

Document Detail for IRISNUM= 00461313						DECLASSIFIED
IRISNUM	00461313	OLDACC	5-3006-5	CLASS	SECRET	
BEG_DATE	10-01-1961	MAIN	WING/4241/STRATEGIC	PUB_DATE		
END_DATE	10-31-1961	CALL	K-WG-4241-HI	REEL	10818	
ACCS_DATE		MAJCOM		RECTYPE	HISTORY	
REL_DATE	12-15-1990	TITLE		TITLE_XT		
ACCNOTES		IRISREF	P0093	FRAME	1211	
FRAMEST	1498	INDEXID	48	NUMPAGES		
ABSTRACT	ON 15 OCT 61, A B-52G AIRCRAFT (SERIAL NO. 58-196) ASSIGNED TO 73 BOMBARDMENT SQUADRON OF THE 4241 STRATEGIC WING (SW) MYSTERIOUSLY DISAPPEARED AFTER LEVELING OFF DURING EXERCISE SKY SHIELD II OFF THE EAST COAST OF UNITED STATES; THE ENTIRE CREW, A SPARE NAVIGATOR, AND ARMAMENTS AND ELECTRONICS TECHNICIAN WERE DECLARED DEAD. WING CONDUCTED A FULL FORCE TEST FOR SAC (STRATEGIC AIR COMMAND) THAT REQUIRED ROUND THE CLOCK WORK. MATERIEL SECTION REPORTS ON SHORTAGE OF AIRCRAFT PARTS.					
DNOTES	SUPPORTING DOCUMENTS.					
ADMIN	NOFORN ORCON/OTHER RD	AUTHOR		TITLE_AE	4241 STRATEGIC WING (SW), ANALYSIS OF MANAGEMENT CONTROL DATA, OCT 61 4241 SW, FULL FORCE TEST DIRECTIVE, 23 AUG 61 4241 SW, CREW FLIMSY, SKY SHIELD II, 27 SEP 61	
SUBJECT						
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This document is classified ~~RESTRICTED DATA~~ because it combines information on the EMO capability of 4241st Strategic Wing (SAC).

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4241st STRATEGIC WING (SAC)

1-30 October 1961

(UNCLASSIFIED TITLE)

WING ASSIGNMENT

822nd Air Division, 8th Air Force, Strategic Air Command

STATION

Seymour Johnson Air Force Base, North Carolina

History Prepared By:
SSgt. Clarence J. Bizet
Historian

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Colonel, USAF
Commander

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CHAPTER I

ORGANIZATION AND ADMINISTRATION

The 4241st Strategic Wing (SAC) was in a turmoil during October. One of its B-52s mysteriously disappeared after leveling off during Exercise "Sky Shield II" off the East coast. Tragically, the entire crew, a spare navigator and armaments and electronics technician have been declared dead. One consoling factor was the extensive search conducted by sister services, the Civil Air Patrol of five states, and the lookout maintained by civilian airlines and merchant ships which happened to be in the area where the aircraft was last seen.(U)

Besides B-52s, the wing stationed at Seymour Johnson has KC-135 jet tankers and B-47s and 77s in its inventory. The Seymour Johnson location fulfills the Strategic Air Command (SAC) concept of deployment of forces.(U)

During October, the wing's personnel and their equipment coped with unusual work conditions. It was conducting a "Full Force" test for SAC which requires round-the-clock work and a seven-day week. "Full Force" began on 2 September 1961, therefore, many problems arising from realignment of shifts and shifting of personnel reached a tangible point in October. The "Full Force" test team was able to come up with recommendations, some with far-reaching effect and others of indigenous nature.(U)

Results were indicating that the wing was able to organize and train a force capable of long range offensive bombardment, and air-to-air refueling operations on a global scale. The "Full Force" team has come up with a "Wing A and B" organization which can be applied to the wing as well as SAC.(U)

Crew training emphasized bombing accuracy on Radar Bomb Site Express runs. Missions were being flown from the RBS Express "Rockbed" flimsy. The Bombardment-Navigation section reported that the 73rd Bombardment Squadron was maintaining an Eighth Air Force average, although they were getting their share of unreliable runs.(U)

Air refueling crews maintained their proficiency as in past months. The 911th Air Refueling Squadron joined the 4135th Strategic Wing (SAC) in its "Bar None" exercise.

Other wing responsibilities which progressed amid the maze of activities were training and administering to assigned reserve personnel and units. Being prepared to participate in disaster relief and other domestic emergencies was another responsibility given required attention, not to forget special missions and assignments as may be directed by headquarters.(U)

CHAPTER II

PERSONNEL

The wing had an aggregate surplus of officers and airmen at the end of October. Authorized strength compared to assigned strength indicated:¹

	AUTH	ASGD
Officers and W/O	298	301
Airmen	1480	1509
Civilians	11	9
TOTAL	1789	1819

Among these numbers were those making up 27 authorized B-52 crews--all of which were assigned and in being; also 18 authorized KC-135 crews which are also assigned and in being.(U)

The overage in manning camouflages the shortage of supervisory personnel in the 4241st Combat Defense Squadron. For October² the commander of the squadron, Capt. (b)(6) reported his unit was 83 percent manned. The 83 percent level would normally require action under Command Policy No. 39-1, Subject, Airman Direct Support Manning, 8 September 1961, which states..."Anytime your manning in a particular AFSC drops 85 percent effective manning you should report it." The Combat Defense Squadron shortage was in one particular AFSC; however,

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1. Report, RCS 1-SAC-T35, Part I, 1-31 Oct 61. Exhibit 1.
2. Report, RCS 1-SAC-T35 (SAP-1) Part IV, 1-31 Oct 61. Exhibit 2.

Personnel officials reported on 13 November that the squadron strength had climbed to 85 percent. This then left the squadron with the problem experienced in the past three months--only 50 percent manned in the supervisory functions. This, too, Personnel officials believed will resolve itself inasmuch as they operate on a six-months-projected period.³ During this forthcoming period the seven-level vacuum will have been filled.(U)

Aside from the shortage of supervisory personnel in the Air Police field, the wing was 95 percent manned in required specialities (MRS) for airmen. It had 1300 to fill its MRS⁴ whereas the total requirement was 1372.(U)

Officer manning figures indicated 98 percent MRS, computed from a required 295 and 289 presently assigned in slots. However,⁵ the wing had a total of 299 officers in October.(U)

The retention picture for October was bright for some organizations. With two eligible, the Armament and Electronics Squadron was low on the scale because only one re-enlisted. Headquarters Squadron had the largest number of eligibles--10. Eight of those re-enlisted, one retired. Aggregately, the wing record for October was 89 percent.⁶(U)

3. Report, HCS 1-SAC-T35 (SAF-1) Part IV, 1-31 Oct 61. Exhibit 2.

4. Report, HCS 1-SAC-T35, Part I, 1-31 Oct 61. Exhibit 1.

5. Ibid.

6. Interview, Historian and TSgt. (b)(6) Retention HCCIC.

Emphasis was placed on Individual Professional Training (IPT), an area which was rated marginal in September. Special visits were made to all squadrons and a strict critique was made for each unit. Among all the discrepancies noted, the most common discrepancy was found in testing all eligible airmen. There were 301 airmen in training at the end of October. Among those were 13 listed as overtime trainees. The overall effectiveness of October IPT all-out effort was 78 percent.⁷(U)

7. Interview, Historian and TSgt. (b)(6) Training NCC.

CHAPTER III

MATERIAL

An all time high percentage of completeness was achieved by the Combat Launch and Recovery Kit (CLARK) section during October. Percentages reached were:⁸(U)

<u>ONE</u>		<u>HAL</u>	
B-52	90.0%	<u>IDE</u>	89.4%
KC-135	91.0%	<u>USE</u>	88.8%
GAM-72	95.0%		
GAM-77	91.0%		

<u>PERSONAL EQUIPMENT</u>		<u>CLARK</u>	
Personal Equipment	92.0%	B-52	99.6%
Survival Equipment	98.0%	KC-135	99.4%

Four B-52s were out of commission for parts (AOCP); no KC-135s were being held up for parts. In the Aircraft Not Fully Equipped (ANFE) category, four B-52s were out and a KC-135 was also on the list. The Missiles Out of Commission for Parts (MOCP) phase included five GAM-72s and 17 GAM-77s were on the list.⁹(U)

B-52 shortages listed were: a cowl, limiter, hatch-gasket, selector, comparator and tracker. One B-52 was out for five days and shortest time in AOCP was one day in four instances. The side-lined KC-135 needed a transmitter.(U)

8. Interview, Historian and Maj (b)(6) Director of Supply.
9. Supply Summary, October 61. Exhibit 3.

GAM-77 troubles were caused by lack of regulators, motors, hoses, servoes, elements, disconnect, packing, generator, cover, clamps, tracker and cover.¹⁰(U)

The average delivery days for AOCF items for the B-52Gs was two days; ANFE, two days; the KC-135's days averaged one. The delivery MOCF average for the GAMs were: one day for GAM-72 and four days for GAM-77. Percentage-wise there was a two percent AOCF for B-52s and a like percentage for ANFE. The KC-135 ANFE rate was .6 percent. The GAM-72 MOCF rate was computed at .7 percent and the GAM-77 MOCF was 12.3 percent.¹¹(U)

Eight cannibalizations were necessary for B-52s and one was made to equip a KC-135. The GAM-77s required 10 cannibalizations while none were made for the GAM-72. Among items cannibalized for aircraft were: hatch, limiter, tracker, hose and shield; items cannibalized for the GAMs were: hoses, valve, disconnect, amplifier, motor, pump, seal and strainer.¹²(U)

These materiel activities, to some degree, resulted from the "Full Force" test. The Deputy Chief of Materiel issued a supplement to "Full Force" test directives.¹³ It emphasized that maintenance would support the maximum implementation of "Full Force" intent, as well as all aircraft flying requirements

10. Supply Summary, October 61. Exhibit 3.

11. Ibid.

12. Ibid.

13. Supplement, 4241st Supplement No. 1 to "Full Force" Test Directive, 23 Aug 61. Exhibit 4.

called for in the weekly 60-9 schedule.(U)

Among the things directed was work schedule planning whereby personnel would get two consecutive days off after a five-day week. It called for adhering to an 8-hour day where possible and for keeping overtime to a minimum. It specified that three assistants and a crew chief would form a bomber launch team and four assistants and a crew chief would form a recovery-after-flight team. The same system was established for tankers-save the fact that each team would require one less man.¹⁴(U)

B-52 acceptable minimums by system for EMO take-off were established for "Full Force."¹⁵(U)

From the first to the fifteenth of October, the average "Full Force" configured aircraft, including those on alert, was 2.28 for a B-52 and 2.75 for a KC-135 each day. Minimum and maximum on any day during this period were:¹⁶(U)

	Minimum	Maximum
B-52	0	5
KC-135	1	5

Statistics were compiled to indicate the ability of maintenance men to maintain EMO configured aircraft between sorties. Average number of available hours between sorties were used and aircraft were placed in EMO configuration as follows:¹⁷(U)

14. Supplement, 4241st Supplement No. 1 to "Full Force" Test Directives, 23 Aug 61, Exhibit 4.
15. Ibid.
16. Report as of 15 Oct 61, "Full Force" Test-4241SW, 19 Oct 61. Exhibit 5.
17. Ibid.

B-52	1-15 <u>Sep</u>	16-30 <u>Sep</u>	1-15 <u>Oct</u>
Average EMO Configured A/cft	9.28	8.29	8.28
Average EMO Configured Hours	24.01	24.01	24.01
MC-135			
Average EMO Configured A/cft	7.00	6.20	6.75
Average EMO Configured Hours	24.00	24.01	26.62

In October, the "Full Force" team was able to come up with
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an analyses of September figures. The relative increase of alert aircraft over previous periods accounted for a slight decrease of direct labor for Organizational Maintenance Squadron. It was assumed that "Full Force" had been responsible for a decrease in Maintenance Technical Training. "Full Force" had no appreciable effect on the utilization of the Field Maintenance Squadron available labor force. Direct labor hours increased somewhat as indirect labor hours decreased and other major categories remained constant. "Full Force" imposed the least on the Armaments and Electronics Squadron. It was able to increase its Maintenance Technical Training from 9.5 percent to 12.4 percent in September.⁽¹⁾

The munitions maintenance direct labor hours expended increased because of additional loadings required during the
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August-September USOM/CRI and for "Full Force" in September.

18. Report as of 15 Oct 61 "Full Force" Test-4241EW, 19 Oct 61. Exhibit 5.

19. Ibid.

During that period non-productive time increased from 1.4 to 5.9, the highest in the wing. This squadron's maintenance training dropped from 12.2 percent in July to 2.9 percent in September--results of "Full Force."²⁰(U)

The analysis of overtime expended indicated that the Organizational Maintenance Squadron hours were slightly more in September over July and August. This was offset by a decrease in net overtime since the beginning of "Full Force"--thus an increased capability to give compensatory time for overtime worked. Field Maintenance expended 50 percent of its overtime on direct labor. There was a decrease in September from that computed in August. This was interpreted as better scheduling by shift to avoid unnecessary standby. Supervisors overtime expended in September also dropped.²¹(U)

Armaments and Electronics Squadron members were not taxed with excessive overtime. The Munitions Maintenance Squadron overtime has steadily increased since July--compensatory time proportionately felt the impact. Increased direct labor overtime in the non-productive codes took a serious jump from .6 percent in July to 12.3 percent in September.²²(U)

20. Report as of 15 Oct 61 "Full Force" test-42413W, 19 Oct 61. Exhibit 5.

21. Ibid.

22. Ibid.

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While the GAM-77 contingent executed its portion of "Full Force" it was also preparing for the forthcoming modification of the "77." Preliminary plans called for modifying the consoles²³ and spare parts here at Seymour Johnson.²⁴ ~~(S)~~

Capt. (b)(6) GAM Maintenance Officer, outlined actions to be taken and work schedules for the modification. Plans for North American called for making console and spare parts modification beginning 28 December and ending 3 February 1962. Shipment of the missiles to Downey, Calif. and Oklahoma City Air Materiel Area (OCMA) was set from December to the end of January. According to plans, Captain (b)(6) states new missiles are expected in January 1962.²⁵ ~~(S)~~

Captain (b)(6) revealed the modification will increase the accuracy and reliability in the area of guidance. (b)(6) said the modification resulted from the last two years of flying tests conducted at Eglin AFB on actual launchings. The modification required, in the majority of cases, will provide proper shielding of wires and a common grounding point.²⁶ ~~(S)~~

23. Msg, DME5C, 9945, Materiel Capability to Commit GAM to EWC. Exhibit 13.

24. Interview, Historian and Capt. (b)(6) GAM Maintenance Officer.

25. Ibid.

26. Ibid.

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From a training point of view, the 53rd Munitions Maintenance Squadron worked on the "clip-in" packages of weapons for "strip alert" aircraft. Nineteen different standardization inspections were conducted to determine the proficiency of the loading teams. As a result, all five loading teams were declared fully qualified to load the three types of weapons, GAM-77, GAM-72 and mating warheads.²⁷ ~~(S)~~

(b)(3):42 U.S.C. 2011

Other October duties included training the Homestead Loading Team of the 29th Munitions Maintenance Squadron. The training began on 15 October and will end on 1 December. The student team performed four loadings, two GAM-77s and two warhead loadings.²⁹ ~~(S)~~

²⁷ Interview, Historian and Maj. ~~(b)(6)~~

(b)(3):42 U.S.C. 2011

²⁹ Same as 28.

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CHAPTER IV
OPERATIONS AND TRAINING

The semi-final report on "Full Force" reviewed what had been done from 2 September through 31 October. It outlined methods used for computing and analyzing the unit's ability to generate "Full Force" aircraft. It pinpointed conclusions in scheduling, alternate proposals, and the progress of the test.(U)

The key to maximum number of aircraft available for "Full Force" was reported to be flying training scheduling. Before "Full Force", maintenance activities favored the "block" take-off flying schedule. This meant that all aircraft, say on an RBS run, would be over the target in a three-hour period. The "Full Force" concept would have RBS runs in 45-minute intervals during a 24-hour period. This timing-cycle would have one aircraft landing while another was taking off. The result would be insurance that the maximum number of ready aircraft would be ready for flying training and "Full Force." At the same time, this cycling would require the extension of hours of operation by the bomb plot and Nike sites from 16 to 24 hours six days a week.³⁰(U)

30. Semi-final Unit Report as of 31 Oct 61, on "Full Force" Test, 42415W, 2 Nov 61. Exhibit 7.

The "Full Force" test team recommended a "Wing A and B"³¹ system. Both wings would maintain an alert force at all times. Wing A's planes not on alert during the first half of the month would be used for "Full Force." In the meantime Wing B would fly all assigned aircraft not on alert to meet training requirements. During the second half of the month, Wing A would degrade their "Full Force" aircraft and fly them to meet training requirements. Wing B's planes not on alert then would assume the "Full Force" role. The test team believed the plan would provide 75 percent of the assigned aircraft for "Full Force."³²(U)

The second alternative offered was the "Staggered Flying Schedule." This would group all strategic wings under Wing Plan A or Plan B. The test team felt that wings operating under Plan A would be given the requirement to fly a minimum of six aircraft each day for 13 days out of the 15-day flying period. All missions would be coordinated missions with other wings operating under Plan A to allow maximum bomber stream missions at all times. The test team suggested a grouping for Eighth Air Force wings.³³(U)

31. Semi-final Unit Report as of 31 Oct 61, on "Full Force" Test, 4241SW, 2 Nov 61, Exhibit 7.

32. Ibid.

33. Ibid.

The team also recommended that work priorities established by paragraph 2-22, AFM 66-1 be adjusted for "Full Force."³⁴ It suggested Priority 1 be given to alert aircraft, Priority 2 for mission scheduled for inspection. It also has been recommended that washing docks be added to inspection docks. This would reduce aircraft down-time by allowing an aircraft to be docked, washed, inspected, and returned to the flightline in one operation.^(U)

The team gathered that base support functions would have to rearrange their hours for base supply, BK, commissary, cafeteria, etc. for night shifts and holiday work.³⁵^(U)

The Field Maintenance Squadron activities were analyzed. With minor adjustments in supervision, scheduling and use of manpower, it was capable to fully support "Full Force." The squadron met the 24-hour, seven-day-week schedule by assigning three senior masters to the Maintenance Supervision work center. In most cases, they relieved the need for expert supervision by shop chiefs over a 24-hour period. Supervisor overtime was reduced by assigning branch offices and Maintenance supervision personnel to weekend-supervisor duties. The test team recommended the Unit Manning Document be changed to reflect this requirement affording a continued operation for "Full Force."³⁶^(U)

34. Semi-final Unit Report as of 31 Oct 61, on "Full Force" Test 4241SW, 2 Nov 61. Exhibit 7.

35. Ibid.

36. Ibid.

Specialist scheduling was the most difficult area encountered in implementing "Full Force." It meant a five-day work schedule for specialist, plus some on-call periods which limited their movement. Wherever possible the five-day schedule was maintained and compensatory time was given for "on-call" standby. On-call time was not excessive but did present a morale problem because of movement limitations placed on personnel.³⁷(U)

The test team found out that it was difficult for some shops to conduct Individual Proficiency Training (IPT). On this point, the conclusion was drawn that shops should be limited to a 10 percent requirement under IPT or overmanned in proportion to the number of personnel in training. It also recommended that general areas common to all AFSCs under the IPT package program should be consolidated wing-wide for instruction and upgrading.³⁸(U)

Changes affecting the Armaments and Electronics Maintenance Squadron (AEMS) were determined. Among them were deletion of AEMS debriefing team. In its stead, use the AEMS maintenance technicians on shift duty. Secondly, a need was found to give flight crews additional technical training to increase their knowledge of the GANs. With this knowledge, they could file more detailed reports on inflight discrepancies.³⁹(U)

37. Semi-final Unit Report as of 31 Oct 61 on "Full Force" Test 4241SW, 2 Nov 61. Exhibit 7.

38. Ibid.

39. Ibid.

The team recommended trouble-shooting and repair of the GAM-77 be made while the missile is hung on the aircraft. Aircraft "Full Force" time would be increased by adopting this procedure.⁴⁰(U)

More coordination was advocated between the Munitions Maintenance Squadron (MS) and Job Control. It was suggested that all "Full Force" units exchange Job Control and MS personnel⁴¹ within the wing for three to five days to acquaint supervisory personnel with scheduling and loading problems of each section. An increase in nuclear safety was also seen if a change in the Unit Authorization List was made to include new multi-purpose equipment for loading and offloading.⁴²(U)

Evaluating activities of the 4241st, the 73rd Bombardment Squadron was scored 96 percent for unit reliability in October. Its bombing reliability, based on a possible 600 points and 565 actually accrued, was 94 percent. Air refueling efficiency was rated 95 percent.⁴³(U)

The maintenance phase of the 73rd's operations was chalked off with two chargeable cancellations-accounting for a 3.39 percent cancellation rating. The squadron experienced one chargeable deviation from take-off time which was computed at 1.32 percent.⁴⁴(U)

40. Semi-final Unit Report as of 31 Oct 61 on "Full Force" Test 4241SW, 2 Nov 61. Exhibit 7.

41. Ibid.

42. Ibid.

43. Report, 1-SMO-735, Part II, 1-31 Oct 61. Exhibit 8.

44. Ibid.

The 911th Air Refueling Squadron scored a perfect on unit reliability. It scored 931 out of a possible 950 points for a 98 percent in air refueling efficiency. Maintenance-wise one cancellation was charged to the squadron. That figured to 1.47 percent. One chargeable deviation from take-off time resulted in a 1.43 percentile.⁴⁵(U)

Looking at the unreliable factors in October, the 73rd's unreliable runs were caused by aiming point error, crew procedure, and one materiel failure.⁴⁶ One unreliable Nike run resulted from crew procedure. Unreliable local defence runs were attributed mostly to operator-error and materiel.⁴⁷ There was one unknown cause.⁴⁸(U)

The B-52 low unit reliability was being improved by having maintenance personnel begin a more specialized operation which, in itself, resulted from observations on a recent maintenance field trip. Increased effectiveness of Radar Warning Receiver capability was also expected by the installation of new crystals. To off set procedures isolated poor inflight actions in the area of crew coordination, modified run procedures have been published.⁴⁸

45. Report, 1-SAC-T35, Part II, 1-31 Oct 61. Exhibit 8.

46. Report, Analysis of Management Control Data, RCS 1-SAC-T35 (8AF-1) Part IV, 1-31 Oct 61.

47. Ibid.

48. Ibid.

The B-52 schedule cancellations were caused by a malfunction in the Constant Speed Drive just prior to scheduled time change. Poor quality depot work also caused multiple fuel leaks in outboard tanks.⁴⁹(U)

KC-135 troubles came because of an inoperative No. 1 engine caused by low oil pressure. Two aborts resulted from this cause. Another was caused by the failure of the hydraulic system resulting in loss of hydraulic fluid in flight. Remedy for this called for a thorough checkout of all malfunctioning equipment.⁵⁰

GAM runs which aborted in October were caused by malfunctioning of the "no-go" light, azimuth light, high pressure light on, "out" light came on, internal engine failure and to include an incomplete mission and an aircraft flap malfunction.⁵¹(U)

Crews were not only concerned with hitting the target or refueling; they had to live up to requirements of SACM 51-4. To assure this, the Wing's Standardization Division checked Crew S-04 and N-09. Crew S-04 was rated satisfactory and N-09 initially failed but later was upgraded to satisfactory.⁵²(U)

Four pilots, one radar navigator, one navigator, and one gunner were given 51-4 checks.⁵³(U)

49. Report, Analysis of Management Control Data, NCS 1-SAC-T35 (SAC) Part IV, 1-31 Oct 61. Exhibit 2.

50. Ibid.

51. Report, 4241SW (T-12) Commander's Remarks, 31 Oct 61, Exhibit 9.

52. Interview, Historian and Capt. (b)(6)

53. Ibid.

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During October the wing executed seven Bravoes and two Deltas. Until 19 October 1961, a force of six B-52s with three GAN-77 sorties and four KC-135s⁵⁴ were on alert. After that period there were five B-52s with four GAN-77 sorties and four KC-135s⁵⁵ on standby. Because the wing was scheduled to start losing its GAN-77s to a modification program in early December, the commander⁵⁶ requested an adjustment in the December GAN-77 alert requirements.^(↔)

The operational readiness report listed 10 KC-135s available for all purposes. There were 18 crews assigned and combat ready⁵⁷ while 17 were available. The B-52 status was 12 on inventory, and 11 available; there were 27 crews assigned; 26 combat ready and 22 available. There were two aircraft out for "Fast Fix"; those were expected to be ready by the end of the month to bring⁵⁸ the wing inventory back to 13 aircraft. The GAN figures revealed⁵⁹ 16 possessed and 12 operationally ready.^(↔)

- 54. Msg, DCCOC 61-495, Unit Alert Adjustment, 22 Sep 61. Exhibit 14.
- 55. Msg, DCCOC 61-527, Alert Posture, 18 Oct 61. Exhibit 15.
- 56. Msg, DCCOC 61-552, GAN-77 Degradation, 3 Nov 61. Exhibit 16.
- 57. Msg, DCCRA 61-540, Operational Readiness Report, 25 Oct 61. Exhibit 11.
- 58. Msg, DCCRA 61-541, Operational Readiness Report, 25 Oct 61. Exhibit 12.
- 59. Ibid.

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B-52D LOSS CAUSE UNDETERMINED

B-52D, Serial Number 58-196, assigned to the 73rd Bombardment Squadron of the 4241st Strategic Wing (SAC), Seymour Johnson AFB, took off at 12:17 p.m. Eastern Standard Time (EST) on 14 October 1961⁶⁰ never to return.(U)

The bomber was participating in Exercise "Sky Shield II" and had been assigned to one of three bomber-tanker cells, specifically the "White Cell." Piloted by Capt. (b)(6)⁶¹ 58-196 was flying sortie Number 447.(U)

Aboard the bomber with Captain (b)(6) were Capt. (b)(6) (b)(6) radar-navigator; 1Lt. (b)(6) co-pilot; Capt. (b)(6) navigator; 1Lt. (b)(6) electronics war officer; 2Lt (b)(6) spare navigator; SSgt. (b)(6) (b)(6) gunner; AIG (b)(6)⁶² armament and electronic specialists.(U)

The lost bomber had been given the call-sign of "Fogo 20" and its bomber-cell-mate was Fogo 13. Captain (b)(6)⁶³ aircraft experienced no mechanical difficulties on takeoff or on the prescribed route to the exercise area.(U)

The aircraft was last seen by Capt. (b)(6)⁶⁴ commander of Fogo 13, when he and Captain (b)(6) descended into their

60. Report, Missing Aircraft Report IAW AFB 55-8. Exhibit 17.

61. Flimsy, "Sky Shield II", SAC OPRD 11-12, 27 Sep 61. Exhibit 18.

62. Same as 60.

63. Same as 61.

64. Msg, SAFE 5535, Commander's 24-Hour Report. Exhibit 19.

respective low level tracks. Captain (b)(6) reported he saw Fogo 25 leveling off at low altitude at 16:53 p.m. EST at coordinates 37-38N and 56-51W.(U)

At that point, Captain (b)(6) in Fogo 13 turned left to make his 24-Hour Control Line (HCL) good and reported "mild turbulence from 37-38N, 56-51W to 39-28N, 60-20W, IFR conditions. No turbulence from this point to 40-00N, 72-17W, weather clear with broken overcast above. Encountered intermittent severe turbulence at 40-00N, 72-17W to 39-43W, 73-34W. Weather was intermittent IFR. From here on to end of flight plan, weather should not have been a factor."(U)

Pre-take-off briefing indicated to the crews that marginal weather might have been encountered in the refueling area. Consequently, crews were authorized to refuel earlier to avoid refueling in the cirrus clouds at 32,000 feet. The crews did choose to refuel early--38 minutes early. A low pressure area was also forecasted but was plotted to have moved out of the descent area.(U)

65. Msg, SAFE 5535, Commander's 24-Hour Report. Exhibit 19.
66. Msg, SAFE 5634, Progress Report No. 1, 20 Oct 61. Exhibit 20.

Since no sign of the aircraft or survivors were located, it was necessary to rely on interrogation of crews participating in "Sky Shield II" for preliminary analyses. (U)

It has been brought out that in only two areas were circumstances other than expected. Progress Report No. 1 sent out by the 4241st Strategic Wing states:(U)

"One factor concerned the weather encountered during the low level portion and the other condition related to the impression that all crews believed they were closer to the water than the altitude being flown would indicate."

After being overdue since 9:47 p.m. EST, 14 October, the aircraft was declared missing at 12:50 a.m. EST, 15 October (58-196 would have run out of fuel at that time). An extensive search was organized. The search was conducted from 15 October to 18 October by the Air Force, Civil Air Patrol, Coast Guard and the Navy. The Eastern Area Rescue Command assumed responsibility for the search on 15 October at 5:08 a.m. EST.⁶⁸(U)

The search initially was concentrated at 37 degrees north latitude, 57 degrees west longitude and 40 degrees north latitude and 74 degrees west longitude.⁷⁰(U)

67. Msg, SAPE 5634, Progress Report No. 1, 20 Oct 61. Exhibit 20.

68. Msg, SMSOP 16-K-3, Preliminary Report of Missing Aircraft. Exhibit 17.

69. Report No. 1, RCS 1-AIS-11, Progress Report Nr. 1, 16 Oct 61. Exhibit 22.

70. Same as 68.

The first item sighted and investigated on the search scene was an international orange raft. It was picked up at 39-21N 71 61-04W and was marked U.S. Navy, Woods Hole, Oceanographic Institution, Woods Hole, Mass. The next find was a yellow raft, which belonged to skindivers, from Seaside, New Jersey.(U)

On 17 October, the Commander Eastern Area reported that aircraft and vessels had searched approximately 70,000 square 72 miles. The search area for 17 October was to cover 72,000 square miles centered approximately 39-00N, 59-00W. In the meantime, Civil Air Patrol from New Jersey, Pennsylvania, West Virginia and North Carolina were conducting a land search.(U)

The Coast Guard Cutter, Absecon, reported that two of its lookouts sighted an orange colored flare at 11:14 p.m. EST on 17 October at 37-15N, 55-41W. 73 The flare bearing was recorded at 265 degrees true azimuth. The Cutter sailed toward the "sighted flare" but found no trace of survivors.(U)

A second flare was sighted from the same ship from coordinates 37-15N, 56-04W. This was seen at 2:15 a.m. on 17 October at 090 74 degrees true north bearing.(U)

71. Msg, Sitrep Distress Page 22, 16 Oct 61. Exhibit 23.
 72. Msg, Sitrep Distress Page 22, 17 Oct 61. Exhibit 24.
 73. Msg, Sitrep Distress Page 22, 17 Oct 61. Exhibit 25.
 74. Ibid.

After close interrogation of the lookouts, it was deduced that the "flares" were probably lightning. In fact, lightning activity was reported close to the horizon in an area masked by clouds.⁷⁵(U)

The fourth situation report noted that aircraft and vessels searched approximately 80,400 square miles of an irregular area centered 39-00N, 79-00W on 17 October. All clues were investigated in vain.⁷⁶(U)

On 21 October, the Eighth Air Force Deputy Commander, Maj. Gen. (b)(6) expressed appreciation for the search conducted by the Commander Eastern Area Coast Guard. He said:(U)

"Sincere appreciation is expressed for the prompt and capable conduct of the air and sea search for the missing personnel aboard Fogo 22. Despite adverse weather conditions a commendable effort was put forth by all personnel involved. Please relay thanks and appreciation to all concerned."

The last report from sea searchers came from the ship Martin Anderson in the Flemish Cap on 6 November. The Martin Anderson wired the Commander Eastern area⁷⁷ that he had complied

75. Msg, Sitrep Four Distress Fogo 22, 17 Oct 61. Exhibit 25.

76. Msg, Sitrep Two Distress Fogo 22, 17 Oct 61. Exhibit 24.

77. Msg, AC332, 6 Nov From Ship Martin Anderson, 6 Nov 61. Exhibit 26.

with his message to pick up a raft.(U)

The ship's captain wired:(U)

"Picked up raft is inflatable and rubber. Raft is manufactured by RFD England June 1957 and last inspection has been in March 1958. Raft was inflated and by sharp object damaged, in all probability by ice. Raft was sinking slowly. It was a 20-man and some of the equipment in the raft we cannot find. Letters 3JWP, we cannot find where the O2 bottle was. Raft and bottom of raft grey rubber, roof is orange rubber. We are fishing fleet on Flomish Cap and we are not bound to any port. On 20 November we arrive our home port. Then we give raft to administration."

The final 24-hour report was dispatched on 31 October. It indicated that the extensive search for Pogo 27, S-628, SN 58-196 belonging to the 4241st Strategic Wing, revealed no evidence or survivors.⁷⁸ The investigation was limited to interrogation of other crews flying the same "Sky Shield II" mission, screening aircraft records and history of 58-196, and a thorough review of crew records. Cause factor could not be determined.(U)

⁷⁸ Msg, SAFE 5772, Progress Report No. 2, 31 Oct 61. Exhibit 27.

KEY PERSONNEL
 4241ST STRATEGIC WING (SAC)
 1-31 October 1961

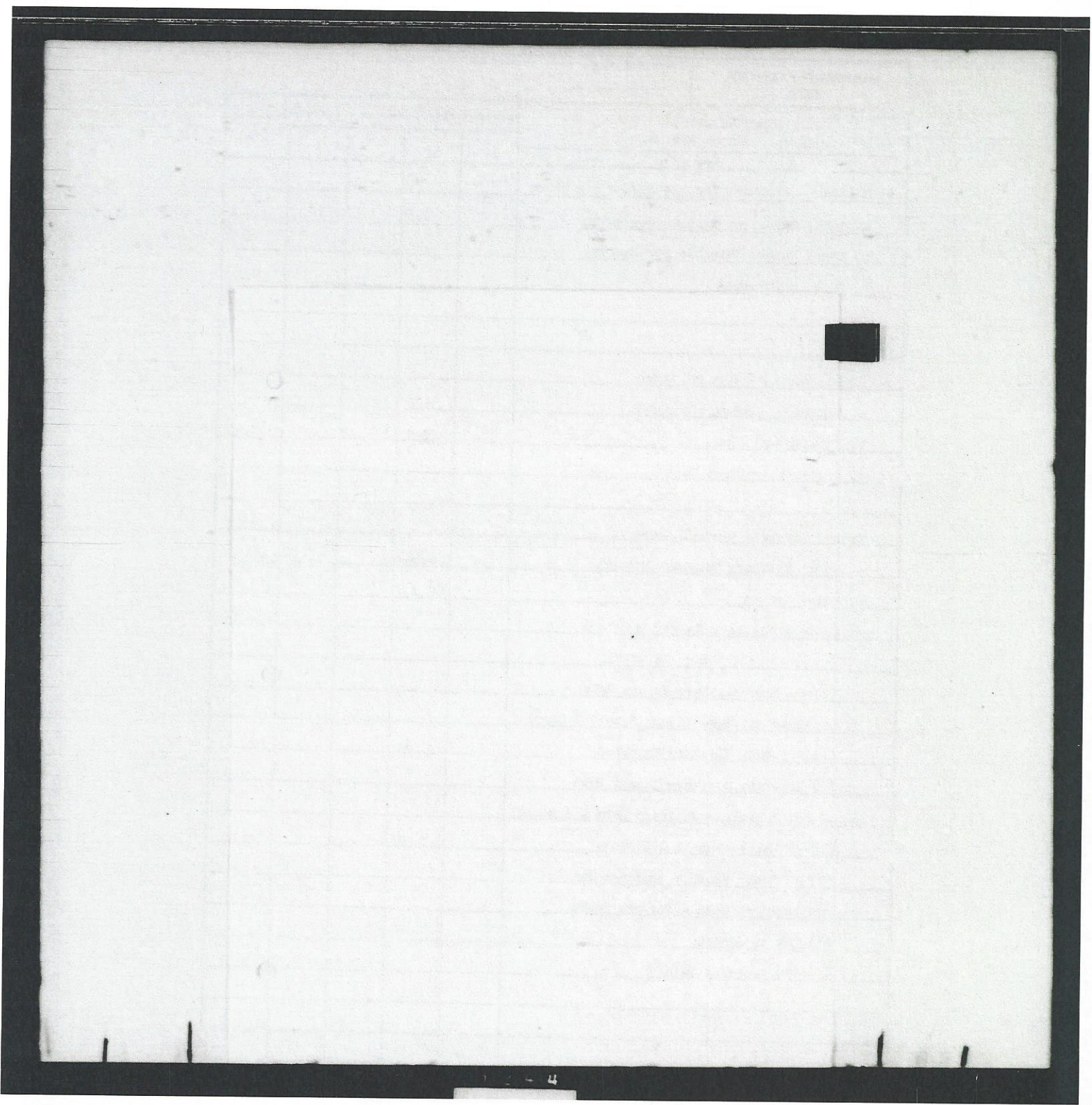
POSITION	OCCUPANT	INCLUSIVE DATES OF OCCUPANCY	
		FROM	TO
Commander	Col. (b)(6)	9 February 59	---
Vice Commander	Col. (b)(6)	2 October 61	---
Deputy Commander Operations	Lt. Col. (b)(6)	21 September 61	---
Deputy Commander	Col. (b)(6)	2 October 61	---
	*Col. (b)(6)	9 March 59	2 October 61
Director of Personnel	Lt. Col. (b)(6)	30 July 60	---
Comptroller	Lt. Col. (b)(6)	1 August 61	---
Office of Safety	Maj. (b)(6)	6 September 61	---
Director of Supply	Maj. (b)(6)	1 December 59	---
Director of Administration	Lt. Col. (b)(6)	3 January 59	---
Information Officer	1Lt. (b)(6)	26 January 59	---

Organizational Maintenance Squadron Commander	Maj. (b)(6)	21 November 60	---
Field Maintenance Squadron Commander	Maj.	24 January 61	---
Armament and Electronics Squadron Commander	Maj.	15 January 59	---
53rd Munitions Maintenance Squadron Commander	Maj. *Capt.	18 October 61 28 August 61	<u>18 October 61</u>
Combat Defense Squadron Commander	Capt.	25 July 60	---
73rd Bombardment Squadron Commander	Lt. Col. (b)(6) *Lt. Col.	11 October 61 15 August 61	<u>11 October 61</u>
911th Air Refueling Squadron Commander	Lt. Col.	27 September 61	---
Headquarters Squadron Commander	Capt. (b)(6)	24 November 58	---

INDEX TO THE APPENDIX

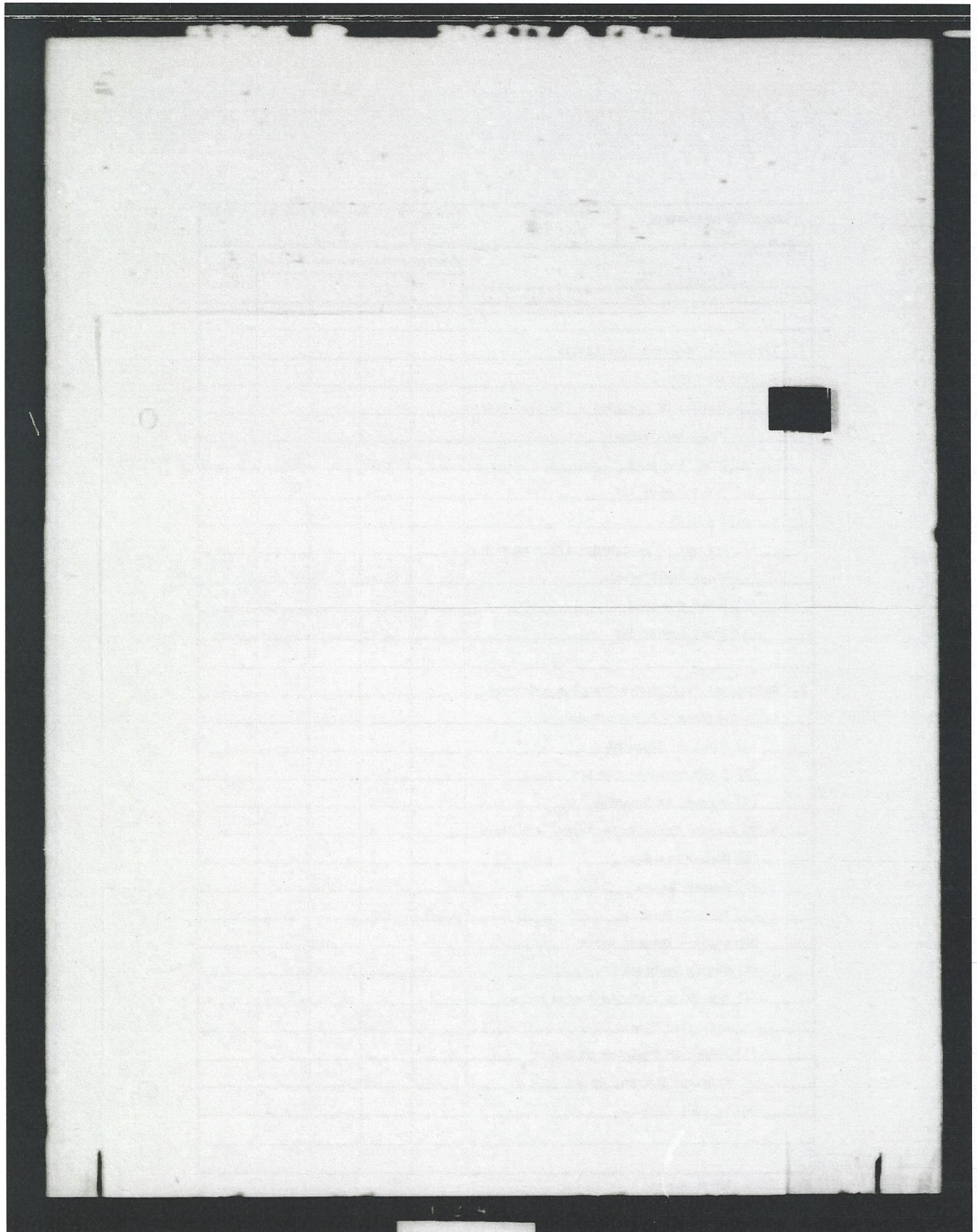
Report, WSS 1-540-T35, Part I, 1-31 Oct 61.	Exhibit 1
Report, WSS 1-540-T35 (SAF-1) Part IV, 1-31 Oct 61.	Exhibit 2
Supply Summary, October 61.	Exhibit 3
Supplement, 4241st Supplement No. 1 to "Full Force" Test Directive, 23 Aug 61.	Exhibit 4
Report as of 15 Oct 61, "Full Force" Test 4241SW, 19 Oct 61.	Exhibit 5
Report SAF-T54, Oct 61.	Exhibit 6
Send-Final Unit Report as of 31 Oct 61, on "Full Force" Test, 4241SW, 2 Nov 61.	Exhibit 7
Report, 1-540-T35, Part II, 1-31 Oct 61.	Exhibit 8
Report, 4241SW (I-12) Commander's Remarks, 31 Oct 61.	Exhibit 9
Report, Alert Tests Called in October.	Exhibit 10
Msg, DCORA 61-540, Operational Readiness Report 1-AP-V-14 as of 25 Oct 61.	Exhibit 11
Msg, DCORA 61-541, Operational Readiness Report 1-AP-V-14 as of 25 Oct 61.	Exhibit 12
Msg, DSSC 9424, Materiel Capability to Commit GAs to IAW.	Exhibit 13
Msg, DCOCC 61-495, Unit Alert Adjustment, 22 Sep 61.	Exhibit 14
Msg, DCOCC 61-527, Alert Posture, 18 Oct 61.	Exhibit 15
Msg, DCOCC 61-552, GAs-77 Degradation, 3 Nov 61.	Exhibit 16

Report, Missing Aircraft Report IAW AFR 55-B.	Exhibit 17
Flimsy, "Sky Shield II", SAC OPRND 11-12, 27 Sep 61.	Exhibit 18
Msg, SAFE 5635, Commander's 24-Hour Report.	Exhibit 19
Msg, SAFE 5634, Progress Report No. 1, 20 Oct 61.	Exhibit 20
Report, Maintenance Review and Analysis for Oct.	Exhibit 21
Report No. 1, RCS 1-ARG-UI, Progress Report Nr. 1, 16 Oct 61.	Exhibit 22
Msg, Sitrep Distress Page 22, 16 Oct 61.	Exhibit 23
Msg, Sitrep Distress Page 22, 17 Oct 61.	Exhibit 24
Msg, Sitrep Distress Page 22, 17 Oct 61.	Exhibit 25
Msg, AC332, 6 Nov From Ship Martin Anderson, 6 Nov 61.	Exhibit 26
Msg, SAFE 5772, Progress Report No. 2, 31 Oct 61.	Exhibit 27



MANAGEMENT CONTROL DATA	PERIOD COVERED	PAGE NR	NR OF PAGES	REPORTS CONTROL SYMBOL
	1-31 Oct 61	2	3	1-140-355 Part I
ORGANIZATION	CURRENT PERIOD (Enter months that apply)			AVERAGE OR TOTAL
4241 Strat Wg (SAC) Seymour Johnson AFB, NC				
ITEM		Oct		
4. Military Personnel Records Review - % Score				100%
a. Total Number of Records Reviewed		145		145
b. Total Number Eligible for Review		145		145
c. Percent Reviewed				100
GENERAL				
1. Flying Safety - Percent Score				100%
a. Number of Aircraft Accidents		1		1
b. Total Hours Flown		1035		1035
c. Aircraft Accident Rate				96.5
2. Ground Safety - Percent Score				100%
a. Total Military Man-Day Exposure		56,044		56,044
b. Miles Driven		67,187		67,187
c. On-Duty Military Injury Rate - % Score				0.0
(1) On-Duty Military Injuries		0		0
(2) On-Duty Military Injury Rate				0.0
d. Off-Duty Military Injury Rate - % Score				20
(1) Off-Duty Military Injuries		0		0
(2) Off-Duty Military Injury Rate				0.0
e. AF Motor Vehicle Accident Rate - % Score				25
(1) AF Motor Vehicle Accidents		0		0
(2) AF Motor Vehicle Accident Rate				0.0
f. BWV Accident Rate - Percent Score				10
(1) BWV Accidents		0		0
(2) BWV Accident Rate				0.0

MANAGEMENT CONTROL DATA	PERIOD COVERED	PAGE NR	NR OF PAGES	REPORTS CONTROL SYMBOL
	1-31 Oct 61	1	2	
ORGANIZATION 101st Airborne Div (ASLT) Des Moines, Johnson AFB, MO		CURRENT PERIOD (Enter months that apply)		
ITEM		Oct		AVERAGE OR TOTAL
1. Manning in Required Specialties				
a. Officer MIRS				
(1) Percent of Assigned - (Percent Score)				100
(2) Total Requirement		206		
(3) Total Assigned		206		
(4) Total Number IRS		259		
b. Airman MIRS				
(1) Percent of Assigned - (Percent Score)				100
(2) Total Requirement		1372		
(3) Total Assigned		1383		
(4) Total Number IRS		1300		
2. Individual Proficiency Training - % Score				
a. In-Training - Percent Score				100
(1) Total In Training		341		
(2) Total Eligible for IPT		341		
(3) Percent in Training		100		100
b. Nr Passing Tests Vs Nr Tested - % Score				100
(1) Number Passing		3		
(2) Number Tested		3		
(3) Percent Passing		100		100
c. Upgrading - Percent Score				100
(1) Number Upgraded		40		
(2) Number in Training Status for an Excessive Time		12		
(3) Number in Training at End of Previous Scoring Period		20		
(4) Percent Upgraded		14		100



ANALYSIS OF MANAGEMENT CONTROL DATA
RCS: 1-SAC-T-35 (8AF-1) Part IV
PERIOD COVERED: 1 OCTOBER - 31 OCTOBER 1961
4241st STRATEGIC WING (SAC) SEYMOUR JOHNSON, AFB

CHAPTER 2 PERSONNEL

1. Airmen MIRS
2. Individual Proficiency Training

CHAPTER 4 GENERAL

1. Flying Safety

CHAPTER 5 OPERATIONS

1. B-52 Unit Reliability
2. B-52 AR Efficiency
3. KC-135 AR Efficiency

CHAPTER 6 MAINTENANCE

1. B-52 Schedule Cancellations
2. KC-135 Schedule Cancellations

PERSONNEL

ITEM 1. AIRMEN MIRS - 95%

CAUSE: The shortage of 27 Air Policemen, AFSC 771XO, continues to be the main factor in the low performance of this area.

<u>Career Field</u>	<u>Auth</u>	<u>Short</u>	<u>Through 31 Mar 62</u>	
			<u>Gains</u>	<u>Losses</u>
771XO	182	27	35	15

CORRECTIVE ACTION:

As shown above projected inputs through 31 Mar 62 should result in improved Air Police manning. Some effects of these inputs should be realized in our Airmen MIRS scoring by the end of this quarter.

ITEM 2. INDIVIDUAL PROFICIENCY TRAINING - 78%

PROBLEM: Number of persons upgraded

CAUSE: The October cycle is the "administrative" month when testing in this wing is extremely light, consequently few upgradings.

CORRECTIVE ACTION: The 16 persons upgraded based on the 2 tested is actually a reasonable achievement for this month. Below average performance in this area should continue to improve with the increase in testing scheduled in November and December.

GENERAL

ITEM 1. FLYING SAFETY - 10%

PROBLEM AREA: Major aircraft accident of 15 Oct 61.

CAUSE: The aircraft accident board findings were primary and contributing factors undetermined.

CORRECTIVE ACTION: Even though cause was undetermined the board submitted recommendations to improve the safety aspect of low level flying. Reference accident report submitted as per AFR 62-14 on B-52G 58-196.

OPERATIONS

ITEM 1. B-52 UNIT RELIABILITY - 96%

CAUSE: Cause for low reliability reference October T-12 remarks section.

CORRECTIVE ACTION:

1. Maintenance personnel have begun a more specialized operation as a result of observations made from a recent maintenance field trip.
2. New AN/APS-54 crystals were received and installed in aircraft on 14 Oct materially increasing the effectiveness of the AN/APS-54 Radar Warning Receiver capability.
3. Modified run procedures have been published and are being intensively briefed which affix greater standardization. These procedures were prepared as a result of isolated poor inflight actions in the area of crew coordination. Following these procedures will prevent recurrence of previous run failures due to crew coordination.

ITEM 2. B-52 AIR REFUELING EFFICIENCY - 95%

PROBLEM: The air refueling aborts.

CAUSE: 1. One abort due to aircraft cancellation caused by multiple fuel leaks in outboard tanks. This was the fault of poor quality depot work.

2. Inoperative #1 engine caused by low oil pressure.

CORRECTIVE ACTION: Due to the nature of the malfunctions no action has been taken to prevent recurrence.

ITEM 3. KC-135 AIR REFUELING EFFICIENCY - 98%

PROBLEM: Three air refueling aborts caused by two materiel malfunctions.

CAUSE: 1. Inoperative #1 engine caused by low oil pressure. This malfunction causing two aborts.

2. Hydraulic system failure due to loss of Hydraulic fluid in flight.

CORRECTIVE ACTION: Thorough checkout of all malfunctioning equipment in order to prevent recurrence.

MAINTENANCE

ITEM 1. B-52 SCHEDULE CANCELLATIONS - 42%

PROBLEM: Low performance due to 2 B-52G cancellations.

CAUSE: 1. Malfunction in the Constant Speed Drive, occurred just prior to scheduled time change.

2. Multiple fuel leaks in outboard tanks, due to poor quality depot work.

CORRECTIVE ACTION: Due to the nature of these instances there was no corrective action taken to prevent recurrence.

ITEM 2. KC-135 SCHEDULE CANCELLATION - 88%

PROBLEM: One KC-135 cancellation caused below standard score.

CAUSE: Cancellation was due to a fuel leak in the AR manifold.

CORRECTIVE ACTION: No action at this time has been taken to prevent recurrence; however, quality maintenance is continued to be emphasized in order to hold material failures at a minimum.

0



421ST STRATEGIC WING (SAC)

MAINTENANCE SUPPLY LIAISON BRANCH

S U P P L Y S U M M A R Y

OCTOBER 1961

DISTRIBUTION

C	(1)
DCM	(2)
DS	(6)
COMPTROLLER	(2)
ANALYSIS	(1)
WSMO	(1)
B-52 TECH REP	(1)
KC-135 TECH REP	(1)
4135 SW	(1)
4137 SW	(1)
4138 SW	(1)
822 ADIV	(2)
BASO	(4)
CLARK	(2)
PRE-ISSUE BRANCH	(3)
DSAS	(2)
SUPPLY EXPEDITER	(1)

AOCP

B-52G ----- 4 KC-135 ----- 0

ANFE

B-52G ----- 4 KC-135 ----- 1

MOCP

GAM-72 ----- 5 GAM-77 ----- 17

<u>TYPE</u>	<u>STOCK NUMBER</u>	<u>NOUN</u>	<u>PRIORITY</u>	<u>DAYS</u>
B-52G	1AFG-1560-605-9661	Cowl	AOCP	5
B-52G	1660-348-1425	Limiter	AOCP	1
B-52G	1AFG-1560-733-4139	Hatch-	AOCP	1
B-52G	1AFG-1560-610-8302	Gasket	AOCP	1
B-52G	6615-524-0917	Selector	ANFE	4
B-52G	1280-705-0086	Comparator	ANFE	1
B-52G	6605-658-6575	Tracker	ANFE	2
KC-135	6680-585-5309	Transmitter	ANFE	1
GAM-77	6110-752-1241	Regulator	MOCP	1
GAM-77	4720-NI66052-6-0095	Hose	MOCP	1
GAM-77	MAHC-1420-801-3577	Motor	MOCP	5
GAM-77	MAHC-1420-801-3577	Motor	MOCP	2
GAM-77	6110-752-1241	Regulator	MOCP	5
GAM-77	MAHC-1420-675-2841	Servo	MOCP	5
GAM-77	MAHC-1420-801-3577	Motor	MOCP	5
GAM-77	1620-720-1182	Element	MOCP	5
GAM-77	MAHC-1420-448-6746	Element	MOCP	5
GAM-77	MAHC-1420-448-6746	Element	MOCP	5
GAM-77	MAHC-1420-448-6746	Element	MOCP	5
GAM-77	MAHC-1420-675-2841	Servo	MOCP	8
GAM-77	MAHC-1420-675-2843	Servo	MOCP	8
GAM-77	4810-716-8273	Valve	MOCP	1
GAM-77	4720-716-8262	Hose	MOCP	1
GAM-77	4720-730-8823	Hose	MOCP	1
GAM-77	4730-716-8233	Disconnect	MOCP	4
GAM-72	5330-580-5815	Packing	MOCP	2
GAM-72	AGEN-6115-820-8538	Generator	MOCP	2
GAM-72	0259-2840-767-2876	Cover	MOCP	2
GAM-72	5340-767-1164	Clamp	MOCP	1
GAM-72	5340-767-1164	Clamp	MOCP	1
B-52G	6605-658-6575	Tracker	ANFE	1

AVERAGE DELIVERY DAYS

B-52G	AACP	2
B-52G	ANFE	0
KC-135	AACP	1
KC-135	ANFE	1
GAM-72	MCCP	1
GAM-77	MCCP	4

AACP/ANFE/MCCP RATES

B-52G	AACP	2.0%
B-52G	ANFE	2.0%
LC-135	AACP	.0%
KC-135	ANFE	.6%
GAM-72	MCCP	.7%
GAM-77	MCCP	12.3%

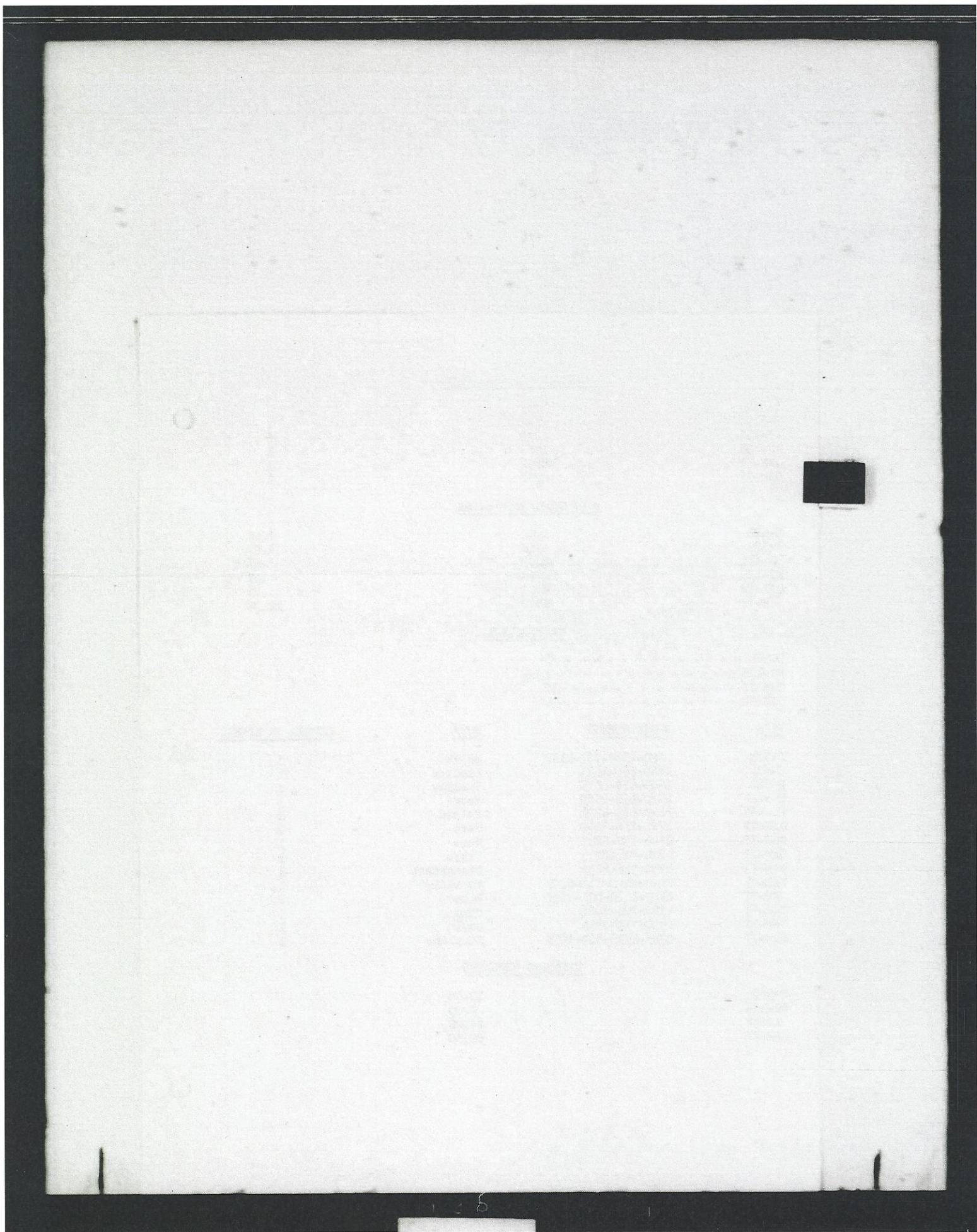
CANNIBALIZATION

B-52G	-----	-8
KC-135	-----	-1
GAM-77	-----	-10
GAM-72	-----	0

<u>TYPE</u>	<u>STOCK NUMBER</u>	<u>NOUN</u>	<u>NUMBER OF TIMES</u>
B-52G	1AFG-1560-733-4139	Hatch	1
B-52G	1660-348-1425	Limitter	1
B-52G	6605-658-6575	Tracker	1
B-52G	4720-656-2589	Hose	5
KC-135	1630-629-4222	Shield	1
GAM-77	4720-716-8262	Hose	1
GAM-77	4720-730-8823	Hose	1
GAM-77	4810-716-8273	Valve	1
GAM-77	4730-716-8233	Disconnect	1
GAM-77	MAHC-1420-716-9429	Amplifier	1
GAM-77	MAHC-1420-801-3577	Motor	2
GAM-77	4320-704-0066	Pump	1
GAM-77	5330-711-0811	Seal	1
GAM-77	0245-2995-657-7855	Strainer	1

MANHOURS EXPENDED

B-52G	13.30
KC-135	2.00
GAM-72	23.00
GAM-77	00.00



150

HEADQUARTERS
4241ST STRATEGIC WING (SAC)
UNITED STATES AIR FORCE
SEYMOUR JOHNSON AIR FORCE BASE NORTH CAROLINA

REPLY TO
ATTN OF: DCM/Col Pennywitt/105

23 August 1961

SUBJECT: 4241ST DCM SUPPLEMENT 1 TO "FULL FORCE" TEST DIRECTIVE

TO: See Distribution

1. The following distribution schedule was made so that copies would be available to each Crew Chief, Shop Chief, Branch Chief and appropriate supervisors.
2. Each maintenance activity will take action to insure that all personnel are adequately briefed and make every effort to completely support the "FULL FORCE" Test.

(b)(6)

Colonel, USAF
Deputy Commander for Maintenance

DISTRIBUTION:

- 55 cys - OMS
- 60 - FMS
- 50 - AEMS
- 20 - MMS
- 5 - DCO
- 10 - DSUP
- 10 - ISO
- 1 - C
- 20 - DCM
- 20 - 911AREFS
- 26 - 73BS
- 2 - 4ABG(DM)
- 2 - 822AD(DM)
- 2 - 8TH AF(DM)
- 2 - SAC

5 Atch

1. "FULL FORCE " Maintenance Plan
2. B-52 GO-NO-GO Checklist
3. KC-135 GO-NO-GO Checklist
4. B-52G Monthly Flying Schedule
5. KC-135A Monthly Flying Schedule

"FULL FORCE" MAINTENANCE PLAN

1. GENERAL:

a. During OPERATION "FULL FORCE" the 4241st "FULL FORCE" Maintenance Plan supplements SAC "FULL FORCE" DIRECTIVE dated 26 July 1961, 8AF "FULL FORCE" supplement date 7 August 1961 and the Monthly Maintenance Order. This plan explains the general requirements to support this test. All supervisors will become familiar with these directives and plans. Seven day operation is required in all areas.

b. Maintenance will support the maximum implementation of "FULL FORCE" intent, as well as all aircraft flying requirements indicated on the Weekly 60-9 Schedule.

c. Maximum maint/flying week will be 6 days for the duration of the "FULL FORCE" Test.

2. PROCEDURES:

a. Coordinated effort of all units and supervisors is essential to meet the concept of "FULL FORCE" and the acceleration of maintenance flying schedules.

(1) Work schedule will be planned, if possible, to give each individual two consecutive days off after a five days work week. Days off will not necessarily include Saturdays and Sundays.

(2) An eight (8) hour work day will be adhered to for each individual, when practical, and overtime will be held to a minimum to meet scheduled maintenance requirements. Heavy workload periods will not necessarily occur during the normal duty hours including Saturday and Sunday. An eight (8) hour day for an individual does not have to be from 0800 to 1700 hours or 1700 to 2300 hours. It could be 1300 to 2200 hours, if necessary.

b. The B-52 Alert cycle will be a maximum of 28 days including the days designated as "FULL FORCE". KC-135 alert cycle will be 14 days exclusive of those days designated as "FULL FORCE".

c. (Maintenance Control)- (ALL ACTIVITIES) Current procedures in accordance with existing directives will be followed. There will be no departure from normal maintenance standards other than the implementation of the following:

(1) Use of "GO-NO-GO" in determination of aircraft status.

d. (OMS)-(JOB CONTROL)-(PLANS & SCHEDULING)

(1) SAC Form 545, Individual Aircraft EWO Maintenance Plan, prepared for each EWO sortie will be used in lieu of SAC Form 526, Individual Aircraft Maintenance Plan, for generation and uploading of designated "FULL FORCE" line number. Standard sequence charts prepared on SAC Form 545 have been developed for each EWO sortie depending on its configuration. Aircraft Scheduled to fly on a consecutive turn around cycle will have a SAC Form 526 prepared for the Daily Maintenance Plan between sorties. Also aircraft due in/out of POPE/PE-TOC and Daily Plans requiring maintenance actions other than implementing the "FULL FORCE" concept will utilize the SAC Form 526.

e. (OMS)

(1) Flightline activity will establish launch and recovery teams to support the "FULL FORCE" concept. Three assistants and a Crew Chief will form a bomber launch team, while four assistants and the Crew Chief will form a recovery/after/flight team. The same system will be applied to the tankers; however, one less airman is required in both teams. The Crew Chief or his assistant will be present at launch and recovery.

(2) The servicing branch will be augmented from OMS resources in order to provide more complete coverage during recovery operations if it becomes necessary.

f. (FMS)-(AEMS)

Present operation of a shift schedule will remain in effect with adjustments to numbers of personnel required to meet schedule workloads and provide sufficient specialist availability to support "FULL FORCE".

g. (AEMS-GAM BRANCH)

No change required in standards or procedures to support "FULL FORCE".

h. (MMS)

No change required in standards or procedures to support "FULL FORCE", however numbers of uploads and downloads are substantially increased to implement the "FULL FORCE" concept. Close coordination with JOB CONTROL and PLANS & SCHEDULING is required for scheduled execution to preclude excessive lag time.

3. EWO: In the event of an alert during "FULL FORCE", Maintenance Readiness Plan and applicable Form 41 will be followed to meet present generation requirements.

(b)(6)

Colonel, USAF
Deputy Commander for Maintenance

B-52 MINIMUM GO TO WAR CHECKLIST

B-52 MINIMUM GO TO WAR CHECKLISTS

(Acceptable Minimums by System for BNO Take-Off)

<u>SYSTEM</u>	<u>NO-GO IF</u>	<u>REMARKS</u>
ENGINE	1. Less than eight engines operational	
FUEL SYSTEM	1. Transfer system capability inop	
ELECTRICAL	1. Less than 3 operational alternators (B, C, D, E) 2. Less than 4 operational alternators (F & G) 3. Less than two forward and one aft TR units	
ENGINE DRIVEN HYDRAULIC SYSTEM (G MODELS)	1. Engine driven hydraulic system inop	
PNEUMATIC/HYDRAULIC SYSTEM	1. Either #5 or #8 packs or standby pumps inop 2. #1 or #2 packs or standby pumps inop 3. #9 or #10 packs or standby pumps inop	
FLIGHT CONTROL	1. Electrical & manual stab trim inop 2. Less than one flap motor	
LANDING GEAR SYSTEM	1. If gear cannot be retracted by any means	
DRAG CHUTE		Not required
FLIGHT INSTRUMENTS	1. Less than one complete set of flight instruments - pilot or co-pilot	
STEERING SYSTEM	1. System inoperative	
BRAKE SYSTEM	1. System inoperative	

(B-52 Acceptable Minimums by System for EWO Take-off)

<u>SYSTEM</u>	<u>NO-GO IF</u>	<u>REMARKS</u>
AIR CONDITIONING	1. Heating/Pressurization inop	
ANTI ICING		None required
COMMUNICATIONS	1. No interphone communications between pilot & one nav 2. Less than one operational radio	
BOMB/NAV RADAR	1. MA 6-A (B, C, D) inop ASB-4/9 (E, F, G, H) inop	
FIRE CONTROL SYSTEM		Not required
ECM		Not required
OXYGEN		With pressurization at least one converter filled
LIGHTING	1. No flight instrument lighting capability	
AUTO PILOT		Not required
ILS		Not required
NAVIGATION EQUIPMENT	1. N-1 compass plus pilot repeater inop 2. AJA-1 heading computer (E, F, G, H)	
BOMB RELEASE SYSTEM	1. Individual release capability inop	
BOMB DOOR SYSTEM	1. Bomb doors inop	
GUNNERY SYSTEM		Not required
AIR REFUELING SYSTEM	1. Normal & manual refueling capability inop 2. Receptacle doors inop	

(B-52 Acceptable Minimums by Aircraft System for EWO Take-Off)

<u>SYSTEM</u>	<u>NO-GO IF</u>	<u>REMARKS</u>
ESCAPE		Not required
EMERGENCY CURTAINS	1. Not installed	
ENGINE INSTRUMENTS	1. EGT, EPR & fuel flow inop on one engine	

KC-135 MINIMUM GO TO WAR CHECKLIST

KC-135 MINIMUM GO TO WAR CHECKLIST

(Acceptable Minimums by System for EMO Take-Off)

<u>SYSTEM</u>	<u>NO-GO IF</u>	<u>REMARKS</u>
ENGINES	1. Less than four	
FUEL SYSTEM	1. Less than one IFR pump in each tank	
ELECTRICAL SYSTEM	1. All generators (Wet) 2. Less than two (2) (Dry) 3. Less than one TR unit	
HYDRAULIC SYSTEM	1. Less than one eng driven pump - on each side	
FLIGHT CONTROL SYSTEM	1. Any safety of flight malfunction 2. Manual trim inoperative	
WING FLAP SYSTEM	1. Inop	
STEERING SYSTEM	1. Inop	
BRAKE SYSTEM	1. Inop	
LANDING GEAR	1. Gear cannot be retracted by any means	
FLIGHT INSTRUMENTS	1. Less than one complete set of flight instruments - pilots or co-pilot	
CREW EXIT HATCH & SPOILER		Not required
OXYGEN SYSTEM	1. Oxygen system inop and no cabin pressurization	
AUTO PILOT		Not required
LIGHTING	1. No flight instrument lighting capability	
COMMUNICATIONS	1. Less than one operational radio 2. IFF inoperative	
NAVIGATION EQUIPMENT	1. Both compasses inoperative (N-1 and/or J-4 compass system)	

B-52D - 421st Strategic Wing (SAC) Flying and Maintenance Schedule for Month of September 1961

Day of Week	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	
Date	9/1	9/2	9/3	9/4	9/5	9/6	9/7	9/8	9/9	9/10	9/11	9/12	9/13	9/14	9/15	9/16	9/17	9/18	9/19	9/20	9/21	9/22	9/23	9/24	9/25	9/26	9/27	9/28	9/29	9/30	9/31	
160	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	
165	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
170	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	
175																																
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280																																
285																																
290																																
295																																
300																																
305																																
310																																
315																																
SCH	3			3									4			4										4						
MCS	25			23									31			31									33							
CMT				48									79			110									143							

SECTION "H", ENPL #1, APP I, TAB I
 421ST SW TRAINING PERIOD PLAN
 MONTHLY MAINT CRV
 28 August 1961

B-52B - 421st Strategic Wing (SAC) Flying and Maintenance Schedule for Month of September 1961

Day of Week	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
MON																															
TUE																															
WED																															
THU																															
FRI																															
SAT																															
SUN																															
SCH	1		3		3		4		3		3																				
MCS	8		25		24		32		22		18																				
CLM	265		230		254		286		208		326																				

SECTION "H", SUPPL #1, APP 1, TAB 1
 421ST SW TRAINING PERIOD PLAN
 MONTHLY MAINT ORDER
 25 August 1961

KC-135A - 421st Strategic Wing (SAC) Flying and Maintenance Schedule for Month of SEPTEMBER

Day of M	F	F	S	S	S	S	S	M	M	T	T	W	W	T	T	F	F	S	S	S	S	S	S				
Date	1	1	2	2	3	3	4	4	4	5	5	6	6	6	7	7	7	8	8	8	9	9	9	10	10	10	
013	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6
021							WING					FLY						PLANA									
023	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
025	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4
026							STRNG	BRN				MID				MAFES											
029																											
034																											
036																											
037	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
115	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
355	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
SCH	3			1							3		3			2		3									
MAJ	15		6								16		18.5			10		15									
CUM			21								36		54.5			64.5		79.5									

SECTION "H", SUPPL #1, APP II TAB I
 4241ST SW TRAINING PERIOD PLAN
 MONTHLY MAINT ORDER
 28 August 1961

NC-135A - 421st Strategic Wing (SAC) Flying and Maintenance Schedules for Month of SEPTEMBER

Day of Week	M	T	T	W	W	W	T	T	T	F	F	S	S	S	S	S	S	M	M	M	T	T	T	W	W	W			
Date	11	11	12	12	13	13	14	14	14	15	15	15	16	16	16	17	17	17	18	18	18	19	19	19	20	20	20		
013	8	FI	700	FI		FI	FS		8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	
021				W	1.0	9				FX																			
023		1900																											
025	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	
026																													
029	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	
030	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	
036	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
07	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	
115	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	
350	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	
SCH	5		4		4		4		4		4		4		4		4		4		4		4		4		4		
HRS	15		20		24		24		24		24		24		24		24		24		24		24		24		24		
CUM	75.5		118.5		177.5		228.5		283.5		338.5		393.5		448.5		503.5		558.5		613.5		668.5		723.5		778.5		833.5

SECTION "H", SUPL #1, APP II TAB I
 421ST SW TRAINING PERIOD PLAN
 MONTHLY MAINT ORDER
 28 August 1961

HEADQUARTERS 4241ST STRATEGIC WING (SAC)
 United States Air Force
 Seymour Johnson Air Force Base, North Carolina

REPLY TO
 ATTN OF: DCM

19 October 1961

SUBJECT: Report, as of 15 October 1961, Full Force Test - 4241st Strategic Wing,
 Seymour Johnson Air Force Base, N. C.

TO: BAF (DMML)

1. During the period 1-15 October, the unit became slightly more efficient in the production of Full Force configured aircraft. This can be attributed, in part, to the reduction of both B-52 and KC-135 alert force strength by one aircraft on 1 October, allowing more availability for training. Based on the total EWO configured aircraft, however, there was relatively no change. The B-52 EWO hours suffered considerably during the last three days during preparation for exercise Sky Shield. Had this exercise not been flown, the available EWO hours would have shown an improvement over September.

a. The average Full Force configured aircraft, during the period, including those on alert, was 2.28 B-52 and 2.75 KC-135 each day. The minimum and maximum on any day during the period were:

	<u>Minimum</u>	<u>Maximum</u>
B-52	0	5
KC-135	1	5

b. The tables below indicate the ability of the unit to maintain EWO configured aircraft between sorties. Based on an average number of available hours between sorties, the aircraft were placed in EWO configuration and remained so as shown.

<u>B-52</u>	<u>1-15 Sep</u>	<u>16-30 Sep</u>	<u>1-15 Oct</u>
Average EWO Configured A/cft	9.28	8.29	8.28
Average EWO Configured Hours	24.01	24.01	24.01

<u>KC-135</u>	<u>1-15 Sep</u>	<u>16-30 Sep</u>	<u>1-15 Oct</u>
Average EWO Configured A/cft	7.00	6.20	6.75
Average EWO Configured Hours	24.00	24.01	26.62

c. In order to ascertain the ability to regenerate aircraft, the following computations are shown based only on those aircraft that were to be placed in EWO configuration after landing.

<u>B-52</u>	<u>1-15</u> <u>Sep</u>	<u>16-30</u> <u>Sep</u>	<u>1-15</u> <u>Oct</u>
Average Elapsed Hours from Landing to EWO GO-NO-GO Status	0	1.27	2.4
Average Elapsed Hours from Landing to EWO Configuration	8.46	11.8	13.4
Average Elapsed Hours from Landing to All Required Loading	8.46	12.3	12.1
*Average Elapsed Hours from Landing to all Required Maintenance	10.6	14.5	23.9

KC-135

Average Elapsed Hours from Landing to EWO GO-NO-GO Status	1.0	.68	1.03
Average Elapsed Hours from Landing to EWO Configuration	3.12	3.01	5.34
Average Elapsed Hours from Landing to All Required Loading	3.12	3.01	5.34
*Average Elapsed Hours from Landing to All Required Maintenance	3.79	4.66	6.83

*Includes all maintenance required to bring the aircraft in-commission all systems.

d. An analysis of the aircraft utilization over the Full Force period is shown below. In order to support the flying schedule, it can be seen that the number of sorties flown per average aircraft available varies considerably based on alert posture, aircraft at the depot, and TDY requirements.

<u>B-52</u>	<u>1-15</u> <u>Sep</u>	<u>16-30</u> <u>Sep</u>	<u>1-15</u> <u>Oct</u>
Average Daily Aircraft Available	3.82	4.92	4.28
Sorties/Available Aircraft	9.68	7.93	9.81

KC-135

Average Daily Aircraft Available	1.78	2.06	3.82
Sorties/Available Aircraft	14.6	19.9	9.7

2. An analysis of the aircraft utilization is included as Attachments #1 and #2. As noted, some adjustment was made in the KC-135 turnaround

maintenance hours and B-52 POPE time to coincide with a careful audit of the daily work sheets. The tables represents an accurate portrayal to-date.

3. MAINTENANCE MANHOOR ANALYSIS: Detailed below is an analysis for September of expended manhours as a percentage of manhours available. The months of July and August are included in this computation for comparative purposes. Available manhours in every case includes the entire assets of each squadron; i.e., total assigned hours, overtime worked in assigned work center, overtime loaned within the squadron, and borrowed regular and overtime from outside the squadron. Expended hours are broken down into the major categories of direct and indirect labor, absent hours, non-productive hours, and regular loaned hours.

a. OMS. The figures presented below for this activity indicate that the USAF goal of 55% expended in direct labor is not being approached. This can be explained by the relative increase of alert aircraft over previous periods. Alert standby accounts for 22.9% of all expended labor in July, 21.5% in August, and 24.9% in September which would somewhat explain the slight decrease of direct labor.

(1) A further analysis of indirect labor for the three month period presented reveals the greatest amounts charged to Codes 02, 03, 05, 09, 10, and 11. Codes 03, 09 and 11 remained fairly constant while Codes 10 and 05 dropped. An area of particular concern is the decrease in time expended in Code 05, Maintenance Technical Training, which decreased from 2% in July and 1.2% in August to .6% in September. It can be assumed that the Full Force test has been responsible for this decrease in training accomplished.

	July	August	September
Available Manhours	53,469.6	51,708.6	52,964.2
Direct Labor	23.4%	34.7%	32.0%
Indirect Labor	47.5%	45.4%	47.1%
Absent Hours	17.9%	17.5%	19.5%
Non-Productive Hours	.04%	.2%	.4%
Regular Loaned Out Hours	1.2%	2.2%	1.0%

b. FMS. From the analysis of this squadron's labor expended, it can be seen that the Full Force test has had no appreciable effect on the utilization of the available labor force. Although the direct labor hours increased somewhat, with an accompanying decrease in indirect, the other major categories remained constant. A review of this indirect time for September indicates that 40.8% of available was expended in eight of the fifteen codes: 02: 0.9%; 03: 8.3%; 04: 7.5%; 05: 5.5%; 09: 2.3%; 10: 2.1%; 11: 3.0%; and 13: 3.1%. This represents a slight decrease from the previous month which was 42.6%.

	<u>July</u>	<u>August</u>	<u>September</u>
Available Manhours	58,524.7	68,177.5	59,765.9
Direct Labor	31.3%	30.8%	23.5%
Indirect Labor	43.8%	45.6%	42.7%
Absent Hours	21.5%	20.3%	21.4%
Non-Productive Hours	.3%	.5%	.6%
Regular Loaded Out Hours	2.9%	2.9%	1.8%

c. AIME. This squadron has not been affected by the Fall Force test, as can be seen from the table below. Note that only approximately one-fourth of the labor expended was in the direct category. This is the lowest percentage in the wing. A very slight increase was experienced in September over July and August. In September, a study of indirect time reveals that 78.2% - or 39.4% of the available hours - was expended in four codes: 02: 5.0%; 03: 8.2%; 04: 14.8%; and 05: 11.4%. Codes 02 and 03 decreased from previous periods, while 04 increased. It is worthy of note that 05, Maintenance Technical Training, increased from 9.5% to 12.4% in September.

	<u>July</u>	<u>August</u>	<u>September</u>
Available Manhours	44,519.7	53,099.8	46,065.5
Direct Labor	25.6%	25.9%	26.8%
Indirect Labor	52.2%	49.4%	50.5%
Absent Hours	19.3%	22.1%	19.7%
Non-Productive Hours	.6%	.4%	.8%
Regular Loaded Out Hours	1.3%	2.2%	2.2%

d. MMS. The Munitions Maintenance Squadron has increased its percentage of hours expended in direct labor from July to September. This can be attributed to the additional loadings required during August for the USRM and September for Fall Force. During the same period, however, non-productive time has increased from 1.4% to 5.9%, the highest in the wing. Supervision in this squadron is at 10.1% of expended, higher than the other support activities by approximately 3%, but decreasing slightly from July. Maintenance training dropped from 12.2% in July to 8.9% in September, a result of increased activity due to Fall Force. Plant equipment maintenance, vehicle operation, and maintenance management percentages are the highest in the wing.

