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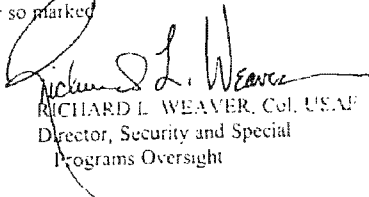
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55TH STRATEGIC RECONNAISSANCE WING

1 JULY - SEPTEMBER 1967

VOLUME I

APPENDIX I

(Unclassified Title)

PC SAC DMH 67 5110

Assigned to

12th Strategic Aerospace Division, Fifteenth Air Force  
Strategic Air Command

Stationed at  
Offutt AFB, Nebraska

BRUCE P. BURNARD  
Second Lieutenant, USAF  
Historian

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FOREWORD

This history is inclusive from 1 July to 30 September 1967. Because of the information related in this portion of the history, and the definition of SPAR information per SAC Peacetime Airborne Reconnaissance Program Document (SPAR) Classification Guide, 1 March 1967, as amended 17 April 1967, this portion of the history is a SPAR document.

Subject matter not discussed in this history was not applicable or was not considered by this historian to be of great enough significance to warrant inclusion.

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CHRONOLOGY

July-September 1967

| <u>Date</u> | <u>Event</u>   |
|-------------|--|
| July        |  |
| 1           | The DCOM reorganization was approved by the Strategic Air Command to give more flexibility to the wing training program.   |
| 1           | The 343SRS is authorized 18 combat ready crews and ten RC-135C aircraft. Fourteen crews are combat ready and seven aircraft are on hand.   |
| 1           | The 338SRS is authorized six combat ready crews and four RB-47 aircraft. Assigned strengths are the same.  |
| 1           | The 38SRS is authorized sixteen combat ready crews, five EC-135C aircraft and five RC-135 aircraft. Sixteen crews are formed, five EC-135C aircraft are assigned, and four RC-135 aircraft are presently assigned. One is on loan. |
| 9           | One Burning Light aircraft and crew departed Offutt AFB to McClellan AFB, California. Aircraft and crew returned on 14 July.   |
| 13          | The 343SRS gained one combat ready crew. Total is now 15.  |
| 17          | The wing lost one RC-135A aircraft. The plane crashed after takeoff from Offutt AFB. One person died.  |
| 26          | Received one RC-135C aircraft, tail #64-14948, from the Martin Company. Total now is eight.  |
| 31          | The last 55SERV crew was Ops Order certified.  |
| Aug         |  |
| 7           | Operating Location #7 was terminated.  |
| 7           | Lt. General Martin, 15AF Commander, was briefed at Offutt, by the 55SERV on unit capabilities and limitations.   |
| 21          | One Burning Light aircraft and crew departed for McClellan AFB. Returned to Offutt on 30 August.   |

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Sept

- 1 Received ninth RC-135C, tail #64-14847, from Martin Company. Total on hand is now nine.
- 1 All squadrons in the wing now have a C-1 Combat Rating.
- 7 EB-47H, #53-6245, to Davis-Monthan AFB, Arizona, for storage.
- 22 Buckskin Rider exercise completed. Purpose, to evaluate capability of the 55SRW to carry out its war plan while under attack by hostile forces.
- 30 Category III Testing terminated.
- 30 DCOOE manning, organization, and function stabilized, although not yet approved by SACMET.
- 30 Crew authorizations for all squadrons remain the same. Total combat ready: 338SRS, six; 343SRS, 17; 38SRS, sixteen.

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#### INTRODUCTION

✓ (PAR/SPAR) The end of this quarter completed the first year of build-up at Offutt Air Force Base for the 55th Strategic Reconnaissance Wing. Much has been done towards reaching a level of stability in the conversion from RB-47 aircraft to the new RC-135C concept of reconnaissance. The process of conversion and the acquisition of new aircraft from the Martin Company demanded a wide range of changes from the previous methods of operations. While old commitments were still carried out, problems in facilities to house new shops, to provide working space for combat crews, to gain inputs of trained personnel for the new aircraft, for acceptance and testing of the RC-135C, and myriads of others associated with such a huge project developed and demanded immediate attention in order to meet the Air Team operational commitments in a satisfactory manner. Category I, II, and III testing and other large problems were carried out and successfully accomplished because of the dedicated support of maintenance and crew personnel. Open areas still exist in the Category II testing of the aircraft and its equipment and solutions will be found to the remaining problems on a daily operational basis. The problems of supply to support the mission were extensive in the beginning.

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Methods have been devised to alleviate many of these problems. The problem is still acute. The withdrawal from the Wing for PCS has presented a problem in the retention of skilled, qualified engine mechanics in maintenance. Strategic Air Command Management Engineering Team (SAMMET) is now evaluating the Propulsion Branch of Field Maintenance in order to take some personnel action to alleviate this problem. Until such a time, in the future, when Unit Manning Document (UMD) changes may assure retention of trained personnel, this branch will be carrying a workload disproportionate to their authorized manning. Funding is still holding up the necessary construction needed to eliminate crowded conditions which hamper the mission of the 55th Strategic Reconnaissance Wing. Crew training and upgrading has been accomplished on schedule despite certain encumbrances in crowded areas. The main point of interest is the fact that during the year the Wing has reached a point of consciousness of all these problems and has continued to fulfill its operational commitments because of its awareness. When the aid required of outside sources reaches stability the Wing will be able to fulfill its commitments with much less emphasis on additional duties and extensive overtime now carried on by its personnel.

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### CHAPTER III

#### OPERATIONS AND TRAINING

##### DOC Division

(U) On 1 July, Strategic Air Command (SAC) approved the 55th Strategic Reconnaissance Wing Deputy Commander for Operations Training (DCOT) reorganization. The intent of this reorganization was to give more flexibility to the training program because of the more diverse and varied operations inherent with the conversion from the RB-47 program to the KC-135C global reconnaissance program. The wing now has an Operations Division with a Requirements Branch and Reconnaissance Operations Branch. The Training Division is now composed of the Scheduling Branch, Navigation Branch, Elint Training Branch and the Reports and Analysis Branch.<sup>1</sup>

(U) Within the Deputy Commander for Operations (DOC) office, a Looking Glass qualified aircrew commander received a permanent change of station (PCS) notice to report to Castle Air Force Base, in August. This leaves one crew without a Looking Glass qualified Instructor Pilot in accordance with SACR 55-17. Upgrading of a qualified pilot for a replacement on this crew is estimated to take approximately three months minimum time.<sup>2</sup>

1. Msg (U) 55DCO 20271, 14 Jul 67, Subj: "Weekly Information" Ex 3.

2. Msg (U) 55DCO 20296, 4 Aug 67, Subj: "Weekly Information" Ex 3.

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(U) On 8 September, Operations Manning Assistance for Noncommissioned Officer (NCO) Controllers was requested from the 3902 Air Base Wing. Projected NCO assignees are eight against an authorization of eleven. The wing is presently operating with five certified NCO controllers during a period that Command Post Training is receiving emphasis from Headquarters SAC and Fifteenth Air Force.<sup>3</sup>

A. COMBAT RATING

~~1~~ All squadrons of the 55th Strategic Reconnaissance Wing have a C-1 rating as of 1 September when the 343rd Strategic Reconnaissance Squadron became fully combat ready and capable of carrying out the wing's Emergency War Order commitments. Acquiring this capability came about through the acquisition of two more RC-135C aircraft from the Martin Company and because the previous problems of supplies and equipment for the aircraft have been lessened considerably during this quarter. The problems are by no means fully solved. To many cannibizations and the lack of special equipment still hamper the operational commitments of the wing in carrying out its higher headquarters directed missions.<sup>4</sup>

3. Hsg (U) 55DCO 20352, 8 Sept 67, Subj: "Weekly Information" Ex 4.

4. Int., Historian 2Lt B. Barnard with MSgt Henthorne NCOIC, Command Post, Oct 67 Ex

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Specifics of these problems will be discussed in Chapter IV, Maintenance and Supply.

F. WEAPONS SYSTEM INVENTORY

(U) (PAR/SPAR) The EC/KC-135 authorizations are the same as last quarter. The 343rd Strategic Reconnaissance Squadron (SRS) is authorized ten RC-135C aircraft and the 38th SRS is authorized five EC-135C aircraft for Looking Glass operations, three KC-135R tanker aircraft to carry out their Burning Light operations, and one KC-135A for Brier Patch commitments. The 343rd SRS received two RC-135C aircraft from the Martin Company factory this quarter, one on 26 July 1967<sup>5</sup> and the other on 1 September 1967.<sup>6</sup> Tail numbers for these aircraft are 64-14848 and 64-14847, respectively. This brings the total on hand to nine of the ten authorized. The latter aircraft was due for delivery to the 55th SRW in August but was delayed because of unresolved problems.<sup>7</sup> The tenth aircraft, 64-14849, is pending, but no firm date has been made for its delivery to the wing from the Martin Company.<sup>8</sup> The number of

5. Msg (U) 55DCMC 24555, 27 Jul 67, Ex 7.

6. Msg (U) 55DCMC 24658, 5 Sept 67, Ex 8.

7. Msg (U) PAR/SPAR SAC DPLC 62660, Aug 67, Ex 7.

8. Rpt (U) PAR/SPAR "Unit Progress Report," RCS SAC-U89, 1 Sept 67; Ex 8.

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assigned aircraft in the 338th SFS is below the number authorized. Five KC-135C aircraft are assigned but only two KC-135R are presently available and one KC-135A which is on loan from the 93rd AREFS since 24 July.<sup>9</sup> The period of time for this loan is approximately six months. The deficit of one KC-135R aircraft, as compared to last quarter, is the result of loss due to a crash on 17 July. This loss will be discussed later in this chapter, under Flying Safety. The KC-135A aircraft, tail number 59-1472, which was in the 338th SFS inventory last quarter was returned on 24 July, terminating the loan from Little Rock Air Force Base, Arkansas.<sup>10</sup>

~~101~~ The B 47 aircraft authorization for the 338th SFS for the beginning of this quarter was four. One, tail number 53-5745, an EB-47 model, was delivered to Davis-Monthan for storage on 7 September.<sup>11</sup> Authorized as of 30 September is two EB-47 and one EB-47M model. All three are assigned and on station as this reporting period ends.

9. Msg (U) 93BWZ, DCMCAR 05590, 24 Jul 67, Ex 10.  
 Msg (U) 55DCMC 24534, 21 Jul 67, Ex 10.  
 Msg (U) 55DCMC 24538, 25 Jul 67, Ex 11.

10. Msg (U) 43DCM 47553, Jul 67, Ex 12.  
 Msg (U) 55DCMC 24533, 21 Jul 67, Ex 13.  
 Msg (U) 43 DCHA 7767, 25 Jul 67, Ex 14.

11. Msg (U) SAC DM4B 63754, Sept 67, Ex 15.  
 Msg (U) 55DCMC 24670, 7 Sept 67, Ex 16.

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C. COMBAT CREW RESOURCES AND CAPABILITY:

(U) The number of combat ready crews authorized, formed and available in the 38th SRS remained the same as last quarter, sixteen.

(U) The 343rd SRS is authorized 18 crews in the RC-135C aircraft. At the end of last reporting quarter, 14 crews were combat ready.<sup>12</sup> The 18th crew, awaiting the availability of pilot, copilot and navigator, was formed in September.<sup>13</sup> They began flight training on 20 September and are projected to complete training and become combat ready by 20 November.<sup>14</sup>

D. OTHER OPERATIONAL CONSIDERATIONS:

~~18~~ Operating Locations - OL #7: On 20 June 1967, one crew and aircraft departed Offutt to participate in Old Bar/Rivet Bush operations at OL #7.<sup>15</sup> On 3 August, another crew went to OL #7 but flew no missions there. On 7 August, the Operating Location was closed down and the crew, aircraft and support equipment ordered returned to Offutt AFB.<sup>16</sup>

12. Int, Historian 2/Lt B. Barnard with Lt Col T. Stern, Chief DCOT.

13. Rpt, (U) 'Unit Progress Report' RCS SAC-UES, 1 Sep 67, Ex 3.

14. Ibid.

15. Archives, Apr-June History.

16. Msg ~~18~~ SAC Recon Center SSD DOSRO 00046, Aug 67, subj: "Old Bar", Ex 18.  
Msg. (U) 55DCO 20311, 11 Aug 67, subj: "Weekly Information".<sup>17</sup>

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The crew returned that day, via Kadena to Offutt. The remainder of the personnel will return via MAC C-141. The support equipment is being packed and shipped to Offutt.<sup>17</sup>

~~(C)~~ As of the end of last quarter, all the other Operating Locations and the commitments for RB-47 aircraft operations were terminated. With the acquisition of the new RC-135C aircraft, a new form of reconnaissance has been introduced by the 55th Strategic Reconnaissance Wing. This is global type reconnaissance. Operating locations will now be used only for emergency stops, if necessary. The initial flights of Big Team aircraft originated and terminated at Offutt AFB. Plans were made, to commence in October, with two covert operational flights to be deployed from Operating Location #2.<sup>18</sup> The aircraft and crew would, then, depart Offutt and fly one sortie and land at OL #2. After proper crew rest they would plan a mission and fly it from OL #2 upon return to Offutt AFB.<sup>19</sup> The first Operational sortie flown from OL #2 was accomplished on 2 September.

(U) Problems which might arise from crew fatigue on these long RC-135C global missions have been taken into consideration. These will be discussed in detail under the heading of Safety.

17. Msg ~~(S)~~ 13AF, OL7 1149, Aug 67, Amendment, Ex 1 9'.

18. Msg ~~(S)~~ SSO SAC Recon Cen, DOSRO 00089, Aug 67, subj: "Burning Sun". Ex 2 9'.

19. Msg ~~(S)~~ SSO SAC Recon Cen DOSRO 00059, 8 Aug 67, subj: "Bonnie Blue". Ex 2 1'.

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(U) Burning Light: One 38th SRS aircrew and aircraft departed Offutt on 9 July to participate on a Burning Light mission at McClellan AFB, California. They returned on 14 July<sup>20</sup> after flying three missions for a total of 26 hours flying time. The second Burning Light operation departed Offutt on 21 August and returned on 30 August.<sup>21</sup> Total sorties on this deployment was four. No problems were encountered on either deployment.

(U) Buckskin Rider: The purpose of this exercise, conducted on 22 September, was to evaluate the capability of Offutt AFB personnel, including the 55th SRW, to conduct the war mission under attack by hostile forces. The 55th SRW participated in the program from 1100 hours until 1700 hours. At 1130 hours, the 55SRW Command Post directed the transition to DEFCON II. Shelter teams were dispatched to the appropriate shelters and patrols notified all non-essential personnel to take cover. Procedures were established to rotate essential personnel from post to shelter at time compatible with the rate of fallout. In general, the exercise was termed successful, but minor problems existed in the actuation of the base siren, communications, one aircraft generation board located in the Command Post, scheduled weather briefings, and personnel control in one

20. Msg (U) 55DCO 20271, 14 Jul 67, Subj: "Weekly Information", Ex 2.

21. Msg (U), SRC Recon 0039, 8 Aug 67, Subj: "Burning Light", Ex 2.  
Msg (U) 55DCO 20329, 25 Jul 67, subj: "Weekly Information", Ex 2 3

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shelter area. One major recommendation for future exercises was submitted by the 55SRW to extend the exercise to nine hours with no nuclear detonation prior to the fifth hour. In this exercise, fifty minutes after start, a nuclear detonation near the base forced emergency dispersal of aircraft and dispersal teams. This terminated any further practice in implementing the Emergency War Order Plan and made the exercise from that point on totally devoted to the test of disaster preparedness planning. The time, as suggested for the next exercise, would enable the 55SRW to test its Emergency War Order (440) Plan.<sup>22</sup>

E. AIRCREW TRAINING:

(U) The number of SACM 52-8 requirements for the six months period, July through December 1967, varies with the squadrons. The 338th Strategic Reconnaissance Squadron (SRS), has no commitments. The 38th SRS has a total of 5124 requirements. At the end of July, 3168 of these requirements were met for a 61.8 percentage. At the end of August, 4274 were completed for a 83.4 percentage. At the end of this quarter, 4817 requirements were completed for 94.0 percentage. The 343SRS has 7392 requirements for the same period. In July, 3315 were completed for a 44.8 percentage.

22. Msg (U), 3902 ABWg BCR, 3 Oct 67, Subj: Report of Buckskin Rider Exercise." Ex 2 4

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In August, 5176 were completed for a percentage of 70.0, and at the end of September, 6633 were completed for an 86.4 percentage. No problems exist in this area and none are expected in the future.<sup>23</sup>

(U) Flying Hours: The 38th SRS is responsible for the operation of Looking Glass, Burning Light and Briar Patch. Type aircraft used for these operations are the EC-135C for Looking Glass, and the RC-135R, for use in the Burning Light missions. One aircraft, used for Briar Patch, is out of the inventory due to an accident. Details of this will be covered under Safety, this Chapter. Allocation of flying hours for the 38th SRS, this quarter, was 2532 for the EC-135C and 328 hours for the RC-135R. The EC-135C flew 100 sorties in July for a total of 830 hours; 106 sorties in August for a total of 844.9 hours, and 98 sorties in August for a total of 829.1 hours. Of the total 304 sorties flown, Looking Glass accounted for 277. The RC-135R aircraft flew 57 sorties in July for 350.9 hours; 55 sorties in August for 330.5 hours, and 51 sorties in September for 283 hours.<sup>24</sup>

(U) The 343SRS, with the RC-135C aircraft is responsible for the Big Team operations. Allocated flying hours for this quarter was 2400. In July, 48 sorties were flown for a total of 707 hours. Twenty-six of these sorties were operational types. In August, 53 sorties were flown, 25 operational, for a total of 752.8 hours.

23. Int, Historian 2/Lt B. Barnard with MSgt Lezark, NCOIC R&A, Oct 67. and Maj Simpson, Chief, DCRM, Oct 67.

24. Ibid.

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In September, 51 sorties, 26 operational, were flown for a total of 733 hours. Sorties, other than operational, are training sorties, ferry sorties and others not flown under Burning Sun and Burning Sky operations.<sup>25</sup>

(U) The 338th SRS was allocated 300 hours in the B-47 aircraft. Fifteen sorties, for 195 hours were flown in July; 24 sorties for 127 hours in August, and 19 sorties for 68 hours in September. The total time for all the wing aircraft was 205 sorties and 1879.3 flying hours in July, 214 sorties and 1933.6 flying hours in August, and 219 sorties accounting for 1905.9 flying hours in September. The total wing count was 638 sorties for 5718.8 flying hours during the entire quarter. The deviation between allocated hours and flown hours was due to one aircraft being delayed in delivery and a request from 15AF to make September flying hours equal to or less than those in July. The reason for this request was to allow more flying hours in September for overseas aircraft.<sup>26</sup>

(U) Flight Training: Flying training during the quarter included 74 refueling hookups during July, 78 for August, and 73 for the month of September.

25. Ibid.

26. Ibid.

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(U) Other items of training:<sup>27</sup> SAC is putting added emphasis for increased training of PACCS (Post Attack Command and Control System) Communications Teams and the numerous ABNCP (Airborne National Command Post) Netting Exercises because we are flying fewer PACCS missions. All requirements of previously published schedules for training were rescinded on 25 September. Until further notice, Looking Glass will allow maximum latitude in link degrades and will use the non-graded Friday missions to train on the various situations which may arise. Looking Glass entry into the NEACP (National Emergency Airborne Command Post) Ground Stations will continue to be accomplished on any Friday when NEACP does not conduct an airborne command post netting exercise.<sup>28</sup>

(U) Additional flying hours for the quarter were requested by the 55SRW Deputy Commander for Operations for the KC-135A/R aircraft and the E/RB-47 aircraft. Reasons for the request was because the original flying hour request did not include time for training sorties on the KC-135A aircraft, tail #53-124, on loan from the 93rd Air Refueling Squadron since the loss, by crash, of the 55SRW KC-135A aircraft. The 25 additional flying hour request for E/RB-47 aircraft were justified for the reasons that additional operational sorties, not originally programmed were flown at

27. Int, Historian 2/Lt B. Barnard with MSgt Lezark, KC MC, R&A, Oct 67.

28. Ltr (U)SAC DOCEOR, 25 Sep 67, Subj: PACCS Communication Training ' Ex 2.5'.

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Operating Location #7. Now, with the closing of OL-7 and other operating locations, all crews are on station and local training sorties require more hours than operational missions. The additional flying hours were requested also to allow crews to average three training sorties per month at home station, and to train the seven staff pilots and five navigators who previously manned the operating locations.<sup>29</sup> Fifteenth Air Force DO, in September, issued a statement that no additional KC-135 flying hours will be available for this quarter's operations and that the future quarter's allocations may be further reduced.<sup>30</sup>

(U) In the 38th SRS, three Flight Traffic Specialists, flying on Looking Glass aircraft, exceeded the maximum flying time restrictions imposed by Air Force Regulation 60-7. The excessive flying time resulted from the 60 percent manning of their particular AFSCs plus emergency leaves and others on DNIF (Duty Not Involving Flying). Projected gains by mid-October will alleviate some of this overflying for the next quarter, but a request was made to SAC for continuance of this schedule until such a time as manning relief is accomplished.<sup>31</sup>

29. Msg (U) 55DCOTS 20321, 18 Aug 67, "Request for Flying Hours", Ex " ".

30. Msg (U) 15AF DO 36216, Sep 67, Ex " ".

31. Msg (U) 15AF DOT 45734, 28 Sep 67, Subj: "Maximum Flying Time Waiver", Ex 2.

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(U) A request was made on 20 September, by the 55SRW DCO, for a waiver on the requirements to administer simulator evaluation tests to EB-47 pilots and to delete this requirement from SACM 51-4. The pilots, to get this training, must go on Temporary Duty (TDY) to McClellan AFB, California and a standardization pilot must go TDY with the crew or staff personnel. Time and money could be saved by elimination of this requirement. Further arguments in support of this request is that of the validness of pilots assigned to another command evaluating SAC pilots. Additionally, past records in RB-47 simulator checks show such low failure rates that training of this sort has a very limited value. Ground training and applicable emergency procedures, simulated in flights, by the home station would be sufficient to keep the pilots current and proficient. 32

(U) PAR/SPAR: In the 343SRS, six Electronic Warfare Officers completed Field Training Detachment (FTD) academics on 25 August. They are now available crew resources. They received in-unit academic training (140 hours) and started flight training in September. The individual SACM 50-3 crew member training is progressing on schedule for those who are not yet combat ready. A lack of operational FLINT equipment for training sorties, caused by a 32. Mr. (U) 55DCO, to 15AF DDT, 20 Sep 67, Subj: "Flight Simulator Evaluations for EB-47 Pilots", Ex 2 9.

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shortage of spares in the inventory, is the most serious problem in completing training for these FW officers. Experience shows that six or more sorties are required to complete all training requirements for Electronic Warfare Officers. Particular attention is being directed toward scheduling these crew members on those training sorties which have operational equipment installed in the aircraft.<sup>33</sup>

~~(S/NOFORN)~~ PAR/SPAR Category III Testing: Category III testing of the RC-135C aircraft was terminated on 30 September.<sup>34</sup> SAC was satisfied that the pre-planned objectives, as outlined in the test plan dated February 1966, had been completed. The capabilities of the weapons system, the limitations and deficiencies in the operational environment have been studied and programs initiated to increase the quality of the electronic output. During the quarter, Cat III testing was accomplished on eighty of the operational and/or training sorties flown by the RC-135C aircraft. The time to recover the aircraft was 13.0 clock hours in July, 16.9 in August, and 16.3 in September. The time to operationally ready increased from 84.5 clock hours in July to 94.4 hours in August. In September, the hours dropped to 63.1 clock hours, the lowest rate achieved in

33. Rpt, ~~(S)~~, PAR/SPAR, "Unit Progress Report", RCS SAC U-82, 2 Aug 67, Ex 3 0.  
Rpt (U) PAR SPAR "Unit Progress Report", RCS SAC-U82, 3 Oct 67, Ex 3 1.

34. Msg ~~(S)~~, PAR/SPAR SAC DPLC 10376, 4 Oct 67, Subj: "RC-135C Cate III Test." Ex 3 2.

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the Cat III test program. Supply support problems, which will be discussed in Chapter IV, Maintenance and Supply, are the main factors affecting the operationally ready status of the aircraft. The ASD-1 capability for July was for 81.0 percent of the sorties flown (34 of the 42 operational and training sorties) 81.0 percent capable or reliable. For August, the ASD-1 capability for 63.6 percent of the sorties flown, or (21 of 25 operational sorties), was 92.0 percent capable. In September, the ASD-1 capability for 86.2 percent of the sorties flown (25 of 28 operational sorties) was 24.0 percent capable or reliable. Supportability of the KC-135C aircraft is dependent upon the same factors that affect maintenance. A decrease in the time to operationally ready will occur with the development and use of the complete capability of the MSM-42, along with the experience of maintenance personnel and an increase in the system spares and the bits and pieces needed to repair the AV-7 (Waiting Parts) items. Special reports on the testing will be submitted as required in the future until the final Category III report is given on 30 November 1967.

35.  
35. (Rpt (U) 55DCM "Material Cat III Test Report for July," dtd 16 Aug 67. Ex 3 3".  
Rpt, (U) 55DCM "Material Cat III Test Report for Aug," undated  
Ex 3 4.  
Rpt, (U) 55 DCM "Material Cat III Test Report for Sept", undated,  
Ex 3 5".

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F. TRAINING EFFECTIVENESS:

(U) The 55SRW is not subject to ORIs (Operational Readiness Inspection).

(U) Standardization: The FB-47 Branch administered 24 checks throughout the quarter. Only one individual was conditionally qualified. All others were qualified or better. No "No-Notice" evaluations were given. In the EC/KC-135 Branch, 70 checks were administered with three individuals being conditionally qualified and the remainder being qualified or better. Three No-Notice checks were given. In the RC-135 Branch, 66 checks were made. Two individuals were unqualified, one Navigator and one Electronic Warfare Officer. Four were conditionally qualified. The failure rate in this department was 3.5 percent. A total of eight Flight Simulator checks were given. None were less than qualified.<sup>36</sup>

G. FLYING SAFETY:

(U) On 17 July 1967, an PC-135A aircraft crashed upon takeoff from Offutt AFB. It landed in a field approximately one mile from the north end of the runway. One passenger was killed, the other four crew members escaped with cuts and bruises. The crewmembers concerned were restricted from flying in accordance with SACR 60-1 until cause factors of the accident had been determined.<sup>37</sup>

36. Rpt, "Minutes of Standardization Review Panel", Jul-Sep 67, Ex 3 6.

37. Mag (U) 55DCO 20294, 4 Aug 67, to 15AF DO, Ex 3 7.

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Investigation showed that the primary cause factor was supervisory, in that the instructor pilot permitted the aircraft to enter an unsafe flight condition from which recovery was not possible.<sup>38</sup> As a result of the investigation and the cause factors, the instructor/evaluator was removed from his duties and placed in a spare status. The pilot was transferred to another crew which is commanded by an instructor pilot. Both pilots were placed in supervised status until declared proficient by an instructor pilot.<sup>39</sup> By the 26th of September both pilots had completed their corrective actions and successfully passed a SACM 51-4 flight. Both are once again fully qualified and have participated in operational flights.<sup>40</sup>

(U) Special Efforts to Increase Safety: PAR/SPAR. In line with preventing accidents or incidents for crew members, the 55SRW requested in June that certain test objectives be evaluated during extended duration sorties, such as flown on the Big Team Burning Sun missions. Crew fatigue factors were stressed, along with operational hazards from mechanical parts. It was noticed that fatigue generated after approximately 12 to 16 hours of flight. Pilots were concerned about landing the aircraft under less than optimum conditions as a result of this fatigue factor. Other items of concern for the crews

38. Msg (U) 15AF DO 38176, 5 Aug 67, Subj: "KC-135 Acft Accident", Ex 3 g.

39. Msg (U) 55C 28230, 4 Aug 67, Subj: "Restriction from Flight Schedules", Ex 3 g.

40. Msg (U) 55DCO 20370, 26 Sep 67, Subj: "Restriction from Flight Schedule", Ex 4 g.

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and regarded as significant, as noted by a flight surgeon who accompanied the crew on a flight, was the desire for lighter helmets to be worn on extended flights, for mattresses to be available for prone sleeping, and the provision for kidney pads on parachutes - or small cushions to rest the lower back during flight. Since only fifteen participated in this test flight to measure fatigue factors, the flight surgeon does not feel that these recommendations are completely valid. A larger sample of personnel must be examined to arrive at a valid conclusion. As of now, he feels that aircrew members are capable of supporting extended missions of at least 26 hours duration.<sup>41</sup> The 55SRV DCO (Deputy Commander for Operations), on 11 August, made a recommendation to 15AF DOR that landing minimums for RC-135C aircraft Burning Sun missions be established as 300 feet and 3/4 mile. Also recommended was that the minimums of 200 feet and 1/2 mile, established by 15AF supplement to AFM 60-16 be retained for training missions and Burning Eyes operational missions.<sup>42</sup> To date, no answer has been received.

41. Msg ~~TC~~ 55CTTD for 55C/DCO/DCM, 10 Jul 57, Subj: "Extended Sortie Evaluation", Ex 4 1.

42. Msg ~~6~~ PAR/SPAR 55DCO 23165, 11 Aug 67, Subj: "Landing Restrictions RC/KC-135 Recon Platforms", Ex 4 2.

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CHAPTER IV  
MAINTENANCE AND SUPPLY

(U) This appendix contains only those portions of the Maintenance and Supply Chapter which come under the PAR/SPAR category. Those items which are not PAR/SPAR are included in Volume I of this history. All exhibits for the Maintenance and Supply Chapter which are PAR/SPAR will also be part of this appendix to the July - September 1967 history.

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1. (U) Maintenance Activities: This portion is covered in Volume I.

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2. Maintenance Problems:

(U) Cannibalizations. This portion is covered in Volume I.

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(U) NORS (Not Operationally Ready Spares): This portion  
is covered in Volume I.

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(U) TORS (Time To Operationally Ready Spares): This portion  
is covered in Volume I.

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(U) PAR/SPAR MSH-42 Fault Finder: In July 67, General McNickle, Commander of OCMA, Tinker AFB, Oklahoma, in a message to General Goldsworthy, ASD, Wright Patterson AFB, Ohio, agreed to an extension of the RC-135C management transfer until a target date of 1 December 1967. He stressed that firm dates for, both, management and engineering transfer are dependent upon the preliminary negotiations of ASD WPAFB engineering transfer package, and upon SAC's acknowledgement that the RC-135C weapons system meets with their approval from an operational and design configuration standpoint. Among his concerns was the fact that lack of definition and delivery of depot level AGE (Aerospace Ground Equipment) and handbooks has prevented AFLC from establishing an organic depot overhaul capability on the MSH-42 Fault Finder subsystems.<sup>43</sup> SAC, in a message from General Samuel, DPL, to General Goldsworthy, further clarified SAC's position relative to program status in the RC-135C, especially in regards to the MSH-42 system and the Finder/ASD-1 capability in a dense environment. (This capability was discussed in detail in the April - June history). The MSH-42 has never reached its design goals. As a result, the 55SRF aircraft, on operational flights, are flying the ASD-1 system without an approved or reliable procedure to determine system capability prior to each operational mission. This still remains a Category II test open area and SAC is not satisfied with the results to date.<sup>44</sup> SAC further

43. Msg, ~~48~~ PAR/SPAR SAC DPL 08376, Aug 67, Subj: "RC-135C Program" EX. 3

44. Msg, ~~48~~ PAR/SPAR SAC DPLC 07370, Jul 67, Subj: "MSH-42 Testing" EX. 4

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declined 15AF DM4 request for immediate operational use of the MSM-42 because it has never demonstrated its design objectives and it is an AFSC responsibility to complete this testing.<sup>45</sup> The MSM-42 operation has been pre-empted by flight schedule changes in the 55SRM, by ASD-1 maintenance schedules, and by cannibalizations of RC-135C aircraft, all of which were necessary to support the operational commitments with a shortage of supply spares. The Special Project Office (SPO) at SAC provided SAC Hqs DM4C with a phase plan and support requirements to expedite MSM-42 tests on the ASD-1 systems.<sup>46</sup> Fifteenth Air Force DM4RR requested further information<sup>47</sup> and Hq SAC personnel and the RC-135C SPO reviewed the MSM-42 follow-on-test program<sup>48</sup> and submitted conditions necessary to establish this testing procedure.<sup>49</sup> The 55th SFR concurred with the conditions, imposing a few of their own.<sup>50</sup> Fifteenth Air Force requested SAC begin the tests immediately<sup>51</sup> and SAC said the tests would begin as soon as the RC-135C SPO and SAC concurred in a test program. The SPO estimated that the testing could be completed by 31 October.<sup>52</sup> AFSC agreed with SAC and a special team was contracted to support the MSM-42 testing.<sup>53</sup> In September testing was begun.

- 45. Msg (C) PAR/SPAR SAC DPLC 07370, Jul 67, Subj: "MSM-42 Testing" EX. 4 7
- 46. Msg (C) PAR/SPAR SAC DM4C 07639, Jul 67, Subj: "MSM-42 Testing" EX. 4 5
- 47. Msg (C) PAR/SPAR 15AF DM4RR 05508, 15 Jul 67, Subj: "MSM-42 Test" EX. 4 6
- 48. Msg (C) PAR/SPAR SAC DM4 07767, Jul 67, Subj: "MSM-42 Testing" EX. 4 7
- 49. Ibid.
- 50. Msg (C) PAR/SPAR 55DCH 24572, 7 Aug 67, Subj: "MSM-42 Test" EX. 4 8
- 51. Msg (C) PAR/SPAR 15AF DM4B 05575, Aug 67, Subj: "MSM-42 Test" EX. 4 9
- 52. Msg (C) PAR/SPAR SAC DPLC 08517, Aug 67, Subj: "MSM-42 Test" EX. 4 9
- 53. Ibid.

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(U) AGE (Aerespace Ground Equipment): This portion is covered in Volume I.

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(U) 125KVA Generators: This portion is covered in Volume I.

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(U) CSD (Constant Speed Drive): This portion is covered  
in Volume I.

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(U) PAR/SPAR Losses of Skills: Assistance for the Maintenance Propulsion Branch is a major problem in support of the 55SR<sup>4</sup> commitments. Available serviceable spares are below the required level and losses of skilled personnel continues to affect the mission capability. Approximately 143 personnel from the Deputy Commander for Maintenance (DCM) complex alone are scheduled to leave from August through December of this year. The heavy withdrawal of TF33-P9 engine mechanics, plus losses to Date of Separation (DOS) and other requirements will degrade the propulsion branch beyond the capability to support the wing mission.<sup>54</sup> Prior requests, submitted in November 1966, for additional UMD positions, have not been approved. SAC MET is now surveying the 55SR<sup>4</sup> Propulsion Branch manpower requirements. Results of the survey are expected in December 1967. Any personnel action taken as a result of an increase in the UMD will probably not appear in the wing before April 1968. Meanwhile, this branch will be carrying on a load disproportionate to their authorized manning.<sup>55</sup> While the wing strives to train personnel in this field, and in the USD-7 systems, it is noted that Project "Rivet Amber" is competing for 55SR<sup>4</sup> personnel despite the fact that the UMD positions for this project are in the 6th Strategic Reconnaissance Wing.<sup>56</sup> This problem will be discussed further under the Personnel section of this history.

54. Rpt (U) PAR/SPAR "Unit Progress Report" (RCS SAC-US9) as of 31 Aug, dtd. 1 Sept 67. EX. 8<sup>1</sup>

55. Rpt (U) PAR/SPAR "Unit Progress Report" (RCS SAC-US9) as of 30 Sept 67, dtd. 3 Oct 67. EX. 3 1<sup>1</sup>

56. Rpt (U) PAR/SPAR "Unit Progress Report" (RCS SAC-US9) as of 31 Aug 67, dtd 1 Sept 67. EX. 8<sup>1</sup>

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(U) PAR/SPAR Support of the J-47 Engine (JERM):

This is another major problem in the Maintenance Propulsion Branch which has remained unsolved since January of this year. In June 1967, SAC, in a message to OCAHA<sup>57</sup> stated again what SAC's interpretation of the JERM support, required of OCAH, is. It was stressed that the organic capability of the 55SRM is limited to engine change and to minor flight line maintenance only. A request was made that OCAH reconsider SAC's request to support J-47 engine requirements as stated in the message.<sup>58</sup> As of the end of this quarter, J-47 engine support has not been established for the J-47 aircraft.<sup>59</sup>

57. Msg (C) PAR/SPAR SAC DM4/DM3 07121, Jun 67, Subj: "J-47 Engine Support" EX.5 1  
58. IBID.  
59. Rpt (U) PAR/SPAR "Unit Progress Report" (FCS SIC-UB9) as of 30 Sept 67, dtd. 3 Oct 67. EX.3 1

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3. Maintenance Effectiveness

(U) Manhours Per Sortie Hour: This portion is covered in  
Volume I.

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(U) Manhours Per Flying Hours Standards: This portion is covered in Volume I.

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(U) Aircraft Deviations. Material: This portion is covered in Volume I.

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(U) Late Takeoffs, Materiel: This portion is covered in  
Volume I.

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LIST OF SUPPORTING DOCUMENTS

1. List of Organizations ~~(S//NOFORN)~~
2. Msg, (U) 55DCO 20271, 14 Jul 67, Subj: "Weekly Information."
3. Msg, (U) 55DCO 20296, 4 Aug 67, Subj: "Weekly Information."
4. Msg, (U) 55DCO 20352, 8 Sept 67, Subj: "Weekly Information."
5. Msg, (U) 55DCMC 24555, 27 Jul 67.
6. Msg, (U) 55DCMC 2465R, 5 Sept 67, Subj: "Aerospace Vehicle Movement."
7. Msg, (U) PAR/SPAR SAC DPIC 62660, Aug 67, Subj: "RC-135C Delivery."
8. Rpt, (U) PAR/SPAR "Unit Progress Report" RCS: SAC U89, 1 Sept 67.
9. Msg (U) 93 BWG DCMCAR 05590, 25 Jul 67, Subj: "Aircraft Loan."
10. Msg, (U) 55DCMC 24534, 21 Jul 67, Subj: "Aircraft Movement Coordination."
11. Msg, (U) 55DCMC 2453P, 25 Jul 67, Subj: "Aerospace Vehicle Movement."
12. Msg, (U) 43DCM 47553, Jul 67, Subj: "Termination of Loan."
13. Msg, (U) 55DCMC 24533, 21 Jul 67, Subj: "Aerospace Vehicle Movement."
14. Msg, (U) 43DCMA 7767, 25 Jul 67, Subj: "Vehicle Movement."
15. Msg (U) SAC DM4B 63754, Sept 67, Subj: "ERL47 Disposition Instructions."
16. Msg, (U) 55DCMC 24670, 7 Sept 67, Subj: "Aerospace Vehicle Movement."
17. Msg, (U) 55DCO 20311, 11 Aug 67, Subj: "Weekly Information."
18. Msg ~~(S)~~ SAC RECON CENTER SSO DOSRO 00046, Aug 67, Subj: "Old Bar."
19. Msg, ~~(S)~~ 134F 012 1149, Aug 67, Subj: "Amendment."
20. Msg, ~~(S)~~ SSO SAC RECON CENTER DOSRO 00090, 15 Aug 67, Subj: "Burn Sun."
21. Msg, ~~(S)~~ SSO SAC RECON CENTER DOSRO 00059, 8 Aug 67, Subj: "Bonnie Blue."
22. Msg, ~~(S)~~ SRC RECON 0039, 8 Aug 67, Subj: "Durning Light."

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23. Msg, (U) 55DCO 20329, 25 Jul 67, Subj: "Burning Light."
24. Msg, (U) 3902 ABWG BCR, 3 Oct 67, Subj: "Report of Buckskin Rider."
25. Ltr, (U) SAC DOCEOR, 25 Sept 67, Subj: "PAACS Comm. Training."
26. Msg (U) 55DCOTS 20321, 16 Aug 67, Subj: "Request for Flying Hours."
27. Msg, (U) 15AF DO 38216, Sept 67, Subj: "Review of Flying Hours."
28. Msg, (U) 15AF DYT 45734, 28 Sept 67, Subj: "Max Flying Time Waiver."
29. Ltr, (U) 55DCO, 20 Sept 67, Subj: "Flight Simulator Evaluations, ERL47."
30. Rpt, (U) PAR/SPAR "Unit Progress Report" RCS: SAC-UB9, as of 31 Jul 67, dtd. 2 Aug 67.
31. Rpt (U) PAR/SPAR "Unit Progress Report" RCS: SAC-UB9 for Sept, dtd. 3 Oct 67.
32. Msg, (U) PAR/SPAR SAC DPLC 10376, 4 Oct 67, Subj: "KC-135C Cat III Test."
33. Rpt, (U) 55DCM "Material Cat III Test Report" for July, dtd 16 Aug 67.
34. Rpt, (U) 55DCM "Material Cat III Test Report" for Aug, undtd.
35. Rpt, (U) 55DCM "Material Cat III Test Report" for Sept, undtd.
36. Rpt, (U) "Minutes of Standardization Review Panel" Jul-Sept 67.
37. Msg, (U) 55DCO 20294, 4 Aug 67, Subj: "Restriction from Flying."
38. Msg, (U) 15AF DO 38176, 5 Aug 67, Subj: "KC-135 Aircraft Accident."
39. Msg, (U) 55C 28230, 4 Aug 67, Subj: "Restriction from Flight Schedules."
40. Msg, (U) 55DCO 20370, 26 Sept 67, Subj: "Restriction from Flight Schedule."
41. Msg, (U) 55CTTU, 10 Jul 67, Subj: "Extended Portie Evaluation."
42. Msg, (U) PAR/SPAR 55DCO 23165, 11 Aug 67, Subj: "Landing Restrictions," RC/KC-135 Recon Platforms.
43. Msg, (U) PAR/SPAR SAC DPL 08376, Aug 67, Subj: "KC-135C Program."

