systems, including BMEWS, Dew Line, Mid-Canada Line, Ocean Barriers, Picket Ships, AEW, NIKE, as well as manned interceptors. B-47 and B-52 aircraft of the Strategic Air Command are the basic portion of the strike force. Aircraft from other commands, including the Royal Air Force, TAC, RCAF, ADC, ATC, AAC and the US Navy will augment the strike force permitting the numbers of attacking aircraft to more closely simulate the strength of the NORAD intelligence estimate of the Soviet threat. The primary objectives are to provide NORAD with a maximum air defense training exercise, and to realistically exercise SAC bombardment and air refueling forces. Although the mission concept establishes a realistic environment and will permit both SAC and NORAD to exercise and analyze certain procedures, tactics, equipment, etc., during the exercise, no evaluation pertaining to the relative effectiveness of defensive or offensive forces is designed. Caution must be taken to insure that any analysis of the exercise is not construed as a command capability test. (S)

2. MISSION:

- a. To provide 6 B-52 and 5 KC-135 sorties in support of this exercise. (C)
- b. To exercise basic EWO activities of the bombardment and air refueling units. (C)

Crew Flimsy to  
Sky Shield II - OPORD II-62  
25 September 1961

C3488-1

**SECRET**

**CONFIDENTIAL**

X. GENERAL INSTRUCTIONS:

(1) Purpose: There are two basic objectives of this exercise. (U)

(a) To provide aircraft in support of a NORAD Large Scale training mission that will exercise the capability of a complete air defense system to detect, identify, and intercept an aerial attack upon the North American continent and simultaneously grant Safe Passage to a "friendly force". (C)

(b) To exercise within a realistic environment basic portions of the SAC EWO, i. e.: (C)

1. Alert launch capability. (U)
2. Specific EWO tactics and concepts. (U)
3. Air Refueling. (U)
4. Tanker task force capabilities. (U)
5. Battle staff activities. (U)

(2) Planning Factors: (U)

(a) References: Applicable AFRs, SACRs, SACMs, Tactical Doctrines and aircraft Technical Orders as amended and modified herein will apply. Special attention is invited to the following:

1. USAFR 55-44, 60-16 and SAC Supplements thereto. (U)
2. SAC/NORAD Reg 51-6. (U)
3. SACRs 50-44, 51-3, 62-19 and 400-3. (U)
4. SACMs 50-5, 55-2, 55-2A, 55-3, 55-7, 55-7A, 55-8 (series), 55-12, 100-1, 100-24, 400-1 and 400-4. (U)
5. SAC OPORD 44-50 series. (U)
6. Provisions of SACR 55-18 are waived for this exercise. (U)

(b) Unit/Aircraft Participation: Refer to Annex "A" (to be published at a later date).

Crew Flimsy to  
Sky Shield II - OPORD 11-62  
25 September 1961

C 3488-1

2.

**CONFIDENTIAL**

**CONFIDENTIAL**

(c) This is a pre-planned mission. There is no "no-notice" aspect. DCM will pre-schedule inspection, dock and other maintenance activities to insure maximum participation. (C)

(d) Nuclear weapons will not be carried. (C)

(e) Gunnery will not be conducted. Safety checks will be IAW SAC/NORAD Reg 51-6. (U)

(f) The alert force will not be degraded. (C)

3. ADMINISTRATIVE MATTERS: (U)

a. Administrative Instructions: (U)

(1) Mandatory distribution of this OPORD is as follows:

(a) To SAC: DOOPO - 1 cy, DOCO - 4 cys, DOWE - 1 cy,  
IG - 1 cy.

(b) 42nd Bomb Wing - 2 cys.

(c) Hdqrs NORAD (NOEV-E), EYES only, Major T.  
Wille - 1 cy.

(d) Hdqrs RCAF ADC, EYES only, Lt Col Gettlefinger  
(SACLO) - 2 cys.

(e) Hdqrs 2nd/8th/15th Air Forces - 3 cys.

(2) IAW SAC OPORD 11-62, 13 Sept 61, the following attachments are included as part of this order:

(a) SAC Form 1a and 1b.

(b) Annotated Route Pictures.

(c) SAC Form 121s

(d) Recapitulation Sheets:

1. SAC Form 181 and 181a.

2. SAC Form 182 and 182a.

3. SAC Form 99

Crew Flimsy to  
Sky Shield II - OPORD 11-62  
25 September 1961

ORIE O. SCHURTER  
Colonel, USAF  
Commander

C7488-7

3.

**CONFIDENTIAL**



ANNEXES:

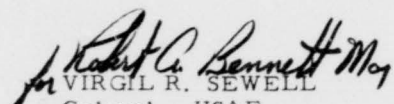
Annex A - Air Operations

- Attachment 1 - Mission Flight Plans
- Attachment 2 - Route Pictures
- Attachment 3 - Altitud Reservation Flight Plans
- Attachment 4 - Peacetime Recapitulation Sheets
- Attachment 5 - SAC Form 99
- Attachment 6 - Execution and Control
- Attachment 7 - Air Refueling
- Attachment 8 - Electronic Countermeasures

Annex B - Communications

- Part I - B-52 Aircraft
- Part II - KC-135 Aircraft
- Incl 1 -

OFFICIAL:

  
for VIRGIL R. SEWELL  
Colonel., USAF  
Deputy Commander for Operations

DISTRIBUTION:

SAC - 7 (DOOPO 1, DOCO 4, DOWE 1, IG 1)  
RCAF - 2 (EYES Only, Lt Col Gettlefinger (SACLO))  
NORAD - 1 (NOEV-E, EYES Only, Maj T. Wille)  
2AF - 3  
8AF - 3  
15AF - 3  
42BW - 2  
4AD - 2  
Internal: (4228SW)

C - 1  
DCM - 3  
DCO - 25 (492 - 10, 901 - 7, DCO - 1, DCOC - 1, DCOD-1, DCOT-5)  
BDAS - 1  
HISTORIAN - 4  
C3488-1A

THIS PAGE IS DECLASSIFIED IAW EO 13526

HEADQUARTERS  
4228TH STRATEGIC WING (SAC)  
UNITED STATES AIR FORCE  
COLUMBUS AIR FORCE BASE, MISSISSIPPI

ANNEX A

CREW FLIMSY

4228SW OPORD 11-62

SKY SHIELD II

AIR OPERATIONS

C3488-1A

THIS PAGE IS DECLASSIFIED IAW EO 13526

**CONFIDENTIAL**

HEADQUARTERS 4228TH STRATEGIC WING  
COLUMBUS AIR FORCE BASE, MISSISSIPPI  
9 October 1961

ANNEX A

CREW FLIMSY

4228SW OPORD 11-62

AIR OPERATIONS

I. GENERAL CONCEPT: (U)

a. Initial "agressor" attack: (U)

(1) The exercise is initiated by a simulated "agressor" attack upon the North American continent. For realism the majority of these aircraft will launch from overseas outside NORAD radar surveillance. This initial strike force is composed of 28 SAC aircraft, prepositioned at overseas bases in the UK, Spain, N. Africa, Alaska, and Hawaii. 8 RAF Vulcan II aircraft are an integral portion of this attack, post striking at Loring AF Base. (C)

(2) The launch timing of this force is planned so that they penetrate the HHCL and NORAD radar range at 1700Z, 14 Oct 61, the starting of the 12 hour grounding period. (U)

(3) NORAD warning: When this "agressor" force is detected by NORAD radars, SAC will be provided the warning of an impending attack, simulating an EWO situation. This warning is anticipated not later than 1700Z 14 Oct 61. (C)

(4) SAC "alert force" launch: Upon receipt of the NORAD warning, CINCSAC will execute the "exercise alert force". With minimum reaction time, the first aircraft is planned to be airborne at 1710Z 14 Oct 61. (C)

(5) Safe Passage: The exercise alert force will utilize EWO departure procedures and follow a prescribed route simulating the EWO outbound route to the designated air refueling area. As this "friendly" force meets the incoming strike force, "safe passage" procedures will be exercised in defense areas undergoing attack. (C)

(6) Air Refueling: This exercise alert force will proceed in composite cells on a common route to the air refueling area utilizing buddy refueling tactics, matched in accordance with EWO mating.

Annex A  
Crew Flimsy  
4228SW OPORD 11-62  
9 October 1961

03488-1A

**CONFIDENTIAL**

**SECRET**

Designated tanker aircraft, after air refueling, proceed to an EWO recovery base and accomplish EWO turn-around exercise. Remaining tankers return to Columbus Air Force Base. (S)

(7) Basic Strike: Bomber aircraft of the "exercise alert force" after air refueling and continuing beyond NORAD radar range, turn and become "aggressor" aircraft of the basic strike force. This force will penetrate the defense system through corridors previously established by the initial strike force. The basic strike force will be massed in these corridors providing mutual ECM support and area saturation as well as roll-back penetration techniques. Upon completion of the strike phase, the bomber aircraft will return to Columbus AFB. (C)

(8) Magnitude. It is anticipated that some 445 plus SAC aircraft, and an estimated 1500 NORAD interceptor aircraft will fly some 2500 to 3000 sorties in support of this exercise. (U)

2. PEACETIME LIMITATIONS: Although realism has been emphasized in the planning of this exercise, peacetime safety standards dictate the observance of certain operational limitations. Although these restrictions degrade tactics and other EWO simulations, flying safety must be given the highest priority. All peacetime directives, aircraft Technical Orders and allied publications limiting peacetime operations apply unless specific waivers are contained herein. Major limitations and requirements applicable to this exercise are as follows: (U)

a. Provisions of SACR 51-3 (ORI criteria) will apply, authorizing manual boom latching (bomber) or manual override (tanker) in the event of equipment malfunction. (U)

b. MITO will not be utilized. One minute take-off intervals are authorized instead. (U)

c. Aircraft Separation: (U)

(1) SAC Tactical Doctrines and SACM 55-3 apply. (U)

(2) Separation of SAC aircraft from other exercise aircraft has been established in accordance with para 15i, SACM 55-3; except separation between bomber and interceptor aircraft will be in accordance with SAC/NORAD Regulation 51-6. (U)

(3) Cell departures will be monitored by local radar facilities and provide positive safe separation to the maximum extent possible. (U)

Annex A  
Crew Filmsy  
4228SW OPOD 11-62  
9 October 1961  
C3488-1A

-2-

**SECRET**



(4) Separation from other cells of aircraft in the exercise:

(a) At or above 29M:

VERTICAL: 2000 Feet  
LATERAL: 30NM Land/60NM Water  
TIME: 15 Minutes

(b) Below 29M:

VERTICAL: 1000 Feet  
LATERAL: 50NM Land/60NM Water  
TIME: 15 Minutes

(5) Utilization of radar beacons are authorized throughout all phases of this exercise in order to insure safe aircraft separation. (U)

(6) Buddy refueling tactics and cross check of altimeters and airspeed indicators will be in accordance with the SAC Tactical doctrine. (U)

d. Low Level Penetration: (U)

(1) SACR 50-44 applies except as modified herein. (U)

(2) Low Level air speed restrictions: 300 KIAS maximum.(U)

(3) The Low Level route is divided into 100NM legs. The minimum altitude for each leg has been determined and is the base altitude that will be flown during that leg. If the succeeding leg has a higher minimum altitude, this higher altitude will be assumed 25NM prior to entering that leg. Conversely, the succeeding leg has a minimum altitude, the current higher altitude will be held until 25NM after entering the nav leg, then a gradual descent will be made to the lower altitude.

(4) Minimum altitudes over populated areas will be in accordance with para 32a(1), AFR 60-16. (U)

(5) Radio silence may be broken to permit necessary tactical commands by the cell leader, or in the interest of safety or cell integrity by any cell position. Communications will be held to an absolute minimum. (U)

(6) Crews will be briefed on activity of other units in adjacent areas to facilitate the safest possible decision in the event severe weather, turbulence or other causes of deviation or abort from Low Level route are experienced. (U)

Annex A  
Crew Filmsy  
4228SW OPORD 11-62  
9 October 1961  
C3477-1A

**CONFIDENTIAL**

e. Evasive action will not be utilized during fighter interception. No intercept activity will be conducted between armed interceptor or bombers. Aircraft will place IFF/SIF in Mode 1 Code 00 and Mode 3 Code 00 when operating under IFR conditions (i. e., below AFR 60-16 minimums). Intercepts will not be made against aircraft operating IFF/SIF. Under VFR or VFR on Top conditions, IFF/SIF will be in the "standby" position. (C)

f. Navigation/Anti-Collision Lights: IAW AFR 60-16. (U)

g. Mandatory Aborts: (U)

(1) Bomber sorties:

(a) Loss of mapping radar during Low Level activity. (U)

(b) SACR 50-44 safety of flight requirements. (U)

(2) Tanker Sorties: Safety of flight requirements. (U)

h. Abort Procedures. The formulation of concise and specific abort procedures covering every possible abort situation is not feasible due to the magnitude of this exercise. Neither FAA or the Department of Transportation Air Traffic Control facilities will be responsible for separation of air traffic. FAA will, to the maximum extent possible, maintain plots of all known air traffic and will issue advisory service to requesting aircraft, within the limit of their capability during the launch, enroute and recovery phases. FAA and AFCS will also provide expedited radar recovery service for all SAC aircraft landing at Loring AFB. SIF interrogation capability of other FAA centers will be limited to raw beacon readout on Mode 3 only. (U)

(1) To assist in providing safe abort procedures and safe abort routes, 20,000 feet has not been planned for use during the enroute portion of any SAC sortie (climbs and descents through 20,000 feet are planned during entry to and exit from Low Level routes and air refueling operations). SAC has requested that other participating commands also leave this altitude free of planned exercise air traffic. (U)

(2) If the decision is made that an abort is necessary, the pilot in command will break radio silence and attempt communications contact with the appropriate air traffic agency (guard channel is authorized for this purpose if communications jamming does not permit utilization of normal FAA/DOT frequencies). The pilot will provide the following information: (U)

Annex A  
Crew Filmsy  
4228SW OPORD II-62  
9 October 1961  
C3488-1A

-4-

**CONFIDENTIAL**

(a) State intentions and request advisory service. (U)

(b) Cease ECM and chaff. (U)

(c) Turn SIF "on", Mode 1 and Mode 3 Code OO. (U)

(3) If the nature or cause of abort or emergency permits, the aircraft should remain on the planned route/altitude as originally planned, or if VFR, remain VFR or VFR on Top until receipt of advisory instructions. (U)

(4) If the nature of the emergency dictates urgent action for safety of crew or aircraft and/or communications with the advisory facility are not satisfactory, the SIF will be turned to the "Emergency" position. In this event FAA facilities may initiate "Stop Buzzer" procedures for all aircraft in the area, to permit more expeditious and safer handling of the aircraft in distress. (U)

(5) Due to the complexity of the exercise, it is not possible to plan a safe route to climb/descend to 20,000 feet for each possible aborting sortie at all points along the sortie route for utilization in the event of communications failure between aircraft and advisory service. Each crew will be briefed on routes, altitudes and timing of exercise aircraft in the vicinity of their flight path so the safest course of unassisted action may be taken, if required. (U)

(6) Procedures for intentional aborts will be in accordance with SACM 55-4. (U)

(7) Once airborne each sortie will fly the approved flight plan unless a safety of flight requirement dictates an abort. Airborne tankers will not be replaced. (U)

1. Precise navigation and timing controls are necessary to insure safe separation of exercise aircraft. All approved methods of navigational techniques will be utilized to insure that control points and control times as specified in this flimsy are made good. Radio silence will be broken and position reports rendered for any sortie deviating more than 10NM from flight plan course or 5 minutes from specified control times. Position reporting from 1700Z 14 Oct to 0500Z 15 Oct 61 will be by EXCEPTION ONLY as outlined above. ADIZ/CADIZ/MIDIZ reporting will not be accomplished. Every effort will be made to return to within 5 minutes and/or 10NM of the approved altitude reservation as rapidly as possible. (U)

3. TRAINING REQUIREMENTS: Maximum training has been scheduled in conjunction with this exercise, in addition: (U)

Annex A  
Crew Flimsy  
4228SW OPORD 11-62  
9 October 1961  
C 3488-1A

-5-

**CONFIDENTIAL**

a. SACR 50-8 "Big Blast" credit will be taken by each bomber crew completing the penetration portion of this exercise. (U)

b. Rendezvous and air refueling credit will be as outlined in applicable annexes to SACR 50-8. (U)

c. Navigation credit will be as outlined in applicable annexes to SACR 50-8 for both high and low level navigation. Navigation legs will be in accordance with SACR 51-11 except minimum duration of low level navigation legs must be at least 30NM. (U)

d. Bombing. Camera Attacks will not be credited as SACR 50-8 basic requirements or incentive values. (U)

4. RECALL PROCEDURES: Paragraph 18d, Chapter 3, Part 1, SACM 55-12 will apply. (U)

a. Recall word for all SAC forces is "MAGIC MARKER". (C)

b. Aircraft that have passed beyond the turn-around point and have become strike force aircraft prior to receipt of the recall word will continue to destination via the exercise flight plan route, unless other instructions are contained in the recall message. (U)

c. Aircraft that have not reached the turnaround point will contact the closest ADC and/or FAA facility for instructions upon receipt of the recall message. Unless the aircraft is operating under VFR or VFR on Top conditions no deviation from approved flight plan will be made until receipt of instructions from ADC/FAA. (U)

5. SAFE PASSAGE:

a. Safe passage procedures as currently published in SACM 55-4 will be exercised and evaluated. Command Post, RAPCON, Defense and aircrew procedures as depicted in current Safe Passage instructions will be prime elements of evaluation. (C)

b. All aircraft launched by this Wing will be considered Safe Passage aircraft on outbound routes. Tanker flights will be considered Safe Passage aircraft for entire flight. (C)

c. The greater portion of SAC sorties will fly exact EWO routes and will use EWO route designators for defense purposes. To better evaluate NORAD capabilities certain units will fly routes other than EWO. To provide adequate sortie identification by Air Defense Division, sorties flying exact EWO route will use those procedures outlined in para 6, SACM 55-4. Sorties flying a

Annex A

-6-

Crew Flimsy

4228SW OPORD 11-62

9 Oct 61

C3444-1A

**CONFIDENTIAL**



**SECRET**

completely new route, or partial EWO route, will use the same procedures as above and in addition will prefix their tactical call sign and/or route designation with the code word "RED FACE" upon deviations in excess of 5 min and 10 miles from EWO routes and timing will be reported to SAC (OA). (S)

d. All Safe Passage procedures will be IAW SACM 55-4 except as follows: (U)

(1) IFF/SIF procedures will be IAW Annex B. (U)

(2) APN 69 will be turned on and set Code 1-2 until commencing air refueling rendezvous. (C)

(3) Tanker sorties returning from the air refueling area will utilize specialized identification procedures outlined in Annex B, this OPORD. (U)

6. AIRCRAFT GENERATION:

a. Generation procedures are designed to minimize degradation of alert sorties. Preparation of aircraft will begin at 1700Z, 12 Oct 1961. All available aircraft will be committed to meet the requirements of this operation. Available aircraft will include all aircraft present on the station that can be generated in the allotted time. (U)

b. The sorties required for this exercise will be prepared from aircraft assigned to the alert force as of 1700Z, 12 Oct 61. No alert sortie, unless specifically authorized by this headquarters, will be degraded during this exercise. Replacement of aircraft will be IAW SACM 27-1. Peacetime safety criteria will apply. Configuration of aircraft will be that required to replace aircraft to be removed from the EWO alert force for launch in the exercise. Available aircraft in excess of this requirement will be generated to replace authorized alert degradation/deletions of this or other units as required by higher headquarters. (S)

c. Maintenance preparations for alert force aircraft for launch in the exercise are as follows: (U)

<u>B-52 AIRCRAFT</u>	<u>KC-135 AIRCRAFT</u>
Download weapons	Download fuel to 175,000 pounds.
Replace chaff	
Configure ECM	
De-arm guns	

d. Execution procedures at "A" (Simultaneous with "E") Hour are outlined in Attachment 6, this annex. (U)

Annex A  
Crew Flimsy  
4228SW OPORD 11-62  
9 October 1961  
C3488-1A

-7-

**SECRET**

7. LAUNCH PROCEDURES:

a. Launch of aircraft will be in accordance with the attached control timing sheet. (U)

b. AF Form 175s will contain the following remarks:

(1) Do not pass flight plan to ADC radar (NOPAR). (U)

(2) Do not use SAC flight following code. (U)

(3) Flight plan as filed with FAA. (U)

NOTE: At no time will reference be made to the code name or purpose of the exercise in clear text in either AF Form 175s or Air-to-Ground communications. (U)

c. Normal EWO skipout procedures will be utilized in accordance with the attached skipout diagram. Cell formation join-up will be IAW the SACTD buddy refueling tactics. Base RAPCON facilities will effect radar handoff or pass departure time to the appropriate ADC facility to assist in initial identification for safe passage. Upon completion of the skipout tactic, each aircraft will assume a direct track for navigation control point ALFA. (U)

d. Aircraft which cannot take off within ten (10) minutes of the scheduled take-off time will be cancelled. (U)

e. Altimeters will be set to 29.92 upon climbout (initial or after low level) when passign through 23.5M. (U)

f. Aircraft enroute to Loring AFB will deploy with Crew Chief and Assistant, EWO rations, live-aboard equipment and CMFs. (U)

g. Use of 243.0 UHF frequency is permitted if air/ground frequency jamming precludes use of normal UHF frequencies. (U)

h. All crews will attend a pre-take-off briefing in the 492nd briefing room at 0800C, 14 Oct 61. Start engines times, taxi and take-off instructions will be provided at that time. (U)

8. ENROUTE PROCEDURES: (U)

a. In the event that necessary air traffic services during the enroute or recovery phase can not be obtained from air traffic control facilities, aircrews will contact NORAD/ADC facilities and request their assistance. (U)

Annex A  
Crew Filmsy  
4228SW OPORD 11-62  
9 October 1961

-8-

C3488-1A

**CONFIDENTIAL**

b. Aircraft descending for Low Level will change to forecast altimeter setting or enroute station pressure (if acquired from regularly scheduled broadcasts) when passing through 20,000 feet pressure altitude. Approaching recovery base, the cell leader will request the station altimeter setting upon breaking radio silence at 100NM from recovery base. Changeover to station pressure will be made immediately prior to starting descent for landing. If descent in holding pattern is accomplished, the altimeter setting changeover will be accomplished departing 20,000 feet pressure altitude. (U)

c. Enroute FAA facilities will broadcast weather and altimeter settings at 00:15 and 00:45 to preclude aircraft having to break radio silence. (U)

d. Descent and climb entering and exiting Low Level will be conducted at the direction of the cell leader, providing a predetermined airspeed and rate of descent/climb when designating the cell position cleared to descend/climb. Radio silence will be broken to effect this required cell control. (U)

e. Bomber sorties during Low Level will pass in close proximity to the following fighter bases:

Uplands (Ottawa) 45-20N 75-41W  
Bagotville 48-20N 71-00W

Sorties approaching within 10NM of these participating intercept bases will call the control tower of that base 10NM prior to penetrating the 10NM radius, advising the tower of their ETA to abeam the base and altitude (MSL). If primary tower frequency is not available due to jamming, emergency frequencies may be used for this purpose. Aircraft callsign will be "LANDLUBBER FAKER". Example: Uplands tower, this is "Landlubber Faker", estimate penetration at three zero, four thousand feet. The tower will restrict interceptor scrambles at the base concerned for five minutes either side of the ETA when the ceiling is less than 1000 feet higher than the penetrating aircrafts altitude and/or the visibility is less than 5 miles. (C)

f. Normal position reports will be made to air traffic agencies and ECM will be subject to normal Stop Buzzer procedures prior to 1700Z 14 Oct and after 0500Z, 16 Oct 61. (U)

9. RECOVERY PROCEDURES AT COLUMBUS AFB:

a. Normal recovery procedures will be utilized by all aircraft terminating either individually or in cell, using the appropriate published instrument approach procedures. Cell leaders will

Annex A  
Crew Filmsy  
4228SW OPOD 11-62  
9 October 1961  
C3488-1A

**CONFIDENTIAL**

determine priority of landing, and assign altitudes to remaining cell aircraft until approach time. The cell leaders will contact Memphis Center when 100NM from Columbus AFB and obtain let down instructions and altimeter setting. ILS with GCA monitor will be the primary final approach facility. The use of 243.0 UHF frequency is permitted in the event of normal UHF communications jamming. (U)

b. Memphis Center, through the Approach Control facility, will establish the interval of landing depending upon the local traffic situation, i. e., aborts, emergencies, etc. Minimum interval under radar control will be 5NM or 1½ minutes between aircraft. Crews must be prepared to compress or extend the landing interval at the direction of Memphis Center/Columbus Approach Control. (U)

10. RECOVERY PROCEDURES AT LORING AFB:

a. Tanker cell leader will break radio silence 100NM out and contact Loring RAPCON (363.8, 275.8, 3023.5) providing aircraft call signs, altitudes, position and requesting penetration for Loring AFB. RAPCON will provide the recovery plan, minimum recovery interval to be used considering weather, direction of landing, and any other pertinent local factors. Landing interval will not be less than one and one-half minutes. Mode 3 will be used from 100NM out. Loring tower/approach control will be contacted as directed. (U)

b. RAPCON will utilize a cell breakup procedure for radar identification and to establish the predetermined recovery interval. Basically this procedure will involve a 45 degree course diversion to the left or right, depending on direction of landing, for the No. 2 aircraft for a distance of approximately 5 miles and resume original track under the direction of radar guidance. At 40NM descent instructions will be issued by RAPCON to the cell leading to a GCA handoff and landing. (U)

c. In the event of communications failure by a single aircraft, the aircraft with operating radios will assume lead and the No. 2 fly a formation position in for the landing. (U)

d. In the event both aircraft lose communications with Loring, the flight plan penetration time at Houlton VOR will be made and the published jet penetration used for approach. Minimum altitude over Houlton will be 29M, proceeding outbound on a track of 021°. Descent will be made to insure a minimum altitude of 20,000 feet 35NM from the Loring TACAN (LIZ), and 2700 feet over the ILS localizer. A red light from the tower will indicate adverse traffic conditions or that a VFR pattern must be made for a south landing (Rnwy 19). (U)

Annex A  
Crew Flimsy  
4228SW OPORD 11-62  
9 October 1961

-10-

C3488-1A



11. NAVIGATION/BOMBING:

a. Cell leaders are responsible for enroute navigation, however, each crew will closely monitor aircraft position and record all necessary information as outlined in the aircrew flimsy. The best protection you have on this operation is to stay on flight plan course, altitudes and time.

b. Crews will schedule maximum SACR 50-8 training, however, due to the stringent navigation and timing requirements, great care must be taken in the choice of legs. Successful completion of this operation as briefed must have top priority; training accomplishments are secondary.

c. Side-step maneuvers will NOT be used.

d. All aircraft will fly a common route, utilizing route cell formation, to the Echelon Pt. Normal refueling echelon formation will be assumed at this point and held through the refueling area. At the END A.R. PT. tanker aircraft will turn left and follow individual flight plans to briefed bases. Bomber aircraft will continue on a common route, rejoining into route cell, with the number one bomber aircraft assuming cell lead responsibilities. Aircraft will follow the common flight plan to the FAN POINT (NCP J). At this point aircraft will fly individual flight plans contained in the aircrew flimsy.

e. Crews will follow SIF/IFF procedures as outlined in the communications portion of this OPSORD.

12. LOW-LEVEL PROCEDURES:

a. Aircraft descending for low-level will change to forecast altimeter setting or station pressure, if known, when passing through 20,000 feet pressure altitude. Altimeters will be reset to 29:92 upon climbout after completion of the low-level leg.

b. The low-level route is divided into 100 NM legs. The altitude listed in the flight plan is the base altitude to be flown during that leg. The lead aircraft will fly the base altitude. The number two aircraft will fly base plus 500 feet. The number three aircraft will also fly base plus 500 feet. If the succeeding leg has a higher base altitude, that altitude will be assumed 25NM prior to entering that leg. If the succeeding leg has a lower base altitude that altitude will be assumed 25NM after entering that leg.

c. After the low-level release aircraft will follow individual flight plans, altitudes and times returning to briefed base.

d. LOSS OF MAPPING RADAR IS A MANDATORY ABORT OF LOW LEVEL ACTIVITY.

e. Crews will receive 50-8 credit for a low-level nav leg, provided all provisions of SACR 50-8 and 51-11 are complied with.

C3488-1A

12. BOMBING:

a. Each crew will accomplish two radar camera attacks. Standard RBS bombing procedures and ballistics will be used for a high altitude camera attack on the Goose Bay complex, and for a short look camera attack on the Montreal complex. (U)

b. Specific targets are designated in the target folder and have been selected to insure proper separation of aircraft during the bombing phase. (U)

13. AIRCRAFT CLEARANCES:

a. All aircraft will be flying within a block altitude flight plan filed with FAA. Route and clearance information is contained in Attachment 3, this annex. (U)

b. Position reports to FAA will not be required. Departure and arrival communications to controlling agencies only will be utilized. (U)

c. DD Form 175 entries: (U)

(1) Section D: "Route as filed with FAA". (U)

(2) Remarks: "MARSA for entire mission". (U)

d. See para 7b, this section. (U)

14. Highest terrain enroute: Mt Mitchell, 6685 ft, 14 NM NE of Asheville, N. C. (U)

15. Airspace restricted areas for this exercise have been cleared by Headquarters, SAC. (U)

16. Emergency and alternate airfields will be as directed by FAA/NORAD. Alternate for aircraft returning to Columbus will be Barksdale AFB. (U)

Annex A  
Crew Filmsy  
4228SW OPOD 11-62  
9 October 1961  
C3488-1A

-11-

4228TH STRAT WING SORTIE NO. 070, 071, 072

MISS FLIGHT PLAN		D. O. AND NICKNAME		UNIT	TYPE ACFT	WAVE	CELL CALL SIGN	REMARKS
		SKY SHIELD II		4228 492 BOMB SQ	1-52F	1ST		BUDDY REFUELING
POUNDS				POUNDS				RUNWAY
ACFT BASIC	169000			BOMBS		NICKEL		PRESSURE ALT
CREW	1740			AMMO				500
OIL	525			WATER AUG	10020			12000
ATO				STATIC	441675	NR FULL ATO REQUIRED		77°F
RACK ECM	1300			START ENGINES AND TAXI FUEL ALLOWANCE	4000	NR EMPTY ATO REQUIRED		CRITICAL AIR TEMP
EXT TANKS WEIGHT (Emp. Tol)	2590			TAKE-OFF GROSS	437675	ATO FIRING SPEED		CRITICAL FIELD LENGTH
MISCELLANEOUS	500			TOTAL FUEL	255000			TAKE-OFF DISTANCE TAKE-OFF SPEED
CHAFF	1000							CRITICAL WIND COMPONENT
OPERATING	176655							1ST LEG
								END LEG
								BRD LEG

PRE-FLIGHT PLAN														FUEL FLIGHT PLAN			
FROM	ROUTE	FLT COND	T. C.	X-W DRIFT	T. H.	VAR	M. H.	TEMP ALT	TAS	TWC	G. S.	ACC GND DIS	ACC TIME	ACC AIR DIS	ETA	PRED FUEL REMAINING	GROSS WT
COLUMBUS AFB	33-37N 86-25W															255000	441675
SETTOAC		WET										10	8:03	10		10000	20020
NCP-A	35-02N 86-50W	CL	042	-3	039	-4	035			400	400	121	8:18	121		245000	421655
LO												116	8:17	116		20000	20000
NCP-B	36-00N 84-46W	CL	059	-3	056	-2	054	31/32		400	400	247	8:38	247		225000	401655
NCP-C	38-15N 83-00W	CR	031	-4	027	+1	028	31/32	.77	444	453	159	8:21	156		7600	7600
NCP-D	42-33N 79-39W	CR	029	-5	024	+3	027	31/32	.77	444	451	406	8:59	403		217400	394055
NCP-E	45-00N 77-30W	CR	031	-6	025	+8	033	31/32	.77	444	473	300	8:40	295		14000	14000
NCP-F	48-45N 72-39W	CR	039	-6	033	+14	047	31/32	.77	444	474	706	18:39	698		203400	380055
NCP-G	51-14N 68-50W	CR	100	-5	095			31/32	.77	444	464	174	8:22	163		7800	7800
NCP-H	52-03N 67-34W	CR	096	-4	092			31/32	.77	444	454	880	2:01	861		195600	372255
NCP-I	53-00N 66-00W	CR	096	-4	092			275/285	.77	444	468	300	8:38	281		13000	13000
NCP-J	55-00N 61-40W	AR	102	-3	099			295/305	255	410	410	1180	2:39	1142		182600	359255
NCP-K	55-20N 61-00W	CL	099	0	099			36/37		400	400	209	8:27	200		8700	8700
NCP-L												1389	3:06	1342		173900	350555
NCP-M												68	8:09	66		2700	2700
NCP-N												81	8:10	74		3000	3000
NCP-O												194	8:28	194		12000	12000
NCP-P												1732	3:53	1676		156200	332855
NCP-Q																35000	35000
NCP-R																191200	367855
NCP-S												30	8:04	30		2000	2000
NCP-T												1762	3:57	1706		189200	365855

4228SW SORTIES 070, 071, 072

NICKEL CELL

MISSION FLIGHT PLAN - CONTINUATION SHEET

FROM END A/R		FLT CONO	Q.C.	X-W DRIFT	Q.H.	VAR	M.H.	P ALT	TAS	TWC	G.S.	GND DIS		TIME		AIR DIS		ETA	FUEL & WT PLAN		
ROUTE	ACC GND DIS											ACC TIME	ACC AIR DIS	PRED FUL REMAINING	GROSS WT						
59-05N 54-11W												270	254	254						10200	10200
NCP-G		OL	098	-2	095		36737	.77	444	474		2032	4:31	1957						37400	355655
NCP-I	59-00N 52-00W	CR	098	-2	096		36737	.77	444	449		97	4:13	96						1800	1800
END TURN	58-43N 51-31W	CR	VAR	-	-	-	36737	.77	444	444		23	4:03	23						1000	1000
NCP-J	FAN POINT EXIT GRID	EXIT GRID	272	+2	274		36737	.77	444	396		99	4:15	111						4500	4500
57-40N 55-25W		CR	272	+2	274		36737	.77	444	396		2251	5:02	2187						149700	341335
FOLLOW INDIVIDUAL PLAN PLANS																					
SORTIE 070 PAGE 3																					
SORTIE 071 PAGE 4																					
SORTIE 072 PAGE 5																					



4226SW NICKEL CELL-LEAD SORTIE 070

MISSION FLIGHT PLAN - CONTINUATION SHEET																		
FROM	POINT - EXL	CR	FLT COND	T.C.	X-W	T.H.	VAR	M.H.	P	TAS	TWC	G.S.	GND DIS	TIME	AIR DIS	ETA	FUEL PLAN	
ROUTE					DRIFT				ALT				ACC GND DIS	ACC TIME	ACC AIR DIS		PRED FUL REMAINING	GROSS WT
57-40N	58-35W																159700	345450
NCP-H	BRCL/START	BR											61	8:09	66		2700	2700
57-00N	55-20W	CR	230	+2	232	+38	270	35737	.77	444	401		2332	5:11	2253		167000	343650
FUEL PAD																	162850	339505
TGT #1A		BR/											281	8:15	310		12000	12000
57-20N	60-25W	CR	219	+4	223	+35	258	36737	.77	444	400		2593	5:52	2561		150850	327505
NCP-L	L.O.												150	8:22	150		3000	3000
57-48N	63-40W	DS	235	0	235	+32	267	4440		390	390		2743	6:16	2713		147650	323505
NCP-M										IAS			101	8:22	101		8400	8400
50-43N	65-43W	LOW	231	0	231	+29	260	4440	300	300	300		2844	6:38	2814		139450	316105
NCP-N													100	8:22	100		8400	8400
49-35N	67-38W	LOW	229	0	229	+26	255	4300		300	300		2944	7:00	2914		137050	307705
NCP-O													99	8:22	99		8500	8500
48-26N	69-27W	LOW	227	0	227	+23	250	2740		300	300		3013	7:22	3013		122750	299405
NCP-P													99	8:22	99		8300	8300
47-16N	71-12W	LOW	226	0	226	+21	247	4905		300	300		3142	7:44	3112		114450	291105
NCP-Q													100	8:22	100		8000	8000
46-04N	72-53W	LOW	225	0	225	+18	243	3305		300	300		3242	8:06	3212		106450	283105
START CLIMB													41	8:10	41		3200	3200
45-34N	73-35W	LOW	225	0	225	+16	241	3505		300	300		3283	8:16	3253		103250	279905
TGT #2A	NCP-R	SL											6	8:01	6		1100	1100
45-30N	73-40W	BR	225	0	225	+15	240	5100		300	300		3289	8:17	3259		102150	278805
NCP-S	L.O.												99	8:17	99		8000	8000
44-25N	75-25W	CL	230	+4	234	+14	248	39M		440	350		3388	8:34	3358		94150	270805
NCP-T													300	8:45	333		11000	11000
40-55N	80-17W	CR	228	+4	232	+9	241	39M	.77	444	395		3688	9:19	3691		83150	259805
NCP-U													299	8:45	333		10400	10400
37-15N	84-39W	CR	225	+4	229	+3	232	39M	.77	444	405		3987	10:04	4024		72750	249405
NCP-V	END ECM												185	8:27	200		6700	6700
34-56N	87-09W	CR	222	+3	225	-2	223	39M	.77	444	408		4172	10:31	4224		66050	242705
CAPR													101	8:15	111		3500	3500
33-37N	88-25W	CR	219	+3	222	-4	218	39M	.77	444	415		4273	10:46	4335		62550	239205
DESCENT & LAND																	10000	10000
																	52550	229205
ALTERNATE -- BARKSDALE AFB																	62550	239205
32-30N	93-39W	CR	258	0	258	-6	252	39M	.77	444	403		271	1:40	296		10000	10000
													4544	11:26	4631		52550	229205

4228 STRAT WG NICKEL CELL #2 SORTIE 071

MISSION FLIGHT PLAN - CONTINUATION SHEET																	
FROM POINT - EXI	GRID	FLT COND	T.C.	X-W	T.H.	VAR	M.H.	IP	TAS	TWC	G.S.	GND DIS	TIME	AIR DIS	ETA	FUEL	HT PLAN
ROUTE				DRIFT								ACC GND DIS	ACC TIME	ACC AIR DIS		PRED FUEL REMAINING	GROSS WT
NCP-H	57-07N 55-41W	ECM	242	+1	242	+28	281	39M	.77	444	396	61	110	88		2700	2700
FUEL PAD																	
TGT #1B	53-27N 60-39W	BR/	219	+4	223	+35	258	39M	.77	444	402	274	141	304		12000	12000
NCP-L	L.O.	DS	235	0	235	+32	267	4430'	---	390	390	150	223	130		3000	3000
NCP-M	50-50N 65-51W	LOW	230	0	230	+29	259	4440'		300	300	103	222	101		8400	8400
NCP-N	49-43N 67-17W	LOW	229	0	229	+26	255	4100'		300	300	100	222	100		8400	8400
NCP-O	48-34N 69-37W	LOW	227	0	227	+23	250	4740'		300	300	103	222	100		8300	8300
NCP-P	47-25N 71-24W	LOW	226	0	226	+21	247	4905'		300	300	101	223	101		8300	8300
NCP-Q	46-11N 73-09W	LOW	225	0	225	+18	243	3505'		300	300	100	222	100		8000	8000
START CLIMB																	
45-41N	73-43W	LOW	223	0	223	+16	239	3305'		300	300	40	09	40		3200	3200
TGT #2B	NCP-R	SL										06	01	06		3100	3100
45-37N	73-50W	BR	223	0	223	+15	238	5100'		300	300	3290	8:17	3255		102150	278805
NCP-S	L.O.	CL	230	+4	234	+14	248	39.5M		410	354	98	117	116		8000	8000
NCP-T	41-03N 80-29W	CR	228	+4	232	+9	241	39.4M	.77	444	396	3388	8:34	3371		94150	270805
NCP-U	37-25N 84-48W	CR	225	+4	229	+3	232	39.5M	.77	444	405	299	245	333		11000	11000
NCP-V	END ECM											3687	9:19	3704		83150	259805
35-02N	87-18W	CR	222	+3	225	-2	223	39.5M	.77	444	408	300	245	333		10400	10400
CAPB	33-37N 88-29W	CR	214	+3	217	+4	213	39.5M	.77	444	417	3987	10:04	4034		73750	249405
DESCENT & LAND																	
ALTERNATE - BARNSDALE																	
32-30N	93-39W	CR	258	0	258	-6	252		.77	444	404	186	227	200		6700	6700
CAPB																	
DESCENT & LAND																	
ALTERNATE - BARNSDALE																	
DESCENT & LAND																	

4226 STRAT WG SKY SHIELD II SORTIE 072

MISSION FLIGHT PLAN - CONTINUATION SHEET																
FROM	POINT - EXL	CR/FLT COND	T.C.	X-W	T.H.	VAR	M.H.	IP	TAS	TWC	G.S.	GND DIS	TIME	AIR DIS	ETA	FUEL PLAN
ROUTE				DRIFT				ALT				ACC GND DIS	ACC TIME	ACC AIR DIS		PRED FUEL REMAINING
57-40N	53-55W															15700
NCP-H	HHCL/START ECM															2700
56-53N	55-05W	CR	220	+2	222	+38	260		.77	444	403	2312	5:11	2252		16700
FUEL PAD																162650
TGT #1C		BR/										281	4:42	310		12000
53-13N	60-13W	CR	219	+4	223	+35	258		.77	444	400	2593	5:53	2563		150850
NCP-L	L.O.											150	4:23	150		3000
51-41N	63-30W	DS	235	0	235	+32	267	4440'		390	390	2743	6:16	2713		147850
NCP-M									IAS			101	4:22	101		8400
50-36N	65-33W	LOW	231	0	231	+29	260	4440'	300	300	300	2844	6:38	2814		139450
NCP-N												100	4:22	100		8400
49-27N	67-27W	LOW	229	0	229	+26	255	4500'	-	300	300	2941	7:00	2911		131050
NCP-O												99	4:22	99		8300
48-20N	69-16W	LOW	227	0	227	+23	250	3740'	-	300	300	3043	7:22	3013		122750
NCP-P												99	4:22	99		8300
47-09N	70-03W	LOW	226	0	226	+21	247	4905'	-	300	300	3142	7:44	3112		114450
NCP-Q												100	4:22	100		8000
45-57N	72-44W	LOW	225	0	225	+18	243	3305'	-	300	300	3242	8:06	3212		106450
START CLIMB												41	4:10	41		3200
45-29N	73-22W	LOW	225	0	225	+16	241	3305'	-	300	300	3283	8:16	3253		103250
TGT #2B	NCP-R	SL										6	4:01	6		1100
45-23N	73-29W	BR	225	0	225	+15	240	5100'	-	300	300	3289	8:17	3259		102150
NCP-S	L.O.											99	4:17	99		8000
44-17N	75-16W	CL	230	+4	234	+14	248	40M	-	410	350	3388	8:34	3358		94150
NCP-T												300	4:45	333		11000
40-48N	80-07W	CR	228	+4	232	+9	241	40.0	.77	444	395	3688	9:19	3691		83150
NCP-U												299	4:45	333		10400
37-09N	84-30W	CR	225	+4	229	+3	232	40.0	.77	444	405	3987	10:04	4024		72750
NCP-V	END ECM											185	4:27	200		6700
34-46N	87-00W	CR	222	+3	225	-2	223	40.0	.77	444	408	4172	10:31	4224		66050
CAFB												99	4:15	111		3500
33-37N	88-25W	CR	226	+3	229	-4	225	40.0	.77	444	415	4271	10:46	4335		62550
DESCENT & LAND													4:20			10000
													11:06			52550
ALTERNATE - BARKSDALE AFB												271	4:40	295		10000
32-30N	93-39W	CR	258	0	258	-6	252		.77	444	403	4542	11:26	4631		52550



4228STRATWG SORTIE NO.s 073, 074, 075

MISSILE FLIGHT PLAN		O. O. AND NICKNAME SKY SHIELD II		UNIT 4228SW	TYPE ACFT F-52F	WAVE #2	CELL CALL SIGN	REMARKS BUDDY REFUELING
	POUNDS				POUNDS			
ACFT BASIC	169000			BOMBS			COPPER	
CREW	1740			AMMO				
OIL	525			WATER AUG	10020			
ATO				STATIC	441675	NR FULL ATO REQUIRED		
RACK ECM	1300			START ENGINES AND TAXI FUEL ALLOWANCE	4000	NR EMPTY ATO REQUIRED		
EXT TANKS WEIGHT (Emp. Lqd)	2590							
MISCELLANEOUS	500							
CHAFF	1000			TAKE-OFF GROSS	437675	ATO FIRING SPEED		
OPERATING	176655	TOTAL FUEL	255000					

PRE-FLIGHT PLAN															
FROM COLUMBUS AFB															
33-37N 88-25W															
ROUTE															
FLY COND	T. C.	X-W DRIFT	T. H.	VAR	M. H.	TEMP ALT	TAS	TWC	G. S.	GND DIS ACC GND DIS	TIME ACC TIME	AIR DIS ACC AIR DIS	ETA	FUEL FLIGHT PLAN PRED FUEL REMAINING	GROSS WT
WET										10	103	10		255000	441675
										121	118	121		10000	20020
SET TO AC										131	121	131		245000	421655
NCP-A										116	117	116		20000	20000
35-02N 86-50W	CL	042	-3	039	-4	055		400	400	247	138	247		225000	401655
L.O.										247	115	247		5600	5600
36-00N 84-46W	CL	059	-3	056	-2	054	31/32	400	400		115	111		219400	396055
SPACING ORBIT	CR	211		/	/	/	31/32	.77	444		153	358		7400	7400
NCP-B										159	121	156		212000	388655
38-15N 83-00W	CR	031	-4	027	+1	028	31/32	.77	444	453	406	114	514	13800	13800
NCP-C										300	140	295		198200	374855
42-23N 79-39W	CR	029	-5	024	+3	027	31/32	.77	444	451	706	154	809	7600	7600
NCP-D										174	122	163		190600	367255
45-00N 77-30W	CR	031	-6	025	+8	033	31/32	.77	444	473	880	216	972	13000	13000
NCP-E START GRID										300	138	281		177600	354255
48-45N 72-39W	CR	039	-6	033	+14	047	31/32	.77	444	474	1180	254	1253	8700	8700
NCP-F										209	127	200		168900	345555
51-14N 68-50W	CR	100	-5	095			31/32	.77	444	464	1389	321	1453	2700	2700
ECHELON POINT										68	109	66		166200	342855
52-03N 67-34W	CR	096	-4	092			31/32	.77	444	454	1457	330	1519	3000	3000
ARCP										81	110	74		163200	339855
53-00N 66-00W	CR	096	-4	092			275/285	.77	444	468	1538	340	1593	12000	12000
END AIR REFUELING										194	128	194		151200	327855
55-00N 61-40W	A/R	102	-3	099			295/305	.77	410	410	1732	408	1787	35000	35000
ON-LOAD														186200	362855
L.O.										30	104	30		2000	2000
55-20N 61-00W	CL	099	0	099			36/37	-	400	400	1762	412	1817	184200	360855





4228 STRATWG

COPPER CELL (LEAD)

SORTIE 073

MISSION FLIGHT PLAN - CONTINUATION SHEET

FROM	POINT	EXIT	FLY	T.C.	X-W	T.H.	VAR	M.H.	TEMP	TAS	TWC	G.S.	GND DIS	TIME	AIR DIS	ETA	FUEL F	HT PLAN
ROUTE	HHOL/START	COND	CR		DRIFT				ALT				ACC GND DIS	ACC TIME	ACC AIR DIS		PRED FUEL REMAINING	GROSS WT
57-10N	53-55W																154700	341350
NCP-H	HHOL/START	CR	230	+2	232	+58	270	36737	.77	444	407		2700	09	65		2700	2700
57-00N	55-20W												2312	7:25	2354		152000	338650
FUEL PAD																	4150	4150
TGT #1A		RR/											281	8:42	370		157850	334505
52-20N	60-25W	CR	224	+4	225	+35	260	36737	.77	444	400		2523	6:08	2674		12000	12000
NCP-L	L.O.												150	8:23	150		245800	322505
51-48N	63-40W	DS	234	0	234	+32	266	4440'					2743	5:31	2824		3000	3000
NCP-M													101	8:22	101		142850	319505
50-43N	65-43W	LOW	231	0	231	+29	260	4440'					2844	6:53	2925		8400	8400
NCP-N													100	8:22	100		334450	311105
49-35N	67-38W	LOW	229	0	229	+26	255	4300'					2944	7:15	3025		8400	8400
NCP-O													99	8:22	99		126050	302705
48-26N	69-27W	LOW	227	0	227	+23	250	2740'					3043	7:37	3024		8900	8900
NCP-P													99	8:22	99		117750	294405
47-16N	71-12W	LOW	226	0	226	+21	247	4905'					3142	7:59	3123		8300	8300
NCP-Q													100	8:22	100		109450	286105
46-04N	72-53W	LOW	225	0	225	+18	243	3305'					3242	8:21	3223		8000	8000
START CLIMB													41	8:10	41		101450	278105
45-34N	73-35W	LOW	225	0	225	+16	241	3305					3283	8:31	3264		3200	3200
TGT 2A	NCP-R												6	8:01	6		98250	274905
45-30N	73-40W	BR	225	0	225	+15	240	5100					3289	8:32	3270		1100	1100
NCP-S	L.O.												99	8:17	99		97150	273805
44-25N	75-25W	CL	230	+4	234	+14	248	39.0					3388	8:49	3369		8000	8000
NCP-T													300	8:45	333		89150	265805
40-55N	80-17W	CR	228	+4	232	+9	241	39.0	.77	444	395		3688	9:43	3702		11000	11000
NCP-U													299	8:45	333		78150	254805
37-15N	84-39W	CR	225	+4	229	+3	232	39.0	.77	444	405		3987	10:19	4035		10400	10400
NCP-V	END BCM												185	8:27	200		67750	244405
34-56N	87-09W	CR	222	+3	225	-2	223	39.0	.77	444	408		4172	10:46	4235		6700	6700
CAPB													101	8:15	111		61050	237705
33-37N	88-25W	CR	219	+3	222	-4	218	39.0	.77	444	415		4273	11:09	4346		3500	3500
														120			57550	234205
														11:29			10000	10000
																	47550	224205
ALTERNATE - BARKSDALE AFB																	57550	234205
32-30N	93-39W	CR	258	0	258	-6	252		.77	444	403		271	8:40	296		10000	10000
													4544	11:49	4642		47550	224205

4228 STRAT WG COPPER CELL SORTIE 074

MISSION FLIGHT PLAN - CONTINUATION SHEET

FROM	POINT - EXIST GRID	FLT COND	T.C.	X-W	T.H.	VAR	M.H.	TAS	TWC	G.S.	GRD DIS	TIME	ABR DIS	ETA	FUEL I	HT PLAN
ROUTE				DRIFT			ALT				ACC GRD DIS	ACC TIME	ACC ABR DIS		PRED FUEL REMAINING	GROSS WT
NCP-H	HHOL START ECM														154700	341350
57-07N	55-44W	CR	242	+1	243	+38	281	.77	444	398	2318	2:27	4384		2700	2700
															167000	338550
															4150	4150
	FUEL PAD														157850	334500
TGT #1B		BR/									274	4:41	304		32000	32000
53-27N	60-39W	CR	219	+4	223	+35	258	.77	444	402	2592	6:08	2668		145850	322500
NCP-L	L.O.										150	2:23	150		5000	5000
51-57N	63-50W	IS	235	0	235	+32	267	4440		390	2742	6:31	2818		142850	319500
NCP-M											101	2:22	101		8400	8400
50-50N	65-51W	LOW	230	0	230	+29	259	4440		300	2843	6:53	2919		134450	311100
NCP-N											100	2:22	100		8400	8400
49-41N	67-47W	LOW	229	0	229	+26	255	4300		300	2943	7:15	3019		126050	302700
NCP-O											100	2:22	100		8400	8400
48-34N	69-37W	LOW	227	0	227	+23	250	2740		300	3043	7:37	3119		117750	294400
NCP-P											101	2:23	101		8300	8300
47-23N	71-24W	LOW	226	0	226	+21	247	4905		300	3144	8:00	3220		109450	286100
NCP-Q											100	2:22	100		8000	8000
46-11N	73-05W	LOW	225	0	225	+18	243	3305		300	3244	8:22	3300		101450	278100
	START CLIMB										40	1:09	40		3200	3200
45-41N	73-43W	LOW	223	0	223	+16	239	3305		300	3284	8:31	3340		98250	274900
TGT #2A	NCP-R	SL									6	1:01	6		1100	1100
45-37N	73-50W	BR	223	0	223	+15	238	5100		300	3290	8:32	3346		97150	273800
NCP-S	L.O.										98	1:17	116		8000	8000
44-33N	75-35W	CL	230	+4	234	+14	248	39.5		410	3388	8:49	3462		89150	265800
NCP-T											299	4:45	333		11000	11000
41-03N	80-25W	CR	226	+4	232	+9	241	39.5	.77	444	3687	9:34	3795		78150	254800
NCP-U											300	4:45	333		10400	10400
37-23N	84-48W	CR	225	+4	229	+3	232	39.5	.77	444	3987	10:19	4128		67750	244400
NCP-V	END ECM										186	2:27	200		6700	6700
35-02N	87-16W	CR	222	+3	225	-2	223	39.5	.77	444	4173	10:46	4328		61050	237700
CAFB											101	1:15	111		3500	3500
33-37N	88-25W	CR	214	+3	217	-4	213	39.5	.77	444	4274	11:01	4439		57550	234200
												2:20			10000	10000
	DESCENT & LAND											11:21			47550	224200
															57550	234200
	ALTERNATE - BARKSDALE AFB										271	4:40	296		10000	10000
32-30N	93-39W	CR	258	0	258	-6	252	.77	444	404	4535	12:01	4735		47550	224200



4228 STRAT WG

SKY SHIELD II

PAGE 10

SORTIE 075

MISSION FLIGHT PLAN - CONTINUATION SHEET																	
FROM	POINT - EXIT	GRID FLT COND	T.C.	X-W DRIFT	T.H.	VAR	M.H.	ALT	TAS	TWC	G.S.	GND DIS ACC GND DIS	TIME ACC TIME	AIR DIS ACC AIR DIS	ETA	FUEL PRED FU. REMAINING	WGT PLAN GROSS WT
57-40N	53-55W																
ROUTE																	
NCP-H	HHCL/START	ECM															
56-53N	55-05W	CR	220	+2	222	+38	260	36737	.77	444	405	2312	5:26	2364		2700	2700
FUEL PAD																	
TGT #1C		HR/															
53-15 1/2 N	60-11 1/2 W	CR	219	+4	223	+35	258	36737	.77	444	400	2595	6:08	2674		4150	4150
NCP-L	L.O.																
51-41N	63-30W	DS	235	0	235	+32	267	4440'	-	390	390	150	2:23	150		12000	12000
NCP-M									IAS								
50-36N	65-33W	LOW	231	0	231	+29	260	4440'	300	300	300	2743	6:37	2824		3000	3000
NCP-N																	
49-27N	67-27W	LOW	229	0	229	+26	255	4300'	300	300	300	101	2:22	101		142850	319505
NCP-O																	
48-20N	69-16W	LOW	227	0	227	+23	250	2740'	300	300	300	2844	6:53	2925		8400	8400
NCP-P																	
47-09N	70-03W	LOW	226	0	226	+21	247	4905'	300	300	300	100	2:22	100		8400	8400
NCP-Q																	
45-57N	72-44W	LOW	225	0	225	+18	243	3305'	300	300	300	2944	7:15	3025		126050	302705
START CLIMB																	
45-29N	73-22W	LOW	225	0	225	+16	241	3305'	300	300	300	99	2:22	99		8300	8300
TGT #2C	NCP-R	SL															
45-23N	73-30W	BR	225	0	225	+15	240	5100'	300	300	300	3142	7:59	3223		109450	286105
NCP-S	L.O.																
44-17N	75-16W	CL	230	+4	234	+14	248	40M	-	410	350	100	2:22	100		8000	8000
NCP-T																	
40-48N	80-07W	CR	228	+4	232	+9	241	40.0	.77	444	395	3242	8:21	3323		101450	278105
NCP-U																	
37-09N	84-30W	CR	225	+4	229	+3	232	40.0	.77	444	405	41	1:10	41		3200	3200
NCP-V	END ECM																
34-46N	87-00W	CR	222	+3	225	-2	223	40.0	.77	444	408	3283	8:31	3264		98250	274905
CAPB																	
33-37N	88-25W	CR	226	+3	229	-4	225	40.0	.77	444	415	6	2:01	6		1100	1100
DESCENT & LAND																	
ALTERNATE -- BARKSDALE AFB																	
32-30N	93-39W	CR	258	0	258	-6	252		.77	444	403	271	1:40	296		10000	10000



SORTIE #151, 152, 153

MISS	FLIGHT PLAN	O. O. AND NICKNAME	UNIT	TYPE ACFT	WAVE #1	CELL CALL SIGN	REMARKS
		SKY SHIELD #2	901st ARS	C-135	NICKEL		Heaviest aircraft used - Buddy R. + 15 Orbis RUNWAY Fuel
	POUNDS			POUNDS			
ACFT BASIC	102,427		BOMBS				PRESSURE ALT 500'
CREW	1,000		AMMO				LENGTH 12,000'
OIL	169		WATER AUG	5,581			AIR TEMP 77
ATO			STATIC	284,857	NR FULL ATO REQUIRED		CRITICAL FIELD LENGTH
RACK			START ENGINES AND TAXI FUEL ALLOWANCE	2,000	NR EMPTY ATO REQUIRED		CRITICAL AIR TEMP
EXT TANKS WEIGHT (Empty)			TAKE-OFF GROSS	282,857	ATO FIRING SPEED		TAKE-OFF DISTANCE
MISCELLANEOUS	680		TOTAL FUEL	175,000			TAKE-OFF SPEED
CHAFF OPERATING	104,276						CRITICAL WIND COMPONENT
							1ST LEG 2ND LEG 3RD LEG

PRE-FLIGHT PLAN														FUEL FLIGHT PLAN			
FROM	ROUTE	FLT COND	T. C.	X-W DRIFT	T. H.	VAR	M. H.	TEMP ALT	TAS	WTS	G. S.	ACC GND DIS	ACC TIME	AIR DIS AIR DIS	ETA	PRED FUEL REMAINING	GROSS WT
Columbus AFB																175,000	284,857
SETTOAC		Wet										10	:03	10		4,400	9,981
NCP A												121	:18	121		170,600	274,876
35-02N 86-50W		CL	042	-3	039	-4	035		400	400		131	:21	131			
L. O.												116	:17	116		12,000	12,000
36-00N 84-46W		CL	059	-3	056	-2	054	29.5/30.5	400	400		247	:38	247		158,600	262,876
NCP B												159	:21	156		4,600	4,600
38-15N 83-00W		CR	031	-4	027	+1	028		.77	444	453	406	:59	403		154,000	258,276
NCP C												300	:40	295		8,500	8,500
42-33N 79-39W		CR	029	-5	024	+3	027		.77	444	451	706	1:39	698		145,500	249,776
NCP D												174	:22	163		4,500	4,500
45-00N 77-30W		CR	031	-6	025	+8	033		.77	444	473	880	2:01	861		141,000	245,276
NCP E												300	:38	281		7,800	7,800
48-45N 72-39W		CR	039	-6	033	+14	047		.77	444	474	1180	2:39	1142		133,200	237,476
NCP F												209	:27	200		5,600	5,600
51-14N 68-50W		CR	100	-5	095				.77	444	464	1389	3:06	1342		127,600	231,876
Echelon Point												68	:09	66		2,000	2,000
52-03N 67-34W		CR	096	-4	092				.77	444	454	1457	3:15	1408		125,600	229,876
ARCP												81	:10	74		2,300	2,300
53-00N 66-00W		AR	096	-4	092				.77	444	468	1538	3:25	1482		123,300	227,576
End AR												194	:28	194		8,000	8,000
55-00N 61-40W		AR	102	-3	099				.77	410	410	1732	3:53	1676		115,300	219,576
OFF LOAD																35,000	35,000
																80,300	184,576
SORTIE 152 - ALT	30.0																
SORTIE 153 - ALT	30.5																

SORTIE 151 152 153

MISSION FLIGHT PLAN - CONTINUATION SHEET																
FROM	FLT COND	T.C.	X-W	T.H.	VAR	M.H.	M.P.	TAS	TWC	G.S.	GND DIS	TIME	AIR DIS	ETA	FUEL	HT PLAN
ROUTE			DRIFT								ACC GND DIS	ACC TIME	ACC AIR DIS		PRED FUEL REMAINING	GROSS WT
55-00N 61-40W															80,300	184,576
Exit Grid St (L)											31	:04	31		800	800
55-26N 62-11W	CR	var	-2				31.5	.78	450	450	1763	3:57	1707		79,500	183,776
L.O.		FC					-55				100	:15	100		3,500	3,500
54-20N 64-21W	CL	231	0	231			40.0		400	400	1863	4:12	1807		76,000	180,276
							-55				200	:30	225		4,600	4,600
52-05N 68-29W	CR	231	+3	234			40.0	.78	450	400	2063	4:42	2032		71,400	175,676
							-55				300	:45	336		7,000	7,000
48-27N 73-52W	CR	226	+5	231			40.0	.78	450	400	2363	5:27	2368		64,400	168,676
							-55				300	:45	336		6,400	6,400
44-37N 78-32W	CR	222	+6	228			40.0	.78	450	400	2663	6:12	2704		58,000	162,276
							-55				300	:44	330		6,000	6,000
40-36N 82-35W	CR	219	+5	224			40.0	.78	450	410	2963	6:56	3034		52,000	156,276
							-55				300	:43	322		5,700	5,700
36-28N 86-11W	CR	216	+4	220			40.0	.78	450	420	3263	7:39	3356		46,300	150,576
CAFB							-55				203	:29	216		3,800	3,800
33-37N 88-25W	CR	214	+3	217			40.0	.78	450	420	3466	8:08	3572		42,500	146,776

SORTIE 154 155

MISS I FLIGHT PLAN		O. O. AND NICKNAME SKY SHIELD 2		UNIT 901st ARS	TYPE ACFT C-135	WAVE #2 COPPER	CELL CALL SIGN	REMARKS Heaviest aircraft used - Buddy Reeling
POUNDS				POUNDS				+ :15 orbit RUNWAY Fuel
ACFT BASIC	102,427			BOMBS				CRITICAL FIELD LENGTH
CREW	1,000			AMMO				CRITICAL AIR TEMP
OIL	169			WATER AUG	5,581			
ATO				STATIC	284,857	NR FULL ATO REQUIRED		
RACK				START ENGINES AND TAXI FUEL ALLOWANCE	2,000	NR EMPTY ATO REQUIRED		
EXT TANKS WEIGHT (Empty)				TAKE-OFF GROSS	282,857	ATO FIRING SPEED		
MISCELLANEOUS	680			TOTAL FUEL	175,000			
CHAFF OPERATING	104,276							

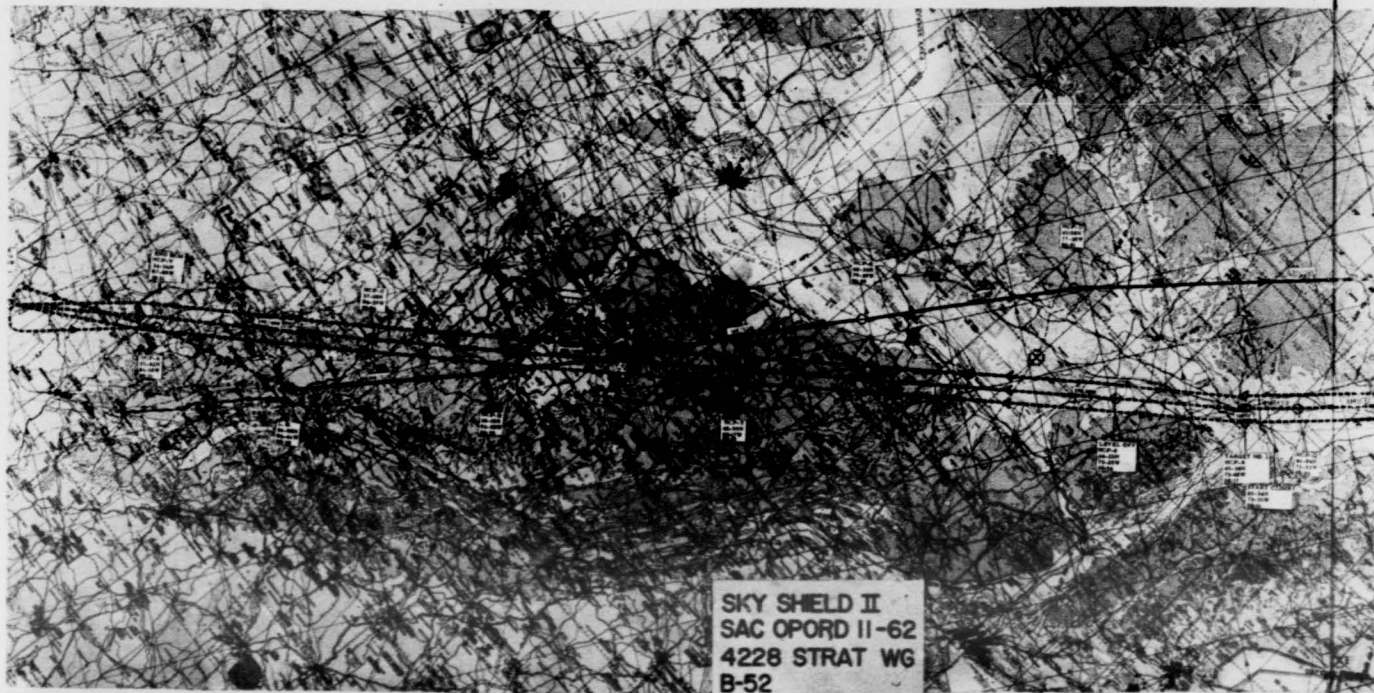
PRE-FLIGHT PLAN																
FROM	FLY COND	T. C.	X-W	T. H.	VAR	M. H.	TEMP	TAS	TWC	G. S.	GND DIS	TIME	AIR DIS	ETA	FUEL FLIGHT PLAN	
Columbus AFB			DRIFT				ALT	Mach	TAS		ACC GND DIS	ACC TIME	ACC AIR DIS		PRED FUEL REMAINING	GROSS WT
ROUTE															175,000	284,857
SETTOAC	Wet										10	:03	10		4,400	9,981
NCP A											121	:18	121		170,600	274,876
35-02N 86-50W	CL	042	-3	039	-4	035	↗		400	400	131	:21	131			
L. O.							-43.5				116	:17	116		12,000	12,000
36-00N 84-46W	CL	059	-3	056	-2	054	29.5		400	400	247	:38	247		158,600	262,876
Spacing Orbit	CR	031	0				-43.5				-	:15	111		3,200	3,200
		211					29.5	.77	444	-	-	:53	358		155,400	259,676
NCP-B							-43.5				159	:21	156		4,600	4,600
38-15N 83-00W	CR	031	-4	027	+1	028	29.5	.77	444	453	406	1:14	514		150,800	255,076
NCP-C							-43.5				300	:40	295		8,500	8,500
42-23N 79-39W	CR	029	-5	024	+3	027	29.5	.77	444	451	706	1:54	809		142,300	246,576
NCP D							-43.5				174	:22	163		4,500	4,500
45-00N 77-30W	CR	031	-6	025	+8	033	29.5	.77	444	473	880	2:16	972		137,800	242,076
NCP E							-43.5				300	:38	281		7,800	7,800
48-45N 72-39W	CR	039	-6	033	+14	047	29.5	.77	444	474	1180	2:54	1253		130,000	234,276
NCP-F							-43.5				209	:27	200		5,600	5,600
57-14N 68-50W	CR	100	-5	095			29.5	.77	444	464	1389	3:21	1453		124,400	228,676
Echelon Point							-43.5				68	:09	66		2,000	2,000
52-03N 67-34W	CR	096	-4	092			29.5	.77	444	454	1457	3:30	1519		122,400	226,676
ARCP							-43.5				81	:10	74		2,300	2,300
53-00N 66-00W	CR	096	-4	092			29.5	.77	444	468	1538	3:40	1593		120,100	224,376
End A. R.							-43.5	IAS			194	:28	194		8,000	8,000
55-00N 61-40W	AR	102	-3	099			29.5	.77	410	410	1732	4:08	1787		112,100	216,376
OFF LOAD															52,500	52,500
															59,600	163,876
SORTIE 155 ALT 300																





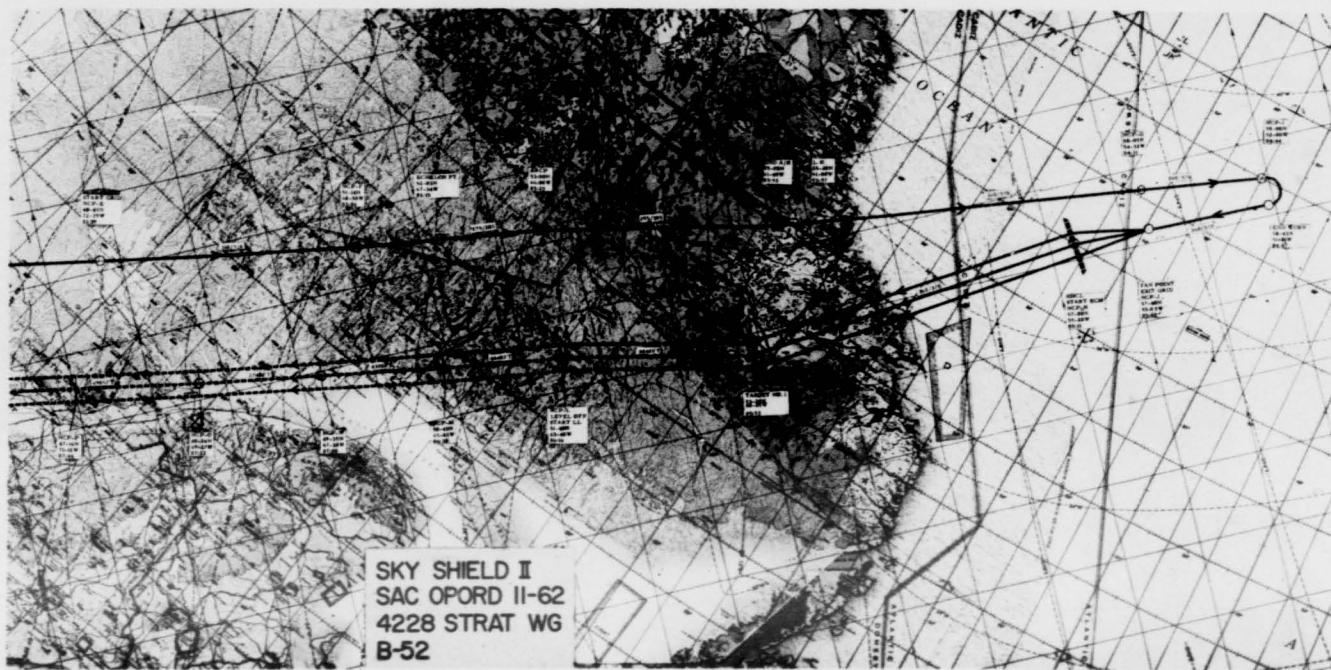


THIS PAGE IS DECLASSIFIED IAW EO 13526



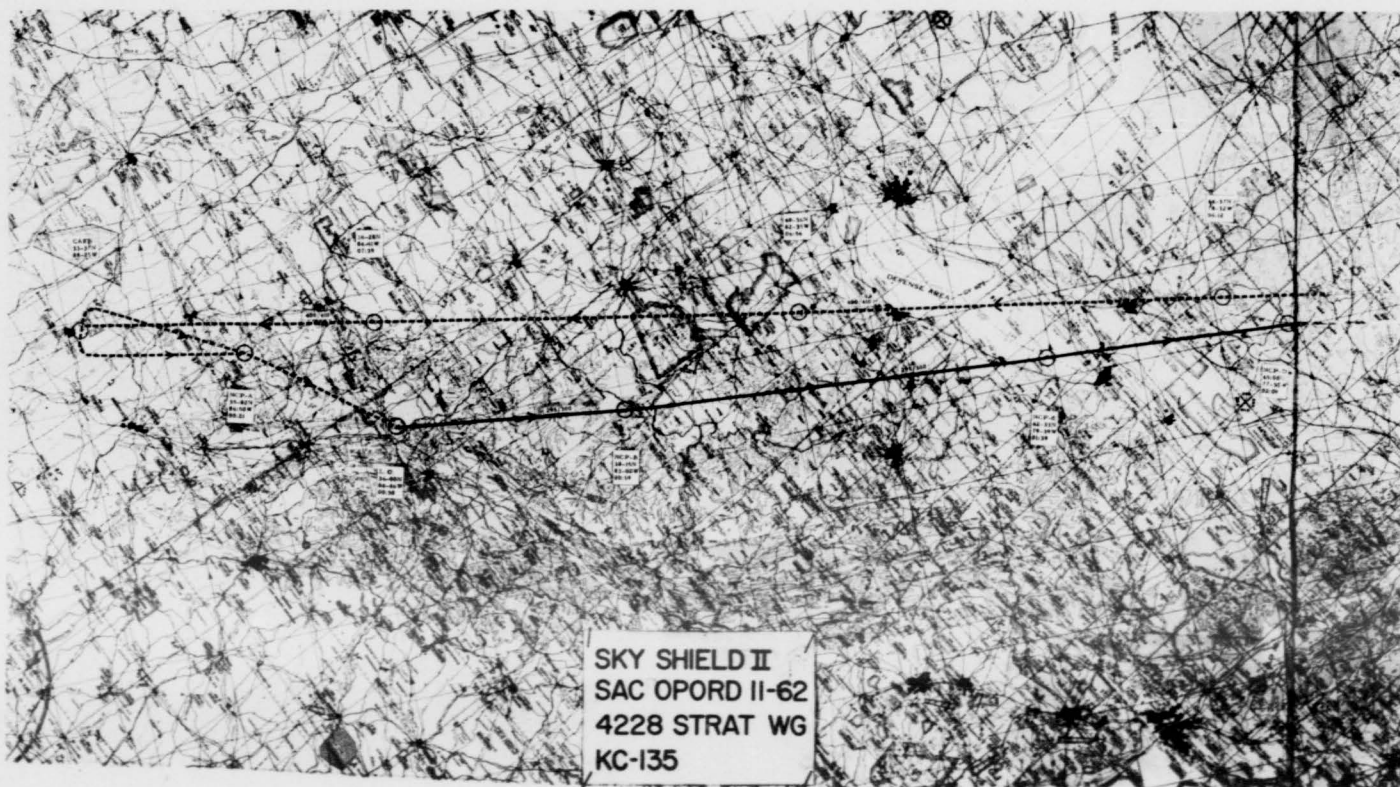
THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



THIS PAGE IS DECLASSIFIED IAW EO 13526

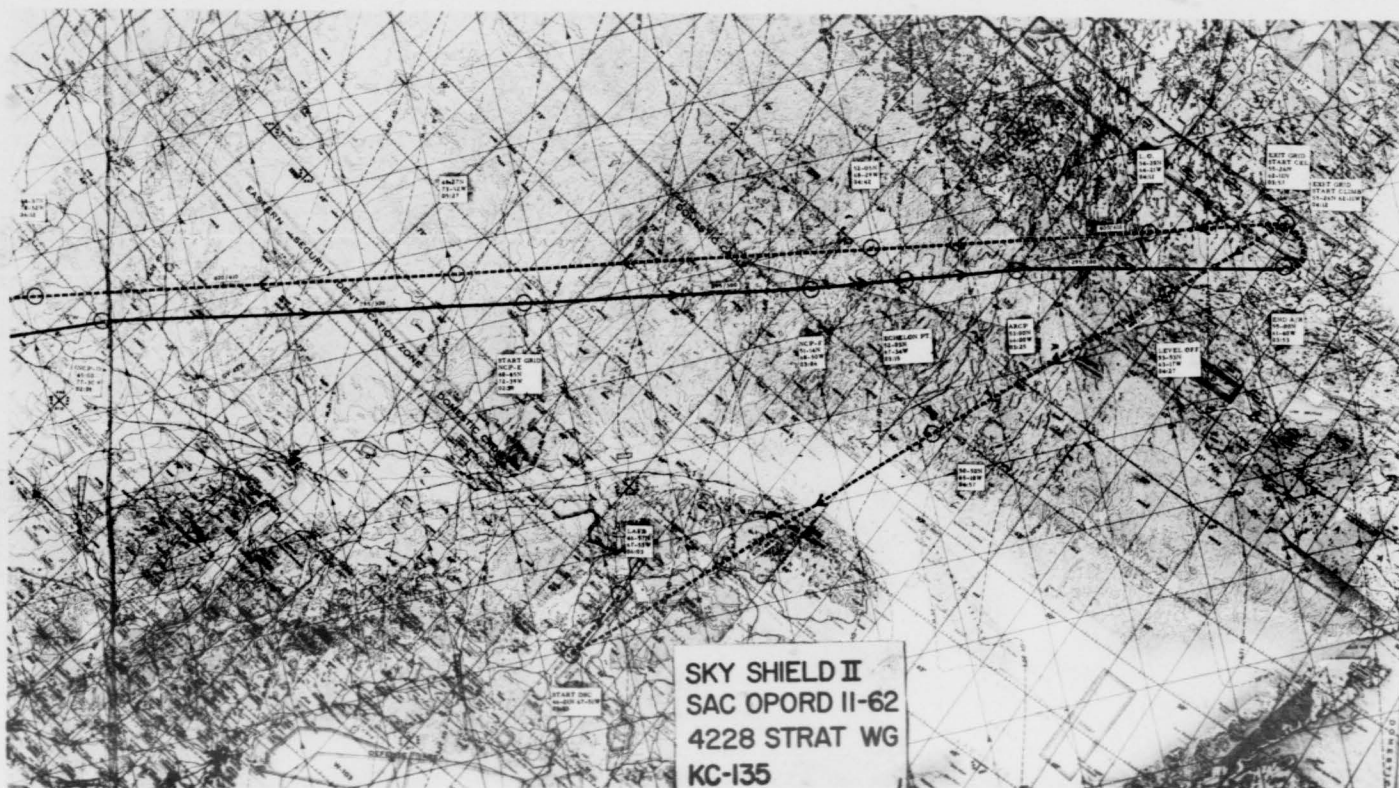
THIS PAGE IS DECLASSIFIED IAW EO 13526



THIS PAGE IS DECLASSIFIED IAW EO 13526



THIS PAGE IS DECLASSIFIED IAW EO 13526



THIS PAGE IS DECLASSIFIED IAW EO 13526





ALTITUDE RESERVATION FLIGHT PLAN (CONTINUED)						MISSION NAME / PRIORITY	
UNIT TACTICAL CALL 4228 STRATWG 492 BOMRON				AIRCRAFT NO. AND TYPE B-52F/6			
E. DESTINATION KCBM COLUMBUS AFB, MISS							
PROPOSED DEPARTURE TIME							
COLOR	NO.	EDT (Z-If Known)		ADMIS	COLOR	NO.	EDT (Z-If Known)
NIL	3	14 Oct 61 1713Z		1			
COR	3	14 Oct 61 1718Z		1			
G. TAS 444 KTAS TO ARCP - 410 KTAS DURING A/R - 300 IAS LOW LEVEL							
PASS TO ADC RADAR				PRIMARY REFUELING - AREAS/TRACKS		ALT REFUELING - AREAS/TRACKS	
SITE NAME		YES	NO				
ALL ENROUTE TO 5000N 6140W DO NOT PASS THEREAFTER		AND X		ARCP 5700N 6600W END/AR 5500N 6140W TRACK 052° BUDDY TACTICS		NONE	
ECM CORRIDOR/S				REFUELING WITH			
START		STOP		901 AREFS			
5700N 5520W		3456N 8710W		REFUELING AREA AND/OR AIRSPACE RESERVATION		CLEARED BY CONTROLLING AGENCY	
				*SEE ATTACHED SHEET		YES	NO
DEPARTURE PROCEDURE COORDINATED WITH N/A				RESP OF EXECUTING AGCY			
				LIABILITY PERIOD/"E" HOUR 14 Oct 61 1700Z LAUNCH APPROX 1710Z			
PROJECT OFFICER P - MAJ ROBERT BENNETT S - MAJ ROLET V. HICKEY		ORGANIZATION 4228 STRATWG COLUMBUS AFB, MISS		OFFICE PHONE 7494 7725		HOME PHONE 7512	
REMARKS						DATE THIS FORM ACCOMPLISHED 31 Jul 61	
MARSA ALL SKY SHIELD II ACFT, PTRS INTERCEPTS AUTHORIZED.							