	<u>July</u>	<u>August</u>	<u>September</u>
Available Manhours	11,603.7	13,606.5	13,171.4
Direct Labor	18.4%	24.3%	27.7%
Indirect Labor	58.8%	57.6%	49.8%
Absent Hours	20.3%	15.3%	15.3%
Non-Productive Hours	1.4%	.9%	5.9%
Regular Loaded Out Hours	1.1%	1.9%	1.3%

ANALYSIS OF OVERTIME EXPENSE. Overtime hours expended will be analyzed by squadron in the paragraphs below. For comparison, July and August have been listed so that trends can be noted. To present the most accurate analysis, the overtime hours expended in every case, of overtime worked in the work center, is being compared with the amount from other work centers within the squadron. This is the sum of all overtime worked in the squadron by squadron personnel. Compensatory and excess time is computed in the same manner. The same trend within the squadron will be considered throughout.

(1) OMI. From the table below, it can be seen that gross overtime expended increased slightly in September over July and August. This had the effect, however, by a decrease in net overtime worked by the squadron of Bill Perry, in lieu of an increased availability of compensatory time for overtime worked. The 8.0% of total overtime expended to OI labor is low due to the many hours expended in OI (41st Squadron). The OI percentage has increased from 7.7% of the total overtime in July to 8.4% in September. Overtime expended by supervisors decreased from 6.4% to 3.0% during the same period.

	July	August	September
1. Total Assigned	42,512.0	46,852.0	41,342.0
2. Overtime in Work Center	2,382.1	2,850.9	1,762.8
3. Overtime Reported in Squadron	5,479.0	9,560.0	9,770.0
4. Total Overtime (2+3)	10,861.1	12,710.9	11,532.8
5. OI Overtime	1,404.0	1,690.2	991.8
6. Compensatory Time	3,545.0	2,851.7	5,079.0
7. Excess Time	116.0	311.0	361.0
8. Total Time Off (5+7)	3,961.0	4,210.7	5,840.1
9. Net Overtime (4-8)	6,900.1	8,498.8	5,692.7
10. % Total Overtime of Assigned	25.6%	27.1%	27.0%
11. % Net Overtime of Assigned	16.2%	17.9%	14.0%
12. % OI Overtime of Total Overtime	12.9%	13.4%	8.6%
13. % Time Off of Total Overtime	36.4%	33.1%	50.6%

(2) PMI. In this squadron, 49% of the total overtime hours expended were on direct labor. The abnormal low in August can be attributed to the two readiness exercises when personnel assigned to all labor codes were working overtime. Overtime expended on OI in September is down 6% from August. This could indicate improper scheduling by shift to avoid unnecessary standby. Overtime expended by supervisors dropped from 9.4% in July to 8.1% in August to a low of 6.1% in September.

	July	August	September
1. Total Assigned	54,634.5	62,684.5	55,711.0
2. Overtime in Work Center	3,126.5	4,913.0	3,569.1
3. Overtime Borrowed in Squadron	687.6	619.0	421.5
4. Total Overtime (2+3)	3,814.1	5,532.0	3,990.6
5. OI Overtime	1,979.9	2,024.0	2,130.1
6. Compensatory Time	1,678.8	2,021.9	2,039.5
7. Excused Time	711.5	958.0	1,393.0
8. Total Time Off (6+7)	2,390.3	2,979.9	3,432.5
9. Net Overtime	1,432.8	2,552.1	558.1
10. % Total Overtime of Assigned	7.0%	8.8%	7.2%
11. % Net Overtime of Assigned	2.6%	4.1%	1.0%
12. % OI of Total Overtime	51.9%	36.6%	53.4%
13. % Time Off of Total Overtime	62.7%	53.9%	86.0%

(3) AEMS. Alert standby (02) accounts for the major portion of the total overtime expended by this activity other than that expended in direct labor which was 63.4%. Overtime expended in September was also consumed by supervision (7.6%), Administration (4.7%), and training (1.9%). Overtime in this squadron is not considered excessive.

	July	August	September
1. Total Assigned	41,780.0	49,084.0	42,656.0
2. Overtime in Work Center	2,617.8	3,774.0	3,142.9
3. Overtime Borrowed in Squadron	46.0	183.5	214.6
4. Total Overtime (2+3)	2,663.8	3,957.5	3,357.5
5. OI Overtime	1,567.2	1,791.0	2,026.1
6. Compensatory Time	877.9	861.0	1,284.1
7. Excused Time	980.1	1,178.9	1,172.4
8. Total Time Off (6+7)	1,658.0	2,039.9	2,456.5
9. Net Overtime	805.8	1,917.6	901.0
10. % Total Overtime of Assigned	6.4%	8.1%	7.9%
11. % Net Overtime of Assigned	1.9%	2.9%	2.1%
12. % OI of Total Overtime	58.8%	45.3%	63.4%
13. % Time Off of Total Overtime	69.7%	51.5%	73.2%

(4) MMS. The gross and net overtime in the MMS have shown a steady increase since July. Compensatory time off has decreased from 63.0% in July to 42.1% over the same period. The percentage of overtime spent in direct labor has risen during the period indicating a somewhat more efficient use of these hours than in the past. Analysis of overtime expended in the non-productive codes indicates a serious trend from .6% in July to 18.3% in September. The high percentage in September is a direct cause of 221.9 hours (8.1%) spent in lag-assistance, 244.9 (8.3%) lag-equipment, and 35.5 hours (1.3%) lag-awaiting parts. Most other labor codes consuming overtime have decreased. Supervision is down from 9.6% to 7.1%, administration from

7.4% to 5.3%, and training 16.7% down to 5.3% of overtime. Alert standby also decreased over the entire period from 5.1% to 4.0%. The increase in overtime expended in log time can be attributed in part to Full Force loading schedules.

	July	August	September
1. Total Assigned	10,485.0	11,326.0	10,304.0
2. Overtime In Work Center	1,047.7	2,059.0	2,652.9
3. Overtime Borrowed In Squadron	69.0	201.5	80.0
4. Total Overtime (2+3)	1,116.7	2,270.5	2,742.9
5. OI Overtime	403.9	675.4	1,264.2
6. Compensatory Time	693.5	835.3	1,154.5
7. Refused Time	58.5	13.5	0
8. Total Time Off (6+7)	712.0	848.8	1,154.5
9. Net Overtime	404.7	1,421.7	1,588.4
10. % Total Overtime of Assigned	10.7%	20.0%	25.6%
11. % Net Overtime of Assigned	3.9%	12.5%	15.4%
12. % OI of Total Overtime	36.2%	29.0%	46.1%
13. % Time Off of Total Overtime	63.0%	57.4%	42.1%

(5) OVERTIME LOANED OUT OF SQUADRON. No analysis of this overtime category was made since the major portion of the hours expended were in Wing/Base duties.

	July	August	September
OMS			
Overtime	621.0	631.7	517.0
Compensatory Time	0	66.0	40.0
FMS			
Overtime	681.9	1,082.1	609.5
Compensatory Time	87.0	106.0	108.0
ARMS			
Overtime	361.0	440.5	267.6
Compensatory Time	78.8	101.5	59.0
NMS			
Overtime	104.6	116.0	102.0
Compensatory Time	20.0	22.0	40.0

4. A recapitulation of the supply activity is shown below:

	1-15 Sep	16-30 Sep	1-15 Oct
Number of Calls	849	1,222	1,386
Number of Cannibalizations	11	0	3
Number of AOCF	0	1	3
Number of ANFE	7	0	14

5. Utilization of the primary AHS units is summarized below. As previously noted, no problem exists in this area by number of units authorized or maintenance difficulties.

<u>IN-COMMISSION RATES</u>	1-15 Sep	16-30 Sep	1-15 Oct
MD-3	98.7%	97.0%	97.0%
MD-1A and MD-2A	97.0%	92.0%	91.0%
MA-3A and MA-8	90.8%	92.0%	95.0%
MA-1A	96.0%	94.0%	96.0%

<u>UTILIZATION RATES</u>	1-15 Sep	16-30 Sep	1-15 Oct
MD-3	23.5%	30.0%	25.3%
MD-1A and MD-2A	25.6%	14.9%	9.6%
MA-3A and MA-8	14.1%	2.6%	4.6%
MA-1A	3.1%	2.0%	1.2%

6. TOC. Manhours expended on TOC during the entire period is shown below. With more KC-135 and less B-52 aircraft availability accomplishment of TOC has been adjusted accordingly.

<u>B-52</u>	1-15 Sep	16-30 Sep	1-15 Oct
Number of TOC Accomplished	26	48	18
Manhours Expended	526.5	661.0	97.0

<u>KC-135</u>	1-15 Sep	16-30 Sep	1-15 Oct
Number of TOC Accomplished	21	26	44
Manhours Expended	30.0	50.0	171.5

(b)(6)

Captain, USAF
 Full Force Project Officer

(b)(6)

Colonel, USAF
 Commander

- 2 Attachments
 1. B-52 Aft Utilization
 2. KC-135 Aft Utilization

AIRCRAFT UTILIZATION

B-52

	<u>1-15</u>		<u>16-30</u>		<u>1-15</u>		<u>TOTAL</u>	<u>PERCENT</u>
	<u>SEP</u>	<u>PERCENT</u>	<u>SEP</u>	<u>PERCENT</u>	<u>OCT</u>	<u>PERCENT</u>		
Assigned Hours	5,040.0	100.0%	5,040.0	100.0%	5,040.0	100.0%	15,120.0	100.0%
Home Alert Hours	2,468.5	49.0%	2,254.4	44.7%	2,170.0	43.0%	6,892.9	45.6%
Full Force Hours	874.6	17.4%	731.5	14.5%	819.7	16.3%	2,426.7	16.0%
Non-Full Force Hours	1,696.9	33.6%	2,054.1	40.8%	2,050.3	40.7%	5,800.4	38.4%
Flying Hours	290.0	17.1%	308.5	15.0%	340.3	16.6%	938.8	16.2%
Depot	322.0	19.0%	225.8	11.0%	489.0	23.9%	1,036.8	17.0%
TDY	0	0	53.5	2.6%	22.8	1.1%	76.3	1.3%
TOC	144.0	8.5%	49.0	2.4%	0	0	193.0	3.3%
Supply	144.0	8.5%	66.0	3.2%	40.0	2.0%	250.0	4.3%
Download	36.0	2.1%	101.8	5.0%	59.8	2.9%	197.6	3.4%
Gen & Upload	73.4	4.3%	198.3	9.6%	20.4	1.0%	292.1	5.1%
T/A Maintenance	353.6	20.8%	482.0	23.5%	454.7	22.1%	1,289.4	22.2%
*POPE	41.0	2.4%	49.0	2.4%	80.0	3.9%	170.0	2.9%
WX (Hurricane)	0	0	278.3	13.5%	0	0	278.3	4.8%
Other	292.9	17.3%	241.9	11.8%	543.3	26.5%	1,078.1	18.6%

*Error in 1-15 report adjusted

ATTACHMENT #1

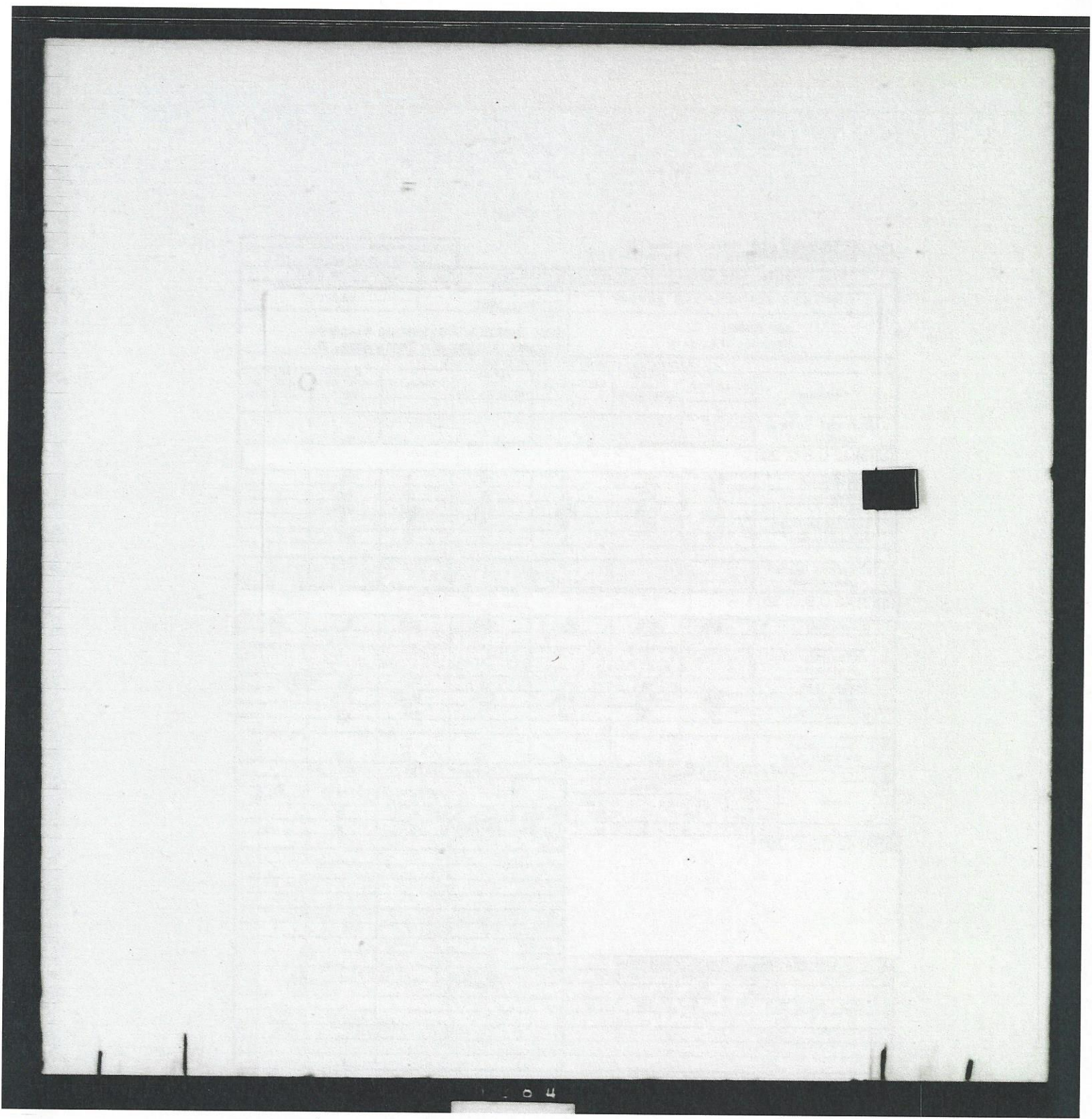
AIR CRAFT UTILIZATION

KU-135

	<u>1-15</u>		<u>16-30</u>		<u>1-15</u>		<u>TOTAL</u>	
	<u>SEP</u>	<u>PERCENT</u>	<u>SEP</u>	<u>PERCENT</u>	<u>OCT</u>	<u>PERCENT</u>		<u>PERCENT</u>
Assigned Hours	3,960.0	100.0%	3,960.0	100.0%	3,960.0	100.0%	11,880.0	100.0%
Home Alert Hours	1,765.7	44.6%	1,668.5	42.1%	1,450.0	36.6%	4,884.2	41.1%
Full Force Hours	754.3	19.0%	565.6	14.3%	979.0	24.8%	2,300.8	19.4%
Non-Full Force Hours	1,440.0	36.4%	1,725.9	43.6%	1,531.0	38.6%	4,695.0	39.5%
Flying	132.3	9.2%	190.9	11.1%	211.4	13.8%	534.6	11.4%
Depot	720.0	50.0%	671.5	38.9%	65.6	4.3%	1,457.0	31.0%
TDY	80.6	5.6%	312.3	18.1%	88.8	5.8%	481.7	10.3%
TOC	0	0	0	0	0	0	0	0
Supply	26.0	1.8%	0	0	23.0	1.5%	49.0	1.0%
Download	20.5	1.4%	36.8	2.1%	23.5	1.5%	80.8	1.7%
Gen & Upload	33.2	2.3%	81.1	4.7%	19.5	1.3%	133.8	2.8%
*T/A Maintenance	146.7	10.2%	200.8	11.6%	222.2	14.4%	567.8	12.1%
POPE	0	0	41.0	2.4%	79.0	5.2%	120.0	2.6%
WX (Hurricane)	0	0	117.3	6.8%	0	0	117.3	2.5%
*Other	280.7	19.5%	74.2	4.3%	798.1	52.2%	1153.0	24.6%

*Corrected entries after audit of utilization charts.

ATTACHMENT #2



CONFIDENTIAL (When Completed IAW Ch 15.1, AFM 66-1/BAFSUP 1)

EXCLUDED FROM AUTOMATIC REGRADING; DOD DIR 5200.10 DOES NOT APPLY

When completed, this document reveals the unit's munitions capability in support of the EWO.

<input type="radio"/> MUNITIONS PERFORMANCE REPORT TO: SAF (DMM3) Westover AFB, Mass	FOR MONTH OF October 1961	REPORTS CONTROL SYMBOL SAF-T54
	FROM 53rd Munition Maintenance Squadron Seymour Johnson Air Force Base, N.C.	

FUNCTION	SCHEDULED	ACCOM. AS SCHEDULED	RESCHEDULED	ACCOM. AS RESCHEDULED	CANCELED	ACCOM. NONSCHEDULED	ACCOM. ALERT OR EWO EXER.
	A	B	C	D	E	F	G

1. MUNITIONS SERVICES OPERATIONS							
(b)(3):42 U.S.C. 2011							
GAM (External)	25	13	7	7	5	28	
GAM (Internal)	16	10	1	1	2	12	
ATO	N/A	N/A	N/A	N/A	N/A	N/A	
Ammo (50cal/20mm)	75	12	8	8	7	8	
Release System	7	5	2	2	0	25	
2. MUNITIONS MAINT OPERATIONS							

(b)(3):42 U.S.C. 2011							
Conventional	N/A	N/A	N/A	N/A	N/A	N/A	N/A
3. STANDARDIZATION EVALUATIONS							
Loading Team	3	2	1	1	0	16	
Mating Team	N/A	N/A	N/A	N/A	N/A	N/A	
Maintenance Team	5	5	0	0	0	0	
4. EQUIPMENT MAINTENANCE							
	593	593	0	0	0	0	

II. MAINTENANCE CAPABILITY					IV. EQUIPAGE STATUS OF CRITICAL ITEMS			
TYPE	READY NOW		DATE		ITEM	AUTHORIZED	ON HAND	OPERATIONAL
	YES	NO	REQUIRED READY	ESTIMATED READY				
A	B	C	D	E				

(b)(3):42 U.S.C. 2011								
					Pilot Static Test 1	0	0	0
					G2-34-A-93 Cable	6	2	2

III. CONVENTIONAL MUNITIONS UTILIZATION						
TYPE	LOADED		FIRED		NOT FIRED	
	A	B	C	D	E	

Cal. Ball M3	16	7	9	0				
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4241-1-1020

BAF FORM 242 20 SEP 61

REPLACES BAF FORMS 242 AND 242A, BOTH DATED 12 DEC 60, WHICH ARE OBSOLETE.

(When Completed IAW Ch 15.1, AFM 66-1/BAFSUP 1)

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~~FORMERLY RESTRICTED DATA (Handle as Restricted Data in Foreign Dissemination, Section 144b, Atomic Energy, April 1964)~~

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PERSONNEL MANNING BY AFSC						UMD NUMBER			DATE OF UMD				
AFSC	AUTH	ASGD.	PROJ GAIN (Nr of Days)		PROJ LOSS (Nr of Days)		AFSC	AUTH	ASGD.	PROJ GAIN (Nr of Days)		PROJ LOSS (Nr of Days)	
			30	120	30	120				30	120	30	120
3216	2	0					46290	2	1				
3275A	1	0		1			46270	5	5				
3275B	1	1					46250	17	29	1	1		
6424	1	1					46230	15	1				
3211	0	2					64570	1	0				
							64550	0	0				
33190	2	0					64530	1	1				
33170	2	2					64770	0	0				
33150	5	4		2			64750	1	1				
33130	2	4					64730	0	0				
42370	0	0					70270	0	0				
42350	0	0					70250	1	2				
42330	0	0					70230	1	0				
46190	0	0					01090	1	1				
46170	0	0					46010	0	5				
46150	1	0					46191	0	1				1
46130	0	0					3271B	0	1				
46171	1	1											
46131	2	3											
							TOTALS	65	66	3	2	0	1

DIRECTIVE	ITEM	WORK DONE BY										NR SCHED NEXT 30 DAYS	NR COMPL LAST 30 DAYS	DATE 100% COMPLETE	
		DEPOT			FIELD			OTHER			KITS ON HAND			EST	REQ.
		DEPOT	FIELD	OTHER	CW.	NCW.	NA.								
(b)(3):42 U.S.C. 2011	X				20	24					N/A	0	2	Complete	
	X				5	4					4	4	2	10Nov61	
	X				5	4					4	4	5	10Nov61	
	X				1	0					N/A	0	0	Complete	
	X				0	3					N/A	0	0	Unknown	
	X				0	3					0	0	0	Unknown	
	X				0	7					0	0	0	Unknown	
	X				0	1					0	0	0	Unknown	
	X				2	11					N/A	0	0	Unknown	
	X				0	8					0	0	0	Unknown	
	X				10	0					0	0	0	Complete	
	X				0	20					N/A	0	0	Unknown	
	X				0	20					N/A	0	0	Unknown	

When space is required, continue on plain sheets of 8 x 10 1/2 inch paper. Insure that each continuation sheet is numbered, beginning with page 3. Stamp appropriate security classification at top and bottom of each sheet and attach.

(b)(6)	REVIEWED BY WING DEPUTY	(b)(6)
	Colonel, USAF	

Section VII, Remarks:

A. Reference Section I. No explanation is offered for the items in Column's C and E, as this information was not compiled during the reporting period since the RGS SAF-T33 report format did not require it and the SAF Supplement 1 to Chapter 15.1, AFM 66-1, dated 25 Oct 61, was not received until 1 Nov 1961.

B. Reference Section IV, Equipage Status of Critical Items.

Fed. Stock Nr	Nomenclature	Quantity Auth (Authorization doc)	Quantity Service- able	Quantity Non- operational
(1) 4920-580-2303	MB-1A Test Set Pitot Static System Field (Manufas FN)61-100 K1075	1 ea. ECL 681 (S)	0	
(2) 4935-723-1564	Cable C2-34-A-93	2 ea. ECL 356	2	

Explanation of Item One (1) above:

One pitot-static tester is authorized by ECL 681 and is on automatic distribution AFSD Number PI-8600 and is due in 3rd Quarter of Fiscal Year 1962. On 21 October 1961 the WOSO this organization called Mr. Reeves at SAANA, to check on the estimated delivery date. Mr. Reeves said he was sending a message to MOAMA to expedite delivery. Estimated delivery date is Dec 61.

Explanation of Item Two (2) above:

Two C2-34-A-93 cables are authorized by ECL 356 and are on hand. An additional four cables were authorized by OCAMA Msg (U) OCHBOB 139440, dtd 8 Sep 61. Subject items will be authorized in ECL 681 as S/N NOCM 1135-723-1564. Four each cables were requisitioned on 20 Oct 61, Priority Two (2), requisition number O448091285748, Control Number 81101115.

C. Continuation of Section VI, (Technical Order Compliance Data)

(b)(3):42 U.S.C. 2011	X	2	0	0	0	0	Complete
	X	2	0	0	0	0	Complete
	X	0	3	N/A	0	0	Unknown
	X	7	11	N/A	11	0	31 Nov 61
	X	6	6	0	0	0	Unknown
	X	0	6	0	0	0	Unknown
	X	0	2	N/A	0	0	Unknown
	X	16	0	3	0	0	Complete
		0	2	N/A	0	0	Unknown

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D The following named personnel are selected as nominees for possible selection
as Golden Hour Tango Team Members for the month of November.

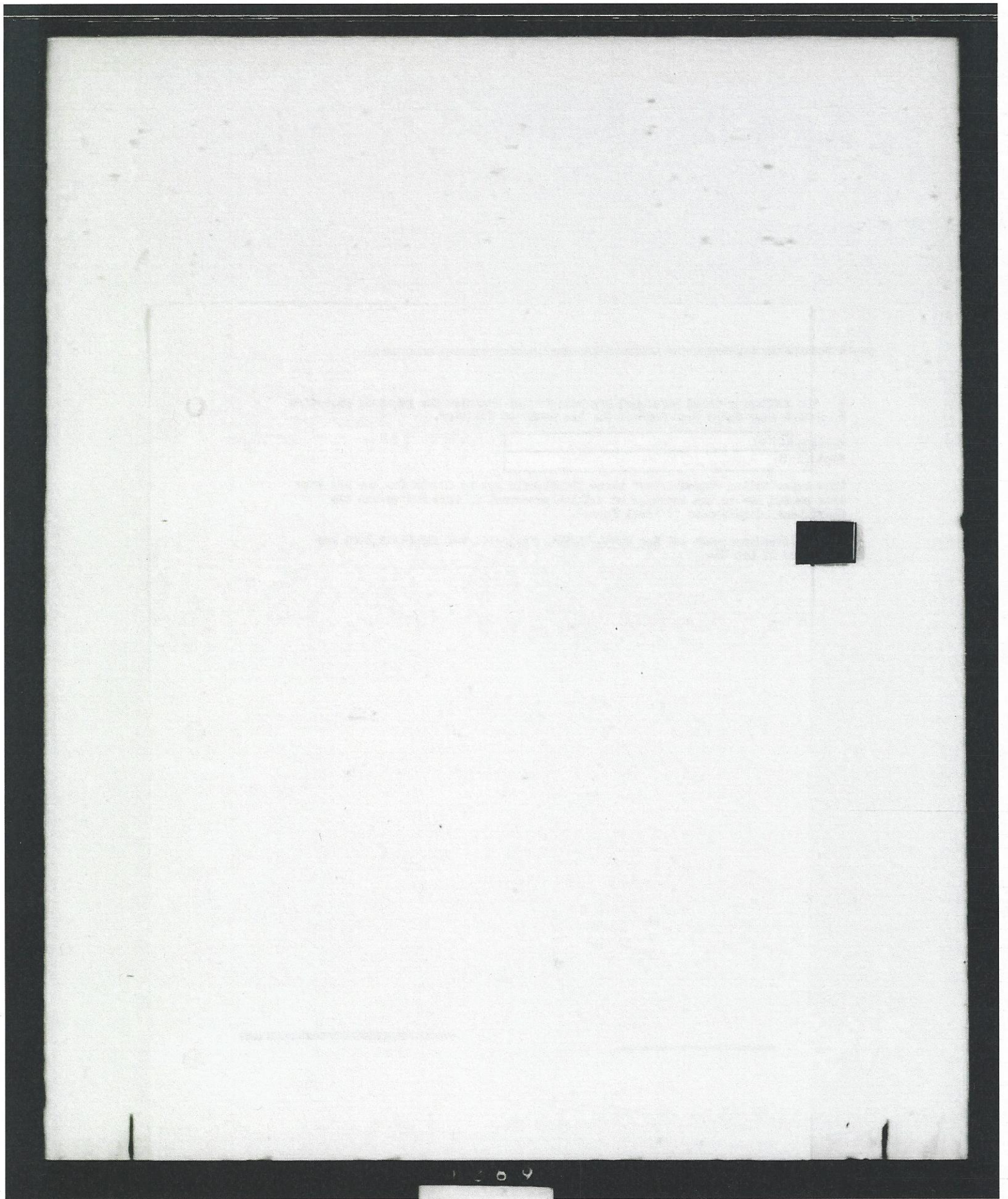
Captain (b)(6)

TSgt (b)(6)

This organization requests that these individuals not be chosen for the GHT team
this period due to the shortage of skilled personnel in this NWS versus the
Operational Requirement of "Full Force".

E. In accordance with 8AF Reg DMMJC 43036A, Subject: TOC 11N-15013,1003 was
completed 27 Oct 61.

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HEADQUARTERS 4241ST STRATEGIC WING (SAC)
United States Air Force
Seymour Johnson Air Force Base, North Carolina

REPLY TO
ATTN OF:

(b)(6)

2 November 1961

SUBJECT: Semi-Final Unit Report, as of 31 October 1961, on Full Force Test,
4241st Strategic Wing, Seymour Johnson AFB, N. C. (U)

TO: 8AF (DMM1)

INFO: SAC (DM4A)

1. RECOMMENDED FULL FORCE GENERATION RATES: In accordance with Change Number 1 to Full Force contained in SAC message, DM/DO 28136, 6 October 1961, the unit semi-final test report is submitted. To determine the unit's ability to generate Full Force aircraft, four samples per day were taken of the status of aircraft assigned the 4241st Strat Wg during the period 1 September through 26 October 1961. Each sample, taken without prior notice and at irregular intervals throughout the day, determined the unit's ability to generate aircraft, and the time required to generate each assigned aircraft. Maintenance discrepancies charged against each aircraft were analyzed to determine time required to prepare aircraft for EWO Go-No-Go. Time required to generate was based upon averages obtained from SAC Forms 179 for servicing, uploading weapon, etc. Recommended generation rates are contained in Attachment #1. Attachment #1 is classified Secret because it reveals the SAC EWO generation capability. Upon removal of Attachment #1, this report will be downgraded to Unclassified. (U)

a. The random samples were subjected to a statistical analysis to more appropriately fix the actual generation times. All variables affecting the unit's ability to generate aircraft on an accelerated basis were considered. The methods of analysis used consisted of a transformation of the data to "T" scales, "Z" scales, standard error increments, and linear regression techniques. The distribution and frequency of observation is characteristically bi-modal. The number of aircraft on home alert, aircraft in modification status away from the base, and the observed frequency were discounted. The remainder of the observations most nearly follows a curvilinear regression from maximum aircraft at A+2 hours (Full Force effect) to minimum at A+15 hours. (U)

b. The probability of occurrence at random hour intervals is .63 probability using confidence level of judgment at 5%. Shifting any given aircraft in the generation scale to plus or minus one hour (+ or -1 hour) reduces the confidence level from .63 to as low as .34 probability. It is obvious that any

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Improvement in control of the variables would improve the generation times and increase the accuracy of the predictions. (U)

c. The variables which affect the unit's capability to generate aircraft were correlated to the observed and actual generation times. Correlations were computed using Full Force generated aircraft as dependent variables and the following independent variables: (U)

- (1) Assigned aircraft (correlation was + .93). (U)
- (2) Available aircraft for flying training (correlation was + .01). (U)
- (3) Aircraft flown (correlation was + .04). (U)
- (4) Home alert aircraft (correlation was 0). (U)

d. In summary, it is doubtful that the number of aircraft the 4241st Strat Wing has been able to configure for Full Force can be increased on any day to one additional aircraft beyond the present total now being generated by the wing. The 4241st has committed the maximum number of assigned aircraft to either home alert, CCTM, modification and modernization programs, and Full Force. The only significant variance is between the aircraft available for CCTM and those flown from day-to-day as directed by higher headquarters. (U)

2. SCHEDULING:

a. The key to the maximum number of aircraft available for Full Force is the flying training schedule. Prior to Full Force, maintenance activities favored the "block" takeoff flying schedule. This block scheduling allowed maintenance supervisors to plan their workloads for maximum utilization of assigned personnel and equipment. Under the Full Force concept, the minimum number of aircraft airborne at any one time, will insure the maximum number of aircraft available on the ground for Full Force. Scheduling of aircraft, prior to Full Force, provided the wings an RBS block schedule. For example, the wing was given three full hours of RBS for one given day and maintenance and operations planned to have four aircraft over the target during this period. Using the above example, and operating under the Full Force concept, the RBS schedule would be split into four 45 minute intervals throughout the 24 hour period. Aircraft takeoffs and landings would be geared around this schedule to allow one aircraft 45 minutes over the RBS in the morning, another aircraft 45 minutes in the afternoon, the third aircraft 45 minutes in the evening, and the last aircraft 45 minutes in the early morning hours. One aircraft would be landing and another aircraft taking off. This cycle scheduling would insure the maximum number of ready aircraft for both flying training and Full Force. (U)

b. Bomb plot and Nike sites must extend their hours of operation from 15 to 24 hours for 6 days per week in order to meet

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effectively "evade" aircraft and insure maximum number of aircraft for Full Force. (U)

3. ALTERNATE FULL FORCE PROPOSALS: The 4241st Strat Wing has been able to maintain 61% of their bomber force and 6% of their tanker force as alert or Full Force aircraft during the period of 1 September to 31 October 1961. To increase the number of aircraft available for Full Force, provide maintenance and operations with a fixed flying schedule, and avoid the excessive number of up-loads, down-loads, refueling and defueling now required, the following alternate proposals for maximum number of Full Force aircraft are forwarded, for your review: (U)

a. Alternate Wing Proposal: Wing A and Wing B would be required to maintain their alert force at all times. Wing A for the first fifteen day period of the month would place their remaining aircraft on Full Force. Wing B during this period would fly all assigned aircraft not on alert to meet their flying requirements. For the second fifteen day period of the month, Wing A would degrade only their Full Force aircraft and fly these aircraft to meet their training requirements. Wing B, during this second 15 day period, would place all aircraft not on alert in Full Force. It is estimated that this alternate wing proposal would provide 75% of the assigned aircraft for Full Force/alert. (U)

b. Staggered Flying Schedule: All Strat Wings would be grouped on a staggered flying schedule under either Wing Plan A or Wing Plan B. The alert force would be maintained by each wing at all times. Wings operating under Plan A would be given the requirement to fly a minimum of six aircraft each day for 13 days out of the 15 day flying period. All missions flown would be coordinated missions with other wings operating under Plan A to allow maximum bomber stream missions at all times. The second 15 day period would place all aircraft operating under Plan A on Full Force while wings assigned to Plan B would be required to fly the same number of aircraft for the 13 days of the last fifteen day period in the month. Within the Eighth Air Force, the following wings could be grouped under Plan A: (U)

- (1) 4241st Strat Wing, Seymour Johnson AFB, N. C. (U)
- (2) 4137th Strat Wing, Turner AFB, Ga (U)
- (3) 4138th Strat Wing, Robins AFB, Ga (U)

Plan B would include: (U)

- (1) 19th Bomb Wing, Homestead AFB, Fla (U)
- (2) 4135th Strat Wing, Eglin AFB, Fla (U)
- (3) 4047th Strat Wing, McCoy AFB, Fla (U)

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Wing groupings shall be assigned and aircraft to each Air Force based on location and type wing. This wing assignment will provide the maximum number of aircraft for Full Force, provide a fixed even schedule for maintenance activities for work shifts, aircraft for necessary inspections and technical order compliance with a minimum number of up and down times, refuel and defuel requirements. (U)

c. Wing Scheduling: Each Strat Wing would be given the following commitment: Six aircraft on alert, five aircraft on Full Force, and three aircraft flying daily for four six day periods throughout the month. Flying schedules would be based on a round-the-clock RRS schedule. Each aircraft would fly for a maximum of eight hours and only one aircraft would be airborne at any given time. Schedules would be arranged that when one aircraft lands, the other aircraft is preparing to takeoff. (U)

d. Tanker Aircraft: The KC-135 aircraft have not presented the problems found in the bomber fleet in operating for Full Force. Recommendations listed above are for the bombers only. The tanker Full Force fleet will be built around the bomber Full Force scheduling. (U)

4. PROGRESS OF TEST: For the period 16-31 October, the 421st Strat Wing launched 34 B-52 and 39 KC-135 sorties for 268:10 and 215:55 hours, respectively. Each B-52 flew an average of seven every .44 days and each KC-135 was flown once every .005 days. This average was computed on the number of aircraft available for training after deducting the hours lost to depot, home alert and Full Force. Each average available B-52 was flown 8.3 times during the 16-31 October period. Each average KC-135 was flown 12 times during this period. (U)

a. The average Full Force configuration aircraft during this period, excluding times on alert, was 1 B-52G and 3-5 KC-135 each day. The minimum and maximum on any day during this period was: (U)

	<u>Minimum</u>	<u>Maximum</u>	
B-52	1	6	(U)
KC-135	1	5	(U)

b. Tables listed below indicate the ability of the unit to maintain EWO configured aircraft between sorties. Based on an average number of available hours between sorties, the aircraft were placed in EWO configuration and remained so as shown. (U)

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<u>B-52 Aircraft</u>	<u>Sept</u>	<u>Sept</u>	<u>Oct</u>	<u>Oct</u>
Average EWO Configured Aircraft	9.26	8.20	8.38	8.6
Average EWO Configured Hours	24.01	24.31	24.01	24.31
<u>KC-135 Aircraft</u>				
Average EWO Configured Aircraft	7.00	6.00	6.75	6.00
Average EWO Configured Hours	24.20	24.01	26.52	24.87 (1)

c. The following computations are based only on those aircraft that were to be placed in EWO configuration after landing: (1)

<u>B-52 Aircraft</u>	<u>1-15 Sep</u>	<u>16-30 Sep</u>	<u>1-15 Oct</u>	<u>16-31 Oct</u>
Average Elapsed Hrs from Landing to EWO GO-NO-GO Status	0	1.27	2.4	6.34
Average Elapsed Hrs from Landing to EWO Configuration	8.46	11.8	13.4	10.34
Average Elapsed Hrs from Landing to all Required Loading	8.46	12.1	12.1	9.95
Average Elapsed Hrs from Landing to all Required Maintenance	10.6	14.5	23.9	18.18 (1)
<u>KC-135 Aircraft</u>				
Average Elapsed Hrs from Landing to EWO GO-NO-GO Status	1.0	.68	1.03	4.09
Average Elapsed Hrs from Landing to EWO Configuration	3.12	3.01	5.34	6.48
Average Elapsed Hrs from Landing to all Required Loading	3.12	3.01	5.34	6.48
Average Elapsed Hrs from Landing to all Required Maintenance	3.79	4.60	6.83	6.73 (1)

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b. An analysis of aircraft utilization over the Full Force test period is shown below. To support the flying schedule, the number of sorties flown per average aircraft varies considerably, based on alert posture, depot aircraft, cross-country, and higher headquarters planned missions such as Bar None, Sky Shield, and Stair Step. (U)

<u>B-52 Aircraft</u>	1-15	16-30	1-15	16-31
	Sep	Sep	Oct	Oct
Average Daily Acft Avail	3.82	4.92	4.28	3
Sorties/Available Acft	9.68	7.92	9.81	11.33 (U)

KC-135 Aircraft

Average Daily Acft Avail	1.78	2.06	3.82	3
Sorties/Available Acft	14.6	19.9	9.7	13.0 (U)

d. An analysis of the aircraft utilization is included as Attachments #2 and #3. (U)

e. Utilization of the primary AGE units is summarized below. As previously noted, no problem exists in this area by number of units authorized or maintenance difficulties. (U)

<u>In-Commission Rates</u>	1-15	16-30	1-15	16-31
	Sep	Sep	Oct	Oct
MD-3	98.7%	97.0%	97.0%	95.6%
MC-1A and MC-2A	97.0%	92.0%	91.0%	87.7%
MA-3A and MA-8	90.8%	92.0%	95.0%	92.4%
MA-1A	96.0%	94.0%	96.0%	94.5% (U)

Utilization Rates

MD-3	23.5%	30.0%	25.3%	21.6%
MC-1A and MC-2A	25.6%	14.9%	9.6%	15.4%
MA-3A and MA-8	14.1%	2.6%	4.6%	4.1%
MA-1A	3.1%	2.0%	1.2%	2.9% (U)

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F. TOC. Manhours expended on TOC's during the reporting period are shown below. TOC accomplishment is based on availability of B-52 and KC-135 aircraft. (U)

	1-15 Sep	16-30 Sep	1-15 Oct	16-31 Oct	
<u>B-52 Aircraft</u>					
Number of TOC's Accomplished	26	48	10	31	
Manhours Expended	526.5	661.0	57.0	140.5	(U)
<u>KC-135 Aircraft</u>					
Number of TOC's Accomplished	21	26	44	41	
Manhours Expended	30.0	50.0	171.5	269	(U)

5. OMS:

a. The 4241st OMS reduced the strength of assigned inspection personnel from 46 to 21, including the OIC, and manned one inspection dock. Personnel relieved from the inspection dock were used to beef-up the flightline. Three eight hour shifts were initiated with a Maintenance officer and Flightline Controller in charge of each shift. Each shift received a predetermined number of launch and recovery crews programmed one week in advance, based on the workload schedule. The launch crew consisted of three airmen, including the crew chief or his assistant, and the recovery crew consisted of four airmen which included either the crew chief or his assistant who had not been used for the launching of the aircraft. Unscheduled maintenance that increased the workload of the launch or recovery crews was adjusted by additional personnel to these crews from other crews who had little or no maintenance on their assigned aircraft. The 50 hour inspection crew consisted of four airmen including the crew chief or his assistant. No noticeable increase in time required for preflight, after-flight, 50 hour or FOPE inspections was noted. Discrepancies found by aircrews during sorties did not increase. Aircraft cleanliness-washing and painting-began to deteriorate under this system. However, increased emphasis by Maintenance Supervisors has been initiated and aircraft have been washed and painted on the flightline and in the alert area. The rotation of personnel into shifts and teams did produce a strain on the IPT program in that the supervision required between the trainer and trainee for phase testing, OJT, and documentation of training completed was not completed because the trainer and trainee were not together on the same shift. Unit equipment and facilities were not affected by Full Force. Discussion

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with Maintenance officers, flightline mechanics and flight crew revealed that current procedures and procedural directive changes were not required because of Full Force. The "minimal go to war" checklists were evaluated and no recommended changes are desired by this unit. (U)

b. The high and low temperatures found at Seymour Johnson AFB at this time of year have produced a number of fuel leaks that have required long work periods to repair and cure, and the daily draining and refilling of water for B-52 aircraft. A slight increase in delayed discrepancies has been noted during the period of the Full Force test. Night activity increased under Full Force, but with competent supervision, safety was not affected. (U)

c. Work priorities established by paragraph 2-22, AFM 66-1 should be adjusted for Full Force. Recommend Priority 1 for alert aircraft, Priority 2 for mission scheduled aircraft, Priority 3 for Full Force, and Priority 4 for aircraft scheduled for inspection. (U)

d. Inspection docks should be constructed with aircraft washing facilities to reduce aircraft down-time. Aircraft could be towed to dock, washed, inspected and returned to the flightline in one operation. (U)

e. Base support functions were not geared to the Full Force round-the-clock, seven days a week program. Base Supply maintains a limited number of personnel for night and holiday duty that often required assistance from Supply Liaison or Maintenance technicians to locate needed parts. BX, commissary, cafeteria, etc. were not open for night-shifts and holiday work. (U)

f. SAC standardized fuel loads for B-52 and KC-135 aircraft would assist Maintenance in the more rapid generation of not only Full Force aircraft, but EWO, UECM and other generation exercises. (U)

6. FMS:

a. Analysis of workload and problems encountered during Full Force tests revealed that with minor adjustments in supervision, scheduling and use of manpower, the Field Maintenance Squadron was capable of fully supporting this operation. The need for 24 hour, 7 day a week supervision was met by the assignment of three top level supervisors to the Maintenance Supervision work center. Three Senior Master Sergeants were assigned as FMS shift controllers for a duty period of eight hours. The most qualified supervisors with skilled technical backgrounds and experience were selected. This relieved, in most cases, the need for expert supervision by the shop chiefs over a

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24 hour period. Weekend supervisors were scheduled to a branch offices and Maintenance Supervision. This action was necessary and effective in reducing supervisor's overtime. Recommend a UMD change reflect this requirement for a continued operation under this concept. (U)

b. Specialist scheduling continues to be the most difficult area to resolve. As can be seen from previous analysis data, net overtime was not excessive nor has it increased from previous months, but compensatory and excused time-off has increased. A guide to the FMS shops in the scheduling of their specialists was developed in graph form from the weekly flying schedule showing how many aircraft would be requiring maintenance in any given period during the week. The first two hours after landing is given to refueling with six more hours given to maintenance, if required, for both ABMS and FMS. From this guide, the shop chief can determine when his peak workloads were likely to occur during the day or night. No problem occurred in the larger shops where manning was adequate for three shifts and personnel could be shifted and adjusted for predicated peak workloads. In some cases, unconventional shifts were programmed for a portion of the shop in support of the operational requirements. This resulted in selected specialists, in some cases, having 12 hours off between shifts rather than 16 hours. The only firm criteria used was that each man was to receive two scheduled days off a week. Specialists were also scheduled as "on-call" personnel for an additional period during their five day week as a pad for unpredictable workloads. If a specialist was recalled during this "on-call" period, he was given compensatory time off during his next regular scheduled shift. In shops manned and authorized only five or six specialists such as IFR, Machine and Welding Shop, the problem was compounded. This resulted in an excessive requirement for "on-call" personnel. Labor expended by these shops during "on-call" periods was not excessive, but a morale problem must be considered when limiting personnel movement for extended periods. (U)

c. The three shift schedule and varying workloads made it extremely difficult to program training under IPT. Workloads and the required experience level on each shift sometimes resulted in the trainer and trainee scheduled on different shifts for short periods. Shops with a heavy IPT program found it difficult to meet both work and training requirements with the personnel available. Shops should be limited to a 10% training requirement under IPT or overmanned in proportion to the number of personnel in training. A saving in the number of trainers required may be realized by formalizing IPT upgrading under the training control division. This is particularly true where the same AFSC is common to more than one area or squadron. Further, general areas common to all AFSC's under the IPT package program should be consolidated

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wing-wide for instruction and upgrading. When shops are adequately manned, the FMS would prefer the loss of personnel to formal training such as technical schools or FTD rather than local squadron training. (U)

7. AEMS:

a. AEMS reports no changes in procedures, manning or policies required because of Full Force. The 60-9 flying schedule is used to program the work shifts and has proven effective in assisting personnel. AEMS supplements the debriefing team with experienced A&E Maintenance personnel who are scheduled to work on the aircraft whose aircrew is being debriefed. These technicians in the debriefing insure that all details on the reported discrepancy are contained in the pilot's write-up. AEMS recommends that if Full Force procedures are continued that the AEMS debriefing team responsibility be deleted and that AEMS Maintenance technicians on shift duty debrief aircrew personnel. The A&E technician responsible for the repair of the discrepancy will have first-hand knowledge of the exact discrepancy, cause when occurred, how malfunctioned, etc., that would reduce the time lost to troubleshooting. (U)

b. Recommend flight crews be given additional technical training to increase their knowledge of the GAMs. This additional training would insure that inflight discrepancies reported by the aircrew are detailed, and thorough to assist GAM technicians in their troubleshooting and repair of the GAM. (U)

c. Recommend change in GAM-77 inspection requirements. Present inspection criteria requires a PE after six captive flights. Increased utilization of the GAM with less loading and downloading would result if the inspection period were changed to a PE after 150 hours of airframe time. Under Full Force, missile loadings are accomplished several days in advance of the regular GAM scheduled flight, and the missile may not be downloaded for several flights prior to the regular GAM scheduled flight. (U)

d. Recommendations containing changes in GAM loading procedures are listed under the MMS. (U)

e. Recommend review of present maintenance procedures for troubleshooting and repair of the GAM-77 while aboard the aircraft. Aircraft Full Force time would be increased if the GAM could be repaired or parts replaced while the GAM was hung on the aircraft. For example, pulling the nose cone for replacement of the computer or other malfunctioning parts would save many maintenance hours spent in dropping the GAM and reloading another missile. (U)

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8. MMS.

a. Increased coordination between MMS and Job Control will reduce lag time and assist in the scheduling and use of MMS personnel for Pull Force requirements. Recommend that all Pull Force units exchange Job Control and MMS personnel within the wing for a period of three to five days in order to acquaint supervisory personnel with the scheduling and loading problems of each section. (U)

b. MMS has found that one loading and one handling team is required 7 days a week, 24 hours per day for Pull Force operation, and a second loading team must be on standby to accomplish unscheduled work. Teams have been placed on shift and standby for Pull Force by MMS. (U)

c. Five loading teams are not sufficient for shift operation, standby, training, standboarding, schools, TDY, leaves, etc. "Break-out" crews are EOD (Explosive Ordnance Disposal) personnel plus supplementary personnel from the squadron. TAG will presently take over all EOD responsibilities which means the loss of EOD personnel presently assigned to the MMS. Replacements will be needed for "break-out" crews. Recommend loading team AFSC personnel be utilized in this capacity. This would furnish the MMS with an additional loading crew to take up peak workloads generated by Pull Force. Assignment of loading personnel to the "break-out" crew would not be permanent, but would be rotated with the other loading teams. The "break-out" team would be standboarded which would not only furnish the squadron with an extra team, but would allow integration of personnel to the other teams for personnel lost by leave, TDY, school, etc. (U)

d. MMS Production Control is not geared to Pull Force operation because of the limited number of personnel assigned. Two airmen are not sufficient for 24 hour per day operation, 7 days per week. Recommend UMD Change to add three additional airmen. UMD Change Request should be made for a Training NCO as this position is now being filled by a 462XO airman. (U)

e. Recommend that the towing and downloading of the GAM-77 and GAM-72 be made the responsibility of AEMS. The AEMS possesses the equipment, tags, GAMS and Maintenance personnel with the knowledge and technical experience for loading of the GAMS. Excessive time is lost from the maintenance effort and to Pull Force operations by MMS in the pick-up and delivery of the GAM to the aircraft. AEMS personnel now standby the aircraft when the GAM is being loaded and could be used for this requirement. MMS would be responsible for the critical circuit check and the loading of the warhead. (U)

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f. MAJ change for new equipment should be reviewed by wing headquarters. For example, the forklifts should be replaced with MJ1 bomb hoists. This multi-purpose equipment can load and off-load the MK-28 package, build up the MHU-200 and load the warhead into the GAM-77. Nuclear safety is increased as the operator has excellent controls directly at the warhead. (U)

g. Assignment of fewer different types of weapons would solve many of the problems for the wing in generating and replacing aircraft for the EWO line-up. In addition, maintenance of the weapons and standboarding of the loading crews would be simplified. (U)

h. Full Force requires maximum loading of assigned aircraft. The present requirement that a non-ready team cannot work on war reserve weapons requires their training be accomplished on aircraft needed for Full Force. Recommend that a non-ready crew be allowed to work under the supervision of a standboarded crew on war reserve which would expedite their standardization board checkout, and relieve the wing of the responsibility of diverting aircraft from Full Force for loading team training. (U)

9. SUPPLY:

a. From the tables listed below, an increase in cannibalization has occurred. The extremely tight aircraft and GAM scheduling limits the number of aircraft and GAMs available for cannibalization. (U)

	August	September	As of 30 October
Cannibalizations	1 - B-52 1 - KC-135 1 - GAM-72 4 - GAM-77	10 - B-52 1 - KC-135 3 - GAM-72 2 - GAM-77	8 - B-52 1 - KC-135 0 - GAM-72 10 - GAM-77 (U)
ANFE	0	8 - B-52 0 - KC-135	4 - B-52 1 - KC-135 (U)
AOCP	0	1 - B-52 0 - KC-135	4 - B-52 0 - KC-135 (U)
MOCP	2 - GAM-77 2 - GAM-72	20 - GAM-77 9 - GAM-72	17 - GAM-77 5 - GAM-72 (U)
Call-Ins	2,423	2,274	2,838 (U)

b. Excellent cooperation between the host base and the 4241st Strat Wing has been provided using base aircraft to depot for pick-up

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of these reports for approval. The reports of the CGS are reviewed and adequate air support would be difficult to maintain. Full Force aircraft. Three instances have occurred which could have resulted in a larger number of AOCIP aircraft. The wing, by diverting KC-119 aircraft, or using pilot pick-up with base support aircraft prevented degradation of the Full Force aircraft to an AOCIP status. (U)

c. Supply Liaison recommends a consolidation of the supply expeditor net, supply liaison, AEMS and FMS Proc-Incise and Production Control into one centrally located unit under the Base Supply Officer. The Production Control (Production) will be placed under the control of Supply. This consolidation would provide skilled personnel from Supply in one central source expedite deliveries and research and initiate the delivery of AWP items to both the AEMS and FMS shops. (U)

d. Supply Liaison has developed a current up-to-the minute status on parts ordered by Base Supply that has assisted the unit in controlling supply requirements for Full Force. The Base Supply transceiver each night receives, on punch cards, the status of items ordered by the base. Supply Liaison picks up these punch cards for a statistical service machine run in sufficient copies for distribution to applicable work centers. The punch cards are returned that night to Base Supply and in the morning, each work center concerned receives the machine run record which is used to determine the status of needed items. This machine run contains the stock number, quantity ordered, transaction number, applicable shop account number, off-base requisition number, date shipped, date status, and extraction information. (U)

10. COMBAT DEFENSE FORCE: The average Full Force protection workload has resulted in the following posts: (U)

Posts	Hours	Days Per Week
36	24 hours	7 days
8	16 hours	5 days
8	24 hours	2 days
2	8 hours	5 days
8	8 hours	5 days (overhead)

(U)

a. Prior to Full Force, the CGS maintained a four flight systems with 29 men per flight and one flight of 15 K-9's. Workload was 45 hours per week, plus three to four hours training. Under the Full Force concept, the CGS maintained a three flight system with 42 men per flight, and integrated the K-9 with each flight. The workload average under Full Force is 56 hours per week plus three to four hours required for training. SADM 206-5 (Secret)

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unclassified manning criteria, allows 25% ODS personnel to do this workload. The 4241st ODS has supported this workload with an average manning of 152 personnel, which is 80% of the ODS RMO authorization. ODS has accomplished the workload by working 25% overtime and eliminating leave except for emergencies and hardships. Average leave during Fall Force has been only three personnel. On 18 October, 20 TDY personnel arrived from Homestead to alleviate the workload. Attachment #4 contains the proposed manning and upgrading required for a permanent Fall Force operation. (U)

(b)(6)

Major, USAF
Fall Force Project Officer

4 Attachments
a/s

Noted
APPROVED:

(b)(6)

JOL
Colonel, USAF
Commander

Upon removal of Attachment #1, this correspondence can be downgraded to UNCLASSIFIED. (Atch #1 classified ~~SECRET~~ as it reveals the SAC EWO generation capability SOP-4)

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RECOMMENDED FULL FORCE GENERATION RATES

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* Final Recommendation
 ** Two Deleted sorties
 *** GAM sortie

MONTH	P-52 AIRCRAFT		RECOMMENDED FULL FORCE		SIOP 63	KC-135 AIRCRAFT	
	SIOP 63	SACM 55-7 REPORT	1-30 SEP	1 SEP - 26 OCT *		SACM 55-7 REPORT	RECOMMENDED FULL FORCE 1-30 SEP 1 SEP - 26 OCT*
A	8	7	7	7	6	4	5 4 **
+	10 ***		9	9	7		6 6
+3	11				8		7 7
+4	12					5	
+5							8
+6	13	8	10	11	9	6	8
+7	14		11				
+8	15	9			10		9 9
+9			12	12			
+10	15 ***	10				7	10
+11				13			
+12		11	13				
+14		12				8	
+15				14			
+16		13				9	
+18		14	14			10	
+20							
+22							
+24	17			15	11	11	

4241-1-1587

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ATTACHMENT #1 (Classified ~~SECRET~~ as it reveals the SAC EMO generation capability. SCP4)

AIRCRAFT UTILIZATION

	1-15		16-30		1-15		16-31		Total	Percent
	Sep	Percent	Sep	Percent	Oct	Percent	Oct	Percent		
Available	3,960.0	100.0%	3,960.0	100.0%	3,960.0	100.0%	3,895	100%	15,735	100%
Hours in Use	1,765.7	44.6%	1,668.5	42.1%	1,450.0	36.6%	1,536	39.8%	6,440	40.8%
Passenger Hrs	754.3	19.0%	565.6	14.3%	979.0	24.6%	1,104	28.6%	3,403	21.5%
Non-Passenger Hrs	1,440.0	36.4%	1,725.9	43.6%	1,531.0	38.6%	1,215	31.6%	5,912	37.4%
Flight	132.3	3.3%	190.9	4.8%	211.4	5.3%	216	5.6%	751	4.8%
Block	720.0	18.2%	671.5	17.0%	65.5	1.7%	376:00	9.7%	1,833	11.7%
TOT	80.6	2.0%	312.2	7.9%	88.8	2.2%	24:00	0.6%	506	3.2%
Other	0	0%	0	0%	0	0%	48:00	1.2%	48	0.3%
Empty	26.0	0.7%	0	0%	23.0	0.6%	30:00	0.8%	79	0.5%
Download	20.5	0.5%	36.8	0.9%	23.5	0.6%	22.1	0.6%	103	0.7%
General & Special	33.2	0.8%	81.1	2.0%	19.5	0.5%	31.6	0.8%	165.4	1.0%
* T/A Maintenance	146.7	3.7%	200.8	5.1%	222.2	5.6%	203.0	5.2%	772.7	4.9%
POPE	0	0%	41.0	1.0%	79.0	2.0%	117:00	3.0%	237	1.5%
OX (Hurricane)	0	0%	117.3	2.9%	0	0%	0	0%	117.3	0.7%
* Other	280.7	7.1%	74.2	1.9%	798.1	20.1%	147.3	3.8%	1,300	8.3%

(UNCLASSIFIED)

ATTACHMENT #2

AIRCRAFT UTILIZATION

	B-52									
	1-15 Sep	Percent	16-30 Sep	Percent	1-15 Oct	Percent	16-31 Oct	Percent	Total	Percent
Assigned Hrs	5,040.0	100%	5,040.0	100%	5,040.0	100%	5,376	100%	20,496	100%
Home alert Hrs	2,468.5	49.0%	2,254.4	44.7%	2,170.0	43.0%	2,304	42.8%	9,196.9	44.8%
Full Force Hrs	874.6	17.4%	731.5	14.5%	819.7	16.3%	972	18.1%	3,397.8	16.6%
Non-Full Force Hrs	1,696.9	33.6%	2,054.1	40.8%	2,050.3	40.7%	2,100	39.1%	7,901.3	38.6%
Flying Hrs	290.0	17.1%	308.5	15.0%	340.3	16.6%	268	12.76%	1,206.8	15.27%
Depot	322.0	19.0%	225.8	11.0%	489.0	23.9%	696	33.14%	1,732.8	21.93%
TDI	0	0	53.5	2.6%	22.8	1.1%	0	0%	76.3	.96%
FOU	144.0	8.5%	49.0	2.4%	0	0%	0	0%	193.0	2.44%
Supply	144.0	8.5%	66.0	3.2%	40.0	2.0%	87.0	4.14%	337.0	4.26%
Download	36.0	2.1%	101.8	5.0%	59.8	2.9%	66.0	3.14%	264.0	3.34%
Generate & Upload	73.4	4.3%	198.3	9.6%	20.4	1.0%	109.0	5.19%	401.1	5.08%
T/A Maintenance	353.6	20.8%	482.0	23.5%	454.7	22.1%	438	20.85%	1,728.0	21.86%
POPE	41.0	2.4%	49.0	2.4%	80.0	3.9%	29.0	1.38%	199.0	2.52%
WX (Hurricane)	0	0	278.3	13.5%	0	0%	0	0%	278.3	3.53%
Other	292.9	17.3%	241.9	11.8%	543.3	26.5%	407	19.38%	1,485	18.80%

(UNCLASSIFIED)

ATTACHMENT #3

ATTACHMENT #3

Attachment #	1-15	16-30	1-15	16-30	Total	Percent	Percent	Percent	Percent
Assembled Hrs	5,040.0	5,040.0	100%	5,040.0	5,376	100%	20,496	100%	100%
Hourly Assembled Hrs	2,468.5	49.0%	2,254.4	44.7%	2,170.0	43.0%	2,304	42.8%	44.8%
Printed Hrs	874.6	17.1%	731.5	14.5%	819.7	16.3%	972	18.1%	16.6%
Non-Printed Hrs	1,696.9	33.6%	2,054.1	40.8%	2,050.3	40.7%	2,100	39.1%	38.6%
Printing Hrs	290.0	17.1%	308.5	15.0%	340.3	16.6%	268	12.7%	15.2%
Setup	322.0	19.0%	225.8	11.0%	469.0	23.9%	696	33.1%	21.9%
Run	0	0	53.5	2.6%	22.8	1.1%	0	0%	0%
Idle	144.0	8.5%	49.0	2.4%	0	0%	0	0%	2.4%
Supply	144.0	8.5%	66.0	3.2%	40.0	2.0%	87.0	4.1%	4.2%
Download	36.0	2.1%	101.8	5.0%	59.8	2.9%	66.0	3.1%	3.3%
Generate & Upload	73.4	4.3%	198.3	9.6%	20.4	1.0%	109.0	5.1%	5.0%
T/A Maintenance	353.6	20.8%	482.0	23.5%	454.7	22.1%	438	20.8%	21.8%
Form	41.0	2.4%	49.0	2.4%	80.0	3.9%	29.0	1.3%	2.5%
VX (Hurricane)	0	0	278.3	13.5%	0	0%	0	0%	3.5%
Other	292.9	17.3%	241.9	11.8%	543.3	26.5%	407	19.3%	18.8%

B-52

1-15 Percent Sep 16-30 Percent Oct 1-15 Percent Oct 16-31 Percent Total Percent

ATTACHMENT #3

REQ AND REQUIREMENTS FOR FULL FORCE OPERATIONS

6 COCKED BOMBERS

4 close in
6 close boundary
1 A/C
1 supervisor
9 posts x 7 days x 24 hrs = 1,512 total hours divided by 40 = 37.8

4 COCKED TANKERS

4 point guards
1 supervisor
5 posts x 7 days x 24 hrs = 840 total hrs divided by 40 hrs per wk = 21.0

MMS AREA

1 A/C
1 A/A
2 MST
4 posts x 7 days x 24 hrs = 672 total hrs divided by 40 hrs per wk = 16.8

MISCELLANEOUS

3 PMST
3 BMST
1 FLT NCO
1 Com Pilot
1 TAC Liaison
1 Alert billets
3 Full Force bombers
1 Full Force Supervisor
14 posts x 7 days x 24 hrs = 2,352 divided by 40 hrs per wk = 58.8

5 PID's
2 MMS F/P
2 Non-alert A/C
1 Arms Rm personnel
10 posts x 5 days x 16 hrs = 800 divided by 40 hrs per wk = 20.0

2 P/S
2 posts x 5 days x 8 hrs = 80 divided by 40 hrs per wk = 2.0

5 PID's
2 MMS F/P
2 Non-alert A/C guards
1 Arms Rm personnel
10 posts x 2 days x 24 hrs = 480 divided by 40 hrs per wk = 12.0

TOTAL: 168.40
X 204 non-effective
33.00

(UNCLASSIFIED)

ATTACHMENT #4

OVERHEAD

	<u>Officers</u>	<u>Airmen</u>
Commander	1	0
Unit Administration	0	2
Unit Operations and Training	1	5
Weapons System Section	4 *	0
	<u>6 *</u>	<u>7</u>

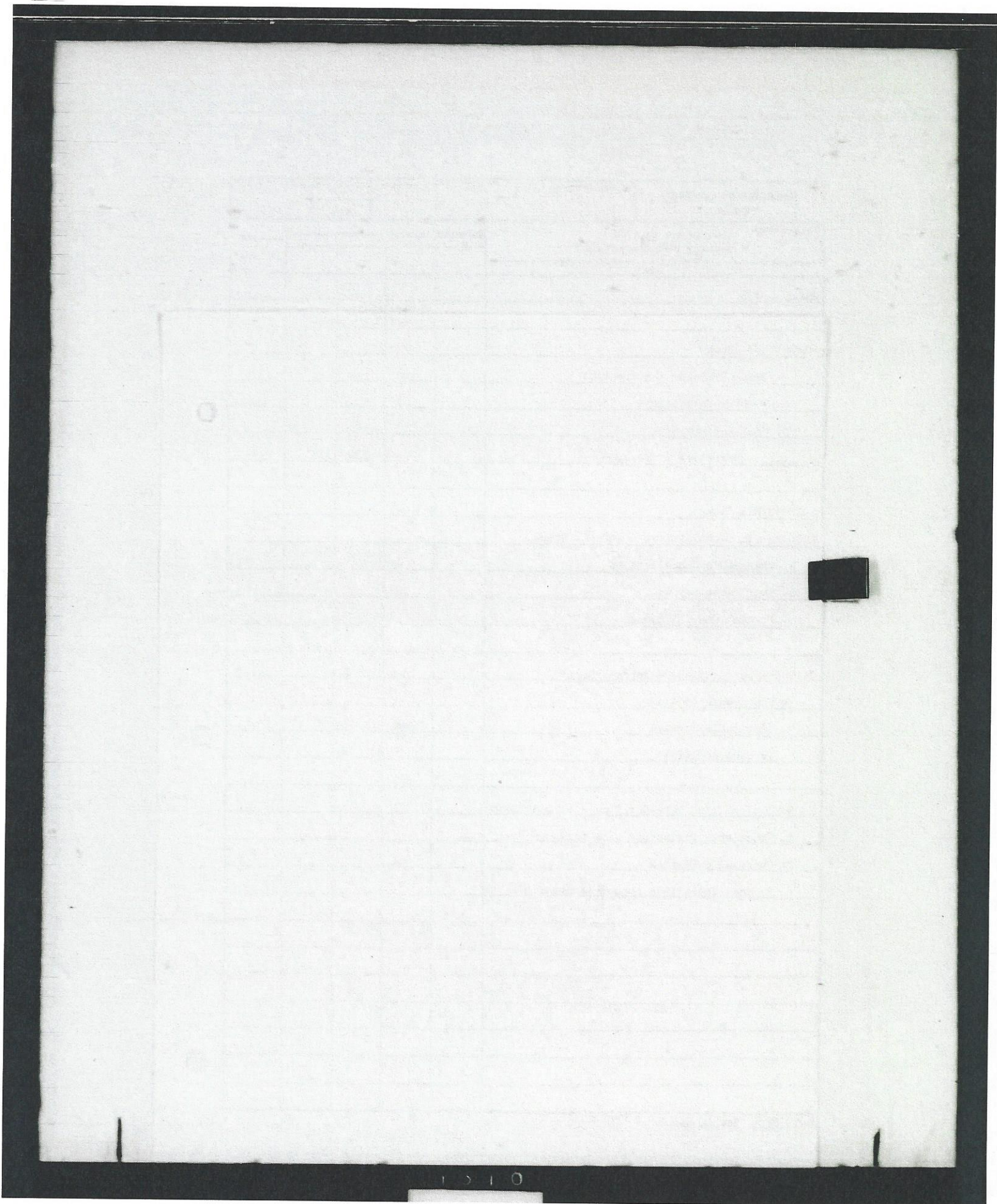
* includes two officers previously requested (one per flight)

TOTALS REQUIRED	168.40	
	33.68	
	13.00	
	<u>215.08</u>	Total strength required for Full Force

UPGRADE REQUIREMENTS FOR CDS

- Functional Code 5000010 - Upgrade MSgt, AFSC 77170 to Air Police Superintendent, AFSC 77190, with rank of Senior Master Sergeant.
- Functional Code 5010000 - Add 1 MSgt, AFSC 77170, Air Police Supervisor (to be included in UMD Change Request for 215 personnel)
- Upgrade SSgt, AFSC 77150, Air Policeman to TSgt, AFSC 77170, Air Police Supervisor.

(UNCLASSIFIED)



1510

441SW (T-12) Commander's Remarks:

31 October 1961

Waiver of Training Requirements:

a. Training requirements for the copilot of crew E-19 are waived IAW par 6, F, (2), of SACR 50-8. Subject crewmember is at Squadrons Officers School from 11 September to 15 December 1961.

b. The annual requirements for Bomb Releases are waived for this unit by SAC Msg DOT 3-M-64004D, dated 23 October 1961.

c. The training period requirement for GAM 72 Cycle with Engine Start is waived by SAC Msg DOT 34219, dated 26 October 1961.

d. The training period requirement for Air Weapons Simulator Mission is until further notice by SAC Msg DOT 21303, dated 14 September 1961.

2. Delinquent Combat Ready Crews: N/A

3. Alert Cycle: 4 days on alert.

Compensatory Time Off for Alert Crews: All crews received required time off

5. Crewmember upgrading progress: See Form 677

6. Unreliable RBS Runs:

<u>CE</u>	<u>DATE</u>	<u>RUN TYPE</u>	<u>CREW</u>	<u>SITE</u>	<u>REASON</u>
7400	11 Oct	H1 Synch	R-24 NAV	Statesboro	Crew, aiming point error
6500	9 Oct	H1 Synch	S-01 NAV	Statesboro	Crew, aiming point error
7200/2200	10 Oct	H1 Lg Chg	R-33 NAV	Statesboro	Crew, procedure
5250/900	10 Oct	H1 Lg Chg	R-33 NAV	Statesboro	Crew, procedure
1370/6800	12 Oct	H1 Lg Chg	E-12	Tree Trimmer	Film to Higher Hq
3800/350	27 Oct	H1 Lg Chg	R-22	Lexington	Crew, procedure
2000/4700	10 Oct	S/L Lg Chg	S-01	Laurel	Unknown
82,400/8190	11 Oct	S/L Lg Chg	R-13	Statesboro	Crew, aiming point error
700/400	12 Oct	S/L Lg Chg	S-04	Laurel	Crew, procedure
1400/7800	12 Oct	S/L Lg Chg	E-12	Tree Trimmer	Material, radio failure 2nd release

4-41SW (T-12) Commander's Remarks:

31 October 1961

Unreliable NIKE Runs:

<u>CE</u>	<u>DATE</u>	<u>RUN TYPE</u>	<u>CREW</u>	<u>SITE</u>	<u>REASON</u>
20,260	27 Oct	Syno Side Step	R-23	Pittsburgh	Crew, procedure

6. Navigation CE:

- a. Night Celestial-----8
- b. Night Cel Grid-----6
- c. Day Cel Grid-----7.5
- d. Integrated Systems--4.5
- e. Annual Eval Legs---6.5
- f. Night Cel Grid on Unit Standboard--15 CEA 16.5

9. Unreliable Navigation Legs: None

10. Unreliable Local Defense Runs:

<u>SCORE</u>	<u>DATE</u>	<u>CREW</u>	<u>SITE</u>	<u>REASON</u>
OXO	10 Oct	S-01	Laurel	Materiel
OXO	27 Oct	S-01	Tree Trimmer	Operator
OXO	12 Oct	S-04	Laurel	Materiel
OXO	12 Oct	S-04	Laurel	Materiel
OXO	3 Oct	S-11	Statesboro	Operator
OXO	12 Oct	R-15	Laurel	Operator
OXO	20 Oct	R-17	Tree Trimmer	Operator
9XE	20 Oct	R-17	Tree Trimmer	Operator
OXE	30 Oct	R-25	Statesboro	Materiel
9XE	6 Oct	R-29	Lexington	Operator
9XE	6 Oct	R-29	Lexington	Operator
OXE	17 Oct	R-35	Tree Trimmer	Operator

11. Unreliable Radar Simulator Runs:

<u>SCORE</u>	<u>DATE</u>	<u>CREW</u>	<u>SITE</u>	<u>REASON</u>
C-22, S00, C-04	10 Oct	S-01	Laurel	Materiel
C-01, S01, C-02	12 Oct	S-04	Laurel	Unknown
C-01, S01, C-02	20 Oct	S-05	Tree Trimmer	Materiel
C-00, S20, C-02	20 Oct	S-05	Lexington	Materiel
C-01, S01, C-06	20 Oct	S-05	Lexington	Materiel
C-01, S02, C-02	12 Oct	S-13	Statesboro	Operator
C-00, S33, C-06	12 Oct	R-15	Laurel	Materiel
C-30, S01, C-01	6 Oct	R-17	Tree Trimmer	Operator
C-33, S00, C-06	31 Oct	E-19	Laurel	Operator
C-00, S01, C-01	11 Oct	R-24	Tree Trimmer	Materiel
C-01, S30, C-04	30 Oct	R-25	Laurel	Materiel
C-01, S01, C-02	30 Oct	R-25	Laurel	Materiel
C-00, S00, C-00	30 Oct	E-26	Statesboro	Materiel
C-00, S33, C-06	20 Oct	R-32	Tree Trimmer	Materiel
C-06, S00, C-06	12 Oct	R-33	Lexington	Unknown

12. Fire Control Systems Reliability:

- a. 14
- b. 7
- c. 88.6%
- d. 16,800/14,876 (rounds loaded and fired)
- e. 38-1 (reliable radar systems)
- f. 18-2 (marginal radar systems)
- g. 12-3 (unreliable radar systems)

18. GAM 77/72 Information:

- a. 27/27
- b. Nov 26/26, Dec 26/26, Jan 26/26, Feb 26/26
- c. O/O
- d. Nov O/O, Dec O/O Jan O/O Feb O/O
- e. None
- f. Sqdn Cdr-73BS, Ops Officer-73BS, Nav-73BS, DCOI, all GAM 77 qualified
- g. 77 B-52 Sorties scheduled
- h. GAM #2840 scheduled 5 times, #2825 scheduled 5 times, #2832 scheduled 5 times, #2836 scheduled 4 times, #2839 scheduled 4 times, #2834 scheduled 4 times, #2827 scheduled 3 times, #2829 scheduled 2 times, #2810 scheduled 2 times, #2826 scheduled 2 times; GAM numbers 2808, 2837, 2822, 2849, 2848 scheduled once each.
 - i. None
 - j. 8 Air aborts; #2837 Auto Nav No Go Light came on in operate and Azimuth light blinked out, #2822 Electric out light came on, #2827 aircraft landed early due fuel leak, #2832 High pressure light on, #2829 Electric out light came on, #2836 and #2832 mission incomplete, aircraft flap malfunction, #2810 internal engine failure.
 - k. Airborne as scheduled; #2832 5 times, #2825 5 times, #2840 4 times, #2836 4 times, #2839 4 times, #2827 3 times, #2829 2 times, #2810 2 times, #2826 2 times; numbers 2808, 2837, 2822, 2849, and 2848 once each. 39 GAMS airborne as scheduled
1. GAMS 2832/2834-- Crew previously checked out
GAMS 2832/2834-- Crew previously checked out
GAMS 2832/2834-- Crew previously checked out
GAMS 2840/2839-- Crew previously checked out
GAM 2825 -- Crew previously checked out
GAMS 2840/2839-- Crew previously checked out
GAM 2825 -- Nav check out, 1 Big Bark run site abort

31 October 1961

l. (contd)

GAM 2825 -- Crew previously checked out, 1 Big Bark run, impact unscorable, GAM Malfunction

GAM 2836 -- Crew previously checked out, 1 scored Big Bark run

GAMS 2826/2810- Crew previously checked out

GAM 2840 -- Crew previously checked out

GAM 2829 -- Crew previously checked out, 1 scored Big Bark run

GAMS 2826/2810- Crew previously checked out

GAM 2829 - Crew previously checked out

GAM 2839 - Crew previously checked out, 1 Big Bark run site abort

GAM 2832 - Crew previously checked out

GAM 2836 - Crew previously checked out, 1 scored Big Bark run

GAMS 2808/2827- Crew previously checked out, 3 runs attempted, impact unscorable GAM malfunction

GAM 2832 - Crew previously checked out, 1 scored Big Bark run

GAM 2827 - Crew previously checked out

GAM 2825 - Crew previously checked out, 1 scored Big Bark run

GAM 2827 - Crew previously checked out

GAM 2825 - Crew previously checked out, 1 scored Big Bark run

GAMS 2837/2822- Crew previously checked out, 1 scored Big Bark run

GAMS 2837/2822- Crew previously checked out

GAMS 2849/2848- Crew previously checked out

GAMS 2836/2832- Crew previously checked out

m. GAM 77s on alert by tail numbers: 12- 2808, 2810, 2822, 2826, 2827, 2832, 2836, 2837, 2839, 2840, 2848, and 2849

n. 12.0

c. 16/16

42415W (T-1) Commander's Remarks:

31 October 1961

3. GAM 77/72 Information: (contd)

p. Unreliable GAM 77 launches:

- (1) CE 73,400
- (2) 10 October 1961
- (3) Maneuver
- (4) Turner
- (5) Followed DAS-25 procedure, should have released on specific target.

q. None

14. Gallons of fuel transferred: N/A

15. SAC Support: N/A

16. Advanced Capability Radar Training: Not required

17. Comments of the Unit Commander: None

3. Wing Commander's Remarks:

GAM 77: Eight of the 17 scheduled GAM 77 minimums were accomplished during the month of October. Due to alert commitments and the projected loss of GAM 77s by this unit in mid December a possibility exists that the GAM 77 SACR 50-8 minimums will not be accomplished.

(b)(6)

Colonel, USAF
Commander

8AF ATTACHMENT #1 TO SAC T-12 REMARKS
911 AIR REFUELING SQUADRON
4241 STRATEGIC WING

October 1961

1. GUNNERY: N/A
2. LATE TAKE OFFS CHARGEABLE TO OPERATIONS: None
3. ALERT SCHEDULING EFFECTIVENESS:
 - a. Alert Requirements:
 - (1) 5 KC-135s for 31 days
 - (2) Crew Days - 620
 - b. Deviations from schedule:
 - (1) DNIF, Hospital, Emergency --- 0/000%
 - (2) Higher Headquarters ----- 8/1.3%
 - (3) Other ----- 4/0.6%
 - (4) Total ----- 12/1.9%
4. EWO STUDY:
 - a. 18 Crews assigned
 - b. 18 Crews completed study
 - c. 18 Crews certified
 - d. No Exceptions
5. EXPLANATION OF ITEMS FALLING BELOW MINIMUM GUIDE LINES: None
6. ADDED COMMENT:
 - a. The 911ARS is 100% complete on annual requirements.
7. ADDITIONAL COMMENTS OF THE COMMANDER: None

(b)(6)

Colonel, USAF
Commander

303 TROUBLESHOOTING OF THE GUN TANK SYSTEM
 AND THE GUN TANK SYSTEM
 4241 ST. LOUIS, MISSOURI

NOVEMBER 1961

1. SUMMARY

a. Difficulties:

- (1) Lost to Booster Gun ----- 300
- Lost to Double Feed ----- 160
- Lost to Broken Extractor Spring ----- 17.50
- Lost to Link Jam ----- 140
- Lost to Misaligned Ammo (Main Error) - 14.25

(2) None

(3) None

b. Summary of Results:

	LOADED	FIRE	ATTACHED	SUCCESSFUL
(1) Normal	16.800	14.876	14	14
(2) thru (4) None				

2. WAS TIME OFFY SIGNIFICANT TO OPERATIONS None

3. ALERT SCHEDULING EFFECTIVENESS:

a. Alert requirements:

- (1) 7/8-5/8 for 31 days
- (2) Crew Days - 1304

b. Deviation from schedule: None

4. ERG STUDY:

- a. 27 Crews Assigned
- b. 27 Crews completed study
- c. 27 Crews certified
- d. No exceptions

5. EXPLANATION OF ITEMS FALLING BELOW MINIMUM STANDARDS:

(a) Air Refueling Efficiency Performance 94.5%, 8AF standard 96%; Low activity. 36 AR's scheduled, 34 AR's effective. 1 AR lost due to ground short of aircraft caused by fuel leaks; 1 AR lost due to engine out after take off.

6. ADDITIONAL COMMENTS:

(a) The 73BC has completed 92% of the annual requirements.