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- 44. Msg, (C) SPAR SAC DPLC 07370, Aug 67, Subj: "MSM-42 Testing."
- 45. Msg, (C) PAR/SPAR SAC DM4C 07639, Jul 67, Subj: "MSM-42 Test."
- 46. Msg, (C) PAR/SPAR 15AF DM4BR 05508, 15 Jul 67, Subj: "MSM-42 Testing."
- 47. Msg, (C) PAR/SPAR SAC DPLC/DM4 07767, Jul 67, Subj: "MSM-42 Testing."
- 48. Msg, (C) PAR/SPAR 55DCM 24572, 7 Aug 67, Subj: "MSM-42 Testing."
- 49. Msg (U) PAR/SPAR 15AF DM4B 05575, 11 Aug 67, Subj: "MSM-42 Testing."
- 50. Msg, (C) PAR/SPAR SAC DPLC 08517, Aug 67, Subj: "MSM-42 Testing."
- 51. Msg, (C) PAR/SPAR SAC DM4/DM3 07121, June 67, Subj: "J-47 Engine Support."
- 52. Msg, (C) SAC DM4/DM3 07705, Jul 67, Subj: "J-47 Engine Support."

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LIST OF ORGANIZATIONS

~~CONFIDENTIAL~~ ~~NOFORN~~

55th Strategic Reconnaissance Wing, Offutt AFB, Nebraska

55th Headquarters Squadron

55th Armament and Electronics Squadron

55th Field Maintenance Squadron

55th Organizational Maintenance Squadron

38th Strategic Reconnaissance Squadron

338th Strategic Reconnaissance Squadron

343rd Strategic Reconnaissance Squadron

~~CONFIDENTIAL~~ ~~NOFORN~~



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ROUTINE

Programmed to the unit in November 1967. 8. 343SRS:

No change. 9. 338 SRS: No Change. 10. Communications:

~~Capt Wencis R Tovar~~ reported in as Wing Communications

Officer. 11. Other: SAC approved the DCOT reorganization.

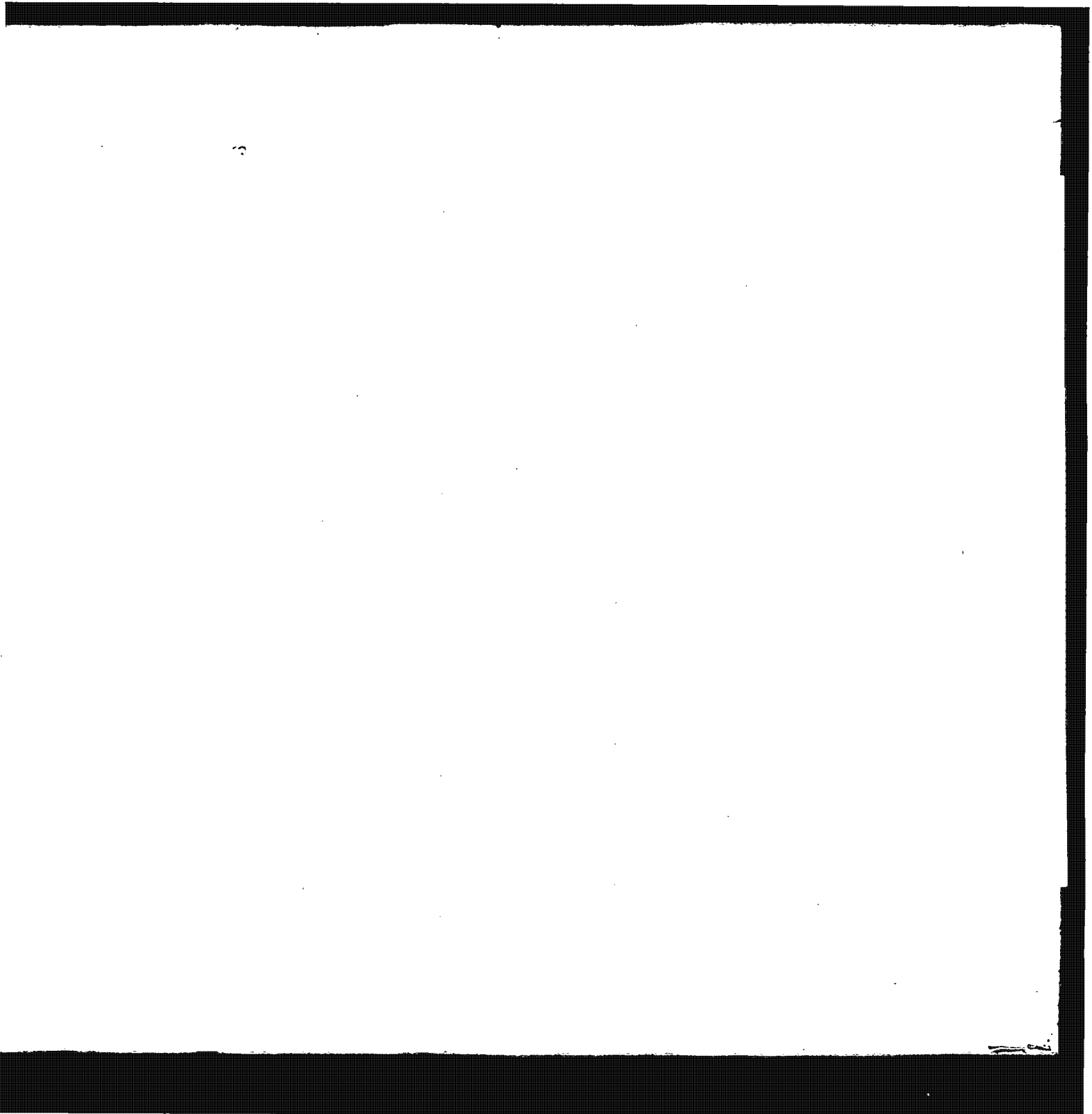
Wing now has an Operations Division with a Requirements

Branch, and Recon Operations Branch. The Training Div

is now composed of the Scheduling Branch, Navigation

Branch, Elint Training Branch and Reports and Analysis

Branch. The change was effective 1 Jul 1967.



| JOINT MESSAGEFORM  |      |       |        | RESERVED FOR COMMUNICATION CENTER                                |             |
|--|------|-------|--------|--|-------------|
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| UNCLASSIFIED E F T O   |      |       |        |  |             |
| TYPE MSG   | BOOK | MULTI | SINGLE |  |             |
| PRECEDENCE   |      |       |        |  |             |
| ACTION ROUTINE   |      |       |        | DTG  |             |
| INFO   |      |       |        | SPECIAL INSTRUCTIONS   |             |
| <p>FROM: 55STRATRECONWG OFFUTT AFB NEBR</p> <p>TO: 12STRATAEROSPDIV DAVIS MONTHAN AFB ARIZ</p> <p>UNCLAS E F T O 55DCO <u>20274</u> AUG 87. For DO. The following weekly information is submitted. 1. Operations: No Change. 2. Training: SACH 50-8 training is 53.1% complete. Burning Sun flights - Acft 844, 845 and 841 flew on 28 Jul, 2 Aug and 3 Aug respectively. Open Door flights - 841 returned on 28 Jul. 047 picked up from JAMA 1 Aug. Colonel Cole had simulator on 31 Jul (50-24), 1 Aug (50-24) and 1 Aug (51-4); he returned to Davis Monthan 2 Aug, Pax Stop Acft 846. 3. Staff Manning: In the absence of LtCol Stern to CCTS, LtCol Ritchason is the Acting DCOT. 4. Grew Manning: BT 18, 17, 16 LG 10, 10, 9 BL 4,4,4 BP 2, 2, 2 HT 6, 6, 6 one AC not LG qualified and Have Tell flies Old Bar. 5. Plans: No Change. 6. Intelligence: No Change. 7. Standardization Maj Smith from 1 Cmbt Eval Gp arrived at Offutt on 1 Aug for familiarization and checkout in the RC-135 aircraft.</p> |      |       |        |  |             |
| TYPED NAME AND TITLE   |      |       |        | DATE   | TIME        |
| PHONE  |      |       |        | MONTH  | YEAR        |
| 3181   |      |       |        | PAGE NO  | NO OF PAGES |
| CHARLES A. STEPP, Major, USAF<br>Executive Officer   |      |       |        | 1  | 2           |
| SECURITY CLASSIFICATION  |      |       |        | SIGNATURE  |             |
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| DD FORM 173  |      |       |        | QUENTIN L. HANCOCK, Col, USAF<br>Deputy Commander for Operations |             |
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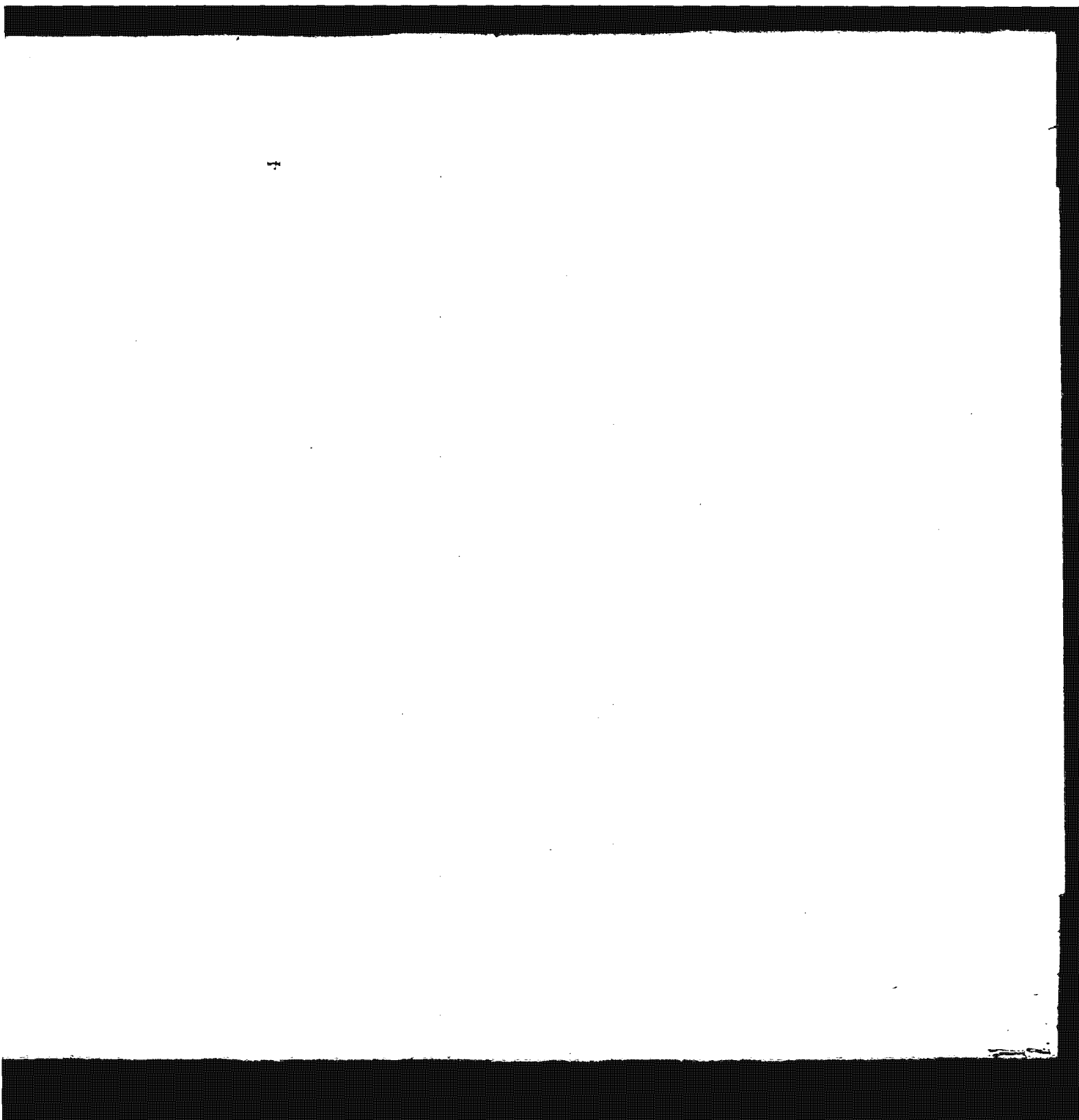
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| PRECEDENCE<br>ROUTINE  |         | RELEASED BY |             | DRAFTED BY   |          |
| ION  |         |             |             | PHONE  |          |
| INFO   |         |             |             |  |          |
| <p>Major Smith departs this station today for Barksdale. 7</p> <p>LtCol Hamner (EC/KC-135 Section Chief) departed on a 15 day leave, effective 3 Aug. 8. 38SRS: PCS notification was received for two aircrew commanders (LG IP qualified) being reassigned to CCTS, Castle AFB. They are Maj Berger to report in Aug and Maj Freel to report in Sep. These losses will leave one crew without a LG qualified IP until upgrading of best qualified replacement can be completed. AC positions vacated by Maj Cowell, reassigned to Air Command and Staff College on 1 Aug and by Maj Freel, will be filled by Majors Brundrett and Marquez respectively. Estimated completion of upgrading of Brundrett and Marquez on or about 25 Aug. AC position vacated by Maj Berger will leave his crew without an IP qualified for LG IAW SACR 55-17. Upgrading of best qualified pilot in 38SRS to fill this vacancy will take approximately 3 months minimum. 9. 343SRS: No Change. 10. 338SRS: Maj Haynes and crew (E79) departed on 3 Aug to OL7.</p> |         |             |             |  |          |
| CONTROL NO   | TOR/TOD | PAGE NO     | NO OF PAGES | MESSAGE IDENTIFICATION                                 | INITIALS |
|  |         | 2           | 2           |  |          |
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**FILE DESIGNATION**

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ROUTINE

55STRATRECONWG OFFUTT AFB NEBR

12STRATAEROSPDIV DAVIS MONTHAN AFB ARIZ

UNCLAS E F T O 55DCO 20352 SEP 67. For DO. The following weekly information is submitted. 1. Operations: Manning assistance for NCO Controllers has been requested from 3902ABWg. Projected NCO assignees are 8 against an authorization of 11. We are presently operating with 5 certified NCO controllers during a period that Command Post manning is receiving emphasis from Hq SAC and 15AF. 2. Training: SACM 50-8 training is 77.2% complete. Burning Sun flights: Acft 842 flew a sortie on (3) Sep, 844 on 5 Sep, 845 on 5 Sep and 848 on 6 Sep. Burning Eyes flights: Acft 841 flew a sortie on 7 Sep. Open Door flights: Acft 843 returned on 3 Sep. LtGen Martin ferried to Minor AFB, N.D. on 6 Sep. KC-135 (124) was flown to Edwards AFB, Calif on 4 Sep for weight and balance check; it returned on 5 Sep. EB-47H (6245) ferried to DM AFB on 7 Sep. 3. Crew Manning:

4528

CHARLES A. STEPP, Major, USAF

|        |               |                             |
|--------|---------------|-----------------------------|
| RETURN | OFFICE SYMBOL | ORIGINATOR'S NAME AND GRADE |
|--------|---------------|-----------------------------|

RETURN TO: Mr. [illegible]

FOR UNCLASSIFIED E F T O

QUENTIN L. HANCOCK, Colonel, USAF

| PHONE NO. | TYPIST   | DATE     | TYPED | ADMIN SERVICES (For) |
|-----------|----------|----------|-------|----------------------|
| 12345678  | J. Smith | 10/10/50 | 100   | Operations           |

4438 and 5 Sep 61

[illegible]



UNCLASSIFIED E F T O

ROUTINE

17 Big Team crews are now combat ready. 4. Plans: No Change. 5. Intelligence: Cpts Fortmann and Mathews were TDY to Wright Patterson AFB for 3 days to attend course in the operation and use of the Nikon 35MM camera. Subject officers will train 55th combat crews in the use of this camera. 6. Standardization: No Change. 7. 38SRS:

~~LtCol Murfield is to assume command of 38SRS on 25 Sep as~~

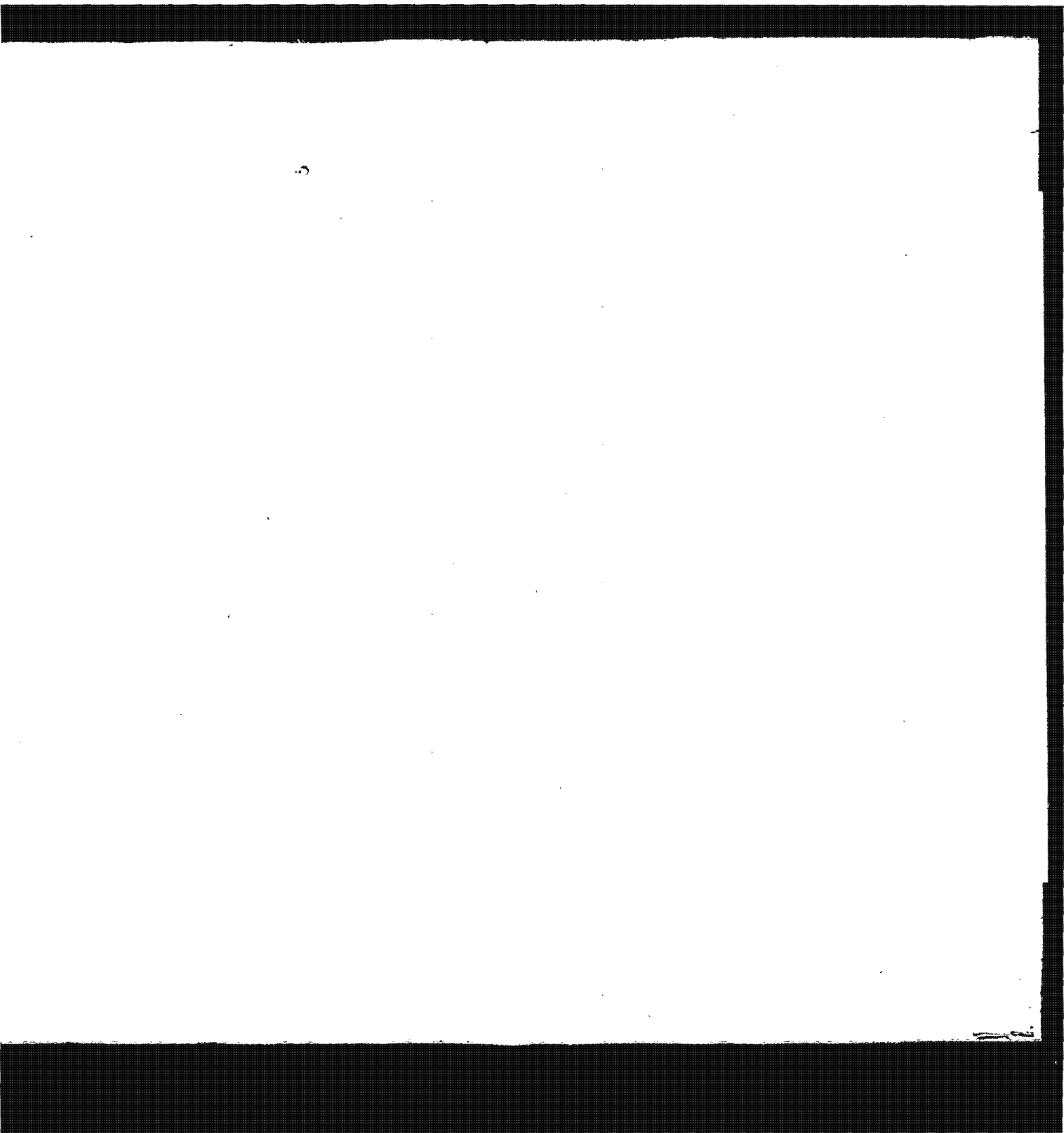
~~LtCol White has been notified of PCS. Maj Peterson, CP/~~


~~Crew E05, will move to AC/Crew E20, vice LtCol Murfield.~~

Capt Kuropkat, Spare CP will move to CP/Crew E05, vice

Maj Peterson. 8. 343SRS: No Change. 9. 338SRS: No

Change.

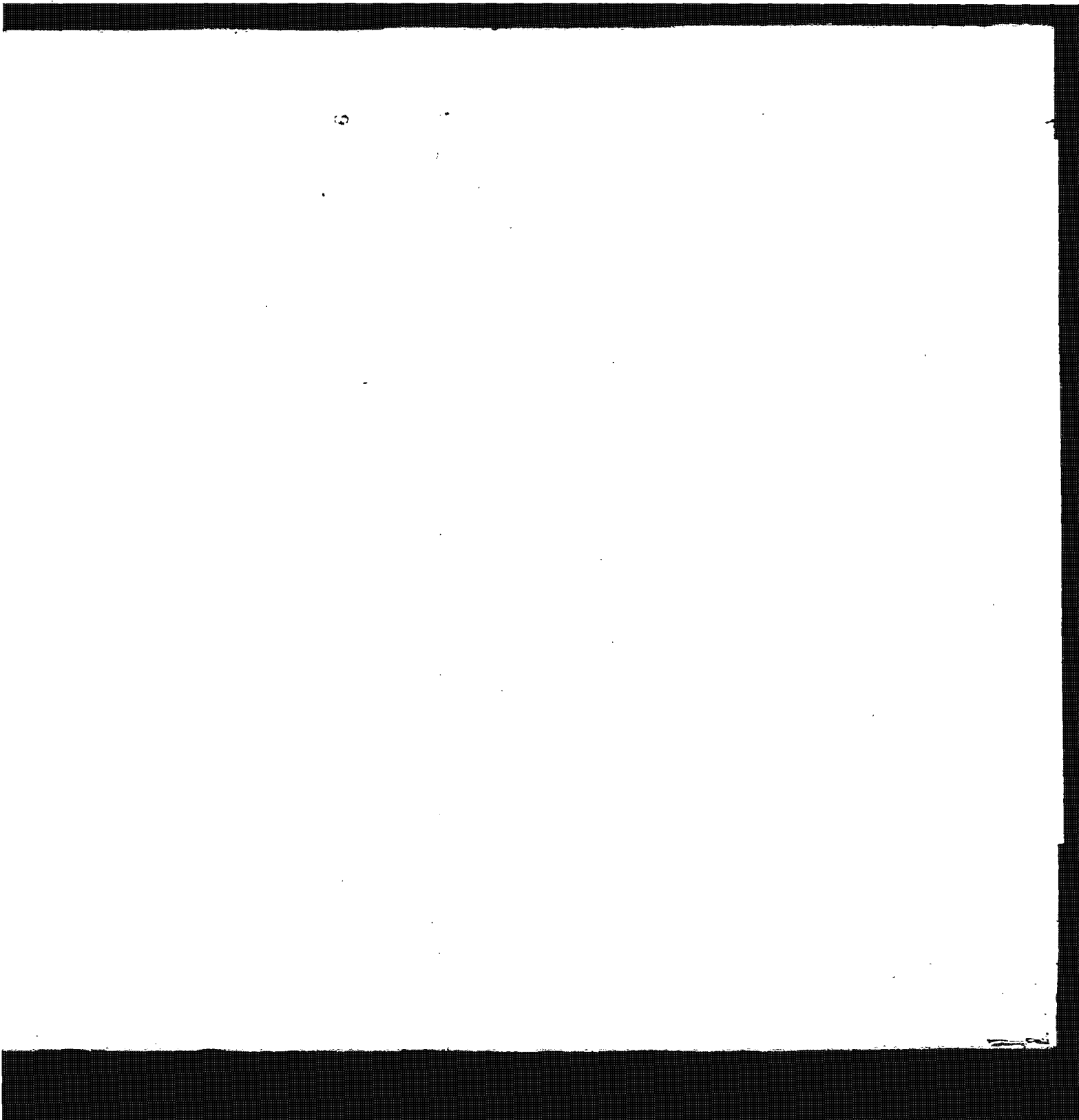


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|   |      | X           |                                       |  |  |
| PRECEDENCE  |      |             |                                       |  |  |
| ACTION ROUTING  |      |             |                                       |  |  |
| INFO  |      |             |                                       | DTG  |  |
| FROM: 55STRATACOMCOMG OFFUTT AFB NEBR                       |      |             |                                       | SPECIAL INSTRUCTIONS   |  |
| TO: SAC (MESSINGER)   |      |             |                                       | <i>See A-14</i><br> |  |
| INFO: 15AF HARCH AFB CALIF                                  |      |             |                                       |  |  |
| CCALA TINKER AFB OKLA                                       |      |             |                                       |  |  |
| 12STRATAEROSPDIV DAVIS-MONTHAN AFB ARIZ                     |      |             |                                       |  |  |
| MARTIN COMPANY BALTIMORE MD                                 |      |             |                                       |  |  |
| 17 JUL 67   |      |             |                                       |  |  |
| UNCLAS 55PDCOMG JULY 67.                                    |      |             |                                       |  |  |
| RE: SAC(UN443), INFO: 15AF(UN443), CCALA(UN443), 12SAD(DM), |      |             |                                       |  |  |
| MARTIN CO(REFRO). SUBJ: AEROSPACE VEHICLE MOVEMENT.         |      |             |                                       |  |  |
| (1) 14570-204   |      |             |                                       |  |  |
| (2) RC-135C   |      |             |                                       |  |  |
| (3) 64-1484S  |      |             |                                       |  |  |
| (4) RELEASOR: MARTIN COMPANY                                |      |             |                                       |  |  |
| (5) CC  |      |             |                                       |  |  |
| (6) ARRIVED 1535 CDT, 26 JULY 67.                           |      |             |                                       |  |  |
| (7) SAC A/G A67-412   |      |             |                                       |  |  |
| TYPED NAME AND TITLE  |      | PHONE       | SIGNATURE                             |  |  |
| CHARLES H. TARVER, SSGT, USAF                               |      | 4094        | WILLIAM J. FINNERTY II, Colonel, USAF |  |  |
| ABST ADVO   |      |             | REGRADING INSTRUCTIONS                |  |  |
| SECURITY CLASSIFICATION                                     |      | UNCLASIFIED |                                       |  |  |
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| TYPE MSG  | BOOK | MULTI                  | SINGLE                               |                                   |  |
|   |      | X                      |                                      |                                   |  |
| PRECEDENCE  |      |                        |                                      |                                   |  |
| ACTION  |      |                        |                                      |                                   |  |
| INFO  |      |                        |                                      | DTG                               |  |
| FROM: 55STRATACRODING OFFUTT AFB NEBR                       |      |                        |                                      | SPECIAL INSTRUCTIONS              |  |
| TO: SAC (DESCHINGER)  |      |                        |                                      | DISTRIBUTION                      |  |
| INFO: OGDIA TANNER WBS OELA                                 |      |                        |                                      | SSC 1 cy                          |  |
| 15AF WARCH AFB CALIF  |      |                        |                                      | SSDCM 1 cy                        |  |
| 12STRATACRODING DAVIS-MONTHAN AFB ARIZ                      |      |                        |                                      |                                   |  |
| UNCLAS 55LONS 12 SEP 67.                                    |      |                        |                                      |                                   |  |
| EAL: DESCHINGER. INFO: OGDIA(OCNCP), 15AF(DN B), 12SAD(EN). |      |                        |                                      |                                   |  |
| SUBJ: AIRBORNE VEHICLE MOVEMENT.                            |      |                        |                                      |                                   |  |
| (1) SAC 70-204.   |      |                        |                                      |                                   |  |
| (2) SO-1550.  |      |                        |                                      |                                   |  |
| (3) 64-14947.   |      |                        |                                      |                                   |  |
| (4) MARTIN COMPANY.   |      |                        |                                      |                                   |  |
| (5) CC.   |      |                        |                                      |                                   |  |
| (6) ARRIVED 170000Z, 1 SEPT 67.                             |      |                        |                                      |                                   |  |
| (7) A/T 67-401.   |      |                        |                                      |                                   |  |
|   |      |                        |                                      | DATE                              |  |
|   |      |                        |                                      | TIME                              |  |
|   |      |                        |                                      | MONTH                             |  |
|   |      |                        |                                      | YEAR                              |  |
|   |      |                        |                                      | PAGE NO                           |  |
|   |      |                        |                                      | NO. OF PAGES                      |  |
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| WILLIAM J. CANNERY II, MSGT, USAF                           |      | 2215                   |                                      |                                   |  |
| 15AF WARCH Plans & Scheduling                               |      |                        | TYPED (or checked) NAME AND TITLE    |                                   |  |
| Security Commander for Maintenance                          |      |                        | WILLIAM J. CANNERY II, Colonel, USAF |                                   |  |
|   |      |                        | Security Commander for Maintenance   |                                   |  |
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| ACTION  |                      |       |        |                                    |  |  |  |
| PRIORITY  |                      |       |        |                                    |  |  |  |
| INFO  |                      |       |        | OTO                                |  |  |  |
| FROM: SAC   |                      |       |        | SPECIAL INSTRUCTIONS               |  |  |  |
| TO: ASD WPAPB OHIO                                      |                      |       |        |                                    |  |  |  |
| INFO: AFSC  |                      |       |        |                                    |  |  |  |
| OCAMA TINKER AFB OKLA                                   |                      |       |        |                                    |  |  |  |
| 15AF MARCH AFB CALIF                                    |                      |       |        |                                    |  |  |  |
| 12STRATAEROSPDIV DAVIS-MONTHAN AFB ARIZ                 |                      |       |        |                                    |  |  |  |
| 55STRATRECONWG OAFB NEBR (MESSENGER)                    |                      |       |        |                                    |  |  |  |
| 62660   |                      |       |        |                                    |  |  |  |
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| FOR PAR/SPAR CONTACT OFFICERS. FOR ASD (ASRR). INFO:    |                      |       |        |                                    |  |  |  |
| AFSC (SCSR, MAJ FRANZEN), OCAMA (OCNC, MR HOLLY), 15AF  |                      |       |        |                                    |  |  |  |
| (DOR, DM4, DPL), 12SAD (DO, DM), 55SRW (DCO, DCM), ASD  |                      |       |        |                                    |  |  |  |
| (SACSO).  |                      |       |        |                                    |  |  |  |
| SUBJ: (PAR/SPAR) DELIVERY OF RC-135C ACFT 847 TO SAC.   |                      |       |        |                                    |  |  |  |
| 1. Reference ASD Unclass Msg, ASRR 14345, dtd 25 Aug 67 |                      |       |        |                                    |  |  |  |
| (NOTAL OCAMA, 15AF, 12SAD, 55SRW).                      |                      |       |        |                                    |  |  |  |
| 2. We are currently experiencing excessive supply       |                      |       |        |                                    |  |  |  |
| D<br>R<br>A<br>F<br>T                                   | TYPED NAME AND TITLE |       | PHONE  | SIGNATURE                          |  |  |  |
|   | MAJ FRANCIS P DUBE   |       | 2906   | Sgt. (u)                           |  |  |  |
|   | DPLC3/jms            |       |        | TYPED (for stamped) NAME AND TITLE |  |  |  |
|   | 1515/28 Aug 67       |       |        | INSTRUCTIONS                       |  |  |  |
| SECURITY CLASSIFICATION                                 |                      |       |        | REGRADING INSTRUCTIONS             |  |  |  |
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| N  |         |             |             |                         |          |
| INFO   |         |             |             | PHONE                   |          |
| <p>problems trying to support eight RC-135Cs. You can see from our weekly Cat III activities report that our cannibilization rate to support these aircraft is unacceptable. The referenced message concerning the status of Aircraft No. 847, if delivered in this condition, would further compound our support problem. As a result, we do not concur with delivery of this aircraft to SAC with the shortages listed in referenced message.</p> <p>3. We recommend that the aircraft be retained by ASD until the required equipment is installed.</p> |         |             |             |                         |          |
| VTROL NO.  | TOR-TOD | PAGE NO.    | NO OF PAGES | MESSAGE IDENTIFICATION  | INITIALS |
|  |         | 2           | 2           | DPLC AUG 1967           | JPD      |
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DEPARTMENT OF THE AIR FORCE  
HEADQUARTERS 55TH STRATEGIC RECONNAISSANCE WING (SAC)  
OFFUTT AIR FORCE BASE, NEBRASKA, 68113



REPLY TO  
ATTN OF: 55DCRM

1 September 1967

SUBJECT: PAR/SPAR. Unit Progress Report (RCS: SAC-U89)  
55th Strat Recon Wg, As of 31 August 1967  
(EYES ONLY - SPAR Clearance Required)

TO: 15 AF (DCRM/Mr. Snyder or Mrs. Terry) (12)

SAC PROGRAMMING PLAN NO. 9-65, 55th Strat Recon Wg Program

1. COMMANDER'S COMMENTS: Eight of the RC-135 aircraft have been delivered. The ninth aircraft, due 30 August, was not accepted by SAC due to an unacceptable number of shortages. One RC-135C will be in the hands of the SPO continuously for MSM 42 testing during the next 60 days; a different aircraft will be provided the SPO each 12 days.

The level of stability we were finally beginning to attain after the first year build-up at Offutt and upon completion of the transfer from Forbes is rapidly being degraded by the great number of withdrawals from the wing for PCS. Approximately 143 personnel from the DCM complex, alone, are being moved in August through December 1967. The heavy withdrawal of TF33-P9 engine mechanics (432X0s) plus losses to DOS and retirements will degrade the propulsion branch beyond the capability to support the wing mission. A letter requesting deferment of these withdrawals was forwarded to SAC (DPA) on 30 August 1967.

We have met all of our Big Team operational commitments in a highly satisfactory manner. We are finally beginning to see some tangible improvement in supply support, however the cannibalization rate continues high.

2. STATUS SUMMARIES:

a. Deputy Commander for Operations: As of 31 August, the 343rd Strat Recon Sq had 17 formed and combat ready crews. The 18th crew is programmed to be formed on 30 September. This last

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authorized crew awaits availability of a pilot, copilot, and navigator. The crew will start flight training on 20 September. This non-combat ready crew is projected to complete training and to attain combat ready status by 30 October. Six EW Officers completed FTD academics on 25 August, and are now available crew resources. They will receive in-unit academic training (140 hours) and start flight training in September. A lack of operational ELINT equipment for training sorties, caused by a shortage of spares in the inventory, is the most serious problem in completing training for these EW Officers. Experience indicates that six or more sorties are required to complete all flight training requirements for EW Officers, particularly those without experience in reconnaissance programs. Scheduled completion date for training of these six crewmembers is 30 October.

b. Deputy Commander for Maintenance: Two RC-135C aircraft are yet to be delivered. Significant problems and soft spots, which have been recognized for several months, continue to exist in the areas of Supply Spares Lay-In, Technical Data Availability, Equipment Delivery, and Available Trained Maintenance Personnel. All problem areas are improving gradually except supply support of necessary LRU Line Replacement Units and bits and pieces necessary to satisfy AWP requirements. TF 33-P9 and J57-59 engine backlog of maintenance may affect future capability if stability of trained personnel is not achieved.

c. Facilities: Offutt Project 84-7 (Construction of OMS Orderly Room) has been approved by SAC, but is still awaiting Fiscal Year 68 funding. Offutt Project 152-7 (Construction of Flight Stewards' and Debriefing Facilities) has been rescheduled for construction in November 1967, but probably will not be funded. Until these facilities are constructed, continued use of presently approved alert trailers is essential. Reference is made to SAC DM3B letter, "House Trailers", dated 14 July 1967 and 55th SRW answer on 25 July 67. The overcrowded conditions in Building 497 continue to be a detriment to the efficiency and security of the mission. A request for an addition to the building has been forwarded to 3902nd CE.

d. Administration: All tasks will be accomplished on schedule.

e. Management Analysis: All tasks will be accomplished on schedule.

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f. Supply: See Deputy Commander for Maintenance "Problems" for comments on Supply Spares Lay-In (paragraph 4a(2), this report) and Equipment Delivery (paragraph 4a(4), this report).

g. Personnel:

(1) See Deputy Commander for Operations "Status Summary" for comments on crew personnel (paragraph 2a, this report).

(2) See Deputy Commander for Maintenance "Soft Spots" for comments on Propulsion Branch manning (paragraph 3b(3), this report).

(3) See Deputy Commander for Maintenance "Problems" for comments on Available Trained Maintenance Personnel (paragraph 4a(1), this report).

h. Communications: See Deputy Commander for Maintenance "Soft Spots" for comments on Non-Tactical Maintenance Radio Nets (paragraph 3b(1), this report).

3. SOFT SPOTS:

a. Deputy Commander for Operations: Operations Bldg 497: A "soft spot" exists in the overcrowded conditions existing in Building 497 as previously reported under Facilities Status Summary (paragraph 2c, this report).

b. Deputy Commander for Maintenance:

(1) Maintenance Communications: The estimated July 1967 date for installation of the maintenance non-tactical radio net was changed to an indefinite status, as reported last month. Labor disputes at the RCA factory have made the contractor unable to provide a firm date of installation. The lack of installation of the two net radio capability continues to cause saturation of the presently installed radio net during recovery periods and hinders overall maintenance efforts.

(2) In-Flight Maintenance Capability Limitations: As noted in prior U-89 reports, the scope of inflight maintenance continues to be limited by the lack of LRU extender fixtures and cables. Proposed

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specifications for air and ground maintenance aids were forwarded to 15AF (DM4BR) by 55DCM letter on 15 June 1967, Subject: "USD-7 On Board Test Equipment Extender Shelves and Cables (RC-135)." No reply has been received from SAC. (Ref 15AF Indorsement of this requirement to SAC (DM4C) on 23 June 1967).

(3) Propulsion Branch Backlog: TO 00-25-107 assistance has been requested for the Propulsion Branch, for 90 to 120 days. The request was submitted on 18 August 1967. As of this date, eight reparable TF 33-P9 engines and five reparable J57-59W engines are on hand with an estimated 4223 manhour backlog. Scheduled engine changes still to be accomplished will add 1350 manhours to the existing backlog. Available serviceable spares are below required level. Personnel transfers from this branch are heavy. August through December projected personnel losses of TF 33-P9 engine mechanics (432X0's) are unacceptable and will severely limit the capability of the wing to meet its operational commitments. Inputs will have to be trained on the TF 33-P9 engine which takes several months. It is noted that, although prior request for additional UMD positions submitted 9 Nov 1966 has not been approved, SACMET is expected to survey the 55SRW Propulsion Branch manpower requirement during early September 1967. Our studies continue to show this branch under-manned in relation to the number of sorties and engine flying hours produced. See "Commander's Comments".

4. PROBLEMS:

a. Deputy Commander for Maintenance:

(1) Available Trained Maintenance Personnel: Headquarters SAC has assured 15AF and 55SRW that USD-7 trained personnel will be deferred from reassignment for two years in order that stability in USD-7 systems skill can be achieved. Firm training programs have been established for 3-level skilled airmen. The volume of 3-level personnel to be trained will require continued contractor support for several months. It is noted that Project Rivet Amber is competing for 55SRW personnel despite the fact the UMD positions for this project are in the 6th SRW. Reference 55DCM 24562 Secret message, 2 Aug 67, 15AF msg (C) DPPAM-00613 dated 14 Aug 67 and SAC msg DM4A-08295 dated 3 Aug 67.

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(2) Supply Spares Lay-In: Despite the contractor repair and return program established by WRAMA, untimely supply support of bits and pieces continues to cause large quantities of components to be AWP or to be held repairable at contractor facilities. Shortages of these components for replacement in aircraft, therefore, continue to cause cannibalizations which degrade the unit capability. A follow-on SAC/AFLC/ASD conference at Offutt on this subject, 18-20 July 1967, established an extension to the present contract for the purchase of parts by the contractor in direct support of AWP requirements of Offutt AFB. To date, only minimum improvement has been experienced. Response of contractor on the repair and return of LRUs from repair facilities has been negligible to date. Reference SAC msg DM3A 60382 dated 18 Aug 67. A requirement exists to support 55SRW personnel at Offutt with additional AGE for ASD-1 repair to relieve the AWM backlog and spares pipeline to contractor repair facilities. Reference SAC msg DM4C 59841 dated 15 Aug 67, and ASD msg ASRR-14323 dated 21 Aug 67.

(a) ECM items AWP listed in prior U-89 reports which have not yet been received and continue to have EDDs which slip are as follows:

| <u>FSN</u>       | <u>NOIN</u>  | <u>TYPE</u> | <u>NEW<br/>EDD</u> | <u>REQ NO.</u>   |
|------------------|--------------|-------------|--------------------|------------------|
| 6625-LO247484600 | Attn Pad     | AM-1250     | 258                | FE4600 7039 1032 |
| 6625-LO247484600 | Capload Assy | AM-1250     | 258                | FE4600 7039 1031 |
| 6625-LO247474600 | Power Supply | AM-1250     | 258                | FE4600 7039 1030 |

(b) LRU-001 difficulties since delivery of the first RC-135C aircraft: ASD-1 mission effectiveness has been seriously degraded by ineffective blanking of on-board navigational emitters. LRU-001, MX-7114/ASR-5, Interference Blanker, is not designed to adequately blank the aircraft on-board emitters. Three system discrepancy reports #23, #24 and #25 were submitted in March 1967 explaining this problem. On 16 June 1967 an unsatisfactory report, 55SRW E-67-87, was submitted. In June 1967, the interference blankers were shipped to Martin-Marietta Corporation for repair and return as per instructions, 15AF DM4BR 54203 dated 12 June 1967. An analysis of the units which have been shipped, modified, and returned by Martin indicates that the original problem has not been eliminated. Limited spare LRU-001 availability continues to aggravate this problem.

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(3) Technical Data Availability: ECM equipment (LRU 486/ CV2119) is still not covered by maintenance tech data. Action is still required to support the 55SRW with adequate Illustrated Parts Breakdown (IPB's) for the ASD-1 system. (Ref SAC msg DM4C 38489, 18 May 67). Those areas still lacking are: 12P3-2ALD-5-4-1, 12P3-2ALD-5-4-2, 12P3-2ASR-5-4-3, 12P3-2ASR-5-4-4, and 33D3-9-118-4 (Interim only).

(4) Equipment Delivery: In accordance with 15AF letter, DCRM, Subject: "Progress Reporting Requirements, RCS: SAC-U88", 10 Jan 1967, the AGE and test equipment on-hand percentage for the 55SRW remains 89 percent.

(a) Three AN/MSM-42 Fault Locators are on hand. Two of these presently possess a digital checkout capability and limited RF capability. The third unit is undergoing functional check and calibration. SPO accelerated testing of MSM-42 is expected to start early September 1967. Reference is made to SAC msg (C) DPLC-08517 dated 10 Aug 1967.