ALTITUDE RESERVATION FLIGHT PLAN			
MISSION NAME SKY SHIELD II	FAA-JCS PRIORITY 5	NO-NOTICE <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	EXECUTED BY SAC
A. UNIT TACTICAL CALL SIGN SSW - 901ST AREFS	B. AIRCRAFT (No. and Type) KC-135A/5	C. POINT OF DEPARTURE KCEM COLUMBUS AFB, MISS.	
<p>D. ROUTE, ALTITUDE AND TIME INFORMATION (Indicate in following order, and in narrative (paragraph) form: Altitude(s) to next fix, name of fix, ETE (Enter hour &amp; minutes from take-off; Example, "0106" for one hour six minutes, etc.). SPECIFY START CLIMB/DESCENT POINTS AND LEVEL OFF POINTS AS THEY OCCUR IN SEQUENCE. Continue repeating sequence until reaching Item E.)</p> <p>COMMON ROUTE ALL AIRCRAFT CLB 29.5 - 30.5 LVLOF BHM 358/81 (0038) 1748Z, NICKEL  CELL CONTINUE ON COPPER CELL ORBIT LEFT TURN 30NM RADIUS 15 MIN TSYS 279/41  (0059 -0114) 1809Z 1824Z ENTER CANADA ERI 049/42 (0139 0154) 1849.. 1904Z EXIT  CANADA BUF 323/26 (0145 0200) 1855Z 1910Z ENTER CANADA BUF 003/41 (0143 0203)  1858Z 1913Z 4500N 7730W (0201 0216) 1911Z 1926Z 4845N 7239W (0239 0254, 1949Z  2004Z 5114N 6850W (0306 0321) 2016Z 2031Z ARCP 5300N 6600W (0325 0340) 2035Z  2050Z END AR 5500N 6140W (0353 0408) 2103Z 2118Z END COMMON ROUTE NICKEL CELL  START CLB LEFT TURN 400/410 LVLOF 5420N 6421W (0412) 2122Z 5205N 6829W (0442) 2152Z  4827N 7352W (0527) 2237Z 4437N 7832W (0612) 2322Z EXIT CANADA 4214N 8106W (0638)  2348Z AFE 002/28 (0656) 0006Z HMA 639/31 (0739) 0049Z KCEM (0808) 0118Z.  COPPER CELL START CLB LEFT TURN 400/410 LVLOF 5353N 6317W (0427) 2137Z 5050N  3W (0457) 2207Z EXIT CANADA START SEC FRI 192/46 (0543) 2253Z KLIZ (0603) 2313Z</p>			
3			

ALTITUDE RESERVATION FLIGHT PLAN (CONTINUED)						MISSION NAME / PRIORITY		
UNIT TACTICAL CALL 4228 SW 901 AREFS				AIRCRAFT NO. AND TYPE KC-135A/5				
E. DESTINATION KLIZ LORING AFB, MAINE KCEM COLUMBUS AFB, MISS								
PROPOSED DEPARTURE TIME								
COLOR	NO.	EDT (Z-II Known)		ADMIS	COLOR	NO.	EDT (Z-II Known)	
NICKEL	3	14 OCT 61	1710Z	1				
COPPER	2	14 OCT 61	1716Z	1				
G. TAS 444 KTAS TO ARCP								
PASS TO ADC RADAR			PRIMARY REFUELING - AREAS/TRACKS			ALT REFUELING - AREAS/TRACKS		
SITE NAME		YES	NO	ARCP 5300N/6600W END AR 5500N/6140W Track 052 <sup>5</sup> BUDDY TACTICS			NONE	
		X						
ECM CORRIDOR/S			REFUELING WITH					
START		STOP		REFUELING AREA AND/OR AIRSPACE RESERVATION		CLEARED BY CONTROLLING AGENCY		
NONE		NONE				YES	NO	RESP OF EXECUTING AGCY
				R5504	C5D40		X	SAC
				R5503				
				C6R20				
				C6D36				
				C6D37				
				C6D38				
				C6D39				
				C5D29				
DEPARTURE PROCEDURE COORDINATED WITH N/A			LIABILITY PERIOD/"E" HOUR 14 OCT 61 1700Z LAUNCH APPROX 1710Z					
PROJECT OFFICER P-MAJ ROBERT BENNETT S-MAJ ROLET HICKEY		ORGANIZATION 4228SW COLUMBUS AFB, MISS		OFFICE PHONE 7494 7725		HOME PHONE 7512		DATE THIS FORM ACCOMPLISHED 31 JUL 61
REMARKS MARSA ALL SKY SHIELD ACFT								



**SECRET**

PEACETIME EXERCISE RECAPITULATION SHEET - BOMBARDMENT										UNIT	OPERATIONS ORDER NUMBER	MISSION NICKNAME	LAUNCH OPTION	DATE PREPARED	PAGE	OF	PAGES						
										4228STRATWG	SAC 11-62	SKY SHIELD II	-	25 Sept 1961	1	OF	4						
SORTIE NUMBER	TAKEOFF DATA							AIR REFUELING DATA															
	DEPARTURE BASE A	UNIT CALL SIGN B	CELL COLOR AND C	STATIC WEIGHT D	TOTAL FUEL ON BOARD E	TYPE TAKEOFF WET, DRY OR A/D F	ETD OCT 1961 G	OUTBOUND CONTROL POINT H	COMMUNICATIONS FACILITY I	ONE USER OUTBOUND CONTROL POINT J	REFUELING AREA K	REFUELING POINT L	REFUELING TIME M	SUPPORTING UNIT/TF N	TANKER CYCLE O	TANKER SORTIE NUMBER P	C/R PLAN Q	ON LOAD AVAILABLE R	ON LOAD PLANNED S	MINIMUM ON LOAD REQUIRED TO COMPLETE MISSION T	MIXED REFUELING RESERVE U	REFUELING ALTERNATE AIR BASE V	FUEL RESERVE AVAILABLE AT 15 MINUTE W
070	KCBM	492BS	NIL	442	255	W	14/1703	N/A	N/A	N/A	53-00N 06-00W	B	2035	901	1	151	NEA	55	35	0	24	KCBM	24
071	KCBM	492BS	NIL	442	255	W	14/1704	N/A	N/A	N/A					1	152	NEA	55	35	0	22	KCBM	22
072	KCBM	492BS	NIL	442	255	W	14/1705	N/A	N/A	N/A					1	153	NEA	55	35	0	20	KCBM	20
073	KCBM	492BS	COR	442	255	W	14/1708	N/A	N/A	N/A			2050		1	154	NEB	55	35	0	24	KCBM	24
074	KCBM	492BS	COR	442	255	W	14/1709	N/A	N/A	N/A					1	155		55	35	0	22	KCBM	22
075	KCBM	492BS	COR	442	255	W	14/1710	N/A	N/A	N/A					1	155		17.5	35	0	20	KCBM	20

DO NOT WRITE IN THESE SPACES

SECRET

SAC FORM 181 JUN 60 PREVIOUS TEST FORM IS OBSOLETE

Attn 4, Crew Filmsy to Sky Shield II, 25 Sept 61

SECRET

PEACETIME EXERCISE RECAPITULATION SHEET - BOMBARDMENT (CONTINUATION)																	UNIT		PAGE 2 OF 4 PAGES					
MORTAR NUMBER	TARGET DATA				DIVERSION INFORMATION							DESTINATION AND ALTERNATE INFORMATION							MISSION NOTES					
	GRID COORDINATES X Y	HWCL TIME Z	TARGET AA	TWE OVER TARGET BB	TARGET REFERENCE NUMBER CC	TYPE BOMB DD	FUEL REMAINING OVER TARGET EE	DIVERSION CONTROL POINT FF	COMMUNICATION FACILITY GG	FUEL RESERVE OVER TARGET HH	DIVERSION BASE II	FUEL OVER DIVERSION BASE JJ	ETE (D/F/D)	DESTINATION KK	ETE LL	TOTAL GROUND NM (Compare Mission) MM	ETA (Zulu) NN	FUEL RESERVE DESTINATION OO		ALTERNATES PP	NAUTICAL MILES TO ALTERNATE QQ	ETE (D/F/D) (If Alternate) RR	FUEL RESERVE ALTERNATE SS	
070	57-00N 55-20W	22:21	45-30N 73-40W	01:27	N/A	Camera	102	KCBM	KCBM	63	KBAD	53	:40	KCBM	10:46	4273	11:26	53	KBAD	271	:40	53		
071		22:21	45-37N 73-50W	01:27	N/A		102			63		53	:40					53				:40	53	
072		22:21	45-23N 73-29W	01:27	N/A		102			63		53	:40					53				:40	53	
073		22:36	45-30N 73-40W	01:42	N/A		97			58		47	:40		11:01		11:40	47				:40	47	
074		22:36	45-37N 73-50W	01:42	N/A		97			58		47	:40					47				:40	47	
075		22:36	45-23N 73-29W	01:42	N/A		97			58		47	:40					47				:40	47	

DOWNGRADED AT 5 YEAR INTERVALS,  
DECLASSIFIED AFTER 12 YEARS  
DDC DR 5200.10

SECRET







SECRET

ECM RECAPITULATION SHEET															UNIT 4228STRATWG		AIR FORCE ZAF		HOME STATION Columbus AFB		PAGE NR 1		NR OF PAGES 1									
SOUND ENCL. INCL. IN LINE NUMBER	LINE NUMBER	SORTIE NUMBER	AIRCRAFT GENERATION TIME	DGZ	SECTION I ALT-REI AND/OR ALT-REI					SECTION II T-48A/ALT-7						SECTION III- RECEIVERS				SECTION IV-CHAFF (RR) DISPENSER				SEC V	SEC VI							
					OSC GROUP				CENTER FREQ	T-48A/ALT-7			T-48B/ALT-7			APR-14	APR-15	TN-128	TN-129	TN-130	TN-131	NUMBER				NUMBER						
					A	B	C	D		E	A	B	C	A	B							C	1			2	A	B	C	A	B	C
					OA 1188	OA 1190	OA 2852	OA 1195			N/A				N/A																	L
SWEEP WIDTH				MOD BAND WIDTH	SWEEP RATE			SWEEP RATE							44 3994		44 39 94															
SWEEP RATE					SWEEP RATE			SWEEP RATE																								
ANTENNA				ANTENNA					ANTENNA																							
Scimitar				Scimitar					T6-1			T6-2																				
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					
1	70	-	-			1	3	1	2			1			1	1	1	1	1	1					2	2						
2	71	-	-			1	3	1	2			1			1	1	1	1	1	1					2	2						
3	72	-	-			1	3	1	2			1			1	1	1	1	1	1					2	2						
4	73	-	-			1	3	1	2			1			1	1	1	1	1	1					2	2						
5	74	-	-			1	3	1	2			1			1	1	1	1	1	1					2	2						
6	75	-	-			1	3	1	2			1			1	1	1	1	1	1					2	2						

CONFIDENTIAL - TOPP INTERVALS  
EXCLUDED - 10 YEARS  
EOP 01/2001

THIS PAGE IS DECLASSIFIED IAW EO 13526

HEADQUARTERS  
4228TH STRATEGIC WING (SAC)  
COLUMBUS AIR FORCE BASE, MISSISSIPPI

ATTACHMENT 6

TO

ANNEX A

CREW FLIMSY

4228SW OPORD 11-62

EXECUTION AND CONTROL

C3488-1A

THIS PAGE IS DECLASSIFIED IAW EO 13526

**SECRET**

HEADQUARTERS, 4228 STRATEGIC WING  
COLUMBUS AIR FORCE BASE, MISSISSIPPI  
9 October 1961

ATTACHMENT 6

ANNEX A

4228SW OPORD 11-62

EXECUTION AND CONTROL

1. EXECUTION PROCEDURES:

a. Upon receipt of the exercise strike execution order, the Klaxon will be sounded and both the EWO ground alert crews and exercise ground alert crews will respond to the signal. (S)

b. The EWO ground alert crews will exercise a Bravo alert. The exercise alert crews will be given launch instructions. Unit controllers will roll call the exercise ground alert force prior to the EWO alert force. (S)

c. Option 20 will be used as the exercise launch option. Use of this option requires that each sortie launch in accordance with the launch timing specified in the operations order, however, exercise sorties will launch as soon as possible after receipt of an authentic exercise strike execution order (Green Dot 7 message). The strike execution order will be transmitted at 1700Z, 14 Oct 1961 to permit the first exercise alert sortie to launch at approximately 1710Z. (S)

d. For requirements of this exercise the only controller to crew format authorized is as follows: (S)

"Skyking this is \_\_\_\_\_ Control with a Green Dot 7 message. Break... Break... For Alert Force. EWO Alert Force this is a Bravo Alert. Shut down engines and stand by for roll call later."

For Skyshield alert aircraft. This is a Skyshield launch. Launch as soon as possible, "E" hour is (1700Z), Option 20, withhold (NOVEMBER) sorties. Break... Break... (S)

Authentication time is \_\_\_\_\_ Zulu.  
Authentication is \_\_\_\_\_/  
(Message is repeated) Standby for roll call.

e. Exercise alert aircraft will be roll called first and launch ASAP. EWO alert aircraft roll call will follow and normal Bravo alert procedures apply. (S)

f. EWO ground alert crews and exercise alert force crews will be thoroughly briefed on expected reaction to the exercise strike execution message. (U)

Atch 6, Annex A, Crew Flimsy  
4228SW OPORD 11-62  
9 October 1961

**SECRET**

HEADQUARTERS  
4228TH STRATEGIC WING (SAC)  
COLUMBUS AIR FORCE BASE, MISSISSIPPI

ATTACHMENT 7

TO

ANNEX A

CREW FLIMSY

4228SW OPORD 11-62

AIR REFUELING AND TANKER TASK FORCE

C3488-1A



**CONFIDENTIAL**

HEADQUARTERS, 4228TH STRATEGIC WING  
Columbus Air Force Base, Mississippi  
9 October 1961

ATTACHMENT 7

ANNEX A

4228SW OPORD 11-62

AIR REFUELING AND TANKER TASK FORCE

1. GENERAL: A primary objective of Sky Shield II is the realistic exercise of EWO activities of SAC air refueling forces and SAC Tanker Task Forces. Therefore, whenever compatible with other exercise considerations, EWO procedures will be utilized during air refueling operations and tanker task force activities. The following rules apply: (C)

a. Air refueling tactics will be in accordance with applicable SAC Tactical Doctrines. (U)

b. The EWO refueling area has been utilized, however the nickname will not be utilized. (C)

c. No alternate refueling areas are planned. (U)

d. Planned offload will be 35M for all receiver aircraft except sortie 075 whose requirement is 17.5M from each of the copper cell tankers. (U)

e. Air refueling assignments, control times and mating are as outlined in attached launch timing sheet.

2. WEATHER CONSIDERATIONS: There are no alternate refueling areas provided for this exercise. Normally receiver aircraft will be executed regardless of refueling area weather. (U)

a. Air refueling minimum visibility will be in accordance with peacetime requirements of SACM 55-12. (U)

(1) The tanker cell leader will have the responsibility of determining in-flight visibility and advising the receiver cell leader, prior to descent, if the visibility is less than one mile. (U)

(2) The receiver cell will not descend if the visibility is less than one mile. (U)

3. Tanker identification procedures for safe passage after refueling are outlined in Annex B. (U)

Atch 7, Annex A, Crew Flimsy  
4228SW OPORD 11-62  
9 October 1961

**CONFIDENTIAL**

C3488-1A

4. AIR REFUELING AREA INFORMATION:

CR Plan: Nickle Cell: Ed Andy  
Copper Cell: Ed Bill

APN 69    UHF    UHF (2)    HF Emergency

Primary    (See Annex B, this OPORD)

Alternate    (See Annex B, this OPORD)

ARCP: 5700N 6600W Track: 052            End AR: 5500N 6140W

5. Additional frequencies for use during refueling are not available. Care must be exercised by both bomber and tanker crews to minimize confusion during refueling procedures. Radio silent contacts will be effected to the maximum extent possible. (U)

6. Tanker Task Force operations at Loring will be in accordance with 8th AF Operations "Loring Task Force-Tankers" dated 1 April 1961. (U)

Atch 7, Annex A, Crew Flimsy  
4228SW OPORD 11-62  
9 October 1961

C3488-1A

**SECRET**

HEADQUARTERS 4228TH STRATEGIC WING  
COLUMBUS AIR FORCE BASE, MISSISSIPPI  
9 October 1961

ATTACHMENT 8

ANNEX A - CREW FLIMSY

4228SW OPOD 11-62

ELECTRONIC COUNTERMEASURES

1. GENERAL:

- a. Electronic Warfare operations will be directed toward countering:
  - (1) L Band and S band EW/GCI radars.
  - (2) S Band HF radars.
  - (3) X Band AI radars.
  - (4) NIKE L Band surveillance, S Band acquisition and X Band TTRs.
  - (5) VHF/UHF Communications frequencies. (C)
- b. The primary ECM jamming effort will be directed against ADC defenses. Secondary jamming effort will be conducted against the NIKE defenses. (C)

2. ECM CONTROL:

- a. Communications security will be maintained throughout the penetration corridor except for emergencies. (U)
- b. All crews will monitor guard frequency 243.0 mcs. (U)
- c. Stop Buzzer/Stop stream requests will be complied with only when the code word "GHOST RIDER" is used. (This code word will be known only by NORAD trusted agents, FAA/DOT Air Traffic Centers and to be used only in emergency situations.) (S)
- d. After receiving a "GHOST RIDER" request to stop ECM, crews will not resume ECM activity until receipt of the code word "NIGHT FLYER" which will signify that the emergency situation no longer exists. (S)
- e. AFR 55-44 - Not applicable to this exercise. (U)
- f. Form 175 entries - No ECM entries required. (U)

Atach 8, Annex A  
Crew Flimsy  
4228SW OPOD 11-62  
9 October 1961  
03488-1A

**SECRET**

**SECRET**

## g. Authorized frequency bands/restrictions:

<u>AUTH BAND</u>	<u>RESTRICTIONS</u>
136-144	None
214-236	214-236 (Canada)
225-400	233-253
	328-336 (Canada)
	290-299 (Canada)
1215-1365	None
2700-3570	3501-3570 (Canada)
8500-9600	9320-9500 (Canada)

h. Stop communications jamming/deception requests will be complied with only when the code word "SPOT CHECK" is used. Jamming/deception may be resumed when the code word "DAILY DIARY" is given which will signify that the emergency situation no longer exists. (S)

i. No clearance is required prior to initiation of ECM activity. (U)

j. In the event of abort after the penetration begins, ECM and chaff will be terminated. (U)

k. All chaff activity will cease at 15/0400Z in order to provide for sufficient time for FAA radar scopes to clear prior to resumption of Civil air traffic. (U)

l. ECM activity will be subject to normal "Stop Buzzer" procedures after 15/0500Z. (U)

3. ECM OPERATION:

## a. ECM Start/Stop Points. (S)

<u>SORTIE</u>	<u>START</u>	<u>STOP</u>
070/073	5700N 5520W (HHCL)	5148N 6340W (L/O)
071/074	5707N 5544W (HHCL)	5157N 6350W (L/O)
072/075	5653N 55-05W(HHCL)	5141N 6330W (L/O)
070/073	4534N 7335W (S/C)	3456N 8709W (RCVRY)
071/074	4541N 7343W (S/C)	3502N 8718W (RCVRY)
072/075	4529N 7322W (S/C)	3446N 8700W (RCVRY)

## b. SACTD procedures apply.

(l) Particular attention will be given to priority frequencies of EW and GCI radars during the initial penetration phase. (C)

Atch 8, Annex A  
Crew Filmsy  
4228SW OPOD II-62  
9 October 1961

-2-

**SECRET**

C3488-1A



**SECRET**

b. Number 1 priority in target areas will be signals emanating from ADC radars. NIKE acquisition and TTR will be secondary. In the event of NIKE TTR lock-on, jamming of TTR and use of chaff is permitted, however no evasive action will be taken. (S)

c. Primary use of ECM equipment will be as follows:

<u>TRANSMITTER</u>	<u>USE</u>
T-464	Spot jam VHF communication in Canada only.
T-465	Sweep/Spot Jam UHF communications.
ALT-6 L Band	Sweep/Spot Jam L Band EW/GCI radars.
ALT-6 S Band	Sweep/Spot Jam EW/GCI/HF Radars primary. NIKE ACQ. Secondary.
ALT-13 S Band	Use only against FPS-6 HF during area penetration phase.
ALT-6 X Band	Sweep/Spot Jam X-Band radars primary. NIKE TTR secondary.

d. EW officers will initially set transmitters to barrage, sweep and/or selective sweep against the known EW/GCI frequency bands. In order of priority transmitter modes will be spot jam, or narrow barrage, selective sweep or selective barrage, sweep jam or wide barrage. Widths will be adjusted and monitored to insure coverage of all signals present at one time, rather than to utilize a constant fixed sweep or barrage width which allows the possibility of some signals not being jammed. (S)

e. Communications Jamming:

(1) Spot Mode - Mod Switch - Wide.

(a) Canada: (C)  
136-144mcs (Except 116.5 to 126.5)  
225-400mcs (Except 233-253, 328-336)

(b) United States: (C)  
225-400mcs (Except 233-253)

(2) Sweep Jamming - Mod Switch - Narrow. Rate - 200.

(a) Canada - none authorized.

(b) United States - Center Frequency 270, 276, 301, 313, and 364. (C)

(3) The #2 UHF Radio will be used to introduce jamming (chatter) or voice deception on ADC fighter tactical frequencies. The following frequencies will be preset in channels as indicated:

Attach 8, Annex A  
Crew Flimsy  
4228SW OPORD 11-62  
9 October 1961  
63488-1A

-3-

**SECRET**

**SECRET**

<u>CHANNEL</u>	<u>FREQUENCY</u>	<u>CHANNEL</u>	<u>FREQUENCY</u>	<u>CHANNEL</u>	<u>FREQ.</u>
2	395.2	7	336.7	15	282.2
3	351.7	8	319.0	16	323.6
4	377.2	10	364.2	17	277.4
5	346.4	11	299.2	18	292.6
6	342.1	14	327.8	19	312.0

Primary responsibility in use of this radio for jamming will be with the Co-Pilot. (U)

f. Chaff (RR-94)

(1) SUD - L System - Position "E", during active ECM periods as indicated in para 3a. (S)

(2) SPD - IAW SACTD for AI and SAM. (U)

4. EQUIPMENT AND CHAFF LOAD:

<u>a. POSITION</u>	<u>TRANSMITTER</u>
1	ALT-6 S Band
2	ALT-6 S Band
3	ALT-6 S Band
4	ALT-13 S Band
5	ALT-6 P Band
6	Not Applicable
7	ALT-6 L Band *
8	ALT-6 X Band
9	ALT-6 X Band
10	Not Applicable
11	T-464
12	T-465

b. Chaff - Left System - 2 cartons RR 94 top loaded. Right System - 2 cartons RR 94 top loaded. (C)

\*In the event sufficient L band antennas are available at the time of execution, two L band oscillators will be loaded. (C)

5. a. RADARS: (Within 150 miles of track)

(1) Canadian: (S)

<u>Between</u>	<u>FPS-3,</u>	<u>FPS-20,</u>	<u>TPS-502,</u>	<u>FPS-502,</u>	<u>FPS-14,</u>	<u>CPS-6,</u>	<u>FPS-6,</u>	<u>GPS-3</u>
54-56N	1		1	1	2			
52-54N		2	2	1	1	1		
50-52N	1		1	1				
48-50N		1						
46-48N		3	1			1	3	1

Atch 8, Annex A  
 Crew Flimsy  
 4228SW OPORD II-62  
 9 October 1961  
 C3488-1A

-4-

**SECRET**

**SECRET**

(2) United States. (S)

<u>Between</u>	<u>FPS-6</u>	<u>FPS-20</u>	<u>CPS-6</u>	<u>FPS-18</u>	<u>MPS-11</u>	<u>MPS-14</u>
44-46N	5	3		1	1	1
42-44N	2	2				
40-42N	5	2	1			
38-40N	1	1				
36-38N	1	1				

b. FIGHTERS: (S)

(1) Canadian:	<u>BASE</u>	<u>ACFT</u>	<u>RADAR</u>
	Goose	F-102	MG-10
	Bagotville	CF-100	APG-33
	Rockcliffe	CF-100	APG-33
	St Hubert	CF-100	APG-33

(2) United States:	<u>BASE</u>	<u>ACFT</u>	<u>RADAR</u>
	Loring	F-106A	MA-1
	Burlington	F-89	MG-12
	Griffiss	F-101B	MG-13
	Selfridge	F-102B	MG-10
	Selfridge	F-106A	MA-1
	Pittsburg	F-86L	APG-37
	Lockbourne	F-101B	MG-13
	Knoxville	F-104	ASG-14

c. NIKE DEFENSES: Buffalo, Pittsburg, Detroit, Loring, Cincinnati. (S)d. RADAR CHARACTERISTICS: (S)

<u>Radar</u>	<u>Frequency</u>	<u>PRF</u>	<u>S/R</u>	<u>Use</u>
FPS-2	1215-1365	200/400	3-10	Search
FPS-20	1220-1350	360	3-10	Search
TPS-502	8500-9345	539	1 CPS	HF
FPS-502	2800	600	2/15	Search
FPS-14	2700-2900	900	5-55	Search
CPS-6	2700-3019	300/600	0-15	Search & HF
FPS-6	2700-2900	345-405	30	HF
GPS-3	1280-1350	360	0-10	Search
FPS-18	2700-2900	1200	5-5.5	Search
MPS-11	1280-1350	360	0-10	Search
MPS-14	2700-2900	345-405	30	HF
MG-10	8750-9250	330-2000	75	AI
APG-33	9215-9575	2000	35CPS	AI

Atch 8, Annex A  
 Crew Flimsy  
 4228SW OPOD 11-62  
 9 October 1961

C3488-1A

-5-

**SECRET**

**SECRET**

<u>Radar</u>	<u>Frequency</u>	<u>PRF</u>	<u>S/R</u>	<u>Use</u>
MA-1	8750-9250	330-2000	75	AI
MG-12	8750-9250	330-2000	75	AI
MG-13	8750-9250	330-2000	75	AI
APG-37	8500-9250	330-910	75	AI
ASG-14	8750-9250	330-2000	75	AI
NIKE (H)				
ACQ.	3100-3500	1000	10, 20, 30	SAM
TTR	8500-9600	850-1150	T	SAM
NIKE (A)				
ACQ.	3100-3500	500	4, 6, 12	SAM
TTR	8500-9600	850-1150	T	SAM

6. GENERAL:

a. SACR 50-8 "Big Blast" credit is authorized. (U)

b. In order to properly complete post mission reports, EW Officers will maintain a log in the format indicated below (not 2AF Form 5): (U)

Sortie \_\_\_\_\_ EWO \_\_\_\_\_

	<u>START ECM</u>	<u>STOP ECM</u>	<u>BANDS</u>	<u>TYPE</u>
Time				
Time				
Time				
Time				

## Communications Jamming:

	<u>START</u>	<u>STOP</u>	<u>FREQUENCY</u>	<u>MODE</u>
Time				
Time				

## Fighter Intercept Detections:

Time:  
 How Made (APS-54, BNS, MD-9):  
 If Visual: # of Fighters, Type, Attack:

UHF Radio Deception, Jamming: Co-Pilot or other crew members will make brief narrative of type of jamming or deception, their indication of its effectiveness, etc. (U)

Atch 8, Annex A  
 Crew Filmsy  
 4228SW OPO RD 11-62  
 9 October 1961  
 C3488-1A

-6-

**SECRET**



THIS PAGE IS DECLASSIFIED IAW EO 13526

HEADQUARTERS  
4228TH STRATEGIC WING (SAC)  
UNITED STATES AIR FORCE  
COLUMBUS AIR FORCE BASE, MISSISSIPPI

ANNEX B

CREW FLIMSY

4228SW OPOD 11-62

COMMUNICATIONS

C3488-1A

THIS PAGE IS DECLASSIFIED IAW EO 13526

CONFIDENTIAL

4228TH STRATEGIC WING (SAC)  
Columbus Air Force Base, Miss.  
9 October 1961

B-52 ACFT

COMMUNICATIONS:

1. Communications will be in accordance with USAF CED (AFMs 100 series), SAC CED (SACMs of 100 series), SACMs of 55 series, appropriate JANAPs and ACPs and current flight information publications.. (U)

2. POSITION REPORTS: (U)

a. All participating aircraft will follow normal FAA/ICAO reporting up to "H" Hour (1700Z). No reports are required between "H" Hour and return to 100 NH of home station or post strike base except when aircraft are more than 10 miles from flight plan course or more than 5 minutes from specified control times. (U)

b. Applicable position reporting will be by exception only during the hours of 1700Z, 14 October 1961 thru 0500Z, 15 October 1961. (U)

c. Maintain a guard watch on 243.0 mcs. (U)

d. Aircraft will turn VCR Receiver to 121.5 whenever OMNI is not required for other purposes. (U)

3. FREQUENCIES: (U)

a. Emergency -- 243.0 mcs -- 8364 kcs (C)

b. C/R Plan:	<u>APN-69</u>	<u>UHF PRIMARY</u>	<u>UHF/HF</u>	<u>BACKUP</u>
(1) Nickle Cell	1-1-1	271.9 mcs	398.2 mcs/4724 kcs	(C)
(2) Copper Cell	2-1-1	242.3 mcs	398.2 mcs/4724 kcs	(C)

c. Inter-Cell Communications: Primary UHF Refueling frequency with 398.2 mcs and 4724 kcs backup. (C)

d. Short Order--SAC Commanders SSB IAW HF frequency cords. (C)

4. Radio Silence: (U)

a. Radio Silence is in effect at "H" Hour (1700Z) and will remain in effect until return to 100NM radius of home station or post strike base.(U)

ANNEX B - PART I  
4228SW OPOD 11-62  
Communications - B-52 Aircraft  
9 Oct 61  
03488-1A

CONFIDENTIAL

(1)

**SECRET**

b. This restriction may be lifted under the following conditions only. (U)

(1) Take off-departure, RAPCON--GCI Hand-Off for Safe Passage-- "Red Face Safe Passage Procedures. (U)

(2) Emergency (U)

(3) Aborts (U)

(4) Safety of flight, i.e., cell leaders may break radio silence to control intra cell elements when necessary. If any aircraft of the cell becomes IFR or the pilot determines that IFR conditions will be experienced along his planned route, the pilot will notify the cell leader and the cell leader will direct the cell to assume IFR altitudes.

(5) When participating in refueling rendezvous. (U)

(6) When deviating more than 10NM from flight plan course of 5 minutes from specified control times. (U)

(7) Low altitude strike aircraft flying within a ten nautical mile radius of an interceptor base under VFR or IFR condition will call ten minutes prior to air-base passage (a line drawn perpendicular to flight path of the aircraft through the center of the airfield) and advise ETA and altitude (MSL) contracting appropriate airbase tower on EMERGENCY frequency (243.0). Nickname for low altitude strike aircraft contracting towers will be "LAND LUBBER FAKER". (C)

(8) Transmission B-11 Strike Report on the Low Level target. (U)

5. Call Signs: (U)

a. Call signs will be IAW current SACADs listed in the communications folder: They will be used to contact the following agencies, "Command Post", "Tower", and "Rapcon". 4228 SW "SHOP" 901 ARS "PLOT". Call Signs to be used with Air Defense Direction Centers (ADDCs) with the seven digit route number. (S)

<u>Aircraft Number</u>	<u>492nd</u>	<u>901st</u>
1	4228070	KCBM151
2	4228071	KCBM152
3	4228072	KCBM153
4	4228073	KLIZ154
5	4228074	KLIZ155
6	4228075	

b. The Collective Call Sign "Sky King" is common to all SAC forces participating in this exercise. (C)

ANNEX B - PART I  
4228SW OPORD 11-62  
Communication - B-52 Aircraft  
9 Oct 61

**SECRET**

(2)

**SECRET**

## 5. Call Signs: (U)

a. Call signs will be IAW current SACAD's listed communications folder. They will be used to contact the following agencies: "Command Post", "Tower", Rapcon, and other SAC facilities. Call signs to be used with Air Defense Direction Centers (ADDC's) with the seven digit route number. (S)

<u>AIRCRAFT NUMBER</u>	<u>492BS</u>	<u>901AREFS</u>
1	4228070	0901151
2	4228071	0901152
3	4228072	0901153
4	4228073	0901154
5	4228074	0901155
6	4228075	

Aircraft returning to Loring AFB after the initial launch will use the call sign of KLIZ154 and KLIZ155 should they be recycled in support of Sky Shield II Exercise or redeployed to Columbus AFB during the exercise prior to 0500Z, 15 Oct 61. Normal communications procedures will apply after this period.

b. The Collective Call Sign "Sky King" is common to all SAC forces participating in this exercise. (C)

CHANGE 1  
4228SW OPORD 11-62  
ANNEX B  
PART I & II  
10 OCT 61  
C3488-A

**SECRET**



**SECRET**

6. RECALL WORD: (U)
- a. The Recall word for this exercise is "MAGIC MARKER." (C)
  - b. The Recall Word "Magic Marker" transmitted by itself signifies that all aircraft participating in this exercise are being recalled and are to return to their home station, if possible. (C)
  - c. If the recall applies to a particular wing, unit, cell, or aircraft, the recall word "Magic Marker" will be followed by the call sign of the wing, unit or aircraft. (C)
  - d. To maintain a full time capability for recall, aircrews will comply with monitor procedure ALFA. In addition, aircrews will monitor Short Order HF SSB frequencies during all other times when not actually committed to HF Air Traffic ICAO reporting. (C)
7. SIF/IFF: (U)
- a. CELL (OUTBOUND) (U)
    - (1) Lead aircraft of a cell will squawk: (S)
      - (a) Mode 1 and 3 IAW Mode 1 and 3 Track Tables. (See IFF/SIF Mode 1 and 3 Track Table, para 7b(3). (S)
      - (b) Mode 2 on all times equipment being operated. (S)
      - (c) APN-69 will be turned on and set with Code 1-2 until commencing Air Refueling Rendezvous. (S)
    - (2) Last Aircraft of a cell will squawk: (S)
      - (a) Mode 1 and 3 IAW Track Table. (S)
      - (b) Mode 2 will not be squawked. (S)
      - (c) APN-69 will be turned on and set with Code 1-2 until commencing Air Refueling rendezvous. (S)
    - (3) Remaining aircraft of a cell will not squawk IFF, unless requested by ground control. (S)
    - (4) Aircraft operating singly will squawk: (S)
      - (a) Mode 1 and 3 IAW Track Table. (S)
      - (b) Mode 2 on all times equipment being operated.. (S)

ANNEX B - PART I  
4228SW OPORD 11-62  
Communication - B-52 Aircraft  
9 Oct 61

03498-1A

**SECRET**

(3)

**SECRET**

(5) Bombers will squawk "STANDBY" at 10 miles before contact, during refueling operations and until separation of 10 miles after refueling. (S)

(6) APN-69 Radar Beacon may be used throughout the mission for aircraft separation. No restrictions.

b. BOMBERS (INBOUND): (U)

(1) Bombers returning from beyond the HHCL will not squawk IFF/SIF except when operating under IFR conditions, i.e., actually in clouds or in areas of reduced visibility, below AFR 60-16 minimums. If operating under IFR conditions place IFF/SIF in Mode 1 Code 00 and Mode 3 Code 00. Intercept will not be made against aircraft operating IFF/SIF. Under VFR or VFR on top Conditions IFF/SIF will be in the "STANDBY" position. (C)

(2) Inbound aggressor aircraft will turn on IFF/SIF 100NM out of home/landing base; use air traffic control settings for recovery and landing. (S)

ANNEX B - PART I  
4228SW OPORD 11-62  
Communication - B-52 Aircraft  
9 Oct 61

C3488-1A

**SECRET**

(4)

**SECRET**

(3) IFF/SIF MODE 1 and 3 CHART (S)

<u>TRACK</u>	<u>MODE 1</u>	<u>MODE 3</u>
001-020	13	04
021-040	11	41
041-060	12	06
061-80	03	07
081-100	02	10
101-120	22	20
121-140	21	17
141-160	23	16
161-180	40	15
181-200	33	13
201-220	32	23
221-240	31	30
241-260	41	26
261-280	43	27
281-300	42	31
301-320	50	32
321-340	43	33
341-360	53	34
Orbit Code	73	41

## 8. ABORT PROCEDURES: (U)

a. In case of an abort the pilot will break radio silence and attempt communications contact with the appropriate air traffic agency and ADC Facility (guard Channel is authorized for this purpose if communications jamming does not permit utilization of normal FAA/DOT frequencies), and: (U)

ANNEX B - PART I  
4228SW OPORD 11-62  
Communication - B-52 Aircraft  
9 Oct 61

CJ-488-1A

**SECRET**

(5)

**SECRET**

- (1) State intentions and request advisory service. (U)
  - (2) Cease ECM and Chaff. (U)
  - (3) Turn SIF to Mode 1 Code 00 and Mode 3 Code 00. (U)
  - (4) If nature of the emergency dictates urgent action for safety of crews or aircraft and/or communications with advisory facilities are not satisfactory, the SIF will be turned to "Emergency" position. (U)
  - (5) Unless Safety of Flight dictates, do not deviate from planned flight profile until cleared to do so by NORAD control facility. ABORT IAW EWO SAFE PASSAGE PROCEDURE (NORTH AMERICA) (S)
  - (6) Aircraft that deviate from planned route will submit a B-13 Report. (CINCNORAD will be an addressee.) (S)
9. AUTHENTICATION AND GROUND CODE: (U)
- a. KAA-29/TSEC will be used for air/ground/air challenge, reply and transmission authentication. (C)
  - b. KAC-72/TSEC will be used to encode classified air/ground traffic.(C)
  - c. Aircrews will be furnished the current KAC 72 and the next effective edition. If a change is scheduled during the flight the next two editions will be furnished. (C)
10. COMMUNICATIONS SECURITY: (U)
- a. Aircrews will maintain strict radio discipline during both ground and flight operations. Aircrews and ground personnel will not mention the purpose of the trip, the units involved, the nickname of the operation or the operational concept in any in-the-clear radio transmissions. Air/Ground and Air/Air HF/UHF Communications will be held to an absolute minimum consistent with requirements for flying safety and aircraft control.(U)

ANNEX B - PART I  
4228SW OPOD 11-62  
Communication - B-52 Aircraft  
9 Oct 61  
C3498-1A

**SECRET**  
(6)



**CONFIDENTIAL**

4228TH STRATEGIC WING (SAC)  
Columbus Air Force Base, Miss.  
9 October 1961

KC-135

**COMMUNICATIONS:**

1. Communications will be in accordance with USAF CED (AFMs 100 series), SAC CED (SACMs of 100 series), SACMs of 55 series, appropriate JANAPs and ACPs and current flight information publications. (U)

2. POSITION REPORTS: (U)

a. All participating aircraft will follow normal FAA/ICAO reporting up to "H" Hour (1700Z). No reports are required between "H" Hour and return to 100NH of home station or post strike base except when aircraft are more than 10 miles from flight plan course or more than 5 minutes from specified control times. (U)

b. Applicable position reporting will be by exception only during the hours of 1700Z, 14 October 1961 thru 0500Z, 15 October 1961. (U)

c. Maintain a guard watch on 243.0 mcs. (U)

d. Aircraft will tune VOR Receiver to 121.5 whenever OMNI is not required to other purposes. (U)

3. FREQUENCIES: (U)

a. Emergency -- 243.0 mcs -- 8364 kcs. (C)

b. C/R Plan:	<u>APN-69</u>	<u>UHF PRIMARY</u>	<u>UHF/HF</u>	<u>BACKUP</u>
(1) Nickle Cell	1-1-1	271.9 mcs	398.2 mcs/4724 kcs	(C)
(2) Copper Cell	2-1-1	242.3 mcs	398.2 mcs/4724 kcs	(C)

c. Inter-Cell communications: Primary UHF Refueling frequency with 398.2 mcs and 4724 kcs backup. (C)

d. Short Order--SAC Commanders SSB IAW HF Frequency cords. (C)

4. Radio Silence: (U)

a. Radio Silence is in effect at "H" Hours (1700Z) and will remain in effect until return to 100NM radius of home station or post strike base. (U)

ANNEX B - PART II  
4228SW OPOD 11-62  
Communications - KC-135 Aircraft  
9 Oct 61

**CONFIDENTIAL**

23488-1A

(1)

**SECRET**

## 5. Call Signs: (U)

a. Call signs will be IAW current SACAD's listed communications folder. They will be used to contact the following agencies: "Command Post", "Tower", Rapcon, and other SAC facilities. Call signs to be used with Air Defense Direction Centers (ADDC's) with the seven digit route number. (S)

<u>AIRCRAFT NUMBER</u>	<u>492BS</u>	<u>901AREFS</u>
1	4228070	0901151
2	4228071	0901152
3	4228072	0901153
4	4228073	0901154
5	4228074	0901155
6	4228075	

Aircraft returning to Loring AFB after the initial launch will use the call sign of KLIZ154 and KLIZ155 should they be recycled in support of Sky Shield II Exercise or redployed to Columbus AFB during the exercise prior to 0500Z, 15 Oct 61. Normal communications procedures will apply after this period.

b. The Collective Call Sign "Sky King" is common to all SAC forces participating in this exercise. (C)

CHANGE 1  
4228SW OPORD 11-62  
ANNEX B  
PART I & II  
10 OCT 61  
C3488-A

**SECRET**

**SECRET**

b. This restriction may be lifted under the following conditions only. (U)

(1) Take off-Departure, RAPCON--GCI Hand-Off for Safe Passage--  
"Red Face Safe Passage Procedures. (U)

(2) Emergency. (U)

(3) Aborts. (U)

(4) Safety of Flight, i.e., Cell leaders may break radio silence to control intra-cell elements when necessary. If any aircraft of the cell becomes IFR or the pilot determines that IFR conditions will be experienced along his planned route, the pilot will notify the cell leader and the cell leader will direct the cell to assume IFR altitude.

(5) When participating in refueling rendezvous. (U)

(6) When deviating more than 10NM from flight plan course or 5 minutes from specified control times. (U)

(7) Submission of required T-18 reports. (Submitted at start and end of refueling area.)

5. Call Signs: (U)

a. Call signs will be IAW current SACADs listed in Communications Folders. They will be used to contact the following agencies: "Command Post", "Tower", and "Rappcon". 4228SW Shop 901st Plot. Call signs to be used with Air Defense Direction Centers (ADDCs) will be seven digit route number. (S)

Aircraft Number	492nd	901st
1	4228 070	KCBM 151
2	4228 071	KCBM 152
3	4228 072	KCBM 153
4	4228 073	KLIZ 154
5	4228 074	KLIZ 155
6	4228 075	

b. The Collective Call Sign "Sky King" is common to all SAC forces participating in this exercise. (C)

ANNEX B - PART II  
4228SW OPORD 11-62  
Communications - KC-135 Aircraft  
9 Oct 61

0348Y-1A

**SECRET**

(2)

**SECRET**

6. RECALL WORD: (U)

- a. The Recall word for this exercise is "MAGIC MARKER". (C)
- b. The Recall Word "Magic Marker" transmitted by itself signifies that all aircraft participating in this exercise are being recalled and are to return to their home station, if possible. (C)
- c. If the recall applies to a particular wing, unit, cell, or aircraft, the recall word "Magic Marker" will be followed by the call sign of the wing, unit or aircraft. (C)
- d. To maintain a full time capability for recall, aircrews will comply with monitor procedure ALFA. In addition, aircrews will monitor Short Order HF SSB frequencies during all other times when not actually committed to HF Air Traffic ICAO reporting. (C)

7. SIF/IFF: (U)

- a. CELL (OUTBOUND) (U)
  - (1) Lead aircraft of a cell will squawk: (S)
    - (a) Mode 1 and 3 IAW Mode 1 and 3 Track Tables. (SEE IFF/SIF Mode 1 and 3 Track Table, para 7b(11)). (S)
    - (b) Mode 2 on all times equipment being operated. (S)
    - (c) APN 69 will be turned on and set with Code 1-2 until Commencing Air Refuel Rendezous. (S)
  - (2) Last Aircraft of a cell will squawk: (S)
    - (a) Mode 1 and 3 IAW Track Table. (S)
    - (b) Mode 2 will not be squawked. (S)
    - (c) APN-69 will be turned on and set with Code 1-2 until commencing air refueling rendezous. (S)
  - (3) Remaining aircraft of a cell will not squawk IFF, unless requested by ground control. (S)
  - (4) Aircraft operating singly will squawk: (S)
    - (a) Mode 1 and 3 IAW Track Table. (S)
    - (b) Mode 2 on all time equipment being operated. (S)

ANNEX B - PART II  
4228SW OPORD 11-62  
Communications - KC-135 Aircraft  
9 Oct 61

03488-1A

**SECRET**

(3)



**SECRET**

(5) APN-69 Radar Beacon may be used throughout the mission for aircraft separation. No restrictions.

b. TANKERS: (U)

(1) Lead tankers enroute to refueling areas will squawk Modes 1 and 3 IAW Track Tables. (SEE IFF/SIF Mode 1 and 3 Track Table, para 7b(1)). (S)

(2) Mode 2 on all times equipment being operated. (S)

(3) While operating within the refueling area tankers will squawk Modes 1 and 3 IAW Track Table. Mode 2 on all times equipment being operated. (S)

(4) Tankers returning from refueling areas inside the contiguous radar areas will squawk Modes 1 and 3 IAW Mode Track Table. Mode 2 on. (S)

(5) Tankers returning from refueling areas outside the contiguous radar areas other than NORAD Regions will squawk Modes 1 and 3 IAW Track Table. Mode 2 Code On prior to reaching re-entry points ALFA and FOXTROT. (S)

(6) At re-entry point (control lines) make identification turns and squawk Codes indicated in C(5) above. (S)

(7) After departing re-entry point, and identification has been accomplished, squawk Modes 1 and 3 IAW Track Table. Mode 2 on. (S)

(8) Only lead aircraft will squawk IFF/SIF when returning in cell formation. (S)

(9) Prepositioned Aircraft (Prior to 1700Z) acting as initial aggressor strike force will use the following IFF/SIF procedures. (S)

(a) Use normal peacetime procedures to HHCL. (S)

(b) At HHCL--SIF to "STANDBY" unless operating under IFR Conditions. If operating under IFR place IFF/SIF in Mode 1 Code 00 and Mode 3 Code 00. (S)

(10) Approximately 100NM out of home base turn SIF on, use air traffic control settings for recovery and landing. (S)

ANNEX B - PART II  
4228SW OPORD 11-62  
Communications - KC-135 Aircraft  
9 Oct 61

*CJ488-1A*

(4)

**SECRET**

**SECRET**

(11) IFF/SIF MODE 1 and 3 CHART (S)

<u>TRACK</u>	<u>MODE 1</u>	<u>MODE 3</u>
001-020	13	04
021-040	11	41
041-060	12	06
061-80	03	07
081-100	02	10
101-120	22	20
121-140	21	17
141-160	23	16
161-180	40	15
181-200	33	13
201-220	32	23
221-240	31	30
241-260	41	26
261-280	43	27
281-300	42	31
301-320	50	32
321-340	43	33
341-360	53	34
Orbit Code	73	41

## 8. ABORT PROCEDURES: (U)

a. In case of an abort the pilot will break radio silence and attempt communications contact with the appropriate air traffic agency and ADC facility, (GUARD Channel is authorized for this purpose if communications jamming does not permit utilization of normal FAA/DOT frequencies), and: (U)

ANNEX B - PART II  
4228SW OPORD 11-62  
Communications - KC-135 Aircraft  
9 Oct 61

**SECRET**

03488-1A

(5)

**SECRET**

(1) State intentions and request advisory service. (U)

(2) Cease ECM and Chaff. (U)

(3) Turn SIF to Mode 1 Code 00 and Mode 3 Code 00. (U)

(4) If nature of the emergency dictates urgent action for safety of crews or aircraft and/or communications with advisory facilities are not satisfactory, the SIF will be turned to "Emergency" position. (U)

(5) Unless safety of flight dictates, do not deviate from planned flight profile until cleared to do so by NORAD Control Facility. ABORT IAW EWO SAFE PASSAGE PROCEDURE (NORTH AMERICA) (S)

(6) Aircraft that deviate from planned route will submit a T-13 report. (CINCNORAD will be an addressee.) (S)

9. AUTHENTICATION AND GROUND CODE: (U)

a. KAA-29/TSEC will be used for air/ground/air challenge, reply and transmission authentication. (C)

b. KAC-72/TSEC will be used to encode classified air/ground traffic.(C)

c. Aircrews will be furnished the current KAC 72 and the next effective edition. If a change is scheduled during the flight the next two editions will be furnished. (C)

10. COMMUNICATIONS SECURITY: (U)

a. Aircrews will maintain strict radio discipline during both ground and flight operations. Aircrews and ground personnel will not mention the purpose of the trip, the units involved, the nickname of the operation or the operational concept in any in-the-clear radio transmissions. Air/Ground and Air/Air HF/UHF Communications will be held to an absolute minimum consistent with requirements for flying safety and aircraft control. (U)

ANNEX B - PART II  
4228SW OPORD 11-62  
Communications - KC-135 Aircraft  
9 Oct 61

C3498-1A

**SECRET**

(6)

**SECRET**

INCLOSURE (1) for KC-135 SKY SHIELD COMMUNICATION FLIMSY

NORTHERN NORAD REGION  
Specialized Identification Procedure  
for EWO KC-135 Aircraft

1. Purpose: The purpose of this procedure is to provide a "high confidence" system by which KC-135 aircraft returning from EWO missions can be positively discerned from enemy invaders flying similar flight profiles in the same airspace.
2. Scope: This procedure applies to all KC-135 aircraft conducting EWO refueling operations which will result in their returning to North American bases through that area of responsibility of the Northern NORAD Region which lies east of 82° west longitude.
3. General:
  - a. This procedure is designed to provide a capability to identify inbound KC-135 aircraft at any point within the Northern NORAD Region. It is designed for use in either one or more of the following situations:
    - (1) At Control lines near the extremity of radar cover where aircraft are approaching defense areas. These control lines are detailed in e. below.
    - (2) On completion of air refueling within radar cover as soon as aircraft is on track to recovery base.
    - (3) Within radar cover on request of defense units in order to:
      - (a) Re-establish identity of the aircraft in the event that its entity becomes uncertain.
      - (b) Separate KC-135 aircraft from invader aircraft with whom they might have become intermingled.
  - b. Execution of the procedure under situations (1) and (2) will be on the initiative of the aircraft. Under situation (3) the defense unit desiring to identify aircraft will broadcast in the blind requesting execution of the procedure.
  - c. SIF Codes to be utilized will be those established in NORAD IFF/SIF instruction 1-61 in all cases.
  - d. COMMUNICATIONS: The primary frequency to be utilized will be 274.2 MCS; 364.2 and 243.0 will serve as backup. Aircraft capable of monitoring both 364.2 and 274.2 simultaneously are encouraged to do so. Defense units have no HF capability. There should be absolutely no transmissions other than those prescribed in the procedure unless an emergency exists or calls are initiated by ground units.
  - e. Control lines to be utilized in the establishment of points for execution of procedure under situation a(1) above are as follows:
    - (1) For aircraft entering the defense system from North Atlantic and Greenland areas, a line connecting the following points:

Page (1) of (8) pages  
Attachment 1, Annex B, Part II

**SECRET**

DCOE  
9 Oct 61

C3488-1A



**SECRET**

7000N	8200W
7000N	6500W
6500N	6000W
6000N	5800W
5500N	5300W
5000N	5000W
4700N	5300W
4330N	6300W

(2) For southbound aircraft entering radar cover from East Central Canada a line connecting the following points:

5100N	8200W
5100N	7000W
5230N	6500W

The situation could arise where a sortie might be required to execute the procedure on a mandatory basis at both control lines; however, this situation would certainly be the exception rather than the rule.

f. This procedure has been formulated on the assumption that most aircraft will enter the defense system in cells in the general timing pattern prescribed in the EWO. It is designed to provide an increased capability to identify aircraft making deviations within that general pattern. The need for aircraft penetrating the system to maintain cell integrity must be continuously borne in mind. If large numbers of aircraft individually enter the system simultaneously, there is little doubt that it will become over saturated.

4. Details of Procedures:

a. On a mandatory basis under situations a(1) or a(2) above.

(1) Upon reaching either control line (as established in e above) on inbound track or upon having established aircraft on inbound track after completion of refueling within radar cover:

(a) Depress and hold IP switch on IFF control box (SIF codes having previously been set in accordance with NORAD IFF/SIF Instruction 1-61).

(b) Call appropriate GCI and request clearance to commence identification procedure.

(c) After having been cleared by the GCI, begin procedure at step (2) below. (GCI should clear aircraft immediately; however, circumstances could dictate a delay such as "continue inbound track for 3 minutes before beginning).

(d) In the event that radio contact with a GCI cannot be established within one minute, begin procedure in blind at the end of that time.

(2) First turn:

(a) IP switch off.

Page (2) of (8) pages  
 Attachment 1, Annex B, Part II

C3488-1A

**SECRET**

DCE  
 9 Oct 61

**SECRET**

- (b) Start a 45° turn to left.
- (c) Set SIF codes for new track IAW NORAD IFF/SIF Instruction 1-61.
- (d) Roll out and maintain track for 2 minutes.

(3) Second Turn:

- (a) At end of 2 minute leg in (2) above IFF STANDBY.
- (b) Start 90° right turn.
- (c) Authenticate in blind: i.e.  
"SCABBARD this is KBHL 107; authentication for ALPHA FOXTROT is PAPP TANGO". (repeat 1 time only.)
- (d) Set SIF codes for new track IAW NORAD IFF/SIF Instruction 1-61.
- (e) Roll out on heading for new track.
- (f) SIF normal.
- (g) Maintain track for 2 minutes.

(4) Final turn:

- (a) At end of 2 minute leg in (3) above return to desired inbound track.
- (b) Reset SIF codes for inbound tracks.
- (c) Continue to monitor GCI frequencies.

b. At the request of the defense system under situation a(3) above:

(1) GCI calls in blind to request execution of procedure, i.e. "Sky King, this Scabbard. Aircraft at 4900 north 7300 west identify yourself". (Repeat one time.)

- (a) Aircraft does not respond by voice, instead response is made by depressing and holding IP switch of SIF control box.
- (b) Aircraft holds heading 30 seconds and then begins procedure with (2) below.

(2) First Turn:

- (a) Start 45° turn to left.
- (b) At end of 1 minute from beginning of "IP Squawk" release IP switch.
- (c) Set SIF codes for new track IAW NORAD IFF/SIF Instruction 1-61.

**SECRET**

**SECRET**

(d) When on track, maintain for 2 minutes.

(3) Second Turn:

(a) At end of 2 minute leg in (2) (d) above IFF standby.

(b) Start 90° right turn.

(c) Authenticate in blind: i.e.

" SCABBARD this is KBHL 107: authentication for ALPHA FOXTROT is PAPP TANGO". (Repeat 1 time.)

(d) Set SIF codes for new track IAW NORAD IFF/SIF Instruction 1-61.

(e) Roll out on heading for new track.

(f) SIF normal.

(g) Maintain track for 2 minutes.

(4) Final turn:

(a) At end of 2 minute leg in (3) (g) return to desired inbound track.

(b) Reset SIF codes for inbound tracks.

(c) Continue to monitor GCI frequencies.

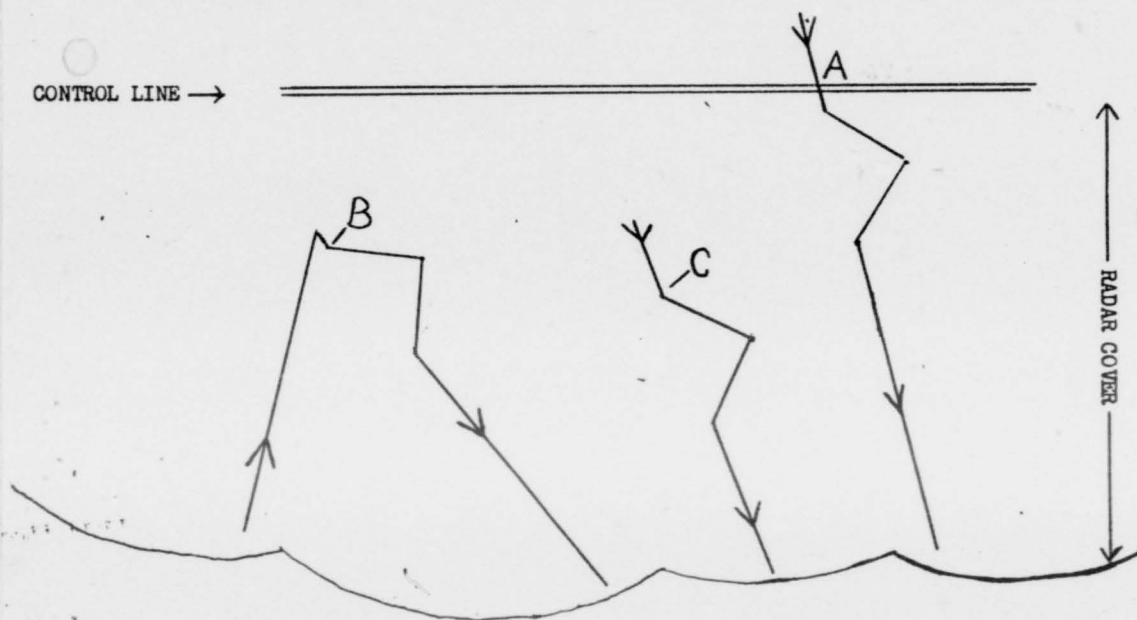
HEADQUARTERS  
NORTHERN NORAD REGION

SECRET

RCAF STATION ST HUBERT, QUEBEC

Diagram of Procedures Under the Three Possible Situations

1. As is mentioned in the basic description, (Enclosure 1), the procedure may be executed under any one (or more) of 3 situations. This chart graphically portrays the circumstances under which the procedure would be exercised under each of the 3 situations.
  - A. Situation (1): Assuming that refueling was completed outside radar cover, the aircraft is required to execute the procedure on a mandatory basis upon reaching the control line at point A on the chart. At that time the procedure on the "A" side of the FLIP chart card will be executed by the aircraft.
  - B. Situation (2): Assuming that refueling was completed within radar cover, the aircraft will establish itself on inbound track to recovery base (Point B). Immediately thereafter the procedure on the "A" side of the FLIP chart card will be executed.
  - C. Situation (3): In the event that the aircraft is operating within radar cover and its identity becomes uncertain, the GCI requiring identification will initiate a request for execution of the procedure as outlined on the "B" side of the FLIP chart card (Point C).





GCI SITES

**SECRET**

<u>SITE NUMBER</u>	<u>COORDINATES</u>	<u>CALL SIGN</u>
C-001	4558-7126	SCABBARD
C-005	4654-6523	MIDWIFE
C-006	4620-7107	WELCOME
C-007	4753-7440	BATTLE AXE
C-008	4821-7713	PURITAN
C-010	4826-8013	YAM HILL
C-022	4737-5239	GINGER
C-022B	4837-5302	COCONUT
C-023	4837-5838	EYE LASH
C-24	5318-6033	HALF PINT
C-25	4925-5435	BUTTER SCOTCH
C-26	5121-5537	MOTHER GOOSE
C-26A	5222-5540	POP CORN
C-26B	4959-5524	BLACK SACK
C-27A	5430-5707	HELMET
C-28	5528-6010	JOE PENNER
C-29	5829-6234	KING COLE
C-33	5011-6605	CROW BAR
C-34	4610-6010	PEPPER

**SECRET**

HEADQUARTERS

NORTHERN NORAD REGION

RCAF STATION ST HUBERT, QUEBEC

Description of Self Authentication  
to be used with the Specialized Northern NORAD Region  
KC-135 EWO Identification Procedures

1. This procedure is known as a "self authentication" procedure. It is utilized in a manner similar to that described in Section II of KAA29 (Challenge and Reply), however, it does not require active participation on the part of the second agency involved. It is used to eliminate the possibility that authentication might be impossible due to ground transmitter malfunction.
2. The current KAA29 will be utilized.
3. KLI-12/TSEC will be utilized.
4. The following example is provided:



In this situation the aircraft could authenticate as follows, assuming that the site concerned is Scabbard and the EWO sortie number is KIDL 117. (KIDL IS USED FOR THIS EXAMPLE ONLY AND IS NOT INTENDED FOR AIRBORNE USE.)

"Scabbard this is KIDL 117. Authentication for TV is PH."

or any of the other possible combinations permitted in paragraph II c of KAA29.

5. GCI's will not acknowledge receipt of this authentication but instead will monitor it as an element of the complete procedure.

HEADQUARTERS

NORTHERN NORAD REGION

RCAF STATION ST HUBERT, QUEBEC

Notes

1. It is important that all aircrew personnel thoroughly understand the procedure. The various elements have been selected in order to present a clear and distinct presentation on the GCI scope. They have been flight tested extensively and weak points have been eliminated. Although some items may seem unimportant, this is not the case. If the FLIP chart check list is followed to the letter, the procedure should be easily executed by the aircrew and equally clearly discernable on the ground.
2. CMF Navigation Charts should be annotated to show points at which proposed tracks will cross control lines or at which it will be necessary to execute the procedure after completion of refueling within radar cover.
3. Navigators should monitor radio frequencies along with pilots in order to relate the position of the aircraft to any position included in a GCI "blind broadcast" request for identification.
4. Blanks in the FLIP chart check list that is provided should be filled out in advance. As track changes occur the data should be amended.
5. Crews should be aware that changes in SIF wartime codes occur under the provisions of NORAD IFF/SIF Instruction 1-61 and they should be prepared to implement new codes at the appropriate time.
6. Natural and professional voice transmissions are very important. Most controllers in the area of concern talk to pilots of many nationalities daily. It is quite easy to discern the voice of an American. If the transmission is indistinct and/or non professional, it could lead GCI personnel to believe that the enemy has obtained the procedure and is utilizing it to get through the system.
7. If possible, an SIF check should be obtained on the outbound flight.
8. In the event that SIF is known to be inoperative, the procedure should be executed in the manner directed, however, the site should be advised by voice that previous inflight checks of the SIF indicated it to be inoperative.
9. Although 274.2 mcs is the primary frequency, 364.2 mcs should be utilized when necessary as a secondary frequency.
10. The exception to note 9 above is the limited frequency availability at DEW Line sites. In communicating with applicable DEW Line units, 236.6 mcs is the primary frequency and 243.0 mcs the secondary frequency.

THIS PAGE IS DECLASSIFIED IAW EO 13526

11

THIS PAGE IS DECLASSIFIED IAW EO 13526



HEADQUARTERS  
4228TH STRATEGIC WING (SAC)  
UNITED STATES AIR FORCE  
COLUMBUS AIR FORCE BASE, MISSISSIPPI

REPLY TO  
ATTN OF: DCOTAP

8 November 1961

SUBJECT: Monthly ECM Report - October 1961

TO: 492nd Bomb Sq  
INFO: CMDR  
DCO  
DCM  
AA&MSQ  
DCOT  
DCOTR

1. A summary of electronic warfare activity for the period 1 October thru 31 October is attached. A copy will be provided for each bombardment crew.

2. Most significant during this period was a considerable increase in reliability, both for Radar Simulator and Local Defense Runs. This is attributed primarily to an increase in activity. A comparison of July, August, September and October activity supports this:

	<u>LDR</u>		<u>RSR</u>	
	<u># Runs</u>	<u>Reliability</u>	<u># Runs</u>	<u>Reliability</u>
JULY *	87	91%	41	90%
AUGUST *	72	93%	44	89%
SEPTEMBER *	57	88%	24	83%
OCTOBER	149	93%	142	96%

\* July, August, and September runs do not include short look simulator activity which was not computed in reliability. Seventy-five of these runs were made during this period with 56 reliable for a 75% reliability. October reliability (79 of the 142 runs) for short look simulator runs is 96%.

3. While the increase in reliability is noteworthy, our goal remains 100%. In regards to unreliable activity, our primary problem remains in the area of operator error (7 out of 16). The crews primary objective should be to first obtain a reliable run - secondary, a perfect score. A score of O9E and B07 is just as reliable as O0E and B12. It is believed that some of our early jamming scores on LDRS is attributed to the EMO attempting to obtain less than O4E for the "top five" computation purposes. To offset this, a new scoring system will be devised for use beginning 1 November 1961.

Equipment malfunction caused the loss of four runs. While this is not excessive when considering the number of runs, the LDR reliability would have increased 2% without them. Thirteen runs were lost due to Type I aborts (equipment malfunction run), all of which were confirmed as valid aborts. No record activity will be attempted with unreliable or marginal equipment.

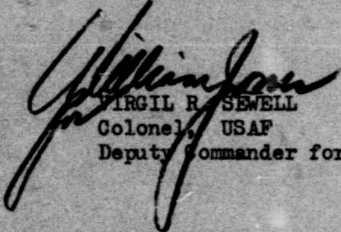
4. 50-8 Requirements:

a. Completion - 94%

b. Remaining items:   LDRS - 5  
                          RSRS - 4  
                          NDR - 57

5. The top five electronic warfare officers for October 1961 are:

1	Capt Peterman	S-30
2	Capt Edwards	S-10
3	Lt Baird	R-64
4	Lt Gotner	E-44
5	Capt Smith	S-08

  
VIRGIL R. SEWELL  
Colonel, USAF  
Deputy Commander for Operations

5 Atch  
1. LDR Activity  
2. LDR/Site  
3. RSR Activity  
4. RSR/Site  
5. Total Activity

LDR ACTIVITY

a.	<u>TOTAL RUNS</u>	<u>CR</u>	<u>NCR</u>
Att.	177	149	28
Succ.	166	139	27
Reliability	94%	93%	96%

b. LDR/SITE/Tactic (CR)	<u>S/L</u>	<u>L/L</u>	<u>HIGH</u>	<u>TOTAL</u>
Hastings	28/25	8/8	13/11	49/44
Matagorda	19/17	6/6	3/3	28/26
Express	22/22	-	18/18	40/40
Joplin	2/2	1/0	2/2	5/4
Ironwood	6/6	2/2	1/1	9/9
La Junta	-	-	2/2	2/2
Laurel	-	-	16/14	16/14
TOTAL	<u>77/72</u>	<u>17/16</u>	<u>55/51</u>	<u>149/139</u>

c. Unreliable LDRS (C/R) - 10

	<u># RUNS</u>	<u>OPR ERR</u>	<u>EQUIP</u>	<u>CREW COORD</u>	<u>SITE</u>	<u>UNK</u>
Jul, Aug, Sep	216	9	4	3	2	4
October	149	5	3	0	1	1

d. Run Loss:

(1) CREW      SITE      DATE      TACTIC      ACFT      SCORE

S-02      Hastings      3 Oct      S/L      067      OXE

REASON: APS-54 Malfunction. Confirmed by A & E. Replaced AM-924 amplifier. Aircraft had previous history of malfunctions. Operator on next flight found amplifier cables reversed.

(2) S-02      Hastings      3 Oct      L/L      067      OXO

REASON: Same as above.

(3) E-48      Hastings      4 Oct      L/L      181      OXE

REASON: Operator error. Operator jammed LDR signal at 18DB prior to lock-on.

(4) E-32      Hastings      5 Oct      S/L      067      OXE

REASON: Operator Error. Operator jammed LDR signal prior to lock-on.



	<u>CREW</u>	<u>SITE</u>	<u>DATE</u>	<u>TACTIC</u>	<u>ACFT</u>	<u>SCORE</u>
(5)	R-65	Joplin	10 Oct	L/L	157	9XE
	REASON: <u>Site Error</u> . Site error in locking on aircraft prior to IP. Run protested to 2AF, however, with no supporting evidence, they refused to delete it.					
(6)	E-16	Matagorda	19 Oct	S/L	158	9XE
	REASON: <u>APS-54 Malfunction</u> . Confirmed by A & E. Left antenna (nose) had shorted center conductor to ground shielding. New cable installed. Aircraft written up on previous flight.					
(7)	E-61	Laurel	19 Oct	High	167	OXE
	REASON: <u>Operator Error</u> . Operator jammed when he thought a tracking signal had locked-on. It was later determined that the aircraft probably flew thru a height finder beam causing momentary indication of lock-on.					
(8)	S-04	Matagorda	20 Oct	S/L	158	OXE
	REASON: <u>Unknown</u> . Believed to have been caused by interference from an aircraft making an MRSR on an adjacent site.					
(9)	E-56	Laurel	26 Oct	High	067	9XE
	REASON: <u>Operator Error</u> . Delayed lock-on (35 miles) resulted in operator using poor technique in reacting to lock-on.					
(10)	E-26	Hastings	30 Oct	S/L	158	9XE
	REASON: <u>Unknown</u> . Site locked-on at approximately 45 miles. EW Officer reacted within time period. Believe caused by range of lock-on, altitude and radiation pattern.					



		LDR (SITE & TACTIC)															
		HASTINGS			MATAGORDA			EXPRESS		JOPLIN			IRONWOOD			LAJUNTA	LAUREL
		S/L	L/L	H	S/L	L/L	H	S/L	H	S/L	L/L	H	S/L	L/L	H	H	H
Peeler	S02	-	-	3 (2)	-	-	-	2	2	-	-	-	-	-	-	-	-
Monn	E04	-	-	1	5 (1)	1	-	-	-	-	-	-	-	-	-	-	-
Smith	S08	2	-	3	1	-	-	-	-	-	-	-	-	-	-	-	-
Hughes	E09	-	-	-	-	-	-	-	-	-	-	-	-	2	-	-	-
Edwards	S10	-	-	-	-	-	3	2	-	-	-	-	-	-	-	-	-
Jacobson	E12	-	-	3	-	-	-	-	-	-	-	-	-	-	-	-	-
Eiland	E16	2	1	-	2 (1)	-	-	-	-	-	-	-	-	-	-	-	1
Browne	E20	2	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-
McCune	E24	3	-	-	-	-	-	2	2	-	-	-	-	-	-	-	-
Berg	E26	2 (1)	1	3	-	-	-	2	2	-	-	-	-	-	-	-	-
Peterman	S30	1	1	-	-	1	-	2	2	-	-	1	-	-	-	-	-
Carr	E32	2 (1)	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Firmin	S34	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2
McKinnon	E42	-	-	-	2	1	-	-	-	-	-	-	-	-	-	-	1
Gotner	E44	-	-	-	2	1	-	2	2	-	-	-	-	-	-	-	-
Ford	E48	3 (1)	-	-	-	-	-	2	2	-	-	-	-	-	-	-	-
O'Toole	R50	-	-	-	-	-	-	-	-	-	-	-	1	-	1	-	1
Peterson	E52	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Brady	E54	-	-	-	2	1	-	2	2	-	-	-	-	-	-	-	1
Riegel	E56	-	-	-	-	-	-	1	-	-	-	-	-	-	-	-	4 (1)
Fugazzi	R58	2	1	-	3	-	-	2	2	-	-	-	-	-	-	-	-
Furrow	E60	2	1	-	-	-	-	1	-	-	-	-	2	-	-	-	-
Hillgren	E61	-	-	-	2	1	-	2	2	-	-	1	-	-	-	1	1 (1)
Baird	R64	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1
Armentrout	R65	-	-	-	-	-	-	-	-	2	1 (1)	-	2	-	-	1	1
Tuzzolo	R67	2	1	-	-	-	-	-	-	-	-	-	1	-	-	-	3
COMBAT READY		28 (3)	8	13 (2)	19 (2)	6	3	22	18	2	1 (1)	2	6	2	1	2	16 (2)
Edwards T.	IN	-	-	-	-	3	-	-	-	-	-	-	-	-	-	-	1
Rafferty	IN72	3 (1)	1	-	5	-	-	3	4	-	-	1	-	-	-	-	-
Zellers	IN71	3	-	-	2	1	-	-	-	-	-	-	-	-	-	-	1
NON READY		6 (1)	1	-	7	4	-	3	4	-	-	1	-	-	-	-	2

NOTE: ( ) indicates number of unreliable runs.

RSR ACTIVITY

a.	<u>TOTAL RUNS</u>	<u>CR</u>	<u>NCR</u>
Att.	170	142	28
Succ.	163	136	27
Reliability	96%	96%	96%

b. RSR/Site/Tactic (CR)

	<u>S/L</u>	<u>L/L</u>	<u>HIGH</u>	<u>TOTAL</u>
Hastings	29/27	13/13	10/10	52/50
Matagorda	19/18	5/5	3/3	27/26
Express	21/21	-	16/14	37/35
Joplin	2/2	1/1	1/1	4/4
Ironwood	8/8	-	2/2	10/10
La Junta	-	-	1/1	1/1
Laurel	-	-	11/10	11/10
TOTAL	79/76	19/19	44/41	142/136

c. Unreliable Radar Simulator Runs

	<u># RUNS</u>	<u>OPR ERR</u>	<u>EQUIP</u>	<u>CREW COORD</u>	<u>SITE</u>	<u>UNK</u>
Jul, Aug, Sep	109	4	1	1	3	4
October	142	2	1	1	0	2

	<u>CREW</u>	<u>SITE</u>	<u>DATE</u>	<u>TACTIC</u>	<u>ACFT</u>	<u>SCORE</u>
(1)	E-16	Hastings	6 Oct	S/L	174	B06 B2-3 SO-1

REASON: Operator Error. Failed to properly center Bravo transmitter output. Unable to locate Sierra signal until latter part of run.

(2)	E-16	Hastings	6 Oct	S/L	174	B06 B3-3 SO-0
-----	------	----------	-------	-----	-----	------------------

REASON: Operator Error. Unable to locate Sierra signal - Search procedures enadequate.

(3)	E-48	Express	9 Oct	High	043	B06 B3-3 SO-0
-----	------	---------	-------	------	-----	------------------

REASON: Crew Coordination. Aircraft was running ahead of schedule and when navigator determined he would be early for bomb release, a 360° turn was made shortly after 35 mile range call.

(4)	R-58	Express	11 Oct	High	155	B01 B0-1 SO-0
-----	------	---------	--------	------	-----	------------------

REASON: Unknown. Suspect weak output on ULT-1 transmitter at site and poor simulator reception. All other scores were B07 for two crews making runs during period.

Atch 3

<u>CREW</u>	<u>SITE</u>	<u>DATE</u>	<u>TACTIC</u>	<u>ACFT</u>	<u>SCORE</u>
(5) E-61	Laurel	19 Oct	High	167	A06 A3 B0 S3-0

REASON: Unknown. Bravo and shifted Sierra signal not visible. Suspect weak simulator signals. Three subsequent runs made at Matagorda: All B12.

(6) E-54	Matagorda	19 Oct	S/L	070	C06 CO-0 S3-3
----------	-----------	--------	-----	-----	---------------------

REASON: Equipment malfunction. Weak APR-14 receiver (Hi band), confirmed by A & E. No previous history. Operator had previously made a successful Bravo run (B09) on the first run. Since he did not see Bravo signal on the last half, he decided to change to a Coco run. Bravo was not found due to lack of search of the entire band (216-240).

RSR (Site & Tactic)

		HASTINGS			MATAGORDA			HERRESS		JOPLIN			IRONWOOD		LAJUNTA	LAUREL
		S/L	L/L	H	S/L	L/L	H	S/L	H	S/L	L/L	H	S/L	H	H	H
Peeler	S02	4	1	-	-	-	-	2	2	-	-	-	-	-	-	-
Monn	E04	-	-	1	5	1	-	-	-	-	-	-	-	-	-	-
Smith	S08	2	1	3	1	-	-	-	-	-	-	-	-	-	-	-
Hughes	E09	-	-	-	-	-	-	-	-	-	-	-	2	-	-	-
Edwards	S10	-	-	-	-	-	3	1	-	-	-	-	-	-	-	-
Jacobson	E12	-	-	3	-	-	-	-	-	-	-	-	-	-	-	-
Eiland	E16	2 (2)	1	-	2	-	-	-	-	-	-	-	-	-	-	1
Browne	S20	2	1	-	-	-	-	-	-	-	-	-	-	-	-	-
McCune	E24	2	1	-	-	-	-	2	-	-	-	-	-	-	-	-
Berg	E26	2	1	3	-	-	-	2	2	-	-	-	-	-	-	-
Peterman	S30	1	1	-	-	-	-	2	2	-	-	-	-	-	-	-
Carr	E32	2	1	-	-	-	-	-	-	-	-	-	-	-	-	-
Firmin	S34	2	1	-	-	-	-	-	-	-	-	-	-	-	-	-
McKinnon	E42	-	-	-	2	1	-	-	-	-	-	-	-	-	-	1
Gotner	E44	-	-	-	2	1	-	2	2	-	-	-	-	-	-	-
Ford	E48	2	1	-	-	-	-	2	2 (1)	-	-	-	-	-	-	-
Peterson	E52	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Brady	E54	-	-	-	2 (1)	1	-	2	2	-	-	-	-	-	-	1
Riegel	E56	-	-	-	-	-	-	1	-	-	-	-	-	-	-	4
Fugazzi	R58	2	1	-	3	-	-	2	2 (1)	-	-	-	-	-	-	-
Furlow	E60	2	-	-	-	-	-	1	-	-	-	2	-	-	-	-
Hillgren	E61	-	-	-	2	1	-	2	2	-	-	1	-	1	-	1 (1)
Baird	R64	2	1	-	-	-	-	-	-	-	-	-	-	-	-	1
Armentrout	R65	-	-	-	-	-	-	-	-	2	1	-	2	-	1	1
Tuzzolo	R67	2	1	-	-	-	-	-	-	-	-	1	-	-	-	-
O'Toole	R50	-	-	-	-	-	-	-	-	-	-	1	1	-	-	1
COMBAT READY		29 (2)	13	10	19 (1)	5	3	21	16 (2)	2	1	1	8	2	1	11 (1)
Edwards, T	IN	1	-	-	-	3	-	-	-	-	-	-	-	-	-	1
Rafferty	IN72	3	1	-	5	-	-	3 (1)	3	-	-	1	-	-	-	-
Zellers	IN71	3	-	-	-	-	-	-	-	2	1	-	-	-	-	1
NON READY		7	1	-	5	3	-	3	3	2	1	1	-	-	-	2

NOTE: ( ) indicates number of unreliable runs

Atch 4



ECM ACTIVITY - OCTOBER 1961

		LDR		RSR		LDR GEAR		BDR		MRSR	NDR	BI BLAST	PERCENT 50-8
		ATT	SUCC	ATT	SUCC	ATT	SUCC	ATT	SUCC				
Peeler	S02	7	5	9	9	4	3	7	7	14	2	-	98%
Monn	E04	7	6	7	7	4	3	-	-	10	-	-	94%
Smith	S08	6	6	7	7	2	2	3	3	10	1	-	96%
Hughes	E09	2	2	2	2	-	-	2	2	3	1	-	94%
Edwards	S10	5	5	4	4	-	-	2	2	7	1	-	96%
Jacobson	E12	3	3	3	3	3	3	-	-	5	2	1	98%
Eiland	E16	6	5	6	4	4	1	3	3	5	2	-	98%
Browne	S20	3	3	3	3	-	-	2	2	-	1	1	96%
McCune	E24	7	7	5	5	-	-	5	4	9	3	-	100%
Berg	E26	10	9	10	10	2	1	4	3	13	-	-	94%
Peterman	S30	8	8	6	6	1	1	4	4	8	1	-	96%
Carr	E32	3	2	3	3	3	2	3	3	3	2	-	96%
Firmin	S34	5	5	3	3	4	4	3	3	5	-	-	94%
McKinnon	E42	4	4	4	4	1	0	-	-	9	-	-	94%
Gotner	E44	7	7	7	7	1	0	2	2	2	-	-	94%
Ford	E48	7	6	7	6	3	2	5	5	8	3	-	100%
O'Toole	R50	3	3	3	3	-	-	1	0	2	1	1	96%
Peterson	E52	-	-	-	-	-	-	-	-	-	-	-	0%
Brady	E54	8	8	8	7	3	2	2	2	8	-	-	94%
Riegel	E56	5	4	5	5	-	-	1	0	-	-	-	94%
Fugazzi	R58	10	10	10	9	6	6	5	4	8	3	-	100%
Furlow	E60	6	6	5	5	1	1	6	4	6	-	-	94%
Hillgren	E61	10	9	10	9	2	2	2	2	10	-	-	94%
Baird	R64	3	3	4	4	3	3	3	3	6	2	1	98%
Armentrout	R65	7	6	7	7	2	2	5	5	6	2	-	98%
Tuzzolo	R67	7	7	4	4	5	4	4	4	8	1	1	96%
TOTAL COMBAT READY		149	139	142	136	54	42	74	67	165	28	5	94%
PERCENT			93%		96%		78%		90%				
Edwards, T.	IN73	4	4	5	5	5	3	1	1	16	-	1	-
Rafferty	IN72	17	16	16	15	6	2	7	4	17	-	1	-
Zellers	IN71	7	7	7	7	5	4	3	3	6	-	1	-
TOTAL 5X		28	27	28	27	16	8	11	8	39	-	3	-

THIS PAGE IS DECLASSIFIED IAW EO 13526

12

THIS PAGE IS DECLASSIFIED IAW EO 13526

492nd Bombardment Squadron

27 November 1961

EXTRACT OF AIR TRAINING REPORT FOR PERIOD  
1-31 October 1961

**Confidential**

GENERAL INFORMATION

Total flying time (cumulative).....	788
Combat-ready crew flying time.....	750
Noncombat-ready crew flying time.....	38
Total sorties (cumulative).....	73
Combat-ready crew sorties.....	69
Noncombat-ready crew sorties.....	4
Aircraft assigned.....	12
Noncombat-ready crews assigned.....	5
Noncombat-ready crews available.....	2
Low level flying time.....	88

UNIT RELIABILITY

Night celestial navigation attempted.....	0
Number reliable	0
Night celestial grids attempted.....	34
Number reliable	34
Day celestial grids attempted.....	17
Number reliable	17
Radar precision navigation legs attempted.....	0
Number reliable	0
Radar training navigation legs attempted.....	0
Number reliable	0
Low Level navigation legs attempted.....	64
Number reliable	64
Local defense runs attempted.....	149
Number reliable	140
Rendezvous attempted.....	25
Number reliable	25
High RSR Attempted.....	44
Number reliable	41
Long Look RSR Attempted.....	19
Number reliable	19
Short look RSR Attempted.....	79
Number reliable	76

**Confidential**

BOMBING RELIABILITY

High altitude sync attempted.....	32
Number reliable	27
High altitude Large Charge attempted.....	39
Number reliable	34
High altitude fixed angle attempted.....	10
Number reliable	10
High altitude last resort attempted.....	0
Number reliable	0
Combat runs.....	31
Number reliable	31
Short Look sync attempted.....	5
Number reliable	5
Long Look sync attempted.....	0
Number reliable	0
Long Look Large Charge attempted.....	16
Number reliable	13
Short Look Large Charge attempted.....	47
Number reliable	44
Nike high altitude sync attempted.....	29
Number reliable	24
Nike high altitude Large Charge attempted....	19
Number reliable	16
Low alt RBS Express (SL sync) attempted.....	23
Number reliable	19
Low alt RBS Express (SLLC) attempted.....	23
Number reliable	18
Primary EWO (unit's EWO tactic) attempted....	75
Number reliable	68
Side Step runs.....	14
GAM 77 Runs (straight in.....	8
maneuver	4
RBS Express/Semi-mobile (LOSL).....	19
Large Charge, combat, jamming, map match.....	13
Maximum altitude runs.....	23

Confidential

Confidential



REFUELING

Confidential

Refuelings allocated by numbered air force...42  
Refuelings scheduled in weekly 60-9.....42  
Refuelings effective.....41  
Tanker aborts or cancellations (other than  
due to weather or higher headquarters... 0  
Aborts/cancellations due to weather  
precluding takeoff..... 0  
Aborts/cancellations due to weather in  
refueling area..... 1  
Cancellations by higher headquarters..... 0  
Refuelings accomplished not scheduled in  
weekly 60-9..... 0  
Air refueling efficiency.....100

I certify that the above  
information has been extracted  
from the SAC-T-12 EAM Cards for  
the period 1-31 October 1961.

*Hubert C Moore*

HUBERT C MOORE  
1st Lt. USAF

Confidential

THIS PAGE IS DECLASSIFIED IAW EO 13526



13

THIS PAGE IS DECLASSIFIED IAW EO 13526

CONFIDENTIAL

492ND BOMB SQUADRON  
Columbus Air Force Base  
Mississippi  
Air Training Report for 1 Oct - 31 Oct 61

RCS: 1-SAC-T-12

1. Waiver of Training Requirements: (U)
  - a. Crew R-12 50-8 For RM IAW para 3e(1)(a) SACR 50-8 All crews annual bomb release IAW 2AF Msg DOTG 295I, 26 July 61.
2. Delinquent Combat Ready Crews: N/A (U)
3. Alert Cycle: 4-Mon thru Thur or 3-Fri thru Sun (C)
4. Compensatory Time off for Alert Crews: N/A (U)
5. Crewmembers Upgrading Progress: See SAC Form 677 (U)
6. Unreliable RBS Runs: (C)

<u>CE</u>	<u>DATE</u>	<u>RUN TYPE</u>	<u>CREW NO.</u>	<u>RBS SITE</u>	<u>REASON</u>
3600/5650	2 Oct 61	LLLC	S-10	Hastings	Unknown
620/4600	3 Oct 61	LLLC	E-60	"	Materiel
5670/9270	6 Oct 61	SLLC	R-67	"	"
3320/7520	6 Oct 61	SLLC	R-67	"	"
400/6370	9 Oct 61	HiLC	E-48	Sydney	"
4250/4220	10 Oct 61	SLLC	S-10	"	"
2300/5320	10 Oct 61	"	S-10	"	"
99990/94490	11 Oct 61	"	E-26	"	Aiming Point Identification
5220/7370	17 Oct 61	"	S-04	Matagorda	Materiel
4520/2100	23 Oct 61	"	E-61	Sydney	"
4120/1100	25 Oct 61	"	E-54	"	Unknown

7. Unreliable Nike Runs: (C)

<u>CE</u>	<u>DATE</u>	<u>RUN TYPE</u>	<u>CREW NO.</u>	<u>NIKE SITE</u>	<u>REASON</u>
4770	2 Oct 61	HiSYN	E-26	KC	Materiel
1950/6070	4 Oct 61	LC	E-58	KC	Maint.
10400	4 Oct 61	HiSYN	S-34	"	Crew, Procedure Error
7800	4 Oct 61	"	S-34	"	" " "
2170/6070	4 Oct 61	LC	R-64	"	Materiel
3250	6 Oct 61	HiSYN	R-67	"	"
2170/950	5 Oct 61	LC	R-67	"	"
12900/12450	19 Oct 61	LC	E-16	Laurel	"
17770	31 Oct 61	HiSYN	S-30	KC	Poor Tgt Materiel (Staff)

1. C4150-1

CONFIDENTIAL

~~CONFIDENTIAL~~

492ND BOMB SQUADRON  
Columbus Air Force Base  
Mississippi

Air Training Report for 1 Oct - 31 Oct 61

RCS: 1-SAC-T-12

- 8. Navigation CE: a. 0, b. 8, c. 9, d. 3, e. 15, f. 19/13.3 (C)
- 9. Unreliable Navigation Legs: N/A (U)
- 10. Unreliable Local Defense Runs: (C)

<u>SCORE</u>	<u>DATE</u>	<u>CREW NO.</u>	<u>SITE</u>	<u>REASON</u>
OXE	3 Oct 61	S-02	Hastings	Equipment
OXO	3 Oct 61	S-02	"	"
OXE	4 Oct 61	E-48	"	Operator Error
OXE	5 Oct 61	E-32	"	" "
9XE	10 Oct 61	R-65	Joplin	Unknown
9XE	19 Oct 61	E-16	Matg.	Equipment
OXE	19 Oct 61	E-61	Laur.	Operator Error
OXE	20 Oct 61	S-04	Matg.	Interference (MRSR)
9XE	26 Oct 61	E-56	Laur.	Operator Error
9XE	30 Oct 61	E-26	Hastings	Unknown

CONFIDENTIAL  
 DECLASSIFIED  
 DATE 08/22/00 BY 5200/UC

- 11. Unreliable Radar Simulator Runs: (C)

<u>SCORE</u>	<u>SIGNALS</u>	<u>DATE</u>	<u>CREW No.</u>	<u>SITE</u>	<u>REASON</u>
B06	B23S01	6 Oct 61	E-16	Hastings	Operator Error
B06	B33S00	6 Oct 61	E-16	"	" "
B06	B33S00	9 Oct 61	E-48	Sydney	Crew Coordination
B01	B01S00	11 Oct 61	R-58	"	Unknown
A06	A3BOS30	15 Oct 61	E-61	Laurel	"
C06	C00S33	19 Oct 61	E-54	Matg	Equipment

- 12. a. 13, b. 12, c. 97%, d. 15600/15120, e. 44, f. 7, g. 18. (C)

- 13. GAM 77/72 Information: (C)

- a. 14/0
- b. Nov. 22/0, Dec 27/0, Jan 27/0, Feb 27/0.
- c. NCR Qualified: 0/0
- d. NCR Proj: Nov 0/0, Dec 2/0, Jan 2/0, Feb 3/0.
- e. 0/0
- f. DCO-GAM 77, Wing Bomb Nav-GAM 77, Wing Air Training-GAM 77.
- g. 65 B-52 Sorties.