7. ADDITIONAL COMMENTS OF THE COMMANDER: None

(b)(6)

Colonel, USAF
Commander

WARS (T-12) Commander's Remarks

31 October 1961

1. Waiver of Training Requirements:
 - a. Training requirements for the Navigator of Crew T-17 are waived IAW par 6, f, (2) of SACR 50-8 dated 16 August 1961. Subject crew member is attending Squadron Officers School during the period 15 August-18 December 1961.
2. Delinquent Combat Ready Crews: N/A
3. Alert Cycle: 3 days on alert.
4. Compensatory Time Off for Alert Crews: All crews received required time off.
5. Crewmember Upgrading Progress: Not Required
6. Unreliable RBS Runs: N/A
7. Unreliable NIKE Runs: N/A
8. Navigation CE:
 - a. Night Celestial-----5
 - b. Night Cel Grid-----7.5
 - c. Day Cel Grid-----7
 - d. Integrated Systems---5
 - e. Night Cel Grid on Unit Standboard--17-- CEA 14.0
9. Unreliable Navigation: None
10. Unreliable LDR: N/A
11. Unreliable RSR: N/A
12. Gallons of Fuel Transferred: 607,166
13. Low Level Flying Time: N/A
14. Fire Control Systems: N/A
15. GAM 77/72 Information: N/A
- *. TAC Support: None

911ARS (T-12) Commander's Remarks

31 October 1961

ARC Training: Not Required

18. Comments of the Unit Commander: None

19. Wing Commander's Remarks: The 911ARS accrued 375 incentive points in support of one TAC "STAIR STEP" mission.

(b)(6)

Colonel, USAF
Commander

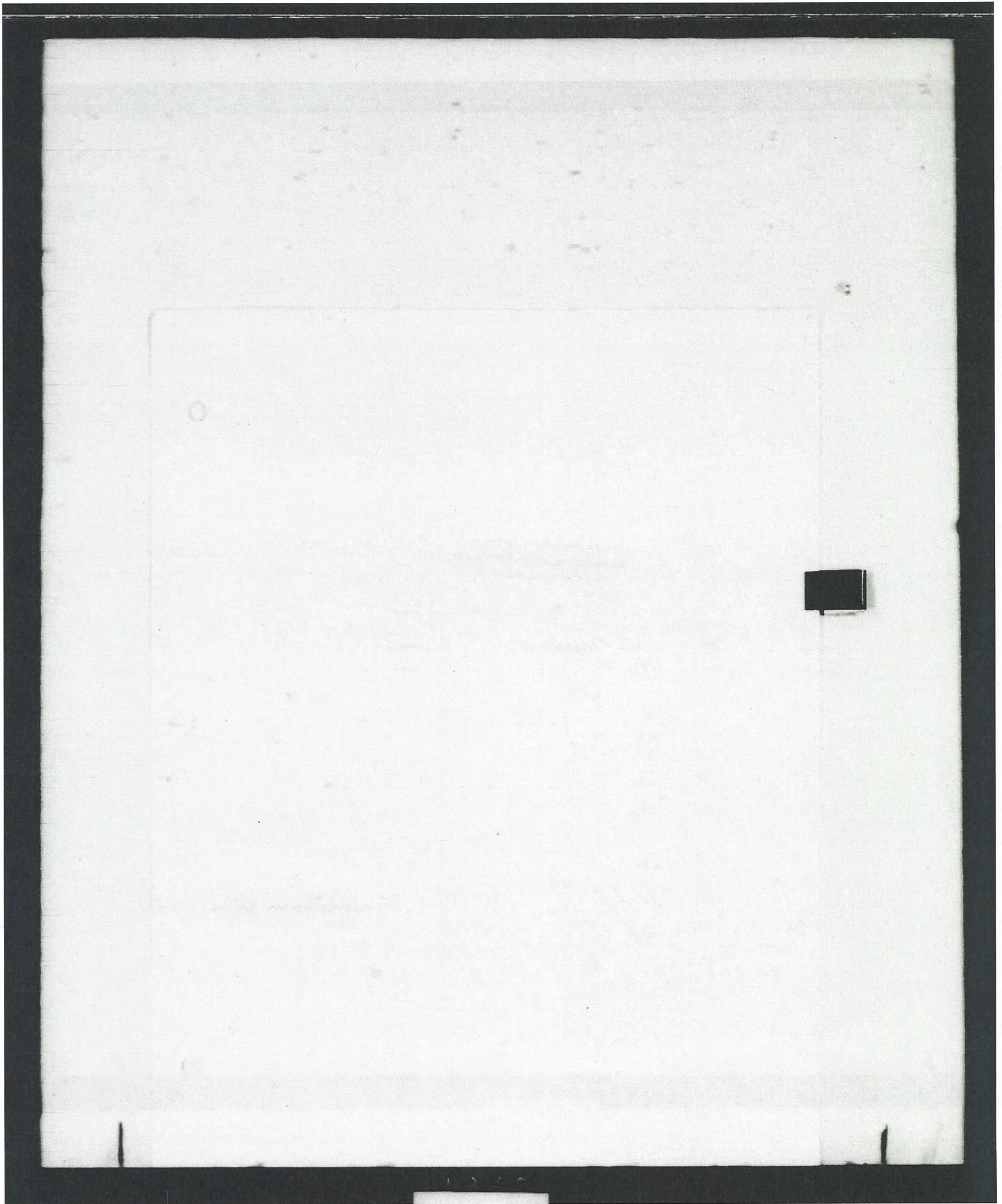
SAF ATTACHMENT #1 TO SAC T-12 REMARKS
911 AIR REFUELING SQUADRON
4241 STRATEGIC WING

October 1961

1. GUNBERY: N/A
2. LATE TAKE OFFS CHARGEABLE TO OPERATIONS: None
3. ALERT SCHEDULING EFFECTIVENESS:
 - a. Alert Requirements:
 - (1) 5 KC-135s for 31 days
 - (2) Crew Days - 620
 - b. Deviations form schedule:
 - (1) DNIF, Hospital, Emergency --- 0/000%
 - (2) Higher Headquarters ----- 8/1.3%
 - (3) Other ----- 4/0.6%
 - (4) Total -----12/1.9%
4. EMO STUDY:
 - a. 18 Crews assigned
 - b. 18 Crews completed study
 - c. 18 Crews certified
 - d. No Exceptions
5. EXPLANATION OF ITEMS FALLING BELOW MINIMUM GUIDE LINES: None
6. ADDED COMMENT:
 - a. The 911ARS is 100% complete on annual requirements.
7. ADDITIONAL COMMENTS OF THE COMMANDER: None

(b)(6)

Colonel, USAF
Commander



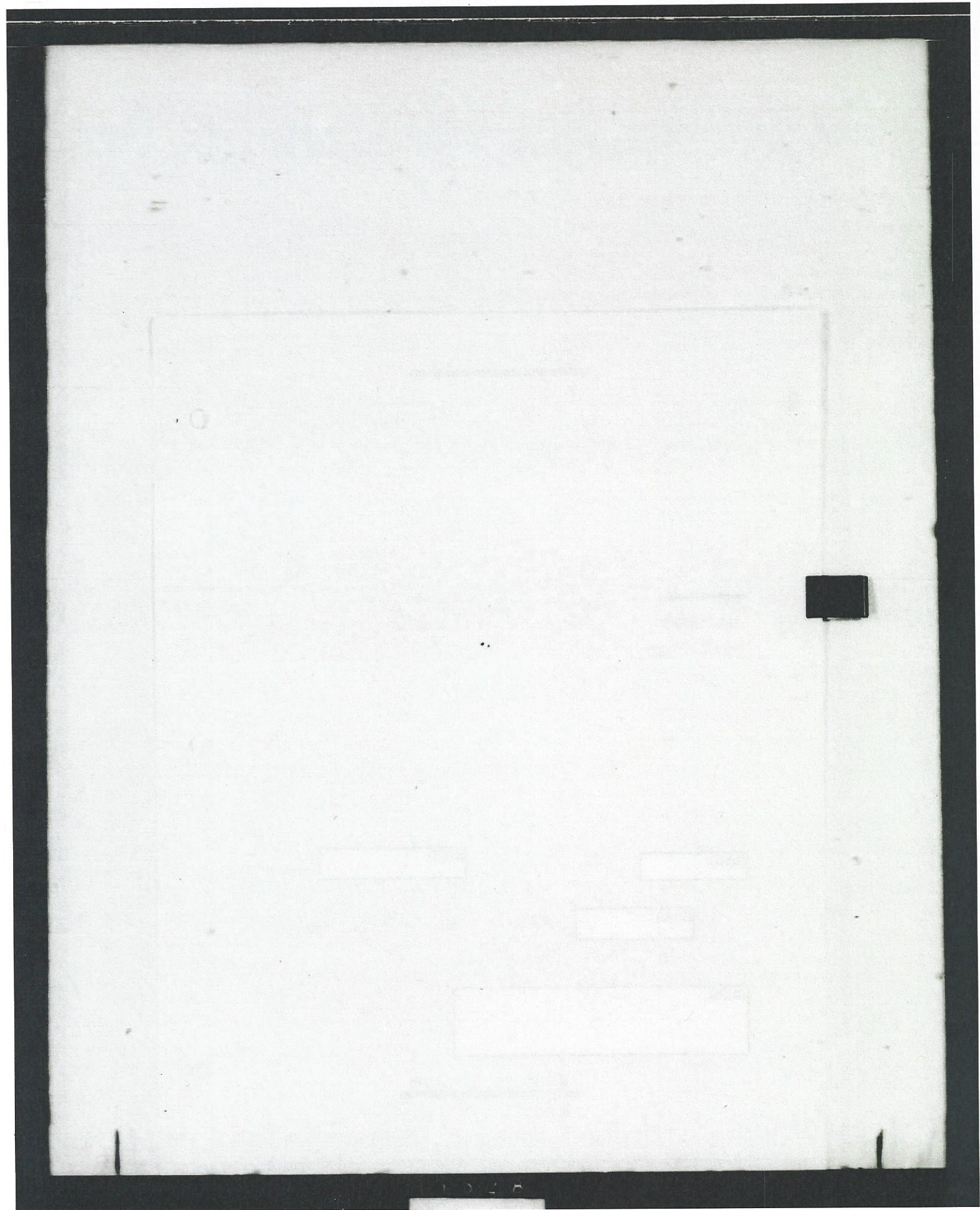
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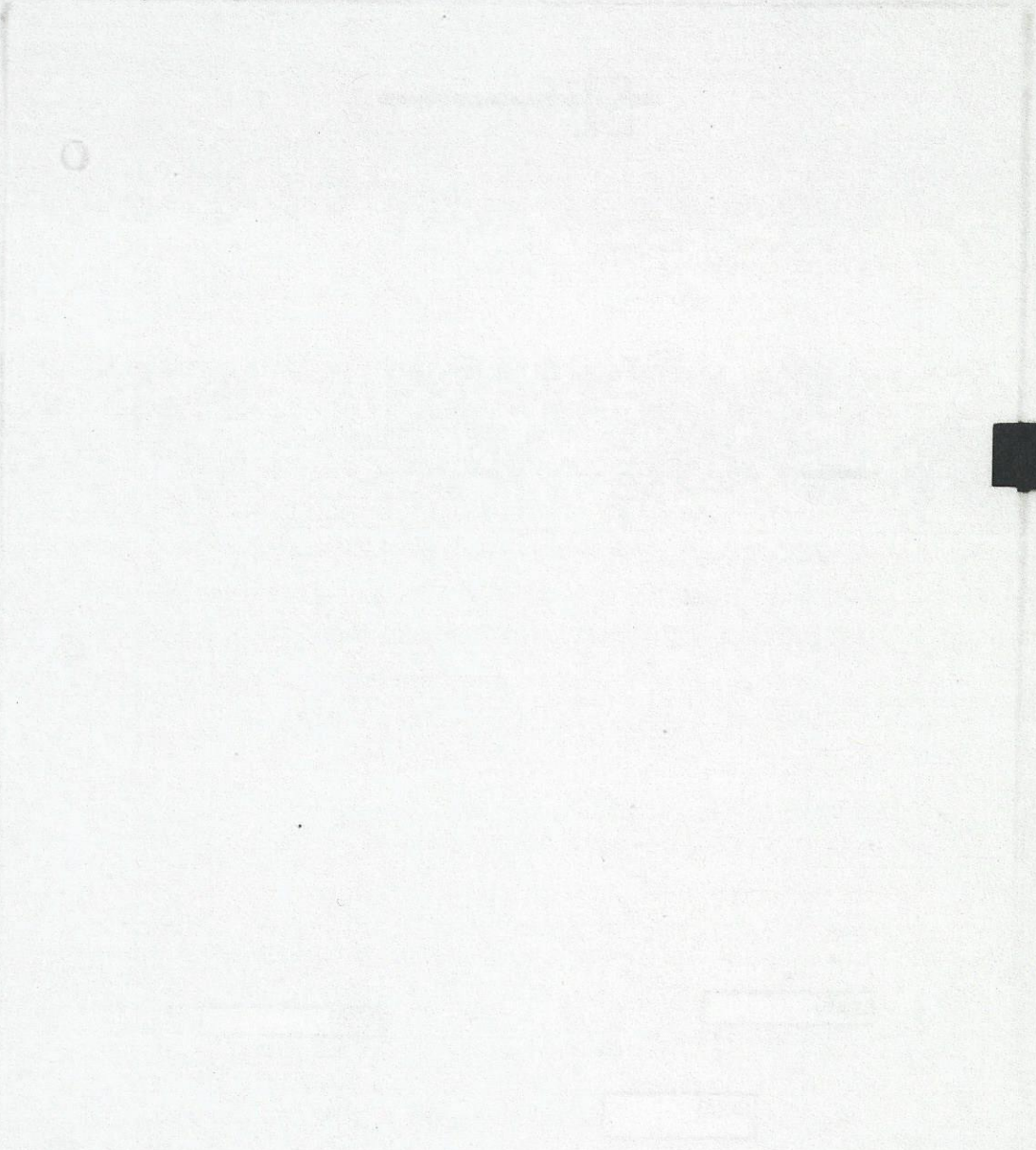
ALERT TESTS CALLED IN OCTOBER

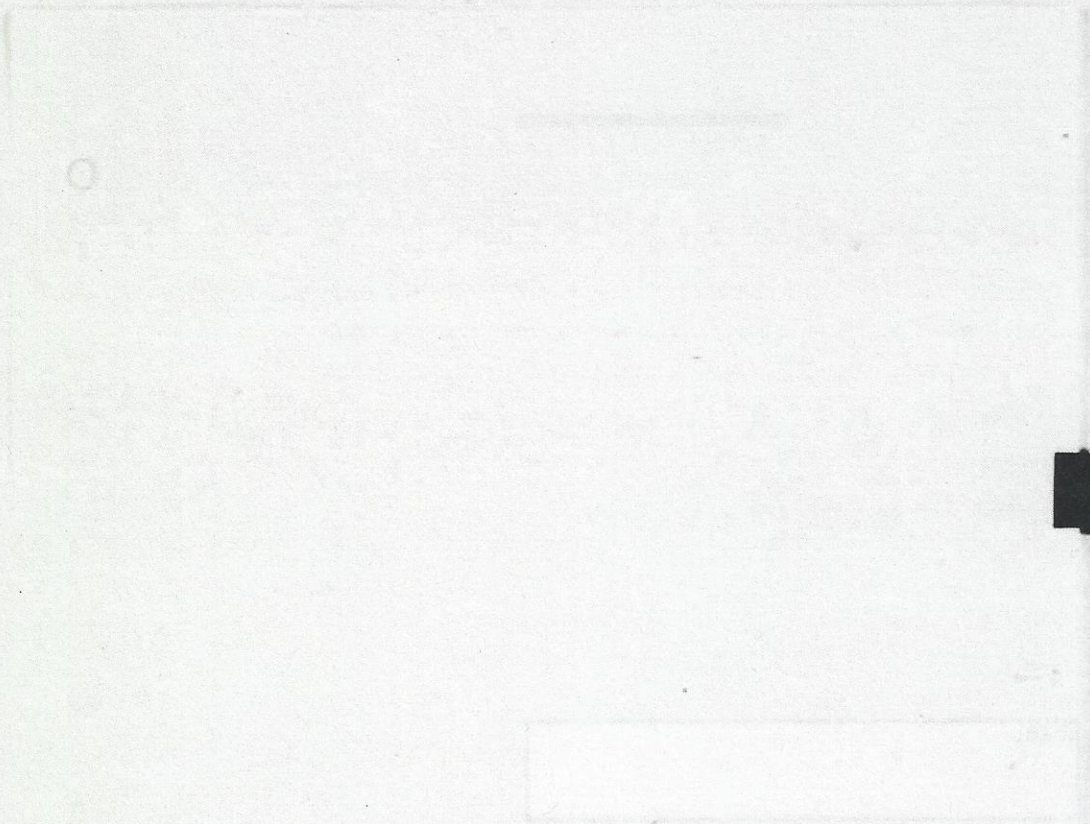
<u>DATE</u>	<u>TYPE</u>	<u>AIRCRAFT</u>	<u>FIRST AIRCRAFT</u>	<u>LAST AIRCRAFT</u>	<u>REMARKS</u>
3 Oct	Bravo	B-52 KC-135	01 02	02 03	
11 Oct	Bravo	B-52 KC-135	05 02	06 05	
14 Oct	Bravo	B-52 KC-135	02 02	07 04	
20 Oct	Delta	B-52 KC-135	04 05	05 06	
22 Oct	Bravo	B-52 KC-135	03 04	03 04	**This Bravo given to terminate minimum reaction posture.
23 Oct	Bravo	B-52 KC-135	04 05	05 06	
25 Oct	Bravo	B-52 KC-135	03 04	03 05	
26 Oct	Delta	B-52 KC-135	01 03	01 04	
31 Oct	Bravo	B-52 KC-135	01 05	02 05	**This Bravo given to terminate minimum reaction posture.

Small reports covering these tests are being prepared.

~~SECRET~~







FKA797DHA500
 NM RJEXFM
 DE RJEXDH 678
 N OAL352 ZIK
 FM 8AF WESTOVER AFB MASS
 TO VICTOR
 RJEXAK/19801WING HONESTAD AFB FLA
 RJEXFH/42801WING LORING AFB ME
 RJEXSA/72801WING HALEY AFB PA
 RJEXDF/40388STRATWG DOW AFB ME
 RJEXFQ/40478STRATWG MCCOY AFB FLA
 RJEXSR/41388STRATWG TURNER AFB GA
 BT

~~SECRET~~ DRO50 9475. FOR COM AND AEMSG. (U) MATERIAL
 CAPABILITY TO COMMIT GAM'S TO ENG. THE FOL SAC SECRET
 MSG DOW 2363, SAME SUBJ, 29 SEP 61, IS QUOTED IN PART
 FOR YOUR INFO. QUOTE. THIS MSG IN 6 PARTS.
 PART I. THIS IS A FOLLOW-UP MSG TO OUR SECRET DATA
 3148, 24 APR 61 AND PROVIDES MATERIAL PLANNING INFOR FOR
 GAM UNITS NOT PREVIOUSLY PROGRAMMED IN ADDITION TO ESTAB-
 LISHING REVISED ALERT CAPABILITY DATES FOR UNITS AFFECTED
 BY THE BLOCK II MODIFICATION PROGRAM.
 PART II. QUANTITY REQUIREMENTS. (A) GAM-72'S: 5 OF

PAGE TWO RJEXDH 678
 THE ALERT ACFT (20 GAM-72'S) AND 2 FOLLOW-ON SORTIES
 (8 GAM-72'S). SEPARATE ACTION HAS BEEN TAKEN BY THIS
 HQ WITH HQ USAF TO AUTHORIZE ONE ADDITIONAL SET OF
 LAUNCH TOWERS FOR GAM-72 EQUIPPED UNIT WHICH WILL UTI-
 LIZE PERMIT ADDITIONAL MISSILES ON ALERT. (B) GAM-77
 (1) ALL GAM-77A BASES WITH THE EXCEPTION OF TURNER AND
 MCCOY WILL RECEIVE A 20ME. THESE BASES WILL BE EQUIP-
 PED INITIALLY WITH A 17ME AND FULL UP WITH THE GAM-87A
 PHASE-IN. (2) GAM-77 BASES WILL BUILD-UP TO 20 UE AS
 PART OF THE BLOCK II MODIFICATION PROGRAM. (3) GROUND
 ALERT COVERAGE WITH A 20ME IS 6 ALERT SORTIES (12
 GAM-77/77A'S) AND 2 FOLLOW-ON SORTIES. GROUND ALERT
 COVERAGE WITH A 17 MEIS 4 ALERT SORTIES AND 2 FOLLOW-
 ON SORTIES. OPERATIONAL DATES AFTER COMPLETION OF BLOCK
 II MODIFICATION ON GAM-77 (20 UE) IS AS FOLLOWS: 61-1575

UNIT	BASE	DATES & NR OF SORTIES	
4135	BOLIN	1 JUN (2) 1 JUL (2)	1 Aug (2)
4241	Seymour Johnson	15 FEB 2(2) 15 MAR(2)	15 APR (2)
72	BENT	15 MAR (2) 15 APR (2)	15 May (2)
4308	DOW	1 JAN (2) 1 FEB (2)	1 MAR (2)

~~SECRET~~

PAGE THREE RJEKDH 78

42	LORING(1ST SQ)	1 JUL (2)	1 AUG (2)	1 SEP (2)
4039	RIFFIS	1 MAY (2)	1 JUN (2)	1 JUL (2)
4137	ROBINS	1 AUG 2(2)	1 SEP (2)	1 OCT (2)
42	LORING(2ND SQ)	15 JUL 92	15 AUG (2)	15 SEP (2)

DURING THE BLOCK II MODIFICATION PROGRAM UNIT GAN

ALERT CAPABILITY WILL BE DEGRADED APPROX 6 WEEKS.

NOTE: ALTB AND WRIGHT-PATTERSON CONVERT TO GAN-77A.

PART IV. GAN-77A OPERATIONAL CAPABILITY DATES FOR CY-62/63 ARE AS FOLLOWS:

UNIT	BASE	DATES AND NR OF SORTIES		
19	HONESTAD	NOV (2),	DEC (2),	JAN (2)
4138	TURNER	MAR (2),	APR (2),	----
4047	EGGY	MAY (2),	JUN (2),	----

PART V. GAN-72 MATERIAL CAPABILITY DATES FOR 4136, HENOT, IS 1 MAR 62. PART VI. ABOVE IS PROVIDED FOR MATERIAL PLANNING PURPOSES. ACTUAL COMMITMENT DATES, WHEN ESTABLISHED, WILL BE DIRECTED IN MSG FROM DOFLM, THIS HQ. UNNOTE. SCRA.

BT

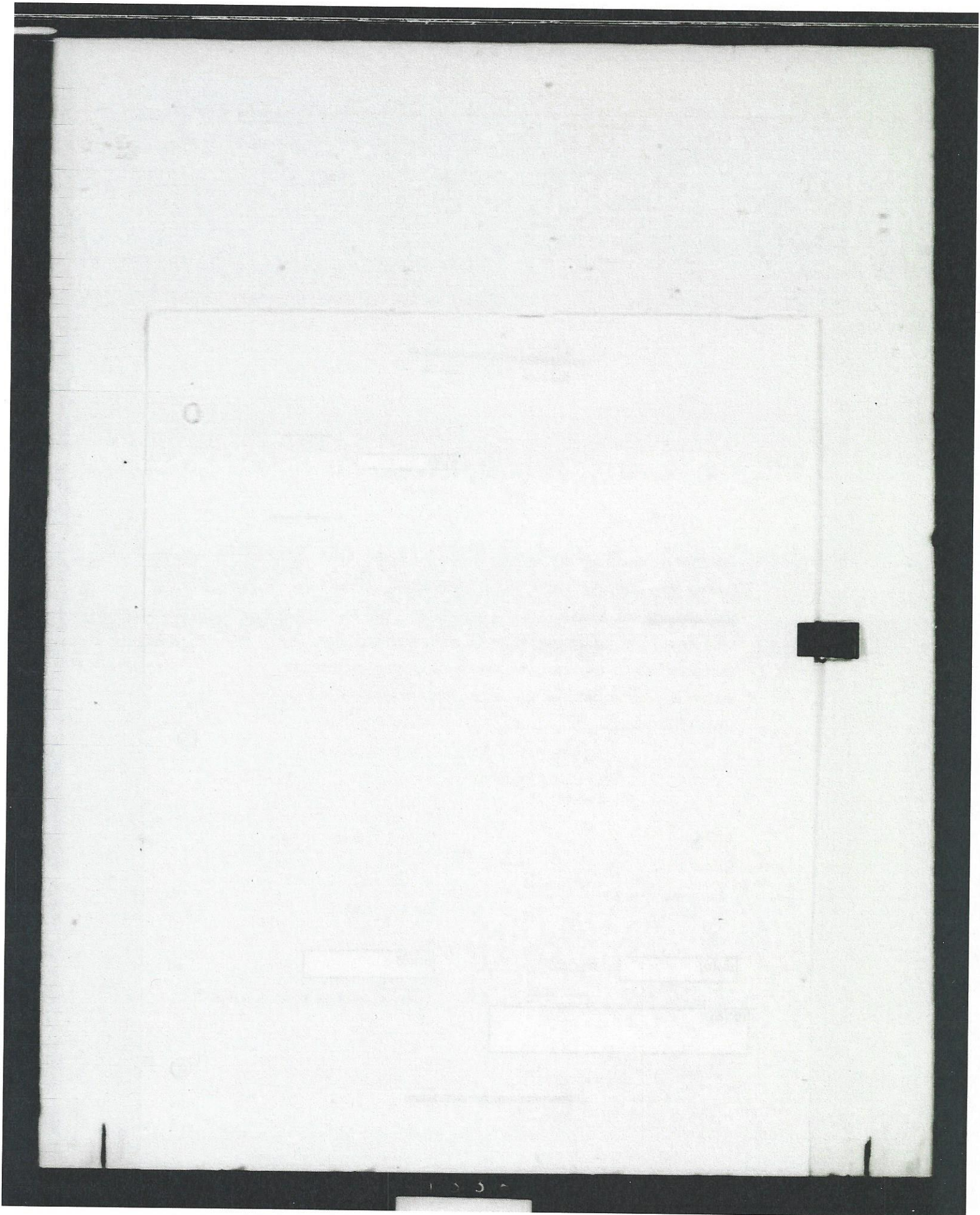
04/1538Z NOV RJEKDH

61-1575

NNNN

" " " "

~~SECRET~~



~~SECRET~~

SECURITY CLASSIFICATION : _____
AUTOMATICALLY DECLASSIFIED : _____
DATE : 22 Sep 61
BY : 22/19402
SAC 10-1000 _____

PRIORITY

COLONEL RAYMOND JOHNSON AFB KC

8 AF WESTOVER AFB MASS

SECRET / COCO 61-495

SUBJECT: (U) UNIT ALERT ADJUSTMENT FOR DOPC. REFERENCE SAC
CLASSIFIED MESSAGE DO-80273 DATED 21 SEP 61. 42415W ACKNOWLEDGES
RECEIPT AND UNDERSTANDING WITH ALERT POSTURE EFFECTIVE 1500Z
1 OCT 61 AS FOLLOWS:

SIX B-52G AIRCRAFT WITH 3 GAM- 77 SORTIES

FOUR KC-135 AIRCRAFT

(SOP-L)

22

SEP 1961

COCCO

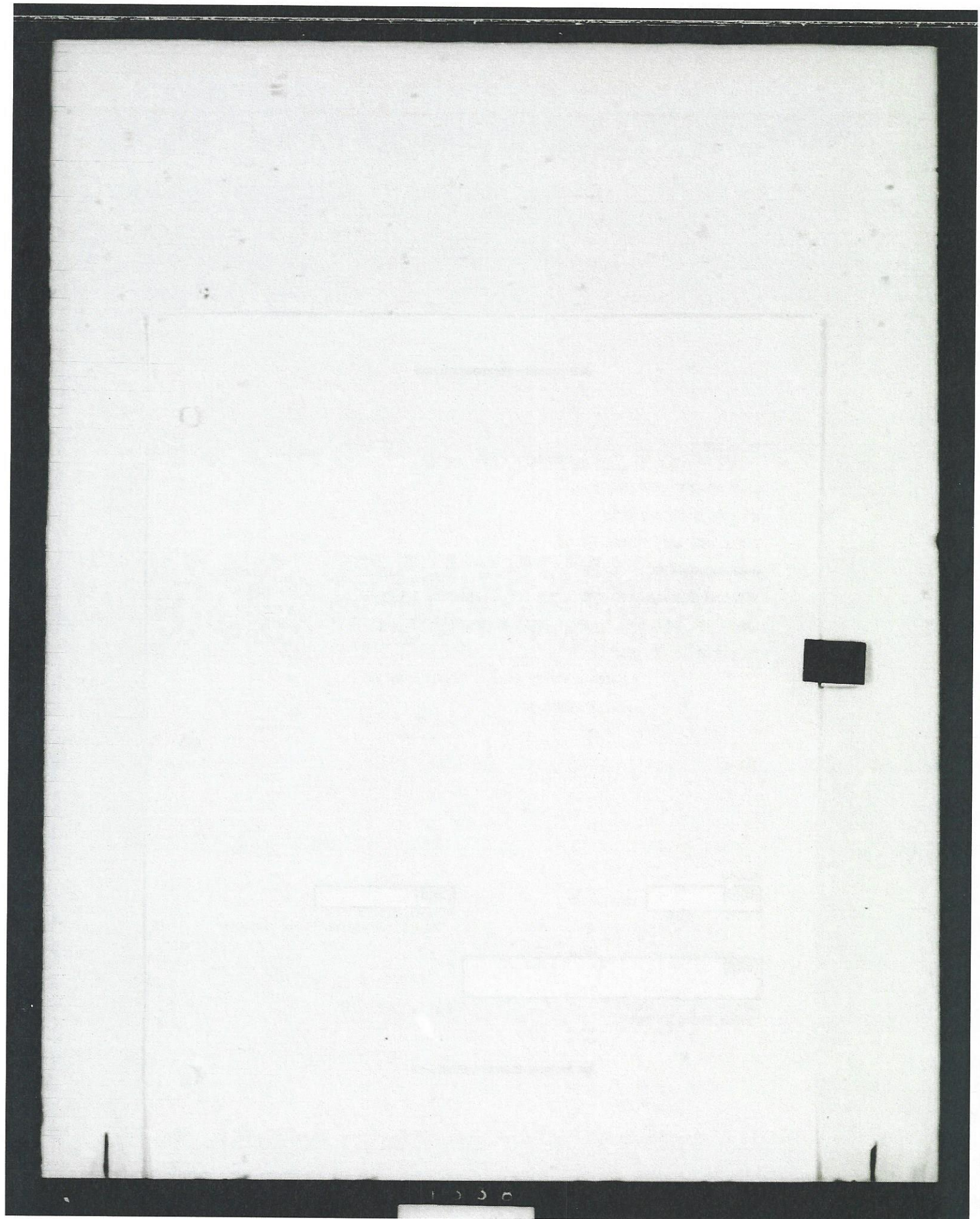
(b)(6) MAJOR, USAF
8302

(b)(6)
Major, USAF
Chief, Operations Plans Division

(b)(6)

ILL USAF
Information Office

~~SECRET~~



~~SECRET~~

18/1415Z

PRIORITY

A

AF 2869, 17 OCT 61

LOPLM

SECRET

4241 STRATWG SKYMOOR AFB NC

8 AF WESTOVER AFB MASS

INFO: 822 ADIV TURNER AFB GA

~~SECRET~~/DCOCO 61-527

SUBJECT: (U) ALERT POSTURE. FOR DOP. REFERENCE SAC DOPLM
2869 DATED 17 OCT 61. 4241SW ALERT POSTURE EFFECTIVE 1500Z
19 OCT 61 IS AS FOLLOWS:

- 5 B-52G AIRCRAFT (WITH 4 GAM-77 SORTIES)
- 4 KC-135 AIRCRAFT

SCP-4

18

OCT 1961

DCOCO

(b)(6)

MAJOR, USAF

8301

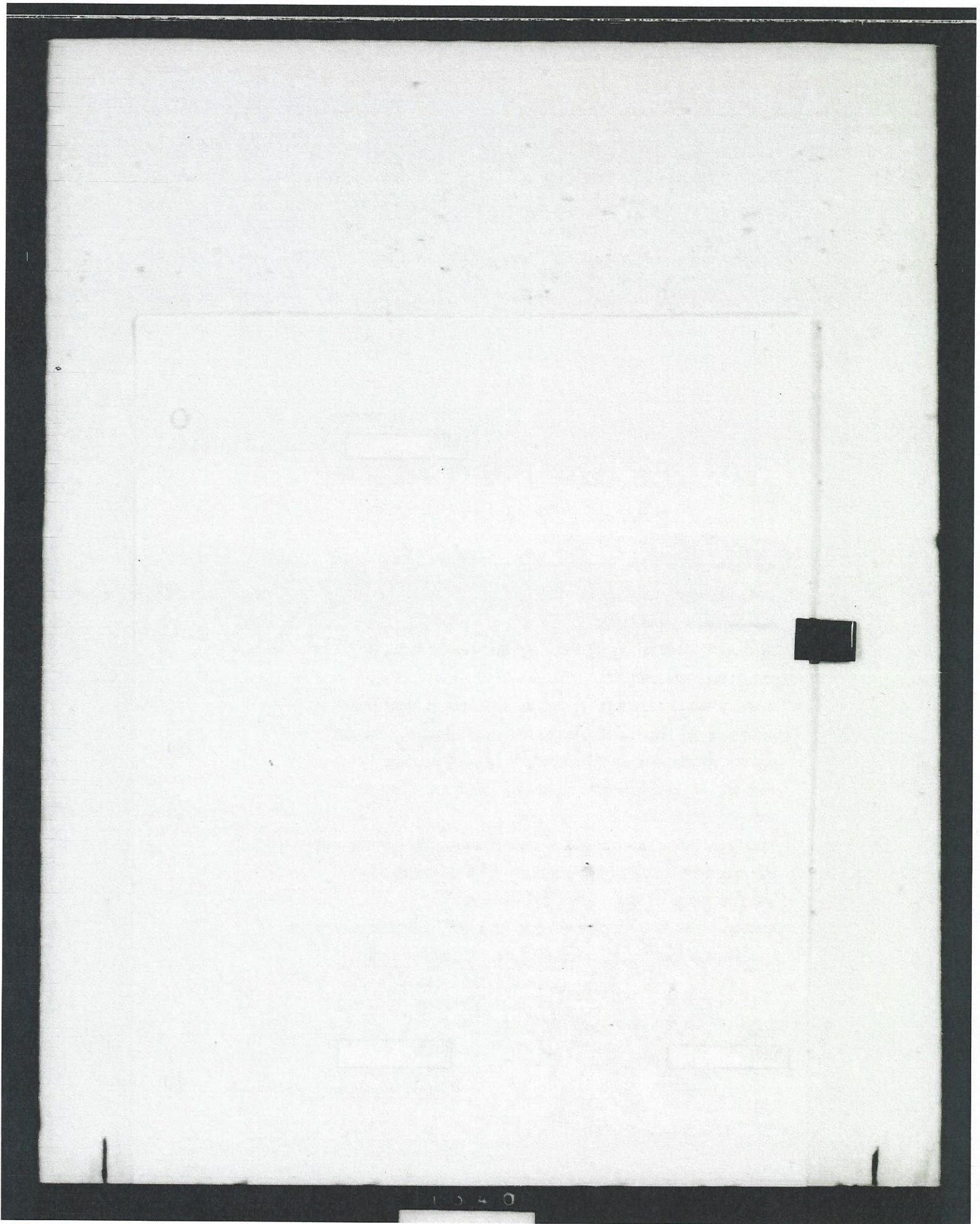
(b)(6)

Major, USAF
Chief, Operations Plans Division

(b)(6)

1Lt USAF
Information Office

~~SECRET~~



CLASSIFICATION: ~~SECRET~~
AUTHORITY: COMB. 12415W
BY: (b)(6) Maj.

03/2020Z

PRIORITY

A

AF

4241STRATWG SEYMOUR JOHNSON AFB NC

8AF WESTOVER AFB MASS

INFO: 822 ADIV TURNER AFB GA

~~SECRET~~ D0000 61-552

SUBJECT: (U) GAM 77 DEGRADATION. FOR 8AF DOPC AND DOPM.

THIS MESSAGE IN SIX PARTS.

PART I. THE 4241ST STRATEGIC WING IS SCHEDULED TO START LOSING ITS
GAM 77S TO THE MODIFICATION PROGRAM IN EARLY DECEMBER, WITH ALL
GAM 77S SCHEDULED TO BE TRANSFERRED BY 31 JANUARY, 1962.

PART II. NO SCHEDULED INPUT OF MISSILE REPLACEMENTS HAS BEEN
RECEIVED AT THIS WING AS OF THIS DATE.

PART III. THE REQUIRED NUMBER OF GAM 77S ON PLANNED ALERT POSTURE
FOR 4241ST STRATEGIC WING IS SCHEDULED TO INCREASE FROM EIGHT ON
ALERT TO TWELVE ON ALERT EFFECTIVE 1 DECEMBER.

PART IV. SACH 27-1 HAS NO PARAMETERS FOR GAM77 ALERT DEGRADATION
WHEN THE MISSILES ASSIGNMENT IS LESS THAN THE UNIT EQUIPMENT.

3

NOV 1961

D0000

(b)(6)

8301

MAJOR, USAF

(b)(6)

Major, USAF
Chief, Operations Plans Division

~~SECRET~~

ADMINISTRATIVE SEYMOUR JOHNSON AFB NC

REQUIREMENT.

PART V. RECOMMEND GAN 77 DEGRADATION FACTORS BE DEVELOPED FOR USE
AND PLACEMENT IN SACM 27-1.

PART VI. REQUEST CONSIDERATION BE GIVEN TO ADJUSTMENT OF THIS
UNITS GAN77 MONTHLY ALERT REQUIREMENTS EFFECTIVE 1 DECEMBER.

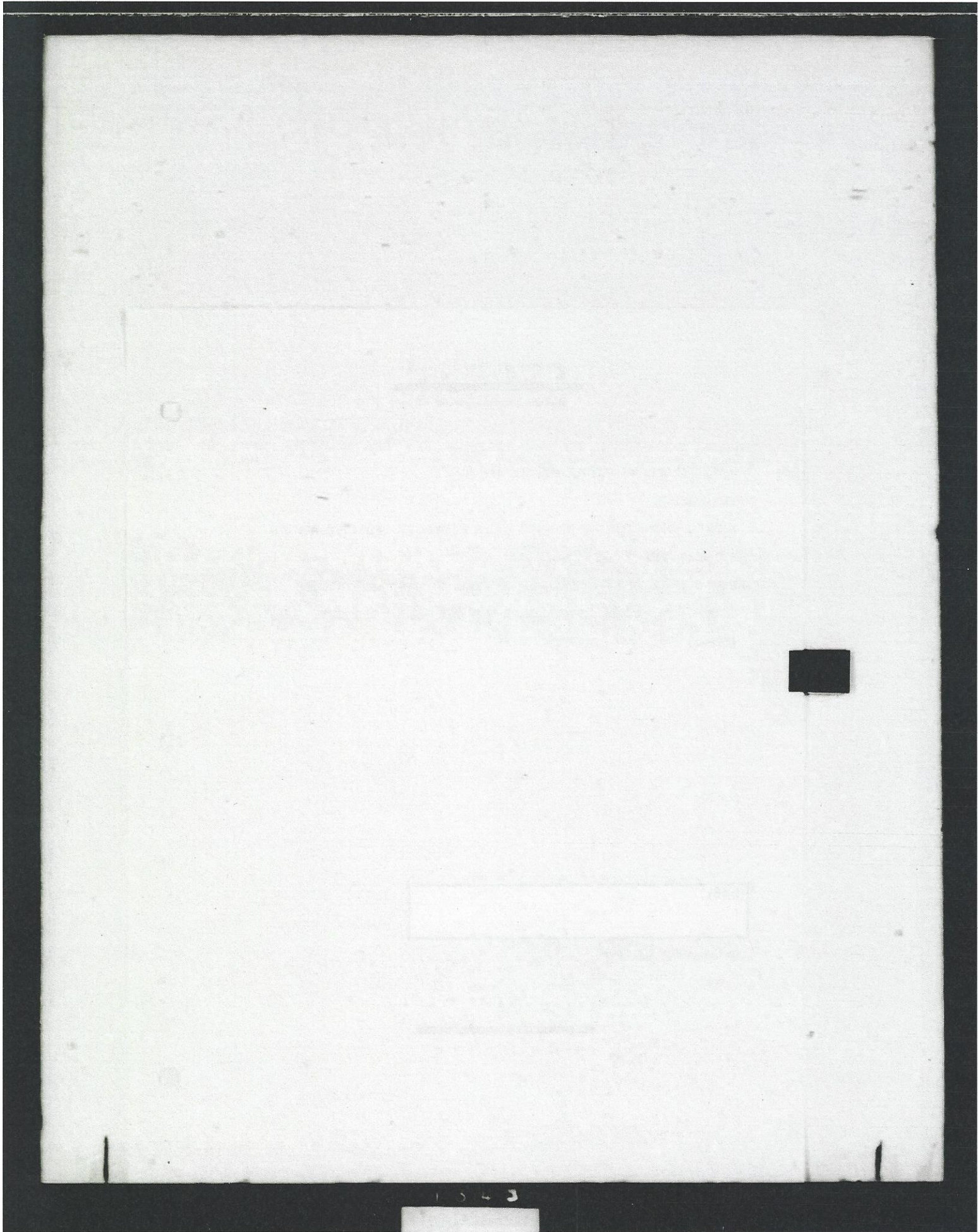
(SCP-4)

DCCC0

(b)(6)

ILC USRP
Information Officer

~~SECRET~~



FHA 771:":1-/17220VAS
FM 8 WEA SQ WESTOVER AFB MASS
TO: ...
INFO RJESPH/DET 4 25 WEA SQ SEYMOUR JOHNSON AFB NC

UNCLAS SWSOP 16-K-3 FOR OFFICIAL USE ONLY. PRELIMINARY
REPORT OF MISSING AIRCRAFT: SPECIAL HANDLING REQUIRED LOW
PAR 49A & 52 AFR 62-14. ALPHA: B52G SERIAL NUMBER 58-196.
BRAVO: SEYMOUR JOHNSON AFB, N. C., 73 BOMB SQ, 424 STRATEGIC
WING (SAC). CHARLIE: UNKNOWN. AIRCRAFT MISSING OVER THE
ATLANTIC OCEAN BETWEEN 37 DEG N LAT 57 DEG W LONG AND 40 DEG
N LAT AND 74 DEG W LONG. DELTA: 15 OCT 1961 OVERDUE SINCE
15/0247Z. ECHO. 14/1716 AND 14/1717Z RESPECTIVELY. FOXTROT:
NINE HOURS THIRTY MINUTES. GOLF: AIRCRAFT DEPARTED SJAFB AS
SKYSHIELD SORTIE 447. LAST CONTACT WAS MADE WITH MISSING

PAGE TWO RJEADH 192
AIRCRAFT AT REFUELING. AIRCRAFT LAST SEEN BY OTHER MISSION
AIRCRAFT ON DESCENT TO LOW ALTITUDE PORTION OF MISSION
LOCATED AS DESCRIBED IN CHARLIE ABOVE. A REPORT OF MODERATE
TO SEVERE TURBULENCE ENCOUNTERED BY ANOTHER MISSION AIRCRAFT
FLYING A PARALLEL ROUTE 15 MILES SOUTH OF THE MISSION AIR-
CRAFT HAS BEEN MADE. TURBULENCE WAS ENCOUNTERED AT 39 DEG
50 MIN N LAT AND 73 DEG 20 MIN W LONG AND AGAIN NEAR THE NEW
JERSEY COAST. TOTAL TURBULENCE EXPERIENCED WAS APPROXIMATELY
20 MINUTES. NO FURTHER INFORMATION AVAILABLE AT THIS TIME.
HOTEL: WEATHER FLIMSEY SPECIFIED A FEW THUNDERSTORMS WITH
TOPS 50 40,000 FT MSL. SEVERE TURBULENCE AND HAIL IN VICI-
NITY OF TSTMS. MINIMUM CEILING ENROUTE 1,000 FT MSL, MINIMUM
VISIBILITY AT FLIGHT LEVEL 7 MILES. BRIEFING-CREW WERE
BRIEFED FOR SCATTERED TSTMS ALONG THE FRONT AND FOR THE FRONT
TO BE PASSING THROUGH THE LOW LEVEL ROUTE DURING THE MISSION.
CEILINGS WERE BRIEFED TO BE LOWEST ALONG THE FRONT AND NORTH
OF 40 DEG N LAT. INDIA: 14/1830Z. JULIET: TSTMS SEVERE
TURBULENCE AND HAIL VICINITY OF TSTMS. KILO: INCLUDED IN
FLIGHT FLIMSEY NBR 10/116 DATED 14 OCT 1961. LIMA: NOT APPLI-
CABLE. MIKE THROUGH PAPP: NOT APPLICABLE. QUEBEC: PILOT

PAGE THREE RJKXDH 192
REPORTS POST FLIGHT PROVIDED INTERMITTANT INSTRUMENT FLIGHT
CONDITIONS DUE TO CLOUDS EXTENDING BELOW FLIGHT LEVEL 2,000
FL MSL. TURBULENCE REPORTED UNDER OOLD ABOVE. ROMEO: NONE.
SIERRA: NONE. TANGO: NONE. UNIFORM: NO. VICTOR: SEYMOUR
JOHNSON, AFB, N. C. WHISKEY: MAJOR RICHARD B. KISSINGER,
25 WEA SQ, SEYMOUR JOHNSON AFB, NC. YANKEE: NO ZULU:
NO FURTHER REPORTS WILL BE PROVIDED UNLESS REQUESTED.
RECIPIENTS OF INITIAL REPORT FOR THIS ACCIDENT CORRECT ITEM
INDIA TO READ 14/1830Z.

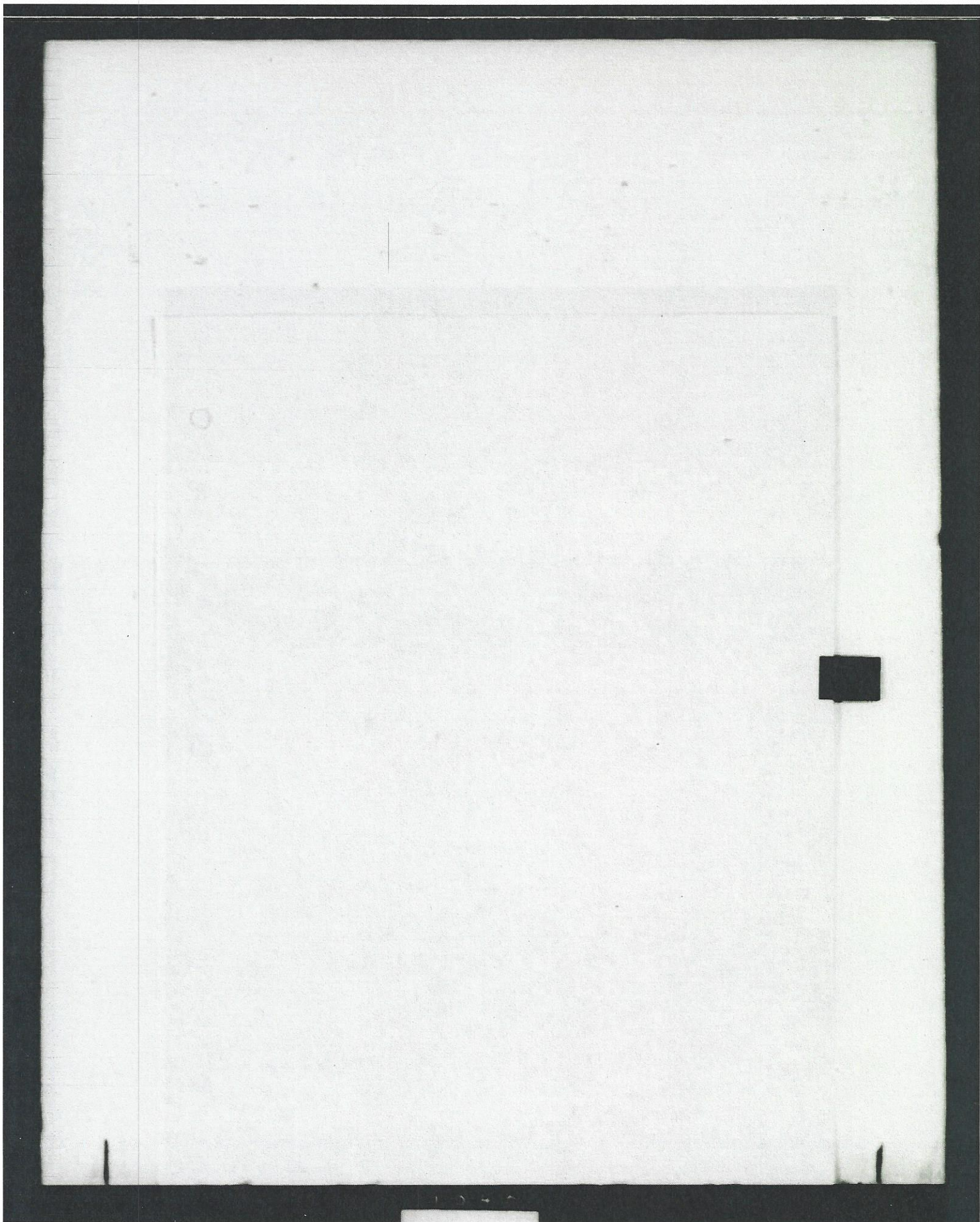
BT

16/2044Z OCT RJKXDH

A TRUE COPY

(b)(6)

1Lt. USAF
Information Officer



1347

~~SECRET~~

HEADQUARTERS
4241ST STRATEGIC WING (SAC)
UNITED STATES AIR FORCE
SEYMOUR JOHNSON AIR FORCE BASE, NORTH CAROLINA

REPLY TO
ATTN OF: DCOT-1

27 September 1961

SUBJECT: (U) 4241st Mission Flimsies, "Sky Shield II"

TO: See Distribution

1. Attached herewith is the 4241st Strategic Mission Flimsy for "Sky Shield II". Flimsies encompass both units participating in this operation. Combat Crews are issued mission flimsies pertaining to both squadron requirements. (U)
2. This Flimsy is classified SECRET in accordance with AFR 205-1, to protect the EMO concept of Operations. When the attachment is withdrawn, this correspondence will be downgraded to unclassified in accordance with AFR 205-1. (U)
3. Special Handling. This is a "need-to-know" exercise. Special Handling Required - not releasable to foreign nationals (except Canada and the United Kingdom). (U)

(b)(6)

Lt Colonel, USAF
Director of Administrative Services

1 Atch
a/s

DISTRIBUTION:

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DOME	1
IG	1
GOOSE - AFB	3
HQ RCAF ADC (Lt Col Gottlefinner (SAC))	2 cpy
HQ NORAD (SDF-1) - Maj V. Mills,	1 cpy

DOWNGRADED AT 3 YEAR INTERVALS
DECLASSIFY 30 AFTER 12 YEARS
DOC DIR 5200.10

4241-1-1364

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RELEASABLE TO FOREIGN NATIONALS

~~SECRET~~

HEADQUARTERS 471ST STRATEGIC WING (SAC)
LITCHFIELD AIRFB, U.S.
27 September 1951

SKY SHIELD II
CROSS MISSION FLIGHT

TABLE OF CONTENTS

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APP VI	SAC FORM 1a and 1b Tab I - B-52 Tab II - KC-135
APP VII	FORM 121 - 121a
APP VIII	Peace-time Exercise Recapitulation Sheet Tab I - B-52 Tab II - KC-135 Tab III - SAC Form 99

~~SECRET~~

1. General Situation: The JCS has directed that SAC participate with NORAD and other commands in a Large Scale Defense Exercise during fiscal year 1961. 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 EMEWS, DEW Line, Mid-Canada Line, Ocean Barriers, Picket Ships, AEW, NIKE, as well as manned interceptors. The 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 U.S. 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. ~~(S)~~

The primary objectives are to provide NORAD with a maximum air defense training exercise, and to realistically exercise SAC bombardment and air refueling forces. Caution must be taken to insure that any analysis of the exercise is not construed as a command capability test. ~~(S)~~

This is a pre-planned mission for participating SAC units. There is no "No-notice" aspect to this exercise for SAC.

- (a) Nuclear weapons will not be carried on this exercise. ~~(S)~~
- (b) Gunnery will not be conducted on this exercise. Safety will be in accordance with SAC/NORAD Regulation 51-6.(U)
- (c) The SAC alert force will not be degraded during this exercise. The total number of SAC aircraft on alert during this exercise will be equal to or greater than the normal daily alert. ~~(S)~~

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(d) Due to the 12 hour grounding period of all non-exerciser air traffic and the wide publicity that will be given this feature, air defense agencies will be aware of the general exercise timing. However, they will not be aware of the exact sortie route, altitudes, targets, timing and specific tactics. "Trusted Agents" will be provided with necessary information for each sortie to permit them to fulfill the responsibility of identifying the SAC force and/or a possible hostile attack during this exercise. (U)

(e) Flying Safety: Although "SKY SHIELD II" will be conducted in a realistic environment, flying safety as in any peacetime operation is paramount and will not be jeopardized during planning, execution or any phase of the mission. (U)

(f) The exercise is initiated by a simulated "aggressor" 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, pre-positioned at overseas bases in the United Kingdom, Spain, North Africa, Alaska and Hawaii. 8 RAF Vulcan II aircraft are an integral portion of this attack. 4 Vulcan II aircraft will launch from United Kingdom and 4 from Wainwright. All RAF aircraft will post strike at Loring Air Force Base, Maine. (U)

The launch timing of this force is planned so the strike sorties penetrate the NORAD and NORAD radar range at 1700Z, 14 October 1961, the starting of the 12 hour grounding period. (U)

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USC alert force launch: Upon receipt of a warning, USMC will execute the "exercise" alert force. With minimum reaction time, the first aircraft is planned to be airborne at 1710Z, 15 October 1961. NOTE: The specific details of the sequence of events for the 4241 Strat. Wing leading up to 1710Z will be covered at briefings.

Aircraft from the 4241 Strat. Wing will launch as three cells. Each cell consists of one tanker and two bombers. These Cells are color coded as follows: Grey, Black, and White. Take-off timing is as follows:(S)

GREY Cell Tanker Sortie Number 330 takes off at 1710Z

" " Bomber Sortie Number 449 takes off at 1711Z

" " Bomber Sortie Number 450 takes off at 1712Z

BLACK Cell Tanker Sortie Number 328 takes off at 1713Z

" " Bomber Sortie Number 445 takes off at 1714Z

" " Bomber Sortie Number 446 takes off at 1715Z

WHITE Cell Tanker Sortie Number 329 takes off at 1716Z

" " Bomber Sortie Number 447 takes off at 1717Z

" " Bomber Sortie Number 448 takes off at 1718Z (S)

NOTE: SORTIE numbering is not chronological. (S)

Separation between aircraft during cell, and buddy air refueling operations will be in accordance with USMC Tactical Doctrines. Local radar facilities will monitor and control departures to the maximum extent possible in the interest of providing positive safe separation. (S)

(g) Basic Strike: Bomber aircraft of the "exercise" alert force, after air refueling and crossing their MCH at low level become "aggressor" aircraft

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of the "basic strike" force. This strike force will penetrate the defense system through corridors previously established by the "initial strike" force. The basic force will be massed in these corridors simulating the roll-back penetration technique. Climb to high altitude will be initiated just prior to the coast-in point, two camera attacks will be made during the strike phase and then the aircraft will post strike at Seymour Johnson. The tanker aircraft will land at Goose Bay AFB. (C)

(h) Peacetime Limitations: Although realism has been emphasized during 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. Aircraft separations, cell separations, and minimum flight rules altitude limitations will be discussed at briefings. Radio silence may be broken to permit necessary tactical commands between cells and aircraft within cells. Radar beacon utilisation is authorized throughout all phases of the exercise in order to insure safe aircraft separation. Federal Aviation Agency will, to maximum extent possible, maintain plots of all known air traffic and will issue advisory service to requesting aircraft. (C)

(i) Abort Procedures: The formulation of concise and specific abort procedures covering every possible abort situation is not feasible during this exercise due to the magnitude of the exercise, and also during the grounding period (1700Z 14 October 61 through 0500Z 15 October 1961) neither FAA or Department of Transport Air Traffic Control facilities will be responsible for separation of air traffic. (U)

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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). Headquarters 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 "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, and

- a. State intentions and request advisory service. (U)
- b. Cease ECM and chaff. (U)
- c. Turn SIF "ON", Mode 1 and Mode 3 Code 00. (S)
- d. Providing the nature of the cause of the

abort or emergency permits, the aircraft should remain on the planned route/altitude as indicated in SAC Form 121, or, if VFR, remain VFR or VFR ON TOP, until receipt of advisory instructions. (U)

e. 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/DOT facilities may initiate "stop buzzer" procedures for all aircraft in the area, to permit more expeditious and safe handling of the aircraft experiencing the emergency. (U)

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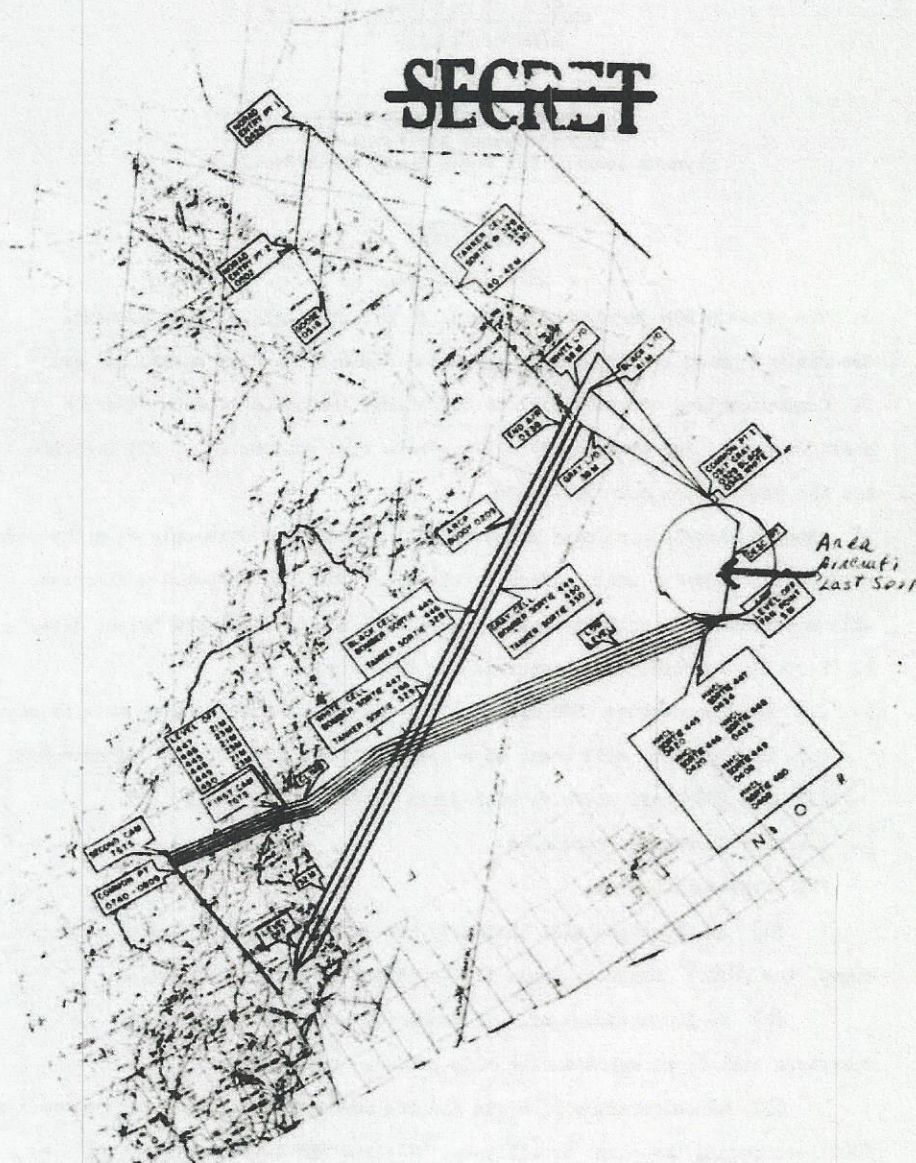
~~SECRET~~
~~SECRET~~

3. Although 20,000 feet is planned as an open altitude the complexities and magnitude of the exercise does not permit the planning of a safe climb route to 20,000 for each possible aborting sortie at all points along the sortie route, for utilization in event of communications failure between aircraft and advisory service. Also, it is not possible to anticipate all possible causes and time of aborts or the capability of the aircraft that may experience an emergency. Therefore, each crew will be briefed on routes altitudes and timing of exercise aircraft in the vicinity of their flight path so that the safest course of unassisted action may be taken as required. (U)

(j) Due to the magnitude of the exercise, precise navigation and timing controls are necessary to insure safe separation. All approved methods of navigational techniques will be utilized to insure that control points and control times as specified in approved flight plan 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. (U)

(k) Each Crew will be provided prior to departure with a complete written copy of the flight clearance to include climb-out instructions and recovery/penetration plan. (U)

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Area
around
last seen

APPENDIX II

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~~SECRET~~

HEADQUARTERS
4241ST STRATEGIC WING (SAC)
United States Air Force
Seymour Johnson Air Force Base, North Carolina

EWO FLIMSY

SKY SHIELD II

1. The primary ECM jamming effort will be directed against ADC defenses. Secondary jamming effort will be conducted against the NIKE defenses. ~~(S)~~
2. Communications security will be maintained throughout the penetration corridor except for emergencies all aircrews will monitor 243.0 MCS throughout the penetration corridor. ~~(S)~~
3. "Stop Buzzer/Stop Stream" requests will be complied with only when the code word "Ghost Rider" is used. After receiving a "Ghost Rider" request aircrews will not resume ECM activity until the receipt of the code word "Night Flyer". ~~(S)~~
4. Form 175 entries: none required for this mission (U)
5. (a) ECM Operations: ECM start points will be as specified in this flimsy.
(b) ECM activity will cease upon reaching 100NM from Seymour Johnson AFB.
(c) All ECM/Chaff activity will cease at 0400Z 15 Oct 61. ~~(S)~~
6. Airborne Operation Procedures:
 - (a) Penetration area;
 - (1) EW Observers will initially set jammers to sweep and/or selective sweep, the EW/GCI frequency range (1220-1350MCS and 2700-3200MCS).
 - (2) No ECM activity will be conducted while at "Low Level". EW Operators will be on watch during this period. ~~(S)~~
 - (3) All aircraft will begin jamming EW/GCI radars and SUD upon reaching 5000 feet during the climb to altitude. Setting "E" left dispenser, will be used for SUD chaff drops. ~~(S)~~

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~~SECRET~~

(4) SPD chaff, Setting "5" right dispenser will be used with current procedures for AI attacks. SPD will not be used against NIKE units unless a Side Step maneuver is performed.

(5) No jamming will be conducted on USN Canadian IFF. ~~(S)~~

(b) Target Areas: First priority for ECM activity in the target area will be against ADC radars. Second Priority will be NIKE radars. (S)

(c) Withdrawal Area: Same as penetration in addition ECM activity will cease 100NM from Seymour Johnson AFB or at 0400Z 15 Oct 61. ~~(S)~~

7. ECM Equipment Loading Plan:

(a) All aircraft will have a standard loading which will include two

(2) "L" Band ALT-6B's. ~~(S)~~

(b) Chaff Load: Right Hopper 2CTNS, RR-94; Left Hopper 2CTNS, RR-94. ~~(S)~~

8. Chatter, ECM deception, is authorized on the following frequencies.

The #2 UHF radio will be utilized for this purpose.

282.6 313.6

315.2 256.0

288.4 256.6

386.0 292.7

277.6 364.2

(S)

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HEADQUARTERS 4241ST STRATEGIC WING
SEYMOUR JOHNSON AFB, NORTH CAROLINA

COMMUNICATIONS - B52

1. Recall word is "Magic Marker". ~~(S)~~

a. For this exercise the recall word, "Magic Marker" transmitted by it self signifies that all aircraft of the participating SAC force are being recalled and are to return to their home station, if possible. ~~(S)~~

b. If the recall word applies to a particular wing, unit, or aircraft, the recall word "Magic Marker" will be SUFFIXED by the call sign of the wing, unit or aircraft. ~~(S)~~

c. Further, if aircraft are required to divert to other than home station, the recall word "Magic Marker" will be SUFFIXED by the call sign of the wing, unit or aircraft and the base geographic call sign. ~~(S)~~

d. SAC aircraft that have passed beyond the "turn around" point and have become strike 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. For the majority of sorties this is the most expeditious route to destination and in addition this route has planned separation from other participating aircraft. ~~(S)~~

e. SAC aircraft that have not reached the turn around point will contact the closest ADC and/or FAA facility for instructions, upon receipt of the recall message. Unless the aircraft is in VFR or VFR On Top conditions no deviation from approved flight plan should be made until receipt of instructions from ADC/FAA facilities. (U)

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2. Radio Silence:

a. Radio silence for all SAC aircraft will be in effect at "H" Hour (1700Z) and will remain in effect until return to 100NM radius of home station, or post strike base. (U)

b. This restriction will be lifted under the following conditions only: (U)

- (1) Take off departure, RAPCON - GCI Hand-off for Safe Passage. (U)
- (2) Emergency. (U)
- (3) Aborts. (U)
- (4) Safety of Flight. (U)
- (5) When participating in refueling rendezvous. (U)

3. Position Reports:

a. No reports required between "H" Hour and 100NM of landing base. Contact appropriate Air Traffic Control Facility when 100NM from landing base. EXCEPTION: Aircraft will report to Air Traffic Control when more than 10NM from flight plan course or 5 minutes from specified control time. Necessary action will be taken to get back within the tolerances, if possible. This applies to ZI only. While in the ADIZ and CADIZ areas, reporting will not be accomplished, however every effort will be made to return to within 10NM of flight plan course and/or 5 minutes of specified time. (U)

b. Aircraft will tune VOR Receiver to 121.5 whenever OMNI is not required for other purposes. (U)

4. Refueling Communications:

	<u>a. Sortie</u>	<u>Cell Color</u>	<u>A/R Area</u>	<u>C/R Plan</u>
<u>Tankers</u>	<u>Bombers</u>			
328	445,446	Black	Buddy	Thomas/Echo
329	447,448	White	Buddy	Upton/Echo
330	449,450	Gray	Buddy	Sam/Echo (C)

APP IV

~~SECRET~~

b. The primary frequency utilized for interplane communications between buddy cells will be the primary frequency indicated in the G/R Plan. ~~(S)~~

5. IFF/SIF

a. As soon as possible after take off and on course outbound aircraft will squawk designated codes for ~~true~~ track being made good. ~~(S)~~

b. Mode 1 & 3 Track Codes are listed in attachment one. (Mode 2 switch on at all times equipment is being operated.) ~~(S)~~

c. At 10 miles before refueling contact, during refueling operations and until separation of 10 miles after refueling, bombers will have IFF/SIF in "Standby". ~~(S)~~

d. At the descent point (38-16N 54-00W) place IFF/SIF to "Standby" until reaching 100NM of home base. ~~(S)~~

(1) If IFR conditions (in clouds or in areas of reduced visibility below AFR 60-16 minimums) are encountered at any time after the descent point, place IFF/SIF in Mode 1 Code 00 & Mode 3 Code 00. Intercepts will not be made against aircraft operating IFF/SIF. ~~(S)~~

e. Aircraft will turn on IFF/SIF 100NM out of home/landing base; use normal training settings for recovery & landing (Mode 1 Code 02, Mode 3 Code 30). ~~(S)~~

6. Call Signs:

a. When communicating with defense elements, use Exercise Route Number prefixed by the code word "Red Face". (This code word indicates a deviation from exact EWO routes). i.e. "RED FACE 4241445". "RED FACE 0911328". ~~(S)~~

b. Call Sign for all other communications use Tactical Call Sign. ~~(S)~~

7. The APN-69 will be turned to on and set with Code 1-2 until commencing air refueling rendezvous. ~~(S)~~

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8. Tactical Reports:

a. B-11 Strike Report will be submitted after second target. Transmit via SSB to Westover Short Order Primary, any other Short Order Secondary. If unable to transmit via SSB, transmit to home/landing command post when within 100NM of station. (Bomb Success Code listed in attachment 2) (e)

(1) Addressees: SAC, 2AF, 8AF, 15AF, 4241st SW using current SACAD. (e)

(TCS) (SW)
EXAMPLE: "OUTWEIGH this is POGO 12 445 Pass to THORN and POGO.

ZIPPO BRAVO ONE ONE. POGO 12 445 NR ONE ALFA PAPA NR

TWO BRAVO LIMA OVER" (e)

b. B-13 Airborne Deviation Report if applicable. Same transmission procedures and addressees as B-11, with one additional addressee - CINCNORAD. (CINCNORAD SACAD is "JOHN DOE"). (e)

EXAMPLE: "OUTWEIGH THIS IS POGO PASS TO THORN, POGO AND JOHN DOE.

ZIPPO BRAVO ONE THREE UNSUCCESSFUL REFUELING NINE THOUSAND

CONTINUING MISSION (e)

c. M-12 Hot News Report, M-14 Aircraft Distress Report, and M-20 Last Aircraft Summary Report, if required. Addressees: SAC, 2AF, 8AF, 15AF, 4241st SW using current SACAD. (U)

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MODE 1 and 3 TRACK CODES.

The following Mode 1 and 3 Track Codes will be used during SKY SHIELD II

<u>TRACK</u>	<u>MODE 1</u>	<u>MODE 3</u>
001-020	13	04
021-040	11	41
041-060	12	06
061-080	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
App IV		
ATCH 1		

~~CONFIDENTIAL~~

~~CONFIDENTIAL~~

BOMB SUCCESS CODE (U)

Code for use in estimating bombing success in B-11 airborne strike report. Measurement in the distance and azimuth are from DGZ. Range code will be reported first followed by azimuth. ~~(S)~~

<u>RANGE</u>	<u>TRUE AZIMUTH</u>
A (ALFA) - under 1000'	L (LIMA) - 0 - 45 degrees
B (BRAVO) - 1000 - 3000'	M (MIKE) - 45 - 90 degrees
C (CHARLIE) - 3000 - 5000'	N (NOVEMBER) - 90 - 135 degrees
D (DELTA) - 5000 - 7000'	O (OSCAR) - 135 - 180 degrees
E (ECHO) - 7000 - 10000'	P (PAPA) - 180 - 225 degrees
F (FOXTROT) - 10000 - 15000'	Q (QUEBEC) - 225 - 270 degrees
G (GOLF) - 15000 - 20000'	R (ROMEO) - 270 - 315 degrees
H (HOTEL) - 20000 - 30000'	S (SIERRA) - 315 - 360 degrees
J (JULIET) - 30000 - 40000'	
K (KILO) - over 40000'	
TT (TANGO TANGO) DUD	
UU (UNION UNION) Unobserved ¹	
ND (NOVEMBER DELTA) Weapon not dropped.	
WJ (WHISKEY JULIET) Weapon jettisoned.	

¹Unobserved will be reported only when impact position cannot be estimated. ~~(S)~~

App IV
ATCH 2

~~CONFIDENTIAL~~

~~CONFIDENTIAL~~

HEADQUARTERS 4241ST STRATEGIC WING
SEYMOUR JOHNSON AFB, NORTH CAROLINA

COMMUNICATIONS - KC-135

1. Recall word is "Magic Marker". ~~(S)~~

a. For this exercise the recall word, "Magic Marker" transmitted by itself signifies that all aircraft of the participating SAC force are being recalled and are to return to their home station, if possible. ~~(S)~~

b. If the recall word applies to a particular wing, unit, or aircraft, the recall word "Magic Marker" will be SUFFIXED by the call sign of the wing, unit or aircraft. ~~(S)~~

c. Further, if aircraft are required to divert to other than home station, the recall word "Magic Marker" will be SUFFIXED by the call sign of the wing, unit or aircraft and the base geographic call sign. ~~(S)~~

2. Radio Silence:

a. Radio silence for all SAC aircraft will be in effect at "H" Hour, (1700Z), and will remain in effect until crossing Northern NORAD Control Line. (U)

b. This restriction will be lifted under the following conditions only: (U)

- (1) Take off departure, RAPCON - GCI Hand-off for Safe Passage. (U)
- (2) Emergency. (U)
- (3) Aborts. (U)
- (4) Safety of Flight. (U)
- (5) When participating in refueling rendezvous. (U)

3. Position Reports:

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~~SECRET~~

a. No reports required between "H" Hour and 100NM of landing base. Contact appropriate Air Traffic Control Facility when 100NM from landing base. EXCEPTION: Aircraft will report to Air Traffic Control when more than 10NM from flight plan course or 5 minutes from specified control time. Necessary action will be taken to get back within the tolerances, if possible. This applies to ZI only. While in the ADIZ and CADIZ areas, reporting will not be accomplished, however every effort will be made to return to within 10NM of flight plan course and/or 5 minutes of specified time. (U)

b. Aircraft will tune VOR Receiver to 121.5 whenever OMNI is not required for other purposes. (U)

4. Refueling Communications:

a. Sortie		Cell Color	A/R Area	C/R Plan
<u>Tankers</u>	<u>Bombers</u>			
328	445,446	Black	Buddy	Thomas/Echo
329	447,448	White	Buddy	Upton/Echo
330	449,450	Gray	Buddy	Sam/Echo (S)

b. The primary frequency utilized for interplane communications between buddy cells will be the primary frequency indicated in the C/R plan. ~~(S)~~

5. IFF/SIF

a. As soon as possible after take off and on course outbound aircraft will squawk designated codes for true track being made good. ~~(S)~~

~~SECRET~~

~~SECRET~~

b. Mode 1 & 3 Track Codes are listed in attachment one. (Mode 2 switch on at all times equipment is being operated). ~~(S)~~

c. Northern NORAD Region

(1) The Northern NORAD Region has developed and tested a "high confidence" identification procedure for use by EWO KC-135 aircraft. It is designed to provide a capability to identify inbound KC-135 aircraft at any point within the Northern NORAD Region. Aircrews will be introduced to this procedure during exercise "Sky Shield II". ~~(S)~~

(2) This defense system is inclosed by a line connecting the following points. (S)

7000N	8200W
7000N	6500W
6500N	6000W
6000N	5800W
5500N	5300W
5000N	5000W
4700N	5300W
4330N	6300W

These Control lines are near the extremity of radar Coverage. ~~(S)~~

(3) Upon reaching the Control line (46-27N 54-50W, approximately 12 minutes after refueling) aircrews will adhere to the following procedures: ~~(S)~~

(a) Depress and hold IP switch on IFF Control box (SIF codes having previously been set in accordance with attachment one). ~~(S)~~

(b) Call appropriate GCI and request clearance to commence identification procedure. (GCI sites listed in attachment 2) ~~(S)~~

(c) After having been cleared by GCI begin procedure at step 1 below. (GCI should clear aircraft immediately, however, circumstances could dictate a delay such as "continue inbound track for 3 minutes before beginning") ~~(S)~~

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~~SECRET~~

(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. ~~(e)~~

1 First Turn:

- a IP switch off.
- b Start a 45° turn to left.
- c Set SIF codes for new track IAW attachment one.
- d Roll out & maintain track for 2 minutes. ~~(e)~~

2 Second Turn:

- a At end of 2 minute leg in 1 above IFF STANDBY.
- b Start 90° right turn.
- c Authenticate in blind i.e. "BUTTERSCOTCH this is Mint 50: authentication for ALPHA FOXTROT is PAPA TANGO". (repeat 1 time only).
- d Set SIF codes for new tracks IAW attachment one.
- e Roll out on heading for new track.
- f SIF normal
- g Maintain track for 2 minutes.. ~~(e)~~

3 Final Turn:

- a At end of 2 minute leg in 2 above return to desired inbound track.
- b Reset SIF codes for inbound track.
- c Continue to monitor GCI frequencies ~~(e)~~

(e) A defense unit may desire further identification of inbound aircraft. In this event GCI calls in the blind to request execution of procedure i.e. "Skyking, this is Mother Goose. Aircraft at 5100 north 5500 west identify yourself". ~~(e)~~

~~SECRET~~

~~SECRET~~

- 1 Aircraft does not respond by word instead response is made by depressing & holding IP switch of SIF control box.
- 2 Aircraft holds heading for 30 seconds and then begins same procedures listed under (d) 1, 2, & 3 above. (IP switch will be released at the end of 1 minute from beginning of "IP Squawk. (S)

(f) The primary frequency to be utilized will be 274.2 MCS:
304.2 and 243.0 will serve as backup. (S)

(g) 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. (S)

6. Call Signs:

a. When communicating with defense elements use Exercise Route Number prefixed by the code word "Red Face". (This code word indicates a deviation from exact EWO routes). i.e. "RED FACE 4241445"; RED FACE 0911328". (S)

b. Call Sign for all other communications use Tactical Call Sign. (S)

c. When contacting Goose Command Post use current Geographical location call sign "COMPLICATE". (S)

7. The AFN-69 will be turned to on and set with Code 1-2 until commencing air refueling rendezvous. (S)

8. Tactical Reports

a. T-13 Airborne Deviation Report will be submitted if applicable. Transmit via SSB to Westover Short Order primary any other Short Order secondary. If unable to transmit via SSB transmit to landing base when within 100NM of station. (S)

~~SECRET~~

~~CONFIDENTIAL~~

(1) Addressees: SAC, 2AF, 8AF, 15AF, 4241st SW using current SACAD.
(CINCNOB SACAD is "JOHN DOE".) ~~(S)~~

EXAMPLE: OUTWEIGH THIS IS ADLIB PASS TO THORN, POGO AND JOHN DOE.
ZIPPO BRAVO ONE THREE UNSUCCESSFUL REFUELING NINE THOUSAND
LANDING CYR OVER ~~(S)~~

b. T-18 Weather Report.

(1) Sortie 330 is designated as the lead tanker and will submit
T-18 Weather Reports at the following points (U)

a. ARIP

b. Completion of refueling.

c. M12 Hot News Report M14 aircraft distress Report, and M20 last air-
craft Summary Report, if required. (U)

(1) Addressees: SAC, 2AF, 8AF, 15AF, 4241SW using current SACAD. (U)

~~CONFIDENTIAL~~

~~CONFIDENTIAL~~

MODE 1 and 3 TRACK CODES.