(b) The 55SRW has received only two of the presently authorized quantity of three each 125KVA generators. The third generator is expected from Martin Company with delivery of the last RC-135C aircraft. Three additional generators are required. This shortage will continue to limit maintenance capability. (Ref SAC msg DM4C-45353, June 67 and DM3B 44465, June 1967). ASD msg ASRR-14236, July 67 indicates that procurement has been initiated on only two of the necessary three additional generators.

(c) Only five of the authorized six track-mounted air conditioners are on hand with the additional one scheduled to support the SPO test of the MSM-42 on RC-135C aircraft. (Ref SAC msg (C) DPLC-08517 dated 10 Aug 67). Request for an increase in authorized quantities is being submitted to satisfy requirements established through hot weather experience during CAT III testing. SAC DM4B is currently negotiating authorized quantities with OCAMA.

(d) Repair parts to support ASN-53 air conditioners continue to be a significant problem. A listing of anticipated repair parts for the G320 (ASN-53) air conditioner was forwarded to SAAMA for identification to Federal Stock Numbers in 3902nd AB Wg message BDCS-3 16496, 6 June 1967. SAAMA reply, SANRRCAN 3 79146,

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9 June 1967 identified only six of the 19 items to a Federal Stock Number. The remaining items were either not in provisioning documents, or assigned NC numbers or course coded X and suggesting local manufacture or local purchase. A listing of spares has been forwarded to SAC by 55SRW to be considered as an ISSL in accordance with SAC (DMBA) letter, dated 28 July 1967. This ISSL is expected to be the basis for necessary supply lay-in of required parts to support local repair. This problem was designated an action item for SAAMA at the 18-20 July 67 SAC/AFLC/ASD conference at Offutt AFB.

(c) Items of equipment which are essential to the calibration and checkout of the ASN-53 bench set are as follows:

| <u>Stock Nr</u>                             | <u>Noun</u>                       | <u>Req Nr</u>    | <u>Prior-Supply</u> |                           | <u>EDD</u> | <u>Follow-UP</u> |
|---|-----------------------------------|------------------|---------------------|---------------------------|------------|------------------|
|   |                                   |                  | <u>Qty</u>          | <u>Qty Source</u>         |            |                  |
| <u>Equipment Required to Support ASN-53</u> |                                   |                  |                     |                           |            |                  |
| 6130-969-5804<br>P/N 5015                   | Power Supply                      | X162AP-70232776  | 1                   | 65 Manufacturer           | BO         | 7128             |
| 4920-869-7244<br>P/N 233195                 | Line Test Set<br>Calibration Unit | FE4600-6165-2152 | 1                   | 02 Martin Co<br>Baltimore | 7211       | 7132             |

SAC PROGRAMMING PLAN NO. 14-66, Airborne Launch Control System:

1. COMMANDER'S COMMENTS: All actions are on schedule and/or completed.

2. STATUS SUMMARIES:

a. Deputy Commander for Operations: All actions completed.

b. Deputy Commander for Maintenance: Shortages of trained PACCS (301X0A) Maintenance personnel have been largely overcome and no longer constitutes a significant limiting factor. Looking Glass communications (PACCS) is authorized 39 technicians of which 32

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are assigned. Seventeen PACCS personnel are presently ALCS trained with three additional to complete FTD in September and three per month thereafter. This area will be deleted from future reports.

3. SOFT SPOTS: None

4. PROBLEMS: None

*WE Riggs*

W. E. RIGGS, Colonel, USAF  
Commander

Copies to: 12SAD (DO) (1)  
55DCM (2)  
55DCO (2)  
55CAS (1)  
55CNI (3)  
55CTTD (1)  
3902ABWg (BC) (1)  
3902ABWg (BP) (1)  
3902ABWg (BDCS) (1)

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9



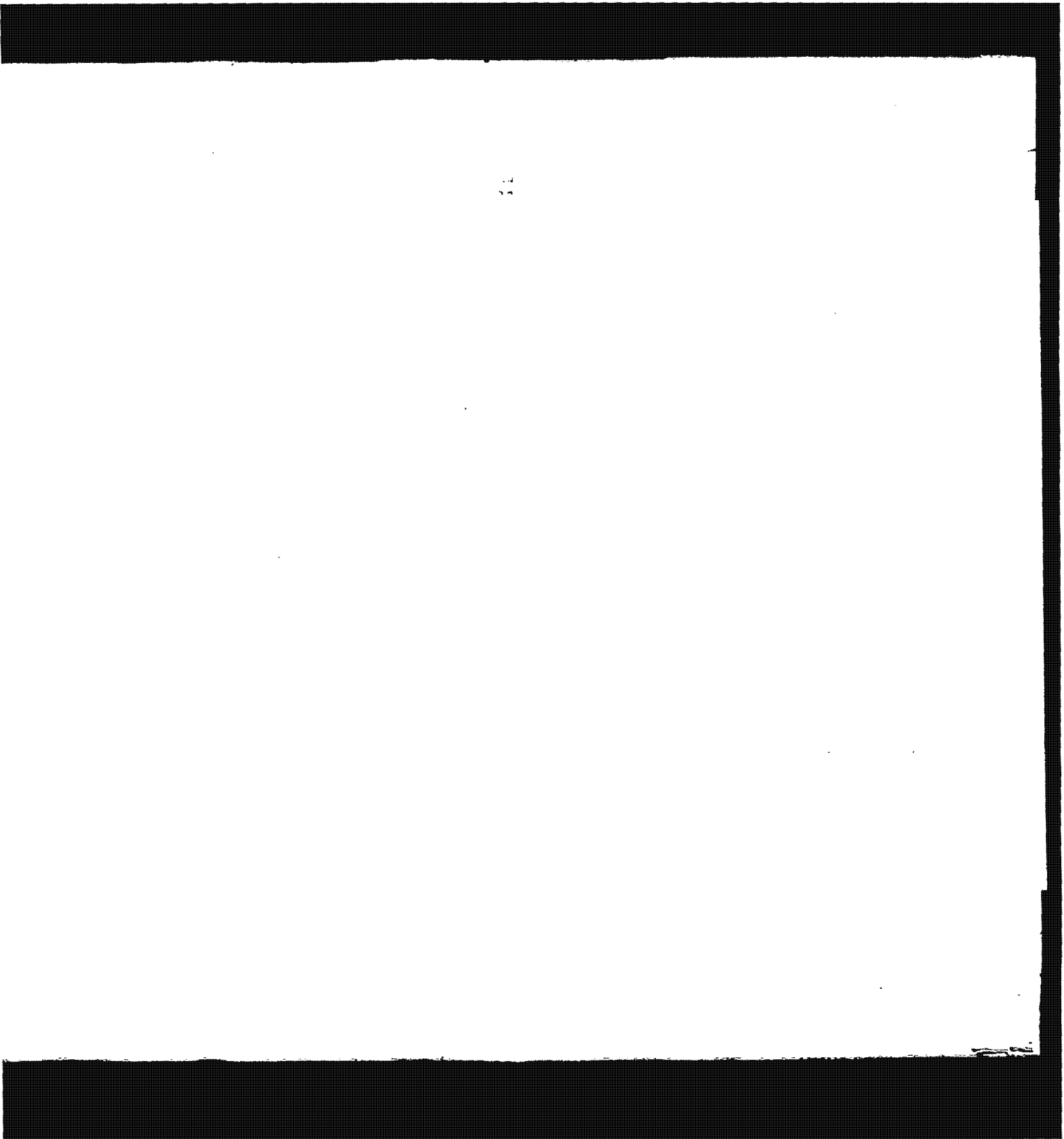
2

| JOINT MESSAGEFORM   |      |       |        | RESERVED FOR COMMUNICATION CENTER |  |
|---|------|-------|--------|-----------------------------------|--|
| SECURITY CLASSIFICATION   |      |       |        |                                   |  |
| MESSAGE TYPE  |      |       |        |                                   |  |
| TYPE MSG  | BOOK | MULTI | SINGLE |                                   |  |
|   |      | X     |        |                                   |  |
| PRECEDENCE  |      |       |        |                                   |  |
| ACTION  |      |       |        |                                   |  |
| INFO  |      |       |        |                                   |  |
| ROUTINE   |      |       |        | OTC                               |  |
| FROM: 55STRATRECONING OFFUTT AFB NEBR                           |      |       |        | SPECIAL INSTRUCTIONS              |  |
| TO: CCAMA TINKER AFB OKLA                                       |      |       |        |                                   |  |
| INFO: SAC (MESSENGER)   |      |       |        |                                   |  |
| 15AF MARCH AFB CALIF  |      |       |        |                                   |  |
| 12STRATAEROSPDIV DAVIS-MONTHAN AFB ARIZ                         |      |       |        |                                   |  |
| UNCLAS 55 DOWC 12 JULY 1967.                                    |      |       |        |                                   |  |
| FROM: CCAMA(OCMA)ATTN: MR. BRUNO. INFO: 15AF(DH4B),             |      |       |        |                                   |  |
| 12STRATAEROSPDIV, 12STRATAEROSPDIV.                             |      |       |        |                                   |  |
| SUBJ: AIRCRAFT MOVEMENT COORDINATION.                           |      |       |        |                                   |  |
| .. 55SRW CREW WILL ARRIVE 1506 CDT, 23 JULY 1967, BY COMMERICAL |      |       |        |                                   |  |
| AIRLINE TO PICK-UP KC-135A, 59-124. AIRCRAFT COMMANDER WILL     |      |       |        |                                   |  |
| BE IN FOR WALLACE, REQUEST 120 THOUSAND FUEL LOAD, WATER, AND   |      |       |        |                                   |  |
| 11300 CDT TAKE-OFF TIME 24 JULY 1967. THIS CONFIRMS TELECON     |      |       |        |                                   |  |
| LETTER MR. BRUNO/CCAMA & SGT TARVER/55SRW.                      |      |       |        |                                   |  |
|   |      |       |        | DATE                              |  |
|   |      |       |        | TIME                              |  |
|   |      |       |        | MO                                |  |
|   |      |       |        | DAY                               |  |
|   |      |       |        | YEAR                              |  |
|   |      |       |        | PAGE                              |  |
| TYPED NAME AND TITLE  |      |       |        | SIGNATURE                         |  |
| PHONE   |      |       |        |                                   |  |
| 4094  |      |       |        |                                   |  |
| W. H. TARVER, SGT., USAF  |      |       |        |                                   |  |
| 12STRATAEROSPDIV, AIRCRAFT RECON                                |      |       |        |                                   |  |
| SECURITY CLASSIFICATION   |      |       |        | REGISTRATION                      |  |
| UNCLASSIFIED  |      |       |        | FOR INFORMATION                   |  |

DD FORM 173

REPLACES EDITION OF 1 MAY 55 WHICH MAY BE USED

GPO: 1966 O-701-000

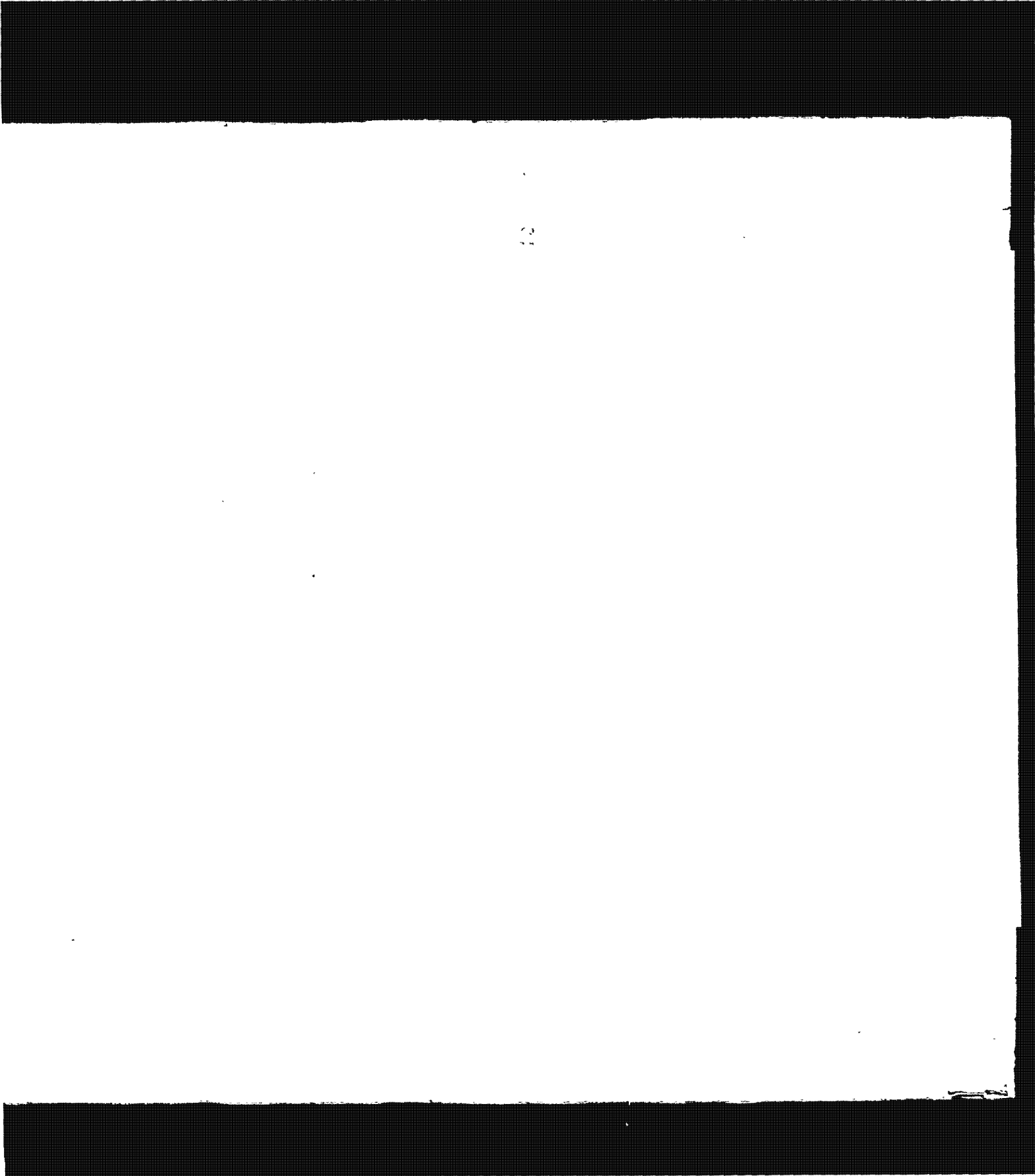


| JOINT MESSAGEFORM  |      |                        |                                       | RESERVED FOR COMMUNICATION CENTER |  |
|--|------|------------------------|---------------------------------------|-----------------------------------|--|
| SECURITY CLASSIFICATION<br>UNCLASSIFIED                      |      |                        |                                       | 9                                 |  |
| TYPE MSG   | BOOK | MULTI                  | SINGLE                                |                                   |  |
|  |      | XXI                    |                                       |                                   |  |
| PRECEDENCE   |      |                        |                                       |                                   |  |
| ACTION ROUTINE   |      |                        |                                       | DTG                               |  |
| INFO ROUTINE   |      |                        |                                       |                                   |  |
| FROM: 55STRATEGIC OFFICE AFB MEMPH                           |      |                        |                                       | SPECIAL INSTRUCTIONS              |  |
| TO: SAC (MESSENGER)  |      |                        |                                       |                                   |  |
| INFO: 15AF MARCH AFB CALIF                                   |      |                        |                                       |                                   |  |
| OCAMA TILKER AFB OKLA  |      |                        |                                       |                                   |  |
| 12STRATEGICSPDIV DAVIS-MONTGOMERY AFB ARIZ                   |      |                        |                                       |                                   |  |
| UNCLAS/55DERC JUL 67.  |      |                        |                                       |                                   |  |
| FOR: SAC/DWAB. INFO: 15AF/DWAB, OCAMA/OCNCP, 123AD/DW. Subj: |      |                        |                                       |                                   |  |
| Aerospace Vehicle Movement.                                  |      |                        |                                       |                                   |  |
| (1) SACCC-500.   |      |                        |                                       |                                   |  |
| (2) XC-135A  |      |                        |                                       |                                   |  |
| (3) 58-124   |      |                        |                                       |                                   |  |
| (4) Release: OCAMA   |      |                        |                                       |                                   |  |
| (5) CA   |      |                        |                                       |                                   |  |
| (6) Arrived: 1650 CDT, 24 July 1967.                         |      |                        |                                       |                                   |  |
| (7) A/c Assigned to 93AREFS with possession by 55SRW.        |      |                        |                                       |                                   |  |
|  |      |                        |                                       | 41.                               |  |
|  |      |                        |                                       | DATE                              |  |
|  |      |                        |                                       | 25                                |  |
|  |      |                        |                                       | MONTH                             |  |
|  |      |                        |                                       | JUL                               |  |
|  |      |                        |                                       | YEAR                              |  |
|  |      |                        |                                       | 1967                              |  |
|  |      |                        |                                       | PAGE NO                           |  |
|  |      |                        |                                       | NO. OF PAGES                      |  |
| TYPED NAME AND TITLE   |      | PHONE                  | SIGNATURE                             |                                   |  |
| Charles H. TARVER, SSgt, USAF                                |      | 2015                   |                                       |                                   |  |
| Ass't AVDO   |      |                        | TYPED (or stamped) NAME AND TITLE     |                                   |  |
|  |      |                        | WILLIAM J. FINKERTY II, Colonel, USAF |                                   |  |
|  |      |                        | Deputy Commander for Maintenance      |                                   |  |
| SECURITY CLASSIFICATION                                      |      | REGRADING INSTRUCTIONS |                                       |                                   |  |
| UNCLASSIFIED   |      |                        |                                       |                                   |  |

DD FORM 173

REPLACES EDITION OF 1 MAY 65 WHICH MAY BE USED

GSA GEN. REG. NO. 27





130607-01-51  
RTTU JNU RUTFAAG011 1991559-12UU-RUCSAAA.

ZNR UUUU

R 181504Z JUL 67

FM 525 SAG LITTLE ROCK AFB ARK

TO RUCSAAA/SECDEF OFFICE AFB IEB

INFO RUCSAAA/SAC

RUCVAAA/CAF BARKSDALE AFB LA

BT

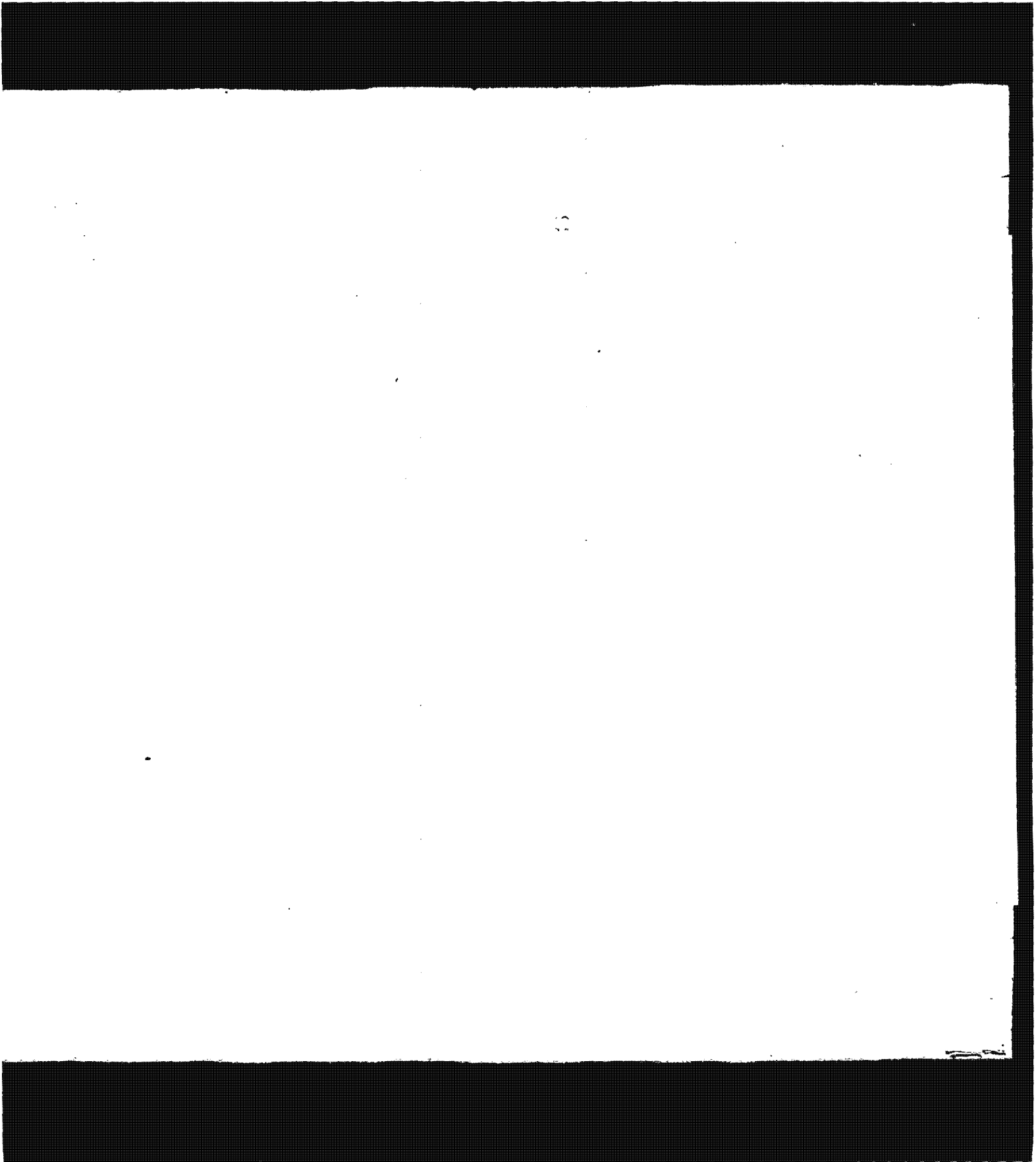
UNCLAS 4300N 4755S JUL 67. IFGR: 55 SW/DCM ANDO. INFO: SAC/  
DAND ANDO. SCD: TERMINATION OF LOAN FOR KC-135A 55-1472. THIS  
CONTERMS TELECON BETWEEN 55SW/DCM ANDO AND 4300N/DCM ANDO THAT  
KC-135A 55-1472 WILL RETURN TO LITTLE ROCK AFB ARK 21 JULY 67.  
REQUEST YOUR CONCURRENCE. PLEASE REPLY

BT

| 55SRW |        |   |
|-------|--------|---|
| A     | RCD:   | N |
| C     | SUSP:  | F |
| T     | C      | C |
|       | VC     |   |
|       | CAS    |   |
|       | DCM    |   |
|       | DCO    |   |
|       | DCR    |   |
|       | DS     |   |
|       | 55PSS  |   |
|       | 55AP7S |   |
|       | 55PMS  |   |
|       | 55OMS  |   |
|       | 38SRS  |   |
|       | 343SRS |   |
|       | 3902   |   |

See 55SRW  
DOW 24533, July 67

*[Handwritten signature]*  
Opuntia





55. STRATACONING OFFUTT AFB NEBR

5.2 (1955-1956)

INFO: 15:28 MARCH APR CALIF

21F BAKESDALE ST LA

12STRATACROCEIV 0216-0412AH AFB 1212

CCALL TTXER AF3 QDLA

43 2013 NO LITTLE ROCK AFD ARK

UNCLAS SS DC:Z 100000 JULY 1967.

FOR: SAC(DH4D). NAF(DH4D), 1254D(DH), OGCMA(OCHCT), 435D(DH).

SUBJ: AEROSPACE VEHICLE MOVEMENT.

- (1) 67-KC-135-35.
- (2) KC-135A.
- (3) 59-1472.
- (4) RECIPIENT: 437 LONG RD.
- (5) CODE: GA.
- (6) DEPARTED: 2320 CDT, 20 JULY 1967.
- (7) AIRCRAFT LOAN TERMINATED.

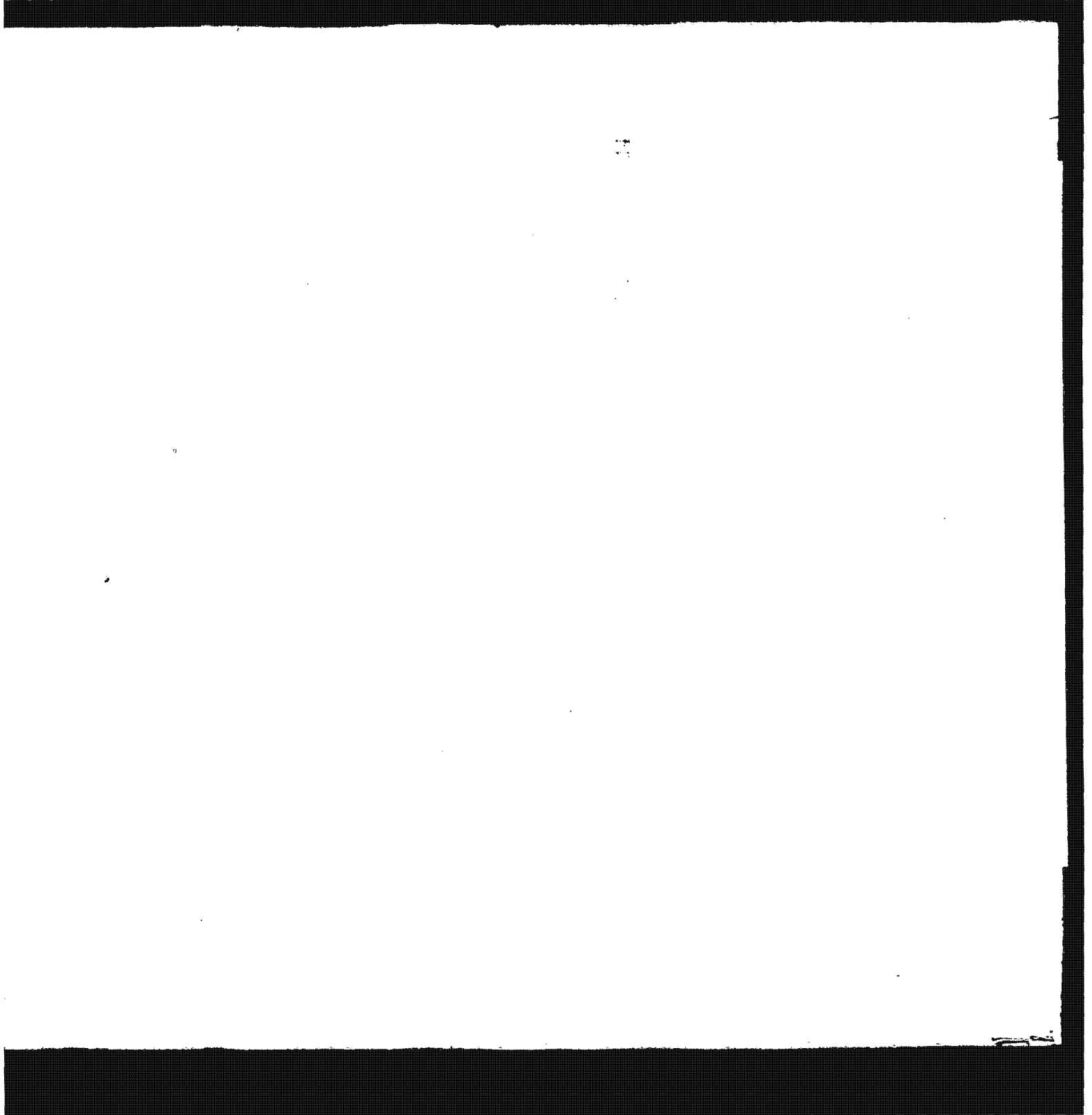
4094

C. R. TAYLOR, SSGT., USAF  
ASST NCOIC, AIRCRAFT RECORDS

**WILSON J. GARDNER II, COL**

|            |               |                             |           |                   |            |                               |
|------------|---------------|-----------------------------|-----------|-------------------|------------|-------------------------------|
| RETURN TO: | OFFICE SYMBOL | ORIGINATOR'S NAME AND GRADE | PHONE NO. | TYPIST'S INITIALS | DATE TYPED | ADMIN SERVICES (For Dispatch) |
|            | DCMC          | UNCLASSIFIED SGT TARKER     | 4094      | J                 | 21/4/67    |                               |

SAC FORM 86, OCT 66



10

UNCLAS 4300000000 72

25 JUL 67 00 23

RTTUZYUJ RUTTFMAG055 2052000-UUUU--RUSSAAA.

ZNR UUUUU

A 040100Z JUL 67:FM CAS SAG LITTLE ROCK AFB ARKTO RUSSAAA/SACRUSSAAA/55SRW OFFUTT AFB MOINFO RUSSAAA/2AF BARKSDALE AFB LA

BT

UNCLAS 4300000000 JUL 67. FOR CAS/DXAD, 55SRW/DCI AVOO,INFO CAS/DXAD AVOO. SUBJECT: VEHICLE MOVEMENT, DATE 0000TIME 0000Z.

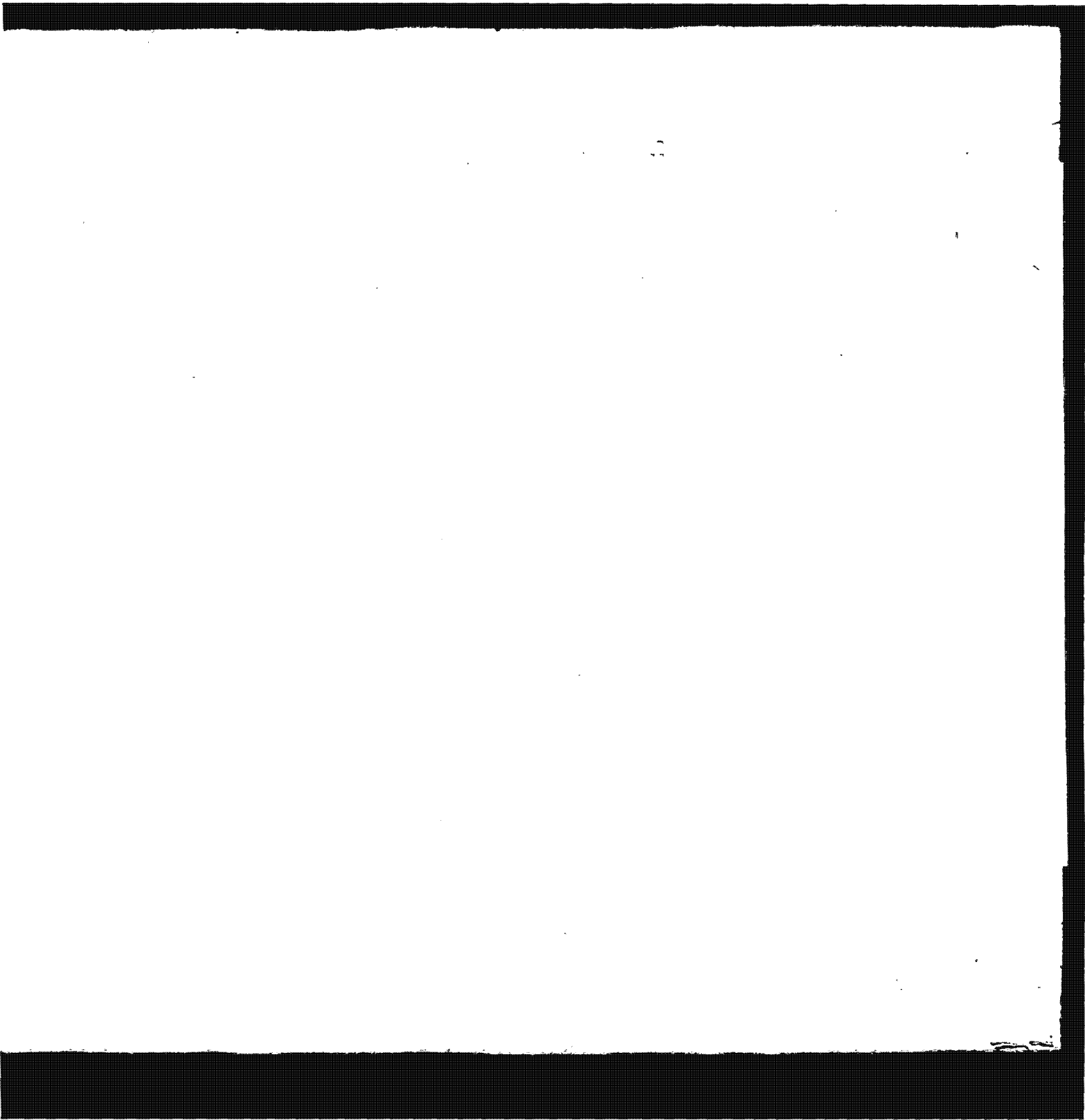
1. SUBJECT: SAC HQ DIRECTED LOAN.
2. TYPE, MODEL, SERIES, NO-133A.
3. SERIAL NO. 59-1472.
4. RELATION: 55SRW OFFUTT AFB, NEB.
5. ASSIGNMENT CODE: "CA".
6. ARRIVE 0435 LST 21 JULY 67.
7. REMARKS: TERMINATION OF LOAN.

BT

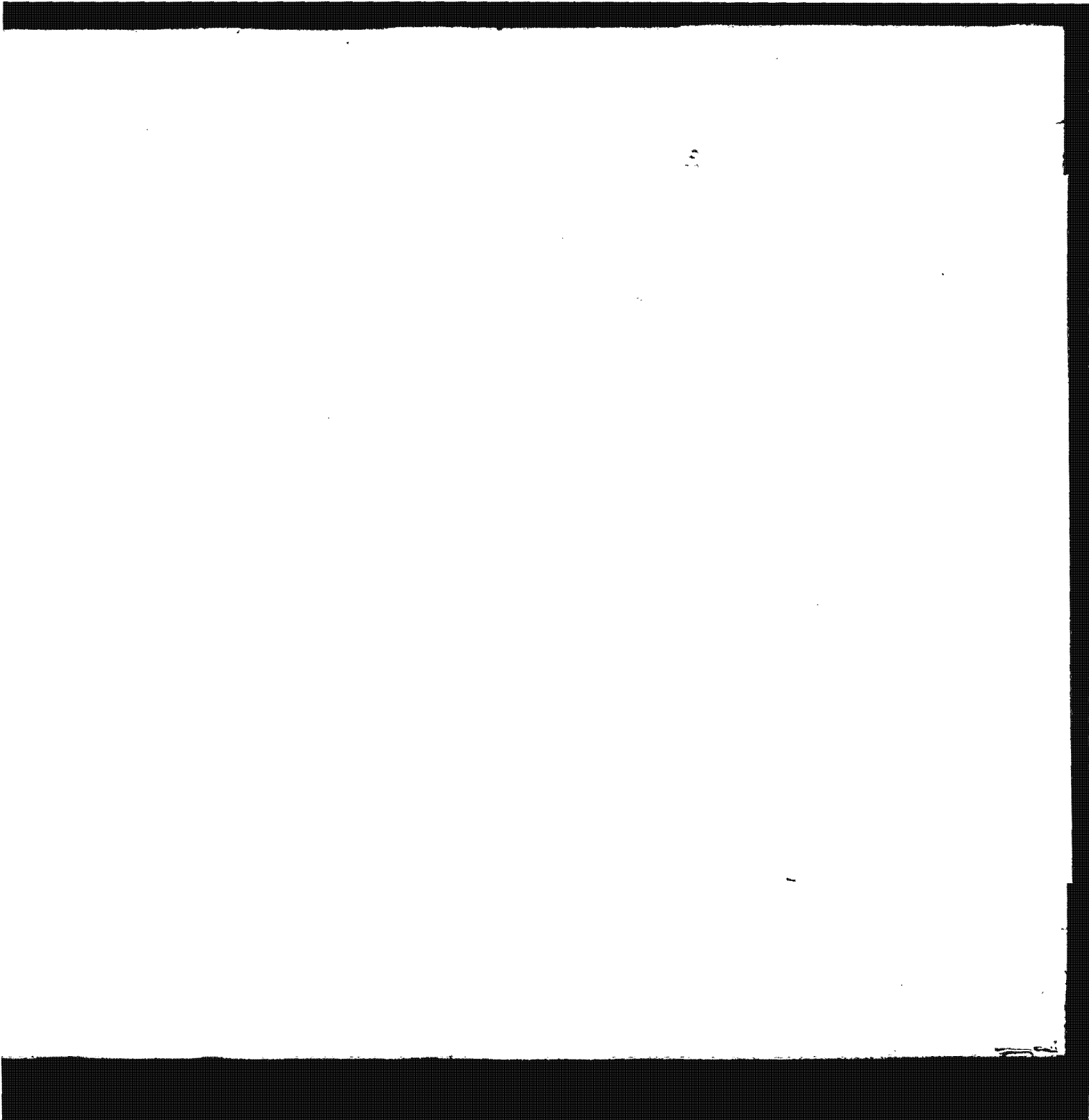
A-55 DCM.  
 (1-55 CAS)

| 55SRW |        |   |
|-------|--------|---|
| A     | RCD:   | I |
| C     | SUSP:  | N |
| T     |        | F |
|       |        | O |
|       | C      |   |
|       | VC     |   |
|       | CAS    |   |
|       | IN-FA  |   |
|       | OTO    |   |
|       | OCR    |   |
|       | DS     |   |
|       | 55HRS  |   |
|       | 55FMS  |   |
|       | 55FMS  |   |
|       | 55OMS  |   |
|       | 33SRS  |   |
|       | 3435RS |   |
|       | 3902   |   |

Specimen  
 Receipt of AFT  
 in Little Rock



DD FORM 173  
1 NOV 63





**COORDINATION AND FILE COPY**

**FILE DESIGNATION**

0.5-1-4

—PREPARED WITH

UNCLASSIFIED

8/10007

**x**

ROUTINE

SSSTRATRECONWG OFFUTT AFB NEBR

SAC (MESSENGER)

INFO: OCAMA TINKER AFB OKLA

15AF MARCH AFB CALIF

12STRATAEROSPDIV DAVIS-MONTHAN AFB ARIZ

UNCLAS S5DCMC

2025

SEPT 67.

R: SAC(DM4B). INFO: OCAMA(OCNCP), 15AF(DM4B), 12SAD(DM).

SUBJ: AEROSPACE VEHICLE MOVEMENT.

(1) STU 6B-227

(2) EB-47H

(3) 53-6245

(4) RECIPIENT: MASDC, DAVIS-MONTHAN AFB ARIZ.

(5) CODE: CC

(6) DEPARTED: 0930CDT, 7 SEPT 67.

(7) A/T 67-494.