CONFIDENTIAL

492ND BOMB SQUADRON  
Columbus Air Force Base  
Mississippi

Air Training Report for 1 Oct - 31 Oct 61

RCS: 1-SAC-T-12

h. GAM 77 Number 0579 3 times, 0580 3 times, 0584 4 times, 0589 one time.

i. 0.

j. GAM 77 Air Aborts: 2, 0589 18 Oct, Bad Computer Amplifier, 0579 17 Oct, Missile would not align, computer jammed.

k. 11 GAM 77's airborne as scheduled, as per item h.

l.	a.	b.	c.	d.	e.	f.
3 Oct 61	0584 S-08	0	0	0	0	N/A
4 Oct 61	0584 S-34	0	DCO	1	0	N/A
6 Oct 61	0584 S-16	0	0	1	1	Site Abort
17 Oct 61	0579 E-04	0	0	0	0	See Item J
18 Oct 61	0589 R-58	0	0	0	0	See Item J
20 Oct 61	0584 S-30	0	0	0	0	N/A
24 Oct 61	0580 R-50	0	0	0	0	N/A
25 Oct 61	0580 E-60	0	0	0	0	N/A
27 Oct 61	0580 R-67	0	0	0	0	N/A
30 Oct 61	0579 E-26	0	WG BM NAV	0	0	N/A
31 Oct 61	0579 R-24	0	DCOTA	0	0	N/A

m. 0, N/A at this time

n. 4.

o. 5.

p. N/A

14. ACR Crew Information: N/A (U)

15. Gallons Fuel Transferred: N/A (U)

16. Comments & Recommendation of Unit Commander: None (U)

17. Wing Commanders Remarks: None (U)

C4150-1

*Oris O. Schurter*  
ORIS O. SCHURTER  
Colonel, USAF  
Commander

NOV 1 1961  
J.D. A. ...  
322.10

CONFIDENTIAL

**CONFIDENTIAL**

(When Filled In) This form is classified because information is entered relative to the capability of the unit.

CREW MEMBER UPGRADING PROGRESS										UNIT	PERIOD OF REPORT	PAGE NR	NR OF PAGES	REPORTS CONTROL SYMBOL						
										492ND BOMB SQUADRON	1 Oct-31 Oct 61	1	1	SAC - T12						
1 CREW NUMBER (If assigned)	2 CREW POSITION	3 NAME OF CREW MEMBER (Last Name and Initials only)	COMBAT CREW TRAINING DATA					OFF-BASE TRNG REQUIRED					UNIT TRAINING ACCOMPLISHED				21 REMARKS:(Note: Comments concerning quality of CCTS Graduate Training will be listed on a separate attached sheet and will be specific as to individual crews or crew members, exact deficiencies and recommendations)			
			4 LOCATION (If complete)	5 DATE COMPLETED (Mo and Year)	6 ACADEMIC ONLY	7 SORTIES	8 HOURS	9 PRESOLO COMPLETE	10 SURVIVAL	11 NUCLEAR	12 PHYSIO-LOGICAL	13 SIMULATOR (If applicable)	14 OO GUNNERY (If applicable)	15 DATE REPORTED TO UNIT (Mo and Year)	FLYING TRAINING				20 FORECAST COMBAT READY DATE (Day and Month)	
															16 PRIOR TO THIS REPORT			18 DURING REPORTING MONTH		
IN70	RN	Shortt, O. A.	CS	July 61		12	80:00	Y						Oct 61	0	0	0	0	15 Jan 62	
IN72	N	Mullen, J. D.	CS	Sep 61		12	82:00	Y						Oct 61	0	0	0	0	15 Jan 62	
N71	P	Rutledge, J. J.	CS	June 58		8	68:00	Y						Jan 60	0	0	3	33:00	25 Nov 61	
	CP	Jones, T. M.	CS	July 61		12	80:00	Y						Aug 61	0	0	3	33:00	25 Nov 61	
	RN	GREER, R. E.	CS	Aug 61		12	80:00	Y						Sep 61	0	0	3	33:00	25 Nov 61	
	N	Gray, R. A.	CS	Apr 61		9	66:00	Y						July 61	0	0	3	33:00	25 Nov 61	
	EMO	Zellers, A. S.	CS	Aug 61		8	60:00	Y						July 61	0	0	3	33:00	25 Nov 61	
IN72	RN	Miller, J. R.	CS	July 61		8	60:00	Y						Sep 61	0	0	0	0	15 Jan 62	
N-73	P	Guider, E. J.	CS	Aug 61		12	84:00	Y						Sep 61	0	0	2	12:00	1 Dec 61	
	RN	Stewart, W. H.	CS	Jun 61		8	64:00	Y						Sep 61	0	0	2	12:00	1 Dec 61	
	N	Remson, J. G.	CS	May 61		9	67:00	Y						Sep 61	0	0	2	12:00	1 Dec 61	

C4150-1

THIS PAGE IS DECLASSIFIED IAW EO 13526

14

THIS PAGE IS DECLASSIFIED IAW EO 13526

1 2 2-9

901st Air Refueling Squadron

27 November 1961

EXTRACT OF AIR TRAINING REPORT FOR PERIOD  
1-31 October 1961GENERAL INFORMATION**Confidential**

Total flying time (cumulative).....	454
Combat-ready crew flying time.....	454
Noncombat-ready crew flying time.....	0
Total sorties (cumulative).....	72
Combat-ready crew sorties.....	72
Noncombat-ready crew sorties.....	0
Aircraft assigned.....	10
Noncombat-ready crews assigned.....	1
Noncombat-ready crews available.....	0

UNIT RELIABILITY

Night celestial navigation attempted.....	4
Number reliable	4
Night celestial grids attempted.....	13
Number reliable	13
Day celestial grids attempted.....	28
Number reliable	28
Radar precision navigation legs attempted.....	0
Number reliable	0
Radar training navigation legs attempted.....	0
Number reliable	0
Low level navigation legs attempted.....	0
Number reliable	0

REFUELING

Refuelings allocated by numbered air forces.....	113
Refuelings scheduled in weekly 60-9.....	113
Refuelings effective.....	112
Tanker aborts or cancellations (other than due to weather or higher headquarters)..	0
Aborts/cancellations due to weather precluding takeoff.....	0
Aborts/cancellations due to weather in refueling area.....	1
Cancellations by higher headquarters.....	0
Refuelings accomplished not scheduled in weekly 60-9.....	0
Air refueling proficiency.....	100

I certify that the above information has been extracted  
from the SAC-T-12 EAM Cards for the period 1-31 October 1961.

*Hubert C. Moore*  
HUBERT C MOORE  
1st Lt. USAF

**Confidential**



THIS PAGE IS DECLASSIFIED IAW EO 13526

15

THIS PAGE IS DECLASSIFIED IAW EO 13526

~~CONFIDENTIAL~~

901ST AIR REFUELING SQUADRON  
Columbus Air Force Base  
Mississippi

Air Training Report for 1 Oct - 31 Oct 61

RCS: 1-SAC-T-12

1. Waiver of Training Requirements: N/A (U)
2. Delinquent Combat Ready Crews: N/A (U)
3. Alert Cycle: 2 Mon Tues, 2 Wed Thru, 3 Fri Sat Sun. (U)
4. Compensatory Time off for Alert Crews: N/A (U)
5. Crewmembers Upgrading Progress: See SAC Form 677 (U)
6. Unreliable RBS Runs: N/A (U)
7. Unreliable Nike Runs: N/A (U)
8. Navigation CE: a. 22, b. 11, c. 8, d. 0, E. N/A, F. 11/9. (C)
9. Unreliable Navigation: N/A (U)
10. Unreliable Local Defense: N/A (U)
11. Unreliable Radar Simulator: N/A (U)
12. Fire Control System Reliability: N/A (U)
13. GAM 77 Information: N/A (U)
14. ACR Crew Information: N/A (U)
15. Gallons of Fuel Transferred: 721,090 (C)
16. Comments & Recommendations of Unit Commander: None (U)
17. Wing Commanders Remarks: None (U)

EX-101  
CLASSIFIED AFTER 12 YEARS  
DND DRS 52300

64151-1  
*Orie O. Schurter*  
ORIE O. SCHURTER  
Colonel USAF  
Commander

~~CONFIDENTIAL~~



THIS PAGE IS DECLASSIFIED IAW EO 13526



16

THIS PAGE IS DECLASSIFIED IAW EO 13526



HEADQUARTERS  
4228th STRAT WG (H)  
COLUMBUS AFB, MISSISSIPPI

IXO  
16



**OPERATIONS PLAN**

DISASTER CONTROL

NO. 500-62

DATE 1 JUL 61

HEADQUARTERS  
4228TH STRATEGIC WING (SAC)  
United States Air Force  
Columbus Air Force Base, Mississippi

REPLY TO  
ATTN OF: DCO

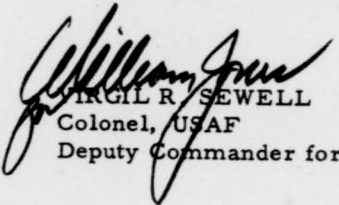
16 October 1961

SUBJECT : Disaster Control Operations Plan

TO: See Distribution

1. Enclosed is the 4228th Strategic Wing Operations Plan 500-62. This plan is effective upon receipt.
2. This plan is made unclassified by the fact that all procedures and responsibilities contained herein are detailed in unclassified regulations and directives, and to afford complete dissemination to personnel concerned.
3. This Operations Plan supersedes 4228th Strategic Wing Operations Plan 500-61, dated 1 July 1960.

FOR THE COMMANDER

  
VIRGIL R. SEWELL  
Colonel, USAF  
Deputy Commander for Operations

1 Atch  
4228SW OPLAN 500-62

TABLE OF CONTENTS

Basic Plan

ANNEXES:

"A" - Intelligence

"B" - Plans and Procedures for Coping With Nuclear, Biological, and Chemical Enemy Attack.

"C" - Protection for Non-Essential Personnel in Emergencies

"D" - Damage Control and Recovery Actions

"E" - Emergency Actions During Peacetime Nuclear Accidents

"F" - Medical Disaster Operations

"G" - Post Disaster Operations

"H" - Emergency Explosive Ordnance Disposal

"I" - Emergency Destruction of Classified Documents

"J" - Shelter Designation, Personnel Protection, and Radiation Exposure Control of Essential Personnel.

"K" - Disaster Control Team

"L" - Combat Force Protection

"M" - Information Services

"N" - Severe Weather Evacuation

"O" - Maps and Charts

4228SW OPLAN 500-62

1 July 1961

DISTRIBUTION

Commander, 2AF-----	3
Commander, 4AD-----	1
Commander, 4228th Strategic Wing-----	2
DCO-----	3
DCM-----	9
BC-----	3
SAFE-----	1
DSUP-----	1
DP-----	4
BDCR-----	2
AEMSC-----	1
FMSC-----	1
OMSC-----	1
HSC-----	1
BSC-----	1
ARSC-----	1
SUCO-----	5
DSUPO-----	1
BDCE-----	3
BDCEF-----	1
BDAS-----	1
DCOBO-----	1
DCOE-----	1
DCOT-----	1
DCOTG-----	5
IXO-----	5
BDCL-----	1
BDCLE-----	1
CDSC-----	1
BCH-----	1
BDCRS-----	1
BDCRM-----	2
BDCSH-----	1
TSC-----	1
CESC-----	2
SSC-----	1
MMSC-----	4
AFCS-----	1
WEA-----	1
OSI-----	1
BJA-----	1
BHSC-----	1
BDCS-----	2
FSSC-----	1
4228SW OPLAN 500-62-----	1

1 July 1961



HEADQUARTERS  
4228TH STRATEGIC WING (SAC)  
United States Air Force  
Columbus Air Force Base, Mississippi

4228TH STRATEGIC WING

DISASTER CONTROL PLAN

OPLAN 500-62

CHART AND MAP REFERENCES: Contained in Annex "O."

TASK ORGANIZATIONS:

<u>ORGANIZATION</u>	<u>COMMANDER</u>
Headquarters Squadron, 4228th Strategic Wing	Major H. T. Goodpaster
Headquarters Squadron, 4228th Combat Support Group	Major E. H. Ellis
4228th Combat Defense Squadron	Lt Col J. E. Butler
4228th Transportation Squadron	Capt K Durham
4228th Civil Engineering Squadron	Capt A. D. Pope
4228th Field Maintenance Squadron	Lt Col P. W. Grimmer
4228th Organizational Maintenance Squadron	Lt Col T. J. Flanagan
4228th Armament and Electronics Squadron	Major J. W. Shumard
858th Medical Group	Colonel L. S. Greider
Detachment 10, 26th Weather Squadron	Major L. D. Goldsmith
52nd Munitions Maintenance Squadron	Major P. F. Poduska

4228SW OPLAN 500-62  
1 July 1961

492nd Bombardment Squadron

Lt Col C. W. Harmon

901st Air Refueling Squadron

Lt Col M. P. Mickelwait

1948th Communications Squadron

Capt J. W. Tangney

4228th Supply Squadron

Maj J. D. Young

4228th Food Services Squadron

Lt Col M. L. Hughes

4228SW OPLAN 500-62  
1 July 1961

1. GENERAL SITUATION: Potential threats to the security of Columbus Air Force Base are many. It is assumed that SAC bases will be prime targets of the enemy in any future conflict. This plan has therefore been prepared to cover pre-attack disaster control planning, as well as actions during attack and post-attack actions designed to restore operational capability as soon as possible. It also covers emergency actions related to peacetime nuclear accidents. Priorities given disaster control preparations during the pre-attack planning phase will be relative to the operational mission of the 4228th Strategic Wing. However, once an attack or a disaster occurs, a priority re-evaluation will take place (i. e., disaster control operations such as debris removal, firefighting, area decontamination, etc. may be of first priority).

a. Enemy Forces: Any Communist and/or subversive element. (See Annex A, Intelligence.)

b. Friendly Forces:

(1) United States Army Forces located in surrounding communities will provide assistance in maintaining security.

(2) Mississippi State Police and local police agencies will provide assistance in maintaining law and order.

(3) Civil Defense Authorities, if and when present in the area, will provide guidance and assistance for evacuation of dependents and civilian personnel should such evacuation be directed or necessary.

4228SW OPLAN 500-62

1

1 July 1961

(4) The American Red Cross will provide emergency care and aid as necessary.

(5) Civil Authorities of surrounding communities will provide assistance with respect to shelter and other facilities when possible.

2. MISSION: To establish the planning requirements, organization, manning, training and operations necessary to:

a. Minimize the effects of disaster on the operational capability of the 4228th Strategic Wing.

b. Restore the operational capability of the 4228th Strategic Wing and/or Columbus Air Force Base, Mississippi, as soon as possible following an attack or disaster.

3. THE BASE DISASTER CONTROL TEAM CHIEF WILL:

a. Have over-all responsibility for developing a disaster control capability on Columbus Air Force Base.

b. Insure the development, preparation and implementation of the disaster control plan and the program it establishes.

c. Approve the disaster control plan with its basic annexes (minus unit appendices, etc.).

d. Conduct frequent reviews of disaster control plans to insure adequacy.

e. Insure that a Base Disaster Control Team is appointed and established at Columbus Air Force Base, Mississippi. (Composition and specific

4228SW OPLAN 500-62

2

1 July 1961



duties are outlined in Annex E of this plan).

f. Insure that a Base Disaster Control Section is formed to functionally assume disaster control duties as outlined herein.

g. Establish the Disaster Control Command Post upon notification of an emergency.

h. Perform tasks as outlined in applicable annexes of this plan.

4. TASKS FOR SUBORDINATE UNITS:

a. The 4228th Wing Command Post Will:

(1) Alert key members of the Disaster Control Team upon notification that:

(a) A disaster has occurred, is going to occur, is probable, or is possible.

(b) An aircraft carrying hazardous cargo is going to land or take-off at Columbus Air Force Base (this will include any such take-off or landing except those pre-planned and scheduled well in advance and already known by the Disaster Control Team).

(c) An aircraft carrying hazardous cargo is going to land with a declared emergency. Key members of the Disaster Control Team are the Wing Commander and Deputy Commander for Operations.

(2) Insure the sounding of the appropriate signals and initiate the telephone alerting system upon notification from higher headquarters that a SAC alert is in progress.

(3) Prepare and maintain a telephone alerting SOP to meet the requirements of a SAC Alert.

(4) Upon the request of the Disaster Control Command Post, insure that tactical aircraft crews are dispatched to taxi aircraft out of an emergency area on Columbus Air Force Base.

b. The Chief, Combat Operations Division will:

(1) Prepare, coordinate and maintain in current status Annex "A", Intelligence, to this plan. This annex will include:

(a) Evaluation of the enemy's capability to attack Columbus AFB.

(b) Types of attack most probable. Annex "A" will be used as a basis to determine the degree of preparedness required for the various phases of disaster control.

c. The Information Officer will: Prepare, coordinate and maintain in current status Annex "M", Information Services, to the 4228th Strategic Wing Disaster Control Plan, OPLAN 500-62. (Reference paragraph 61, SACR 355-1, dated 16 Oct 59).

d. The Base Disaster Control Officer will:

(1) Be a graduate of a formal disaster control training course.

(2) Insure that there is an NCO appointed on orders as First Alternate Base Disaster Control NCO and an additional NCO appointed on orders as Second Alternate Base Disaster Control NCO.

4228SW OPLAN 500-62  
1 July 1961

- (3) Insure complete coordination and integration of the disaster control plan with other operational plans.
- (4) Maintain one master copy of the disaster control plan, complete with annexes and unit appendices.
- (5) Directly supervise and be directly responsible for the Base Disaster Control NCO.
- (6) Brief the Commander, 4228th Strategic Wing, on the contents of this disaster control plan with its basic annexes (minus unit appendices, SOPs, etc.).
- (7) Insure that each fiscal year, the disaster control plan is revised to incorporate changes which have occurred during the preceding 12 months. (The revised plan will be identified by the last two numerals of the new fiscal year).
- (8) Coordinate with appropriate agencies on their disaster control efforts within their areas of responsibility.
- (9) Have overall responsibility for the assembly, deployment and direction of elements committed to disaster control operation.
- (10) Advise the Wing Commander on radiological operations and the procedures and/or responsibilities contained in current disaster plans.
- (11) Be responsible, through the Base Disaster Control NCO, for the organization, manning, training, deployment and operation of the radiological teams.

4228SW OPLAN 500-62  
1 July 1961

(12) In coordination with the Explosive Ordnance Disposal Officer and other interested agencies, prepare Annex "E" (Emergency Actions, Peacetime Nuclear Accidents) to the 4228th Strategic Wing Disaster Control Plan, OPLAN 500-62.

(13) Monitor and coordinate all disaster control activities.

(14) Insure a capability to move any or all of the subunits of the Base Disaster Control organizations - - with portable equipment - - to any other installation as directed by SAC Headquarters or 2AF.

(15) Insure that the Base Disaster Control "Packaged Unit" is capable of minimal recovery operations in any disaster area.

e. The Disaster Control Command Post will: Monitor and direct all actions relative to a disaster control operation on or adjacent to Columbus Air Force Base.

f. The Base Disaster Control Section will:

(1) Be composed as follows:

(a) Deputy Commander for Operations, appointed as Base Disaster Control Officer as an additional duty.

(b) One noncommissioned officer (AFSC 46170 .) assigned as Base Disaster Control NCO as primary duty.

(2) Monitor and coordinate all disaster control activities on Columbus Air Force Base.

4228SW OPLAN 500-62  
1 July 1961



(3) Accomplish the preparation of the 4228th Strategic Wing Disaster Control Plan, OPLAN 500-XX. Paragraph 3c(2) SACR 355-1 dated 16 Oct 59.

(4) Support the disaster control operational and training functions required by this plan and its annexes.

(5) Prepare and maintain currency of Annex "B", Operations Against Nuclear, Biological and Chemical Enemy attack, to the 4228th Strategic Wing Disaster Control Plan, OPLAN 500-XX. (Par 3a(1), Annex I to SACR 355-1, dated 14 Oct 59). (Refs: Par 6a, SACR 355-1, dated 16 Oct 59, and Annex I to SACR 355-1, dated 14 Oct 59).

g. The Base Disaster Control NCO will:

(1) Be a graduate of a formal disaster control training course.

(2) In his absence from the base, be represented by the First or Second Alternate Base Disaster Control NCO, in that order.

(3) Maintain a current list of all personnel comprising the subunits of the disaster control organization.

(4) Maintain a current list of the location of specialized disaster control portable equipment.

(5) Through OJT and/or briefings keep the First and Second Alternate Base Disaster Control NCO's current as required.

h. The First Alternate Base Disaster Control NCO will:

- (1) Be a graduate of a formal disaster control training course.
- (2) Be kept current by OJT and/or briefings, as required by the Base Disaster Control NCO.
- (3) Act as the Base Disaster Control NCO when the latter is absent from the base.
- (4) Be appointed on orders.

i. The Second Alternate Base Disaster Control NCO will:

- (1) Be a graduate of a formal disaster control training course.
- (2) Be kept current by OJT and/or briefings, as required by the Base Disaster Control NCO.
- (3) Act as Base Disaster NCO when the latter and the First Alternate Base Disaster Control are both absent from the base.
- (4) Be appointed on orders.

j. The Base Deputy Commander for Security and Law Enforcement will:

- (1) Monitor preparation of Annex "L", Combat Force Protection, to the 4228th Strategic Wing Disaster Control Plan, OPLAN 500-XX, prepared by the Commander, 4228th Combat Defense Squadron. (Par 2b and 7 of Annex XI to SACR 355-1, dated 11 Dec 59). (Refs: Par 6k, SACR 355-1, dated 16 Oct 59 and Annex XI thereto, dated 11 Dec 59).
- (2) Monitor the testing of protection actions pertaining to disasters

4228SW OPLAN 500-62  
1 July 1961

(See paragraph referred to in (l) above).

k. The Commander, 4228th Combat Defense Squadron will: Under the monitorship of the Security/Law Enforcement Officer, prepare Annex "L", Combat Force Protection, to this plan. (Par 2b and 7, Annex XI to SACR 355-1, dated 11 Dec 59). (Refs: Par 6k, SACR 355-1, dated 16 Oct 59 and Annex XI thereto, dated 11 Dec 59).

l. The Commander, 52nd Munitions Maintenance Squadron will:

(1) Be responsible for the development, coordination and preparation of Annex "H" (Explosive Ordnance Disposal - Emergency) to this plan (Par 2b(10) of Annex VII to SACR 355-1, dated 14 Oct 59). (Refs: Par 6g of SACR 355-1, dated 16 Oct 59 and Annex VII thereto, dated 14 Oct 59).

(2) Organize, man, equip, train and deploy Explosive Ordnance Disposal Teams as required.

(3) Perform tasks as outlined in appropriate annexes to this plan.

(4) In conjunction with the Base Disaster Control Officer, be responsible for the development, coordination, and preparation of Annex "E" (Emergency Actions, Peacetime Nuclear Accidents) to this plan.

m. The Base Deputy Commander for Civil Engineering will:

(1) Be the Damage Control Officer on the Base Disaster Control Team.

4228SW OPLAN 500-62  
1 July 1961

(2) Be responsible for the development, coordination and preparation of Annex "D" (Damage Control and Recovery Operations) to this plan. (Par 3b, Annex III to SACR 355-1, dated 11 Apr 58). (Refs: Par 6c of SACR 355-1, dated 16 Oct 59 and Annex III thereto, dated 11 Apr 58).

(3) Insure the development of a capability to organize, man, train, assemble and deploy for operations sufficient Damage Control Teams to carry out the provisions of Annex "D" and other pertinent portions of this plan.

(4) Provide necessary support to other elements engaged in disaster control activities as specified in other annexes to this plan.

(5) In conjunction with the Commander, 358th Medical Group, be responsible for the development, coordination and preparation of Annex "J" (Shelter Designation, Personal Protection and Radiation Exposure Control of Essential Personnel) to this plan. (Refs: Par 6i of SACR 355-1, dated 16 Oct 59 and Annex III thereto, dated 11 Apr 58).

n. The Base Director of Administrative Services will: Be responsible for the development, coordination, and preparation of Annex "I" (Emergency Destruction of Classified Documents) to this plan. (Refs: Par 6h of SACR 355-1, dated 16 Oct 59 and Annex VIII thereto, dated 2 Apr 58).

o. The Base Mortuary Officer will: Be responsible for the development, coordination and preparation of Annex "G" (Post Disaster Services) to this plan. (Refs: Par 6f of SACR 355-1, dated 16 Oct 59). (Basic guidance for this annex is presently being prepared by higher headquarters).

4223SW OPLAN 500-62

1 July 1961

10.



p. Deputy Commander for Maintenance will: Accomplish preparation of the plan for evacuation of aircraft from areas or other aircraft involved in fires. This plan will be included in the Fire Departments pre-fire plans. (Refs: Par 14a of SAC Sup 1 to AFR 92-1, dated 19 Oct 59).

q. The Commander, 858th Medical Group will:

(1) Be responsible for the development, coordination and preparation of Annex "F" (Medical Disaster Operations) to this plan. (Refs: Par 6e of SACR 355-1, dated 16 Oct 59 and Annex V thereto, dated 27 Oct 59).

(2) Provide necessary support to other elements engaged in disaster control activities as specified in other annexes to this plan.

(3) In conjunction with the Civil Engineering Officer, be responsible for the development, coordination and preparation of Annex "J" (Shelter Designation, Personal Protection and Radiation Exposure Control of Essential Personnel) to this plan. (Refs: Par 6i of SACR 355-1, dated 16 Oct 59 and Annex IX thereto, dated 2 Apr 58).

(4) Perform tasks as outlined in appropriate Annexes to this plan.

(5) Act as technical advisor to the Wing Commander and to the Disaster Control Team, relative to medical aspects of disaster control operations.

r. General Instructions:

(1) Any or all units assigned or attached to Columbus Air Force

4228SW OPLAN 500-62  
1 July 1961

Base may be required to furnish personnel, equipment or other support to disaster control efforts during a pre-attack or post-attack period.

(2) If Columbus Air Force Base suffers a disaster and local recovery is not possible, SAC Headquarters will be informed and will assist in base recovery by arranging for outside assistance from within Command resources.

(3) The Columbus Air Force Base disaster control organization will be considered a "package unit" composed of several sub units (i. e., Control Center Teams, Monitor Teams, Decontamination Teams, Medical Aid Teams, Search and Rescue Teams, Fire Suppression Teams, Emergency Facility Repair Teams, etc.).

(4) Appropriate agencies, within their areas of responsibility will:

(a) Prepare applicable annexes for inclusion in the Disaster Control Plan.

(b) Coordinate their efforts with the Base Disaster Control Officer.

(5) Orientations and briefing will be presented to indoctrinate all personnel on Columbus Air Force Base concerning their disaster control duties in support of this plan, their duty stations (or shelters) and disaster control planning in general.

4228SW OPLAN 500-62  
1 July 1961

(6) All units and staff agencies will maintain the detailed SOPs necessary for the proper implementation of this plan.

(7) All Commanders, staff personnel and chiefs of major operating functions will thoroughly familiarize themselves with the procedures and responsibilities contained in this plan and its annexes. Special emphasis will be placed on SAC ALERTS and actions required by a SAC ALERT.

(8) There are only two (2) types of alerts in SAC. The SABOTAGE ALERT and the SAC ALERT.

(a) The SABOTAGE ALERT is a state of readiness wherein the Combat Defense Forces are deployed in the strength required to provide a capability to prevent a sabotage assault against essential combat resources.

(b) The SAC ALERT includes some actions required by the sabotage alert outlined above. Also, the SAC ALERT immediately implements all actions required to prepare for execution of this plan.

(c) Signals and actions required by a SAC ALERT:

1. Signals: THREE, ONE-MINUTE BLASTS OF THE BASE SIREN OR EMERGENCY VEHICLE SIRENS, REPEATED AT THREE MINUTE INTERVALS.

2. Actions required by a SAC ALERT:

a. Initiate the pyramid alerting system.





a. Action Required: Surface evacuation of all dependents and non-essential military and civilian personnel, if directed. Return of pre-designated essential personnel to Columbus Air Force Base if not already recalled by a SAC ALERT.

(2) WARNING RED signal: One, three-minute wavering sounding of the base siren or emergency vehicle sirens, repeated at three-minute intervals.

a. Action Required: All personnel will take cover immediately in their assigned shelter.

(10) Although this plan is not a part of the Emergency War Plan, certain members of following disaster control elements must be brought into a posture to perform their emergency functions whenever a SAC ALERT is sounded.

(a) All CBR Team members will report to the designated CBR Section, building 2802.

(b) Members of the Damage Control, Medical and Explosive Ordnance Teams will be assembled at designated points and rebriefed on their emergency duties before dispersing to their normal duties during an alert. When disaster teams are released for other duties during a SAC ALERT, provisions will be made for rapid recall, assembly, and deployment.

(11) Each organization will prepare and maintain current plans to

insure the recall of necessary personnel to duty should a disaster control operation become necessary.

5. ADMINISTRATION AND LOGISTICS MATTERS:

a. Administration:

(1) Personnel assigned to the various teams of the overall disaster control effort will be reflected in appropriate orders. Commanders and team chiefs will insure that the orders which indicate teams for which they are responsible are kept current. Each team will be shown under a single paragraph on Wing Special Orders.

b. Logistics:

(1) During operations against a peacetime nuclear disaster, or during a base recovery operation in a post-attack period, the operations of the Disaster Control Team will take precedence over all other materiel requirements until the base is restored to a minimum operational capability.

(2) During tests and exercises, normal supply procedures will be followed and no equipment in excess of current authorized levels will be processed or expended. During an actual operation following hostile attack or an actual nuclear disaster, however, the requirement to restore the base to operational capability must over-ride any delays which may be caused by normal supply procedures.

6. COMMAND AND COMMUNICATIONS MATTERS:

4228SW OPLAN 500-62  
1 July 1961

16.

a. Command:

(1) Commander-in-Chief, Strategic Air Command.

(2) Commander, Second Air Force.

(3) Commander, Fourth Air Division.

(4) Commander, 4228th Strategic Wing.

(5) Emergency actions concerning peacetime nuclear disaster are the responsibility of the Wing Commander acting through the Chief of the Disaster Control Team.

(6) Wartime emergency actions involving recovery of the base are the responsibility of the Wing Commander as Chief of the Disaster Control Team.

(7) Command Posts:

(a) Second Air Force, Command Post.

(b) 4228th Strategic Wing, Command Post.

(c) The Command Post for the Disaster Control Team is located in building 1901.

b. Communications:

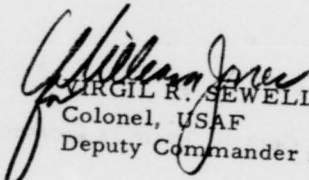
(1) Normal base communications facilities will be utilized to the fullest extent possible. Where required, specific communications instructions will be covered in each annex to this plan.

(2) Each command post will insure necessary runners to accomplish local communications requirements should a complete communications breakdown be encountered.

(3) The SAC Operations Control System (SOCS) will be used whenever possible for communication with higher headquarters.

(4) Base Communications SOP's established as required by Second Air Force Letter, DOE, Subject: Communications During Severe Weather or Emergency Periods, dated 5 August 1957, will be followed in support of this operations plan. The Base Communications Officer will take immediate action to insure that SOP's are established, disseminated to proper personnel, and maintained current as required by subject letter.

OFFICIAL:

  
VIRGIL R. SEWELL  
Colonel, USAF  
Deputy Commander for Operations

4228SW OPLAN 500-62  
1 July 1961



HEADQUARTERS  
4228TH STRATEGIC WING (SAC)  
United States Air Force  
Columbus Air Force Base, Mississippi

ANNEX "A"

TO

OPERATIONS PLAN

SERIAL NO. 500-62

INTELLIGENCE

Annex "A"  
4228SW OPLAN 500-62  
1 July 1961

HEADQUARTERS  
4228TH STRATEGIC WING (SAC)  
United States Air Force  
Columbus Air Force Base, Mississippi

ANNEX "A"

TO

OPERATIONS PLAN

SERIAL NO. 500-62

INTELLIGENCE

CHART AND MAP REFERENCES: None

TASK ORGANIZATIONS: See basic plan

1. INTELLIGENCE SUMMARY:

a. General Situation:

(1) The basic concept of the Soviet Union remains, as always, world conquest and domination. The Communist ideology "the end justifies the means" is still in effect. To obtain their desired "end," the Communists have the means and the capabilities to perform efficiently in the fields of espionage, sabotage, propaganda, and subversion. The USSR continues to exert rigid control over the countries within the Soviet sphere and is continually attempting to bring more nations into the Communist fold. Thus covert and overt actions on the part of the Communist Party in the United States present a continual threat.

b. Local Situation:

(1) The dominant threat to the United States at the present time is the

Annex "A" to  
4228SW OPLAN 500-62  
1 July 1961

Communist Party. There is at present very little threat from Communist Party members in the immediate vicinity; however, by the use of available commercial and private transportation facilities, a considerable force, consisting of party members and sympathizers, could be moved very quickly to Columbus AFB or any other location in the United States.

(2) It must be assumed that subversive forces have penetrated our Armed Forces and military installations and are providing psychological and technical assistance to subversive elements.

(3) SAC constitutes the only immediate U.S. threat to the Soviet bloc. As a SAC installation, it is probable that in the event of hostilities, Columbus AFB would become a high priority target for air attack and attack by espionage and sabotage agents. It is also possible that this installation could be brought under attack by missile-firing submarines infiltrating the Gulf of Mexico.

c. Enemy Capabilities:

(1) The Soviets have the capability to launch nuclear, biological, and chemical attacks against this base using aircraft and/or missile-firing submarines. Chemical and biological weapons could also be employed by subversive agents in this area.

(a) Biological warfare agents can be produced locally, in quantity, with little chance of detection. Such agents could easily be disseminated to subversive elements for use in sabotage activities.

(b) It must be assumed that chemical warfare agents, such as

blood and nerve gases, are available for use in subversive activities.

(2) Subversive elements have various means of gaining pertinent information concerning strength and operations of this base.

(a) Due to the nature of their position(s), access to classified information and/or material could be gained by agents employed in key military or civilian jobs.

(b) Agents could conceivably gain entry to the base and cause a grave disruption of operations, thus seriously jeopardizing the missions of units assigned to the base.

(c) The use of subversive literature and "rumors" is a constant menace.

(3) Latest information indicates that the USSR is concentrating less on the production of bombardment aircraft and is increasing production of long range transport aircraft. As the Soviet civilian airline "Aeroflot" is owned and controlled by the government, it is reasonable to assume that all military and commercial aircraft will be used to transport airborne troops in the event of hostilities.

(4) While the present communist regime has denounced the Stalinist policy of naked aggression and oppression, it is committed to the policy of "peaceful co-existence," its ultimate objectives have not changed. In place of the Stalinist policy there is a subtle, insidious effort to attain world domination by a program of political propaganda, infiltration, and economic penetration.

Annex "A" to  
4228SW OPLAN 500-62  
1 July 1961

(3)



Because of this policy, it is believed that an all-out nuclear attack, while possible, is improbable at this time. While the USSR has the physical capability to launch such an attack, it is improbable that it will occur until such time as the odds are more in favor of the Soviets. Currently, a nuclear war could possibly be precipitated by one of the two following actions:

(a) A miscalculation by either the Soviet Bloc or the free world during the "probing" actions continually occurring in the "cold war." The Berlin situation and the Chinese Nationalist-Red Chinese conflict are examples of such probing actions.

(b) A last minute desperation measure to divert the attention of the Russian people and satellite nations from any precarious position in which the Communist Party proper might become involved.

2. INTELLIGENCE REQUIREMENTS:

a. Specific requirements will be contained in Operations Orders and/or Plans received from higher headquarters.

b. Reporting:

(1) The M-12, "Hot News" report will be submitted in accordance with instructions contained in chapter 3, paragraph 14, SACM 55-8M. This is submitted by the Aircraft Commander, unit commander, detachment commander, or control team commander in accordance with Chapter 3, paragraph 14e, SACM 55-8M.

(2) CIRVIS reports will be submitted in accordance with instructions

contained in JANAP 146C and AFR 55-8. This is the responsibility of military and civilian air crew personnel.

(3) Information not in the "Hot News" category will be reported on AF Form 112 in accordance with USAF Intelligence Collection Instructions (ICI) and AFR 200-15.

Annex "A" to  
4228SW OPLAN 500-62  
1 July 1961

(5)

HEADQUARTERS  
4228TH STRATEGIC WING (SAC)  
United States Air Force  
Columbus Air Force Base, Mississippi

APPENDIX I

ANNEX A

TO

OPERATIONS PLAN 500-62

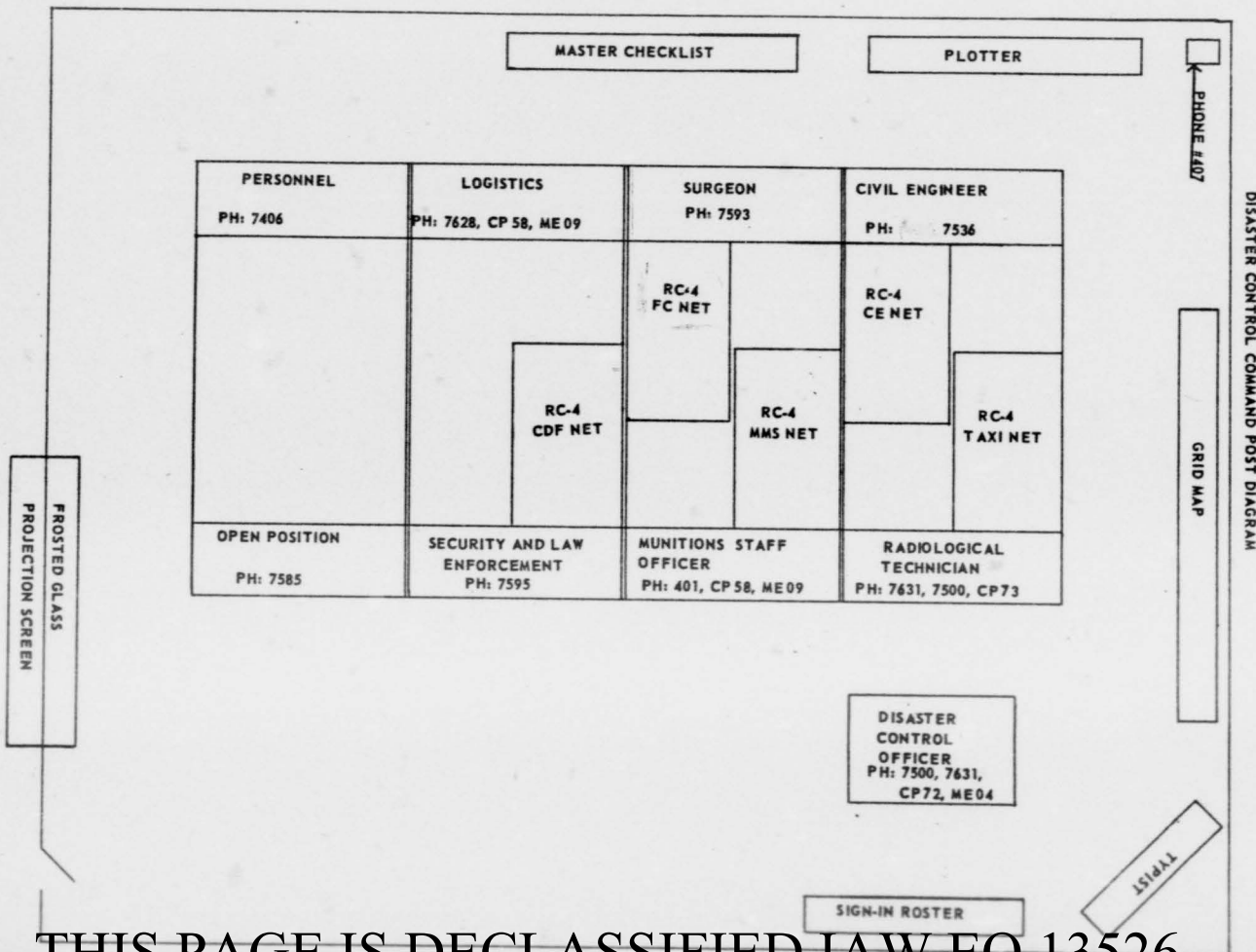
DIAGRAM

OF

DISASTER CONTROL COMMAND POST

App I, to Annex "A"  
4228SW OPLAN 500-62  
1 July 1961

App 1, Annex, A  
 4228SW OPLAN 500-62  
 1 July 1961





HEADQUARTERS  
4228TH STRATEGIC WING (SAC)  
United States Air Force  
Columbus Air Force Base, Mississippi

ANNEX B

TO

OPERATIONS PLAN 500-62

PLANS AND PROCEDURES FOR COPING WITH  
NUCLEAR, BIOLOGICAL AND CHEMICAL ATTACK

Annex B to  
4228SW OPLAN 500-62  
1 July 1961

HEADQUARTERS  
4228TH STRATEGIC WING (SAC)  
United States Air Force  
Columbus Air Force Base, Mississippi

ANNEX B

TO

OPERATIONS PLAN 500-62

PLANS AND PROCEDURES FOR COPING WITH  
NUCLEAR, BIOLOGICAL AND CHEMICAL ATTACK

1. PURPOSE: To establish methods and assign those tasks essential for conduct of effective CBR preplanning and post attack recovery operations at Columbus Air Force Base, Mississippi.

2. RESPONSIBILITIES:

a. Deputy Commander for Maintenance will: Augment maintenance monitor teams with non-essential personnel for recovery operations as required.

b. Commander, Organizational Maintenance Squadron will: Have appointed on Special Orders maintenance monitors (15) as outlined in SACR 50-2, 2AF Sup-1 and AFR 66-10 and supplements thereto. These maintenance monitors will be assigned to supervise aircraft decontamination and to monitor material necessary for a CBR emergency capability.

c. Commander, Armanent and Electronics Maintenance Squadron will: Have appointed on Special Orders maintenance monitors as outlined in SACR 50-2 and AFR 66-10 and supplements thereto. These monitors will be assigned to supervise aircraft decontamination and to monitor material necessary for a CBR

Annex B to  
4228SW OPLAN 500-62  
1 July 1961

emergency capability. The Base Disaster Control Section will be furnished three copies of these Special Orders as well as amendments or changes thereto.

d. The Commander, Field Maintenance Squadron will: Have appointed on Special Orders maintenance monitors as outlined in SACR 50-2 and AFR 66-10 and supplements thereto. These monitors will be assigned to supervise aircraft decontamination and to monitor material necessary for a CBR emergency capability, the Base Disaster Control Section will be furnished three copies of these Special Orders as well as amendments or changes thereto.

e. The Base Disaster Control Officer will:

(1) Insure that a minimum of fifty (50) personnel are provided for primary duty with the Base Disaster Control Team during all alert conditions. These personnel will report to the CBR Control Center located in room 1, building 2802 upon sounding of an alert, to conduct CBR countermeasures, as required, in radiation monitoring and decontamination.

(2) Insure an emergency communications capability.

(3) Establish and/or designate areas and facilities for the decontamination of personnel, aircraft, and equipment.

(4) Establish decontamination priorities.

(5) Insure that equipment and supplies necessary for decontamination of areas, structures, and machinery are available.

(6) Insure that non-essential personnel are provided to assist with Disaster Control Operations including decontamination of personnel, aircraft,

equipment and removal of injured personnel.

f. The Commander, Headquarters Squadron, 4228th Strategic Wing will:

(1) Have appointed on squadron Special Orders seventeen (17) personnel in an additional duty status as members of the Base Disaster Team. Under emergency conditions caused by CBR hazards, these personnel will be made available to the Base Disaster Control Officer to carry out disaster control operations under his supervision. The Base Disaster Control Activity will be furnished three copies of these special orders as well as amendments and changes thereto. During all alerts these personnel will report to building 2802, room 1, with protective mask and DT-60/PD dosimeter.

(2) All personnel augmented to the Base Disaster Team must have at least a secret security clearance and SAC Form 138, Restricted Area Badge, with access to restricted areas 2, 3, and 4.

g. The Commander, Headquarters Squadron, 4228th Combat Support Group will: have on orders eight (8) personnel in an additional duty status as members of the Base Disaster Team. Under emergency conditions caused by CBR hazards, these personnel will be made available to the Base Disaster Control Officer to carry out disaster control operations under his supervision. The Base Disaster Control Activity will be furnished three copies of these special orders as well as amendments and changes thereto. During all alerts these people will report to building 2802, room 1, with protective mask and

Annex B to  
4228SW OPLAN 500-62  
1 July 1961



DT-60/PD dosimeter.

h. The Commander, 4228th Food Services Squadron will:

(1) Distribute rations to shelters and work areas as directed by the Wing Commander.

(2) Report quantity and location of packaged foods to the Base Disaster Control Officer. This food will not be used unless approved by the Base Surgeon.

(3) Secure dining halls to ensure a minimum of interior contamination.

i. The Base Housing Officer will:

(1) Ensure that alert signals are posted in all government quarters and guest houses.

(2) Ensure that water shut-off valves and master electric power switches are conspicuously marked in all government quarters and guest houses with adequate instructions posted concerning shut-off during emergency conditions.

j. The Commander, 4228th Supply Squadron will have appointed on squadron Special Orders ten (10) personnel in an additional duty status as members of the Base Disaster Control Team. Under emergency conditions caused by CBR hazards, these personnel will be made available to the Base Disaster Control Officer to carry out disaster control operations under his supervision. The Base Disaster Control Activity will be furnished three copies of these Special Orders as well as amendments and changes thereto. During all alerts these

Annex B to  
4228SW OPLAN 500-62  
1 July 1961

personnel will report to building 2802, room 1, with protective mask and a DT-60/PD dosimeter.

k. The Commander, 4228th Civil Engineering Squadron will:

(1) Have appointed on squadron Special Orders fifteen (15) personnel in an additional duty status as members of the Base Disaster Control Team.

Under emergency conditions caused by CBR hazards, these personnel will be made available to the Base Disaster Control Officer to carry out disaster control operations under his supervision. The Base Disaster Control Activity will be furnished three copies of these Special Orders as well as amendments and changes thereto. During all alerts these people will report to building 2802, room,1, with protective mask and a DT-60/PD dosimeter.

(2) Accomplish decontamination of equipment according to priorities established in paragraph 2e(4) of this annex, or as directed by the Wing/Disaster Control Command Post.

(3) Cut off base utilities at source on sounding of a "Warning Red" as directed by the Wing Commander.

l. The Director of Supply will provide for protection and/or dispersal of emergency supplies, as the situation dictates.

m. The Commander, 4228th Transportation Squadron will:

(1) Disperse and protect vehicles.

(2) Make available such transportation as may be required by the Base

Disaster Control Activity for survival and recovery operations.

(3) Provide a radio equipped vehicle for the Base Disaster Control Officer at the Disaster Control Command Post, building 1901, upon implementation of this plan.

(4) Accomplish vehicle decontamination as directed by the Wing Commander.

n. The Base Law Enforcement Officer will:

(1) Control vehicle and pedestrian traffic and conduct other enforcement activities as directed by the Wing/Disaster Control Command Post.

(2) Enforce contaminated area restrictions.

(3) Conduct such other necessary operations as set forth in Annex "L" of this plan.

o. The Base Disaster Control Activity will:

(1) During normal circumstances, and on a continuing basis:

(a) Maintain a CBR Control Room (building 2802, room1) from which augmentation personnel, radiac monitoring instruments and associated equipment are controlled.

(b) Be responsible for the preparation and maintenance in current status of Annex B to 4228th Strategic Wing OPLAN 500-XX.

(c) Advise the Wing Commander on disaster control matters pertaining to this annex.

Annex B to  
4228SW OPLAN 500-62  
1 July 1961

(d) Organize and supervise disaster control training required by SACR 50-2 and SACR 50-24.

(e) Maintain records which reflect the disaster control training status and capability of all units on Columbus Air Force Base.

(f) Insure that the Base Disaster Control Section's monitoring and decontamination equipment is properly stored and maintained in accordance with current directives.

(g) Maintain liaison with appropriate agencies of the 4228th Strategic Wing and tenant organizations to insure coordination in disaster control operations and training.

(h) Maintain liaison with base EOD personnel.

(i) Develop standardized procedures for the determination of local radiation intensities.

(j) Notify the Base Weather Station when a fall-out plot is required and the area where it is required.

(k) Maintain liaison with:

1. All base and tenant organizations and operating agencies on matters relative to disaster control.

2. Appropriate civil and other military agencies regarding mutual and/or reciprocal aid and support during and after disasters.

3. The Surgeon concerning the effects of CBR hazards.

Annex B to  
4228SW OPLAN 500-62  
1 July 1961



4. Base Civil Engineering personnel and Medical Service Industrial Hygiene Engineer concerning the disposal of radioactive wastes.

5. Nearby government establishments, local civil defense forces, forest rangers and/or other organizations to establish means of obtaining additional damage information.

(1) Review individual unit SOP's written in implementation of this annex.

(m) Organize the disaster recovery teams required under this annex.

(n) With respect to monitoring and detection and protective measures, conduct its operations with the assistance and advice of the Base Sanitary and Industrial Hygiene Engineer.

(o) Establish and supervise a continuous radiation monitoring system such as will be provided by the MG-3 radiac meter when available.

(2) Under Fallout Conditions:

(a) When a "Red Alert" has been announced, but no enemy action has been experienced in the local area:

1. Be informed by NORAD NUDET reporting or other outside agencies (see paragraph 2.1.(1)(k)5 above) of locations where bursts have taken place.

2. Assisted by the Base Weather Station, estimate the distance and direction of the radioactive cloud and how the fallout may affect the base.

3. After information such as yield and type of burst has been obtained, determine prediction of radiation intensity levels within the fallout areas as plotted by the Base Weather Station.

(b) In direct coordination with the Base Surgeon or his representative (the Sanitary and Industrial Hygiene Engineer), compute "emergency allowable stay time" for various work operations.

(3) During Recovery Operations: Establish direct liaison between the CBR Control Center, the Damage Control Officer and the Base Surgeon.

p. The Base Disaster Control Section NCOIC will:

(1) During Disaster Operations:

(a) Establish and operate a CBR Control Center to control, direct and supervise disaster operations under this annex. The CBR Control Center will:

1. Control the Base Disaster Team.
2. Be able to evaluate radiological hazards, including fallout (see annex "J" this plan).
3. Have communications to receive and disseminate information on the extent of radioactivity and hazards associated therewith.
4. Maintain a complete list of individuals by team assignment.
5. Have maps and associated supplies required for fallout plotting.
6. Have copies of SOP's and other printed instructions for the

Annex B to  
4228SW OPLAN 500-62  
1 July 1961

Disaster Control Command Post, CBR Control Center, Fallout Shelters and Disaster Teams.

7 Know the location of decontamination stations and fallout shelters.

8. Keep the Base Disaster Control Officer advised on the overall progress of disaster operations under this annex.

9. Provide the Base Weather Station with readings of local radiation intensity as required by this annex.

q. Commander, Detachment 10, 26th Weather Squadron will:

(1) Accomplish a fallout plot for a nominal yield burst within a period of ten minutes. This plot will be based on the assumption that wind direction and speed aloft remain constant throughout the fallout, does not consider the effect of precipitation nor size of particles on fallout. The plot should indicate contaminated areas with sufficient accuracy to guide an instrument survey.

(2) Transmit local radiation intensity levels as provided by the Base Disaster Control Section.

(3) Report NUDET information to the Command Post in case it occurs at some distance from the base.

r. Commander, 858th Medical Group will:

(1) Provide a first aid team at the decontamination station (base gymnasium, building 1606).

Annex B to  
4228SW OPLAN 500-62  
1 July 1961

(10)

- (2) Report the number of casualties treated to the Disaster Control Command Post hourly.
- (3) Provide dispersed emergency medical treatment facilities.
- (4) In cooperation with the Base Disaster Control Officer, provide for the following:
  - (a) Detection and identification of possible BW agents from patient sources and monitoring of identical epidemiology.
  - (b) Furnishing technical advice and assistance in training non-medical personnel in the first aid and self aid aspects of CBR defense.
  - (c) Training medical personnel in the aspects of CBR defense.
  - (d) Surveying food and water supplies to determine the degree of contamination and disposition of items.
  - (e) Conducting periodic vulnerability studies of food and water supplies.

3. General.

a. All Unit Commanders will:

(1) Appoint of Special Orders a minimum of One Officer and One NCO to perform additional duty as unit Disaster Control Officer and NCO (formerly CBR Officer and NCO.) This additional duty of these personnel will be their primary duty when this plan is implemented. The Base Disaster Control Section will be furnished three copies of these Special Orders as well as amendments or changes thereto.

Annex B to  
4228SW OPLAN 500-62  
1 July 1961

(11)



(2) Provide augmentation personnel for CBR operations as directed by the Wing/Disaster Control Command Post.

(3) Insure that all personnel are indoctrinated concerning procedure to be followed in the event of a CBR attack.

(4) Insure that written plans and/or SOP's cover all CBR operations. Unit SOP's should agree with provisions of the basic plan and appendices thereto. Any requirement to deviate from this plan must be coordinated with the Base Disaster Control Officer. Distribution of such plans and/or SOP's will include five (5) copies to the Base Disaster Control Section.

(5) Insure that personnel are familiar with the location of designated shelters. (See annex "J" to this plan).

(6) Maintain on file, as a minimum the following publications pertinent to Disaster Control

- (a) SACR 355-1, Annex I.
- (b) AFR 66-10, and SAC Sups 1 and 1A.
- (c) AFR 160-108, SAC Sup-1 and Base Sup-1.
- (d) AFP 136-1-3.
- (e) T. O. Series 00-110A.
- (f) SACP 160-3.
- (g) SACP 160-4.
- (h) 4228th Strategic Wing Operations Plan 500-62.

(7) Insure that all personnel are familiar with the location of the

Annex B to  
4228SW OPLAN 500-62  
1 July 1961

(12)

base personnel decontamination station (Base Gymnasium, Building 1606).

(8) Upon termination of an attack, report to the Disaster Control Command Post the number of personnel by unit of assignment.

b. The Base Disaster Team may be called to assist in the recovery of other installations suffering attack or natural disaster where local recovery cannot be effectively carried out without augmentation. The Base Disaster Team will be considered as a package unit for global recovery purposes and will be capable of moving with portable equipment to any installation as directed by Headquarters SAC or Headquarters Second Air Force.

c. The Base Disaster Control Section will maintain a current list of those personnel comprising the disaster control team and the location of all specialized CBR portable equipment.

d. All CBR defense and recovery operations will be carried out under the direction of the Base Disaster Control Officer or the Team Chief,

e. The Base Disaster Control Officer will maintain information on contaminated areas, available clothing, safe food stuffs and will advise the Wing Commander on all matters pertaining to CBR activities.

THIS PAGE IS DECLASSIFIED IAW EO 13526

HEADQUARTERS  
4228TH STRATEGIC WING (SAC)  
United States Air Force  
Columbus Air Force Base, Mississippi

ATTACHMENT I

ANNEX B

TO

OPERATIONS PLAN 500-62

EWO AND BROKEN ARROW SHELTER ASSIGNMENTS

Atch 1, Annex B  
4228SW OPLAN 500-62  
1 July 61

THIS PAGE IS DECLASSIFIED IAW EO 13526

1. Annex J of this OPLAN lists the available shelters on Columbus Air Force Base; however, this attachment lists the shelters which are actually programmed for use during an EWO situation or a Broken Arrow Withdrawal. These shelters will be used during a Broken Arrow withdrawal situation ONLY if they are situated at least 1500 feet from the scene of the incident.

- a. All A&E personnel will take shelter in the A&E building, 2536.
- b. FMS personnel will take shelter in the FMS building #2603.
- c. OMS personnel will take shelter in buildings #2538 and 2539.
- d. All personnel behind the flight line fence and East of building #2521 will take shelter in building 2521.
- e. All 901st ARS personnel and Personal Equipment personnel will take shelter in building 2547.
- f. All Wing Supply personnel who work in building 2545 will take shelter in the nearest Nose Dock (building #2552).
- g. All personnel in the Base Operations building will take shelter in building 2521.
- h. All 492nd BS personnel will take shelter in building 2549.
- i. All personnel whose place of duty is the Finance Building (#3201) and the Commercial Transportation Building (#3103) will take shelter in the Officers' Club (Building #3107).
- j. All personnel housed in the Alert Facility will remain there.

Atch 1, Annex B to  
4228SW OPLAN 500-62  
1 July 1961



k. Should the need to take shelter arise after duty hours, all personnel housed in barracks 3003, 3004, 3005, 3006, 3007, and 3008 will take shelter in the Officers' Club (Building #3107). All personnel housed in barracks 2801 and 2805 will take shelter in the BOQ (Building 3111).

l. Photo Lab personnel will take shelter in the BOQ, (Building #3111).

m. Personnel in building 2900 will take shelter in the BOQ (Building #3111).

n. All personnel who work in the Wing Headquarters Building (Building #1901), with the exception of those required in the Command Posts, will take shelter in building #5404, Airmen's Dormitory.

o. Base Gym personnel will take shelter in the NCO Club (Building #4614).

p. All personnel who work in the Personnel Building (Building #2200), the Procurement Building (Building #2102), and the Base Retention Office (Building #2207), will take shelter in the NCO Club.

q. Communications Center personnel will remain there.

r. All personnel who work in the area directly South of the Hospital, will take shelter in Building #5404, Airmen's Dormitory.

s. Should the signal to take shelter be given either before or after normal duty hours, airmen residing in buildings 5406 and 5410 will take shelter in buildings 5402 and 5404, as the Hospital intends to utilize buildings 5406 and 5410.

t. Personnel in the Airmen's Dining Hall, building 5403, will take shelter in building #5404.

Atch 1, Annex B to  
4228SW OPLAN 500-62  
1 July 1961

- u. All Civil Engineering personnel will take shelter in building #5402.
- v. Supply personnel who work in building 5400 will take shelter in the NCO Club.
- w. All Supply, Transportation, and POL personnel who work near the Base Supply Warehouse will take shelter there (Building #230).
- x. Personnel who work in building #2404 will take shelter in building #2521.
- y. Personnel who work in building #4110 (Small Arms Range) will take shelter in the BOQ. (Building #3111).
- z. Personnel who work in the MARS facility will take shelter in the BOQ.
- aa. All Hospital personnel will remain in the Hospital unless otherwise directed by the Medical Group Commander.
- bb. Personnel who work in building #2510 will take shelter in the BOQ (Building #3111).
- cc. Personnel who work in the Water Treatment Plant will remain there.
- dd. Personnel who work in the BX, building 2302, Service Club, building 1503, and the Parachute and Dingy Shop will take shelter in the Parachute and Dingy Shop.
- ee. The Dental Clinic will not be used as a shelter, and will be at the disposal of the Medical Group Commander.
- ff. MMS personnel will take shelter in building #8905 during a Red Alert situation only. During a Broken Arrow situation, these personnel will

Atch 1, Annex B to  
4228SW OPLAN 500-62  
1 July 1961

take shelter in building # 2521.

gg. Personnel who work at the receiver site will take shelter there.

hh. Personnel who work in the RAPCON building will take shelter there.

ii. Personnel who work in the GAM buildings (2566 & 2568) will take shelter there.

NOTE TO SQUADRON COMMANDERS: If the above assignments do not meet the requirements of your personnel, contact the Base Disaster Control Section at Extension 7669 or 7574.

Atch 1, Annex B to  
4228SW OPLAN 500-62  
1 July 1961

HEADQUARTERS  
4228TH STRATEGIC WING (SAC)  
United States Air Force  
Columbus Air Force Base, Mississippi

ATTACHMENT 2

ANNEX B

TO

OPERATIONS PLAN 500-62

PROCEDURES TO BE FOLLOWED BY THE DISASTER CONTROL  
BATTLE STAFF DURING EWO SITUATIONS

Atch 2, Annex B  
4228SW OPLAN 500-62  
1 July 1961



1. All members of the Disaster Control Team who are assigned duty as Disaster Control Command Post Staff Members are responsible for complying with the following procedures.

2. Under EWO situations, the Disaster Control Command Post Staff will operate as follows:

a. Be prepared to operate in accordance with the following procedures.

b. Act to control all disaster situations and support the generation of tactical aircraft in the most expeditious manner.

c. Upon notification of a SAC ALERT:

(1) Assemble at the Disaster Control Command Post and prepare to operate under the provisions of Annex "B" to the 500-62 OPLAN.

(2) Support the activities of the Base Security and Law Enforcement Office to insure that the base is secure from sabotage, infiltration, or any other security violation.

d. Upon notification of a YELLOW ALERT: (Meaning that attack by hostile aircraft is probable):

(1) Insure that the dependents and non-essential personnel are prepared to evacuate the base and to proceed to pre-determined dispersal points. All actions will be in accordance with Annex "C" of this OPLAN.

(2) Insure that Annex "B" of this plan is placed into operation, with special emphasis on the following:

Atch 2, Annex B.  
4228SW CPLAN 500-62  
1 July 1961

(1)

(a) The Communications Staff member will provide for emergency communications.

(b) The Radiological Technician will insure that radiation monitors are dispatched to the transient alert area in accordance with the Base Support Plan.

(c) The Base Disaster Control Officer will insure that the Disaster Control NCO assembles the fifty man CBR team and utilizes it in accordance with Annex "B" of this plan.

(d) The staff member representing the Food Service Sq Commander will insure that rations are distributed to shelters, gather information relative to location and quantity of uncanned food, insure that the dining halls are secured to insure a minimum of interior contamination.

(e) The staff member representing the Director of Supply will insure that available clothing is issued to decontamination centers, water proof cloth if available, is issued for use in recovery operations, that canned or bottled food and water supplies are made available to the Services representatives, and insure that other supplies which are not immediately issued, are protected from destruction and/or contamination.

(f) The Base Deputy Commander for Security and Law Enforcement officer will continue to insure the base is secure.

(g) The representative of the 358th Medical Group will prepare to operate all medical aspects under disaster conditions, commensurate with enemy

Atch 2, Annex B  
4228SW OPLAN 500-62  
1 July 1961

(2)

attack.

e. Upon notification of a RED ALERT (Meaning that attack by hostile aircraft is imminent):

(1) Insure that the signal for all personnel to take cover is given.

(2) The Base Disaster Control Officer will establish contact with all shelters to insure that a shelter census is being taken and reported.

(3) Dispatch personnel from the shelters to working areas as the need arises, and advise shelter commanders on radiation intensities, stay times outside shelters, etc.

(4) Coordinate actions with the Wing Command Post to insure that personnel are utilized as efficiently as possible to prepare tactical aircraft for generation. .

HEADQUARTERS  
4228TH STRATEGIC WING (SAC)  
United States Air Force  
Columbus Air Force Base, Mississippi

ANNEX "E"

TO

OPERATIONS PLAN 500-62

EMERGENCY ACTION PEACETIME NUCLEAR ACCIDENTS

Annex E  
4228SW OPLAN 500-62  
1 July 1961



HEADQUARTERS  
4228TH STRATEGIC WING (SAC)  
United States Air Force  
Columbus Air Force Base, Mississippi

ANNEX "E"

TO

OPERATIONS PLAN 500-62

EMERGENCY ACTION PEACETIME NUCLEAR ACCIDENTS

1. PURPOSE: To establish a Disaster Control Team and to outline its duties and emergency actions necessary to cope with peacetime nuclear accidents.

2. DEFINITIONS:

a. A Broken Arrow is any occurrence involving the loss, destruction of, or serious damage to nuclear weapons or components which results in an actual or probable hazard to personnel, property, or the execution of the assigned EWO.

This includes situations involving radiation, toxic materials and/or explosions which result in illness, injury or death to personnel and loss or damage sustained to military and/or civilian property.

b. A Broken Arrow Standby is a serious situation, which if not controlled, may result in a Broken Arrow. This situation is one such as an excessive fuel spillage which affects one or more aircraft, or necessitates towing the affected aircraft, serious weapon accident, a landing aircraft in distress with hazardous cargo aboard, etc.

c. No work stoppage is necessary during a "Standby" except for those non-

Annex E  
4228SW OPLAN 500-62  
1 July 1961

combatant personnel within 1500 feet. An in-flight emergency will cause no work stoppage until the aircraft has landed. At that time, if the situation still warrants precautionary measures, a 1500 foot cleared perimeter will be established around the aircraft. Other "Standby" situations may include visible smoke in or around an aircraft without the presence of flames, a vehicle-aircraft accident, loaded weapon carrier accidents, etc.

d. A Broken Arrow "Withdrawal" is called when a "Standby" situation gets worse, such as a fire breaking out on an aircraft, or an excessive fuel spill catching on fire. The "Withdrawal" signal would be the first signal sounded if an aircraft crashed on landing with no prior indication of trouble. The "Withdrawal" signal means that all non-combatant personnel must take shelter.

e. Combatants are those personnel who are immediately essential in combating the incident at the scene. Such personnel are:

- (1) Fire Chief
- (2) On-Scene-Commander
- (3) Ambulance and Medics
- (4) On-Scene-Controller
- (5) CDF Commander and Strike Team
- \*(6) Maintenance Control Officer
  - \*(a) Tow vehicles and drivers
  - \*(b) Ground power personnel
- \*(7) 492nd BS and 901st ARS crew members

\*-- Necessary only if other aircraft are endangered (within 1500 feet).

f. A Sector is one of the three areas on this base in which a Broken Arrow incident is most likely to happen. They are:

- (1) SECTOR KILO: The general flight line area.
- (2) SECTOR METRO: The Munitions Maintenance Squadron area.
- (3) SECTOR PAPA: The Alert Facility area.

g. There are three Broken Arrow signals; the Standby, Withdrawal, and All Clear.

(1) The Standby signal consists of either ten short blasts on the trumpet horn or a voice transmission over the base-wide public address system. The voice transmission consists of ten short blasts on a buzzer and the words, "This is a Broken Arrow Standby---Disaster Control Team members report to the Command Post."

(2) The Withdrawal signal consists of either three long and one short blast on the trumpet horn or a voice transmission over the base public address system. The voice transmission consists of three long and one short blast on a buzzer followed by the words, "Withdraw -- This is a Broken Arrow Withdrawal."

(3) The All Clear signal consists of a one minute blast on the trumpet horn or public address system and a verbal announcement by telephone, runner or loudspeaker.

### 3. BROKEN ARROW SITUATIONS;

a. Standby:

- (1) If a Broken Arrow Standby situation occurs in sector KILO, all non-combatant

Annex E  
4228SW OPLAN 500-62  
1 July 1961

(3)

personnel will move or be moved to a point 1500 feet from the scene of the incident; preferably moving in the direction of their assigned shelter.

\*NOTE: All shelters within Sector KILO may be used as close as 800 ft. to the scene of the incident except the Field Maintenance Building and the Base Flight Hanger (Building 2521). These two buildings may be utilized only if they are at least 1500 feet from the scene.

(2) Sector METRO cannot be alerted by the trumpet horn or PA system; therefore, a telephone call will be dispatched by the Crash-Fire Dispatcher to notify the personnel in METRO of a Broken Arrow Situation. The Trumpet Horn will also be blown to alert the members of the Disaster Control Team that an incident has occurred. METRO personnel will act in the same manner as KILO personnel if METRO is the affected sector.

(3) Any person observing an incident in Sector PAPA will report the situation to the Crash-Fire Dispatcher (dial 17). The Crash-Fire Dispatcher will notify the AFCS Control Tower, alert the Fire Department personnel and notify alert force operations personnel via "hot line." The Crash-Fire Dispatcher will also sound the appropriate Broken Arrow signal if so directed by the Fire Chief.

(a) Maintenance Control will dispatch tow vehicles to tow affected aircraft from a fuel spill as engines cannot be started to taxi aircraft. The



AFCS Control Tower will control the movement of the alert aircraft. The Standby Signal will be blown on the trumpet horn to alert the Base Disaster Control Team. The Wing Command Post will NOT sound the klaxon horn, alert force reaction signal, because the crews would start engines and possibly ignite the fuel. Crews will neither start engines nor activate any electrical equipment during a fuel spill unless so directed by the Wing Command Post or the Fire Chief.

(b) If the situation is due to anything other than a fuel spill, the Wing Command Post will sound the klaxon horn causing the alert force to perform a Bravo Alert.

(c) All personnel in Sector PAPA who are not essential to either the aircraft removal operation or combating the situation, will take shelter on the lower floor of the alert facility whenever any Broken Arrow situation develops.

b. Withdrawal:

(1) Should the "Standby" situation develop into a more serious situation, the Fire Chief may decide that all non-combatant personnel within the affected sector should withdraw.

(2) When the withdrawal signal is sounded, indicating that the incident is becoming uncontrollable, all non-combatant personnel within the affected sector will report to their assigned EWO shelter. This is in the interest of safety, to protect all personnel against flying debris and the remote possibility of fallout and especially important for control of direct support personnel. All

personnel on the base complex will remain indoors following the withdrawal signal, although non-essential personnel outside the affected sector need not proceed to a designated shelter unless so directed. Shelters must be at least 800 feet from the incident or they cannot be utilized. The Disaster Control Command Post will notify CD Force personnel if certain shelters cannot be utilized. CD Force personnel will then direct personnel to the nearest shelter available.

(3) Sectors METRO and PAPA cannot be alerted by the trumpet horn, therefore the withdrawal notification will be via telephone or PA.

NOTE: Combatants do NOT take shelter when the withdrawal signal is sounded; they will continue to combat the incident until they hear the Fire Chiefs signal to withdraw. When the Fire Chief decides that the combatants must withdraw he will direct the sirens on the Crash-Fire vehicles to be sounded.

4. The Commander, 4228th Strategic Wing or his appointed Representative will:

a. Establish and maintain a Base Disaster Control Team capable of implementing all appropriate emergency actions in the event of a disaster or peacetime nuclear accident on or near Columbus Air Force Base, Miss.

The Disaster Control Team will be composed of a Controlling Element and an Operating Element.

- b. Be the Base Disaster Control Team Chief.
- c. Be responsible for overall operation of the team.
- d. Insure that all required reports are dispatched.

- e. Establish a 24 hour shift capability for the team as necessary.
- f. During an operation, constantly monitor the actions taken and their effectiveness, and determine further actions as dictated by the nature, type and location of the disaster.

5. RESPONSIBILITIES:

a. The Deputy Commander of Operations, 4228th Strategic Wing will insure that:

- (1) The Wing Command Post:
  - (a) Submits required Broken Arrow reports. (See Appendix 2, this annex).
  - (b) Insures that the Fire Department has sounded the appropriate signal on the trumpet horn.
  - (c) Initiates the Disaster Control Team Pyramid Alert.
  - (d) Sound the alert force reaction signal on the klaxon horn (if the affected sector is PAPA and if there is no fuel spill involved).
  - (e) Insure that the Base Operations Dispatcher has initiated the secondary crash net.

b. The Deputy Commander for Maintenance, 4228th Strategic Wing Will:

- (1) Provide all available tow vehicles with drivers and the proper tow bars to withdraw aircraft. These personnel and their equipment will report to and operate under the direct control of the Maintenance Control Officer.
- (2) Appoint a Maintenance Control Officer who will proceed to the scene

of an incident, be briefed by the Fire Chief on aircraft movement, and then direct the movement of said aircraft.

(3) Upon the request of the Maintenance Control Officer, provide power units to start aircraft to be taxied out of the affected area.

(4) Insure that the Senior Controller on duty notifies the Transient Maintenance Section to move Base Flight Aircraft or Transient Aircraft normally serviced by the Transient Maintenance Section, should movement of those aircraft become necessary.

(5) Develop SOP's to insure aircraft movement from affected areas, to include such circumstances as a burning aircraft in full EWO configuration on stubs 4 or 9 in the Alert Area.

(6) Insure that an aircraft Damage Evaluation Team is available to assess aircraft damage if necessary, and establish an estimated time in commission (ETIC) aircraft.

(7) Insure that all portable equipment such as crew chief stands, trucks, etc, are removed from the affected area.

(8) Insure that Job Control re-establishes, if necessary, the first twelve slots on generation flow.

c. The commander, 858th Medical Group will:

(1) Provide medical assistance as required in CAFBM 92-4 and AFR 92-4.

(2) Advise and assist the Radiological Technician in determining medical hazards as pertains to radiation.

Annex E  
4228SW OPLAN 500-62  
1 July 1961

(8)



(3) Insure that air samples and other environmental samples are collected and that follow-ups are made on biological specimens of persons exposed.

(4) Treat and care for personnel exposed to radiation hazards.

(5) Establish monitoring and decontamination stations for casualties.

(6) Advise the Commander on all medical aspects of the incident.

d. The Commander, 26th Weather Squadron, Detachment 10 will:

(1) Provide direction and velocity of surface winds to the Disaster Control Command Post immediately after receiving notification of an incident.

(2) Provide weather forecasts as required by the Disaster Control Command Post for computing duration of radiation hazard and possible spread of contamination.

e. The Commander 1948 Communications Squadron will:

(1) Insure that all aircraft are diverted from the Columbus AF Base area during a Broken Arrow incident.

(2) Insure that all tower personnel are briefed on procedures outlined in AFR 92-4, AFR 55-14 and SAC Sup-1 thereto.

f. The Control Element of the Base Disaster Control Team will consist of the following (or their appointed alternates):

(1) Commander

(2) Asst DCO (Base Disaster Control Officer).

(3) Director of Supply (Representative).

(4) Commander, Support Squadron (Representative).

- (5) Base Civil Engineer.
- (6) Base Radiological Technician.
- (7) Base Security and Law Enforcement Officer.
- (8) Munitions Staff Officer (Representative).
- (9) Director of Personnel.
- (10) Chief, Communications and Electronics Division.
- (11) Information Officer.
- (12) Weather.
- \*(13) Base Judge Advocate

g. All members of the above Control Element will report to the Disaster Control Command Post in the event of a disaster or other emergency situation except the Commander and Director of Supply, or their appointed alternates-- who will report to the Wing Command Post.

(1) The Director of Supply will provide one Supply Representative in the Disaster Control Command Post and provide this representative with as many contact personnel as is necessary to obtain a "Material Estimate of the Situation."

(2) The Vice Commander, DCO, BC, DCM, and DSUP will report to the Wing Command Post unless otherwise directed by the Commander.

h. The field Disaster Control Team (Operating Element) will consist of the following (or their appointed representatives) and will be in charge of their teams where applicable:

- (1) Representative of the Commander (On-Scene-Commander).
- \*\* (2) Representative of the Base Civil Engineer.
- \*\* (3) Representative of the Radiological Technician (CBR Team Chief, NCOIC, Disaster Control Section).
- (4) Representative of the Base Deputy Commander for Security and Law Enforcement. (CDF Commander and Law Enforcement Officer)
- \*\* (5) Representative of the Staff Munitions Control Officer (Explosive Ordnance Disposal (EOD) Team Chief).
- (6) Representative of the Medical Group Commander.
- (7) Chaplain(s)
- (8) Fire Prevention (Fire Chief).
- \*\* (9) Representative of the Chief, Communications and Electronics Division.

i. All members of the operating element, with the exception of those marked by asterisks (\*\*) will report directly to the scene of the incident.

(1) The Representative of the Base Civil Engineer will contact the Base Civil Engineer in the Disaster Control Command Post and standby for instructions.

(2) The Disaster Control NCOIC will assemble his Radiation Monitoring Team at building 2802, contact the Disaster Control Command Post and Standby.

(3) The Explosive Ordnance Disposal (EOD) Team will proceed to

building 2802 to contact the Disaster Control NCOIC.

(4) The OIC, Communications and Electronics will ready the sound truck and contact the Disaster Control Command Post for dispatch instructions.

j. It will be the responsibility of the Controlling Element to:

(1) Assemble (except as noted in paragraph 5g above) at the Disaster Control Command Post during a disaster situation and direct the activities of the Field Disaster Control Team (Operating Element).

(2) Insure that all responsibilities and preplanned actions are being accomplished expeditiously and with full equipment.

(3) Compile all information received from the Field Disaster Control Team and make decisions concerning the Field Teams operation.

(4) Keep the Team Chief, advised of situations as they arise.

(5) Submit applicable reports (see Appendix 2).

(6) Insure that the Field Disaster Control Team complies with its responsibilities.

(7) In the event a situation arises not covered by this plan, direct actions to be taken by the Operating Element to cope with the situation.

k. The responsibilities of the Field Disaster Control Team (Operating Element) are as follows:

(1) The On-Scene-Commander will:

(a) Report to the scene of the incident and take command of the Field Disaster Control operations.

(b) Upon arrival of the Base Disaster Control Team Members,



brief them on the general situation and advise them as to the course of action to be taken.

(c) The On-Scene -Commander will provide information and direction to the various disaster teams as necessary for the accomplishment of required tasks.

(2) The On-Scene -Controller will:

(a) Immediately upon notification of a Broken Arrow incident, report to the scene of the incident.

(b) At the scene, relieve the Disaster Control Duty Officer, direct the operations of the Team Members until the arrival of the On-Scene-Commander at the scene, with the exception of fire fighting personnel and begin reporting pertinent information to the Disaster Control Command Post.

(c) Following a withdrawal of combatants, when the possibility of an explosion no longer exists, he will advance to the scene of the accident and assume the task of reporting from the scene to the Disaster Control Command Post.

(3) The Representative of the Base Civil Engineer will supervise the Damage Evaluation and Recovery Teams and will:

(a) Advise Commander on operational capabilities of the base through coordination with the Base Civil Engineer.

(b) Supervise recovery operations.

(c) Evaluate Damage Resulting from the Accident.

(d) Coordinate through the Base Civil Engineer with civilian

contractors, (local) for support if required.

Annex E

4228SW OPLAN 500-62

1 July 1961

(13)

(e) Provide damage evaluation information to the On-Scene-Commander

(f) Determine personnel, supply and equipment needs to repair damage and remove debris.

(g) Insure that Civil Engineering Recovery Teams do not enter the accident area until advised to do so by the On-Scene-Commander.

(h) Through coordination with the Base Civil Engineer, insure that all facilities within the affected area (using the 20 ton effects template), are shut down during the "Standby" alert.

(4) The Representative of the Disaster Control Officer (Disaster Control NCOIC will):

(a) Upon notification that a Broken Arrow incident has taken place assemble the CBR Team and all necessary equipment available, and await a vehicle and the EOD team at building 2802.

(b) Contact the Disaster Control Command Post via telephone.

(c) Proceed with the personnel and equipment mentioned above to the established re-entry point and report to the On-Scene-Commander. (Will be directed to proceed to this point by the Disaster Control Command Post).

(d) Survey the accident area for radiological contamination if directed to do so by the On-Scene-Commander. (Use 2AF Manual 355-1 procedures).

(e) Advise and assist the On-Scene-Commander in decontamination procedures if necessary.

(f) Insure that Base Disaster Team maintain the decontamination center should its services be required.

(g) Monitor all personnel and equipment leaving the scene of an accident where radiological contamination is present.

(5) The Representative of the Staff Munitions Control Officer will:

(a) Insure that the Explosive Ordnance Disposal (EOD) Team receives specialized training in accordance with SACR 136-6 and SAC Sup-1 to AFR 136-10;

(b) Insure that tools and equipment required by this team are maintained in a constant state of readiness.

(c) Recover and remove nuclear material and other weapon components.

(d) Advise the On-Scene-Commander/Controller of danger areas due to weapon components.

(e) Check the condition of the weapon(if applicable).

(f) Coordinate activities at the scene of a Broken Arrow incident with the Disaster Control NCOIC.

(6) The Representative of the Medical Group Commander will insure that the Medical element of the Disaster Control Team complies with Appendix II, Annex F, this plan.

(7) The OIC, Communications and Electronic Division will:

(a) Ready a sound truck and contact the Disaster Control Command

Post for dispatch information.

Annex E

4228SW OPLAN 500-62

July 1961

(15)

(b) Provide a back up of emergency communications systems and trained personnel to install and operate them.

(c) Devise plans to cope with any emergency communications eventuality (power failure, etc.)

(d) Provide communications system deemed necessary and especially during an off-base Broken Arrow so that direct communications with the Base can be provided utilizing high frequency radio equipment installed in the MARS station.

(8) Fire Prevention (Fire Chief) will:

(a) Establish procedures for notification of appropriate agencies that an incident has taken place giving nature of incident, affected sector, grid coordinates (base grid map) and tail number of aircraft if applicable and possible. This will be done utilizing line one (1) of 2AF Form 85a for initial notification.

(b) Establish procedures for notification, assembly and response of designated units of rescue and fire fighting crews and equipment.

(c) Rescue Personnel.

(d) Concentrate on controlling the fires and cooling the weapon to preclude further spreading of the fire.

(e) Develop procedures to insure that an extra foam supply is brought to the scene of an incident and that a water supply is brought as close to the scene as possible.

(f) Determine when a withdrawal of non-combatant personnel is

necessary.

Annex E

4228SW OPLAN 500-62

1 July 1961

(16)



(g) Determine when a withdrawal of combatants is necessary.

(h) Comply with combatant withdrawal notification procedures per 2AF Manual 355-1.

(i) Insure that Crash Control personnel are thoroughly familiar with all Broken Arrow signals and understand how to initiate them when necessary.

(j) Indicate to the Maintenance Control Officer, those aircraft which should be moved during an incident.

(9) The Security Officer (CDSC) will:

(a) During the take-off and landing of all aircraft carrying hazardous cargo, position a patrol vehicle with a minimum of two qualified personnel with the Disaster Control Duty Officer and Fire Chief.

(b) Report to the On-Scene-Commander at the scene, secure the accident area and immediately establish one entrance and exit control point at a distance of 1500 feet upwind from the incident.

(c) Establish a CD Sentry Cordon at 1500 feet from the accident scene and will assure that CD Force have all personnel not involved in rescue or disaster operations withdraw from the immediate and downwind area (if terrain permits). If terrain does not permit, they will withdraw to a point not less than 1500 feet from the accident scene or to a permanent shelter located at least 800 feet from the scene.

1. When Explosive Ordnance Disposal (EOD) and Chemical Biological, and Radiological (CBR) Teams establish a new perimeter around the incident, (perimeter will be marked by triangular signs), the cordon will close-in

and reform on the established perimeter. Personnel forming the close-in cordon will wear protective masks if radiation is present.

(d) Require all personnel leaving the accident area to be cleared by the radiological monitors, should contamination be present.

(e) Provide one sound truck to aid in the withdrawal of personnel to shelters.

(f) Send "7 High" Message.

(g) Maintain tight security regardless of size of area to be secured.

(10) The Sanitary and industrial Hygiene Engineer will:

(a) Report to the scene of the incident.

(b) Comply with appropriate portions of Appendix II, to Medical Annex F, this plan

(11) The Transportation Squadron Commander will:

(a) Provide one radio equipped vehicle to be dispatched to the NCOIC, Disaster Control, building 2802.

(b) Provide two radio equipped vehicles to be dispatched to Base Operations.