The following Mode 1 and 3 Track Codes will be used during SKY SHIELD II

<u>TRACK</u>	<u>MODE 1</u>	<u>MODE 3</u>
001-020	13	04
021-040	11	41
041-060	12	06
061-080	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

App V
ATCH 1

~~CONFIDENTIAL~~

~~SECRET~~

CALL SIGNS

NORTHERN NORAD GCI

BUTTERSCOTCH	C-25	4925N	5435W
MOTHER GOOSE	C-26	5121N	5537W
POP CORN	C-26A	5222N	5540W
SUZIE QUE	C-27	5344N	5658W
HALF PINT	C-24	5318N	6033W
JOE PENNER	C-28	5528N	6013W
LONESOME	C-29	5829N	6234W

App V
Atch 2

~~SECRET~~

SORTIE 4/9 GREY CELL

MIS IN FLIGHT PLAN - CONTINUATION SH.																		
FROM	TO	OP #4	FLT COND	T.C.	WIND Q/V	T.H.	VAR	M.H.	TEMP	IAS	T. A. S.	G. S.	GND DIS	TIME	AIR DIS	ETA	FUEL PLAN	T PLAN
ROUTE		5600W L/O PL.			DRIFT				ALT	MACH			ACC GND DIS	ACC TIME	ACC AIR DIS		PREL FUEL REMAINING	GROSS WT
													1773	357	1695		163F20	327920
3710N													53	11	53			
5704W	HUCL		CR	281		281	+21	302	0.5	280	290	290	1826	408	1748			
3933N													300	102	300			
6310W			GR	205		285	+20	305	0.5			210	2126	510	2028			
3928N													303	102	303			
6927W			GR	270		270	+17	297	0.5			290	2429	612	2351			
3934N													53	11	53			
7035W			GR	277		277	+14	291	0.5			290	2482	623	2404			
3921N													154	32	154		72000	72000
7354W			GR	265		265	+12	277				210	2636	655	2558		91720	256920
3939N													35	06	35			
7433W			GL	209		299	+10	309	21.0		350	350	2671	701	2593			
3954N	MUSTIN I/P				270/50				-26				32	64	35			
7510W	Trt I		GR	202		296	+10	306	21.0		370	325	2703	7074	2628			
4010N	SAXTON												140	26	160			
7214W	IP		GR	277		276	+8	284	210		370	323	2843	7334	2708			
4016N													76	14	86		13250	13250
7953W	Trt 2		GR	275		274	+6	280	21.0		370	323	2919	7422	2874		77570	242670
3955N	C.F. #5												24	04	25			
8004W	PL 125/23		GR	188		194	+5	189	21.0		370	360	3043	7513	2099			
3800N	COV												117	19	117			
7036W	271/66		GR	170		176	+5	181	21.0		370	372	3060	8104	3016		15150	15150
FAY VOR			GR	171		177	+4	181	21.0		370	372	3244	8404	3201		62720	226620
													20					
														9001				

MISF V FLIGHT PLAN - CONTINUATION SHEET																	
FROM 3700N 5600W L/O	. # 4	FLY COND	T.C.	WIND D/V DRIFT	T.H.	VAR	M.N.	TEMP ALT	S MACH	T. A. S.	G. S.	GND DIS ACC GND DIS	TIME ACC TIME	AIR DIS ACC AIR DIS	ETA	FUEL FLT PLAN PRED FUEL REMAINING	GROSS WT
																158950	323050
3730N												1869	0409	1787			
5655W	HHGL	CR	305		305	+21	326	500	280	290	290	54	11	54			
3852N												1923	0420	1841			
6303W		CR	286		286	+20	306	500			290	300	0102	300			
3947N												2223	0522	2141			
6925W		CR	230		280	+17	297	500			290	304	0103	304			
3954N												2527	0625	2445			
7035W		CR	272		272	+14	292	500			290	54	11	54			
3940N												2581	0636	2459			
7345W		CR	264		264	+12	276	500			290	148	30	148		71500	71500
3557N												2729	0706	2647		87450	251550
7426W	L/O I.P.	CL	296		296	+10	306	21.0		350	350	35	06	35			
4012N	WILLOW GROVE			270/50								2764	0712	2682			
7510W	TGT I	CR	296	-3	293	+10	303	21.0		370	325	37	04	35			
4026N	SO ALTOONA			270/50								2801	0719	2717			
7214W	I.P.	CR	277	-1	276	+8	284	21.0				150	26	160			
4034N												2951	0745	2577			
7945W	TGT II	CR	277	-1	276	+6	292	21.0			323	63	14	86		14400	14400
3955N	C.P. # 5											3014	0759	2963		73050	237150
8004W	BIT 185/23	CR	189	+6	195	+5	200	21.0			360	45	04	25			
3850N	GIN											2059	0801	2088			
7926W	271/66	CR	170	+6	175	+5	181	21.0			372	3176	0822	3205			
FAY VCR		CR	171	+6	179	+4	181	21.0			372	184	30	185		14900	14900
P.N.T. AND LAND												3360	0852	3290		58150	222250
													20				
													0912				

SORTIE 446

FROM 3700N . #4 5600N L/O		MIS: I FLIGHT PLAN - CONTINUATION SHE														FUEL FLIGHT PLAN	
ROUTE	FLT COND	T.C.	WIND D/V	T.H.	VAR	M.N.	TEMP	IAS	T. A. S.	G. S.	GND DIS	TIME	AIR DIS	ETA	PRED FUEL RESERVE	GROSS WT	
			DRIFT				ALT	MACH			ACC GND DIS	ACC TIME	ACC AIR DIS		158750	323050	
											1869	04.09	1787				
3720N											53	11	53				
5786N HNCL	CR	293		293	+21	314	1.0	280	290	290	1922	04.02	1840				
3842N											300	01.02	300				
6305W	CR	286		286	+20	306	1.0			290	2222	05.22	2160				
3938N											304	01.03	304				
6926N	CR	280		280	+17	297	1.0			290	2526	06.25	2444				
3944N											54	11	54				
7035W	CR	278		278	+14	292	1.0			290	2580	06.36	2498				
3930N											150	31	150		69000	69000	
7350N	CR	264		264	+12	276	1.0			290	2730	07.07	2648		89950	254050	
3947N L/O											35	06	35				
74-30W I.P.	CL	299		299	+10	309	23.0			350	2765	07.13	2683				
4000N			270/50								29	08	51				
7503N TGT I	CR	299	-3	296	+10	306	23.0			380	2794	07.21	2734				
4020N Altoona											149	24	152				
7818W VCR I.P.	CR	276	-1	275	+8	283	23.0			34.0	2943	07.45	2886				
4039N BRIDGE											75	12	76		14000	14000	
7956W TGT II	CR	274	0	274	+6	280	23.0			34.0	3018	07.57	2962		75950	240050	
3955N C.P. # 5											38	04	25				
8007W PIT 125/23	CR	171	+6	177	+5	182	23.0			350	3054	08.00	2987				
3800N GDV											117	18	117				
7936W 271/66	CR	170	+6	176	+5	181	23.0			385	3173	08.29	3104				
FAY VCR	CR	171	+6	177	+4	181	23.0			385	184	29	184		14600	14600	
											3357	08.58	3288		61350	225450	
											20						
											0917						

WHITE CELL / SORTIE 448

FROM 3200 ⁰⁰ Pt. #4 5600 ⁰⁰ L/O		ON FLIGHT PLAN CONTINUATION 5										T		FUEL FLIGHT PLAN		
ROUTE	FLY COND	T.C.	WIND Q/V DRIFT	T.H.	VAR	M.N.	TEMP ALT	IAS MACH	T. A. S.	G. S.	GND DIS ACC GND DIS	TIME ACC TIME	AIR DIS ACC AIR DIS	ETA	NET FUEL REQUIRE	GROSS WT
3729 ⁰⁰											1967	0422	1876			
5651 ⁰⁰ HUGL	GR	313		313	+22	335	1.0	230	200	200	57	12	57			
3903 ⁰⁰											2024	0434	1921			
6300 ⁰⁰	GR	286		286	+20	306	1.0			250	209	0102	300			
3953 ⁰⁰											2224	0516	2231			
6923 ⁰⁰	GR	280		280	+17	257	1.0			200	205	0103	305			
4006 ⁰⁰											2629	0436	2535			
7031 ⁰⁰ T.	CR	272		272	+14	292	1.0			290	54	11	54			
3950 ⁰⁰											2683	0650	2590			
7342 ⁰⁰ TP	GR	264		264	+12	276	1.0			250	146	30	146			
4007 ⁰⁰ L/O											2329	0720	2736			
7421 ⁰⁰ IP	CL	299		299	+10	309	1.0			350	35	06	35		72000	72000
4022 ⁰⁰ DO LESTOWN										350	2864	0726	2771		82050	216150
7457 ⁰⁰ TGT I	GR	299	-3	296	+10	306	23.0			380	31	08	51			
4035 ⁰⁰ LEWISTON											2895	0734	0822			
7732 ⁰⁰ IP	CR	275	-1	274	+8	282	23.0			340	118	24	152			
4030 ⁰⁰ BRIDGE											3013	0758	2974			
7946 ⁰⁰ TGT II	CR	273	0	273	+6	279	23.0			340	95	12	76		12900	12900
3955 ⁰⁰ CP #5											3108	0810	3050		69150	233250
800 ⁰⁰ EXT 185/23	GR	197	+6	203	+5	208	23.0			350	51	04	25			
3900 ⁰⁰ ODV											3159	0814	3075			
7026 ⁰⁰ 271/66	CR	170	+6	176	+5	181	23.0			385	117	18	117			
FAY											3276	0832	3192			
VOR	CR	171	+6	177	+4	181	23.0			385	184	29	184		14100	14100
PERMIT AND LAND											3460	0904	3376		59050	217150
											20					
											0921					

WHITE CELL / SORTIE 447

FROM 3700N Pt. #4 5600W L/O		MIS IN FLIGHT PLAN - CONTINUATION SM													FUEL FLIGHT PLAN	
ROUTE	FLT COND	T.C.	WIND D/V	T.M.	V.M.	M.M.	TEMP	AS	T. A. S.	G. S.	GND DIS	TIME	AIR DIS	ETA	PRED FUEL REMAINING	GROSS WT
			DRIFT				ALT	MACH			ACC GND DIS	ACC TIME	ACC AIR DIS			
3750N											1967	0422	1874			
5642W	HHCL	GR	323	323	+22	345	.500	280	290	290	63	13	63			
39-14N											2030	0435	1937			
6252W		GR	286	286	+21	307	.5			290	300	0102	300			
4008N											2330	0537	2237			
6920W		GR	230	230	+18	298	.5			290	304	0103	304			
4015N											2634	0620	2541			
7030W	IP	GR	277	277	+14	291	.5			290	53	11	53			
4050N											2627	0651	2594			
7337W	T/P	GR	264	264	+13	277	.5			290	144	30	144		71500	71500
4016N											2831	0721	2738		82550	216750
7413W	L/O IP	CL	298	298	+11	309	21.0		350	350	35	06	35			
4031N	FLMINGTON		270/50								2866	0727	2773			
7451W	TGT I	GR	298	298	+10	305	21.0		370	325	30	06	35			
4048N	STATE COL		-3	295	+10	305	21.0				2896	0733	2908			
7752W	IP	GR	277	277	-1	276	+8	224	21.0		133	26	160			
4049N										323	3034	0759	3068			
7021W	TGT II	GR	272	272	0	272	+6	278	21.0		76	14	86		13000	13000
3955N	CP # 5										3110	0813	3154		69550	233650
8004W	FIT 185/23	GR	201	201	+6	207	+5	212	21.0		61	04	25			
3900N	GDV									360	3171	0817	3179			
7936W	271/66	GR	170	170	+6	176	+5	181	21.0		117	19	117			
PAY										372	3288	0836	3296			
VCR		CR	171	171	+6	177	+1	181	21.0		184	30	185		19500	19500
FEALT. AND LAND										372	3472	0906	3481		50050	214150
											20					
											0926					

MISSION FI	IT PLAN	O. O. AND NICKNAME	UNIT	TYPE CPT	WAVE	CELL CALL	REMARKS							
		SEN SHILD II	911 AAFPS	KL - 135		GREY	SGRTIE 330							
ACFT BASIC	POUNDS			POUNDS			RUNWAY							
CREW	2000		BOMBS				PRESSURE ALT							
OIL			AMMO				CRITICAL FIELD LENGTH							
ATO			WATER AUG	5581			CRITICAL AIR TEMP							
RACK			STATIC	267001	NR FULL ATO REQUIRED		TAKE-OFF DISTANCE							
EXT TANKS			START ENGINES AND TAXI FUEL ALLOWANCE	2000	NR EMPTY ATO REQUIRED		TAKE-OFF SPEED							
MISCELLANEOUS			TOTAL FUEL	155.5	ATO FIRING SPEED		CRITICAL WIND COMPONENT							
CHAPP	100000		TAKE-OFF GROSS	265081			1ST LEG							
OPERATING							2ND LEG							
							3D LEG							
PRE-FLIGHT PLAN														
FROM	FLY COND	T. C.	BIND D/V	T. H.	VAR	M. H.	TEMP	IAS	T. A. S.	G. S.	GND DIS	TIME	AIR DIS	FUEL FLIGHT PLAN
30000			DRIFT				ALT	MACH			ACC GND DIS	ACC TIME	ACC AIR DIS	ETA
ROUTE														PRED FUEL REMAINING
30000														GROSS WT
15053							280				10	03	10	4000
06F 10R	CL	065	-2	063	+6	069	.765				10	03	10	151500
3800N											95	15	95	10600
7240N	CR	058	-3	056	+10	066		.77	444	474	205	26	193	140500
4035N											298	32	282	5400
6707N		061	-3	058	+15	073					300	42	298	125500
4253N											300	38	282	7600
6112N		061	-3	058	+18	076					398	0153	282	127500
1341N											69	8	63	9100
5040N	ANCE	061	-3	058	+22	080					967	0206	915	118500
4240N											223	30	210	6300
5653N	END A/R	061	-3	058	+24	+24		255	430	450	1155	0235	1125	112500
OFF LOAD							70,000 LBS							70000
2600N											47	8	42	1400
5650N		35'	-4	352	+26	318					1242	0244	1167	41100

SAC FORM 10 APR 54 10 PC 228 App II Tab 2 P. 1

GREY GBL SGRITIE 330

AF Form 8-54, OPR 2-10-54

BLACK 328

MISSION FLIGHT PLAN		O. G. AND NICKNAME		UI	TYPE ACFT	WAVE	LL CALL	REMARKS
LAN		3KY SHIELD II		911 AR	KC-1		BLACK	SORTIE 328
ACFT BASIC	POUNDS			BOMBS			RUNWAY	
CREW	2000			AMMO			PRESSURE ALT	LENGTH
DIL				WATER AUB	55P1		AIR TEMP	
ATO				STATIC	2670R1	NR FULL ATO REQUIRED	CRITICAL FIELD LENGTH	
RACK				START ENGINES AND TAXI FUEL ALLOWANCE	2000	NR EMPT ATO REQUIRED	CRITICAL AIR TEMP	
REF TANKS				TOTAL FUEL	155500	ATO FIRING SPEED	CRITICAL WIND COMPONENT	
MISCELLANEOUS				TAKE-OFF GROSS	2650P1		1ST LEG	
CHAFF							2ND LEG	
OPERATING	106000						3D LEG	

PRE-FLIGHT PLAN												
FROM	ROUTE	FLY COND	T. C.	WIND D/V	T. H.	VAR	M. H.	TEMP	IAS	T. A. S.	G. S.	FUEL FLIGHT PLAN
				DRIFT				ALT	MACH			PRED FUEL REMAINING
												155500
												257000
												2000
												151500
												257500
												10500
												10600
												120900
												226700
												2650
												2650
												136250
												222350
												7000
												7000
												128050
												232500
												7200
												7200
												121250
												221250
												1600
												1600
												119650
												225550
												6550
												6550
												113100
												219100
												70000
												70000
												43100
												149100
												1400
												1400
												41700
												147700

SAC 18 FC 212 Black Call / Sorted 217 App II Tab 2 P 3

AF Form 8-64 SAC, (Dist) O-1040(26)

MISSION FLG. PLAN		D. O. AND NICKNAME		UNIT		TYPE A T		WAVE		ILL CALL		REMARKS	
		SKY SHIELD II		911 ARS		KC-135				WHIT		SORTIE 329	
POUNDS						POUNDS						RUNWAY	
ACFT BASIC	106000			BOMBS						PRESSURE ALT		AIR TEMP	
CREW	2000			AMMO						CRITICAL FIELD LENGTH		CRITICAL AIR TEMP	
OIL				WATER AUG		55PT				TAKE-OFF DISTANCE		TAKE-OFF SPEED	
ATO				STATIC		2670P1		NR PULL ATO REQUIRED					
RACK				START ENGINES AND TAXI FUEL ALLOWANCE		2000		NR EMPT ATO REQUIRED		CRITICAL WIND COMPONENT			
EST TAKES SHORT/STAND				TAKE-OFF GROSS		2650P1		ATO FIRING SPEED		1ST LEG		2D LEG	
MISCELLANEOUS				TOTAL FUEL		155500							
CHAFF	106000												
OPERATING													

PRE-FLIGHT PLAN																		
FROM	ROUTE	FLY COND	T. C.	WIND D/V	T. H.	VAR	M. H.	TEMP		IAS	T. A. S.	G. S.	GND DIS			ETA	FUEL FLIGHT PLAN	
								ALT	MACH				ACC GND DIS	ACC TIME	ACC AIR DIS		PRED FUEL REMAINING	GROSS WT
													10	03	10	155500	2670P1	
SET TO AC													10	03	10	151500	257800	
200 TP									2P0				98	1P	9P	10600	10600	
ONE L/O								32H	765				108	21	108	140900	246900	
3921M													300	3P	2P2	7600	7600	
7105M	CR	054	-3	051	+14	047			.77	444	471		408	59	390	133300	239300	
4152M													300	37	282	7500	7500	
6523M		057	-3	054	+21	075					4P1		708	136	672	125800	231800	
4349M													262	32	236	6200	6200	
6004M	A'CP	061	-2	059	+24	0P3							370	20P	90P	119600	225600	
4514M													227	29	214	6400	6400	
5508M	RND A/R	066	-2	064	+26	090				255	430	460	1197	237	1122	113200	219200	
OFF LOAD																70000	70000	
4600M													57	8	57	43200	149200	
5450M		069	0	069	+26	092					450		1254	245	1179	1400	14700	

IN FLIGHT PLAN - CONTINUATION SHEET																
FROM	FLY COND	T.C.	WIND D/V	T.H.	VAR	M.H.	TEMP	AS	T. A. S.	G. S.	GND DIS	TIME	AIR DIS	ETA	FUEL PL	PLAN
STATION			DRIFT				ALT	MACH			ACC GND DIS	ACC TIME	ACC AIR DIS		PRED FUEL REMAINING	GROSS WT
5745N															41800	147800
5747N	CR	000	-7	353	+30	023	418		450	440	300	41	310		5300	5300
5747N											1554	326	1489		36500	142500
5747N											300	41	310		5100	5100
5750N WIND		000	-5	355	+36	031					1854	427	1799		31400	137400
5735N PT 1		000	-4	356	+38	034					125	17	120			
5500N WIND											1979	424	1919			
6000W PT 2		229	+2	231	+35	256					247	36	250		6000	6000
COOSE AD		189	+5	189	+32	221					2226	500	2160		25400	131400
											102	14	102		1600	1600
											2328	514	2271		23800	129400
PENETRATE AND LAND DESC															2500	2500
															21300	127300
ALTERNATE																
ISHING AFB	CR	215	+2	217	+20	245	-55	454	450	410	482	110	520		7100	7100
											2810	624	2791		18700	122700

ALTITUDE RESERVATION FLIGHT PLAN

MISSION NAME SKY SHIELD II	FAA-JCS PRIORITY	NO NOTICE YES	EXECUTED BY ENS SAC
NAVY TACTICAL CALL SIGN (A) HIRAM	AIRCRAFT (NO. AND TYPE) (B) B-52G/6	POINT OF DEPARTURE (C) SEYMOUR JOHNSON	
<p>ROUTE ALTITUDE AND TIME INFORMATION (D) DEPT SEYMOUR JOHNSON AFB 1710Z 3 CELLS, 2 B-52s on 1 KC-135 1 MIN INTERVAL T.O. B-52s JOIN IN CELL W/KC-135 FOR BUDDY AR ALONG COMMON FRONT 30NM WIDE, 15NM SEPARATION, CNTR TRACK FROM 3500N 7745W TO 4500N 5500W, END AR PT. GRAY CELL SORTIES #449, 450 DEPT SEYMOUR JOHNSON 1711Z - 1712Z 320/325 LVCF ORF 190/53 (0016) 1726Z, DRCT 3800N 7240W (0042) 1752Z, 4035N 6707W (0120) 1830Z, 4253N 6113W (0158) 1908Z, DRCT ARCP 4321N, 5946W (0206) 1916Z, END AR 4447N 5453W (0236) 1946Z, DRCT 4450N 5440W (0238) 1948Z CLB 375/380 LVCF 4426N 5420W (0243) 1953Z, DRCT COMMON FT 4010N 5320W (0317) 2028Z. BLACK CELL SORTIES #445, 446 DEPT SEYMOUR JOHNSON 1714Z-1715Z 320/325 LVCL DRCT ORF 182/30 (0016) 1729Z, 3810N 7249W (0042) 1755Z, 4046N 6717W (0110) 1832Z, 4305N 6120W (0157) 1919Z, DRCT ARCP 4335N 5955W (0206) 1919Z, END AR 300N 5500W (0238) 1949Z. CLB DRCT 410 LVCF 4511N 5345W (0242) 1955Z 4523N 5328W (0245) 1958Z, DRCT COMMON 4010N 5320W (0329) 2042Z. WHITE CELL SORTIES 447, 448 DEPT SEYMOUR JOHNSON 1717Z-1718Z 320/325 LVCF RDV 206/18 (0017) 1733Z, DRCT 3825N 7303W (0042) 1758Z 4100N 6727W (0120) 1836Z, 4320N 6130W (0158) 1914Z, DRCT ARCP 4349N 5004W (0208) 1924Z, END AR 4514N 5508W (0238) 1953Z, CLB DRCT 380LVCF 4534N 5352W (0242) 1959Z, 4600N 5200W (0258) 2008Z, DRCT COMMON FT 4010N 5320W (0342) 2059Z. ALL CELLS PROCEED COMMON ROUTE FROM 4010N 5320W (0318) 2028Z (0343) 2059Z, DRCT DESCND 1000FT 500FT LVCF 3700N 5600W (0358) (0422) 2108 2135Z. CELLS FAN TO 50NM FRONT, 30NM TO RT OF CNTR TRACK 20NM TO LEFT, CNTR TRACK FROM 3700N 5600W DRCT RHCL 3720N 5700W (0408) - 0435) 2118Z - 2145Z, 3937N 6926W (0608) (0635) 2318Z - 2345Z, 3945N 7035W (0619 - 0646) 2329Z - 2350Z, ST CLB PT ACY 096/35 (0650 - 0715) 0000Z - 0025Z, ACY 329/38 (0700 - 0730) 0010Z - 0040Z 210/230 LVCF, DRCT PIT 195/08 740 - 0817) 0049Z - 0113Z, LFT TURN TO COMMON TRACK DRCT GVD 271/66 (0809-0836) 0120Z - 0158Z DIR FAY (0838 - 0907) 0149Z - 0225Z, PEN TO SJAFB KGSB (0858 - 0927) 0209Z - 0245Z</p>			

SAC FORM 121

APPENDIX VII

ALTITUDE RESERVATION FLIGHT PLAN (CONTINUED)					MISSION NAME / PRIORITY		
UNIT TACTICAL CALL STACK				AIRCRAFT NO. AND TYPE E-5 6			
E. DESTINATION SEYMOUR-JOHNSON							
F. PROPOSED DEPARTURE TIME							
COLOR	NO.	EDT (E-If Known)	ADMS	COLOR	NO.	EDT (E-If Known)	ADMS
GRAY	2	1711Z	1				
BLACK	2	1714Z	1				
WHITE	2	1717Z	1				
G. TAB							
444HI		390LOW					
PASS TO ADC RADAR			PRIMARY REFUELING - AREAS/TRACKS		ALT REFUELING - AREAS/TRACKS		
SITE NAME		YES	NO				
ALL ENROUTE TO 3:00:5600W DO NOT PASS THEREAFTER				BROKEN BELT 068° BUDDY AIR TACTICS		NONE	
ECM CORRIDOR/S				REFUELING WITH			
START		STOP		SILLARS, SEYMOUR JOHNSON AFB/JESS			
3700N/5600W		3533N/7900W		REFUELING AREA AND/OR AIRSPACE RESERVATION		CLEARED BY CONTROLLING AGENCY	
				R5307 McGuire LL		YES	NO
				R6606 Corridor			X
				W50		RESP OF EXECUTING AGCY	
				W386 W106			
				W108 R003			
				W107 R002			
				W105 R5001			
				W106 R5002			
DEPARTURE PROCEDURE COORDINATED WITH				LIABILITY PERIOD/"E" HOUR			
				ARTC			
PROJECT CAPT (b)(6)		ORGANIZATION 4241LW, SEYMOUR-JOHNSON		OFFICE PHONE 145	HOME PHONE RE 5-5225	DATE THIS FORM ACCOMPLISHED 20 Sep 61	
REMARKS PARSA ALL BY SHIELD ACFT R INTERCEPT AUTH							

ALTITUDE RESERVATION FLIGHT PLAN

MISSION NAME SKY SHIELD II	FAA-JOB PRIORITY 5	NO NOTICE <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	EXECUTED BY 911 ARS
BT TACTICAL CALL SIGN (A)	AIRCRAFT (NO. AND TYPE) (B) KC-135A/3	POINT OF DEPARTURE (C) KGSB	

ROUTE ALTITUDE AND TIME INFORMATION (D)

ALL ACFT DEPT KGSB: THREE MIN BETWEEN ACFT. TANKERS IDENTIFIED AS GRAY CELL, WHITE CELL, BLACK CELL. TWO B-52Gs IN EACH CELL. ROUTES FOLLOW: GRAY CELL

ROUTE: DEPART KGSB CLIMB LVOF ORF VOR 190/53 0016/1725Z 320/325, 3800N 7240W 0042/1752Z, 4035N 6707W 0120/1830Z, 4253N 6113W 0158/1908Z, ARCP 4321N 5946W BUDDY A/R TACTICS 0206/1916Z, END A/R 4447N 5453W 0235/1946Z TURN POINT CLIMB 4450N 5440W 0238/1948Z LVOF 4531N 5445W 0232/1952Z 400, 4600N 5450W 0244/1954Z.

AT THIS POINT GRAY CELL TANKER FORMS IN SINGLE CELL WITH WHITE AND BLACK CELL TANKER AND FOLLOWS COMMON ROUTE BELOW. WHITE CELL ROUTE: DEPART KGSB CLIMB LVOF ORF VOR 206/18 320/325 0021/1737Z, 3921N 7105W 0059/1815Z, 4152N 6523W 0136/1852Z ARCP 4349N 6004W BUDDY AR TACTICS 0208/1924Z, END AR 4514N 5508W 0237/1953Z, CLIMB T.P. 4519N 5451W 0239/1955Z, LVOF 4600N 5450W 410 0245/2001Z. AT THIS POINT WHITE CELL TANKER FORMS IN SINGLE CELL WITH GRAY AND BLACK CELL TANKER AND FOLLOWS COMMON ROUTE BELOW. BLACK CELL ROUTE: DEPART KGSB CLIMB LVOF ORF VOR 182/30 320/325 0018/1731Z, 3810N 7249W 0041/1754Z 4046N 6717W 0119/1832Z, 4305N 6120W 0150/1903Z ARCP 4335N 5955W BUDDY AR TACTICS 0207/1920Z, END AR 4500N 5500W 0236/1950Z, CLIMB T.P. AT 4504N 5446W 0244/1958Z LVOF 4545N 5449W 420 0250/2004Z, 4600N 5450W 0251/2005Z. AT THIS POINT BLACK CELL TANKER FORMS IN SINGLE CELL WITH GRAY AND WHITE CELL TANKER AND FOLLOWS COMMON ROUTE BELOW.

COMMON ROUTE: 4600N 5450W 0244 - 0251/1954 - 2005Z DEPART THIS PT/5045N 5444W 0251/2005Z 0345/2046Z 5544N 5438W 0406/2127Z T. P. 5750N 5435W 0423/2144Z TURN POINT 5500N 6000W 0459/2220Z, GOOSE APB, LAB 0513/2234Z.

ALTITUDE RESERVATION FLIGHT PLAN (CONTINUED)						MISSION NAME / PRIORITY	
UNIT TACTICAL CALL R/G				AIRCRAFT NO. AND TYPE SKY SHIELD/5			
E. DESTINATION GOOSE BAY AFB, LAB							
F. PROPOSED DEPARTURE TIME							
COLOR	NO.	EDT (Z-If Known)	ADMS	COLOR	NO.	EDT (Z-If Known)	ADMS
GRAY	1	1710Z					
BLACK	1	1713Z					
WHITE	1	1716Z					
G. TAS 450 K							
PASS TO ADC RADAR			PRIMARY REFUELING - AREAS/TRACKS			ALT REFUELING - AREAS/TRACKS	
SITE NAME	YES	NO	BROKEN BELL - 038° DUDLEY AIR TACTICS				
ALL UNIDENTIFIED	X						
ECM CORRIDOR/S			REFUELING WITH				
START	STOP		4211 STRATEGIC SYSTEMS JOHNSON AFB, N.C.				
NONE			REFUELING AREA AND/OR AIRSPACE RESERVATION		CLEARED BY CONTROLLING AGENCY		
			Broken Bell Dudley Air Tactics R 5307, R 6606 W 50, W 306 W 108, W 107, W 105, W 306		YES	NO	RESP OF EXECUTING AGENCY
DEPARTURE PROCEDURE COORDINATED WITH			LIABILITY PERIOD/"E" HOUR				
			14 Oct 61 1700 ZULU				
PROJECT OFFICER		ORGANIZATION		OFFICE PHONE	HOME PHONE	DATE THIS FORM ACCOMPLISHED	
F-CAPT (b)(6)		4211 SW SYSTEMS - JOHNSON AFB		1-5	RE 5-5225	29 Sep 61	
REMARKS MARK ALL SKY SHIELD ACFT							

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PEACETIME EXERCISE RECAPITULATION SHEET - BOMBARDMENT										UNIT		OPERATIONAL UNDER NUMBER		BOMBING HIGHNAME		LAUNCH OPTION		DATE PREPARED		PAGE 1 OF 2 PAGES				
										4241st Strat Sq (SAC)		SAC 11-62		"KEY SHIELD II"		20		27 Sep 1961						
BOMBS NUMBER	OPERATIONAL UNIT	CALL SIGN	TAKEOFF DATA					LAUNCH POINT	COMMUNICATION FACILITY	THE AIRCRAFT'S OPERATIONAL POSITION	AIR REFUELING DATA													
			ICELAND	WING	DATE	TIME	WIND				REFUELING AGENT	REFUELING POINT	REFUELING QUANTITY	REFUELING METHOD	REFUELING RATE	REFUELING TIME	REFUELING ALTITUDE	REFUELING DIRECTION	REFUELING POSITION	REFUELING ALTITUDE	REFUELING RATE	REFUELING TIME	REFUELING DIRECTION	REFUELING POSITION
649	8023	6261	GRV	389	212	M	16/1713Z	N/A	Rome	N/A	4321	5946	B	16/1919Z	911	1	330	Bom/Echo	35H	35H	None	107	8023	92H
650		6261					16/1712Z				4335	5955	B	16/1920Z										92H
645		6261	BRK				16/1716Z				4335	5955	B	16/1920Z			328	Thomson/Echo						92H
646		6261					16/1713Z				4349	5969	B	16/1924Z										92H
647		6261	MM				16/1717Z				4349	5969	B	16/1924Z			329	Dyton/Echo						92H
648		6261					16/1718Z				4349	5969	B	16/1927Z										92H

~~SECRET~~

SAC FORM 1071 PREVIOUS EDITIONS OBSOLETE

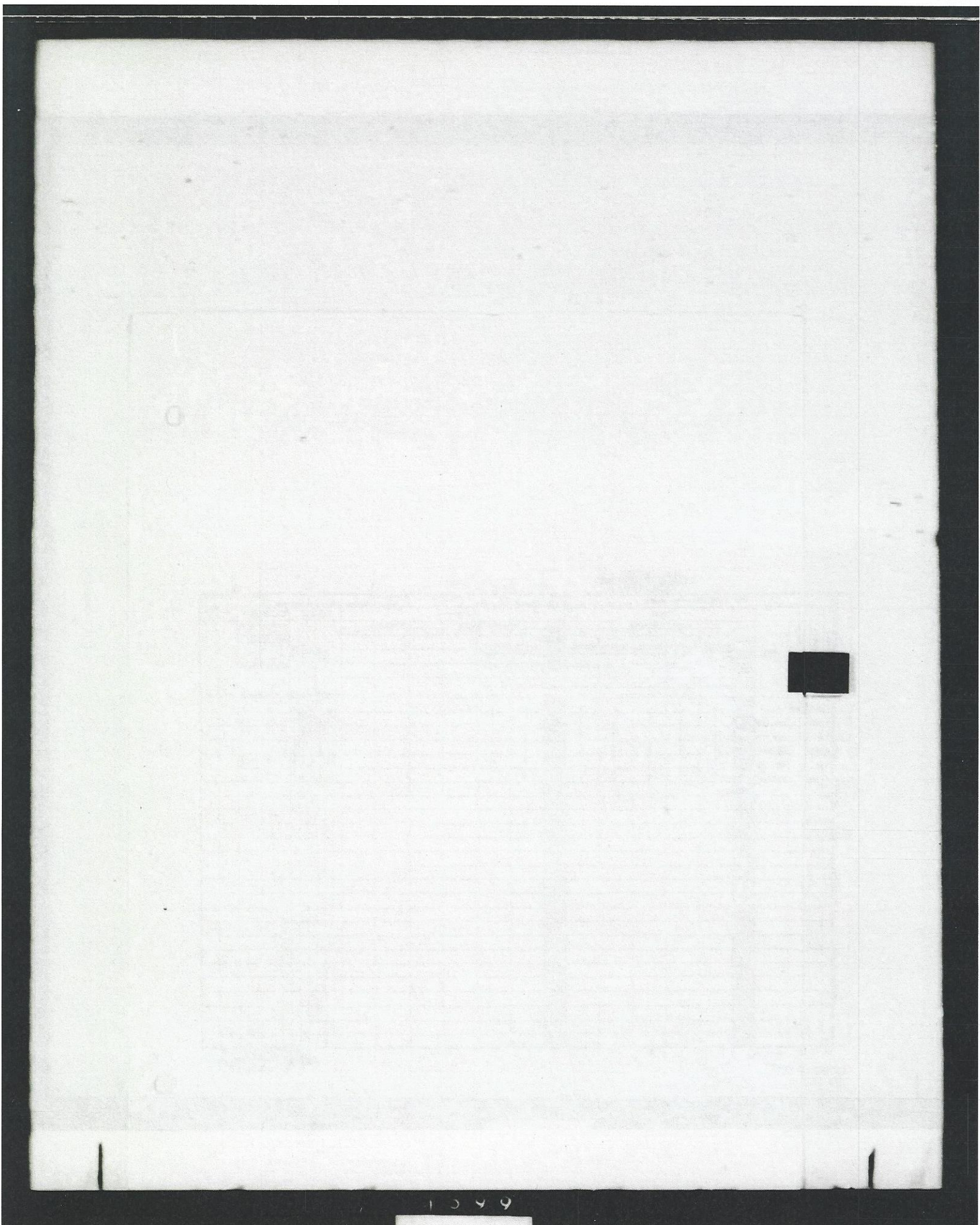
APPENDIX VIII
 TAB I
 PAGE 1

1 0 7 4

PEACETIME EXERCISE RECAPITULATION SHEET - TANKER														UNIT	OPERATION NUMBER	OPERATION	LAUNCH OFFICE	DATE PREPARED	PAGE	OF	PAGES
														4261st Base Sq (BAC)	SAC 11-62	ROY SHIELD	20	27 September 61	1	2	
TAKOFF DATA														AIR REFUELING DATA							
DATE NUMBER	DEPARTURE BASE	UNIT	TYPE NUMBER LP TT DO	CELL COLOR/FAN	TANKER CYCLE	STATIC WING WEIGHT	TOTAL AV. WGT ON BOARD	TOTAL WGT ON BOARD	TYPE TANKER/REFUEL	STD	REFUELING AREA	REFUELING CONTROL POINT	REFUELING CONTROL TIME	TANKER LIFT TIME	REPORTED WGT	SUGGESTED DATE NO					
																	A	B	C	D	E
330	8888	911	YT	CHY	I	267H	N/A	153H	M	16/1710E	4221	B	16/1919E	N/A	4241	159					
328		911		BLK						16/1713E	5846					430					
329		911		WSE						16/1716E	4335		16/1923E			446					
											4369					447					
											6006		16/1926E			448					

~~SECRET~~

SAC 11-62 PREVIOUS TEST FORM IS OBSOLETE



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SECURITY INFORMATION

OPS 1 HEADQUARTERS
OPS 1111 DAVE X AF
ARMYSTR STRATCOM STRATEGIC JOHNSON, AFB, H.C.

OPS USAF WASH DC
DEPUTY IG FOR SAFETY HORTON AFB CALIF
AFC WPAFB OHIO
CCASA TENDER AFB OKLA
SAMA WELLY AFB TEXAS
ARDC ANDREWS AFB MD
WADE WPAFB OHIO
SAC OFFUTT AFB NEBR
CAF WESTOVER AFB MASS
WMS SCOTT AFB ILL
SURGEN GENERAL WASH DC

INFO: 2AF BARKSDALE AFB LA
15AF HANCOCK AFB CALIF
16AF BUCHFON AFB SPAIN
3ADIV ANDERSON AFB GUAM
7ADIV WICH WING AFB STN ENGLAND
1 HSL DIV VANDENBERG AFB CALIF
3908 322 BARKSDALE AFB LA
3902 AB WING OFFUTT AFB NEBR
822ADIV TURNER AFB GA
AFFR BOEING AIRPLANE CO WICHITA KAN
USAF LINDSEY AFB STN GERMANY

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ACTION OPS FOR AF010 AND AF050; HORTON FOR AF05; AUC FOR INTF; ;

WMA, WELAS; CCASA FOR CCAS; SAMA FOR SARET; ARDC FOR RDBSTF;

WADE FOR ASZFOA; SAC FOR DODD; CAF FOR DCF; 2AF, 15AF, 16AF, 3 ADIV

7 ADIV, 1 HSLDIV, 3908 322, 3902 ABWG

15

Oct 61

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(b)(6)

MAJOR, USAF

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MAJOR, USAF

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4241ST SQUAD WING SEYMOUR JOHNSON AFB, N.C.

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH PARAGRAPHS 49 AND 52
AFR 62-14. SUBJECT: COMMANDER'S 24 HOUR REPORT, HQ52C 58-196,
DECLARED MISSING, 15 OCT 61, FROM 4241ST STRATEGIC WING, SEYMOUR JOHNSON
AFB, N.C.

TYPE AIRCRAFT: B-52D, 58-196; 15 OCT 61. PART I OF VI PARTS. -

(b)(6)

NO DEVIATION OR VIOLATION OF DIRECTIVES OR QUALIFICATION OF FLIGHT
CREW OR COMPOSITION. PART III. COMMANDER BELIEVES WEATHER TO BE
A POSSIBLE FACTOR. CREW REPORTS BEING GATHERED TO SUBSTANTIATE
POSSIBILITY. PART IV. CREW HAD ADEQUATE CREW REST PRIOR TO MISSION.
PART V. BACKGROUND DATA ON PILOTS. (b)(6) CAPT:

- A. INSTRUMENT RATING AND DATE - 2-1, 20 NOV 61
- B. DATE GRADUATED FROM CGTS - 20 MAY 60
ECCXXXXXX
- C. DATE OF 51-19 CHECKOUT - 7 SEPT 60.
- D. FORMAL STANDBOARD DATE AND RESULTS - 12 OCT 60. SATISFACTORY.
- E. NO-NOTICE STANDBOARD DATE AND RESULTS - 16 SEPT 61. SATISFACTORY
- F. NONE

FAYNE, KENNETH., 1/LT:

- A. INSTRUMENT RATING AND DATE - 3-2 11 MAR 60
- B. DATE GRADUATED FROM CGTS - 25 APRIL 60. 1/CR
- C. DATE OF 51-19 CHECKOUT - 11 JULY 60.
- D. FORMAL STANDBOARD DATE AND RESULTS - 18 JUNE 61. SATISFACTORY.

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4241ST STRATWG SQUADRON JOHNSON AFB, H. C.

E. NO-NOTICE STANDDOWN DATE AND RESULTS -N/A

F. NONE

PART VI. CREW OF FOGG 13, (b)(6) CAPT: CREW COMMANDER,
DESCENDED IN CELL WITH FOGG 22, CAPT (b)(6) AIRCRAFT. THE PLANNED
LOW LEVEL TRACK OF FOGG 13 WAS 15 NM SOUTH OF CAPT (b)(6) PLANNED
TRACK. CAPT (b)(6) REPORTS SEEING FOGG 22 LEVEL OFF AT LOW ALTITUDE
AT 2153Z, 37-38N, 56-51W. CAPT (b)(6) TURNED LEFT TO MAKE WIND GOOD
AND HIS COMBAT'S IX FURTHERING TO ENROUTE WEATHER ALONG THE LOW
LEVEL PORTION FOLLOWS: "MILD TURBULENCE FROM 37-38N, 56-51W TO
36-28N, 60-20W, IFR CONDITIONS. NO TURBULENCE FROM THIS POINT
TO 40-00N, 72-17W, WEATHER CLEAR WITH BROKEN OVERCAST ABOVE.
ENCOUNTERED INTERMITTENT SEVERE TURBULENCE AT 41-00N, 72-17W TO
39-43N, 73-34W. WEATHER WAS INTERMITTENT IFR. FROM HERE ON TO END
OF FLIGHT PLAN, WEATHER SHOULD NOT HAVE BEEN A FACTOR". THE FOLLOW-
ING SIGHTINGS HAVE BEEN REPORTED BY SEARCH AIRCRAFT. (1) 2PT BY 2PT
POSSIBLE SEAT CUSHION, 1/CLR
OBJECT, PURPLE OR MAROON COLOR IN THE VICINITY OF 3800N - 6730W, AT
1750Z, 15 OCT 61. (2) OIL SLICK IN THE VICINITY OF 3808N - 6320W.
SEARCH CONTINUES.

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(b)(6)

Lt. USAF
Information Officer

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ANALYST SUBJECT: SEYMOUR JOHNSON AFB NC
BRADY, USAF, FOR FSO: BOING AFB Subject;
MISSING AIRCRAFT REPORT IAW AFB 51-8

PARA ONE. NAME GRADE AND SN OF CREW (NO PASSENGERS) & CREW POSITION
XXXX
CAPT ROLAND CLARENCE STARK, A03006272 CREW COMMANDER

1LT	(b)(6)	RADAR NAVIGATOR
1LT		CO-PILOT
1LT		NAVIGATOR
1LT		ENG
2LT		NAVIGATOR (SPARE)
A1C		GUNNER
A2C		XXXXXXXXXXXX A&E SPEC

PARA 2. TYPE AIRCRAFT: B-52G, SN 58-196

PARA 3. HOME BASE OF ACFT: SEYMOUR JOHNSON AFB NC

PARA 4. HOME BASE OF PILOT: SEYMOUR JOHNSON AFB NC

PARA 5. DEPARTED SEYMOUR JOHNSON AFB ON 14 OCT 61 AT 1717Z.

PARA 6. INTENDED DESTINATION: SEYMOUR JOHNSON AFB NC.

PARA 7. ROUTE OF FLIGHT: SEYMOUR JOHNSON AFB NC TO 36-35N 76-22W

TO 45-21N 59-41W TO 45-52N 58-37W TO 40-10N 53-20W TO XXXXX

39-00N 53-00W TO 38-14N 54-00W TO 37-00N 56-00W TO 37-50N 54-48W

TO 40-15N 70-30W TO 40-07N 73-37W TO 40-14N 74-18W TO 40-49N 79-59W

TO FAYETTEVILLE VOR TO SEYMOUR JOHNSON AFB NC.

PARA 8. SKY SHIELD II

PARA 9. ETE 9 FHS XX 30.

PARA 10. POSITION WHEN LAST REPORTED 37-00N 124-00W.

PARA 11. WEATHER DATA: BUREAU OF METEOROLOGY (13-00N 124-00W)

PARA 12. NO OTHER RELEVANT INFORMATION.

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(b)(6)

1st. USAR
Information Officer

PROGRESS NO. 1

OPS IMMEDIATE
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4241ST STRAT WG SIXTHOR JOHNSON AFB NC

CCFS HSBF WASH DC
DEPUTY IG FOR S. WREY HORTON AFB CALIF
AFIC WHPB OHIO
OCAMA TINKER AFB OKLA
SAAFA KELLY AFB TEXAS
ANDC ANDREWS AFB MD
WADD WHPB OHIO
SAC OFFUTT AFB NEBR
SAF WESTOVER AFB MASS

INFO: 2AF BARNSDALE AFB IA
15AF WARCH AFB CALIF
16AF TORREJON AFB SPAIN
3ADIV ANDERSON AFB GUAM
7ADIV HIGH WICKOFF AFB STN ENGLAND
1 MSB DIV VANHORN AFB CALIF
3908 CGO BARNSDALE AFB IA
3902 AB WHPB OFFUTT AFB NEBR
822 ADIV TURNER AFB GA
AFPR BOEING AIRPLANE CO WICHITA KAN
USAFB LINDSEY AIR STN GERMANY

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ACTION CCFS FOR AFCS AND AFCSA; HORTON FOR AFCS; AFIC FOR
LAFB, NEBR, MELB; OCAMA FOR OCMA; SAAFA FOR SAAFT; ANDC
FOR ANDSTP; WADD FOR ASZTA; SAC FOR BOGD; SAF FOR DSP; 2AF,
15AF, 16AF, 3ADIV, 7ADIV, 1 MSB DIV, 3908 CGO, 3902 AB WHPB, 20

822 ADIV, USAFB, FOR DSP

OCT 61

SAFE/JAN

(b)(6)

MAJOR, USAF

8322

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(b)(6)

MAJOR, USAF
DIRECTOR OF SAFETY

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4241ST STRAT WG SEYMOUR JOHNSON AFB NC
SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH PARAGRAPHS 49 AND
52 AFR 62-14. SUBJECT: PROGRESS REPORT NUMBER ONE B-926,
58-196; DECLARED MISSING 15 OCTOBER 1961 FROM 4241ST STRATEGIC
WING SEYMOUR JOHNSON AFB N.C. THIS MESSAGE IN THREE PARTS.

PART I. INTERROGATION OF CREWS OF THIS ORGANIZATION
PARTICIPATING IN SKY SHIELD II REVEALS THAT IN ONLY
TWO AREAS WERE CIRCUMSTANCES OTHER THAN
EXPECTED. ONE FACTOR CONCERNED THE WEATHER
ENCOUNTERED DURING THE LOW LEVEL PORTION AND
THE OTHER CONDITION RELATED TO THE IMPRESSION
THAT ALL CREWS BELIEVED THEY WERE CLOSER TO THE
WATER THAN THE ALTITUDE BEING FLOWN WOULD
INDICATE. AS TO ACTUAL WEATHER VERSUS FORECAST
WEATHER, ALL CREWS BELIEVED THE WEATHER
ENCOUNTERED ON PORTIONS OF THE LOW LEVEL ROUTE
HAD DETERIORATED TO A LOWER DEGREE THAN
EXPECTED. ALTHOUGH ALL CREWS HAD BEEN BRIEFED
TO EXPECT FRONTAL WEATHER DURING THE LATTER
PORTION OF THE LOW LEVEL ROUTE, THE EXISTENCE OF
RAIN SHOWERS IN THE VICINITY OF THE DESCENT AREA
WAS SOMEWHAT UNEXPECTED. ALL CREWS DID STATE
THAT THE WEATHER WAS NOT SEVERE AND AVOIDED THE

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4241 STRAT WG, SEYMOUR JOHNSON AFB, NC
SHOWED ACIVITY, EITHER BY MOMENTARILY LEVELING
OFF AT HIGHER ALTITUDE OR MINOR DEVIATIONS WROUOE
DURING DESCENT TO CIRCUMNAVIGATE THIS WEATHER. THIS
MINOR UNEXPECTED WEATHER MAY HAVE BEEN COMPOUNDED
BY THE FACT THAT THE POSSIBILITY OF MARGINAL WEATHER
IN THE REFUELING AREA WAS EMPHASIZED DURING PRE-
TAKEOFF BRIEFING AND THAT AN EARLIER REFUELING
MIGHT BE NECESSARY IN ORDER TO AVOID REFUELING IN
THE CIRCUS CLOUDS AT THE REFUELING ALTITUDE OF
30,000 FEET. IN EACH INSTANCE, ALL THREE CELLS
STARTED REFUELING APPROXIMATELY 30 MINUTES PRIOR
TO THE SCHEDULED TIME IN ORDER TO AVOID THE HIGH CIRCUS
DECK THAT DID IN FACT EXIST ON THE LATTER PORTION
OF THE REFUELING TRACK.

PART II. THE OTHER SITUATION WHICH RELATES TO THE
GENERAL WELL BEING OF THE CREWS, PARTICULARLY THE
PILOTS, WAS THE FACT THAT ALL BELIEVED THEY WERE
ACTUALLY CLOSER TO THE WATER THAN THE VFR ALTITUDES
OF 500 FEET OR 1000 FEET WOULD LEAD THEM
TO BELIEVE. (NOTE AIRCRAFT WERE IN THE THREE CELLS,
TWO AIRCRAFT EACH CELL. CELL LEADER AT 500 FEET
WITH NUMBER TWO AIRCRAFT AT 1000 FEET. LATERAL

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ARAL STRAIT WS, SEYMOUR JOHNSON AFB, NC
SEPARATION OF TEN MILES WITHIN CELLS AND CELL
ROUTES SEPARATED BY TEN MILES AND FIFTEEN MINUTES)
ALL CREWS LEVELLED OFF AT 10,000 FEET TO MEASURE
ALTITUDE AND THEN REQUESTED DESCENT TO THE BRIEFED
VFR ALTITUDE OF 500 AND 1000 FEET WITH MINOR DEVIATIONS
TO AVOID THE FOREMENTIONED WEATHER. NUMBER ONE
AIRCRAFT, FIRST CELL, MEASURED 29.69 ALTIMETER
SETTING, DISREGARDED THIS COMPUTATION AND LEVELLED
OFF USING THE FORECAST ALTIMETER SETTING 30.05 AT
500 FT. INDICATED. PILOTS VISUALLY ESTIMATED THEY
WERE TOO CLOSE TO THE WATER AND CLEARED TO 700
FT. INDICATED. NUMBER TWO AIRCRAFT, FIRST CELL,
MEASURED 29.80 ALTIMETER SETTING, LEVELLED AT 1000
FT. INDICATED ALTIMETER SETTING 29.80 AND FLEW 1000
FT INDICATED VFR, 2000 FT. INDICATED WHEN IFR AS
BRIEFED. NUMBER ONE AIRCRAFT, SECOND CELL,
MEASURED 31.00 ALTIMETER SETTING. THIS COMPUTATION
WAS DISREGARDED AND LEVEL OFF WAS EFFECTED AT 500
FT. INDICATED USING THE FORECAST SETTING OF 30.05.
PILOTS VISUALLY ESTIMATED THEY WERE TOO CLOSE TO
THE WATER AND CLEARED 200 FT.. NUMBER TWO
AIRCRAFT, SECOND CELL MEASURED 29.98 ALTIMETER

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4241 STRAT WG, SEVIER JOHNSON AFB, NC
SETTING, LEVELED OFF AT 1000 FT. ALTIMETER SETTING
29.98. DOPPLER WENT TO MEMORY AT THIS ALTITUDE.
THEREFORE CLEARED TO 1200 FT. TO REGAIN DOPPLER
AND THIS ALTITUDE WAS MAINTAINED. THE NUMBER ONE
AIRCRAFT OF THE THIRD CELL IS THE MISSING AIRCRAFT.
THEREFORE NO INFORMATION IS AVAILABLE. THE NUMBER
TWO AIRCRAFT THIRD CELL MEASURED 30.09 ALTIMETER
SETTING, LEVELED OFF AT 1000 FT. USING ALTIMETER
SETTING OF 30.09 AND FLEW 1000 FT. MFR AND 2000 FT.
MFR AS BRIEFED.

PART III: BEST LOW LEVEL MISSIONS ARE FLOWN OVER
LAND AND IF MFR (MINIMUM OF 3000 FT. AND FIVE MILES
VISIBILITY) CONDITIONS ARE ENCOUNTERED ON CERTAIN
PORTIONS OF THE ROUTE THE ESTABLISHED MFR ALTITUDES
ARE USED. THESE MFR ALTITUDES OVER LAND ASSURE
A MINIMUM TERRAIN CLEARANCE OF 1000 FT.. ALL CREWS
PARTICIPATING IN SKY SHIELD II HAVE FLOWN NUMEROUS
LOW LEVEL MISSIONS. CREWS REPORTED DIFFICULTY
DETERMINING WHEN MFR OVER WATER AT NIGHT. A
TECHNIQUE EMPLOYED WAS TURNING ON TAXI LIGHTS
INCIDENTALLY TO ASCERTAIN IF IN PROXIMITY OF CLOUDS
THAT WERE NOT DETECTED BY RADAR. WITH NO HIGH

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SUPPLEMENTAL NO 1.

X AF

4241ST STRAT WG SEYMOUR JOHNSON AFB NC

COFS USAF WASH DC
DEPUTY IG FOR SAFETY NORTON AFB CALIF
AFIC WPAFB OHIO
OCAMA TINKER AFB OKLA
SAAWA KELLY AFB TEXAS
ARDC ANDREWS AFB MD
WADD WPAFB OHIO
SAC OFFUTT AFB NEBR
SAF WESTOVER AFB MASS

INFO: 2AF BARKSDALE AFB LA
15AF HANCH AFB CALIF
16AF TORREJON AFB SPAIN
3ADIV ANDERSON AFB GUAM
7ADIV HIGH WYCOMBE AIR STN ENGLAND
1 HSL DIV VANENBERG AFB CALIF
3908 CBG BARKSDALE AFB LA
3902 AB WNG OFFUTT AFB NEBR
822 ADIV TURNER AFB GA
AFR: BOEING AIRPLANE CO WICHITA KAN
USAF LINDSEY AIR STN GERMANY

UNCLAS E F T O/FOR OFFICIAL USE ONLY/SAFE 5543

ACTION COFS FOR AFCEG AND AFCSG; NORTON FOR AFCS; AFIC FOR
LMF, MCMA, MCLAFS; OCAMA FOR FOR OCNAS; SAAWA FOR SAAET; ARDC
FOR ROSTCF; WADD FOR ASZFOA; SAC FOR DGSD; SAF FOR DSF; 2AF,
15AF, 16AF, 3ADIV, 7ADIV, 1 HSLDIV, 3908 CBG, 3902 AB WNG,
822 ADIV, USAF, FOR FSO.

SAFE/JAN

(b)(6)

MAJOR, USAF

8222

1 2

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(b)(6)

MAJOR

DIRECTOR OF SAFETY

UNCLASSIFIED

4241ST STRAF WG SEYMOUR JOHNSON AFB MO

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH PARAGRAPHS 49 AND
52 AFR 60-14. SUBJECT: SUMMARY FINAL REPORT NUMBER ONE, 1-526,
58-196, DECLARED MISSING, 15 OCTOBER 1961 FROM 4241ST STRATEGIC
WING, SEYMOUR JOHNSON AFB MO. THIS MESSAGE IN THREE PARTS.

PART I: (b)(6) CAPTAIN PILOT; TOTAL FLYING TIME
2747:25; TOTAL JET TIME 1926:15; TOTAL NON JET 821:10; TOTAL
B-52 TIME 557:05 TOTAL B-52B TIME 478:15

TOTAL 1ST PILOT B-52B 244:25; TOTAL PILOT HOURS LAST 30 DAYS 25:40;
TOTAL PILOT HOURS LAST 30 DAYS IN B-52B 25:40; TOTAL PILOT
HOURS LAST 90 DAYS IN B-52B 56:40; PAYNE, MEREDITH L 1/LT
CO PILOT; TOTAL FLYING TIME 1008:30; TOTAL JET TIME 990:55;
TOTAL NON JET TIME 17:35; TOTAL 1ST PILOT B-52B 168:50; TOTAL
PILOT HOURS LAST 30 DAYS 23:40; TOTAL PILOT HOURS LAST 30 DAYS
IN B-52B 23:40; TOTAL PILOT HOURS LAST 90 DAYS IN B-52B 69:55.

PART II. AMEND MISSING AIRCRAFT REPORT AND 24 HOUR COMMANDERS
REPORT TO BRAD WELLS, (b)(6) CAPTAIN 1/LT AND
WINSALL, (b)(6) CAPTAIN 1/LT. PART III; AIR AND
SURFACE SEARCH CONTINUES.

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(b)(6)

1Lt. USAF
Information Officer

SEYMOUR JOHNSON AIR FORCE BASE, N. C.

HEADQUARTERS 4241ST STRAT WING (SAC)

OUTSIDE OF
MONTH

MAINTENANCE REVIEW AND ANALYSIS

RCS AF-D25



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 ADGM.....1
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 DCMG.....2
 DCMG.....2
 DCMG.....2
 Tech Reps.....2
 NSMO.....1
 QMS.....11
 PMS.....35
 PMS.....45
 PMS.....16
 79BS.....2
 911AWFS.....2
 47ACFW.....1
 482FTE (MSE-ARE).....1

SAC (MCA).....1
 SAC (MCA).....1
 SAC (COMD-2).....1
 SAFF (C).....1
 822 ADIV (G).....4
 822 ADIV (W).....2
 OCSAN (OCSASB).....1
 OCLAWA (OCLM-3).....1
 OCLAWA (OCLM).....1

42 Bomb Wing (DCM).....1
 379 Bomb Wing (DCM).....1
 Homestead AFB, Fla.....1
 4038 Strategic Wing (DCM).....1
 Dow AFB, Maine.....1
 4039 Strategic Wing (DCM).....1
 Griffis AFB, N.Y.....1
 4060 Air Refueling Wing (DCM).....1
 Dow AFB, Maine.....1
 4081 Strategic Wing (DCM).....1
 AFB 86, N.Y.....1
 4082 Strategic Wing (DCM).....1
 AFB 677, N.Y.....1
 4130 Strategic Wing (DCM).....1
 Bergstrom AFB, Texas.....1
 4135 Strategic Wing (DCM).....1
 Eglin AFB, Fla.....1
 4137 Strategic Wing (DCM).....1
 Robins AFB, Georgia.....1
 4138 Strategic Wing (DCM).....1
 Turner AFB, Georgia.....1
 376 Bomb Wing (DCM).....1
 Lockbourne AFB, Ohio.....1
 9 Bomb Wing (DCM).....1
 Mountain Home AFB, Idaho.....1
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DCMG.....	2	4002 Strategic Wing (DCM)	1
Tech Reps.....	2	APO 677, S.I.	1
NSWD.....	1	4130 Strategic Wing (DCM)	1
ONS.....	11	Mountain Home AFB, Idaho	1
FRS.....	35	4135 Strategic Wing (DCM)	1
AFS.....	45	4137 Strategic Wing (DCM)	1
MS.....	16	4138 Strategic Wing (DCM)	1
79BS.....	2	376 Bomb Wing (DCM)	1
911AFWS.....	2	Loakbourne AFB, Ohio	1
47ACFW.....	1	9 Bomb Wing (DCM)	1
482FIS (1962-ARB).....	1	Mountain Home AFB, Idaho	1
		SAC (DPLAW)	
		Form 661, 662, 663, 663A, 663A, 665.....	2
		Section 1.....	2
		3345 Tech Trng. Group (TMB-6).....	3
		Chamblee AFB, Illinois	1
		SAC Madison Officer.....	1
		TMB-6.....	2

AIRCRAFT AND GAM MAINTENANCE PRODUCTION SUMMARY - PARTS I, A, B AND C

AREA	PERIOD OF SUMMARY		FROM		TO		REPORTS CONTROL SYMBOL								
	START DATE	END DATE	MONTH	YEAR	MONTH	YEAR	AF-DOS	AF-DOS							
1	1	2	1	1954	1	1954	AF-DOS	AF-DOS							
A. AIR VEHICLE (Aircraft and GAM)		NUMBER ASSIGNED	AVERAGE AGE	UNIT SYMBOL	MISSION CODE	SORTIES FLOWN	HOURS FLOWN	BASIC POSTFLIGHT	PREFLIGHT	HOURLY POSTFLIGHT	PERIODIC	AVERAGE DUTY TO ACCOMPLISH	INSPECTION CLOCKS	PERIODIC ELAPSED	
		1	2	3	4	5	6	C	D	E	F	C	PERIODIC	PERIODIC	
		1	2	3	4	5	6	C	D	E	F	C	PERIODIC	PERIODIC	
1	B-52	14	2	4/21	CC	76	508	55	92	10	5	1.7	1.0	48.0	72.0
2	RC-119	10.5	3	7/72	CA	76	427	60	60	5	5	1.0	1.0	48.0	72.0
3	3407	16	2	4/12	CC	38	328	24	20	2	2	1.0	1.0	48.0	72.0
4	3407	34	1	3/12	CC	35	10	24	20	1	1	1.0	1.0	48.0	72.0
5															
6															
7															
8															
REMARKS		* FOUR INSPECTIONS ** INCLUDES OTHER INSPECTIONS *** FORWARD INSPECTIONS													
TOTAL ALL AIRCRAFT (Include GAM)		122 1055													

TYPE NAME AND GRADE (GAM) DATE
 (b)(6) (b)(6)
 SA (b)(6)

MAINTENANCE PRODUCTION SUMMARY - FROM		PERIOD OF SUMMARY										REPORTS CONTROL SYMBOL
PARTS II A AND B		1 - 1 October 1961										AF-D25
LABOR CODES AND DESCRIPTION		MANHOURLY UTILIZATION BY LABOR CODE										
		1	2	3	4	5	6	7	8	9	10	
		UNS	FVE	AEWS	SUB TOTAL	DKM	TOTAL 4, 5 & 6	M'S	22 MAINT WEEKDAYS	TOTAL ALL ORG		
A. MANHOURLY AUTHORIZED AND UTILIZED IN CODE 01												
1	TOTAL MANHOURLY AUTHORIZED (All Labor Codes)	42,400	63,712	47,168	159,280	13200	172,480	11088		183568		
2	TOTAL MANHOURLY ASSIGNED (All Labor Codes)	47,537	62,028	47,628	156,953	13159	170,112	11920		182032		
3	% ASSIGNED OF AUTHORIZED (7 + 1 x 100)	97.5	97.5	101.0	98.5	99.7	98.6	107.5		99.2		
4	CODE 01 MANHOURLY ASSIGNED	36,629	48,224	33,060	117,423		117,423	7552		124,975		
5	% CODE 01 ASSIGNED OF TOTAL ASSIGNED (4 + 3 x 100)	76.3	77.7	69.3	74.7		68.9	63.4		68.6		
6	DIRECT CODE 01 MANHOURLY EXCEPTION TIME	20,406	24,206	16,233	60,915	1-2	61,037	2802		64,839		
7	DIRECT MANHOURLY - MAINTENANCE DATA COLLECTION	19,307	25,024	17,744	56,435	188	56,247	2703		60,026		
8	% MDC OF ETA DIRECT (7 + 8 x 100)	94.0	95.4	84.7	92.2	154.1	92.3	97.4		92.6		
9	% MDC OF CODE 01 ASSIGNED (7 + 4 x 100)	53.6	47.9	41.6	47.9		48.0	49.0		48.1		
B. PRODUCTIVE INDIRECT CODES												
02	ALERT DUTY OR STANDBY	11321	4327	1304	17592		17532	91		17623		
03	SUPERVISION	5934	5519	4282	15018	865	16883	1224		18107		
04	MAINTENANCE ADMINISTRATION	1521	5063	7592	14136	8602	22738	1271		24709		
05	MAINTENANCE ON-BASE TRAINING	8755	4485	5157	10937	315	11252	1593		12845		
06	QUALITY INSPECTION	176	123	42	271	1450	1721	71		1792		
07	STANDARDIZATION			2	2		2	600		604		
08	MAINTENANCE MEETINGS	6	155	295	456	30	486	92		578		
09	PLANT EQUIPMENT MAINTENANCE	369	594	1023	2386		2386	1111		3497		
10	CLEANING AND POLICING	710	1171	632	2513	22	2535	253		2788		
11	VEHICLE AND/OR EQUIPMENT OPERATION	2805	1883	1494	6182	2	6184	292		6476		
12	STOCK CHASING	126	547	81	754		754	8		762		
13	TOOL CRIB SUPPLY	114	1472	35	1621		1621	277		1898		
14	TOO PROPERTY	4		6	10		10	10		10		
15	CANIBALIZATION	9	9		18		18	18		18		
16	MAINTENANCE MANAGEMENT	932	778	1360	3070	1159	4229	457		4686		
17	DIRECT SUPPORT TIME OPERATOR											
TOTAL PRODUCTIVE INDIRECT MANHOURLY (Column B Item 17)		24832	26486	24608	75926	12445	88371	6142		96513		
C. PRODUCTIVE INDIRECT OF AVAILABLE MANHOURLY (TOTAL + B x 100)		54.7	51.0	60.1	55.2	99.0	58.9	66.3		59.4		

MAINTENANCE PRODUCTION SUMMARY -		FROM		PERIOD OF SUMMARY		MANNOUR UTILIZATION BY LABOR CODE					REPORTS CONTROL SYMBOL		
PARTS II, C, D, E AND F		22 Oct 54 - 28 Oct 54		1 - 28 October 1954		AP-D25							
LABOR CODES AND DESCRIPTION		1	2	3	4	5	6	7	8	9	10		
		OIS	FMS	AEIS	SUB TOTAL	DCM	TOTAL	4, 5 & 6	MOS	22 MAINT	TOTAL		
										WORKDAYS	ALL ORG		
C.	NON-PRODUCTIVE INDIRECT CODES												
20	LAG - ASSISTANCE	134	221	66	421		421		38		459		
21	LAG - EQUIPMENT	11	21	47	79		79		277		356		
22	LAG - TRANSPORTATION		64	11	75		75		15		90		
23	LAG - WEATHER												
24	LAG - PARTS	19	122	7	147		147		8		155		
	TOTAL NON-PRODUCTIVE INDIRECT MANHOURS	153	428	131	712		712		338		1050		
	% NON-PRODUCTIVE INDIRECT OF AVAILABLE MANHOURS (TOTAL = 71 + 160)	4	8	3	5		5		2.8		.7		
D	1 TOTAL A6 + B + C (EXCL. Available Manhours)	45401	51190	40972	137563	12567	150130		12282		162412		
	2 TOTAL A7 + B + C (EXCL. Available Manhours)	44302	49998	38483	132783	12633	145416		12183		157599		
	3 DIFFERENCE (1 - 2)	1099	1192	2489	4780	-66	4714		99		4813		
	ABSENCE CODES												
30	MILITARY TRAINING	62	522	223	807	90	897		22		919		
31	SQUADRON OR BASE DUTIES	1485	2386	1117	5188	398	5486		155		5661		
32	FLYING - NON-MAINTENANCE	250	46	7	303	348	651				651		
33	TDY MAINTENANCE TRAINING	1176	2120	1840	5136		5136		6		1177		
34	TDY MAINTENANCE DUTY	363	408	384	1155	16	1171				1171		
35	TDY OTHER	352	784	816	1952		1952		200		2152		
36	PERSONNEL PROCESSING	104	442	370	916	12	914		47		995		
E.	TOTAL DUTY ABSENCE MANHOURS (EXCL. 30)	3792	6928	4767	15477	774	16251		440		16691		
40	COMPENSATORY TIME FOR OVERTIME	3851	1324	1367	6542	55	6597		32		7099		
41	EXCLUDED FROM DUTY	161	1624	1240	3045	22	3067		345		3512		
42	LEAVE - OFFICIAL	2112	3352	1478	6942	264	7206		7		7511		
43	SICK LEAVE - CIVILIAN	5	5	5	5		5		199		204		
44	MEDICAL - MILITARY	182	802	385	1369	57	1426		7		1433		
45	PERSONAL AFFAIRS	20	388	250	668	39	707		7		714		
46	ARREST OR CONFINED			4	4		4				4		
F.	TOTAL NON-DUTY ABSENCE MANHOURS (EXCL. 40)	8356	7515	4734	20605	437	21042		1638		22680		
	TOTAL ABSENCE MANHOURS (B + F)	12152	14443	9491	36082	1	37293		2078		39371		

MAINTENANCE PRODUCTION SUMMARY										REPORTS CONTROL SYMBOL									
PARTS & B										AF - D25									
FROM										TO									
DATE										DATE									
CLASSIFICATION										CLASSIFICATION									
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MAINTENANCE PRODUCTION SUMMARY - PARTS V, D AND E		FROM: 4241st Street W., Seymour Johnson AFB, N.C.		PERIOD OF SUMMARY: 1-11 October 1961		REPORTS CONTROL SYMBOL: AF-D25	
LABOR CODES AND DESCRIPTION	1 TOTAL MANHOURS EXPENDED BY ABSENCE CODE	2 MAN-HOUR DISTRIBUTION BY ABSENCE CODE		3 TOTAL OVERTIME MANHOURS BY LABOR CODE	4 OVERTIME MANHOURS EACH CODE OF TOTAL	5 REMARKS	
		1a BY ABSENCE CODE	1b BY LABOR CODE				
30 MILITARY TRAINING	910	5.5	2.3	93	4.2	INCLUDES MS	
31 SQUADRON OR BASE DUTIES	5661	33.9	14.4	2033	91.5		
32 FLYING - NON-MAINTENANCE	651	3.9	1.7	85	3.8		
33 TDY MAINTENANCE TRAINING		30.8	13.0				
34 TDY MAINTENANCE DUTY	1177	7.1	3.0				
35 TDY OTHER	2152	12.9	5.5				
36 PERSONNEL PROCESSING	995	6.0	2.5	10	5		
D. TOTAL DUTY ABSENCE (OF INH 43)	16401		42.4	2221			
40 COMPENSATORY TIME FOR OVERTIME	933	42.7	24.6				
41 EXCUSED FROM DUTY	3099	13.7	7.9				
42 LEAVE - OFFICIAL	7551	33.3	19.2				
43 SICK LEAVE - CIVILIAN	5						
44 MEDICAL - MILITARY	1625	7.2	4.1				
45 PERSONAL AFFAIRS	714	3.1	1.8				
46 ABDL OR COMBINED	4						
E. TOTAL NON-DUTY ABSENCE (OF INH 44)	22680		57.6				
TOTAL ABSENCE (OF 1 8)	33071						

SAC FOR 3646 PREVIOUS EDITION IS OBSOLETE.

SECTION 11

Deleted

4. MAINTENANCE DELAYS: None

5. SUPPLY SHORTAGES: Aircraft 193 are cancelled on AF O-1 61 due to ACP in Fly Gear Box. A total of 19 items were cancelled during October.

The following items by aircraft type were cannibalized during October.

ITEM	STOCK NUMBER	QTY	NOTE	QTY
B-50	4730-659-2389	1	Hose	1
	6600-558-6574	1	Tracker	1
	1000-348-1425	1	Lumber	1
	1890-1505-733-4139	1	Match	1
B-52	1630-639-4220	1	Shield	1
B-57	4200-716-2642	1	Hose	1
	220-730-8921	1	Hose	1
	4810-716-8273	1	Valve	1
	4730-716-8237	1	Disconnect	1
	WABC-4420-725-0429	1	Amplifier	1
	WABC-420-801-3577	2	Motor	2
	4300-702-0066	1	Pump	1
	5330-711-0911	1	Seal	1
	0245-2995-657-7875	1	Strainer	1

6. POL EFFECTIVENESS: No POL Discrepancies.

7. VARIANCE IN DIRECT HOURS: None.

6. HOURS AND LEAVE TIME

Manhours Loaned "Outside the Maintenance Complex"

Food Tax	243.0
Duty Absence	3700.1
Non Duty Absence	18,440
Total	20,483.1

Duty Absence of Above

Military Training	244.8
Sign Base Duty	2937.9
Flying Non Maint	40.
TDY Maint Training	0.
TDY Maint Duty	16.
TDY Other	0.
Pers Processing	472.6
Total	4772.1

7. ABSENCE FACTORS

Military Training	919
Sign Base Duty	5601
Flying Non Maint	651
TDY Maint Training	5176
TDY Maint Duty	1177
TDY Other	2153
Pers Processing	926
Total	16691

Comp Time for Overtime	9482
Excused from Duty	3099
Leave Official	7551
Sick Leave Civilians	5
Medical Military	1605
Personal Affairs	714
AWOL or Confinement	4
Total	39371

11. ADDITIONS: There were two additions for the B-52 aircraft. They are as follows: Aircraft 58-158 & 58-159 on 13 Oct 61 for Weather Recovery. There were 2 additions for the KC-135 aircraft. Aircraft 58-013 on 13 Oct 61 for Weather Recovery. A/C 58-034 on 29 Oct 61 and A/C 58-034 twice on 30 Oct 61 in Support of TIC Operation Start Step.

12. HIGHER HEADQUARTERS, Rome

13. PREPARATION OF AF D-25 BY FUNCTION:

Collection of Data - 35 hours
 Recording of Data - 165 hours
 Typing - 12 hours
 Reproducing - 7 hours
 Reproducing - 2
 Assembling - 4
 Distribution - 1

14. MANHOURS ASSIGNED IN WF GRADING AND CROSS TRAINING AFSC:

	AGE	ONS	FIS	MS
01.3	4316	2669	6216	784
01.5		704	176	176
01.7	352	525	352	
	5158	3898	6744	960

Total All Sqdts = 16770

9. THE B-52 AIRCRAFT: 1177 manhours were expended in TIC. Maintenance crew. This was done by equally divided labor between squadrons with F10 and Base Ground Equipment Personnel. TIC to California, Greenland and Base A/C. AFSC has personnel TIC to GCAMA or a T.O. Requisite Program. There is reason to believe that a portion of AFSC Code 34 should actually have been Code 33 but it is too late for a correction on this. OMS expended their portion in scattered programs such as support of Sky Shield, Structural Modification of Aircraft and Support of TAC's "Talking Bird" aircraft.

9. CANCELLATIONS: There were 6 cancellations for the B-52G during October, three of which were material cancellations. The chargeable cancellations were aircraft 58-189 on 7 Oct 61 for CSD failure, aircraft 58-164 on 9 Oct 61 for fuel leaks in left and right outboard tanks and aircraft 58-173 on 18 Oct 61 for ACGF for Flap Gear Box. Aircraft 58-179 cancelled on 27 Oct 61 due to runway being blocked after an aircraft accident. There was one chargeable cancellation for the KC-135 aircraft. Aircraft 58-037 on 25 Oct 61 was cancelled due to a fuel leak in A/R Mainfield.

10. LATE TAKE OFFS: There was one late take off for the B-52G in October. On 24 Oct 61 aircraft 58-171 was late due to #2 engine Surge Bleed Valve being stuck. There were two late take offs for the KC-135 aircraft. On 3 Oct 61 aircraft 58-034 was 40 minutes late due to #4 engine fuel/air starter being inoperative. On 27 Oct 61 aircraft 58-034 was 1 hour and 15 minutes late due to P.A.A.

ITEM D, D-1

NO. AF 100

PART 1, B-520

ITEM D, D-1

1	2	3	4	5	6
Air conditioners	2	124	124	146	92.4%
Air Compressors	19	161	161	601	87.7%
Generators	24	277	277	1826	95.6%
Housers	2	1	1	1	97.3%
Start Carts *	19	237	237	102*	94.5%
Testor Cabin Leaks	1	0	0	0	100%
Testor Hydraulic	2	12	12	17	97.5%
Motor Generators	11	0	0	1653	100%

* Starts 1568

ITEMS D, D-2

Negative

ITEM F	F-1	15/15
F-2	15/15	
F-3	15/15	
F-4	15/15	
F-5	15/15	
F-6	15/15	
F-7	15/15	

F-8 15/15

F-9 15/15

ITEM I, I-1

1	2	3	4	5	6
1B-52-1390	1	2	2	1	1/2
1B-52-1403	10	3	30	10	4/12
1B-52-1423	1	1.5	1.5	1	9/13.5
1B-52-1426	0	0	0	0	1/1
1B-52-1428	1	1	1	1	0
1B-52-1429	2	2	4	2	11/22
1B-520-618	5	28	140	3	0
1B-520-640	7	6	42	3	0

ITEM I, I-1

Negative

ITEM I, I-3

ITEM I	I-1	I-2	I-3	I-4	I-5
1B-52-1329	1/18.5	21-157-735	4/6.5		
1B-52-1336	1/3	729	21/146		
1B-52-1376	1/2	730	21/150		
1B-52-1391	2/56	725	4/9		
1B-52-1392	1/16	768	12/13.5		
1B-520-683	2/11	812	4/22		
11F8-16-501	8/33				

7. Armament and Electronics Maintenance Sq. Chief

- (1) (b)(6) Major, 77030
- 2. 18 Oct 61, GAY Maint Supervisor, 3-16
- 3. Fully Qualified, 2 yrs Supt SAC/0 yrs Other
- 4. N/A

- (2) 1. (b)(6) CWO-3, 953681E
- 2. 18 Oct 61, Training Analysis Officer, 3234B
- 3. Fully Qualified, 7 yrs SAC/2 yrs Other
- 4. N/A

- (3) 1. (b)(6) 2nd Lt., 311592
- 2. 24 Oct 61, 3331B
- 3. Entry Level, 0 yrs SAC/10 yrs Other
- 4. N/A

- C. Field Maintenance Squadron
- (1) 1. (b)(6) Major, 66733A
- 2. 2 Oct 61, OIC Aero Repair Branch, 4311
- 3. Entry Level, 2 yrs 8 mos SAC/0 yrs Other
- 4. 3 Dec 62, Pending Attendance of Maintenance Officer's Course

ITEM 4. (b)(6)

- 1. Negative
- ITEM 5. Deleted
- ITEM 6. Not Applicable to 424.1et
- ITEM 6. C-1

- A. DCH and Staff Positions:
- (1) 1. (b)(6) Colonel, 4189A
- 2. 2 October 1961, Deputy Commander for Maintenance, 4316
- 3. Fully Qualified
- 4. N/A

- (2) 1. (b)(6) Lt. Col., 433911
- 2. 5 Sept 61, Asst Deputy Commander for Maintenance, 4316
- 3. Fully Qualified, 1 yr SAC/0 yrs Other
- 4. 5 Oct 63, Pending Attendance of Maintenance Officer's Course

- (3) 1. (b)(6) Lt. Col., 9527A
- 2. 5 Sept 61, Chief, Maintenance Control Division, 4311
- 3. Entry Level, 10 years SAC/6 yrs Other
- 4. N/A

- (4) 1. (b)(6) Major, 800862
- 2. 2 Oct 61, Chief, Training Control Division, 4344
- 3. Fully Qualified, 4 yrs SAC/5 mos Other
- 4. N/A

ITEM C. C-1 (CONT'D)

D. 53rd Munitions Maintenance Squadron

- (1) 1. (b)(6) Major, 4958768
2. 18 Oct 61, Commander 53rd MMS, 4316
3. Fully Qualified, 7 yrs SAC/6 yrs Other
4. N/A

- (2) 1. (b)(6) Captain, 1850691
2. 18 Oct 61, Maintenance Supervisor
3. Entry Level, 5 mos SAC/0 yrs Other
4. N/A

- (3) 1. (b)(6) Captain, 1859049
2. 18 Oct 61, Chief, Munition Maintenance Branch, 3211, 3275B
3. Entry Level, 5 yrs 3 mos SAC/1 yrs 2 mos Other
4. Qualified for 3216 upon promotion

- (4) 1. (b)(6) 1st Lt., 3111992
2. 18 Oct 61, Ass't Chief, Munitions Maint Branch, 3275B
3. Fully Qualified
4. N/A

ITEM C. C-2 LOSSYS

1. (b)(6) Col., 4316, MCM, 2 Oct 61
2. (b)(6) /Lt., 3231B, AEMS, 3 Nov 61

GAINS
C-10-6

ITEM F. GAW-77 GAW-77A

F-1 39 35
F-2 12 3
F-3 27 32

ITEM Q. Q-1

A. MISSILE GROUND SUPPORT EQUIPMENT

	1	2	3	4	5	6
S2-1A-A Elect Serv Unit	2/1448	0	0	169	100%	
S2-2A-A Pneumatic Serv Unit	2/1448	0	0	169	100%	
S2-3A-A Hyd Serv Unit	1/744	0	0	5	100%	
S2-1A-A Barometric Fit Cont Con	1/744	0	0	2	100%	
C2-1M-A System Console	2/1448	0	0	169	100%	
C2-2A Auto Navigator Console	2/1448	0	0	165	100%	
C2-126M Computer Contr'l Panel	2/1448	0	744	165	50%	

B. GAW-77 GUIDANCE AND FLIGHT CONTROL

	1	2	3	4	5	6
S2-1A-A Barometric Fit Cont	1/744	0	0	12	100%	
C2-1A-A Fit Cont Align Con	1/744	0	0	27	100%	
C2-97A Computer Test Set	1/744	0	22	46.1	97%	
C2-2A Auto Navigator Console	1/744	0	0	267.3	100%	
C2-39A Auto Nav Test Set	1/744	92	0	244.4	89.9%	

C. AIRCRAFT CHECK OUT

	1	2	3	4	5	6
C2-47M Elec Check Out Console	1/744	0	0	12	100%	

ITEM 4. Q-1 (CONT'D)

D. COMBINED SYSTEMS

ITEMS R. R-1	QUANTITY	DATE	PERCENTAGE	REMARKS
S2-3A-A Hyd Serv Unit	1	1/74	100%	
S2-4A-A Pres Sys Serv Unit	6	1/74	97%	
C2-11A-A System Console	0	1/74	100%	
C2-98-A Attitude Console	0	1/74	100%	
C2-113A-A Adapter	0	1/74	100%	

E. GAM-72A TEST EQUIPMENT

ITEMS R. R-1	QUANTITY	DATE	PERCENTAGE	REMARKS
Flight Control Console	2	1/498	124.0	91.7%
Preparation Sys Console	1	1/74	0	20.1 100%

ITEMS R. R-1

ALLOCATION	SKIP	DISCREPANCY
B-52G	3	45
		41
		30
		116 Total

RC-135A

ALLOCATION	SKIP	DISCREPANCY
GAM-77	2	24
		55
		89 Total

GAM-72A

ALLOCATION	SKIP	DISCREPANCY
	5	9
		21
		11
		17
		66 Total

ITEMS R. R-1

EQUIPMENT	QUANTITY	DATE	DISCREPANCY
MD-3A Generator	4		43
MA-1A Start Units	3		99
EA-536 Gen Set	2		85
AF/27M-1 Cabin Leakage Tester	1		13
MC-1A Air Comp	2		92
MA-3 Air Cond Unit	3		87
MC-2A Air Compressor	1		19
MD-4 Gen Set	2		16
H-1 Heaters	1		45
MB-8 Air Cond	1		1
Hyd Test Stand	1		26
MF-1 Lighting	1		9

PART II - RC-135A

ITEM D. Not Applicable

ITEM F.	DATE	DISCREPANCY
F-1	11/11	F-7 11/11
F-2	11/11	F-8 11/11
F-3	11/11	F-9 11/11
F-4	11/11	
F-5	11/11	
F-6	11	

ITEM 1, 1

ITEM NO.	1	2	3	4	5	6
10-139-501	1	4	1	1	1	9/20
21-457-722	1	4	1	1	1	11/11
21-457-734	1	4	1	1	1	4/2
21A5-2-518	1	4	1	1	1	4/4
21A5-9-503	1	4	1	1	1	3/54
986-3-15-503	1	4	1	1	1	7/24
ITEM M. Deleted						
ITEM N THROUGH R. Not Applicable						

ITEM 1, 1-3

10-139-501	1	4	1	1	1	9/20
21-457-722	1	4	1	1	1	11/11
21-457-734	1	4	1	1	1	4/2
21A5-2-518	1	4	1	1	1	4/4
21A5-9-503	1	4	1	1	1	3/54
986-3-15-503	1	4	1	1	1	7/24

ITEM N THROUGH R. Not Applicable

In accordance with 2AF Message DMIC 410,7 Dated 10 Aug 61, the following information is submitted.