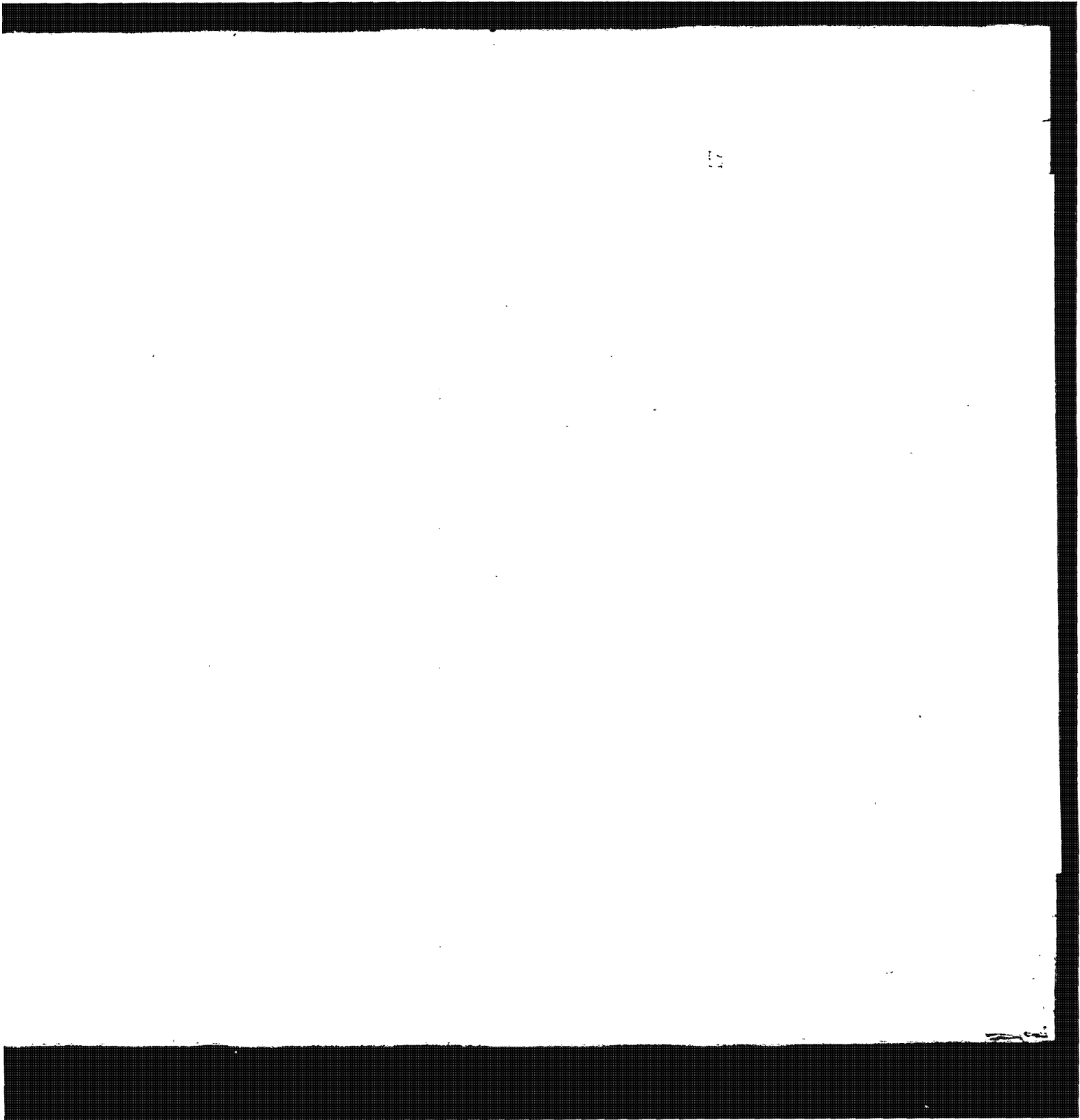
2015

WILLIAM O. JEFFRIES, MSgt, USAF  
Asst NCOIC, Plans & Scheduling  
Deputy Commander for Maintenance

WILLIAM J. FINNERTY II, Colonel, USAF

|            |                |                              |           |                      |             |                                     |
|------------|----------------|------------------------------|-----------|----------------------|-------------|-------------------------------------|
| RETURN TO: | OFFICE SYMBOL: | ORIGINATOR'S NAME AND GRADE: | APPROVAL: | REVIEWER'S INITIALS: | DATE FILED: | ADDITIONAL SERVICES (For Dispatch): |
|            | 5-206MC        | MSgt J. D. Tarriv            | 2015      | 2015                 | Nov 07      |                                     |

7. DIETARY SERVICES (For  
Dietetics)



11-2000

55STRATRECONWG OFFUTT AFB NEBR

12STRATAEROSPDIV DAVIS MONTHAN AFB ARIZ

8181

CHARLES A. STEPP, Major, USAF

Non-Resident Officer

|            |               |                             |
|------------|---------------|-----------------------------|
| RETURN TO: | OFFICE SYMBOL | ORIGINATOR'S NAME AND GRADE |
|------------|---------------|-----------------------------|

~~QUENTIN J. HANCOCK, Col USAF~~

|                                 |          |            |                      |
|---------------------------------|----------|------------|----------------------|
| PHONE NO.                       | TYPIST'S | DATE TYPED | ADMIN. SERVICES (For |
| Deputy Commander for Operations |          |            |                      |

SAC PCU 07-02-3

**FILE DESIGNATION**

22  
(16)

[illegible]

|    |      |
|----|------|
| 12 | 1300 |
|----|------|

AUG 1967

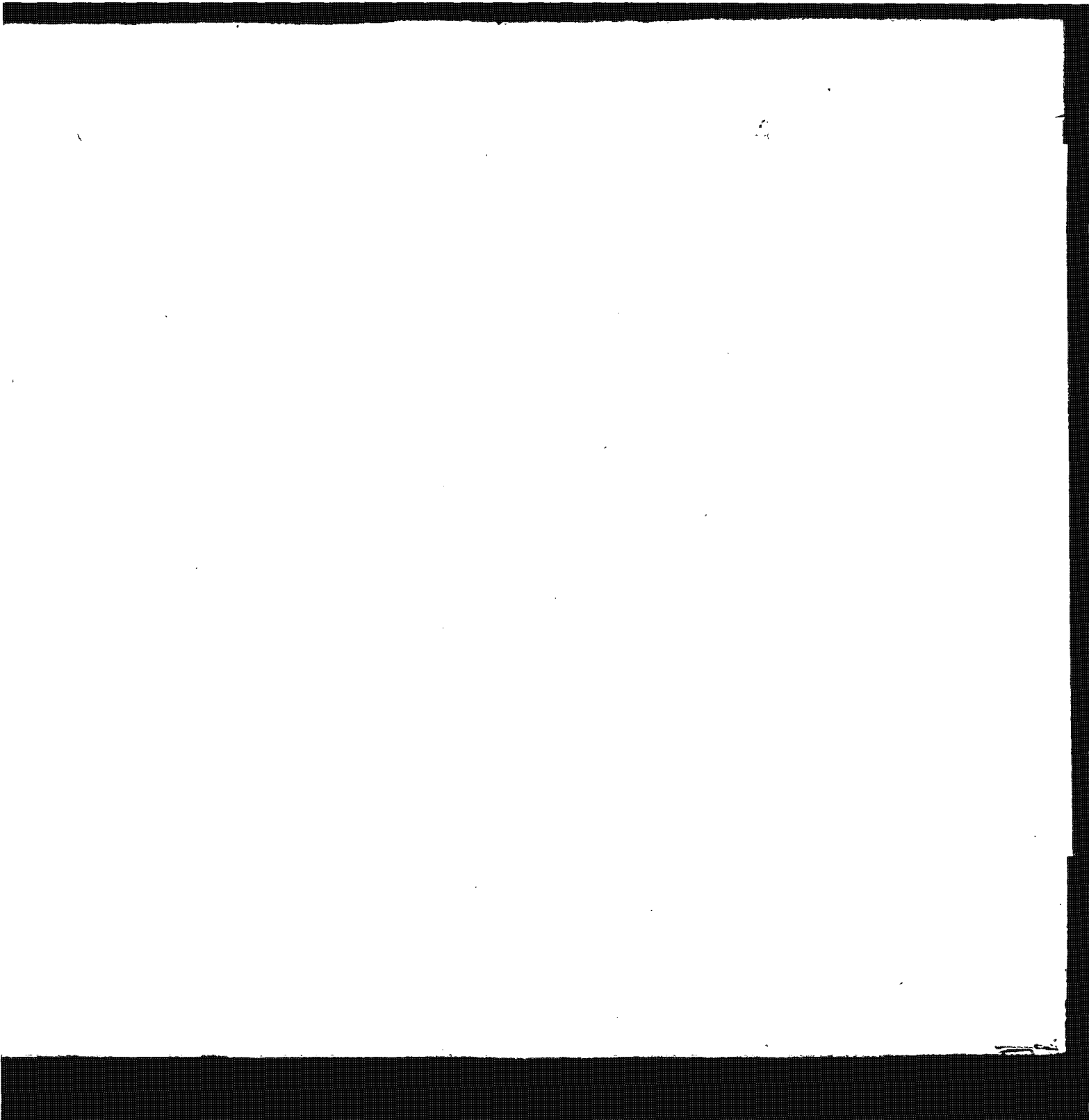
|   |   |
|---|---|
| 1 | 2 |
|---|---|

UNCLASSIFIED E F T O

ROUTINE

No Change. 9. 338SRS: Maj Wells, Capts Kennedy and Popkin,  
part of Crew S-78 returned from OL7 on 7 Aug. RB-47H acft  
4296 redeployed from OL7 via Kadena AB 10 Aug. Haynes, Crew  
E-79. Other personnel returning via MAC C-141, No ETA.

2 2  
UNCLASSIFIED E F T O



|  |  |   |                                 |  |  |        |
|--|--|---|---------------------------------|--|--|--------|
| JCR  |  | REFORM  |                                 | RESERVED FOR COMMUNICATION CENTER  |  |        |
| SECURITY CLASS   |  | CLASS   |                                 | <div style="text-align: right;"> <i>SK</i><br/> <i>16</i> </div>   |  |        |
| TYPE MSG   |  | BOOK  | MULTI                           |  |  | SINGLE |
|  |  |   | X                               |  |  |        |
| PRECEDENCE   |  |   |                                 |  |  |        |
| ACTION   |  | PRIORITY  |                                 |  |  |        |
| INFO   |  |   |                                 | DTG  |  |        |
| FROM: SSO SAC RECON CEN  |  |   |                                 | SPECIAL INSTRUCTIONS   |  |        |
| TO: AFSO 13AF<br>SSO 15AF<br>AFSO BIEN HOA<br>SSO 3AIRDIV<br>AFSO YOKOTA<br>JCS<br>AFSO USAF WASH DC<br>SSO CINCPAC<br>AFSO PACAF<br>CINCPACFLT<br>SSO MACV<br>CNO<br>ACSI/DA<br>DIRNSA<br>CIA<br>SSO DIA WASH DC<br>STATE ROI<br>OPEN |  |   |                                 | <div style="text-align: right;"> <i>144 D-10</i><br/> <i>100 D-11</i><br/> <i>100 D-13</i><br/> <i>100 D-15</i><br/> <i>100 D-17</i><br/> <i>100 D-19</i><br/> <i>100 D-21</i><br/> <i>100 D-23</i><br/> <i>100 D-25</i><br/> <i>100 D-27</i><br/> <i>100 D-29</i><br/> <i>100 D-31</i><br/> <i>100 D-33</i><br/> <i>100 D-35</i><br/> <i>100 D-37</i><br/> <i>100 D-39</i><br/> <i>100 D-41</i><br/> <i>100 D-43</i><br/> <i>100 D-45</i><br/> <i>100 D-47</i><br/> <i>100 D-49</i><br/> <i>100 D-51</i><br/> <i>100 D-53</i><br/> <i>100 D-55</i><br/> <i>100 D-57</i><br/> <i>100 D-59</i><br/> <i>100 D-61</i><br/> <i>100 D-63</i><br/> <i>100 D-65</i><br/> <i>100 D-67</i><br/> <i>100 D-69</i><br/> <i>100 D-71</i><br/> <i>100 D-73</i><br/> <i>100 D-75</i><br/> <i>100 D-77</i><br/> <i>100 D-79</i><br/> <i>100 D-81</i><br/> <i>100 D-83</i><br/> <i>100 D-85</i><br/> <i>100 D-87</i><br/> <i>100 D-89</i><br/> <i>100 D-91</i><br/> <i>100 D-93</i><br/> <i>100 D-95</i><br/> <i>100 D-97</i><br/> <i>100 D-99</i> </div> |  |        |
| TYPED NAME AND TITLE   |  | PHONE   | SIGNATURE                       |  |  |        |
| MAJOR STAPLES/DOSRO  |  | 2655  | <i>Thomas R. Richardson Jr.</i> |  |  |        |
| SECURITY CLASSIFICATION  |  | TYPED (or stamped) NAME AND TITLE<br>THOMAS R. RICHARDSON JR., Lt Col, USAF<br>Chief, Recon Ops Div., DCS/Ops |                                 |  |  |        |
| REGRADING INSTRUCTIONS   |  | REGRADING INSTRUCTIONS<br>DCS/OPS-67-3135   |                                 |  |  |        |

DD FORM 173

REPLACES FORM 173 (1 MAY 1962 EDITION) (GPO)

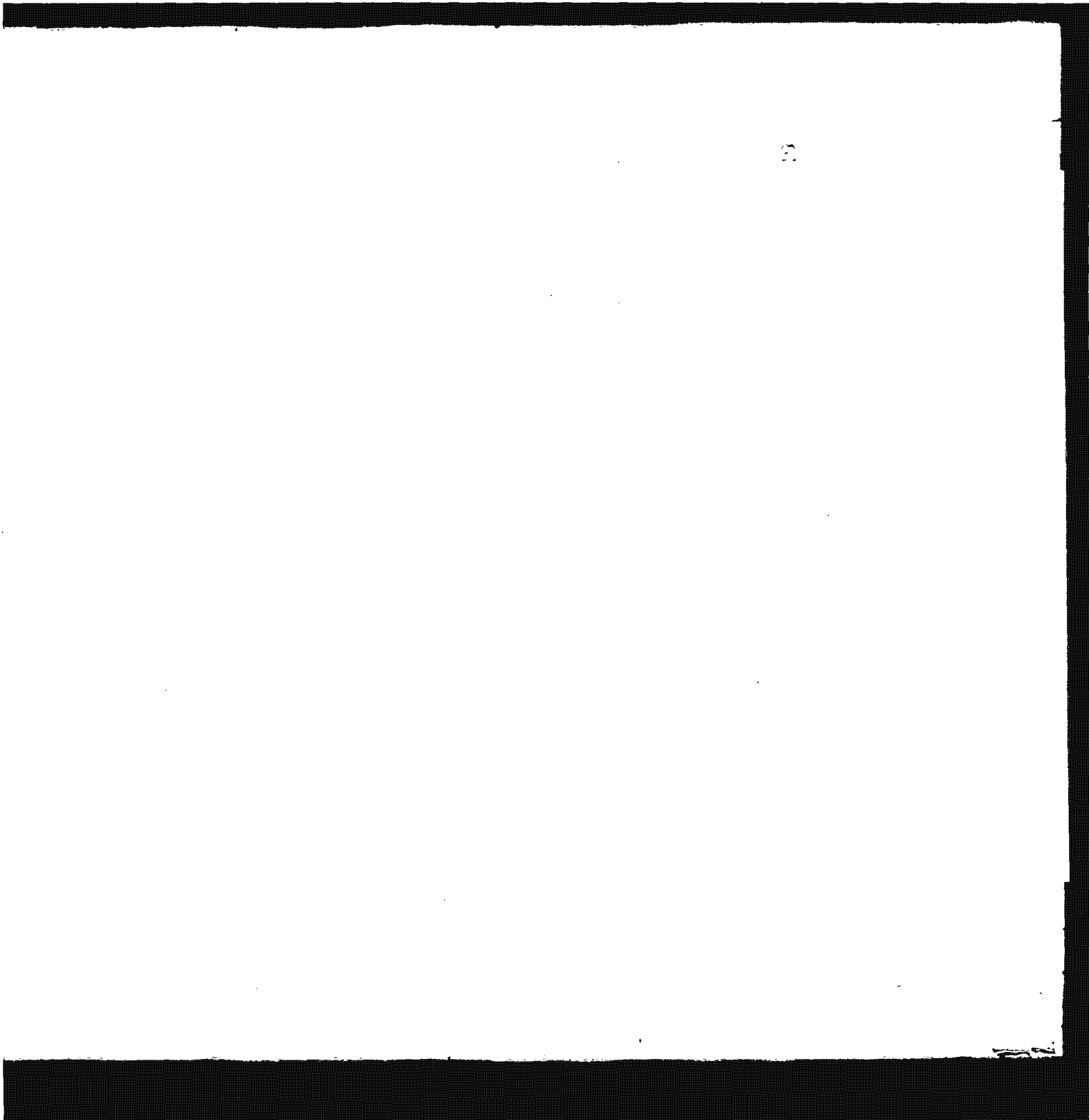
| ABBREVIATED JOINT MESSAGEFORM<br>and/or CONTINUATION SHEET   |             |              |                  | SECURITY CLASSIFICATION |  |
|--|-------------|--------------|------------------|-------------------------|--|
| PRECEDENCE   | RELEASED BY | DRAFTED BY   | PHONE            |                         |  |
| ACTION   |             |              |                  |                         |  |
| INFO   |             |              |                  |                         |  |
| <p>PACSOYRGN</p> <p>COMUSTDC</p> <p>AFSSO 7AF</p> <p>USJ-790</p> <p>COMSEVENTHFLT</p> <p>AFSSO 5AF</p> <p>55STRATRECONMG OFFUTT AFB NEBR (MESSENGER)</p> <p>100STRATEG (ZEN)</p> <p>12STRATAWROSPDIV (ZEN)</p> <p>SAC XRAY (ZEN)</p>   |             |              |                  |                         |  |
| <p><del>SECRET</del> DOSRO <u>00046</u> <u>AV4</u> 67.</p> <p>SUBJECT: <u>OLD BAR</u> (U). 13AF CC HOLD AND PASS TO SAC OL-7. BIEN HOA<br/> PASS TO 100SRW OL-20. 3AD FOR DE/DI/DM. TOROTA PASS TO DET-1 3AF.<br/> JOS FOR J-5, JRG. USAF FOR AFKOP/R. CINCPAC FOR J-38. PACAF FOR<br/> DCCR. DIRNSA FOR (K-41). CIA FOR DO/SAT/OEL. DIA FOR DIAXX-2/DIAT.<br/> TAF FOR DO/DI/SACLO. 15AF FOR DOR/DI/TML. 5AF FOR DO/DI. 100SRW<br/> FOR DO/DI. 12SAD FOR DO. 55SRW FOR <span style="border: 1px solid black; padding: 0 2px;">R</span> DCM.</p> |             |              |                  |                         |  |
| SYMBOL NO.   | TON/TOD     | PAGE NO<br>2 | NO OF PAGES<br>3 | MESSAGE IDENTIFICATION  |  |
|  |             |              |                  | DOSRO                   |  |
| REGRADING INSTRUCTIONS   |             |              |                  | SECURITY CLASS.         |  |
|  |             |              |                  |                         |  |

| ABBREVIATED JOINT MESSAGEFORM<br>and/or CONTINUATION SHEET  |             |            |             | SECURITY CLASSIFICATION<br><del>SECRET</del> |  |
|---|-------------|------------|-------------|--|--|
| PRECEDENCE  | RELEASED BY | DRAFTED BY | PHONE       |  |  |
| OR  |             |            |             |  |  |
| INFO  |             |            |             |  |  |
| <p>REF: TOP SECRET DOSRO 03693 DTG 26/2300Z MAY 67.</p> <p>PART ONE: <u>THE OLD BAR/RIVET BUSH PROJECT (REF) IS TERMINATED.</u></p> <p>PART TWO: FOR 15AF: THE OLD BAR CREW AND COMPLETE SUPPORT PACKAGE ARE RELEASED FOR RE-DEPLOYMENT TO ZI. REQUEST YOU RE-DEPLOY THE OLD BAR AIRCRAFT/SUPPORT PERSONNEL AND OLD BAR EQUIPMENT FROM OL-7 TO OFFUTT SOONEST. SHIPPING INSTRUCTIONS CONTAINED IN DM3A/DM4C (UNCLAS) 42549 5 JUN 67 PARA (1) REMAIN FIRM. ALL OTHER ITEMS WILL BE RETURNED TO OFFUTT.</p> <p>GP-3</p> |             |            |             |  |  |
| CONTROL NO.   | TOR/TOD     | PAGE NO.   | NO OF PAGES | MESSAGE IDENTIFICATION                       |  |
|   |             | 3          | 3           | DOSRO  |  |
| REGRADEING INSTRUCTIONS   |             |            |             | SECURITY CLASSIFICATION<br><del>SECRET</del> |  |

DD FORM 173-1

REPLACES EDITION OF 1 MAY 55 WHICH MAY BE USED.





*COR*

FM C2C02A0224

OTTEYAN P00050237 223142 ~~SECRET~~

DE RUMAPA 0235 2231212

ZNY 8888

O 111150Z AUG 67

FM 13AF CL 7 CLARK AB PI

TO RUMEXNA/13AF MARCH AFB CALIF

INFO RUCSAAA/SAC OFFUTT AFB NEBR

RUMFPA/3ADIV ANDASEN AB GUAM

RUMDOB/12ADIV DAVIS MONTHAN AFB ARIZ

RUCSAAA/555SV/ OFFUTT AFB NEBR

BT

~~SECRET~~ CL-7 1149 AUG 67. FOR IMMEDIATE DELIVERY 13AF

FOR DM2/DNS. SAC FOR DM2/DNS. 3AD FOR DM/DNS. 12D FOR DM.

555SV FOR CL/DCM/OCML REFERENCE OUR CL-7 SECRET 1139 AUG 67

CONTAINING OUR J-2 AND OUR CL-7 SECRET 1147 AUG 67 CONTAINING

AN AMENDMENT TO THE ORIGINAL J-2. THIS IS AN AMENDMENT

TO THE ORIGINAL J-2. WE HAVE COMPLETED WEIGHING AND PACKING OF

ALL ITEMS TO BE RETURNED TO OFFUTT AFB. HAVE ONLY REMAINING

SHIPMENT OF APPROXIMATELY ONE HUNDRED ITES TO YOKOTA ABB, JAPAN.

AMENDMENT TO J-2:

1. TOTAL WEIGHT-20,524 POUNDS

2. TOTAL CUBE-1820 CUBIC FEET

3. THESE FIGURES DO NOT INCLUDE ITEMS REMOVED FROM THE KIT

~~SECRET~~

*7/21/67  
850 to  
17*

*100 DCM  
700 OLC  
700 CAS*

*H*

*BCASX-67-3192*

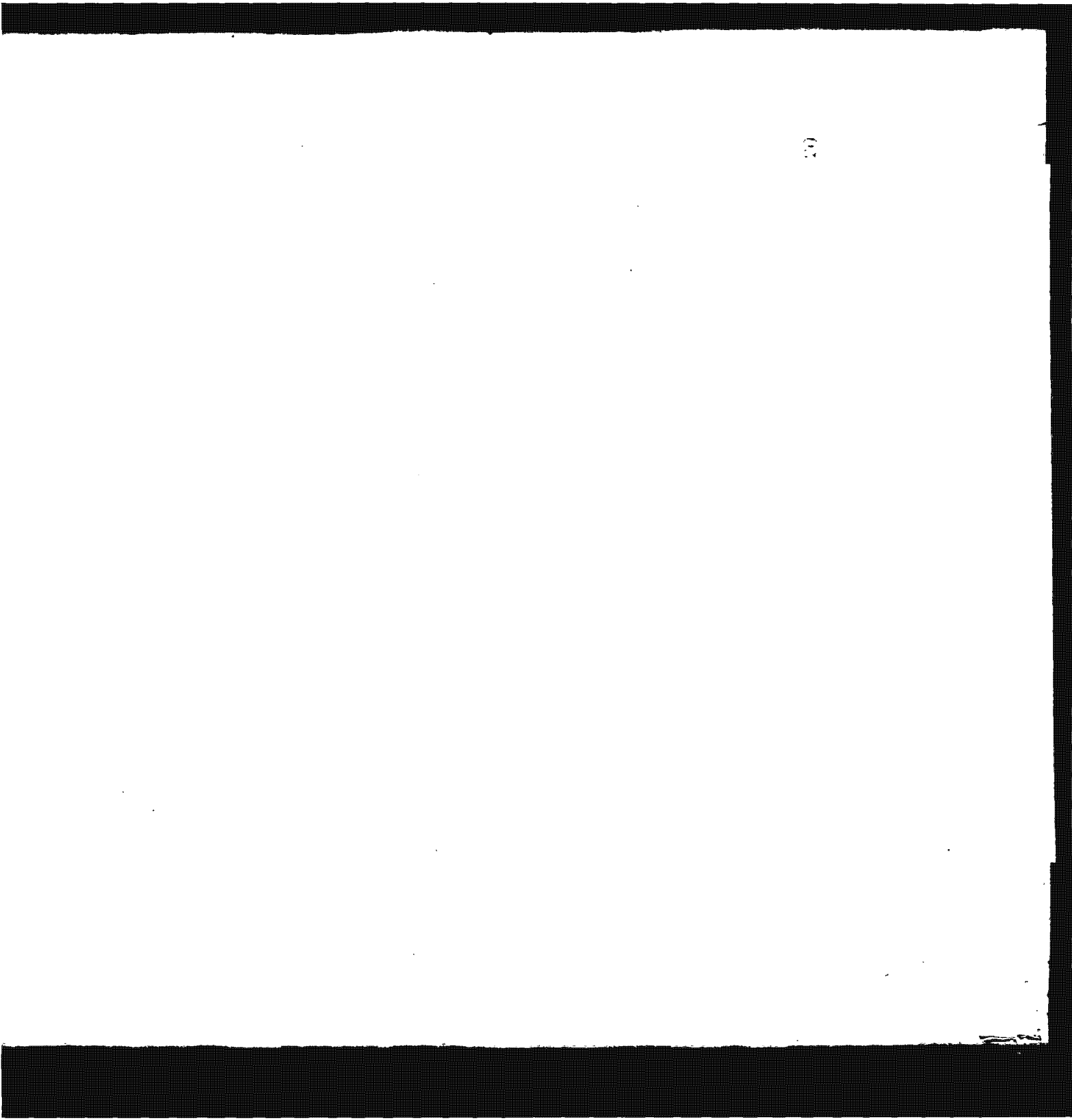
LOT 2 RUMASA 423C ~~SECRET~~

TO BE SHIPPED TO YOKOTA, AB., JAPAN. THEY DO INCLUDE FIGURES  
FOR PERSONNEL BAGGAGE.

BT

~~SECRET~~

WASK-67-3192



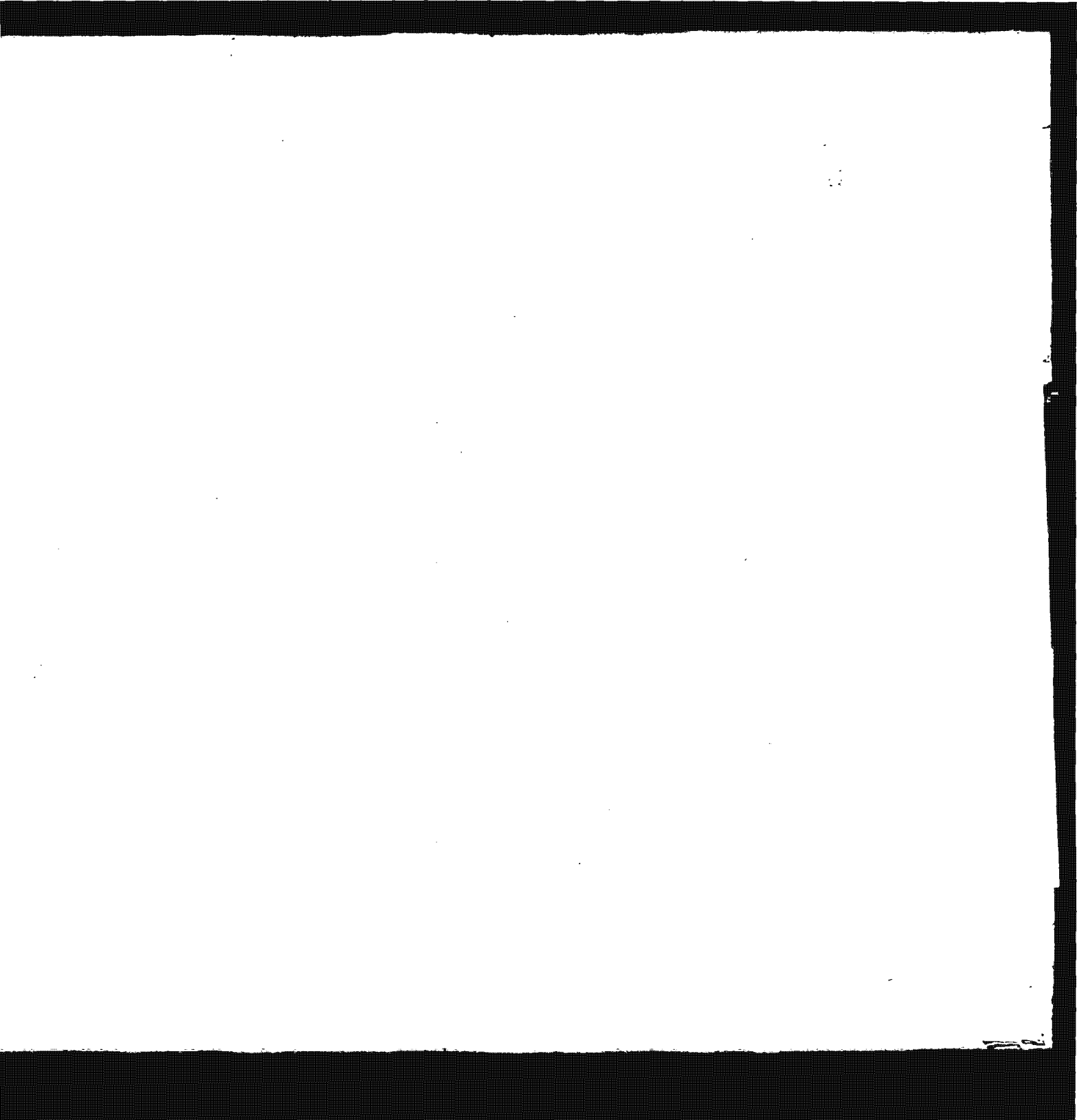
|  |  |  |  |
|--|--|--|--|
| COMMUNICATIONS CENTER  |  | RESERVED FOR COMMUNICATION CENTER      |  |
| SECURITY CLASSIFICATION  |  | 18                                     |  |
| MESSAGE NO.  |  | W. R.                                  |  |
| TYPE/NO.   |  | W                                      |  |
| PRIORITY   |  | SPECIAL INSTRUCTIONS                   |  |
| FROM: SSG SAC RECON GEN  |  | TO: AFSSO YOKOTA                       |  |
| INFO: SSG SACRDIV  |  | AFSSO SAF                              |  |
| SUBJECT: SUBSTRATRECON WG OFFUTT AFB NEBR (MESSENGER)  |  | 14.08.5                                |  |
| <p>SECRET DCSRO 011196 AUG 67. SUBJ: BURNING SUN (U).</p> <p>YOKOTA FOR DET-1 SAD. SAD FOR DOOR. BAF FOR DCTR. SSSAM FOR DOOR.</p> <p>REF: A. SECRET DCSRO 08159 DTG 05/0315Z AUG 67.</p> <p>PART I. FOR ALL BURNING SUN MISSIONS TRANSITING THE HONG KONG FIR WE PLAN TO ADHERE TO THE PROCEDURE AS OUTLINED IN REFERENCE MESSAGE. WE DO NOT PLAN TO FILE A VFT ON TOP FLIGHT PLAN FROM OFFUTT THRU THIS AIRSPACE DUE TO THE HIGH PROBABILITY OF WEATHER ABORTING. SORTIES INTO THIS AIRSPACE WILL BE FILED ON AN OVERT ICAD SLIGHT PLAN WHEN AN ALTITUDE RESERVATION IS DENIED.</p> <p>PART II. COMMENCING IN OCTOBER WE PLAN TO SCHEDULE TWO OPERATIONAL SORTIES FROM YOUR STATION, RECOVERING AT OFFUTT. ONE SORTIE IS SCHEDULED IN THE YELLOW SEA AND ONE INTO THE SOUTH CHINA SEA. THESE SORTIES WILL BE FILED IN LIEU OF THE REDEPLOYMENT SORTIES ALONG THE</p> |  |  |  |
| TO: SAC RECON GEN  |  | DATE: 13 AUG 67                        |  |
| FROM: SAC RECON GEN  |  | TIME: 1400Z                            |  |
| SUBJECT: BURNING SUN (U)   |  | NO. OF PAGES: 3                        |  |
| SECURITY CLASSIFICATION  |  | SIGNATURE                              |  |
| 1400Z 13 AUG 67  |  | THOMAS R. RICHARDSON JR., Lt Col, USAF |  |
| 1400Z 13 AUG 67  |  | Chief, Recon Ops Div., DCS/Ops         |  |
| 1400Z 13 AUG 67  |  | REGRADING INSTRUCTIONS                 |  |
| 1400Z 13 AUG 67  |  | DOCSO-67-142                           |  |

DD FORM 173

REPLACES EDITION OF 1 MAY 65 WHICH MAY BE USED UNTIL 1 JAN 68

| ABBREVIATED JOINT MESSAGE FORM<br>and/or CONTINUATION SHEET  |             |            |             | SECURITY CLASSIFICATION  |  |
|--|-------------|------------|-------------|--|--|
| PRECEDENCE   | RELEASED BY | DRAFTED BY |             | PHONE  |  |
| <p>CHAIN AND WILL BE BACKED UP WITH AN OFFUTT MISSION SCHEDULED FOR<br/>LATER IN THE MONTH. IF THE SORTIE LAUNCHED FROM THE FORWARD AREA<br/>IS SUCCESSFUL THE BACK UP SORTIE FOR THAT AREA WILL BE CANCELLED.<br/>PART III. A MINIMUM ACCEPTABLE ELINT CONFIGURATION WILL BE<br/>PROVIDED IN THE NEAR FUTURE FOR GUIDANCE ON FORWARD AREA LAUNCHES.<br/>THIS CRITERIA WILL APPLY FOR ALL FORWARD AREA LAUNCHED OPERATIONAL<br/>SORTIES WITH THE EXCEPTION OF THE REDEPLOYMENT SORTIES ALONG<br/>THE KURIL ISLANDS. REDEPLOYMENT SORTIES FLYING ONLY ALONG<br/>THE CHAIN WILL BE LAUNCHED REGARDLESS OF THE STATUS OF THE<br/>ELINT EQUIPMENT.</p> <p>PART IV. PRIOR TO DEPARTING OFFUTT THE USSRW CREW WILL MISSION<br/>PLAN AND BRIEF THE BURNING SUN MISSIONS ORIGINATING FROM YOUR<br/>STATION. DET-1 SMD WILL BE REQUIRED TO SUBMIT APPLICABLE<br/>ORDER REPORTS, PROVIDE AN INTELLIGENCE UPDATE AND WEATHER BRIEFING<br/>PRIOR TO DEPARTURE. THESE SORTIES WILL BE EXECUTED BY 11 JAG.</p> <p>PART V. THE OPERATIONAL SORTIES DEPARTING YOUR STATION NECESSITATE<br/>CHANGING THE REFUELING DIRECTION OF THE ESTABLISHED TRACKS, OR<br/>ESTABLISHING NEW TRACKS. REQUEST YOU COORDINATE WITH APPLICABLE<br/>AGENCIES FOR REVERSING THE REFUELING DIRECTION FOR THE TRACKS<br/>NORTH KADAKA AND SOUTH OF HOKKAIDO. IF UNABLE TO COORDINATE<br/>REFUELING IN AN EASTERLY DIRECTION ON THESE TRACKS REQUEST YOU<br/>COORDINATE FOR A SUITABLE TRACK IN THE SAME GENERAL AREA.</p> |             |            |             |  |  |
| CONTROL NO.  | FORWTD      | PAGE NO.   | NO OF PAGES | MESSAGE IDENTIFICATION   |  |
|  |             | 2          | 3           | DOSRO  |  |
| REGRADING INSTRUCTIONS   |             |            |             | SECURITY CLASSIFICATION  |  |
| 33, 1974, 173-1  |             |            |             | <div style="border: 1px solid black; padding: 2px;">             18           </div> |  |

| ALTERNATED JOINT MESSAGEFORM  |              | SECURITY CLASSIFICATION |          |          |              |                        |          |   |   |       |  |
|---|--------------|-------------------------|----------|----------|--------------|------------------------|----------|---|---|-------|--|
| CJ/AF CONTINUATION SHEET  |              |                         |          |          |              |                        |          |   |   |       |  |
| PRECEDENCE  | RELEASED BY  | DRAFTED BY              | PHONE    |          |              |                        |          |   |   |       |  |
| ACTION  |              |                         |          |          |              |                        |          |   |   |       |  |
| INFO  |              |                         |          |          |              |                        |          |   |   |       |  |
| <p>PART VI. REQUEST YOUR REPLY SOONEST.</p> <p>GP-3</p>   |              |                         |          |          |              |                        |          |   |   |       |  |
| <p>CONTROL NO. TOW/TOO</p> <table border="1"> <tr> <th>PAGE NO.</th> <th>NO. OF PAGES</th> <th>MESSAGE IDENTIFICATION</th> <th>INITIALS</th> </tr> <tr> <td>3</td> <td>3</td> <td>DOSED</td> <td></td> </tr> </table> |              |                         |          | PAGE NO. | NO. OF PAGES | MESSAGE IDENTIFICATION | INITIALS | 3 | 3 | DOSED |  |
| PAGE NO.  | NO. OF PAGES | MESSAGE IDENTIFICATION  | INITIALS |          |              |                        |          |   |   |       |  |
| 3   | 3            | DOSED                   |          |          |              |                        |          |   |   |       |  |
| REGRADING INSTRUCTIONS  |              | SECURITY CLASSIFICATION |          |          |              |                        |          |   |   |       |  |
| <p>DD FORM 173-1</p> <p>REPLACES EDITION OF 1 MAY 55 WHICH MAY BE USED.</p>   |              |                         |          |          |              |                        |          |   |   |       |  |





DD FORM 170V, 63 173-  
REPLACES EDITION OF 1 MAY 55 WHICH MAY BE USED. ★ U.S. GOVERNMENT PRINTING OFFICE: 1963-1254-123  
BCH/5K 62-3155

| ABBREVIATED JOINT MESSAGEFORM<br>and/or CONTINUATION SHEET  |             | SECURITY CLASSIFICATION<br><del>SECRET</del> |             |
|---|-------------|--|-------------|
| PRECEDENCE  | RELEASED BY | DRAFTED BY                                   | PHONE       |
| ACTION  |             |  |             |
| 19  |             |  |             |
| <p>(A) EVALUATE THE TURN AROUND CAPABILITY FROM A FORWARD AREA BASE.</p> <p>(B) PROVIDE A BASIS FOR COLLATING INTELLIGENCE TAKE BETWEEN<br/>OVERT AND COVERT CONCEPTS OF OPERATION.</p> <p>(C) INCREASE MONTHLY ELINT TAKE BY APPROXIMATELY THIRTY HOURS.</p> <p>PART II: REQUEST APPROVAL FOR THE FOLLOWING BURNING SUN SORTIE:</p> <p>A. TRACK NUMBER B512.</p> <p>B. ETD: N/A</p> <p>C. ETE: 11 PLUS 30</p> <p>D. RC-135C</p> <p>E. ROUTE:</p> <p>YOKOTA</p> <p>THREE SIX TWO NINE NORTH ONE THREE NINE FIVE TWO EAST</p> <p>THREE SIX FOUR FOUR NORTH ONE FOUR ZERO TWO ONE EAST</p> <p>THREE EIGHT TWO FOUR NORTH ONE FOUR ONE ONE THREE EAST</p> <p>THREE NINE THREE ZERO NORTH ONE FOUR TWO FOUR FIVE EAST</p> <p>ENTRSA: FOUR ZERO TWO ONE NORTH ONE FOUR FOUR ZERO SEVEN EAST.</p> <p>PRP: FOUR TWO ZERO ZERO NORTH ONE FOUR SEVEN ZERO ZERO EAST</p> <p>FOUR FIVE ZERO ZERO NORTH ONE FIVE ONE THREE ZERO EAST</p> <p>PRP: FOUR NINE ZERO ZERO NORTH ONE FIVE SIX FIVE FOUR EAST</p> <p>ANCHORAGE OCEANIC: FIVE ZERO ONE FIVE NORTH ONE FIVE EIGHT FOUR EIGHT EAST</p> <p>FIVE ONE ZERO ZERO NORTH ONE SIX ZERO ZERO ZERO EAST</p> <p>FIVE FIVE ZERO ZERO NORTH ONE SIX FOUR ZERO ZERO EAST</p> |             |  |             |
| CONTROL NO.   | TOR/TOD     | PAGE NO.                                     | NO OF PAGES |
|   |             | 2  | 3           |
| MESSAGE IDENTIFICATION  |             | INITIALS                                     |             |
| REGRADING INSTRUCTIONS  |             | SECURITY CLASSIFICATION<br><del>SECRET</del> |             |

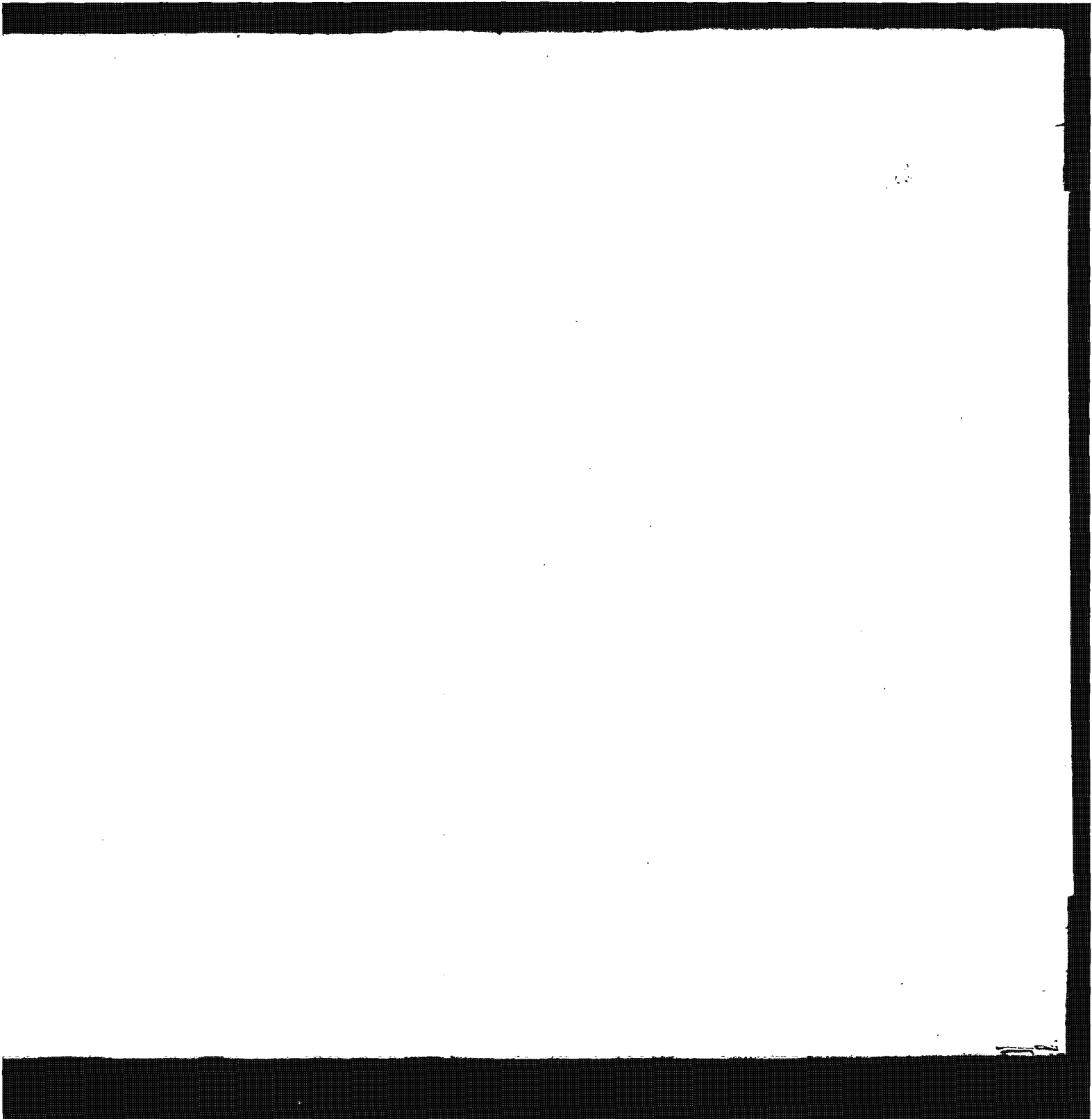
DD FORM 173-1

REPLACES EDITION OF 1 MAY 55 WHICH MAY BE USED

| ABBREVIATED JOINT MESSAGEFORM<br>and/or CONTINUATION SHEET  |             |              |                  | SECURITY CLASSIFICATION<br><b>SECRET</b> |  |
|---|-------------|--------------|------------------|--|--|
| PRECEDENCE  | RELEASED BY | DRAFTED BY   | PHONE            |  |  |
| ACTIVE  |             |              |                  |  |  |
| INFO  |             |              |                  |  |  |
| <p>PRP: FIVE EIGHT ONE ZERO NORTH ONE SIX EIGHT ZERO ZERO EAST</p> <p>SIX ONE ONE FOUR NORTH ONE EIGHT ZERO ZERO ZERO</p> <p>SIX TWO ONE FIVE NORTH ONE SEVEN FOUR ZERO ZERO WEST</p> <p>SIX FOUR FOUR FIVE NORTH ONE SIX EIGHT ONE THREE WEST</p> <p>SIX FIVE TWO TWO NORTH ONE SIX SIX THREE ZERO WEST <i>EXTERA</i></p> <p>ITEX CORRIDOR</p> <p>PRP: XRAY RETURN</p> <p>OFFUTT</p> <p>DEPARTURE TO 4021N 14407E. ETE 1 PLUS 10. FLIGHT LEVEL 29M</p> <p>THRU 40M. TRUE AIRSPEED 450K.</p> <p>C IS 40 NM AT 5542N 16445E.</p> <p>F. STANDARD.</p> <p>G. REMARKS:</p> <p>(1) PRP NUMBERS: TOTAL OF FOUR PRP FOR MISSION.</p> <p><del>REMARKS: TOTAL OF FOUR PRP FOR MISSION.</del></p> <p>PART III: IF THE ABOVE CONCEPT AND ROUTE ARE APPROVED, THE ADDITIONAL<br/> <sup>ADDED TO</sup><br/> SORTIES WILL BE INCLUDED IN THE MONTHLY RECONNAISSANCE FRAG ORDER.<br/> <i>by separate msg.</i></p> <p>GP-3.</p> |             |              |                  |  |  |
| CONT L NO.  | TOR/TOD     | PAGE NO<br>3 | NO OF PAGES<br>3 | MESSAGE IDENTIFICATION<br>DJSR7          |  |
| REGARDING INSTRUCTIONS  |             |              |                  | SECURITY CLASSIFICATION<br><b>SECRET</b> |  |