(c) Insure that all transportation personnel who may be involved in a Broken Arrow Exercise have a protective mask.

(12) The 492nd Bomb Squadron and 901st Air Refueling Squadron Commanders will insure that available crews perform the following functions:

(a) When a withdrawal or standby signal is sounded, HURRY to the aircraft.

(b) Get the "Broken Arrow" Quick Start Check List, a head set, and STAND BY on channel two (2).

\*(c) If no smoke or flames can be seen, do not start engines immediately, but expect to receive "Start Engines" and "Taxi" instructions from the Maintenance Control Vehicle or the Control Tower.

\*(d) If at all possible, avoid contacting the Command Post.

(e) Use aircraft tail number only - NO TACTICAL CALL SIGNS!

(f) As the Command Post will probably be giving a "Bravo" alert to the alert force at this time,

1 Do not tie up frequency 311.0.

2 Do not taxi onto the runway until released by the tower.

NOTE: For a "Broken Arrow" in the KILO area, aircraft cannot taxi on the parallel taxiway, as it is within 1500 feet of the incident.

(g) Aircraft will be taxied back to the parking area upon completion of the exercise.

\* These two steps will be followed in preference to item 11 of the KC-135 "Broken Arrow" checklist, and item 16 of the B-52 "Broken Arrow" checklist.

(13) All other members of the Field Element will:

(a) Report the applicable items of 2AF Forms 85 and 85a to the Disaster Control Command Post through the On-Scene-Controller.

(b) Perform in accordance with Disaster Control Directives

applicable to their particular function in the wing organization.

(c) Perform such other duties as directed by the On-Scene-Commander and/or On-Scene-Controller.

5. GENERAL:

a. All personnel given duties in this annex will develop SOP's to insure that applicable directives are carried out.

b. In the event of an off-base Broken Arrow, the alerting procedures outlined in CAFBM 92-4 will be followed. In addition, the pyramid alert to assemble the Disaster Control Team will be initiated. The trumpet horn will not be used. The Disaster Control Team will assemble at Base Operations and form a convoy which will proceed to the scene of the off-base crash with the exception of those units designated by the Officer in Charge, which will proceed directly to the scene. CAFBM 92-4 outlines procedures for convoy formation.

c. Commanders will furnish personnel required for implementation of this annex in accordance with Annex B of this plan.

d. Commanders will insure that all assigned personnel, both civilian and military, are briefed on the contents of this annex.

e. Simulated Broken Arrow exercises will be conducted to insure team familiarization with the contents and implementation of this annex.

f. A Disaster Control/Staff Duty Officer will be present during the take-off and landing of all aircraft carrying hazardous cargo. In the event of a Broken Arrow during this period, he will be acting On-Scene-Controller and assume the



responsibilities of the On-Scene-Controller, as set forth in this annex, until he is relieved of this duty by the On-Scene-Controller.

(1) The position of the Disaster Control Duty Officer is mandatory in accordance with AFR 55-14, therefore, checklists pertinent to the responsibilities of this position will be established by all agencies which support this position. The checklists will conform to AFR 55-14.

6. REFERENCES:

- a. AFR 92-1 and 1A, Fire Protection and Aircraft Rescue.
- b. AFR 92-4 and 4A, Fire and Aircraft Crash Rescue.
- c. AFR 136-8, Definition of Responsibilities for EOD.
- d. AFR 136-9, Report of Fire or Explosion Involving Ammunition or Explosive Material.
- e. AFR 136-10, Explosive Ordnance Disposal.
- f. AFR 190-4, Community Relations.
- g. AFR190-10, Release of Information.
- h. AFR 355-3 Disaster Control.
- i. AFL 355-3, Implementing Guide for Disaster Control.
- j. SACR 355-1/Annex IV.
- k. SACR 82-5, (Classified)

Annex E  
4228SW OPLAN 500-62 (21)  
1 July 1961

- l. AF T. O. 11N-20-3.
- m. AF T. O. 11N-20-7.
- n. AF T. O. 11N-20-11.
- o. CAFBM 55-1, Air Traffic Control Procedures.
- p. CAFBM 92-4, Procedure for Aircraft Crash Fire and Rescue.
- q. AFR 55-14.
- r. 2AF Form 85 and 85A.
- s. 2AF Manual 355-1, Disaster Control.
- t. 2AF Form 121, Series A thru J.

HEADQUARTERS  
4228TH STRATEGIC WING (SAC)  
United States Air Force  
Columbus Air Force Base, Mississippi

APPENDIX 1

ANNEX E

TO

OPERATIONS PLAN 500-62

CHECKLISTS FOR

FLIGHTS INVOLVING HAZARDOUS CARGO

Appendix 1, Annex E  
4228SW OPLAN 500-62  
1 July 1961

HEADQUARTERS, 4228TH STRATEGIC WING (SAC)  
United States Air Force  
Columbus Air Force Base, Mississippi  
1 July 1961

APPENDIX 1

ANNEX E

TO

OPERATIONS PLAN 500-62

PROCEDURES TO BE FOLLOWED BY THE DISASTER CONTROL COMMAND

POST BATTLE STAFF DURING BROKEN ARROW INCIDENTS

1. PURPOSE: To establish procedures to be followed by the Disaster Control Command Post Battle Staff during a Broken Arrow incident in order that the incident may be brought under control as expeditiously as possible.
2. SCOPE: All members of the Disaster Control Command Post Battle Staff are responsible for compliance with the directives contained herein.
3. GENERAL:
  - a. Under Broken Arrow situations, the Disaster Control Command Post Battle Staff will operate as follows:
    - (1) The first staff member to arrive will contact the controller in the Wing Command Post and be briefed on the situation; he will brief the remainder of the staff as they arrive.
    - (2) The location of the incident will be marked on the grid map and the 1500' and 800' circles will be drawn around the incident.

Appendix 1, Annex E  
4228SW OPLAN 500-62  
1 July 1961



(3) The Weather Detachment will phone wind direction and velocity to the Disaster Control Command Post. This information will be displayed on the map and an arrow will be drawn to indicate wind direction.

(4) Contact will be made with the OIC, Combat Defense Force at the scene via the CDS radio net to determine the point he has selected for a withdrawal/re-entry point. The location of this point will be marked on the map and will be transmitted over all radio nets.

(5) The Civil Engineer will ascertain the number of all non-permanent type buildings within 800' of the incident. He will insure that the building numbers are immediately given to the Crash Control Tower and to the Security and Law Enforcement Officer who will notify the CDSC. He will also insure that power and other utilities within the 1500' perimeter are isolated.

(6) All members of the Battle Staff will establish contact with their respective control centers.

(7) All Battle Staff members will ascertain the strength and position of their field teams and maintain contact with these teams until the all-clear is sounded.

(8) The Personnel member of the Staff must record casualty information and list casualties by AFSC, number, and type.

(9) Contact must be maintained with shelters housing direct support and augmentee personnel.

Appendix 1, Annex E  
4228SW OPLAN 500-62  
1 July 1961

(10) Contact must be maintained with Job Control to receive such information as the parking locations of aircraft moved from the scene of the incident and the availability of towing equipment.

(11) Required reports must be transmitted.

(12) Line items 55 and 100 thru 1000 must be posted on the master display board as information becomes available.

DISASTER CONTROL CHECKLIST  
FOR THE  
DISASTER CONTROL DUTY OFFICER  
("On-Scene Controller")

1. The Disaster Control Duty Officer's tour of duty is for 24 hours beginning at the start of the normal duty day.
2. The Disaster Control Duty Officer will report to Base Operations Dispatch Section at the beginning of his tour of duty. He will immediately call the Wing Command Post and obtain the day's flying schedule involving hazardous cargo.
3. The Disaster Control Duty Officer will brief the Duty Dispatcher on all known arrivals and departures of aircraft carrying hazardous cargo scheduled during the Disaster Control Duty Officer's tour of duty. He will provide the Duty Dispatcher with his name and the phone number at which he can be contacted immediately. He will, throughout his tour, keep the Base Operations Dispatcher posted on his whereabouts at all times. The Disaster Control Duty Officer must be able to be in Base Operations within 10 minutes of notification of an air abort or the unscheduled arrival of an aircraft carrying hazardous cargo.
4. After reporting to Base Operations at the beginning of his tour, the Duty Officer will brief the Fire Chief (7513), the Combat Defense Force Commander (7445 or 7777), Transportation Squadron Commander (201) and the Hospital (7751 on weekdays; 7417 or 7418 on Saturdays, Sundays or holidays), or their representative, on the day's flying schedule involving hazardous cargo. He will insure that all persons concerned are briefed on the hazardous cargo factor. This applies to scheduled as well as unscheduled flights.
5. The Base Operations Dispatcher will arrange for a radio taxi vehicle to be at Base Operations 30 minutes prior to the arrival or departure of all scheduled hazardous cargo movements. This vehicle and its driver will be under the control of the Disaster Control Duty Officer until they are released by him.
6. The Disaster Control Duty Officer will be in the Base Operations Dispatch Section 30 minutes prior to the arrival or departure of all scheduled hazardous cargo movements. After the departure of an aircraft carrying

Tab 1, Appendix 1, Annex E  
4228SW OPLAN 500-62  
1 July 1961

hazardous cargo, he will return to the Base Operations Dispatch Section and remain there for 30 minutes.

a. The Disaster Control Duty Officer will be in Base Operations Dispatch Section 15 minutes prior to the termination of his tour of duty. He will be relieved from his tour of duty upon completion of briefing his replacement. The briefing will cover all available information concerning the known movements of hazardous cargo.

7. The Disaster Control Duty Officer will assemble with his vehicle and driver in the "Standby" position with the Fire Fighting and Combat Defense Force vehicles at least 10 minutes prior to the arrival or departure of aircraft carrying hazardous cargo. The "Standby Position" is taxiway 2 if the active runway is 13; taxiway 3 if the active runway is 31. The active runway will be as notified by the tower.

a. The Disaster Control Duty Officer will insure that all necessary vehicles and personnel are present in the "Standby Position". He will then make radio contact with the Wing Command Post via the Fire Chief's net.

b. He will brief all personnel present on:

(1) The day's hazardous cargo aircraft flying schedule, giving type of aircraft, load factor, number of personnel and amount of fuel on board.

(2) The hazardous cargo factor for each aircraft scheduled.

c. Review procedures to be followed in the event of an incident and/or accident.

d. Instruct the Fire Chief to relay the above information to the members of the Fire Chief's team positioned in other locations.

8. Upon notification of the unscheduled arrival or departure of aircraft carrying hazardous cargo, the Disaster Control Duty Officer will report immediately to the Base Operations Dispatch Section. The Base Operations Dispatcher will arrange for the dispatch of a radio taxi vehicle to meet the Disaster Control Duty Officer at the Base Operations Dispatch Section.

9. The Disaster Control Duty Officer will have in his possession the Disaster Control Duty Officer's file prior to proceeding to the "Standby Position". At other times, this file will be kept in the Base Operations Dispatch Section.

Tab 1, Appendix 1, Annex E  
4228SW OPLAN 500-62



10. The Disaster Control Duty Officer, upon arrival at the "Standby Position", will join the Fire Chief in the Fire Chief's vehicle.

11. In the event of a "Broken Arrow" incident, the Disaster Control Duty Officer will take the following actions until relieved by the On-Scene Controller:

a. Proceed to the scene of the incident with the Fire Chief and Combat Defense Force.

b. Make radio contact with the Wing Command Post and insure that line 1 information, 2AF Form 85a, is transmitted. He will log all available information on his checklist (2AF Form 85). When he is contacted by the Disaster Control Command Post, he will relay pertinent information via the taxi net.

Tab 1, Appendix 1, Annex E  
4228SW OPLAN 500-61  
1 July 1961

DISASTER CONTROL CHECKLIST

FOR THE

COMBAT DEFENSE FORCE

1. The Combat Defense Squadron Commander, or his representative, will be briefed by the Disaster Control Duty Officer on the day's flying schedule involving hazardous cargo, including types and number of weapons aboard. This briefing will take place at the beginning of the normal duty day.
2. For all scheduled arrivals and departures of aircraft carrying hazardous cargo or upon notification of Alert Force Reaction, the Communicator / Plotter will:
  - a. Dispatch one element of the primary Mobile Strike Team (comprised of not less than two (2) Combat Defense Force Members) to be at the "Standby Position" 10 minutes prior to the aircraft's scheduled arrival or departure, or immediately upon notification of Alert Force reaction. The "Standby Position" is taxiway 2 if the active runway is 13, taxiway 3 if the active runway is 31. The active runway will be as notified by the tower.
  - b. Direct the Mobile Strike Team to report to the Disaster Control Duty Officer at the "Standby Position".
  - c. Alert the mobile radio units equipped with the public address system and "Broken Arrow" placards.
  - d. Maintain constant contact with the Mobile Strike Team Leader.
3. Upon notification from the Wing Command Post concerning the landing of an air abort or unscheduled aircraft carrying hazardous cargo, the communicator/plotter will:
  - a. Proceed as in paragraphs 2a thru d above, except that the element of the Mobile Strike Team must proceed to the "Standby Position" in sufficient time to be in place 10 minutes prior to the expected time of landing, if that is possible. If that is not possible, the team should proceed to the "Standby Position" immediately.
4. Duties of the Mobile Strike Team Leader at the "Standby Position":

Tab 2, Appendix 1, Annex E  
4228SW OPLAN 500-62  
1 July 1961

- a. Reports to the Disaster Control Duty Officer.
  - b. Provides communications for the Disaster Control Duty Officer, if necessary.
  - c. Keeps Central Security Control advised of progress in all phases of take-off and landing and immediate notification in case of an accident.
  - d. In case of an accident, pinpoints the location on the 200-to-1 base grid map by use of grid coordinates. Relays exact location to Central Security Control.
  - e. Establishes necessary control until the arrival of Combat Defense Officers.
  - f. Protects all classified material and information.
5. Duties of the Flight Commander when notified of an accident.
- a. Dispatch the remaining element of the Mobile Strike Team to the scene.
  - b. Direct the mobile radio units to turn on the red light, place the appropriate "Broken Arrow" placard on the vehicle, and drive throughout the flight line area and announce this situation.
  - c. Refer immediately to the Base Crash Map and pinpoint the accident location.
  - d. The OIC of the Combat Defense Force will report immediately to the scene of the incident and, after coordinating with the On-Scene Commander/Controller, he will establish an "entry/exit point", 1500 feet upwind. He will notify the Disaster Control Command Post, CSC, and the On-Scene Commander/Controller of the location selected for the "entry/exit point".
  - e. Establish the 1500-foot safe distance perimeter cordon.
  - f. Alert all available Combat Defense Forces.
6. Broken Arrow Standby Procedures:
- a. Dispatch the public address system equipped vehicles to announce the "Broken Arrow Standby".

Tab 2, Appendix 1, Annex E  
4228SW OPLAN 500-62

1 July 1961

b. Direct all available Combat Defense Force vehicle patrols and CDS personnel to clear all non-essential personnel from the area within 1500 feet of the incident.

(1) CDS personnel will start clearing the area near the scene and advance toward the 1500-foot perimeter, clearing non-essential personnel as they advance.

7. Broken Arrow Withdrawal Procedures:

a. As the area around the scene will already have been cleared during the standby situation, the CDS personnel need only announce through the mobile PA system that all non-essential personnel in the entire sector must withdraw to shelters.

(1) Should an accident be of such a magnitude that no standby period is possible, the withdrawal signal will be the first and only notification of an incident; therefore, the CDS personnel would immediately notify all non-essential personnel to withdraw to shelters in addition to clearing the 1500-foot perimeter.

(2) Combat Defense Force personnel will use "good judgment" in determining essential personnel. The majority of the personnel who would be essential during a standby and/or a withdrawal are as follows:

- (a) Fire Department Personnel.
- (b) Hospital Personnel.
- (c) Disaster Control Duty Officer.
- (d) Maintenance Control Officer.
- (e) Tow Vehicle Drivers.
- (f) Ground Power Equipment Operators.
- (g) Wing Walkers.
- (h) Crews needed for aircraft taxiing.

b. The public address system equipped vehicles will be dispatched during a "withdrawal" to insure that all non-essential personnel withdraw to shelters.

Tab 2, Appendix 1, Annex E  
4228SW OPLAN 500-61

1 July 1961



8. Re-entry Procedures:

a. Only authorized personnel will be permitted to return to the affected area until the all clear is announced. All personnel will re-enter through the entry and exit point.

(1) Those personnel who re-enter the affected area must possess a SAC Form 245 (Disaster Control Team Member Identification Badge) or must be cleared for access by a Team Member who possesses a SAC Form 245. All personnel must also display SAC Form 138 (Restricted Area Badge).

b. After the CBR and EOD Teams have established a perimeter around the zone of contamination, the Combat Defense Force will "shrink" the 1500-foot perimeter and re-establish the cordon around the contaminated area. All CDS members forming the cordon around the contaminated zone will wear protective masks.

9. During a "Broken Arrow" incident, the Mobile Strike Team Leader (or the Flight Commander, as appropriate) will report pertinent details of the incident to the Disaster Control Duty Officer (or On-Scene Controller who replaces the Disaster Control Duty Officer). These details will be reported on a continuing basis during the "Broken Arrow" incident. They will be reported in the format shown on 2AF Forms 85 and 85A.

DISASTER CONTROL CHECKLIST

FOR THE

CONTROL TOWER

1. In the event the control tower establishes initial radio contact with an aircraft being diverted to Columbus with hazardous cargo aboard, it shall be the responsibility of the Senior Controller on duty to insure that the primary crash net is immediately activated. The agencies notified will be given all available information in the format of line 1 of 2AF Form 85a, including:

- a. Type aircraft and call sign.
- b. Load factor.
- c. Number of personnel aboard by compartment.
- d. Amount of fuel.
- e. ETA.
- f. Probable runway to be used.

2. In the event that any changes occur which will affect the landing of the aircraft, agencies will be kept informed via the primary crash net.

3. Control Tower personnel will initiate the primary Crash Alarm should they witness a Broken Arrow incident or receive confirmed notification. Information transmitted over the primary crash net will be in the format of line 1 of 2AF Form 85a.

4. Control Tower personnel will control the movement and parking location of aircraft should it become necessary to withdraw the aircraft from the scene of an incident. This control and movement will be coordinated with the On-Scene Commander.

5. Should the load factor not be received from the aircraft commander, the Tower Operator will request it.

Tab 3, Appendix 1, Annex E  
4228SW OPLAN 500-62  
1 July 1961

DISASTER CONTROL CHECKLIST

FOR

BASE OPERATIONS

1. The Base Operations Dispatch Section will post the Disaster Control Duty Officer's name, phone number and location immediately upon the reporting of the Duty Officer to the Dispatch Section. This information will be kept current throughout the Disaster Control Duty Officer's tour of duty.
2. The Disaster Control Duty Officer will brief the Dispatcher on all known arrivals and departures of aircraft carrying hazardous cargo during his tour of duty.
3. The Dispatcher will request a radio taxi vehicle for the Disaster Control Duty Officer to be at Base Operations 30 minutes prior to all known arrivals and departures involving hazardous cargo and immediately upon notification of Alert Force Reaction.
4. The Wing Command Post will notify the Base Operations Dispatcher immediately of all air aborts and unscheduled arrivals or departures involving hazardous cargo.
5. Upon notification of an air abort or unscheduled arrival or departure involving hazardous cargo, the dispatcher will notify the Disaster Control Duty Officer and also request a radio taxi vehicle to be dispatched to Base Operations for the Disaster Control Duty Officer. This vehicle will be requested to be at Base Operations 30 minutes prior to the expected time of arrival of the aircraft. Prior to notifying the Duty Officer, the dispatcher will activate the secondary crash net and relay information received over the primary net concerning hazardous cargo or a Broken Arrow incident.

DISASTER CONTROL CHECKLIST

FOR

TRANSPORTATION

1. The Transportation Squadron Commander, or his representative, will be briefed by the Disaster Control Duty Officer on the day's flying schedule involving hazardous cargo, including types and number of weapons aboard. This briefing will take place at the beginning of the normal duty day.
2. A radio taxi vehicle for the Disaster Control Duty Officer will be dispatched immediately to Base Operations whenever requested by the Base Operations Dispatcher.
3. In order to meet this requirement, a radio taxi vehicle may be called to discharge its passengers immediately and proceed to Base Operations.
4. At Base Operations, the driver of the radio taxi vehicle will report to the Disaster Control Duty Officer in the Base Operations Dispatch Section. The Disaster Control Duty Officer will have direct control over the driver and radio taxi until such time as he releases them.
5. During a Broken Arrow incident, taxis will be dispatched as noted under the Transportation responsibilities found in Annex E.

Tab 5, Appendix 1, Annex E  
4228SW OPLAN 500-62  
1 July 1961



DISASTER CONTROL CHECKLIST

FOR THE

WING COMMAND POST

1. As soon as the Wing Command Post receives notification of the unscheduled take-off or landing of an aircraft carrying hazardous cargo or an actual Broken Arrow incident, the following personnel will be notified:
  - a. Wing Commander.
  - b. Deputy Commander for Operations.
2. The Wing Command Post will then immediately telephone the 2AF Command Post and give all available information, utilizing line 1 of 2AF Form 85a.
3. Immediately after the telephone report, and within six (6) minutes following the incident, they dispatch the ZIPPO "BEELINE" Broken Arrow Report, giving line one (1) information per 2AF Form 85a. This report will be transmitted with Emergency (YY) precedence.
4. They will then plot the location of the incident on the base grid map.
5. Finally, they will furnish the Disaster Control Command Post with all available information concerning the incident.

Tab 6, Appendix 1, Annex E  
4228SW OPLAN 500-62  
1 July 1961

DISASTER CONTROL CHECKLIST

FOR THE

FIRE DEPARTMENT

1. The Fire Chief (or Assistant Fire Chief) will be briefed by the Disaster Control Duty Officer on the day's flying schedule involving hazardous cargo, including the types and number aboard at the beginning of the normal duty day.
2. The Fire Chief (or Assistant Fire Chief) will have fire fighting and rescue equipment in the "Standby Position" ten (10) minutes prior to the arrival or departure of aircraft carrying hazardous cargo.
3. Crash fire equipment will be stationed at the following "Standby Position" on arrival or departure of aircraft carrying hazardous cargo:
  - a. The Fire Chief's vehicle will be positioned at taxiway 2 if the active runway is 13, at taxiway 3 if the active runway is 31. The active runway will be as notified by the tower.
  - b. One major apparatus at each taxiway, i. e., one each at taxiways 1, 2, 3, and 4.
  - c. Apparatus 06 and R-2 at taxiway 2 or 3, on approach end.
  - d. Two 750-A pumpers on taxiway by the fire plug.
4. The Fire Chief will insure that an extra foam supply is brought to the scene of an incident and that a water supply is brought as close to the scene as possible.
5. The Disaster Control Duty Officer, when in the "Standby Position" with the requisite team will:
  - a. Brief all personnel present on:
    - (1) The day's hazardous cargo aircraft flying schedule giving type of aircraft, load factor, number of personnel and amount of fuel on board.

Tab 7, Appendix 1, Annex E  
4228SW OPLAN 500-62  
1 July 1961

- (2) The hazardous cargo factor for each aircraft scheduled.
  - b. Review procedures to be followed in the event of an incident and/or accident.
  - c. Instruct the Fire Chief to relay the above information to the members of the Fire Chief's team positioned in other locations.
6. In the event of a "Broken Arrow" incident:
  - a. The Fire Chief or Assistant Fire Chief, accompanied by the Disaster Control Duty Officer, will proceed immediately to the scene of the incident.
  - b. The Fire Chief will call Crash Control and report the Broken Arrow incident per the format attached to the Fire Chief's checklist.
  - c. The Fire Chief (or Assistant Fire Chief) will direct all fire-fighting activities and inform the On-Scene Commander when withdrawal of the sector is required. He will then call Crash Control and order the withdrawal signal to be sounded.
  - d. Should the Fire Chief decide that all combatants must withdraw from the scene, he will order his personnel to return to their vehicles and lead all combatants to a safe area, upwind from the incident if possible. When the Fire Department leaves the scene, all other combatants, such as tow vehicle drivers, etc., must also withdraw to a safe area. They may follow the Fire Chief's convoy or take shelter in the nearest shelter outside the 1500-foot perimeter. The Fire Chief will sound the combatant withdrawal signal (using vehicle sirens) as prescribed in 2AF Manual 355-1, dated October 1960.
  - e. The Fire Chief or Assistant Fire Chief will insure that pertinent details of the "Broken Arrow" incident are reported to the Disaster Control Duty Officer or the On-Scene Controller who relieves the Duty Officer. These details will be reported on a continuing basis during the Broken Arrow incident.
  - f. All details of 2AF Form 85a must be reported as soon as possible.
  - g. The Fire Chief or Assistant Fire Chief will indicate to the Maintenance Control Officer those aircraft which should be moved.

Tab 7, Appendix 1, Annex E  
4228SW OPLAN 500-62  
1 July 1961

7. Whenever a Broken Arrow Standby situation develops into a more hazardous situation (such as fire occurring, weapon malfunction, etc.), the Fire Chief will instruct Crash Control to sound the sector withdrawal signal.

a. On some occasions such as an aircraft crash with no advance warning or notification of malfunction, the Fire Chief may declare a Broken Arrow Withdrawal immediately and sound the appropriate signal.

b. In either case, the withdrawal signal is for non-combatant personnel only.

8. The Fire Chief (or Assistant Fire Chief) must position fire fighting vehicles in a fire fighting position which does not hinder the generation of tactical aircraft affected by the incident.

10. During a Broken Arrow Standby situation in the Alert Force area which has resulted from an excessive fuel spill, aircraft engines will not be started except at the signal from the Fire Chief and/or instructions from the Wing Command Post. Fuel spills within the alert force area will be signaled by continuous sounding of the fire truck siren blinking the headlights and activating the rotating beacon atop the vehicle.

Tab 7, Appendix 1, Annex E  
4228SW OPLAN 500-62  
1 July 1961



DISASTER CONTROL CHECKLIST

FOR THE

DISASTER CONTROL SECTION (NCOIC)

1. Transport contaminated personnel to the decontamination center.
2. Important Telephone Numbers:
  - a. Fire Tower (Crash Fire Dispatcher ) - 7513
  - b. Wing Command Post - 7512
  - c. Disaster Control Command Post - See listing of Disaster Control Command Post telephones.
  - d. Base Operations - 7611
  - e. Base Motor Pool Dispatcher - Duty hours - 366 and 7400  
Off-duty hours - 7632
3. When a Broken Arrow Standby Alert is sounded, the following actions will be taken:
  - a. The Disaster Control NCOIC or his assistant will establish the Radiological Control Center. The Disaster Control NCOIC will contact the Disaster Control Command Post (73 or 7500), establishing strength, capability and position.
  - b. The Base 50-man Disaster Control (CBR) Team will be recalled and signed in as they arrive.
  - c. The Disaster Control NCOIC or assistant, during standby, will ready necessary radiac equipment. Each individual of the Broken Arrow Team will be assigned his appropriate radiac instrument and protective equipment as outlined below:
    - (1) One Alpha Survey Meter (1 man).
    - (2) One AN/PDR-27 Geiger Counter (2 men).
    - (3) One An/PDR-39 (2 men).
    - (4) One AN/PDR-43A (1 man).

(5) Radiation hazard signs and AFTO Forms 9 and 9D Placards (2 men).

(6) Base Grid Map and plotting equipment (2 men).

(7) Protective Mask M9A1 (1 Per Team Member).

(8) Head cover (1 per Team Member).

(9) Gloves (1 pair per Team Member).

(10) Boot covers (1 pair per team member).

d. If the Disaster Control Command Post requests the dispatch of the radiological and EOD Teams, the teams will report to the On-Scene Commander/Controller at the scene.

e. Upon arrival at the accident scene, the teams will be briefed by the On-Scene Commander/Controller on the situation.

f. If the area is to be monitored, the two (2) radiological and EOD teams will precede the fire fighting and combatants re-entry by vehicle to within 550 feet of the accident/incident from the upwind side (if terrain permits).

g. Vehicles will be halted at 550 feet and the teams will proceed on foot, carefully monitoring and marking radiation and explosive hazards.

h. EOD and Radiation Monitoring Teams will proceed as a team. If EOD has to clear an area of unexploded munitions, the Radiation Monitors will wait until EOD operations are completed.

i. Upon completion of re-entry to the accident area, the radiation and EOD Teams will return to the entry/exit control point, fan out left and right and monitor the area around and downwind from the incident involved to establish the perimeter of contamination.

j. An entry and exit point will be established upwind of the incident. A radiation monitor team will be positioned at the entry/exit control point to monitor personnel and equipment entering or departing the affected area (utilizing an alpha detecting instrument). The monitor team at the entry/exit control point will assure that all personnel entering the area know the locations where they can work and the allowable

Tab 8, Appendix 1, Annex E  
4228SW OPLAN 500-62  
1 July 1961

stay times in the contaminated area. If required, the monitor team at the entry/exit control point, will assure that personnel entering the affected areas are wearing protective masks.

k. The plotters will outline the contaminated area on the base grid map (by superimposing a picture of a clock over the contaminated area with twelve o'clock pointing north. The center of the incident will be the center of the clock), and the Team Chief will report the perimeter outline to the On-Scene Controller for relay to the Disaster Control Command Post.

l. Radiation intensities and EOD hazards will be plotted by their relative position from the center of the incident on the plotter's map.

m. Reports will be made to the Disaster Control Command Post by the On-Scene Controller, with the hazards encountered, distance from the incident and the time position on the clock. Distances can be estimated or approximated utilizing known land marks, parking slot distances, concrete square or slabs on the ramp, etc.

n. After the perimeter has been established, the EOD team will reassemble with the Radiological Monitors and will proceed as one team for EOD survey and to conduct EOD operations.

o. A personnel decontamination station will be set up as close as possible to the accident scene. All personnel requiring decontamination station. A minimum of two monitors will be positioned at the personnel decontamination station to supervise operations.

p. The equipment decontamination station will be established as close as possible to the entry/exit point. Radiation monitors will be provided for this operation. Small items of equipment can be brushed or washed to eliminate contamination. Vehicles or heavy equipment can be decontaminated by water wash down utilizing fire trucks or any other apparatus available. Electronic Equipment must be dry brushed to avoid damage during decontamination.

q. If there are no alpha survey meters available, an area of 350 feet upwind and 500 feet downwind will be considered radiologically contaminated. Entry and exit to this area will be prohibited after fires are extinguished until the area has been properly surveyed.

Tab 8, Appendix 1, Annex E  
4228SW OPLAN 500-62  
1 July 1961

DISASTER CONTROL CHECKLIST

FOR THE

ON-SCENE COMMANDER

1. This checklist is applicable to the On-Scene Commander (or his alternate when acting in his stead). It outlines the responsibilities and procedures of the On-Scene Commander during a Broken Arrow.
2. It is the responsibility of the On-Scene Commander to insure that the following procedures are adhered to:
  - a. He will report to the Disaster Control Team assembly point.
  - b. He will establish a mobile headquarters in one of the radio equipped vehicles.
  - c. He will notify the Disaster Control Command Post that he is in position and ready to operate.
  - d. He will maintain or cause to be maintained a log of the arrival or departure of all Disaster Control Team Members.
  - e. He will, as soon as possible, upon the arrival of the Base Disaster Control Team, brief the teams on the situation and advise them as to the course of action to be taken.
  - f. He will insure that CDS has set up a perimeter guard as required.
  - g. He will, when the combatants withdraw, insure that they withdraw to the upwind re-entry point designated by the OIC, Combat Defense Squadron.
  - h. When it is decided that a fire hazard no longer exists, he will dispatch the CBR and EOD Teams to the scene. Maintain contact with these teams.
  - i. He will establish stay time with the Disaster Control Command Post, based upon readings taken by the CBR Team. Insure that the CBR-EOD Teams do not penetrate further than deemed safe by the Disaster Control Command Post.
  - j. He will dispatch rescue personnel when considered safe and as required.



k. He will insure that all personnel and equipment are decontaminated after leaving contaminated areas if the radiation intensity warrants decontamination.

l. He will dispatch other teams to the scene as required and when considered safe.

m. He will insure that unauthorized personnel do not enter the area until the area is cleared by Munitions Maintenance authority and the President of the Accident Investigation Board.

n. If the disaster is outside the military reservation, the following additional precautions will be taken:

(1) In cooperation with the Base Security and Law Enforcement Officer, enlist the assistance of the local law enforcement officials in controlling personnel.

(2) Insure that all inquiries pertaining to the accident are referred to the Information Officer.

(3) Insure that all inquiries pertaining to damage to civilian property are referred to the legal officer.

THIS PAGE IS DECLASSIFIED IAW EO 13526

HEADQUARTERS  
4228TH STRATEGIC WING (SAC)  
United States Air Force  
Columbus Air Force Base, Mississippi

APPENDIX 2

ANNEX E

TO

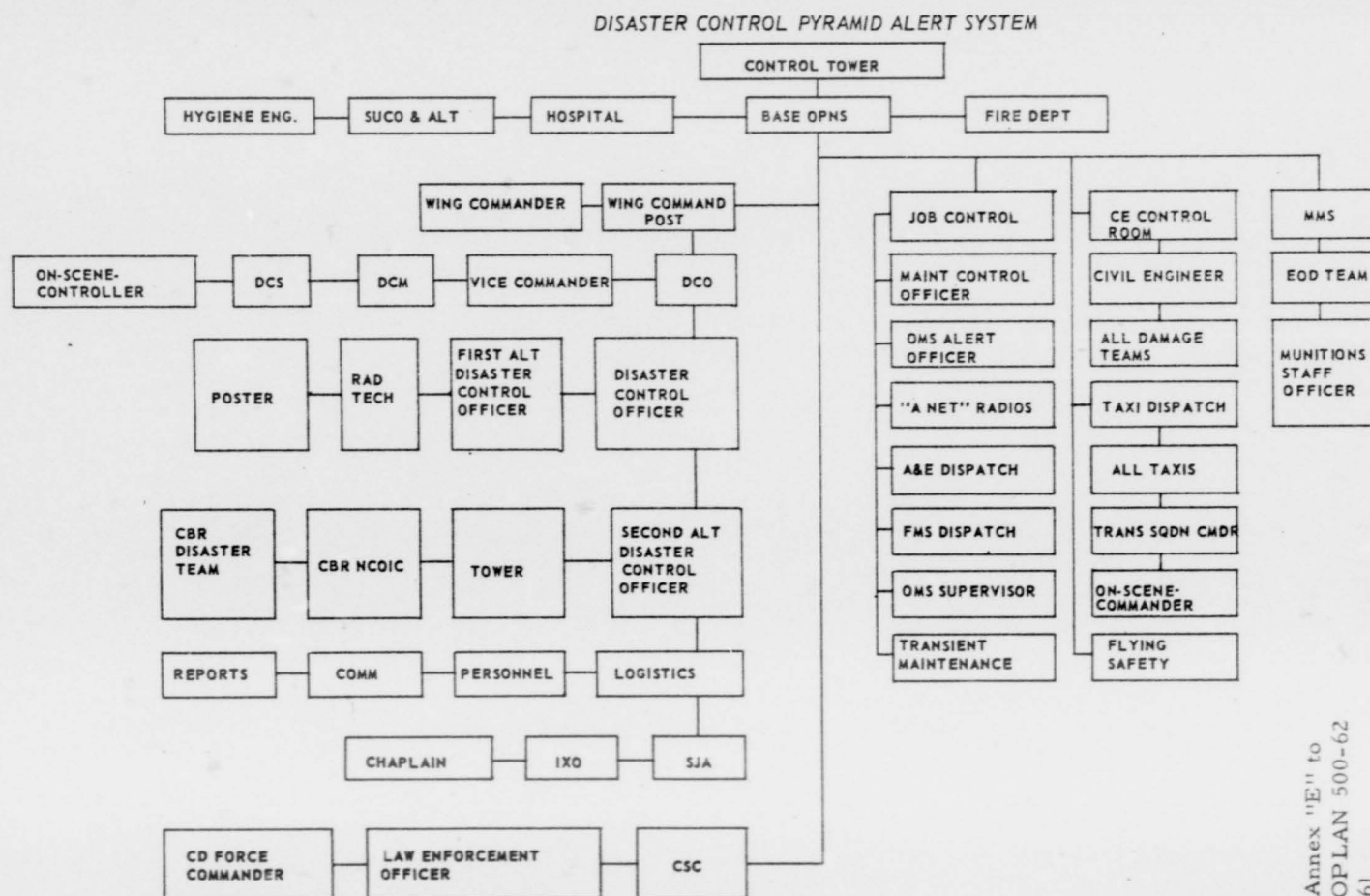
OPERATIONS PLAN 500-62

REQUIRED BROKEN ARROW REPORTS

(SEE CHAPTER 2, 2AFM 355-1, OCTOBER 60)

Appendix 2, Annex E  
4228SW OPLAN 500-62  
1 July 1961

THIS PAGE IS DECLASSIFIED IAW EO 13526



Atch 1, Annex "E" to  
4228SW OPLAN 500-62  
1 July 1961

HEADQUARTERS, 4228TH STRATEGIC WING (SAC)  
United States Air Force  
Columbus Air Force Base, Mississippi  
1 July 1961

APPENDIX 4

ANNEX N

TO

OPERATIONS PLAN

SERIAL NR. 500-62

REFUGE BASES

1. The constantly changing status of SAC bases and the concurrent change in capability to accommodate extra aircraft due to current and programmed construction make it impractical to permanently assign refuge bases. Therefore, a system is required to provide for the orderly assignment of refuge bases to units contemplating aircraft evacuation due to severe weather warning advisories.
2. When the Commander deems it advisable, he will inform 2AF Headquarters that a request for authority to evacuate is contemplated and request evacuation base(s) be assigned.
3. Headquarters Second Air Force will conduct a telephonic survey of bases outside of the severe weather area and determine which ones will be used as refuge bases. Each base surveyed will report to the Second Air Force Controller the total number of aircraft by type that can be accommodated for the period of pending evacuation. Information will be reported by line number as indicated below:

Appendix 4, Annex N  
4228SW OPLAN 500-62  
1 July 1961



- a. Line 1 - B-58 aircraft that can be accommodated.
  - b. Line 2 - B/RB-47 aircraft that can be accommodated.
  - c. Line 3 - KC-97 aircraft that can be accommodated.
  - d. Line 4 - B-52 aircraft that can be accommodated.
  - e. Line 5 - KC-135 aircraft that can be accommodated.
  - f. Line 6 - All other aircraft by type that can be accommodated.
4. Administrative aircraft normally will be hangared; however, if evacuation is necessary, they will be evacuated to the nearest suitable base. If non-SAC bases are utilized, prior coordination must be effected through 2AF Headquarters with Flight Service to avoid conflicts with aircraft of other commands.

Appendix 4, Annex N  
4228SW OPLAN 500-62  
1 July 1961

HEADQUARTERS  
4228TH STRATEGIC WING (SAC)  
United States Air Force  
Columbus Air Force Base, Mississippi

APPENDIX 6

TO

ANNEX N

OPERATIONS PLAN 500-62

SNOW REMOVAL OPERATIONS PLAN

App 6, Annex N  
4228SW OPLAN 500-62  
1 Jul 61

APPENDIX 6

TO

ANNEX N

OPERATIONS PLAN 500-62

SNOW REMOVAL OPERATIONS PLAN

PURPOSE: To establish the responsibility and procedures for snow removal at Columbus Air Force Base, Mississippi, in accordance with SACM 90-1, AFR 90-6, dated 14 October 59, and SAC Sup-1 thereto, dated 19 Oct 59.

SCOPE: The provisions of this plan apply to snow removal operations, including sanding (in all base areas and on the airdrome, except the runway).

SECTION I, GENERAL:

1. To Whom This Plan Applies: This plan applies to all activities on Columbus Air Force Base.

2. Responsibilities:

a. The Base Civil Engineer is designated Base Snow Removal Officer. He will insure that adequate equipment is available on a 24-hour basis, with properly trained crews to man all snow removal equipment during snow and/or ice conditions. He is further responsible for the preparation of written SOP's published in implementation of this plan. The SOP's will indicate the types and number of snow removal equipment and operators to be used and in what order, based on the plans listed below. Snow, snow banks and/or ice on runways, taxiways and aprons will be removed, sanded, or isolated for necessary aircraft clearance.

(1) PLAN I: Plan I will be implemented when forecast weather conditions are for heavy snowfall (10 inches or more), ice storms, or severe winds with resulting drifting action that would disrupt airfield activities. Necessary action with all available personnel and equipment will be taken at the direction of the Base Civil Engineer.

(2) PLAN II: Plan II will be implemented when forecast weather conditions are for moderate snowfall (less than 10 inches) or moderate winds which will cause partial blocking of the airfield facilities. Sufficient personnel and equipment will be employed to insure that fire lanes are open and that the airfield is maintained operational.

(3) PLAN III: Plan III is the clean-up phase to be followed at the completion of either plan listed above. All remaining taxiways, roads and facilities will be cleared. At this time a final check will be made of the airfield and base to insure that no snow or ice obstructions exist that may cause damage or hinder operations.

b. Weather Officer: The Weather Officer will provide forecasts and changes as far in advance as possible. He will include type of precipitation, expected duration, temperature, wind velocities, and any other data that may be of value to the D/C Combat Support, the Director of Supply, D/C for Maintenance, D/C for Operations and the Base Civil Engineer.

c. Transportation Squadron Commander will:

(1) Insure pre-season preparation for snow removal to include maintenance and repair of all equipment utilized in this operation and



adquate stock levels of parts in Base Supply necessary to support equipment throughout the snow removal season.

(2) Provide 24-hour per day maintenance support while snow removal operations are in progress.

(3) Prepare, in conjunction with the Civil Engineering Equipment Supervisor, maintenance schedules for each item of equipment--these schedules to be followed during snow removal operations.

(4) Furnishing adequate transportation for Civil Engineering snow removal supervisors during snow removal operations.

(5) Provide 24-hour per day wrecker service for Civil Engineering equipment during snow removal operations.

(6) Provide transportation for personnel and operators to their respective pieces of equipment and job location when necessary.

d. Food Service Officer: The Food Service Officer will provide mess service as necessary to support 24-hour snow removal operations when in progress.

e. The Base Security and Law Enforcement Officer will:

(1) Formulate and carry out a plan to clear vehicles from each major parking lot after snowfall of 2 inches or more. He will coordinate this plan with DCSE prior to the snow removal season in order that each parking lot is made available for plowing.

(2) Enforce base traffic regulations to preclude illegal parking.

and aid in prompt removal of disabled vehicles to avoid interference with snow removal from base streets and other access roadways.

(3) Brief security forces to avoid interference with moving snow removal equipment engaged in airdrome snow removal operations.

f. The Director of Administrative Services will:

(1) When necessary, provide the Civil Engineering snow removal force with 10 airmen and one (1) NCO for each of the snow removal shifts to be utilized for the purpose of shoveling snow from airfield lights, fire hydrants and other critical areas.

(2) Maintain a roster of 30 airmen and three (3) NCO's to be available on a 24-hour, 3-shift basis at all times during snow removal operations. These personnel will be called, as necessary, for supplementary labor to clear around taxi lights, fire hydrants and other critical areas in the event of heavy snowfall. These personnel may be assigned to snow removal operators for use as guides during storms in which extremely poor visibility is experienced. Each group of 10 men will be under the supervision of a competent NCO who will possess a roster of the men for whom he is responsible.

g. The Director of Supply will:

(1) Furnish refueling truck with operator on a 24-hour standby during snow removal operations at a pre-designated location determined by the Civil Engineer.

(2) Procure authorized snow shovels for issue to all units for hand shoveling. (He will retain a minimum of 40 shovels for Civil Engineering).

(3) Provide 24-hour service to insure the expeditious issue of necessary spare parts and supplies as required during snow removal operations.

h. The Base Communications Officer will:

(1) Insure that telephone operators on duty maintain a shift roster submitted by the Base Civil Engineer and contact personnel listed upon notification of a snow alert.

i. All Units, Persons and Activities: All units, persons and activities will be responsible that doorsteps, landings, porches, walks, driveways, building ramps, fire hydrants and catch basins in their areas are kept shoveled free of snow at all times. This requires shoveling every time snow reaches a depth of 2 to 4 inches, in order to avoid packing and freezing from foot and vehicular traffic. Damage to doors, frozen heating equipment or other damage caused from failure of responsible persons to keep snow and ice cleaned from doorsteps or landings or leaving doors or windows open will result in action under AFR 85-1, Paragraph 5c(2), which provides for reimbursement for damage to government equipment by causes other than fair wear and tear. This includes persons occupying government owned family quarters and officers responsible for each building on the base occupied by units or activities.

3. Notification:

a. Severe Weather Warning: The Base Weather Office will issue a local "Severe Weather Warning" to the Wing Command Post when the following phenomena are forecast to occur:

- (1) Freezing rain/sleet
- (2) Snowfall in excess of 4 inches in 24 hours at Columbus AFB
- (3) Combinations of weather phenomena such as wind, snow and freezing rain/sleet which will produce hazardous conditions for aircraft operations.

b. Selective Warnings: When snowfall of 2 inches or more is forecast, the Base Weather Office will issue a warning to the Wing Command Post who will in turn notify the following:

- (1) Base Operations Officer
- (2) Base Civil Engineer
- (3) Director of Administrative Services
- (4) D/C for Operations
- (5) D/C for Maintenance
- (6) Tactical Squadron Commanders
- (7) Wing Commander
- (8) Combat Support Group Commander

(a) D/C for Combat Support will notify the following personnel of the snow alert:

- 1 Squadrons of Combat Support which have duties prescribed herein.

App 6, Annex N



2 Attached units as required.

(9) Director of Supply

c. If snowfall begins before the snow removal Command Post is established in Building 2523 (see Paragraph 4 below) the Base Weather Office will notify Civil Engineering, Phone Extension 7542:

(1) When snow commences and forecast is for 1 inch or more.

(2) When snow reaches a depth of 1 inch and is forecast to continue.

d. After the snow removal Command Post has been established, the Base Weather Office will inform this agency when:

(1) Snow depth reaches 1 inch and when it reaches each additional inch of accumulation.

(2) Winds are expected to cause drifting or blowing snow.

(3) Significant changes are made in the forecast.

(4) Snow is forecast to stop.

SECTION II, SNOW REMOVAL OPERATIONS FOR THE AIRDROME:

4. Command Post: The snow removal Command Post will be established as follows:

a. During Plan I or Plan II the Command Post will be established in Building 2523 on the flight line.

b. During Plan III the Command Post will be located in Building 300, at the normal Base Civil Engineering Command Post.

App 6, Annex N  
4228SW OPLAN 500-62  
1 Jul 61

-7-

c. The Base Civil Engineer will provide a qualified person to remain in the Command Post at all times. Telephone communications will be established at the Command Post with base-wide dissemination of pertinent telephone numbers. Maintained within the Command Post at all times will be a record-of-events log, equipment status board and a snow removal status map.

5. Control Officer: An officer appointed by the D/C for Combat Support will be provided for each snow removal shift. These officers will be fully familiar with Wing aircraft maintenance and operations plans and requirements. The names of these officers will be provided the Base Civil Engineer by 1 October of each season. Officers will be instructed by the Base Civil Engineer as to shift assignment, alerting procedures, and standby responsibilities. Each of these officers will be directly responsible to, and acting for, the D/C for Combat Support for the purpose of providing full support of all organizations to the snow removal effort. The Base Civil Engineer, as the person responsible for snow removal, will provide each officer with the support requirements necessary at the commencement of each shift. Each of these officers, in turn, will be responsible for advising the Civil Engineer of any anticipated movement of aircraft for maintenance or operational purposes, or any other requirement that is dependent upon snow removal. The place of duty for these officers will be the Civil Engineering Snow Removal Command Post, Building 2523.

6. Priorities: General priority for snow removal on the airdrome is as follows:

a. PRIORITY I

- (1) Primary runways and overruns.
- (2) Adjoining taxiways, alert hangars.
- (3) Apron access taxiways.
- (4) A/C crash fire equipment lanes.
- (5) Access roads to S/weapons and ammo storage.

b. PRIORITY II

- (1) Secondary taxiways
- (2) Taxiways and other A/C operational areas (aprons, maintenance areas, hardstands, etc.)
- (3) Flight control facilities
- (4) Access roads and POL areas
- (5) Primary base roads and streets

c. PRIORITY III

- (1) Secondary base roads and streets
- (2) Automotive parking areas
- (3) Warehouse and open storage areas
- (4) Railroads and other miscellaneous facilities

7. Unit and Section Responsibilities:

- a. The field lighting crew will mark lights and junction boxes on the runways.

App 6, Annex N  
4228SW OPLAN 500-62  
1 Jul 61

b. No aircraft will be moved, nor will requests for removal of snow around individual aircraft be made without the coordination of the D/C for Operations and/or Maintenance Control Officer.

c. The Maintenance Control Officer will alert and have available at all times during snow removal operations a qualified crew to assist in relocating aircraft on the ramp or into hangars when so directed by competent authority.

d. A transient alert vehicle will be made available by the Transportation Squadron to monitor and relay instructions from the Control Tower. When any portion of the field is open for flying, this vehicle will remain with snow removal equipment operating on the runway.

e. In the event of an impending emergency or normal landing of an aircraft, the Control Tower will warn snow removal personnel on the runways by radio and will signal all equipment operators with a red light. Operators will expedite clearance from the runway and will park off the shoulders.

SECTION III, SNOW REMOVAL OPERATIONS ON THE BASE PROPER:

8. Priorities: The general priority for snow removal on the base proper is established as follows:

a. First Priority

App 6, Annex N  
4228SW OPLAN 500-62  
1 Jul 61



(1) Headquarters areas and fire stations

(2) Hospital area

(3) Main access roads

b. Second Priority

(1) Housing areas

(2) Side streets and roads

(3) Parking areas

SECTION IV, EQUIPMENT CONTROL AND ASSIGNMENT:

9. All base snow removal equipment and drivers will be under operational control of the Base Civil Engineer. Maintenance other than driver maintenance is the responsibility for the Transportation Squadron Commander.

10. During emergency periods, and until all first priority snow removal operations are accomplished, no snow removal equipment will be released to other agencies.

a. After first priority snow removal operations have been accomplished, as determined by the D/C for Operations, Maintenance Control Officer, or Base Civil Engineer, or their designated representatives, certain equipment will be dispatched to other sections. Requirements will be placed with the Snow Removal Officer.

(1) Operation of all snow removal equipment will be limited to licensed operators trained in snow removal operations and procedures at the Base Snow Removal Equipment Operator's Training School.

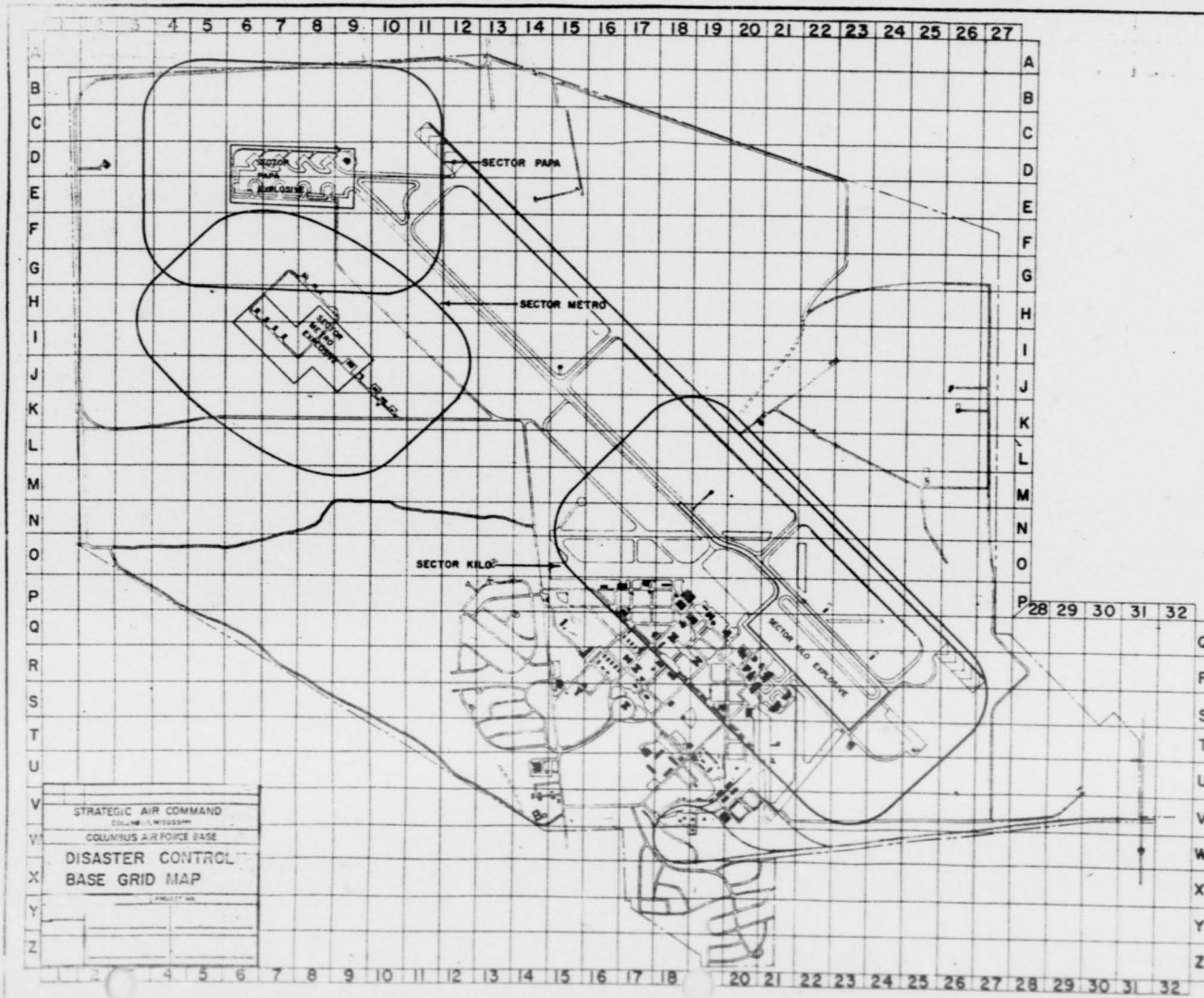
App 6, Annex N  
4228SW OPLAN 500-62  
1 Jul 61

HEADQUARTERS  
4228TH STRATEGIC WING (SAC)  
United States Air Force  
Columbus Air Force Base, Mississippi

ANNEX "O"  
TO  
OPERATIONS PLAN 500-62  
MAPS AND CHARTS

Annex "O" to  
4228SW OPLAN 500-62  
1 July 1961

THIS PAGE IS DECLASSIFIED IAW EO 13526



THIS PAGE IS DECLASSIFIED IAW EO 13526

STREET LEGEND  
FCH

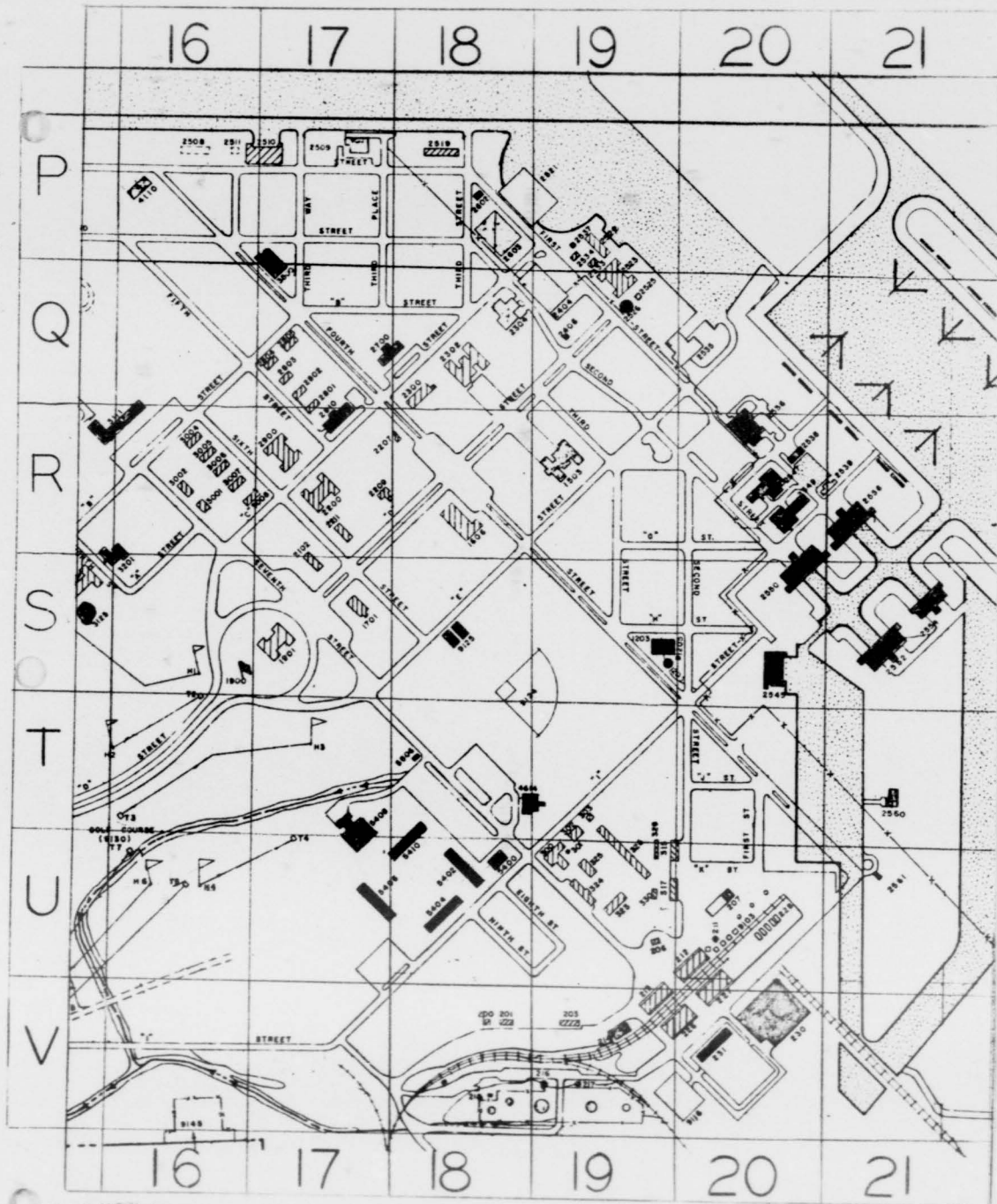
HOUSING AREA

- 1 COLUMBUS CIRCLE
- 2 ABERDEEN AVE
- 3 WEST POINT AVE
- 4 LOWMEYER AVE
- 5 CLAY ST.
- 6 MONROE ST.
- 7 ARTIFIA
- 8 PRAIRIE LOOP
- 9 TUPELO LOOP
- 10 CALEDONIA LOOP
- 11 STATE LOOP
- 12 MISSISSIPPI AVE.
- 13 AUBURN AVE.
- 14 TULANE DRIVE
- 15 FLORIDA AVE.
- 16 ARKANSAS AVE
- 17 KENTUCKY LOOP
- 18 TECH. LOOP
- 19 HAMILTON AVE.
- 20 VERNON AVE.



Annex "O" to  
4228SW OPLAN 500-62  
1 July 1961





Annex "O" to

THIS PAGE IS DECLASSIFIED IAW EO 13526

17

THIS PAGE IS DECLASSIFIED IAW EO 13526

HISTORIAN  
17

HEADQUARTERS  
4228TH STRATEGIC WING (SAC)  
UNITED STATES AIR FORCE  
COLUMBUS AIR FORCE BASE, MISSISSIPPI

PHASE  
PLAN

(2ND QTR FY 62)

OCTOBER  
NOVEMBER  
DECEMBER

SERIAL NUMBER 414-62

HEADQUARTERS, 4228TH STRATEGIC WING  
Columbus Air Force Base, Mississippi  
1 October 1961

PHASE PLAN

4228SW OPLAN 414-62

CHART AND MAP REFERENCES: As Required

TASK ORGANIZATIONS:

Deputy Commander for Operations	Colonel Virgil R. Sewell
Deputy Commander for Maintenance	Colonel George R. Anderson
Deputy Commander Combat Support Group	Lt Colonel Walter T. Eisenbrown

1. General Situation. The 4228th Strategic Wing starts a new training quarter 1 October 1961, designated FY 2/62. As the quarter starts; new situations and conditions become applicable. This plan is prepared to provide guidance to task organizations for the successful accomplishment of all requirements IAW current SAC policies and standards.

2. Mission. Our mission for the quarter is twofold: (1) to accomplish, in the most professional manner, all required training; and (2) accomplish this training in the most expeditious manner commensurate with flying safety. This mission includes:

a. Completion of all SACR 50-8 training requirements NLT 30 November 1961, for all assigned Combat Ready or higher crews.

b. Scheduling all sorties so as to accomplish the highest incentive point per hour ratio.

c. Complete the flight checkout phase for each crew of the GAM-77 training program by 31 December 1961.

d. Completion of all SACR 50-24 ground training while crews are on alert. Details and priorities of such training will be found in Annex B to this plan.

3. Tasks for Subordinate Units:

a. The Combat Support Group and Wing Headquarters Squadron will be responsible to provide both supervisory and support personnel to accomplish the mission as outlined above.

b. The 492nd Bombardment Squadron and the 901st Air Refueling Squadron will be responsible for the accomplishment of the tasks as outlined in Annexes A and B of this plan.

c. Maintenance organizations within this Wing will accomplish tasks as outlined in Annexes B and C to this plan.

Phase Plan  
4228SW OPLAN 414-62  
1 October 1961



d. All personnel assigned to this organization will assume the responsibility to better, in any way, the performance of 4228th Strategic Wing.

4. General Instructions:

a. Flying safety is paramount, and will not be jeopardized for the accomplishment of any mission.

b. Items of flying training accomplished by crews and individuals during this period must meet the definitions and reliability criteria outlined in SACR 50-8, 51-11 and SACP 170-1A to be creditable.

c. Flying training priorities:

(1) Completion of pro-rated requirements by all assigned or attached rated personnel as specified in AFR 60-3.

(2) Support and completion of all higher headquarters directed missions.

(3) Upgrading of non-ready crews and individuals.

(4) Completion of SACR 50-8 requirements.

(5) Maximum incentive points per flying hour.

d. All missions by tactical aircraft will be briefed, in detail, at the Commander's Daily Briefing in the Wing Command Post. Printouts of remaining items of training required by SAC 50-8 for each crew involved will be available. The Commander and staff will review each mission for feasibility, safety and for aggressive scheduling of probationary items as well as maximum incentive points.

e. Ground Training Priority:

(1) Those items of training which must be accomplished off-base.

(2) Completion of those items of ground training which have real significance in the Emergency War Order.

(3) Completion of those items of required ground training which directly affect safety of flight.

(4) Other items of ground training.

NOTE: Detailed priorities are covered in Annex "B" of this OPLAN.

f. Compensatory time off (CTO) rules for ground alert crews.

(1) One half day CTO will be scheduled and guaranteed for each full day on ground alert without regard to weekends or holidays.

(2) Flights will not be scheduled following an alert tour. If, for some reason, a crew must be called upon to perform duty during their "alert time-off", CTO will be scheduled and guaranteed each crew members at the rate of one half day off for each full day of alert.

(3) Deviations from this policy must have the specific approval of the DCO or his designated representative.

g. Crew and aircraft schedules published in this plan are as firm as available information permits at the time of publication. Schedule stability is highly desirable from both a morale and management standpoint. Deviation from these schedules will be made only under condition which could be thoroughly justified before the Wing Commander. However, adjustments in the phase plan do not require the personal approval of the DCO or DCM.

h. Ground alert scheduling philosophy and policy:

(1) KC-135 crews will continue the 2, 2, 3 day alert cycle with each crew changeover on Monday, Wednesday and Friday.

(2) B-52 crews will continue the 4, 3 day alert cycle with changeover on Monday and Friday. Crews are encouraged to accomplish all possible mission preparation while on alert.

i. Ultrasonic and simulator training is accomplished off base on a TDY basis. Support aircraft schedule will be arranged as to provide return airlift for ultrasonic and simulator students on the day of completion of training.

(1) 492nd Bombardment Squadron: The following NCR crew upgrading goals are established:

(a) Upgrading of N-71 to Combat Ready status by 5 November 1961.

(b) Upgrading of N-73 to Combat Ready status by 15 November 1961.

(c) Upgrading for 492nd will be completed as stated above with the following instructor-student assignment.

<u>CREW</u>	<u>STUDENT</u>	<u>POSITION</u>	<u>INSTRUCTOR</u>
N-73	Guider	P	Callaway
N-73	Collins	CP	Funk, D.
N-73	Stewart	RN	Crisp
N-73	Mullen	N	Hacker
N-73	Healy	EWO	Furrow
N-71	Jones	CP	Funk, K.
N-71	Greer	RN	Bowen
N-71	Zellers	EWO	Smith
IN-70	Short	RN	Shaffer, F.
IN-70	Edwards	EWO	Smith

<u>CREW</u>	<u>STUDENT</u>	<u>POSITION</u>	<u>INSTRUCTOR</u>
IN-72	Sanders	Pilot	Dunston
IN-72	Lafollette	CP	Manning
IN-72	Miller	RN	Davis
IN-72	Remson	N	Bell
IN-72	Rafferty	EWO	Firmin

(d) Completion of the GAM-77 flight checkout by 31 December 1961, if possible.

(2) 901st Air Refueling Squadron:

(a) Provide qualified crew personnel as required for PCS to other units.

(b) Expeditiously upgrade replacement pilots from the copilot ranks.

(3) Combat Support pilots, navigators and other crew:

(a) Become conversant with new SACR 51-4 requirements.

(b) Complete requirements as listed in AFR 60-3.

*Virgil R. Sewell*  
 VIRGIL R. SEWELL  
 Colonel, USAF  
 Deputy Commander for Operations

ANNEXES:

ANNEX A - Flying Training  
 Atch 1 - Flying Schedule October  
 Atch 2 - Flying Schedule November  
 Atch 3 - Flying Schedule December  
 ANNEX B - Standardization Program  
 ANNEX C - Ground Training Program  
 Atch 1 - Summary of Off-Base Training  
 Atch 2 - Individual Training

DISTRIBUTION:

2AF (DOT) 4  
 4AD (DO) 4

INTERNAL

C	1	BJA	1	SAFE	1	Link Trainer	2
HSC	1	BCH	1	DCO	75		
BCR	1	BHSC	1	DCM	25	AFCS	1
BDAS	1	DSUP	15	SUCO	2	WEA	1
IXO	1	DP	1	HISTORIAN	4		

Phase Plan  
 4228SW OPLAN 414-62  
 1 October 1961

HEADQUARTERS, 4228TH STRATEGIC WING  
Columbus Air Force Base, Mississippi  
1 October 1961

PHASE PLAN

4228SW OPLAN 414-62

ANNEX A - FLYING TRAINING

1. PURPOSE: This annex contains general instructions and requirements known at the time of publication. Monthly plans will contain any required revisions to this plan. Changes to the Phase Plan itself will not be published.
2. SCOPE: Contents of this Annex will be applicable to both the 492nd Bombardment Squadron and the 901st Air Refueling Squadron their commanders and staff and to the DCO Divisions responsible for supervision of flying training.
3. REQUIREMENTS:
  - a. All minima of SACR 50-8 will be scheduled for completion by 30 November 1961. The month of December will be devoted to makeup of lost items of minimum training and to incentive point accumulation.
  - b. Annual minima for AFR 60-3 should be programmed and closely monitored to assure completion of 10% of these diversified minima per month.
  - c. All crews or individuals who start this quarter current IAW SACR 51-19 will participate in at least one sortie per month in their crew positions to assure continued currency.
  - d. The crew schedules attached as tabs to this annex are valid so long as known planning factors in effect at this writing remains constant. Changes in IRAN or Skyspeed schedules, quotas involving TDY for crew members and adjustments to the ground alert commitment may necessitate changes. In the event of such changes, this Phase Plan will not be amended. Weekly and Monthly SACR 60-9 schedules will be adjusted to accommodate these changes.
4. GENERAL INFORMATION:
  - a. All bombing activity this quarter will be made using the RBS/Nike package mission concept. These packages are assigned by 2AF one month prior to their application. The 4228th Will be represented at conferences during which tanker and bombing packages will be assigned. These packages, four in addition to Express, are rotated each week to insure compatible block take off times and target complexes as well as the rotation of the more desirable release times. 2AF has initiated a twelve (12) minute separation on release times for both high and low level bombing. This will provide an additional release each hour of operation and require exacting crew accuracy in flight planning to insure completion and provide the best selection of available site times for that sortie.

Annex A  
Phase Plan  
4228SW OPLAN 414-62  
1 October 1961



b. Twelve minute separation timing now allows no bootleg Moonbeam activity on Nike sites. Moonbeam runs will be made on a scheduled time, only a minimum of 24 minute separation between runs is required. For this reason do not repeat do not, schedule or accomplish Moonbeam runs on your first scheduled release time on any complex. Reason being the site can't see the "wheat for the chaff".

c. Night heavy weight refueling will be accomplished were possible on a two for one basis in order to obtain the maximum possible incentive points as well as satisfy SACR 50-8.

d. It is the responsibility of each individual to read and know pertinent requirements in AFR 60-3 as it applies to his rated position. The responsibility of maintaining currency, reviewing the remaining requirements, and assuring satisfactory completion by proper scheduling cannot be assumed by the Wing Staff alone.

e. A recent TWX has changed SACM 27-1 to limit the maximum annual crew work week to 72 hours. It is the 2AF Commander's desire to improve management of the work week schedule in order to stay well below this figure. The Squadron Staff is concentrating all efforts in order to limit aircrew work into the following blocks: (1) Ground Alert; (2) Critique/Brief and Flight Plan/Fly; (3) Required TDY. All crew ground training requirements are to be completed while on ground alert except where lack of facilities prohibit. In order to establish a schedule that will satisfy these desires it is extremely important that everyone be thoroughly familiar with SACR's 50-8, 51-11, 50-4 and other pertinent publications. By being "up" on all regulations and directives the necessity to clarify or correct errors during time-off periods would be eliminated, reaccomplishment of training lost due to a lack of knowledge of these regulations would not be necessary. Many aircrew work hours; as well as staff, can be saved by keeping abreast of any changes that come out. Reference C10-0020, 7 October 61.

f. The 492nd and the 901st Squadrons are responsible for operations briefings and debriefings IAW SACM 50-12. The Wing Staff will lend all possible assistance, monitor the program, and conduct the crew critique. All personnel scheduled for flights must attend briefings as scheduled. The critique dates will be published in the weekly 60-9 schedule. Deviations from the above schedule will not be made without approval of the Squadron Commander or the DCO.

g. Training sorties should be evenly distributed to the Combat Ready crews to insure completion of SACR 50-8 requirements. The average number of training sorties available are 7.2 per crew for the quarter. This does not provide the desired number of missions, due to the lack of available aircraft. To partially supplement the lack of aircraft, scheduling must operate under the turn-around program which does not lend itself to optimum duration sorties and yet allow take-off times commensurate with available RBS release times.

h. For planning consideration it is anticipated that the Wing will attempt a four day stand-down during the Thanksgiving holiday week and also provide everyone a minimum work load during the year end holiday period. To obtain these desired conditions, the flying schedule must be compressed in order to satisfy the Wing's directed allocation.

Annex A  
Phase Plan  
4228SW OPLAN 414-62  
1 October 1961

i. This is the "Tune-up" quarter; we start a numbered air force training period in January and will be visited by 1st CEG. This visit in conjunction with a "Bar None" exercise will result in the evaluation of every numbered crew and aircraft on the station. It is mandatory that crew personnel "brush up" on all normal and emergency procedures, tactical doctrine, and air weapons.

j. As has been covered previously the Wing is operating under a new 50-8; emphasis throughout this period will be concentrated toward the maximum points per flying hour. That crew establishing the highest ratio will enjoy a Wing directed TDY early in January.

k. All crews will study and become familiar with all aspects of the Pylon maneuver listed under Pilots requirements in 50-8. A list of RBS/Nike sites is being published and the navigation fixes to be used. The objective of the maneuver is to provide a means of evaluating the pilots holding pattern. The RBS/Nike site will plot the entire maneuver and forward the results to the Wing. For this quarter, there is no reliability attached, next quarter one can expect a reliability criteria to be used. Bombing release times will be provided to the 901st AREFS as scheduled times for the KC-135 crews. However all crews are encouraged to bootleg Pylon maneuver times where possible. Master RBS schedules are provided both tactical squadrons for this purpose. During the maneuver crews will be expected to maintain drift corrections, as required; and altitude, as well as make good a pre-determined expected approach time over the fix as the maneuver is completed. Additional information will be provided as experience by accomplishment dictates.

l. During this quarter it is desired that all crews complete flight checkout for the GAM. During the month of October eleven crews will receive this training; eight during November and the remaining during December. In addition to the flight crews the following staff members will be given priority as indicated by the following order:

- (1) Wing Commander
- (2) DCO
- (3) Chief, Bomb/Nav Division
- (4) Chief of Training
- (5) Air Training Officer
- (6) 492nd Squadron Commander
- (7) 492nd Squadron Navigator
- (8) 492nd Squadron Operations Officer
- (9) Director of Safety

The 492nd Instructor crews will conduct the flight check-outs under the supervision of the Wing Standardization Board. Monthly schedules will indicate sorties and crews with date of flight checks.

m. As of the 17th of October, B-52 57-0146 will be on the station with ACR, Advanced Capability Radar Equipment. As our GAM program progresses, we must develop a similar program for ACR checkout of all crews. With the arrival of the second ACR equipped aircraft in late December, we "kick" this program off. Lt Col's Dunston and Huffman visited the Boeing plant at Wichita to complete their ground school training. Early in January a team of ACR personnel will arrive here to conduct a basic ground school for the rest of the flight crews.

Annex A  
Phase Plan

n. "Spring has sprung and fall has fell, winter has come" and its time to review our cold weather operating procedures. When do you use the starters on take-off or landing? When must you use airbrakes on a low level nav leg? As we start this quarter the thunderstorm problem becomes somewhat less frequent but we should be more alert and cognizant of the possibility of lower ceilings and more prevalent icing conditions. A review of the all-weather section of the Dash 1 would be most applicable at this time.

Annex A  
Phase Plan  
4228SW OPLAN 414-62  
1 October 1961

4

THIS PAGE IS DECLASSIFIED IAW EO 13526

OCT	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
TIMONY																															
CIBBS	A	O																													
TEAL	A	O																													
CALLAWAY	D																														
ANDRECHECK	A	O																													
GAUGHAN	A	O																													
GUIDER																															
MITCHELL																															
CLARK																															
JONES																															
FUNK																															
SHEWMAKER	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	L	
MIHURA																															
FANYO																															
FEIST																															
EATON																															
HUFFMAN																															
LASKO																															
ZERDECKI	K/A	O																													
DIACOMO																															
MCGUIRE																															
BECK																															
HAMILTON	D																														
BARNHART																															
SANDERS																															
NODGE																															
CARDWELL																															
DUNSTON																															
PALMS																															
S/F																															
STAFF																															

Attachment 1, Annex A, 4228SW OPLAN 414-62, 1 October 1961

THIS PAGE IS DECLASSIFIED IAW EO 13526



NOV	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
TIMONY													A	A	A	A								A	A	A		L	L	L	
GIBBS	L	L	L	L	L	L	L	L	L	L	L													A	A	A					
TEAL													A	A	A	A								A	A	A					
CALLAWAY													A	A	A	A									L	L	L	L	L	L	
ANDRECHECK													A	A	A	A								A	A	A					
GALGHAN	L	L	L	L	L	L	L	L	L	L	L		A	A	A	A								A	A	A					
GUIDER																															
MITCHELL	A	A	A							A	A	A		L	L	L	L	L	L	L	L	L	L	L	L	L	L	A	A	A	A
CLARK	A	A	A							A	A	A																A	A	A	A
JONES	A	A	A																									A	A	A	A
FUNK	A	A	A																									A	A	A	A
SHEWMAKER	A	A	A							A	A	A																			
DARROW																															
FAYO							L	L	L	L	L	L	L	L	L	L	L					A	A	A	A						
FEIST		A	A	A																				A	A	A	A				
EATON		A	A	A																				A	A	A	A				
HUFFMAN		A	A	A																				A	A	A	A				
LASKO		A	A	A			L	L	L	L	L	L	L	L	L	L	L						A	A	A	A					
ZERDECKI					A	A	A	A	A									A	A	A											
GIACOMO										A	A	A		L	L	L	L	L	L	L	L	L	L	L	L	L					
M'GUIRE					A	A	A	A	A									A	A	A											
BECK					A	A	A	A	A									A	A	A		L	L	L	L	L	L	L	L	L	
HAMILTON					A	A	A	A	A									A	A	A											
BARNHART					A	A	A	A	A									A	A	A											
SANDERS																															
HODGE																															
GARDWELL		A	A	A																											
DUNSTON																												A	A	A	A
PALMS										A	A	A																			
STAFF																															
S/F																															

DEC	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		
TIMONY	Lv	Lv	Lv	Lv	Lv	Lv	Lv	Lv	Lv		A	A	A	A								A	A	A									
GIBBS																							A	A	A								
TEAL											A	A	A	A								A	A	A									
CALLAWAY	Lv	Lv	Lv	Lv	Lv	Lv	Lv	Lv	Lv		A	A	A	A																			
ANDRECHECK											A	A	A	A																			
GAUGHAN											A	A	A	A																			
BLIDER																											A	A	A	A			
MITCHELL								A	A	A																A	A	A	A				
CLARK								A	A	A		Lv	Lv	Lv	Lv	Lv	Lv	Lv	Lv	Lv	Lv	Lv	Lv			A	A	A	A				
JONES								A	A	A																A	A	A	A				
FUNK																																	
SHEWMAKER								A	A	A																							
DARROW																						Lv	Lv	Lv	Lv	Lv	Lv	Lv	Lv	Lv	Lv		
FANYO	A	A	A																											A	A	A	
FEIST	A	A	A		Lv	Lv	Lv	Lv	Lv	Lv	Lv	Lv	Lv	Lv	Lv							A	A	A	A					A	A	A	
EATON	A	A	A																			A	A	A	A					A	A	A	
HUFFMAN	A	A	A		Lv	Lv	Lv	Lv	Lv	Lv	Lv	Lv	Lv	Lv	Lv							A	A	A	A					A	A	A	
LASKO	A	A	A																			A	A	A	A					A	A	A	
ZERBECKI				A	A	A	A									A	A	A															
GIACOMO				A	A	A	A																										
M'GILLIRE				A	A	A	A									A	A	A															
BECK				A	A	A	A									A	A	A															
HAMILTON								A	A	A																A	A	A	A				
BARNHART				A	A	A	A									A	A	A															
SANDERS																																	
HODGE																A	A	A															
GARDWELL													Lv	Lv	Lv	Lv	Lv	Lv	Lv	Lv	Lv	Lv	Lv	Lv			A	A	A	A			
DUNSTON																																	
PALMS																						A	A	A	A								
STAFF																																	
S/E																																	





THIS PAGE IS DECLASSIFIED IAW EO 13526

<input checked="" type="checkbox"/> COMBAT CREW UTILIZATION OR <input type="checkbox"/> PERIODIC MAINTENANCE AND FLYING SCHEDULE																																
ORGANIZATION: 901st Air Refueling Squadron																FOR MONTH OF: NOVEMBER 1961																
ACFT NR. OR COMMANDER	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
J-09 HAMNER	A	A	/	/	/	MP	F			MP			F	MP	F					A	A	/	/	A	A	A	/	/	A	A		
J-20 DOUGLASS		MP	F			MP	F	MP	F				A	A	/	/	A	A	A	/	/	A	A	/	/	/	MP	F				
J-01 BROWN	MP	F				A	A	/	/	A	A	A	/	/	A	A	/	/	MP	F							MP	F	MP	F		
J-13 TOPOLOSKY	MP	F				MP	F						A	A	/	/	A	A	A	/	/	A	A	/	/	/	MP	F	MP			
T-10 WEAVER	F	MP	F			A	A	/	/	A	A	A	/	/	A	A	/	/	MP	F							A	A	/	/		
T-24 WEISIGER	F					MP	F						A	A	/	/	A	A	A	/	/	MP					F	MP	F			
J-19 PASENHOFER	F		MP			F		MP	F				A	A	/	/	A	A	A	/	/	A	A	/	/	/			MP	F		
J-07 DRISKELL			A	A	A	/	/	A	A	/	/	/	MP	F				MP	F			A	A	/	/		MP	F		MP		
J-18 SIMMONS	A	A	/	/	/		MP	F		MP			F	MP				F		A	A	/	/	A	A	A	/	/	A	A		
J-21 CANNON	MP	F				A	A	/	/	A	A	A	/	/	A	A	/	/	MP	F	MP						F	MP	F	MP		
J-17 BENSON	A	A	/	/	/		MP	F		MP			F						MP	F												
J-15 RICKOW	/	/	MP			F		MP	F						MP			F		A	A	/	/	A	A	A	/	/	A	A		
J-02 WELLS		MP	F																MP	F		MP					F					
T-23 FROEDE			A	A	A	/	/	A	A	/	/	/	MP	F				MP	F		MP	F					A	A	/	/		
J-06 PARTRIDGE	/	/	A	A	A	/	/	A	A	/	/	/	MP	F	MP			F			MP	F					A	A	/	/		
J-03 PERDUE			A	A	A	/	/	A	A	/	/	/	MP	F				MP	F		MP	F					A	A	/	/		
J-08 STANDISH	/	/	MP			F		MP	F					MP	F					A	A	/	/	A	A	A	/	/	A	A		
T-05 DENNEY	---	LEAVE	---	---	---	A	A	/	/	A	A	A	/	/	A	A	/	/	MP	F							MP	F	MP	F		
J-11 ALLARD	A	A	/	/	/		MP	F											MP	F								MP	F			

THIS PAGE IS DECLASSIFIED IAW EO 13526



THIS PAGE IS DECLASSIFIED IAW EO 13526

<input checked="" type="checkbox"/> COMBAT CREW UTILIZATION OR <input type="checkbox"/> PERIODIC MAINTENANCE AND FLYING SCHEDULE																																	
ORGANIZATION: 901st Air Refueling Squadron																FOR MONTH OF: December 1961																	
ACFT NR. OR COMMANDER	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	
J-09 HAMNER	/	/	/	MP	F			MP			F							A	A	/	/	A	A	A	/	/	MP	F					
J-20 DOUGLASS						MP	F				A	A	/	/	A	A	A	/	/	A	A	/	/	/			MP	F	MP	F			
J-01 BROWN						MP	F	MP			F		MP	F	A	A	A	/	/	A	A	/	/	/	A	A	/	/					
J-13 TOPOLOSKY	F			A	A	/	/	A	A	A	/	/	A	A																			
T-10 WEAVER				A	A	/	/	A	A	A	/	/	A	A	/	/	/	MP	F			MP	F				MP	F					
T-24 WEISIGER						MP	F					MP	F	MP				F		MP	F					A	A	/	/	A	A	A	
J-19 PASENHOFER	MP			F		MP	F				A	A	/	/	A	A	A	/	/	A	A	/	/	/									
J-07 DRISKELL	F			A	A	/	/	A	A	A	/	/	A	A	/	/	/			MP	F	MP	F				MP	F					
J-18 SIMONS	/	/	/	MP	F							MP	F	MP	F			A	A	/	/	A	A	A	/	/	A	A	/	/	/		
J-21 CANNON	F			A	A	/	/	A	A	A	/	/	A	A	/	/	/	MP	F														
J-17 BENSON	A	A	A	/	/		MP	F						MP				F	MP	F						A	A	/	/	A	A	A	
J-15 RICKOW	/	/	/		MP	F	MP				F		MP	F				A	A	/	/	A	A	A	/	/	A	A	/	/	/		
J-02 WELLS				S	I	M	MP	F				A	A	/						MP	F	MP	F				A	A	/	/	/		
T-23 FROEDE	A	A	A	/	/	A	A	/	/	/	MP	F	MP	F																			
J-06 PARTRIDGE	A	A	A	/	/	A	A	/	/	/		MP	F	MP			F		MP	F					A	A	/	/	A	A	A		
J-03 PERDUE	A	A	A	/	/	A	A	/	/	/	MP	F	MP	F																			
J-08 STANDISH	/	/	/	MP	F						MP	F	MP	F				A	A	/	/	A	A	A	/	/	A	A	/	/	/		
T-05 DENNEY	MP			F	MP	F	MP	F			A	A	/	/	A	A	A	/	/	A	A	/	/	/			MP	F	MP	F			
J-11 ALLARD	MP			F		A	A	/											MP	F	MP	F									A	A	A

THIS PAGE IS DECLASSIFIED IAW EO 13526

Annex C

OPERATIONS AND MAINTENANCE PLAN

SERIAL NUMBER 414-62

GROUND TRAINING PROGRAM

GENERAL:

1. This annex constitutes the Ground Training Schedule for all units on Columbus Air Force Base for the months of Oct, Nov, and December.
2. Training requirements outlined in this part are in accordance with SACR 50-24 dated 1 July 61 and SACR 50-8 dated 16 August 1961.
3. A summary of all known off-base commitments are listed in App 1 of this Basic OPLAN.