TYPE ACFT	BETWEEN FLIGHTS	GOING ON ALERT
B-52D	30:10 Hrs	66:00 Hrs
KC-135A	45:30 Hrs	33:35 Hrs

In accordance with 2AF Message DMIC 41178 Dated 16 Oct 61 the following is submitted:

AFSC	UNO AUTH NO.	GRADE	AFSC	UNO ASSIGNED NO.	GRADE
43430	2	SSGT	43410	1	SSGT
43470	1	TSGT	43470	1	SSGT
43470	1	MSGT	43470	1	TSGT
Total	4			3	

Action Taken to Fill Vacancy: At present 1 SSGT is on IFF for the 3 level. An attempt is now being made to fill the other vacancy from wing resources.

HEADQUARTERS
421st STRATEGIC WING (SAC)
United States Air Force
Seymour Johnson Air Force Base, North Carolina

30 October 1961

REPLY TO
ATTN OF (b)(6)

SUBJECT: Letter of Appreciation

TO: Airman First Class (b)(6)
421st Field Maintenance Squadron
421st Strategic Wing (SAC)
Seymour Johnson Air Force Base, North Carolina

THRU: FMSC

1. It is with extreme pleasure and pride that I commend you on being selected as Wing Maintenance Man of the Month for October 1961.
2. Many factors are considered in achieving this coveted award. You have distinguished yourself in the many aspects of jet engine maintenance. By your outstanding devotion to duty and initiative you designed a support bracket to prevent the GAM-72 engine duct assembly from whipping against the turbine case bolts and tail pipe during an engine run. By your keen foresight you have saved the Air Force many dollars and manhours which would have been expended on replacement parts due to this malfunction. This is indeed gratifying and most commendable.
3. These fine attributes have won you this award.
4. I take this opportunity to commend you of a job well done and I am proud to have you as a member of our maintenance organization.

(b)(6)
COLONEL, USAF
Deputy Commander for Maintenance

"KEEPING AN OPEN MIND IS NO TRICK. THE HARD PART IS
KNOWING WHEN TO SHUT IT UP AGAIN."*****

MAINTENANCE AND MATERIAL DEVIATION

Aff. Nr	Name	Sorties Sched	Sorties Act. as Sched	Late Maint T/O	Total FLOW	Aff. Nr	Name	Sorties Sched	Sorties Act. as Sched	Late Maint T/O	Total FLOW
013	(b)(6)	7	7		8	164	TSGT	7	6	1	6
021	TSGT	5	5		5	165	TSGT	4	4		4
023	TSGT	7	7	1	8	167	TSGT	1	1		1
025	TSGT	5	5		5	169	TSGT	12	10		10
026	SSGT	7	7		7	171	TSGT	10	10	1	10
029	TSGT	2	2		2	173	TSGT	3	2		2
034	TSGT	5	5		8	181	SSGT	7	7		8
036	TSGT	10	10		10	188	TSGT	8	7		8
037	TSGT	10	9	1	9	189	TSGT	7	6	1	7
115	TSGT	4	4		4	193	TSGT	7	7		7
355	TSGT	10	10		10	194	SSGT	1	1		1
						196	TSGT	6	5		5
						199	TSGT	6	5		5
						601	TSGT	2	2		2

NC 137A

B 520

AIRCRAFT	DATE OF LAST DEVIATION	TYPE OF DEVIATION	NUMBER OF SORTIES SINCE LAST DEVIATION	AIRCRAFT	DATE OF LAST DEVIATION	TYPE OF DEVIATION	NUMBER OF SORTIES SINCE LAST DEVIATION
013	11 Sep 1961	Late Take Off	11	164	9 Oct 1961	Cancellation	2
021	3 Jun 1960	Late Take Off	128	165	4 Aug 1961	Late Take Off	16
023	3 Oct 1961	Late Take Off	6	167	4 Aug 1961	Late Take Off	11
025	29 Jun 1961	Late Take Off	22	169	1 Jun 1961	Late Take Off	41
026	18 Apr 1961	Late Take Off	44	171	24 Oct 1961	Late Take Off	0
029	8 Aug 1961	Late Take Off	14	173	12 Sep 1961	Late Take Off	3
034	14 Feb 1961	Late Take Off	41	181	10 Apr 1961	Late Take Off	32
036	23 Mar 1961	Late Take Off	58	188	10 Feb 1960	Late Take Off	88
037	25 Oct 1961	Cancellation	1	189	4 Oct 1961	Cancellation	3
115	14 Aug 1961	Late Take Off	16	193	10 Aug 1961	Late Take Off	13
355	15 Aug 1961	Late Take Off	20	194	9 Aug 1960	Late Take Off	62
				196	24 Aug 1960	Cancellation	64
				199	21 Apr 1960	Cancellation	76
				601	20 Mar 1961	Late Take Off	39

In the course of examining labor expenditures for the month of October we noticed a rise in Log Assistance Labor Code. In attempting to find the reason for this rise many disturbing things came to our attention. We will attempt here to explain our aims and reason for publishing figures in the AF-D-35 Report.

We always rate manhour expenditures on individual aircraft as being above or below the average for the fleet. This by no means indicates that an aircraft is using "too much or too little" direct labor hours. It does not require that immediate steps be taken to "bring down" or "increase" the expended OI labor. The only thing it actually means is that supervision should be aware that this aircraft is substantially different and that possibly the maintenance practices in regard to this aircraft should be evaluated-not necessarily changed-but evaluated. We stated that a rise in Log Assistance Labor Codes was noticed. It appears at this time that this rise is caused more by an increased stressing of accurate reporting than by any actual increase in lag. If this is actually the case we are in complete accord as this section has always advocated completely accurate reporting. We must point out however that no one aspect of the Manhour Accounting/Maintenance Data Collection System can be considered by itself. As examples let us consider what an abnormally detailed reporting of lag codes alone could cause. First the manhour accounting phase: A greater than realistic amount of time exerted to lag codes would lower the percent of OI labor utilized of the amount assigned. Carried to extremes this could cause Higher Headquarters to view our manning with a possible reaction in strength in mind. With no more information than can be gathered from Manhour Reports a High Leg Assistance could indicate a lack of scheduling or lack of supervision. Now consider the Maintenance Data Collection side of the picture. The greater the amount of lag reported during an individual job the fewer direct manhours reported for this job. The reduced time will cause a revision of the Job Standards which in turn affects scheduling. While close accounting for time is desirable we wish to call attention to the fact that short breaks in job continuity such as smoke breaks, coke or coffee breaks taken at the place of work are to be included as part of the job hours.

In summation, the figures we publish in the AF-D-35 are meant only to develop a quantifying approach to maintenance practices and should not be used as an automatic indication that an area needs to be changed in any way.

UTILIZATION AND MAINTENANCE REQUIREMENTS CHARTS

The purpose of the following three charts (one KC-135 and two B-52G charts) is to show what each individual A/C flew and how much maintenance (excludes stopover) was required by each during the month.

The information shown includes hourly and Basic Postflight Inspection, Periodic Inspections, POPE Inspection (B-52), Pre-flight inspections, all other maintenance grouped under unscheduled maintenance, hours flown, number of sorties, and average sortie, and average sortie length for each A/C.

AIRCRAFT PERFORMANCE INDEX CHARTS

Comparing the A/C Performance Index with the Maintenance Requirement Charts will show when an A/C is above or below the fleet average manhours per sortie as a percentage for both scheduled and unscheduled maintenance. Following these charts is an analysis of data shown.

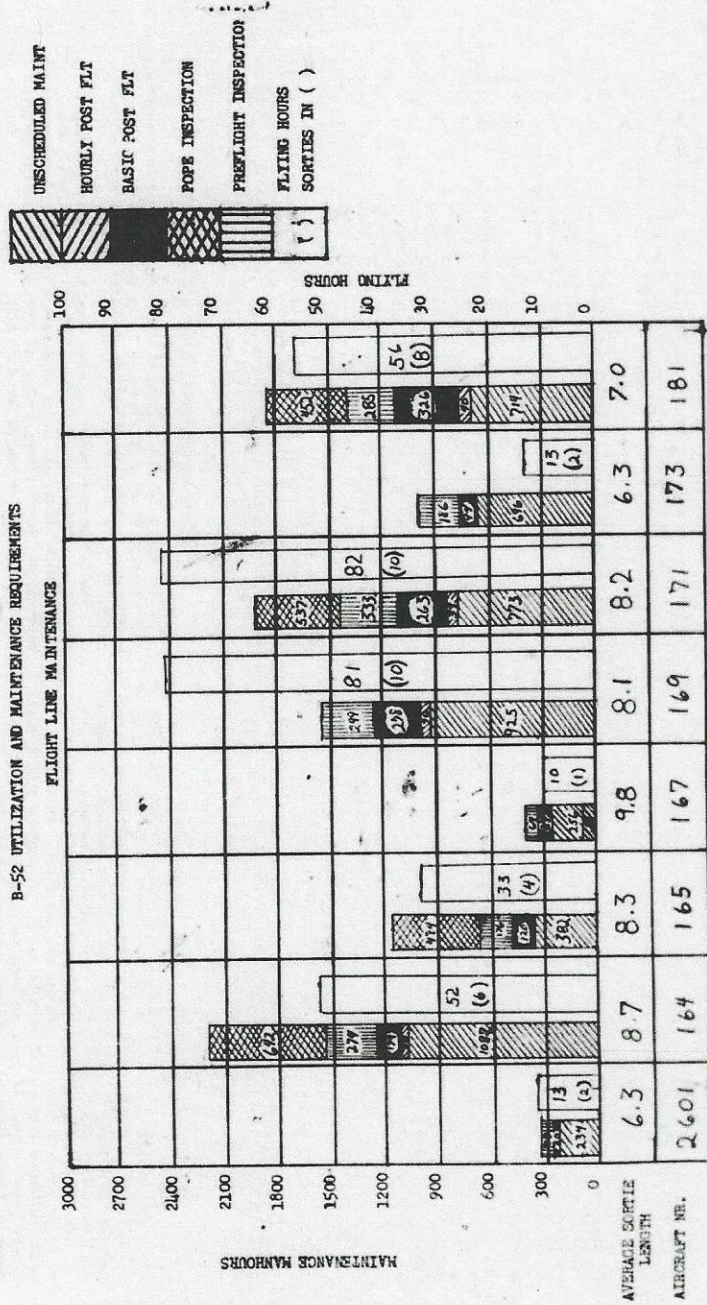
% CONTAINABILITY, MOC/ETA, % UTILIZATION OI LABOR ASSIGNED AND % NET OVERTIME

These charts show only work centers with OI manhours assigned with the exception of the Squadron and Wing Charts which show Squadron and Wing Totals for all work centers.

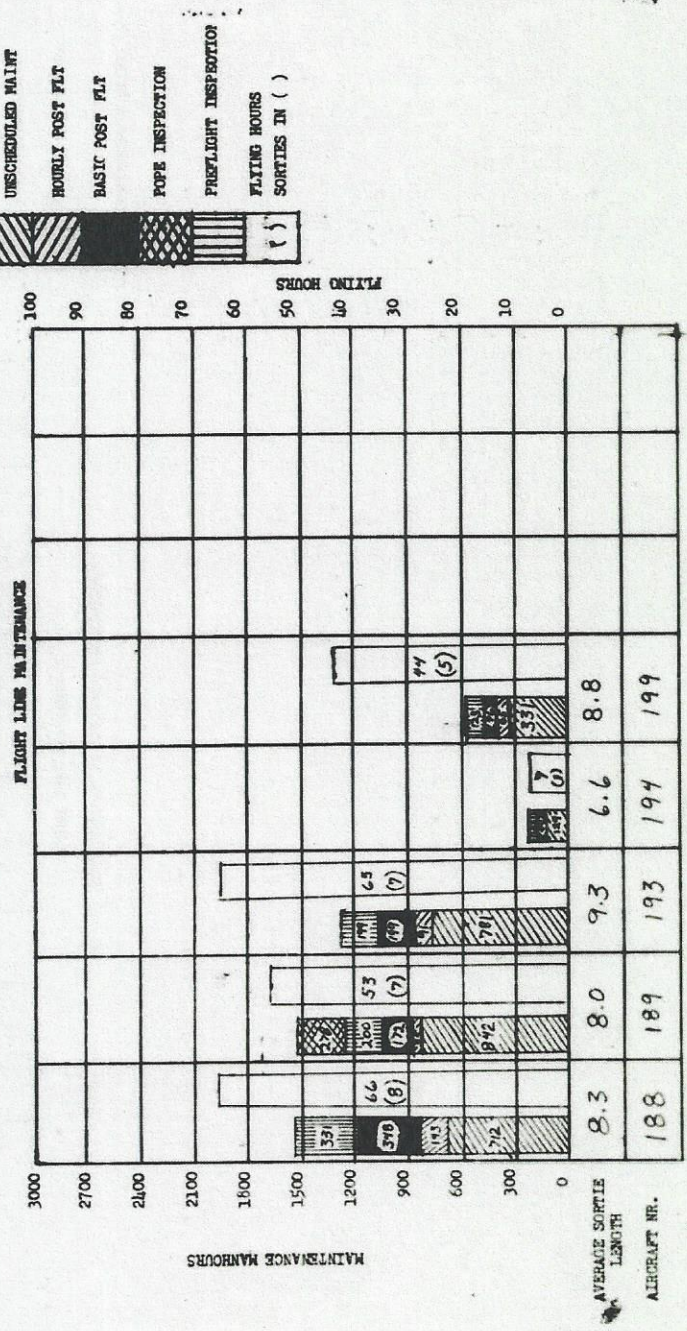
The data for these charts is figured by the following formulas: For % utilization OI labor assigned the OI manhours documented (on AFPO Forms) is divided by the OI manhours assigned and multiplied by 100.

For % net overtime the gross overtime (overtime plus overtime lanned) minus compensatory time off and excused from duty equals net overtime divided by total manhours assigned multiplied by 100 equals % net overtime.

B-52 UTILIZATION AND MAINTENANCE REQUIREMENTS



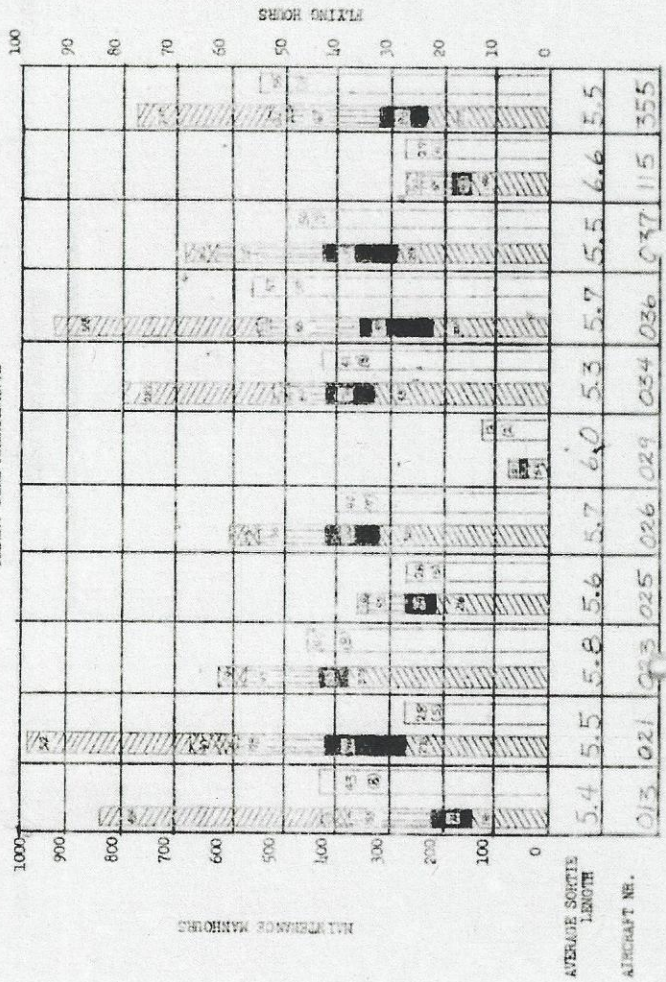
B-52 UTILIZATION AND MAINTENANCE REQUIREMENTS



UNSCHEDED MAINT
 HOURLY POST FLIGHT
 BASIC POST FLIGHT
 PERIODIC
 PREFLIGHT
 FLYING HOURS
 SORTIES IN ()

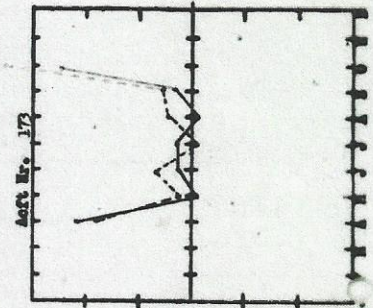
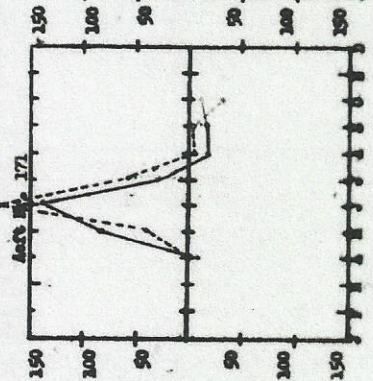
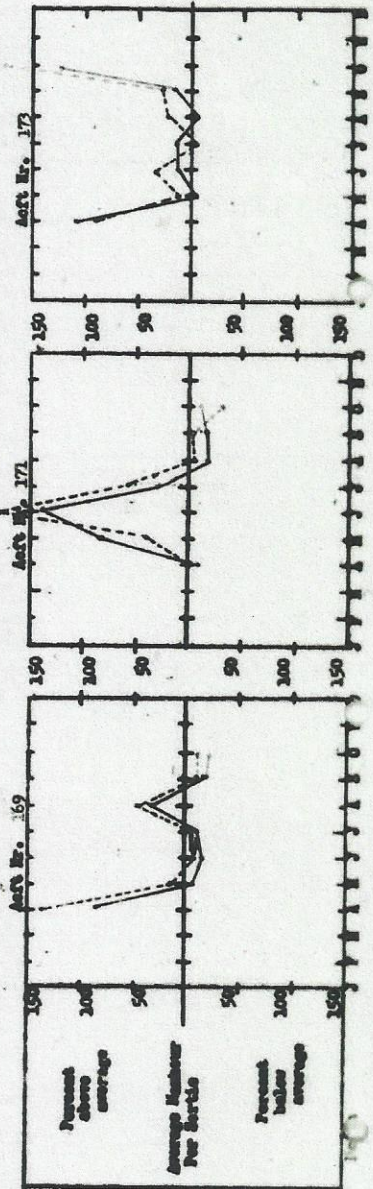
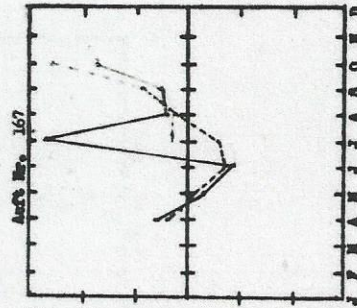
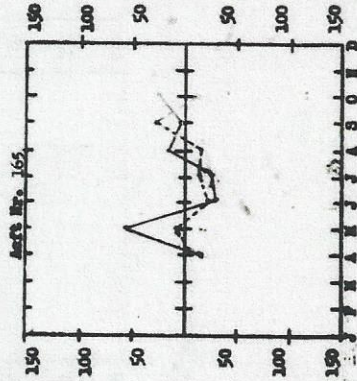
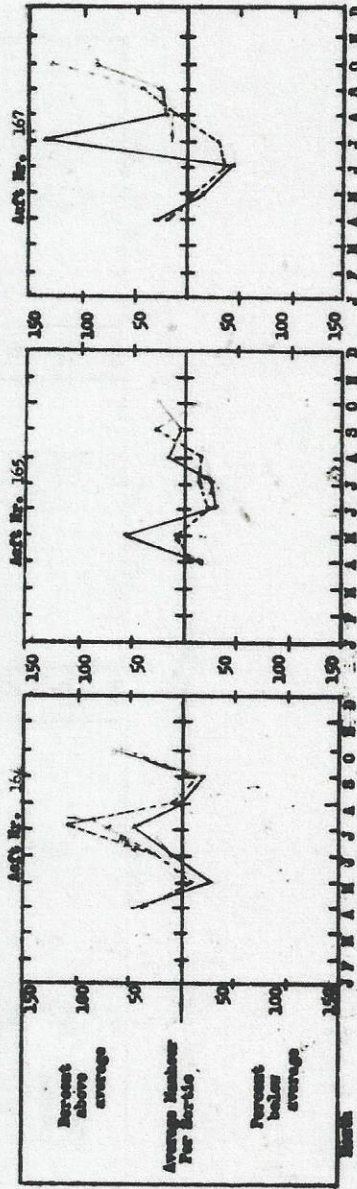
KC-135 UTILIZATION & MAINTENANCE REQUIREMENTS

FLIGHT LINE MAINTENANCE



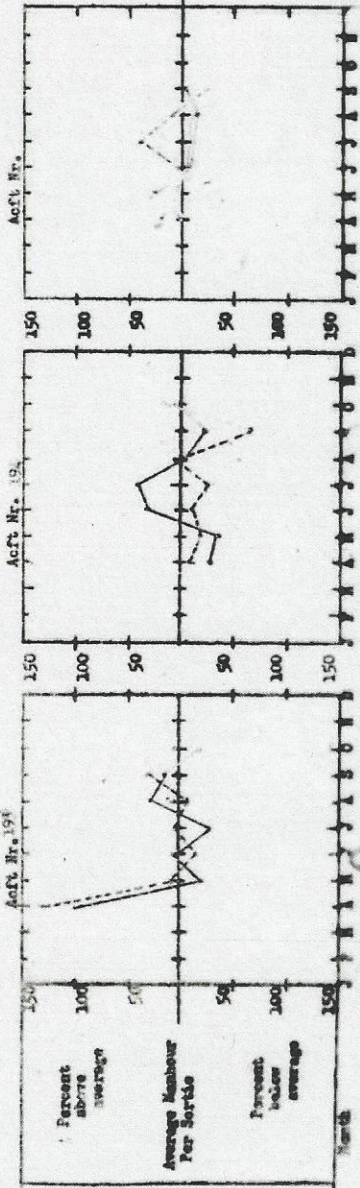
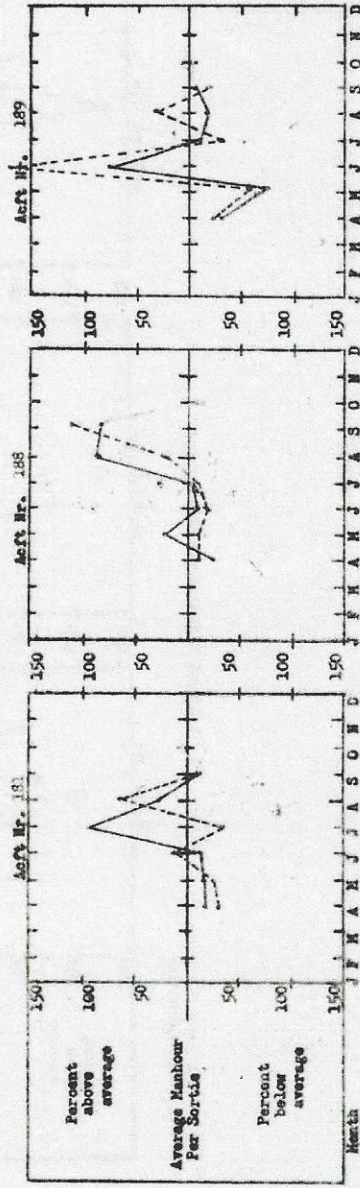
ALTIMETER PERFORMANCE INDEX - B-52B

--- Unscheduled Maintenance
 - - - Total Maintenance

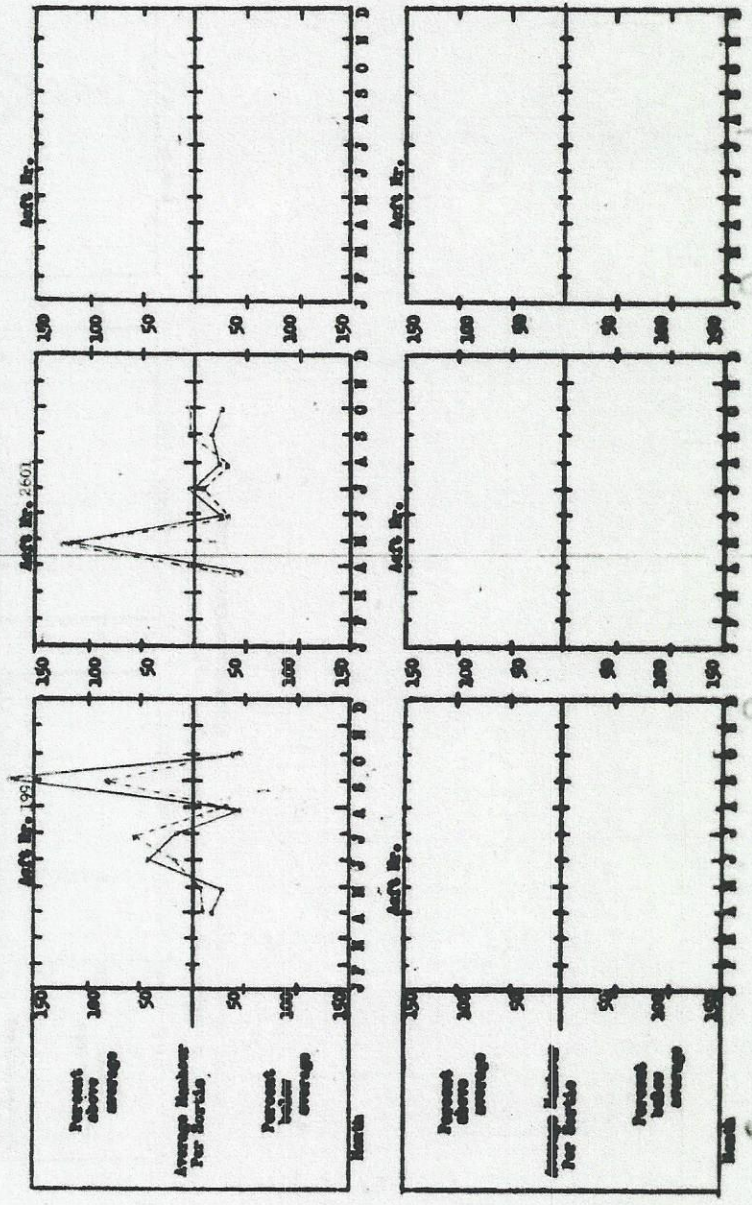


AIRCRAFT PERFORMANCE INDEX - B-26

--- Unscheduled Maintenance
 - - - - - Total Maintenance

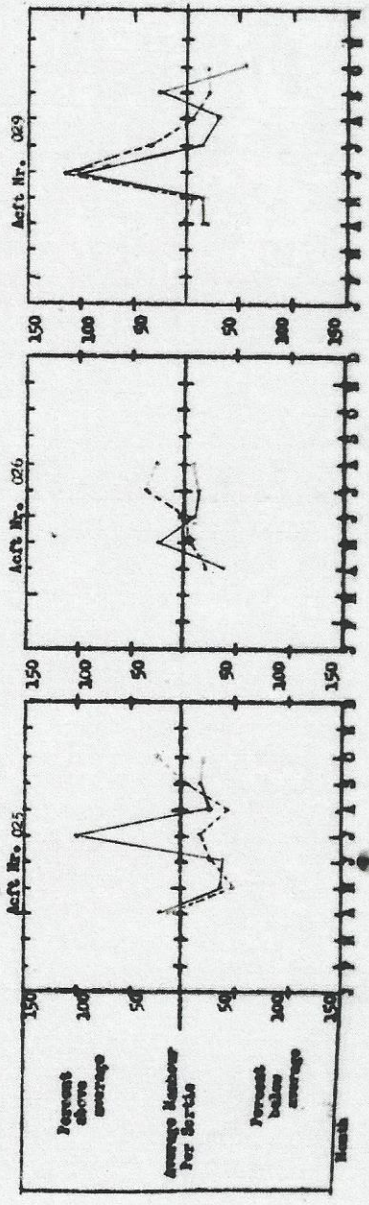
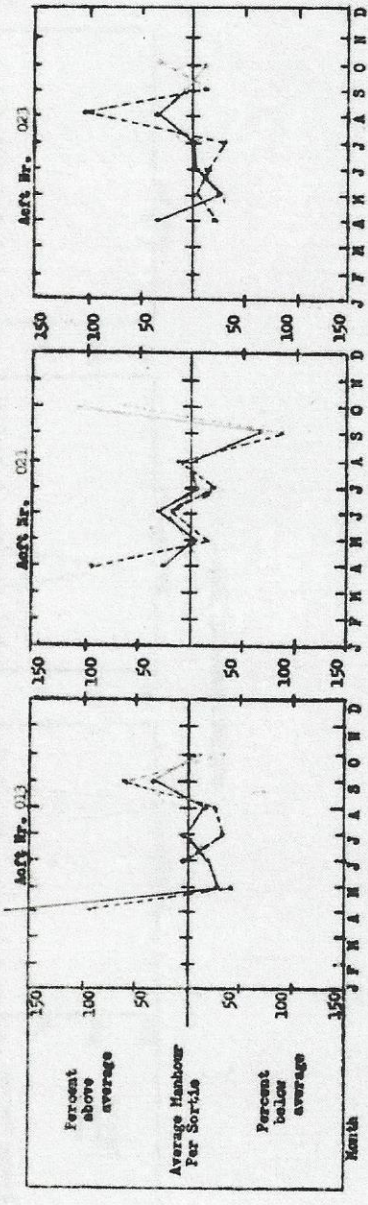


ALBRIGHT PERFORMANCE INDEX - B-52D



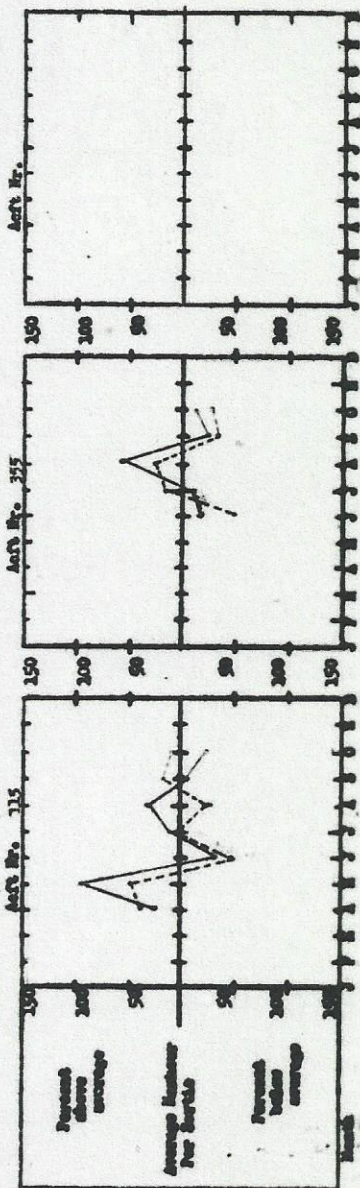
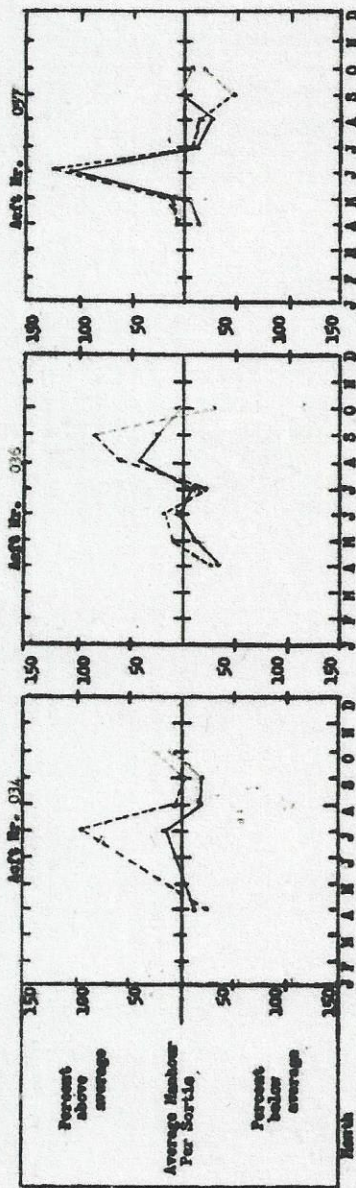
AIRCRAFT PERFORMANCE INDEX - KC-135A

--- Unscheduled Maintenance
 - - - Total Maintenance



AIRCRAFT PERFORMANCE INDEX - KC-135A

--- Unscheduled Maintenance
 - - - - - Total Maintenance



ANALYSIS OF B-52 UTILIZATION AND MAINTENANCE REQUIREMENTS

The B-52 aircraft flew a total of 16 sorties for 407 flying hours requiring a total of 7000 total flightline maintenance man-hours. The average sortie length was 5.1 hours, the average scheduled maintenance per sortie was 4.3 manhours, and the average total maintenance was 92.2 manhours per sortie.

Aircraft 021 was the highest consumer of manhours this month with 94 manhours. This aircraft flew 5 sorties for 28 hours. There isn't any real outstanding maintenance problem on this aircraft just a lot of all types of maintenance. It is very apparent that the crew chief on this aircraft is a very conscientious maintenance man because his large amount of manhours/sortie is really paying off. The number of sorties flown since last deviation is more than twice as great as any other aircraft.

The following listing shows relative manhours for B-52 aircraft.

ACFT NO	NO OF SORTIES	MANHOURS/SORTIE	TOTAL MANHOURS/SORTIE
164	6	181	1086
165	4	96	384
167	1	256	256
169	10	93	930
171	10	195	1950
173	2	348	696
181	8	89	712
188	8	89	712
189	7	120	840
193	7	112	784
194	1	174	174
199	5	179	895
2001	2	117	234

ANALYSIS OF KC-135 UTILIZATION AND MAINTENANCE REQUIREMENTS

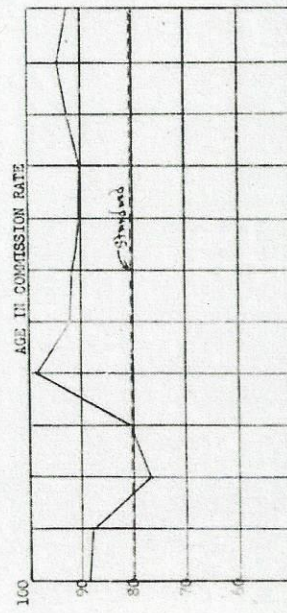
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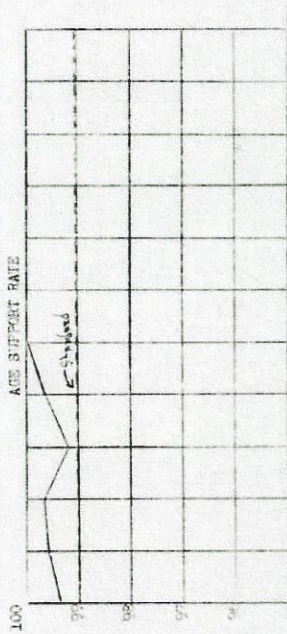
The following listing shows relative manhours for KC-135 aircraft.

ACFT NO	NO OF SORTIES	MANHOURS/SORTIE	TOTAL MANHOURS/SORTIE
015	8	18	144
021	5	54	270
023	8	47	376
025	5	43	215
026	7	46	322
029	2	27	54
034	8	42	336
036	10	22	220
037	9	33	297
115	4	38	152
355	10	24	240
118	14	31	434

AGE IN COMMISSION RATE



AGE SUPPORT RATE

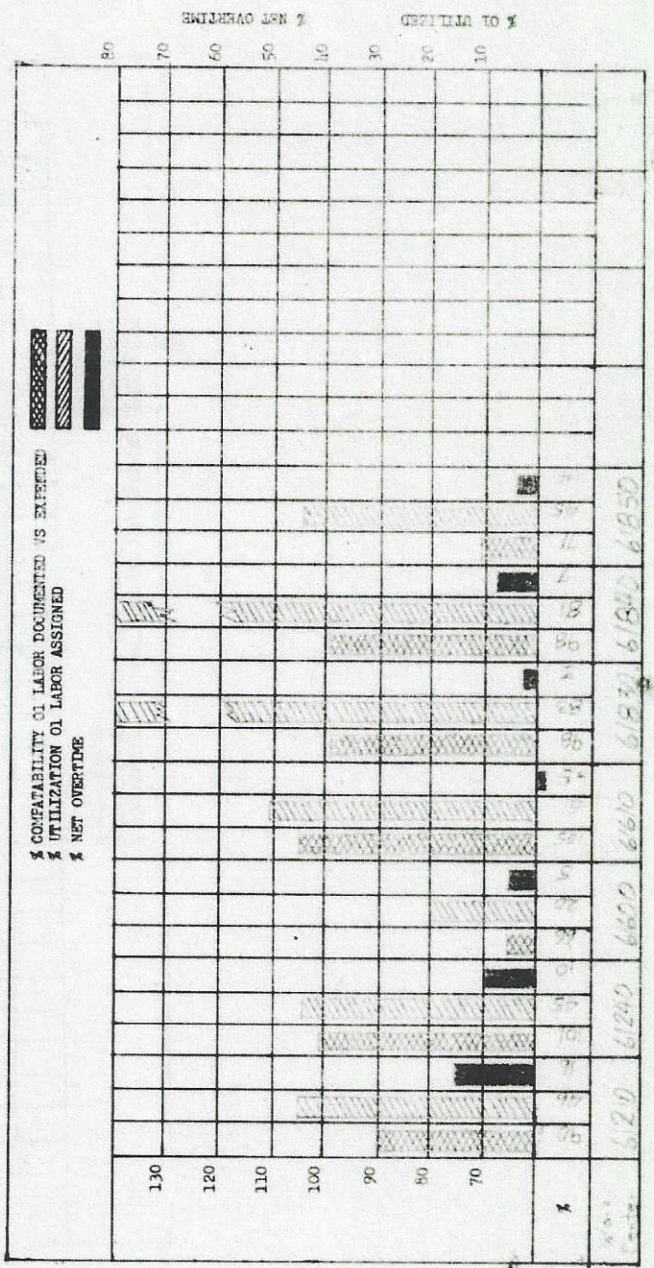


CASE UTILIZATION



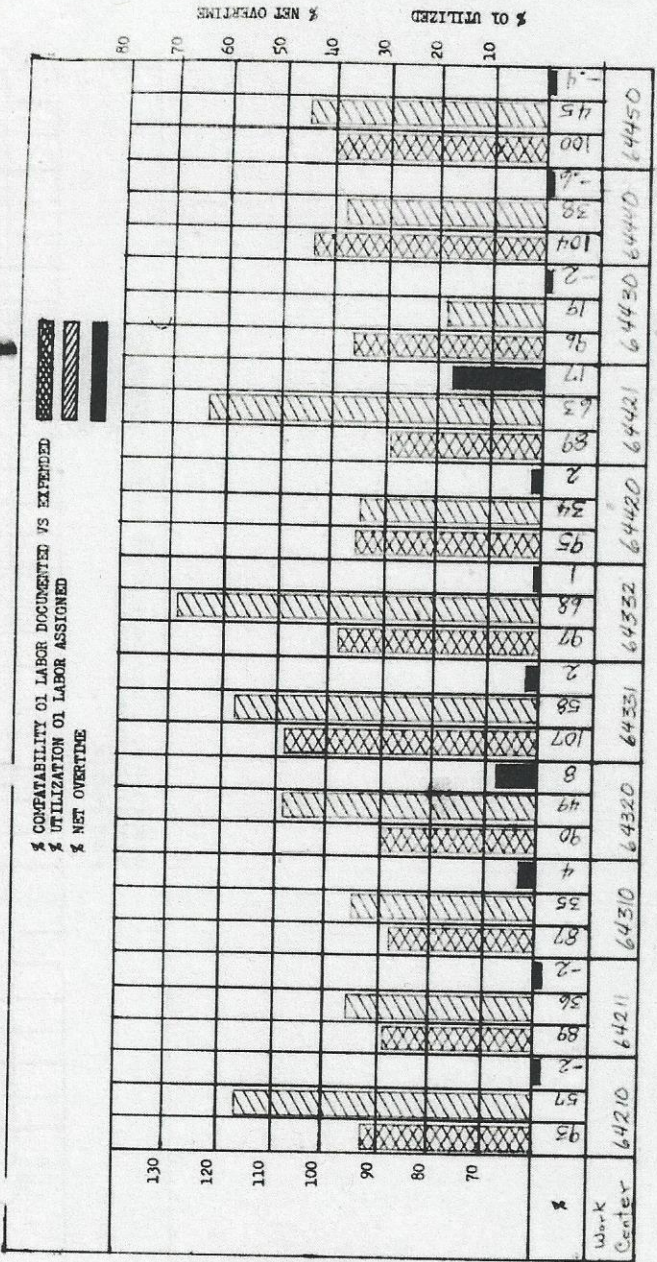
This case is closed on a date which is a number of days after the date of receipt of the case. The number of days is indicated by the number of the case in the column of the case.

COMPATIBILITY MDC/STA
SAC STANDARD 95%

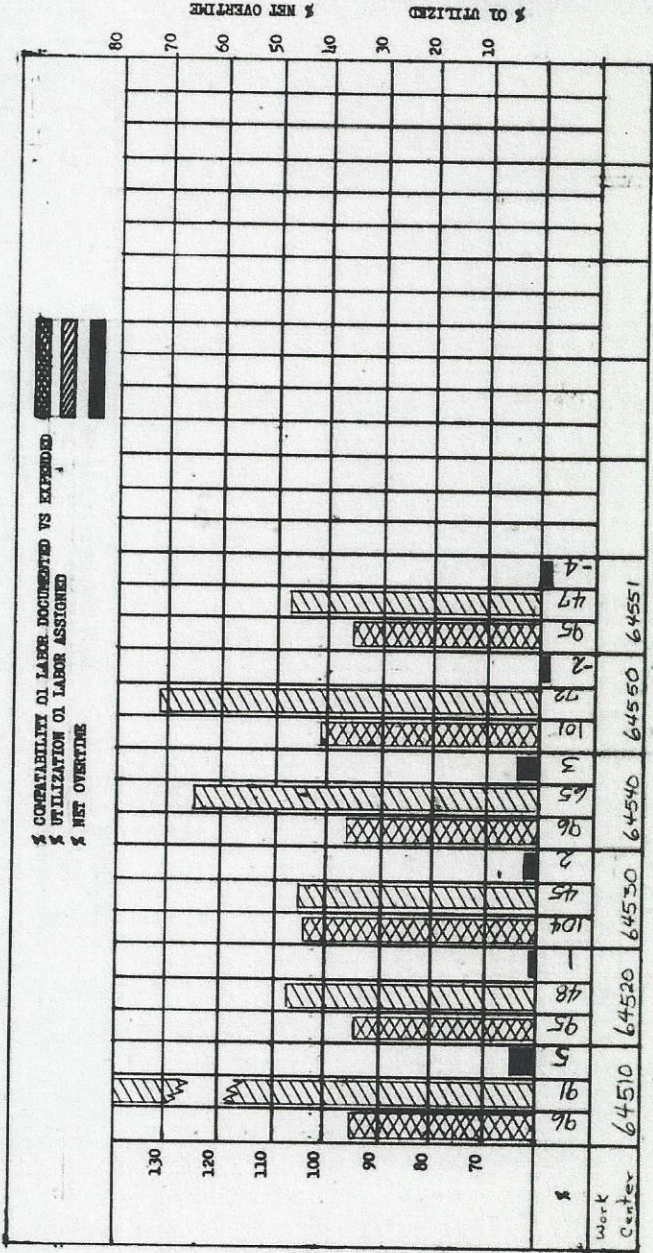


T.V.C.

% COMPATIBILITY MDC/BTA
SAC STANDARD 9%



II-17

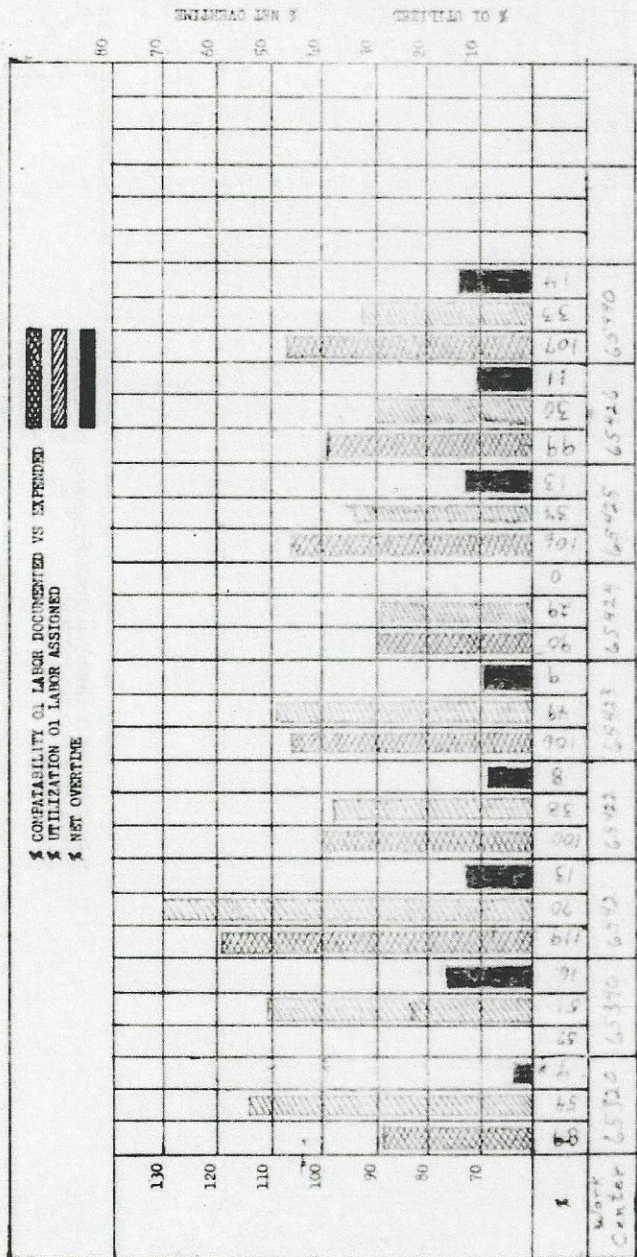


% COMPARABILITY OF LABOR DOCUMENTED VS EXPENDED
 % UTILIZATION OF LABOR ASSIGNED
 % NET OVERTIME

SAC STANDARD 93%
 MFC
 7/1

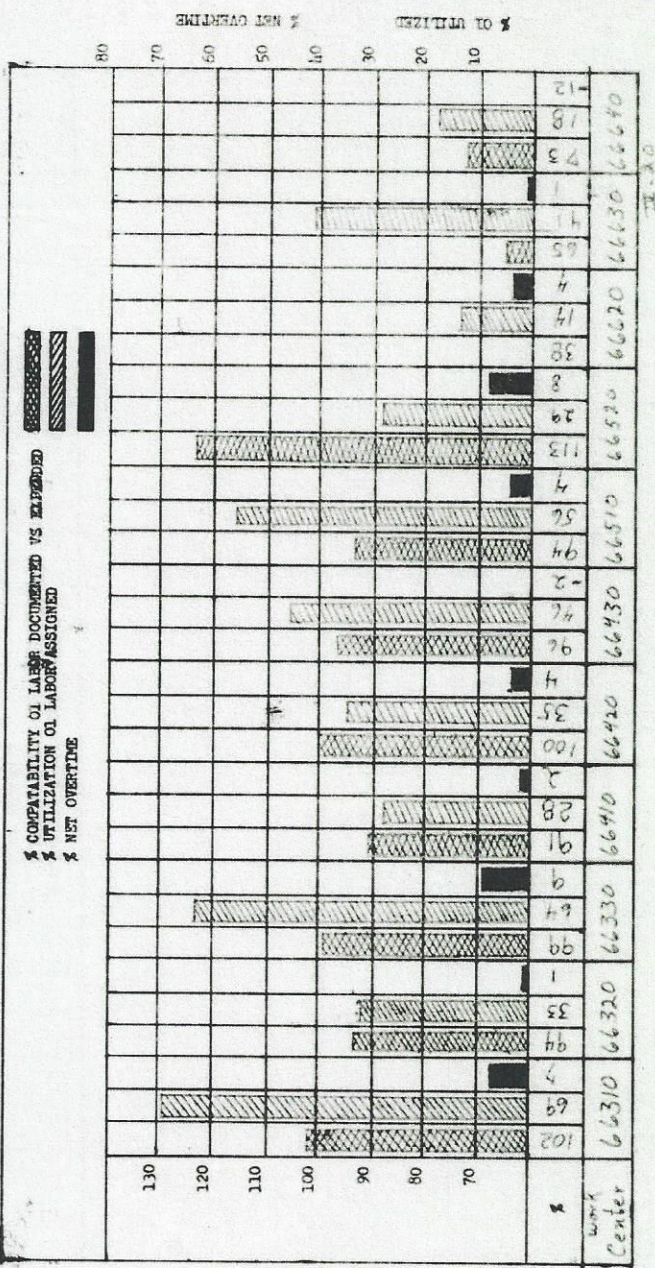
IE 18

COMPARABILITY MDC/ETA
SAC STANDARD 95%



II-74

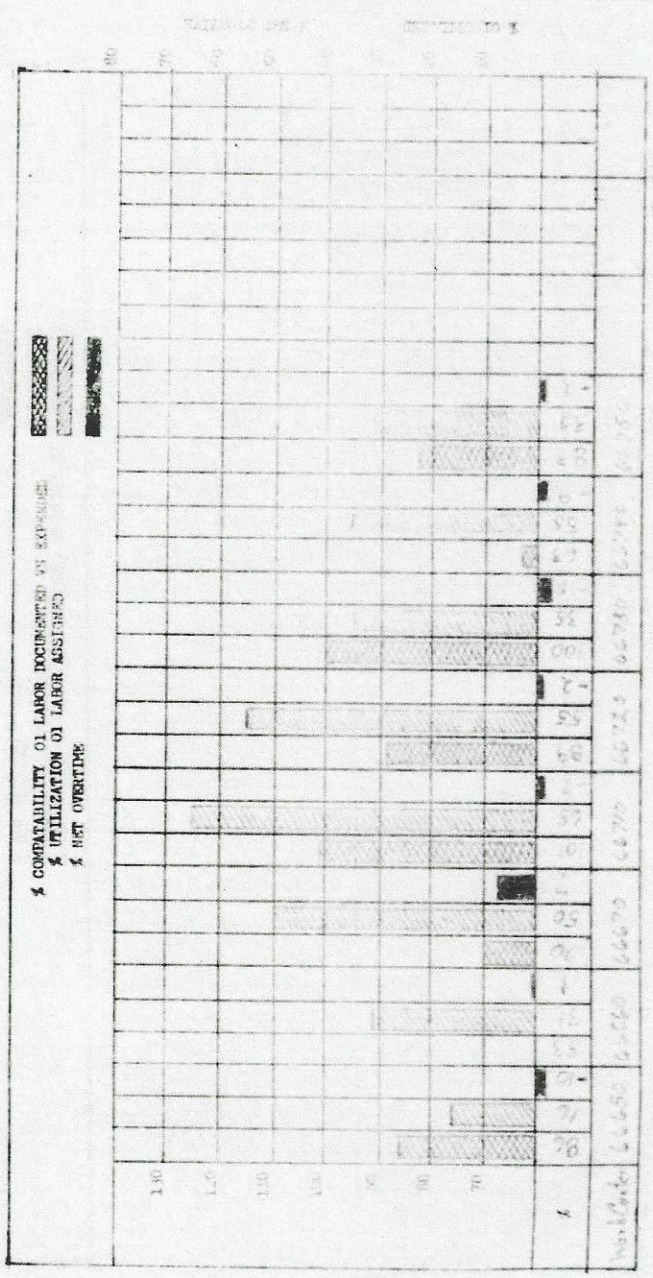
% COMPATIBILITY MDC/ETA
SAC STANDARD 95%



% COMPATIBILITY MDC/ETA
SAC STANDARD 95%

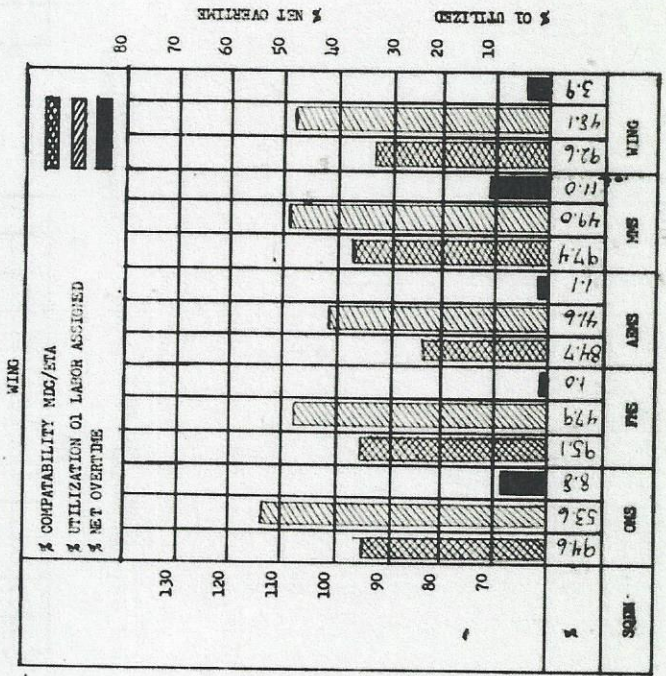
% OF UTILIZED
% NET OVERTIME

II-20



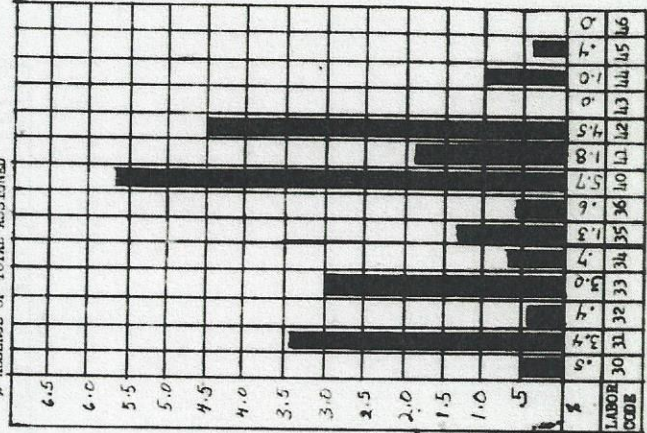
COMPARABILITY OF LABOR DOCUMENTED VS EXPENDED
% UTILIZATION OF LABOR ASSIGNED
% NET OVERTIME

1000



WING

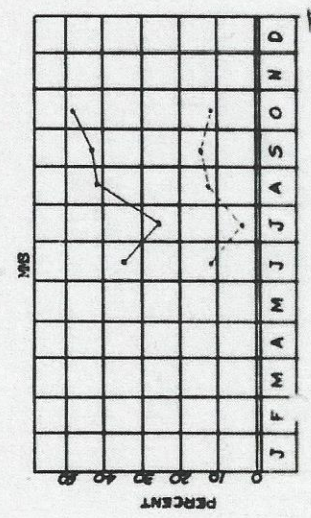
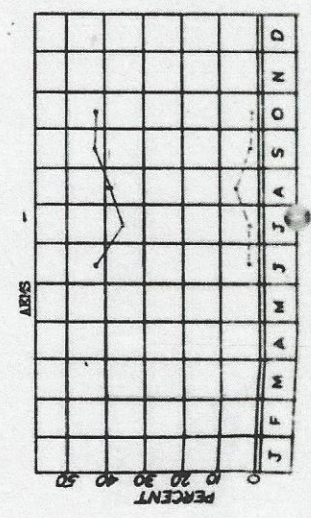
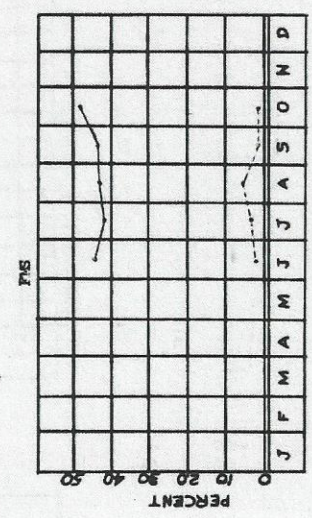
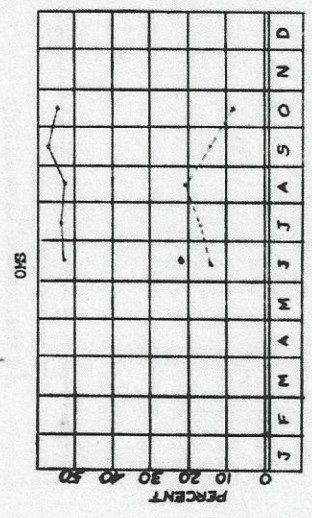
% ABSENCE OF TOTAL ASSIGNED

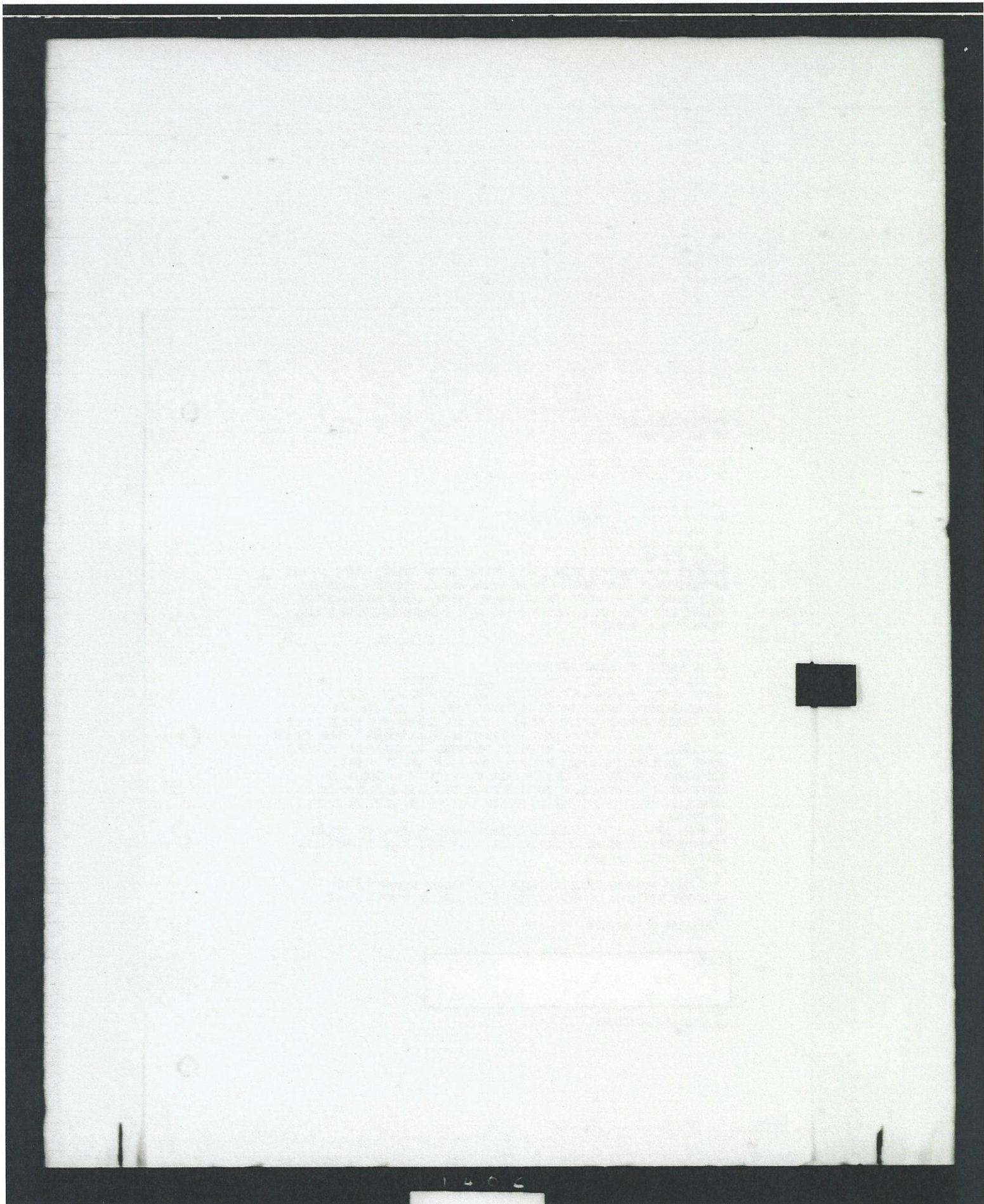


% COMPATIBILITY MDC/ETA
SAC STANDARD 95%

MHR
TREND CHART

— OI Labor Utilization
- - - Net Overtime





FHA759C2CFHA017
DE RJESBN 5E

FM EARC ROBINS AFB GA
TO 4241 STRATWG SEYMOUR JOHNSON AFB NC

UNCLAS ARSAR 16-K-04

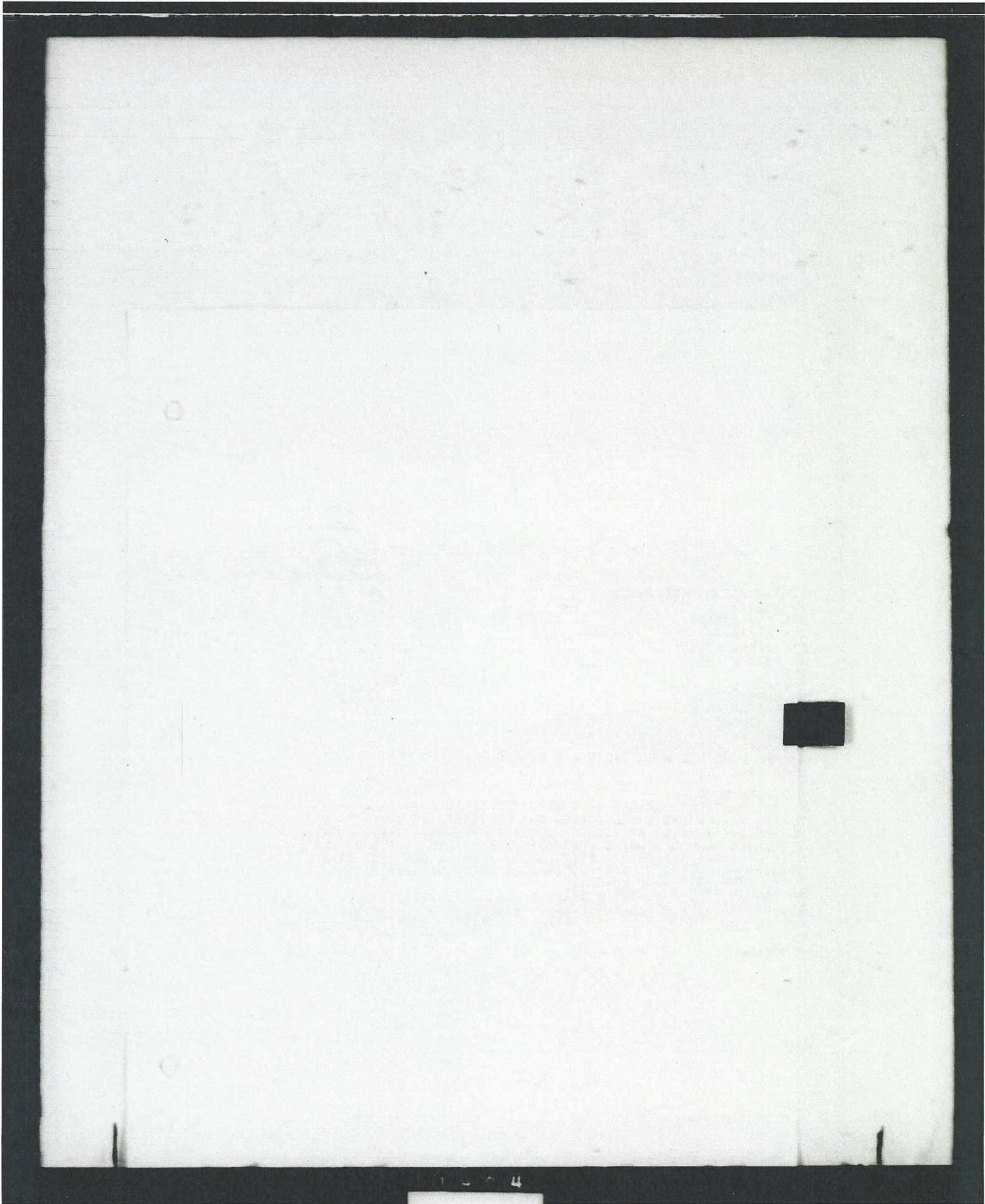
1. RCS: 1-ARS-UI PROGRESS REPORT
2. PROGRESS REPORT NR 1
3. EARC-108-15 OCT 61
4. 16 OCT 61
5. POPE AFB SEARCHED AREA 3715N 7911W, 3450N 7852W, 25NM, 50 PCT EFFECTIVENESS, LOW CLOUDS IN MOUNTAIN AREAS. 758 TC84 SEARCHED AREA 4010N 7420W, 4030N 7454W, 4053N 7957W, 4000N 8000W, 3720N 7912W, 15NM, 50 PCT EFFECTIVENESS. VA CAP SEARCHED 3715N 7914W, 3630N 7914W, 10NM.

PAGE TWO RJESBN 5E

6. NO LEADS IN INLAND REGION.
 7. MAX EFFORT SEARCH PLANNED FOR DAYLIGHT HOURS 16 OCT. NIGHT ROUTE SEARCH PRESENTLY BEING FLOWN BY 2 C123S. FIVE STATE CAP WINGS ALERTED, REQUESTED TO INITIATE INTENSIVE COMMUNICATIONS AND GROUND INTERROGATION EFFORT, WITH AIR SEARCH FOR FIRST LIGHT 16 OCT. CAP WINGS AUTHORIZED TO PARTICIPATE AS FOLLOWS: NEW JERSEY 15/2100Z; PENN 15/2130Z, VIRGINIA 15/2130Z, W. VIRGINIA 15/2200Z; NORTH CAROLINA 15/2130Z. FAA HAS BEEN REQUESTED TO ALERT ALL CIVIL AIRLINERS IN SEARCH AREA TO MAINTAIN LOOK-OUT FOR ANY UNUSUAL SIGHTINGS. NOTAM ISSUED AT 16/0145Z ADVISING OF INTENSIVE AERIAL ACTIVITY IN SEARCH AREA 16 OCT BETWEEN 1200Z AND 2300Z.
 8. POPE AFB/15 ACFT/15 SORTIES/75:00 HOURS 758TC84/37 ACFT/EU SORTIES/169:30 HOURS VA CAP FLYING ACTIVITIES WILL BE FORWARDED NEXT PROGRESS REPORT.
 9. N/A
 10. EARC ASSUMED MISSION CONTROL FOR INLAND REGION SEARCH ACTIVITY 15/2208Z. AMEND SECTION 6 OPENING TO READ 15/0520Z.
- BT
16/1630Z OCT RJESBN

(b)(6)

Information Officer



FRAT9JCZCFHA990ZCJVA325
 PP RJESFH
 ZNR ZOV RJEXDH
 JAK001BJB210
 PP RJEXAD RJEXFK
 DE RBEGUF 105
 ZNR
 P 102215Z
 FM COMEASTAREA
 TO RJEXAD/HQ EIGHTH AF
 I O RJWXBRB/CINCSAC OFFUT AFB
 RJE SBN/EASTERN RESCUE ROBBINS AFB
 RJE SSB/ORLANDO RESCUE
 RJEAFK/FOUR ONE FOUR TWO S & W SEMORE JOHNSTON AFB
 USCG GRNC

BT
 DISTRESS POGO 22
 1. INTERNATIONAL ORANGE RAFT REPORTED BY TICK 31 AT 101420Z IMPOSIT
 39.21N 01.04W WAS INVESTIGATED AND RECOVERED BY MORMAC COVE.
 MORMACCOVE ADVISED AT 102015Z QUOTE IN POSITION 39.20N 01.11W
 RETRIEVED ORANGE DONUT 8 FEET DIAMETER 60 FEET CHAIN BRIDLE
 WITH CYLINDER ATTACHED 6 FEET LONG 2 INCH IN DIAMETER STOP
 MARKINGS ON DONUT US NAVY WOODS HOLE OCEANOGRAPHIC INSTITUTION
 WOODS HOLE MASS STOP UNQUOTE.
 2. YELLOW RAFT REPORTED PICKED BY BOAT AT 101740Z 1 MILE NORTHEAST
 OF PARNEVAT L/V WAS IDENTIFIED AS BELONGING TO SKINDIVERS WHO
 ADVISED IT HAD DRIFTED OFF BEACH AT SEASIDE NJ AND WIND CARRIED IT
 OUT TO SEA.
 BT
 10/2215Z

g

BCD-3
 SCIN-3
 RA 3
 (OF-2)
 ABP-3-2 Capt. *London*
 C 1
 1

 16
 SAE 2

 18

NON

FHB770CZPHA160CZJVA014
PP RJESFH
TO: ...
FM COMEASTAREA

RJESFH/SEMOB JOHNSTOF APB NC
UNCLAS ~~FOUO~~

SITREP TWO DISTRES POGO 22
1. ACFT AND VESSELS SEARCHED APPROX 70,000 SQUARE MILES AREA
BOUNDED 36-35N 54-45W TO 38-30N 54-45W TO 41-25N 64-00W TO ORIGIN
ON 16 OCT.
2. CGC MACKINAC RELEASED FROM SEARCH 162130Z. COAST GUARD
CUTTERS INGHAM, ABSECON AND YEATON CONTINUED SEARCH
THROUGHOUT DAY. TOTAL 4 VESSELS 4 SORTIES AND 69.5 HRS
SEARCH TIME.

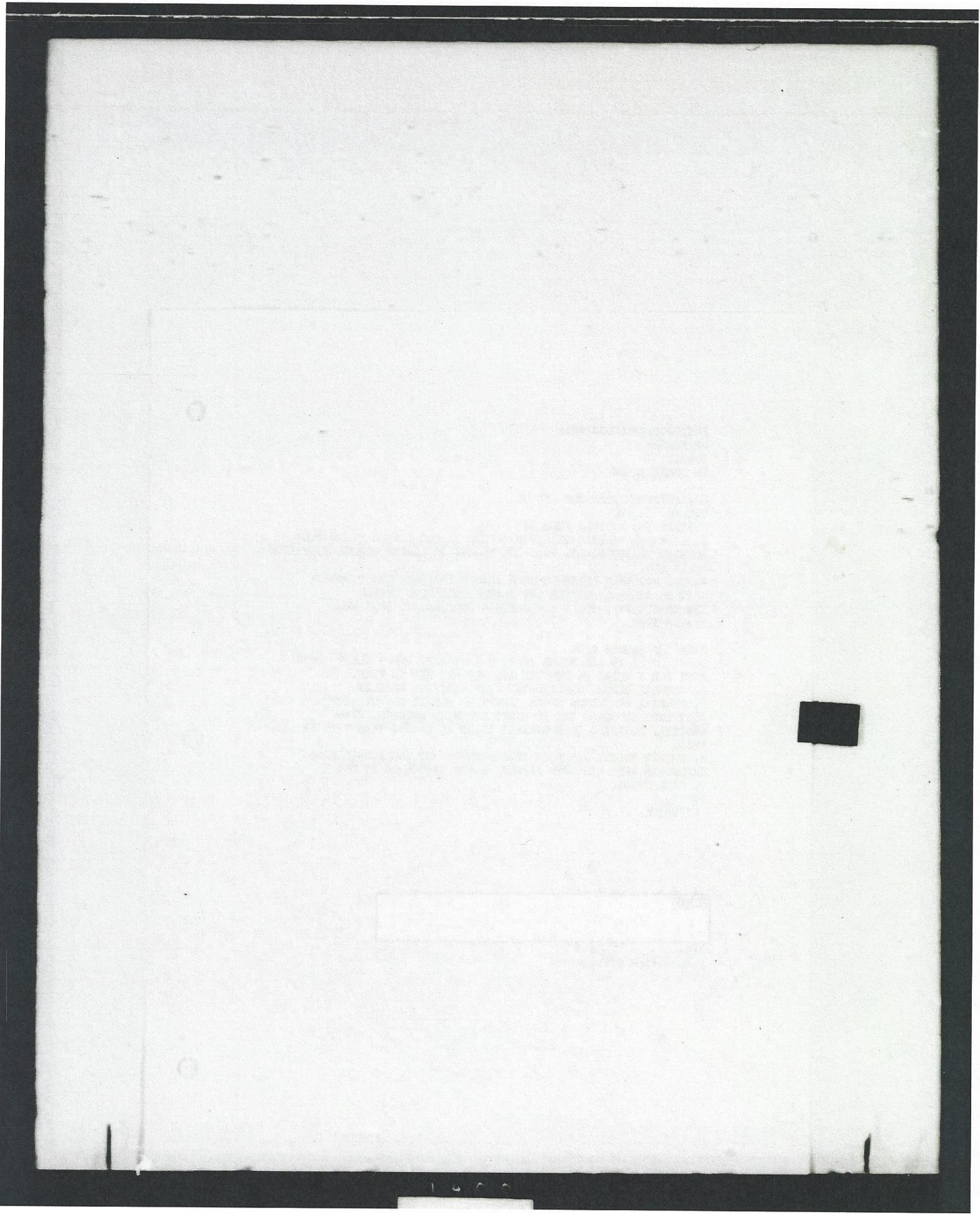
PAGE TWO R0EGUP 035

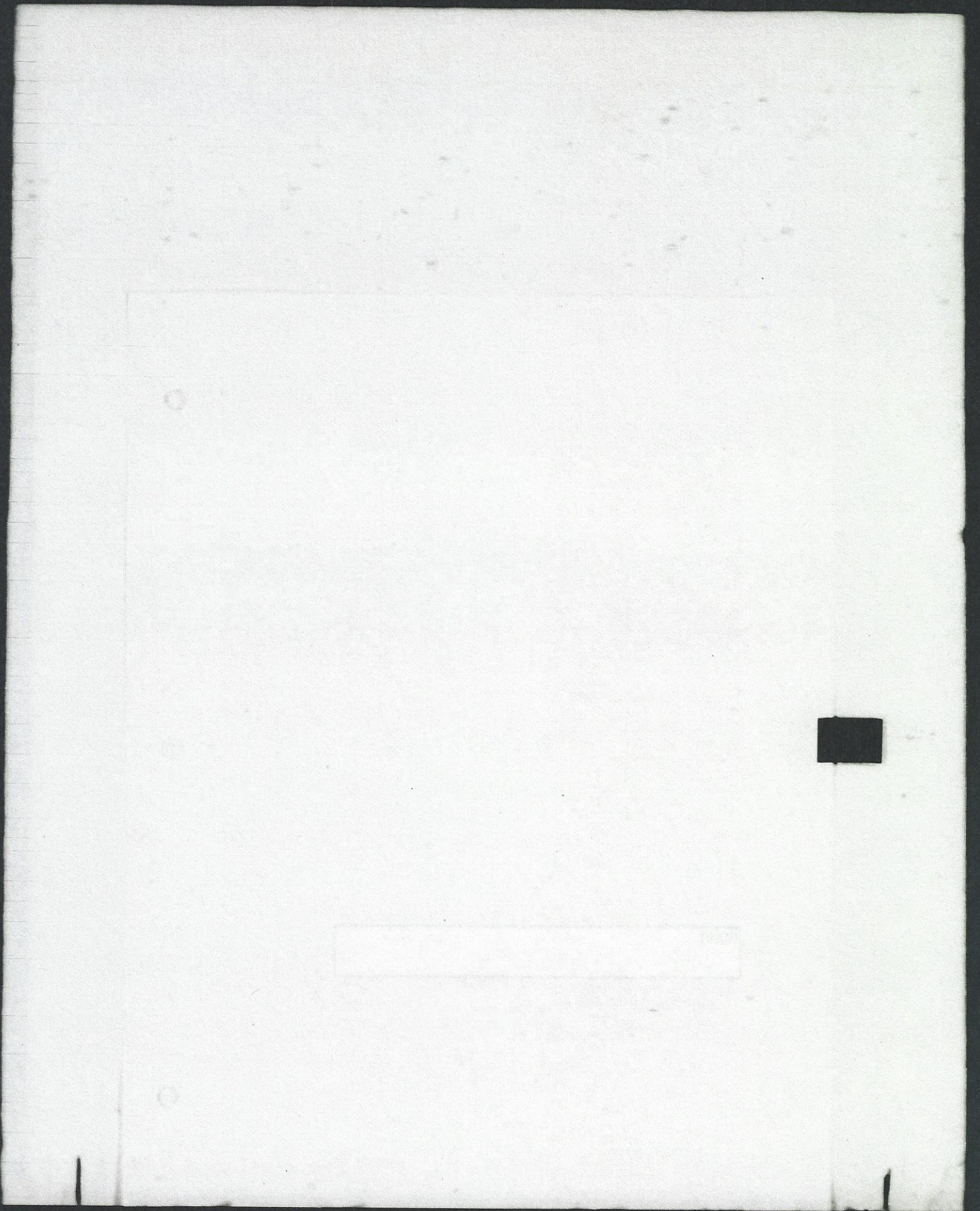
3. UTILIZED 19 AIR FORCE ACFT, 2 NAVY ACFT AND 3 COAST GUARD
ACFT FOR A TOTAL 24 SORTIES AND 255 HRS SEARCH TIME.
4. SEVERAL CLUES INVESTIGATED WITH NEGATIVE RESULTS.
5. GENERAL WEATHERON SCENE CLOUDY TO PARTLY CLOUDY WITH
SCATTERED SHOWERS. VIS 10 MILES LOWER IN SHOWERS. WIND
WESTERLY SHIFTING TO NORTHERLY 15 TO 25 KNOTS. SEAS 7 TO 11
FEET.
6. INTEND VESSEL AND ACFT SEARCH APPROX 72,000 SQUARE MILES
IRREGULAR AREA CENTERED APPROX 39-00N 59-00W ON 17 OCT
7. CASE PENDING.