DD FORM 173-1

REPLACES EDITION OF 1 MAY 55 WHICH MAY BE USED



| JOINT FORM   |  | RESERVED FOR COMMUNICATION CENTER   |  |
|--|--|---|--|
| SECURITY CLASSIFICATION  | <div style="text-align: right;">myt-1<br/>158<br/>10</div> <div style="text-align: right;">WRK 21<br/>13</div> |   |  |
| TYPE MSG   | MULTI  | SINGLE  |  |
|  | X  |   |  |
| PHLC   |  |   |  |
| ACTION   | PRIORITY   |   |  |
| INFO   | DTG  |   |  |
| FROM: SRC OFFUTT   |  | SPECIAL INSTRUCTIONS  |  |
| TO: 15AF MARCH AFB CALIF   |  | COPY TO: DM2  |  |
| 55STRATRECONMG OFFUTT AFB NEBR (MESSENGER)   |  |   |  |
| 320BOMBWG MATHER AFB CALIF   |  |   |  |
| INFO: JCS  |  | <div style="text-align: right;">20500<br/>Liberia<br/>144 DCD<br/>104 DCM<br/>104 DCS</div> |  |
| USAF   |  |   |  |
| AFTAC WASH DC  |  |   |  |
| 1155TLCNOPS SQ MCLELLAN AFB CALIF  |  |   |  |
| 694936TYSQ OFFUTT AFB NEBR (MESSENGER)   |  |   |  |
| 694036TIGP 6500FELLOW AFB ILL  |  |   |  |
| 12STRATAEROSPDIV DAVIS-MONTHAN AFB ARIZ  |  |   |  |
| USAFSS   |  |   |  |
| <div style="text-align: right;">CP-3</div> <div style="border: 1px solid black; padding: 2px;">           DOWNGRADED AT 12 YEAR<br/>           NOT AUTOMATICALLY<br/>           DDD DIR 5200.10         </div> |  |   |  |
| FOR: JCS (J-3, JRC). USAF FOR AFAPR. 15AF FOR DOR/DM2. AFTAC<br>GDD-CP. 12SAD FOR DO/DM2. 320BOM FOR DCM. 55SRM FOR DCO<br>USAFSS FOR TAD. SUBJ: <u>BURNING LIGHT</u> (U).                                     |  |   |  |
| REFERENCE:<br>1. CPORD NICKNAME/CPORD NUMBER:  |  |   |  |
| DATE   | TIME   | <div style="text-align: right;">10/1/58</div>   |  |
| MONTH  | YEAR   | <div style="text-align: right;">58</div>  |  |
| PAGE NO  | NO OF PAGES  | <div style="text-align: right;">3</div>   |  |
| TYPED NAME AND TITLE   | PHONE  | SIGNATURE   | TYPED (as stamped) NAME AND TITLE      |
| MAJOR STAPLES/DOSRO  | 2655   | <i>Thomas R. Richardson Jr.</i>   | THOMAS R. RICHARDSON JR., Lt Col, USAF |
| 07/1315AUG67/ara   |  |   | Chief, Recon Ops Div., DCS/OPS         |
| SECURITY CLASSIFICATION  | REGRADING INSTRUCTIONS   |   |  |
|  | DOSRO 17-4114  |   |  |

DD FORM 173

REPLACES EDITION OF 1 MAY 55 WHICH MAY BE USED

BCASK-67-3167

| ABBREVIATED MESSAGEFORM<br>and/or CONTINUATION SHEET  |             |            |             | SECURITY CLASSIFICATION<br><del>CONFIDENTIAL</del> |  |
|---|-------------|------------|-------------|--|--|
| PRECEDENCE  | RELEASED BY | DRAFTED BY | PHONE       |  |  |
| ACTION  |             |            |             |  |  |
| INFO  |             |            |             |  |  |
| <p>BURNING LIGHT/60-67-05</p> <p>B. MISSION</p> <p>NUCLEAR DATA COLLECTION</p> <p>C. OBJECTIVES:</p> <p>TRAINING FOR APTAC CREW MEMBERS - 4 SORTIES.</p> <p>01. EFFECTIVE DATES</p> <p>21 AUG - 30 AUG 67.</p> <p>02. OPERATING LOCATION</p> <p>KOELLEIN AFB CALIF</p> <p>FORMS:</p> <p>01. NUMBER/TYPE AIRCRAFT/USAF/OSD:</p> <p>1/NO-135A/BURNING LIGHT CONFIGURED.</p> <p>2. REMARKS:</p> <p>01. TRAIN/LOGISTICS INSTRUCTIONS:</p> <p>APP 2, MAX D, SAC OFLAN-60-67 APPLIES.</p> <p>02. REFUELING SUPPORT:</p> <p>15AF WILL PROVIDE REFUELING SUPPORT FOR THIS EXERCISE AS REQUIRED.</p> <p>03. AIRCRAFT MOVEMENT:</p> <p>15AF WILL EXECUTE ALL SORTIES DURING THIS EXERCISE. AIRCRAFT AND CREW WILL RETURN TO HOME STATION ON COMPLETION OF EXERCISE.</p> <p>04. DIRECT LIAISON BETWEEN 15AF/55SRV AND APTAC UNITS AUTH TO EXPEDITE PLANNING FOR THIS EXERCISE.</p> |             |            |             |  |  |
| CONTROL NO.   | FOR/TOD     | PAGE NO    | NO OF PAGES | MESSAGE IDENTIFICATION                             |  |
|   |             | 2          | 3           | LOGRO  |  |
| REGHADING INSTRUCTIONS  |             |            |             | SECURITY CLASSIFICATION                            |  |

DD FORM 173-1

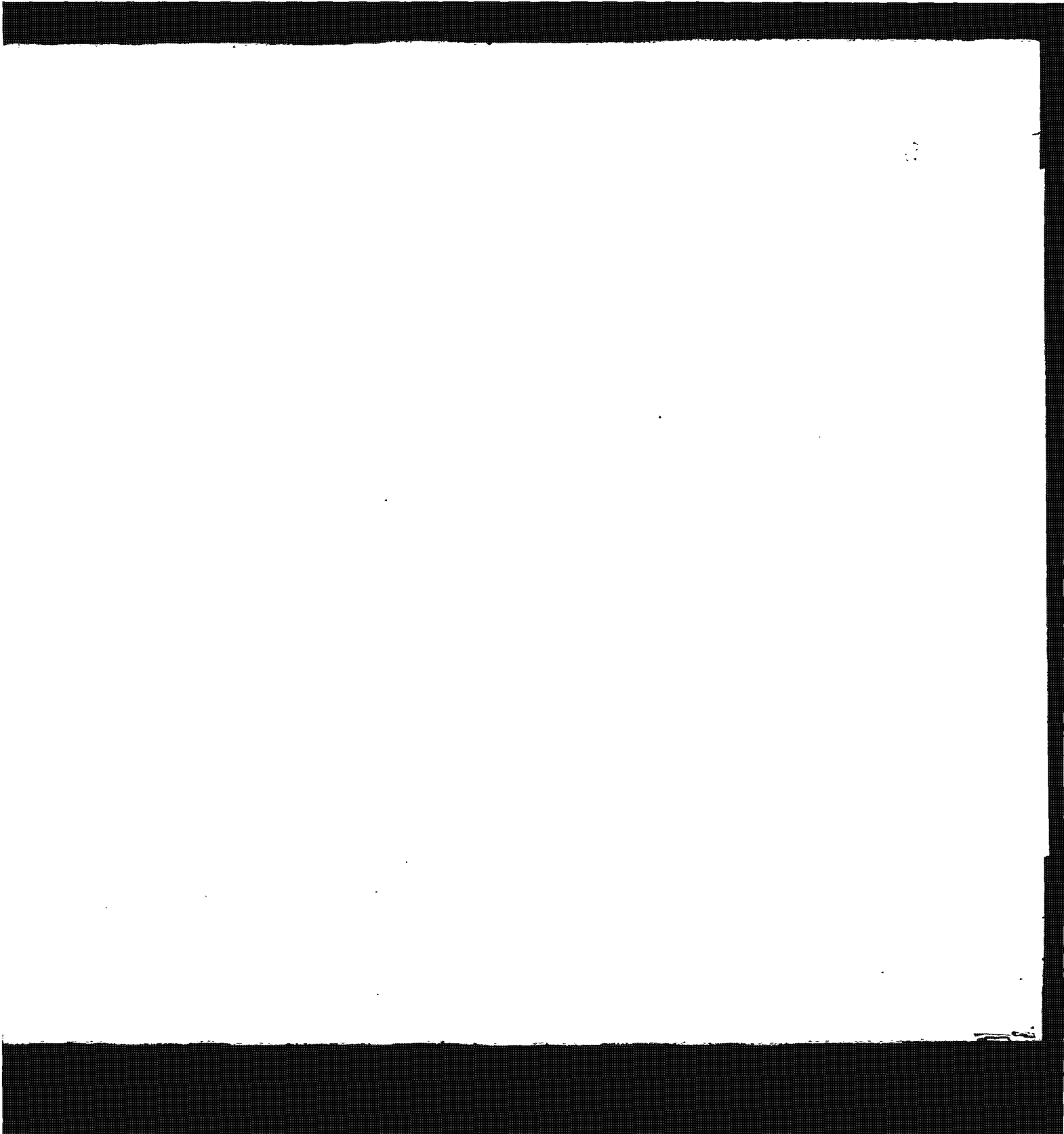
REPLACES EDITION OF 1 MAY 55 WHICH MAY BE USED

| ABBREVIATED JOINT MESSAGEFORM<br>and/or CONTINUATION SHEET  |             |            |             | SECURITY CLASSIFICATION |          |
|---|-------------|------------|-------------|-------------------------|----------|
| PRECEDENCE  | RELEASED BY | DRAFTED BY |             |                         |          |
| ACTION  |             |            |             |                         |          |
| INFO  |             |            |             |                         |          |
| <p>25. 15AF WILL PROVIDE NECESSARY MATERIEL SUPPORT OVER AND ABOVE THAT PROVIDED BY THE HOST BASE FROM 320 BW ASSETS.</p> <p>26. APTAC HAS REQUESTED RIVET STAND AIRCRAFT NR59-1514 BE USED FOR THIS TRAINING EXERCISE TO FURTHER VERIFY THE ANTENNA PERFORMANCE.</p> <p>GF-3</p> |             |            |             |                         |          |
| CONTROL NO.   | TOR/YOD     | PAGE NO.   | NO OF PAGES | MESSAGE IDENTIFICATION  | INITIALS |
|   |             | 3          | 3           | DDSR9                   | BS       |
| REGRADING INSTRUCTIONS  |             |            |             | SECURITY CLASSIFICATION |          |

DD FORM 173-1

REPLACES EDITION OF 1 MAY 55 WHICH MAY BE USED

~~SECRET~~





| JOINT MESSAGEFORM  |                   | RESERVED FOR COMMUNICATION CENTER                                    |           |
|--|-------------------|--|-----------|
| SECURITY CLASSIFICATION  |                   | 21   |           |
| CLASSIFIED E F T O   |                   |  |           |
| TYPE MSG   | BOOK MULTI SINGLE |  |           |
| PRECEDENCE   |                   |  |           |
| ACTION ROUTINE   |                   | UTG  |           |
| INFO   |                   | SPECIAL INSTRUCTIONS   |           |
| <p>FROM: 55STRATRECONWG OFFUTT AFB NEBR</p> <p>TO: 12STRATAEROSPDIV DAVIS MONTHAN AFB ARIZ</p> <p>UNCLAS E F T O 55DCO 20534 AUG 67. For DO. The following weekly information is submitted. 1. Operations:</p> <p>18 Aug LG2 046 air aborted due to gen drive overheat #4 engine. Engine shut down 12 min after takeoff. Launched 584 at 1430Z. No time lost. 19 Aug LG3 046 ALCC alarm light at 2044Z changed to spare 584 at 2107Z. Launched 34 44 min late. 21 Aug LG3 047 five min early launch due equipment overheat. 22 Aug LG2 585 gear warning light would not extinguish on preflight. Went to spare 052. Launched 052 12 min late. 22 Aug LG3 585 13 min early launch due equipment overheat. 24 Aug LG3 046 9 min early launch due equipment overheat. 2. Training: SACM 50-8 training is 69.9% complete. Burning Sun Flights: Acft 848, 846, 842 and 845 flew a sortie on 20, 21, 21, and 24 Aug respectively. Burning Light acft 514 departed on TDY to McClellan AFB on 21 Aug.</p> |                   |  |           |
| DATE   |                   | TIME   |           |
| 25   |                   | 1330   |           |
| MONTH  |                   | YEAR   |           |
| AUG  |                   | 1967   |           |
| PAGE NO.   |                   | NO OF PAGES  |           |
| 1  |                   | 2  |           |
| TYPED NAME AND TITLE   |                   | PHONE  | SIGNATURE |
| CHARLES A. STEPP, Major, USAF<br>DCO Executive Officer   |                   | 3181   |           |
| SECURITY CLASSIFICATION  |                   | TYPED (or stamped) NAME AND TITLE                                    |           |
| UNCLASSIFIED E F T O   |                   | QUENTIN L. HANCOCK, Colonel, USAF<br>Deputy Commander for Operations |           |
| REGRADING INSTRUCTIONS   |                   |  |           |

DD FORM 173

REPLACES EDITION OF 1 MAY 65 WHICH MAY BE USED

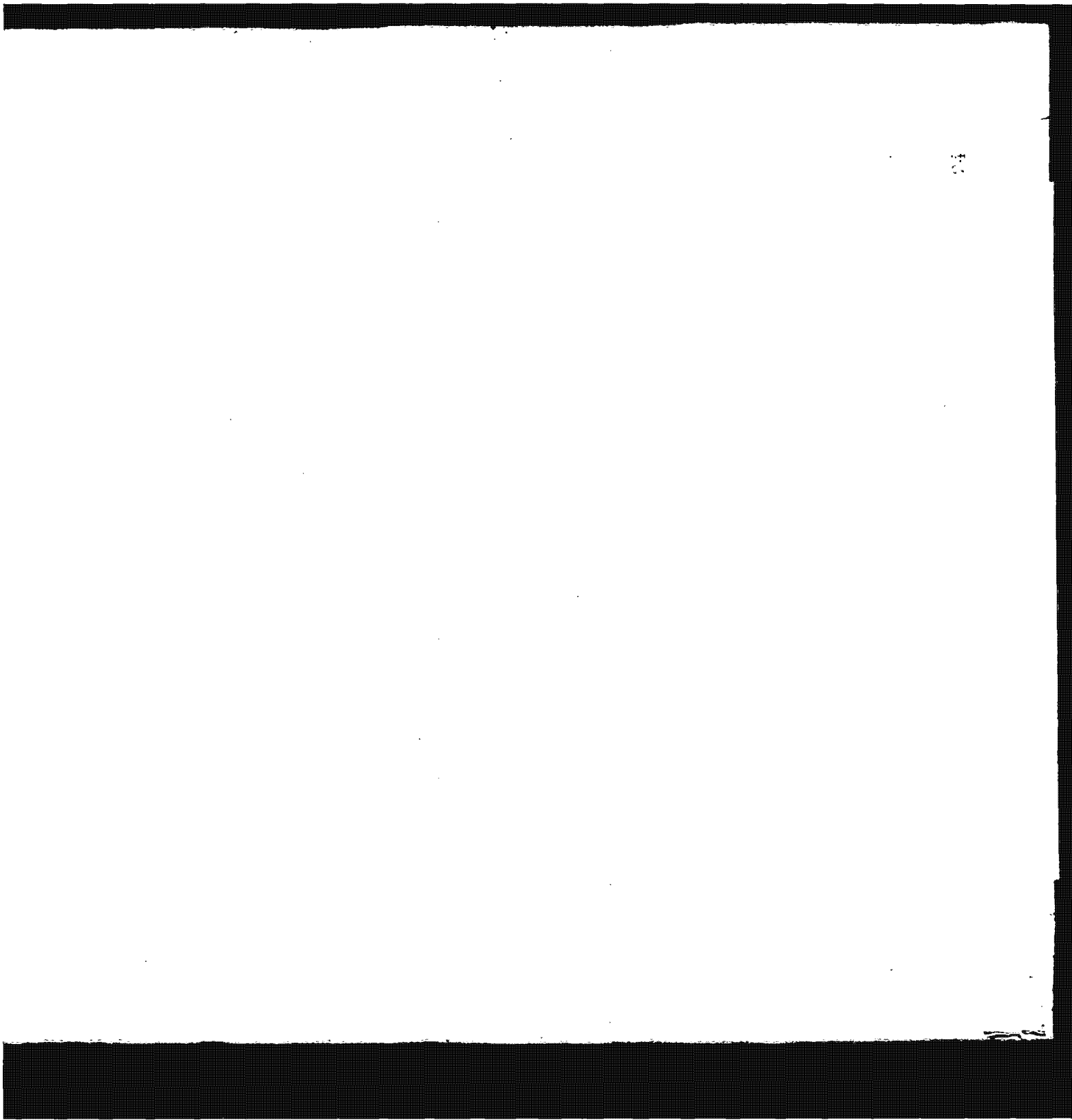
U.S. GOVERNMENT PRINTING OFFICE: 1964 O 351-411

18-24 Aug

|   |         |             |             |  |          |
|---|---------|-------------|-------------|--|----------|
| ABBREVIATED JOINT MESSAGEFORM<br>and/or CONTINUATION SHEET  |         |             |             | SECURITY CLASSIFICATION<br><b>UNCLASSIFIED E F T O</b> |          |
| PRECEDENCE<br>ON ROUTINE  |         | RELEASED BY |             | DRAFTED BY   |          |
| INFO  |         |             |             | PHONE  |          |
| <p style="text-align: right;">21</p> <p>Burning Eyes flights: Acft 841 flew a sortie on 20 Aug. 7</p> <p>Open Door flights: Acft 843, 846 and 848 returned on 21, 24, and 24 Aug respectively. BG Elliot completed a SACR 55-17 annual proficiency check on 22 Aug. 3. Staff Manning: No Change. 4. Plans: No Change. 5. Intelligence: No Change. 6. Standardization: No Change. 7. 38SRS: Present crew strength and status are as follows: 16 crews authorized; 16 crews assigned; 16 crews combat ready; no crews are non-combat ready. We are still short on fully qualified Looking Glass IP as previously reported.</p> <p>343SRS: Seven people are TDY to the Martin Factor. One AC; 1 CP; 2 Nav and 3 EWs. 9. 338SRS: No Change.</p> |         |             |             |  |          |
| <hr/> <hr/>   |         |             |             |  |          |
| CONTROL NO  | TOR/TOD | PAGE NO     | NO OF PAGES | MESSAGE IDENTIFICATION                                 | INITIALS |
|   |         | 2           | 2           |  |          |
| REGARDING INSTRUCTIONS  |         |             |             | SECURITY CLASSIFICATION                                |          |
|   |         |             |             | UNCLASSIFIED E F T O                                   |          |

DD FORM 173-1

REPLACES EDITION OF 1 MAY 55 WHICH MAY BE USED



DEPARTMENT OF THE AIR FORCE  
HEADQUARTERS 55TH STRATEGIC RECONNAISSANCE WING (SAC)  
OFFUTT AIR FORCE BASE, NEBRASKA, 68113



REPLY TO  
ATTN: 55DCOT (Lt Col Ritchason/5008)

3 Oct 1967

SUBJECT: Report of Buckskin Rider Exercise

22

TO: 3902 AB Wg (BCR)

1. An exercise to evaluate the capability of the 55th Strategic Reconnaissance Wing to conduct the war mission under attack conditions was performed 22 September 1967.

2. Findings:

a. Participation. Military personnel were enthusiastic in their preparation for and conduct of the exercise. The following preparatory actions were completed during the thirty days prior to 22 September:

(1) Weekly meetings of key disaster preparedness personnel were conducted. The preparatory activities that resulted were:

(a) Air Force Form 1173 was checked/reaccomplished for each assigned individual.

(b) To support the EWO, expedient shelters were designated in Buildings 497, 321, and 492.

(c) Squadrons updated their orders for shelter management teams, decontamination teams and damage assessment teams.

(d) Personnel exemptions from the exercise were minimized. The total exemptions requested and approved was 143, 116 were from maintenance and 27 from operations. These were necessary in order to support four higher headquarters directed missions flown 22 September.

(e) Thirty-nine individuals attended the Base Disaster Preparedness School.

(f) Each week a written report was submitted by each division, squadron, branch or section as applicable on the disaster preparedness progress made during the previous week.

b. Simulation. Only those personnel required to support four higher headquarters missions flown on 22 September were exempted. The total exemptions was 143, 116 from maintenance and 27 from operations.

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Atch 1

c. Deviations. There were no deviations per se. However, fifty minutes after the exercise started, a nuclear detonation near the base forced emergency dispersal of aircraft and dispersal teams. This terminated any further practice in implementing the Emergency War Order Plan (440 Plan). Except for the first fifty minutes, the exercise was totally devoted to a test of disaster preparedness planning. This is consistent with the intent of AFM 355-1/SAC Sup 1, Paragraph 7-4.1 for a "Buckskin Rider" exercise. A duration of nine hours with no nuclear detonation prior to the fifth hour would enable the 55th Wing to also test its 440 Plan. Recommend a nine-hour exercise next year.

d. Command and Control. Command and Control was totally effective as indicated by the fact that all available aircraft and dispersal teams were dispersed, personnel were sheltered from radiation, etc. However, there was considerable evidence to indicate that communications to and from the battle staff, command post, control centers and shelters can be improved. There were numerous instances of duplicated phone calls. For example, the generation of 3902d aircraft was called to the 55th Command Post by both the 3902d Command Post and 55th Job Control. Particularly in the 55th Command Post, the receipt of duplicated calls and calls that should have been made directly to a member of the battle staff resulted in an unnecessarily heavy workload for the controllers. This diverted their attention from their primary duties. This situation will be corrected with a review of all checklists to insure efficient and proper communications plans for all activities.

e. Preattack Preparations. Preparations were effective. E-Hour was established at 1140L. The attack warning sounded at 1350L. A near-miss nuclear detonation occurred at 1400L. Attack preparations were:

(1) Non-Vital Facilities: All EWO non-essential offices were vacated and personnel reported to their EWO duty stations immediately after the exercise started at 1100L.

(2) Dispersal: All available 55SRW aircraft (16 total: 3-EB-47s, 3-KC-135s, 3-EC-135s and 7-RC-135s) were dispersed as follows:

| <u>AIRCRAFT<br/>MODEL</u> | <u>AIRCRAFT<br/>NUMBER</u> | <u>CREW<br/>NUMBER</u> | <u>AIRCRAFT<br/>COMMANDER</u> | <u>TAKEOFF<br/>TIME (Local)</u> |
|---------------------------|----------------------------|------------------------|-------------------------------|---------------------------------|
| KC-135                    | 514                        | E11                    | Culver                        | 1215                            |
| RC-135                    | 844                        | S01                    | Brooks                        | 1218                            |
| RC-135                    | 846                        | E06                    | Gyulavics                     | 1221                            |

|        |     |     |          |      |
|--------|-----|-----|----------|------|
| KC-135 | 124 | E14 | Peterson | 1223 |
| EB-47  | 316 | E80 | Crawford | 1226 |
| RC-135 | 843 | E22 | Heller   | 1227 |
| RC-135 | 848 | E33 | McCoid   | 1228 |
| EB-47  | 315 | E79 | Haynes   | 1229 |
| EC-135 | 585 | S16 | Hamner   | 1230 |
| EC-135 | 584 | E21 | Windom   | 1231 |
| RC-135 | 792 | E27 | O'Neal   | 1235 |
| RC-135 | 845 | E24 | Bones    | 1236 |
| EB-47  | 296 | E81 | Ferrell  | 1237 |
| KC-135 | 121 | E08 | Wallace  | 1244 |
| EC-135 | 052 | E12 | Krouse   | 1245 |
| RC-135 | 842 | E23 | Hicks    | 1350 |

RC-135 number 842 would have been airborne much earlier but it was delayed until the "Big Team" dispersal team had boarded. The 440 Plan disperses this team aboard two 3902d ABW KC-97s. However, the 3902d did not have enough KC-97s to support this requirement. Consequently, the 55th Commander directed the team to disperse aboard 842. Personnel assigned to the "Looking Glass" dispersal team departed at 1341L and 1345L aboard 3902d ABW T-29s numbered 494 and 818. Cargo dispersal was a 3902d ABW responsibility and is covered in paragraph e of their report.

(3) Control Centers: Teams in the Command Post, Operations and Training building and Maintenance Job Control area were activated immediately after the exercise was initiated at 1100L. At 1215L the DCO radio-equipped staff car, with four drivers, was dispatched to the flight line to establish a radio backup to the Command Post telephones. The four drivers were to use Building 539 (PF 1000) which is located adjacent to the flight line as a shelter from which they could rotate for driver duties. Thus, none of the drivers would receive excessive radiation.

(4) Shelter Management Teams: Teams were dispatched to prepare their shelters immediately after DefCon 2 was established at 1130L. At 1150L it was established that a nuclear detonation had occurred at

41° 23' N, 96° 01' W (North Omaha). At 1211L all EWO non-essential personnel were directed to report to their shelters. Fallout began at 1225L at a rate of 290R/Hr.

f. Control Centers. Functioned effectively and completed required tasks as follows:

(1) Command Post. The Commander and his battle staff were located in the Command Post. All reports on the status of personnel and equipment were channeled to the Commander through his battle staff and the Command Post Controllers. All available aircraft were dispersed prior to the 1400L near-miss nuclear detonation. The disaster preparedness plan was also implemented and all EWO non-essential personnel were directed to shelters prior to the start of fallout at 1225L. Backup communications between the Command Post and the flight line was established via a radio-equipped staff car. At 1300L the airborne Looking Glass crew was reported sick. This aircraft (047) was directed to land at Forbes AFB and aircraft 052 which had dispersed at 1245L was diverted to the Looking Glass orbit. The most significant problem encountered was in the area of communications as described in paragraph 2d above. There also was a problem in monitoring the generation status of 3902d AEW aircraft. This was a result of a generation status board that contained erroneous line numbers. The chart has been corrected and this problem will not exist on the next exercise. The Command Post Control Center did effectively control and direct all activities throughout the exercise. The minor problems encountered are being corrected.

(2) Combat Crew Control Center: This center was established in the Operations and Training building, Building 497. Crew members signed in as they arrived. By 1200L all available crew members had reported. Crews were assigned to aircraft and pre-takeoff briefings were conducted. This briefing was completed for the first six crews at 1144L and the last ten crews at 1200L. The weather officer was not present for any of the briefings. He planned to arrive for the 440 Plan scheduled briefing at 1300L. In the future he will be prepared to give remote telephonic weather briefings immediately after an exercise is initiated. At 1225L, the time fallout started, all personnel not absolutely essential to the control center function were evacuated to shelter in Building 539. At 1350L the last aircraft, RC-135 number 642, was airborne and all control center personnel moved to the shelter in Building 539. The Combat Crew Control Center performed effectively throughout the exercise.

(3) Maintenance Job Control: Located in Building 321 (Mod B). Completed their pyramid recall at 1103L and by 1115L had completed all actions required to start the generation of aircraft. At 1132L the order to prepare aircraft for emergency dispersal was received and at 1136L the status of all aircraft was relayed to the

Command Post and shelter management teams were directed to prepare their shelters. At 1151L notification of the nuclear detonation in North Omaha was received and relayed to all radio vehicles and shelter commanders. Personnel not essential to aircraft generation were evacuated to their shelters. At 1245L the last aircraft to be dispersed taxied and a simulated evacuation of control center personnel to the shelter in "Mod B" was accomplished (this move had to be simulated because of the requirement to man Job Control for the four higher headquarters directed missions flying on 22 September). A radio-equipped vehicle was parked in the area of the shelter to provide a communications backup. At 1345L an airman fell from Nose Dock 2. He appeared to have suffered several fractures and was unconscious. The hospital was notified but was saturated with emergencies and could not respond to this one. The Nose Dock 2 shelter supervisor was notified and directed to provide first aid for the airman. At 1406L the damage assessment teams were dispatched to ascertain what damage had been caused by the 1400L nuclear detonation. By 1433L the assessment teams had reported and personnel were dispatched to make essential repairs. Arrangements were made to rotate work crews in and out of the shelters to minimize the radiation dosage accumulated by each individual. Telephonic communications with the Command Post were lost at 1400L. At 1423L a radio-equipped truck was dispatched to the Command Post to establish communications. However, at 1441L normal telephonic communications were restored. The remainder of the exercise was a matter of survival under fallout conditions. Throughout this exercise the Maintenance Job Control Center effectively directed, controlled and monitored the status of its assigned resources.

#### F. Shelter Operations.

(1) Adequacy: Building 539, with a protection factor (PF) of 1000, and the basement of Building 301, with a PF of 100, were the only two adequate (with respect to radiation attenuation) shelters assigned to the 55th SRW. Buildings 321, 492, and 497 had been declared expedient shelters to be occupied only so long as absolutely necessary for personnel to remain in them to perform EWO support duties. For this exercise, all personnel did evacuate Building 497 when their EWO support duties were completed. It was necessary for personnel to remain in Buildings 321 and 492 to support the four higher headquarters directed missions that were flying on 22 September.

(2) Management Teams: Shelter management teams were on orders for each shelter, including expedient shelters, used by the 55th SRW. The shelter supervisor and radiation monitor of each team had attended the Base Disaster Preparedness School. However, in Buildings 301 and 497 the shelter monitor could not maintain the radiation exposure count on the large number of individuals who had to rotate in and out of the shelters. This problem will be corrected by



training additional monitors and assigning at least one more to each of those shelters.

(3) Processing: Building 301 did encounter a problem in processing personnel in and out of the shelter. This is an extremely large shelter with space for 18,500 individuals. One section of it had been designated for use by the 55th SRW. However, since there were no walls or boundary restraints, it was extremely difficult to control the entry and exit of personnel. This can be corrected with a number of large signs directing 55SRW personnel into and out of their designated area.

(4) Exposure Control: In all shelters, exposure control was accomplished by giving each individual an 8"x10" reproduction of the exposure control section of AF Form 1173. The shelter monitors did log the personnel in and out of the shelters and did compute radiation dosage for all personnel. However, in OMS nine individuals exceeded a total dosage in excess of 200 roentgens. One accumulated 390 roentgens because he did not realize the building in which he was working did not afford him any protection. One accumulated 276 roentgens because he misread his watch and remained outside longer than he intended. Seven others accumulated from 200 to 220 roentgens in the performance of essential duties. Continued briefings will stress the importance of an individual accumulating a roentgen count of less than 200 in accordance with AFM 355-1, paragraph 9-36.b.

h. Protective Equipment. Protective equipment was not issued for this exercise.

i. Food Service. IF rations for the noon-day meal were available to personnel in the shelters.

j. Manpower Pool. Each shelter personnel assistant maintained a log of personnel in his shelter. He was prepared to furnish personnel assistance, by AFSC, as required.

k. Medical Operations.

(1) Casualty Reporting: The 55th Command Post polled the shelters at frequent intervals for casualty reports. Updated reports were given to the 55th Commander and his battle staff and the 3902d AEW Disaster Control at 1434L, 1535L, and 1644L.

(2) Casualty Handling: The shelter Buddy Care Assistants maintained logs on personnel in the shelters. These logs included information on fatalities and the number and condition of injured personnel.

(3) Self-Aid and Buddy-Care: This was the primary system of caring for injured personnel. The casualty situation cards turned in by the shelter Buddy Care Assistants at the conclusion of the exercise contained appropriate entries pertaining to the treatment of injured personnel.

(4) SCATA Operations: Not appropriate to this report and is covered in the 3902d ABW report.

(5) Personnel Exposure Hazard Estimates: Shelter monitors did make these estimates for personnel in their shelters. See paragraph 2g(4) above.

1. Security Operations. This appears to have been satisfactory in all 55SRW areas. Shelter security appears to have been adequate with the exception of the shelter located in Building 301. As described in paragraph 2g(3) above, control of personnel in this shelter was difficult. Although security in this building did not become a problem for this exercise, the potential for a security problem was apparent. Better control of personnel as described in paragraph 2g(3) above will minimize the problem.

m. Damage Assessment: After the base had been damaged at 1400L, damage assessments were made by aircraft and equipment damage assessment teams. These teams were dispatched at 1406L. By 1433L they had made their reports and teams were dispatched to make essential repairs. These repair teams were scheduled to rotate in and out of shelters to minimize the radiation dosage accumulated by each individual.

n. Mortuary Control. See 3902d ABW report.

o. WEC Monitoring. This was simulated. Monitoring equipment was not issued for this exercise.

p. Decontamination: This appears to have been adequate for personnel, aircraft, equipment, and structures with one exception. Building 321 (Mod E) is so large that internal water outlets are not adequate to wash it down. To completely wash this building, supplemental water from trucks would be required.

q. Restoration Actions. See 3902d ABW report.

r. Plans Compatibility. The weather officer was using his War Support (440) Plan as a guide for scheduling weather briefings. This schedule is not compatible with the briefing requirements for a disaster plan. The briefings would be entirely too late. The weather officer is now prepared to give remote briefings immediately after an exercise/actual situation is known to exist.

s. Effectiveness of Base Planning. See 3902d AEW report.

t. Warning Devices. The siren implementing the exercise did not sound as planned. It had been planned to sound three one-minute blasts with one-minute intervals between. The 55th SRW Command Post Controller manually deactivated the siren approximately mid-way through the third one-minute blast. Then an automatic cycling device automatically caused the sequence of blasts to be repeated after a three-minute delay. In future exercises this problem will be eliminated. Power will be removed from the siren once the planned signal has been sounded. This will deactivate the automatic cycling feature. Additionally, the siren could not be heard in Buildings 321 and 497. Personnel in these two buildings were totally dependent upon telephonic notification that the exercise had commenced.

u. Deploying Forces. Since deployment amounted to emergency dispersal, a check of each individual's equipment was not possible. However, several dispersal team exercises have been conducted recently. During those exercises, each individual's equipment, shot record, etc., was checked.

v. Conclusions and Recommendations.

(1) General: The exercise was a success. All required tasks were completed. Aircraft with flight crews and dispersal team personnel were dispersed prior to the near-miss nuclear detonation. Personnel were sheltered from radiation to a degree consistent with EWO support requirements. Damage assessments were made and essential repairs started. Casualties received medical attention consistent with the gravity of the simulated situations.

(2) Problems: Minor problems existed in actuation of the base siren, communications, one aircraft generation board located in the Command Post, scheduled weather briefings, and personnel control in one shelter area.

(3) Recommendations: Corrective action as indicated by comments in paragraph 2, findings, will eliminate problem areas.

*Alfred C. Ritchason*  
ALFRED C. RITCHASON, Lt Col, USAF  
55th Strategic Reconnaissance Wing  
Chief Evaluator

23



SUBJECT: PACCS Communications Training

25 SEP 1967

|     |               |        |               |         |
|-----|---------------|--------|---------------|---------|
| TO: | 2 AF (DOCEO)  | 12 SAD | 42 AD         | 57 AD   |
|     | 8 AF (DOCEO)  | 18 CS  | 46 CS         | 305 BW  |
|     | 15 AF (DOCEO) | 19 AD  | 47 AD         | 821 SAD |
|     | 1 ACG (DOC)   | 22 BW  | 55 SFW        | 825 SAD |
|     | 2 BW          | 33 CS  | Det 1, 55 SFW |         |

1. The growing necessity for increased training of PACCS Communications Teams and the numerous ABNOT Netting Exercises make our present Friday training schedule obsolete. Since we are flying fewer PACCS missions, we feel each unit should use the available PACCS airborne time to their own maximum advantage. Therefore, the requirement to adhere to the previously published training schedule is rescinded. (Ref 1 ACG CLS #24, dated 29 March 67).

2. During non-graded Friday PACCS missions, you should use every opportunity to train on the various situations which may arise. Looking Glass and AUXCPs will allow maximum latitude in link degrades for this training. In A and G model relay aircraft, as much time as possible should be spent in MUX/DE MUX mode and the switchboard should be checked and exercised. While in MUX/DE MUX mode, relay aircraft will patch the first six link channels through the aircraft to assure minimum interference with battle staff communications.

5. Looking Glass entry into the NEACP Ground Stations as required by DODCE message 051700 November 1966 will continue to be accomplished on any Friday when NEACP does not conduct an airborne command post netting exercise.

4. Any communications training which might affect link continuity will be coordinated with the AUXCP and Looking Glass. Friday non-graded PACCS missions are primarily communications training missions and will be utilized as such. No down time will be logged if the lost time is either directly or indirectly a result of training. It is imperative that all echelons allow maximum latitude for this training to increase the proficiency of PACCS communications teams.