ON BASE TRAINING:

1. Synthetic Trainers:

- a. References: SACR 50-24; SACR 51-12; and AFR 60-4.
- b. Attendance: All Pilots
- c. Place: 901st Air Refueling Squadron Operations Building 2547.
- d. Time and Dates: As indicated below:
  - (1) Monday thru Friday, 1300-1700 hours is set aside for the 901st ARSC DCOTG will schedule staff for periods not used.
  - (2) Monday thru Friday, 0800-1200 hours is set aside for the 492nd BSC DCOTG will schedule staff for periods not used.
  - (3) All staff personnel will be scheduled by DCOTG
  - (4) Individuals desiring extra periods of Link may call ext 7573 and schedule periods that are open.
  - (5) ROTC Pilots will be scheduled by DCOBO for periods listed as ROTC.

Annex C

228SW OPLAN 414-62

Oct 1961

C-II LINK SCHEDULE FOR OCT

<u>DATE</u>	<u>0800-1000</u> <u>NAME</u>	<u>1000-1200</u> <u>NAME</u>	<u>1300-1500</u> <u>NAME</u>	<u>1500-1700</u> <u>NAME</u>
5 Oct 61	Hamilton	Mizner	Froede	Jordan
6 Oct 61	Dunston	Erp	Driskell	Gibson
9 Oct 61	Burns	Sanders	Gutshall	Rosser
10 Oct 61	Gibbs	Skaggs	Pasenhofer	Knapp
11 Oct 61	Gaughan	Bullard	Denney	Kress
12 Oct 61	Eaton	Brown	Henion	Schurter (if available)
13 Oct 61	Shewmaker	Schonhans	Brown	Stevens
16 Oct 61	Huffman	Rutledge	Walker	Biehunko
17 Oct 61	Crisp	Roth	Douglass	Koebie
18 Oct 61	Guider	Collins	Weisiger	Hammons
19 Oct 61	Giacomo	Reeves	Stuart	Bolton
20 Oct 61	OPEN	OPEN	Toplolsky	Blakee
23 Oct 61	Timony	Gates	Tilburg	Griffith
24 Oct 61	Callaway	Neal	Hamner	Carpenter
25 Oct 61	Clark	Edmonds	Cannon	Bond
26 Oct 61	Teal	Tankersley	O'Donnell	Pemberton
27 Oct 61	Hodge	Funk	Simmons	Cliatt
30 Oct 61	McGuire	Royston	Behn	OPEN
31 Oct 61	Palms	Manning	Rickow	Martin

C-II LINK SCHEDULE FOR NOV

<u>DATE</u>	<u>0800-1000</u> <u>NAME</u>	<u>1000-1200</u> <u>NAME</u>	<u>1300-1500</u> <u>NAME</u>	<u>1500-1700</u> <u>NAME</u>
1 Nov 61	Andrecheck	Lovelady	Kilgore	Dewitt
2 Nov 61	Darrow	OPEN	Benson	Carter
3 Nov 61	Fanyo	Davidson	Jones Lt Col	Summey
6 Nov 61	Mitchell	Williams	Grimmer	Unverzagt
7 Nov 61	Jones	Records	Allard	Mickelwait
8 Nov 61	Funk	Amos	Partridge	Nadig
9 Nov 61	Feist	Spadachene	Standish	Prosch
10 Nov 61	OPEN	OPEN	OPEN	OPEN
13 Nov 61	Zerdecki	Lyons	Wyckoff	Col Meador (if available)
14 Nov 61	McGuire	Royston	Woodside	ROTC
15 Nov 61	Beck	Dunbar	ROTC	ROTC
16 Nov 61	Barnhart	Wilson	Wells	Swift
17 Nov 61	Sanders	OPEN	Sewell	Flanagan

Annex C  
4228SW OPLAN 414-62

1 Oct 61

(2)

<u>DATE</u>	<u>0800-1000</u> <u>NAME</u>	<u>1000-1200</u> <u>NAME</u>	<u>1300-1500</u> <u>NAME</u>	<u>1500-1700</u> <u>NAME</u>
20 Nov 61	Cardwell	Mihura	ROTC	Cometh
21 Nov 61	ROTC	ROTC	ROTC	Morrison
22 Nov 61	OPEN	OPEN	OPEN	Henderson
24 Nov 61	OPEN	OPEN	Bennett	Lewis
27 Nov 61	Lasko	Andoe	OPEN	OPEN
28 Nov 61	OPEN	OPEN	OPEN	OPEN
29 Nov 61	OPEN	OPEN	OPEN	OPEN
30 Nov 61	OPEN	OPEN	OPEN	OPEN

C-II LINK SCHEDULE FOR DEC

<u>DATE</u>	<u>0800-1000</u> <u>NAME</u>	<u>1000-1200</u> <u>NAME</u>	<u>1300-1500</u> <u>NAME</u>	<u>1500-1700</u> <u>NAME</u>
1 Dec 61	ROTC	ROTC	ROTC	ROTC
4 Dec 61	Baldwin	Humphrey	Lewis	Morris
5 Dec 61	Dolman	OPEN	Canning	OPEN
6 Dec 61	ROTC	OPEN	Baumgartell	OPEN
7 Dec 61	OPEN	OPEN	Scales	OPEN
8 Dec 61	Chatham	Harmon	OPEN	OPEN
11 Dec 61	Shaw	Keer	OPEN	OPEN
12 Dec 61	Reeves	Lafayette	OPEN	OPEN
13 Dec 61	OPEN	OPEN	OPEN	OPEN
14 Dec 61	OPEN	OPEN	OPEN	OPEN
15 Dec 61	OPEN	OPEN	OPEN	OPEN
18 Dec 61	Jones Lt	OPEN	OPEN	OPEN
19 Dec 61	OPEN	OPEN	OPEN	OPEN
20 Dec 61	OPEN	OPEN	OPEN	OPEN
21 Dec 61	ROTC	ROTC	ROTC	ROTC
22 Dec 61	OPEN	OPEN	OPEN	OPEN
26 Dec 61	OPEN	OPEN	OPEN	OPEN
27 Dec 61	OPEN	OPEN	OPEN	OPEN
28 Dec 61	OPEN	OPEN	OPEN	OPEN
29 Dec 61	OPEN	OPEN	OPEN	OPEN

NOTE: The reference above makes it a mandatory requirement for each pilot to accomplish two (2) hours instrument trainer time each three (3) months training period. All pilots must complete the course of instruction outlined in SACM 50-24, regardless of trainer time requirements prior to taking his annual instrument check. Instrument Trainer requirements may be accomplished in the B-52/KC-135 Simulator if the time is scheduled as instrument time only. Each pilot must accomplish a total of eight (8) hours from expiration to renewal of his instrument card each year.

Annex C  
4228SW OPLAN 414-62  
1 Oct 61

(3)



2. Instrument School (Two Academic Days):

- a. References: SACR 51-12.
- b. Attendance: All pilots due instrument cards within the next 90 days.
- c. Time: 0800-1200, and 1300-1700 hours.
- d. Dates: 2, 3, 16, 17, Oct. 6, 7, 20, 21, Nov. 4, 5, 18, 19, Dec.
- e. Place: Building 2802 (Building adjacent to Credit Union).

NOTE: Paragraph 2(1)(a), SACR 51-12 is quoted in part for your information "Each rated pilot qualifying for an instrument certificate, except officers occupying UMD authorized General Officer positions must attend a formal course of instrument training prior to flight check as outlined in SACM 50-24. This training will be accomplished during the 90 day period prior to the pilots birthdate, except pilots in the following categories, who may accomplish this training 90 days prior to standardization check due date".

(1) Pilots and Co-Pilots of SAC numbered tactical crews.

(2) Rated Staff personnel of tactical units performing pilot duty in tactical aircraft.

Attendance during Oct is mandatory for all pilots whose instrument card will expire prior to 1 December 1961. All other eligible pilots are requested to attend in October 1961.

<u>NAME</u>	<u>RANK</u>	<u>DATE DUE INSTRUMENT CARD</u>
Walker	Major	3 Oct 61
Lyons	2Lt	4 Oct 61
O'Donnell	1Lt	5 Oct 61
Pemberton	1Lt	10 Oct 61
Schurter	Colonel	19 Oct 61
Funk	Major	21 Oct 61
Reeves	Captain	22 Oct 61
Padden	Captain	25 Oct 61
Pasenhofer	Major	27 Oct 61
Behn	Lt Colonel	31 Oct 61
Knapp	Captain	1 Nov 61
Douglass	Major	3 Nov 61
Bullard	1Lt	12 Nov 61
Brown	Captain	14 Nov 61

Annex C  
4223SW OPLAN 414-62

1 Oct 61

(4)

<u>NAME</u>	<u>RANK</u>	<u>DATE DUE INSTRUMENT CARD</u>
Hodge	Lt Colonel	15 Nov 61
Prosch	1Lt	17 Nov 61
Shewmaker	Captain	23 Nov 61
Morris	Captain	25 Nov 61
McGuire	Major	27 Nov 61
Brown	2Lt	27 Nov 61
Roth	Captain	29 Nov 61
Kobiec	1Lt	1 Dec 61
Andoe	1Lt	2 Dec 61
Cannon	Captain	3 Dec 61
Rutledge	Captain	6 Dec 61
Stuart	Major	6 Dec 61
Grimmer	Lt Colonel	6 Dec 61
Palms	Major	11 Dec 61
Gutshall	Captain	17 Dec 61
Hamilton	Major	19 Dec 61
Rawlinson	Major	26 Dec 61
Jones	Lt Colonel	26 Dec 61
Shaw	Lt Colonel	31 Dec 61
Clark	Major	4 Jan 62
Shamsie	Captain	8 Jan 62
Davidson	1Lt	11 Jan 62
Unverzagt	Captain	15 Jan 62

Attendance during November is mandatory for all pilots whose instrument card will expire prior to 1 Jan 1962. All other eligible pilots are requested to attend in November 1961.

<u>NAME</u>	<u>RANK</u>	<u>DATE DUE INSTRUMENT CARD</u>
Knapp	Captain	1 Nov 61
Douglass	Major	3 Nov 61
Bullard	1Lt	12 Nov 61
Brown	Captain	14 Nov 61
Hodge	Lt Colonel	15 Nov 61
Prosch	1Lt	17 Nov 61
Shewmaker	Captain	23 Nov 61
Morris	Captain	25 Nov 61
McGuire	Major	27 Nov 61
Brown	2Lt	27 Nov 61
Roth	Captain	29 Nov 61
Kobiec	1Lt	1 Dec 61
Andoe	1Lt	2 Dec 61
Cannon	Captain	3 Dec 61
Rutledge	Captain	6 Dec 61

Annex C  
1228SW OPLAN 414-62  
1 Oct 61

<u>NAME</u>	<u>RANK</u>	<u>DATE DUE INSTRUMENT CARD</u>
Stuart	Major	6 Dec 61
Grimmer	Lt Colonel	6 Dec 61
Palms	Major	11 Dec 61
Gutshall	Captain	17 Dec 61
Hamilton	Major	19 Dec 61
Rawlinson	Major	26 Dec 61
Jones	Lt Colonel	26 Dec 61
Shaw	Lt Colonel	31 Dec 61
Clark	Major	4 Jan 62
Shamsie	Captain	8 Jan 62
Davidson	1Lt	11 Jan 62
Unverzagt	Captain	15 Jan 62

3. EWO STUDY: As scheduled in Crew Utilization and Flying Schedule in Annex A. Listed as "E". A complete agenda outlining details to be covered during each scheduled block is filed by DCODS.

4. DISASTER ACTIONS TRAINING: DCOTG has compiled an annual open-book interrogation consisting of 50 questions, 20 each on Medical and Disaster Control, and 10 on Fire Prevention, and has issued it to unit training officers. Questions will be a controlled item with serial numbers and unit training officers has signed for them. All personnel, during 1961, will receive credit for attended training in the subjects above or will be administered the open-book interrogation.

5. SELF AID AND BUDDY CARE MEDICAL TRAINING: This training is a specific one-time requirement to indoctrinate all SAC personnel in disaster operations in the event of a national emergency involving nuclear weapons. Upon completion a notation will be made on the individuals SAC Form 293. An annual open-book examination consisting of 50 questions has been prepared by DCOTG and issued to each unit training officer. Personnel receiving Buddy Care training will receive credit for the Medical portion of Disaster Actions Training Described above.

6. FIGHTING MANS CODE OF CONDUCT: Purpose of this training is to insure awareness of the provisions of Executive Order 10631. All personnel will be administered an open-book examination annually. Maximum use of appropriate folders and posters will be made to insure continued emphasis at all levels. DCOTG has compiled an examination on this subject and issued it to each unit officer.

7. CARBINE QUALIFICATIONS

a. References: SACR 50-24, and AFR 50-8.

b. Units will schedule carbine training and qualification by calling the indoor

Annex C  
4228SW OPLAN 414-62  
1 Oct 61

(6)

firing range, ext. 7546. (See note)

c. Training is required annually for all persons whose basic weapons is the carbine. Personnel who have never before successfully qualified with a weapon will take an initial ten (10) hour course applicable to their basic weapon.

d. Personnel who fail to attain the minimum prescribed proficiency level for their job category will be required to return until they have fired all their annual allotment of ammunition in order to qualify. All personnel, however will be scheduled to make the first firing before the failures are rescheduled to qualify.

e. Uniform: Fatigues are encouraged.

NOTE: A new out-door firing range is now being constructed near the old west point gate. Estimated completion date is last of October. Units will be advised by the Daily Bulletin when to start scheduling.

8. HANDGUN QUALIFICATION AND REFRESHER:

a. Reference: SACR 50-24, SACM 50-24, and SACM 50-8.

b. Time and Dates: Call the Small Arms Range, ext. 7546 for scheduling

c. Personnel who fail at attain the minimum prescribed proficiency level for their job category will be required to return until they have fired all their annual allotment of ammunition in order to qualify. All personnel, however, will be scheduled for the first firing before the failures are rescheduled to qualify.

d. Personal weapons may be utilized, but they must conform in caliber and type (i. e. revolver with revolver) with the training weapons used, and must be of American manufacture and must be approved by the instructor.

9. INITIAL HAND GUN:

a. Reference: SACR 50-24, AFR 50-8

Annex C

28SW OPLAN 414-62

1 Oct 61

(7)



b. Personnel who have never successfully qualified with a weapon will take the initial course applicable to their basic weapon.

10. MORAL LEADERSHIP:

- a. Reference: AFR 50-31.
- b. Attendance: All personnel.
- c. Schedule: Base Theater on the second Friday of each month, on the following schedule.

Airmen	0800 hours
NCO'S	0900 hours
Airmen	1500 hours
Officers	1600 hours

NOTE: Squadrons are required to send 30 to 40% of assigned personnel to each month's lecture. All individuals must attend at least one lecture each quarter. Personnel required to attend are all Airmen through SMSgt and W/O thru Colonel.

Attendance will be taken for all lectures.

11. DRIVERS SCHOOL:

- a. Reference: AFR 32-17
- b. Attendance: All airmen under 25 years of age.
- c. Date, Time and Place: As announced in the Daily Bulletin or by Squadron Training personnel.

NOTE: Squadrons are to schedule personnel until all have attended. Airmen may be exempted from this training, provided they can present to their Commander satisfactory evidence of completing the basic drivers course, or show proof of satisfactory completion of an accredited non-military driver training course as defined in par 5 g. and 7 of AFR 32-17.

Annex C  
4228SW OPLAN 414-62

1 Oct 61

(8)

12. PHYSICAL CONDITIONING AND TESTING PROGRAM:

a. Reference: AFR 50-5, SACR 50-24, Base Sup 1 to AFR 50-5 and SACM 50-10A.

b. Place: Base Gymnasium, or as announced on separate correspondence.

c. Time and Date: Units will call the Base Gym at ext 7443/245 for scheduling.

d. Attendance: All personnel assigned regardless of age will be weighed the first month of each quarter. Performance levels (MCS) for the first (Oct) and second (Nov) months of each quarter have been established by 2AF as follows:

	1st Month (Oct)	2nd Month (Nov)	Estimated End of Quarter (Dec)
Weighed	99.6% (40)	99.6% (40)	100.0%
Within Wt Limit	91.6% (8)	97.6% (20)	99.6%
Total Points	(48)	(60)	Unknown

The actual performance percentages are given plus the percents of maximum scores (MCM) in parenthesis. Note that the end of quarter percentages are estimated since 2AF has not established a standard yet. Physical Fitness Testing (PFR) is a semi annual item and must be accomplished during the first two months of each reporting period, i. e. January, February, and July, August. Although weight control is the only MCS item scored by 2AF, our local MCS still considers all items reportable on COL Form 272, dated June 61. Any unit not having all personnel (100%) tested and/or weighed as required above will submit weekly reports, utilizing COL Form 272, to DCOTG not later than Wednesday of each week. Recommend each Squadron closely monitor leave program and PFR/Weight schedule during the

Annex C  
4228SW OPLAN 414-62  
1 Oct 61

(9)

first month of each quarter in order to meet 2AF weight standards.

13. KC-135 AIRCREW TRAINING FOR COMBAT READY CREWS.

a. All training will be accomplished in the Alert Facility, (see atch 1, 2, 3, of this plan) unless otherwise noted.

b. Handgun Schedule: None for this phase

c. Survival Training None for this phase.

14. B-52 AIRCREW TRAINING FOR COMBAT READY CREWS:

a. In addition to schedule below see the Crew Utilization and Flying Schedule. Annex A, also atch 1 of the OPLAN and atch 4, 5, 6, of this part.

b. Handgun Schedule:

<u>DATE</u>	<u>TIME</u>	<u>INDIVIDUAL</u>	<u>CREW NUMBER</u>
3 Oct 61	1230-1630	Teal	R-50
		Tankersley	R-50
		O'Toole	R-50
5 Oct 61	1230-1630	Bishop	IN 71
		Davenport	S-10
		Berg	IN 71
		Feist	E-12
10 Oct 61	1230-1630	Lawrence	E-12
		Mayor	E-12
		Jacobson	E-12
23 Oct 61	0730-1130	Callaway	E-20
		Neal	E-20
		Bostick	E-20
		Deibert	E-20
		Browne	E-20
		Lowe	E-20
		Browning	R-67
24 Oct 61	1230-1630	Townsend	R-67
		Tuzzolo	R-67
		Strout	R-52
		Lasko	R-58
6 Nov 61	0730	Funk	S-09
		Amos	S-09
		Simmons	S-09
		Pope	S-09

Annex C  
4228SW OPLAN 414-62  
1 Oct 61

(10)

<u>DATE</u>	<u>TIME</u>	<u>INDIVIDUAL</u>	<u>CREW NUMBER</u>
6 Nov 61	0730	Hughes	S-09
		Potter	S-09

c. Judo in the Base Gymnasium 0800 and 1400 hours as scheduled. Annual proficiency must be demonstrated by all crew members:

<u>DATE</u>	<u>TIME</u>	<u>INDIVIDUAL</u>
5 Oct 61(initial course)	0800 hours	Edwards
	0800 hours	Riegel
11 Oct 61	0800 hours	Davenport
	0800 hours	Edmonds
18 Oct 61(initial course)	0800 hours	Gotner
	0800 hours	Messer
20 Oct 61	0800 hours	Schonhans
	0800 hours	Huffman, D
20 Oct 61(initial course)	0800 hours	Brown D.
	0800 hours	Andoe
3 Nov 61(initial course)	0800 hours	Davenport
	0800 hours	Schonohans
Nov 61(initial course)	0800 hours	Riegel
	0800 hours	Edwards
Nov 61(initial course)	0800 hours	Andoe
	0800 hours	Messer
Nov 61(initial course)	0800 hours	Davenport
	0800 hours	Riegel
Nov 61(initial course)	0800 hours	Edwards
	0800 hours	Andoe
Nov 61(initial course)	0800 hours	Messer
	0800 hours	Messer

d. Gunnery Trainer Schedule:

<u>DATE</u>	<u>TIME</u>	<u>INDIVIDUAL</u>
2 Oct 61	0900 hours	Evans
	1000 hours	Jones
	1300 hours	Dingledein
	1400 hours	Ambler
	1500 hours	Holtman
3 Oct 61	0900 hours	Dingledein
	1000 hours	Holtman
	1300 hours	Taulbee
4 Oct 61	1400 hours	Ambler
	0800 hours	Ecklund
	0900 hours	Everett

Annex C  
4228SW OPLAN 414-62  
Oct 61

(11)



<u>DATE</u>	<u>TIME</u>	<u>INDIVIDUAL</u>
5 Oct 61	0900 hours	Golden
6 Oct 61	1300 hours	Goggans
9 Oct 61	0800 hours	Atkinson
10 Oct 61	0900 hours	Bell
11 Oct 61	0800 hours	Evans
12 Oct 61	0900 hours	Roberts
13 Oct 61	1300 hours	Clopton
16 Oct 61	1400 hours	Goggans
17 Oct 61	0800 hours	Byrgessa
18 Oct 61	0900 hours	Follis
19 Oct 61	1000 hours	Lowe
20 Oct 61	0800 hours	Albertson
23 Oct 61	0900 hours	Taulbee
24 Oct 61	1300 hours	Salyer
25 Oct 61	1400 hours	Strout
	0800 hours	Morris
	0900 hours	Elder
	1000 hours	McGuffin
	1300 hours	Atkinson
	0800 hours	Morris
	0900 hours	Heximer
	1300 hours	Clopton
	0800 hours	Mc Raney
	0900 hours	Roberts
	1300 hours	McGuffin
	0800 hours	McRaney
	0900 hours	Messer
	1300 hours	Kennedy
	1400 hours	Bell
	0800 hours	Mayberry
	0900 hours	Salyer
	0900 hours	Huebert
	0800 hours	Messer
	0900 hours	Albertson
	1000 hours	Burgess
	0800 hours	Kennedy
	0900 hours	Lowe
	1300 hours	Potter
	1400 hours	Huebert
	1500 hours	Heximer
	0800 hours	Golden
	0900 hours	Elder
		Strout

<u>DATE</u>	<u>TIME</u>	<u>INDIVIDUAL</u>
5 Oct 61	0900 hours	Golden
	1300 hours	Goggans
6 Oct 61	0800 hours	Atkinson
	0900 hours	Bell
9 Oct 61	0800 hours	Evans
	0900 hours	Roberts
	1300 hours	Clopton
	1400 hours	Goggans
10 Oct 61	0800 hours	Byrgess
	0900 hours	Follis
	1000 hours	Lowe
11 Oct 61	0800 hours	Albertson
	0900 hours	Taulbee
	1300 hours	Salyer
	1400 hours	Strout
12 Oct 61	0800 hours	Morris
	0900 hours	Elder
	1000 hours	McGuffin
	1300 hours	Atkinson
13 Oct 61	0800 hours	Morris
	0900 hours	Heximer
	1300 hours	Clopton
16 Oct 61	0800 hours	Mc Raney
	0900 hours	Roberts
17 Oct 61	1300 hours	McGuffin
	0800 hours	McRaney
	0900 hours	Messer
	1300 hours	Kennedy
18 Oct 61	1400 hours	Bell
	0800 hours	Mayberry
19 Oct 61	0800 hours	Salyer
	0900 hours	Huebert
20 Oct 61	0900 hours	Messer
23 Oct 61	0800 hours	Albertson
	0900 hours	Burgess
	1000 hours	Kennedy
	0800 hours	Lowe
24 Oct 61	0900 hours	Potter
	1300 hours	Huebert
	1400 hours	Heximer
	1500 hours	Golden
25 Oct 61	0800 hours	Elder
	0900 hours	Strout

Annex C  
 4228SW OPLAN 414-62  
 1 Oct 61

(12)

<u>DATE</u>	<u>TIME</u>	<u>INDIVIDUAL</u>
26 Oct 61	0800 hours	Follis
	0900 hours	Cooper
27 Oct 61	0800 hours	Cooper
	0900 hours	Potter
	1300 hours	Everett
30 Oct 61	0800 hours	Jones
	0900 hours	Ecklund
31 Oct 61	0800 hours	Mayberry
1 Nov 61	0900 hours	Albertson
	1000 hours	Follis
	1100 hours	Heximer
2 Nov 61	0900 hours	Follis
	1000 hours	Albertson
	1100 hours	Strout
3 Nov 61	0900 hours	Lowe
	1000 hours	Holtman
	1100 hours	Ecklund
6 Nov 61	0900 hours	Morris
	1000 hours	Dingeldein
	1100 hours	Huebert
7 Nov 61	0900 hours	Golden
	1000 hours	Cooper
	1100 hours	Atkinson
	1300 hours	Mayberry
8 Nov 61	0900 hours	Kennedy
	1000 hours	Potter
	1100 hours	Everett
9 Nov 61	0900 hours	Elder
	1000 hours	Golden
	1100 hours	McRaney
13 Nov 61	0900 hours	Burgess
	1000 hours	McRaney
	1100 hours	McKinmon
14 Nov 61	0900 hours	Salyer
	1000 hours	Stout
15 Nov 61	0900 hours	Salyer
	1000 hours	Holtman
	1100 hours	Messer
16 Nov 61	0900 hours	Atkinson
	1000 hours	Messer
	1100 hours	Ecklune
17 Nov 61	0900 hours	Cooper
	1000 hours	Mayberry

Annex C  
4228SW OPLAN 414-62  
1 Oct 61

<u>DATE</u>	<u>TIME</u>	<u>INDIVIDUAL</u>
20 Nov 61	0900 hours	Taulbee
	1000 hours	Burgess
	1100 hours	Everett
21 Nov 61	0900 hours	Low
	1000 hours	Roberts
22 Nov 61	0900 hours	Morris
	1000 hours	Atkins
	1100 hours	Roberts
24 Nov 61	0900 hours	Elder
	1000 hours	Potter
	1100 hours	Bell
27 Nov 61	0900 hours	Ambler
	1000 hours	Huebert
	1100 hours	McKinmon
28 Nov 61	0900 hours	Adair
	1000 hours	Bell
29 Nov 61	0900 hours	Taulbee
	1000 hours	Heximer
30 Nov 61	0900 hours	Adair
	1000 hours	Adair
1 Dec 61	0900 hours	Elder
	1000 hours	Holtman
	1100 hours	Huebert
4 Dec 61	1300 hours	Stout
	0900 hours	Burgess
	1000 hours	Golden
5 Dec 61	1100 hours	Messer
	0900 hours	Morris
	1000 hours	Heximer
6 Dec 61	1100 hours	Roberts
	0900 hours	Taulbee
	1000 hours	Kennedy
7 Dec 61	1100 hours	Bell
	0900 hours	Potter
	1000 hours	McRaney
8 Dec 61	0900 hours	Follis
	1000 hours	Everett
	1000 hours	Everett
11 Dec 61	0900 hours	Dingeldein
	1000 hours	Adair
	1100 hours	Ecklund
12 Dec 61	0900 hours	McKinmon
13 Dec 61	0900 hours	Atkins
14 Dec 61	0900 hours	Cooper
15 Dec 61	0900 hours	Mayberry
18 Dec 61	0900 hours	Albertson

Annex C  
4228SW OPLAN 414-62  
1 Oct 61



<u>DATE</u>	<u>TIME</u>	<u>INDIVIDUAL</u>
18 Dec 61	1000 hours	Lowe
9 Dec 61	0900 hours	Ambler
20 Dec 61		
28 Dec 61	0900 hours	Salyer

OFF BASE TRAINING:

1. Each squadron will be responsible for insuring that Special Orders are issued for its assigned personnel, and will contact commercial transportation for determination of mode of transportation.
2. NUCLEAR WEAPONS DELIVERY COURSE: None this phase.
3. SURVIVAL TRAINING (Stead AFB-Advanced): None this phase.
4. PHYSIOLOGICAL TRAINING (Altitude Chamber):
  - a. Reference: AFR 50-27; SACR 50-24.
  - b. Place: Little Rock AFB or Carswell AFB, as indicated.
  - c. Time: Personnel scheduled for training on Monday, Tuesday, or Wednesday will report to OIC of the altitude chamber at 0730 hours, Personnel scheduled for training of Thursday will report to the OIC of the altitude chamber at 1230 hours. All personnel must have their Restricted Area Badge when reporting.
  - d. Special Orders must:
    - (1) State that the individual has a current class I, II, or III flight physical.
    - (2) Direct the individual to bring his AF Form 702 and 1274 with him.
    - (3) Direct the individual to bring his oxygen mask and helmet (if he has one).
    - (4) State the date and time the individual should report to the OIC of altitude chamber.
    - (5) Include the building number to which the individual should report to (1240 at Little Rock, and 2135 at Carswell AFB).

NOTE: If orders are published prior to completing physical exam, personnel must hand carry AF Form 1042 to altitude chamber.

Annex C  
4228SW OPLAN 414-62  
1 Oct 61

(15)

e. Refresher Training Course (8 hours):

(1) Required of all rated personnel and crew members on flying status every three years. Except personnel checked out in tactical aircraft.

(2) All personnel attending must have in possession their AF Forms 702, which will be obtained from the Form 5 Section, Wing Training Division, building 1901, by the individual concerned. Personnel flying jet aircraft will bring individual helmet and oxygen mask.

(3) Refresher Quotas: 17 Oct Major Sattler

f. Passenger Instruction Course quotas (12 hours-Little Rock):

NAME	RANK	EXPIRATION DATE
Sattler	Major	15 Dec 61
Pemberton	1Lt	29 May 62
Padden	Captain	15 May 62
Canning	Major	1 May 62
Morrison	Major	20 Apr 62
Behn	Lt Colonel	10 Jun 62
Dewitt	Lt Colonel	12 Jun 62
King	Captain	2 Jun 62
Burns	Major	13 Jul 62
Grimmer	Lt Colonel	5 Aug 62
Shumake	Colonel	14 Sep 62
Scales	Major	7 Oct 62
Morris	Captain	3 Nov 62

5. SAC STANDARDIZATION SCHOOL: All personnel will report to Barksdale Transient Billeting Office for quarters assignment, briefing, transportation information and class schedules.

a. B-52	Capt Bowen	16-18 Oct
	Maj Tompkins	16-18 Oct
	Maj Palms & Crew	27 29 Nov
	1-Staff(not selected)	4-6 Dec

b. KC-135	Capt O'Neil	16-18 Oct
	Capt Driskell	30 Oct -1 Nov
	Lt Springmeyer	30 Oct -1 Nov
	Lt Prosch	30 Oct- 1 Nov
	Sgt Goucher	30 Oct + 1 Nov
	1-Staff(not selected)	4-6 Dec

Annex C  
4228SW OPLAN 414-62  
1 Oct 61

c. CSG 2 Staff(not selected) 13-16 Nov

6. SIMULATOR TRAINING (KC-135):

a. References: SACR 50-8, SACR 50-24, SACR 51-19.

b. Place: Barksdale AFB, La

c. Reporting Instructions: Pilots reporting during non-duty hours will report by calling Operations Squadron CQ at ext. 25164 or 24231. If reporting during duty, hours call ext. 2638 or 23177.

d. Quotas:	16-18 Oct	Blakee-
	6-8 Nov	Wells-Swift
	11-13 Dec	Rawlinson

7. SIMULATOR TRAINING (B-52):

a. References: SACR 50-24; 51-19 and SACR 50-8.

b. Place: Carswell AFB, Texas, building P-2124.

c. Reporting Instructions: Crews will report to the B-52 Simulator Section as scheduled. Supplementary instructions may be obtained from your unit Ground Training Officer. Crews will carry following equipment: Flying Suit, Tech Order Checklist and flashlight.

d. Quotas:

<u>DATE</u>	<u>TYPE TRAINING</u>	<u>INDIVIDUALS</u>
5-7 Oct	CREW	Shoemaker-Schonhans
9-11 Oct	CREW	Teal-Tankersley
12-14 Oct	CREW	Andrecheck-Lovelady
19-21 Oct	CREW	Feist-Spadachene
23-25 Oct	STAFF	Sewell-Jones, 1Lt (492)
26-28 Oct	CREW	Jones-Records
9-11 Nov	CREW	(not selected)

8. ULTRASONIC TRAINING (B-52):

a. References: SACR 51-19; SACR 50-24; SACR 50-8.

b. Place: Carswell AFB, Texas

Annex C  
4228SW OPLAN 414-62  
Oct 61

(17)

c. Crews and Staff will report to Ultrasonic Section per schedule and supplementary instructions from the Squadron Ground Training Officer.

d. Schedule:

<u>DATE</u>	<u>TIME</u>	<u>INDIVIDUALS</u>
4 Oct 61	0730	Keels-Martins
	1030	Musgrove-Drumheller
	1330	Townsend-Browning
11 Oct 61	0730	Wendt-Nakano
	1030	Scott-Wetesnik
	1330	Cannes-Shoemaker
18 Oct 61	0730	Mayor-Lawrence
	1030	Ulrich-Siau
	1330	Davis-Siau
25 Oct 61	0730	Curtis-Corbett
	1030	Greer-Gray
	1330	Seward-Cantrell
1 Nov 61	0730	Shortt-Remson
	1030	Godsey-Boerschig
	1330	Babcock-Shaffer
6 Nov 61	0730	Simmons-Siau
	1030	Huffman-Davenport
	1330	Bostic-Deibert
8 Nov 61	0730	Lawrence-Mayor
	1030	Kemp-Bushey
	1330	Nakano-(not selected)
13 Nov 61	0730	Ulrich-(not selected)
	1030	Jorgenson-Manning
	1330	Crowder-Leferink
15 Nov 61	0730	Parsons-Fluck
	1030	Bowen-Henderson
	1330	Shaffer-Treu
20 Nov 61	0730	Vance-Demers
	1030	Bishop-Wendt
	1330	Douglass-Ramsey
27 Nov 61	0730	Stevens-Bell
	1030	Pickett-Agolia
	1330	Strother-Terrell
29 Nov 61	0730	Townsend-Browning
	1030	Simkins-Stoddard
	1330	Deavers-(not selected)

Annex C  
4228SW OPLAN 414-62  
1 Oct 61



EXPLANATION OF "GS" SYMBOLS: (B-52)

<u>SYMBOLS</u>	<u>COURSE</u>	<u>CREW MEMBERS REQD</u>
GS1	Air Weapons Academic (4 hours quarterly)	P, CP, N/RN
GS2	In-Flight-Maintenance (3 hours quarterly)	N/RN
GS3	ECM Procedures (2 hours quarterly)	EW
GS4	Gunnery Systems (3 hours quarterly)	G
GS5	Tactical Doctrine (4 hours quarterly)	ALL CREW
GS6	Communications (1 hour per month)	P, CP, EW, RN, N,
GS7	Ejection Procedures (1 hour annually)	RN, N, EW, G
GS8	Disaster Actions Training (annual proficiency examination)	ALL CREW
GS9	Code of Conduct (annual interrogation)	ALL CREW
GS10	Buddy Care Training (one time interrogation)	ALL CREW
GS11	Postive Control Training (ORI and USCM review, Auth Procedures and quick reaction)	ALL CREW
GS12	PFR & Weight Control	ALL CREW
GS13	GAM Pre-Flt checkout	P, CP, RN, N,
GS14	Acft Emergency Procedures	ALL CREW

Annex C  
42285W OPLAN 414 -62  
1 Oct 1961

EXPLANATION OF "GS" SYMBOLS: (KC-135)

<u>SYMBOL</u>	<u>COURSE TITLE</u>	<u>CREW MEMBER REQD</u>
GS1	In-Flight Maintenance (2 hours quarterly)	NAV
GS2	Tactical Doctrine (4 hours quarterly)	ALL CREW
GS3	Communications (1 hour quarterly)	ALL OFFICERS
GS4	Disaster Actions Training (annual interrogation)	ALL CREW
GS5	Code of Conduct (annual interrogation)	ALL CREW
GS6	Buddy Care Medical Training (one time requirement)	ALL CREW
GS7	Postive Control Training (ORI and USCM Review, Auth, Procedures and quick reaction)	ALL CREW
GS8	PFR & Weight Control	ALL CREW

Annex C  
4228SW OPLAN 414-62  
Oct 1961

ALERT FACILITY GROUND TRAINING SCHEDULE 492nd BS MONTH October

SUN	MON	TUES	WED	THUR	FRI	SAT
1	2 GS11 11-1200 GS11 13-1600 GS6 16-1700	3 GS12 0830-1000 GS1 12-1600 ACR 10-1100	4 GS2 09-1000 GS1 13-1700 GS3 13-1500 GS4 13-1600	5 GS8 09-1000 GS9 10-1100 GS10 11-1200	6 GS11 11-1200 GS11 13-1600 GS6 16-1700	7
8	9 GS11 11-1200 GS11 13-1600 GS6 16-1700	10 GS12 09-1100	11 GS2 09-1200 GS1 13-1700 GS3 13-1500 GS4 13-1600	12 GS8 09-1000 GS9 10-1100 GS10 11-1200 GS1 13-1700	13 GS11 11-1200 GS11 13-1600	14
15	16 GS11 11-1200 GS11 13-1600 GS6 16-1700	17 GS12 09-1100	18 GS2 09-1100 GS1 13-1700 GS3 13-1500 GS4 13-1600	19 GS5 0830-1230 GS1 1330-1730	20 GS11 11-1200 GS11 13-1600	21
22	23 GS11 11-1200 GS11 13-1600	24 GS12 09-1100 GS14 12-1400	25 GS2 09-1200 GS1 13-1700 GS3 13-1500 GS4 13-1600	26 GS5 08-1200 GS1 13-1700	27 GS11 11-1200 GS11 13-1600	28
29	30 GS11 11-1200 GS11 13-1600	31 GS12 09-1100 GS5 12-1600				

ALERT FACILITY GROUND TRAINING SCHEDULE 492nd BS MONTH November

SUN	MON	TUES	WED	THUR	FRI	SAT
			1 GS1 13-1700 GS14 09-1100	2 GS1 1300-1700 GS2 09-1200 GS3 13-1500 GS4 13-1600	3 GS11 11-1200 GS11 13-1600	4
5	6 GS11 11-1200 GS11 13-1600	7 GS12 09-1100 GS5 12-1600	8 GS8 09-1000 GS9 10-1100 GS10 11-1200 GS14 13-1500	9 GS1 09-1200 GS1 13-1800	10 GS11 11-1200 GS11 13-1600	11
12	13 GS11 11-1200 GS11 13-1600	14 GS12 09-1100 GS8 13-1400 GS9 14-1500 GS10 15-1600	15 GS 14 09-1100	16	17 GS11 11-1200 GS11 13-1600	18
19	20 GS11 11-1200 GS11 13-1600	21 GS12 09-1100 GS8 13-1400 GS9 14-1500 GS10 15-1600	22 GS14 09-1100	23	24 GS11 11-1200 GS11 13-1600	25
26	27 GS11 11-1200 GS11 13-1600	28 GS12 09-1100 GS14 13-1500 GS8 11-1200	29 GS2 09-1200 GS1 13-1700 GS3 13-1500 GS4 13-1600	30 GS1 13-1700 GS5 08-1200		



ALERT FACILITY GROUND TRAINING SCHEDULE 492nd BS MONTH December

SUN	MON	TUES	WED	THUR	FRI	SAT
/	/	/	/	/	1 GS11 11-1200 GS11 13-1600	2 /
3 /	4 GS11 11-1200 GS11 13-1600	5 GS12 09-1100 GS5 13-1700	6 GS8 09-1000 GS9 10-1100 GS10 11-1200 GS14 13-1500	7 GS2 13-1600	8 GS11 11-1200 GS11 13-1600	9 /
10 /	11 GS11 11-1200 GS11 13-1600	12 GS12 09-1100 GS14 13-1500	13 /	14 /	15 GS11 11-1200 GS11 13-1600	16 /
17 /	18 GS11 11-1200 GS11 13-1600	19 GS12 09-1100	20 GS8 09-1000 GS9 10-1100 GS10 11-1200	21 /	22 GS11 11-1200 GS11 13-1600	23 /
24 /	25 /	26 GS12 09-1100	27 /	28 /	29 /	30 /
#31						

ALERT FACILITY GROUND TRAINING SCHEDULE 901st ARS MONTH October

SUN	MON	TUES	WED	THUR	FRI	SAT
1	2 GS7 11-1200 GS7 13-1600 GS2	3 GS8 09-1100 GS1 13-1500 GS4 GS5 GS6	4 GS7 11-1200 GS7 13-1600 GS2	5 GS4 GS5 GS6	6 GS7 11-1200 GS7 13-1600 GS2	7
8	9 GS7 11-1200 GS7 13-1600 GS2	10 GS8 09-1100 GS1 13-1500 GS4 GS5 GS6	11 GS7 11-1200 GS7 13-1600	12	13 GS7 11-1200 GS7 13-1600	14
15	16 GS7 11-1200 GS7 13-1600 GS2	17 GS8 09-1100 GS1 13-1500 GS4 GS5 GS6	18 GS7 11-1200 GS7 13-1500	19	20 GS7 11-1200 GS7 13-1600	21
22	23 GS7 11-1200 GS7 13-1600 GS2	24 GS8 09-1100 GS1 13-1500 GS4 GS5 GS6	25 GS7 11-1200 GS7 13-1600	26	27 GS7 11-1200 GS7 13-1600	28
29	30 GS7 11-1200 GS7 13-1600 GS2	31 GS8 09-1100 GS4 GS5 GS6				

ALERT FACILITY GROUND TRAINING SCHEDULE 901st ARS MONTH November

SUN	MON	TUES	WED	THUR	FRI	SAT
/	/	/	1 GS7 11-1200 GS7 13-1600 GS2	2 /	3 GS7 11-1200 GS7 13-1600	4 /
5 /	6 GS7 11-1200 GS7 13-1600 GS2	7 GS8 09-1100	8 GS7 11-1200 GS7 13-1600 GS2	9 /	10 GS7 11-1200 GS7 13-1600	11 /
12 /	13 GS7 11-1200 GS7 13 1600 GS2	14 GS8 09-1100	15 GS7 11-1200 GS7 13-1600 GS2 (J-02)	16 /	17 GS7 11-1200 GS7 13-1600	18 /
19 /	20 GS7 11-1200 GS7 13-1600 GS2	21 GS8 09-1100	22 GS7 11-1200 GS7 13-1600	23 /	24 GS7 11-1200 GS7 13-1600	25 /
26 /	27 GS7 11-1200 GS7 13-1600 GS2	28 GS8 09-1100	29 GS7 11-1200 GS7 13-1600	30 /	/	/

ALERT FACILITY GROUND TRAINING SCHEDULE 901st ARS MONTH December

SUN	MON	TUES	WED	THUR	FRI	SAT
/	/	/	/	/	1 GS7 11-1200 GS7 13-1600	2 /
3 /	4 GS7 11-1200 GS7 13-1600 GS2	5 GS8 09-1100	6 GS7 11-1200 GS7 13-1600 GS2	7 /	8 GS7 11-1200 GS7 13-1600	9 /
10 /	11 GS7 11-1200 GS7 13-1600 GS2	12 GS8 09-1100	13 GS7 11-1200 GS7 13-1600	14 /	15 GS7 11-1200 GS7 13-1600 GS2	16 /
17 /	18 GS7 11-1200 GS7 13-1600 GS2	19 GS8 09-1100	20 GS7 11-1200 GS7 13-1600 GS2 (J-11)	21 /	22 GS7 11-1200 GS7 13-1600	23 /
24 /	25 /	26 GS8 09-1100 GS2 (J-01)	27 GS7 11-1200 GS7 13-1600	28 /	29 GS7 11-1200 GS7 13-1600 GS2	30 /
31						



THIS PAGE IS DECLASSIFIED IAW EO 13526

18

THIS PAGE IS DECLASSIFIED IAW EO 13526

4228TH STRATEGIC WING (SAC)

MAINTENANCE ANALYSIS REPORT

(RCS: AF - D25)

OCTOBER 1961

TABLE OF CONTENTS

SECTION 1	
Air Vehicle Part 1A.....	1.1
Inspections - Number Completed Part 1B.....	1.1
Inspection Clock Hours Part 1C.....	1.1
Manhours Authorized, Assigned & Utilized in Code 01 Part 2A.....	1.2
Productive Indirect Codes Part 2B.....	1.2
Non Productive Indirect Codes Part 2C.....	1.2-1
Absence Codes Part 2D.....	1.2-1
Total Duty Absence Manhours Part 2E.....	1.2-1
Total Non Duty Absence Manhours Part 2F.....	1.2-1
Maintenance Staff Manning Part 3A.....	1.3
Ground Support Equipment Maintenance Manning Part 3B.....	1.3
Production by Function and Air Vehicle Type and Model Part 3C.....	1.3
Other Work Loads Part 3D.....	1.3
Maintenance Analysis Experience Part 3E.....	1.3
Transient Alert Production Part 3F.....	1.3-1
Direct Manhours Part 3G.....	1.3-1
Productive Manhours by Work Order Prefix (OMS) Part 4A and B.....	1.4
Productive Manhours by Work Order Prefix (FMS) Part 4A and B.....	1.4-1
Productive Manhours by Work Order Prefix (AEMS) Part 4A and B.....	1.4-2
Manhour Assignment & Utilization by Labor Code Part 5A, B & C.....	1.5
Manhour Distribution by Absence Codes Part 5D and E.....	1.5-1
Shop Repair Data Part 6A.....	1.6
Shop Repair Data Part 6B.....	1.6-1
Shop Repair Data Part 6B (Cont'd).....	1.6-1A
SECTION 2	
ITEM 1. Aircraft Availability for Flying.....	2.1
ITEM 2. Maintenance Delays.....	2.2
ITEM 3. Supply Effectiveness.....	2.3
ITEM 4. PCL Effectiveness.....	2.4
ITEM 5. Variance in Direct Manhours.....	2.5
ITEM 6. Borrowed and Loaned Time.....	2.6
ITEM 7. Absence Factors.....	2.7
ITEM 8. TDY Maintenance Duty.....	2.8
ITEM 9. Sortie Cancellations.....	2.9
ITEM 10. Late Takeoffs.....	2.9
ITEM 11. Additions.....	2.9
ITEM 12. Higher Headquarters.....	2.9
ITEM 13. Preparation of the AF-D25 Report.....	2.10
SECTION 3	
Maintenance Discrepancies B-52 & KC-135.....	3.1/3.1-1
SECTION 4	
Organizational chart.....	4.1
General.....	4.2
Maint Man Of the Month and CC.....	4.3
Performance Standards B-52 & KC-135.....	4.4/4.4-1
Monthly Averages B-52 & KC-135.....	4.5/4.5-1
Aircraft Performance B-52 & KC-135.....	4.6/4.6-1
Cancel & LTO's by Sys B-52 & KC-135.....	4.7/4.7-1
Aircraft Status B-52 & KC-135.....	4.8/4.8-1
Red Ball Work Orders.....	4.9/4.9-1
Latest B-52 & KC-135 Inspection Discrep.....	4.10
Reserved.....	4.11/4.11-1
Red Ball W/O by Aircraft.....	4.12/4.12-1
Labor Code Categories.....	4.13
Comptability and Utilized.....	4.14
Alert, Overtime, Comp Time and EFD.....	4.15

AIRCRAFT AND GAM MAINTENANCE PRODUCTION SUMMARY - PARTS I A, B AND C				FROM: 4228TH STRATEGIC WING (SAC) COLUMBUS AFB MISSISSIPPI				PERIOD OF SUMMARY OCTOBER 1961				REPORTS CONTROL SYMBOL AF-D25					
AREA	STATUS ON BASE			TENANT TO		AIRCRAFT TYPE AND MODEL		UE DESIGNATION		GAM							
	X	SAC ONLY	HOST TO			PRIMARY	SECONDARY			TYPE AND MODEL	VE						
2						B-52F	KC-135	15/10		77A	20						
A. AIR VEHICLE (Aircraft and GAM)						B. INSPECTIONS - NUMBER COMPLETED					C. INSPECTION CLOCKHOURS						
TYPE AND MODEL	NUMBER ASSIGNED	AVERAGE AGE	UNIT EXPERIENCE	MISSION CODE	SORTIES FLOWN	HOURS FLOWN	BASIC POSTFLIGHT	PREFLIGHT	HOURLY POSTFLIGHT	PERIODIC	AVERAGE DUTY TO ACCOMPLISH				PERIODIC ELAPSED		
							C	D	E	P	BASIC POSTFLIGHT	PREFLIGHT	HOURLY POSTFLIGHT	PERIODIC	PRE-COCK TO PER OR CCTM	CCTM TO CCTM	
1	B-52F	13	2 10/12	2 5/12	CC	73	787	47	95	13-50HR	5	2	4	4	12	65	136
2	KC-135A	10	2 8/12	2 9/12	CA	74	444	47	81	11-25HR	4	7	3	14	9	81	157
3	GAM-77	9	7/12	2/12	CC	17	147	5	23		1	6	3		16	240	312
4	OTHER	3	17 7/12	3 2/12	2-S1 1-TF	120	213	76	46	2	2	2	2	8	24		
5																	
6																	
7																	
8																	
TOTAL ALL AIRCRAFT (Exclude GAM)						267	1447										
REMARKS																	
TYPED NAME AND GRADE (DCM)											SIGNATURE				DATE		
GEORGE R. ANDERSON, COLONEL, USAF, DCM											<i>George R Anderson</i>				27 NOVEMBER 1961		



MAINTENANCE PRODUCTION SUMMARY - PARTS II A AND B		FROM: 2228TH STRATEGIC WING (SAC) COLUMBUS AFB, MISSISSIPPI				PERIOD OF SUMMARY OCTOBER 1961		REPORTS CONTROL SYMBOL AF-D25			
LABOR CODES AND DESCRIPTION		MANHOURL UTILIZATION BY LABOR CODE									
		1	2	3	4	5	6	7	8	9	10
A. MANHOURS AUTHORIZED - ASSIGNED AND UTILIZED IN CODE 01		OMS	FMS	AEMS	SUB TOTAL	DCM		TOTAL OF COLUMNS 4 + 5	MM		WING TOTAL
1	TOTAL MANHOURS AUTHORIZED (All Labor Codes)	55088	63888	44176	163152	13552		176704	11440		188144
2	TOTAL MANHOURS ASSIGNED (All Labor Codes)	53488	60360	41827	155674	14490		170165	11720		181885
3	% ASSIGNED OF AUTHORIZED (2 + 1 x 100)	97.0	94.5	94.6	95.4	106.9		96.3	102.4		96.7
4	CODE 01 MANHOURS ASSIGNED	39896	45528	30211	115635			115635	5248		120883
5	% CODE 01 ASSIGNED OF TOTAL ASSIGNED (4 + 2 x 100)	74.5	75.4	72.2	75.2			67.9	44.7		66.4
6	DIRECT CODE 01 MANHOURS - EXCEPTION TIME	26785	25150	14463	66398			66398	1500		67898
7	DIRECT MANHOURS - MAINTENANCE DATA COLLECTION	26339	25475	13641	65455			65455	N/A		65455
8	% MDC OF ETA DIRECT (7 + 6 x 100)	98.3	101.3	94.3	98.6			98.6	N/A		98.6
9	% MDC OF CODE 01 ASSIGNED (7 + 4 x 100)	66.0	56.0	45.2	56.6			56.6	N/A		56.6
B. PRODUCTIVE INDIRECT CODES											
02	ALERT DUTY OR STANDBY	9995	3215	515	13725			13729	181		13910
03	SUPERVISION	8757	7938	5258	21943	4122		26065	1920		27985
04	MAINTENANCE ADMINISTRATION	1665	5461	4733	11859	4590		16449	434		16883
05	MAINTENANCE ON-BASE TRAINING	693	1757	3982	6432	5643		12075	2459		14534
06	QUALITY INSPECTION		263	48	311	1174		1485	96		1581
07	STANDARDIZATION					346		346	760		1106
08	MAINTENANCE MEETINGS		19	65	84	23		107	41		148
09	PLANT EQUIPMENT MAINTENANCE	570	1306	2725	4599	20		4619	1198		5817
10	CLEANING AND POLICING	778	1266	916	2960	29		2989	267		3256
11	VEHICLE AND/OR EQUIPMENT OPERATION	1290	833	1443	3566	3		3569	27		3596
12	STOCK CHASING	24	94	133	251			251			251
13	TOOL CRIB SUPPLY	2	875	28	905			905	879		1784
14	780 PROPERTY										
15	CANNIBALIZATION										
16	MAINTENANCE MANAGEMENT	1192	720	1159	3071	1173		4244	656		4900
17	DIRECT SUPPORT/RPIE OPERATOR										
TOTAL PRODUCTIVE INDIRECT MANHOURS (Codes 02 thru 17)		24956	23745	21005	69706	17127		86833	8018		94851
% PRODUCTIVE INDIRECT OF AVAILABLE MANHOURS (TOTAL + DI x 100)		48.2	48.5	59.1	51.1	99.9		56.6	85.5		58.4

MAINTENANCE PRODUCTION SUMMARY - PARTS II C, D, E AND F		FROM: 4228TH STRATEGIC WING (SAC) COLUMBUS AFB, MISSISSIPPI				PERIOD OF SUMMARY OCTOBER 1961		REPORTS CONTROL SYMBOL AF-D25			
C LABOR CODES AND DESCRIPTION		MANHOOR UTILIZATION BY LABOR CODE									
		1	2	3	4	5	6	7	8	9	10
		OMS	FMS	AEMS	SUB TOTAL	DCM		TOTAL OF COLUMNS 1, 2, 5	MMS		WING TOTAL
C. NON-PRODUCTIVE INDIRECT CODES											
20	LAG - ASSISTANCE	8	2	55	65	14		79			79
21	LAG - EQUIPMENT		14	56	70			70			70
22	LAG - TRANSPORTATION		2	9	11			11			11
23	LAG - WEATHER										
24	LAG - PARTS	8		10	18			18	5		23
TOTAL NON-PRODUCTIVE INDIRECT MANHOURS		16	18	130	164	14		178	5		183
% NON-PRODUCTIVE INDIRECT OF AVAILABLE MANHOURS (TOTAL + D1 x 100)		.03	.03	.4	.1	.08		.1	.04		.1
D 1 TOTAL A6 + B + C (STA Available Manhours)		51757	48913	35598	136268	17141		153409	10423		163832
D 2 TOTAL A7 + B + C (MDC Available Manhours)		51311	49238	34776	135325	17141		152466	10423		162889
D 3 DIFFERENCE (1 - 2) =		446	-325	822	943	0		943	0		943
E ABSENCE CODES											
30	MILITARY TRAINING	54	224	151	429	159		588	126		714
31	SQUADRON OR BASE DUTIES	721	1127	1045	2893	354		3247	83		3330
32	FLYING - NON-MAINTENANCE	384	29	153	566	11		577			577
33	TDY MAINTENANCE TRAINING		2032	1232	3264	176		3440	368		3808
34	TDY MAINTENANCE DUTY	784	552	232	1568			1568			1568
35	TDY OTHER	328	304	1168	1800	80		1880	64		1944
36	PERSONNEL PROCESSING	122	200	337	659	8		667	99		766
E TOTAL DUTY ABSENCE MANHOURS (30 thru 36)		2353	4468	4318	11179	788		11967	760		12707
40	COMPENSATORY TIME FOR OVERTIME	9070	3692	1516	14278	13		14291	1278		15569
41	EXCUSED FROM DUTY	625	1230	570	2425	24		2449	58		2507
42	LEAVE - OFFICIAL	2158	3576	1848	7582	336		7918	552		8470
43	SICK LEAVE - CIVILIAN		24		24			24			24
44	MEDICAL - MILITARY	314	207	144	665	7		672	113		785
45	PERSONAL AFFAIRS	29	123	179	331	6		337	19		356
46	AWOL OR CONFINED	128			128			128			128
F. TOTAL NON-DUTY ABSENCE MANHOURS (40 thru 46)		12324	8852	4257	25433	386		25819	2020		27839
TOTAL ABSENCE MANHOURS (E + F)		14717	13320	8575	36612	1174		30786	2780		33566

SAC

FORM

662b

PREVIOUS EDITION IS OBSOLETE

MAINTENANCE PRODUCTION SUMMARY - PARTS III A, B, C, D AND E				PRG4 405 H STRATEGIC WING (SAC) COLUMBUS AFB, MISSISSIPPI				PERIOD OF SUMMARY OCTOBER 1961				REPORTS CONTROL SYMBOL AF - D25							
A. MAINTENANCE STAFF MANNING								B. GROUND SUPPORT EQUIPMENT MAINTENANCE MANNING											
FUNCTION	PERSONNEL ASSIGNED			TOTAL	% BY SHIFT			FUNCTION	PERS ASSIGNED			A	B	C	ETA 01	MOC 01	CODE 02	CODE 03	CODE 14
	OFF	AMN	CIV		A	B	C		OFF	AMN	CIV								
1 DEPUTY COMMANDER MAINTENANCE								1 SUPERVISION				50	25	25					
2 ADMINISTRATION		6	1	7	100			2 DISPATCH & CONTROL				50	25	25					
3 QUALITY CONTROL	1	10		11	100			3 SERVICING											
4 MAINTENANCE CONTROL	3	29		32	69	17	14	4 UNSCHEDULED MAINT.	13	1	100								
5 REPORTS AND ANALYSIS	1	6		7	100			5 DAILY INSPECTION	6			50	25	25					
6 TRAINING CONTROL	1	5		6	100			6 PERIODIC INSPECTION											
7 TOTAL (1 thru 6)	6	56	1	63	83	9	8	7 FIELD MAINTENANCE	6		100								
								8 TOTAL (1 thru 7)	38	1	163	24	13	3742	3719				824
C. PRODUCTION BY FUNCTION AND AIR VEHICLE TYPE AND MODEL																			
FUNCTION	PERSONNEL ASSIGNED			% BY SHIFT			AIR VEHICLE TYPE AND MODEL				TOTAL	D. OTHER WORKLOADS							
	OFF	AMN	CIV	A	B	C	PRODUCTIVE MANHOURS					PHEL	MANHOURS						
CMS	FLIGHT LINE	7	280		59	21	20	11349	8958			20307	PREFIX	MANHOURS					
	PERIODIC											SL	713						
FMS	FLIGHT LINE	5	258	3	93	5	2	9491		168	244	17501	SO	184					
	PERIODIC												MISCELLANEOUS SHOP						
	SHOP												FUNCTION	MANHOURS					
AEMS	FLIGHT LINE	7	225		90	8	2	6131	972	3374	43	10520	AIR VEH NOT IDENTIFIED	2039					
	PERIODIC												SUPPORT EQUIPMENT	4966					
	SHOP												NON-AERO EQUIPMENT	1891					
													TENANT SUPPORT						
BASE FLIGHT	1	18		100							1686	1686	CMS						
TOTAL	20	781	3	82	9	9	26971	17528	3542	1973	50014	FMS							
E. MAINTENANCE ANALYSIS EXPERIENCE																			
MMS	4	61		73	8	19	GRADE	AFCS	MEPA	GRADE	AFCS	MEPA	GRADE	AFCS	MEPA	AEMS			
PMEL		7		100			051	04351	Y59	005	43171					OTHER			
OVERALL TOTAL	30	943	5	81	10	9	006	43470	Y60							TOTAL			
							006	43430	Y61										
							005	43430											



MAINTENANCE PRODUCTION SUMMARY - PARTS III F & G			FROM: 228TH STRATEGIC WING (SAC) COLUMBUS AFB, MISSISSIPPI		PERIOD OF SUMMARY OCTOBER 1961			REPORTS CONTROL SYMBOL AF - D25	
F. TRANSIENT ALERT PRODUCTION									
1. AIRCRAFT			2. ARRIVALS BY HOURLY INTERVAL						
DESCRIPTION	PROCESSED	NUMBER		MONDAY THROUGH FRIDAY			SATURDAY - SUNDAY AND HOLIDAYS		
		SERVICED	REQUIRING MAINTENANCE	0800 TO 1700	1700 TO 2400	2400 TO 0800	0800 TO 1700	1700 TO 2400	2400 TO 0800
<b>JET</b>									
1 SINGLE ENGINE	120	120	64	70	20		22	4	4
2 TWO ENGINE	9	9	4	4	2		3		
3 FOUR ENGINE	3	3			1	2			
4 SIX ENGINE	3	3				2	1		
5 EIGHT ENGINE									
6 HELICOPTER									
7 <b>JET TOTAL</b>	135	135	68	74	23	4	26	4	4
<b>RECIPROCATING</b>									
8 SINGLE ENGINE	4	4		2	2				
9 TWO ENGINE	114	114	6	63	15	4	28	2	2
10 FOUR ENGINE	14	14		8	3	2	1		
11 HELICOPTER									
12 <b>RECIPROCATING TOTAL</b>	132	132	6	73	20	6	29	2	2
13 <b>TOTAL (JET AND RECIPROCATING)</b>	267	267	74	147	43	10	55	6	6
<b>G. DIRECT MANHOURS</b>									
DESCRIPTION	AVAILABLE TRANSIENT ALERT (Exception) 1	PRODUCTIVE TRANSIENT ALERT (M/C) LOCAL 2 TRANS	FIELD MAINT DIRECT ON TRANSIENT AIRCRAFT 3	A&E MAINT DIRECT ON TRANSIENT AIRCRAFT 4	OTHER MAINT DIRECT ON TRANSIENT AIRCRAFT 5	TOTAL MAINT DIRECT ON TRANSIENT AIRCRAFT 6			
1 <b>JET TOTAL</b>		80							
2 <b>RECIPROCATING TOTAL</b>		40							
3 <b>TOTAL</b>	1115	120	95	211	24	101	1451		



MAINTENANCE PRODUCTION SUMMARY - PARTS IVA & B		FROM: 4228TH STRATEGIC WING (SAC) COLUMBUS AFB, MISSISSIPPI		SQUADRON <input checked="" type="checkbox"/> OMS <input type="checkbox"/> PMS <input type="checkbox"/> AEMS <input type="checkbox"/> ASS <input type="checkbox"/>		PERIOD OF SUMMARY OCTOBER 1961		REPORTS CONTROL SYMBOL AF - D25							
A.		PRODUCTIVE MANHOURS BY WORK ORDER PREFIX													
AIR VEHICLE (Type & Model)	A	B	C	D	E	P	R	S	T	SA	SB	SC	SJ	SR	TOTAL ALL COLU
	SERVICE	NON-SCHEDULED MAINT	BASIC POST-FLIGHT	PREFLIGHT	HOURLY POST-FLIGHT	PERIODIC	FIELD MAINTENANCE (Physically Possessed by Field or A&B Shop)		TIME COMPLIANCE TECH ORDER ACCOMP.	REPAIR OF AIR VEHICLE PRE-ISSUE	REPAIR OF AIR VEHICLE PARTS-MASTER REPAIR OR SUPPLY W.O.	MFG OF PARTS, BITS OR PIECES	JET ENGINE MAINT	RECIP ENGINE MAINT	
1 B-52F	2855	2651	917	3720	236	970									11349
2 KC-135A	2908	2095	1015	2223	219	495			3						8958
3 OTHER	68	248	275	312	127	656									1686
4															
5															
6															
7															
8															
9															
10															
<b>TOTAL ALL AIR VEHICLES</b>	<b>5831</b>	<b>4994</b>	<b>2207</b>	<b>6255</b>	<b>582</b>	<b>2121</b>			<b>3</b>						<b>21993</b>
PERCENT EACH PREFIX OF TOTAL	26.5	22.7	10.0	28.4	2.6	9.6			.01						100
6 MONTH %	27.0	22.5	10.8	27.3	3.5	8.8			.01	.06					100
<b>B. SHOP PDM AIR VEHICLE NOT IDENTIFIED. SUPPORT EQP - NON-AERO</b>	SA	SB	SC	SF	SH	SK	SP	SS	SW	SL	SO				TOTAL ALL COLUMNS
	REPAIR OF PRE-ISSUE	MASTER REPAIR SCHEDULE AND BASE SUPPLY WORK ORDER	MFG OF AIR VEHICLE PARTS, BITS AND PIECES	REPAIR AND MFG FOR AIR VEHICLE SUPPORT EQP	REPAIR OF NON-AERONAUTICAL EQP	MFG OF NON-AERONAUTICAL EQP	INSPECTION REPAIR AND MAINT OF PERSONAL EQP	RECLAMATION	TECH ORDER COMPLIANCE (00-20K Series TO's, etc.)	SCHEDULED CALIBRATION PME	UNSCHEDULED CALIBRATION PME				
<b>TOTAL</b>															3130
PERCENT EACH PREFIX OF TOTAL															100
6 MONTH %				.02											100

SAC FORM 668 PREVIOUS EDITION IS OBSOLETE. REPLACES SAC FORMS 668A, 668B WHICH ARE OBSOLETE.

MAINTENANCE PRODUCTION SUMMARY - PARTS IVA & B		FROM: 4228TH STRATEGIC WING (SAC) COLUMBUS AFB, MISSISSIPPI					SQUADRON <input type="checkbox"/> CME <input checked="" type="checkbox"/> PMS <input type="checkbox"/> ASMG <input type="checkbox"/> AFS <input type="checkbox"/>					PERIOD OF SUMMARY		REPORTS CONTROL SYMBOL		
		PRODUCTIVE MANHOURS BY WORK ORDER PREFIX														
A. AIR VEHICLE (Type & Model)	A	B	C	D	E	P	R	S	T	SA	SB	SC	SJ	SR	TOTAL ALL COLUMNS	
	SERVICE	NON-SCHEDULED MAINT	BASIC POST-FLIGHT	PRE-FLIGHT	HOURLY POST-FLIGHT	PERIODIC	FIELD MAINTENANCE (Physically Possessed by Field or A&E Shop)		TIME COMPLIANCE TECH ORDER ACCOMP.	REPAIR OF AIR VEHICLE PRE-ISSUE	REPAIR OF AIR VEHICLE PARTS-MASTER REPAIR OR SUPPLY W.O.	MFG OF PARTS, BITS OR PIECES	JET ENGINE MAINT	RECIP ENGINE MAINT		
1 B-52F	53	2063	1034	163	384	954			362	354	831	210	3083		9491	
2 KC-135A	12	3356	588	53	75	590			384	117	585	37	1801		7598	
3 GAM-77	2	59	1				38					68			168	
4 OTHER		51			2	107					75	9			244	
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																
32																
33																
34																
35																
36																
37																
38																
39																
40																
41																
42																
43																
44																
45																
46																
47																
48																
49																
50																
51																
52																
53																
54																
55																
56																
57																
58																
59																
60																
61																
62																
63																
64																
65																
66																
67																
68																
69																
70																
71																
72																
73																
74																
75																
76																
77																
78																
79																
80																
81																
82																
83																
84																
85																
86																
87																
88																
89																
90																
91																
92																
93																
94																
95																
96																
97																
98																
99																
100																
TOTAL ALL AIR VEHICLES	67	5529	1623	216	461	1651	38		746	471	1491	324	4884		17501	
PERCENT EACH PREFIX OF TOTAL	.4	31.6	9.3	1.2	2.6	9.4	.2		4.3	2.7	8.5	1.9	27.9		100	
6 MONTH %	.2	28.3	11.3	1.4	4.3	12.1	1.3		3.6	10.3	9.0	1.6	16.6		100	
B. SHOP PDM AIR VEHICLE NOT IDENTIFIED-SUPPORT EQP-NON-AERO	SA	SB	SC	SF	SH	SK	SP	SS	SW	SL	SO					
	REPAIR OF PRE-ISSUE	MASTER REPAIR SCHEDULE AND BASE SUPPLY WORK ORDER	MFG OF AIR VEHICLE PARTS, BITS AND PIECES	REPAIR AND MFG FOR AIR VEHICLE SUPPORT EQP	REPAIR OF NON-AERONAUTICAL EQP	MFG OF NON-AERONAUTICAL EQP	INSPECTION REPAIR AND MAINT OF PERSONAL EQP	RECLAMATION	TECH ORDER COMPLIANCE (00-20K Series TO's, etc.)	SCHEDULED CALIBRATION PME	UNSCHEDULED CALIBRATION PME			MISC	TOTAL ALL COLUMNS	
TOTAL		247	16		810	740	1141		174	194				26	3320	
PERCENT EACH PREFIX OF TOTAL		7.4	.5		24.2	22.1	34.0		5.2	5.8				.8	100	
6 MONTH %		3.2	1.7		10.9	21.4	27.0		9.6	2.8				.1	100	





MAINTENANCE PRODUCTION SUMMARY - PARTS V A, B AND C		FROM: 4228th Strategic Wing (SAC) Columbus AFB, Mississippi				PERIOD OF SUMMARY October 1961			REPORTS CONTROL SYMBOL AF-D25		
MANHOOR ASSIGNMENT AND UTILIZATION BY LABOR CODE											
LABOR CODES AND DESCRIPTION	1	1a	2	2a	3	3a	4	4a	5	6	6a
	MAN-HOURS ASSIGNED BY CODE	% ASSIGNED EACH CODE OF TOTAL ASSIGNED	MAN-HOURS BY CODE OF ASSIGNMENT EXPENDED IN CODE 01	% OF ASSIGNED EXPENDED IN CODE 01	TOTAL MANHOURS EXPENDED BY LABOR CODE	% OF TOTAL BY CODE	OVERTIME MANHOURS BY LABOR CODE	% OF TOTAL OVERTIME BY CODE	MANHOURS EXPENDED BY CODE AS A % OF MANHOURS ASSIGNED IN THE CODE	TOTAL MAINTENANCE DATA COLLECTION MANHOURS	% NBC OF ETA
<b>A. 01 DIRECT LABOR</b>	115635	68.0	65832	56.9	66397	43.3	9681	47.3	57.4	65455	98.6
02 ALERT DUTY OR STANDBY					13729	15.8	9244	86.4			
03 SUPERVISION	27856	51.0	31	.1	26065	30.0	424	4.0	93.6		
04 MAINTENANCE ADMINISTRATION	13352	24.5	89	.7	16449	18.9	297	2.8	123.2		
05 MAINTENANCE ON-BASE TRAINING	2754	5.1			12075	13.9	67	.6	438.5		
06 QUALITY INSPECTION	2208	4.0	445	20.1	1485	1.7	4	.1	67.3		
07 STANDARDIZATION	352	.6			346	.4			98.3		
08 MAINTENANCE MEETINGS					107	.1	2	.1			
09 PLANT EQUIPMENT MAINTENANCE					4619	5.3	357	3.3			
10 CLEANING AND POLICING					2989	3.4	122	1.1	115.0		
11 VEHICLE AND/OR EQUIPMENT OPERATION	3104	5.7			3569	4.1	90	.8			
12 STOCK CHASING					251	.3	13	.1			
13 TOOL CRIB SUPPLY	184	.3			905	1.0	18	.1	491.8		
14 780 PROPERTY											
15 CANNIBALIZATION											
16 MAINTENANCE MANAGEMENT	4720	8.7			4243	4.9	55	.5	89.9		
17 DIRECT SUPPORT/RPIE OPERATOR											
<b>B. TOTAL PRODUCTIVE INDIRECT (Codes 02 thru 17)</b>	54530	32.0	565	1.0	86832	56.6	10693	52.3	159.2		
20 LAG - ASSISTANCE					79	44.4	62	68.9			
21 LAG - EQUIPMENT					70	39.3	27	30.0			
22 LAG - TRANSPORTATION					11	6.2	1	1.1			
23 LAG - WEATHER											
24 LAG - PARTS					18	10.1					
<b>C. TOTAL NON-PRODUCTIVE INDIRECT (Codes 20 thru 24)</b>					178	.1	90	.4			
<b>TOTAL (A + B + C) (Codes 01 thru 24)</b>	170165		66397	39.0	153407		20464	100.0	90.2		



MAINTENANCE PRODUCTION SUMMARY - PARTS V D AND E		FROM: 4228th Strategic Wing (SAC) Columbus AFB, Mississippi				PERIOD OF SUMMARY October 1961	REPORTS CONTROL SYMBOL AF-D25
LABOR CODES AND DESCRIPTION	MANHOURLY DISTRIBUTION BY ABSENCE CODE					REMARKS	
	1 TOTAL MANHOURS EXPENDED BY ABSENCE CODE	1a % OF CATEGORY	1b % OF TOTAL ABSENCE	2 OVERTIME MANHOURS BY LABOR CODE	2a % EACH CODE OF TOTAL		
30 MILITARY TRAINING	587	4.9	1.6	36	3.1	1. MMS excluded from parts V, A, B, C, D, and E. SAC Forms 666 and 666a as not being phased into the Maintenance Data Collection system. 2. PME not included in Bench Check Data on Forms 667, 667a, and 667b.	
31 SQUADRON OR BASE DUTIES	3246	27.1	8.6	851	73.8		
32 FLYING - NON-MAINTENANCE	577	4.8	1.5	252	21.9		
33 TDY MAINTENANCE TRAINING	3440	28.8	9.1				
34 TDY MAINTENANCE DUTY	1568	13.1	4.2				
35 TDY OTHER	1880	15.7	5.0				
36 PERSONNEL PROCESSING	667	5.6	1.8	14	1.2		
<b>D. TOTAL DUTY ABSENCE (30 thru 36)</b>	<b>11965</b>		<b>31.7</b>	<b>1153</b>			
40 COMPENSATORY TIME FOR OVERTIME	14290	55.3	37.8				
41 EXCUSED FROM DUTY	2449	9.5	6.5				
42 LEAVE - OFFICIAL	7918	30.7	21.0				
43 SICK LEAVE - CIVILIAN	24	.1	.1				
44 MEDICAL - MILITARY	673	2.6	1.8				
45 PERSONAL AFFAIRS	336	1.3	.9				
46 AWOL OR CONFINED	128	.5	.3				
<b>E. TOTAL NON-DUTY ABSENCE (40 thru 46)</b>	<b>25818</b>	<b>68.3</b>	<b>68.3</b>				
<b>TOTAL ABSENCE (D + E)</b>							

MAINTENANCE PRODUCTION SUMMARY - PART VI A		FROM 4228TH STRATEGIC WING (SAC) COLUMBUS AFB, MISSISSIPPI											PERIOD OF SUMMARY OCTOBER 1961			REPORTS CONTROL SYMBOL AF-D25							
A.	FIELD MAINTENANCE WORK CENTER	SHOP REPAIR DATA																TOTAL I A, F, G, J, L, X, 2, 3, 4, 5, 6 & 7	TOTAL II A, F, G, J, L AND X	% TOTAL II OF TOTAL I	6 MONTH %		
		A	B	C	E	F	G	J	L	X	I	2	3	4	5	6	7					8	
ITEMS PROCESSED BY ACTION TAKEN CODE (MDC Report Number 10)																							
1	JET ENGINE SHOP			11		8	4		2	178	3							24	193	192	99	97.0	
2	RECIPROCATING ENGINE SHOP																						
3	PROPELLER SHOP																						
4	PROPULSION TOTAL (1 thru 3)			11		8	4		2	178	3							24	193	192	99	97.0	
5	REPAIR AND RECLAMATION SHOP				25	11	3		9									6	23	23	100	100	
6	FUEL SYSTEM SHOP	1	2			1	1				6								4	3	75	76.9	
7	GROUND SUPPORT EQUIPMENT SHOP			1		5	6			2035	2	1						25	2047	2046	99.9	99.9	
8	AERO-REPAIR TOTAL (5 thru 7)	1	2	1	25	17	10		9	2035	8	1						31	2074	2072	99.9	99.9	
9	PNEUDRAULIC SHOP	1	34	1		35	25		23	13	11							59	99	97	97.9	83.4	
10	INFLIGHT REFUELING SHOP		1																			90.9	
11	ELECTRIC SHOP		1	7		5	20				340	1	8					40	396	365	92.1	98.7	
12	INSTRUMENT SHOP	16		11	7	18	2	9	13	129		2						59	194	187	96.3	97.9	
13	MECHANICAL ACCESSORIES (B-58)																						
14	ACCESSORIES TOTAL (9 thru 13)	17	36	19	7	58	47	9	36	482	12	10						158	687	649	94.4	97.6	
15	MACHINE SHOP				2		17												17	17	100	97.2	
16	STRUCTURAL REPAIR SHOP				1	84	1				1								85	85	100	99.5	
17	WELDING SHOP				2	56				54	2							4	110	110	100	99.4	
18	PAINT SHOP																						
19	SURVIVAL EQUIPMENT SHOP				7	4	2			748									754	754	100	100	
20	FABRICATION TOTAL (15 thru 19)				12	144	20			802	3							4	966	966	100	99.7	
21	FIELD MAINTENANCE TOTAL (4 + 8 + 14 + 20)	18	38	31	44	227	81	9	47	3497	26	11						217	3920	3879	98.9	99.3	

SAC FORM 667 REPLACES SAC FORM 669, JUN 60, WHICH IS OBSOLETE

MAINTENANCE PRODUCTION SUMMARY - PART VI B		FROM: 4228TH STRATEGIC WING (SAC) COLUMBUS AFB, MISSISSIPPI										PERIOD OF SUMMARY OCTOBER 1961							REPORTS CONTROL SYMBOL AF-D25			
B.	ARMAMENT - ELECTRONICS MAINTENANCE (Aircraft Systems)	SHOP REPAIR DATA																TOTAL I A, F, G, J, L, X, 2, 3, 4, 5, 6 & 7	TOTAL II A, F, G, J, L AND X	% TOTAL II OF TOTAL I	MONTH %	
		A	B	C	E	F	G	J	L	X	1	2	3	4	5	6	7					8
WORK CENTER																						
1	COMMUNICATION SYSTEM				1			1		73								21	74	74	100	99.7
2	NAVIGATION SYSTEM					63		2	1	28							2	24	96	94	97.9	100.0
3	ECM SYSTEM					173				22	1							10	195	195	100	99.8
4	COMMUNICATION - NAVIGATION AND ECM TOTAL (1 thru 3)				1	236		3	1	123	1						2	55	365	363	99.4	99.8
5	BOMB/NAV SYSTEM	1	8			1	6	2	1	48							1	40	60	59	98.3	98.2
6	AUTOPILOT/COMPASS SYSTEM	11	9			14	1	4	5	47	3							53	82	82	100	99.7
7	PHOTOGRAPHIC SYSTEM	2				3					2							1	7	7	100	97.3
8	FLIGHT CONTROL SYSTEM (B-58)																					
9	BOMB/NAV SYSTEM TOTAL (5 thru 8)	14	17			18	7	6	6	97	3						1	94	149	148	99.3	98.6
10	FIRE CONTROL SYSTEM		1	1		22				24	12						1	28	59	58	99.3	100.0
11	RELEASE SYSTEM	3				60				1		2							64	64	100	100.0
12	ARMAMENT SYSTEMS TOTAL (10 + 11)	3	1	1		82				25	12	2					1	28	123	122	99.1	99.8
13	ARMAMENT - ELECTRONICS MAINTENANCE TOTAL (4 + 9 + 12) (Aircraft Systems Only)	17	18	1	1	336	7	9	32	232	6						4	177	637	633	99.4	99.6

SAC FORM 667B FEB 61 REPLACES SAC FORM 669A, JUN 60, WHICH IS OBSOLETE







ITEM 1. AIRCRAFT AVAILABILITY

	<u>B-52</u>	<u>C-47</u>	<u>KC-135</u>
Number of Aircraft Assigned	<del>30</del> 13	3	11
O & M Days	22	22	22
Aircraft Days Assigned	286	66	242
Aircraft Days Lost Sky Speed	32	0	0
Aircraft Days Lost Alert	132	0	88
Aircraft Days Lost Mod/Iran	21	0	20
Other	0	0	0
Aircraft Days Available	101	66	134

ITEM 2. MAINTENANCE DELAYS

	MANHOURS
Assistance	82
Equipment	75
Transportation	6
Weather	2
Parts	21
<b>Total</b>	<b>186</b>

This amounted to .1 percent of the total manhours expended within the maintenance complex. Manhours charged to delay are monitored on a unit basis and increases investigated for causes.

ITEM 3. SUPPLY EFFECTIVENESS

THERE WERE NO CANCELLATIONS OR LATE TAKEOFFS DUE TO CANNIBALIZATIONS. NO CANNIBALIZATIONS WERE MADE FOR CONVIENCE.

CANNIBALIZATIONS BY TYPE AIRCRAFT AND GSE WERE:

B-52

FROM ACFT 063 TO ACFT 146  
AIR CYCLING MACHINE  
S/N 1660-448-7342

FROM ACFT 174 TO ACFT 043  
DOOR ASSEMBLY  
S/N 1AFG-1560-588-0330

FROM ACFT 043 TO ACFT 181  
DOOR ASSEMBLY  
S/N 1AFG-1560-558-0330

KC-135

NONE.

GSE

NONE.

**ITEM 5. VARIANCE IN DIRECT MANHOURS**

The preflight inspections and basic postflight inspections for KC-135 type aircraft have been reviewed for presentation in this area. The information used here in is limited to the work center indicated and where a unit completed is claimed. The discarding of manhours where no unit completed is claimed is not believed to have distorted the data due to flying hours indicated at time of form completions.

KC-135 PRE FLIGHT		KC-135 AFTER FLIGHT	
MANHOURS	NUMBER OF TIMES	MANHOURS	NUMBER OF TIMES
6.6	27	6.9	7
7.9	24	7.5	4
8.1	24	7.6	5
9.0	24	7.7	6
9.6	16	8.0	6
10.0	6	8.3	6
10.0	23	8.5	8
10.1	21	9.6	5
10.2	11	10.0	4
12.0	3		
12.3	18		
12.5	19		
72.7	5		



ITEM 6. BORROWED AND LOANED TIME		MANHOURS LOANED "OUTSIDE THE MAINTENANCE COMPLEX"	
Direct	0		
Prod Ind	474		
Non Prod Ind	0		
Duty Absence	714		
Non Duty Absence	89		
<b>Total</b>	<b>1277</b>		
		.6% of total hours expended by maintenance personnel in and out of complex in time exception systems.	
Duty Absence Of Above			
Military Tng	190		
Sq Base Duty	409		
Flying	11		
TDY Maint Tng	0		
TDY Maint Duty	0		
TDY Other	64		
Pers Proc	40		
<b>Total</b>	<b>714</b>		
		46.5% of outside maintenance complex manhours.	

ITEM 7. ABSENCE FACTORS

Duty absence in and outside maintenance complex.		Non Duty absence in and outside maintenance complex.	
Military Tng	854	Comptime and Overtime	15568
Sq or Base Duty	3406	Excused from duty	2507
Flying Non Maint	577	Leave official	8470
TDY Maint Tng	3808	Sick Leave Civilians	24
TDY Maint Duty	1568	Medical Military	861
TDY Other	2008	Personal Affairs	359
Pers Proc	806	AWOL or Confinement	128
Total	13027	Total	27917

Based on total manhour expenditures for the wing the duty absence was 6.3% and the non duty absence was 13.6%

Comp time and excused from duty was 77.8% of the overtime for the wing.