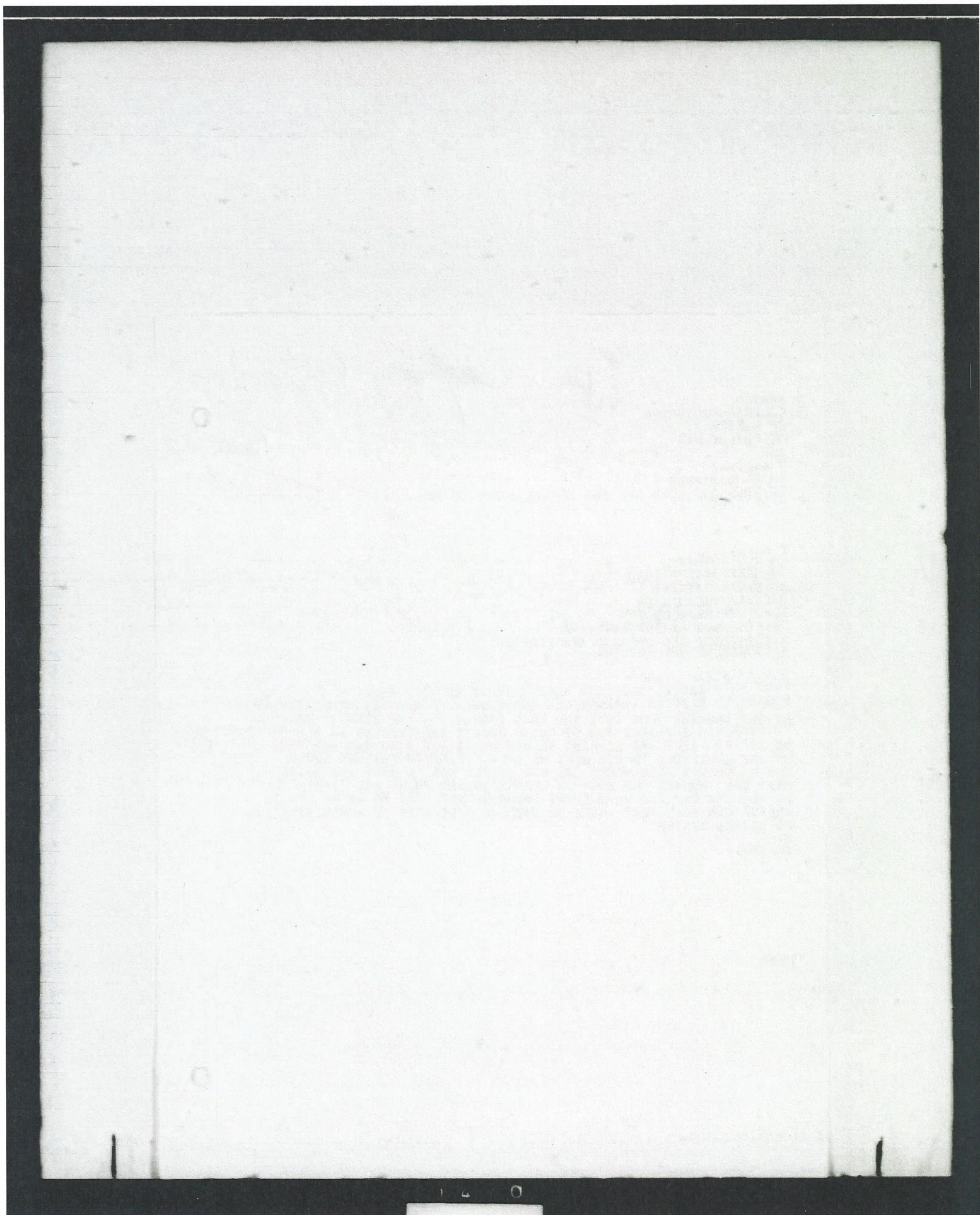
BT
17/0830Z

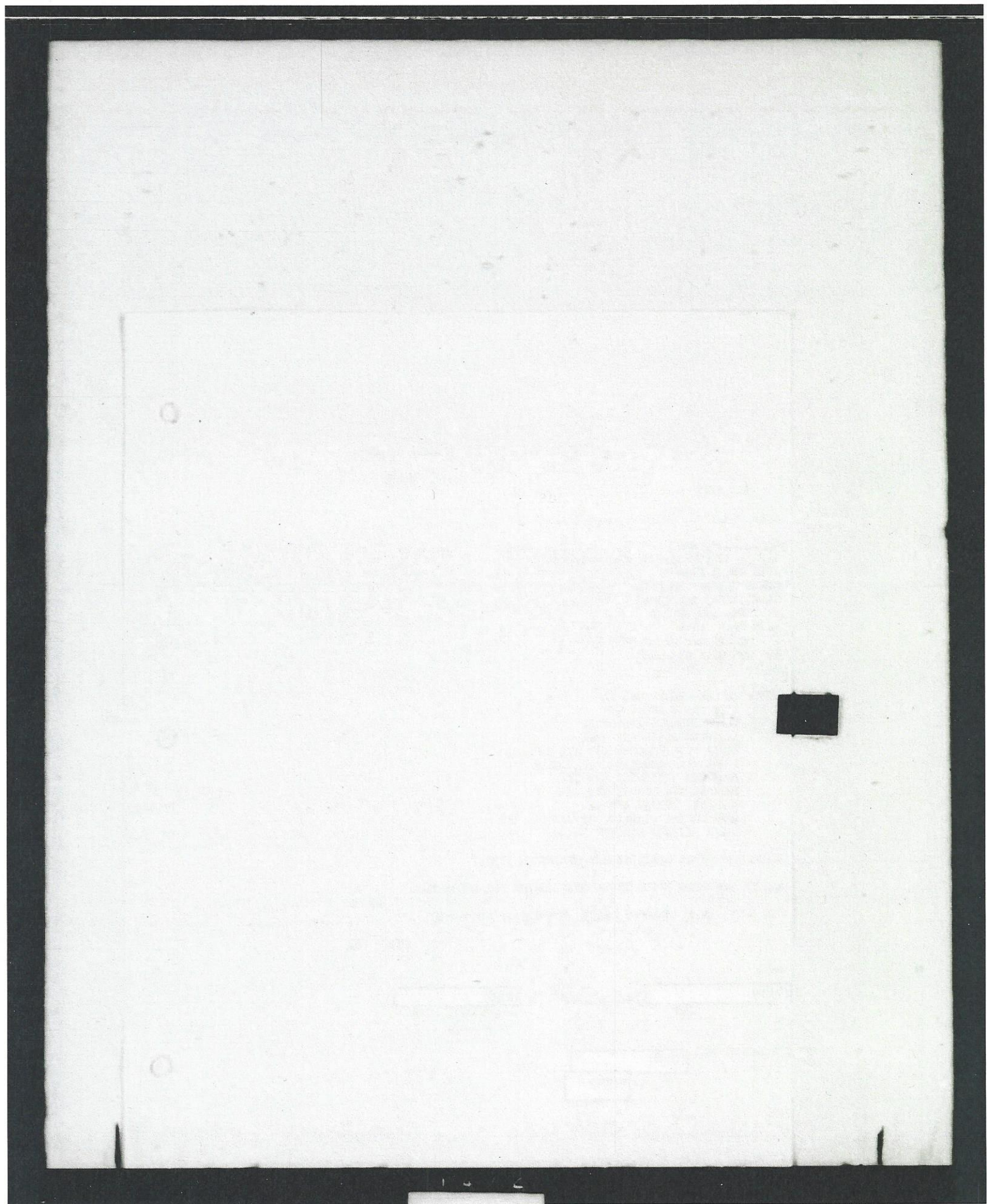
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1Lt. USAF
Information Officer









PROGRESS #2 UNCLASSIFIED

PRIORITY
PRIORITY

X AF

31/19203

4241 STRAT WG, SEYMOUR JOHNSON AFB, NC

COFS, USAF, WASH DC
DEPUTY IG FOR SAFETY NORTON AFB CALIF
AFIC WPAPB OHIO
OCAMA TINKER AFB OKLA
SAAMA KELLY AFB TEXAS
ARDC ANDREWS AFB MD
WADD WPAPB OHIO
SAC OFFUTT AFB NEBR
SAC WESTOVER AFB MASS
MATS SCOTT AFB ILL

INFO: 2AF BARKSDALE AFB LA
15AF MARCH AFB CALIF
16AF TORGREJON AFB SPAIN
3ADIV ANDERSON AFB GUAM
7ADIV HIGH WYCOMBE AIR STN ENGLAND
1 NBL DIV VANDENBERG AFB CALIF
3908 CEG BARKSDALE AFB LA
3902 AB WIG OFFUTT AFB NEBR
822 ADIV TURNER AFB GA
AFBI BOEING AIRPLANE CO WICHITA KAN
USAF LINDSEY AIR STN GERMANY

UNCLAS ETO/FOR OFFICIAL USE ONLY/SAFE 5772.

ACTION COFS FOR AFIC AND AFCSG; NORTON FOR AFCS: AMC
FOR LMF, MDR, MELAPS: OCAMA FOR OGNAS; SAAMA FOR

31
#1

OCT 61

SAFE

(b)(6) Major, USAF
597
1 4

(b)(6)
Colonel, USAF
Commander

UNCLASSIFIED
G

(b)(6)
Colonel (b)(6)

597

31 Oct 61

UNCLASSIFIED

4241 STRAT WG, SEYMOUR JOHNSON AFB, NC
SABET: ARDC FOR HSTGOF; WADD FOR ASZFOA; SAC FOR
DOSD; SAF FOR DSP; MATS FOR CMATS; 2AF, 15AF, 16AF,
3ADIV, 7ADIV, 1MSLDIV, 3908CEG, 3902 AB WING, 822ADIV,
USAFE FOR DSP. SPECIAL HANDLING REQUIRED IN ACCORD-
ANCE WITH PARAGRAPHS 49 AND 52, AFR 62-14. SUBJECT:
PROGRESS REPORT NO. 2, B-52G, 58-196, DECLARED MISSING
15 OCTOBER 1961 FROM 4241 STRAT WG, SEYMOUR JOHNSON
AFB, NC. THIS MESSAGE IN FIVE PARTS.

PART I. THE EXTENSIVE SEARCH FOR MISSING AIRCRAFT
CONDUCTED FROM 15 OCTOBER TO 18 OCTOBER BY AF, CAP,
CG AND NAVY REVEALED NO EVIDENCE OR SURVIVORS.
NEW YORK AIR DEFENSE SECTOR WAS QUERIED TO ASCERTAIN
IF A RADAR PLOT OF THE MISSING AIRCRAFT HAD BEEN MADE.
THAT HEADQUARTERS REPORTED QUOTE A CHECK OF THE
SEAWARD EXTENSION AEW AND PICKET VESSEL RADAR INPUTS
REPORTED DURING SKY SHIELD II DO NOT REVEAL ANY RELIABLE
CORRELATION BETWEEN THESE PLOTS AND THE PROPOSED
FLIGHT PLAN OF THE MISSING SAC B-52G, CELL 189 WHITE,
SORTIE 447, SEVERAL AEW INITIAL REPORTS OCCURRED
ALONG THE FLIGHT PATH BUT THESE REPORTS COULD HAVE
BEEN FOR SORTIE 448 WHICH FLEW THE PLANNED ROUTE.
UNQUOTE. INVESTIGATION HAS BEEN LIMITED TO INTERROGATION

SAFE

2 4

UNCLASSIFIED

CLR

UNCLASSIFIED

4241 STRAT WG. SEYMOUR JOHNSON AFB, NC
OF OTHER CREWS FLYING THE SAME SKY SHIELD MISSION AND
SCREENING OF AIRCRAFT RECORDS AND HISTORY. ALL CREWS
REPORT NORMAL REGARDING MISSING AIRCRAFT EXCEPT FOR
PROBABLE INOPERATIVE AFB 69 BEACON. LAST CONTACT
WAS BY NUMBER TWO AIRCRAFT IN THE TWO SHIP CELL WHICH
VISUALLY OBSERVED THE MISSING AIRCRAFT LEVEL OFF AT
LOW ALTITUDE AND PROCEED ON COURSE FOR APPROXIMATELY
FIVE MINUTES TO TAKE UP NEW FORMATION POSITION TEN
MILE LATERAL SEPARATION FOR PARALLEL INBOUND TRACK
TO TARGET AREA. VISUAL CONTACT THEN LOST DUE TO
HEADING CHANGE BY NUMBER TWO AIRCRAFT.

PART II. AIRCRAFT RECORDS AND HISTORY REVEAL NOTHING
WORKING OF COMMENT AT THIS TIME. BOEING HAS REPORTED
RESULTS OF VGH RECORDER DATA. A COMPARISON OF THIS
DATA WITH THAT COLLECTED ON OTHER B-52G FLEET AIRCRAFT
INDICATES THAT THE LOAD EXPERIENCE RECORDED ON
B-52G 58-196 COMPARES WELL WITH THAT RECORDED ON THE
FLEET.

PART III. INFORMATION FROM NAVY HYDROGRAPHIC OFFICE,
WASHINGTON, D.C., REVEALS THAT FROM ALL AVAILABLE
DATA PRIOR TO AND AFTER 14/2144Z AT 37:45N 96:00W THE
POSITION OF LOW ALTITUDE LEVEL OFF OF MISSING AIRCRAFT

SAFE

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UNCLASSIFIED

CLR

UNCLASSIFIED

4241 STRAT WG, SEYMOUR JOHNSON AFB, NC
THAT ALTIMETER SETTING WAS 29.90 VERSUS 30.05 THAT
WAS FORECAST AND BRIEFED CREWS FLYING THIS MISSION.
THE MOVEMENT OF THE LOW PRESSURE AREA DID NOT OCCUR
AS RAPIDLY AS FORECAST. THIS MOVEMENT BEING SLOWER
PLACED THIS LOW PRESSURE AREA IN THE VICINITY OF THE
LOW LEVEL ROUTE. THIS LOWER ATMOSPHERIC PRESSURE
WOULD AFFORD LESS VERTICAL CLEARANCE BETWEEN THE
AIRCRAFT AND THE SURFACE FOR THOSE AIRCRAFT FLYING
PREDICTED ALTIMETER SETTING.

PART IV. RECOMMEND THAT AN 22 RADAR ALTIMETER BE
INSTALLED IMMEDIATELY ON ALL AIRCRAFT PROGRAMMED
TO FLY LOW LEVEL MISSIONS.

PART V. UNLESS FURTHER EVIDENCE OR INFORMATION IN
ADDITION TO THAT PRESENTLY COMPILED IS PRODUCED, IT
APPEARS THE PRIMARY FINDING OF THE ACCIDENT BOARD
WILL BE UNDETERMINED.

SAFE

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UNCLASSIFIED

CLR

(b)(6)

1Lt. USN
Information Officer

4241ST STRATEGIC WING
 United States Air Force
 Seymour Johnson Air Force Base, North Carolina

20 OCTOBER 1961

RCS: 8AF-P1

1. Name	<u>ROSTER OF OFFICERS</u>		<u>AIRCRAFT QUALIFICATION CODES:</u>	
2. AFSC	1 - Pilot, B/RB-47	2 - Pilot, KC-135	7 - Pilot, Twin Engine	
	2 - Pilot, B-52	3 - Pilot, AirCbrBndr	8 - Pilot, Four Engine (Other)	
3. Date of Rank	3 - Pilot, KC-97	6 - Pilot, Single Engine	9 - Pilot, Indefinitely Suspended	
	ADD PREFIX: P - Pilot, S - Senior Pilot		C - Command Pilot	
4. Air Crew Data	A - Navigator	B - Navigator Bombardier	C - Navigator Indefinitely Suspended	
	ADD PREFIX: N - Navigator	S - Sr Navigator	M - Master Navigator	
5. Duty Title	EC - ECM Officer	FS - Flight Surgeon	AM - Aircraft Observer, Medical	
6. Organization	WE - Weapons Officer	RC - Radar Operator	EP - Aircraft Performance Engineer	
7. Duty AFSC	AO - Aircraft Observer	SO - Senior A/cft Obsr	MO - Master A/cft Obsr	
	OS - A/cft Obsr Suspended			
8. Authorized UMD Position		<u>GRADE CODES</u>		
	7 - Gen	5 - Lt Col	3 - Capt	Spot Promotion
9. Foreign Service Selection Date	6 - Col	4 - Major	2 - Lt	Codes Z
10. Date Departed Last Duty Station/DEROS		<u>MONTH CODES:</u>		
	1 - January	5 - May	9 - September	
	2 - February	6 - June	X - October	
11. Duty Phone	3 - March	7 - July	J - November	
	4 - April	8 - August	K - December	
12. Home Phone				

"IT IS THE RESPONSIBILITY OF EACH OFFICER REFLECTED ON THIS ROSTER TO CHECK EACH ITEM OF INFORMATION PERTAINING TO HIM AND REPORT ALL DISCREPANCIES TO THE PERSONNEL SECTION, PHONE 8414".

NAME	AIR CREW	DUTY	AUTH	DUT	HOME					
REFN	POP	DATA	TITLE	ORGN	DAFSC	POSIT	ESSD	DDLS	PHONE	PHONE

COLONEL

(b)(6)	458	C2	DEP CMDR MAINT	4241STW	4316	6	4316	154	961	(b)(6)
	851	C2	WING COMMANDER	4241STW	0066	6	0066	K56	958	
	454	C2	VICE COMMANDER	4241STW	0066		OVER	952	961	

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LT COL

(b)(6)	658	S2	AC-B-52	73RMS	1231C	5	1231C	559	761	(b)(6)
	355	XX	DIR PERSONNEL	4241STW	0016	5	0016	660	660	
	357	OS	CHFMINTCONT	4241STW	4316	4	4316	J56	459	
	251	C4	DEPCMDROPNS	4241STW	0036	6	0036	450	K58	
	759	C2	AC-B-52	73RMS	1235C	5	1235C	K58	K58	
	660Z	C2	AC-B-526CH STD	73RMS	1235C	5	1235C	749	659	
	461	C2	SQUADRON COMDR	73RMS	1231C	4	1235C	X57	161	
	459	XX	WG COMPTROLLER	4241STW	0056	5	0056	661	661	
	159	C2	AC-B-52	73RMS	1235C	5	1235C	352	259	
	361	C4	ASSTDEPCOMDOPS	4241STW	1416		OVER	958	958	
	658	MB	CHC CURRENT OP	4241STW	1416		OVER	J58	459	
	156	C4	ASST DCM	4241STW	4311	5	4316	854	259	
	361	C4	SQUADRON COMDR	911ARS	1065C	4	1065C	850	659	

NAME	FIR CREW AFFN DOR DATA	DUTY TITLE	ORGN	DAFAC	AUTH UMD POSIT	F58D	DOLDS	DUTY PHONE	HOME PHONE
(b)(6)	660	MC DIR ADMIN SVS	4241STM	7016	4 7016	K58	159	(b)(6)	

14

MAJOR

(b)(6)	161	MR CONTROLLER	4241STM	1411	4 1416	958	958	(b)(6)	
	155	C4 AC-KC-135	911ARS	1065C	3 1065C	J51	359		
	255	C7 CHF INTELL DIV	4241STM	8095	5 8095	256	359		
	558	C1 CHF COMBAT OPS	4241STM	1416	5 1416	350	K58		
	759	C2 AC-R-52	73BMS	1235C	4 1235C	J58	J58		
	K60	S4 AC-KC-135	911ARS	1065C	3 1065C	K48	K58		
	261Z	C2 AC-R-52	73BMS	1235C	4 1235C	000	159		
	J52	C8 CHF TNG DIV	4241STM	1416	5 1416	K58	K58		
	161	MC LOG OFF	4241STM	6311	4 6316	644	559		
	458	C4 AC-KC-135	911ARS	1065C	3 1065C	459	459		
	J55	C1 OPNS OFF	4241STM	1416	OVER	946	740		
	K60	MR RN-R-52	73BMS	1525B	4 1525B	K47	160		
	460	S4 AC KC-135STDRD	911ARS	1065C	4 1065C	851	959		
	156	XX CH ACT CONT DV	4241STM	7316	4 7316	858	961		
	359	C2 CHEQUALCONT	4241STM	1331	4 1334	155	659		
	161	C2 AC-R-52	73BMS	1231C	OVER	J54	960		

NAME	AFSCN	DOR	AIR CREW DATA	DUTY TITLE	ORGN	DAFSC	AUTH UMD POSIT	FSSD	DDLDS	DUY PHONE	HOME PHONE
(b)(6)	K60	C2	AC-R-52		73BMS	1235C	4 1235C	K58	659	(b)(6)	
	251	C2	CHFALETFOROPS		4241STW	1411	OVERC	252	K58		
	560	S4	P-KC-135		911ARS	1065C	2 1065C	J53	K58		
	K60	SC	ARMTSYSOFF		AES	3234B	3 3234B	551	K58		
	K60	C7	CHFTNGCONTDIV		4241STW	4344	4 4344	657	659		
	851	C9	SQUADRON COMDR		OMS	4316	5 4316	K58	K58		
	259	C4	AC-KC-135		911ARS	1065C	3 1065C	655	159		
	754	MB	CHF BMB NAVSEC		4241STW	1416	4 1416	J58	J58		
	359	C4	AC-KC-135		911ARS	1065C	3 1065C	659	659		
	X61Z	C2	AC-B-52		73BMS	1235C	4 1235C	954	159		
	156	C2	AC-B-K2		73BMS	1231C	OVER	J45	X60		
	156	MB	TARGET INTELL		4241STW	8095	4 8095	X58	559		
	652	C7	DEPCOMPTROLLER		4241STW	0051	OVER	K52	760		
	761Z	S2	AC-B-52		73BMS	1235C	4 1235C	X58	X58		
	X59	C2	AC-B-52		73BMS	1235C	4 1235C	356	559		
	557	MB	N-R-52		73BMS	1525B	3 1525B	K45	259		
	K60	MC	STF COMM OFF		4241STW	3011	4 3016	250	759		
	556	MB	CHF PLANS BR		4241STW	1411	4 1416	J58	J58		
	453	P9	DIR OPSUPPLY		4241STW	6416	4 6416	259	259		
	951	C4	SQ OPNS OFF		911ARS	1065C	4 1065C	J53	859		

NAME	AFSC	DOR	AIR CREW DATA	DUTY TITLE	ORGN	DAFSC	AUTH UMD POSIT	FSSD	DDLDs	DUTY PHONE	HOME PHONE
(b)(6)	161	C2	AC-R-52		73BMS	1231C	OVER	152	J60	(b)(6)	
	261Z	S2	AC-R-52		73BMS	1235C	4 1235C	556	X59		
	156	MB	OICAEROREPBR		FMS	4341	4 4344	K58	K58		
	951	XX	SQUADRON COMDR		FMS	4316	5 4316	554	561		
	161	C4	AC-KC-135		911ARS	1065C	2 1065C	455	759		
	J55	MB	ALERTFORCE ADJ		4241STM	1411	OVER	548	760		
	556	MB	N-B-52		73BMS	1525B	4 1525B	K49	759		
	652	MA	SQUADRON NAV		911ARS	1534	4 1534	K45	K58		
	161	MO	EWO		73BMS	1575	4 1575	555	559		
	161	C2	CONTROLLER		4241STM	1435Z	3 1435Z	K52	159		
	355	MA	CHFAIRTNGBR		4241STM	1416	5 1416	958	958		
	161	SC	INTL PHOTO RAD		4241STM	8044	2 8044	653	159		
	653	C4	AC-KC-135		911ARS	1065C	3 1065C	K56	559		
	560	MA	N-B-52		73BMS	1521B	OVER	660	660		
	451	C2	DIR OF SAFETY		4241STM	1921	4 1916	J58	J58		
	652	C1	OIC MAINT SUPV		OMS	4341	4 4344	556	361		
	560	C4	KC-135 SIM INS		4241STM	1065C	3 1065C	956	159		
	157	MA	N-KC-135		911ARS	1534	4 1534	659	659		
	956	MB	SQUADRON NAV		73BMS	1525B	4 1525B	000	259		
	X61Z	NA	EWO		73BMS	1575	4 1575	000	K58		

NAME	AFSN	DOR	AIR CREW DATA	DUTY TITLE	ORGN	DAFSC	AUTH UMD POSIT	FSSD	DDLS	OUTL PHONE	HOME PHONE
(b)(6)	954	C8	P-KC-135		911ARS	106CC	OVER	J58	J58	(b)(6)	
	652	C4	AC-KC-135		911ARS	1065C	4 1065C	658	259		
	560	MB	RN-R-52		73RMS	1525B	5 1525B	K58	K58		
	351	MB	OPNSSTAFFOFF		4241STW	1416	4 1416	958	159		
	X61Z	SB	RN-R-52		73RMS	1525B	4 1525B	X58	X58		
	859	MB	A/CSYSMAINTSUP		AES	3211	4 3216	K58	K58		
	159	C2	CHF CONT DIV		4241STW	1416	5 1416	549	660		
	X61Z	NR	N-R-52		73RMS	1525B	4 1525B	J47	259		
	K56	C2	FLD MAINT SUPV		FMS	4344	4 4344	346	661		
	760	C9	CHMILAFRSDV BR		4241STW	7321	3 7324Z	K58	K58		
	660Z	SB	RN-R-52		73RMS	1525B	5 1525B	356	X58		
	155	C2	AC-R-52		73RMS	1235C	5 1235C	256	159		
	161	XX	ASTPRODCONTOFF		4241STW	4351	3 4344	457	759		
	K51	XX	SQUADRON COMDR		AES	3216	5 3216	355	K58		
	754	C1	OICMAINTBR		OMS	4341	4 4344	K45	K58		
	161	MB	RN-R-52		73RMS	1525B	4 1525B	351	659		
	356	C2	ASTALTOPNSOFF		4241STW	1416	OVER	J58	J58		
	159	C1	AC-R-52		73RMS	1231C	OVER	157	J60		
	161	C2	AC-R-52		73RMS	1235C	4 1235C	J58	J58		
	454	C6	SQUADRON COMDR		53RMS	3211	43216	K54	459		

NAME	AF4N	DOR	AIR CREW DATA	DUTY TITLE	ORGN	DAFSC	AUTH UMD POSIT	FESB	DDDS	DUTY PHONE	HOME PHONE
CAPTAIN											
(b)(6)	157	S2	AC-B-52		73BMS	1235C	4 1235C	X46	660	(b)(6)	
	554	SB	NAVIGATOR B-52		73BMS	1521B	OVER	746	960		
	X60	P4	P-KC-135		911ARS	1065C	2 1065C	000	350		
	961	NR	RN-B-52		73BMS	1525B	4 1525B	X52	K59		
	X61	NB	N-B-52		73BMS	1525B	3 1525B	000	160		
	358	C2	AC-B-52		73BMS	1235C	3 1235C	657	K58		
	961	NB	RN-B-52		73BMS	1521B	OVER	000	460		
	J59	P4	KC-135SIMINSTR		4241STM	1065C	3 1065C	X46	X58		
	354	MB	N-B-52		73BMS	1525B	3 1525B	J58	J58		
	K50	S9	SQUADRON COMDR		4241STM	7024	3 7024	956	X58		
	K59	SB	N-B-52		73BMS	1525B	3 1525B	J58	J58		
	358	C4	AC-KC-135		911ARS	1065C	3 1065C	000	J58		
	860	SA	EWO		73BMS	1575	3 1575	000	K59		
	960	P2	P-B-52		73BMS	1231C	OVER	X59	X59		
	458	P2	P-B-52		73BMS	1231C	OVER	K53	460		
	J59	SB	RN-B-52		73BMS	1521B	3 1525B	148	660		
	961	P4	P-KC-135		911ARS	1065C	2 1065C	000	J58		
	354	C4	AC-KC-135		911ARS	1065C	3 1065C	000	159		
	358	P6	WGSPLWPNSOFF		4241STM	1435Z	3 1435Z	255	X60		

NAME	AFSN	DOP	AIR CREW DATA	DUTY TITLE	ORGN	DAFSC	AUTH UMD POSIT	ESSD	DDLDS	DUTY PHONE	HOME PHONE
(b)(6)	159	NR	RN-B-52		73BMS	1525B	3 1525B	459	K59	(b)(6)	
	454	C2	AC-B-52		73BMS	1235C	4 1235C	257	K59		
	459	NA	N-KC-135		911ARS	1534	3 1534	248	X59		
	453	AC	ADMIN OFFICER		FMS	7021	3 7024	357	760		
	159	NA	N-KC-135		911ARS	1534	3 1534	X47	259		
	K55	XX	INTL OFF		4241STW	8054	3 8054	259	659		
	J59	SB	N-B-52		73BMS	1525B	4 1525B	000	459		
	K58	SA	N-KC-135		911ARS	1534	OVER	K60	K60		
	456	SR	N-B-52		73BMS	1525B	3 1525B	852	K59		
	960	P4	P-KC-135		911ARS	1065C	2 1065C	K48	J58		
	K59	SA	N-B-52		73BMS	1521B	OVER	860	860		
	J59	P4	AC-KC-135		911ARS	1065C	2 1065C	000	159		
	J55	S0	CHEPENTAIDSEC		4241STW	1575	4 1575	256	459		
	251	O5	CH CO ORG SUP		4241STW	6411	4 6416	260	260		
	259	P2	P-B-52		73BMS	1231C	3 1235C	256	859		
	652	S2	AC-B-52		73BMS	1235C	4 1235C	K45	160		
	K59	NR	N-B-52		73BMS	1525B	3 1525B	000	259		
	961	P4	P-KC-135		911ARS	1065C	2 1065C	950	159		
	K59	P7	P-KC-135		4241STW	1061C	OVER	861	861		
	458	S2	AC-B-52		73BMS	1235C	4 1235C	854	160		

NAME	AFSN	DOR	AIR CREW DATA	DUTY TITLE	ORGN	DAFSC	AUTH UMD POSIT	FSSD	DDLDS	DUTY PHONE	HOME PHONE
(b)(6)	K59	SR	N-B-52		73BMS	1525B	3 1525B	J58	J58	(b)(6)	
	J59	SR	RN-B-52		73BMS	1525B	4 1525B	J58	J58		
	X60	P2	P-B-52		73BMS	1231C	OVER	360	660		
	158	SR	RN-B-52		73BMS	1511Z	OVER	453	459		
	258	SB	EWO		73BMS	1575	4 1575	653	659		
	961	P4	AC-K-135		911ARS	1065C	OVER	000	659		
	155	SB	ASTBOMBNAVOFF		4241STW	1511Z	OVERB	J45	259		
	355	SA	ACFT PERF OFF		4241STW	1584	4 1584	J57	159		
	156	P9	TNG OFF		4241STW	7521	3 7524	X54	659		
	457	XX	SQUADRON COMDR		CDS	8124	3 8124	660	660		
	554	C4	AC-KC-135		911ARS	1065C	3 1065C	846	J58		
	960	P4	P-KC-135		911ARS	1065C	2 1065C	000	559		
	153	C4	CONTROLLER		4241STW	1435Z	OVER	257	859		
	960	AO	RN-B-52		73BMS	1525B	3 1525B	J48	560		
	961	P6	ARMT SYS OFF		AES	3234B	3 3234B	000	K58		
	257	XX	MAINT SUPV		53MMS	3211	3 3216	456	159		
	K59	SB	N-B-52		73BMS	1525B	3 1525B	000	560		
	660	XX	MED OFF AVAMED		73BMS	9356	3 9356	000	960		
	359	S2	P-B-52		73BMS	1231C	3 1235C	000	760		
	454	C2	P-B-52		73BMS	1231C	3 1235C	360	360		

NAME	AFSN	DOR	AIR CREW DATA	DUTY TITLE	ORGN	DAFSC	AUTH UMD POSIT	ESSD	DDLS	DUT PHONE	HOME PHONE
(b)(6)	453		MR	RN-B-52	73RMS	1521B	OVER	853	X60	(b)(6)	
	860		P2	P-R-52	73RMS	1231C	3 1235C	559	559		
	J59		SB	RN-B-52	73RMS	1525B	4 1525B	000	760		
	960		P2	ASTSPLWPNSOFF	4241STW	1431Z	3 1435Z	759	759		
	255		S4	CONTROLLER	4241STW	1435Z	3 1435Z	853	J58		
	261Z		NB	RN-B-52	73RMS	1525B	3 1525B	000	959		
	960		NA	N-KC-135	911ARS	1534	2 1534	000	X58		
	255		C2	P-R-52	73RMS	1235C	3 1235C	X58	X58		
	960		NA	EWO	73RMS	1575	3 1575	457	760		
	355		SB	COMBSYSMTOFF	AFS	3231B	3 3234B	000	660		
	J59		N	N-B-52	73RMS	1521B	OVER	949	161		
	960		SB	RN-B-52	73RMS	1525B	OVER	000	460		
	960		NA	N-KC-135	911ARS	1534	OVER	649	J58		
	J59		SB	RN-B-52	73RMS	1525B	4 1525B	958	958		
	K59		P4	P-KC-135	911ARS	1065C	2 1065C	000	359		
	659		SB	N-B-52	73RMS	1525B	3 1525B	548	760		
	X53		SB	N-B-52	73RMS	1525B	3 1525B	J58	J58		
	K55		C2	AC-R-52	73RMS	1235C	4 1235C	754	K58		
	453		C4	KC-135 SIM INR	4241STW	1061C	3 1065C	559	559		
	455		S2	B-52 SIM INSTR	4241STW	1235C	3 1235C	X58	X58		

NAME	AFSCN	DOR	AIR CREW DATA	DUTY TITLE	ORGN	DAFSC	AUTH UMD POSIT	FSSD	DDLDS	DUTY PHONE	HOME PHONE
(b)(6)			P4	P-KC-135	911ARS	1065C	2 1065C	J51	459	(b)(6)	
			SB	N B-52	73RMS	1521B	OVER	J58	460		
			XX	WING CHAMPAIN	4241STW	8924		861	861		
			OS	ARMT SYS OFF	AES	3234B	3 3234B	000	159		
			SA	N-KC-135	911ARS	1534	3 1534	359	359		
			P2	MANA ANAL OFF	4241STW	6891	4 6895C	854	259		
			NA	EWO	73RMS	1575	3 1575	157	K58		
			C2	AC-B-52	73RMS	1235C	4 1235C	J58	J58		
			MB	CONTROLLER	4241STW	1411	4 1416	K58	K58		
			NA	EWO	73RMS	1575	3 1575	000	659		
			S2	AC-B-52	73RMS	1231C	3 1235C	654	760		
			C2	CONTROLLER	4241STW	1431Z	4 1235C	K58	K58		
			C4	AC-KC-135	911ARS	1065C	3 1065C	156	359		
			C2	B-52 SIM INSTR	4241STW	1235C	3 1235C	J58	J58		
			OS	OIC ISR SECT	OMS	4344	4 4344	353	J58		
			NB	RN-B-52	73RMS	1525B	4 1525B	J56	660		
			S4	AC-KC-135	911ARS	1065C	3 1065C	K46	159		
			MB	DCMENGADMINOFF	4241STW	7021	OVER	K58	K58		
			XX	CHF CONT BR	4241STW	7324	3 7324	559	559		
			P4	P-KC-135	911ARS	1065C	3 1065C	848	859		

NAME	AFSN	DOR	AIR CREW DATA	DUTY TITLE	ORGN	DAFSC	AUTH UMD POSIT	FSSD	DDLDS	DUTY PHONE	HOME PHONE
(b)(6)	453	S2	AC-B-52		73BMS	1231C	OVER	J56	460	(b)(6)	
	256	SB	MUN SVS OFF		53MMS	3271A	4 3275A	159	159		
	159	P4	P-KC-135		911ARS	1065C	2 1065C	K54	K58		
	359	S2	AC-B-52		73BMS	1235C	4 1235C	155	160		
	156	SA	N-KC-135		911ARS	1534	4 1534	000	659		
	K58	SB	RN-B-52		73BMS	1525B	3 1525B	J58	J58		
	458	NA	STAFF EWO		4241STW	1571	3 1575	158	759		
	554	SB	N-B-52		73BMS	1525B	4 1525B	958	958		
	159	S4	AC-KC-135		911ARS	1065C	OVER	J47	J58		
	960	P4	P-KC-135		911ARS	1065C	2 1065C	000	559		
	K59	P2	P-B-52		73BMS	1235C	3 1235C	J56	159		
	359	SB	N-B-52		73BMS	1525B	4 1525B	K47	259		
	J52	C2	AC-B-52		73BMS	1235C	4 1235C	000	160		
	X60	P2	P-B-52		73BMS	1235C	3 1235C	000	K58		
	660Z	NA	EWO		73BMS	1575	3 1575	000	759		
	K59	AO	RN-B-52		73BMS	1521B	3 1525B	X48	860		
	660Z	NA	EWO		73BMS	1575	3 1575	000	559		
	156	C2	P-B-52		73BMS	1235C	3 1235C	K58	K58		
	259	NB	N-B-52		73BMS	1525B	3 1525B	159	X59		
	554	S4	AC-KC-135		911ARS	1061C	3 1065C	559	559		

NAME	AIR CREW	DOR	DATA	DUTY TITLE	ORGN	DAFSC	AUTH UMD POSIT	FSSD	DDLDS	DUTY PHONE	HOME PHONE
(b)(6)	B59	S2	P-B-52		73RMS	1235C	OVER	000	159	(b)(6)	
	K59	XX	NUC ORD ACT OF	53MMS	6424	2	6424	259	259		
	K60	NB	RN-B-52		73RMS	1525B	3 1525B	000	660		

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FIRST LIEUTENANT

(b)(6)	657	P2	P-B-52		73RMS	1231C	OVER	000	J60	(b)(6)	
	659	P2	P-B-52		73RMS	1231C	OVER	000	859		
	K59	NB	N-B-52		73RMS	1525B	3 1525B	000	J59		
	461	P2	P-KC-135		911ARS	1061C	3 1065C	000	K60		
	557	P4	P-KC-135		911ARS	1065C	2 1065C	550	750		
	560	NA	EWO		73RMS	1575	2 1575	000	J59		
	161	NB	N-B-52		73RMS	1521B	OVER	000	261		
	961	NB	N-B-52		73RMS	1521B	3 1525B	000	161		
	K58	NA	EWO		73RMS	1575	2 1575	000	259		
	960	XX	SYS MAINT OFF	AE5	3234B	3	3234B	000	660		
	X59	P2	P-B-52		73RMS	1235C	3 1235C	000	160		
	658	NB	RN-B-52		73RMS	1521B	3 1525B	554	760		
	360	XX	WG COMM OFF	4241STW	3034	3	3034	000	K58		
	261	NA	EWO		73RMS	1575	3 1575	000	560		

NAME	AFSCN	DOR	AIR CREW DATA	DUTY TITLE	ORGN	DAFSC	AUTH UIC POSIT	ESSD	DDLS	DUT PHONE	HOME PHONE
(b)(6)				257 NB RN-B-52	73BMS	1525B	3 1525B	000	859	(b)(6)	
				659 P2 P-B-52	73BMS	1235C	3 1235C	000	J59		
				760 XX INFO SVC OFF	4241STW	7224	3 7224	000	159		
				159 NA EWO	73BMS	1571	3 1575	000	759		
				357 P4 P-KC-135	911ARS	1065C	2 1065C	350	259		
				K60 NB N-B-52	73BMS	1521B	OVER	000	360		
				K59 NA EWO	73BMS	1571	OVER	000	260		
				J56 NB RN-B-52	73BMS	1525B	3 1525B	000	J59		
				K59 P2 P-B-52	73BMS	1231C	OVER	000	759		
				460 NA EWO	73BMS	1575	OVER	000	460		
				659 XX CHF ACTNG BR	4241STW	7324	2 7324	651	459		
				959 XX OIC ACC BR	FMS	4344	4 4344	857	K58		
				K56 NA EWO	73BMS	1575	3 1575	000	660		
				659 P4 P-KC-135	911ARS	1065C	3 1065C	154	459		
				J56 P2 P-B-52	73BMS	1235C	3 1235C	849	559		
				557 NB N-KC-135	911ARS	1534	2 1534	000	159		
				661 P4 P-KC-135	911ARS	1061C	3 1065C	000	361		
				759 NB EWO	73BMS	1575	3 1575	000	K59		
				K56 P2 P-B-52	73BMS	1231C	OVER	000	760		
				959 P2 P-B-52	73BMS	1235C	3 1235C	552	559		

NAME	AFSN	DOR	AIR CREW DATA	DUTY TITLE	ORGN	DAFSC	AUTH UMD POSIT	FSSD	DDLS	DUTY PHONE	HOME PHONE
(b)(6)	857	NA	N-KC-135		911ARS	1534	2 1534	000	459	(b)(6)	
	457	NB	N-B-52		73BMS	1525B	3 1525B	000	K58		
	K57	NA	EWO		73BMS	1575	2 1575	000	759		
	461	NB	N-B-52		73BMS	1521B	3 1525B	000	860		
	J58	NA	N-KC-135		911ARS	1534	2 1534	000	559		
	160	NA	EWO		73BMS	1575	OVER	000	160		
	K58	NA	EWO		73BMS	1575	2 1575	352	159		
	558	NA	EWO		73BMS	1575	2 1575	000	759		
	859	P2	P-B-52		73BMS	1231C	OVER	000	859		
	461	XX	ASTOICMAINTBRF	OMS		4341	3 4344	X60	X60		
	558	XX	AIR POLICE OFF	CDS		8124	2 8124	159	159		
	659	P2	P-B-52		73BMS	1235C	3 1235C	000	K59		
	759	XX	PLANS&SCHEDOFF	4241STM	4351	3 4355	000	J58			
	957	NA	N-KC-135		911ARS	1534	2 1534	K47	K58		
	859	P2	P-B-52		73BMS	1231C	OVER	000	X60		
	960	P4	P-KC-135		911ARS	1065C	2 1065C	000	459		
	559	P2	P-B-52		73BMS	1235C	3 1235C	000	J59		
	K58	NA	EWO		73BMS	1575	2 1575	000	J59		
	556	NA	N-KC-135		911ARS	1534	2 1534	456	559		
	457	P1	P-B-52		73BMS	1231C	OVER	000	K60		

NAME	AFSN	DOR	AIR CREW DATA	DUTY TITLE	ORGN	DAFSC	AUTH UMD POSIT	FSSD	DDLDS	DUT PHONE	HOME PHONE
(b)(6)		257	NA	N-KC-135	911ARS	1534	2 1534	000	859	(b)(6)	
		K60	NB	N-B-52	73RMS	1521B	OVER	000	261		
		760	XX	AIR POLICE OFF	CDS	8124	2 8124	000	159		
		X59	NA	N-KC-135	911ARS	1534	2 1534	000	359		
		157	P2	P-B-52	73RMS	1235C	3 1235C	000	659		
		K56	NA	EWO	73RMS	1575	OVER	757	259		
		J58	P2	P-B-52	73RMS	1235C	3 1235C	253	959		
		460	P2	P-B-52	73RMS	1231C	OVER	000	860		
		560	P4	P-KC-135	911ARS	1065C	2 1065C	000	K58		
		161	N	EWO	73RMS	1571	OVER	000	361		
		859	NA	EWO	73RMS	1575	2 1575	000	X59		
		660	NB	EWO	73RMS	1575	2 1575	000	X59		
		258	XX	CHFMUNMAINTNR	53RMS	3271B	3 3275B	958	960		
		960	P2	P-B-52	73RMS	1235C	3 1235C	000	660		
		557	NA	N-KC-135	911ARS	1534	2 1534	000	J58		
		461	P2	P-B-52	73RMS	1235C	3 1235C	000	X59		
		959	NA	EWO	73RMS	1575	2 1575	000	959		
		657	P2	P-B-52	73RMS	1231C	OVER	000	660		
		959	NA	EWO	73RMS	1575	3 1575	352	X59		
		557	NA	N-KC-135	911ARS	1534	2 1534	659	659		

NAME	AFSN	DCR	AIR CREW DATA	DUTY TITLE	ORGN	DAFSC	AUTH UMD POSIT	FS5D	BDLDS	DUTY PHONE	HOME PHONE
(b)(6)	190	P2	P-B-52		73RMS	1231C	3 1235C	000	660	(b)(6)	
(b)(6)	K59	NB	N-B-52		73RMS	1525B	3 1525B	000	J59	(b)(6)	
(b)(6)	K59	NB	N-B-52		73RMS	1525B	3 1525B	753	J59	(b)(6)	
(b)(6)	260	NA	EWO		73RMS	1575	2 1575	000	559	(b)(6)	
(b)(6)	658	NA	EWO		73RMS	1575	2 1575	000	159	(b)(6)	
(b)(6)	258	NA	EWO		73RMS	1575	OVER	000	159	(b)(6)	
(b)(6)	261	XX	STAT SVS OFF		4241STW	6834	3 6834	000	860	(b)(6)	
(b)(6)	J57	NB	N-B-52		73RMS	1525B	3 1525B	000	159	(b)(6)	

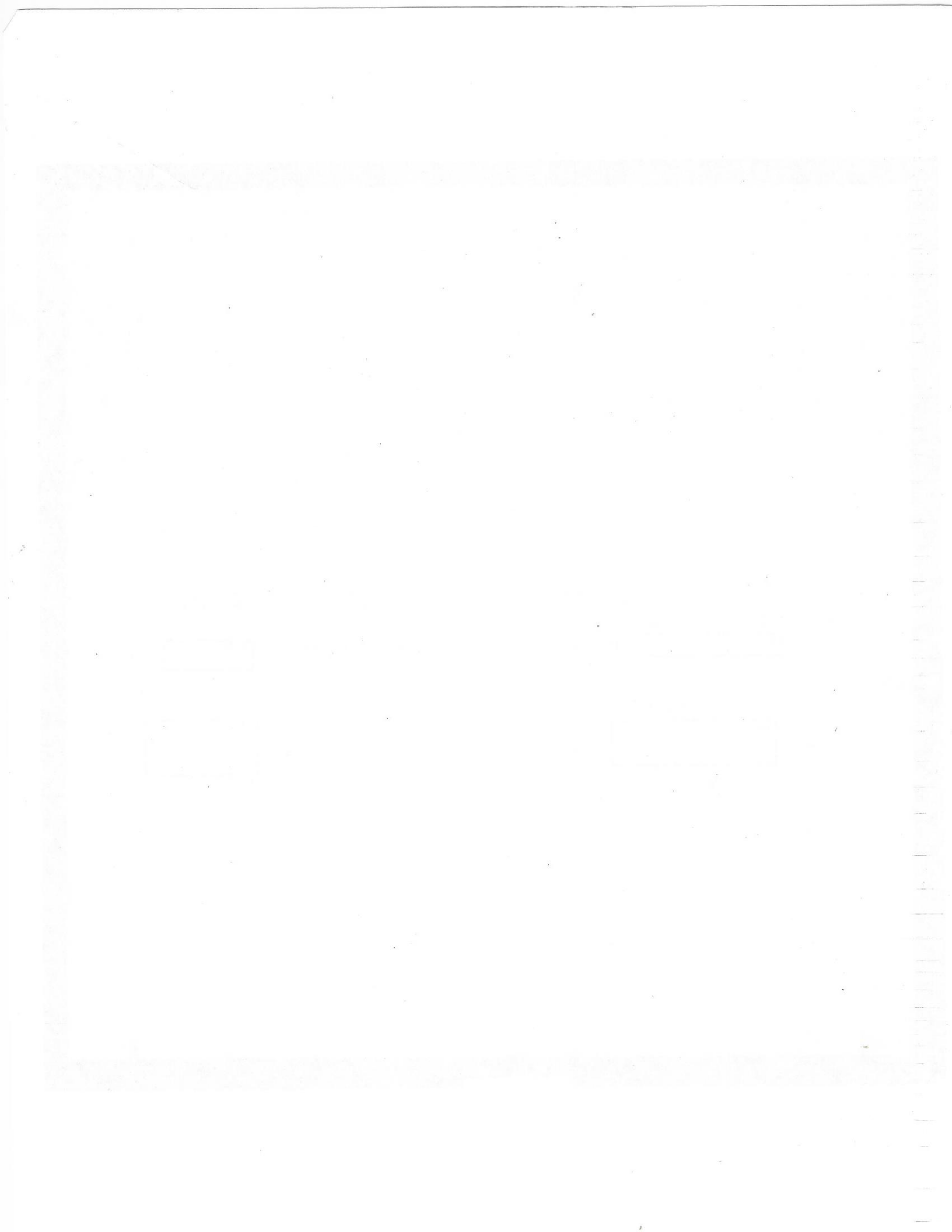
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SECOND LIEUTENANT

(b)(6)	860	XX	CHFPRTSANALDIV		4241STW	4351	3 4355	000	860	(b)(6)	
(b)(6)	960	NA	EWO		73RMS	1571	OVER	000	861	(b)(6)	
(b)(6)	760	N	EWO		73RMS	1571	OVER	000	561	(b)(6)	
(b)(6)	261	A	N-KC-135		911ARS	1531	OVER	000	261	(b)(6)	
(b)(6)	660	N	EWO		73RMS	1571	OVER	000	561	(b)(6)	
(b)(6)	X61	XX	SECURITY OFF		CDS	8321	2 8324	000	X61	(b)(6)	
(b)(6)	660	N	N-B-52		73RMS	1521B	3 1525B	000	261	(b)(6)	
(b)(6)	660	P6	P-B-52		4241STW	1231C	OVER	000	961	(b)(6)	
(b)(6)	461	N	N-KC-135		911ARS	1531	OVER	000	461	(b)(6)	

NAME	AFSM	BOR	AIR CREW DATA	DUTY TITLE	ORGN	DAFSC	AUTH UMD POSIT	FSSD	DDLDS	DUTY PHONE	HOME PHONE
WARRANT OFFICER W -2											
(b)(6)	558	XX	OIC	FAB BR	FMS	4344	3 4344	760	760	(b)(6)	
1											

WARRANT OFFICER W -3											
(b)(6)	60	XX	ANAL	6 TNG OFF	AES	3234B	2 3234B	J50	259	(b)(6)	
	61	XX	OIC	ALERT BR	OMS	4344	3 4344	X58	X58		
2											



KMG 0701.01
KMG 0701.01

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5-3106-5

AIRCRAFT UTILIZATION - KQ100 AIRCRAFT

	SEPTEMBER		OCTOBER		1957 AVERAGE	
	HOURS	PERCENT	HOURS	PERCENT	HOURS	PERCENT
Area	7,520.0	1.4	8,181.0	1.0%	7,900	1.3
Bm. Alt. 2000	1,100.0	4.1%	1,300.0	5.1%	1,200	4.2%
Flight Test	1,100.0	15.7%	1,000.0	12.1%	1,000	15.1%
Wing Walk	1,100.0	14.9%	1,115.0	13.6%	1,100	14.4%
Fly In	1,100.0	15.1%	1,000.0	12.1%	1,000	15.1%
Wing	1,391.0	15.1%	1,410.0	17.2%	1,400	17.4%
IFT	390.0	15.1%	110.0	1.3%	300	3.8%
TOT	0	0	18.0	0.2%	0	0.0%
Engin	26.0	.0%	51.0	0.6%	40.0	0.5%
Insulin	57.0	0.8%	45.0	0.5%	57.0	0.7%
Generat. and Upload	114.0	1.5%	51.0	0.6%	21.6	0.3%
T/A Maintenance	307.0	4.1%	425.0	5.2%	306.0	3.9%
POPE	410.0	5.5%	306.0	3.8%	40.0	0.5%
Other	472.0	6.3%	1,114.0	13.6%	115.0	1.5%

AIRCRAFT UTILIZATION - B-52 AIRCRAFT

	<u>SEPTEMBER</u>		<u>OCTOBER</u>		<u>1-15 NOVEMBER</u>	
	<u>Hours</u>	<u>Percent</u>	<u>Hours</u>	<u>Percent</u>	<u>Hours</u>	<u>Percent</u>
Assigned Hours	10,080.0	100.0%	10,416.0	100%	4,992.0	100%
Home Alert Hrs	4,722.9	46.9%	4,474.0	43.0%	2,150.0	43.1%
Full Force Hours	1,606.1	15.9%	1,791.7	17.2%	896.2	18.0%
Non-Full Force Hrs	3,751.0	37.2%	4,150.3	39.8%	1,945.8	38.9%
Flying Hours	598.5	16.0%	608.3	14.7%	296.0	15.2%
Depot	547.8	14.6%	1,185.0	28.6%	9	0
TDY	53.5	1.4%	22.8	.5%	0	0
TOC	193.0	5.1%	0	0	102.0	5.2%
Supply	210.0	5.6%	127.0	3.1%	45.0	2.3%
Download	137.8	3.7%	125.8	3.0%	56.3	2.9%
Concrete & Upload	271.7	7.2%	129.4	3.1%	103.2	5.1%
I/A Maintenance	835.6	22.3%	892.7	21.5%	372.0	19.1%
POPE	90.0	2.4%	109.0	2.6%	24.0	1.2%
Other	813.1	21.7%	950.3	22.9%	947.3	48.8%

<u>KC-135</u>	<u>SEP</u>	<u>OCT</u>	<u>1-15 NOV</u>
Average hours from landing to EWO NO-NO-GO status	.84	2.56	0
Average hours from landing to EWO configuration	1.06	5.91	2.31
Average hours from landing to all required loading	1.06	5.91	2.33
Average hours from landing to all required maintenance	4.92	6.78	3.11

4. During this reporting period, 22 B-52 and 28 KC-135 sorties were flown for 296 and 169.5 flying hours, respectively. There were 5.4 average available B-52 aircraft to fly the training sorties, resulting in an average turnaround of 2.5 days. The KC-135 average aircraft availability was 2.2 daily. These aircraft were flown 12.7 times in the period for an average turnaround time of 1.2 days. An analysis of aircraft utilization is included as Attachments #1 and #2.

5. Manhours expended per TOJ during 1-15 November are shown below:

<u>B-52 Aircraft</u>	<u>SEP</u>	<u>OCT</u>	<u>1-15 NOV</u>
Number of TOJ's	48	41	28
Manhours	661.0	197.5	245.0
<u>KC-135 Aircraft</u>			
Number of TOJ's	26	85	16
Manhours	50.0	440.5	156.5

6. Supply activity for the period 1-15 November has shown no apparent change from previous periods. The rate of cannibalization has decreased over those prior periods.

	<u>SEP</u>	<u>OCT</u>	<u>1-15 NOV</u>
Call-Ins	2274	2838	1267
Cannibalizations	16	19	1
ADCP	1	4	0
(b)(6)	8	5	0

2 Attachments
 1. Aft Utilization B-52
 2. Aft Utilization KC-135

NOTED

(b)(6)

Commander

HEADQUARTERS 4241ST STRATEGIC WING (SAC)
United States Air Force
Seymour Johnson Air Force Base, North Carolina

REPLY TO
ATTN OF:

(b)(6)

20 November 1961

SUBJECT: Report, as of 15 November 1961, Full Force Test - 4241st Strategic Wing, Seymour Johnson AFB, N. C.

TO: 8AF (DMML)

INFO: SAC (DM4A)

1. From 1-15 November 1961, the wing improved its capability to maintain EWO configured aircraft despite several serious problems with fuel leaks and major maintenance requirements. The KC-135 capability was increased due to the authorization, by SAC, to consider the strip alert tanker as EWO configured even though the fuel load was below the EWO requirement.

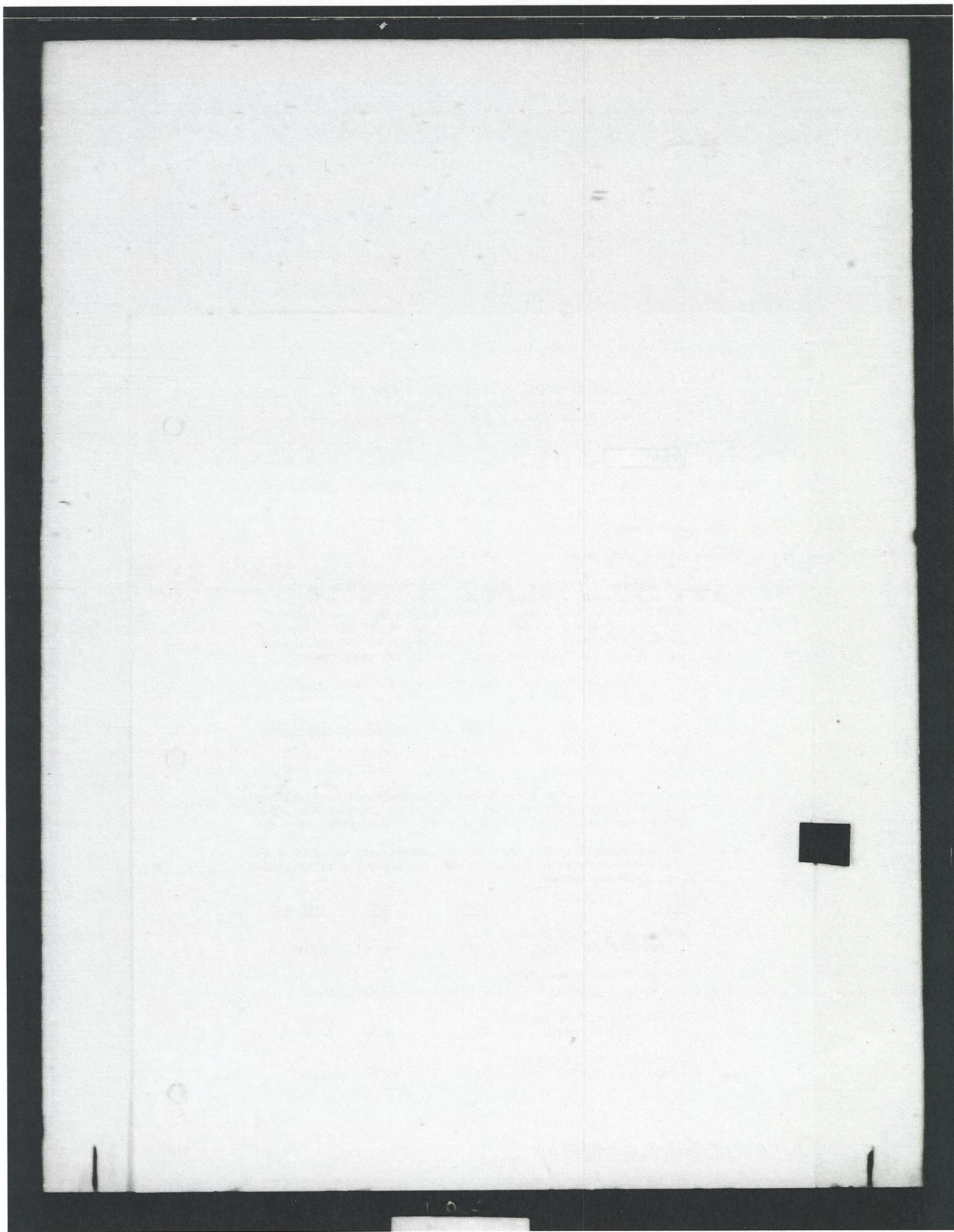
4. The average daily EWO configured aircraft are shown for the periods listed:

	<u>SEP</u>	<u>OCT</u>	<u>1-15 NOV</u>
B-52	8.79	8.44	8.46
KC-135	6.60	6.70	7.69

2. Continued random observation of the generation capability has served to verify the rates outlined in the previous report. The probability of increasing the rate of generation is remote.

3. The capability for regeneration, based only on those aircraft that were to be placed in EWO configuration after landing, is shown below:

<u>B-52</u>	<u>SEP</u>	<u>OCT</u>	<u>1-15 NOV</u>
Average hours from landing to EWO GO-NO-GO status	.63	4.37	6.80
Average hours from landing to EWO configuration	10.13	11.87	10.10
Average hours from landing to all required loading	10.38	10.82	10.30
Average hours from landing to all required maintenance	12.55	21.04	19.45



<u>MMS</u>	<u>JUL -AUG</u> <u>(AVERAGE)</u>	<u>SEP</u>	<u>OCT</u>	<u>NOV</u>
1. Total Assigned Hours	10,903.0	10,304.0	11,920.0	11,576.0
2. Overtime in Work Center	1,558.4	2,662.9	2,090.7	1,437.7
3. Overtime Borrowed in Squadron	135.3	80.0	182.0	212.5
4. Total Overtime	1,693.7	2,742.9	2,272.7	1,650.2
5. O1 Overtime	540.2	1,264.2	837.6	513.1
6. Compensatory Time	744.4	1,154.5	1,035.3	912.0
7. Excused Time	36.0	0	32.0	3.0
6. Total Time Off	780.4	1,154.5	1,067.3	919.0
9. Net Overtime	913.3	1,588.4	1,205.4	735.2
10. % Comp and Exc of Gross Overtime	46.0	42.1	46.9	55.5
11. % Total Overtime of Assigned	15.5	26.6	19.1	14.3
12. % Net Overtime of Assigned	8.4	15.4	10.1	6.3
13. % Net Overtime of Total Expended	7.4	12.2	8.5	5.6
14. % O1 Overtime of Total Overtime	31.9	46.1	36.9	31.1

ATTACHMENT #6

<u>AFME</u>	<u>JUL-AUG</u> <u>(AVERAGE)</u>	<u>SEP</u>	<u>OCT</u>	<u>NOV</u>
1. Total Assigned Hours	45,432.0	42,656.0	47,628.0	43,621.0
2. Overtime in Work Center	3,195.9	3,142.9	2,614.4	2,099.4
3. Overtime Borrowed in Squadron	114.8	214.6	210.0	148.6
4. Total Overtime	3,310.7	3,357.5	2,824.4	2,248.0
5. OI Overtime	1,679.1	2,026.1	1,961.2	1,712.4
6. Compensatory Time	869.5	1,284.1	1,337.4	823.1
7. Excused Time	1,079.5	1,172.4	1,239.4	1,302.9
8. Total Time Off	1,949.0	2,456.5	2,576.8	2,126.0
9. Net Overtime	1,361.6	901.0	247.6	122.0
10. % Comp and Exc of Gross Overtime	58.9	73.2	91.3	94.6
11. % Total Overtime of Assigned	7.3	7.9	5.9	5.2
12. % Net Overtime of Assigned	3.0	2.1	.5	.3
13. % Net Overtime of Total Expended	2.8	2.0	.5	.3
14. % OI Overtime of Total Overtime	50.7	60.3	69.4	76.4

ATTACHMENT #5

<u>FMS</u>	<u>JUL-AUG (AVERAGE)</u>	<u>SEP</u>	<u>OCT</u>	<u>NOV</u>
1. Total Assigned Hours	58,659.5	55,711.0	62,088.0	56,898.0
2. Overtime in Work Center	4,019.8	3,569.1	2,564.1	3,350.0
3. Overtime Borrowed in Squadron	653.3	421.5	357.2	402.5
4. Total Overtime	4,673.1	3,990.6	2,921.3	3,752.5
5. OI Overtime	2,001.9	2,130.1	1,675.5	2,228.2
6. Compensatory Time	1,850.4	2,039.5	1,221.5	1,724.3
7. Excused Time	834.8	1,393.0	1,644.1	828.0
8. Total Time Off	2,685.2	3,432.5	2,865.6	2,549.5
9. Net Overtime	1,987.9	558.1	55.7	1,250.5
10. % Comp and Exc of Gross Overtime	57.5	86.0	98.1	67.1
11. % Total Overtime of Assigned	8.0	7.2	4.7	6.7
12. % Net Overtime of Assigned	3.4	1.0	.9	2.2
13. % Net Overtime of Total Expended	3.2	1.0	.1	2.1
14. % OI Overtime of Total Overtime	42.8	53.4	57.4	58.6

ATTACHMENT #4

<u>OMS</u>	<u>JUL-AUG AVERAGE</u>	<u>SEP</u>	<u>OCT</u>	<u>NOV</u>
1. Total Assigned Hours	45,682.0	41,342.0	47,237.0	44,116.0
2. Overtime in Work Center	2,616.3	1,761.8	1,452.6	2,001.0
3. Overtime Borrowed in Squadron	9,172.0	9,770.0	8,404.7	9,039.4
4. Total Overtime	11,788.3	11,531.8	9,857.3	11,040.4
5. OI Overtime	1,547.1	991.8	784.5	1,101.0
6. Compensatory Time	3,750.3	5,172.7	5,856.6	5,595.0
7. Excused Time	338.5	367.4	161.0	266.5
8. Total Time Off	4,088.8	5,540.1	6,641.1	5,861.5
9. Net Overtime	7,699.5	5,991.7	3,216.2	5,178.9
10. % Comp and Exc of Gross Overtime	34.7	48.0	67.4	53.1
11. % Total Overtime of Assigned	25.8	27.9	20.9	25.0
12. % Net Overtime of Assigned	16.9	14.5	6.8	11.7
13. % Net Overtime of Total Expended	13.6	11.4	5.7	9.5
14. % OI Overtime of Total Overtime	13.1	8.6	8.0	10.0

ATTACHMENT #3

AIRCRAFT UTILIZATION

<u>EC-135</u>	<u>SEP</u>		<u>OCT</u>		<u>NOV</u>	
	<u>HOURS</u>	<u>PERCENT</u>	<u>HOURS</u>	<u>PERCENT</u>	<u>HOURS</u>	<u>PERCENT</u>
Assigned Hours	7,920.0	100.0%	8,184.0	100.0%	7,920.0	100.0%
Home Alert Hours	3,434.2	43.4%	2,986.0	36.5%	3,570.0	45.1%
Full Force Hours	1,319.9	16.7%	2,083.0	25.5%	1,772.0	22.4%
Non-Full Force Hrs	3,165.9	39.9%	3,115.0	38.0%	2,558.0	32.3%
Flying Hours	323.2	10.2%	427.4	13.7%	314.9	12.4%
Depot	1,391.5	44.1%	441.5	14.2%	634.3	24.8%
TDY	392.9	12.4%	112.8	3.6%	0	0%
TOS	0	0%	19.0	1.5%	30.0	1.4%
Supply	26.0	.8%	53.0	1.7%	369.0	14.4%
Download	57.3	1.8%	45.6	1.5%	35.9	1.4%
Generate & Upload	114.3	3.6%	51.1	1.6%	73.9	2.8%
T/A Maintenance	347.5	10.9%	425.2	13.7%	226.5	8.9%
POPE	41.0	1.3%	196.0	6.3%	148.0	5.8%
Other	472.2	14.9%	1,314.4	42.2%	725.5	28.1%

	AIRCRAFT UTILIZATION					
	SEP		OCT		NOV	
	HOURS	PERCENT	HOURS	PERCENT	HOURS	PERCENT
Assigned Hours	10,080.0	100.0%	10,416.0	100.0%	10,032.0	100.0%
Home Alert Hours	4,722.9	46.9%	4,474.0	43.0%	4,310.0	43.0%
Full Force Hours	1,606.1	15.9%	1,791.7	17.2%	1,592.8	15.9%
Non-Full Force Hours	3,751.0	37.2%	4,150.3	39.8%	4,129.2	41.1%
Flying Hours	598.5	16.0%	608.3	14.7%	638.5	15.5%
Depot	547.8	14.6%	1,185.0	28.6%	222.0	5.4%
TDY	53.5	1.4%	22.8	.5%	0	0
TOC	193.0	5.1%	0	0%	287.0	6.9%
Supply	210.0	5.6%	127.0	3.1%	55.0	1.3%
Download	137.8	3.7%	125.8	3.0%	104.0	2.5%
Generate & Upload	271.7	7.2%	129.4	3.1%	206.0	5.0%
T/A Maintenance	835.6	22.3%	829.7	21.5%	828.8	20.1%
POPE	90.0	2.4%	109.0	2.6%	115.0	2.6%
Other	813.1	21.7%	950.3	22.9%	1,672.9	40.5%

ATTACHMENT #1

9. The manhours expended in overtime are included in Attachments J thru L.

6. Overtime hours are analyzed by squadron and, for comparative purposes, the months of July and August - preceding the test period - have been averaged. As a result of careful shift scheduling, it can be seen that a more efficient utilization of manpower assets resulted over the period of the test. In every case except the MMS, overtime decreased both as a percentage of assigned and of expended labor. Consideration must be given, however, to those hours of "standby at home" in the FMS and MMS which had the effect of restriction without any compensation. It is evident that with the exception of the high overtime in the MMS, and the excessive "telephone alert" in both FMS and MMS, the Full Force concept has not had a prohibitive effect on the manpower utilization in the wing. If a more uniform and stable flying cycle were introduced, the overtime in those areas could be held within acceptable limits.

10. Maintenance proficiency training recorded during the test period is indicated below. As was noted in the preceding paragraphs, this is a very critical area - particularly in the OMS and MMS. Very careful scheduling of classroom training and IPT must be maintained throughout each organization in order to fulfill the requirements of the upgrading program. The figures below represent a percentage of 05 time expended of total available hours.

	<u>AUG</u>	<u>SEP</u>	<u>OCT</u>	<u>NOV</u>
OMS	1.2	.6	1.6	1.4
FMS	4.8	5.5	6.9	5.4
AEMS	9.8	11.4	11.0	13.7
MMS	12.2	8.9	11.1	9.8

(b)(6)

Captain, USAF
Full Force Project Officer

(b)(6)

NOTED:

Colonel, USAF
Commander

6 Atchs

1. B-52 Acft Util
2. KC-135 Acft Util
3. OMS ManHours Expended
4. FMS ManHours Expended
5. AEMS ManHours Expended
6. MMS ManHours Expended

8. An analysis of the expended manhours during the Full Force test period is detailed below. The two months prior to the test have been averaged for the purpose of comparison. In the overall area of expended manhours as a percentage of manhours available, there has been no significant change during the period of the test except for the MMS, which increased its indirect labor as a result of the number of hours spent in standby, awaiting dispatch. Due to the scheduling problems arising from Full Force, this squadron expended an increasing percentage of its time in this category. From the figures below, it can be seen that the support squadrons, other than MMS, and the OMS generally were not affected by this experiment, and that in some cases became more efficient in their overall manpower utilization.

<u>OMS</u>	<u>JUL-AUG</u> <u>(AVERAGE)</u>	<u>SEPT</u>	<u>OCT</u>	<u>NOV</u>
Avail Manhours	57,589.1	52,964.0	57,206.0	55,232.0
Direct Labor	34.0%	32.0%	35.7%	35.3%
Indirect Labor	46.4%	47.1%	43.4%	42.1%
Absent Hours	17.7%	19.5%	19.7%	21.2%
Non-Productive Hours	.12%	.4%	.3%	.2%
Reg Loaned Out Hours	1.7%	1.0%	.9%	1.2%
<u>FMS</u>				
Avail Manhours	63,451.1	52,964.2	65,048.0	60,781.6
Direct Labor	31.0%	32.0%	37.1%	39.7%
Indirect Labor	44.4%	47.1%	40.5%	40.2%
Absent Hours	21.2%	19.5%	19.7%	17.4%
Non-Productive Hours	.5%	.4%	.7%	.5%
Reg Loaned Out Hours	2.9%	1.0%	2.0%	2.2%
<u>MMS</u>				
Avail Manhours	12,605.1	13,171.4	14,302.1	13,228.7
Direct Labor	21.3%	27.7%	26.6%	24.8%
Indirect Labor	58.2%	49.8%	56.9%	61.0%
Absent Hours	17.8%	15.3%	13.2%	12.0%
Non-Productive Hours	1.2%	5.9%	2.4%	1.3%
Reg Loaned Out Hours	1.5%	1.3%	.92%	.90%
<u>AEMS</u>				
Avail Manhours	44,809.7	40,065.5	50,499.4	45,890.00
Direct Labor	25.8%	26.8%	32.1%	27.6%
Indirect Labor	50.8%	50.5%	49.5%	53.6%
Absent Hours	20.7%	19.7%	16.5%	17.0%
Non-Productive Hours	.5%	.8%	.3%	.4%
Reg Loaned Out Hours	2.2%	2.2%	1.6%	1.4%

and maintenance of AGE has not been affected by Full Force. Listed below is a recap of the in-commission and utilization rates of the primary units of AGE.

<u>In-Commission Rates (Percent)</u>	<u>SEP</u>	<u>OCT</u>	<u>NOV</u>
MD-3	97.8	96.3	94.8
MC-1A and MC-2A	94.5	89.4	78.0
MA-3A and MA-8	91.4	93.7	95.1
MA-1A	95.0	90.3	98.0

<u>Utilization Rates (Percent)</u>	<u>SEP</u>	<u>OCT</u>	<u>NOV</u>
MD-3	26.8	23.5	27.7
MC-1A and MC-2A	20.3	17.5	15.7
MA-3A and MA-8	8.4	4.3	20.2
MA-1A	2.6	1.9	1.5

f. The Full Force posture has not affected technical order compliance. Emphasis has been made on this program to insure that an acceptable backlog is not exceeded. However, changes to the flying schedule, particularly during October, had an adverse effect on the TOC accomplished in that month. Many scheduled hours of B-52 TOC were cancelled in the rescheduling of sorties due to Sky Shield and the extension of Full Force. The following figures show the progress of the TOC program during the test period. The "backlog hours" are computed as of the 15th day of the preceding month, therefore, it is not uncommon to find that more hours are scheduled than are reflected by the backlog, since parts and kits become available after this backlog is computed. The "completed" column indicates the amount by which the backlog is reduced, while the actual manhours expended are shown in the last column.

<u>B-52</u>	<u>Backlog Hrs</u>	<u>Hrs Scheduled</u>	<u>Completed</u>	<u>Manhours Expended</u>
September	525.0	760.0	757.5	661.0
October	475.0	502.0	197.5	197.5
November	220.5	805.0	777.0	541.5

<u>KC-135</u>	<u>Backlog Hrs</u>	<u>Hrs Scheduled</u>	<u>Completed</u>	<u>Manhours Expended</u>
September	691.5	350.0	44.5	50.0
October	981.0	385.0	382.0	430.5
November	816.6	267.0	153.0	166.8

g. Supply activity during the test period can be seen from the tables below. The Full Force test had no effect on this activity.

	<u>SEP</u>	<u>OCT</u>	<u>NOV</u>
Number of Call-Ins	2274	2538	2194
ANFE	6	5	0
ADCP	1	4	0
MOXP	29	22	19
Can-Installations	16	19	2

<u>KC-135</u>	<u>SEP</u>	<u>OCT</u>	<u>NOV</u>
Average Hours from Landing to EWO GO-NO-GO Status	.84	2.56	.06
Average Hours from Landing to EWO Configuration	3.06	5.91	2.17
Average Hours from Landing to all Required Loading	3.06	5.91	2.17
Average Hours from Landing to all Maintenance Complete	4 22	6.78	6.44

b. The average hours required to download and reconfigure from EWO configuration to training are:

	<u>SEP</u>	<u>OCT</u>	<u>NOV</u>
B-52	4.95	5.17	4.12
KC-135	1.67	1.62	2.12

c. Utilization of the available aircraft in support of the unit's training requirements is shown below:

<u>B-52</u>	<u>SEP</u>	<u>OCT</u>	<u>NOV</u>
Sorties Flown	76	76	77
Hours Flown	598.5	608.4	638.5
Average Available Aircraft	13.2	12.4	13.6
Full Force Aircraft	2.23	2.4	2.2
Alert Force Aircraft	6.56	6.04	6.0
Average Available for Training	4.41	3.96	5.4
Sorties per Available Aircraft	17.2	19.2	14.3
Average Turnaround Time (Days)	1.45	1.36	1.68

<u>KC-135</u>	<u>SEP</u>	<u>OCT</u>	<u>NOV</u>
Sorties Flown	67	76	53
Hours Flown	323.2	427.2	314.9
Average Available Aircraft	9.1	10.4	10.1
Full Force Aircraft	1.83	2.79	2.45
Alert Force Aircraft	4.77	4.02	5.0
Average Available for Training	2.5	3.6	2.7
Sorties per Available Aircraft	26.8	21.1	19.6
Average Turnaround Time (Days)	.93	1.2	1.2

d. A detailed analysis of aircraft utilization is included in Attachment #1 and #2.

e. Aerospace Ground Equipment (AGE) has not presented a problem during the test. The amount of equipment authorized is sufficient.

and, again, there are not enough instructors for three shift operation.

c. The Full Force concept has not affected the quality of maintenance performed. Night work has increased; however, safety has been stressed and all personnel are alert to the maintenance of high safety standards.

7. TEST RESULTS. By adhering to the guides outlined in the test directives, the unit was able to maintain an average number of EWO configured aircraft as shown below. The average hours each Full Force aircraft maintained this configuration is also shown. Hampered by one B-52 aircraft that was out of commission for approximately ten days with trim problems and several aircraft that developed fuel leaks, the unit was not able to improve its Full Force posture in B-52's during November. The KC-135's, however, improved due to the Full Force fuel load being made compatible with the ramp load so that more aircraft were reflected in this status. It can be seen from Attachment #1 that many hours of unscheduled maintenance are reflected in the "Other" category which includes the above problems.

<u>B-52 Aircraft</u>	<u>SEP</u>	<u>OCT</u>	<u>NOV</u>
Average EWO Configured Aircraft	8.79	8.44	8.20
Average Full Force Hours Between Flight Upload to Download	94.59	84.21	89.13

<u>KC-135 Aircraft</u>	<u>SEP</u>	<u>OCT</u>	<u>NOV</u>
Average EWO Configured Aircraft	6.60	6.81	7.45
Average Full Force Hours Between Flight-Upload to Download	86.59	58.67	72.95

a. Based upon only those aircraft that were to be uploaded to EWO configuration after landing, the following figures represent the unit's capability for regeneration during the test period:

<u>B-52</u>	<u>SEP</u>	<u>OCT</u>	<u>NOV</u>
Average Hours from Landing to EWO GO-NO-GO Status	.63	4.37	3.54
Average Hours from Landing to EWO Configuration	10.13	11.87	8.72
Average Hours from Landing to all Required Loading	10.38	10.82	8.72
Average Hours from Landing to all Maintenance Complete	12.55	21.04	15.72

5. AEMS. The Full Force concept of operation has had the effect of highlighting the work shift scheduling problem. No difficulties have been encountered in this area and the present manning is sufficient to support the required shift program. Personnel utilization is very efficient with only minor problems in training schedules.

a. Any directives needed would be at unit level to outline and establish work areas, timing of regeneration, and schedules. Strict adherence to the monthly maintenance schedule, and the weekly 60-9 is necessary to minimize shift changes.

b. Unit equipment has not been affected by Full Force.

c. The test has increased the necessity for night work with the accompanying safety hazards. There have been no reported incidents; however, an increased emphasis has made all personnel alert to their responsibilities in this area.

d. Maintenance delays to A&E work have been encountered mostly during loading sequences. Strict adherence to the recovery schedule and generation sequence is necessary to produce a smooth work flow. In the GAM area, maintenance delays have been minimized by advance uploading and checkout of missiles for Full Force then rotating into the flying cycle or into alert. This procedure eliminates last minute problems of loading for training or alert with accompanying delays.

e. The quality of GAM maintenance has improved because of more experience gained during the increased Full Force loadings. Increased missile handling has resulted in more wear and tear on equipment and some problems in scheduled inspections due to increased usage.

6. MMS. The most critical area affecting the MMS is the degree to which the planned schedule is implemented. Frequent changes and delays are very costly in standby time and wasted hours. Shift scheduling of one loading and one handling team on duty 24-hours per day with a second loading team on standby at home is required, to support Full Force. This standby time is highly restrictive and has resulted in over 500 manhours per week during the test period.

a. Wear and tear on equipment, weapons, and ammunition has increased and has become a problem. Lack of personnel for scheduled inspections has been a contributing factor. Ammunition has deteriorated somewhat due to continual processing during Full Force.

b. The IPT has suffered seriously under the Full Force concept. Trainers and trainees often cannot be scheduled on the same shift

schedules to conform to the workload dictated by the flying schedule. To improve the overall IPT program, classroom instruction was conducted in the alert area. This formal type training was very successful and is a necessity for the Full Force type operation.

a. Full Force had no effect on unit equipment with the exception of portable lights. The increased night activity required the full use of this equipment.

b. The quality of maintenance was not affected; however, the increased night work made it somewhat more difficult to maintain this high quality due to increased time required for most tasks during darkness. Due to local restrictions, most engine trimming is done at night. This is a limiting factor and requires careful scheduling.

c. Certain areas require procedural directives to sustain this type of operation:

(1) Twenty-four hour support must be assured from such activities as supply, motor vehicle maintenance, mess halls, and non-tactical radio maintenance.

(2) Relief of flightline maintenance personnel from additional duties such as KP.