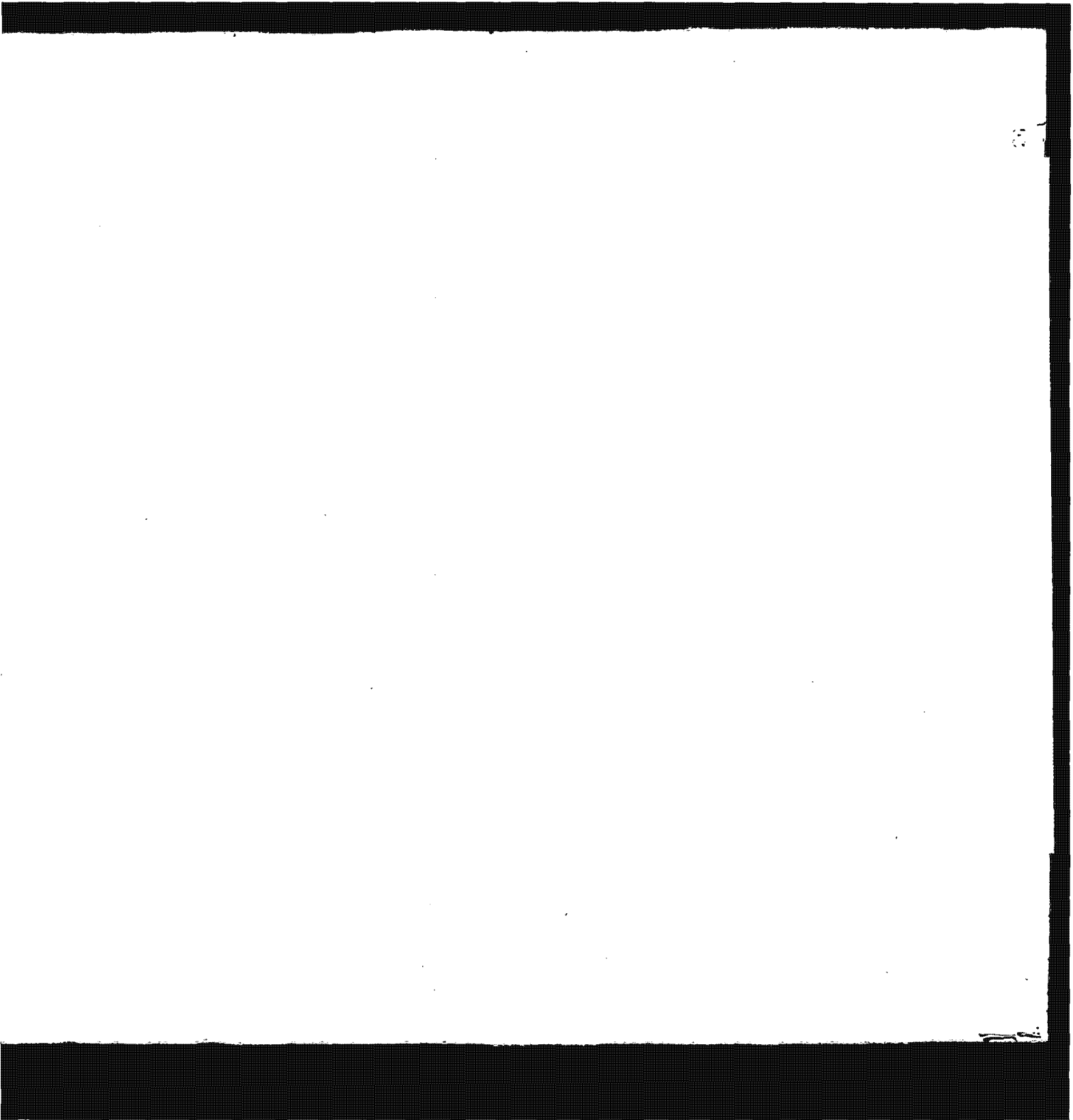
FOR THE COMMANDER IN CHIEF

CARROLL H. DONNELL, Colonel,  
Chief, Operations Division  
Directorate Comm-Elect, DCS/O

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30th SP



| JOINT MESSAGEFORM  |  |                                   |  | RESERVED FOR COMMUNICATION CENTER |  |
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| SECURITY CLASSIFICATION  |  |                                   |  |                                   |  |
| TYPE MSG   |  |                                   |  |                                   |  |
| PRECEDENCE   |  |                                   |  |                                   |  |
| ACTION   |  |                                   |  |                                   |  |
| INFO   |  |                                   |  | DTG                               |  |
| <p>FROM: 55STRATEGIC CPTUTT AFB ILLINOIS</p> <p>TO: 15 AF MARCH AFB CALIF, <span style="border: 1px solid black; border-radius: 50%; padding: 0 5px;"> </span></p> <p>UNCLAS/55000000 <u>20321</u> AUG 1967. FOR DOOTS.</p> <p>1. REQUEST 60 ADDITIONAL HOURS FOR KC-135 A/R TYPE AIRCRAFT. JUSTIFICATION: THE 1/FY 68 FLYING HOUR REQUEST DID NOT INCLUDE TIME FOR TRAINING SORTIES TO BE FLIGHT ON AIRCRAFT 124. THIS AIRCRAFT HAD NOT BEEN APPROVED FOR ASSIGNMENT TO 55 SW ON THE FLYING HOUR REQUEST, SUBMISSION DATE 5 JUN 67, AND THE AIRCRAFT WAS NOT CALLED BY THIS UNIT UNTIL 24 JUL 67. THE LOSS OF AIRCRAFT 165 DOES NOT NEGATE THE REQUIREMENT FOR ADDITIONAL TIME. AIRCRAFT 165 HAD BEEN PROGRAMED TO FLY OPERATIONAL MISSIONS FOR TWO MONTHS OF THIS QUARTER. THE FLYING HOURS SCHEDULED TO BE FLIGHT ON OPERATIONAL SORTIES ARE NOT SUFFICIENT TO COVER THE REQUIRED TRAINING SORTIES ON AIRCRAFT 124.</p> <p>2. THE FORECAST FOR KC-135 AIRCRAFT IS AN UNDERFLY OF THE ALLOCATED FLYING TIME OF 100 HOURS. JUSTIFICATION: FLYING HOURS ALLOCATED WERE HIGHER THAN REQUESTED. FLYING OPERATIONAL SORTIES AND BEING FLIGHT THAN ESTIMATED IN THE FLYING HOUR REQUEST.</p> |  |                                   |  |                                   |  |
| SPECIAL INSTRUCTIONS   |  |                                   |  |                                   |  |
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| TYPED NAME AND TITLE   |  | PHONE                             |  | SIGNATURE                         |  |
| DAVID R. SCHUBERT, LACOL, USAF   |  | 3430                              |  | 20321 SP                          |  |
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| DAVID R. SCHUBERT, LACOL, USAF   |  | QUENTIN L. HANCOCK, Colonel, USAF |  |                                   |  |
| SECURITY CLASSIFICATION  |  | REGARDING INSTRUCTIONS            |  |                                   |  |
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DD FORM 173

REPLACES EDITION OF 1 MAY 65 WHICH MAY BE USED U.S. GOVERNMENT PRINTING OFFICE: 1964 O-351-011

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| ABBREVIATED . NT MESSAGEFORM<br>and/or CONTINUATION SHEET  |             |             |                | SECURITY CLASSIFICATION<br>UNCLASSIFIED |  |
| PRECEDENCE<br>ON<br>PRIORITY   | RELEASED BY | DRAFTED BY  | PHONE          |   |  |
| <p>29</p> <p>3. B-47 FLYING HOURS ARE SUFFICIENT TO FLY HIGH HEADQUARTERS<br/>MISSIONS AND PROVED TRAINING SORTIES.</p> <p>4. REQUEST 25 ADDITIONAL FLYING HOURS FOR B-47 AIRCRAFT.</p> <p>JUSTIFICATION: ADDITIONAL OPERATIONAL SORTIES NOT ORIGINALLY<br/>PROGRAMMED WERE AT OL 7, ALSO, ALL B-47 CREWS HAVE NOW BEEN RECALLED<br/>FROM OPERATING LOCATIONS. LOCAL TRAINING SORTIES REQUIRE MORE FLYING<br/>HOURS THAN OPERATIONAL MISSIONS. ADDITIONAL FLYING HOURS WILL ALLOW<br/>CREWS TO AVERAGE THREE TRAINING SORTIES PER MONTH AT HOME STATION.<br/>IN ADDITION, SEVEN STAFF PILOTS AND FIVE STAFF NAVIGATORS WHICH<br/>NORMALLY RUN OPERATING LOCATIONS WILL NOW REQUIRE TRAINING SORTIES<br/>AT A RATE OF 2 PER MONTH TO COMPLETE REQUIREMENTS OF AFM 60-1.</p> |             |             |                |   |  |
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DD FORM 173-1

REPLACES EDITION OF 1 MAY 59 WHICH MAY BE USED.



27

PTTUZYUW RUMBNVA1017 2520242-UUUU-RUCSAAA

ZNR UUUUU

P 031500Z SEP 67

FM 15AF MARCH AFB CALIF

TO AIG 721

ZEN/22BW MARCH AFB CALIF

AIG 719

ZEN/22BW MARCH AFB CALIF

BT

UNCLAS/DO 38216 SEP 67.

FOR DCO. I HAVE JUST COMPLETED A REVIEW OF OUR QUARTERLY FLYING HOUR ALLOCATIONS AND AM CONCERNED OVER UNIT MANAGEMENT OF OUR KC-135 FLYING HOUR PROGRAM. FIVE OF EIGHT TANKER UNITS FLEW MORE HOURS IN AUGUST THAN PROGRAMMED FOR IN JULY, CONTRARY TO INSTRUCTIONS FROM THIS HEADQUARTERS. REF 15AF DO 01936, JUL 67, AND SUBSEQUENT TELECONS BY 15AF DOTS PERSONNEL. CONSEQUENTLY, TRAINING HOURS AVAILABLE FOR SEPTEMBER ARE BELOW ACCEPTABLE LIMITS IN SOME UNITS. THERE WILL NOT BE ADDITIONAL KC-135 FLYING HOURS AVAILABLE FOR THIS QUARTER'S OPERATION, AND INDICATIONS ARE THAT THE OCT-DEC QUARTER MAY BE FURTHER REDUCED. EACH UNIT MUST PROGRAM ALLOCATED FLYING HOURS TO INSURE EQUITABLE QUARTERLY DISTRIBUTION TO MEET TRAINING REQUIREMENTS. YOU CLOSE

PRIORITY

C.O.B.

30

H-55 DCO  
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PAGE 2 RUMBNVA1017 UNCLAS

PERSONAL MONITORING OF THIS CRITICAL PROGRAM IS MANDATORY TO PROVIDE BEST BALANCED PROGRAM WITH REDUCED FLYING HOUR ALLOCATIONS.

BT

2

# PRIORITY

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TO RUSSIAA/CIC

INFO RUSSIAA/139WD DAVIS MONTHAN AFB ARIZ

RUSSIAA/55STRATACOMMS OFFUTT AFB NEBR

BT

UNCLAS 000 49704 SEP 67.

FOR DATA. INFO: 12000 (00); 55SRW (00). SUBJ: AFR 60-7 MAXIMUM  
 FLYING TIME WAIVER.

1. THE FOLLOWING UNCLAS 55SRW 000 20358, 19 SEP 67 MESSAGE IS  
 QUOTED: QUOTE. "DURING THE PAST THREE MONTHS, THREE FLIGHT  
 TRAFFIC SPECIALISTS OF THE 38THS, FLYING IN SUPPORT OF LOOKING  
 CLAW OPERATIONS, HAVE EXCEEDED THE MAXIMUM FLYING TIME RESTRICTION  
 IMPOSED BY AFR 60-7. EXCESS FLYING RESULTED FROM 60 PER CENT  
 MANNING IN THEIR AFSC PLUS EMERGENCY LEAVES AND DNI'S. WITH THE  
 CURRENT MANNING OF SIX FTS, PROJECTED SCHEDULING INDICATES FOUR  
 INDIVIDUALS WILL EXCEED 120 HOURS IN SEPTEMBER AND 330 HOURS FOR  
 THE CALENDAR QUARTER. PROJECTED PERSONNEL GAINS TO 80 PERCENT  
 MANNING WILL PROVIDE RELIEF FROM THIS SITUATION BY MID-OCTOBER.  
 REQUEST YOUR CONCURRENCE IN CONTINUING THIS SCHEDULE IN ORDER TO

DATE 18 Sept 67  
 TIME RECEIVED 2100  
 RECEIVED 55  
 ACTION TAKEN ALP  
OD

55SRW

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TYPE 1 MONITORING UNIT

WARRANTY FTS SERVICES ON LOOKING CLASS SORTIES." URGENT.

2. REQUEST WARRIOR IN PARA 9 (A), AFM 62-7, FOR THE FOLLOWING  
55000 FLIGHT TRAFFIC SPECIALISTS FOR MONTH OF SEPTEMBER AND FOR  
QUARTER ENDING 30 SEPTEMBER 1967.

A. AIC GAUST, DAVID W., AF14451919

TOTALS: 140:15 FOR SEPTEMBER

332:40 FOR QUARTER

B. AIC MONTGOMERY, EUGENE W., AF15512885

TOTALS: 142:50 FOR SEPTEMBER

356:05 FOR QUARTER

C. AIC BRUCE, EARL W., AF14919373

TOTALS: 140:05 FOR SEPTEMBER

359:10 FOR QUARTER

D. SGT MCPECK, VERNON B., AF17228791

TOTAL: 339:03 FOR QUARTER.

BT

2

55DCO

DD FORM 1367

Flight Simulator Evaluations for EB-47 Pilots

File  
MGT-1  
SM

32

15AF (DOT)

1. Request a waiver of the requirement in SACH 51-4, Vol I, to administer simulator evaluation missions to EB-47 pilots. Further, recommend that SACH 51-4, Vol I, Par 6-12a, be changed to delete this requirement for EB-47 Pilots.

2. EB-47 crews presently go TDY to McClellan AFB for simulator training. To administer a SACH 51-4 evaluation a standardization pilot must go TDY with each crew or combination of crews/staff pilots. Deletion of the requirement would result in a considerable savings in TDY funds.

3. The one-week simulator refresher training course provided by the 9th Weather Recon Wing at McClellan AFB is an excellent course and we should continue to take advantage of it, but it is not considered valid that pilots assigned to another command should evaluate SAC pilots. This plan also poses difficult scheduling problems in providing EB-47 crews against availability of MAC evaluators.

4. Past records of extremely low failure rates in EB-47 simulator checks indicates a limited value of this type evaluation. Applicable emergency procedures will be simulated in flight and evaluated. Emergency procedures which cannot be evaluated in flight will be evaluated on the ground in accordance with SACH 51-4, Par 6-12c.

FOR THE COMMANDER

QUENTIN L. HANCOCK, Colonel, USAF  
Deputy Commander for Operations

Copy to:  
125AD (DO)

55CAS READ FILE

33845PS

HL

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~~SECRET~~

DEPARTMENT OF THE AIR FORCE  
HEADQUARTERS 55TH STRATEGIC RECONNAISSANCE WING (SAC)  
OFFUTT AIR FORCE BASE, NEBRASKA, 68113



REPLY TO  
ATTN OF: 55DCRM

2 August 1967

33

SUBJECT: PAR/SPAR. Unit Progress Report (RCS: SAC-U89) (U)  
55th Strat Recon Wg. As of 31 July 1967  
(EYES ONLY - SPAR Clearance Required)

TO: 15AF (DCRM/Mr. Snyder or Mrs. Terry) (12)

SAC PROGRAMMING PLAN NO. 9-65, 55th Strat Recon Wg Program

1. ~~(S)~~ COMMANDER'S COMMENTS: Eight RC-135C aircraft are now possessed by the wing; aircraft number eight arrived on 26 July 1967. Aircraft nine and ten are scheduled for delivery in August and September respectively. Although several problem areas still exist, progress is being made in all except supply support of necessary (LRU) Line Replacement Units and bits and pieces necessary to satisfy AWP requirements. During hot weather periods, the truck-mounted air conditioning units are become a pacing factor around which ASD-1 system maintenance must be planned. Only four of the six authorized truck-mounted air conditioners are on hand. Six units will not be adequate. The Wing is submitting justification for additional units based on experience gained in June and July.

2. ~~(S)~~ (U) STATUS SUMMARIES:

a. ~~(S)~~ Deputy Commander for Operations: As of 31 July, the 343rd SRS has 17 formed and 16 combat-ready crews. The 18th crew has not been formed because of a shortage of available resources in EW Officers, E1575. A total of seven EW Officers are presently attending FTD Course ASD-1/ALQ-70 OFF-1575-1 as the academic prerequisite for flight training in the RC-135C. After completion of this course on 24 August, these crewmembers will become available resources. These personnel will be trained on an individual proficiency basis with each trainee being scheduled for an average of six instructional flights prior to a SACM 51-4 evaluation. Target date for completion of this training is 30 September. With the projected transfer of six EW Officers in the near future --- one as a staff officer to 6th Strat Wg in August, four to the 55th SRW staff in late

GROUP IV  
Downgraded at 3 year intervals;  
Declassified after 12 years.

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55DCRM 67-33

~~SECRET~~

September, and one to SAC DPLC in October --- resources will allow the last crew to be formed if there are no additional levies against E1575 resources. Transfer of the four EW Officers from the crew force to the 55SRW staff has been approved by SAC DP and eliminates the Operations Staff Manning Soft Spot previously reported (ref: para 3a(2), 55SRW U-89 Report as of 30 June 1967). *see last page*

b. ~~(S)~~ Deputy Commander for Maintenance: Significant problems which have been recognized for several months continue to exist in the areas of Available Trained Maintenance Personnel, Supply Spares Lay-In, Technical Data Availability, and Equipment Delivery. All problem areas are improving gradually except supply support of necessary LRU Line Replacement Units and bits and pieces necessary to satisfy AWP requirements.

c. (U) Facilities: Offutt Project 84-7 (Construction of OMS Orderly room) has been approved by SAC; it is still awaiting Fiscal Year 68 funding. Offutt Project 152-7 (Construction of Flight Stewards' and Debriefing Facilities) is to be in construction in October 1967. Until these facilities are constructed, continued use of presently approved alert trailers is essential. Reference is made to SAC (DM3B) letter, "House Trailers", 14 July 1967, to 3902d AB Wg which indicates a requirement to expedite the removal of these trailers, and 3902d AB Wg BDCS indorsement thereto, 19 July 1967. 55th SRW reply, 25 July 1967, requested retention until facilities are available and expedited action by SAC to fund and initiate necessary construction.

A plan for expansion of Operations Building 497 has been submitted to 3902d AB Wg for processing and submission to higher headquarters. This request involves approximately 6,000 square feet of additional floor space to accommodate operations functions existing in overcrowded conditions. This deficiency was previously reported (ref: 3a(1) 55SRW U-89 Report as of 31 May 1967).

d. (U) Administration: All tasks will be accomplished on schedule.

e. (U) Management Analysis: All tasks will be accomplished on schedule.

f. (U) Supply: See Deputy Commander for Maintenance "Problems" for comments on Supply Spares Lay-In (paragraph 4a(2), this report) and Equipment Delivery (paragraph 4a(4), this report).

~~SECRET~~

g. (U) Personnel:

(1) See Deputy Commander for Operations "Status Summary" for comments on crew personnel (paragraph 2a, this report).

(2) See Deputy Commander for Operations "Soft Spots" for comments on Intelligence Manning (paragraph 3a, this report).

(3) See Deputy Commander for Maintenance "Problems" for comments on Available Trained Maintenance Personnel (paragraph 4a(1), this report).

h. (U) Communications: See Deputy Commander for Maintenance "Soft Spot" for comments on Non-Tactical Maintenance Radio Nets (paragraph 3b(1), this report).

3. (U) SOFT SPOTS:

a. Deputy Commander for Operations: Intelligence Manning: The lack of sufficient spaces on the UMD for Intelligence Officers, AFSC 8054, continues to limit ability for full time support of a fully operational unit. A letter containing justification for these spaces has been forwarded to SAC MET requesting management engineering services.

b. Deputy Commander for Maintenance:

(1) Maintenance Communications: The estimated July 1967 date for installation of the maintenance non-tactical radio net has been changed to an indefinite status. The delay of installation is caused by a labor dispute at the RCA factory and the contractor is unable to provide an estimated date of installation. The delay of installation of the two net radio capability causes saturation of the presently installed radio net during recovery periods and hinders overall maintenance efforts.

(2) In-Flight Maintenance Capability Limitations: As noted in prior U-89 reports, the scope of inflight maintenance continues to be limited by the lack of LRU extender fixtures and cables. Proposed specifications for air and ground maintenance aids, were forwarded to 15AF (DM4BR) by 55DCM letter on 15 June 1967, Subject: "USD-7 On Board Test Equipment Extender Shelves and Cables (RC-135)."

No reply has been received from SAC. (Ref 15AF indorsement of this requirement to SAC (DM4C) on 23 June 1967).

4. (U) PROBLEMS:

a. Deputy Commander for Maintenance:

(1) Available Trained Maintenance Personnel: As of July 1967, the RC-135C SPO is providing the 55SRW with eight contractor personnel for Big Team support. Headquarters SAC has assured 15AF and 55SRW that USD-7 trained personnel will be deferred from reassignment for two years in order that stability in USD-7 systems skill can be achieved. Firm training programs have been established for 3-level skilled airmen. The volume of 3-level personnel to be trained will require continued contractor support for several months.

(2) Supply Spares Lay-In: Despite the contractor repair and return program established by WtAMA, untimely supply support of bits and pieces continues to cause large quantities of components to be AWP or to be held repairable at contractor facilities. Shortages of these components for replacement in aircraft, therefore, continue to cause cannibalizations which degrade the unit capability. A follow-on SAC/AFLC/ASD conference at Offutt on this subject 18 - 20 July 1967 established an extension to the present contract for the purchase of parts by the contractor in direct support of AWP requirements at Offutt AFB. To date, only minimum improvement has been experienced.

(3) Technical Data Availability: ECM equipment (LRU 480/CV2119) is still not covered by maintenance tech data. Action is still required to support the 55SRW with adequate Illustrated Parts Breakdown (IPBs) for the ASD-1 system. (Ref SAC msg DM4C 38429, 18 May 1967).

(4) Equipment Delivery: In accordance with 15AF Letter, DCRM, Subject: "Progress Reporting Requirements, RCS: SAC-U89", 10 Jan 1967, the AGE and test equipment on-hand percentage for the 55SRW remains 86%.

(a) Three AN/MSM-42 Fault Locators are on hand. Two of these presently possess a digital check-out capability with the third unit requiring an air conditioning compressor which is being repaired by the SPO. RF capability has not yet been completely demonstrated in the MSM-42 and testing is continuing with contractor support.

(b) The 55SRW has received only two of the presently authorized quantity of three each 125KVA generators. The third generator is expected from Martin Company with delivery of the last RC-135C aircraft. Three additional generators are required. This shortage will continue to limit maintenance capability. (Ref SAC messages DM-C-45353, June 67 and DM3B-44465, June 1967). ASD message ASRR-14236, July 67 indicates that procurement has been initiated on only two of the necessary three additional generators.

(c) Only four of the authorized six truck-mounted air conditioners are on hand with the additional two scheduled with the delivery of the last RC-135C aircraft. This scheduled delivery continues to be disproportionate to the relative quantity of aircraft and sorties at Martin Company and Offutt Air Force Base.

(d) Repair parts to support ASN-53 air conditioners continue to be a significant problem. A listing of anticipated repair parts for the G320 (ASN-53) air conditioner was forwarded to SAAMA for identification to Federal stock numbers in 3902 AB Wg message TROD-1 16438, 6 June 1967. SAAMA reply, SAARACANE 79140, 7 June 1967 identified only six of the 19 items to a Federal Stock Number. The remaining items were either not in provisioning documents, or assigned NC numbers or source coded K and suggesting local manufacture or local purchase. Two air conditioners which were returned to SAAMA for repair because of the lack of spare parts are expected to require 4 to 6 months to procure necessary parts. The need is urgent for proper source coding and the assignment of Federal Stock Numbers for these parts. This problem was designated an action item for SAAMA at the 18-20 July 67 SAC/AFPLC/ASD conference at Offutt AFB.

(e) A requirement still exists to provide necessary parts for the MC-1 blower assembly for Centrifugal Fan (GED 7216) or to identify and procure a satisfactory substitute for the ASN-53 air conditioner for RC-135C aircraft.

(f) Items of equipment which are essential to the calibration and checkout of the ASN-53 bench set, Photo equipment, and ECM are listed in Attachment 1.

(g) ECM items AWP listed in prior U-2J reports which have not yet been received and continue to have unrealistic EDDs are as follows:

| LN               | NOCN         | TYPE    | QDD | QDD LBL          |
|------------------|--------------|---------|-----|------------------|
| 0025-LO347484600 | Artn Pad     | AM-1250 | 105 | FE4600 7039 1039 |
| 0025-LO347484600 | Adapter      | AM-1250 | 105 | FE4600 7039 1039 |
| 0025-LO347484600 | Capload Assy | AM-1250 | 105 | FE4600 7039 1039 |
| 0025-LO347484600 | RX Meter     | AM-1250 | 105 | FE4600 7039 1039 |
|                  | Adapter      |         |     |                  |
| 0025-LO347474600 | Power Supply | AM-1250 | 105 | FE4600 7039 1039 |

SAC PROGRAMMING PLAN NO. 14-66, Airborne Launch Control System:

1. (C) COMMANDER'S COMMENTS: Personnel shortages in PACCS Maintenance continue to exist; other actions are on schedule and/or completed.

2. (C) STATUS SUMMARIES:

a. Deputy Commander for Operations: All actions completed.

b. Deputy Commander for Maintenance: Personnel shortages in PACCS (CO.NGA) Maintenance continue to result in heavy workloads which will exist until all PACCS personnel can be trained to support ALCS.

3. (C) SHORT SPOTS:

a. Deputy Commander for Maintenance: PACCS Maintenance Personnel Looking Glass Communications (PACCS), is authorized 33 technicians of which 32 are assigned. Fourteen PACCS personnel are presently ALCS trained with three additional to complete FTD in August and three per month thereafter. Shortages are expected until after September 1967. (Ref: SAC Msg DPAPP 47217, June 1967).

4. PROBLEMS: None

*[Signature]*  
W. E. RIGGS, Colonel, USAF  
Commander

1 Atch  
Nav, Photo & ECM Equipment (C)

Copies to:  
129AD (EO) (1) 55OTPD (1)  
55DCM (2) 3902d AL (1) (1)  
55DCO (2) 3902d ALWG (DP) (1)  
55CAS (1) 3902d ALWG (DCS) (1)

5. 1. 1967: A follow-up with 3-60 AMM<sub>2</sub> (HMO), 1-1 June 67, shows this item is back order but in EPO of 7210 and a sub. HMO of 6-28-676-3324 is being delivered.

31



3 October 1967

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U.S. DEPARTMENT OF JUSTICE, FBI, 941, Grand Avenue, N.W., Washington, D.C. 20535

2. SAC NYT is presently evaluating the Population Branch of Field Intelligence Division. Results of the survey are expected in December 1968. Any personnel action taken as a result of an increase in the total staff will not appear in the wing before April 1969. Meanwhile the branch will be carrying a reduced complement relative to their authorized strength. Their requirement was initially placed out in SAC NYT's report to the OPDNY SAC NYT, 6 November 1966.

7.  $\frac{1}{2} \times \frac{1}{2} = \frac{1}{4}$  (The probability of getting a head on the first coin and a tail on the second coin is  $\frac{1}{4}$ .)

[illegible]

4. Summary History of the Maintenance: One AC-135 aircraft is not to be considered. Significant problems and cost items which have been reported for several months continue to improve. Supply lists and plans to satisfy AMP requirements continues to be dependent upon contractor

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1. THP-P is the lack of maintenance by affect future availability of all of trained personnel is not achieved. THP-P is presently maintaining Production Shop maintenance requirements. Problems continue in the area of some equipment delivery, and system reliability problems are associated with increased utilization.

2. Facilities: Offcut Project 54-7 (Construction of GWT Only Room) and Offcut Project 1,2-7 (Construction of Flight Stencils and Briefing Facilities) have not been funded as yet. In view of the present funding problem, it is essential that the presently approved "House Trailers" continue to be made available in lieu of these facilities. Reference is made to SAC THP letter, "House Trailers", dated 21 July 1967, JGSCW cover on 23 July 1967, and letter to JGSCW on 25 September 1967. The need to construct an extension to Bldg 497 is still in preparation by the JGSCW-AM. Final details should be completed and ready for submission to SAC THP by 6 October 1967.

3. Information: All tasks will be accomplished on time.

4. Management/Analysis: All tasks will be accomplished on time.

5. Summary: The Deputy Commander for Maintenance "Soft Spots" for comments on Supply Spares Log-In (para 1c 5) this report and "Problems" reports on "Equipment Delivery" (para 4a 1).

6. Recommendations:

(1) The Deputy Commander for Operations "Status Summary" for comments on crew personnel (para 7a, this report).

(2) The Deputy Commander for Maintenance "Soft Spots" for comments on the "Deficient Maintenance Personnel" (para 3a 4).

(3) The Deputy Commander for Maintenance "Soft Spot" for comments on Maintenance Circumstances (para 3a 1).

7. SOFT SPOT:

8. Deputy Commander for Maintenance:

(1) Maintenance Personnel: The estimated July 1967 date for the completion of maintenance non-tactical radio was changed to an earlier date, as reported previously. The contractor is still unable to provide a firm date of installation. The lack of installation of the radio has capability continues to cause saturation of the presently installed radio and during recovery periods and hinder overall maintenance efforts.

(2) In-Flight Maintenance Capability Limitations: The scope of in-flight maintenance and maintenance at overseas locations continues to be limited by the lack of IAU extender fixtures and cables. Proposed specifications for air and ground maintenance aids were forwarded to

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AD (H-1) 1-1. SAC Letter on 10 June 1967, Subject: "HSD-7 On Board 1-1. Requested Exterior Shelves and Stairs (AC-35)." No reply has been received from SAC. (Ref 15AF Indocment of this requirement to SAC (15AF-6) on 13 June 1967).

(2) 74AF-P. Airframe Maintenance Backlog: T.O. CO-25-107 request for personnel, for the Production Branch, is awaiting SAC action. Available personnel are below required level. Losses of skilled personnel continues to affect mission capability. The request was submitted 13 August 1967. It is noted, that although prior request for additional HSD positions submitted 9 May 1966 has not been approved, SAC WTT is now surveying the Production Branch manpower requirement. It is noted that J-47 engine test has not yet been established for support of SR-47 aircraft. (Ref. COMUSMACV COMPL-3513, Sep 67)

(3) Aviation: Trained In-house Personnel: Project Pivot Asher continues to request for HSD personnel despite the fact the HSD positions for this project are in the 6 SMT. Reference USAF msg (S) DPMX-0061 dated 14 August 1967 and SAC msg DSA-A-07263 dated 3 Aug 67. Headquarters SAC requirement of trained HSD-7 personnel from reassignment for two years has resulted materially in improved support capability. The volume of HSD personnel to be trained, however, will continue to require contractor support.

(4) Aviation: Ground Support: Contractor repair and return program for HSD-7 aircraft. The contractor supply support of parts and plastic repair to the quality of A/P components. Continued action of certain HSD-7 is still required to support operational aircraft. A commitment exists to support HSD-7 at OPBitt with additional ACP for ASD-1 support of repair to relieve the ACP backlog and spare pipeline to contractor support facilities. Reference SAC msg DPMX 50411 dated 15 Aug 1967, and ASD-1 ASD-1-14223 dated 21 Aug 67. HSD items ACP which are components of HSD-7 back-up, listed in prior U-7 reports which have not yet been received for acquisition through local purchase channels and do not have HSD-7. As long as these items continue to be required, no serious impact has yet resulted.

| ITEM            | REQD     | TYPE    | ACQ NO.          |
|-----------------|----------|---------|------------------|
| 12P3-2A1D-5-4-1 | Avionics | ACQ-25C | 77-000 7023 1017 |
| 12P3-2A1D-5-4-2 | Avionics | ACQ-25C | 77-000 7023 1017 |
| 12P3-2A1D-5-4-3 | Avionics | ACQ-25C | 77-000 7023 1017 |

(5) Technical Data Available: ECM equipment (L-1 400/JOV11) is not yet covered by maintenance tech data. Action to support the 50S-11 with adequate Illustrated Parts Breakdown (IPBs) for the ASD-1 system is still underway. (Ref SAC msg DPMX 30450, 18 May 1967). Those areas still lacking are: 12P3-2A1D-5-4-1, 12P3-2A1D-5-4-2, 12P3-2A1D-5-4-3, 12P3-2ASR-5-4-3, and 12P3-2ASR-5-4-4.

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1. SUBJECT:

2. Primary Element for Maintenance:

(1) Equipment Delivery: In accordance with 1947 letter, DCM, Subject: "Progress Reporting Requirements, RCS: SAC-URP," 10 Jan 67, the ASD and test equipment on-hand percentage for the 555EW is 90%.

(a) Three AN/RCM-47 Fault locators are on hand. CPO commenced repair of RCM-47 started in September 1967. Reference is made to SAC MIA (c) DPLC-06517 dated 10 Aug 1967.

(1) The 1. SAC has received only two of the previously authorized quantity of three each 125KVA generators. The third generator is expected from Martin company with delivery of the last KC-135 aircraft. Three additional generators are required. This shortage will continue to limit maintenance capability. ASD msg ASRM-14236, July 67 indicates that procurement was to be initiated on only two of the necessary three additional generators. SAC msg DM3B-0.000 dated 26 Sep 67, recommended that the additional procurement was lagging seriously and that action should be taken by COMA to divert one 125KVA generator from COMA to OMAF on 1 October 1967.

(2) Six of the authorized six truck mounted air conditioners are on hand. Request for an increase in authorized quantity of truck mounted air conditioners and M-1 blowers has been submitted to satisfy test and maintenance experience during CAT III testing. SAC DMAR is current in obtaining authorized quantities with AFPC and ASD.

(3) Additional GSM-73/HSM-200 and GSM-20/HSM-200 are required for the support of ASD-1 system components. (Reference MSGM msg ASD-1, 15 Aug 67; SAC msg; DMAR 10041, dated 15 Aug 67; and ASD 10041 dated 21 Aug 1967). These equipment sets are critically needed. As of this date, twenty-two units are ACM on the GSM-73. Until at least one more are procured, the sets at OMAF should be loaned to SAC for use at OMAF.

(4) System Reliability: System reliability of the AN/A-1-S has been improved due largely to the ANU-424, IP570/AID-5 (MTR) multiple line test report. SACM Maintenance Report (555EW-2-67-86, submitted by 555EW-2000, dated 16 June 1967) and follow-up msg 555DCM-24695, dated 10 Sep 67 have not received replies. Repeat UR's are currently being prepared, and high failure LRU's will be reported in Category III test report for month of September 1967.

*W E Regin*

W. E. RIGGS, Colonel, USAF  
Commander

Copies to: 125AD (DO) (1)

|           |                     |
|-----------|---------------------|
| 55ECM (2) | 55CTTD (1)          |
| 55DCO (2) | 3902ABWG (FC) (1)   |
| 55CAS (1) | 3902ABWG (RP) (1)   |
| 55CXI (3) | 3902ABWG (BDCS) (1) |

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| JOINT MESSAGEFORM                          |      |                        |           | RESERVED FOR COMMUNICATION CENTER                                 |  |
|--|------|------------------------|-----------|---|--|
| SECURITY CLASSIFICATION                    |      |                        |           |   |  |
| CONFIDENTIAL                               |      |                        |           |   |  |
| TYPE MSG                                   | BOOK | MULTI<br>X             | SINGLE    |   |  |
| PRIORITY                                   |      |                        |           |   |  |
| ACTION                                     |      |                        |           |   |  |
| INFO                                       | SAC  |                        | DTG       |   |  |
| FROM:                                      |      |                        |           | SPECIAL INSTRUCTIONS  |  |
| TO:  |      |                        |           | DOWNGRADED AT 12 YEAR<br>FROM DATE OF DECLASSIFICATION<br>10-1-87 |  |
| CSAF                                       |      |                        |           |   |  |
| AFSC                                       |      |                        |           |   |  |
| ASD WPAFB OHIO                             |      |                        |           |   |  |
| 15AF WARCH AFB CALIF                       |      |                        |           |   |  |
| 55STRATRECONWG OAFB NEBR (MESSENGER)       |      |                        |           |   |  |
| INFO: AFIC                                 |      |                        |           |   |  |
| OCAMA TINKER AFB OKLA                      |      |                        |           |   |  |
| WRAMA ROBINS AFB GA                        |      |                        |           |   |  |
| 12STRATAEROSPDIV DAVIS-MONTHAN AFB ARIZ    |      |                        |           |   |  |
| RADG GRIFFISS AFB NY                       |      |                        |           |   |  |
| 544AEROSPRECONTECHWG OAFB NEBR (MESSENGER) |      |                        |           |   |  |
| USAFSS                                     |      |                        |           |   |  |
| 6940SCTYWG GOODFELLOW AFB TEX              |      |                        |           |   |  |
| 6949SCTYSO OAFB NEBR (MESSENGER)           |      |                        |           |   |  |
| ATC  |      |                        |           |   |  |
| 3902ABWG OAFB NEBR (MESSENGER)             |      |                        |           |   |  |
| TYPED NAME AND TITLE                       |      | 2908                   | SIGNATURE |   |  |
| MRS FRANCIS P DUBE                         |      |                        | signed    |   |  |
| Aircraft Branch                            |      |                        |           |   |  |
| Recon Division                             |      |                        |           |   |  |
| DCS/Plans                                  |      |                        |           |   |  |
| SECURITY CLASSIFICATION                    |      | REGRADING INSTRUCTIONS |           |   |  |
| CONFIDENTIAL                               |      |                        |           |   |  |

55RM (C)

| ABBREVIATED JOINT MESSAGE FORM<br>and or CONTINUATION SHEET   |             |            |              | SECURITY CLASSIFICATION<br><del>CONFIDENTIAL</del> |  |
|---|-------------|------------|--------------|--|--|
| PREPARED BY   | RELEASED BY | DRAFTED BY | PHONE        |  |  |
| <p style="text-align: right;">34</p> <p>CONFIDENTIAL LINDIS (PAR/SPAR) DPLC <u>10376</u> OCT 67.</p> <p>FOR PAR/SPAR CONTACT OFFICERS. FOR CSAF (AFSPDA, AFXOPFR,"</p> <p>AFSPDOA, AFRDRE, AFNINCA); AFSC (SCSR); ASD (ASR); 15AF</p> <p>(DPL, DO, DM, DI); 55SRW (C, CAT III TP); AFIC (MCOO,</p> <p>MCMT); OCONA (OCNC); WRAMA (WRNT); 12SAD (DO, DM); RADC</p> <p>(EMIAF); 544ARTW (C); USAFSS (TMC, ODC); ATC (ATTES-E,</p> <p>ATTAT-B); 3902ABW (C); 6949SS (C); 6940SW (C); ASD</p> <p>(SACSO). SUBJ: (PAR/SPAR) RC-135C CAT III TESTING (U).</p> <p>1. SAC has satisfactorily completed the preplanned</p> <p>objectives of the RC-135C Category III test as outlined</p> <p>in the test plan dated Feb 66. We have identified the</p> <p>weapon system capabilities, limitations and deficiencies</p> <p>in the operational environment. As a result, we have</p> <p>terminated Category III test on 30 Sep 67. The weapon</p> <p>system capabilities, limitations and deficiencies will</p> <p>be outlined in detail in our final Category III report.</p> <p>2. FOR 15AF. This office will continue to maintain</p> <p>direct communications with the Category III test force</p> |             |            |              |  |  |
| CONTROL NO.   | TOR/TOD     | PAGE NO.   | NO. OF PAGES | MESSAGE IDENTIFICATION                             |  |
|   |             | 2          | 3            | DPLC OCT 67.                                       |  |
| REGRADE INSTRUCTIONS  |             |            |              | SECURITY CLASSIFICATION <del>CONFIDENTIAL</del>    |  |

DD FORM 1 NOV 63 173-1

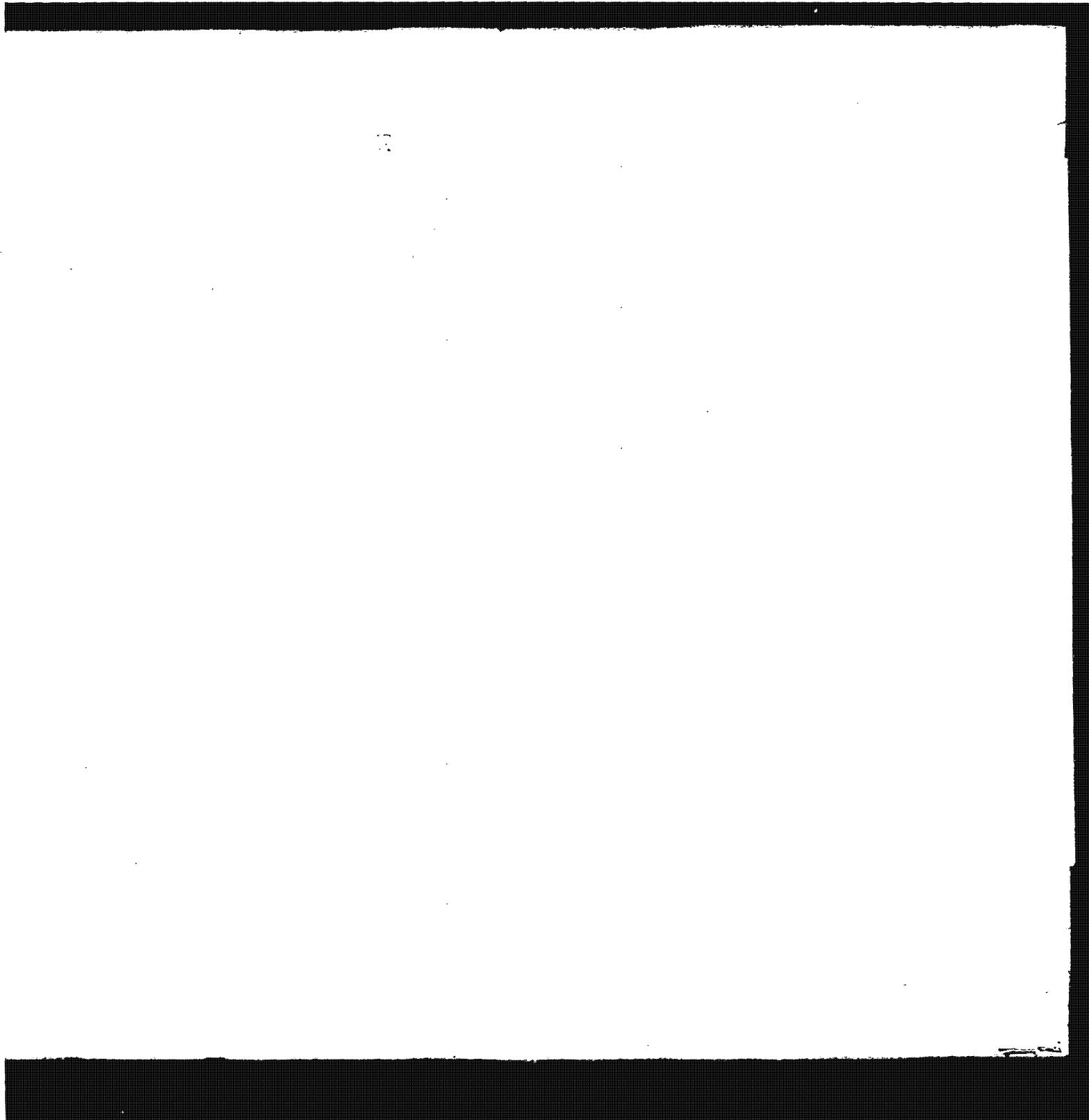
REPLACES EDITION OF 1 MAY 58 WHICH MAY BE USED.

| ABBREVIATED JOINT MESSAGE FORM<br>and or CONTINUATION SHEET   |             |            |       | SECURITY CLASSIFICATION - <del>SECRET</del> |  |
|---|-------------|------------|-------|---|--|
| PRIORITY  | RELEASED BY | DRAFTED BY | PHONE |   |  |
| <p>until completion of the final report. The purpose of<br/> this direct communication is to complete testing<br/> required to close out the remaining Category II Open<br/> Areas. GP 3.</p> |             |            |       |   |  |
| <p>34</p>   |             |            |       |   |  |
| <p>CONTROL NO. TOR/TOD PAGE NO. NO. OF PAGES MESSAGE IDENTIFICATION INITIALS</p> <p>3 3 DPIC OCT 67.</p>  |             |            |       |   |  |
| REGARDING INSTRUCTIONS  |             |            |       | SECURITY CLASSIFICATION                     |  |

DD FORM 173-1

REPLACES EDITION OF 1 MAY 55 WHICH MAY BE USED.





## 6. Discussion

7.