Based on the assigned manhours the leave official expenditure was 4.7%

ITEM 8. TDY MAINTENANCE DUTY

REASON	MANHOURS
Sky Speed	776.0
EdwardsAFB Calif B-52H Program	528.0
Gentile AFB Ohio PME Maintenance	80.0
Eglin AFB Fla Gam 77 Maintenance	72.0
Gentile AFB Ohio AF Depot	40.0
Ramey AFB IR B-52 Maintenance	24.0
Kelly AFB Tex IRAN	24.0
Norton AFB Calif (with ACFT 1509)	16.0
Edwards AFB Calif B-52 Maintenance	16.0
Bergstrom AFB Tex XC Flight	16.0
Wright Patterson AFB Ohio Pick Up Parts	8.0
<b>TOTAL</b>	<b>1600.0</b>

ITEM 9. CANCELLATIONS

None

ITEM 10. LATE TAKEOFFS

None

ITEM 11. ADDITIONS

None

ITEM 12. HIGHER HEADQUARTERS

Negative

ITEM 13. HIGHER HEADQUARTERS (A) (B) (C) (D) TOTAL

00 Hours

00 Hours (A)

00 Hours (B)

00 Hours (B)

00 Hours (C)

00 Hours (C)

00 Hours (D)

00 Hours (D)

00 Hours

TOTAL



ITEM 13. MANHOURS EXPENDED IN PREPARATION OF THE AF-D25 REPORT

(A) COLLECTION OF DATA	83 Hours
(B) RECORDING DATA	60 Hours
(C) TYPING	17 Hours
(D) REPRODUCING	16 Hours
TOTAL	176 Hours

MAINTENANCE DISCREPANCIES

(Between Alert and First Flight After Alert)

October 1961

<u>ACFT</u> <u>SER #</u>	<u>DAYS ON</u> <u>ALERT</u>	<u>DATE OFF</u> <u>ALERT</u>	<u>B-52</u>	<u>SYS REQ</u> <u>MAINT</u>	<u>HOW</u> <u>MALE</u>	<u>ACTION</u> <u>TAKEN</u>
			<u>DATE</u> <u>FIRST</u> <u>FLIGHT</u>			
063	7	1 OCT	3 OCT	23252	242	B
155	13	8 OCT	9 OCT	74320	095	F
157	15	8 OCT	9 OCT	4622E	381	G
067	6	13 OCT	14 OCT	No Discrepancies		
070	13	13 OCT	14 OCT	No Discrepancies		
142	12	13 OCT	14 OCT	No Discrepancies		
143	1	13 OCT	14 OCT	No Discrepancies		
167	14	13 OCT	14 OCT	No Discrepancies		
174	1	13 OCT	14 OCT	No Discrepancies		
043	9	22 OCT	23 OCT	No Discrepancies		
063	10	23 OCT	24 OCT	No Discrepancies		
155	9	22 OCT	24 OCT	No Discrepancies		
174	6	21 OCT	24 OCT	73213	926	B
070	8	29 OCT	30 OCT	No Discrepancies		
158	6	28 OCT	30 OCT	No Discrepancies		
181	13	21 OCT	23 OCT	No Discrepancies		

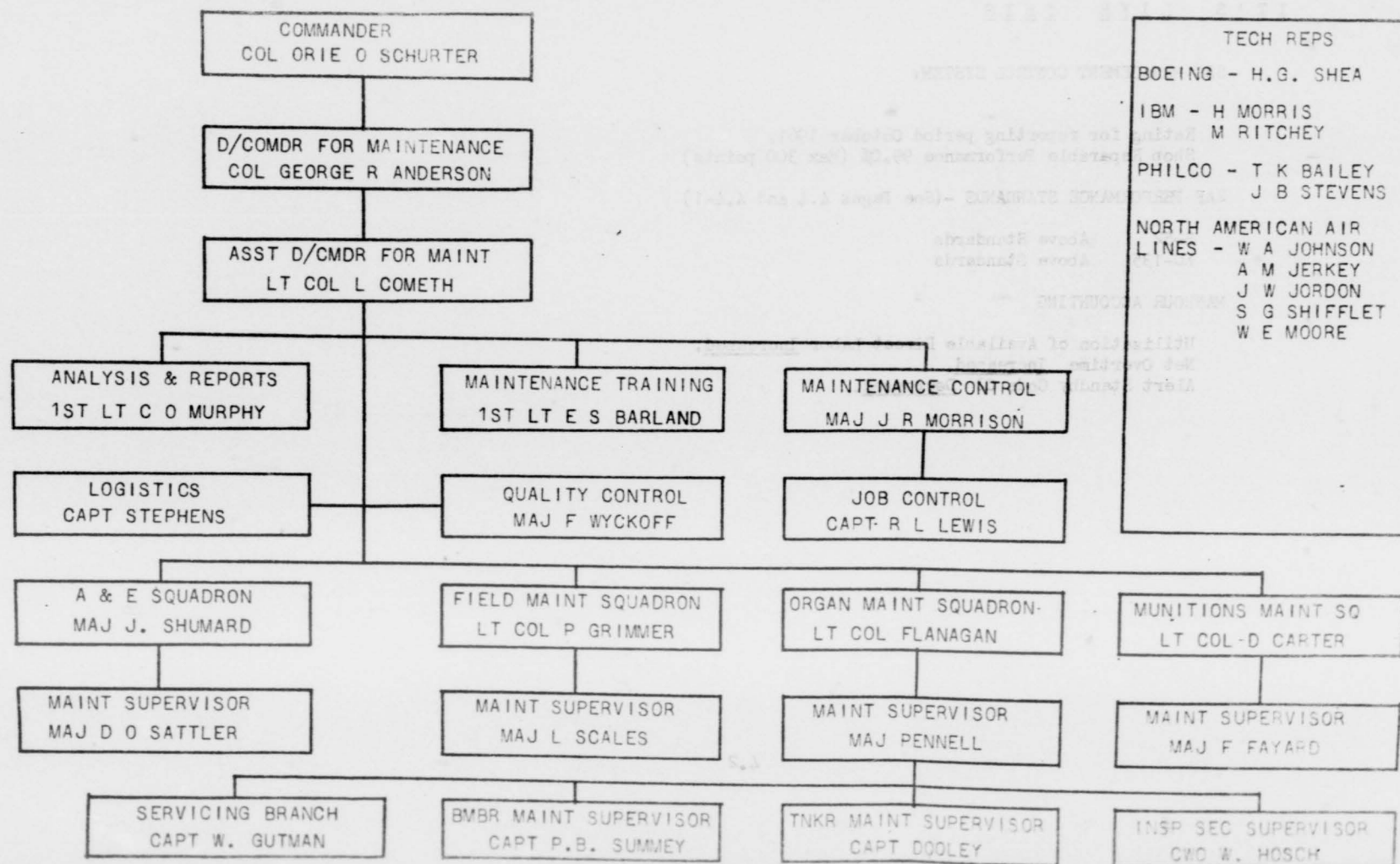
MAINTENANCE DISCREPANCIES

(Between Alert and First Flight After Alert)

October 1961

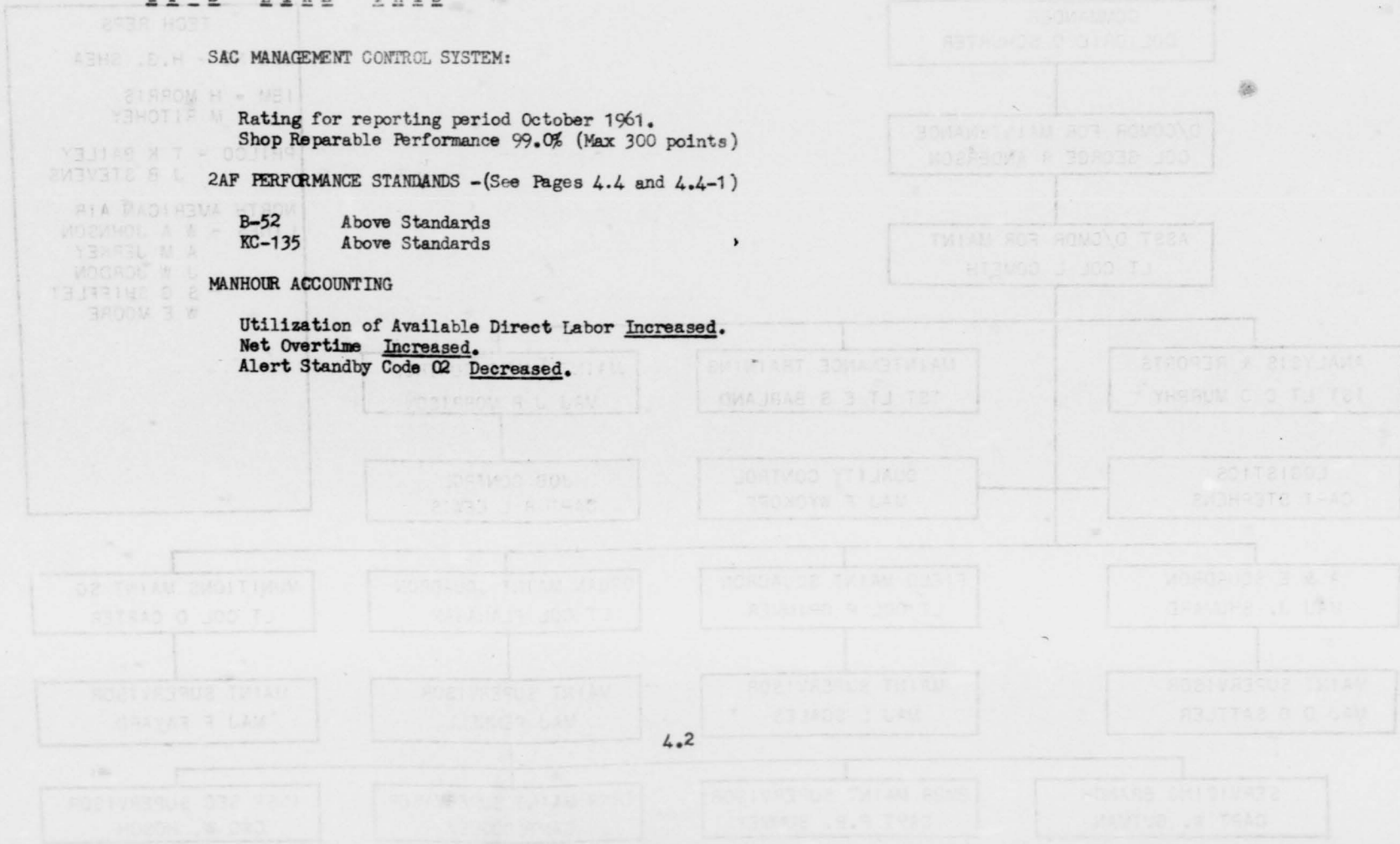
<u>ACFT SER #</u>	<u>DAYS ON ALERT</u>	<u>DATE OFF ALERT</u>	<u>DATE FIRST FLIGHT</u>	<u>SYS REQ MAINT</u>	<u>HOW MALE</u>	<u>ACTION TAKEN</u>
1508	12	4 OCT	5 OCT	No Discrepancies		
1509	8	5 OCT	6 OCT	No Discrepancies		
1510	8	13 OCT	14 OCT	45165	G	
1511	9	13 OCT	14 OCT	45161	B	
1514	11	13 OCT	14 OCT	No Discrepancies		
0113	13	2 OCT	3 OCT	63121	799	B

4228TH STRATEGIC WING (SAC) MAINTENANCE ORGANIZATION





IT'S LIKE THIS



SAC MANAGEMENT CONTROL SYSTEM:

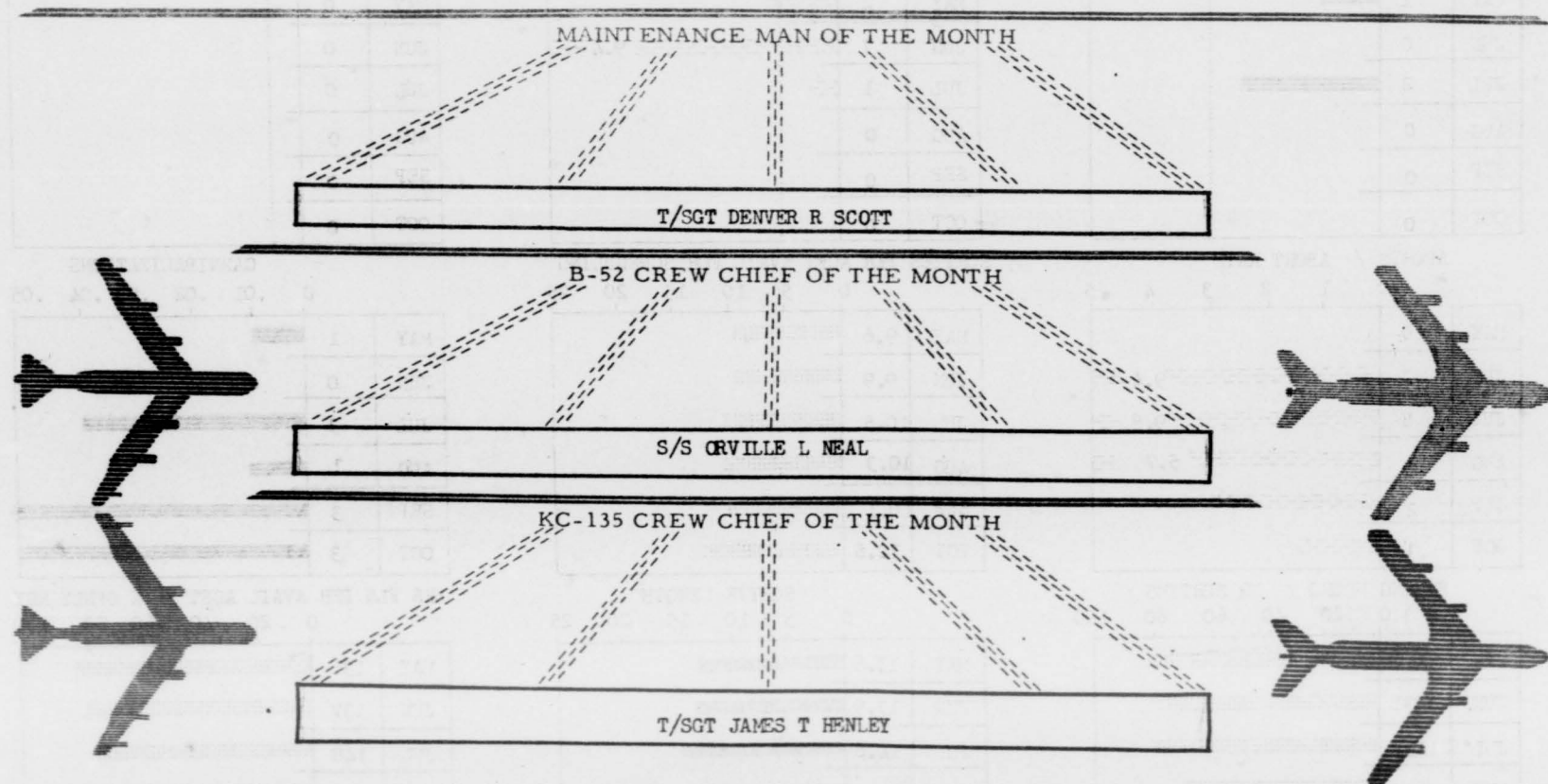
Rating for reporting period October 1961.  
Shop Reparable Performance 99.0% (Max 300 points)

2AF PERFORMANCE STANDARDS -(See Pages 4.4 and 4.4-1)

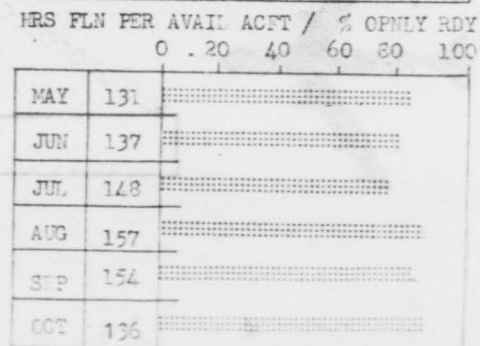
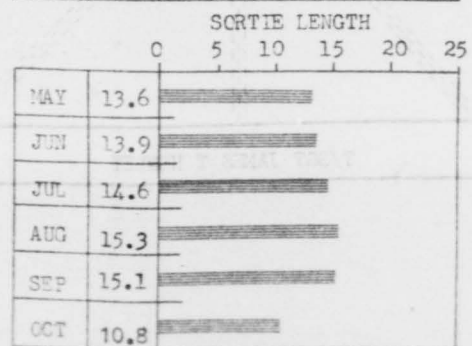
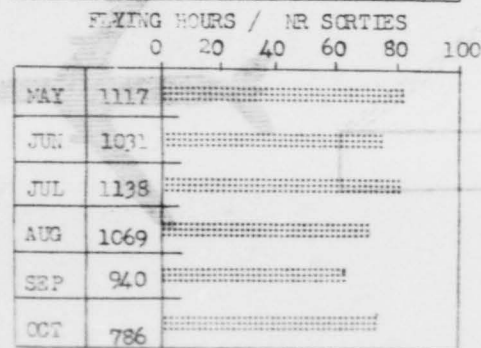
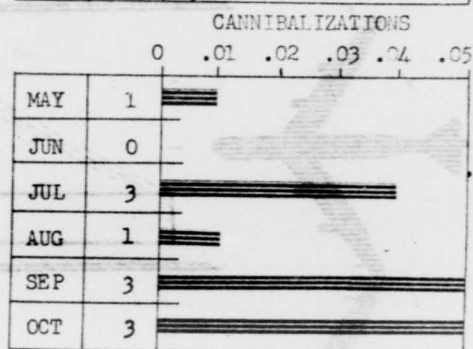
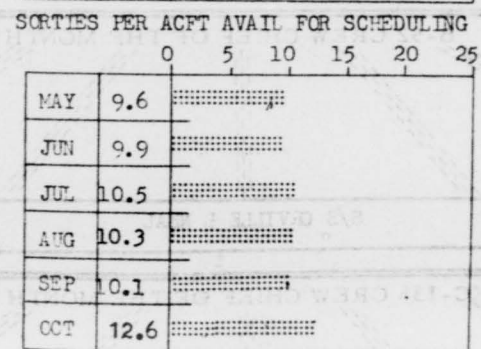
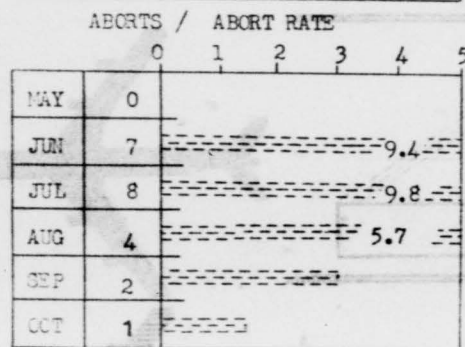
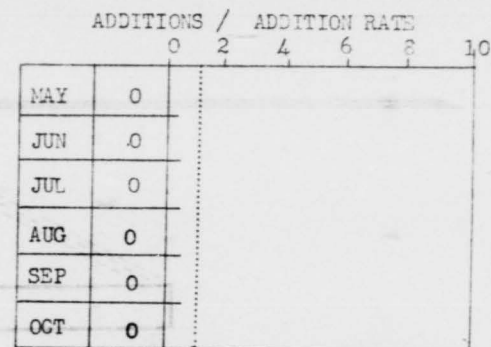
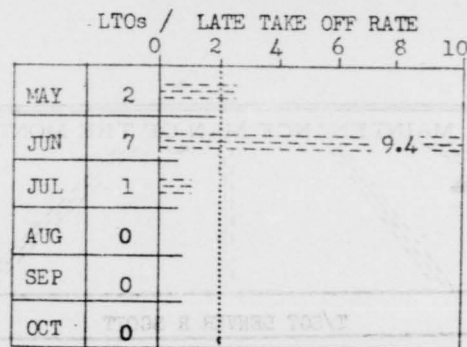
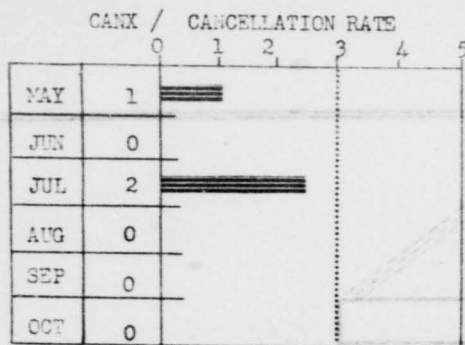
B-52 Above Standards  
KC-135 Above Standards

MANHOUR ACCOUNTING

Utilization of Available Direct Labor Increased.  
Net Overtime Increased.  
Alert Standby Code 02 Decreased.



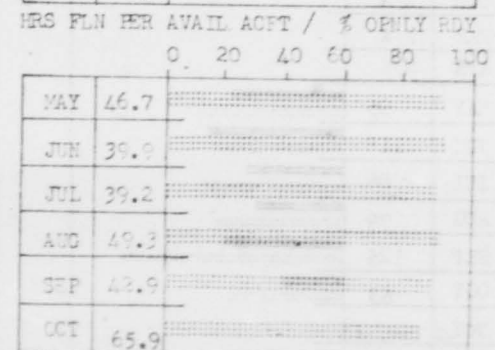
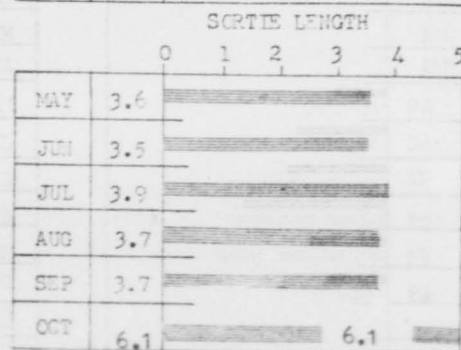
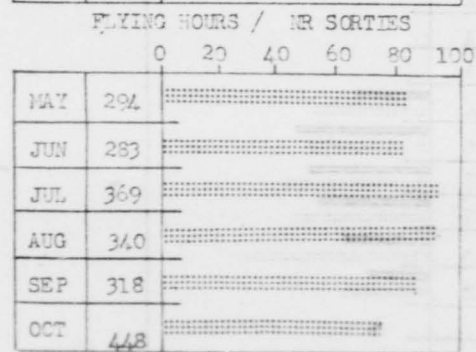
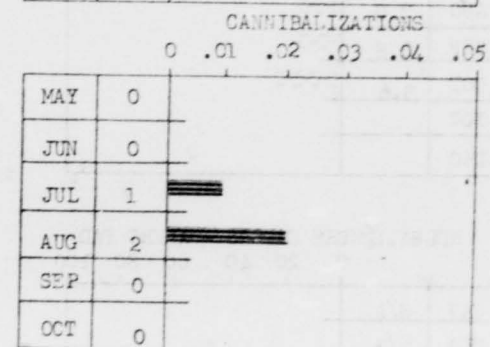
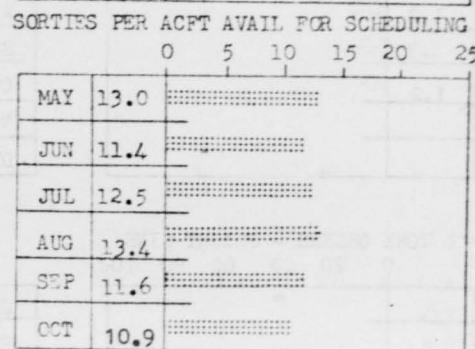
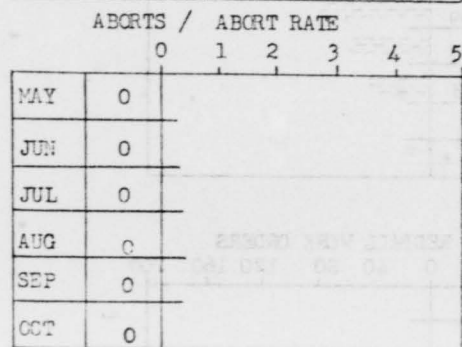
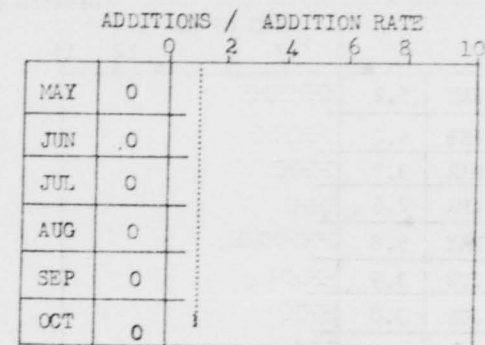
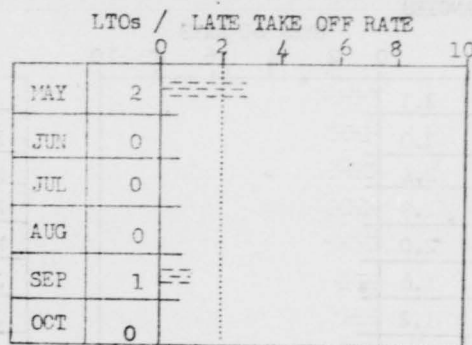
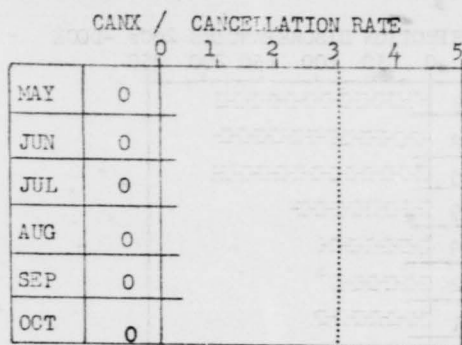
B-52 PERFORMANCE STANDARDS



STANDARD

NR SCORTIES

KC-135 PERFORMANCE STANDARDS

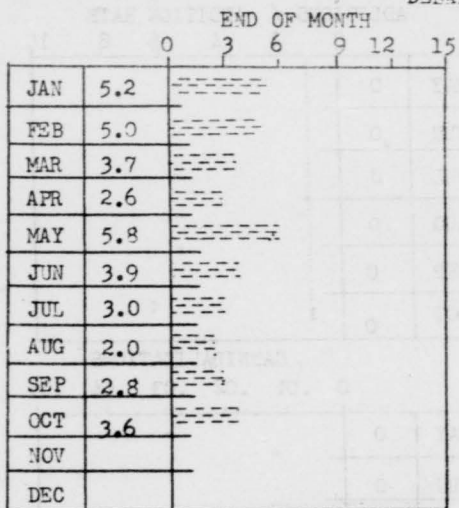


----- STANDARD

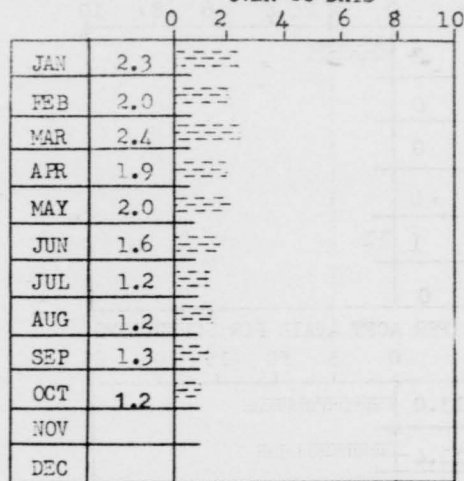


B-52 MONTHLY AVERAGES

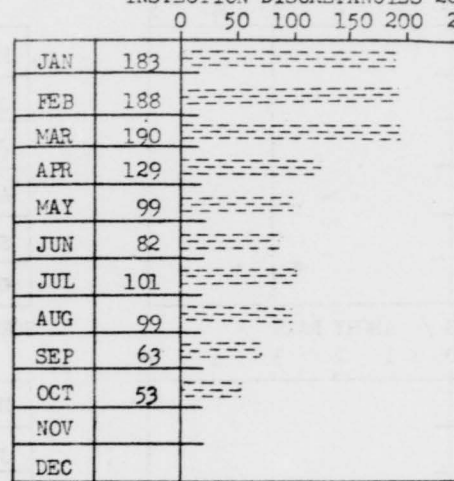
DELAYED DISCREPANCIES



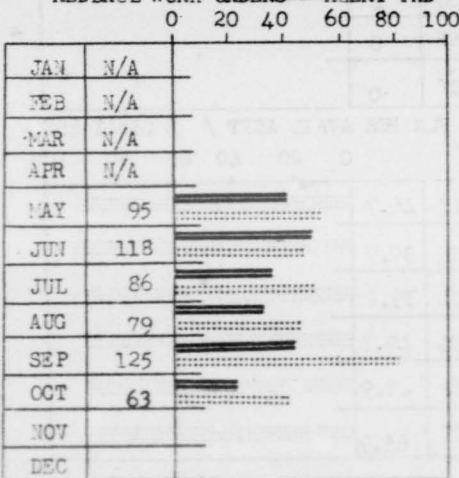
OVER 60 DAYS



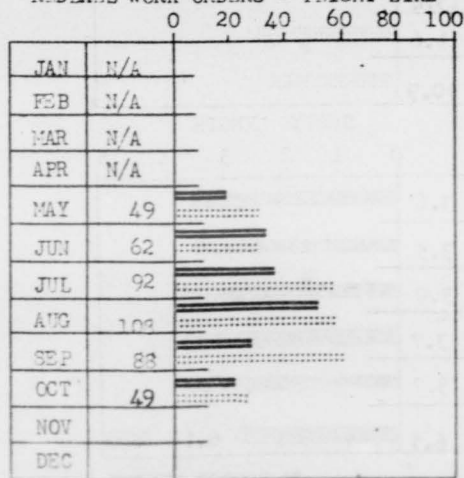
INSPECTION DISCREPANCIES 26Cs -DOCK



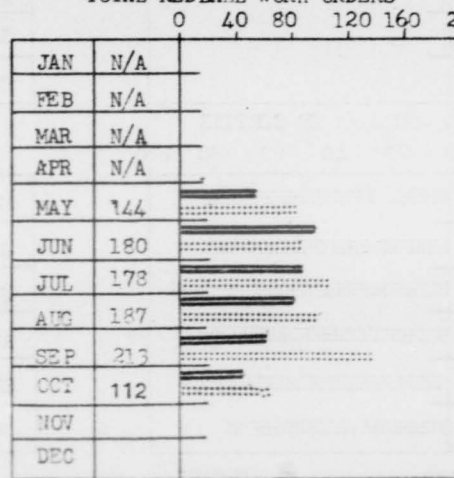
REDBALL WORK ORDERS - ALERT PAD



REDBALL WORK ORDERS - FLIGHT LINE



TOTAL REDBALL WORK ORDERS



- ARM

KC-135 MONTHLY AVERAGES

DELAYED DISCREPANCIES

END OF MONTH  
0 1 2 3 4 5

JAN	4.0	
FEB	4.0	
MAR	2.4	
APR	1.0	
MAY	5.4	5.4
JUN	2.3	
JUL	2.6	
AUG	2.5	
SEP	1.9	
OCT	2.9	
NOV		
DEC		

OVER 60 DAYS  
0 1 2 3 4 5

JAN	1.2	
FEB	2.0	
MAR	1.6	
APR	.4	
MAY	1.9	
JUN	1.2	
JUL	1.0	
AUG	1.2	
SEP	.9	
OCT	.6	
NOV		
DEC		

INSPECTION DISCREPANCIES  
26Cs - DOCK

0 20 40 60 80 100

JAN	86	
FEB	78	
MAR	53	
APR	76	
MAY	32	
JUN	53	
JUL	51	
AUG	49	
SEP	28	
OCT	35	
NOV		
DEC		

REDBALL WORK ORDERS / ALERT PAD

0 5 10 15 20 25

JAN	N/A	
FEB	N/A	
MAR	N/A	
APR	N/A	
MAY	16	
JUN	11	
JUL	26	
AUG	20	
SEP	22	
OCT	31	
NOV		
DEC		

REDBALL WORK ORDERS / FLIGHT LINE

0 10 20 30 40 50

JAN	N/A	
FEB	N/A	
MAR	N/A	
APR	N/A	
MAY	41	
JUN	58	
JUL	84	53
AUG	93	54
SEP	76	
OCT	23	
NOV		
DEC		

TOTAL REDBALL WORK ORDERS

0 20 40 60 80 100

JAN	N/A	
FEB	N/A	
MAR	N/A	
APR	N/A	
MAY	57	
JUN	69	
JUL	110	
AUG	113	
SEP	98	
OCT	54	
NOV		
DEC		





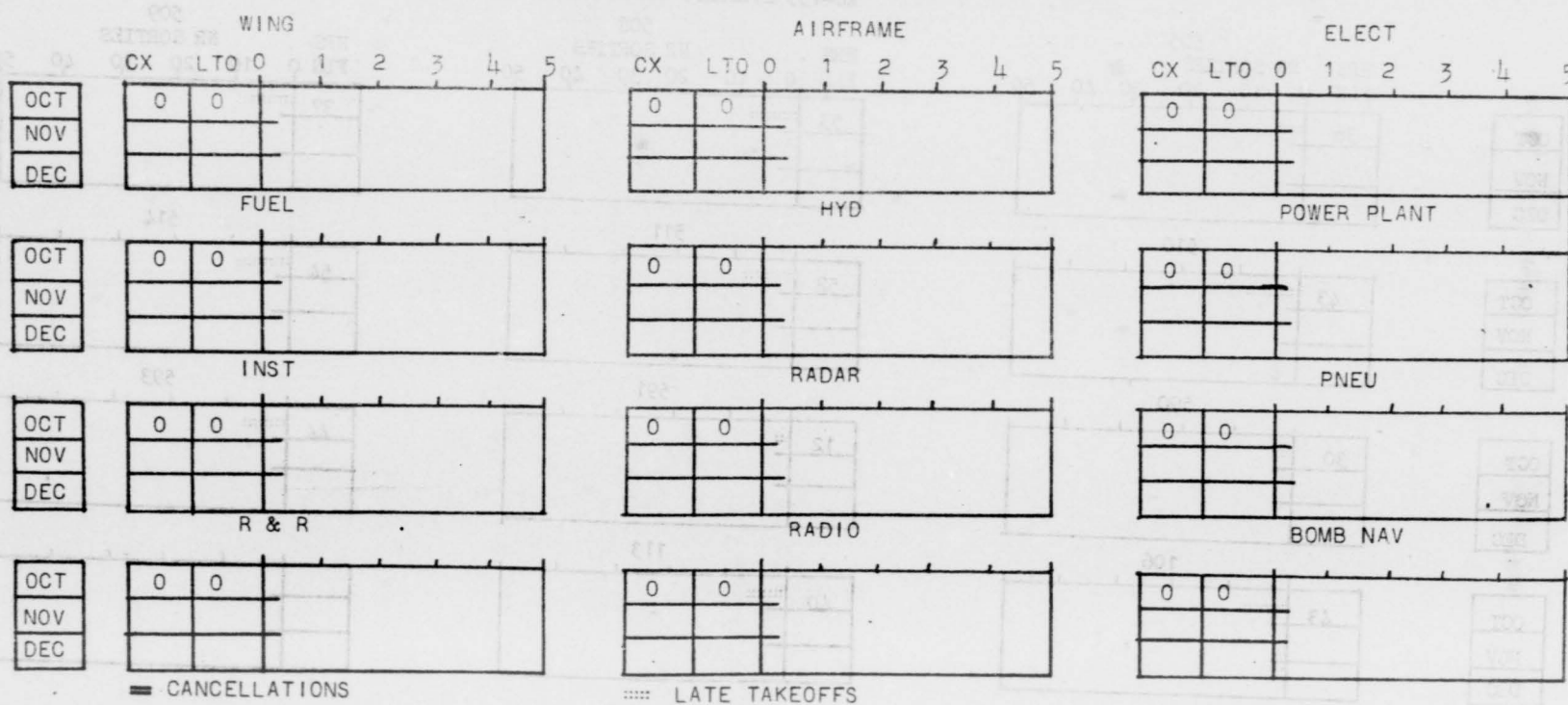
KC-135 AIRCRAFT PERFORMANCE

		505						508						509								
		HRS		NR SORTIES				HRS		NR SORTIES		HRS		NR SORTIES								
		FLN	0	10	20	30	40	50	FLN	0	10	20	30	40	50	FLN	0	10	20	30	40	50
OCT		36	.....						53	.....						37	.....					
NOV																						
DEC																						
		510						511						514								
OCT		43	.....						52	.....						54	.....					
NOV																						
DEC																						
		590						591						593								
OCT		30	.....						12	.....						11	.....					
NOV																						
DEC																						
		106						113														
OCT		43	.....						40	.....												
NOV																						
DEC																						

B-52 DEVIATIONS		KC-135 DEVIATIONS			
57.142 6 OCT AIR ABORT, #1 ALT. INOP					
.....	SORTIES FLOWN	A	EARLY RETURN	C	DEVIATION MATERIAL & MAINT
		B	TEST FLIGHT	D	DEVIATION OTHER
				E	LTO MATERIAL OR MAINT
				F	LTO OTHER

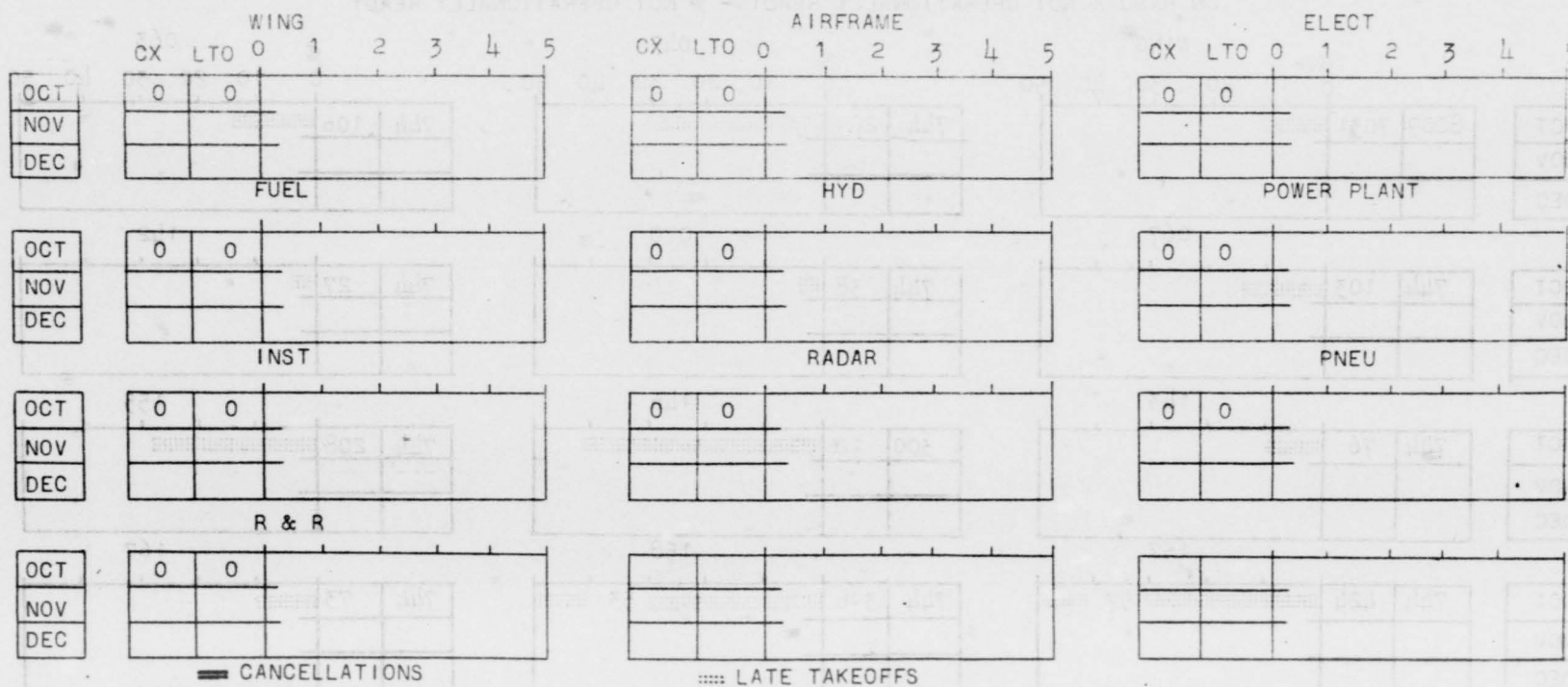


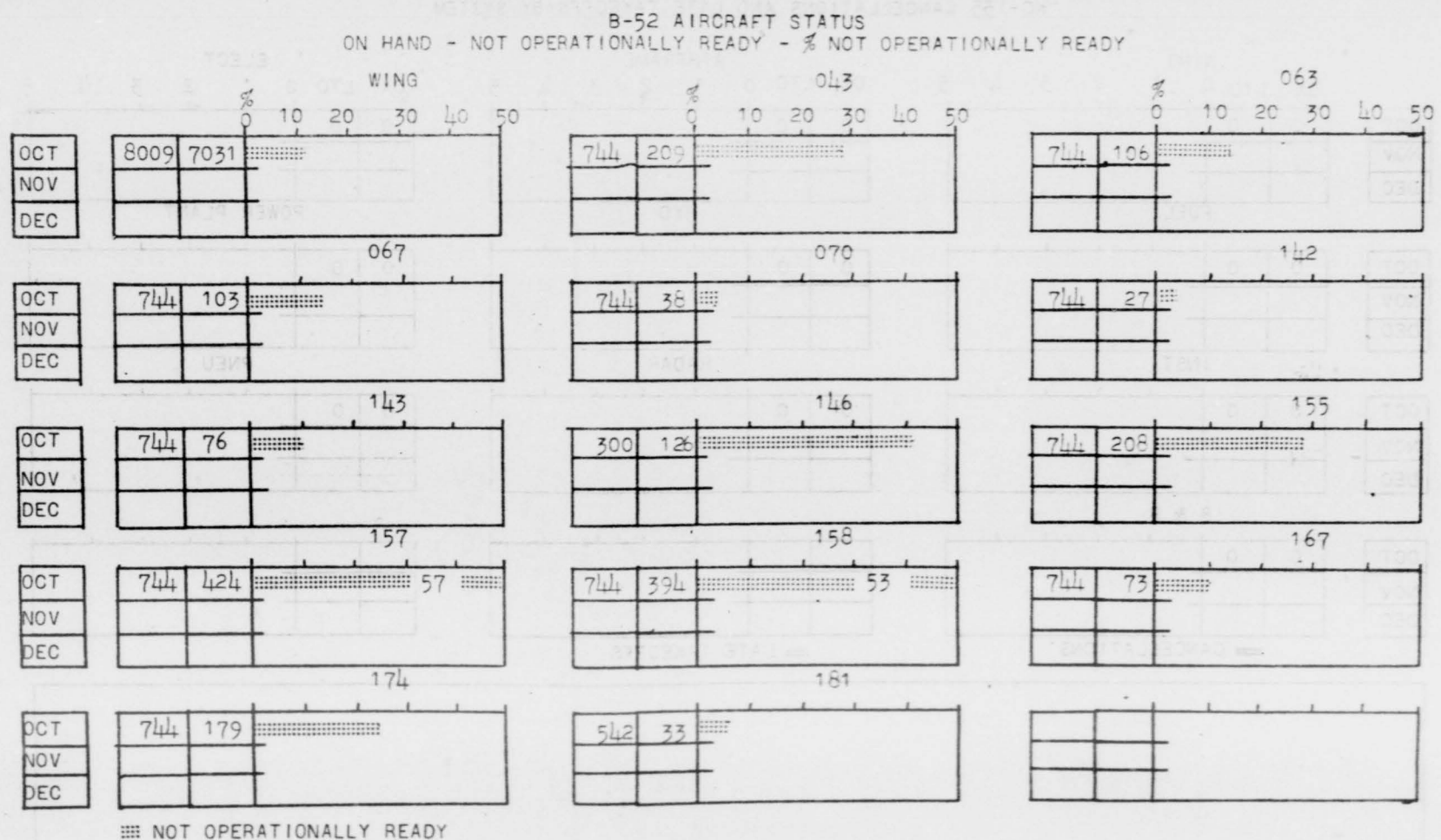
B-52 CANCELLATIONS AND LATE TAKEOFFS BY SYSTEM



SEE PAGE 4.6-1

KC-135 CANCELLATIONS AND LATE TAKEOFFS BY SYSTEM





KC-135 AIRCRAFT STATUS

ON HAND  NOT OPERATIONALLY READY -  NOT OPERATIONALLY READY

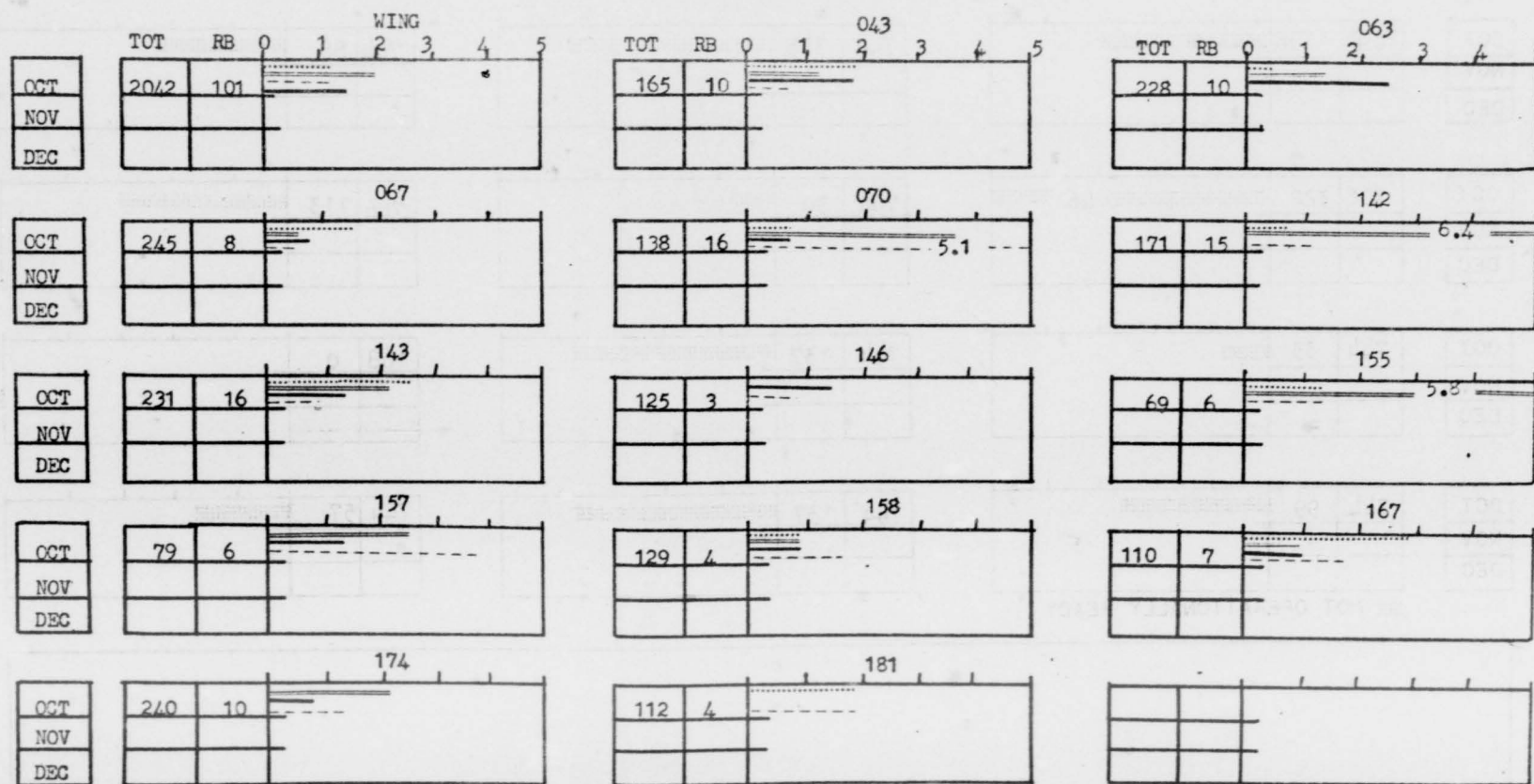
0 5 10 15 20 25

OCT	7506	1152	.....	744	135	.....	744	88	.....
NOV									
DEC									
OCT	706	322	..... 46	744	30	.....	744	113	.....
NOV									
DEC									
OCT	744	33	.....	744	137	.....	108	0	
NOV									
DEC									
OCT	744	99	.....	744	137	.....	744	57	.....
NOV									
DEC									

..... NOT OPERATIONALLY READY

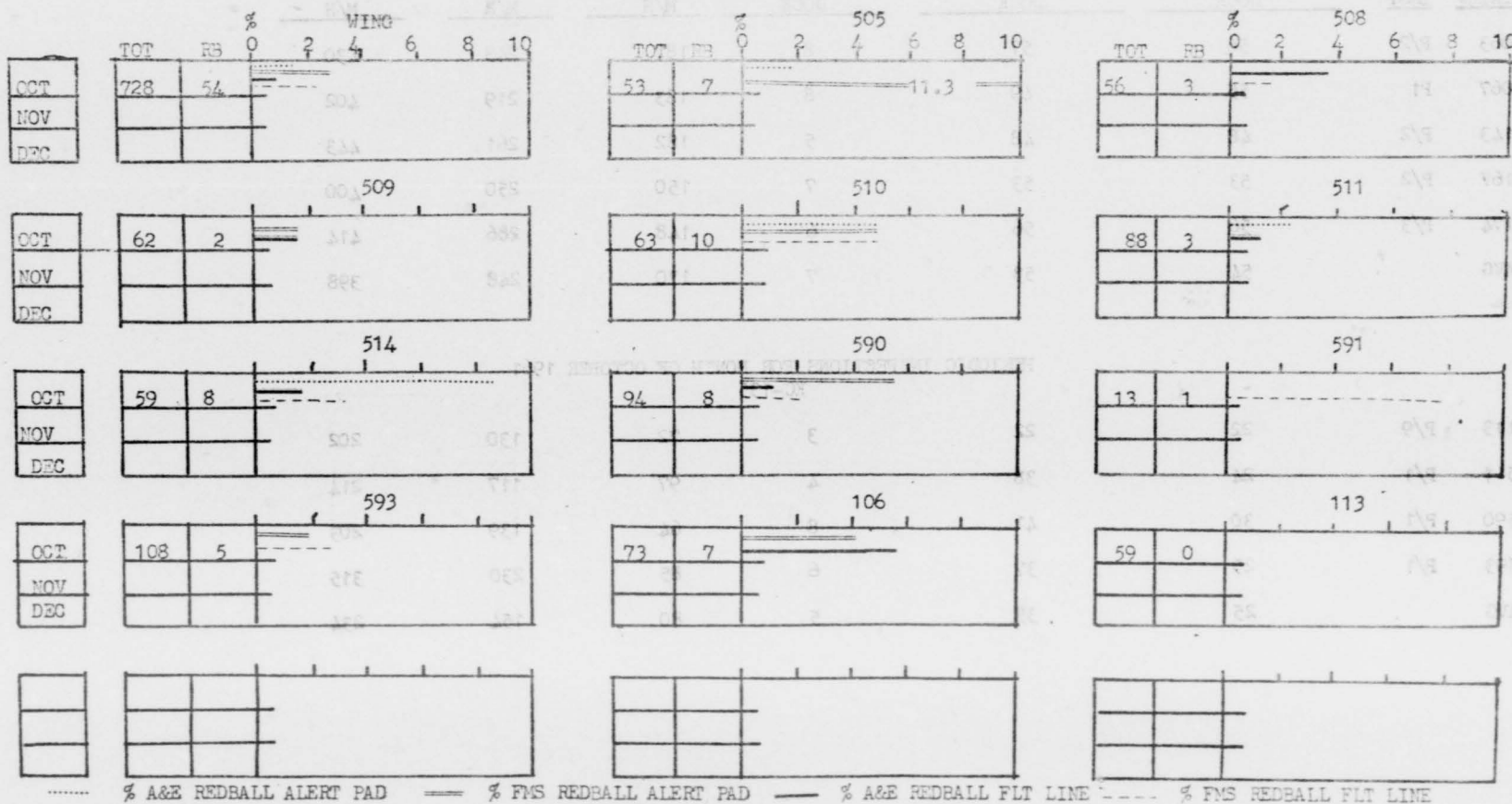



B-52 REDBALL WORK ORDERS



..... % A&E REDBALL ALERT PAD    —    % FMS REDBALL ALERT PAD    ---    % A&E REDBALL FLT LINE    ———    % FMS REDBALL FLT LINE

KG-135 REDBALL WORK ORDERS



POPE INSPECTIONS FOR MONTH OF OCTOBER 1961  
B-52

ACFT TAIL#	TYPE INSP	# DISCREP ENTERED DOCK	# DISCREP GENERATED DOCK	# DISCREP LEFT DOCK	LOOK PHASE M/H	FIX PHASE M/H	GRAND TOTAL M/H
063	P/2	56	57	8	187	243	430
067	P1	55	49	8	183	219	402
143	P/2	48	48	5	182	261	443
167	P/2	53	53	7	150	250	400
174	P/3	56	56	6	148	266	414
AVG		54	53	7	170	248	398

PERIODIC INSPECTIONS FOR MONTH OF OCTOBER 1961  
KC-135

113	P/9	22	22	3	72	130	202
511	P/1	24	38	4	97	117	214
590	P/1	30	41	8	64	139	203
593	P/1	25	37	6	85	230	315
AVG		25	35	5	80	154	234

RED BALL WORK ORDERS BY AIRCRAFT B-52							
ACFT	CREW CHIEF	SORTIES	A&E	FMS	R.B. W/O A&E FLT LINE	R.B. W/O FMS FLT LINE	R.B. W/O PER SORTIE
			# RED BALL W/O ALERT PAD	# RED BALL W/O ALERT PAD			
043	TSgt A PUCKETT	7	3	2	3	1	1.4
063	TSgt W JOHNSON	7	1	3	6	0	1.4
067	TSgt F PARADES	9	4	1	2	1	0.9
070	TSgt W GROOM	4	1	5	1	7	4.0
142	TSgt M REEVES	4	1	11	0	2	3.8
143	SSgt D KELLEN	8	6	5	3	2	2.0
146	TSgt N BURKE	5	0	0	2	1	0.6
155	TSgt B JONES	3	1	4	0	1	2.0
157	SSgt J SANBORN	5	0	2	1	3	1.2
158	SSgt L MALCOLM	7	1	1	1	2	0.6
167	TSgt R McLAUGHLIN	3	3	1	1	2	2.3
174	TSgt D SCOTT	7	0	5	2	3	1.4
181	SSgt L STANSBERRY	4	2	0	0	2	1.0

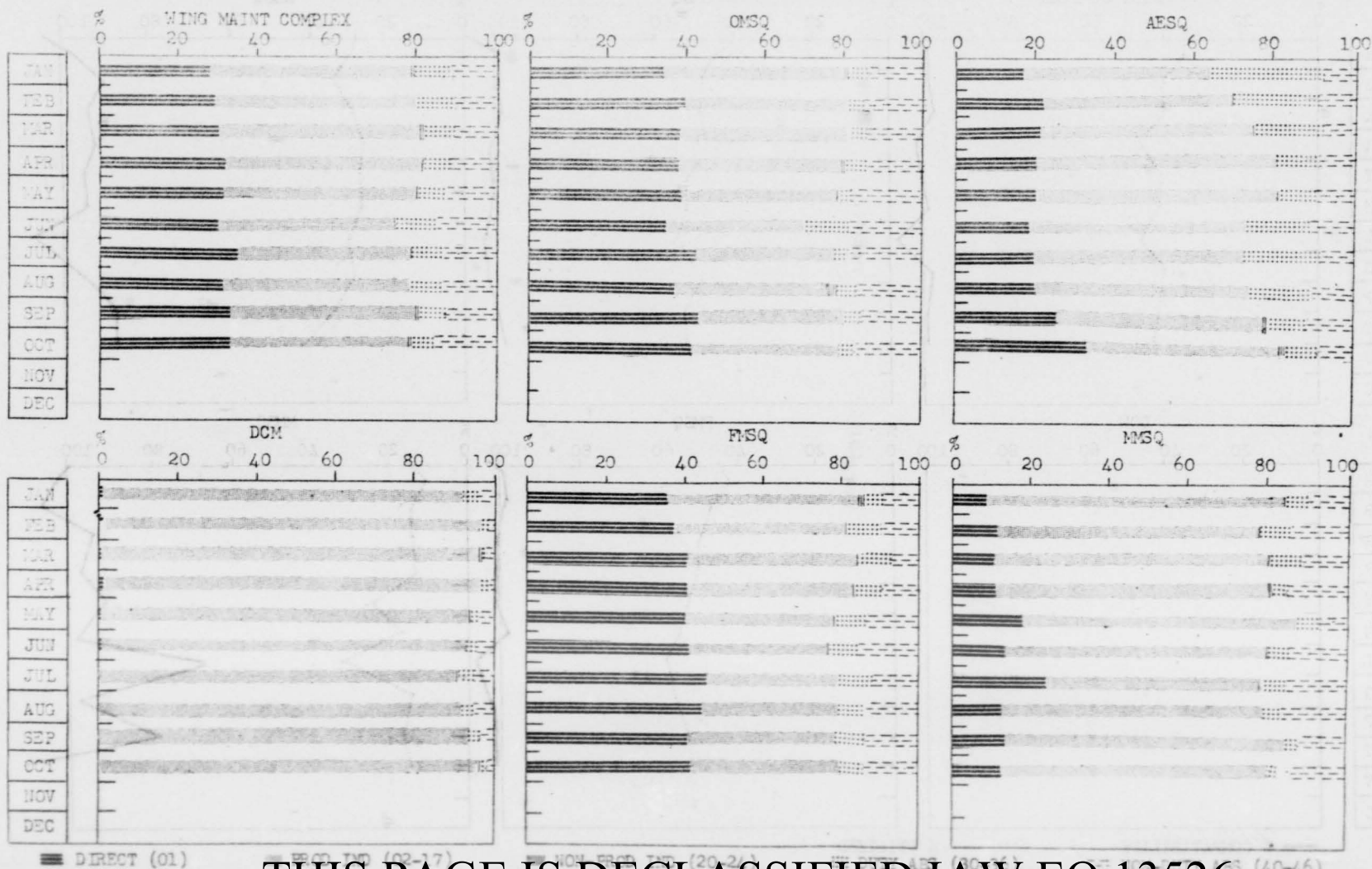


RED BALL WORK ORDERS BY AIRCRAFT KC-135

ACFT	CREW CHIEF	SORTIES	A&E # RED BALL W/O ALERT PAD	FMS # RED BALL W/O ALERT PAD	A&E # RED BALL W/O FLT LINE	FMS # RED BALL W/O FLT LINE	# RED BALL W/O PER SORTIE
106	SSgt M JONES	8	0	3	0	4	0.9
113	TSgt H REYNOLDS	7	0	0	0	0	0
505	TSgt J WILLIAMS	5	1	6	0	0	1.4
508	SSgt F EMERSON	9	0	0	2	1	0.3
509	SSgt O'NEAL	7	0	1	1	0	0.3
510	SSgt F FOMBY	7	3	3	1	3	1.4
511	TSgt J SMITH	9	2	0	1	0	0.3
514	SSgt L COOK	9	5	0	1	2	0.9
590	TSgt J BROWN	4	0	5	1	2	2.0
591	TSgt D COOK	2	0	0	0	1	0.5
593	TSgt M BEAD	7	0	2	0	3	0.7

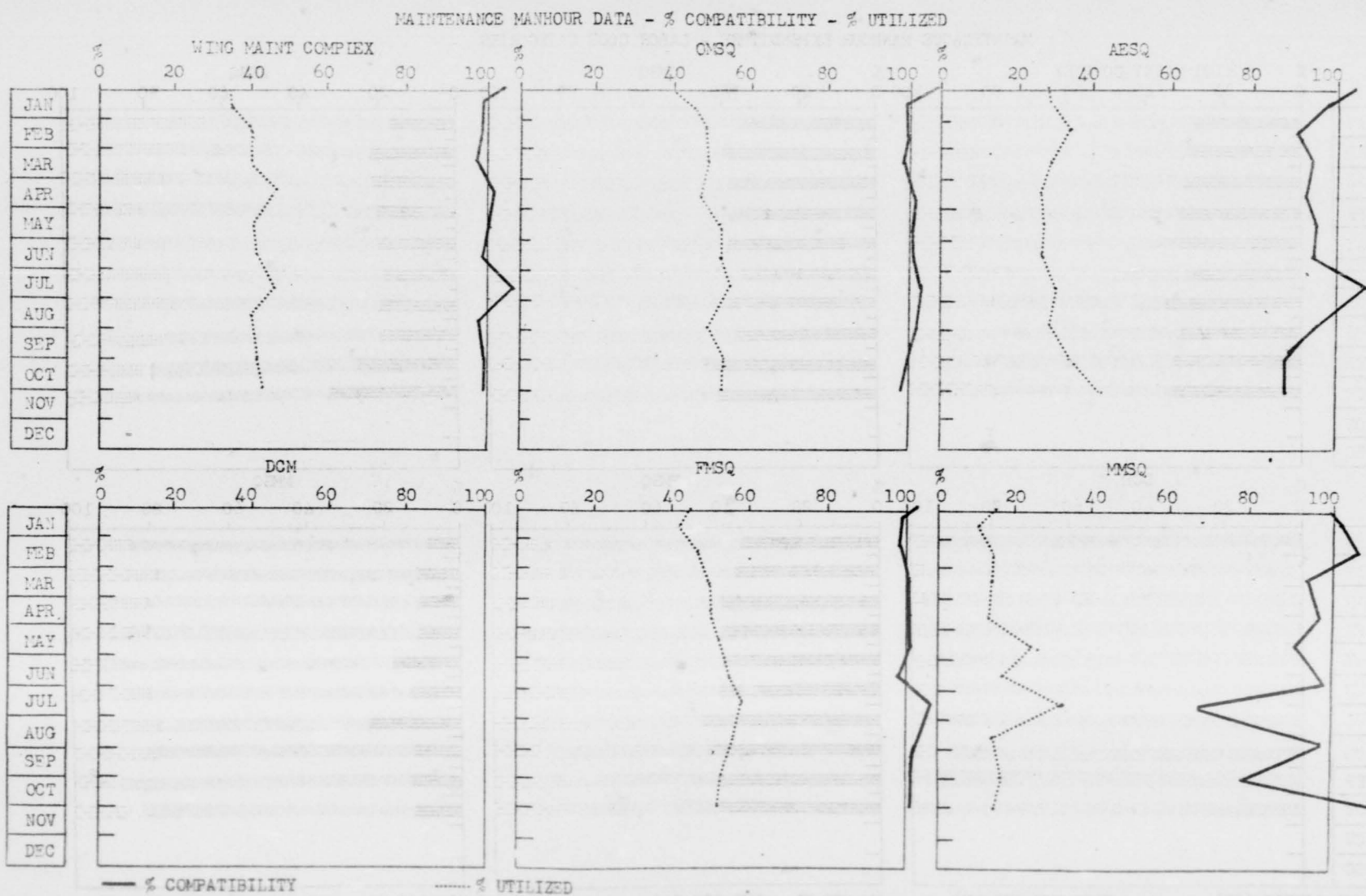
4.12-1

MAINTENANCE MANHOOR EXPENDITURE - LABOR CODE CATEGORIES

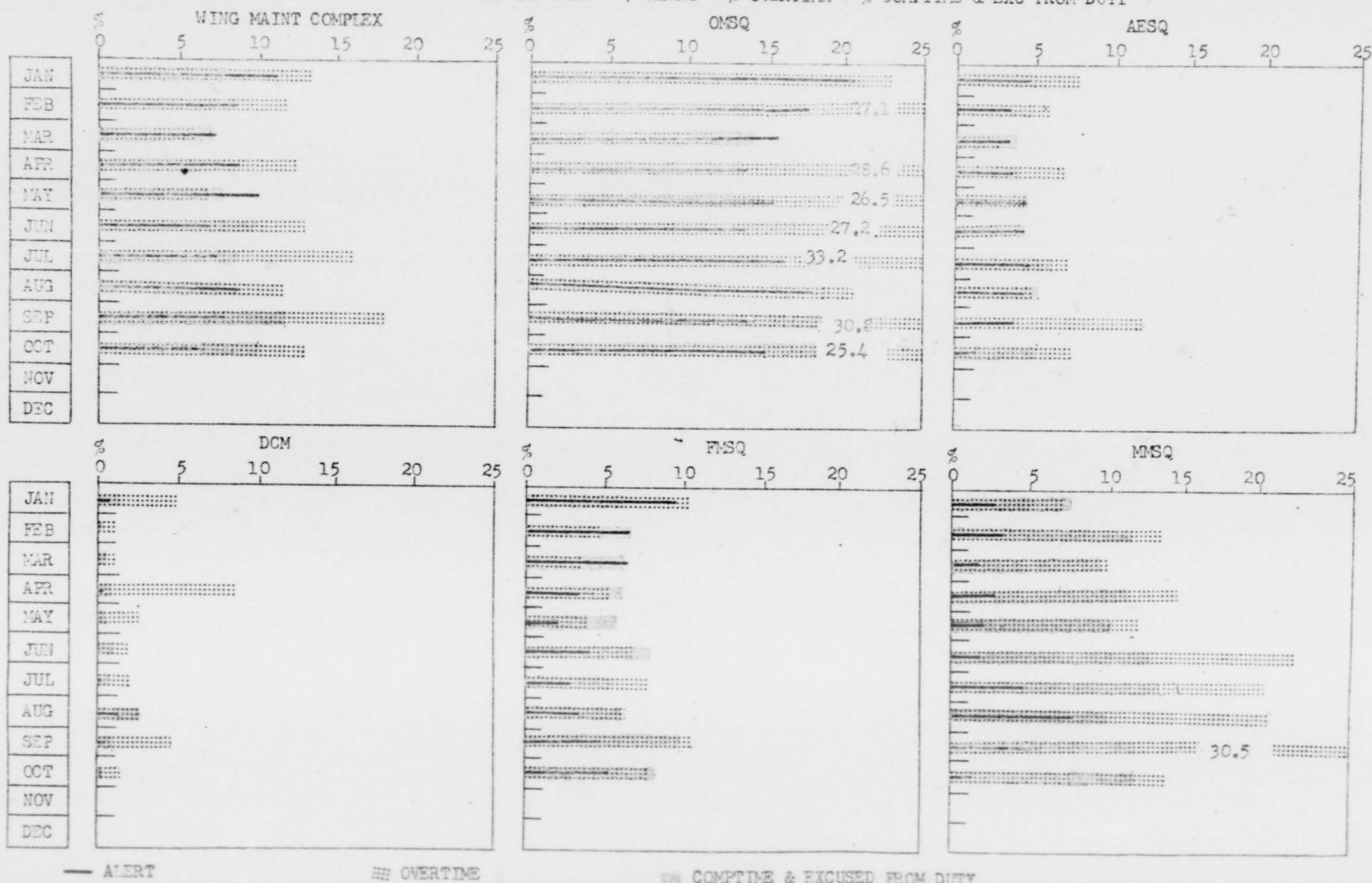


■ DIRECT (01)

(40-46)



MAINTENANCE MANHOURLY DATA - % ALERT - % OVERTIME - % COMPTIME & EXC FROM DUTY





D I S T R I B U T I O N

C-----	1	4238 SW BARKSDALE AFB, LA.-----	1
DCM-----	1	7BW CARSWELL AFB, TEXAS-----	1
Asst DCM-----	1	11BW ALTUS AFB, OKLA.-----	1
DCMC-----	2	4043 SW WRIGHT-PATTERSON AFB, OHIO.-----	1
DCMQ-----	3	4123 SW CLINTON-SHERMAN AFB, OKLA.-----	1
DCMT-----	1	4130 SW BERGSTROM AFB, TEXAS-----	1
AEMSC-----	17	4345 SW SHEPPARD AFB, TEXAS-----	1
FMSC-----	20	40 AD WURTSMITH AFB, MICH.-----	1
MMSC-----	5	4239 SW KINCHLOE AFB, MICH.-----	1
OMSC-----	20	6BW WALKER AFB, NMEX.-----	1
IXO-----	4	92BW FAIRCHILD AFB, WASH.-----	1
DCRM-----	1	4241 SW SEYMOUR-JOHNSON AFB, N.C.-----	1
SAC (DM4A)-----	1	4138 SW TURNER AFB, GA.-----	1
SAC (DM3A)-----	1	340 BW WHITEMAN AFB, Mo.-----	1
SAC (DCRMD-2)-----	1	PROD ANALYSIS-----	6
2AF (DM)-----	4	CTSP-----	2
4AD-----	1	4134 SW MATHER AFB, CALIF.-----	1
97 BW BLYTHEVILLE AFB, ARK.-----	1		
97 ARSRA, MALSTROM AFB, MONTANA-----	1		

THIS PAGE IS DECLASSIFIED IAW EO 13526



THIS PAGE IS DECLASSIFIED IAW EO 13526

HEADQUARTERS  
4228TH STRATEGIC WING (SAC)  
UNITED STATES AIR FORCE  
COLUMBUS AIR FORCE BASE, MISSISSIPPI

REPLY TO  
ATTN OF: DCMC/SMSGT VAUGHN/7659

16 OCTOBER 1961

SUBJECT: CHANGE #1 TO OCTOBER MONTHLY MAINTENANCE ORDER

TO: SEE DISTRIBUTION

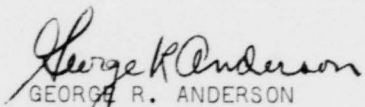
1. MAKE PEN AND INK CHANGES AS INDICATED BELOW.

A. PARAGRAPH 9B.

(1) CHANGE ACFT 067 TO READ 1300 16 OCT.

2. REPLACE THE BOMBER AND TANKER FLYING AND PERIODIC  
SCHEDULE ATTACHMENT 1 & 2 WITH ATTACHED REVISION #1  
AND 2.

3. CHANGES ARE DUE TO OPERATION SKY SHIELD II.

  
GEORGE R. ANDERSON  
COLONEL, USAF  
DEPUTY COMMANDER FOR MAINTENANCE

THIS PAGE IS DECLASSIFIED IAW EO 13526

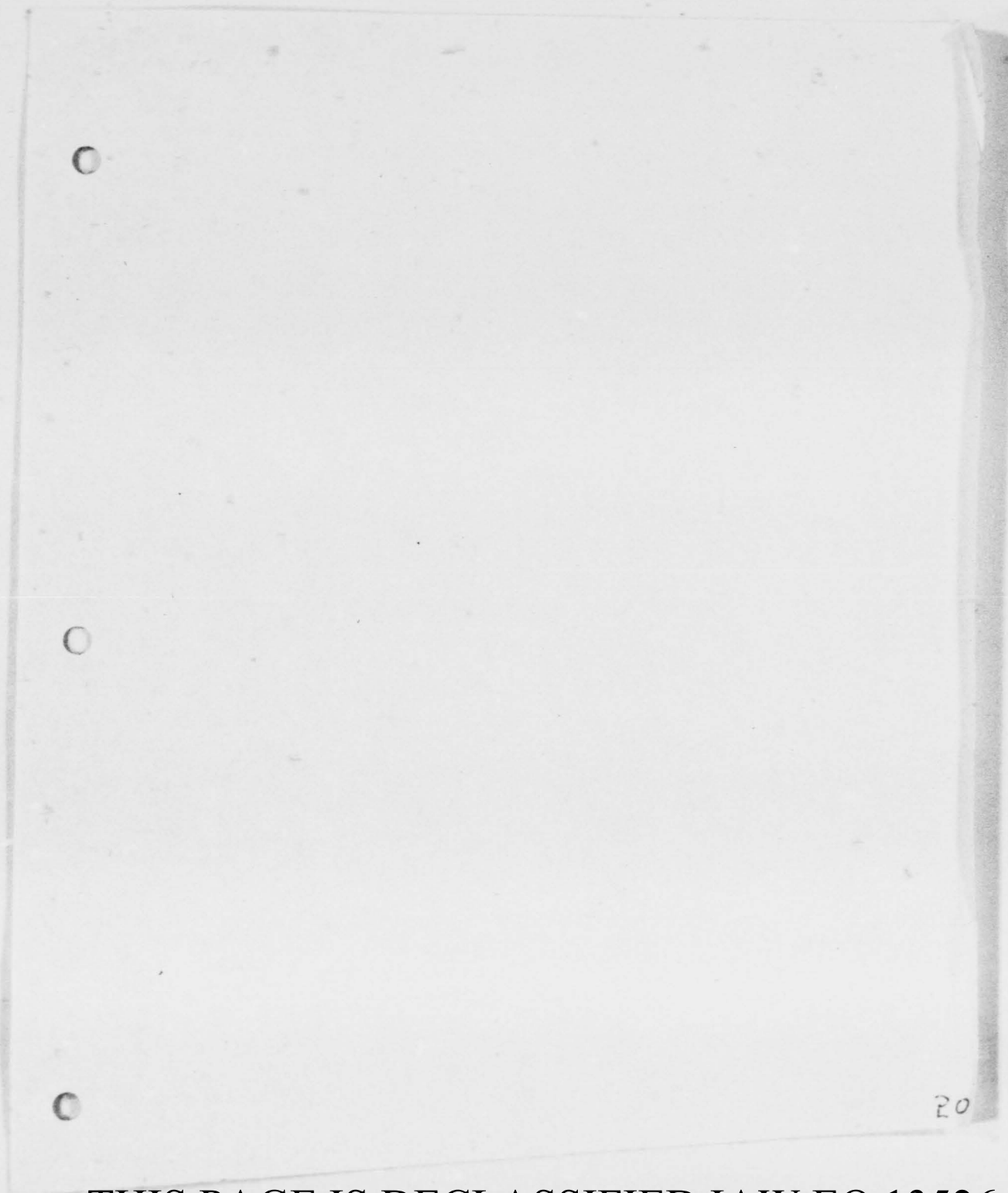
		<input type="checkbox"/> COMBAT CREW UTILIZATION OR <input checked="" type="checkbox"/> PERIODIC MAINTENANCE AND FLYING SCHEDULE																													PLANNED 69 745				
																															FERRY 8 40				
																															TRAINING 61 705				
ORGANIZATION:	BOMBER	REVISION #1													FOR MONTH OF: OCTOBER																				
ACFT NR. OR COMMANDER	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			
043						F <sup>Y</sup>			F		F	*												F	F		F							61 10	
063			F	F		F			W	F	*													F	F		F							50 150	
067		F	F		F									F			F	P <sub>1</sub>	P <sub>1</sub>	F				F	F	F								4 104	
070														F	*	W	F		F															8 8	
142														F	*		F	F		F														16 79	
143		F	P <sub>4</sub>	P <sub>4</sub>	F	F				F	P <sub>4</sub>			F	*		F	F		W														29 71	
146																									F <sup>Y</sup>	*		F				W	F	28 62	
155									F	W	F														F <sup>Y</sup>									6 66	
157									F	F		F <sup>Y</sup>																					F	17 68	
158	F <sup>Y</sup>																																F	F	0 23
167														F		P <sub>2</sub>	P <sub>2</sub>	F	F		W														28 128
174			F	F		F			W	P <sub>3</sub>	P <sub>3</sub>			F												F	F		F					4 104	
181		F		F	F																				F <sup>Y</sup>										8 27
TRAINING SORTIES		3	3	3	3	3			3	3	2			6			4	3	3	3			3	2	3	2	3				3	3		61	
FERRY SORTIES	1					1						1					1						1	2				1						8	
TOTAL																																			69
	F.	- GAM SORTIE											P	- POPE INSP																					
	F	- TRAINING SORTIE												- MOD IRAN																					
	F <sup>Y</sup>	- FERRY											W	- WASH																					
		- SKY SPEED											*	- 50 HR POST FLIGHT INSP																					
	F <sup>H</sup>	- TEST FLIGHT												- WEEK END																					

THIS PAGE IS DECLASSIFIED IAW EO 13526





THIS PAGE IS DECLASSIFIED IAW EO 13526



THIS PAGE IS DECLASSIFIED IAW EO 13526

**SECRET**

HEADQUARTERS  
4228TH STRATEGIC WING (SAC)  
UNITED STATES AIR FORCE  
Columbus Air Force Base, Mississippi

REPLY TO  
ATTN OF: DCML

16 October 1961

SUBJECT: Amendment #2 to Annex X, Base Support Plan (U)

TO: See Distribution

1. Attached is amendment #2 to Annex "X", 4228th Strat Wg Base Support Plan dated 15 July 1961 and is effective upon receipt. (U)
2. This amendment is required due to changes in the generation time and the discontinuation of airborne alert by this base. (S)
3. This document is classified SECRET because it contains information relative to SAC EWO. (U)

FOR THE COMMANDER:

*George R. Anderson*

GEORGE R. ANDERSON  
Colonel, USAF  
Deputy Commander for Maintenance

1 Atch  
Amend #2, Annex "X",  
4228 SW BSP (S)

DISTRIBUTION:

CINCSAC (DM3F)	1 cy
2AF (DM2C)	1 cy
4th Air Div (DM)	1 cy
C	1 cy
DCO	8 cys
DCM	6 cys
AEMSC	1 cy
FMSC	2 cys
OMSC	1 cy
MMSC	6 cys
BDAS	1 cy
BDCS	2 cys
BDCM	2 cys
BDCL	2 cys
BDCE	1 cy
IXO	5 cys
DP	1 cy
DSUP	4 cys

C3674-1

DOWNGRADED AT 12 YEAR  
INTERVALS NOT AUTOMATICALLY  
DECLASSIFIED. DOD DIR 5200.10

**SECRET**





**SECRET**

HEADQUARTERS  
4228TH STRATEGIC WING (SAC)  
UNITED STATES AIR FORCE  
Columbus Air Force Base, Mississippi

## APPENDIX IV

## ANNEX X

## POL

1. Requirements: Base fuel supply requirements and capabilities in 1-hour and 24-hour peak increments are as follows:

<u>Item</u>	<u>Peak * 1 Hour Requirements</u>	<u>Peak Hourly Dispensing Capability</u>	<u>Peak * 24 Hour Requirements</u>	<u>Peak 24 Hour Dispensing Capabilities</u>
JP-4	68,850 Gals	274,000 Gals	511,500 Gals	3,566,000 Gals
Avgas	5,000 Gals	10,000 Gals	10,000 Gals	240,000 Gals
Demin Water	1,870 Gals	13,000 Gals	13,760 Gals	102,000 Gals
Water Alcohol				
Jet	0	0	0	0
Recip	0	0	0	0
Liquid Oxygen	18.1 Gals	250 Gals	128.9 Gals	3,000 Gals (S)

\* Into-aircraft requirements are computed from Appendix 1, Annex X, SAC Form 101, Combat Support Group Logistics Recap Sheet. (U)

2. Resupply: Base fuel resupply requirements and capabilities:

<u>Item</u>	<u>Method of Receipt</u>	<u>Daily Requirement</u>	<u>Daily Capability</u>
JP-4	T/T - T/C	100,000 Gals	567,000 Gals
Avgas	T/T - T/C	2,000 Gals	100,000 Gals
Demin Water	Locally Produced	8,680 Gals	36,000 Gals
Alcohol	N/A	N/A	N/A
LOX	Manufactured & Local Purchased	506 Gals	1,300 Gals
1100 Oil	T/C	10 Gals	10,000 Gals (S)

Amend #2  
ANNEX X, BASE SUPPORT PLAN

C3674-1

3. The fuel supply officer in coordination with the chief of maintenance will prepare an aircraft refueling sequence chart to indicate exact timing for refueling of all aircraft. The refueling chart will be retained in the Fuel Supply Dispatch Office for immediate reference under war conditions. This plan will be maintained in a current status and will be reviewed each time the war order is amended or every month, whichever is sooner. (U)

PAGE 1 of 2

EWO SEQUENCE ACTION		WING/UNIT		DATE OF DATA															
		422 <sup>nd</sup> STRATEGIC WING (SAC)		(BOMBER)															
				1 OCT 1961															
A + HOUR →		1 2 3 4 5 6 7 8 9 10 11 12 13 14																	
LOCAL TIME →																			
LINE NR	ACFT NR	LOX	FUEL	WEAPON		PRE-FLT ST													
6			W	CHAFF	TORQUE	DE													
	LOCATION			AM	CA														
7			FUEL	LOX	WEAPON		SU	PRE-FLT	ST										
	LOCATION		W	CHAFF	TORQUE		DE	ICE											
8			CA		FUEL	LOX	WEAPON		SU	PRE-FLT	ST								
	LOCATION			W			CHAFF	TORQUE		DE	ICE								
9			CA		FUEL	LOX	WEAPON		M	SU	PRE-FLT	ST							
	LOCATION			W			CHAFF	TORQUE		DE	ICE								
10			CA		FUEL	LOX	WEAPON		SU	M	PRE-FLT	ST							
	LOCATION			W			CHAFF	TORQUE		DE	ICE								

LEGEND: AM=AMMO CA=CAMERA ST=ENGINE START SU=SUMP W=WATER M=MAINTENANCE

SAC J2071 541

AMEND #2

TAB #1

APPX #IV

ANNEX "X"

BASE SUPPORT PLAN

PAGE 2 of 2

EWO SEQUENCE ACTION		WING/UNIT		4228th STRATEGIC WING (SAC)		(BOMBER)		DATE OF DATA		1 OCT 1961	
A + HOUR		12 13 14 15 16 17 18 19 20 21 22 23 24 25									
LOCAL TIME											
LINE NR	ACFT NR	FUEL	LCK	WEAPON	MAINT	SU	PRE-FLT	ST			
11		W		CHAFF TORQUE		DE ICE					
	LOCATION			AM CA							
12		W		CHAFF TORQUE		DE ICE					
	LOCATION			AM CA							
13				CHAFF TORQUE		DE ICE					
	LOCATION			AM CA							
	LOCATION										
	LOCATION										
	LOCATION										

LEGEND: AM=AMMO CA=CAMERA ST=ENGINE START SU=SUMP W=WATER

SAC FORM 541 **AMEND #2** TAB #1 Appendix IV ANNEX "X" BASE SUPPORT PLAN





PAGE 2 of 2

EWO SEQUENCE ACTION		WING/UNIT		422 <sup>nd</sup> STRATEGIC WING (SAC)		(TANKER)		DATE OF DATA		1 OCT 1961	
A + HOUR →		9 10 11 12 13 14 15 16 17 18 19 20 21 22									
LOCAL TIME →											
LINE NR	ACFT NR	LAND	FUEL	LOX	MAINTENANCE	SU	PRE-FLT	ST			
9			W				DE ICE				
	LOCATION										
10		LAND	M	FUEL	LOX	MAINTENANCE		SU	PRE-FLT	ST	
	LOCATION		W						DE ICE		
11		LAND		FUEL	LOX	MAINTENANCE		SU	PRE-FLT	ST	
	LOCATION			W					DE ICE		
	LOCATION										
	LOCATION										
	LOCATION										
	LOCATION										

LEGEND: M-MAINTENANCE SU-SUMP ST-ENGINE START W-WATER

SAC JAN 61 541 AMEND #2

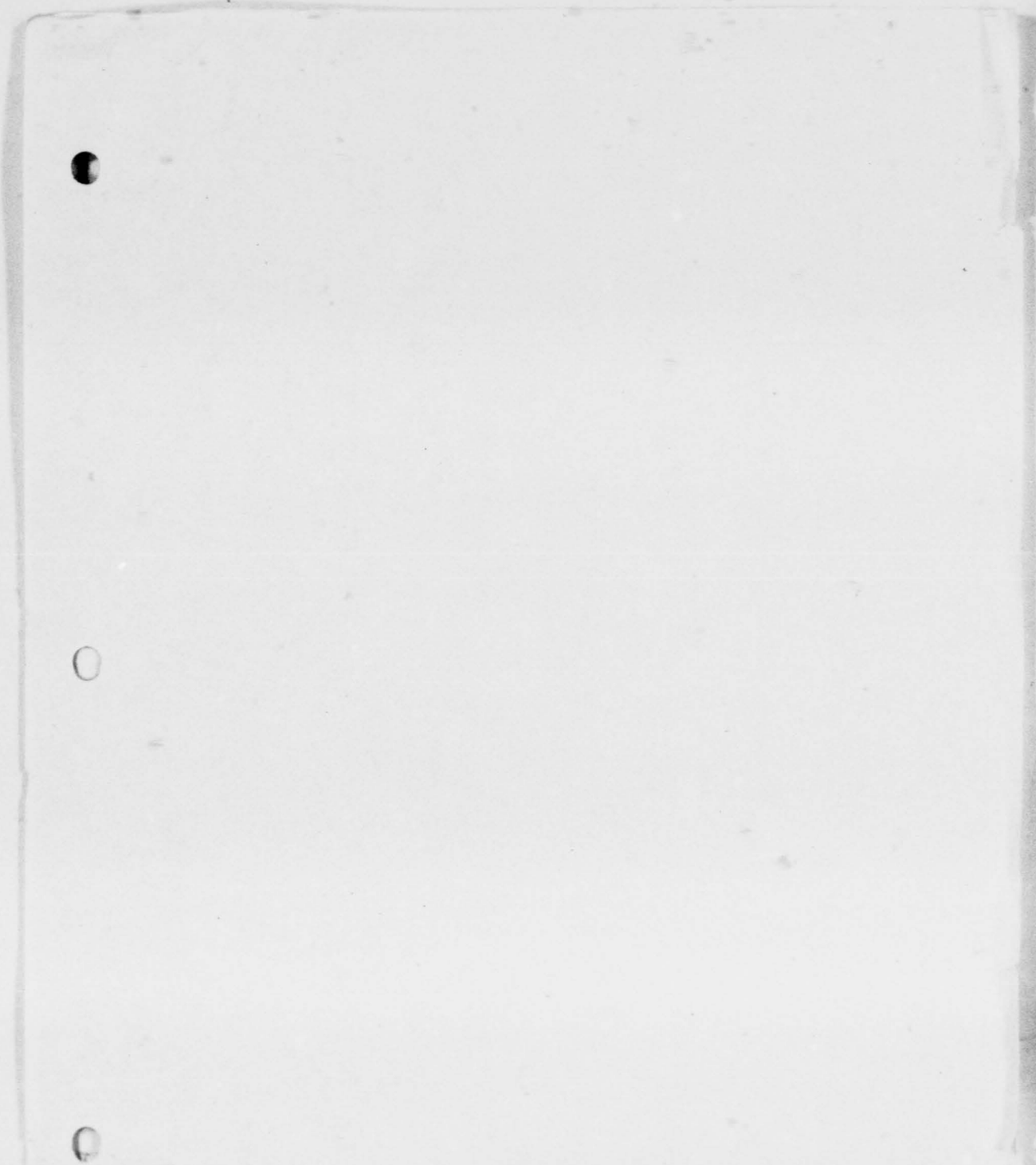
TAB #2 APPX IV ANNEX "X" BASE SUPPORT PLAN

ENTRY AND DESTRUCTION CERTIFICATE		PAGE NR	NR OF PAGES
		1	1
<b>SECTION I - ENTRY AND DESTRUCTION DATA</b>			
1. FROM: (Hq and Staff Agency) (To be filled in only when certification required by originator)		2. DOCUMENT	
		Amend #2, 4228th Strat Wg Base Support Plan, Annex "X"	
INSTRUCTIONS: 1 copy filed in basic document. 1 copy for appropriate Control Officer's file (AFM 181-5). 1 copy returned to originating Hq when Item 1 accomplished. 1 additional copy for Top Secret Control Officer as required.			
3. SECTION(S) AMENDED		4. ENTER PAGE(S)	5. REMOVE PAGE(S)
Appendix I, Tab 1		1	1
Appendix IV		1 & 2	1
Appendix IV, Tab 1		1 & 2	1 & 2
Appendix IV, Tab 2		1 & 2	1 & 2
<b>SECTION II - CERTIFICATE OF ENTRY</b>			
6. I CERTIFY THAT PAGES LISTED IN ITEM 4 HAVE BEEN ENTERED IN COPY NUMBER _____ OF BASIC DOCUMENT, WHICH NOW CONSISTS OF _____ PAGES.			
Pages listed in Item 5 have been removed and destruction is authorized by Paragraph 608, AFM 181-5.			
7. DATE	8. ORGANIZATION AND OFFICE	9. SIGNATURE (Individual making certification)	
<b>SECTION III - RECEIPT</b>			
I ACKNOWLEDGE RECEIPT FOR PAGES LISTED IN ITEM 5.	10. DATE	11. OFFICE	12. SIGNATURE AND GRADE
<b>SECTION IV - CERTIFICATE OF DESTRUCTION</b>			
I CERTIFY THAT PAGES LISTED IN ITEM 5 HAVE BEEN DESTROYED IN ACCORDANCE WITH AFR 205-1.			
13. SIGNATURE	14. SIGNATURE		15. DATE DESTROYED
TYPED/STAMPED NAME AND GRADE	17. TYPED/STAMPED NAME AND GRADE		18. CERTIFICATE NR

ENTRY AND DESTRUCTION CERTIFICATE		PAGE NR	NR OF PAGES
		1	1
<b>SECTION I - ENTRY AND DESTRUCTION DATA</b>			
1. FROM: (Hq and Staff Agency) (To be filled in only when certification required by originator)		2. DOCUMENT	
		Amend #2, 4228th Strat Wg Base Support Plan, Annex "X"	
		INSTRUCTIONS: 1 copy filed in basic document. 1 copy for appropriate Control Officer's file (AFM 181-5). 1 copy returned to originating Hq when Item 1 accomplished. 1 additional copy for Top Secret Control Officer as required.	
3. SECTION(S) AMENDED		4. ENTER PAGE(S)	5. REMOVE PAGE(S)
Appendix I, Tab 1		1	1
Appendix IV		1 & 2	1
Appendix IV, Tab 1		1 & 2	1 & 2
Appendix IV, Tab 2		1 & 2	1 & 2
<b>SECTION II - CERTIFICATE OF ENTRY</b>			
6. I CERTIFY THAT PAGES LISTED IN ITEM 4 HAVE BEEN ENTERED IN COPY NUMBER _____ OF BASIC DOCUMENT, WHICH NOW CONSISTS OF _____ PAGES.			
Pages listed in Item 5 have been removed and destruction is authorized by Paragraph 608, AFM 181-5.			
7. DATE	8. ORGANIZATION AND OFFICE	9. SIGNATURE (Individual making certification)	
<b>SECTION III - RECEIPT</b>			
I ACKNOWLEDGE RECEIPT FOR PAGES LISTED IN ITEM 5.	10. DATE	11. OFFICE	12. SIGNATURE AND GRADE
<b>SECTION IV - CERTIFICATE OF DESTRUCTION</b>			
I CERTIFY THAT PAGES LISTED IN ITEM 5 HAVE BEEN DESTROYED IN ACCORDANCE WITH AFR 205-1.			
13. SIGNATURE	14. SIGNATURE		15. DATE DESTROYED
16. TYPED/STAMPED NAME AND GRADE		17. TYPED/STAMPED NAME AND GRADE	
		18. CERTIFICATE NR	



THIS PAGE IS DECLASSIFIED IAW EO 13526



THIS PAGE IS DECLASSIFIED IAW EO 13526 21

HEADQUARTERS  
4228TH STRATEGIC WING (SAC)  
UNITED STATES AIR FORCE  
Columbus Air Force Base, Mississippi

REPLY TO  
ATTN OF: DCML

20 October 1961

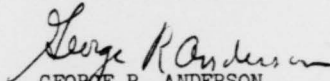
SUBJECT: Amendment #3, Base Support Plan

TO: See Distribution

1. Attached is amendment #3 to the Base Support Plan dated 27 February 1961. This amendment is effective upon receipt.
2. Remove and replace the following pages:

<u>SECTION AMENDED</u>	<u>REMOVE PAGE(S)</u>	<u>INSERT PAGE(S)</u>
Basic Letter of Transmittal	1	1
Basic	3, 4, & 5	3, 4, & 5
Annex "B"	1 thru 3	1 thru 4
Annex "S"	Cover Sheet	Cover Sheet
Annex "T"	Cover Sheet	Cover Sheet

FOR THE COMMANDER:

  
GEORGE R. ANDERSON  
Colonel, USAF  
Deputy Commander for Maintenance

1 Atch  
Amend #3, Base Support Plan

HEADQUARTERS  
4228TH STRATEGIC WING (SAC)  
UNITED STATES AIR FORCE  
Columbus Air Force Base, Mississippi

REPLY TO  
ATTN OF: DCML

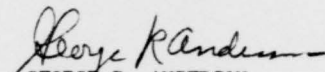
27 February 1961

SUBJECT: Base Support Plan

TO: See Distribution

1. This Plan contains unclassified information required for the successful logistical and administrative support of tactical units assigned and attached to Columbus Air Force Base in support of the Emergency War Order.
2. Procedures established in this plan will be utilized in conjunction with the Wing Mobility Plan and Maintenance Readiness Plan.
3. This Plan will be maintained current by the Wing Logistics Division. Any recommended changes will be forwarded to the Wing Logistics Officer for review and approval prior to inclusion in this plan.
4. Each activity supporting this plan will develop publications to properly accomplish the tasks specified herein.
5. Annex "X" of this plan is classified and will be distributed under separate cover.
6. This plan supersedes Base Support Plan dated 1 July 1960 and Amendment number one dated 20 October 1960.