4. FMS. Shift scheduling and the utilization of manpower to cover the 24-hour, 7-day operation has been the primary problem in this squadron. As was pointed out in the report dated 2 November 1961, only certain shops with limited manning had a real problem in meeting the work schedule. In addition to scheduling these specialists to meet the peak workload generated by the flying schedule, the requirement for standby, or "on call" periods was excessive.

a. After the work schedules were adjusted and supervision allocated to cover the shifts, no additional procedural changes were required nor would any be needed to implement Full Force.

b. Unit equipment was not affected by Full Force. The amount and type authorized is sufficient to support the test.

c. Ground safety was given increased emphasis due to increased night activity. No incidents were reported.

d. The Full Force test caused some difficulty in scheduling training. Shift schedules were often not compatible with training needs and resulted in the loss of IPT in some areas. Very close control of training schedules during the three shift operation must be maintained to insure that the program continues to produce results.

HEADQUARTERS 4241ST STRATEGIC WING (SAC)
United States Air Force
Seymour Johnson Air Force Base, North Carolina

REPLY TO
ATTN OF:

(b)(6)

5 December 1961

SUBJECT: Final Unit Report, as of 30 November 1961, on Full Force Test, 4241st Strategic Wing, Seymour Johnson AFB, N. C.

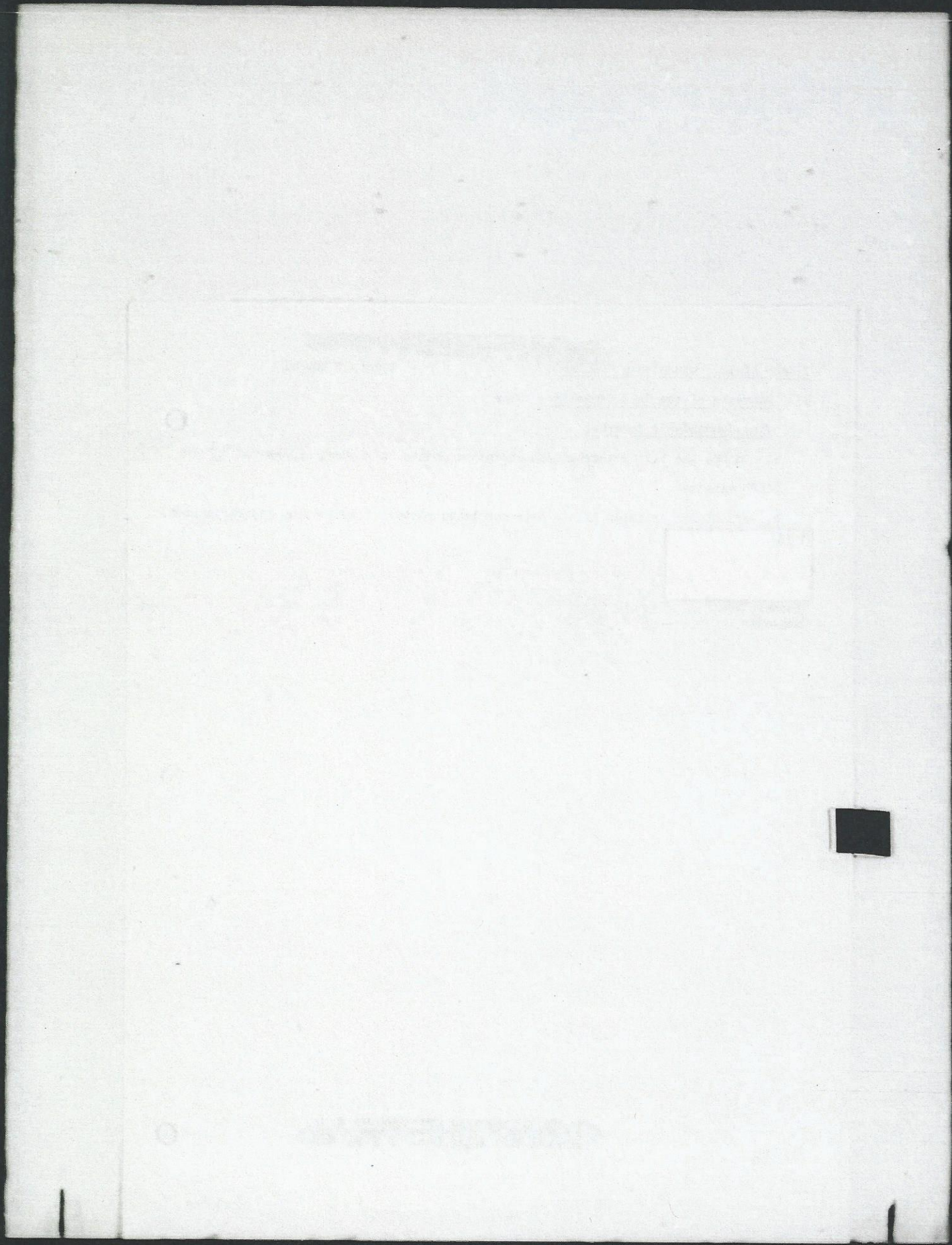
TO: SAF (DM1)

INFO: SAC (DM4A)

1. GENERATION RATES. The proposed generation rates included in the unit semi-final report, dated 2 November 1961, were calculated on the basis of samples taken during September and October. This sampling procedure was continued during the final month of November, and the results were correlated against the proposed rates. There was no significant variation in the unit's capability to generate B-52 aircraft. While the KC-135 rates showed a very slight improvement, there was not enough to warrant a change in rate. It must be noted that only by maintaining the maximum possible number of fully EWO configured aircraft, at all times, can this rate be achieved. Therefore, some variation of the Full Force concept must be adopted by any unit if this increased reaction time is to be attained.

2. SCHEDULING. The prime prerequisite for producing an acceptable number of EWO configured aircraft throughout this test has been aircraft scheduling. The requirement to set-forth a program that meets the needs of crew training, yet results in an improved readiness posture has been severely hampered by many factors, the foremost of which is the operations requirements. Efforts to schedule around higher headquarters directed missions and individual wing training needs such as MITO have resulted in the degradation of the unit's EWO capability. As pointed out in the unit's semi-final report of 2 November, a constant flying cycle of equally spaced launch times is most desirable. In order to achieve this, some adjustment of RFS times must be made. Once programmed, this schedule must be rigidly enforced in order to stabilize work shifts and maintenance schedules.

3. GMS. The launch/recovery team concept used during the first two months of the test period was ended on 31 October. In its place, the squadron modified this system by using only the excess airmen from aircraft on alert to supplement the ground crews of aircraft in the flying cycle. This procedure stabilized the aircraft ground crews to those airmen assigned to a particular tail number and had the immediate effect of improving the continuity of IPT programs. The excess ground crew personnel were used on shift



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911ARS (T-12) Commander's Remarks

1 Oct-30 Nov 61

17. Comments of the Unit Commander: None

1 Wing Commander's Remarks:

- a. In Oct the 911ARS accrued 375 incentive points in support of one TAC "STAIR STEP" mission
- b. 33% of the assigned pilots have completed partial flap landing indoctrination.

(b)(6)

Colonel, USAF
Commander

~~CONFIDENTIAL~~

911ARS (T-12) Commander's Remarks

1 Oct-30 Nov 61

1. Waiver of Training Requirements:

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a. Training requirements for the Navigator of Crew T-17 are waived IAW par 6, f, (2) of SACR 50-8 dated 16 August 1961. Subject crew member is attending Squadron Officers School during the period 15 August-15 December 1961.

2. Delinquent Combat Ready Crews: N/A

3. Alert Cycle: 3 days on alert.

4. Compensatory Time Off for Alert Crews: All crews received required time off.

5. Crewmember Upgrading Progress: Not Required

6. Unreliable RBS Runs: N/A

7. Unreliable NIKE Runs: N/A

8. Navigation CE:

a. Night Celestial-----6

b. Night Cel Grid-----7

c. Day Cel Grid-----7.5

d. Integrated Systems---6

e. Night Cel Grid on Unit Standboard--18-- CEA 15.5

9. Unreliable Navigation: None

10. Unreliable LDR: N/A

11. Unreliable RSR: N/A

12. Fire Control Systems Reliability: N/A

13. GAM 72/77 Information: N/A

14. Gallons of Fuel Transferred: 462,500

15. TAC Support: None

16. Advanced Capability Radar Training: Not required

4241-1-1815



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5. EXPLANATION OF ITEMS FALLING BELOW MINIMUM STANDARDS:

a. Air Refueling Efficiency Performance 95%, 8AF standard 97%; Low activity, 61 AR'S scheduled, 58 AR'S effective. 2 AR's lost due to ground abort of aircraft caused by fuel leaks; 1 AR lost due to engine out after take off.

6. ADDITIONAL COMMENTS:

a. The 73BS has completed 100% of the annual requirements.

7. ADDITIONAL COMMENTS OF THE COMMANDER: None

(b)(6)

Colonel, USAF
Commander

8AF ATTACHMENT #1 TO SAC T-12 REMARKS
73RD BOMBARDMENT SQUADRON
4241 STRATEGIC WING

NOVEMBER 1961

1. GUNNERY:

a. Difficulties:

(1) Lost to Misaligned Ammo - 22.5%
Lost to Link Jam - 38.0%
Lost to Double Feed - 25.0%
Lost to Booster Jam - 13.5%

(2) None

(3) None

b.

	<u>Loaded</u>	<u>Fired</u>	<u>Attempted</u>	<u>Successful</u>
(1) Normal	12:000	10,491	10	10
(2) thru (4) None				

2. LATE TAKE OFFS CHARGEABLE TO OPERATIONS: None

3. ALERT SCHEDULING EFFECTIVENESS:

a. Alert requirements:

(1) 7/B-52s for 30 Days

(2) Crew Days - 1260

b. Deviation from Schedule: None

4. EWO STUDY

a. 26 Crews Assigned

b. 26 Crews completed study

c. 26 Crews certified

d. No exceptions

8AF ATTACHMENT #1 TO SAC T-12 REMARKS
911 AIR REFUELING SQUADRON
4241 STRATEGIC WING

November 1961

1. GUNNERY: N /A
2. LATE TAKE OFFS CHARGEABLE TO OPERATIONS: None
3. ALERT SCHEDULING EFFECTIVENESS:
 - a. Alert Requirements:
 - (1) 5 KC-135s for 30 days
 - (2) Crew Days - 600
 - b. Deviations from schedule:
 - (1) DNIF, Hospital, Emergency--- 5/.90%
 - (2) Higher Headquarters----- 0/00
 - (3) Other----- 1/.10
 - (4) Total----- 6/1.0
4. EWO STUDY:
 - a. 18 Crews assigned
 - b. 18 Crews completed study
 - c. 18 Crews certified
 - d. No exceptions
5. EXPLANATION OF ITEMS FALLING BELOW MINIMUM GUIDE LINES: None
6. ADDED COMMENT: The 911ARS is 100% complete on annual requirements.
7. ADDITIONAL COMMENTS OF THE COMMANDER: None

(b)(6)

Colonel, USAF
Commander

4241SW (T-12) Commander's Remarks

1 Oct-31 Nov 61

13. GAM 77/72 Information:(Contd)

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p. Unreliable GAM 77 launches: (contd)

- (3) a. CE 4700
 - b. 28 Nov
 - c. Maneuver
 - d. R-23
 - e. Statesboro-Turner
 - f. RBS site would not verify launch score on SAC Form 47
(same as (2)f above)
- (4) a. CE 40000
 - b. 7 Nov
 - c. Maneuver
 - d. E-17
 - e. Laurel-Jacksonville
 - f. Crew error, procedure

14. Gallons of fuel transferred: N/A

15. TAC Support: N/A

16. Advanced Capability Radar Training: Not Required

17. Comments of the Unit Commander: None

18. Wing Commander's Remarks Limitations imposed by SAC message (S) DO 4048, 25 November 1961, preclude the use of five (5) aircraft for accomplishment of night heavy air refueling, low level navigation and causes a prohibitive sortie duration with GAM 77 loaded. These limitations, combined with around-the-clock type cycling imposed by Full Force, caused a definite loss of flexibility and, consequently, a loss of 50-8 accomplishment effectiveness on overall sorties.

(b)(6)

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Colonel, USAF
Commander

42415W Commander's Remarks:

1 Oct-31 Nov 61

13. GAM 77/72 Information (Contd)

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1. (contd)

GAM 2825-crew previously checked out-one scored impact run accomplished

GAM 2840-crew previously checked out-one scored impact run accomplished

GAM 2840-crew previously checked out-one scored impact run and one impact unscorable run accomplished

GAM 2848-crew previously checked out-two scored impact runs accomplished

GAM 2848/2839-crew previously checked out-no activity

GAM 2839-crew previously checked out-no activity

m. GAM 77s on alert by tail number: 15-2808, 2810, 2822, 2825, 2826, 2827, 2829 2832, 2834, 2836, 2837, 2839, 2840, 2848, and 2849

n. Average GAM 77s in commission for reporting period 12.4

o. Missiles assigned/available 16/16

p. Unreliable GAM 77 launches:

(1) a. CE 99999

b. 10 Nov

c. Maneuver

d. E-16

e. Statesboro-Turner

f. Crew error, procedure

(2) a. CE 4700

b. 28 Nov

c. Maneuver

d. R-23

e. Statesboro-Turner

f. RBS site would not verify launch score on SAC Form 47

6.

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12115W Commander's Remarks:

1 Oct-31 Nov 61

13. GAM 77/72 Information (Contd)

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h. GAM #2840 scheduled 8 times, #2832, 2839, and 2822 scheduled 3 times; #2808, 2825, 2826, 2836, and 2848 scheduled twice each, #2810 scheduled once.

i. GAM 77 ground aborts -- 3. #2822 and 2832 aircraft ground abort, #2839 ground abort due excessive missile maintenance

j. GAM 77 air aborts -- 3. #2822 electric out light came back on while in standby. #2840 low oil pressure light on.. #2839 wait light did not go on.

k. Airborne as scheduled -- #2840 8 times, #2848, 2832, 2839, 2822, 2836, 2808, 2825, and 2826 2 times each; #2810 airborne once. 25 GAMs airborne as scheduled.

1. GAM 2808-crew previously checked out-no activity

GAM 2808-crew previously checked out, one impact unscorable run accomplished

GAM 2826-crew previously checked out-no activity

GAM 2826-crew previously checked out- no activity

GAM 2840/2836-crew previously checked out-no activity

GAM 2840/2836-crew previously checked out-one impact unscorable run accomplished

GAM 2832/2822-crew previously checked out-one scored impact run accomplished

GAM 2832/2840-crew previously checked out-one scored impact and one impact unscorable run accomplished

GAM 2810/2839-crew previously checked out- two scored impact runs accomplished

GAM 2825-crew previously checked out-one scored impact and one impact unscorable run accomplished

GAM 2840- crew previously checked out-two scored impact runs accomplished

GAM 2840-crew previously checked out-one scored impact and one impact unscorable run accomplished

GAM 2822-crew previously checked out-no activity

GAM 2840-crew previously checked out-one scored impact run

~~CONFIDENTIAL~~

4241SW (T-12) Commander's Remarks

1 Oct-31 Nov 61

11. Unreliable Radar Simulator Runs

~~CONFIDENTIAL~~

<u>SCORE</u>	<u>DATE</u>	<u>CREW</u>	<u>SITE</u>	<u>REASON</u>
C-00, S30	3 Nov	S-02	Lexington	Unknown
C-30, S30	6 Nov	S-03	Rock Bed	Operator
C-00, S33	17 Nov	S-08	Lexington	Unknown
C-00, S33	29 Nov	S-08	Rock Bed	Unknown
C-33, S00	16 Nov	R-13	Laurel	Operator
C-32, S00	7 Nov	E-17	Laurel	Operator
C-00, S33	17 Nov	E-19	Rock Bed	Site
C-01, S01	28 Nov	R-23	Statesboro	Unknown
C-01, S01	10 Nov	R-25	Lexington	Materiel
C-30, S30	13 Nov	R-35	Laurel	Operator

12. Fire Control Systems Reliability:

- a. 10 (gunnery missions attempted)
- b. 5 (missions 100% fireout)
- c. 87.4% (average fireout)
- d. 12,000/10,491 (rounds loaded and fired)
- e. 40-1 (reliable radar systems)
- f. 19-2 (marginal radar systems)
- g. 16-3 (unreliable radar systems)

13. GAM 77/72 Information:

- a. 26/26
- b. Dec 26/26, Jan 26/26, Feb 26/26, Mar 26/26
- c. 0/0
- d. Dec 0/0, Jan 0/0, Feb 0/0, Mar 0/0
- e. 0/0
- f. Sqdn Cmdr--73BS, Nav--73BS, DCOT all GAM 77 qualified
- g. 77 B-52 Sorties scheduled

~~CONFIDENTIAL~~

4241SW (T-12) Commander's Remarks:

1 Oct-31 Nov 61

8. Navigation CE:

- a. Night Celestial-----8
- b. Night Cel Grid-----6
- c. Day Cel Grid-----8.5
- d. Integrated Systems--5
- e. Annual Eval Legs----9
- f. Night Cel Grid on Unit Standboard--17 CEA 17.0

~~CONFIDENTIAL~~

9. Unreliable Navigation Legs: None

10. Unreliable Local Defense Runs:

<u>SCORE</u>	<u>DATE</u>	<u>CREW</u>	<u>SITE</u>	<u>REASON</u>
9XE	7 Nov	S-05	Statesboro	Operator
OXE	17 Nov	S-08	Lexington	Operator
OXE	9 Nov	E-11	Laurel	Materiel
OXE	3 Nov	R-13	Laurel	Operator
OXE	3 Nov	R-13	Laurel	Operator
9XM	16 Nov	R-13	Statesboro	Operator
OXO	16 Nov	R-13	Laurel	Operator
OXO	22 Nov	R-16	Laurel	Materiel
9XE	22 Nov	R-16	Laurel	Operator
9XE	7 Nov	E-17	Laurel	Operator
9XE	7 Nov	E-17	Jacksonville	Operator
9XE	17 Nov	E-19	Rock Bed	Materiel
9XE	2 Nov	E-21	San Salvador	Site Procedures
9XE	2 Nov	E-21	San Salvador	Site Procedures
OXO	14 Nov	R-32	Laurel	Operator
OXE	13 Nov	R-35	Laurel	Materiel

~~CONFIDENTIAL~~

4241SW (T-12) Commander's Remarks

1 Oct - 31 Nov 61

6. Unreliable RBS Runs: (Contd)

CONFIDENTIAL

<u>CE</u>	<u>DATE</u>	<u>RUN TYPE</u>	<u>CREW</u>	<u>SITE</u>	<u>REASON</u>
99999	17 Nov	GAM 77	E-16	Statesboro Turner	Crew Error, procedure
4700	28 Nov	GAM 77	R-23	Statesboro Jacksonville	RBS Site would not score launch
4700	28 Nov	GAM 77	R-23	Statesboro Jacksonville	Same as above
40000	7 Nov	GAM 77	E-17	Laurel Jacksonville	Crew Error, procedure

7. Unreliable NIKE Runs:

<u>CE</u>	<u>DATE</u>	<u>RUN TYPE</u>	<u>CREW</u>	<u>SITE</u>	<u>REASON</u>
6050	3 Nov	H1 Sync	E-16	Pittsburgh	Crew Procedure (Side Step Maneuver)
5350	20 Nov	" "	R-09	" "	Unknown
5700	27 Nov	" "	S-01	" "	Crew Procedure (Side Step Maneuver)
6200	29 Nov	" "	S-08	Buffalo	Crew Procedure (Heading Error)
5100	30 Nov	" "	R-25	Pittsburgh	Unknown
5450	30 Nov	" "	E-19	Washington	Crew Procedure (Side Step Maneuver)
6100	24 Nov	" "	S-02	Pittsburgh	Crew Procedure (Side Step Maneuver)
21400	27 Nov	" "	R-25	Washington	Unknown
12000	13 Nov	H1 Pxd Angle	E-24	Pittsburgh	Crew Error, procedure
34500	17 Nov	" "	E-19	Buffalo	Crew Error, procedure
26200	13 Nov	" "	S-01	Washington	Adverse Weather
15700	8 Nov	(NAV) Last Resort (P)	E-15	Turner	Unknown

CONFIDENTIAL

4241SW (T-12) Commander's Remarks:

1 Oct 21 1961

1. Waiver of Training Requirements:

~~CONFIDENTIAL~~

a. Training requirements for the copilot of Crew E-19 are waived IAW par 6, f, (2), of SACR 50-8. Subject crewmember is at Squadron Officers School from 11 September to 15 December 1961.

b. The annual requirement for Bomb Releases are waived for this unit by SAC Msg DOT 3-M-64004D, dated 23 October 1961.

c. The training period requirement for GAM 72 Cycle with Engine Start is waived by SAC Msg DOT 34219, dated 26 October 1961.

d. The training period requirement for Air Weapons Simulator Mission is waived until further notice by SAC Msg DOT 21303, dated 14 September 1961.

2. Delinquent Combat Ready Crews: N/A

3. Alert Cycle: 4 days on alert.

4. Compensatory Time Off for Alert Crews: All crews received required time off.

Crewmember Upgrading Progress: See Form 677.

6. Unreliable RBS Runs:

<u>CE</u>	<u>DATE</u>	<u>RUN TYPE</u>	<u>CREW</u>	<u>SITE</u>	<u>REASON</u>
9950	2 Nov	Hi Syn	E-20	San Salvador	UNK
18820/15200	8 Nov	Hi L/C	E-15	Laurel	Materiel, Altimeter Malf
1050/10350	9 Nov	Hi L/C	R-29	Rock Bed	Crew Error, procedure
4450/3620	21 Nov	Hi L/C	E-12	Rock Bed	Film to Hi Eq
1350/29800	28 Nov	Hi L/C	E-30	Rock Bed	Film to Hi Eq
3320/1120	17 Nov	L/L Lg Chg	E-12	Laurel	Materiel
3350/800	1 Nov	S/L Lg Chg	R-33	Laurel	Materiel
3450/970	17 Nov	S/L Lg Chg	E-12	Laurel	Materiel
84100	7 Nov	S/L Timing (RN)	S-05	Statesboro	Crew Error, procedure
54950	7 Nov	S/L Timing (P)	S-05	Statesboro	Crew Error, procedure

DOWNGRADED AT 2 YEAR INTERVALS
DECLASSIFIED AFTER 12 YEARS
DOD DIR 1200-10

4841-1-1815

~~CONFIDENTIAL~~

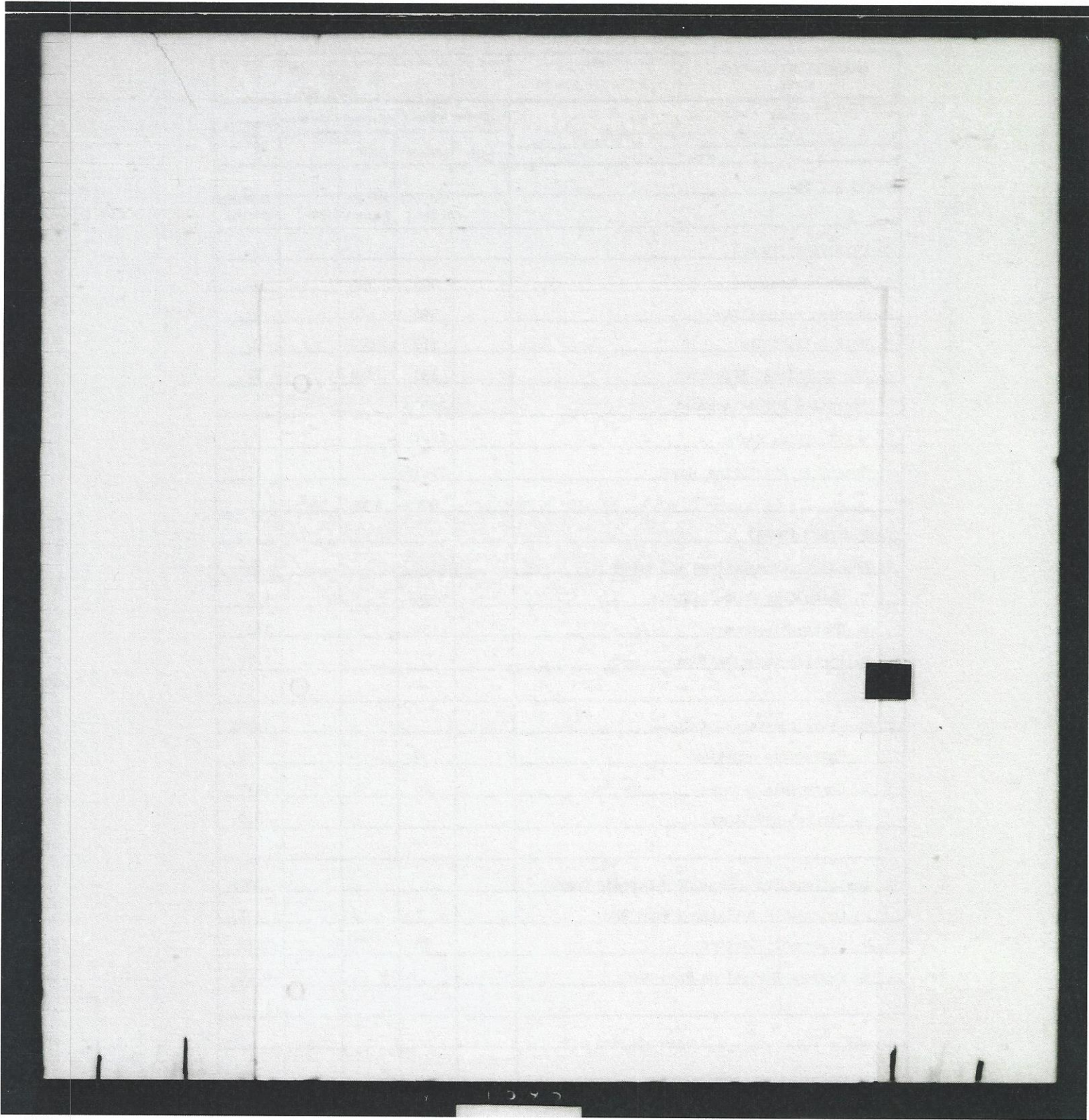
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MANAGEMENT CONTROL DATA	PERIOD COVERED	PAGE NR	NR OF PAGES	REPORTS CONTROL SYMBOL	
	1 Oct - 30 Nov 61	1	1	1-SAC-T35 Part II	
ORGANIZATION	4241 Strat Wg (SAC) Seymour Johnson AFB, NC	CURRENT PERIOD (Enter months that apply)			AVERAGE OR TOTAL
ITEM					
911TH AREFS KC-135A		OCT	THRU	DEC	
		Points Accrued	Points Allocated		Percent Score
D. OPERATIONS (Tanker)					
1. Training Minimums		517	550		94
3. Unit Reliability		600	600		100
4. Air Refueling Efficiency		933	950		98
Incentive Points Accrued		17093			
Total Flying Hours		742			
Incentive Pts/Flying Hour		23037			
		OCT	NOV	DEC	
MAINTENANCE (Tanker)					
1. Schedule Cancellations - % Score					82%
a. Chargeable Cancellations		1	1		2
b. Chargeable Sorties		68	50		118
c. Percent Cancellations					1.69
2. Schedule Additions - % Score					100%
a. Chargeable Additions		0	0		0
b. Chargeable Sorties		70	53		123
c. Percent Additions					0.0
3. Deviations From Take-Off - % Score					84%
a. Chargeable Deviations From T/O		1	1		2
b. Chargeable Sorties		70	53		123
c. Percent Deviations From T/O					1.63

History

MANAGEMENT CONTROL DATA	PERIOD COVERED	PAGE NR	NR OF PAGES	REPORTS CONTROL SYMBOL	
	1 Oct - 30 Nov 61	1	2	1-SAC-T35 Part II	
ORGANIZATION	4241 STRAT Wg (SAC) SEYMOUR JOHNSON AFB, N.C.	CURRENT PERIOD (Enter months that apply)			AVERAGE OR TOTAL
ITEM		OCT	THRU	NOV	
B-52G - 73BS			Points Accrued	Points Allocated	Percent Score
D. OPERATIONS (Bomb)					
1. Training Minimums			506	550	92
2. Bombing Reliability			590	600	98
3. Unit Reliability			570	600	95
4. Air Refueling Efficiency			333	350	95
Incentive Points Accrued			25908		
Total Flying Hours			1247		
Incentive Pts/Flying Hour			20,776		
		OCT	NOV	DEC	
MAINTENANCE (BOMB)					
1. Schedule Cancellations - % Score					76%
a. Chargeable Cancellations			2	0	2
b. Chargeable Sorties			59	53	112
c. Percent Cancellations					1.79
2. Schedule Additions - % Score					100%
a. Chargeable Additions			0	0	0
b. Chargeable Sorties			76	71	147
c. Percent Additions					0.0
3. Deviations From Take-Off - Percent Score					100%
a. Chargeable Deviations From T/O			1	0	1
b. Chargeable Sorties			76	71	147
c. Percent Deviations From T/O					0.68



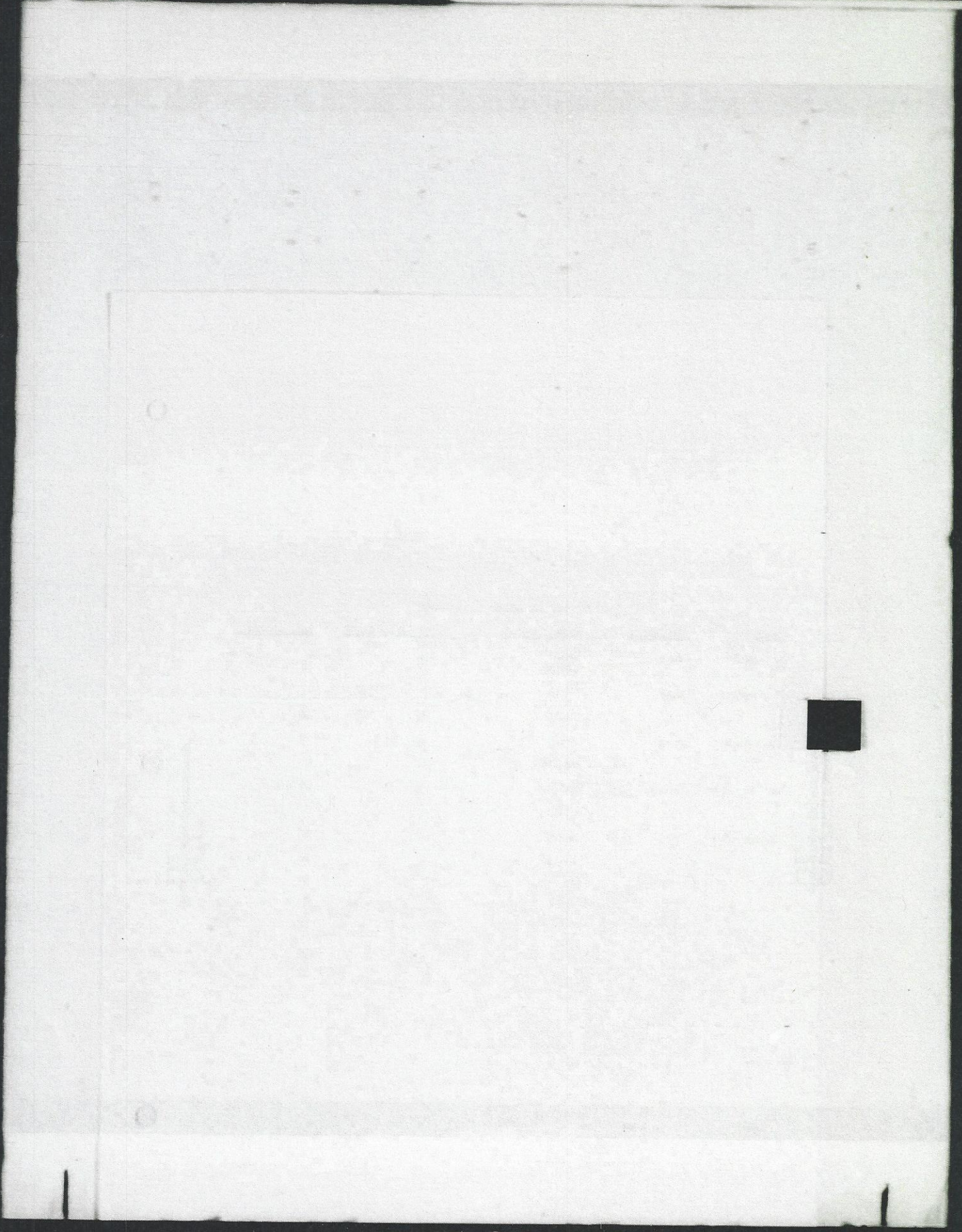
ALERTS CALLED IN NOVEMBER

<u>DATE</u>	<u>TYPE ALERT</u>	<u>TYPE AIRCRAFT</u>	<u>FIRST AIRCRAFT</u>	<u>LAST AIRCRAFT</u>
2 November	Bravo	B-52G KC-135	5 0 1/2	5 0 1/2
7 November	Bravo	B-52G KC-135	3 3 1/2	3 1/2 4 1/2
16 November	Bravo	B-52G KC-135	4 4	5 6
21 November	Bravo	B-52G KC-135	5 6	17 7
29 November	Bravo	B-52G KC-135	2 4	3 5

~~SECRET~~

~~SECRET~~

1543



1543

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011/17303

PRIORITY

X AF

ADMINISTRATIVE MESSAGE JOHNSON AFB TX

RAF WUSTON AFB MASS

~~SECRET~~/DOOOO 61-514

SUBJECT: (U) UNIT ALERT POSTURE FOR DOPC. REFERENCE SAC

CLASSIFIED MESSAGE DO 80464, DATED 10 OCT 61. 42/15M ACKNOWLEDGES

RECEIPT AND UNDERSTANDING WITH ALERT POSTURE EFFECTIVE 1500Z

1 NOV 61 AS FOLLOWS:

SIX F-52G AIRCRAFT WITH FOUR GAN-77 SORTIES

FIVE KC-135 AIRCRAFT

(SCP-4)

11

DOOOO

OCT 61

(b)(6)

MAJOR USAF
1 1

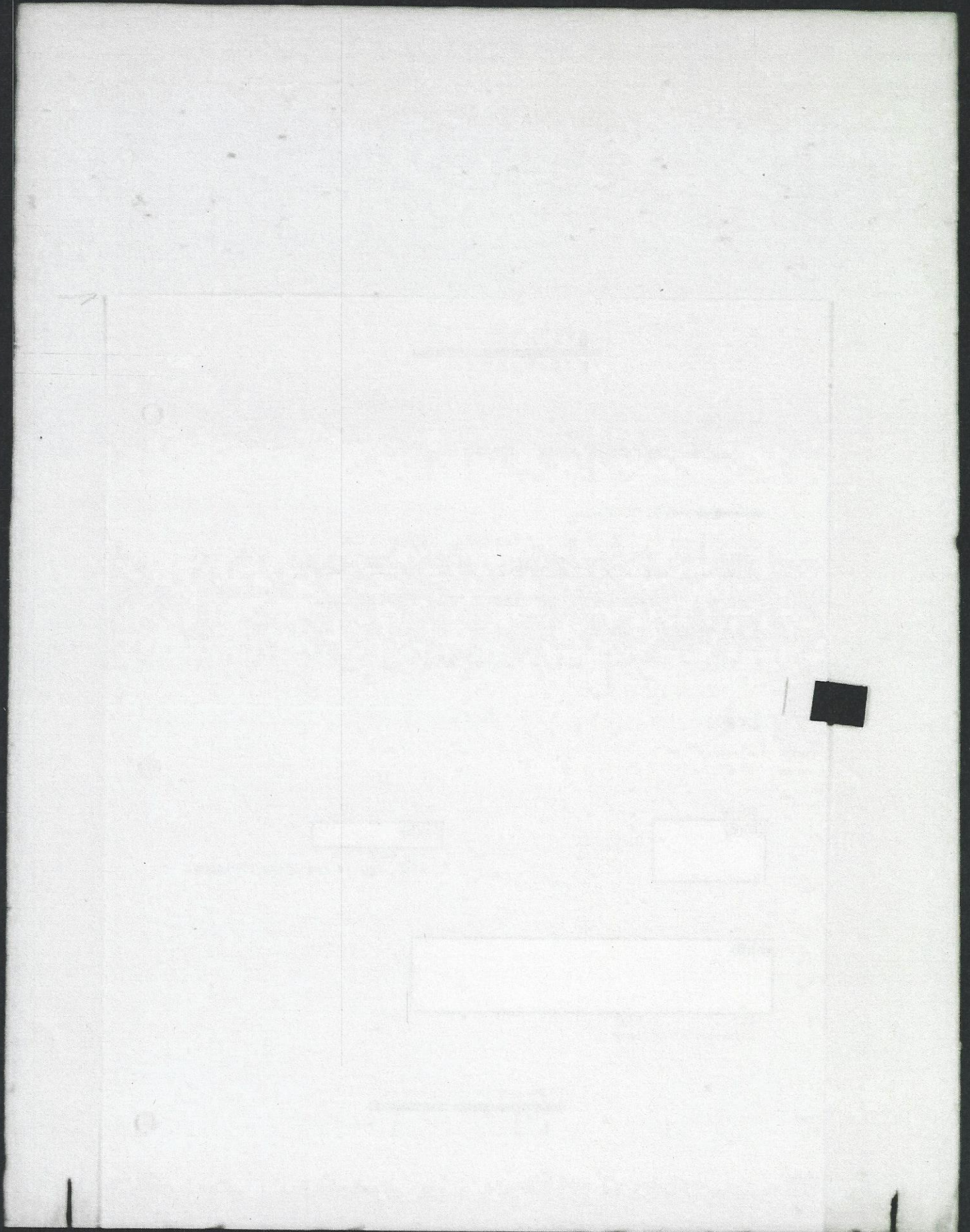
(b)(6)

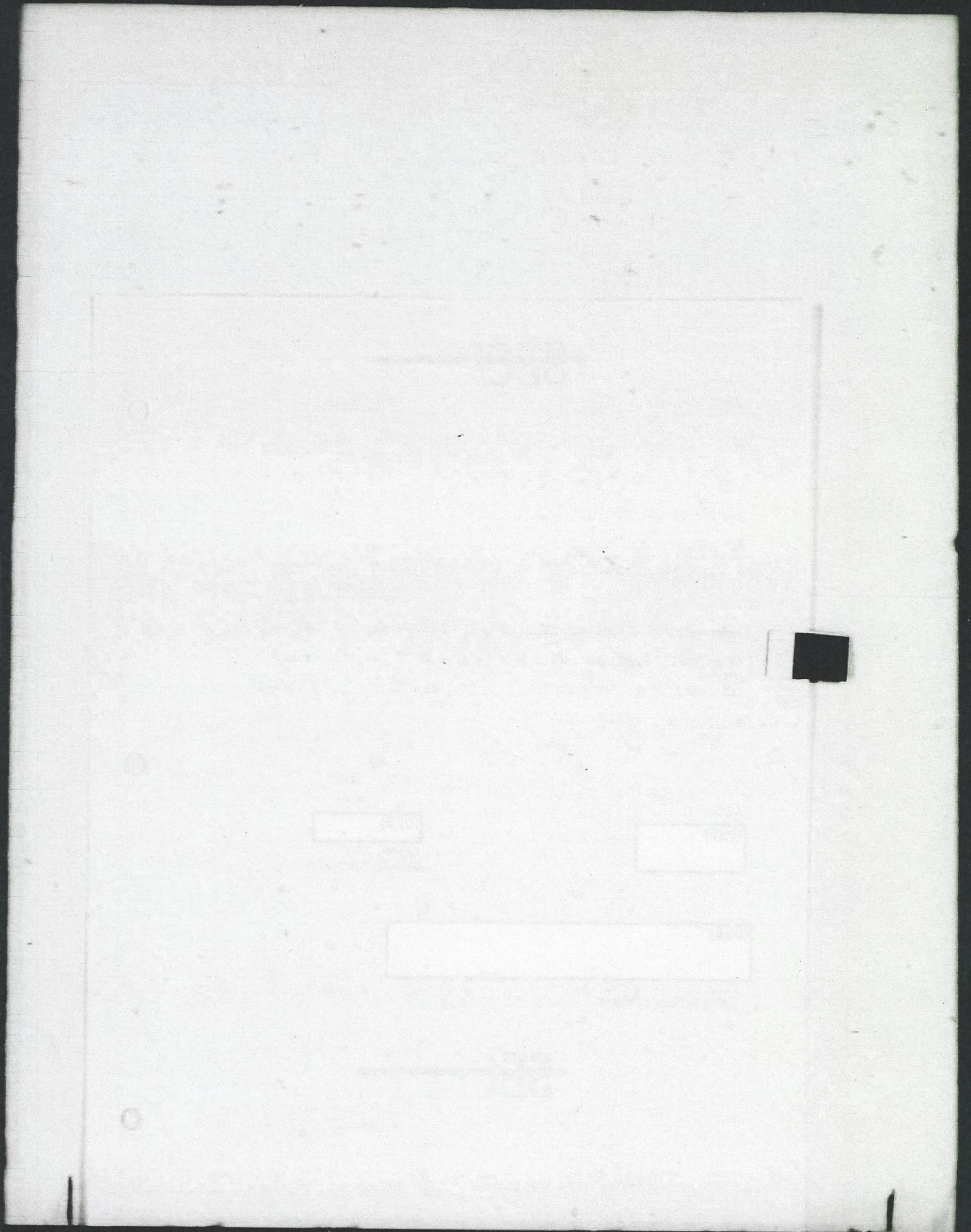
MAJ, USAF
Chief, Operations Plans Division

(b)(6)

1LT USAF
Information Officer

~~SECRET~~





4241 STRATEG SEVENTH JOHNSON AFB, W.C.

GAN 72A INFO: POSSESSED 32 ORNL READY 29; #60-629, 637, 644, 636,
646, 647, 651, 653, 654, 659, 660, 661, 665, 630, 634, 667, 620,
633, 632, 652, 645, 615, 663, 656, 648, 650, 649, 657, AND 635

ORNL READY

#60-655, NCOM, FUEL LEAK

#60-644, NCOM, FUEL LEAK

#60-666, NCOM, FUEL LEAK

SCF-4

DOORA

2

2

JIC

A TRUE COPY

(b)(6)

1Lt USAF
Information Officer

~~SECRET~~

89/2050Z

OO X AF

4241 STRATWG SQUADRON JOHNSON AFB, N.C.

SAC OFFUTT AFB NEBR

8AF WESTOVER AFB MASS

822 ADIV TURNER AFB GA

~~SECRET~~/DCORA 61-596 FOR DCORS S O, FOR DCORS 2-C 8AF. SUBJECT (U)

OPERATIONAL READINESS REPORT 1-AF V-14, AS OF 29 NOVEMBER 1961.

73BS/SQUADRON JOHNSON AFB, N.C./B-52G/12/12/12/26/26/26/A/C-2/

B-52G - #16165 AND #6173 NOW AT WILAB. ESTIMATED DATE OF C-1

RATING IS 05 DEC WHEN THIS UNIT WILL AGAIN POSSESS 13 AIRCRAFT.

GAZ 77A INFO: POSSESSED 16, ORNL READY 13; #59-2808, 2810, 2822,

2829, 2835, 2827, 2836, 2849, 2820, 2834, 2848, 2839, AND 2826

ORNL READY

#59-2832, MGN, AIRCRAFT LEAK

#59-2837, GUIDANCE MALFUNCTION

#59-2838, MGP, IGNITION UNIT, ARMING AND FUSING J-BOX AND AIRCRAFT

LATCH VALVE

DCORA

29

(b)(6)

Capt, USAF
1 2

Nov 1961

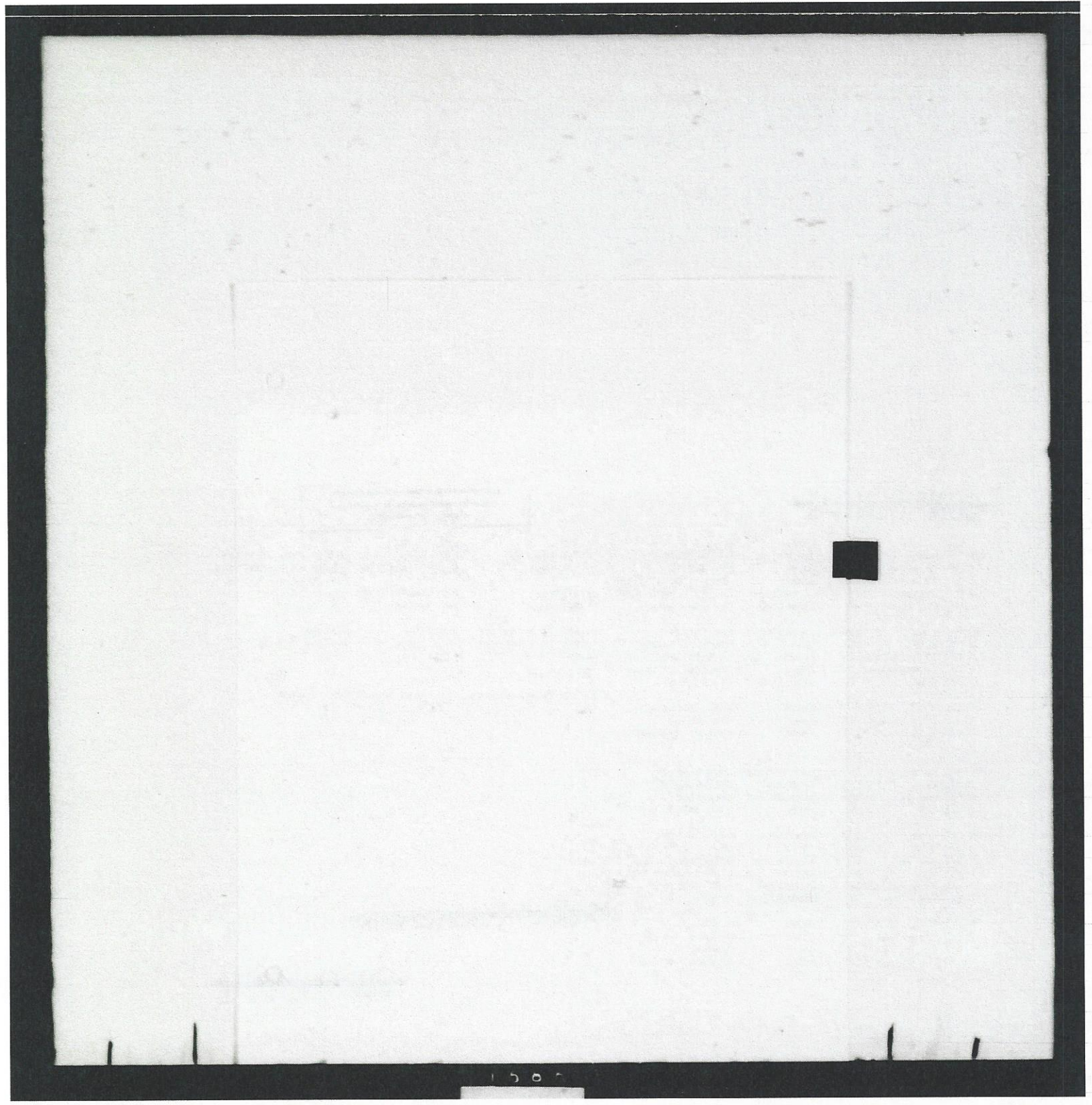
(b)(6)

Major, USAF
Chief, Trng Divn

(b)(6)

1lt USAF
Information Officer

~~SECRET~~



~~CONFIDENTIAL~~

~~CONFIDENTIAL~~

JOB	A/C	ACTION	REASON
17 U/L Wons	199	Cancelled	OO-9 Change
N D/L 77 - Ballast	186	Added	Bad GAM 77
O U/L 77 - Ballast	186	Added	Replace GAM 77 (BAD)
V D/L API Ammo	173	Cancelled	No API Ammo Aboard
U/L Tng Ammo	173	Cancelled	Tng Ammo Aboard
20 U/L Wons	199	Cancelled	For Flight
N D/L Wons	181	Late	Handling Late
O D/L 77 & Ballast	179	Added	Armonia Leak
V U/L 77 & Ballast	179	Added	Replace GAM Above
U/L Wons	188	Cancelled	A/C Flying
21 Check B/B Doors	601	Added	Half Inflight
N D/L 77 & Ballast	193	Added	Bad GAM
O U/L 77 & Ballast	193	Added	Replace Bad GAM
V			
22 U/L Wons	173	Rescheduled	Engine Maint
N U/L Wons	173	Cancelled	Engine Maint
O D/L GAM 77	179	Rescheduled	Refueling
V D/L 72s	193	Added	OO-9 Change
24 D/L Wons	173	Cancelled	OO-9 Change
N D/L Wons	199	Added	OO-9 Change
O D/L GAM 72s	199	Added	OO-9 Change
V U/L WONS	199	Added	OO-9 Change
U/L 77 & Ballast	164	Cancelled	OO-9 Change
D/L 77s WIDs	171	Rescheduled	Bravo Alert
25 D/L 77 Ballast	193	Added	Bad GAM
N U/L 77 Ballast	193	Added	Replace Bad GAM
O D/L 77 Ballast	193	Added	Bad GAM
V U/L 77 Ballast	193	Added	Replace Bad GAM

JOB	A/C	ACTION	REASON
27 U/L 72s	179	Added	Repair Fuel Leak 169
N D/L WIDS	181	Rescheduled	Stayed on Alert Until
O			Fuel Leak was Fixed.
V D/L 77s	181	Rescheduled	
D/L Wons	169	Added	Fuel Leak
29 D/L 77 - Ballast	181	Added	Bad GAM
N U/L 77 - Ballast	181	Added	Replace Bad GAM
O			
V			
30 D/L 77 - Ballast	181	Rescheduled	OO-9 Change
N			
O			
V			

~~FORMERLY RESTRICTED DATA~~

~~CONFIDENTIAL~~

~~CONFIDENTIAL~~

~~RESTRICTED DATA~~
~~FORMERLY RESTRICTED DATA~~
~~FORMERLY RESTRICTED DATA~~

JOB	A/C	ACTION	REASON	JOB	A/C	ACTION	REASON
1 D/L 77s Ballast	601	Cancelled	Previously Complied With	8 U/L Wpn-Ammo	189	Rescheduled Refueling	
N U/L GAM 77	173	Added	60-9 Change	N U/L GAM 72	189	Rescheduled Refueling	
O U/L GAM 72	173	Added	60-9 Change	O U/L GAM 77s	189	Rescheduled Refueling	
V Check Swess	189	Added	Malfunction	V			
U/L Wons	173	Added	60-9 Change				
2 D/L 77s	165	Rescheduled	Fuel Leak 173	9 Arm Swess	194	Added	Swess Check
N D/L 72s	165	Rescheduled	Fuel Leak 173	N U/L Wons-Ammo	479	Rescheduled	Fuel Leak
O D/L WIDs	165	Rescheduled	Fuel Leak 173	O U/L Wons-Ammo	199	Rescheduled	Clip In Rack Inst Now
V U/L WIDs	173	Rescheduled	Fuel Leak	V U/L WIDs	189	Rescheduled	No AC C/Chief
Arm Swess	194	Added	Swess Check	U/L GAM 77s	189	Rescheduled	Bad Arm Bat Prov
				U/L Ammo	479	Cancelled	No Ammo Rack
3 Check Swess	194	Added	Swess Inop.	1 U/L Wons	199	Rescheduled	Refueling
N Del Ammo	189	Added	Bad Can of Ammo	O U/L Wons	164	Cancelled	Test Hop
O				N D/L Wons	189	Added	Fuel Leak 181
V				O D/L Wons	181	Added	Fuel Leak
				V U/L Wons	189	Added	Fuel Leak Rep Loaded After
4 D/L Wons	167	Rescheduled	Fuel Cell				
N				13 D/L Wpn	199	Rescheduled	MSE Late No Trailer
O				N D/L 72s	193	Added	60-9 Change
V							
				(b)(3):42 U.S.C. 2011			
5 U/L GAM/Ballast	167	Rescheduled	60-9 Change used on Flt Tng	V D/L Wons	173	Rescheduled	Profit Trouble Act 194
N				14 U/L Wons	181	Added	60-9 Change
O				N U/L 72s	181	Added	60-9 Change
V				O D/L 72s	193	Rescheduled	60-9 Change
				V D/L 77s	193	Rescheduled	60-9 Change
6 D/L Wons	199	Added	B/Nav Trouble	D/L WIDs	193	Cancelled	Use same 77s AC 194
N D/L 72s-Ammo	601	Rescheduled	Refueling	U/L WIDs	194	Cancelled	Used 77s with WIDs
O U/L Wons	601	Rescheduled	Refueling				
V				15 D/L GAM 77	173	Added	InFlt Malfunctioned
				N U/L GAM 77	173	Added	Replace Bad GAM
8 U/L Wons	167	Cancelled	60-9 Change	O			
N Ring-out	479	Rescheduled	Fuel Leak	V			
				16 U/L Wons	601	Rescheduled	Air Frame Repair
				N U/L 72s	601	Rescheduled	Air Frame Repair
				O U/L 77s	601	Rescheduled	Air Frame Repair
				V U/L WIDs	601	Rescheduled	air Frame Repair

~~FORMERLY RESTRICTED DATA~~

~~CONFIDENTIAL~~

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Continuation of Section VII (Remarks)

c. The Golden Hour Team nominees are:

Captain (b)(6) Top Secret
TSgt (b)(6) Top Secret

d. Limiting Factors. The 53rd MMS is above authorized strength, however the skill level is not as high as is desired. (Ref Section V)



~~FORMERLY ELECTRONIC DATA~~

~~CONFIDENTIAL~~

~~CONFIDENTIAL~~

~~CONFIDENTIAL~~
(When Completed IAW
Cb 15.1, AFM 66-1/BAFSUP 1)

EXCLUDED FROM AUTOMATIC REGRADING;
DOD DIR 5200.10 DOES NOT APPLY

When completed, this document reveals the unit's munitions capability in support of the EWO.

MUNITIONS PERFORMANCE REPORT		FOR MONTH OF November 1961	REPORTS CONTROL SYMBOL BAF-T54
TO: 8AF (DMM3) Westover AFB, Mass		FROM 53rd Munitions Maintenance Squadron Seymour Johnson AFB, North Carolina	

FUNCTION	SCHEDULED	ACCOM. AS SCHEDULED	RESCHEDULED	ACCOM. AS RESCHEDULED	CANCELED	ACCOM. NONSCHED- ULED	ACCOM. ALERT OR EWO EXER.
	A	B	C	D	E	F	G

1. MUNITIONS SERVICES OPERATIONS							
(b)(3):42 U.S.C. 2011							
GAM (External)	27	18	7	7	2	19	
GAM (Internal)	22	18	4	4	0	5	
ATO	N/A	N/A	N/A	N/A	N/A	N/A	
Ammo (50cal/20mm)	42	29	7	7	0	0	
Release System	35	35	0	0	0	4	

2. MUNITIONS MAINT OPERATIONS							
(b)(3):42 U.S.C. 2011							

Conventional	0	0	0	0	0		
STANDARDIZATION EVALUATIONS							
Loading Team	7	4	0	0	3	0	
Mating Team	N/A	N/A	N/A	N/A	N/A	N/A	
Maintenance Team	5	5	0	0	0	0	

4. EQUIPMENT MAINTENANCE							
	601	601	0	0	0	0	

TYPE	READY NOW		DATE		ITEM	AUTHORIZED	ON HAND	OPERATIONAL
	YES	NO	REQUIRED READY	ESTIMATED READY				
	A	B	C	E				

III CONVENTIONAL MUNITIONS UTILIZATION				
TYPE	LOADED	FIRED	NOT FIRED	
A	B	C	D	E
Cal Ball M33	11	1	6	1
4241-1-1968				

BAF FORM 242 20 SEP 61

REPLACES BAF FORMS 242 AND 242A, BOTH DATED 12 DEC 60, WHICH ARE OBSOLETE.

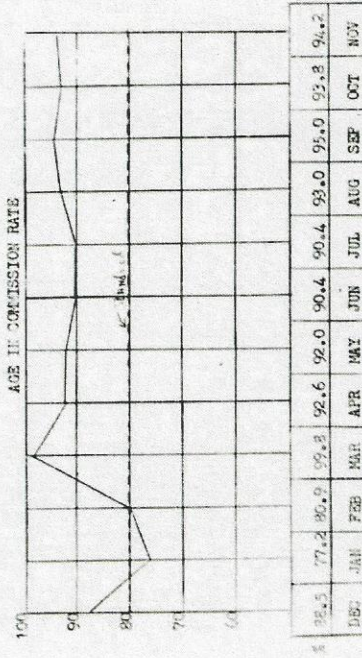
(When Completed IAW
Cb 15.1, AFM 66-1/BAFSUP 1)

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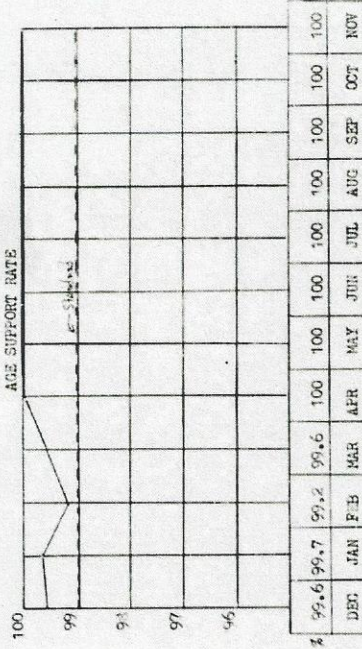
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ATCA 2



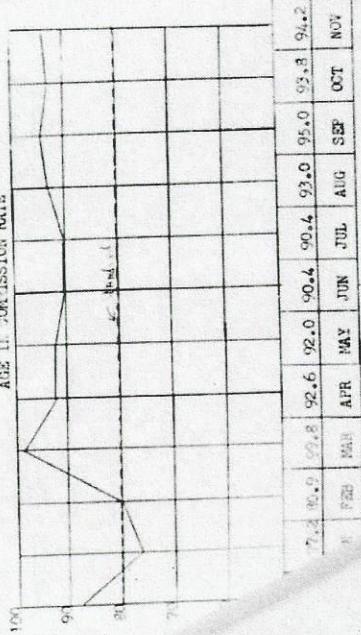
AGE III CONFESION RATE



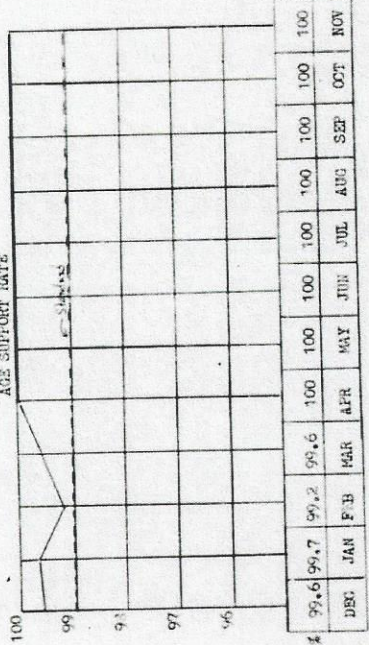
AGE SUPPORT RATE



AGE III CONCESSION RATE



AGE SUPPORT RATE



KC-135A

B-52G

AIRCRAFT	DATE OF LAST DEVIATION	TYPE OF DEVIATION	NUMBER OF SORTIES SINCE LAST DEVIATION	AIRCRAFT	DATE OF LAST DEVIATION	TYPE OF DEVIATION	NUMBER OF SORTIES SINCE LAST DEVIATION
013	11 Sep 1961	Late Take Off	14	164	9 Oct 1961	Cancellation	10
*****	*****	*****	*****	165	4 Aug 1961	Late Take Off	20
021	3 Jun 1960	Late Take Off	134	167	4 Aug 1961	Late Take Off	15
*****	*****	*****	*****	169	1 Jan 1961	Late Take Off	42
023	3 Oct 1961	Late Take Off	8	171	24 Oct 1961	Late Take Off	4
025	29 Jun 1961	Late Take Off	28	173	12 Sep 1961	Late Take Off	8
026	18 Apr 1961	Late Take Off	47	181	10 Apr 1961	Late Take Off	36
029	8 Aug 1961	Late Take Off	16	*****	*****	*****	*****
034	14 Feb 1961	Late Take Off	49	188	10 Feb 1960	Late Take Off	95
036	23 Mar 1961	Late Take Off	65	*****	*****	*****	*****
037	25 Oct 1961	Cancellation	6	189	4 Oct 1961	Cancellation	5
115	27 Nov 1961	Late Take Off	2	193	10 Aug 1961	Late Take Off	23
355	15 Aug 1961	Late Take Off	25	194	9 Aug 1960	Late Take Off	69
				199	21 Apr 1960	Cancellation	82
				601	20 Mar 1961	Late Take Off	48
				479	None	None	6

MAINTENANCE AND MATERIAL DIVISION

Acft. Nr.	Name	Sorties Sched.	Sorties Abs. as Sched.	Late Maint T/O. Cmax.	Total Flown	Acft. Nr.	Name	Sorties Sched.	Sorties Abs. as Sched.	Late Maint T/O. Cmax.	Total Flown
013	TSGT (b)(6)	4	3		3	164	TSGT (b)(6)	7	6		8
021	TSGT	6	6		6	165	TSGT	4	4		4
023	TSGT	2	2		2	167	TSGT	4	4		4
025	TSGT	7	6		6	169	TSGT	1	1		1
026	SSGT	3	3		3	171	TSGT	4	4		4
028	TSGT	2	2		2	173	TSGT	6	5		5
034	TSGT	8	8		8	181	SSGT	4	4		4
036	SSGT	7	7		7	188	TSGT	7	7		7
037	TSGT	5	5		5	189	TSGT	2	2		2
115	TSGT	6	6	1	6	193	TSGT	11	10		10
255	TSGT	5	5		5	194	TSGT	7	7		7
						199	TSGT	6	6		6
						401	TSGT	9	9		9
						479	TSGT	8	6		6

HEADQUARTERS
421st STRATEGIC WING (SAC)
United States Air Force
Seymour Johnson Air Force Base, North Carolina

30 November 1961

REPLY TO
ATTN OF: (b)(6)

SUBJECT: Letter of Appreciation

TO: Airman First Class (b)(6)
421st Organizational Maintenance Squadron
421st Strategic Wing (SAC)
Seymour Johnson Air Force Base, North Carolina

THRU: OMSC

1. It is with extreme pleasure and pride that I commend you on being selected as Wing Maintenance Man of the Month for November 1961.
2. Many factors are considered in achieving this coveted award. You have distinguished yourself in the many aspects of aircraft maintenance. Your assignment to the maintenance crew of aircraft 55-3118 was primarily from your past outstanding performance. The manner in which you diagnosed the radio altimeter malfunction and rendered such unit operational plus repairing the air refueling pump control valve thereby saving a late take-off was most inspiring.
3. It is also worthy to note your prevention of another late take-off when you had a malfunction on the #1 generator. By replacing the generator control panel you made this system operational. This saved a delay of 30 TAC aircraft.
4. These fine attributes have won you this award.
5. I take this opportunity to commend you for a job well done and I am proud to have you as a member of our maintenance organization.

s/ (b)(6)
Colonel, USAF
Deputy Commander for Maintenance

ASSURANCE IS TWO-THIRDS OF SUCCESS

In accordance with RAF Message DM 11047 Dated 10 Aug 61, the following information is submitted.

TYPE ACFT	BETWEEN FLIGHTS	GOING ON ALERT
P-52G:	30.3 Hrs	36.0 Hrs
KC-135A	33.0 Hrs	33.0 Hrs

ITEM I. (CONT'D) I-1

1	2	3	4	5	6
10-135 (K)A-982	10	4	40	0	0
984	10	3	30	10	0
985	1	1	1	0	0
987	11	1	11	0	0

ITEM I. I-3

10-135-921	2/10
10-135-930	10/10
23-357-722	1/1
23-357-712	1/2.5
23-357-768	1/1.0
23-357-725	1/2
23-357-812	1/1.5
23A5-2-518	3/3
23A5-2-521	1/2
986-3-15-503	3/18

ITEM N. Deleted

ITEM N THROUGH R. Not Applicable

ITEMS R. (CONT'D) R-1

Aircraft	Sets	Discrepancies
KC-135A	1	83
GAM-77	3	12
		10
		45
		67 Total
GAM-72A	4	0
		5
		3
		2
		10 Total

ITEMS R. R-2

Equipment	Sets	Discrepancies
MD-3A Generator	4	74
MA-1A Start Units	3	26
EA-536 Gen Set	2	20
MC-1A Air Comp	2	12
MA-3 Air Cond Unit	2	32
MC-2A Air Compressor	1	1
MD-4 Gen Set	2	6
MB-8 Air Cond	1	12
Hyd Test Stand	1	0
NF-1 Lighting	1	8
B-12 Generator Set	1	0

PART II - KC-135A:

ITEM D. Not Applicable

ITEM F.	F-1	11/11
F-2	11/11	
F-3	11/11	
F-4	11/11	
F-5	11/11	
F-6	11/11	
F-7	11/11	
F-8	11/11	
F-9	11/11	

ITEM I. I-1

ITEM I.	I-1	2	4	5	6
1C-135(K)A-793	0	0	0	0	1/3
	840	8	4	32	0
	841	3	103	309	1 1/103
	934	4	4	16	0
	944	1	15.3	12.3	1 0
	950	3	4	12	3 0
	954	8	2	16	0 2/0
	957	2	10	20	0 0
	959	1	2	2	0 0
	979	1	6	6	0 0

ITEM I. (CONT'D) I-4

Negative

ITEM H. Deleted

ITEM N. Not Applicable to 4241st

ITEM O. Negative

ITEM F. GA-77 GA-72A

F-1 25 21

F-2 5 0 -3 were not exercised

F-5 20 13

ITEM Q. Q-1

A. MISSILE GROUND SUPPORT EQUIPMENT

1	2	3	4	5	6
S2-1A-A Elect Serv Unit	2/1440	0	0	79	100%
S2-2A-A Pneumatic Serv Unit	2/1440	0	0	79	100%
S2-3A-A Hyd Serv Unit	1/720	0	0	3	100%
S2-1AM-A Barometr Fit Cont	1/720	0	0	4	100%
C2-1M-A System Console	2/1440	0	0	79	89%
C2-126M Computer Contr'l Panel	2/1440	0	360	50	71%

B. GA-77 GUIDANCE AND FLIGHT CONTROL

1

2	3	4	5	6	
S2-1M-A Barometric Fit Cont	1/720	0	0	4	100%
C2-1M-A Fit Cont Align Con	1/720	22	0	15.6	97%
C2-37A Computer Test Set	1/720	0	22	35.8	100%
C2-2A Auto Navigator Console	1/720	18	0	39.4	97.5%
C2-39A Auto Nav Test Set	1/720	0	0	4.5	100%

C. AIRCRAFT CHECK OUT

C2-47M Elec Check Out Console	2/1440	0	0	50	100%
-------------------------------	--------	---	---	----	------

D. COMBINED SYSTEMS

S2-3A-A Hyd Serv Unit	1/1440	0	0	5	100%
S2-4A-A Fneu Sys Serv Unit	1/1440	6	14	67	100%
C2-1M-A System Console	1/1440	0	0	5	100%
C2-58-A Attitude Console	1/1440	0	0	10	100%
C2-113A-A Adapter	1/1440	0	0	16	100%

E. GA-72A TEST EQUIPMENT

Flight Control Console	2/1440	0	0	201	97.3%
Propulsion Sys Console	1/720	0	0	12	100%

ITEMS R. R-1

Aircraft	Sets	Disclosures
B-52G	4	16
		39
		21
		19
		95 Total

SECTION III

HQS: AF-D25

F-9 15/15

F-8 15/15

ITEM D, D-1

	1	2	3	4	5	6
Air Conditioners	19	29	29	29	141	95.1%
Air Compressors	19	140	140	140	529	78%
Generators	24	292	292	292	1542	94.5%
Heaters	2	8	8	8	37	95.3%
Start Carts *	19	227	227	227	80*	98%
Tester Cabin Leak	1	0	0	1	1	100%
Tester Hydraulic	2	10	10	25	93.2%	
Motor Generators	11	0	0	1626	100%	

* Starts 1730

ITEM D, D-2

Negative

ITEM F, F-1 15/15

F-2 15/15

F-3 15/15

F-4 15/15

F-5 15/15

F-6 15/15

F-7 15/15

F-8 15/15

F-9 15/15

ITEM I, I-1

	1	2	3	4	5	6
1B-52-1231	7	1	7	7	4/4	
1B-52-1390	0	0	0	0	1/2	
1B-52-1391	7	16	112	4	4/4	
1B-52-1392	3	17	51	3	8/13A	
1B-52-1403	0	0	0	0	10/33	
1B-52-1423	0	0	0	0	1/1	
1B-52-1428	0	0	0	0	1/1	
1B-52-1429	1	2	2	1	1/2	
1B-52G-618	2	17	34	1	3/50	
1B-52G-640	5	13.5	67.5	1	2/27	

ITEM I, I-3

1B-52-1329	2/133	25-257-715	1/7
1B-52-1336	1/2	718	18/34
1B-52-1376	4/46	729	19/88
1B-52-1445	4/28	730	19/89
1B-52G-623	2/16.5	725	19/25.5
1B-52G-690	2/4	768	16/15
11F-16-901	4/12	812	6/25.5

9. CANCELLATIONS: There were 2 cancellations for the B-52C during November, one FAA and one weather. There were 2 cancellations for the KC-135 aircraft. Aircraft 58-025 on 27 Nov 61 was cancelled due to no water on any engines-this was charged to operations. Aircraft 58-013 cancelled by Higher Hqs on 30 Nov 61.

10. LATE TAKE OFFS: There were 2 B-52C late take offs in November, one due to weather and one due to FAA. There was one late take off for the KC-135 aircraft. On 27 November 61 aircraft 58-115 was 45 minutes late due to sheared shaft on #1 starter.

11. ADDITIONS: None

12. HIGHER HEADQUARTERS: None

13. PREPARATION OF AF D-25 BY FUNCTION:

Collection of Data - 35 hours
 Recording of Data - 165 hours
 Typing - 12 hours
 Reproducing - 7 hours

Reproducing - 2
 Assembling - 4
 Distribution- 1

14. MANHOURS ASSIGNED IN UP GRADING AND CROSS TRAINING AFSC:

AFSC	ONS	FIS	FIS
01.3	4800	3336	5832
01.5	0	488	160
01.7	80	482	296
	4880	4306	6288

Total All Sqdns = 16274

SECTION II

1. Deleted
2. MAINTENANCE DELAYS: None
3. SUPPLY EFFECTIVENESS: No late take offs or cancellations of either aircraft chargeable to supply. A total of 7 items were cannibalized during November.

The following items by aircraft type were cannibalized during November.

MODEL	STOCK NUMBER	QUANTITY	TYPE
KC-135	LAFL-1560-339-7323	Rod	1
	LAFL-1560-672-5131	Hose	1
	WAUB-1220-473-5613	Instrument	1
C-119	2925-676-6507	Ignition Valve	1
	4810-716-8272	Valve	1
	WABC-1220-679-2843	Servo	1
	4720-710-3823	Hose	1

4. POL EFFECTIVENESS: No POL discrepancies.
5. VARIANCE IN DIRECT WORKING: None.
6. REWORKED AND LOANED TIME:

Manhours Loaned "Outside the Maintenance Complex."	
Prod Incl	170
Duty Absence	2213
Non Duty Absence	140
Total	2523

Duty Absence of Above:

Military Training	2
Such Base Duty	2211
Flying Non Maint	0
TDY Maint Training	0
TDY Maint Duty	0
TDY Other	0
Pers Processing	0
Total	2213

7. ABSENCE FACTORS:

Military Training	1603
Such Base Duty	5571
Flying Non Maint	200
TDY Maint Training	3860
TDY Maint Duty	2604
TDY Other	1638
Pers Processing	699
Total	16175
Comp Time for Overtime	9245
Excused from Duty	2483
Leave Official	6910
Sick Leave Civilians	0
Medical Military	1415
Personal Affairs	523
AMOL or Confinement	16
Total	20192

8. TDY MAINTENANCE DUTY: 2404 manhours were expended in TDY Maintenance Duty; FIS Aero Space Ground Equipment Personnel were TDY to California and Greenland; AEMS had personnel TDY to OAMA on a T.O. Revision Program. OMS expended their portion in scattered programs such as support of Sky Shield, Structural Modification of aircraft and support of TAC's "Talking Bird" aircraft.