Annals of the Entomological Society of America

City of  
Baton Rouge, Louisiana

MATERIEL CAT III TEST GROUP REPORT (JULY)

## 1. ACHIEVEMENT SUMMARY.

## a. Missions

| ACFT       | OPERATIONAL |       | TRAINING |       | FERRY   |      | TOTAL   |       |
|------------|-------------|-------|----------|-------|---------|------|---------|-------|
|            | SORTIES     | HRS   | SORTIES  | HRS   | SORTIES | HRS  | SORTIES | HRS   |
| 4841       | 3           | 56.4  | 4        | 39.3  | 1       | 11.7 | 8       | 107.4 |
| 4842       | 3           | 71.1  | 4        | 35.3  | 0       | 0    | 7       | 106.4 |
| 4843       | 4           | 81.3  | 0        | 0     | 3       | 37.2 | 7       | 118.5 |
| 4844       | 1           | 23.7  | 4        | 38.1  | 0       | 0    | 5       | 61.8  |
| 4845       | 4           | 78.4  | 0        | 0     | 0       | 0    | 4       | 78.4  |
| 4846       | 4           | 101.0 | 3        | 28.0  | 1       | 1.2  | 8       | 130.2 |
| 4848       | 0           | 0     | 0        | 0     | 1       | 2.7  | 1       | 2.7   |
| 9792       | 2           | 32.3  | 6        | 51.6  | 0       | 0    | 8       | 83.9  |
| TOTALS---- | 21          | 444.2 | 21       | 192.3 | 6       | 52.8 | 48      | 689.3 |

b. Maintenance. There were 21 training, 21 operational sorties and 6 ferry sorties flown during the month. There was one deviation, a LTO the 24th of July on aircraft 4842. The #4 Tach Generator was inoperative and the corrective action was R&R the tach generator. The materiel deviation rate, as a result of this LTO, was 2.1% or .3% less than the previous month. The accumulative Operationally Ready Rate is 38.2% and represents an increase of 4.6% over last month. Several factors can increase this operationally ready rate and these are an increase of Supply Support of spares and bits and pieces, the development and use of the complete capability of the MSM-42, and maintenance experience.

(1) The time required to recover the RC-135, is 13.0 clockhours.

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Atch 2

The time to operationally ready on the KC-135 is 84.6 clockhours. Previous times reported to O/H are: FEBRUARY - 82.0; MARCH - 75.0; APRIL - 77.8; MAY - 71.5; JUNE - 81.9; JULY - 84.5. The six month average is 80.9 clockhours to O/H. This time can be expected to decrease proportionately with the decrease of the Supply Support problem and the increased use of the MSV-42.

## 2. Progress Against Test Objectives:

### a. Maintainability.

(1) Numerous factors are still handicapping maintainability. The most critical is still supply support (Tab F). Other areas still affecting the maintainability are tech data (Tab G), training (Tab H) and maintenance experience. Regular ACP, as disclosed by this month, of hot weather operation, is inadequate. It has been determined that 6 more Exhaust Flowlers and 6 more Truck Mounted Air Conditioners would be required to support the KC-135 aircraft during hot weather operation. Justification and requirements have been submitted through usual channels for the purchase of those items by the AEC. As stated in previous reports the 17,000 generator is insufficient in quantity as evidenced by the high utilization rate shown in Tab I, Regular ACP. Supply support, while improving, is still a long way from the O/H standard of 80%. In June, the P/EI rate was 4.9% and this was 4.5% lower than in June. Much of this is due to the fact that the items of purchasing and stocking were not in good condition necessary to repair these P/EI's. The lack of this equipment has caused the Air to send AMT LEM's to the contractor for repair. At the present time, there are 24 items at the contractors.

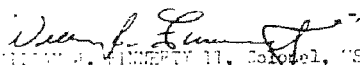
This has reduced the spare inventory considerably and has caused 9% cannibalizations during the month. Command emphasis will be required for some time to come on the deficiency.

b. Reliability.

(1) The overall ASD-1 capability for July was that 81.0% of the sorties flown (34 of the 42 training and operational sorties) were "0" capable or reliable. For more detailed reliability of the individual aircraft and systems, see Tab J.

c. Supportability.

(1) The supportability of the RC-135 aircraft is dependent on the same factors that effect maintainability.

  
WILLIAM J. MURPHY II, Colonel, USAF  
Deputy Commander for Maintenance

11. Atch  
1. Tab A - System Avail  
2. Tab B - AGE (Peculiar)  
3. Tab C - AGE (Common)  
4. Tab D - USD-7 Facility Req.  
5. Tab E - Personnel Req.  
6. Tab F - Training Req.  
7. Tab G - Tech Orders  
8. Tab H - Supply Support  
9. Tab I - RC-135C Direct MHrs Summary  
10. Tab J - Acft Capability  
11. Tab K - ASD-1 Sortie Capability

SYSTEM AVAILABILITY

The following is a breakdown of the system availability from the date of aircraft delivery through 31 July 67 for each aircraft. The month of July is included separately for comparative purposes.

a. Status

| ACFT        | 7742      |         | 4841        |         | 4842        |         | 4843        |         |
|-------------|-----------|---------|-------------|---------|-------------|---------|-------------|---------|
|             | 27 Feb 67 |         | 12 March 67 |         | 31 March 67 |         | 25 Feb 1967 |         |
|             | ACCOM     | MONTH   | ACCOM       | MONTH   | ACCOM       | MONTH   | ACCOM       | MONTH   |
| DELIVERED   | 1447.0    | 744.1   | 3144.0      | 744.0   | 2828.0      | 714.0   | 3744.0      | 744.1   |
| IN USE      | 1447.0    | 744.1   | 1447.1      | 171.0   | 1375.4      | 714.0   | 1429.0      | 178.4   |
| UNAVAILABLE | (1447.0)  | (744.5) | (1160.0)    | (171.0) | (1150.0)    | (244.6) | (1444.0)    | (178.4) |
| IN REPAIR   | 233.5     | 44.2    | 119.3       | 24.6    | 96.1        | 26.5    | 157.6       | 37.5    |
| TOTAL       | 29.0      | 3.0     | -           | -       | -           | -       | -           | -       |
| NOHS        | 340.5     | 23.0    | 347.0       | 24.0    | 569.6       | 134.1   | 415.8       | 80.7    |
| OPS READY   | 1477.1    | 469.3   | 1230.6      | 524.4   | 887.7       | 338.8   | 1341.6      | 447.4   |
| OPS FLOWN   | 447.6     | 83.9    | 332.9       | 107.4   | 357.7       | 106.4   | 440.8       | 118.5   |
| SPOTTED     | 48        | 8       | 29          | 8       | 29          | 7       | 35          | 7       |
| % OPS RDY   | 40.0      | 63.0    | 39.1        | 70.5    | 30.4        | 45.5    | 35.8        | 60.1    |

a. Status (cont. prev)

| ACFT      | LALA      |         | LALA      |         | LALA     |         | LALA      |        | TOTAL    |          |
|-----------|-----------|---------|-----------|---------|----------|---------|-----------|--------|----------|----------|
|           | 21 Apr 67 |         | 20 Apr 67 |         | 1 Jun 67 |         | 30 Jun 67 |        | All ACFT |          |
|           | ACCOM     | MONTH   | ACCOM     | MONTH   | ACCOM    | MONTH   | ACCOM     | MONTH  | ACCOM    | MONTH    |
| POGE HRS  | 2414.0    | 744.0   | 2256.0    | 714.0   | 1944.0   | 714.0   | 178.0     | 128.0  | 20504.0  | 9336.0   |
| NORM      | 617.7     | 337.7   | 760.6     | 313.7   | 433.3    | 377.8   | 178.0     | 128.0  | 8856.4   | 1675.7   |
| (SCADA)   | (760.0)   | (310.0) | (760.8)   | (160.7) | (433.3)  | (270.8) | (50.0)    | (50.0) | (7714.1) | (1842.3) |
| PHASE     | 52.7      | 73.0    | 135.5     | 36.5    | 83.5     | 35.8    | -         | -      | 499.7    | 268.1    |
| TCN       | -         | -       | -         | -       | -        | -       | -         | -      | 24.0     | 0.0      |
| NORS      | 527.7     | 220.9   | 446.3     | 123.1   | 224.1    | 132.1   | -         | -      | 2511.0   | 707.9    |
| OPS READY | 1414.0    | 167.4   | 277.4     | 372.2   | 699.1    | 405.3   | -         | -      | 2811.4   | 274.7    |
| HRS FLW   | 191.7     | 61.8    | 249.6     | 28.4    | 204.5    | 197.2   | 2.7       | 2.7    | 1941.6   | 600.1    |
| SORTIES   | 19        | 5       | 21        | 4       | 14       | 8       | 1         | 1      | 126      | 48       |
| % OPS RDY | 42.0      | 22.5    | 38.7      | 50.0    | 48.6     | 54.5    | 0.0       | 0.0    | 38.2     | 51.1     |

b. The cumulative percentage of operationally ready at 38.2% is 4.6% higher than last month. The July percentage of operationally ready is considerably higher at 51.1% and represents an increase of 7.9% over June. This indicates progress by maintenance in their effort to maintain the aircraft. Supply support is the primary cause of the low operationally ready rate. The poor supply support has caused 38 cannibalizations during the month of July. A 13.3% NORS rate was the result of 707.9 NORS hours reported.

c. The scheduled column, in parenthesis under the NORM column, represents the hours scheduled by

TAB A  
ATCH 2

... the ... ASD-1 system. The figures depicted represent approximately 40 hours of ...  
... each sortie. This varies from aircraft to aircraft but is still about the average.  
... shows that the bulk of ... hours is scheduled and is caused by the ASD-1 system.

TAB A  
ATCH 2



AGE (Peculiar)

1. The following is a breakdown of the availability of the PMS and  
 ARMS peculiar AGE for the month of July.

|   | <u>AGE</u>       | <u>AVAIL</u> | <u>CONC</u> | <u>HRS</u> | <u>SCHED</u> | <u>UNSCD</u> | <u>MOHS</u> | <u>REMARKS</u>                     | <u>UTIL</u> |
|---|------------------|--------------|-------------|------------|--------------|--------------|-------------|------------------------------------|-------------|
| 1 | Engineer, 120KVA | 744          | 694         | 609        | 50           |              |             | Servicing                          | 87.7        |
| 1 | Engineer, 125KVA | 744          | 566         | 361        | 30           |              | 168         | Servicing &<br>AWP A/C Reg         | 66.1        |
|   | Flower, Prod Exl | 5208         | 4621        | 1246       | 155          |              | 432         | AWP for<br>magneto                 | 27.0        |
| 1 | AWP, 120KVA #1   | 744          | 695         | 298        | 37           | 12           |             | Servicing<br>& Repl Drive<br>Belts | 42.9        |
| 1 | AWP, 120KVA #2   | 744          | 683         | 370        | 46           | 15           |             | Servicing<br>& Repl Drive<br>Belts | 54.1        |
|   | AWP, 120KVA #3   | 744          | 674         | 363        | 45           | 15           |             | Servicing &<br>Repl Drive<br>Belts | 53.1        |
| 1 | AWP, 120KVA #4   | 744          | 685         | 354        | 44           | 15           |             | Servicing &<br>Repl Drive<br>Belts | 51.7        |
| 1 | AWP, 120KVA #5   | 744          | 624         | 307        | 120          |              |             | Sched Calib                        | 56.8        |
|   | AWP, 120KVA #6   | 744          | 670         | 597        | 72           |              |             | Sched Calib                        | 59.6        |
|   | AWP, 120KVA #7   | 744          | 728         | 774        |              | 16           |             | FWEL for un-<br>sch maint          | 51.7        |
|   | AWP, 120KVA #8   | 744          | 732         | 692        |              | 17           |             | FWEL for un-<br>sch maint          | 44.5        |
|   | AWP, 120KVA #9   | 744          | 670         | 575        |              |              | 31          | AWP several<br>comp                | 47.7        |
|   | AWP, 120KVA #10  | 744          | 744         | 90         |              |              |             |                                    | 12.1        |
| 1 | AWP, 120KVA #11  | 744          | 744         | 512        |              |              |             |                                    | 67.5        |
| 1 | AWP, 120KVA #12  | 744          | 744         | 512        |              |              |             |                                    | 67.5        |

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ARCH 1

1. The percentage of operating hours as compared to the programmed hours for the two LGNA Generators was 89.2 and 64.1% for generator #1 and #2 respectively. The percentage of utilization on each item is based on the total programmed hours or hours available to maintenance. Additional time spent for Conditions and Grains Exhaust Filters have been requested to be added to the next report to better operating experience gained during the month of July (reference the 1-23 report for how to quantify and justify Condition).

AGE (Continued)

Throughout the month, the adequacy and availability of current AGE was surveyed. It was determined from this survey that the adequacy and availability was sufficient to handle the KC/EC/RC-135 aircraft. No abnormal increases in unscheduled maintenance or AGEWORKS was discerned. Future deliveries of RC-135C aircraft could create a problem in this area and this will be closely monitored as the inventory increases.

2AP C  
A C

USD-7 FACILITIES REQUIREMENTS

| <u>CODE</u> | <u>REQUIREMENT</u>  | <u>ACTION TAKEN</u>                | <u>PERMIT STATUS</u>   |
|-------------|---|------------------------------------|--|
| 701         | Construct Flt Stewards and Debriefing Facilities  | Submitted 6 Jun 66                 | Approved 14 Jul 66. Engineering Plans Complete. Scheduled Sept 67 contract award and Oct 67 construction starts. |
| 702         | Divide 25 volt power source in ECM Section  | Submitted to 3902d AM Apr 3 Nov 66 | Complete except for hook up of rectifiers by A&F   |
| 703         | Relocate MT4, 4000PS Power Units, install additional circuit breaker in 480 volts panel power room #107                             | Submitted 24 Apr 1967              | Approved by Facilities Utilization Board, awaiting materials   |
| 704         | Install electrical outlet to supply 440 volts, 3 phase, 60 cycles and 48 volts, single phase 60 cycles for WSN 53 Computer test set | Submitted 13 Mar 67                | Approved 20 April 1967, awaiting materials   |
| 705         | Install 28 volts D.C. and 200 V AC, 400 WDC Mech. Accord, Room 105 to operate Air Conditioner test set                              | Submitted 16 March 67              | Approved 20 April 1967, awaiting materials   |
| 706         | Install Compressed Air Lines, 21g 101, Room 114   | Submitted 4 Oct 67                 | Approved 10 Nov 67, under design   |
| 707         | Install Blast Doors   | Submitted 26 Jan 67                | DAC approved, funds received from Walker, scheduled Sept 1967 contract award and Oct 67 construction start.      |

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ARCH 1

PERSONNEL REQUIREMENTS

The training program, as in the past, is a constant drain from productive manhours. Assets used against training quotas are those same assets assigned for maintenance of the system. The training program is particularly acute in the ECM (ASD-1) shop.

TAB E  
ATCH 2

TRAINING REQUIREMENTS

1. The following is a resume of total personnel trained/in training/scheduled for training by AFSC. Reference is made to particular courses completed/in progress/scheduled.

NOTE: The "Nr Trnd" figures beside each AFSC indicates personnel trained who possess the respective AFSC.

The "Trnd" column beneath the "Trained By Course" figures indicate total personnel trained in individual systems, explained in AFSC columns.

The numbers in parenthesis beside the "Trnd" totals of "Trained By Course" column reflects personnel losses for each specific course, also explained in AFSC columns.

An asterisk beside the "Nr Untrnd" totals of AFSC column denotes one civilian untrained. The asterisk beside the "Trnd" column of the "Trained By Course" portion indicates one civilian trained in courses indicated. All other asterisks are explained beside or beneath the affected portions of this report.

| AFSC | Nr. Trnd   | Nr. In Trng | Nr. Sched | Nr. Lost | Nr. Untrnd | Course Title | Trnd     | In Prog | Sched      |
|------|--|-------------|-----------|----------|------------|--------------|----------|---------|------------|
| ALX3 | 141  | 40          | 16        | 25       | 12*        | ASD-1        | 37 (6)   | 0       | 0          |
| 134* | Assigned to ECM Branch<br>(Includes 3 civilian personnel)    |             |           |          |            | ASR-5        | * 23 (2) | 20      | 5          |
|      |  |             |           |          |            | AID-5        | * 26 (4) | 10      | 5* (2 Civ) |
| 116* | Trained personnel in unit<br>(Includes 3 civilian personnel) |             |           |          |            | ASM-161      | 29       | 6       | 0          |
|      | 5 ASM-1 trained pers. lost/discharge                         |             |           |          |            | MEM-42       | * 29 (7) | 3       | 0          |
|      | 1 ASR-5 trained pers. lost/PCS                               |             |           |          |            |              |          |         |            |
|      | 2 AID-5 trained pers. lost/discharge                         |             |           |          |            | CRG          | 21 (3)   | 7       | 0          |
|      | 2 AID-5 trained pers. lost/PCS                               |             |           |          |            |              |          |         |            |
|      | 1 MEM-42 trained pers. lost/discharge                        |             |           |          |            | AIG-70       | * 14 (5) | 0       | 0          |
|      | 3 MEM-42 trained pers. lost/PCS                              |             |           |          |            | APR-17       | 14 (2)   | 0       | 0          |
|      | 1 CRG/AIG-70/APR-17 trained pers. lost/discharge             |             |           |          |            | MEM-000      | 2        | 0       | 0          |
|      | 1 CRG/AIG-70 trained pers. lost/PCS                          |             |           |          |            |              |          |         |            |
|      | 1 CRG/APR-17 trained pers. lost/PCS                          |             |           |          |            |              |          |         |            |
|      | 3 AIG-70 trained pers. lost/discharge                        |             |           |          |            |              |          |         |            |

TAB F  
Page 2

5 trained in AEL-1 only

1 trained in ASD-1/ASM-161/USM-200  
 1 trained in ASD-1/ASM-161/MSM-42  
 1 trained in ASD-1/USM-200  
 2 trained in ASD-1/MSM-42  
 1 trained in AJL-1/ASM-161  
 1 trained in ASD-1/QRC/APR-17

22 trained in ASR-5 only  
 1 trained in ASR-5/MSM-42  
 1 trained in ASR-5/AIQ-70 \* (civilian)  
 1 trained in ASR-5/ASM-161

15 trained in AID-5 only \* (1 civilian)  
 2 trained in AID-5/ASM-161  
 2 trained in AID-5/MSM-42  
 1 trained in AID-5/ASM-161/MSM-42  
 1 trained in AID-5/QRC/APR-17

1 trained in ASM-161 only

15 trained in MSM-42 only \* (1 civilian)

8 trained in QRC only  
 1 trained in QRC/AIQ-70/APR-17  
 4 trained in QRC/APR-17

1 trained in AIQ-70 only  
 1 trained in AIQ-70/APR-17

1 trained in APR-17 only

| AFSC  | Tr.<br>Trnd | Nr.<br>In Trng | Nr.<br>Sched | Nr.<br>Lost | Nr.<br>Untrnd | Trained By Course |        |         |   |
|-------|-------------|----------------|--------------|-------------|---------------|-------------------|--------|---------|---|
|       |             |                |              |             |               | Crs Title         | Trnd   | In Trng |   |
| 30LX1 | 23          | 0              | 0            | 3           | 14            | APN-151           | 23 (3) | 0       | 0 |

31 assigned to Radar Branch

PC Trained personnel in unit

3 APN-151 trained lost/PCS

| AFSC  | Tr.<br>Trnd | Nr.<br>In Trng | Nr.<br>Sched | Nr.<br>Lost | Nr.<br>Untrnd | Trained By Course |      |         |   |
|-------|-------------|----------------|--------------|-------------|---------------|-------------------|------|---------|---|
|       |             |                |              |             |               | Crs Title         | Trnd | In Trng |   |
| 305X3 | 11          | 8              | 5            | 0           | 0             | Dig Maint         | 11   | 8       | 5 |
|       |             |                |              |             |               | USM-200           | 2    | 0       | 0 |
|       |             |                |              |             |               | Dig Maint         |      |         |   |

25 Assigned to Digital Branch

11 Trained personnel in unit.

2 Digital/USM-200 digital trained.

TAB F  
 Atch 2

| AFSC   | Nr<br>Trnd | Nr<br>In Trng | Nr<br>Sched | Nr<br>Lost | Nr<br>Untrnd | Crse Title | Trained by Course |         |       |
|--------|------------|---------------|-------------|------------|--------------|------------|-------------------|---------|-------|
|        |            |               |             |            |              |            | Trnd              | In Trng | Sched |
| 301X4  | 14         | 0             | 0           | 1          | 6            | APH-81     | 20 (1)            | 0       | 0     |
| 316X1Q | 18*        | 0             | 0           | 3          | 4            | AJN-11     | 23 (4)            | 0       | 0     |
| 325X0  | 9          | 0             | 0           | 4          | 0            | AJN-12     | 26 (7)            | 0       | 0     |
|        |            |               |             |            |              | Verdan     | 15 (4)            | 0       | 0     |

12 301X4 Assigned to Radar Branch

13 trained personnel in unit

14\* 316X1Q Assigned to ASN-53 Branch  
(Includes on 316X0Q)14 trained personnel in unit  
(Includes on 316X0Q)5 325X0 Assigned to ASN-53 Branch

5 trained personnel in unit.

1 301X4 AJN-12/Verdan trained lost/PCA

1 325X0 AJN-11/AJN-12 trained lost/PCA

1 325X0 AJN-11/AJN-12 trained lost/discharge

1 325X0 AJN-11/AJN-12/Verdan trained lost/PCS

1 325X0 AJN-12 trained lost/PCS

1 316X1Q APN-81/AJN-12/Verdan trained lost/PCS

1 316X1Q AJN-11/AJN-12 trained lost/PCS

1 316X1Q Verdan trained lost/discharge

12 301X4 trained in APN-81 only

2 301X4 trained in AJN-11/AJN-12/Verdan

2 316X1Q trained in APN-81/AJN-11/AJN-12/Verdan

1 316X1Q trained in APN-81/AJN-11/AJN-12

1 316X1Q trained in APN-81/AJN-12/Verdan

3 316X1Q trained in AJN-11/AJN-12/Verdan

4 316X1Q trained in AJN-11/AJN-12

1 316X1Q trained in AJN-12/Verdan

1 316X1Q trained in AJN-11 only

1 316X1Q trained in AJN-11/AJN-12

3 325X0 trained in APN-81/AJN-11/AJN-12

1 325X0 trained in AJN-11/AJN-12/Verdan

1 325X0 trained in AJN-11/AJN-12

1 325X0 trained in AJN-11 only

NOTE: 2 301X4, 1 316X1Q trained in APN-81

TAB F  
Atch 2



| FSC<br>COEX | Mr<br>Brnd<br>1- | Mr<br>In Trng<br>0 | Mr<br>Sci<br>0 | Mr<br>Lost<br>0 | Mr<br>Untrnd<br>5 | Crs Title<br>KA-59 Cam | Trained by Course |              |            |
|-------------|------------------|--------------------|----------------|-----------------|-------------------|------------------------|-------------------|--------------|------------|
|             |                  |                    |                |                 |                   |                        | Trnd<br>14        | In Trng<br>0 | Sched<br>0 |
|             |                  |                    |                |                 |                   | KA-59 Cam              | 14                | 0            | 0          |

17 Assigned to Photo BranchKA-59 Cam 14  
Test Equip

14 Trained personnel in unit.

2. The following information is submitted to reflect Big Team training Status.

Language of Technical Schools:

- (1) Evaluations completed previous to this report reflect no problem with either course curriculum or presentation of material to students.
- (2) Evaluations of ASM-53 personnel are in progress at this time, however, the only results known are those mentioned by 4270 FTD in the last report period.
- (3) Over-all evaluation of personnel assigned to the MSM-42 section will be difficult to obtain until such time as all ASD-1/MSM-42 interfaces have been successfully completed.

FT Requirements and proposals:

- (1) All but ten of the 170 assigned 301X3 personnel have (1) attended at least one Big Team FTD course; (2) are attending FTD at present, or (3) will attend FTD during the month of August. One assigned civilian is also in this category. Three of these 10 untrained personnel have recently been assigned.

(2) The 30133 personnel are progressing rapidly toward OJT completion and eventual upgrade. Ten 30133 personnel have been upgraded since 1 January 1970; ten additional 30133 personnel were tested during the July cycle (no results to date) and approximately nine 30133's will be tested in August. Weekly upgrade tests are being conducted to insure this training is completed on schedule and no major deviations have been noted thus far.

Performance Levels required:

- (1) Through evaluations recently completed, it has been noted that the minimum level of assigned personnel has proven satisfactory and no serious deficiencies exist in training programs being conducted through formal training courses and on-the-job training. The nine (approximately) 30133's who will be taking their upgrade tests have shown a great determination for upgrade and no problems are anticipated in their successful completion of the OJT. The results will be a reflection of the training programs offered, as well as the individuals ability to absorb that knowledge.

TAB F  
Atch 2

d. The following is a breakdown by skill level of the number of trained personnel remaining. (The skill level is not indicative of "performance capability" level on assigned equipment as some personnel are at the "1" level due to cross-training, and the new complex systems. The level indicated is by duty AFSC only).

|                       | <u>3</u> | <u>5</u> | <u>7</u> | <u>9</u> |
|-----------------------|----------|----------|----------|----------|
| ASD-                  |          | 15       | 13       | 3        |
| ASB-E *               | 12       | 9        | 3        | 1        |
| AID-5 *               | 9        | 8        | 1        |          |
| Digital Maint         |          | 1        | 8        | 2        |
| MSM-42 Maint *        | 5        | 12       | 4        |          |
| USM-200 Maint         |          |          | 2        |          |
| USM-200 Digital Maint |          |          | 2        |          |
| APN-151 Maint         | 2        | 11       | 6        | 1        |
| JN-12 Maint           |          | 10       | 6        | 1        |
| APN-21 Maint          |          | 15       | 3        | 1        |
| APN-11 Maint          |          | 8        | 10       | 1        |
| Verdan Computer       |          | 7        | 2        | 1        |
| AIR-70 Maint *        |          | 6        | 2        |          |
| QRC Maint (ALA & AHH) | 6        | 6        | 4        | 2        |
| QRC Maint (APR-17)    | 1        | 2        | 3        |          |
| KA-50 Cam Maint       | 1        | 3        | 4        | 1        |
| KT - Cam Test Equip   | 1        |          | 4        | 1        |
| APM-101 Maint         | 1        | 10       | 11       | 1        |

\* Indicates one civilian has completed course.

TAB F  
Atch 2

TECHNICAL ORDERS

1. The lack and adequacy of Technical Data is still creating problems in the maintenance of the RC-135C. This is due to the delays in verification, using marked up verified copies and the final publication delivery dates, some as late as January 1968. The following is the current status of T.O. Data for Non-Flight Manuals that have not been delivered, along with the anticipated delivery dates.

| <u>SYNOPSIS</u> | <u>TITLE</u> | <u>VERIFICATION</u> | <u>MARKED UP VERIFIED<br/>COPIES</u> | <u>FINAL<br/>PUBLICATION<br/>DELIVERIES</u> |
|-----------------|--------------|---------------------|--------------------------------------|---|
| ACT-1           | Maint        | Complete            | Available                            | 22 Aug 67                                   |
| ACT-1           | ...          | Complete            | Available                            | AIL 22 Aug 67                               |
| ACT-1           | ...          | Not Avail           | Not Avail                            | Syl 22 Aug 67                               |
| ACT-1           | ...          | Not Avail           | Not Avail                            | Ray 22 Aug 67                               |
| ACT-1           | ...          | Complete            | Available                            | 1 Aug 67                                    |
| ACT-2           | Operation    | Complete            | Available                            | Unknown                                     |
| ACT-2           | ...          | Complete            | Available                            | 16 Oct 67                                   |
| ACT-2           | ...          | Complete            | ...                                  | Unknown                                     |
| ACT-2           | ...          | ...                 | Portions Avail<br>Not Complete       | 1 Jan 68                                    |
| ACT-2           | ...          | ...                 | Available                            | 1 Jan 68                                    |
| ACT-2           | ...          | Complete            | Available                            | 1 Oct 67                                    |
| ACT-2           | ...          | Complete            | Available                            | 1 Jul 67                                    |
| ACT-2           | ...          | Complete            | Available                            | 1 Jul 67                                    |
| ACT-2           | ...          | Not Avail           | -                                    | 1 Aug 67                                    |

Now manuals being prepared for verification.

TAF 1  
ATCH 2

CAT III SUPPLY SUPPORT

1. During the month of July there was a total of fifty-nine NORS verifications; sixteen (16) NORS/G and forty-three (43) NORS/N. Further, a total of ninety-eight (98) cannibalizations were required for those items not available by the need time. Of the ninety-eight cannibalizations, sixty-four were for peculiar items while the remaining thirty-four were items common to the other assigned 135 aircraft.
2. There has been a reduction in the number of AWP units in support of the ASD-1 and ASN-53 Systems. A number of reasons has contributed to this reduction:
  - a. Increase in the number of personnel assigned to 55AEMS Production Control.
  - b. Increase in the availability of items in Base Supply at the time of the request.
  - c. The purchase of parts by contractor personnel.
  - d. Experience gained by the technicians as they continue to learn as they repair the units.
  - e. Increased utilization of Big Team monitors by AEMS Production Control.
3. As of 31 July there was a total of 33 AWPs for the ASD-1 and 7 AWPs for ASN-53 at Offutt Air Force Base. Twenty-nine items were at the contractor's for repair.

TAB H  
Atch 2

PC-1350 DIRECT W/H STEADY

| WING  | WING          | PC-1350 | PC-1350 |         |        |
|-------|---------------|---------|---------|---------|--------|
|       |               | W/HR    | W/HR    | HP/SCHE | FLY/HR |
| 22101 | Support       | 320     | 65      | 1.5     | .1     |
| 22111 | 1/1 Team #1   | 1400    | 1       | -       | -      |
| 22112 | 1/1 Team #2   | 1200    | 0       | -       | -      |
| 22113 | 1/1 Team #3   | 1210    | 2       | .1      | .004   |
| 22114 | 1/1 Team #4   | 1222    | -       | -       | -      |
| 22121 | Team Team #1  | 12      | 354     | 55.5    | 5.6    |
| 22122 | Team Team #2  | -       | 3522    | 54.1    | 5.6    |
|       |               | 11032   | 710     | 171.2   | 11.3   |
| 22123 | Team Team #3  | 12      | 54      | 1.3     | .1     |
| 22124 | Team Team #4  | 12      | 24      | .5      | .04    |
| 22125 | Team Team #5  | 202     | 102     | 11.9    | .8     |
| 22126 | Team Team #6  | 24      | 4       | .1      | .006   |
| 22127 | Team Team #7  | 115     | 215     | 5.1     | .3     |
| 22128 | Team Team #8  | 2110    | 101     | 3.5     | .3     |
| 22129 | Team Team #9  | 270     | 1000    | 32.4    | 2.1    |
| 22130 | Team Team #10 | 200     | 302     | 5.0     | .5     |
| 22131 | Team Team #11 | 20      | 10      | .4      | .03    |
| 22132 | Team Team #12 | 20      | 100     | 1.4     | 1.1    |
| 22133 | Team Team #13 | 10      | 100     | 11.2    | .7     |
| 22134 | Team Team #14 | 1       | 1       | 1.5     | 1.     |
| 22135 | Team Team #15 | 10      | 10      | 1.5     | 1.2    |

PC-1350  
A-100

| AREA               | RC-135C<br>M/HRS | RC-135B |            |            |
|--------------------|------------------|---------|------------|------------|
|                    |                  | M/HRS   | PER/SORTIE | PER FLY/HR |
| 23350 100 Shop     | 207              | 17      | .4         | .03        |
| FVS TOTAL          | 9516             | 5320    | 126.6      | 6.4        |
| 24110 Radio        | 1008             | 930     | 22.3       | 1.5        |
| 24111 LAWS         | 3445             | -       | -          | -          |
| 24120 Radar        | 1268             | 1255    | 29.9       | 2.0        |
| 24131 171 Inflight | -                | 1264    | 30.1       | 2.0        |
| 24132 IF           | -                | 1257    | 30.6       | 2.0        |
| 24134 171-1        | 4                | 711     | 170.4      | 11.2       |
| 24330 Auto Pilot   | 491              | 577     | 13.7       | 0.9        |
| 24331 Guidance     | -                | 1866    | 44.4       | 2.9        |
| 24400 Photo        | -                | 586     | 14.2       | 0.9        |
| RC-135 TOTAL       | 4036             | 14200   | 364.7      | 23.4       |
| RC-135 TOTAL       | 20244            | 27415   | 662.5      | 43.1       |

NOTE: The RC-135 MH/PH was 43.1 this month. This is an increase of 5.4 over last month's reported 37.7 MH/PH. The increase in the manhours required to maintain the aircraft in July was 2000 hours more than was expended in June.

This increase is attributed to the increase in operational sorties, increased maintenance, and the increased flying hours scheduled. The 43.1 MH/PH is in excess of the Air Force standard of 3 MH/PH. It is expected that the RC-135 will approximate the standard in the future as more experience is gained and the complete utilization of the RC-135 is realized.

11th AIR SIGNAL WING TEST - JULY 1977

|         |     | 1   | 2   | 3   | 4   | 5   | 6   | 42   |
|---------|-----|-----|-----|-----|-----|-----|-----|------|
|         |     | 1   | 2   | 3   | 4   | 5   | 6   | FEET |
| ASD-1   | 1   | 100 | 100 | 100 | 100 | 100 | 100 | 80.2 |
| ASD-2   | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 80.1 |
| ASD-3   | 1   | 100 | 100 | 100 | 100 | 100 | 100 | 80.5 |
| ASD-4   | 1   | 100 | 100 | 100 | 100 | 100 | 100 | 80.2 |
| ASD-5   | 1   | 100 | 100 | 100 | 100 | 100 | 100 | 80.6 |
| ASD-6   | 1   | 100 | 100 | 100 | 100 | 100 | 100 | 100  |
| ASD-7   | 1   | 100 | 100 | 100 | 100 | 100 | 100 | 100  |
| ASD-8   | 1   | 100 | 100 | 100 | 100 | 100 | 100 | 100  |
| ASD-9   | 1   | 100 | 100 | 100 | 100 | 100 | 100 | 100  |
| ASD-10  | 1   | 100 | 100 | 100 | 100 | 100 | 100 | 100  |
| ASD-11  | 1   | 100 | 100 | 100 | 100 | 100 | 100 | 100  |
| ASD-12  | 1   | 100 | 100 | 100 | 100 | 100 | 100 | 100  |
| ASD-13  | 1   | 100 | 100 | 100 | 100 | 100 | 100 | 100  |
| ASD-14  | 1   | 100 | 100 | 100 | 100 | 100 | 100 | 100  |
| ASD-15  | 1   | 100 | 100 | 100 | 100 | 100 | 100 | 100  |
| ASD-16  | 1   | 100 | 100 | 100 | 100 | 100 | 100 | 100  |
| ASD-17  | 1   | 100 | 100 | 100 | 100 | 100 | 100 | 100  |
| ASD-18  | 1   | 100 | 100 | 100 | 100 | 100 | 100 | 100  |
| ASD-19  | 1   | 100 | 100 | 100 | 100 | 100 | 100 | 100  |
| ASD-20  | 1   | 100 | 100 | 100 | 100 | 100 | 100 | 100  |
| ASD-21  | 1   | 100 | 100 | 100 | 100 | 100 | 100 | 100  |
| ASD-22  | 1   | 100 | 100 | 100 | 100 | 100 | 100 | 100  |
| ASD-23  | 1   | 100 | 100 | 100 | 100 | 100 | 100 | 100  |
| ASD-24  | 1   | 100 | 100 | 100 | 100 | 100 | 100 | 100  |
| ASD-25  | 1   | 100 | 100 | 100 | 100 | 100 | 100 | 100  |
| ASD-26  | 1   | 100 | 100 | 100 | 100 | 100 | 100 | 100  |
| ASD-27  | 1   | 100 | 100 | 100 | 100 | 100 | 100 | 100  |
| ASD-28  | 1   | 100 | 100 | 100 | 100 | 100 | 100 | 100  |
| ASD-29  | 1   | 100 | 100 | 100 | 100 | 100 | 100 | 100  |
| ASD-30  | 1   | 100 | 100 | 100 | 100 | 100 | 100 | 100  |
| ASD-31  | 1   | 100 | 100 | 100 | 100 | 100 | 100 | 100  |
| ASD-32  | 1   | 100 | 100 | 100 | 100 | 100 | 100 | 100  |
| ASD-33  | 1   | 100 | 100 | 100 | 100 | 100 | 100 | 100  |
| ASD-34  | 1   | 100 | 100 | 100 | 100 | 100 | 100 | 100  |
| ASD-35  | 1   | 100 | 100 | 100 | 100 | 100 | 100 | 100  |
| ASD-36  | 1   | 100 | 100 | 100 | 100 | 100 | 100 | 100  |
| ASD-37  | 1   | 100 | 100 | 100 | 100 | 100 | 100 | 100  |
| ASD-38  | 1   | 100 | 100 | 100 | 100 | 100 | 100 | 100  |
| ASD-39  | 1   | 100 | 100 | 100 | 100 | 100 | 100 | 100  |
| ASD-40  | 1   | 100 | 100 | 100 | 100 | 100 | 100 | 100  |
| ASD-41  | 1   | 100 | 100 | 100 | 100 | 100 | 100 | 100  |
| ASD-42  | 1   | 100 | 100 | 100 | 100 | 100 | 100 | 100  |
| ASD-43  | 1   | 100 | 100 | 100 | 100 | 100 | 100 | 100  |
| ASD-44  | 1   | 100 | 100 | 100 | 100 | 100 | 100 | 100  |
| ASD-45  | 1   | 100 | 100 | 100 | 100 | 100 | 100 | 100  |
| ASD-46  | 1   | 100 | 100 | 100 | 100 | 100 | 100 | 100  |
| ASD-47  | 1   | 100 | 100 | 100 | 100 | 100 | 100 | 100  |
| ASD-48  | 1   | 100 | 100 | 100 | 100 | 100 | 100 | 100  |
| ASD-49  | 1   | 100 | 100 | 100 | 100 | 100 | 100 | 100  |
| ASD-50  | 1   | 100 | 100 | 100 | 100 | 100 | 100 | 100  |
| ASD-51  | 1   | 100 | 100 | 100 | 100 | 100 | 100 | 100  |
| ASD-52  | 1   | 100 | 100 | 100 | 100 | 100 | 100 | 100  |
| ASD-53  | 1   | 100 | 100 | 100 | 100 | 100 | 100 | 100  |
| ASD-54  | 1   | 100 | 100 | 100 | 100 | 100 | 100 | 100  |
| ASD-55  | 1   | 100 | 100 | 100 | 100 | 100 | 100 | 100  |
| ASD-56  | 1   | 100 | 100 | 100 | 100 | 100 | 100 | 100  |
| ASD-57  | 1   | 100 | 100 | 100 | 100 | 100 | 100 | 100  |
| ASD-58  | 1   | 100 | 100 | 100 | 100 | 100 | 100 | 100  |
| ASD-59  | 1   | 100 | 100 | 100 | 100 | 100 | 100 | 100  |
| ASD-60  | 1   | 100 | 100 | 100 | 100 | 100 | 100 | 100  |
| ASD-61  | 1   | 100 | 100 | 100 | 100 | 100 | 100 | 100  |
| ASD-62  | 1   | 100 | 100 | 100 | 100 | 100 | 100 | 100  |
| ASD-63  | 1   | 100 | 100 | 100 | 100 | 100 | 100 | 100  |
| ASD-64  | 1   | 100 | 100 | 100 | 100 | 100 | 100 | 100  |
| ASD-65  | 1   | 100 | 100 | 100 | 100 | 100 | 100 | 100  |
| ASD-66  | 1   | 100 | 100 | 100 | 100 | 100 | 100 | 100  |
| ASD-67  | 1   | 100 | 100 | 100 | 100 | 100 | 100 | 100  |
| ASD-68  | 1   | 100 | 100 | 100 | 100 | 100 | 100 | 100  |
| ASD-69  | 1   | 100 | 100 | 100 | 100 | 100 | 100 | 100  |
| ASD-70  | 1   | 100 | 100 | 100 | 100 | 100 | 100 | 100  |
| ASD-71  | 1   | 100 | 100 | 100 | 100 | 100 | 100 | 100  |
| ASD-72  | 1   | 100 | 100 | 100 | 100 | 100 | 100 | 100  |
| ASD-73  | 1   | 100 | 100 | 100 | 100 | 100 | 100 | 100  |
| ASD-74  | 1   | 100 | 100 | 100 | 100 | 100 | 100 | 100  |
| ASD-75  | 1   | 100 | 100 | 100 | 100 | 100 | 100 | 100  |
| ASD-76  | 1   | 100 | 100 | 100 | 100 | 100 | 100 | 100  |
| ASD-77  | 1   | 100 | 100 | 100 | 100 | 100 | 100 | 100  |
| ASD-78  | 1   | 100 | 100 | 100 | 100 | 100 | 100 | 100  |
| ASD-79  | 1   | 100 | 100 | 100 | 100 | 100 | 100 | 100  |
| ASD-80  | 1   | 100 | 100 | 100 | 100 | 100 | 100 | 100  |
| ASD-81  | 1   | 100 | 100 | 100 | 100 | 100 | 100 | 100  |
| ASD-82  | 1   | 100 | 100 | 100 | 100 | 100 | 100 | 100  |
| ASD-83  | 1   | 100 | 100 | 100 | 100 | 100 | 100 | 100  |
| ASD-84  | 1   | 100 | 100 | 100 | 100 | 100 | 100 | 100  |
| ASD-85  | 1   | 100 | 100 | 100 | 100 | 100 | 100 | 100  |
| ASD-86  | 1   | 100 | 100 | 100 | 100 | 100 | 100 | 100  |
| ASD-87  | 1   | 100 | 100 | 100 | 100 | 100 | 100 | 100  |
| ASD-88  | 1   | 100 | 100 | 100 | 100 | 100 | 100 | 100  |
| ASD-89  | 1   | 100 | 100 | 100 | 100 | 100 | 100 | 100  |
| ASD-90  | 1   | 100 | 100 | 100 | 100 | 100 | 100 | 100  |
| ASD-91  | 1   | 100 | 100 | 100 | 100 | 100 | 100 | 100  |
| ASD-92  | 1   | 100 | 100 | 100 | 100 | 100 | 100 | 100  |
| ASD-93  | 1   | 100 | 100 | 100 | 100 | 100 | 100 | 100  |
| ASD-94  | 1   | 100 | 100 | 100 | 100 | 100 | 100 | 100  |
| ASD-95  | 1   | 100 | 100 | 100 | 100 | 100 | 100 | 100  |
| ASD-96  | 1   | 100 | 100 | 100 | 100 | 100 | 100 | 100  |
| ASD-97  | 1   | 100 | 100 | 100 | 100 | 100 | 100 | 100  |
| ASD-98  | 1   | 100 | 100 | 100 | 100 | 100 | 100 | 100  |
| ASD-99  | 1   | 100 | 100 | 100 | 100 | 100 | 100 | 100  |
| ASD-100 | 1   | 100 | 100 | 100 | 100 | 100 | 100 | 100  |

ASD-1 40/80.0 71/85.3 71/84.1 75/86.7 60/82.2 100/87.9 100/91.1 81/85

(1) NOTE: Overall ASD-1 capability for July was 81.0%/80.0%

(2) NOTE: As specified in MIL-38124, using MIL-R-26484 as a guide: "The contractor shall establish a reliability program. This program shall assure that the A/E subsystem shall have an 81 percent probability of success for an eight hour mission. A successful mission is defined as one that obtains 80 percent of the information available to A/E equipment on a representative eight hour mission."