FOR THE COMMANDER:

  
GEORGE R. ANDERSON  
Colonel, USAF  
Deputy Commander for Maintenance

1 Atch  
4228 SW Base Support Plan

Amend #3  
4228TH STRAT WG  
BASE SUPPORT PLAN  
20 OCT 61

- (3) Insure prompt and accurate reporting as required by SACM 55-8M.
  - (4) Insure that Night Life assets (Chaff) are available and ready for use.
  - (5) Insure that combat launch and recovery kits are maintained in a state of readiness for immediate deployment or utilization.
  - (6) Provide adequate supply support for war operations.
  - (7) Insure maximum capability to support war requirements for POL, LOX, and demineralized water.
  - (8) Review this plan monthly to insure currency with the war requirements.
- d. The Deputy Commander for Services will:
- (1) Prepare Annexes "A", "G", and "I" in accordance with SACM 400-2.
  - (2) Provide billets for tactical aircrews and crew members of MATS support aircraft.
  - (3) Provide 24 hour dining services and inflight lunches as required.
  - (4) Plan and coordinate all requirements for reception of incoming personnel.
- e. The Medical Group Commander will:
- (1) Provide all medical support required for war operations.
  - (2) Prepare Annex "N" to this plan in accordance with SACM 400-2.
- f. The Director of Administrative Services will:
- (1) Implement mail censorship as required.
  - (2) Prepare Annex "O" to this plan in accordance with SACM 400-2.
- g. The Comptroller will provide normal financial and statistical services as required for all assigned/attached personnel.
- h. The Deputy Commander for Civil Engineering will:
- (1) Provide and maintain emergency back-up power sources to support all critical facilities.
  - (2) Provide crash, fire, and decontamination equipment; and disaster and emergency airfield repair to prevent loss of war capability.

Amend #3  
4228TH STRAT WG  
BASE SUPPORT PLAN  
20 OCT 61



- (3) Provide adequate snow removal.
- (4) Review this plan monthly to insure currency with war requirements.
- (5) Provide augmentation personnel in accordance with Annex "P".
- (6) Prepare Annex "F" in accordance with SACM 400-2.
- i. The Deputy Commander for Security/Law Enforcement will:
  - (1) Provide positive security for aircraft and all elements of the combat forces.
  - (2) Prepare Annex "M" in accordance with SACM 400-2.
- j. The Deputy Commander for Materiel will:
  - (1) Provide transportation services as outlined in Annex "C".
  - (2) Prepare Annexes "C" and "R".
- k. The Deputy Commander for Maintenance will:
  - (1) Insure this plan outlines requirements for base support to fulfill the EWO mission.
  - (2) Prepare Annexes "S", "T", and "X".

3X GENERAL INSTRUCTIONS:

- a. Non-essential personnel will be utilized in accordance with Annex "P" of this plan.
- b. This plan will become effective immediately upon implementation of a war condition.
- c. Augmentation personnel will receive cross-training on a scheduled basis from the organization being augmented, in preparation for implementation of this plan.
- d. Each staff agency and unit will prepare and maintain current Publications and/or checklists when required to support this plan for war operations. Copies will be furnished to the Wing Logistics Division master file.
- e. Each subordinate unit will list in Annex "T" the major factors that limit its capabilities in support of the war mission. This will include limitations in personnel, facilities, equipment, and supplies.

Amend #3  
4228TH STRAT WG  
BASE SUPPORT PLAN  
20 OCT 61

f. Commanders will brief personnel each quarter on the requirements of the base support plan.

4. ADMINISTRATIVE AND LOGISTICS: See appropriate annexes.

5. COMMAND AND COMMUNICATIONS:

a. Communications. See Annex L.

b. Command.

(1) The Wing Command Post will be in building 1901, telephone 7512.

(2) The Wing Commander will retain command of all support elements and functions.

HEADQUARTERS  
4228TH STRATEGIC WING (SAC)  
United States Air Force  
Columbus Air Force Base, Mississippi

ANNEX "B"  
EQUIPMENT AND FACILITIES  
BASE SUPPORT PLAN

PROJECT OFFICER LT. LAWRENCE T. SENNELLO  
OFFICE DCO  
TELEPHONE NUMBER 7696

Amend #3  
20 OCT 61

HEADQUARTERS  
4228TH STRATEGIC WING (SAC)  
United States Air Force  
Columbus Air Force Base, Mississippi

ANNEX B

TO

BASE SUPPORT PLAN

EQUIPMENT AND FACILITIES

1. PURPOSE:

a. To outline the procedures to be used to prepare and move Night Life Chaff from storage site into operating position.

b. To provide detailed information concerning facilities and capabilities to accomplish radiological decontamination.

2. RESPONSIBILITIES: The Deputy Commander for Maintenance, Deputy Commander for Operations and the Base Supply Officer are responsible for insuring compliance with appropriate provisions of this annex.

3. PROCEDURES:

a. NIGHT LIFE: Procedures to prepare and move Night Life Chaff from storage site into operating position are as follows:

(1) Chaff is stored in Base Supply (building 230).

(2) Chaff is delivered by the Chaff Delivery Teams appointed by the Base Supply Officer.

(3) Procedures are covered in the Maintenance Readiness Plan and in the Base Support Plan, Annex E.

b. RADIOLOGICAL DECONTAMINATION:

(1) There are two situations which may arise during an EWO condition that will necessitate radiological decontamination.

Amend #3  
Annex B  
4228TH STRAT WG  
BASE SUPPORT PLAN  
20 OCT 61



(a) Broken Arrow incident when the base is not subjected to fallout from high yield nuclear explosions.

(b) Heavy fallout on the base from "near miss" explosions or high yield explosions on other upwind targets.

(2) During the Broken Arrow situation, when no other fallout is present, personnel decontamination will be carried out by trained monitor personnel in the Base Gymnasium, building 1606. Medical treatment may also be administered to injured personnel by hospital personnel in the gymnasium, prior to their removal to the hospital.

(a) All personnel who enter the contaminated area will be taken to the base gymnasium for decontamination, and the taking of nasal swabs and urine samples.

(b) Area and aircraft decontamination will be carried out by members of the Disaster Control Team and the personnel and facilities of the Base Civil Engineering Office in accordance with Technical Order 00-110A Series.

(3) Heavy, base-wide fallout presents more of a radiation hazard than the Broken Arrow situation since the hazard is no longer limited to a small area and a few aircraft.

(a) There are two types of aircraft decontamination which may be employed; complete decontamination and partial decontamination. Because of the large amounts of time and equipment required for decontamination projects, decontamination should be accomplished only when absolutely necessary. The necessity for decontamination is determined primarily by the hazards to maintenance crews working on the aircraft.

1. Complete Decontamination-This is a thorough, over-all cleaning where all points on the aircraft are cleaned to below the maximum permissible contamination levels (see T. O. 00-110A-1). Complete decontamination should be performed only when extensive maintenance is to be performed on the aircraft, or when the aircraft is to be released to a private contractor or to the public.

2. Partial or Spot Decontamination- The extent to which this type of decontamination should be employed depends upon maintenance requirements. If contamination above permissible levels is present and

Amend #3  
Annex B  
4228TH STRAT WG  
BASE SUPPORT PLAN  
20 OCT 61

permissible exposure will be exceeded as a result of such work, taking into account time of the particular task, contamination present and other health physics considerations, then only the appropriate portion of the aircraft would require decontamination.

(b) Natural Decay- Reduction of radiation intensity may also come about if it is possible to permit the contaminant material to age. This is the result of natural decay of the radioactive material. In effect this could be considered as a passive technique of decontamination. This is the easiest and least hazardous method of dealing with contaminated aircraft; however, this is not always possible due to the operational requirements of the aircraft. This method is not practical when alpha contamination is present due to the long half-life of the more dangerous alpha contaminants.

(c) If the commander determines that the contaminated aircraft must be used during an EWO, the following procedures will be used:

1. Providing the aircraft is relatively clean, free from grease and dirt, it could be launched without decontamination, as most of the radioactive particles would be blown off in flight.
2. Remove the aircraft to the wash rack and position it so that actual decontamination operations will be conducted on the windward side as much as possible. (Trained maintenance monitors will be used to direct this operation in order to prevent water damage to certain aircraft components).
3. Personnel performing decontamination operations will follow the safety precautions outlined in paragraphs 7 and 8, T. C. 00-110A-1 and paragraph 3, T.O. 00-110A-3.

(d) Various buildings have been selected as shelters against radiation. Most of the shelters have shower facilities for use in decontamination of personnel. A listing of these buildings may be found in Annex J to the 500-XX OPLAN.

(e) During the period of fallout, shelter commanders, assisted by trained radiological monitors, will dispatch needed personnel to perform duties outside the shelters. Exposure control will be exercised, i. e. each shelter monitor will determine the length of time an individual may be exposed to radiation without receiving a dose greater than 200 roentgens. When the

Amend #3  
Annex B  
4228TH STRAT WG  
BASE SUPPORT PLAN  
20 OCT 61

individual is nearing the end of his "stay time," he will proceed to the nearest shelter to be decontaminated.

(f) Shelter instructions, located in each shelter will advise the shelter commander on all actions to be taken which will insure the safety of personnel under his control.

(g) Facilities within the shelters are adequate; first aid "Buddy Care" kits have been prepositioned in most shelters for emergency treatment; a base-wide Disaster Alarm Public Address System has been installed at strategic locations on the base complex for control of personnel and dissemination of information during a Broken Arrow or EWO situation. This project is complete except for the new Capehart housing area.

4. ALLOCATION OF BUILDINGS: Building 1606, Base Gymnasium and building 5406 and 5410, Airmen Dormitories, have been allocated to the Base Hospital for treatment of casualties under the provisions of OPLAN 500-XX.

5. Classified Information for Annex "B" - Not Applicable

6. Limiting Factors for Annex "B" are noted in Annex "T."

Amend #3  
Annex B  
4228TH STRAT WG  
BASE SUPPORT PLAN  
20 OCT 61

HEADQUARTERS  
1228TH STRATEGIC WING (SAC)  
UNITED STATES AIR FORCE  
Columbus Air Force Base, Mississippi

ANNEX "S"  
PUBLICATIONS INDEX  
BASE SUPPORT PLAN

PROJECT OFFICER CAPTAIN ALFRED H. STEPHENS  
OFFICE DCML  
TELEPHONE NUMBER 7778

Amend #3  
20 OCT 61



HEADQUARTERS  
4228TH STRATEGIC WING (SAC)  
UNITED STATES AIR FORCE  
Columbus Air Force Base, Mississippi

ANNEX "T"  
LIMITING FACTORS  
BASE SUPPORT PLAN

PROJECT OFFICER CAPTAIN ALFRED H. STEPHENS  
OFFICE DCML  
TELEPHONE NUMBER 7778

Amend #3  
20 OCT 61



HEADQUARTERS  
4228TH STRATEGIC WING (SAC)  
UNITED STATES AIR FORCE  
COLUMBUS AIR FORCE BASE, MISSISSIPPI

REPLY TO  
ATTN OF: DCMC/MSGT BACK/7735

19 Oct 1961

SUBJECT: AMENDMENT #2 TO 4228TH STRATEGIC WING MAINTENANCE  
ALERT PLAN

TO: SEE DISTRIBUTION

1. REQUEST THE ENCLOSED APPENDIX "P" BE INSERTED  
AS REPLACEMENT PAGES 38 AND 39 TO THE 4228TH  
STRATEGIC WING MAINTENANCE ALERT PLAN.

2. AMENDMENT #2 IS EFFECTIVE UPON RECEIPT. THIS  
LETTER WILL BE FILED IN FRONT OF THE MAINTENANCE  
ALERT PLAN AND RETAINED AS PART OF THIS PLAN.

*George R. Anderson*

GEORGE R. ANDERSON  
COLONEL, USAF  
DEPUTY COMMANDER FOR MAINTENANCE

19 OCTOBER 1961

MAINTENANCE ALERT FORCE PLAN  
APPENDIX P  
ANNEX II

SUBJECT: WATER HEATING PROCEDURES ON ALERT AIRCRAFT

1. PURPOSE: TO ESTABLISH PROCEDURES FOR HEATING AND SERVICING WATER ON ALERT AIRCRAFT.

2. RESPONSIBILITY: THE ALERT FORCE MAINTENANCE OFFICER WILL BE RESPONSIBLE FOR COMPLIANCE WITH THIS DIRECTIVE. SHIFT SUPERVISORS WILL MONITOR AND INSTRUCT AIRCRAFT GROUND CREWS IN PROPER PROCEDURES TO BE USED.

3. PROCEDURES:

A. B-52 ALERT AIRCRAFT:

(1) DRAIN WATER ANY TIME AMBIENT TEMPERATURE DROPS TO 40°F.

(2) RESERVICE WATER WHEN AMBIENT TEMPERATURE REACHES 65°F.

B. KC-135 ALERT AIRCRAFT:

(1) WHEN FREE AIR TEMPERATURE IS 40°F OR LOWER, THE ALERT BRANCH WILL OPERATE WATER HEATERS AS REQUIRED TO MAINTAIN WATER TEMPERATURE BETWEEN 60 AND 80°F.

(2) POWER FOR WATER HEATERS WILL BE SUPPLIED BY MD-3 POWER UNITS. AIRCRAFT POWER UNITS WILL NOT BE USED UNLESS APPROVED BY THE MAINTENANCE CONTROL OFFICER.

(3) ALERT BRANCH MAINTENANCE PERSONNEL MAY ENTER COCKED AIRCRAFT (THIS DOES NOT INCLUDE COCKPIT) FOR PURPOSE OF PUSHING WATER HEATER SWITCHES, MONITORING WATER TEMPERATURE AND TO CHECK HEATER SWITCH PANEL FOR OVERHEAT CONDITION AT 15 MINUTE INTERVALS DURING TIME HEATERS ARE BEING OPERATED.

(4) MD-3 OPERATOR MAY LEAVE HIS EQUIPMENT FOR THE PERIODS OF TIME REQUIRED TO PERFORM DUTIES OUTLINED IN PARAGRAPH 3B(3) ABOVE.

AMEND #2

38



(5) WHEN TEMPERATURES ARE ANTICIPATED AT LOWER THAN 20°F FOR SIX OR MORE HOURS, THE WATER WILL BE OFF-LOADED OR DUMPED AT THE DISCRETION OF JOB CONTROL.

(6) RESERVICE WATER WHEN AMBIENT TEMPERATURE REACHES 40°F.

(7) A MAXIMUM OF THREE EACH WATER HEATERS WILL BE OPERATED AT ANY ONE TIME UNTIL SUCH TIME AS TCTO 1C-135(K)A-844 IS COMPLIED WITH. UPON COMPLIANCE WITH T.O. 1C-135(K)A-844, A MAXIMUM OF SIX WATER HEATERS MAY BE USED.

C. JOB CONTROL WILL:

(1) ADVISE ALERT BRANCH NCOIC WHEN FREE AIR TEMPERATURE REACHES 40°F.

(2) ADVISE WING COMMAND POST AT ANY TIME WATER IS OFF-LOADED OR DUMPED ON EITHER B-52 OR KC-135 AIRCRAFT, AND AGAIN WHEN AIRCRAFT ARE RESERVICED.

(3) INSURE THAT SUFFICIENT MD-3 POWER UNITS ARE DISPATCHED TO THE ALERT BRANCH TO ACCOMPLISH SUSTAINED HEATING OPERATION.

D. BASE WEATHER STATION:

(1) WILL PROVIDE JOB CONTROL TELEPHONE NUMBER 7702, WITH A TEMPERATURE FORECAST AT SIX HOUR INTERVALS AND WILL PROVIDE SPECIAL TEMPERATURE READINGS AT ANY TIME TEMPERATURE VARIES FROM THOSE FORECAST FOR A GIVEN PERIOD.

(2) FREQUENCY OF TEMPERATURE READINGS AND FORECAST WILL BE INCREASED UPON VERBAL REQUEST OF JOB CONTROL TO THE WEATHER STATION.

AMEND #2

39

THIS PAGE IS DECLASSIFIED IAW EO 13526

23

THIS PAGE IS DECLASSIFIED IAW EO 13526

HEADQUARTERS  
4228TH STRATEGIC WING (SAC)  
UNITED STATES AIR FORCE  
Columbus Air Force Base, Mississippi

REPLY TO  
ATTN OF: DCML

1 October 1961

SUBJECT: Amendment #4 to the Wing Mobility Plan

TO: See Basic Distribution

1. Attached is amendment #4 to the Wing Mobility Plan dated 1 July 1961. This amendment is effective 1 October 1961.
2. Make the following pen and ink changes: Par 5a(1)(a), MP#2, delete "Headquarters Squadron" and change "CLARK (Combat Launch and Recovery Kit)" to read "Supply Squadron".
3. Remove and insert the following pages:

<u>SECTION AMENDED</u>	<u>REMOVE PAGE(S)</u>	<u>INSERT PAGE(S)</u>
Distribution	1	1
Part II, Sec A	1	1
Part II, Sec B	1 & 2	1 & 2
Part III, MP #6	1 thru 6	1 thru 6
Part III, MP #6, Atch #4	1	1
Part III, MP #12	1 & 2	1 & 2
Part IV, Sec A	1	1
Part IV, Sec B	3	3
Part IV, Sec C	3	3
Part V, Sec D	1 & 2	1 & 2
Part V, Sec E	1	1
Part V, Sec F	1 & 2	1 & 2
Part V, Sec G	1	1
Part V, Sec H	1	1

4. File this cover sheet in front of the Plan.

FOR THE COMMANDER

*for* *Lawrence Cometh, Lt. Col.*  
GEORGE R. ANDERSON  
Colonel, USAF  
Deputy Commander for Maintenance

1 Atch  
Amend #4, Wg Mob Plan

<u>AGENCY</u>	<u>DISTRIBUTION</u>	<u>NO. OF COPIES</u>
2AF, ATTN: DM2C		1
LAD		1
<u>4228th Strat Wg</u>		
C		1
DCO		11
	(DCO-2)	
	(DCOBO-1)	
	(DCOT-2)	
	(DCOS-1)	
	(DCOE-1)	
	(DCOD-1)	
	(DCOC-1)	
	(BSC-1)	
	(ARSC-1)	
DCM		25
	(DCM-1)	
	(DCMQC-1)	
	(DCMMC-1)	
	(DCMMT-1)	
	(DCML-20)	
DSUP		8
	(DSUP-1)	
	(DSUPO-2)	
	(DSUPB-2)	
	(DSUPBK-1)	
	(SSC-2)	
DP		5
BCR		2
	(BCR-1)	
	(BCRF-1)	
SAFE		1
BDCE		2
BDCL		3
	(BDCL-1)	
	(CDSC-1)	
	(CDSL-1)	
BDCS		3
	(BDCS-1)	
	(FSSC-1)	
	(BDCSH-1)	
BDCM		5
	(BDCM-1)	
	(TSC-1)	
	(TSTM-2) (Plus 2 copies MP #4)	
	(TSMT-1)	
DAS		3
HSC		2
OMSC		2
FMSC		4
AEMSC		2
IXO		5
SUCO		1
SJA		1
		<u>91</u>

Amend #4  
4228TH STRAT WG MOB PLAN



HEADQUARTERS  
 4228TH STRATEGIC WING (SAC)  
 UNITED STATES AIR FORCE  
 Columbus Air Force Base, Mississippi

PART II

SECTION A

RECAPITULATION SHEET

	<u>B-52 Mobile Recovery Team "A"</u>		<u>B-52 Mobile Recovery Team "B"</u>	
	<u>PAX</u>	<u>CARGO</u>	<u>PAX</u>	<u>CARGO</u>
4228th OMS	9	275	10	265
4228th FMS	12	4701	11	4718
4228th AEMS	2	-	2	-
4228th SS	-	1929	-	1908
4228th FSS	-	1175	-	1175
	<hr/>	<hr/>	<hr/>	<hr/>
TOTAL	23	8080	23	8066

Amend #4  
 4228TH STRAT WG MOB PLAN  
 1 OCT 61

HEADQUARTERS  
4228TH STRATEGIC WING (SAC)  
UNITED STATES AIR FORCE  
Columbus Air Force Base, Mississippi

PART II

SECTION B

B-52 MOBILE RECOVERY TEAMS

1. PERSONNEL: The following personnel will be furnished by the squadron indicated for B-52 Mobile Recovery Teams "A" and "B".

<u>AFSC</u>	<u>FUNCTION</u>	<u>NO. PER TEAM</u>	<u>(TEAM A) ORG</u>	<u>(TEAM B) ORG</u>
4344 4316	OIC	1	FMS	OMS
43190	Flight Chief	1	OMS	OMS
43171E	Crew Chief	3	OMS	OMS
43151E	Acft Mech	5	OMS	OMS
43250	Jet Eng Mech	4	FMS	FMS
42152	Hydr Rpmn	2	FMS	FMS
42250	Inst Rpmn	1	FMS	FMS
42350	Electrical Rpmn	2	FMS	FMS
53450	Airframe Rpmn	1	FMS	FMS
42153	Gnd Pwr/Sup Rpmn	1	FMS	FMS
30150	Radio Tech	1	AEMS	AEMS
30151	Elec Nav Eq	1	AEMS	AEMS
	TOTAL	23		

Amend #4  
4228TH STRAT WG MOB PLAN  
1 OCT 61

2. MATERIEL: The following materiel will be furnished by the squadron indicated for the B-52 Mobile Recovery Teams.

<u>STOCK NO.</u>	<u>NOMENCLATURE</u>	<u>QUANTITY PER TEAM</u>	<u>RESPONSIBLE AGENCY</u>
2835-610-6501	Compressor, MALA (Start Unit)	1	FMS
5120-287-4156	Handle, socket wrench hinge 3/4" sq dr	1	FMS
5120-534-0829	Wrench, MLG axle nut	1	FMS
5120-541-6662	Tool, flare	1	FMS
6115-635-5595	Generator, MD-3	1	FMS
6625-724-8582	Multimeter	1	FMS
1730-632-8425	Jack, 75 ton	1	FMS
5220-588-6033	Dip Sticks, fuel (Wg)	1	OMS
6230-556-8677	Light, N-1	2	OMS
6230-299-5721	Searchlight	2	OMS
6230-299-3039	Flashlight, wand	8	OMS
6230-299-5714	Flashlight, A-5A	5	OMS
6680-342-4156	Dip Sticks, fuel (Body)	1	OMS
6665-526-5336	Radiac Set, AW/PDR-39	1	OMS
T.O. 1B-52D-2-2	Handbook	1	OMS
1630-516-6665	Wheel, main	2	SS (CLARK)
1630-671-9692	Brake	1	SS (CLARK)
2620-684-5181	Casing	2	SS (CLARK)
1005-554-0228	Weapon, 38 cal.	1	SS (DSUPO)
1005-670-7675	Weapon, carbine	22	SS (DSUPO)
3465-264-5085	Bag, sleeping	23	SS (DSUPO)
1305-038-6509-A182	Ammo, basic load	22	SS (DSUPO)
1305-752-8771-A404	Ammo, basic load	1	SS (DSUPO)

HEADQUARTERS  
4228TH STRATEGIC WING (SAC)  
UNITED STATES AIR FORCE  
Columbus Air Force Base, Mississippi

DCML

MOBILITY PUBLICATION NO. 6

SUBJECT: Squadron Mobility Procedures

1. PURPOSE: To establish squadron mobility procedures.
2. SCOPE: This MP applies to each squadron providing personnel and/or materiel for deployment.
3. GENERAL: The operational concepts supported by staging teams are "Quick Reaction" missions which will not permit time consuming personnel processing; therefore, personnel assigned to staging teams must be completely preprocessed and in a ready-to-go status.
4. RESPONSIBILITIES: Each squadron commander will insure development and implementation of squadron mobility procedures to insure the successful fulfillment of assigned mobility commitments in the EWO and insure that his personnel are in a constant state of readiness; and appoint a mobility officer and mobility NCOIC on Squadron Orders. The primary duty of the mobility officer/NCOIC during EWO will be to assist the commander with mobility matters.
5. PROCEDURES: Unit Commanders will designate representatives who will:
  - a. Maintain a current mobility personnel status chart of primaries and alternates to fill deployment requirements. Inform personnel processing branch immediately when changes occur. Submit a written report every Friday to confirm changes made during the week; negative reports are required. A file copy of this report will be maintained until the next quarterly mobility inspection after which they may be destroyed.
  - b. Designate Squadron Assembly Area for mobility processing.
  - c. Upon selection of an individual for a mobility assignment:
    - (1) Prepare a 2AF Form 128 for each primary and alternate selected for mobility. Fill in the heading on both sides of the form. Accomplish all of Part IV (initial processing) that can be completed by the squadron and then require the individual to hand carry the form to PERSONNEL, HOSPITAL (for immunizations), DENTAL CLINIC, and SUPPLY (Organizational) for completion of processing action.

Amend #4  
4228TH STRAT WG MOB PLAN  
1 OCT 61



(2) Accomplish Part I of the 2AF Form 128, inspecting all items required at 30, 90, and 180 days. Any discrepancy that would preclude the individual from being fully prepared for mobility will be indicated in the appropriate block and corrective action taken to correct the discrepancy.

(3) When an individual is deleted from a mobility team, he will again hand carry the 2AF Form 128 to Organizational Supply, turn in his mobility gear, and have the last item in Part I cleared by the Supply representative. The supply representative will enter the date after the words "Supply Cleared" and then enter his signature and rank on the next line.

(4) Issue selectee a SAC Form 532, Mobility Identification and Instruction card.

(5) Brief each individual on his responsibilities. The following subjects will be discussed and explained:

- (a) Alert recall plan.
- (b) Personal affairs.
- (c) Dental health and immunization requirements.
- (d) Mobility clothing and equipment requirement.
- (e) Squadron mobility procedures.

(f) Emphasize reporting time at the squadron assembly area in terms of A+ hours.

(6) Present each assignee a letter of appointment with attachments similar to 1, 2, and 3 to this MP. Require each individual to complete the certificate acknowledging understanding of his appointment to a staging team and the responsibilities entailed. File signed certificate in individual's mobility folder.

(7) Insure that immunizations are maintained in a current status, in accordance with attachment #4 to this MP.

(8) At the desire of the individual accomplish class "G" allotment, and file it in the individual's mobility folder.

(9) Insure that each individual possesses a current ID Card (DD Form 2AF), Geneva Convention Card (DD Form 528), identification tags, Restricted Area Badge (SAC Form 138), dosimeter, immunization certificate (DD Form 737), and Personnel Alert Card (SAC Form 28).

(10) Insure that each individual obtains the clothing and equipment listed in attachments 1, 2, and 3 to this MP. Arctic clothing will be bagged, sealed and stored by consolidated unit supply ready for issue on a presigned custody receipt.

(11) Insure that personnel who are authorized tool kits possess all required tools.

(12) Issue supply of baggage identification tags (AF Form 94a, Cabin Identification Tag, and 94b/94b-1, Baggage Identification Tag) for use on personal baggage, etc.

(13) Insure that AF Form 246, "Record of Emergency Data" is maintained current on each individual.

(14) Insure that dental status is class I or II.

(15) Establish an individual mobility folder containing the following:

(a) Record of monthly inspections (2AF Form 128).

(b) List of equipment shortages.

(c) Letter of appointment to a staging team (attached certificates signed by appointee).

d. Publish squadron mobility publications using attachments #7 and #8 to this MP as a format. A copy of each MP and subsequent changes will be furnished to the Wing Logistics Division. Each new MP will be approved by the Wing Logistics Officer prior to publication. Approval letters will be filed in the squadron mobility section.

(1) Squadrons furnishing personnel or materiel for deployment will publish the following MPs.

(a) MP #1, "Processing of Personnel".

(b) MP #2, "Documentation and Loading of Passengers and Cargo".

(c) MP #6, "Squadron Mobility Procedures". This MP will have attachments listing immunization requirements, clothing, and equipment.

(2) Each section concerned with squadron mobility procedures will maintain current copies of these MPs.

e. Develop and maintain an up-to-date telephone and non-telephone recall plan in accordance with SACM 55-2.

f. Report discrepancies noted in SACMs of 400 series and this Plan to the Wing Logistics Officer.

g. Establish transportation requirements in advance for movement of personnel, baggage, and cargo if required during execution of this Plan. (The motor transportation officer will list all EWO transportation requirements in Annex "C", Base Support Plan).

h. Conduct a mobility inspection every 30 days. During this inspection accomplish the following: Utilizing 2AF Form 128, inspect each mobility individual for mobility preparedness. Determine if the squadron mobility publications and check lists are current; check all boxes for proper markings; check materiel committed for serviceability; insure that all items are on hand, properly packaged, and documented. Brief all key personnel and mobility assignees on their mobility responsibilities during EWO. Make a written report of the inspection to include all discrepancies. Maintain a complete file of all mobility inspections and corrective action taken during the last 6 months. Send an information copy of each inspection report to the Wing Logistics Officer. This report will include a list of equipment shortages and a brief statement of action taken to obtain the equipment, the estimated date of delivery, and the control number assigned to the requisition.

i. Maintain current copies of the following publications on file:

- (1) SACR 400-3
- (2) SACM 76-1\*\*
- (3) SACM 400-1
- (4) SACM 400-1D\*
- (5) MATS SOP NO. 2\*\*
- (6) Wing Mobility Plan
- (7) Base Support Plan

\*For those squadrons supporting B-52 aircraft.

\*\*Traffic Management Officer only.

j. Upon execution of an operations order directing deployment:

- (1) Recall personnel.
- (2) Identify team members to Director of Personnel (Personnel Processing Branch) in accordance with MP #1.

(3) Process mobility personnel.

(a) Check to insure that each mobility individual possesses:

- 1 Identification card (DD Form 2AF).
- 2 Immunization certificate (DD Form 737).
- 3 Restricted Area Badge (SAC Form 138).
- 4 Identification tags.
- 5 Dosimeter.
- 6 Geneva Convention Identification Card (Laminated DD Form 528)
- 7 Clothing and mobility gear.
- 8 Tool kit.
- 9 Mobility Identification and Alert Card (SAC Form 532)
- 10 Ear Plugs.
- 11 Personnel Alert Card (SAC Form 28)

(b) Have additional baggage tags and baggage slips available and insure that all baggage is properly tagged.

(c) Provide opportunity for personnel to make or change class "G" allotment, and AF Form 246 (Record of Emergency Data).

(d) Insure that all items listed in attachment No. 6 to this MP are worn or carried on the person of each individual at time of deployment. These items will not be packed in stowed baggage.

(4) Insure completion of AF Form 1323, Sign In/Out Morning Report Register.

(5) Release mobility personnel to their duty section. (Note: In order to provide flexibility and insure full and effective use of mobility personnel for aircraft generation, squadron processing may be performed at any convenient time prior to planned assembly time specified in the deployment time table, Part IV, this Plan. Squadrons affected must select the procedure that best meets their individual requirements).



(6) The crew chief/assistant crew chief on deploying KC-135 aircraft will not report to the Base Assembly Area, but will be processed by the squadron and proceed directly to their assigned aircraft. OMS will provide the 901st Air Refueling Squadron with a current list of crew chiefs/assistant crew chiefs and tail numbers of aircraft to which assigned. The 901st ARS operations section will include these personnel on flight orders and manifest them on DD Form 175 with the crew.

(7) Deliver MRT baggage (Arctic bag and personal clothing) to the MATS aircraft upon request of Traffic Management Officer. Tool kits and cabin baggage will remain with the individual until MRT personnel are delivered to the Base Assembly Area.

(8) Reassemble MRT personnel upon receipt of deployment execution message and deliver them to the base assembly area within one hour.

(9) The senior OIC/NCOIC for each aircraft load will be responsible for delivering the load to the OIC base assembly area.

6. REFERENCES: SACM 400-1 and SACM 400-1/2AF Sup 1.

IMMUNIZATIONS REQUIRED BY MOBILITY APPOINTEES

	Annually	4 years	Series
Small Pox	X		
Typhoid	X		
Tetanus		X	
Typhus	X		
Polio*			X

\*Polio series of three shots required for all personnel under 40 years of age.

Second shot due four weeks after first shot.  
 Third shot due seven months after second shot.  
 Personnel under age 40 proceeding outside the 50 states will  
 receive in addition, one reimmunization if at least 1 year  
 has elapsed since a completed series.

Amend #4  
 4228TH STRAT WG MOB PLAN  
 ATCH NO. 4  
 MP #6  
 1 OCT 61

HEADQUARTERS  
4228TH STRATEGIC WING (SAC)  
UNITED STATES AIR FORCE  
Columbus Air Force Base, Mississippi

DCML

MOBILITY PUBLICATION NO. 12

SUBJECT: Inflight Rations (Mobility)

1. PURPOSE: To establish a procedure for providing inflight rations to deploying personnel.
2. SCOPE: This MP applies to the Food Service Squadron, Operations Officer 901 AREFS, Traffic Management Officer, and the Personal Equipment Section.
3. RESPONSIBILITIES:
  - a. The Food Service Officer will:
    - (1) Provide rations for deploying personnel.
    - (2) Prepare and deliver all rations required by this Plan.
  - b. The Commander, Transportation Squadron, will furnish the Food Service Squadron with a truck and a driver authorized to drive on the Flight Line.
  - c. The operations officer, 901st AREFS will request inflight perishable lunches for crew members and passengers deploying on unit tankers.
  - d. The personal equipment branch will maintain rations for live aboard concept on each alert KC-135 aircraft.
4. PROCEDURES:
  - a. The Food Service Officer will:
    - (1) Prepare and deliver inflight perishable lunches requested by operations officer, 901st AREFS. Delivery will be made to the aircraft at the requested delivery time.
    - (2) Prepare and deliver inflight perishable and IF type lunches requested by the troop commanders for inflight consumption by the B-52 Mobile Recovery Teams. Lunches will be delivered to the troop commanders at building 2521.

Amend #4  
4228TH STRAT WG MOB PLAN  
1 OCT 61

(3) Furnish 25 cases of "IF-9" rations, or suitable substitute, to each of the B-52 Mobile Recovery Teams. These rations will be delivered to the MATS aircraft upon notification by the Traffic Management Officer.

(4) Upon execution of the EWO, Food Service will issue three cases of IF-9 rations to each generated KC-135 aircraft (Non-alert aircraft). Delivery of IF-9 rations to the aircraft will be made at the time perishable inflight lunches are delivered.

b. The personal equipment branch will maintain three cases of IF-9 rations, or suitable substitute, on each KC-135 alert aircraft, for live aboard concept.

c. The operations officer, 901st Air Refueling Squadron, will request all perishable inflight lunches required for crews and passengers deploying on KC-135 aircraft. He will submit the following information to inflight kitchen personnel:

- (1) Number of perishable and IF type lunches required for each aircraft.
- (2) Parking spot on ramp.
- (3) Delivery time for lunches.



## PART IV

## SECTION A

## DEPLOYMENT TIME TABLES

<u>Flt No.</u>	<u>Number of Passengers</u>	<u>Tons of Cargo</u>	<u>Assembly Time for Cargo</u>		<u>Load Time for Cargo</u>		<u>PAX</u>
B-52 MRT "A"							
*MO1	23	4.0	A/E+7:00	A/E+8:00	A/E+8:00	A/E+9:00	
B-52 MRT "B"							
*MO2	23	4.0	A/E+7:00	A/E+8:30	A/E+8:00	A/E+9:00	

\*Assembly and load times for MRT personnel and cargo are for planning purposes only. Actual assembly and load of personnel will be accomplished only after receipt of a separate execution message from CINCSAC. Assembly and load of cargo will be accomplished at times specified by the Traffic Management Officer.

Amend #4  
4228TH STRAT WG MOB PLAN  
1 OCT 61

THIS PAGE IS DECLASSIFIED IAW EO 13526

PRIORITY OF OUTMOVEMENT		STAGING TEAM OR AIR ECHELON		UNIT	FLIGHT NR	PHASE
		B-52 MRT A		4228th Strat Wg	MOI	1
PRIORITY NUMBER	SQUADRON	ELEMENT	AFSC OR ITEM	WEIGHT	CUBE	NAME OR BOX NUMBER (To be completed by organization)
	4228 SS	CLARK	Spares	297	6.0	4228L-MRT-1A
	4228 SS	CLARK	Tire	542	29.0	4228L-MRT-2A
	4228 SS	CLARK	Tire	542	29.0	4228L-MRT-3A
	4228 SS	Supply	Weapons	109	7.2	4228L-5-1
	4228 SS	Supply	Weapons	123	7.2	4228L-5-2
	4228 SS	Supply	Sleeping Bag	263.5	25.0	4228L-5-3
	4228 SS	Supply	Ammo	52.5	.8	4228L-5-4
	4228 FMS	Maint	Compressor MA-1A	1250	137.0	4228J-4-1
	4228 FMS	Maint	Generator DM-3	2700	198.0	4228J-4-2
	4228 FMS	Maint	UME Eq	51	2.6	4228J-4-3
	4228 FMS	Maint	Jack	700	61.0	4228J-4-4
	4228 OMS	Maint	UME Eq	275	14.0	4228H-4-1
	4228 FSS	Maint	Rations	1175	45.0	
			TOTAL	8080.0	561.8	

Amend #4  
4228TH STRAT WG MOE PLAN  
PART IV, SEC B  
1 OCT 61

THIS PAGE IS DECLASSIFIED IAW EO 13526

PRIORITY OF OUTMOVEMENT		STAGING TEAM OR AIR ECHELON		UNIT		FLIGHT NR	PHASE
		B-52 MRT B		4228th Strat Wg		MO2	1
PRIORITY NUMBER	SQUADRON	ELEMENT	AFSC OR ITEM	WEIGHT	CUBE	NAME OR BOX NUMBER (To be completed by organization)	
	4228 SS	CLARK	Spares	280	6.0	4228L-MRT-4B	
	4228 SS	CLARK	Tire	542	29.0	4228L-MRT-5B	
	4228 SS	CLARK	Tire	542	29.0	4228L-MRT-6B	
	4228 SS	Supply	Weapons	123	7.2	4228L-5-5	
	4228 SS	Supply	Weapons	108	7.2	4228L-5-6	
	4228 SS	Supply	Sleeping Bag	260.5	25.0	4228L-5-7	
	4228 SS	Supply	Ammo	52.5	.7	4228L-5-8	
	4228 FMS	Maint	Compressor	1250	137.0	4228J-4-5	
	4228 FMS	Maint	Generator MD-3	2700	198.0	4228J-4-6	
	4228 FMS	Maint	UME Eq	40	2.5	4228J-4-7	
	4228 FMS	Maint	Jack	728	61.1	4228J-4-8	
	4228 OMS	Maint	UME Eq	265	14.0	4228H-4-2	
	4228 FSS	Maint	Rations	1175	45.0		
			TOTAL	8066	561.7		

Amend #4  
 4228TH STRAT WG MOB PLAN  
 PART IV, SEC C  
 1 OCT 61

HEADQUARTERS  
4228TH STRATEGIC WING (SAC)  
UNITED STATES AIR FORCE  
Columbus Air Force Base, Mississippi

PART V

SECTION D

CONTINGENCY PLAN OPORD 23-62

1. PURPOSE: This contingency plan implements SAC OPORD 23-62 and 2AF OPORD 296-62.
2. SCOPE: This contingency plan affects all Maintenance, Control, Service and Medical elements at this base.
3. GENERAL:
  - a. TDY support personnel will be deployed for a minimum period of 60 days. Rotation dates will be staggered to maintain continuity of experience at the forward base.
  - b. Personnel and their baggage will be transported on the same aircraft and will not be separated en route.
4. RESPONSIBILITIES:
  - a. The following agencies will furnish personnel to support this operation: HSC, AEMSC, FMSC, OMSC, CDSC, FSSC, TSC, SUCCO, SSC.
  - b. Commanders will insure that the personnel they furnish are pre-processed IAW this plan and are fully qualified in their specialty.
  - c. The Director of Personnel will insure that personnel commitments are met by utilizing full base resources.
  - d. Director of Supply will provide supply support as required.
5. PROCEDURES:
  - a. PROCESSING OF PERSONNEL:
    - (1) Personnel will be pre-processed IAW MP #6, this plan (except, clothing and equipment listed in attachment number one to this contingency plan will be deployed in lieu of clothing and equipment listed in attachments one, two, and three to MP #6.)
      - (a) Personnel records will not be deployed for TDY personnel.
      - (b) Each individual will hand carry a copy of his current AF Form 246, "Record of Emergency Data" to the unit to which he is attached at the forward base.

Amend #4  
4228TH STRAT WG MOB PLAN  
1 OCT 61



(2) Passengers will be manifested IAW MP #2.

b. TDY ORDERS: Temporary duty orders will be issued in accordance with AFM 10-3 and SAC Sup thereto. CIPAP will be authorized. Orders will not be designated as group travel orders. Orders will be unclassified. Orders will specify the parent organization to which personnel will be attached during the period of temporary duty. Justification For Orders: TDY orders will use the following statement verbatim: "PURPOSE-SAC AIR OPERATIONS", authority, "2AF OPOD 296-62".

c. CONTROL OF ROTATION PERSONNEL:

(1) Squadrons providing personnel for "Reflex Support" will maintain a current roster of personnel who have been pre-processed and are in a ready-to-go status. A sufficient number of primary and alternate team members will be pre-processed to insure squadron capability to fulfill its personnel commitment.

(2) The Director of Personnel will advise the forward base by priority message, the name, grade, and service number of personnel deploying/re-deploying on the next airlift increment not later than four working days prior to scheduled departure of the support aircraft from the home station.

(3) Crew chiefs will accompany aircraft to and from the forward area. When 43151E Crew Chiefs are furnished in lieu of 43171E Crew Chiefs, only exceptionally well qualified five level personnel certified by the Wing DCM will be utilized to fill these positions.

(4) Upon execution of this contingency plan the Wing Logistics Division will:

(a) Notify all units concerned.

(b) Request the squadrons to compile a firm list of personnel to be deployed and deliver this list to personnel processing section. This list will include Name, Rank, Service Number, Organization, Security Clearance, the number of pieces of baggage that each individual will deploy, period of TDY, and Task Number.

(c) Advise all units concerned of the time of deployment.

(d) Advise Personnel Processing Section of the address and the designation of the parent unit at the forward base.

d. COMPTROLLER:

(1) The comptroller will brief TDY personnel on the following:

PRIORITY OF OUTMOVEMENT		STAGING TEAM OR AIR ECHELON		UNIT		FLIGHT NR		PHASE	
		REFLEX SUPPORT TEAMS 1 & 2		4228th Strat Wg					
TASK NO.	SQUADRON	ELEMENT	AFSC OR ITEM	WEIGHT	DAYS TDY	NAME OR BOX NUMBER (To be completed by organization)			
TASK NO.	SQUADRON	ELEMENT	AFSC OR ITEM	WEIGHT	DAYS TDY	JOB TITLE			
* 9	Wg Hq Sq	Maint	43151/71E	300	30	NCO Workload Control			
15	AEMS	Maint	30151/71	300	30	NCO Plans & Scheduling			
* 38	OMS	Maint	43151/71E	300	30	TSGT/A2C Acft Servicing			
39	OMS	Maint	43151/71E	300	30	TSGT/A2C Acft Servicing			
40	OMS	Maint	43151/71E	300	30	TSGT/A2C Acft Servicing			
* 73	OMS	Maint	60350	300	60	A1C/A2C Vehicle Operator			
* 96	OMS	Maint	43151/71E	340	30	MSGT/A2C Launch & Recovery			
* 97	OMS	Maint	43151/71E	340	30	MSGT/A2C Launch & Recovery			
*121	FMS	Maint	43430/70	300	60	NCO Production Control			
149	FMS	Maint	42350/70	340	45	TSGT/A1C Electric			
*159	FMS	Maint	43153/73	340	30	SSGT/A2C IFR			
181	FMS	Maint	43250/70	340	45	MSGT/A2C Jet Eng Mech			
*183	FMS	Maint	53450/70	340	60	SSGT/A2C Structural Rep			
*194	FMS	Maint	43151/71E	340	60	MSGT/A2C Repair & Recl			
206	FMS	Maint	43151/71E	340	45	MSGT/A2C Repair & Recl			
222	FMS	Maint	43155/75	340	45	TSGT/A1C Fuel System			
*237	AFMS	Maint	30150/70	340	34	TSGT/A2C Radio			
*247	AFMS	Maint	30151/71	340	45	TSGT/A2C Radar			
* Team 1 only.									
Team 2 consists of all personnel listed above.									
Amend #4 4228TH STRAT WG MOB PLAN PART V, SEC E 1 OCT 51									

PRIORITY OF OUTMOVEMENT		STAGING TEAM OR AIR ECHELON		UNIT	FLIGHT NR	PHASE
		REFLEX SUPPORT TEAMS 3 & 4		4228th Strat Wg		
PRIORITY NUMBER	SQUADRON	ELEMENT	AFSC OR ITEM	WEIGHT	CORE	NAME OR BOX NUMBER (To be completed by organization)
TASK NO.					DAYS TDY	JOB TITLE
* 4	Wg Hq Sq	Control	1416	300	90	Major Operations
* 23	Wg Hq Sq	Control	43190	300	90	CMSGT Maint Control
34	AEMS	Control	30171	300	90	TSGT Maint Control
* 40	OMS	Maint	4344	300	90	Capt Maint Officer
47	OMS	Maint	43190	300	90	SMSGT Maint Supervision
* 49	OMS	Maint	43171E	300	90	MSGT Maint Tech
62	OMS	Maint	43171E	300	90	MSGT Maint Tech
* 68	FMS	Maint	4344	300	90	Capt Maint Officer
89	OMS	Maint	43171E	300	90	MSGT Servicing
*100	OMS	Maint	60350	300	90	SSGT Vehicle Operator
107	OMS	Maint	43171E	300	90	MSGT Launch & Recovery
111	FMS	Maint	43270	300	90	MSGT Jet Eng Mech
*152	AEMS	Maint	30190	300	90	SMSGT A&E Supervisor
158	AEMS	Maint	42373	300	90	MSGT Auto Pilot
168	AEMS	Maint	30171	300	90	MSGT Abn Radar
* Indicates Team 3.						
Team 4 consists of all personnel listed above.						
Amend #4						
4228TH STRAT WG MOB PLAN						
PART V, SEC F						
1 OCT 61						

PRIORITY OF OUTMOVEMENT		STAGING TEAM OR AIR ECHELON		UNIT	FLIGHT NR	PHASE
		REFLEX SUPPORT TEAMS 3 & 4		4228th Strat Wg		
<del>PRIORITY NUMBER</del>	SQUADRON	ELEMENT	AFSC OR ITEM	WEIGHT	<del>TIME</del>	NAME OR BOX NUMBER (To be completed by organization)
TASK NO.					DAYS TDY	JOB TITLE
*178	Supply	Service	64650	300	90	ALC Org Sup
*200	Supply	Mgt	64570	300	90	TSGT Management
*220	Supply	Service	92230A	300	90	ALC Personal Equipment
*244	Food Svc	Service	62230	300	90	A2C Dining Hall
258	Food Svc	Service	62230	300	90	A2C Dining Hall
299	Supply	Service	64350A	300	90	ALC POL
*380	Trans	Service	60350	300	90	ALC Motor Vehicle Operator
*392	Trans	Service	60330	300	90	A2C Motor Vehicle Operator
*405	CombatDef	Service	77150	300	90	ALC Weapons Sys Sec
*421	Wg Hq Sq	Service	73230	300	90	A2C Mil Personnel
*425	858MedGp	Service	90270	300	90	TSGT Nursing Support
	* Team 3.					
	Team 4 consists of all listed personnel					
Amend #4 4228TH STRAT WG MOB PLAN PART V, SEC F 1 OCT 61						



PRIORITY OF OUTMOVEMENT		STAGING TEAM OR AIR ECHELON		UNIT	FLIGHT NR	PHASE
		REFLEX SUPPORT TEAM 5		4226th Strat Wg		
PRIORITY NUMBER	SQUADRON	ELEMENT	AFSC OR ITEM	WEIGHT	<del>UNIT</del> DAYS TDY	NAME OR BOX NUMBER (To be completed by organization)  JOB TITLE
TASK NO.						
16	Wg Hq Sq	Maint	43430/70	300	45	NCO Reports & Analysis
28	OMS	Maint	43151/71E	300	30	TSGT/A2C Servicing
36	OMS	Maint	60350	300	60	A1C/A2C Vehicle Driver
46	OMS	Maint	43151/71E	340	60	MSGT/A2C Launch & Recovery
47	OMS	Maint	43151/71E	340	60	MSGT/A2C Launch & Recovery
63	OMS	Maint	43190	300	60	SMS FM Supervisor
72	FMS	Maint	43250/70	340	30	MSGT/A2C Jet Eng Mech
90	FMS	Maint	43151/71E	340	45	MSGT/A2C Repair Recl
94	FMS	Maint	43153/73	340	30	SSGT/A2C IFR
134	AEMS	Maint	30151/71	340	30	TSGT/A2C Abn Radar
5	AEMS	Maint	30151/71	300	60	NCO Maint Control
117	AEMS	Maint	30190	300	60	SMS A&E Supervisor
Personnel already processed for teams 1 or 2 may be utilized to fill the commitment for Team 5.						
Amend #4 4226TH STRAT WG MOB PLAN PART V, SEC G 1 OCT 61						

PRIORITY OF OUTMOVEMENT		STAGING TEAM OR AIR ECHELON		UNIT	FLIGHT NR	PHASE
		REFLEX SUPPORT TEAM 6		4228th Strat Wg		
PRIORITY	SQUADRON	ELEMENT	AFSC OR ITEM	WEIGHT	<del>CUMX</del>	NAME OR BOX NUMBER (To be completed by organization)
TASK NO.					DAYS TDY	JOB TITLE
4	901st	Control	1416	300	90	MAJOR Operations
20	OMS	Maint	43171E	300	90	MSGT Organizational Maint
62	Supply	Service	64350A	300	90	AIC POL Servicing
Personnel already processed for Teams 3 and 4 may be utilized to fill the commitment for Team 6.						
Amend #1 4228TH STRAT WG MOB PLAN PART V, SEC H 1 OCT 61						

THIS PAGE IS DECLASSIFIED IAW EO 13526

24

THIS PAGE IS DECLASSIFIED IAW EO 13526

HEADQUARTERS  
4228TH STRATEGIC WING (SAC)  
UNITED STATES AIR FORCE  
Columbus Air Force Base, Mississippi

REPLY TO

ATTN OF: DCML

27 October 1961

SUBJECT: Amendment #5 to the Wing Mobility Plan

TO: See Basic Distribution

1. Attached is amendment #5 to the Wing Mobility Plan dated 1 July 1961. This amendment is effective 27 October 1961.
2. Make the following pen and ink change: Atch #1, Sec D, Part V, under "CLOTHING REQUIRED FOR REFLEX SUPPORT PERSONNEL" add "1 pr overshoes, rubber".
3. Remove and insert the following pages:

<u>SECTION AMENDED</u>	<u>REMOVE PAGE(S)</u>	<u>INSERT PAGE(S)</u>
Part V, Sec B	1	1
Part V, Sec D	5 & 6	5 & 6
Part V, Sec E	1	1 & 2
Part V, Sec F	1 & 2	1
Part V, Sec G	1	
Part V, Sec H	1	

4. File this cover sheet in front of the Plan.

FOR THE COMMANDER:

*George R. Anderson*  
GEORGE R. ANDERSON  
Colonel, USAF  
Deputy Commander for Maintenance

1 Atch  
Amend #5, Wg Mob Plan



HEADQUARTERS  
4228TH STRATEGIC WING (SAC)  
UNITED STATES AIR FORCE  
Columbus Air Force Base, Mississippi

PART V

SECTION B

DEPLOYMENT TIME TABLES

<u>Flt. No.</u>	<u>Number of Passengers</u>	<u>Assembly Time for PAX</u>	<u>Load Time for PAX</u>
A01	2	A+4:00	A+4:00
A02	2	A+6:00	A+6:00

Amend #5  
4228TH STRAT WG MOB PLAN  
27 OCT 61

21. Four oil cooler air exit, F71249.
22. Four water pump air exhaust, F71258.
- \*23. Detector, carbon monoxide.
- \*24. Disinfectant tablets, 1 bottle.
- \*25. Bar, insect, 5 each.
- \*26. Bag, plastic, 50 each (liner for the can).
- \*27. Rations, IF type, 3 cases.
- \*28. Check list, refuel-defuel.
- \*29. Cord, 100' interphone, 2 each.
- \*30. Ground wire, static, 2 each.
- \*31. Aerosol bombs, 2 each.
- \*32. Headset, 2 each.
- \*33. Chocks, wooden, 4 each.
- \*34. Form 992, 1 pad.
- \*35. Package of aircraft forms to include the active DD Forms 829 on installed A&E equipment, engines and auxiliary power unit.

\* Required items that are not listed on DD Form 780.

g. SUPPLY: Upon execution of this plan the Director of Supply will:

(1) Transfer property as directed by SAC and 2AF, to support the reflex operation.

(2) Satisfy immediate requirements IAW Appendix III, Annex D, 2AF OPOD 296-62 (classified).

h. All, repeat all, cargo loaded aboard reflex action tactical aircraft will be properly documented in accordance with existing USAF and SAC directives. Aircraft commanders are charged with the responsibility of assuring only manifested cargo is placed aboard the aircraft. Personal effects of individuals, other than crew members and passengers aboard the aircraft, will be manifested as cargo.

Amend #5  
4228TH STRAT WG MOB PLAN  
PART V, SEC D  
27 OCT 61

5

i. SUBSISTENCE: Flight lunches will consist of food packets (IF) or pre-cooked frozen meals. The home base will provide flight lunches in sufficient quantities to subsist personnel moving in military aircraft to final destination. Procedures outlined in MP #12 apply.

j. JUDGE ADVOCATE: TDY personnel are under the court-martial jurisdiction of the commander of the unit to which they are attached.

k. SUPPORT PERSONNEL MAIL: Mail for augmentation support personnel will be addressed to applicable APO and will include the words "Reflex Support" below the name.

l. INSECT CONTROL: All aircraft will carry a minimum of two aerosol bombs. Aircraft will be completely sprayed 30 minutes prior to landing at the first stop subsequent to crossing the United States boundary.

6. REFERENCES: SACR 400-3, SACM 400-1, 55-12, 27-1, SAC OPORD 23-62, 2AF OPORD 296-62.

PRIORITY OF OUTMOVEMENT		STAGING TEAM OR AIR ECHELON		UNIT		FLIGHT NR		PHASE
		REFLEX SUPPORT TAB 1		4228 Strat Wg				
EXORCIST NO/GR/GR	SQUADRON	JOB TITLE	AFSC OR ITEM	GRADE RANK	DAYS TDY	NAME CHECK NUMBER		
TASK NO.						INDOC	1/16	1/8
3	Hq Wg	Maint Cont	3190	CMS	60	1	1	1
11	AFMS	Maint Cont	30151/71	NCO	60	1	1	1
29	Hq Wg	Maint Cont	43151/71E	NCO	30			1
32	Hq Wg	Rep & Anl	43430/70	NCO	60	1	1	1
39	OMS	Maint Sup	43171E	MSGT	60	1	1	1
49	OMS	Maint Sup	43171E	MSGT	60			1
52	OMS	Maint Sup	43171E	MSGT	30			1
63	OMS	Servicing	43151/71E	TSGT/A2C	30	1	1	1
97	OMS	Veh Opr	60350	A1C/A2C	60	1	1	1
101	OMS	Veh Opr	60350	A1C/A2C	30		1	1
108	OMS	Lch/Recov	43151/71E	MSGT/A2C	60	1	1	1
109	OMS	Lch/Recov	43151/71E	MSGT/A2C	60	1	1	1
133	OMS	Lch/Recov	43151/71E	MSGT/A2C	60		1	1
163	OMS	Lch/Recov	43151/71E	MSGT/A2C	30			1
181	FMS	Maint Sup	4344	CAPT	60		1	1
210	FMS	Jet Eng	43250/70	MSGT/A2C	30			1
212	FMS	Jet Eng	43250/70	MSGT/A2C	30			1
220	FMS	Struc Rep	53450/70	SSGT/A2C	60	1	1	1
237	FMS	Fuel Sys	42450/70	TSGT/A1C	45			1
241	FMS	Repr&Recl	43151/71E	MSGT/A2C	30	1	1	1
256	FMS	IFR	42451/71	SSGT/A2C	45	1	1	1
267	FMS	Electric	42350/70	MSGT/A1C	60			1
287	FMS	Accy Rpmn	42251/71	TSGT/A1C	30	1	1	1

Amend #5  
4228TH STRAT WG MOB PLAN  
PART V, SEC E  
27 OCT 61



PRIORITY OF OUTMOVEMENT		STAGING TEAM OR AIR ECHELON REFLEX SUPPORT TAB 1		UNIT 4228th Strat Wg		FLIGHT NR		PHASE
<del>XXXXXXXXXX</del> SQUADRON	<del>XXXXXXXXXX</del> JOB TITLE	<del>XXXXXXXXXX</del> AFSC OR ITEM	<del>XXXXXXXXXX</del> RANK	<del>XXXXXXXXXX</del> DAY	<del>XXXXXXXXXX</del> INDEX NUMBER			
TASK NO.					INDOC	1/16	1/8	
298	FMS	Inst	42250/70	TSGT/ALC	30		1	
305	AEMS	Maint Sup	30190	SMS	60	1	1	
318	AEMS	Auto/Pilot	42353/73	MSGT/ALC	60		1	
325	AEMS	Abn Radio	30150/70	TSGT/A2C	45	1	1	
338	AEMS	Abn Radar	30151/71	TSGT/A2C	45	1	1	
345	AEMS	Abn Radar	30151/71	TSGT/A2C	45		1	
					15	19	29	

Amend #5  
4228TH STRAT WG MOB PLAN  
PART V, SEC E  
27 OCT 61

SAC FORM 531 1 SEP 58 FC: 5970



THIS PAGE IS DECLASSIFIED IAW EO 13526

25

THIS PAGE IS DECLASSIFIED IAW EO 13526

HEADQUARTERS  
4228TH STRATEGIC WING (SAC)  
UNITED STATES AIR FORCE  
COLUMBUS AIR FORCE BASE, MISSISSIPPI

REPLY TO

ATTN OF: DCMC/MSGT BACK/7659

28 SEP 1961

SUBJECT: CHANGE #4 TO 4228TH STRATEGIC WING MAINTENANCE READINESS  
PLAN, VOLUME II DTD 1 MAY 1961

TO: SEE DISTRIBUTION

1. REQUEST THE FOLLOWING CHANGES BE MADE TO VOLUME II,  
4228TH STRATEGIC WING MAINTENANCE READINESS PLAN DATED  
1 MAY 1961.

A. ANNEX "A": REMOVE ATTACHMENTS 3 & 4 AND REPLACE  
WITH ENCLOSED ATTACHMENTS 3 & 4.

B. ANNEX "C": REMOVE PAGES 9 THRU 25 AND REPLACE  
WITH ENCLOSED PAGES 9 THRU 24.

C. ANNEX "E": REMOVE PAGES 7 THRU 12A AND REPLACE  
WITH ENCLOSED PAGES 7 THRU 11. RENUMBER PAGES 13 & 14  
TO 12 & 13.

D. ANNEX "F": REMOVE PAGES 5 THRU 7A AND REPLACE  
WITH ENCLOSED PAGES 5 THRU 7A.

E. ANNEX "H": REMOVE PAGES 21 THRU 27 AND REPLACE  
WITH PAGES 21 THRU 26.

2. THE EFFECTIVE DATE OF THIS CHANGE IS 1 OCTOBER 1961.  
THIS LETTER WILL BE FILED IN FRONT OF VOLUME II AND  
RETAINED AS PART OF VOLUME II.

*Lawrence Cometh Lt. Col.*

GEORGE R. ANDERSON  
COLONEL, USAF  
DEPUTY COMMANDER FOR MAINTENANCE



Page 1 of 6

USCM <del>XXXX</del> SEQUENCE ACTION		WING/UNIT		DATE OF DATA											
		4228th STRATEGIC WING (SAC)		(BOMBER)											
A + HOUR →		1 2 3 4 5 6 7 8 9 10 11 12 13 14													
LOCAL TIME →															
LINE NR	ACFT NR	LOX	FUEL	WEAPON		PRE-FLT	ST								
6			W	CHAFF	TORQUE	DE									
	LOCATION			AM	CA										
7			FUEL	LOX	WEAPON		SU	PRE-FLT	ST						
	LOCATION		W		CHAFF	TORQUE		DE							
8		CA		FUEL	LOX	MAINTENANCE		SU	PRE-FLT	ST					
	LOCATION			W		CHAFF		DE							
9			CA		FUEL	LOX	MAINTENANCE		SU	PRE-FLT	ST				
	LOCATION			W		CHAFF	TORQUE	DE							
10			CA		FUEL	LOX	MAINTENANCE		SU	PRE-FLT	ST				
	LOCATION			W		CHAFF	TORQUE	DE							
	LOCATION														

LEGEND: AM=AMMO CA=CAMERA ST=ENGINE START SU=SUMP (S)=SIMULATE W=WATER

SAC JORN 541 ATCH #3

Page 2 of 6

USCM SEQUENCE ACTION		WING/UNIT		DATE OF DATA						
		4228th STRATEGIC WING (SAC) (BOMBER)		31 JULY 1961						
A + HOUR →		11 12 13 14 15 16 17 18 19 20 21 22 23 24 25								
LOCAL TIME →										
LINE NO	ACFT NR	FUEL	LCK	MAINTENANCE	SU	MAINT	PRE-FLT	ST		
11	LOCATION	W		CHAFF TORQUE			DE ICE			
				AM CA						
12	LOCATION		W	CHAFF TORQUE			DE ICE			
				AM CA						
13	LOCATION			CHAFF TORQUE			DE ICE			
				AM CA						
	LOCATION									
	LOCATION									
	LOCATION									
	LOCATION									
	LOCATION									
LEGEND:		AM=AMMO	CA=CAMREA	ST=START ENGINES	SU=SUMP	W=WATER				

SAC FORM 541 ATCH #3

PAGE 3/16

USCM		WING UNIT		DATE OF DATA	
WING UNIT		4228th STRATEGIC WING (SAC)		(BOMBER)	
DATE OF DATA		31 JULY 1961			
A * HOUR		12 13 14 15 16 17 18 19 20 21 22 23 24 25			
LOCAL TIME					
LINE NR	ACFT NR	ACTION		SU	PRE-FLT ST
1		DOWNLOAD WEAPON			
	LOCATION	DE ARM	ECM'S		
2		DOWNLOAD WEAPON			
	LOCATION	ECM	DE ARM		
3		DOWNLOAD WEAPON			
	LOCATION	DE ARM	ECM		
4		DOWNLOAD WEAPON			
	LOCATION	ECM	DE ARM		
5		DOWNLOAD WEAPON			
	LOCATION	DE ARM	ECM		
6		DOWNLOAD WEAPON			
	LOCATION	ECM	DE ARM		

LEGEND: ECM-CHAFF-AS REQUIRED ON SAC FORM 99 ST=ENGINE START SU=SUMP

SAC JRM: 541 RTCH #3

PAGE 4 of 6

USCM		EMI SEQUENCE ACTION												WING/UNIT		DATE OF DATA		
		4228th STRATEGIC WING (SAC)												(BOMBER)		31 JULY 1961		
A + HOUR		12 13 14 15 16 17 18 19 20 21 22 23 24 25																
LOCAL TIME																		
LINE NR	ACFT NR													DOWNLOAD WEAPON		SU	PRE-FLT	ST
7	LOCATION													DE ARM	ECM			
8	LOCATION															SU	PRE-FLT	ST
	LOCATION																	
	LOCATION																	
	LOCATION																	
	LOCATION																	

LEGEND: ECM=CHAFF AND AS REQUIRED ON SAC FORM 99 ST=ENGINE START SU=BUMP

SAC JSM 541 ATCH #3



PAGE 5 OF 6

USOM		EWO SEQUENCE ACTION		WING UNIT		DATE OF DATA				
		422 <sup>nd</sup> STRATEGIC WING (SAC)		(BOMBER REGENERATION)		31 JULY 1961				
A * HOUR	LOCAL TIME									
NE NR	ACFT NR	D/L	FUEL	MAINTENANCE		WEAPON		LOX	SU	PRE-FLIGHT
1		FILM								
		TIRE	W				CHAFF	TORQUE		
	LOCATION	TOW					AM	CA		
2		D/L	FUEL	MAINTENANCE		WEAPON		LOX	SU	PRE-FLIGHT
		FILM								
		TIRE	W				CHAFF	TORQUE		
	LOCATION	TOW					AM	CA		
3		D/L	WEAPON		FUEL	MAINTENANCE		LOX	SU	PRE-FLIGHT
		FILM								
		TIRE	CHAFF	TORQUE	W					
	LOCATION	TOW	AM	CA						
4		D/L	FUEL	MAINTENANCE		WEAPON		LOX	SU	TAXI
		FILM								
		TIRE	W				CHAFF	TORQUE		
	LOCATION	TOW					AM	CA		
5		D/L	WEAPON		FUEL	MAINTENANCE		LOX		
		FILM								
		TIRE	AM	CHAFF	TORQUE	W				
	LOCATION	TOW		CA						
	LOCATION									

LEGEND: D/L=DOWNLOAD AM=AMMO CA=CAMERA W=WATER T=TORQUE SU=SUMP

SAC FORM 541 ATCH #3

PAGE 6 OF 6

USCM		EWO SEQUENCE ACTION		WING/UNIT		DATE OF DATA	
				4228th STRATEGIC WING (SAC) (BOMBER REGENERATION)		31 JULY 1961	
A * HOUR →		.51     .52     .53     .54     .55					
LOCAL TIME →							
LINE NR	ACFT NR	TOW					
1	LOCATION						
2	LOCATION						
3	LOCATION	PRE-FLT	TOW				
4	LOCATION	PRE-FLIGHT					
5	LOCATION	SU	PRE-FLIGHT	TOW			
	LOCATION						

LEGEND: T=TORQUE SU=SUMP

SAC JGRW 541 ATCH #3

Page 1 of 5

USCM <del>FORM</del> SEQUENCE ACTION		WING/UNIT		DATE OF DATA														
		4228th STRATEGIC WING (SAC) (TANKER)		31 JULY 1961														
A + HOUR	LOCAL TIME	LINE NR	ACFT NR	LOX	FUEL	PRE-FLT	ST											
		4		W		DE ICE												
		5			W		DE ICE											
		6																
		7																
		8																

LEGEND: M=MAINTENANCE ST=SIMULATE OR ENGINE START SU=SUMP W=WATER

SAC FORM 541 RTCH # 4

THIS PAGE IS DECLASSIFIED IAW EO 13526

PAGE 2 of 5

USCM		EMO SEQUENCE ACTION		WING UNIT		DATE OF DATA		
		4228th STRATEGIC WING (SAC)		(TANKER)		31 JULY 1961		
A + HOUR →		9 10 11 12 13 14 15 16 17 18 19 20 21						
LOCAL TIME →								
LINE NR	ACFT NR	FUEL	LOX	MAINTENANCE	SU	M	PRE-FLT	ST
9		W				DE ICE		
	LOCATION							
10		W				DE ICE		
	LOCATION							
	LOCATION							
	LOCATION							
	LOCATION							
	LOCATION							

LEGEND: M=MAINTENANCE ST=SIMULATE OR ENGINE START SU=SUMP W=WATER

SAC FORM 541 JAN 61 1974 #4

THIS PAGE IS DECLASSIFIED IAW EO 13526



PAGE 3 of 5

USCM		EWOX SEQUENCE ACTION		WING UNIT		DATE OF DATA	
				422 <sup>nd</sup> STRATEGIC WING (SAC) (TANKER)		31 JULY 1961	
A + HOUR		12 13 14 15 16 17 18 19 20 21 22 23 24 25					
LOCAL TIME							
LINE NR	ACFT NR	TAXI	DE FUEL			SU	PREFLT ST
1	LOCATION						
2	LOCATION						
3	LOCATION						
4	LOCATION						
5	LOCATION						
6	LOCATION						

LEGEND: PREFLT=PRE-FLIGHT ST=ENGINE START SU=SUMP

SAC FORM 541 7/74

Page 4 of 5

USOM ENOC SEQUENCE ACTION		WING/UNIT 4228th STRATEGIC WING (SAC)		(TANKER)		DATE OF DAY 31 JULY 1961												
A + HOUR →	LOCAL TIME →	12	13	14	15	16	17	18	19	20	21	22	23	24	25			
LINE NR	ACFT NR															SU	PREFLT	ST
7	LOCATION																	
	LOCATION																	
8	LOCATION																	
	LOCATION																	
9	LOCATION																	
	LOCATION																	
10	LOCATION																	
	LOCATION																	
	LOCATION																	
	LOCATION																	

LEGEND:      PREFLT=PRE-FLIGHT      ST=ENGINE START      SU=SUMP

SAC J2071 541 RT-H #4

PAGE 5 of 5

USCM		EVENT SEQUENCE ACTION		WING/UNIT		4228th STRATEGIC WING (SAC)		(TANKER REGENERATION)		DATE OF DATA		31 JULY 1961	
A + HOUR	LOCAL TIME	LINE NR	ACFT NR	LAND	FUEL	LOX	MAINTENANCE	SU	M	PRE-FLT	TAXI		
		1			W								
			LOCATION										
		2			W								
			LOCATION										
		3			W								
			LOCATION										
			LOCATION										
			LOCATION										
			LOCATION										

LEGEND: M=MAINTENANCE W=WATER SU=SUMP

SAC JSCM 541 ATCH #4

SUPERVISOR'S PLAN

LOX TEAMS

SUPERVISOR: 431X1E From Aircraft Servicing Branch.

PERSONNEL REQUIREMENT: 3 Teams of 2 Men per team. 2 Teams 1st Shift.  
1 Team 2nd Shift.  
2 Teams 3rd Shift.  
1 Team 4th Shift.  
1 Team 5th Shift.

PERSONNEL SOURCE: 2 43XXX, Aircraft Servicing Branch, per team.

EQUIPMENT: Tractor Whse, LOX Trailer, Tool Kit and Protective Clothing.

READINESS PLAN:

A Hour to A+0:45 Assemble Teams in Dock #4 and conduct briefing. Divide  
into two shifts. Service LOX in accordance with Appendix V.

NOTE: The first bomber and first tanker servicing must commence prior to  
A+0:30. Supervisor on duty will brief and dispatch first two teams to meet  
schedule.



LOX TEAM SCHEDULE

1st SHIFT

TEAM #1

<u>TAIL #</u>	<u>TYPE ACFT</u>	<u>SLOT</u>	<u>PARK SPOT</u>	<u>A+HR START</u>	<u>A+HR COMP</u>
_____	B-52	6	_____	0:30	1:00
_____	B-52	7	_____	2:45	3:15
_____	B-52	8	_____	4:30	5:00
_____	B-52	9	_____	5:45	6:30
_____	B-52	10	_____	7:30	8:15

TEAM #2

_____	KC-135	4	_____	0:30	1:00
_____	KC-135	5	_____	3:15	3:45
_____	KC-135	6	_____	4:45	5:15
_____	KC-135	7	_____	7:00	7:30
_____	KC-135	8	_____	9:15	9:45
_____	KC-135	9	_____	11:15	11:45

2ND SHIFT

TEAM #1

_____	KC-135	10	_____	12:00	12:30
_____	B-52	11	_____	14:30	15:15
_____	B-52	12	_____	16:30	17:15
_____	B-52	13	_____	18:30	19:15

3RD SHIFT

TEAM #1

_____	KC-135	1	_____	30:30	31:00
_____	KC-135	3	_____	31:00	31:30

C-4 TO APPENDIX V TO  
ANNEX C TO VOLUME II TO  
4228TH STRAT WING MRP

			TEAM #2		
_____	KC-135	2	_____	30:30	31:00
			4TH SHIFT		
			TEAM #1		
_____	B-52	2	_____	45:00	45:30
_____	B-52	4	_____	46:00	46:30
_____	B-52	1	_____	47:30	48:00
			5TH SHIFT		
			TEAM #1		
_____	B-52	3	_____	48:30	49:00
_____	B-52	5	_____	49:30	50:00

C-4 TO APPENDIX V TO  
ANNEX C TO VOLUME II TO  
4228TH STRAT WING MRP

SUPERVISOR'S PLAN

REFUEL, DEFUELING & TOWING

SUPERVISOR: 43171E, Aircraft Servicing Branch.

PERSONNEL REQUIREMENTS: 10 Teams of 4 men per team. 4 Teams 1st Shift  
3 Team 2nd Shift  
3 Teams 3rd Shift  
3 Teams 4th Shift

PERSONNEL SOURCE: 1 43171E Aircraft Servicing Branch, per team.  
1 43XXX Tractor Driver, Aircraft Servicing Branch.  
2 43XXX Aircraft Servicing Branch, per team.

EQUIPMENT: Refuel & Defuel: (1 Pencil per team) 2 each headsets.  
Towing: (1 Tow bar, 6 signal lights).

A Hour to A+0:45: Assemble teams in building 2593 and conduct briefing.  
Refuel aircraft in accordance with flow chart.  
Perform aircraft movement as directed by Job Control.

ADDITIONAL INFORMATION:

1. Refuel & Defuel:

a. On KC-135 aircraft: The 43171E will normally monitor the fuel control panel in aircraft cockpit, one 43XXX will monitor the wheel-well switch control panel, and the other 43XXX will operate the MD-3.

b. On B-52 aircraft: The 43171E will normally monitor the fuel control panel in aircraft cockpit, one 43XXX will operate the MD-3.

c. One 64XXX from POL section to operate hose cart, 2 43XXX from ground crew of aircraft being serviced to operate as vent watchers.

2. TOWING: Aircraft crew chief or assistant crew chief will have to be present during any movement of aircraft to fill position in cockpit to ride brakes. Tail walker will be required if aircraft must be moved backwards, he will be supplied from aircraft ground crew.

C-4 to APPENDIX VI to  
Annex C to Volume II

4228 Strat. Wg. Maint. Reg. Plan

REFUEL AND DEFUEL TEAM SCHEDULE

1ST SHIFT

TEAM #1 REFUEL

<u>TAIL #</u>	<u>TYPE ACFT</u>	<u>SLOT</u>	<u>PARK SPOT</u>	<u>A+HR START</u>	<u>A+HR COMP</u>
_____	B-52	6	_____	1:00	2:00
_____	B-52	8	_____	2:15	4:30
_____	B-52	10	_____	5:00	7:30

TEAM #2

_____	B-52	7	_____	1:00	2:45
_____	B-52	9	_____	3:30	5:45

TEAM #3

_____	KC-135	4	_____	1:00	2:30
_____	KC-135	6	_____	2:45	4:45
_____	KC-135	8	_____	7:15	9:15
_____	KC-135	10	_____	10:00	12:00

TEAM #4

_____	KC-135	5	_____	1:30	3:15
_____	KC-135	7	_____	5:00	7:00
_____	KC-135	9	_____	9:15	11:15

2ND SHIFT

TEAM #1 DEFUEL

_____	KC-135	1	_____	12:30	15:00
_____	KC-135	2	_____	15:00	17:30
_____	KC-135	3	_____	17:30	20:00

TEAM #2

_____	B-52	11	_____	12:00	14:30
_____	B-52	13	_____	16:00	18:30

C-4 TO APPENDIX VI TO  
ANNEX C TO VOLUME II TO  
4228TH STRAT WING MRP



_____	B-52	12	TEAM #3 _____	14:00	16:30
3RD SHIFT REGENERATION					
_____	KC-135	1	TEAM #1 _____	28:30	30:30
_____	KC-135	2	TEAM #2 _____	28:30	30:30
_____	KC-135	3	TEAM #3 _____	29:00	31:00
4TH SHIFT REGENERATION					
_____	B-52	1	TEAM #1 _____	36:30	38:30
_____	B-52	3	_____	39:45	41:45
_____	B-52	2	TEAM #2 _____	36:45	38:45
_____	B-52	5	_____	40:15	42:15
_____	B-52	4	TEAM #3 _____	37:30	39:30

C-4 TO APPENDIX VI TO  
ANNEX C TO VOLUME II TO  
4228TH STRAT WING MRP

SUPERVISOR'S PLAN

SUMP DRAIN TEAM

SUPERVISOR: 4317LE/ Servicing Branch NCO.  
151E

PERSONNEL REQUIREMENTS: 3 Teams - 6 Men per team. 1 Team 1st Shift  
2 Teams 2nd Shift  
1 Team 3rd Shift  
1 Team 4th Shift  
1 Team 5th Shift

PERSONNEL SOURCE: 1 4317LE NCO. 5 431XLE Servicing Branch.