B. MAINTENANCE (GAM Systems)	FROM: 4271st Spt Sq, Seymour Johnson AFB, N.C.													PERIOD OF SUMMARY: 1-30 November 1961					REPORTS CONTROL SYMBOL: AFDS		
	WORK CENTER													SHOP REPAIR DATA					TOTAL		
	A	B	C	E	F	G	J	L	X	1	2	3	4	5	6	7	8	9	TOTAL	MONTH	
ITEMS PROCESSED BY ACTION TAKEN CODE (MDC Report Number 19)																					
14 AIRCRAFT CHECKOUT 72F																					
15 AIRCRAFT CHECKOUT 77F																					
16 MISSILE CHECKOUT 72F																					
17 MISSILE CHECKOUT 77F																					
18 COMBINED SYSTEM CHECKOUT																					
19 MISSILE CHIEFS 72F	1																				
20 MISSILE CHIEFS 77F				2															3		
21 COMBINED SYSTEMS MAINTENANCE TOTAL (72 + 77)	1			2														3			
22 GUIDANCE SYSTEM	3	22			2													14	5	100	97.3
23 FLIGHT CONTROL 72F	3	32	9		4													5	7	100	55.7
24 FLIGHT CONTROL 77F	1		3		1					1								1	2	100	1.00
25 VERIFICATION AND CHECKOUT 72F	6	1			3													3	3	100	100
26 VERIFICATION AND CHECKOUT 77F			2		1	27												28	28	100	100
27 GAM SYSTEM MAINTENANCE TOTAL (21 + 26 + 25)	7	60	15		1	37				1								20	45	100	99.2
28 NON-POWERED SUPPORT EQUIPMENT																					100
29 NON-TACTICAL INSTRUMENTATION 77F																					100
30 GAM MAINTENANCE TOTAL (27 + 28 + 29)	7	61	15	2	1	37												23	45	100	98.5
31 ARMAMENT - ELECTRONICS MAINTENANCE TOTAL (23 + 30)	21	254	16	7	303	46	53	22	100	84	20		19	2	1	26	703	740	145	57.8	

SAC PER 6576

MAINTENANCE PRODUCTION SUMMARY - FROM		PERIOD OF SUMMARY													REPORTS COVERED BY THIS																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																															
PART VI B		1-30 Days from 1961													AP-D25																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																															
ARMAMENT - ELECTRONICS MAINTENANCE (Aircraft Systems) WORK CENTER		4241st Signal Wg, Seymour Johnson AFB, F. C.													TOTAL																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																															
		A	B	C	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	AA	AB	AC	AD	AE	AF	AG	AH	AI	AJ	AK	AL	AM	AN	AO	AP	AQ	AR	AS	AT	AU	AV	AW	AX	AY	AZ	BA	BB	BC	BD	BE	BF	BG	BH	BI	BJ	BK	BL	BM	BN	BO	BP	BQ	BR	BS	BT	BU	BV	BW	BX	BY	BZ	CA	CB	CC	CD	CE	CF	CG	CH	CI	CJ	CK	CL	CM	CN	CO	CP	CQ	CR	CS	CT	CU	CV	CW	CX	CY	CZ	DA	DB	DC	DD	DE	DF	DG	DH	DI	DJ	DK	DL	DM	DN	DO	DP	DQ	DR	DS	DT	DU	DV	DW	DX	DY	DZ	EA	EB	EC	ED	EE	EF	EG	EH	EI	EJ	EK	EL	EM	EN	EO	EP	EQ	ER	ES	ET	EU	EV	EW	EX	EY	EZ	FA	FB	FC	FD	FE	FF	FG	FH	FI	FJ	FK	FL	FM	FN	FO	FP	FQ	FR	FS	FT	FU	FV	FW	FX	FY	FZ	GA	GB	GC	GD	GE	GF	GG	GH	GI	GJ	GK	GL	GM	GN	GO	GP	GQ	GR	GS	GT	GU	GV	GW	GX	GY	GZ	HA	HB	HC	HD	HE	HF	HG	HH	HI	HJ	HK	HL	HM	HN	HO	HP	HQ	HR	HS	HT	HU	HV	HW	HX	HY	HZ	IA	IB	IC	ID	IE	IF	IG	IH	II	IJ	IK	IL	IM	IN	IO	IP	IQ	IR	IS	IT	IU	IV	IW	IX	IY	IZ	JA	JB	JC	JD	JE	JF	JG	JH	JI	IJ	JK	KL	LM	LN	LO	LP	LQ	LR	LS	LT	LU	LV	LW	LX	LY	LZ	MA	MB	MC	MD	ME	MF	MG	MH	MI	MJ	MK	ML	MM	MN	MO	MP	MQ	MR	MS	MT	MU	MV	MW	MX	MY	MZ	NA	NB	NC	ND	NE	NF	NG	NH	NI	NJ	NK	NL	NM	NN	NO	NP	NQ	NR	NS	NT	NU	NV	NW	NX	NY	NZ	OA	OB	OC	OD	OE	OF	OG	OH	OI	OJ	OK	OL	OM	ON	OO	OP	OQ	OR	OS	OT	OU	OV	OW	OX	OY	OZ	PA	PB	PC	PD	PE	PF	PG	PH	PI	PJ	PK	PL	PM	PN	PO	PP	PQ	PR	PS	PT	PU	PV	PW	PX	PY	PZ	QA	QB	QC	QD	QE	QF	QG	QH	QI	QJ	QK	QL	QM	QN	QO	QP	QQ	QR	QS	QT	QU	QV	QW	QX	QY	QZ	RA	RB	RC	RD	RE	RF	RG	RH	RI	RJ	RK	RL	RM	RN	RO	RP	RQ	RR	RS	RT	RU	RV	RW	RX	RY	RZ	SA	SB	SC	SD	SE	SF	SG	SH	SI	SJ	SK	SL	SM	SN	SO	SP	SQ	SR	SS	ST	SU	SV	SW	SX	SY	SZ	TA	TB	TC	TD	TE	TF	TG	TH	TI	TJ	TK	TL	TM	TN	TO	TP	TQ	TR	TS	TT	TU	TV	TW	TX	TY	TZ	UA	UB	UC	UD	UE	UF	UG	UH	UI	UJ	UK	UL	UM	UN	UO	UP	UQ	UR	US	UT	UU	UV	UW	UX	UY	UZ	VA	VB	VC	VD	VE	VF	VG	VH	VI	VJ	VK	VL	VM	VN	VO	VP	VQ	VR	VS	VT	VU	VV	VW	VX	VY	VZ	WA	WB	WC	WD	WE	WF	WG	WH	WI	WJ	WK	WL	WM	WN	WO	WP	WQ	WR	WS	WT	WU	WV	WW	WX	WY	WZ	XA	XB	XC	XD	XE	XF	XG	XH	XI	XJ	XK	XL	XM	XN	XO	XP	XQ	XR	XS	XT	XU	XV	XW	XX	XY	XZ	YA	YB	YC	YD	YE	YF	YG	YH	YI	YJ	YK	YL	YM	YN	YO	YP	YQ	YR	YS	YT	YU	YV	YW	YX	YY	YZ	ZA	ZB	ZC	ZD	ZE	ZF	ZG	ZH	ZI	ZJ	ZK	ZL	ZM	ZN	ZO	ZP	ZQ	ZR	ZS	ZT	ZU	ZV	ZW	ZX	ZY	ZZ	AA	AB	AC	AD	AE	AF	AG	AH	AI	AJ	AK	AL	AM	AN	AO	AP	AQ	AR	AS	AT	AU	AV	AW	AX	AY	AZ	BA	BB	BC	BD	BE	BF	BG	BH	BI	BJ	BK	BL	BM	BN	BO	BP	BQ	BR	BS	BT	BU	BV	BW	BX	BY	BZ	CA	CB	CC	CD	CE	CF	CG	CH	CI	CJ	CK	CL	CM	CN	CO	CP	CQ	CR	CS	CT	CU	CV	CW	CX	CY	CZ	DA	DB	DC	DD	DE	DF	DG	DH	DI	DJ	DK	DL	DM	DN	DO	DP	DQ	DR	DS	DT	DU	DV	DW	DX	DY	DZ	EA	EB	EC	ED	EE	EF	EG	EH	EI	EJ	EK	EL	EM	EN	EO	EP	EQ	ER	ES	ET	EU	EV	EW	EX	EY	EZ	FA	FB	FC	FD	FE	FF	FG	GH	GI	GJ	GK	GL	GM	GN	GO	GP	GQ	GR	GS	GT	GU	GV	GW	GX	GY	GZ	HA	HB	HC	HD	HE	HF	HG	HH	HI	HJ	HK	HL	HM	HN	HO	HP	HQ	HR	HS	HT	HU	HV	HW	HX	HY	HZ	IA	IB	IC	ID	IE	IF	IG	IH	II	IJ	IK	IL	IM	IN	IO	IP	IQ	IR	IS	IT	IU	IV	IW	IX	IY	IZ	JA	JB	JC	JD	JE	JF	JG	JH	JI	IJ	JK	KL	LM	LN	LO	LP	LQ	LR	LS	LT	LU	LV	LW	LX	LY	LZ	MA	MB	MC	MD	ME	MF	MG	MH	MI	MJ	MK	ML	MM	MN	MO	MP	MQ	MR	MS	MT	MU	MV	MW	MX	MY	MZ	NA	NB	NC	ND	NE	NF	NG	NH	NI	NJ	NK	NL	NM	NN	NO	NP	NQ	NR	NS	NT	NU	NV	NW	NX	NY	NZ	OA	OB	OC	OD	OE	OF	OG	OH	OI	OJ	OK	OL	OM	ON	OO	OP	OQ	OR	OS	OT	OU	OV	OW	OX	OY	OZ	PA	PB	PC	PD	PE	PF	PG	PH	PI	PJ	PK	PL	PM	PN	PO	PP	PQ	PR	PS	PT	PU	PV	PW	PX	PY	PZ	QA	QB	QC	QD	QE	QF	QG	QH	QI	QJ	QK	QL	QM	QN	QO	QP	QQ	QR	QS	QT	QU	QV	QW	QX	QY	QZ	RA	RB	RC	RD	RE	RF	RG	RH	RI	RJ	RK	RL	RM	RN	RO	RP	RQ	RR	RS	RT	RU	RV	RW	RX	RY	RZ	SA	SB	SC	SD	SE	SF	SG	SH	SI	SJ	SK	SL	SM	SN	SO	SP	SQ	SR	SS	ST	SU	SV	SW	SX	SY	SZ	TA	TB	TC	TD	TE	TF	TG	TH	TI	TJ	TK	TL	TM	TN	TO	TP	TQ	TR	TS	TT	TU	TV	TW	TX	TY	TZ	UA	UB	UC	UD	UE	UF	UG	UH	UI	UJ	UK	UL	UM	UN	UO	UP	UQ	UR	US	UT	UU	UV	UW	UX	UY	UZ	VA	VB	VC	VD	VE	VF	VG	VH	VI	VJ	VK	VL	VM	VN	VO	VP	VQ	VR	VS	VT	VU	VV	VW	VX	VY	VZ	WA	WB	WC	WD	WE	WF	WG	WH	WI	WJ	WK	WL	WM	WN	WO	WP	WQ	WR	WS	WT	WU	WV	WW	WX	WY	WZ	XA	XB	XC	XD	XE	XF	XG	XH	XI	XJ	XK	XL	XM	XN	XO	XP	XQ	XR	XS	XT	XU	XV	XW	XX	XY	XZ	YA	YB	YC	YD	YE	YF	YG	YH	YI	YJ	YK	YL	YM	YN	YO	YP	YQ	YR	YS	YT	YU	YV	YW	YX	YY	YZ	ZA	ZB	ZC	ZD	ZE	ZF	ZG	ZH	ZI	ZJ	ZK	ZL	ZM	ZN	ZO	ZP	ZQ	ZR	ZS	ZT	ZU	ZV	ZW	ZX	ZY	ZZ	AA	AB	AC	AD	AE	AF	AG	AH	AI	AJ	AK	AL	AM	AN	AO	AP	AQ	AR	AS	AT	AU	AV	AW	AX	AY	AZ	BA	BB	BC	BD	BE	BF	BG	BH	BI	BJ	BK	BL	BM	BN	BO	BP	BQ	BR	BS	BT	BU	BV	BW	BX	BY	BZ	CA	CB	CC	CD	CE	CF	CG	CH	CI	CJ	CK	CL	CM	CN	CO	CP	CQ	CR	CS	CT	CU	CV	CW	CX	CY	CZ	DA	DB	DC	DD	DE	DF	DG	DH	DI	DJ	DK	DL	DM	DN	DO	DP	DQ	DR	DS	DT	DU	DV	DW	DX	DY	DZ	EA	EB	EC	ED	EE	EF	EG	EH	EI	EJ	EK	EL	EM	EN	EO	EP	EQ	ER	ES	ET	EU	EV	EW	EX	EY	EZ	FA	FB	FC	FD	FE	FF	FG	GH	GI	GJ	GK	GL	GM	GN	GO	GP	GQ	GR	GS	GT	GU	GV	GW	GX	GY	GZ	HA	HB	HC	HD	HE	HF	HG	HH	HI	HJ	HK	HL	HM	HN	HO	HP	HQ	HR	HS	HT	HU	HV	HW	HX	HY	HZ	IA	IB	IC	ID	IE	IF	IG	IH	II	IJ	IK	IL	IM	IN	IO	IP	IQ	IR	IS	IT	IU	IV	IW	IX	IY	IZ	JA	JB	JC	JD	JE	JF	JG	JH	JI	IJ	JK	KL	LM	LN	LO	LP	LQ	LR	LS	LT	LU	LV	LW	LX	LY	LZ	MA	MB	MC	MD	ME	MF	MG	MH	MI	MJ	MK	ML	MM	MN	MO	MP	MQ	MR	MS	MT	MU	MV	MW	MX	MY	MZ	NA	NB	NC	ND	NE	NF	NG	NH	NI	NJ	NK	NL	NM	NN	NO	NP	NQ	NR	NS	NT	NU	NV	NW	NX	NY	NZ	OA	OB	OC	OD	OE	OF	OG	OH	OI	OJ	OK	OL	OM	ON	OO	OP	OQ	OR	OS	OT	OU	OV	OW	OX	OY	OZ	PA	PB	PC	PD	PE	PF	PG	PH	PI	PJ	PK	PL	PM	PN	PO	PP	PQ	PR	PS	PT	PU	PV	PW	PX	PY	PZ	QA	QB	QC	QD	QE	QF	QG	QH	QI	QJ	QK	QL	QM	QN	QO	QP	QQ	QR	QS	QT	QU	QV	QW	QX	QY	QZ	RA	RB	RC	RD	RE	RF	RG	RH	RI	RJ	RK	RL	RM	RN	RO	RP	RQ	RR	RS	RT	RU	RV	RW	RX	RY	RZ	SA	SB	SC	SD	SE	SF	SG	SH	SI	SJ	SK	SL	SM	SN	SO	SP	SQ	SR	SS	ST	SU	SV	SW	SX	SY	SZ	TA	TB	TC	TD	TE	TF	TG	TH	TI	TJ	TK	TL	TM	TN	TO	TP	TQ	TR	TS	TT	TU	TV	TW	TX	TY	TZ	UA	UB	UC	UD	UE	UF	UG	UH	UI	UJ	UK	UL	UM	UN	UO	UP	UQ	UR	US	UT	UU	UV	UW	UX	UY	UZ	VA	VB	VC	VD	VE	VF	VG	VH	VI	VJ	VK	VL	VM	VN	VO	VP	VQ	VR	VS	VT	VU	VV	VW	VX	VY	VZ	WA	WB	WC	WD	WE	WF	WG	WH	WI	WJ	WK	WL	WM	WN	WO	WP	WQ	WR	WS	WT	WU	WV	WW	WX	WY	WZ	XA	XB	XC	XD	XE	XF	XG	XH	XI	XJ	XK	XL	XM	XN	XO	XP	XQ	XR	XS	XT	XU	XV	XW	XX	XY	XZ	YA	YB	YC	YD	YE	YF	YG	YH	YI	YJ	YK	YL	YM	YN	YO	YP	YQ	YR	YS	YT	YU	YV	YW	YX	YY	YZ	ZA	ZB	ZC	ZD	ZE	ZF	ZG	ZH	ZI	ZJ	ZK	ZL	ZM	ZN	ZO	ZP	ZQ	ZR	ZS	ZT	ZU	ZV	ZW	ZX	ZY	ZZ	AA	AB	AC	AD	AE	AF	AG	AH	AI	AJ	AK	AL	AM	AN	AO	AP	AQ	AR	AS	AT	AU	AV	AW	AX	AY	AZ	BA	BB	BC	BD	BE	BF	BG	BH	BI	BJ	BK	BL	BM	BN	BO	BP	BQ	BR	BS	BT	BU	BV	BW	BX	BY	BZ	CA	CB	CC	CD	CE	CF	CG	CH	CI	CJ	CK	CL	CM	CN	CO	CP	CQ	CR	CS	CT	CU	CV	CW	CX	CY	CZ	DA	DB	DC	DD	DE	DF	DG	DH	DI	DJ	DK	DL	DM	DN	DO	DP	DQ	DR	DS	DT	DU	DV	DW	DX	DY	DZ	EA	EB	EC	ED	EE	EF	EG	EH	EI	EJ	EK	EL	EM	EN	EO	EP	EQ	ER	ES	ET	EU	EV	EW	EX	EY	EZ	FA	FB	FC	FD	FE	FF	FG	GH	GI	GJ	GK	GL	GM	GN	GO	GP	GQ	GR	GS	GT	GU	GV	GW	GX	GY	GZ	HA	HB	HC	HD	HE	HF	HG	HH	HI	HJ	HK	HL

MAINTENANCE PRODUCTION SUMMARY - PARTS V, D AND E		FROM: 4241st Stent Wg, Seymour Johnson AFB, N.C.		PERIOD OF SUMMARY: 1-30 November 1961		REPORTS CONTROL SYMBOL: AF-D25	
LABOR CODES AND DESCRIPTION	TOTAL MANHOURS EXPENDED BY ABSENCE CODE	MANHOURLY DISTRIBUTION BY ABSENCE CODE			OVERTIME MANHOURS BY LABOR CODE	EACH CODE OF TOTAL	REMARKS
		1a	1b	2			
		1a	1b	2			
30 MILITARY TRAINING	1603	9.9	6.4	136	5.7		INCLUDES INS
31 SQUADRON OR BASE DUTIES	5573	34.4	15.3	2071	86.9		
32 FLYING - NON-MAINTENANCE	209	1.2	.5	153	6.4		
33 TDY MAINTENANCE TRAINING	3860	23.9	10.6				
34 TDY MAINTENANCE DUTY	2604	16.1	7.2				
38 TDY OTHER	1638	10.1	4.5				
36 PERSONNEL PROCESSING	699	4.3	1.9	23	1.0		
D. TOTAL DUTY ABSENCE (19 INW-30)	16175		44.5	2333			
40 COMPENSATORY TIME FOR OVERTIME	9245	49.3	25.4				
41 EXCUSED FROM DUTY	2409	12.3	6.3				
42 LEAVE - OFFICIAL	6510	34.2	17.9				
43 SICK LEAVE - CIVILIAN							
44 MEDICAL - MILITARY	1415	7.0	3.9				
45 PERSONAL AFFAIRS	593	2.6	1.4				
46 AWOL OR CONFINED	16	.1					
E. TOTAL NON-DUTY ABSENCE (40 INW-42)	20132		65.5				
TOTAL ABSENCE (D + E)	36307						

LABOR CODES AND DESCRIPTION	MAINTENANCE PRODUCTION SUMMARY				PERIOD OF SUMMARY				REPORTS CONTROL SYMBOL		
	1	1a	2	2a	3	3a	4	4a	5	6	6a
	MANHOURS ASSIGNED BY CODE	% ASSIGNED MANHOURS OF TOTAL ASSIGNED	MANHOURS BY CODE OF ASSIGNMENT EXPENDED IN CODE 01	% OF ASSIGNED EXPENDED IN CODE 01	TOTAL MANHOURS EXPENDED BY LABOR CODE	% OF TOTAL MANHOURS EXPENDED BY LABOR CODE	OVERTIME BY LABOR CODE	% OF OVERTIME BY LABOR CODE	MANHOURS EXPENDED BY CODE AS A % OF MANHOURS ASSIGNED BY THE CODE	TOTAL MANHOURS MAINTENANCE DATA COLLECTION	% MDC OF ETH
A. 01 DIRECT LABOR	111120	66.2	52273	53.3	60060	79.5	5888	32.7	564.0	60865	101.3
02 ALERT DUTY OR STANDBY					17272	11.4	7506	52.7			
03 SUPERVISION	16949	10.1	517	3.1	1596	10.9	794	4.4	97.3		
04 MAINTENANCE ADMINISTRATION	26070	14.9	53	.2	2720	36.6	350	1.9	94.7		
05 MAINTENANCE ON-BASE TRAINING	3460	1.1			1768	7.7	254	1.4	732.0		
06 QUALITY INSPECTION	1800	1.1	62	3.2	1590	14.0	47	1.1	82.8		
07 STANDARDIZATION	160	1.1	11	6.9	24	2.4	45	3.5	152.2		
08 MAINTENANCE MEETINGS					477	3.1	11	1.1			
09 PLANT EQUIPMENT MAINTENANCE					3976	2.5	359	2.0			
10 CLEANING AND POLISHING					2459	1.7	10	.5			
11 VEHICLE AND/OR EQUIPMENT OPERATION	6160	3.7	144	6.3	6927	4.0	144	1.9	294.0		
12 STOCK CHASING					64	.3	3	.1			
13 TOOL CHIB SUPPLY	1420	.9			233	1.4	18	1.1	140.2		
14 TMS PROPERTY					3	.0					
15 CARBONIZATION	4816	2.9			4167	2.8	298	1.7	99.4		
16 MAINTENANCE MANAGEMENT											
17 DIRECT SUPPORT (RPL OPERATOR)											
B. TOTAL PRODUCTIVE INURECT (CODES 02 THRU 17)	54765	31.8	787	1.4	9142	49.9	1194	64.2	160.4		
18 ASST - ASSISTANCE					338	.2	190	.8			
19 ASST - EQUIPMENT					279	.1	27	.1			
20 ASST - TRANSPORTATION					87	.5	34	1.1			
21 ASST - WFL TOWER					3	.0					
22 ASST - PARTS					227	.1	15	.1			
C. TOTAL NON PRODUCTIVE INURECT (CODES 18 THRU 24)					874	.6	136	1.1			
TOTAL (A, B, C)	16774		60060	35.8	16274		1803		90.6		

SAC PER 81 666 PREVIOUS EDITION IS OBSOLETE.

MAINTENANCE PRODUCTION SUMMARY - PARTS III A, B, C, D AND E										PERIOD OF SUMMARY			REPORTS CONTROL SYMBOL		
A. MAINTENANCE STAFF MANNING										AF - D25					
FUNCTION	PERSONNEL ASSIGNED			TOTAL	% BY SHIFT			FUNCTION	GROUND SUPPORT EQUIPMENT MAINTENANCE MANNING			MANHOURS			
	OFF	ARM	CIV		A	B	C		OFF	ARM	CIV	ETA 01	MDC 01	CODE 02	CODE 03
1 DEPUTY COMMANDER MAINTENANCE								1 SUPERVISION							
2 ADMINISTRATION								2 DISPATCH & CONTROL							
3 QUALITY CONTROL								3 SERVICING							
4 MAINTENANCE CONTROL								4 UNSCHEDULED MAINT							
5 REPORTS AND ANALYSIS								5 DAILY INSPECTION							
6 TRAINING CONTROL								6 PERIODIC INSPECTION							
7 TOTAL (1 thru 6)								7 FIELD MAINTENANCE							
								TOTAL (1 thru 7)							
C. PRODUCTION BY FUNCTION AND AIR VEHICLE TYPE AND MODEL										D. OTHER WORKLOADS					
FUNCTION	PERSONNEL ASSIGNED			TOTAL	AIR VEHICLE TYPE AND MODEL			FUNCTION	MANHOURS						
	OFF	ARM	CIV		A	B	C		PREFIX	SL	SO				
FLIGHT LINE								FLIGHT LINE							
PERIODIC								PERIODIC							
SHOP								SHOP							
FLIGHT LINE								MISCELLANEOUS SHOP							
BASE FLIGHT								FUNCTION							
TOTAL								AIR VEH NOT IDENTIFIED							
MIS								SUPPORT EQUIPMENT							
PMEL								NON-AERO EQUIPMENT							
OVERALL								TENANT SUPPORT							
								ONE							
								TWO							
								THREE							
								FOUR							
								FIVE							
								SIX							
								SEVEN							
								EIGHT							
								NINE							
								TOTAL							

LABOR CODES AND DESCRIPTION	PERIOD OF SUMMARY 1-30 November 1961										REPORTING CONTROL SYMBOL AF-025
	1	2	3	4	5	6	7	8	9	10	
MAINTENANCE PRODUCTION SUMMARY - FROM 1241st Strat Wg, Seymour Johnson AFB, N.C.											
PARTS II C, D, E AND F											
	MANHOURLY UTILIZATION BY LABOR CODE										
	OS	FPS	APIS	OS	SUB TOTAL	DCH			21 MAINT WCRDAYS	TOTAL ALL CRG	
C. NON-PRODUCTIVE INDIRECT CODES											
20 LAG - ASSISTANCE	25	310	57	69	338					338	
21 LAG - EQUIPMENT	38	36	74	124	239					239	
22 LAG - TRANSPORTATION		55	12	20	67					67	
23 LAG - BEATHER		3			3					3	
24 LAG - PARTS	27	92	98	10	227					227	
TOTAL NON-PRODUCTIVE INDIRECT OF AVAILABLE MANHOURS (TOTAL + D1 + D9)	50	376	205	203	874					874	
D. TOTAL ABSENCE MANHOURS (10 INCL 26)	.2	.2	.5	1.8	.6					.6	
1 TOTAL A6 + B + C (PTA Available Manhours)	43006	48677	37596	11441	140740	11336				152076	
2 TOTAL A7 + B + C (MDC Available Manhours)	42714	48377	38989	11572	141652	11222				152281	
3 DIFFERENCE (1 - 2)	292	300	-1393	-131	-912	107				-805	
ABSENCE CODES											
30 MILITARY TRAINING	253	721	480	2	1466	137				1603	
31 SQUADRON OR BASE DUTIES	1694	2308	1170	439	5401	170				5571	
32 FLYING - NON-MAINTENANCE	184	8	8		200					200	
33 TOT MAINTENANCE TRAINING	890	1648	1268		3716	144				3860	
34 TOT MAINTENANCE DUTY	1612	768	244	24	2648	56				2704	
35 TOT OTHER	328	438	766	56	1638					1638	
36 PERSONNEL PROCESSING	20	354	321	4	679					679	
E. TOTAL DUTY ABSENCE MANHOURS (10 INCL 26)	4781	6305	4217	315	15668	507				16175	
40 COMPENSATORY TIME FOR OVERTIME	5619	1774	843	934	9170	75				9245	
41 EXCLUDED FROM DUTY	267	828	1303	3	2401	82				2483	
42 LEAVE - CIVILIAN	1932	2317	1625	432	6206	304				6510	
43 LEAVE - MILITARY	131	379	303	31	1464	51				1485	
44 PERSONAL AFFAIRS	40	249	198	9	496	27				523	
45 ARB. OR CONTINUED		8	8		16					16	
F. TOTAL NON-DUTY ABSENCE MANHOURS (10 INCL 45)	7889	6075	4280	1409	14653	532				15185	
TOTAL ABSENCE MANHOURS (E + F)	12670	12380	8497	1714	30321	1039				31360	
SAC FORM 642, FEB 61. PREVIOUS EDITION IS OBSOLETE.											

MAINTENANCE PRODUCTION SUMMARY - PARTS II A AND B		FROM: 4241st. Signal. Sq., Seymour, Johnson, AFB, NC.		PERIOD OF SUMMARY: 1-30 November 1961						REPORTS CONTROL SYMBOL: AF-025	
LABOR CODES AND DESCRIPTION		1	2	3	4	5	6	7	8	9	10
A. MANHOURS AUTHORIZED - ASSIGNED AND UTILIZED IN CODE D1		OMS	FIS	AFIS	AFS	SITS TOTAL	LOH			21 VAINT WORKDAYS	TOTAL ALL GRS
1	TOTAL MANHOURS AUTHORIZED (All Labor Codes)	46200	60216	45024	10534	162634	12650				175324
2	TOTAL MANHOURS ASSIGNED (All Labor Codes)	44116	56896	43623	11496	156131	11744				167875
3	% ASSIGNED OF AUTHORIZED (7 + 7 + 100)	95.5	94.6	96.9	108.6	96.0	93.2				95.8
4	CODE D1 MANHOURS ASSIGNED	33844	43352	26774	7298	111170					111120
5	% CODE D1 ASSIGNED OF TOTAL ASSIGNED (4 + 2 + 100)	76.7	76.2	61.3	63.6	71.2					66.2
6	DIRECT CODE D1 MANHOURS - EXCEPTION TIME	19501	24055	17777	3205	59558	502				60870
7	DIRECT MANHOURS - MAINTENANCE DATA COLLECTION	13209	23735	14190	3136	60470	395				60865
8	% MDC OF ETA DIRECT (7 + 6 + 100)	98.5	98.7	110.9	104.1	101.5	78.7				101.3
9	% MDC OF CODE D1 ASSIGNED (7 + 4 + 100)	56.8	54.7	53.1	46.3	54.4					54.8
B. PRODUCTIVE INDIRECT CODES											
02	ALERT DUTY OR STANDBY	11520	3910	1760	82	17272					17272
03	SUPERVISION	5012	5927	3743	1086	19988	608				16586
04	MAINTENANCE ADMINISTRATION	1565	4527	7915	2023	16030	7700				23730
05	MAINTENANCE ON-BASE TRAINING	774	3380	6269	1259	11722	46				11768
06	QUALITY INSPECTION	23	146	57	3	229	1362				1550
07	STANDARDIZATION	3									244
08	MAINTENANCE MEETINGS	2	44	373	55	452	25				477
09	PLANT EQUIPMENT MAINTENANCE	440	1179	766	1490	3874					3874
10	CLEANING AND POLICING	480	895	793	408	2526	33				2559
11	VEHICLE AND/OR EQUIPMENT OPERATION	2701	1704	1564	336	6095	2				6097
12	STOCK CHASING	195	176	98	25	446					494
13	TOOL CRIS SUPPLY	73	1769	82	177	2131					2131
14	780 PROPERTY										
15	CANNIBALIZATION	3									3
16	MAINTENANCE MANAGEMENT	827	557	1056	208	3248	1059				4307
17	DIRECT SUPPORT/REPAIR OPERATOR (Includes 87 Nov 17)										
TOTAL PRODUCTIVE INDIRECT MANHOURS		23415	24266	24594	8033	80308	10234				91142
K. PRODUCTIVE INDIRECT OF AVAILABLE MANHOURS (TOTAL * 51 + 100)		54.4	49.8	55.4	78.2	57.1	95.6				59.9

AIRCRAFT AND GAM MAINTENANCE PRODUCTION SUMMARY - PARTS I, A, B AND C

AREA	HOST TO		STATUS ON BASE		FROM:		PERIOD OF SUMMARY		REPORTS CONTROL SYMBOL		
	SAC ONLY	UNIT	X	TAC	PRIMARY	SECONDARY	1-30	1-31	AF-D25	GAM	
1	2	3	4	5	6	7	8	9	10	11	
TYPE AND MODEL	NUMBER ASSIGNED	AVERAGE AGE	UNIT SERIALS	MISSION CODE	SORTIES FLOWN	HOURS FLOWN	BASIC POSTFLIGHT	PREFLIGHT	HOURLY POSTFLIGHT	PERIODIC	PERIODIC ELAPSED
1	14	3	2, 5/12	CC	77	639	62	88	7	3	48
2	1, 2, 5	3	2, 8/12	CA	53	315	56	84	4	7	48
3	16	2	1, 5/12	CC	25	224	25	55	1	1	36
4	32	1	2, 4/12	CC	21	5	12	162	1	30	16
5											
6											
7											
8											
TOTAL ALL AIRCRAFT (Each time GAM)											
130 964											

REMARKS: **FOR INSPECTION**
 FOR 101'S GAM INSPECTION
 SEE BACKGROUND INSPECTIONS

TYPED NAME AND GRADE: (b)(6)
 SAC: 661 PREVIOUS EDITION IS OBSOLETE.
 DATE: 11 Dec 71
 I-1

DISTRIBUTION
OF
AF - 225

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42 Bomb Wing (DCM).....1
 Loring AFB, Maine.....1
 379 Bomb Wing (DCM).....1
 Homestead AFB, Fla.....1
 4098 Strategic Wing (DCM).....1
 Dow AFB, Maine.....1
 4099 Strategic Wing (DCM).....1
 Griffis AFB, N.Y.....1
 4060 Air Refueling Wing (DCM).....1
 Dow AFB, Maine.....1
 4081 Strategic Wing (DCM).....1
 APO 864, H.I.....1
 4082 Strategic Wing (DCM).....1
 APO 677, H.I.....1
 4130 Strategic Wing (DCM).....1
 Langley AFB, Va.....1
 4135 Strategic Wing (DCM).....1
 Eglin AFB, Fla.....1
 4137 Strategic Wing (DCM).....1
 Robins AFB, Georgia.....1
 4138 Strategic Wing (DCM).....1
 Turner AFB, Georgia.....1
 376 Bomb Wing (DCM).....1
 Lackhousen AFB, Ohio.....1
 9 Bomb Wing (DCM).....1
 Mountain Home AFB, Idaho.....1
 SAC (DTM).....1
 Form 661, 662, 662a, 663, 663a, 665.....2
 Section 1.....2
 3345 Tech Trng. Group (TMM-6).....3
 Chanute AFB, Illinois.....3
 SAC Mason Officer.....1
 TMM-6.....2

SEYMOUR JOHNSON AIR FORCE BASE, N. C.

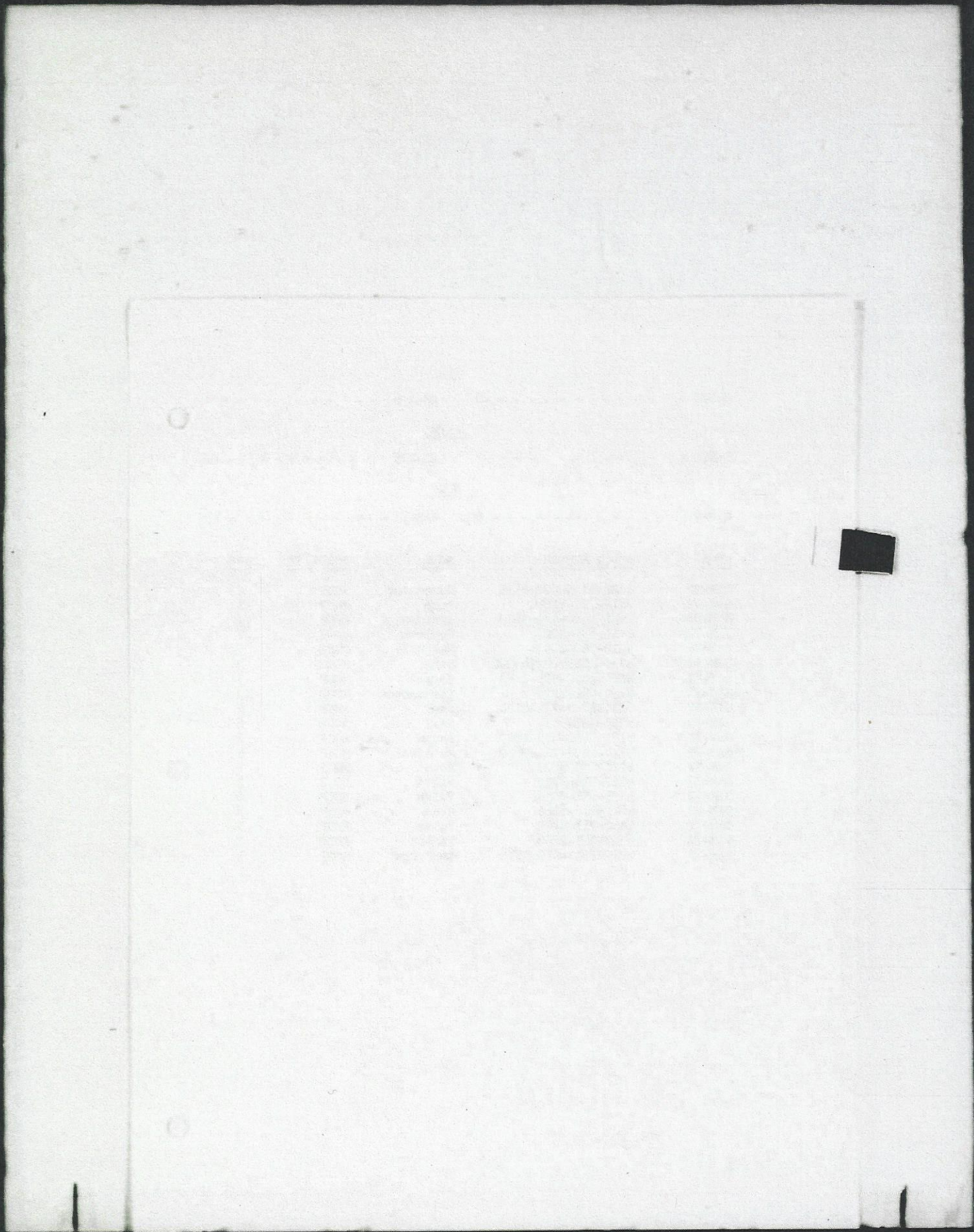
HEADQUARTERS 4241ST STRAT WING (SAC)

NOVEMBER 1961
MONTH

MAINTENANCE REVIEW AND ANALYSIS

RCS AF-D25





AVERAGE DELIVERY DAYS

B-52G	AACP/ANFE	0
KC-135	AACP/ANFE	0
GAM-72	MOCP	2.8
GAM-77	MOCP	5.5

AACP/ANFE/MOCP RATES

B-52G	AACP	0%
B-52G	ANFE	0%
KC-135	AACP	0%
KC-135	ANFE	0%
GAM-72	MOCP	2.4%
GAM-77	MOCP	15.0%

CANNIBALIZATION

B-52G	0
KC-135	2
GAM-72	1
GAM-77	4

<u>TYPE</u>	<u>STOCK NUMBER</u>	<u>NOUN</u>	<u>NUMBER OF TIMES</u>
KC-135	1AFL-1560-339-7323	Rod	1
KC-135	1AFL-1560-672-5131	Hose	1
GAM-72	MAHB-1420-473-5613	Instrument	1
GAM-77	2925-676-6507	Ignition	1
GAM-77	4810-716-8272	Valve	1
GAM-77	MAHC-1420-675-2843	Servo	1
GAM-77	4720-730-8823	Hose	1

MANHOURS EXPENDED

B-52G	0
KC-135	4
GAM-72	2.0
GAM-77	7.5

(b)(6)

4241ST STRATEGIC WING (SAC)

MAINTENANCE SUPPLY LIAISON BRANCH

S U P P L Y S U M M A R Y

NOVEMBER 1961

DISTRIBUTION

C	(1)
DCM	(2)
DS	(6)
COMPTROLLER	(2)
ANALYSIS	(1)
WSMO	(1)
B-52 TECH REP	(1)
KC-135 TECH REP	(1)
4135 SW	(1)
4137 SW	(1)
4138 SW	(1)
822 ADIV	(2)
BASO	(4)
CLARK	(2)
PRE-ISSUE BRANCH	(2)
DSAS	(2)
SUPPLY EXPEDITER	(1)

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MAINTENANCE

ITEM 1. B-52 SCHEDULE CANCELLATIONS - 76%

PROBLEM: Low performance due to 2 B-52G cancellations in Oct.

CAUSE & CORRECTIVE ACTION: Reference 1-SAC-T35(8AF-1) for 31 October 61.

ITEM 2. KC-135 SCHEDULE CANCELLATIONS - 82%

PROBLEM: Two KC-135 cancellations.

CAUSE: 1. Oct. cancellation due to a fuel leak in the AR manifold.
2. Loss of water to engines caused by operator error.

CORRECTIVE ACTION: Due to the nature of these malfunctions there has been no corrective action taken to prevent recurrence.

ITEM 3. KC-135 DEVIATIONS FROM TAKE-OFF - 84%

PROBLEM: Two deviations from take-off caused by materiel failures.

CAUSE: 1. #4 Starter malfunction.

2. #1 Starter shaft sheared at engine start time.

CORRECTIVE ACTION: As there were no delays or indications of poor quality maintenance no action has been taken to prevent recurrence.

OPERATIONS

ITEM 1. B-52 UNIT RELIABILITY - 95%

PROBLEM: Reference October & November T-12 remarks section.

CAUSE: Radar simulator & Local Defense runs.

CORRECTIVE ACTION: Reference 1-SAC-T35(8AF-1) Part IV for October 1961.

ITEM 2. B-52 AIR REFUELING EFFICIENCY - 95%

PROBLEM: Three air refueling aborts caused by three materiel malfunctions.

CAUSE: 1. Abort due to aircraft cancellation caused by multiple fuel leaks in the outboard tanks. This was the fault of poor quality depot work.

2. Inoperative #1 Engine caused by low oil pressure in flight.

3. Abort due to fuel leak in flight.

CORRECTIVE ACTION: Due to the nature of the malfunctions no action has been taken to prevent recurrence.

ITEM 3. KC-135 AIR REFUELING EFFICIENCY - 98%

PROBLEM: Four air refueling aborts caused by two materiel malfunctions.

CAUSE: 1. Two aborts caused by Inoperative #1 Engine due to low oil pressure in flight.

2. Hydraulic system failure due to loss of Hydraulic fluid in flight.

3. Loss of water to engines caused aircraft cancellation. Operator error.

CORRECTIVE ACTION: Thorough checkout of all malfunctioning equipment in order to prevent recurrence.

GENERAL

ITEM 1. FLYING SAFETY - 40%

PROBLEM: Major aircraft accident on 15 Oct 61.

CAUSE: The aircraft accident board findings were primary and contributing factors undetermined.

CORRECTIVE ACTION: Recommendations were submitted by the board to improve the safety aspect of low level flying. Reference accident report submitted as per AFR 62-14, on B-52G 58-196.

PERSONNEL

ITEM 1. AIRMEN MIRS - 95%

CAUSE: The shortage of 21 Air Policemen, AFSC 771X0, continues to be the main factor in the low performance of this area.

CORRECTIVE ACTION:

Projected inputs through 31 Mar 62 should result in complete Air Police manning. Some effects of these inputs are already being realized even though we are still at 95%.

ITEM 2. INDIVIDUAL PROFICIENCY TRAINING - 70%

PROBLEM: Number of persons upgraded.

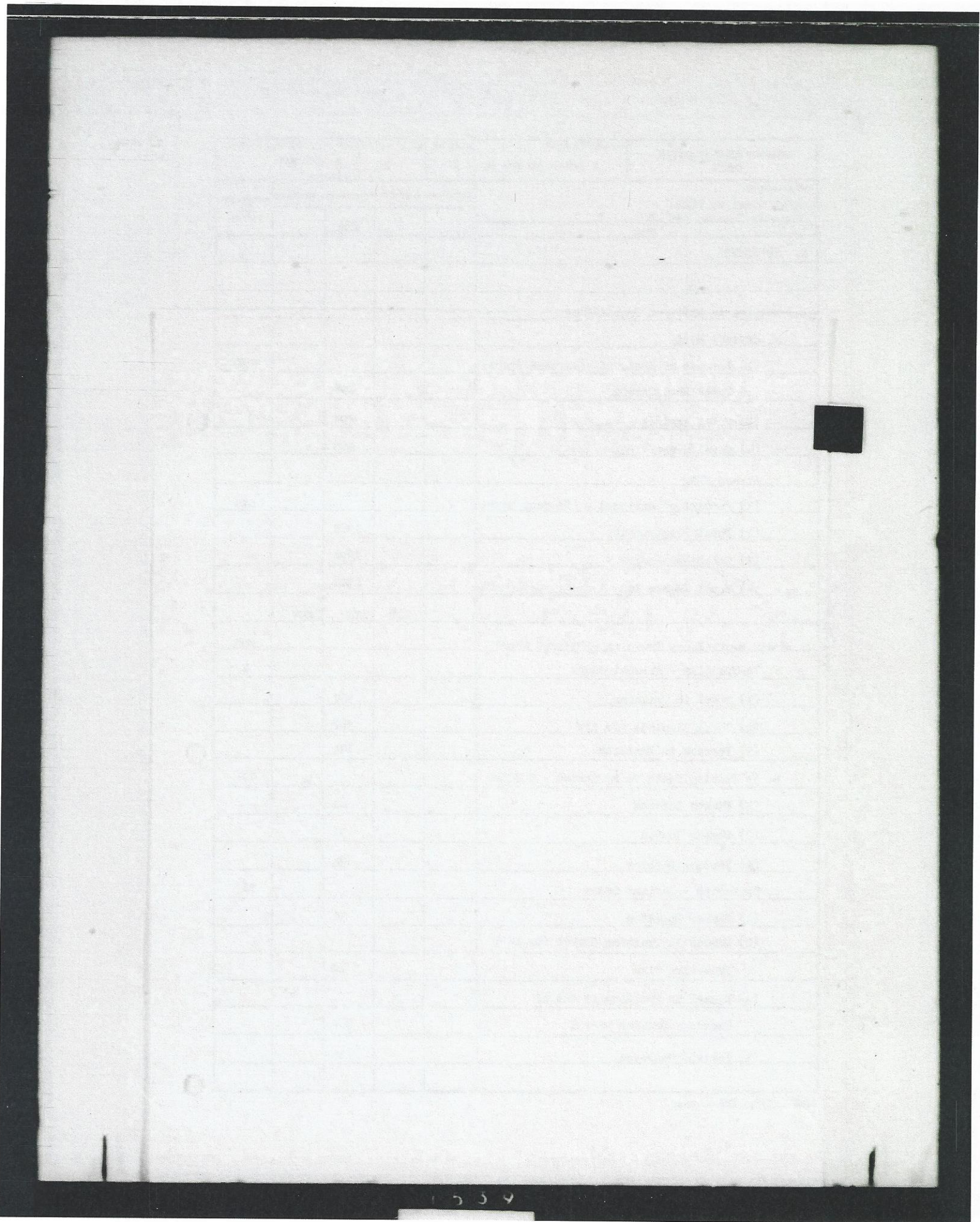
CAUSE: 1. Insufficient numbers of persons went into training 6-12 months ago to be eligible for upgrade at this time.

2. An increase this quarter from last quarter of 42 persons in-training.

CORRECTIVE ACTION: Because of the low number of tests given this quarter it is expected that IPT will remain low. However projections for next quarter show a considerable increase in those eligible for upgrade.

MANAGEMENT CONTROL DATA	PERIOD COVERED	PAGE NR	NR OF PAGES	REPORTS CONTROL SYMBOL
	1 Oct - 30 Nov 61	1	3	1-SAC-T35 Part I
ORGANIZATION		CURRENT PERIOD (Enter months that apply)		
4241 Strat Wg (SAC)				AVERAGE OR TOTAL
Raymour Johnson AFB, NC			NOV	
ITEM				
A. PERSONNEL				
1. Manning in Required Specialties				
a. Officer MIRS				
(1) Percent of Assigned - (Percent Score)				98%
(2) Total Requirement				295
(3) Total Assigned				298
(4) Total Number IRS				288
b. Airman MIRS				
(1) Percent of Assigned - (Percent Score)				95%
(2) Total Requirement				1365
(3) Total Assigned				1394
(4) Total Number IRS				1302
		OCT	THRU	NOV
2. Indiv Proficiency Training - Percent Score				70%
a. In-Training - Percent Score				
(1) Total in Training				367
(2) Total Eligible for IPT				367
(3) Percent in Training				100
b. Nr Passing Tests Vs Nr Tested - % Score				
(1) Number Passing				25
(2) Number Tested				31
(3) Percent Passing				81
c. Upgrading - Percent Score				
(1) Number Upgraded				51
(2) Number in Training Status for an Excessive Time				10
(3) Number in Training at End of Previous Scoring Period				264
(4) Percent Upgraded				16

HISTORY



1534

who will determine the action required and so advise the individual concerned. This method is more efficient and reduces the workload of the Finance Clerk. Emergency pay discrepancies will continue to be handled in a direct manner between the individual and the Finance Clerk.

The Processing Branch processed a total of 61 personnel for various assignments, as follows:

<u>Type</u>	<u>Officer</u>	<u>Airman</u>	<u>Total</u>
Incoming PCS	2	28	30
Outgoing PCS	7	9	16
Incoming TDY	1	7	8
Outgoing TDY	0	7	7
TOTALS	10	51	61

(b)(6)

Lt Colonel, USAF
Director of Personnel

(b)(6)

Historian

The Retention Branch continued making staff visits to the various units and providing guidance and assistance in the Retention Program. The Wing Staff and unit commanders were briefed on the 4th Cycle of the First Term Selective Reenlistment Program and our goals outlined. Progress in this area has been good, with the 1 October - 30 November totals as follows:

<u>CAREER FIELD</u>	<u>RET</u>	<u>EXT 9 MOS</u>
29	1	
30		1
42		4
43	4	3
46		2
70		1
73		
74	1	
77	2	3
TOTAL	8	14

A total of 50 airmen were counselled during the month concerning their Air Force career resulting in:

Career Airmen (reenlistment and separation)

<u>Eligible</u>	<u>NonEligible</u>	<u>Separated</u>	<u>Reenlisted</u>
24	2	26	24

First Term Airmen

<u>Eligible</u>	<u>NonEligible</u>	<u>Reenlisted or Extended</u>
1	2	1

The IPT Branch recommended and tested 46 airmen who had completed training to a particular skill level. Of these, five were "3" level trainees; all successfully passed the test and were upgraded. The remainder were "5" and "7" level and the test results will not be received until December. Fourteen of the nineteen "5" levels tested in October passed and were upgraded; six of the seven levels tested passed their respective tests and were upgraded. As of 30 November the Wing had attained 70% of the 150 points available under the MCS.

A total of 216 military pay orders, 93 travel vouchers, 225 allotments were processed and submitted to the Base Finance Office. A new system of handling pay discrepancies was initiated during the month. The squadron will submit a list of routine pay discrepancies to the Wg Finance Clerk,

intent of this project was to insure that only an officer's most current and effective qualification be reflected and reported on statistical reports to higher headquarters.

The 911th Air Refueling Squadron reduced the KC-135 Simulator Section to one man in order to maintain a 1.8 crew ratio. This was due to the non-availability of combat ready co-pilots and one navigator departing for overseas.

Authorized 18 Assigned 18 Combat Ready 18

The 73rd Bombardment Squadron still remains one crew short of the desired 1.8 Combat Ready crew status due to non-availability of navigators. In spite of the projected gain in this area it will remain a critical shortage throughout the year.

Authorized 27 Assigned 26 Combat Ready 26

Of special interest, he stated, that airman manning in required specialties improved over previous months from 94% to 95%. A higher percentage could not be obtained primarily because of shortages in the Air Police (771XO) and Aircraft Jet Engine Repair Career Fields (432XO). AFSC 771XO had 21 shortages for 88% manning and 432XO had 10 shortages for 90% manning. Scheduled inputs through March and April 1962 should improve manning in these areas. Seven officer shortages accounted for a 98% in Officer Manning in Required Specialties. Most significant shortages were in the Aircraft Maintenance area with two officer vacancies. Col Andresky noted that this areas has continuously been under-manned and is projected to drop to 66% by August or September 1962 unless additional inputs are programmed by higher headquarters. Total Body Manning reported for 30 November 1961 was:

	<u>AUTH</u>	<u>ASGD</u>
Officers	298	299
Airmen	1473	1509
Civilians	11	9

A complete screening of all personnel records was conducted to determine whether or not the Cuban statements were on file in each individual's Form 4 or 10. The annual records review was conducted on 124 officers and airmen and approximately 24 personnel were processed for discharge and/or reenlistment.

Col (b)(6) also stated that the Personnel Assistance Team from 8AF rated the overall operation of the Military Affairs Division satisfactory. Only minor discrepancies were noted and these corrected immediately or new procedures implemented to prevent recurrence.

21 December 1961

INTERVIEW WITH LT COL (b)(6) Director of Personnel

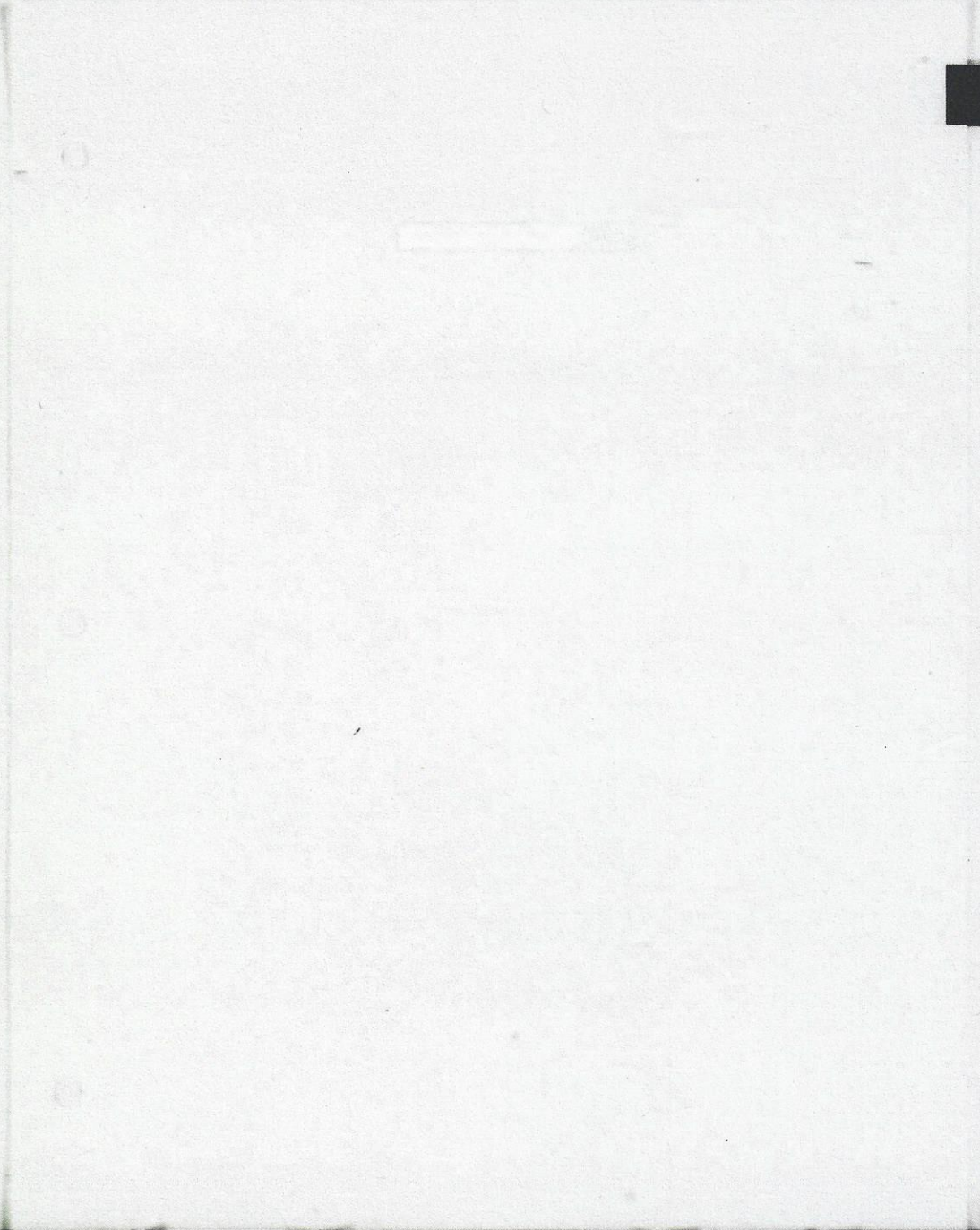
Lt Col (b)(6) Director of Personnel, said, "The Directorate of Personnel reached full manning level of authorized personnel during this period." In view of this, his directorate will be capable of providing a better service in personnel matters. This was evidenced during a recent 8th Air Force staff assistance visit, wherein it was stated that the personnel directorate "is performing its assigned duties effectively and efficiently." Col (b)(6) indicated his directorate had not encountered a major problem during this period.

Col (b)(6) further stated that in the Accounting and Control Division of the directorate the most significant "personnel actions" occurring during November concerned airmen promotions, identification of NCO's eligible for Proficiency Pay rating P-2, and refinement of officer classification status.

The Personnel records and NCO Selection folders of 15 senior master sergeants and 63 master sergeants eligible for 1 Mar 1962 promotions were reviewed by the Wing Promotion Board. The selection folders and priority listing were forwarded to higher headquarters. Prior to forwarding a special review of each selection folder was conducted by the personnel clerks to insure each was up to date with all required entries and the most recent legible performance reports were on file.

A new procedure was initiated on a trial basis to designate P-2 ratings on 32 airmen. Duplicate copies of EAM cards currently on file for these airmen were processed through the IEM Accounting Machine into Dupli-mat Masters in the format of special orders. The main advantage of this procedure was the exact reproduction of names and serial numbers directly to special orders, eliminating two possible sources of error. The two steps eliminated were transcribing names and serial numbers from the records to "requests for special orders and subsequently into the Multilith Master used to produce the special order. As a pilot procedure more time than usual was required to complete this project, however a definite savings in time was indicated. Several problem areas were discovered and eliminated by new procedures developed. (Note #1 SO A-283, 1 Dec 1961.)

In view of the 1 January 1962 Central Control of Officer Manning by SAC a special review of officer classification status was completed. The



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4241st STRATEGIC WING (SAC)

1-30 November 1961

(UNCLASSIFIED TITLE)

WING ASSIGNMENT

822nd Air Division, 8th Air Force, Strategic Air Command

STATION

Seymour Johnson Air Force Base, North Carolina

History Prepared By:

(b)(6)
Historian

(b)(6)

Colonel, USAF
Commander

EXCLUDED FROM AUTOMATIC
DECLASSIFICATION AND DOWNGRADING
DOES NOT APPLY

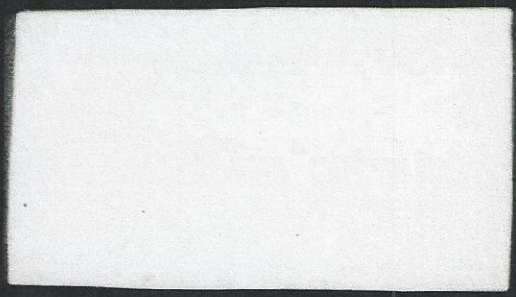
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CHAPTER I

ORGANIZATION AND ADMINISTRATION

Located at Seymour Johnson AFB, N.C., Goldsboro, N.C., the 4241st Strategic Wing with its complement of B-52Gs, KC-135As, QAN 72s and 77s accomplished its mission with one less B-52 and was anticipating the loss of its QAN-77s to a modification program. It was plagued with major fuel leaks on its tanker aircraft. (U)

The wing conducted the trial "Full Force" concept to its conclusion on 31 November 1961. Outstanding achievements during the test included increased generation time for EWG configured aircraft; but adjustments were required to meet the "Full Force" needs. Recommendations were made in the maintenance, individual proficiency training and technical training phase, plus reshuffling of crews and working hours to preclude excessive overtime, and on-standby-time. Additional available hours from support facilities also was advocated. (U)

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Combat Operations was readying recommendations for a change in figuring the alert capabilities of the wing. The new plan called for basing the alert posture on the number of crews available, as well as aircraft available. ~~(S)~~

The forthcoming GAM modification program to improve the wiring-covering and improve the guidance system also required recommended adjustments for next month. (U)

Morale was given a shot in the arm with the announcement of promotions for the December cycle. A portion of the personnel problem which existed in the Combat Defense squadron was resolved with the arrival of personnel. Another morale boost resulted from Col. (b)(6) decision to split the alert shift on Christmas Day to assure that crews would be home Christmas morning to open presents with their families. Maintenance crews received their share of laurels when they were the "Field Maintenance Squadron" semi-annual award by 8th Air Force. (U)

While ground crews were faring well, the bomber crews were working hard to overcome bad Radar Bomb Site (RBS) Express runs. (U)

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Amid accomplishment of its primary mission, the wing had a reserve capability to train and to administer to assigned reserve personnel and units. It was also prepared to participate in disaster relief and other domestic emergencies. It was already performing a higher directed mission with "Full Force" but again had the reserve capability to meet additional special missions when and if directed.(U)

CHAPTER II

PERSONNEL

With a full manning level in November, the Personnel directorate activities were carried with renewed vigor. So much so, that the directorate won the praises of an 8th Air Force team which commented that the directorate was "performing its assigned duties effectively and efficiently."¹(U)

A new procedure to designate Proficiency Pay-2 for 32 airmen has resulted in eliminating two-error-possibility areas and two procedure steps. Errors were prone to occur when recording names and AFSCs. By processing duplicate copies of information cards currently on file through the IBM Accounting Machine into Dupliant Masters in the format of special orders, the directorate reproduced names without having to re-record them.² The steps eliminated include not having to transcribe names and serial numbers from records to requests for special orders and subsequently into the Multilith master used to produce the special order. This was a pilot procedure and the initial steps took more time, but the results did show a definite saving in time.^(U)

1. Interview with Lt. Col. (b)(6) and Historian. Exhibit 1.
2. IBAG.

The Directorate reported that the 11th Air Refueling Squadron was maintaining a 1.8 crew ratio only by reducing the KC-135 Simulator Section to one man. There was a non-availability of combat ready co-pilots and one navigator was slated for overseas assignment. The 911th ended November with 18 crews authorized, 18 assigned and 18 combat ready.³(U)

One crew short was the 73rd Bombardment Squadron's main problem in November. That meant it could not meet the 1.8 combat ready crew status required. It had no navigators available to meet its par and the Personnel Directorate concluded even the projected gain in this area will not alleviate the critical shortage in December. The wing was authorized 27 crews, had 26 assigned, and 26 combat ready.⁵(U)

A one percentage increase in Manning in Required Specialties (MRS) for airmen was reported in November. The figure jumped from 94 to 95 percent. The percentage was held down by a shortage in the air police and aircraft jet engine repair career fields. There were 21 shortages in the air police field; and the aircraft jet engine

4. Interview with Lt. Col. (b)(6) and Historian, Exhibit 1

5. Ibid.

repair career field was short ten. The directorate was hoping that the scheduled inputs from now through March and April 1962 would fill in vacant slots. The officer I-3 was short in the aircraft maintenance -- two vacancies. Colonel (b)(6) noted that this area has continuously been undermanned; and believed it will drop to 66 percent ⁶ by August or September 1962 as compared to 96 percent for November 1961.⁽⁷⁾

Overall, the wing strength status stood:

	<u>AVM</u>	<u>ASND</u>
Officers	398	399
Airmen	1473	1509
Civilians	811	229

Out of 50 career airmen counselled, 24 eligible to re-enlist did so, while 26 were separated. Among first termers, a 100 percent was posted because the one man eligible re-enlisted.⁽⁸⁾

6. Interview with Lt. Col. (b)(6) and Historian.
 Exhibit 1.
 7. Ibid.
 8. Ibid.

CHAPTER III

WRECKAGE

Supply sections of the 42nd Strategic Wing ended November by achieving the enviable having no aircraft out of commission for parts. In November, a new procedure was initiated to inform all sections when aircraft were scheduled for inventory of property on board. The continued review of excess life items gave Project Honey Tree a substantial dollar-shot in the area. All of these contributed to the favorable comment made by inspectors of 822d Air Division who were here from 17-30 November 51.(U)

The Aircraft Support Division initiated the new procedure whereby all aircraft scheduled for 780 inventory (an inventory of all property on board the aircraft) were entered on the weekly flying schedule. This informed all concerned activities and helped them plan their work accordingly. In addition, a check list has been formulated for crew chiefs to insure that 780 books are delivered to proper destinations and timely returned to the 42nd when its aircraft are transferred to depots for maintenance overhaul. The new system afforded here positive control of the 780 books and prevented their possible loss.(U)

9. Interview with Maj. (b)(6) Director of Supply and Historian.
10. Ibid.

The wing asked the Supply Expediter Branch for 2,022 items; of this number, 990 were delivered for a fill-rate of ¹¹48.9 percent. This was below the SAC average; the reason is that the Tactical Air Command method of figuring the fill-in-rate is different from that of Strategic Air Command. However, the Seymour Johnson AFB supply officer has adjusted his method of computation to make it more compatible to the SAC system. Therefore, it is anticipated the ¹²fill-rate will reflect a higher percentage in the future. (U)

In November, the Consolidated Organizational Supply Division reduced the on-hand excess dollar value from \$409,674.95 to \$26,647.95. The reduction resulted by turning in 248 excess line items. It was part of a continued review and an effort to put "Money Trees" to work. The section began inventorying all Unit Authorization List (UAL) type items and was at 62 percent at the end of the month. The division received a Combat Launch and Recovery Kit (CLARK) for a B-52 from Goose Bay, Labrador on 24 November 61. It arrived in fair-to-good condition, but was short 26 items; at the end of November, all but six of the items had been replaced. The remaining six were on order from supply ¹³depots. (U)

11. Interview with Maj. (b)(6) Director of Supply and Historian.

12. IBIS.

13. IBIS.

14
Supply percentages for November were: (U)

<u>CLASS</u>		<u>CLASS</u>	
B-52	90.0%	USE	89.4%
HC-135	91.0%	USE	88.6%
GA-72	85.0%		
GA-77	91.0%		

<u>CLASS</u>		<u>PERSONAL EQUIPMENT</u>	
B-52	99.0%	Survival Equipment	98%
HC-135	98.0%	Personal Equipment	92%

B-52s and HC-135s were not out of commission for parts (AOP) or not fully equipped (AFPE). The GA-72 out of commission for parts (AOP) average delivery days was 2.8 and the GA-77 average was 3.5 days. Percentages for out of commission consequently was nil for aircraft while the GA-72 had a 2.4 percent AOP rate, and the 77s' rate was 15.0%. Six GA-72s were laid up on AOP and 13 GA-77s suffered the same fate. (U)

Supply effectiveness was good enough in November to avoid any late take offs or cancellations; although, it was necessary to cannibalize seven items to keep aircraft going. (U)

14. Interview with Maj. (b)(6) Director of Supply and Historian.
15. Report, Supply Summary, November 1961, Exhibit 4.
16. Report, Maintenance Review and Analysis, November 1961, Exhibit 5.

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A rod and hose cannibalization was made on a one-time each basis to keep M-23s going. No cannibalization was necessary for M-32s; however, five were made for the M-32s. The M-32 cannibalizations involved an ignition, valve servo, and a hose. It can be noted that the "hose" situation usually comes up. Capt.

(b)(6)

17
Maintenance Officer, pointed out that come about from the tremendous pressure to which the hoses are exposed. An instrument was all necessary to keep the M-32s in operation. (U)

18
Speaking of M-32s, five loading teams of the 53rd Munitions Maintenance Squadron were declared "Fully qualified" in November.

(b)(1),(b)(3):42 U.S.C. 2011

besides conducting their own training, the 53rd completed an orientation of a loading team from Homestead AFB, Fla. The Florida team went back home on 28 November 1. During November the Homestead team loaded (b)(1)

(b)(1)

19
Report, Munitions Performance Report, November 1951. Exhibit 6.

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CHAPTER IV

OPERATIONAL READINESS AND TRAINING

In November, 12 F-105s were on hand and available. There were 16 crews assigned of which all were combat ready and available.⁽¹⁾

Two F-105s were at Warner-Robins Air Material Area (WRA) for repairs. It was estimated both aircraft would be back in the 4241st inventory by 5 December. The wing had 16 GAU-77As, 13 of which were operational. Two were out of commission for ammonia leak, guidance malfunction, and one was out for parts-ignition unit, arming, and fusing J-Box, and ammonia latch valve.⁽²⁾

The wing's 10 KC-135As were available for all purposes and 12 crews were assigned to fly them. Of 12 crews, all were combat ready but only 17 were available.⁽³⁾

With this state of readiness, the wing acknowledged the alert posture requirements laid on by SAC. As of 1 November 61, it had six F-105s (with four GAU-77 sorties) on alert and five KC-135s standing by.⁽⁴⁾

21. Wg, DODCA 61-596, Operational Readiness Report, 1-17 1-14. Exhibit 7.
22. Ibid.
23. Wg, DODCA 61-595, Operational Readiness Report, 1-17 1-14. Exhibit 8.
24. Wg, DODCC 61-514, Unit Alert Posture, For DOPC. Exhibit 9.

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12

The wing was called on for five braces in November. Aircraft generation timing for B-52s ranged from (b)(1) For B-52s, the time was as little as (b)(1) (b)(1)

Points accrued thus far in the October-December quarter were computed. The 511th Air Refueling Squadron (511th ARS) was maintaining a 100 percent unit reliability rate compared to 95 percent for air refueling efficiency and 94 percent for training standardizations. The squadron scored an aggregate 88 percent on schedule cancellations. The Report 1-SAC-1-35, Part II, broke that down further. The percentage for schedule additions was perfect while deviations from take off thus far was posted at 84 percent.(U)

So far the 73rd Bombardment Squadron has compiled a 92 percent in training missions. Bombing reliability was higher at 96, and unit reliability had been posted at 95 percent. Air refueling stood at 95; the squadron had garnered incentive points numbering 27,902.(U)

The $\frac{2}{1}$ -52 schedule cancellation percentage was rated 76 percent; the schedule additions score was perfect and so was the deviations from take off--100 percent.(U)

- 25. Report, Alerts Called In November. Exhibit 10.
- 26. Management Control Data, 1 Oct-30 Nov 61, 1-SAC-139, Part II. Exhibit 11.
- 27. Ibid.
- 28. Ibid.

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13

For November itself, the 1st combat ready crews of the 511th AAWG completed 94 percent of their SACR 90-3 requirements and the squadron retained its 100 percent air refueling reliability. It posted a 98.2 percent for air refueling efficiency. Pilots were busy completing 97 percent of their AFM 60-3 (ground flying requirements) needs for the first half of the fiscal year 1962. Navigators completed their 60-3 requirements.²⁹

14. Col. (b)(6) commander of the 511th AAWG, initiated a new policy which resulted in accomplishing the SACR Air Division Commander, Brig. Gen. (b)(6) policy of limiting crew members to a maximum of 74 hours of work each week. This was done by planning all possible crew activities during the time crews were on alert. The program included flight planning, briefings, commander's call, etc. Colonel (b)(6) found this worked very well, and the 74-hour average was maintained through November without any major changes in squadron policies or procedures.³⁰

At the operation end, F-105s and EC-135s were busy taking off in November. The alert scheduling effectiveness called for 1,200 days for seven F-105s in 30 days; the EC-135s had 600 crew days and the number on alert was five for 30 days.³¹

29. Management Control Data, 1 Oct-30 Nov 61, 1-340-436, Part II. Exhibit 11.

30. Interview with Maj. (b)(6) and Historian.

31. Report, 12415W (1-14) Commander's remarks, 1 Oct-30 Nov 61. Exhibit 12.

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14

The B-52s scored two percent below the 8th Air Force refueling standard of 99. This was attributed to low activity; there were 61 refuelings scheduled, and 58 of these were effective. The bombers lost two air refuelings because of ground aborts caused by fuel leaks, and a third was lost as an engine went out after take off.³²

From the standpoint of annual requirements, both the 73rd and 911th were listed as having been 100 percent complete.³³

The unreliable run record indicated faulty Rear Bomb Site (RBS) runs were caused by materiel, crew procedure, no scoring at RBS site, and some runs were being evaluated by higher headquarters. Targets for November were San Salvador (an island in the Caribbean), Laurel, Lockheed, Statesboro-Turner, Statesboro-Jacksonville, and Laurel-Jacksonville.³⁴

Operator-error was the major factor for the unreliable local defense runs; while materiel failures and site procedures, and unknown factors added to the loss of crews on the runs.³⁵

32. Report, 4241SW (7-12) Commander's remarks, 1 Oct-30 Nov 61. Exhibit 12.

33. Ibid.

34. Ibid.

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15

The "out" and "wait" lights plagued the B1-77 crews. Other troubles included aircraft ground abort, and one missile maintenance. On the plus side 10 B1-77s were launched as scheduled; one missile was airborne eight times; eight others, twice each; and the tenth was launched once.³⁶

The wing commander remarked, "Limitations imposed by SAC message (S) 10 4048, 21 November 1961, preclude the use of five aircraft for accomplishment of night heavy air refueling, low level navigation and causes a prohibitive sortie duration with B1-77 loaded. These limitations, combined with around-the-clock type cycling by Full Force (See Full Force chapter, Full Force Test Completed) caused a definite loss of flexibility, and consequently, a loss of 50-S accomplishment effectiveness on overall sorties."³⁷

The commander also noted that the 911th accrued 375 incentive points in support of one Tactical Air Command (TAC) "Stair Step" mission. He reported 33 percent of the assigned pilots have completed flap landing indoctrination.³⁸

36. Report, 424154 (1-12) Commander's Remarks, 1 Oct-30 Nov 61. Exhibit 12.

37. Ibid.

38. Ibid.

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While primary mission training comes in regularity out patterns, the 4241st Combat Defense Squadron sent SSgt. (b)(6) to the Army's Infantry 402 Leadership school conducted by the 1st Infantry Division WCO Academy at Fort Riley, Kan. Sergeant (b)(6) finished the course and will serve as an instructor for the unique course to be established for the 4241st Combat Defense Squadron. He has made plans and will have the course curricula complete when he receives training aids from SSG.(U)

39. Interview with Capt. (b)(6) Commander Combat Defense Squadron and Historian.

CH. IV. 7

FOR AIRCRAFT INVESTIGATION BY BOARD

40
What caused the disappearance of 40 -521, E 58-196, assigned to the 421st Strategic Wing, remained a mystery after thorough investigation of the accident; but the Weather Officer, Ltj. (b)(6) reasoned, "Synoptic weather is very likely a major contributing factor in this incident if the missing aircraft did in fact crash in the ocean. The combination of poor visibility due to low ceilings and rain showers, in addition to the highly probable use of the far east altimeter setting 41 would allow very little margin for error." Major (b)(6) added, "The practice of using altimeter settings calculated by use of altimeter radars is not considered reliable for low level missions." From this viewpoint, the board recommended a new 42 way of computing the altimeter setting.(U)

The altimeter reading-error which resulted from this weather was analyzed. It was established that the downward slope of the

40. History, 421st Wing on file at 8th AF.

41. Report, Major Accident Report, 421st Wing on file at 8th AF.

42. FAA.

pressure surfaces toward the low pressure center just west of the low altitude level-off point was of "particular significance."⁴³ The report indicated, "The change of altimeter setting from the start let-down to the center of the low was -.26 inches Hg (mercury). In terms of altitude, if Pogo 22, call sign of 58-194, were using the forecast altimeter setting of 30.05 inches Hg, the aircraft would have arrived at an altitude of 10 feet above the ocean in the center of the low while the altimeter indicated 500 feet."⁴⁴(U)

To recall the reason for the 30.05 inches Hg forecast, the weather reading at the time of the briefing forecast the low to be out of the low-level descent area at the time the "Sky Shield II" participants would arrive. The investigation board found weather support to be adequate; but crews returning from the mission concluded the weather was progressively worse northward on the low-level tracks in the descent area.⁴⁵ Pogo 22 was assigned the most northerly track.⁴⁶(U)

Crews participating in "Sky Shield II", during which 58-194 was lost at 13:50 a.m. eastern standard time (EST), 17 October 61,

43. Report, Major Accident Report, 474134 on file at 8th AF.

44. Ibid.

45. Ibid.

46. File, Exercise "Sky Shield II" filed in 474134 October History.

unintentionally said they visually reasoned their aircraft were too close to the water. Consequently, adjustments in altitude were made to assure safety. A chart of altitudes flown by each aircraft indicated some went in at 500 feet called for in the flight, but some circumvented the weather.⁴⁷

By aircraft and south to north tracks in the exercise, Page 11, aircraft 144, descended initially to 500 feet, rose to 700 feet, went back down to 500 feet and climbed to 700 feet in the last portion of the run before ascending. Aircraft 149 went down to 1000 feet, up to 1500 and climbed 500 more feet to level off at 2000 for its run. These two aircraft were in the high fall.⁴⁸

The Black Ball aircraft, 142 and 143, respectively, approached the run at 500, then 600, climbed to 700, dropped 100 feet, climbed back to 700, descended to 500, up to 700 and finished the run at 600 feet; 143 descended to 1000, climbed to 1500 and went down to level off at 1200. The White Ball entry, led by the missing Page 20, into the low level run was recorded by Page 13, aircraft 141, Page 20's call-outs. Page 13 descended to 1000 feet, rose to 2000

47. Tab 4, Major Accident Report, 424137 on File 8th S.

48. Id.

49. Flight, Exercise "Sky Shield II" filed in 424137 October History.

back down to 1000, up to 2000, down again to 1000, up to 3000, down again to 1000, and finished his run at 3000.⁵⁰(1)

Fogo 22 was last seen by Fogo 13 at 4:04 p.m. (ZNY at 37-35H, 37-51N) for approximately five minutes when Fogo 13 was leveling off, at what appeared to be normal briefed altitude, on a course to make good N-Sear Close Look (NCSL) and inbound track to the target. Visual sight of Fogo 22 was lost when Fogo 13 made a heading change to go into his track.⁵¹(1)

Because this was a radio-silence mission, the last radio contact with Fogo 22 was made during refueling. Fogo 13 reported he could not receive the beacon of its refueler-aircraft, nor could the tanker receive the beacon from Fogo 22; therefore, a visual refueling was made. Fogo 13 reported that Fogo 22 eased in for a connection on one run and no configuration difficulties were evident.⁵²(1)

Before refueling, Fogo 22 had asked for doppler winds (drift angle), but didn't state its doppler was inoperative. However, a review of 38-19's records indicated that the doppler was

50. Tab 1, Major Accident Report, 42415W on File 8th AF.

51. Ibid.

52. Ibid., Exercise "Sky Shield II" filed in 42415W October History.

53. Major Accident Report, 42415W on File 8th AF.

inoperative on 11 of 13 recent runs. For this reason, A1/C
(b)(6) at armaments and electronics spec lists, was
on board to check the system because conditions which made the
Doppler system inoperative could not be simulated on the ground.¹⁴(U)

Inevitably, the board reported the accident cause as UNIDENTIFIED.¹⁵
There were no survivors and no debris was found for analysis.
Any speculation as to why the pilot of F-4E did not report
any emergency, as agreed by him and the pilot of F-4C before
they made their UCL, and why the F-4C pilot did not initiate
emergency actions prescribed in the "Big Bird's IP" Manual
would be purely suppositions. So, UNIDENTIFIED was the most
sagacious conclusion the board could reach.¹⁶(U)

14. Report, Major Accident Report, 42415N on File 5th AF.
15. History, 42415N October History on File 5th AF.
16. Same as 14.

CHAPTER VI

"FULL FORCE" TEST RESULTS

Conducting a "Full Force" test from 2 September through 30 November, the 41st Strategic Wing proved it could achieve a "Full Force" generation rate only by maintaining the maximum possible number of fully emergency M.R. Order (EMO) configured aircraft at all times. This was the conclusion of the "Full Force" monitoring team.^(U)

Consequently, November "Full Force" activities showed no significant variation in generation rates experienced from the inception of the test in September. There was no variation in generating B-52s, but BQ-135 generation rates showed a slight improvement.^(U)

Monitors found the prime prerequisite for producing an acceptable number of EMO configured aircraft throughout the test was aircraft scheduling. The crew training needs were hampered, particularly, operations requirements.⁵⁷ When efforts were made to schedule around directed missions and wing training missions such as Minimum Interval Take Off (MITO), the result was

57. Report, Final Unit Report, as of 30 November 1961, on Full Force Test, 41st Strategic Wing. Exhibit 13.

58. Ibid.

59. Ibid.

degradation of the unit's EMO capability. The most desirable plan found was a constant flying cycle of equally spaced launches. To accomplish space-launching as planned, the team felt that the schedule had to be enforced to stabilize work shifts and maintenance schedules.⁽¹⁾

The Organizational Maintenance Squadron altered its launch/recovery team concept by using only excess airmen from aircraft on alert to supplement the ground crews of aircraft on the spaced-launching schedule.⁽²⁾ The result was stabilization of ground crews to those airmen assigned to a particular tail number and improvement of the Individual Proficiency Training (IPT) program continuity. Excess ground personnel were used on shift schedules which conformed with the workload dictates of the space-launching cycle.⁽³⁾ The squadron held its IPT program; classroom instruction was conducted in the alert area very successfully. The team decided it was a necessity for the "Full Force" type operation.⁽⁴⁾

The squadron's equipment was not taxed by "Full Force", but the increased night activity put portable lights in constant use.⁽⁵⁾

(1). Report, Final Unit Report, as of 30 November 1961, on Full Force Test, 2d Alert Strategic Wing, Exhibit 13.

(2). Ibid.

(3). Ibid.

The quality of maintenance for the squadron was not affected; however, night work made it somewhat difficult to maintain high quality because of increased time required for most tasks during darkness. The local restriction on twin-engine aircraft was cited as a limiting factor and as requiring scheduling. "Full Force" it was decided will require the issuance of procedural directives, i.e., 24-hour support from supply, motor vehicle maintenance, mess halls, and non-tactical radio maintenance. It was also recommended that flightline maintenance personnel be relieved from additional duties such as M.(1)

"Full Force's" primary effect on the field maintenance squadron was shift scheduling and utilization of manpower to cover the 24-hour, seven-day operation. Certain shops of field maintenance, with a limited manning, experienced a real problem in meeting the work schedule. Members of these shops were scheduled to meet "Full Force" peak workloads generated by the flying schedule, and had to be on standby. "On-call" periods were extensive. To meet "Full Force" needs, work schedules were adjusted and supervision was allocated to cover shifts. After that no additional procedural changes had to be initiated or would be needed to implement "Full Force."⁽²⁾

(2) Report, Final Unit Report, as of 30 November 1961, on Full Force test, Against Strategic Missiles, Exhibit 19.

The Field Maintenance Squadron equipment was not affected by "Full Force." It had sufficient equipment, in kind and quantity, to support "Full Force." Ground safety was given increased emphasis because of increased night activity.⁽⁵⁾

The squadron's scheduling of training suffered from "Full Force." Schedules were often not compatible with training needs, therefore, IPT losses were recorded. The team concluded that very close control of training schedules during the three-shift operation must be maintained to insure that the program continues to produce results.⁽⁶⁾

The Instrument and Electronic Maintenance Squadron (IEMS) executed the "Full Force" test in fine fashion. Its experience highlighted the work shift scheduling problem and no difficulties were encountered, and its workload was sufficient to support the shift program. There were few minor problems in the squadron's training program.⁽⁷⁾

For the IEMS to put a "Full Force" concept into action, the team decided only directives at unit level to outline and establish work areas, timing of regeneration, and schedules would

5. Report, Final Unit Report, as of 30 November 1961, on Full Force test, 2241st Strategic Wing. Exhibit 15.

6. Ibid.

7. Ibid.

be required. It was concluded that strict adherence to the monthly maintenance schedule, and the weekly 60-6 would be necessary to minimize shift changes. The AMB was fully equipped to carry out "Full Force" test requirements.⁽⁶⁸⁾

The test increased the AMB safety hazards since so much night work was required. No incidents were reported, at the same time personnel took extra precautions.⁽⁶⁹⁾

The squadron encountered delays during loading sequences. Thus, the recommendation of strict adherence to the recovery schedule and generation sequence was made. The AMB station delays were minimized by advance uploading and checkout of missiles for "Full Force", and then rotating into the flying cycle or into alert. Last minute problems of loading for training or alert with accompanying delays were eliminated.⁽⁷⁰⁾

The execution of "Full Force" required loadings gave the AMB maintenance crews more experience and improved the quality of maintenance; but the equipment took more wear and tear. Increased usage of the missiles also upset scheduled inspections.⁽⁷¹⁾

The Operations Maintenance Squadron worked 500 hours overtime to meet a shift scheduling of one loading and one handling team

68. Report, Wing Unit Report, as of 30 November 1951, on Full Force Test, 4241st Strategic Wing. Exhibit 33.

69. ibid.

70. ibid.

on duty 24-hours per day, while a second loading team was on
standby at base. What was true on a typical, weapons, and ammunition
increased to the problem-point. One factor was lack of personnel
for scheduled inspections, and the situation has deteriorated
from continued processing during "Full Force."⁷¹

The 48th IFB program suffered seriously because trainers and
trainees often could not be scheduled on the same shift; besides,
there were not enough instructors for three-shift operation.⁷²

Quality of maintenance was not affected by the "Full Force"
concept. Again night work increased and safety was stressed.⁷³

For the extra protection required by "Full Force", twenty
air policemen had come from Homestead AFB, Fla. When the group
left for base, the commander of the 76th Air Defense Squadron, Capt.

(b)(6) extended his appreciation to each one
for an outstanding performance of duty and good conduct while
on duty with the 48th at Seymour Johnson AFB.⁷⁴

71. Report, Final Unit report, as of 30 November 1961, on Full
Force Test, 4241st Strategic Wing. Exhibit 13.

72. Ibid.

73. Ibid.

74. Interview with Capt. (b)(6) and Historian.

Despite problems, the 421st adhered to "Full Force" and maintained an average number of 240 configured aircraft. November's "Full Force" 1-5 posture was not improved because of the amount of aircraft with trim problems and several aircraft developed fuel leaks. B-13 posture was improved because the "Full Force" fuel load was more compatible with the ramp load so more aircraft were reflected in this status.⁷⁵

B-52	SEP	OCT	NOV
Average 240 Configured Aircraft	2.79	2.44	2.30
Average Full Force Hours Between Flight-Upload to Download	81.59	84.31	85.13
B-13 Aircraft			
Average 240 Configured Aircraft	7.80	7.41	7.21
Average Full Force Hours Between Flight-Upload to Download	80.09	88.07	77.55

The report for the early part of November indicated that the wing improved its capability to maintain 240 configured aircraft despite several serious problems with fuel leaks and major maintenance requirements.⁷⁶

75. Report, Final Unit Report, as of 30 November 1951, on Full Force Test, 421st Strategic Wing. Exhibit 11.

76. Report, as of 15 November 1951, Full Force Test, 421st Strategic Wing. Exhibit 11.

The B-125 capability was increased because of a decision rendered by Strategic Air Command. It approved the idea that a tanker was not configured even though the fuel load was below the B-125 requirement.⁷⁷(U)

The final report confirmed the conclusion forwarded in the early November report which said, "the probability of increasing the generation rate is remote."⁷⁸(U)

77. Report, as of 15 November 1961, Ball Force West, 401st Strategic Wing. Exhibit 14.
78. Ibid.

KEY PERSONNEL
 4241ST STRATEGIC WING (SAC)
 1-30 November 1961

POSITION	OCCUPANT	INCLUSIVE DATES OF COMMAND	
		FROM	TO
Commander	Col. (b)(6)	9 February 59	---
Vice Commander	Col. (b)(6)	2 October 61	---
Deputy Commander Operations	Lt. Col. (b)(6)	21 September	---
Deputy Commander Maintenance	Col. (b)(6)	2 October 61	---
Director of Personnel	Lt. Col. (b)(6)	30 July 60	---
Comptroller	Lt. Col. (b)(6)	1 August 61	---
Office of Safety	Maj. (b)(6)	6 September 61	---
Director of Supply	Maj. (b)(6)	1 December 59	---
Director of Administration	Lt. Col. (b)(6)	3 January 59	---
Information Officer	1Lt. (b)(6)	26 January 59	---

Organizational Maintenance Squadron Commander	Maj. (b)(6)	21 November	---
Field Maintenance Squadron Commander	Maj. [Redacted]	24 January 61	---
Armament and Electronics Squadron Commander	Maj. [Redacted]	15 January 59	---
53rd Munitions Maintenance Squadron Commander	Maj. [Redacted]	18 October 61	---
Combat Defense Squadron Commander	Capt. (b)(6)	25 July 60	---
73rd Bombardment Squadron Commander	Lt. Col. (b)(6)	11 October 61	---
911th Air Refueling Squadron Commander	Lt. Col. [Redacted]	27 September 61	---
Headquarters Squadron Commander	Capt. (b)(6)	24 November 58	---