EQUIPMENT: 1 Sump Drain Cart, 2 Maintenance Stands, 1 Tug.

READINESS PLAN:

A+0 to A+5:00 Assemble Teams in Dock #4. Divide into two shifts. Drain  
Sumps IAW Appendix IX.

ADDITIONAL INFORMATION:

When two sump teams are required on the same shift, one additional tug  
will be required and 1 additional sump cart. The fuel cell sump cart will be  
available when required.

SUMP DRAIN TEAM SCHEDULE

1ST SHIFT

TEAM #1

<u>TAIL #</u>	<u>TYPE ACFT</u>	<u>SLOT</u>	<u>PARK SPOT</u>	<u>A+HR START</u>	<u>A+HR COMP</u>
_____	B-52	7	_____	5:45	6:15
_____	B-52	8	_____	7:30	8:00
_____	KC-135	6	_____	8:00	8:30
_____	B-52	9	_____	9:30	10:00
_____	KC-135	7	_____	10:00	10:30
_____	B-52	10	_____	11:15	11:45

2ND SHIFT

TEAM #1

_____	KC-135	8	_____	12:00	12:30
_____	KC-135	9	_____	15:30	16:00
_____	KC-135	10	_____	17:30	18:00
_____	B-52	11	_____	19:00	19:30
_____	B-52	1	_____	19:30	20:00
_____	B-52	2	_____	20:00	20:30
_____	B-52	3	_____	20:30	21:00
_____	B-52	4	_____	21:00	21:30
_____	B-52	5	_____	21:30	22:00
_____	B-52	12	_____	22:00	22:30
_____	B-52	6	_____	22:30	23:00
_____	B-52	7	_____	23:00	23:30
_____	B-52	8	_____	23:30	24:00
_____	B-52	13	_____	24:00	24:30

C-4 TO APPENDIX IX TO  
ANNEX C TO VOLUME II TO  
4228TH, STRAT WING MRP

TEAM #2					
_____	KC-135	1	_____	21:45	22:00
_____	KC-135	2	_____	22:00	22:15
_____	KC-135	10	_____	22:15	22:30
_____	KC-135	9	_____	22:30	22:45
_____	KC-135	3	_____	22:45	23:00
_____	KC-135	4	_____	23:00	23:15
_____	KC-135	5	_____	23:15	23:30
_____	KC-135	6	_____	23:30	23:45
_____	KC-135	7	_____	23:45	24:00
_____	KC-135	8	_____	24:00	24:15
3RD SHIFT REGENERATION					
_____	KC-135	1	_____	33:15	33:30
_____	KC-135	2	_____	33:30	33:45
_____	KC-135	3	_____	33:45	34:00
4TH SHIFT REGENERATION					
_____	B-52	2	_____	45:30	46:00
_____	B-52	4	_____	46:30	47:00
5TH SHIFT REGENERATION					
_____	B-52	1	_____	48:00	48:30
_____	B-52	3	_____	49:00	49:30
_____	B-52	5	_____	50:00	50:30

C-4 TO APPENDIX IX TO  
ANNEX C TO VOLUME II TO  
4228TH STRAT WING MRP



SUPERVISOR'S PLAN

DE-ICING AND ANTI-ICING TEAM (SEASONAL)

SUPERVISOR: 431XXE - Flight Line Controller and/or Crew Chief.

PERSONNEL REQUIREMENTS: Crew Chief and Ground Crew.

PERSONNEL SOURCE: 2 MB-3 Drivers - FMS (1 Driver each shift).

Boom and Spray Operator - Crew Chief.

2 421X1E - Ground Crew.

TOOLS AND EQUIPMENT: MD-3 Truck, Mops, Brooms, Squeegees and hose if necessary.

GENERAL:

1. A+0 to A+0:30 - Driver from Field Maintenance will perform before operation maintenance on MB-3, loading anti-icing fluid as required.
2. A+0:30 - Stand-by unit and report to aircraft as directed by Job Control.
3. When icing conditions exist during the generation phase of a USCM alert, anti-icing fluid will be sprayed as required.
4. When icing conditions exist prior to aircraft launch - anti-icing fluid will be applied at times indicated in Appendix XI. This will be the latest times to de-ice aircraft.
5. The Fire Department will supplement QMS with water trucks if deemed necessary by Job Control or if MB-3 is inoperative.
6. B-52 and KC-135 aircraft on alert will be de-iced by Alert Maintenance in accordance with Alert SOP #13.
7. During regeneration phase of USCM, deicing fluid will be applied as required to all aircraft.

C-4 to Appendix XI to  
Annex C to Volume II to  
4228 Strat Wg Maint Read Plan

DE-ICING TEAM SCHEDULE (SEASONAL)

1ST SHIFT

<u>TAIL #</u>	<u>TYPE ACFT</u>	<u>SLOT</u>	<u>PARK SPOT</u>	<u>A+HR START</u>	<u>A+HR COMP</u>
_____	KC-135	4	_____	2:30	3:00
_____	KC-135	5	_____	4:00	4:30
_____	B-52	6	_____	4:30	5:00
_____	B-52	7	_____	6:15	6:45
_____	B-52	8	_____	8:00	8:30
_____	KC-135	6	_____	8:30	9:00
_____	B-52	9	_____	10:00	10:30
_____	KC-135	7	_____	10:30	11:00
_____	KC-135	8	_____	11:30	12:00

2ND SHIFT

_____	B-52	10	_____	12:30	13:00
_____	KC-135	9	_____	16:00	16:30
_____	KC-135	10	_____	18:00	18:30
_____	B-52	11	_____	20:00	20:30
_____	B-52	12	_____	21:30	22:00
_____	B-52	13	_____	23:30	24:00

NOTE: DURING LAUNCH AND RECOVERY OF USCM AIRCRAFT, ANTI-ICING FLUID WILL BE APPLIED AS DIRECTED BY JOB CONTROL.

C-4 TO APPENDIX XI TO  
ANNEX C TO VOLUME II TO  
4228TH STRAT WING MRP

SUPERVISOR'S PLAN

AGE DELIVERY TEAM

Supervisor: NCOIC AGE Dispatch

Personnel Requirement: 2 Teams 4 Men Per Team

Personnel Source: 4 60XXX OMS Support Branch

Equipment: 4 Tractor, Whee

Readiness Plan:

"A" to A+ :45 start delivery of AGE to aircraft, assemble teams in bldg 2563 for briefing, divide into two shifts and continue delivery of AGE in accordance with appendix XIII to annex C, AF Form 864 and as directed by Job Control.

Additional Instructions:

1. A preplanned AGE delivery plan will be maintained in the AGE dispatch office. Dispatch of equipment will be accomplished in time to have all units in place at the required time.
2. The AGE dispatch section will automatically deliver the following equipment to places indicated at times indicated.

C-4  
APPENDIX XIII to  
ANNEX C to  
Volume II  
4228 SW Maint Read Plan

AEROSPACE GROUND EQUIPMENT  
DELIVERY SCHEDULE

<u>A+HR FOR DELIVERY</u>	<u>TYPE UNIT</u>	<u>DELIVER TO</u>	<u>PARK SPOT</u>	<u>TO BE USED FOR</u>	<u>A+HR FOR PICK-UP</u>
0:15	EA-536	FMS	<u>DISPATCH</u>	AUX POWER	
0:15	EA-536	AEMS	<u>DISPATCH</u>	AUX POWER	
0:15	MD-3	Tkr 4	<u>          </u>	GEN OF ACFT	3:30
0:30	MD-3	BMB 6	<u>          </u>	GEN OF ACFT	5:30
0:30	MC-1A	Tnk BR	<u>7½</u>	GEN OF ACFT	
0:30	MC-1A	Tkr BR	<u>7½</u>	GEN OF ACFT	
0:30	MC-1A	BMB BR	<u>13</u>	GEN OF ACFT	
0:30	MC-1A	BMB BR	<u>13</u>	GEN OF ACFT	
0:30	MC-1A	BMB BR	<u>13</u>	GEN OF ACFT	
0:30	MD-3	MMS	<u>B#8913</u>	LOAD MHU-7	3:30
0:45	MD-3	BMB 7	<u>          </u>	GEN OF ACFT	7:30
1:00	MJ-1	Tkr 4	<u>          </u>	DEFUEL	2:30
1:15	MD-3	Tkr 5	<u>          </u>	GEN OF ACFT	5:30
2:00	MD-3	BMB 8	<u>          </u>	GEN OF ACFT	9:30
2:30	MD-3	Tkr 6	<u>          </u>	GEN OF ACFT	9:30
3:00	MA-1A	Tkr 4	<u>          </u>	ENG START	3:30
3:15	MD-3	BMB 9	<u>          </u>	GEN OF ACFT	11:30
4:30	MA-3	BMB 6	<u>          </u>	PRE-FLIGHT	5:30
4:45	MD-3	BMB 10	<u>          </u>	GEN OF ACFT	13:30
4:45	MD-3	Tkr 7	<u>          </u>	GEN OF ACFT	11:30
5:00	MA-1A	BMB 6	<u>          </u>	ENG START	5:30
5:00	MA-1A	Tkr 5	<u>          </u>	ENG START	5:30
6:15	MA-3	BMB 7	<u>          </u>	PRE-FLIGHT	7:30
7:00	MA-1A	BMB 7	<u>          </u>	ENG START	7:30
7:00	MD-3	Tkr 8	<u>          </u>	GEN OF ACFT	13:30

C-4 TO APPENDIX XIII



8:00	MA-3	BMB 8	_____	PRE-FLIGHT	9:30
9:00	MA-1A	BMB 8	_____	ENG START	9:30
9:00	MA-1A	TKR 6	_____	ENG START	9:30
9:00	MD-3	TKR 9	_____	GEN OF ACFT	17:30
9:45	MD-3	TKR 10	_____	GEN OF ACFT	19:30
10:00	MA-3	BMB 9	_____	PRE-FLIGHT	11:30
11:00	MA-1A	BMB 9	_____	ENG START	11:30
11:00	MA-1A	TKR 7	_____	ENG START	11:30
11:45	MD-3	BMB 11	_____	GEN OF ACFT	21:30
12:00	MD-3	MMS	<u>B#8913</u>	LOAD MHU-7	15:00
12:00	MA-3	BMB 10	_____	PRE-FLIGHT	13:30
12:15	MD-3	TKR 1	_____	DEFUEL	15:00
12:30	MJ-1	TKR 1	_____	DEFUEL	14:30
13:00	MA-1A	BMB 10	_____	ENG START	13:30
13:00	MA-1A	TKR 8	_____	ENG START	13:30
13:45	MD-3	BMB 12	_____	GEN OF ACFT	23:30
14:30	MD-3	TKR 2	_____	DEFUEL	17:30
15:00	MJ-1	TKR 2	_____	DEFUEL	17:00
15:45	MD-3	BMB 13	_____	GEN OF ACFT	25:30
17:00	MD-3	TKR 3	_____	DEFUEL	20:00
17:00	MA-1A	TKR 9	_____	ENG START	17:30
17:30	MJ-1	TKR 3	_____	DEFUEL	20:00
19:00	MA-1A	TKR 10	_____	ENG START	19:30
19:15	MD-3	BMB 7	_____	DOWNLOAD	25:00
20:30	MA-3	BMB 11	_____	PRE-FLIGHT	21:30
21:00	MA-1A	BMB 11	_____	ENG START	21:30

C-4 TO APPENDIX XIII

22:15	MD-3	BMB 1	_____	PRE-FLIGHT	23:30
22:15	MD-3	BMB 2	_____	PRE-FLIGHT	23:30
22:30	MA-3	BMB 12	_____	PRE-FLIGHT	23:30
22:30	MD-3	TKR 1	_____	PRE-FLIGHT	23:30
22:30	MD-3	TKR 2	_____	PRE-FLIGHT	23:30
22:30	MD-3	TKR 10	_____	PRE-FLIGHT	25:30
22:45	MD-3	BMB 3	_____	PRE-FLIGHT	24:00
22:45	MD-3	BMB 4	_____	PRE-FLIGHT	24:00
22:45	MD-3	TKR 9	_____	PRE-FLIGHT	23:45
22:45	MD-3	TKR 10	_____	PRE-FLIGHT	24:45
23:00	MA-1A	BMB 12	_____	ENG START	23:30
23:00	MD-3	TKR 3	_____	PRE-FLIGHT	24:00
23:00	MD-3	TKR 4	_____	PRE-FLIGHT	24:00
23:00	MA-1A	BMB 1	_____	ENG START	23:30
23:00	MA-1A	BMB 2	_____	ENG START	23:30
23:00	MA-1A	TKR 1	_____	ENG START	23:30
23:00	MA-1A	TKR 2	_____	ENG START	23:30
23:00	MA-1A	TKR 10	_____	ENG START	25:30
23:15	MD-3	BMB 5	_____	PRE-FLIGHT	24:30
23:15	MA-1A	TKR 9	_____	ENG START	23:45
23:15	MD-3	BMB 6	_____	PRE-FLIGHT	24:30
23:30	MA-1A	BMB 3	_____	ENG START	24:00
23:30	MA-1A	BMB 4	_____	ENG START	24:00
<del>23:30</del>	<del>MA-1A</del>	<del>BMB 4</del>	<del>_____</del>	<del>ENG START</del>	<del>24:00</del>
23:30	MA-1A	TKR 3	_____	ENG START	24:00
23:30	MA-1A	TKR 4	_____	ENG START	24:00
23:30	MD-3	TKR 5	_____	PRE-FLIGHT	24:30
23:30	MD-3	TKR 6	_____	PRE-FLIGHT	24:30

C-4 TO APPENDIX XIII

23:45	MD-3	BMB 7	_____	PRE-FLIGHT	25:00
23:45	MD-3	BMB 8	_____	PRE-FLIGHT	25:00
24:00	MA-1A	BMB 5	_____	ENG START	24:30
24:00	MA-1A	BMB 6	_____	ENG START	24:30
24:00	MA-1A	TKR 5	_____	ENG START	24:30
24:00	MA-1A	TKR 6	_____	ENG START	24:30
24:15	MD-3	TKR 7	_____	PRE-FLIGHT	25:00
24:15	MD-3	TKR 8	_____	PRE-FLIGHT	25:00
24:30	MA-1A	BMB 7	_____†	ENG START	25:00
24:30	MA-1A	BMB 8	_____	ENG START	25:00
24:30	MA-1A	TKR 7	_____	ENG START	25:00
24:30	MA-1A	TKR 8	_____	ENG START	25:00
24:30	MA-3	BMB 13	_____	PRE-FLIGHT	25:30
25:00	MA-1A	TBMB 113	_____	ENG START	25:30
28:00	MD-3	TKR 1	<u>6½</u>	REGENERATION	35:30
28:00	MD-3	TKR 2	<u>6½</u>	REGENERATION	35:30
28:30	MD-3	TKR 3	<u>6½</u>	REGENERATION	35:30
35:00	MA-1A	TKR 1	_____	ENG START	35:30
35:00	MA-1A	TKR 2	_____	ENG START	35:30
35:00	MA-1A	TKR 3	_____	ENG START	35:30
35:45	MD-3	BMB 1	_____	REGENERATION	50:00
36:00	MD-3	BMB 2	_____	REGENERATION	50:00
36:30	MD-3	BMB 3	_____	REGENERATION	51:00
36:45	MD-3	BMB 4	_____	REGENERATION	47:00
37:00	MD-3	MMS	<u>B#8913</u>	LOAD MHU-7	40:00
37:00	MD-3	BMB 5	_____	REGENERATION	52:00
46:30	MA-1A	BMB 4	_____	ENG START	47:00
47:30	MD-3	BMB 4	_____	REGENERATION	51:45

C-4 TO APPENDIX XIII

CAMERA LOADING TEAM SCHEDULE

1ST SHIFT

<u>TAIL #</u>	<u>TYPE ACFT</u>	<u>SLOT</u>	<u>PARK SPOT</u>	<u>A+HR START</u>	<u>A+HR COMP</u>
_____	B-52	8	_____	1:00	1:30
_____	B-52	9	_____	1:30	2:00
_____	B-52	10	_____	2:00	2:30
_____	B-52	6	_____	2:30	3:00
_____	B-52	7	_____	3:45	4:15

2ND SHIFT

TEAM #1

_____	B-52	11	_____	15:45	16:15
_____	B-52	12	_____	17:45	18:15
_____	B-52	13	_____	19:45	20:15

4TH SHIFT DOWNLOAD

TEAM #1

_____	B-52	1	_____	35:45	36:15
_____	B-52	2	_____	36:15	36:30
_____	B-52	3	_____	36:30	36:45
_____	B-52	4	_____	36:45	37:00
_____	B-52	5	_____	37:00	37:15

LOAD REGENERATION

_____	B-52	3	_____	37:45	38:15
_____	B-52	5	_____	38:15	38:45
_____	B-52	1	_____	45:30	46:00
_____	B-52	2	_____	46:30	47:00

5TH SHIFT LOAD

_____	B-52	4	_____	48:00	48:30
-------	------	---	-------	-------	-------

C-4 TO APPENDIX I TO  
ANNEX E TO VOLUME II TO  
4228TH STRAT WING MRP



SUPERVISOR'S PLAN

CHAFF LOADING TEAM

SUPERVISOR: 30175, ECM Maintenance Supervisor.

PERSONNEL REQUIREMENTS: 3 Teams, 3 men per team. 1 Team Shift #1  
2 Teams Shift #2  
1 Team Shift #4  
1 Team Shift #5

PERSONNEL SOURCE: 1 - 301X0. 2 - 321X0, Bomb/Nav - A+45.

EQUIPMENT: 3 Chaff Loading Platforms. 1 Four wheel trailer. Normal test equipment in tool crib.

READINESS PLAN: A+0 to A+1:00, Distribute loading sequence charts, form the loading teams and rebrief them on the loading sequence and reporting procedures. Arrange for a specialist dispatch vehicle to tow the trailer to the first two aircraft on the flow chart.

A+1:25, Dispatch the loading crews to the aircraft.

A+1:30, Continue dispatch of specialists and teams IAW the flow chart and unscheduled maintenance work orders from Job Control.

A+1:00, Split the section into two 12 hour shifts, or sooner, at the discretion of the A&E Maintenance Supervisor, if the work load permits .

CHAFF LOADING TEAM SCHEDULE

1ST SHIFT

<u>TAIL #</u>	<u>TYPE ACFT</u>	<u>SLOT</u>	<u>PARK SPOT</u>	<u>A+HR START</u>	<u>A+HR COMP</u>
_____	B-52	6	_____	2:00	3:00
_____	B-52	7	_____	3:15	4:15
_____	B-52	8	_____	5:00	6:00
_____	B-52	9	_____	6:30	7:30
_____	B-52	10	_____	8:15	9:15

2ND SHIFT RECONFIGURATION

TEAM #1

_____	B-52	2	_____	12:00	13:00
_____	B-52	1	_____	13:00	14:00
_____	B-52	4	_____	14:30	15:30
_____	B-52	3	_____	15:30	16:30
_____	B-52	6	_____	17:00	18:00
_____	B-52	5	_____	18:00	19:00
_____	B-52	7	_____	20:30	21:30

TEAM #2

_____	B-52	11	_____	15:15	16:15
_____	B-52	12	_____	17:15	18:15
_____	B-52	13	_____	19:15	20:15

4TH SHIFT REGENERATION

TEAM #1

_____	B-52	3	_____	37:15	38:15
_____	B-52	5	_____	38:15	39:15
_____	B-52	1	_____	45:00	46:00
_____	B-52	2	_____	46:00	47:00
_____	B-52	4	_____	47:30	48:30

C-4 TO APPENDIX III TO  
ANNEX E TO VOLUME II TO  
4228TH STRAT WING MRP

SUPERVISOR'S PLAN

AMMO TORQUE TEAM

SUPERVISOR: 32370G, Turret Systems Technician.

PERSONNEL REQUIREMENT: 3 Teams - 2 Men per team. 1 Team Shift #1  
2 Teams Shift #2  
1 Team Shift #4  
1 Team Shift #5

PERSONNEL SOURCE: 2 - 323XOG's.

EQUIPMENT: 2 J1A Maintenance Stands.

2 B-5 Stands (Procured from Crew Chief).

READINESS PLAN: A+0 to A+0:30 Assemble and brief crews.

A+0:30 to A+1:00 Secure equipment, transportation and confirm  
flow chart sequence.

ADDITIONAL INSTRUCTIONS:

De-arm guns on alert aircraft IAW flow chart. Download to full cans and  
insure guns cannot fire. Torque ammo on alert aircraft after sortie.

AMMO TORQUE TEAM SCHEDULE

1ST SHIFT

TEAM #1 TORQUE

<u>TAIL #</u>	<u>TYPE ACFT</u>	<u>SLOT</u>	<u>PARK SPOT</u>	<u>A+HR START</u>	<u>A+HR COMP</u>
_____	B-52	6	_____	3:00	4:00
_____	B-52	7	_____	4:15	5:15
_____	B-52	9	_____	7:30	8:30
_____	B-52	10	_____	9:15	10:15

2ND SHIFT

TEAM #1 DE-ARM

_____	B-52	1	_____	12:00	13:00
_____	B-52	2	_____	13:00	14:00
_____	B-52	3	_____	14:30	15:30
_____	B-52	4	_____	15:30	16:30
_____	B-52	5	_____	17:00	18:00
_____	B-52	6	_____	18:00	19:00
_____	B-52	7	_____	19:30	20:30

TEAM #2 ARM

_____	B-52	11	_____	16:15	17:15
_____	B-52	12	_____	18:15	19:15
_____	B-52	13	_____	20:15	21:15

4TH SHIFT REGENERATION

_____	B-52	3	_____	38:15	39:15
_____	B-52	5	_____	39:15	40:15
_____	B-52	1	_____	46:00	47:00
_____	B-52	2	_____	47:00	48:00

5TH SHIFT REGENERATION

_____	B-52	4	_____	48:30	49:30
-------	------	---	-------	-------	-------

C-4 TO APPENDIX VI TO  
ANNEX E TO VOLUME II TO  
4228TH STRAT WING MRP



PRODUCTION CONTROL SUPERVISOR'S PLAN

SUPERVISOR: 46270, Weapons Maintenance Supervisor

EQUIPMENT: a. Two-way radio net

b. Telephone, intercom to all sections and a hot line to maintenance control.

c. Console and charts to permit posting of EWC generation, weapon movement and crew assignments.

READINESS: Control is on a 24 hour operation. When instructions are received from DCM, Job Control to execute the USCM, the controller on duty will:

a. Request job control to reschedule work orders in progress and return personnel to bldg #2519.

b. Exercise the recall plan.

c. Brief the Safety Supervisor on duty on the instructions received from Job Control.

d. Advise Supply the type of units to be delivered and A/C tail number.

e. At A+30 dispatch two trucks to 8905 and 8913 to pick up units and ammo.

f. At A+1:45 dispatch remainder of crew to the first aircraft scheduled for loading.

g. The follow-on sorties will be assigned as crews report in.

FOLLOW-UPS: Movement of weapons, crews and equipment will be plotted on the appropriate charts. Radio contact will be kept with all units dispatched. Progress of all operations must be posted and kept current.

SUPERVISOR'S PLAN

MUNITIONS SERVICES

SUPERVISOR: 32XO, Nuclear Weapons Officer.

PERSONNEL REQUIREMENTS: 4 - Five Man Loading Teams.

4 - Safety Supervisors.

2 - 2½ Ton Truck Drivers.

1 - Weapons Release Man.

EQUIPMENT: 2 - 2½ Ton Trucks and assigned special loading equipment.

READINESS PLAN: First Sortie.

A+0:30 - Brief duty loading crew. Dispatch 2 trucks to building 8905 and 8913 to pick-up first units and 4 cans of ammo. Remaining members of the crew will collect equipment and report to the first aircraft to be loaded at A+1:40. Personnel reporting in after the first crew has been dispatched will be briefed. Team #2 will be assigned follow-on sorties to load. Transport drivers will be selected from teams that are not completely manned.

NOTE: If "A" hour is executed after normal duty hours, the safety supervisor will follow the above instructions pertaining to the first sortie.

ADDITIONAL INSTRUCTIONS: Shift Requirements - 1st Shift - 2 Teams  
2nd Shift - 2 Teams  
4th Shift - 2 Teams

Follow-on sorties 6 and 7 will be the only aircraft loaded during generation.

Loading Teams will not report to simulate loading of weapon. However, they will be delivered to follow-on sorties generated. A delivery procedure is provided for ammo delivery (page 7a).

C-4 to Appendix IV to  
Annex F to Volume II to  
4228 Strat Wg Maint Read Plan

WEAPONS LOADING TEAM SCHEDULE

1st Shift

Team #1

<u>TAIL #</u>	<u>TYPE ACFT</u>	<u>SLOT</u>	<u>PARK SPOT</u>	<u>A+HR START</u>	<u>A+HR COMP</u>
_____	B-52	6	_____	2:00	4:30

Team #2

_____	B-52	7	_____	3:15	5:45
-------	------	---	-------	------	------

2nd Shift

Team #1 Download

_____	B-52	1	_____	12:00	14:30
_____	B-52	3	_____	14:30	17:00
_____	B-52	5	_____	17:00	19:30
_____	B-52	7	_____	19:30	22:00

Team #2 Download

_____	B-52	2	_____	12:00	14:30
_____	B-52	4	_____	14:30	17:00
_____	B-52	6	_____	17:00	19:30

4th Shift Regeneration

Team #1 Load

_____	B-52	3	_____	37:15	39:45
_____	B-52	1	_____	45:00	47:30
_____	B-52	4	_____	47:30	50:00

Team #2 Load

_____	B-52	5	_____	37:45	40:15
_____	B-52	2	_____	46:00	48:30

C-4 to Appendix V to  
Annex F to Volume II to  
4228 Strat Wg Maint Read Plan

AMMO DELIVERY SCHEDULE

1ST SHIFT

TEAM #1

_____	B-52	6	_____	2:00	2:30
_____	B-52	7	_____	3:15	3:45
_____	B-52	8	_____	5:00	5:30
_____	B-52	9	_____	6:30	7:00
_____	B-52	10	_____	8:15	8:45

2ND SHIFT

TEAM #1

_____	B-52	11	_____	15:15	15:45
_____	B-52	12	_____	17:15	17:45
_____	B-52	13	_____	19:15	19:45

C-5 TO APPENDIX V TO  
ANNEX F TO VOLUME II TO  
4228TH STRAT Wg MRP



CHAFF DELIVERY TEAM SCHEDULE

1ST SHIFT - TEAM #1

<u>TAIL #</u>	<u>TYPE ACFT</u>	<u>SLOT</u>	<u>PARK SPOT</u>	<u>A+HR FOR DELIVERY</u>	<u>A+HR FOR PICKUP</u>
_____	B-52	6	_____	1:55	3:00
_____	B-52	7	_____	2:10	4:15
_____	B-52	8	_____	4:55	6:00
_____	B-52	9	_____	6:25	7:30
_____	B-52	10	_____	7:10	9:15

2ND SHIFT RECONFIGURATION  
TEAM #1

_____	B-52	2	_____	11:55	13:00
_____	B-52	1	_____	12:55	14:00
_____	B-52	4	_____	14:25	15:30
_____	B-52	11	_____	15:10	16:15
_____	B-52	3	_____	15:25	16:30
_____	B-52	6	_____	16:55	18:00
_____	B-52	12	_____	17:10	18:15
_____	B-52	5	_____	17:55	19:00
_____	B-52	13	_____	19:10	20:15
_____	B-52	7	_____	20:25	21:30

4TH SHIFT REGENERATION  
TEAM #1

_____	B-52	3	_____	37:10	38:15
_____	B-52	5	_____	38:10	39:15
_____	B-52	1	_____	44:55	46:00
_____	B-52	2	_____	45:55	47:00
_____	B-52	4	_____	47:25	48:30

C-4 TO APPENDIX VI TO  
ANNEX H TO VOLUME II TO  
4228TH STRAT WING MRP

SUPERVISOR'S PLAN

POL SECTION

SUPERVISOR: 64370A, Fuels Supply Supervisor.

PERSONNEL REQUIREMENT: 1 64370A, Operations NCOIC.

1 64370A, Maintenance.

1 64350A - 70A, Dispatcher.

2 64350A, Pump Station Operators.

8 64330A - 50A, Hydrant Operators.

5 64330A - 50A, Fueling Unit Operators.

4 64330A - 50A, Water Truck Operators.

PERSONNEL SOURCE: Fuels Supply Section.

EQUIPMENT: 8 MH-2 Hose Carts.

5 AS-32A Water Servicing Trucks.

4 F-6 Fuel Servicing Units.

READINESS PLAN:

A+0 to A+0:30 Assemble personnel and equipment.

A+0:30 Dispatch hose cart and water servicing truck operators.

Commence fuel and water servicing by time schedule in the  
fuel and water delivery flow chart.

HOSE CART REFUELING SCHEDULE

1st Shift

Cart #1

<u>TAIL #</u>	<u>TYPE ACFT</u>	<u>SLOT</u>	<u>PARK SPOT</u>	<u>A+HR FOR HOOKUP</u>	<u>A+HR COMP</u>
_____	B-52	6	_____	0:45	2:00
_____	B-52	8	_____	2:00	4:30
_____	B-52	10	_____	4:45	7:30

Cart #2

_____	B-52	7	_____	0:45	2:45
_____	B-52	9	_____	3:15	5:45

Cart #3

_____	KC-135	4	_____	0:45	2:30
_____	KC-135	6	_____	2:30	4:45
_____	KC-135	8	_____	7:00	9:15
_____	KC-135	10	_____	10:00	12:00

Cart #4

_____	KC-135	5	_____	1:15	3:15
_____	KC-135	7	_____	4:45	7:00
_____	KC-135	9	_____	9:00	11:15

2nd Shift Defuel

Cart #1

_____	KC-135	1	_____	12:15	14:30
_____	KC-135	2	_____	14:45	17:00
_____	KC-135	3	_____	17:15	20:00

_____	B-52	11	CART #2 - _____	12:00	14:30
_____	B-52	12	CART #3 _____	13:45	16:30
_____	B-52	13	_____	15:45	18:30
3RD SHIFT REGENERATION					
_____	KC-135	1	CART #1 _____	28:15	30:30
_____	KC-135	2	CART #2 _____	28:15	30:30
_____	KC-135	3	CART #3 _____	28:45	31:00
4TH SHIFT					
_____	B-52	1	CART #1 _____	36:15	38:30
_____	B-52	3	_____	39:30	41:45
_____	B-52	2	CART #2 _____	36:30	38:45
_____	B-52	5	_____	40:00	42:15
_____	B-52	4	CART #3 _____	37:15	39:30

C-4 TO APPENDIX VIII TO  
ANNEX H TO VOLUME II TO  
4228TH STRAT WING MRP



WATER TRUCK SCHEDULE

1ST SHIFT

TRUCK #1

<u>TAIL #</u>	<u>TYPE ACFT</u>	<u>SLOT</u>	<u>PARK SPOT</u>	<u>A+HR START</u>	<u>A+HR COMP</u>
_____	KC-135	4	_____	1:00	1:30
_____	KC-135	5	_____	1:45	2:15
_____	KC-135	6	_____	2:45	3:15

RETURN TO WATER PLANT TO RELOAD

_____	KC-135	7	_____	5:00	5:30
_____	KC-135	8	_____	7:15	7:45

RETURN TO WATER PLANT TO RELOAD

_____	KC-135	9	_____	9:15	9:45
_____	KC-135	10	_____	10:00	10:30

TRUCK #2

_____	B-52	6	_____	1:00	1:30
_____	B-52	7	_____	1:45	2:15

RETURN TO WATER PLANT TO RELOAD

_____	B-52	8	_____	2:45	3:15
_____	B-52	9	_____	3:30	4:00

RETURN TO WATER PLANT TO RELOAD

_____	B-52	10	_____	5:00	5:30
-------	------	----	-------	------	------

2ND SHIFT

TRUCK #1

_____	B-52	11	_____	12:00	12:30
_____	B-52	12	_____	14:00	14:30
_____	B-52	13	_____	16:00	16:30

C-4 TO APPENDIX IX TO  
ANNEX H TO VOLUME II TO  
4228TH STRAT WING MRP

3RD SHIFT REGENERATION

TRUCK #1

_____	KC-135	1	_____	28:30	29:00
_____	KC-135	3	_____	29:30	30:00

TRUCK #2

_____	KC-135	2	_____	29:00	29:30
-------	--------	---	-------	-------	-------

4TH SHIFT

TRUCK #1

_____	B-52	1	_____	36:30	37:00
_____	B-52	4	_____	37:30	38:00

RETURN TO WATER PLANT TO RELOAD

_____	B-52	3	_____	39:45	40:15
_____	B-52	5	_____	40:15	40:45

TRUCK #2

_____	B-52	2	_____	36:45	37:15
-------	------	---	-------	-------	-------

C-4 TO APPENDIX IX TO  
ANNEX H TO VOLUME II TO  
4228TH STRAT WING MRP

THIS PAGE IS DECLASSIFIED IAW EO 13526

26

THIS PAGE IS DECLASSIFIED IAW EO 13526

HEADQUARTERS  
4228TH STRATEGIC WING (SAC)  
United States Air Force  
Columbus Air Force Base, Mississippi

REPLY TO

ATTN OF: DCMMC/MSGT Back/7659

27 September 1961

SUBJECT: Change #5 to 4228th Strategic Wing Maintenance Readiness Plan, Volume I,  
Dated 24 March 1961

TO: See Distribution

1. Request the following changes be made to Volume I, 4228th Strategic Wing Maintenance Readiness Plan, dated 24 March 1961.

a. Make the following pen and ink changes: Annex C, page 1, paragraph 1c, renumber paragraphs (5) and (6) to paragraphs (7) and (8). Paragraph (7) should read "Sump Drain Team - 2 Teams - 4 Men per team".

b. Annex A. Remove attachments 3 and 4 and replace with enclosed attachments 3 and 4.

c. Annex C. Remove pages 9 thru 16, 18 and 19 and replace with enclosed pages 9 thru 16, 18 and 19.

d. Annex E. Remove pages 7 thru 12 and replace with enclosed pages 7 thru 12.

e. Annex F. Remove pages 7 and 8 and replace with enclosed pages 7 and 8.

f. Annex H. Remove pages 21 thru 23 and replace with enclosed pages 21 thru 23.

2. The effective date of this change is 1 October 1961. This letter will be filed in front of Volume I and retained as part of Volume I.

*Lawrence Cometh*

LAWRENCE COMETH  
Lt Colonel, USAF  
Deputy Commander for Maintenance



PAGE 1 of 2

EWO SEQUENCE ACTION		WING/UNIT		DATE OF DATA																
		4228th STRATEGIC WING (SAC) (BOMBER)		1 OCT 1961																
A → HOUR →		LOCAL TIME →																		
LINE NR		ACFT NR																		
6		LOC	FUEL	WEAPON		PRE-FLT		ST												
	LOCATION	W		CHAFF	TORQUE	DE														
7			FUEL	LOC	WEAPON		SU	PRE-FLT	ST											
	LOCATION		W		CHAFF	TORQUE		DE												
8		CA		FUEL	LOC	WEAPON		SU	PRE-FLT	ST										
	LOCATION			W		CHAFF	TORQUE		DE											
9			CA		FUEL	LOC	WEAPON		M	SU	PRE-FLT	ST								
	LOCATION				W		CHAFF	TORQUE			DE									
10			CA		FUEL	LOC	WEAPON		SU	M	PRE-FLT	ST								
	LOCATION				W		CHAFF	TORQUE			DE									
	LOCATION						AM													

LEGEND: AN=AMMO CA=CAMERA ST=ENGINE START SU=SUMP W=WATER M=MAINTENANCE

SAC FORM 541 ATCH #3 TO ANNEX A

PAGE 2 of 2

EWO SEQUENCE ACTION		WING/UNIT 4228th STRATEGIC WING (SAC)		(BOMBER)		DATE OF DATA 1 OCT 1961																							
A + HOUR →		12		13		14		15		16		17		18		19		20		21		22		23		24		25	
LOCAL TIME →																													
LINE NR	ACFT NR	FUEL	LOC	WEAPON	MAINT	SU	PRE-FLY	ST																					
11	LOCATION	W		CHAFF	TORQUE			DE																					
				AM	CA																								
12	LOCATION		W		CHAFF	TORQUE		DE																					
					AM	CA		ICE																					
13	LOCATION			FUEL	LOC	WEAPON		MAINT	SU	PRE-FLY	ST																		
					W			CHAFF	TORQUE			DE																	
	LOCATION							AM	CA																				
	LOCATION																												
	LOCATION																												
	LOCATION																												

LEGEND: AM=AMMO CA=CAMERA ST=ENGINE START SU=SUMP W=WATER

SAC FORM 541 ATCH #3 TO ANNEX A

PAGE 1 of 2

EWO SEQUENCE ACTION		WING/UNIT		DATE OF DATA											
		4228th STRATEGIC WING (SAC)		(TANKER) 1 OCT 1961											
A + HOUR →		1	2	3	4	5	6	7	8	9	10	11	12	13	14
LOCAL TIME →															
LINE NR	ACFT NR	LOK	FUEL	PRE-FLT	ST										
4			W	DE ICE											
	LOCATION														
5			FUEL	LOK	M	PRE-FLT	ST								
	LOCATION		W		DE ICE										
6			FUEL	LOK	MAINTENANCE	SU	PRE-FLT	ST							
	LOCATION		W			DE ICE									
7			FUEL	LOK	MAINTENANCE	SU	PRE-FLT	ST							
	LOCATION		W			DE ICE									
8			FUEL	LOK	MAINTENANCE	SU	PRE-FLT	ST							
	LOCATION		W			DE ICE									
	LOCATION														

LEGEND: M-MAINTENANCE SU-SUMP W-WATER ST-ENGINE START

SAC FORM 541 ATCH #4 TO ANNEX A



PAGE 2 of 2

EWO SEQUENCE ACTION		WING/UNIT		DATE OF DATA															
		422 <sup>nd</sup> STRATEGIC WING (SAC)		(TANKER)															
A + HOUR →		9 10 11 12 13 14 15 16 17 18 19 20 21 22		1 OCT 1961															
LOCAL TIME →																			
LINE NR	ACFT NR	LAND	FUEL	LOX	MAINTENANCE	SU	PRE-FLT	ST											
9			W						DE										
	LOCATION								ICE										
10		LAND	M	FUEL	LOX				MAINTENANCE			SU	PRE-FLT	ST					
	LOCATION			W										DE					
														ICE					
11		LAND		FUEL	LOX				MAINTENANCE			SU	PRE-FLT	ST					
	LOCATION			W										DE					
														ICE					
	LOCATION																		
	LOCATION																		
	LOCATION																		

LEGEND: M-MAINTENANCE SU-SUMB ST-ENGINE START W-WATER

SAC FORM 541 ATCH #4 TO ANNEX A



SUPERVISOR'S PLAN

LOX TEAM

Supervisor: 431X1E from Aircraft Servicing Branch.

Personnel Requirement: 4 Teams of 2 men.

Personnel Source; 2 43XXX, aircraft Servicing Branch, per team.

Equipment: Tractor Whse, LOX Trailer, Tool Kit, and Protective Clothing.

Readiness Plan:

A to A+0:45 Assemble teams in Dock #4 and conduct briefing.

Divide into two shifts.

Service LOX in accordance with appendix V and VI.

NOTE: The first bomber and first tanker servicing must commence prior to A+0:30. Supervisor on duty will brief and dispatch first two teams to meet schedule.

SUPERVISOR'S PLAN

REFUEL, DEFUELING & TOWING

SUPERVISOR: 4317IE, Aircraft Servicing Branch

PERSONNEL REQUIREMENTS: 6 Teams of 4 men per team

PERSONNEL SOURCE: 1 4317IE Aircraft Servicing Branch, per team.

1. 43XXI, Tractor Driver, Aircraft Servicing Branch
2. 43XXX, Aircraft Servicing Branch, per team.

EQUIPMENT:

- a. Refuel & Defuel: (1 pencil per team) 2 ea headsets.
- b. Towing: (1Tow Bar, 6 Signal lights).

- A HOUR TO A + 00:45: (1) Assemble teams in Dock #4 and conduct briefing.
- (2) Refuel aircraft in accordance with Flow Chart
  - (3) Perform aircraft movement as directed by Job Control.

ADDITIONAL INFORMATION: A. Refuel & Defuel

1. On KC-135 Aircraft: The 4317IE will normally monitor the fuel control panel in aircraft cockpit, one 43XXX will monitor the Wheel-Well Switch control panel, and the other 43XXI will operate the MD-3.

2. On B-52 Aircraft: The 4317IE will normally monitor the Fuel Control Panel in Aircraft Cockpit, one 43XXX will operate the MD-3.

3. TOWING: Aircraft Crew Chief or assistant Crew Chief will have to be present during any movement of aircraft to fill position in cockpit to ride brakes. Tail walker will be required if aircraft must be moved backwards, he will be supplied from aircraft ground crew.

4. ADDITIONAL INFORMATION: One 64XXX from POL Section to operate Hose Cart, two 43XXX from Ground Crew of Aircraft being serviced to operate as vent watchers.

C-5  
APPENDIX VI to  
Annex C to  
Volume I  
4228 Strat Wg Maint Read Plan

LOX TEAM SCHEDULE

1ST SHIFT

TEAM #1

<u>TAIL #</u>	<u>TYPE ACFT</u>	<u>SLOT</u>	<u>PARK SPOT</u>	<u>A+HR START</u>	<u>A+HR COMP</u>
_____	B-52	6	_____	0:30	1:00
_____	B-52	7	_____	2:45	3:15
_____	B-52	8	_____	4:30	5:00
_____	B-52	9	_____	5:45	6:30
_____	B-52	10	_____	7:30	8:15

TEAM #2

_____	KC-135	4	_____	0:30	1:00
_____	KC-135	5	_____	3:15	3:45
_____	KC-135	6	_____	4:45	5:15
_____	KC-135	7	_____	7:00	7:30
_____	KC-135	8	_____	9:15	9:45
_____	KC-135	9	_____	11:15	11:45
_____	KC-135	10	_____	12:00	12:30
_____	KC-135	11	_____	12:45	13:15

2ND SHIFT  
TEAM #1

_____	B-52	11	_____	14:30	15:15
_____	B-52	12	_____	16:30	17:15
_____	B-52	13	_____	18:30	19:15

C-5  
APPENDIX V TO  
ANNEX C TO VOLUME I  
4228TH STRAT WING MRP

## REFUELING TEAM SCHEDULE

## 1ST SHIFT

## TEAM #11

<u>TAIL #</u>	<u>TYPE ACFT</u>	<u>SLOT</u>	<u>PARK SPOT</u>	<u>A+HR START</u>	<u>A+HR COMP</u>
_____	B-52	6	_____	1:00	2:00
_____	B-52	8	_____	2:15	4:30
_____	B-52	10	_____	5:00	7:30

## TEAM #2

_____	B-52	7	_____	1:00	2:45
_____	B-52	9	_____	3:30	5:45
_____	KC-135	11	_____	10:45	12:45

## TEAM #3

_____	KC-135	4	_____	1:00	2:30
_____	KC-135	6	_____	2:45	4:45
_____	KC-135	8	_____	7:15	9:15
_____	KC-135	10	_____	10:00	12:00

## TEAM #4

_____	KC-135	5	_____	1:30	3:15
_____	KC-135	7	_____	5:00	7:00
_____	KC-135	9	_____	9:15	11:15

## 2ND SHIFT

## TEAM #1

_____	B-52	11	_____	12:00	14:30
_____	B-52	13	_____	16:00	18:30

## TEAM #2

_____	B-52	12	_____	14:00	16:30
-------	------	----	-------	-------	-------

C-5  
APPENDIX VII TO  
ANNEX C TO VOLUME I  
4228TH STRAT WING MRP



SUPERVISOR'S PLAN

SUMP DRAIN TEAM

Supervisor: 43171E, Servicing Branch NCO

Personnel Requirement: 2 Teams 4 Men per team

Personnel Source: 2 43171E *FILE NCC*

6 431X1E Servicing Branch

Equipment: Sump Drain Cart, 2 Maintenance Stands, 1 Tug

Readiness Plan:

A to A+4:00 Assemble teams in Dock #4. Divide into  
two shifts. Drain sumps IAW Appendix IX.

SUMP DRAIN TEAM SCHEDULE

1ST SHIFT

TEAM #1

<u>TAIL #</u>	<u>TYPE ACFT</u>	<u>SLOT</u>	<u>PARK SPOT</u>	<u>A+HR START</u>	<u>A+HR COMP</u>
_____	B-52	7	_____	5:45	6:15
_____	B-52	8	_____	7:30	8:00
_____	KC-135	6	_____	8:00	8:30
_____	B-52	9	_____	9:30	10:00
_____	KC-135	7	_____	10:00	10:30
_____	B-52	10	_____	10:45	11:15

2ND SHIFT

TEAM #1

_____	KC-135	8	_____	12:00	12:30
_____	KC-135	9	_____	16:00	16:30
_____	KC-135	10	_____	18:00	18:30
_____	B-52	11	_____	19:30	20:00
_____	KC-135	11	_____	20:00	20:30
_____	B-52	12	_____	21:30	22:00
_____	B-52	13	_____	23:30	24:00

C-5  
APPENDIX IX TO  
ANNEX C TO VOLUME I  
4228TH STRAT WING MRP

SUPERVISOR'S PLAN

DE-ICING AND ANTI-ICING TEAM (SEASONAL)

Supervisor: 431XXE - Flight Line Controller and/or Crew Chief.

Personnel Requirements: Crew Chief and Ground Crew.

Personnel Source: 1 MB-3 Driver - FMS

Boom and Spray Operator - Crew Chief.

2 431XLE - Ground Crew.

Tools and Equipment: MD-3 Truck, Mops, Brooms, Squeegee and hose if necessary.

General:

1. A+C to A+0:30 - Driver from Field Maintenance will perform before operation maintenance on MB-3, loading Anti-icing Fluid as required.
2. A-0:30 - Stand-by unit and report to aircraft as directed by Job Control.
3. When icing conditions exist during the generation phase of an EWO alert, anti-icing fluid will be sprayed as required.
4. When icing conditions exist prior to aircraft launch - anti-icing fluid will be applied at times indicated in Appendix XI. This will be the latest times to de-ice aircraft.
5. The Fire Department will supplement OMS with water trucks if deemed necessary by Job Control or if MB-3 is inoperative.
6. B-52 and KC-135 aircraft on alert will be de-iced by Alert Maintenance in accordance with Alert SOP #13.

2-5  
Appendix X to  
Annex C to Volume I  
4228th Strat Wing MRF

15



DE-ICING TEAM SCHEDULE (SEASONAL)

1ST SHIFT

<u>TAIL #</u>	<u>TYPE ACFT</u>	<u>SLOT</u>	<u>PARK SPOT</u>	<u>A+HR START</u>	<u>A+HR COMP</u>
_____	KC-135	4	_____	2:30	3:00
_____	KC-135	5	_____	4:00	4:30
_____	B-52	6	_____	4:30	5:00
_____	B-52	7	_____	6:15	6:45
_____	B-52	8	_____	8:00	8:30
_____	KC-135	6	_____	8:30	9:00
_____	B-52	9	_____	10:00	10:30
_____	KC-135	7	_____	10:30	11:00
_____	KC-135	8	_____	11:30	12:00

2ND SHIFT

_____	B-52	10	_____	12:30	13:00
_____	KC-135	9	_____	15:30	16:00
_____	KC-135	10	_____	17:30	18:00
_____	B-52	11	_____	19:00	19:30
_____	KC-135	11	_____	19:30	20:00
_____	B-52	12	_____	21:00	21:30
_____	B-52	13	_____	23:00	23:30

C-5  
APPENDIX XI TO  
ANNEX C TO VOLUME I  
4228TH STRAT WING MRP



AEROSPACE GROUND EQUIPMENT  
DELIVERY SCHEDULE

<u>A+HR FOR DELIVERY</u>	<u>TYPE UNIT</u>	<u>DELIVER TO</u>	<u>PARKING SPOT</u>	<u>TO BE USED FOR</u>	<u>A+HR FOR PICK-UP</u>
0:15	EA-536	FMS	<u>DISPATCH</u>	AUX POWER	
0:15	EA-536	AEMS	<u>DISPATCH</u>	AUX POWER	
0:15	MD-3	TKR 4	_____	GEN OF ACFT	3:30
0:30	MD-3	BMB 6	_____	GEN OF ACFT	5:30
0:30	MC-1A	TKR BR	<u>7½</u>	GEN OF ACFT	
0:30	MC-1A	TKR BR	<u>7½</u>	GEN OF ACFT	
0:30	MC-1A	BMB BR	<u>13</u>	GEN OF ACFT	
0:30	MC-1A	BMB BR	<u>13</u>	GEN OF ACFT	
0:30	MC-1A	BMB BR	<u>13</u>	GEN OF ACFT	
0:45	MD-3	BMB 7	_____	GEN OF ACFT	7:30
1:00	MD-3	TKR 5	_____	GEN OF ACFT	5:30
2:00	MD-3	BMB 8	_____	GEN OF ACFT	9:30
2:00	MD-3	TKR 6	_____	GEN OF ACFT	9:30
2:45	MA-1A	TKR 4	_____	ENG START	3:30
3:00	MD-3	BMB 9	_____	GEN OF ACFT	11:30
4:30	MA-3	BMB 6	_____	PRE-FLIGHT	5:30
4:45	MD-3	BMB 10	_____	GEN OF ACFT	13:30
4:45	MD-3	TKR 7	_____	GEN OF ACFT	11:30
5:00	MA-1A	TKR 5	_____	ENG START	5:30
5:00	MA-1A	BMB 6	_____	ENG START	5:30
6:15	MA-3	BMB 7	_____	PRE-FLIGHT	7:30
7:00	MD-3	TKR 8	_____	GEN OF ACFT	13:30
7:00	MA-1A	BMB 7	_____	ENG START	7:30
8:00	MA-3	BMB 8	_____	PRE-FLIGHT	9:30
8:15	MD-3	TKR 9	<u>7½</u>	GEN OF ACFT	17:30
8:15	MD-3	TKR 10	<u>7½</u>	GEN OF ACFT	19:30
8:15	MD-3	TKR 11	<u>7½</u>	GEN OF ACFT	21:30

C-5  
APPENDIX XIII TO  
ANNEX C TO VOLUME I  
4228TH STRAT WING MRP

<u>A+HR FOR DELIVERY</u>	<u>TYPE UNIT</u>	<u>DELIVER TO</u>	<u>PARKING SPOT</u>	<u>TO BE USED FOR</u>	<u>A+HR FOR PICK-UP</u>
9:00	MA-1A	Tkr 6	_____	ENG START	9:30
9:00	MA-1A	BMB 8	_____	ENG START	9:30
10:00	MA-3	BMB 9	_____	PRE-FLIGHT	11:30
11:00	MA-1A	Tkr 7	_____	ENG START	11:30
11:00	MA-1A	BMB 9	_____	ENG START	11:30
12:00	MA-3	BMB 10	_____	PRE-FLIGHT	13:30
12:00	MD-3	BMB 11	_____	GEN OF ACFT	21:30
13:00	MA-1A	Tkr 8	_____	ENG START	13:30
13:00	MA-1A	BMB 10	_____	ENG START	13:30
13:45	MD-3	BMB 12	_____	GEN OF ACFT	23:30
15:45	MD-3	BMB 13	_____	GEN OF ACFT	25:30
17:00	MA-1A	Tkr 9	_____	ENG START	17:30
19:00	MA-1A	Tkr 10	_____	ENG START	19:30
20:00	MA-3	BMB 11	_____	PRE-FLIGHT	21:30
21:00	MA-1A	BMB 11	_____	ENG START	21:30
21:00	MA-1A	Tkr 11	_____	ENG START	21:30
22:00	MA-3	BMB 12	_____	PRE-FLIGHT	23:30
23:00	MA-1A	BMB 12	_____	ENG START	23:30
24:00	MA-3	BMB 13	_____	PRE-FLIGHT	25:30
25:00	MA-1A	BMB 13	_____	ENG START	25:30

C-5  
 APPENDIX XIII TO  
 ANNEX C TO VOLUME I  
 4228TH STRAT WING MRP

CAMERA LOADING TEAM SCHEDULE

1ST SHIFT

<u>TAIL #</u>	<u>TYPE ACFT</u>	<u>SLOT</u>	<u>PARK SPOT</u>	<u>A+HR START</u>	<u>A+HR COMP</u>
_____	B-52	8	_____	1:00	1:30
_____	B-52	9	_____	1:30	2:00
_____	B-52	10	_____	2:00	2:30
_____	B-52	6	_____	2:30	3:00
_____	B-52	7	_____	3:45	4:15

2ND SHIFT

_____	B-52	11	_____	15:45	16:15
_____	B-52	12	_____	17:45	18:15
_____	B-52	13	_____	19:45	20:15

C-5  
 APPENDIX II TO  
 ANNEX E TO VOLUME I  
 4228TH STRAT WING MRP

SUPERVISOR'S PLAN  
CHAFF LOADING TEAM

Supervisor: 30173, ECM Maintenance Supervisor.

Personnel Requirements: 2 teams, 3 men per team

1 team 1st shift

1 team 2nd shift

Personnel Source: 4 - 301X3

2 - 321X0, Bomb/Nav. - A+45

Equipment: 4 chff loading platforms

1 four wheel trailer

Normal test equipment in tool crib

Readiness Plan: A+00 to A+1:00, distribute loading sequence charts,

form the loading teams and rebrief them on the loading sequence and reporting procedures. Arrange for a specialist dispatch vehicle to tow the trailer to the first two aircraft on the flow chart. At A+1:25, dispatch the loading crews to the first aircraft to be loaded. At A+1:30, continue to dispatch specialist and teams IAW the flow charts and unscheduled maintenance work orders from Job Control.

At A+1:00 split the section into two 12 hour shifts, or sooner if the work load permits.

C-5

APPENDIX III to  
ANNEX E to  
VOLUME I

4228th Strategic Bombing Wing, Bombing Plan

8



ADDITIONAL INSTRUCTIONS:

1. Personnel reporting, weapon requirements, and general alert procedures will be governed by this plan.
2. Upon completion of chaff loading, the borrowed personnel will be returned to their respective sections.
3. Top load \_\_\_\_\_ bundles of \_\_\_\_\_ chaff per system.  
Two bundles dispensed for check.

CHAFF LOADING TEAM SCHEDULE

1ST SHIFT

<u>TAIL #</u>	<u>TYPE ACFT</u>	<u>SLOT</u>	<u>PARK SPOT</u>	<u>A+HR START</u>	<u>A+HR COMP</u>
_____	B-52	6	_____	2:00	3:00
_____	B-52	7	_____	3:15	4:15
_____	B-52	8	_____	5:00	6:00
_____	B-52	9	_____	6:30	7:30
_____	B-52	10	_____	8:15	9:15

2ND SHIFT

TEAM #2

_____	B-52	11	_____	15:15	16:15
_____	B-52	12	_____	17:15	18:15
_____	B-52	13	_____	19:15	20:15

0-5  
 APPENDIX IV TO  
 ANNEX E TO VOLUME I  
 4228TH STRAT WING MRP

SUPERVISOR'S PLAN

AMMO TORQUE TEAM

Supervisor: 32370G, Turret Systems Technician

Personnel Requirements: 2 - two man loading teams (323XCG) (1 on 1st shift)  
(1 on 2nd shift)

Personnel Source: 2 - 323XCG's

Equipment: 2 - J1A Maintenance Stands  
2 - B-5 Stands (Procured from crew chief)

Readiness Plan: A+00 to A+0:30 assemble and brief crews  
A+0:30 to A+1:00, secure equipment, transportation,  
and confirm flow chart sequence.

ADDITIONAL INSTRUCTIONS: None

AMMO TORQUE TEAM SCHEDULE

1ST SHIFT

TEAM #1

<u>TAIL #</u>	<u>TYPE ACFT</u>	<u>SLOT</u>	<u>PARK SPOT</u>	<u>A+HR START</u>	<u>A+HR COMP</u>
_____	B-52	6	_____	3:00	4:00
_____	B-52	7	_____	4:15	5:15
_____	B-52	8	_____	6:00	7:00
_____	B-52	9	_____	7:30	8:30
_____	B-52	10	_____	9:15	10:15

2ND SHIFT

_____	B-52	11	_____	16:15	17:15
_____	B-52	12	_____	18:15	19:15
_____	B-52	13	_____	20:15	21:15

C-5  
 APPENDIX VI TO  
 ANNEX E TO VOLUME I  
 4228TH STRAT WING MRP



WEAPONS LOADING TEAM SCHEDULE

1ST SHIFT

TEAM #1

<u>TAIL #</u>	<u>TYPE ACFT</u>	<u>SLOT</u>	<u>PARK SPOT</u>	<u>A+HR START</u>	<u>A+HR COMP</u>
_____	B-52	6	_____	2:00	4:30
_____	B-52	8	_____	5:00	7:30
_____	B-52	10	_____	8:15	10:45

TEAM #2

_____	B-52	7	_____	3:15	5:45
_____	B-52	9	_____	6:30	9:00

2ND SHIFT

TEAM #1

_____	B-52	11	_____	15:15	17:45
_____	B-52	13	_____	19:15	21:45

TEAM #2

_____	B-52	12	_____	17:15	19:45
-------	------	----	-------	-------	-------

C-5  
 APPENDIX IV TO  
 ANNEX F TO VOLUME I  
 4228TH STRAT WING MRP

EOD SUPERVISOR'S PLAN

EOD TEAM

MUNITIONS MAINTENANCE BRANCH

Supervisor: 3275B, Nuclear Weapons Officer

Personnel Requirement: Crew chief and assigned crew, 1 - 46171 and two 46131's.

Required Equipment: Emergency EOD vehicle with trailer, containing all necessary tools to disassemble and/or render safe nuclear and/or conventional munitions.

Readiness Plan: A to A+0:30. Assemble and brief personnel. A +0:30 commence break-out of ammo for EWO. Have ammo for each aircraft ready for pick up by loading team one hour prior to scheduled loading time on EWO flow chart.

Special Instructions: EOD alert. Assemble and brief personnel. Check status of EOD equipment. Attach emergency vehicle to EOD trailer and stand by.

CHAFF DELIVERY TEAM SCHEDULE

1ST SHIFT - TEAM #1

<u>TAIL #</u>	<u>TYPE ACFT</u>	<u>SLOT</u>	<u>PARK SPOT</u>	<u>A+HR FOR DELIVERY</u>	<u>A+HR FOR PICKUP</u>
_____	B-52	6	_____	1:55	3:00
_____	B-52	7	_____	3:10	4:15
_____	B-52	8	_____	4:55	6:00
_____	B-52	9	_____	6:25	7:30
_____	B-52	10	_____	8:10	9:15

2ND SHIFT - TEAM #1

_____	B-52	11	_____	15:10	16:15
_____	B-52	12	_____	17:10	18:15
_____	B-52	13	_____	19:10	20:15

C-5  
 APPENDIX VI TO  
 ANNEX H TO VOLUME I  
 4228TH STRAT WING MRP

HOSE CART REFUELING SCHEDULE  
1ST SHIFT  
CART #1

<u>TAIL #</u>	<u>TYPE ACFT</u>	<u>SLOT</u>	<u>PARK SPOT</u>	<u>A+HR FOR HOOK-UP</u>	<u>A+HR FOR COMP</u>
_____	B-52	6	_____	0:45	2:00
_____	B-52	8	_____	2:00	4:30
_____	B-52	10	_____	4:45	7:30

CART #2

_____	B-52	7	_____	0:45	2:45
_____	B-52	9	_____	3:15	5:45
_____	KC-135	11	_____	10:30	12:45

CART #3

_____	KC-135	4	_____	0:45	2:30
_____	KC-135	6	_____	2:30	4:45
_____	KC-135	8	_____	7:00	9:15
_____	KC-135	10	_____	9:45	12:00

CART #4

_____	KC-135	5	_____	1:15	3:15
_____	KC-135	7	_____	4:45	7:00
_____	KC-135	9	_____	9:00	11:15

2ND SHIFT

CART #1

_____	B-52	11	_____	11:45	14:30
_____	B-52	13	_____	15:45	18:30

CART #2

_____	B-52	12	_____	13:45	16:30
-------	------	----	-------	-------	-------

C-5  
APPENDIX VII TO  
ANNEX H TO VOLUME I  
4228TH STRAT WING MRP



WATER TRUCK SCHEDULE

1ST SHIFT

TRUCK #1

<u>TAIL #</u>	<u>TYPE ACFT</u>	<u>SLOT</u>	<u>PARK SPOT</u>	<u>A+HR START</u>	<u>A+HR COMP</u>
_____	KC-135	4	_____	1:00	1:30
_____	KC-135	5	_____	1:45	2:15
_____	KC-135	6	_____	2:45	3:15
RETURN TO WATER PLANT TO RELOAD					
_____	B-52	9	_____	3:30	4:00
_____	B-52	10	_____	5:00	5:30
_____	KC-135	11	_____	10:45	11:15

RETURN TO WATER PLANT TO RELOAD

2ND SHIFT

_____	B-52	11	_____	12:00	12:30
_____	B-52	12	_____	14:00	14:30
RETURN TO WATER PLANT TO RELOAD					
_____	B-52	13	_____	16:00	16:30

TRUCK #2

_____	B-52	6	_____	1:00	1:30
_____	B-52	7	_____	1:45	2:15
RETURN TO WATER PLANT TO RELOAD					
_____	B-52	8	_____	2:45	3:15
_____	KC-135	7	_____	5:00	5:30
RETURN TO WATER PLANT TO RELOAD					
_____	KC-135	8	_____	7:15	7:45
_____	KC-135	9	_____	9:15	9:45
_____	KC-135	10	_____	10:00	10:30

C-15  
 APPENDIX IX TO  
 ANNEX H TO VOLUME I  
 4228TH STRAT WING MRP

THIS PAGE IS DECLASSIFIED IAW EO 13526

27

THIS PAGE IS DECLASSIFIED IAW EO 13526

1584

HEADQUARTERS  
4228th Strategic Wing (SAC)  
Columbus Air Force Base, Mississippi

Authorized and Assigned Strength as of 31 October 1961

STRATEGIC WING	OFFICERS			ENLISTED			TOTAL MILITARY			CIVILIAN	
	AUTH	ASGD	PPD	AUTH	ASGD	PPD	AUTH	ASGD	PPD	AUTH	ASGD
Hq Sq Wing	73	64	58	312	329	308	385	393	366	12	14
4228 Supply Sq	6	6	4	202	180	164	208	186	168	58	57
<u>DCO</u>											
901st Air Ref Sq	58	63	51	21	24	20	79	87	71		
492nd Bomb Sq	138	161	146	30	35	32	168	196	178		
Sub-Total	196	224	197	51	59	52	247	283	249		
<u>DCM</u>											
4228 A&E Sq	8	9	8	243	243	221	251	252	229		
4228 Fld Maint	7	6	5	349	348	314	356	354	319	7	6
4228 OMS	9	10	9	304	310	285	313	320	294		
52nd Mun Maint	5	6	4	60	69	64	65	75	68		
Sub-Total	29	31	26	956	970	884	985	1001	910	7	6
Wing Sub-Total	304	325	285	1521	1538	1408	1825	1863	1693	77	77
<u>COMBAT SUPPORT GROUP</u>											
Hq Sq Group	27	27	26	159	172	173	186	199	199	55	53
4228 Civ Eng Sq	3	3	3	206	216	202	209	219	205	114	109
4228 Cmbt Def Sq	6	7	6	251	219	209	257	226	215		
4228 Trans Sq	4	3	3	95	96	90	99	99	93	16	15
4228 Food Sv	2	1	1	70	79	76	72	80	77		
4228 Ops Sq	0	1	1	0	0	0	0	1	1	6	7
Sub-Total	15	15	14	622	610	577	637	625	591	136	131
Group Sub-Total	42	42	40	781	782	750	823	824	790	191	184
Medical Group	34	32	31	85	93	87	119	125	118	25	25
Total Assigned	380	399	356	2387	2413	2245	2767	2812	2601	293	286
<u>Tenant Units</u>											
1948 Comm Sq	8	6	6	68	59	54	76	65	60		
OSI Detachment	2	2	2	0	0	0	2	2	2		
Weather Detachment	5	5	4	22	20	20	27	25	24		
Total Tenants	15	13	12	90	79	74	105	92	86		
Base Total	395	412	368	2477	2492	2319	2872	2904	2687	293	286

PREPARED BY STATISTICAL SERVICES

2 November 1961  
Columbus AFB, Miss.  
BCRS

THIS PAGE IS DECLASSIFIED IAW EO 13526

28

THIS PAGE IS DECLASSIFIED IAW EO 13526



## CREW DATA

The following statistics were extracted from the print out of EAM T-12 Report, Card #3, for the period 1-31 October 1961.

<u>Unit</u>	<u>492BS</u>	<u>901ARSq</u>
Combat-ready crews end of last month	26	19
Combat-ready crews end of current month	26	19
Noncombat-ready crews upgraded	0	0
Combat-ready crews forms	0	0
Combat-ready crews transferred in	0	0
Combat-ready crews downgraded	0	0
Combat-ready crews disbanded	0	0
Combat-ready crews transferred out	0	0
Combat-ready crews projected 1st month	27	19
NCR Crewsavailable projected 1st month	1	0
Combat-ready crews projected 2nd month	27	19
NCR Crewsavailable projected 2nd month	2	0
Combat-ready crews projected 3rd month	27	19
NCR Crewsavailable projected 3rd month	2	0
Combat-ready crews projected 4th month	27	19
NCR Crewsavailable projected 4th month	3	0

I certify the above statistics were extracted from the SAC EAM T-12 Report for the period 1-31 October 1961.

*Hubert G. Moore*  
 HUBERT G. MOORE  
 1st Lt. USAF

THIS PAGE IS DECLASSIFIED IAW EO 13526

29

THIS PAGE IS DECLASSIFIED IAW EO 13526

29

HEADQUARTERS  
4228TH STRATEGIC WING (SAC)  
UNITED STATES AIR FORCE  
COLUMBUS AIR FORCE BASE, MISSISSIPPI

REPLY TO  
ATTN OF (BYAT)

1 November 1961

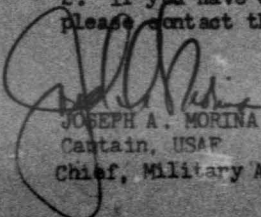
SUBJECT: Education Participation for October 1961

TO: LXD

1. The following statistics are presented for your information and guidance. They represent enrollments/testing (A), and completions (B) reported to this office during the month.

UNIT SYMBOL	USAFI		ECI		(HS)GED		(Col)GED		MSU	
	A	B	A	B	A	B	A	B	A	B
SUDA-1	2	3	3	1						
PMSC			1	1	2					
BRSC				1						
ARSC	1	2				1				
BSC	2	2		8	2					
HSC	4	6	31	18	1		1			
CDS	2	1	17	1	2	1				
FSSC	1	1	11							
CES	1	1	26	6						
TSC		2	15	11	2	3	1			
SSC			20	6						
FMSC	1	3	31	9	1		1			
AMSC	1	4	15	3	1	3	4	3		
OMSC	4	2	4	9		1	2			
WEA		2								
AFCS	3	1	3							
<b>Totals:</b>	<b>22</b>	<b>30</b>	<b>177</b>	<b>74</b>	<b>11</b>	<b>9</b>	<b>9</b>	<b>3</b>		

2. If you have any questions or comment concerning the above figures, please contact the Education Services Office in Room Nr 1, Building 2200.

  
JOSEPH A. MORINA  
Captain, USAF  
Chief, Military Affairs Division

THIS PAGE IS DECLASSIFIED IAW EO 13526

30

THIS PAGE IS DECLASSIFIED IAW EO 13526



HEADQUARTERS  
4228TH STRATEGIC WING (SAC)  
UNITED STATES AIR FORCE  
COLUMBUS AIR FORCE BASE, MISSISSIPPI

APPLY TO  
ATTN OF:

DPARR

31 October 1961

SUBJECT:

Reenlistment Rates for October 1961

TO:

The Reenlistment Rate for 4228th Strategic Wing, by organization, is submitted for the month of October 1961.

SQUADRON	ELIG TO REENL		REENLISTED		PER CENT		TOTAL PERCENT
	CAREER	1ST TERM	CAREER	1ST TERM	CAREER	1ST TERM	
HSC	4	1	4	1	100%	100%	100%
SUCO	1	1	1	1	100%	100%	100%
FMSC	5	1	5	1	100%	100%	100%
OMSC	1	2	1	2	100%	100%	100%
AMSC	1	1	1	1	100%	100%	100%
CESC	1	4	1	4	100%	100%	100%
CDSC	2	5	2	5	100%	100%	100%
TSC	2	1	2	1	100%	100%	100%
MMSC	2	0	2	0	100%	---	100%
ARSC	2	0	2	0	100%	---	100%
BSC	0	0	0	0	---	---	---
SSC	2	2	1	1	50%	50%	50%
BHSC	7	1	7	1	100%	100%	100%
FSSC	2	0	2	0	100%	---	100%
TOTALS	32	19	31	18	96.9%	94.7%	96.1%

*Robert T. Tichenor*  
ROBERT T. TICHENOR  
Captain, USAF  
Chief, Retention and Processing Branch

Info Cys to: G, VC, DCO, DCM  
DCR, DSUP, DP,  
BC, BDCS, BDCM,  
BDCL

THIS PAGE IS DECLASSIFIED IAW EO 13526

31

THIS PAGE IS DECLASSIFIED IAW EO 13526

HEADQUARTERS  
4228TH STRATEGIC WING (SAC)  
United States Air Force  
Columbus Air Force Base, Mississippi

REPLY TO  
ATTN OF: BCRM/SSGT O'KEEFE/521

8 November 1961

SUBJECT: Squadron MCS - October 1961

TO: C	VC	HSC (2)	DCO	DCOTG	BSC
DCM	AEMSC (2)	FMSC (2)	OMSC (2)	MMSC (2)	LXD (4)
BHSC (2)	BDAS	BDCS	FFSC (2)	BDCM	TSC (2)
CDSC (2)	BDCE	CES (2)	BJA	DP (3)	ARTSC
SAFE	DSUP	SSC (2)	BCRM (6)	SUDA (2)	SC
BDCL (2)					

1. In a close race for the number one position OMS beat out the competitors for the "Top Slot" with a rating of 94.3%. Incidentally this was the fourth time this year that OMS has been number one. CONGRATULATIONS. Food Service ranked second - 93.2%, A&E third - 93.0% followed by MMS with 92.3%. You can see by the small margin between the first four positions that you have some stiff competition.

2. The majority of the units are facing the same old problems; namely, IPT, "Fat Boys", Moving Traffic Violations, and Civil Type Offenses.

3. The Management Analysis Division receives from 15 to 25 calls on the first week of each month regarding the standings. We have no idea what the standings are until all reports are received. One of the greatest delaying factors is the Weight Control report which you, the squadrons, prepare. If these reports are timely and accurate, the results will be published by the 10th of each month. In the future, Management Analysis will not acknowledge any telephone calls or personal inquiries regarding the standings until the statement has been published.

*David O. Shaw*  
DAVID O. SHAW, Major, USAF  
Director of Comptroller

2 Atch  
1. Squadron Standing  
2. Summary of Points Lost



4228TH STRATEGIC WING (SAC)  
SQUADRON MANAGEMENT CONTROL SYSTEM  
OCTOBER 1961 SCORES AND STANDING

	<u>Max</u> <u>Pts</u>	<u>A&amp;E</u>	<u>MMS</u>	<u>CIS</u>	<u>FMS</u>	<u>HSC</u>	<u>CES</u>	<u>SUDA</u>	<u>OMS</u>	<u>TSC</u>	<u>BHSC</u>	<u>SSC</u>	<u>FSSC</u>
STANDING	-	3	4	8	7	10	9	5	1	6	12	11	2
IPT													
% Passing Tests	100	100	NA	NA	NA	40	80	NA	NA	80	NA	NA	100
% Overtime in Trng	50	50	50	50	30	30	50	30	40	50	20	0	50
MIL PERS REC REVIEW	25	25	25	25	25	25	25	25	25	25	25	25	25
GROUND SAFETY													
Mil Dis Injury Rate	50	50	50	50	50	50	50	50	50	50	50	50	50
POV Accident Rate	40	40	40	32	40	40	40	40	40	40	40	32	40
PHYSICAL FITNESS PROGRAM													
% Weighed	20	20	20	20	20	20	20	20	20	20	20	20	20
% Within Wt Limits	30	10	30	10	30	10	10	30	30	17	8	8	8
AWOL RATE	100	100	100	100	100	100	100	100	100	100	0	100	100
MOVING TRAFFIC VIOLATIONS	35	20	0	35	35	35	15	5	35	35	0	0	35
MILITARY & CIVIL OFFENSES	35	35	35	5	35	35	0	35	25	35	15	0	35
BROKEN DENTAL APPTS	20	16	20	20	16	20	20	20	20	20	20	12	4
BAD CHECKS	30	30	30	30	0	30	30	30	30	0	30	30	30
OTHER RETURNED CHECKS	20	20	20	20	20	20	20	20	14	20	20	20	20
TOTAL POINTS POSSIBLE	-	555	455	455	455	555	555	455	455	555	455	455	555
TOTAL POINTS EARNED	-	516	420	397	401	455	460	405	429	492	248	297	517
PERCENT SCORE	-	93.0	92.3	87.3	88.1	82.0	82.9	89.0	94.3	88.6	54.5	65.3	93.2

*attd 1*



SUMMARY OF POINTS LOST - OCTOBER 1961

% PASSING TESTS:

<u>Unit</u>	<u>Nr Tested</u>	<u>Nr. Failing</u>	<u>% Failing</u>	<u>Points Lost</u>
BSC	7	2	29	60
CES	8	1	12	20
TSC	11	1	9	20

% OVERTIME IN TRAINING:

<u>Unit</u>	<u>Nr. In Trng</u>	<u>Nr. Overtime</u>	<u>% Overtime</u>	<u>Points Lost</u>
BHSC	43	4	9	30
FMSC	56	2	4	20
HSC	66	2	3	20
SUDA	19	1	5	20
OMSC	49	1	2	10
SSC	41	7	17	50

AWOL RATE:

<u>Unit</u>	<u>Nr. AWOL</u>	<u>Rate per 1,000</u>	<u>Points Lost</u>
BHSC	1	5.03	100

PRIVATE MOTOR VEHICLE ACCIDENTS:

<u>Unit</u>	<u>Nr. Accidents</u>	<u>Man-Days Exposure</u>	<u>Rate per 1000</u>	<u>Points Lost</u>
CDS	1	7006	0.14	8
SSC	1	5766	0.17	8

% WITHIN WEIGHT LIMITS:

<u>Unit</u>	<u>Nr. Assigned</u>	<u>Nr. Overweight</u>	<u>% Overweight</u>	<u>Points Lost</u>
BHSC	199	5	2.5	22
FFSC	79	3	3.8	22
AEMSC	236	5	2.1	20
CDS	223	4	1.8	20
HSC	305	6	2.0	20
CES	216	4	1.9	20
TSC	98	1	1.0	13
SSC	257	7	2.7	22

*atlet 2*

BAD CHECKS:

<u>Unit</u>	<u>Nr Returned</u>	<u>Avg Strength</u>	<u>Rate per 1,000</u>	<u>Points Lost</u>
FMSC	2	354	5.65	30
TSC	1	99	10.10	30

OTHER RETURNED CHECKS (CLERICAL ERROR):

<u>Unit</u>	<u>Nr. Returned</u>	<u>Avg Strength</u>	<u>Rate per 1,000</u>	<u>Points Lost</u>
OMS	1	320	3.13	6

MOVING TRAFFIC VIOLATIONS (ON & OFF BASE):

<u>Unit</u>	<u>Nr. Violations</u>	<u>Avg Strength</u>	<u>Rate per 1,000</u>	<u>Points Lost</u>
BHSC	2	199	10.05	35
AEMSC	1	252	3.97	15
MMSC	2	75	26.67	35
CES	1	219	4.57	20
SUDA	1	125	8.00	30
SSC	2	186	10.75	35

MILITARY & CIVIL TYPE OFFENSES:

<u>Unit</u>	<u>Nr. Violations</u>	<u>Avg Strength</u>	<u>Rate per 1,000</u>	<u>Points Lost</u>
BHSC	1	199	5.03	20
CDS	2	226	8.85	30
CES	3	219	13.70	35
OMS	1	320	3.13	10
SSC	3	186	16.13	35

BROKEN DENTAL APPOINTMENTS:

<u>Unit</u>	<u>Appoint. Made</u>	<u>Appoint Broken</u>	<u>% Broken</u>	<u>Points Lost</u>
FSSC	29	2	6.9	16
AEMSC	91	1	1.1	4
FMSC	112	1	0.89	4
SSC	25	1	4.0	8

THIS PAGE IS DECLASSIFIED IAW EO 13526

32

THIS PAGE IS DECLASSIFIED IAW EO 13526

HEADQUARTERS  
4228TH STRATEGIC WING (SAC)  
United States Air Force  
Columbus Air Force Base, Mississippi

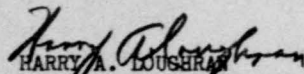
REPLY TO  
ATTN OF: BDCL/Lt. Col. Loughran/7574/jee

7 November 1961

SUBJECT: State of Discipline

TO: All Unit Commanders

Attached and forwarded for your information are the monthly (October) and cumulative (Jan thru Oct) State of Discipline Reports for Columbus Air Force Base.

  
HARRY A. LOUSHRAN  
Lt. Colonel, USAF  
D/Commander Security & Law Enforcement

2 Atch

1. State of Discipline Report (Oct)  
2. State of Discipline Report (Cum)



OFFENSES & OTHER DATA INDICATIVE OF THE STATE OF DISCIPLINE  
OCTOBER 1961

	AWOLS	MILITARY TYPE OFFENSES	MOVING TRAFFIC VIO. ON BASE OFF BASE	TRAFFIC ACCIDENTS OFF BASE ON BASE	CIVIL TYPE OFFENSE MINOR FELONY	ARTICLE 15's	COURT- MARTIALS			
Hq 4228th SW	0	0	0	0	0	0	0			
901 ARS	0	0	0	0	0	0	0			
492 BS	0	0	0	0	0	0	0			
4228 FMS	0	0	0	0	1	0	1			
4228 AEMS	0	0	1	0	0	0	0			
4228 OMS	0	0	0	0	1	0	0			
52 MMS	0	0	2	0	0	0	0			
858 Med Gp	0	0	1	0	0	0	0			
4228 Supply Sq	0	1	1	1	0	0	2			
4228 CDS	0	2	0	0	0	0	0			
4228 CES	0	1	1	0	0	1	2			
4228 TS	0	0	0	0	0	0	0			
Hq 4228 CSG	1	1	1	1	0	0	1			
4228 FSS	0	0	0	0	0	0	0			
DET 10, 26 WEA	0	0	0	0	0	0	0			
1948 AFCS	0	0	0	0	0	0	0			
CIVILIANS	0	0	3	0	0	1	0			
TOTAL	1	5	10	2	0	2	6			
BASE RATE	.34	1.72	N/A	N/A	0	.59	2.41	0	N/A	N/A
2AF STANDAR	.35	1.90	N/A	N/A	.60	.50	1.00	.05	N/A	N/A

OFFENSES & OTHER DATA INDICATIVE OF THE STATE OF DISCIPLINE  
JANUARY THRU OCTOBER 1961 (Cumulative)

	AWOLS	MILITARY TYPE OFFENSES	MOVING ON BASE	TRAFFIC VIO. OFF BASE	TRAFFIC ACCIDENTS OFF BASE	ON BASE	CIVIL TYPE MINOR	OFFENSE FELONY	ARTICLE 15's	COURT- MARTIALS
Hq 4228th SW	4	20	6	12	2	5	9	2	9	20
901 ARS	0	0	0	1	0	0	0	0	0	0
492 BS	0	1	0	2	1	0	0	0	0	1
4228 FMS	0	6	5	5	2	3	10	0	6	2
4228 AEMS	1	2	3	3	0	4	3	0	1	2
4228 OMS	1	1	3	5	1	2	4	0	0	2
52 MMS	0	5	5	2	0	2	1	0	2	3
858 Med Gp	1	3	2	0	0	0	2	0	4	1
4228 CDS	1	3	2	5	0	2	1	0	1	5
4228 CES	0	10	3	8	2	2	10	0	10	5
4228 TS	0	1	4	5	1	3	3	0	2	0
Hq 4228 CSG	1	1	1	1	0	0	2	0	1	1
4228 FSS	0	0	0	0	0	0	0	0	0	0
DET 10, 26 WEA	0	0	2	0	0	0	1	0	0	1
1948 AFCS	1	1	1	1	0	0	0	0	0	1
4228 Supply Sq	0	1	1	1	0	0	2	0	1	0
4228 Support Sq(Disc)	0	3	2	3	1	3	3	0	3	4
CIVILIANS	0	0	15	0	0	4	0	0	0	0
TOTAL	10	58	55	54	10	30	51	2	40	48
BASE RATE	.35	2.05	N/A	N/A	.34	.90	1.80	.07	N/A	N/A
2AF STANDARD	.35	1.90	N/A	N/A	.60	.60	1.00	.07	N/A	N/A

THIS PAGE IS DECLASSIFIED IAW EO 13526

33

THIS PAGE IS DECLASSIFIED IAW EO 13526



RAPCON TAKES OVER — Pictured are the many different components of the new RAPCON facility. In the middle is SSgt Alvin R. Lumpkins watching MSgt Carroll H. Millard and A2C Wayne Osborne operate RAPCON equipment. The sirmen are from the 1948th Communications Squadron which will man the new facility. At top left, the FPM-16, precision radar, top right, CPN-18 search radar, bottom left, Columbus control tower and bottom right, the RAPCON building. These widely spread components will work together to make flying safer.



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

STATUS OF MCP CONSTRUCTION											Report Control Symbol 20-21
INSTALLATION					CONTRACTING					DATE OF REPORT	
Columbus Air Force Base					Columbus, Mississippi					20 October 1961	
A CATEGORY CODE NO.	B FY	C DESCRIPTION	D UNIT	E QUANTITY	F CONTRACT NUMBER	G CONTRACT START DATE	H CONTRACT AMOUNT	I ESTIMATED COMPL. DATE	J SCHEDULED % COMPLETE	K ACTUAL % COMPLETE	L REMARKS
411-135	61	Foundation of Jet Fuel Storage Tank	EA	1	ENG-1007	25 May 61	12,801,240	15 Aug 61	100	75	Work under contract for 20 October 1961
116-672	61	Aircraft Washdown	AF	3,000	ENG-1007	3 Sep 61	10,043.00	10 Feb 61	100	95	Work under contract for 20 October 1961
390-450	61	Access Air Cond. System	EA	1	ENG-1007	1 Jun 61	21,370.00	10 Feb 61	100	95	Work under contract for 20 October 1961
217-7124	61	Main Arm & Electronics Shop	AF	3,000	ENG-1007	28 Feb 61	40,200.00	30 Sep 61	100	95	Work under contract for 20 October 1961
740-8732	61	Base Heater	AF	4,257	ENG-1007	3 Apr 61	204,515.00	23 Feb 62	62.5	45	Work under contract for 20 October 1961
136-661	61	Emergency Power Bldg.	AF	668	ENG-1161	24 May 61	16,775.00	1 Sep 61	100	95	Work under contract for 20 October 1961
210-425	61	Auto Maintenance Shop	AF	10,000	ENG-1161	10 Jun 61	26,000.00	1 May 62	12	10	
104-214	61	Air Force Officers Mess	AF	10,000	ENG-1161	10 Jun 61	288,000.00	15 Jun 62	15	10	
210-425	61	Alterations & Addn to TV	EA	1	ENG-1161	10 Jun 61	16,775.00	1 May 62	12	10	

I certify that the information contained in this report was obtained from the data obtained by observation and the construction reports and from the site inspections made by the Engineer personnel and represents the current status of military construction program projects listed herein.

*Walter L. Ross*  
Walter L. Ross  
SAC, Columbus, MS  
SAC Civil Engineering