TAB J  
ATCH 2

AD-1 FIVE CAPABILITY  
JUL 1967

TAL: K  
ATCH 2



" 11.21

2

TAF- K  
ATCH: 2

7

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MATERIEL CAT III TEST GROUP REPORT (AUG)

## 1. ACHIEVEMENT SUMMARY.

35

## a. Missions

| ACFT   | OPERATIONAL |       | TRAINING |       | FERRY   |      | TOTAL   |       |
|--------|-------------|-------|----------|-------|---------|------|---------|-------|
|        | SORTIES     | HRS   | SORTIES  | HRS   | SORTIES | HRS  | SORTIES | HRS   |
| 4841   | 3           | 51.4  | 3        | 28.3  | 1       | 11.8 | 7       | 91.5  |
| 4842   | 4           | 82.7  | 1        | 9.0   | 0       | 0    | 5       | 91.7  |
| 4843   | 2           | 45.4  | 3        | 26.6  | 1       | 12.4 | 6       | 84.4  |
| 4844   | 4           | 81.6  | 2        | 19.0  | 0       | 0    | 6       | 100.6 |
| 4845   | 3           | 59.9  | 3        | 26.3  | 1       | 12.3 | 7       | 98.4  |
| 4846   | 3           | 59.2  | 3        | 25.7  | 2       | 19.7 | 8       | 104.6 |
| 4848   | 2           | 42.1  | 5        | 45.7  | 2       | 24.2 | 9       | 112.0 |
| 9792   | 4           | 65.5  | 1        | 9.5   | 0       | 0    | 5       | 75.0  |
| TOTALS | 25          | 487.7 | 21       | 190.1 | 7       | 60.4 | 53      | 758.2 |

## b. Maintenance:

(1) There were 25 operational, 21 training, and 7 ferry sorties flown during the month. There were two deviations, both late take-offs. On the 4th of August aircraft 4848 was late for a training sortie due to the I-4 compass being inoperative. The corrective action was to replace the amplifier. Aircraft 4841 was late for a training sortie on 16 August because a #2 generator failed on engine start. This was corrected by

Atch 2

THIS ATTACHMENT IS UNCLASSIFIED

replacing the CSD system. The materiel deviation rate, based on these two deviations, was 3.8% or 1.7% higher than last month. There was also an air abort during the month. This was on aircraft 4841, an operational sortie, the 9th of August for the right hydraulic system being inoperative. The corrective action was to R&R #3 and #4 pumps, in-line filters and flush the system. The accumulative Operational Ready rate is 37.6% and is a decrease of 0.8% under last month's 38.2%. Several factors can increase this operationally ready rate and these are an increase of spares and bits and pieces, the development and use of the complete capability of the MSM-42, and maintenance experience.

(2) The time required to recover the RC-135 is 16.9 clockhours. This is 3.9 clockhours more than July and includes 5 more sorties than were flown in July. The time to operationally ready for the month of August is 94.4 clockhours, an increase of 9.5 clockhours over last month. Previous times to O/R are: Feb - 82.0; Mar - 75.0; Apr - 90.8; May - 71.5; Jun - 81.9; Jul - 84.5; Aug 94.4. The seven month average is 82.9 clockhours to O/R. This can be decreased with the development and use of the complete capability of the MSM-42 and maintenance experience along with an increase in system spares and the bits and pieces needed to repair the AWP items.

## 2. Progress Against Test Objectives:

### a. Maintainability:

(1) Numerous factors are still handicapping maintainability. These are supply support (Tab H), tech data (Tab G), training (Tab F), and maintenance experience. Progress has been made in all of these areas to date. However, much remains to be accomplished before it can be said that problems no longer exist in these areas. Maintainability is still dependent on the problem areas identified early in the program. These are the inadequate quantities of the 125KVA Generators. The need for more truck mounted air conditioners and ground exhaust blowers, etc. The identification of the lack of spares for the ASD-1 system has resulted in action being taken to reprovise for these shortages. Bits and pieces needed to repair AWP items have been, or are being, identified and provided. Some action is being taken to solve the known problem areas that now exist. However, it will be some time in the future before it can be said, with certainty, that these are resolved.

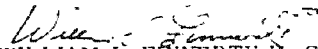
(2) Supply Support, while improving, is still short of the SAC standard of 80%. In August, the fill rate was 74.2%, an increase of 5.0% over last month. This increase has reduced the NORS requests and cannibalizations, see Tab H for details. Most of the LRUs on contract have been returned and put back in the system. This has substantially reduced the number of cannibalizations from 98 in July to 70 in August. Command emphasis on the supply support deficiencies will be required for some unknown future period of time.

b. Reliability:

(1) The over-all ASD-1 capability for August was that 83.6% of the sorties flown (21 of the 25 operational sorties) were 92.0% capable or reliable. For more detailed reliability of the aircraft and systems, see Tab J.

c. Supportability:

(1) The supportability of the RC-135 aircraft is dependent on the same factors that effect maintainability.

  
WILLIAM J. FINNERTY II, Colonel, USAF  
Deputy Commander for Maintenance

10 Atch

1. Tab A - System Avail
2. Tab B - AGE (Peculiar)
3. Tab C - AGE (Common)
4. Tab D - USD-7 Facility Req.
5. Tab E - Personnel Req.
6. Tab F - Training Req.
7. Tab G - Tech Orders
8. Tab H - Supply Support
9. Tab I - RC-135C Direct  
MHrs Summary
10. Tab J - Acft Capability

SYSTEM AVAILABILITY

1. The following is a breakdown of the system availability from the date of aircraft delivery through 31 Aug 67 for each aircraft. The month of August is included separately for comparative purposes.

## a. Status

| ACFT      | 9792                      | 4841                      | 4842                      | 4843                      |
|-----------|---------------------------|---------------------------|---------------------------|---------------------------|
| DATE RECD | 27 Jan 67                 | 22 March 67               | 31 March 67               | 25 Feb 1967               |
|           | <u>ACCUM</u> <u>MONTH</u> | <u>ACCUM</u> <u>MONTH</u> | <u>ACCUM</u> <u>MONTH</u> | <u>ACCUM</u> <u>MONTH</u> |
| LAND MINS | 5184.0 744.0              | 3888.0 744.0              | 3672.0 744.0              | 4488.0 744.0              |
| NOEM      | 2555.6 487.7              | 1792.0 344.9              | 1842.3 469.7              | 2148.3 319.3              |
| (D HED)   | 2120.0 200.0              | 1440.0 280.0              | 1360.0 200.0              | 1640.0 240.0              |
| PHASE     | 268.3 44.8                | 165.3 46.0                | 111.6 15.5                | 167.1 9.5                 |
| FCUO      | 43.0 14.0                 | - -                       | - -                       | - -                       |
| WORS      | 455.3 114.8               | 498.3 151.3               | 651.4 81.8                | 550.5 134.7               |
| OPS READY | 1861.8 82.7               | 1432.4 201.8              | 1066.7 177.0              | 1622.1 280.5              |
| HRS FLOWN | 542.6 75.0                | 409.4 76.5                | 449.4 91.7                | 525.2 84.4                |
| SORTIES   | 53 5                      | 36 7                      | 34 5                      | 41 6                      |
| 4 OPS RDY | 35.9 11.1                 | 36.8 27.1                 | 29.1 23.8                 | 36.1 37.7                 |

| ACFT      | 4844         | 4845         | 4846         | 4848        | TOTAL       |        |
|-----------|--------------|--------------|--------------|-------------|-------------|--------|
| DATE RECD | 21 Apr 67    | 28 Apr 67    | 1 Jun 67     | 26 Jul 67   | ALL         | ACFT   |
|           | ACCUM MONTH  | ACCUM MONTH  | ACCUM MONTH  | ACCUM MONTH | ACCUM MONTH |        |
| POSS HRS  | 3168.0 744.0 | 3000.0 744.0 | 2184.0 744.0 | 872.0 744.0 | 26456.0     | 5952.0 |
| NORM      | 1262.1 444.4 | 1145.1 384.3 | 719.1 285.8  | 312.5 184.5 | 11777.0     | 2926.6 |
| (SCHED)   | 1200.0 240.0 | 1120.0 280.0 | 719.1 280.0  | 312.5 184.5 | 9960.0      | 2120.0 |
| PHASE     | 75.7 16.0    | 144.0 6.5    | 136.0 52.5   | 34.0 34.0   | 1102.0      | 226.6  |
| TOTO      | - -          | - -          | - -          | - -         | 43.0        | 14.0   |
| NRCD      | 522.0 94.6   | 536.8 50.5   | 255.1 31.0   | 78.0 78.0   | 3647.7      | 730.7  |
| OPS PLANN | 1247.7 189.0 | 1174.1 300.7 | 1073.8 374.7 | 447.5 447.5 | 9886.3      | 2453.9 |
| HRS FLOWN | 291.3 100.6  | 323.5 83.4   | 290.4 76.4   | 114.7 112.0 | 2946.5      | 758.2  |
| SORTIES   | 25 6         | 28 7         | 22 8         | 10 9        | 249         | 53     |
| % OPS RBY | 38.1 25.4    | 39.1 40.4    | 49.2 50.4    | 51.3 60.2   | 37.4        | 34.5   |

b. The cumulative percentage of operationally ready at 37.4% is 0.8% lower than last month. The August percentage of operationally ready is 34.5%. This is 16.6% less than July and can be accounted for by the increase in the NORM percentage over July of 17.7%. Several factors have caused the increase in the NORM percentage, the primary one being an increase in the scheduled ASD-1 maintenance time allocation to insure a more reliable product.

c. The scheduled column, in parenthesis under the NORM column, represents the hours scheduled by maintenance on the ASD-1 system. The figures depicted represent approximately 40 hours of scheduled maintenance between each sortie. This varies from aircraft to aircraft, but is still about the average. It readily shown that the bulk of NORM hours is scheduled and is caused by the ASD-1 system.



AGE (Peculiar)

1. The following is a breakdown of the availability of the FMS and AFMS peculiar AGE for the month August.

| QTY | TYPE              | AVAIL | COMM | HRS  | SCHED | UNSCH | NORS | REMARKS                                       | \$ UTIL |
|-----|-------------------|-------|------|------|-------|-------|------|---|---------|
| 1   | Generator, 125KVA | 744   | 689  | 610  | 55    |       |      | Servicing                                     | 88.5    |
| 1   | Generator, 125KVA | 744   | 456  | 334  | 28    | 216   | 72   | Unsch: oil leaks<br>AWP A/C Reg               | 73.2    |
| 7   | Blower, Grnd Exh  | 5208  | 4596 | 1433 | 180   | 120   | 312  | AWP for mag-<br>neto Unsch:<br>Magneto repair | 31.1    |
| 1   | A/C, Trk Mtd #1   | 744   | 486  | 219  | 18    | 240   |      | Unsch: trans-<br>fer case                     | 45.1    |
| 1   | A/C, Trk Mtd #4   | 744   | 697  | 283  | 23    | 24    |      | Servicing -<br>Unsch: Uni-<br>versal joints   | 40.6    |
| 1   | A/C, Trk Mtd #5   | 744   | 719  | 295  | 25    |       |      | Servicing                                     | 41.0    |
| 1   | A/C, Trk Mtd #8   | 744   | 714  | 354  | 30    |       |      | Servicing                                     | 49.6    |
| 1   | A/C, Trk Mtd #9   | 552   | 535  | 207  | 17    |       |      | Recd 8 Aug                                    | 38.7    |
| 1   | A/C, Trk Mtd #2   | 744   | 140  | 53   | 4     |       |      | Recd 25 Aug                                   | 37.9    |
| 1   | USM 200 #1        |       |      |      |       |       |      |   |         |
|     | GSM 25            | 744   | 648  | 571  | 80    | 16    |      | Unsch: Signal<br>Gen. Sched<br>Calib          | 88.1    |
|     | GSM 26            | 744   | 412  | 411  | 240   | 92    |      | Unsch: Freq<br>OSC-650<br>Sched Calib         | 99.8    |
|     | GSM 27            | 744   | 720  | 648  | 24    |       |      | Sched Calib                                   | 90.0    |
|     | GSM 28            | 744   | 738  | 733  |       |       | 6    | AWP Pwr<br>Supply                             | 99.3    |
|     | GSM 29            | 744   | 744  | 736  |       |       |      |   | 98.9    |
|     | GSM 30            | 744   | 744  | 257  |       |       |      |   | 34.5    |

TAH B  
ATCH 2

| QTY | TYPE                | HOURS<br>AVAIL | IN<br>COMM | OPR<br>HRS | OUT OF COMM<br>SCHED | UNSCD | REMARKS  | % UTIL |
|-----|---------------------|----------------|------------|------------|----------------------|-------|--|--------|
| 1   | USM 200 #3          |                |            |            |                      |       |  |        |
|     | GSM 25              | 744            | 672        | 630        |                      | 72    | Pwr Supply Inop  | 93.8   |
|     | GSM 26              | 744            | 492        | 460        | 168                  | 84    | Sched: Calib & 653 AK Panel<br>PMEL for Un-Sched Maint | 93.5   |
|     | GSM 27              | 744            | 192        | 171        | 552                  |       | Sched: Calib & 653 AK Panel                            | 89.1   |
|     | GSM 28              | 744            | 199        | 198        | 168                  | 377   | PMEL for Un-sched Maint on SB 2792 sched 653 AK Panel  | 99.5   |
|     | GSM 29              | 744            | 624        | 468        | 120                  |       | PMEL for Pwr Supply                                    | 75.0   |
|     | GSM 30              | 744            | 744        | 295        |                      |       |  | 39.7   |
| 1   | MSM-42 #2           | 744            | 0          | 0          | 744                  |       | Sched: Calib   | 0.0    |
| 1   | MSM-42 #3           | 744            | 744        | 262        |                      |       |  | 35.2   |
| 1   | MSM-42 #4           | 744            | 672        | 64         | 72                   |       | Sched Calib  | 6.6    |
| 1   | ASN-53 Test Console | 0              | 0          | 0          | 0                    | 0     | Components Re-quired. Rec 1 Sep 67                     | 0.0    |
| 1   | KA-59 Camera Tester | 744            | 744        | 12         |                      |       | Unsch Maint  | 1.6    |

2. The percentage of operating hours as compared to the possessed hours on the two 125KVA Generators was 88.5 and 73.2 for generator #1 and #2 respectively. The percentage of utilization on each item is based on the in commission hours or hours available to maintenance. Additional truck mounted Air Conditioners and Ground Exhaust Blowers have been requested by the 55th FMC based on hot weather operating experience gained during the months of July and August.

AGE (Common)

Throughout the month, the adequacy and availability of common AGE was surveyed. It was determined from this survey that the adequacy and availability was sufficient to handle the KC/EC/RC-135 aircraft. No abnormal increases in unscheduled maintenance or AGENORS was discerned. Future deliveries of RC-135C aircraft could create a problem in this area and this will be closely monitored as the inventory increases.

IAB C  
ATCH 2

USD-7 FACILITIES REQUIREMENTS

| <u>ORGN</u> | <u>REQUIREMENT</u>  | <u>ACTION TAKEN</u>               | <u>PRESENT STATUS</u>   |
|-------------|---|-----------------------------------|---|
| OMS         | Construct Flt Stewards and Debriefing Facilities  | Submitted 6 Jun 66                | Approved 14 Jul 66, Engineering Plans Complete. Awaiting funds. |
| AEMS        | Divide 28 volt power source in ECM Section  | Submitted to J902d AM Wg 3 Nov 66 | Complete except for hook up of rectifiers by A&E                |
| AECS        | Relocate MD4, 400CPS Power Units, install additional circuit breaker in 480 volts panel power room #107                             | Submitted 24 Apr 1967             | Approved by Facilities Utilization Board, awaiting materials    |
| AECS        | Install electrical outlet to supply 440 volts, 3 phase, 60 cycles and 48 volts, single phase 60 cycles for ASN 53 Computer test set | Submitted 13 Mar 67               | Approved 20 Apr 67, in scheduling                               |
| P           | Install 28 volts D.C. and 200V AC, 400 CPS Mech Access, Room 105 to operate Air Conditioner Test Set                                | Submitted 28 March 67             | Approved 20 April 1967 awaiting materials                       |
| AECS        | Install Compressed Air Lines, Bldg 321, Room 119  | Submitted 6 Oct 66                | Approved 17 Nov 66 under design                                 |
| AECS        | Install 3 blast fences  | Submitted 26 Jan 67               | SAC approved, fence received from Walker, awaiting funds        |
| OMS         | Pave area in front of Bldg 517. Install 4 gas pumps   | Submitted 12 July 66              | Design complete. Awaiting funds.                                |
| OMS         | Extend paving back of nose blocks, Bldgs 491, 402 & 493   | Submitted 11 Jul 66               | Design complete. Awaiting funds.                                |
| OMS         | Erect enclosed supply point, Vol 1.   | Submitted 21 Jun 67               | Design complete. Awaiting funds.                                |
| OMS         | Construct OMS orderly room facilities   | Submitted 4 May 67                | Design complete, awaiting funds.                                |

TAB D  
ATCH 2

PERSONNEL REQUIREMENTS

The training program, as in the past, is a constant drain from productive manhours. Assets used against training quotas are those same assets assigned for maintenance of the system. The training program is particularly acute in the ECM (ASD-1) shop.

TAB E  
ATCH 2

TRAINING REQUIREMENTS

1. The following is a resume of total personnel trained/in training/scheduled for training by AFSC. Reference is made to particular courses completed/in progress/scheduled.

NOTE: The "Nr Trained" figures beside each AFSC indicates personnel trained who possess the respective AFSC.

The "Trained" column beneath the "Trained by Course" figures indicate total personnel trained in individual systems, explained in AFSC columns.

The numbers in parenthesis beside the "Trained" totals of "Trained by Course" column reflect personnel losses for each specific course, also explained in AFSC columns.

The asterisk beside the "Nr Untrained" totals of AFSC column denotes one civilian untrained. The asterisk beside the "Trained" column of the "Trained by Course" portion indicates one civilian trained in courses indicated. All other asterisks are explained beside or beneath the affected portions of this report.

| A     | C | Nr<br>Trnd | Nr<br>In Trng | Nr<br>Sched | Nr<br>Lost | Nr<br>Untrnd | Trained by Course |         |           |       |
|-------|---|------------|---------------|-------------|------------|--------------|-------------------|---------|-----------|-------|
|       |   |            |               |             |            |              | Crs<br>Title      | Trnd    | In Trng   | Sched |
| 301X3 |   | 163        | 38            | 0           | 26         | *11          | ASD-1             | 37 (6)  | 0         | 0     |
|       |   |            |               |             |            |              | ASR-5             | 38* (2) | 15        | 0     |
|       |   |            |               |             |            |              | ALD-5             | 26* (5) | 18* 3 Civ | 0     |
|       |   |            |               |             |            |              | ASM-161           | 37      | 7         | 0     |
|       |   |            |               |             |            |              | MSM-42            | 32* (7) | 0         | 0     |
|       |   |            |               |             |            |              | QRC               | 28 (3)  | 8         | 0     |
|       |   |            |               |             |            |              | ALQ-70            | *14 (5) | 0         | 0     |
|       |   |            |               |             |            |              | APR-17            | 14 (2)  | 0         | 0     |
|       |   |            |               |             |            |              | BSM-200           | 2       | 0         | 0     |

126\* Assigned to ECM Branch  
(Includes 7 civilian personnel)

137\* Trained personnel in unit  
(Includes 3 civilian personnel)

6 ASD-1 trained pers. lost/discharge

2 ASR-5 trained pers. lost/PCA

3 ALD-5 trained pers. lost/discharge

2 ALD-5 trained pers. lost/PCS

4 MSM-42 trained pers. lost/discharge

4 MSM-42 trained pers. lost/PCS

1 QRC/ALQ-70/APR-17 trained  
pers. lost/discharge

1 QRC/ALQ-70 trained pers. lost/PCS

1 QRC/APR-17 trained pers. lost/PCS

3 ALQ-70 trained pers. lost/discharge

TAB F  
Atch 2

6 trained in ASD-1 only  
 1 trained in ASD-1/ASM-161/USM-200  
 1 trained in ASD-1/ASM-161/MSM-42  
 1 trained in ASD-1/USM-200  
 19 trained in ASD-1/ASM-161  
 1 trained in ASD-1/QRC/APR-17  
 2 trained in ASD-1/MSM-42  
 27 trained in ASR-5 only  
 1 trained in ASR-5/MSM-42  
 1 trained in ASR-5/ALQ-70\* (civilian)  
 7 trained in ASR-5/ASM-161

11 trained in ALD-5 only \*(1 civilian)  
 6 trained in ALD-5/ASM-161  
 2 trained in ALD-5/MSM-42  
 1 trained in ALD-5/ASM-161/MSM-42  
 1 trained in ALD-5/QRC/APR-17

3 trained in ASM-161 only

18 trained in MSM-42 only \*(1 civilian)

15 trained in QRC only  
 4 trained in QRC/ALQ-70/APR-17  
 4 trained in QRC/APR-17

3 trained in ALQ-70 only  
 1 trained in ALQ-70/APR-17

1 trained in APR-17 only

| AFSC  | Nr   | Nr     | Nr    | Nr   | Nr     | CRS     | Trained by Course |        |       |
|-------|------|--------|-------|------|--------|---------|-------------------|--------|-------|
|       | Trnd | In Tng | Sched | Lost | Untrnd | Title   | Trnd              | In Tng | Sched |
| 301X1 | 23   | 0      | 0     | 5    | 13     | APN-151 | 23(5)             | 0      | 0     |

31 Assigned to Radar Branch

18 trained personnel in unit

5 APN-151 trained lost/PCS

305X3

11 7 5 1 1

Dig Maint 11 (1) 7 4

23 Assigned to Digital Branch

USM-200 2 0 0  
 Dig Maint

10 Trained personnel in unit

2 Digital/USM-200 digital trained  
 1 Digital trained lost/PCS

TAB F  
 Atch 2

| AFSC  | Nr<br>Trnd | Nr<br>In Tng | Nr<br>Sched | Nr<br>Lost | Nr<br>Untrnd | Crs<br>Title | Trained by<br>Trnd | Course<br>In Tng | Sched |
|---|------------|--------------|-------------|------------|--------------|--------------|--------------------|------------------|-------|
| 301X4                                       | 14         | 0            | 0           | 1          | 5            | APN-81       | 20 (1)             | 0                | 0     |
| 316X1Q                                      | 18*        | 0            | 0           | 3          | 4            |              |                    |                  |       |
| 325X0                                       | 9          | 0            | 0           | 4          | 0            | AJN-11       | 23 (4)             | 0                | 0     |
|   |            |              |             |            |              | AJN-12       | 26 (7)             | 0                | 0     |
| 18 301X4 personnel assigned to radar branch |            |              |             |            |              | Verdan       | 15 (4)             | 0                | 0     |

13 Trained personnel in unit.

18\* 316X1Q assigned to ASN-53 Branch  
(includes one 316X0Q)

14 trained personnel in unit  
(includes one 316X0Q)

5 325X0 assigned to ASN-53 Branch

5 trained personnel in unit

1 301X4 AJN-12/Verdan trained lost/PCA

1 325X0 AJN-11/AJN-12 trained lost/PCA

1 325X0 AJN-11/ AJN-12 trained lost/discharge

1 325X0 AJN-11/AJN-12/Verdan trained lost/PCS

1 325X0 AJN-12 trained lost/PCS

1 316X1Q APN-81/AJN-12/Verdan trained lost/PCS

1 316X1Q AJN-11/AJN-12 trained lost/PCS

1 316X1Q Verdan trained lost/discharge

12 301X4 trained in APN-81 only

2 301X4 trained in AJN-11/AJN-12/Verdan

2 316X1Q trained in APN-81/AJN-11/AJN-12/Verdan

1 316X1Q trained in APN-81/AJN-11/AJN-12

1 316X1Q trained in APN-81/AJN-12/Verdan

3 316X1Q trained in AJN-11/AJN-12/Verdan

4 316X1Q trained in AJN-11/AJN-12

1 316X1Q trained in AJN-12/Verdan

1 316X1Q trained in AJN-11 only

1 316X0Q trained in AJN-11/AJN-12

2 325X0 trained in APN-81/AJN-11/AJN-12

1 325X0 trained in AJN-11/AJN-12/Verdan

1 325X0 trained in AJN-11/AJN-12

1 325X0 trained in AJN-11 only

NOTE: 2 301X1 personnel trained in APN-81

TAB F  
Atch 2



| AFSC  | Nr<br>Trnd | Nr<br>In Tng | Nr<br>Sched | Nr<br>Lost | Nr<br>Untrnd | CRS<br>Title   | Trained by Course |        |       |
|---|------------|--------------|-------------|------------|--------------|----------------|-------------------|--------|-------|
|   |            |              |             |            |              |                | Trnd              | In Tng | Sched |
| 402X0   | 14         | 0            | 0           | 3          | 3            | KA-59 Cam      | 14 (3)            | 0      | 0     |
| <u>14 Assigned to Photo Branch</u>  |            |              |             |            |              | KA-59 Cam      | 14 (3)            | 0      | 0     |
|   |            |              |             |            |              | Test Equipment |                   |        |       |
| 11 trained personnel in unit<br>1 KA-59 trained lost/retirement<br>1 KA-59 trained list/discharge<br>1 KA-59 trained lost/PCS |            |              |             |            |              |                |                   |        |       |

2. The following information is submitted to reflect Big Team training status.

a. Adequacy of Technical Schools:

(1) Evaluations completed previous to this report reflect no problem areas in either course curriculum or presentation of material to students.

(2) Evaluations of ASN-53 personnel are in progress at this time, with no new results known.

(3) Over-all evaluation of personnel assigned to the MSM-42 section will be difficult to obtain until such time as all ASD-1/MSM-42 interfaces have been successfully completed.

b. OJT Requirements and Proposals:

(1) All but ten of the 179 assigned 301X3 personnel have (1) attended at least one Big Team FTD course, (2) are attending FTD at present, or (3) will attend FTD during the month of August. One assigned civilian is also in this category. Five of these ten untrained personnel have recently been assigned.

(2) The 30133 personnel are progressing rapidly toward OJT completion and eventual upgrade. Sixteen 30133 personnel have been upgraded since 1 January 1967; ten additional 30133 personnel were tested during the July cycle, (with no failures) and nine 30133s tested in August, with no results to date. Weekly inspections are being conducted to insure this training is completed on schedule and only minor deviations have been noted thus far.

c. Experience Levels Required:

(1) Through evaluations recently completed, it has been noted that the experience level of assigned personnel has proven satisfactory and no serious defects exist in training programs being conducted through formal training courses and on-the-job training. The six 30133s who will be taking their SKT in September have shown great determination for upgrade and no problems are anticipated in their successful completion of the SKT. The results will be indicative of the training programs offered, as well as the individuals ability to absorb this knowledge.

TAB F  
Atch 2

d. The following is a breakdown by skill level of the number of trained personnel remaining. (The skill level is not indicative of "performance capability" level on assigned equipment as some personnel are at the "1" level due to cross training, and the new complex systems. The level indicated is by duty AFSC only).

|                       | <u>3</u> | <u>5</u> | <u>7</u> | <u>9</u> |
|-----------------------|----------|----------|----------|----------|
| ASD-1                 |          | 12       | 16       | 3        |
| ASR-5 *               | 16       | 15       | 3        | 1        |
| ALD-5 *               | 8        | 8        | 4        |          |
| Digital Maint         |          | 1        | 7        | 2        |
| MSM-42 *              | 5        | 14       | 5        |          |
| USM-200               |          |          | 2        |          |
| USM-200 Digital Maint |          |          | 2        |          |
| APN-151 Maint         |          | 13       | 4        | 1        |
| AJN-12 Maint          |          | 10       | 8        | 1        |
| APN-81 Maint          |          | 15       | 3        | 1        |
| AJN-11 Maint          |          | 8        | 10       | 1        |
| Verdan Computer       |          | 7        | 3        | 1        |
| ALQ-70 Maint *        |          | 5        | 3        |          |
| QRC Maint (ALA & ALH) | 9        | 10       | 4        | 2        |
| QRC Maint (APR-17)    |          | 9        | 3        |          |
| KA-59 Cam Maint       | 1        | 7        | 3        |          |
| KA-59 Cam Test Equip  | 1        | 7        | 3        |          |
| ASM-161 Maint         | 4        | 15       | 17       | 1        |

\* Indicates one civilian has completed course.

TAB F  
Atch 2

TECHNICAL ORDERS

1. The lack and adequacy of Technical Data is still creating problems in the maintenance of the RC-135C. This is due to the delays in verification, using marked up verified copies and the final publication delivery dates, some as late as January 1968. The following is the current status of T.O. Data for Non-Flight Manuals that have not been delivered, along with the anticipated delivery dates.

| <u>EQUIPMENT</u> | <u>TYPE</u> | <u>VERIFICATION</u> | <u>MARKED UP VERIFIED<br/>COPIES</u> | <u>FINAL<br/>PUBLICATION<br/>DELIVERIES</u> |
|------------------|-------------|---------------------|--------------------------------------|---|
| ASD-1            | Maint       | Complete            | Available                            | 22 Aug 67                                   |
| ASD-1            | IPB         | Complete            | Available                            | AIL 22 Aug 67                               |
| ASD-1            | IPB         | Not Avail           | Not Avail                            | Syl 22 Aug 67                               |
| ASD-1            | IPB         | Not Avail           | Not Avail                            | Ray 22 Aug 67                               |
| US 200           | IPB         | Complete            | Available                            | 1 Aug 67                                    |
| MSM-42           | Operating   | Complete            |                                      | Aug 67                                      |
| MSM-42           | Maint       | Complete            | Available                            | 10 Oct 67                                   |
| ASM-161          | IPB         | Complete            |                                      | Aug 67                                      |
| THM-9            | -1, -2, -4  | *                   | Portions Avail<br>Not Complete       | 1 Jan 68                                    |
| THM-10           | -1, -2, -4  | *                   | Available                            | 1 Jan 68                                    |
| RF145A/GSQ-17A   | -1, -2, -4  | Complete            | Available                            | 1 Oct 67                                    |
| WYK-6/CPE Items  |             | Complete            | Available                            | 1 Jul 68                                    |
| Aircraft         | Maintenance | Complete            |                                      | 6 Sep 67                                    |
| Aircraft         | IPB         | Not Avail           | -                                    | 1 Aug 67                                    |

\* New manuals being prepared for verification.

TAB G  
ATCH 2

CAT III SUPPLY SUPPORT

1. An improvement in the over-all supply support was experienced in the month of August. There was a total of 46 NORS requirements in August compared to 59 NORS verifications in the month of July. There were 12 NORS/G and 34 NORS/N requirements. Several factors contributed to the reduction of NORS requirements; namely, the receipt of repair parts which in turn reduced the number of AWP items, the return of LRUs sent to the vendors for repair actions, receipt of additional major assemblies, and the increased knowledge of the technicians responsible for repair actions.
2. The number of cannibalizations in support of the RC-135C aircraft was reduced from 98 in July to 70 in August. This reduction in cannibalizations was brought about by the same factors that reduced the number of NORS occurrences. Forty-five cannibalizations were for items peculiar to the RC-135C and the remaining twenty-five cannibalizations were common to other assigned 135 aircraft.
3. Efforts to reduce the number of NORS and cannibalizations are and will be a continuing program.

TAB H  
Atch 2

| WORK CENTER      | EC-135C<br>M/HRS | RC-135C |            |            |
|------------------|------------------|---------|------------|------------|
|                  |                  | M/HRS   | PER/SORTIE | PER FLY/HR |
| 23380 IFR Shop   | 105              | 53      | 1.2        | .08        |
| FMS TOTAL        | 8491             | 3818    | 83.0       | 5.7        |
| 24110 Radio      | 979              | 688     | 15.0       | 1.0        |
| 24111 PACCS      | 2934             | -       | -          | -          |
| 24120 Radar      | 1000             | 948     | 20.6       | 1.4        |
| 24131 ECM Inflt  | -                | 1180    | 25.6       | 1.8        |
| 24133 QRC        | -                | 1388    | 30.2       | 2.1        |
| 24134 ASD-1      | -                | 6968    | 151.4      | 10.5       |
| 24330 Auto Pilot | 323              | 351     | 7.6        | .5         |
| 24331 Guidance   | -                | 1306    | 28.4       | 2.0        |
| 24400 Photo      | -                | 482     | 10.5       | .7         |
| AEMS TOTAL       | 5236             | 13311   | 289.2      | 20.0       |
| WING TOTAL       | 21665            | 22520   | 489.4      | 33.8       |

NOTE: The RC-135 MH/FH was 33.8 this month. This is a decrease of 10.7 under last month's reported 43.1 MH/FH. The decrease in the manhours required to maintain the aircraft in July was about 5000 hours less than was expended in July. The 33.8 MH/FH is still in excess of the Air Force standard of 30 MH/FH, but is closer than previously reported. It is expected that the MH/FH will approximate the standard in the future as more experience is gained by maintenance personnel and the complete utilization of the MSM-42 is realized.

| WORK CENTER      | EC-135C<br>M/HRS | RC-135C |            |            |
|------------------|------------------|---------|------------|------------|
|                  |                  | M/HRS   | PER/SORTIE | PER FLY/HR |
| 23380 IFR Shop   | 105              | 53      | 1.2        | .08        |
| FMS TOTAL        | 8491             | 3818    | 83.0       | 5.7        |
| 24110 Radio      | 979              | 688     | 15.0       | 1.0        |
| 24111 PACCS      | 2934             | -       | -          | -          |
| 24120 Radar      | 1000             | 948     | 20.6       | 1.4        |
| 24131 ECM Inflt  | -                | 1180    | 25.6       | 1.8        |
| 24133 QRC        | -                | 1388    | 30.2       | 2.1        |
| 24134 ASD-1      | -                | 6968    | 151.4      | 10.5       |
| 24330 Auto Pilot | 323              | 351     | 7.6        | .5         |
| 24331 Guidance   | -                | 1306    | 28.4       | 2.0        |
| 24400 Photo      | -                | 482     | 10.5       | .7         |
| AEMS TOTAL       | 5236             | 13311   | 289.2      | 20.0       |
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## RC-135C A/E SYSTEMS CAPABILITIES - AUGUST 67

| SORTIES   | 2    | 7    | 5    | 6    | 6   | 7    | 8    | 9    | 53    |
|-----------|------|------|------|------|-----|------|------|------|-------|
| ACFT      | 792  | 841  | 842  | 843  | 844 | 845  | 846  | 848  | FLEET |
| SYSTEM    |      |      |      |      |     |      |      |      |       |
| ACN-11    | 87.3 | 100  | 40.0 | 100  | 100 | 100  | 87.5 | 44.4 | 86.8  |
| ACN-12    | 100  | 100  | 100  | 83.3 | 100 | 100  | 100  | 100  | 98.1  |
| INTERFACE | 100  | 71.4 | 80.0 | 100  | 100 | 100  | 100  | 100  | 94.3  |
| ED-34 CAM | 100  | 100  | 100  | 83.3 | 100 | 100  | 100  | 88.8 | 96.2  |
| 245-2 CAM | 100  | 100  | 100  | 100  | 100 | 100  | 100  | 100  | 100   |
| 245-3 CAM | 100  | 100  | 100  | 100  | 100 | 100  | 100  | 100  | 100   |
| 172-1 CAM | 100  | 100  | 100  | 100  | 100 | 100  | 100  | 100  | 100   |
| KA-59 CAM | 100  | 100  | 100  | 100  | 100 | 100  | 100  | 100  | 100   |
| ALD-70    | 100  | 100  | 100  | 100  | 100 | 100  | 100  | 100  | 100   |
| APR-17    | 100  | 100  | 100  | 100  | 100 | 100  | 75.0 | 100  | 96.2  |
| ANALYZERS | 100  | 100  | 100  | 100  | 100 | 100  | 87.5 | 100  | 98.1  |
| ALA-6     | 100  | 100  | 80.0 | 83.3 | 100 | 71.4 | 100  | 100  | 94.3  |

(1) NOTE: ASD-1 capability for Aug was 92.0%/83.6% for 25 operational sorties (see next page)

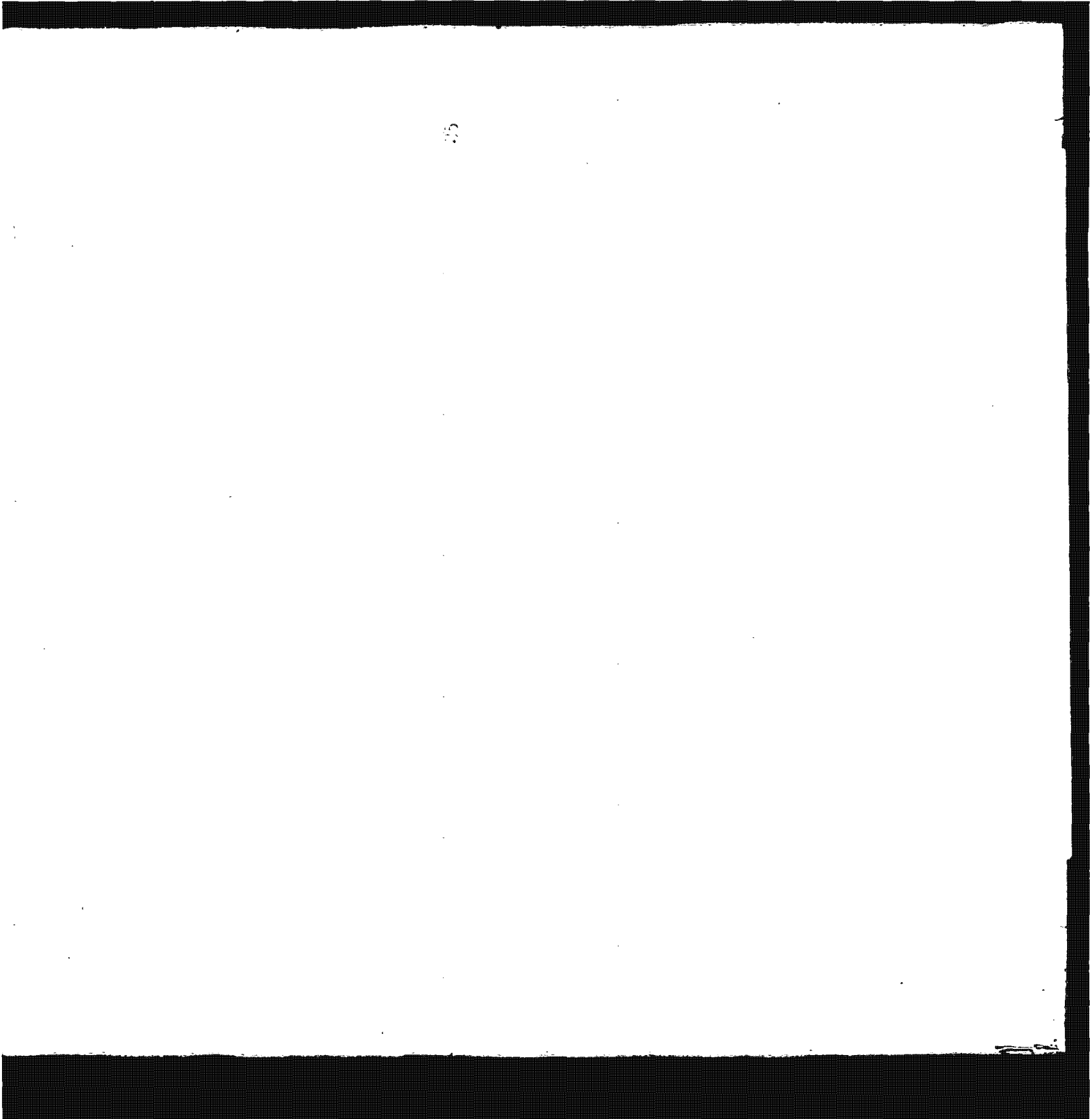
(2) NOTE: As specified in MIL-38124, using MIL-R-26484 as a guide: "The contractor shall establish a reliability program. This program shall assure that the A/B subsystem shall have an 81 percent probability of success for an eight hour mission. A successful mission is defined as one that obtains 80 percent of the information available to A/B equipment on a representative eight hour mission."

RC-135 OPS CAPABILITIES  
A&E SYSTEMS  
AUGUST 1967

| <u>ACFT</u> | <u>ASR-5</u>   | <u>ALD-5</u>    | <u>ASD-1</u>    | <u>SORTIES</u> |
|-------------|----------------|-----------------|-----------------|----------------|
| 792         | 100/96.4       | 50.0/92.8       | 100/90.6        | 4              |
| 841         | 100/84.0       | 66.7/97.0       | 66.7/86.6       | 3              |
| 842         | 100/98.1       | 50.0/95.0       | 100/90.6        | 4              |
| 843         | 100/95.3       | 100/82.5        | 100/92.7        | 2              |
| 844         | 100/86.9       | 25.0/94.1       | 100/88.7        | 4              |
| 845         | 100/81.0       | 100/94.0        | 100/83.6        | 3              |
| 846         | 66.7/86.9      | 33.3/99.4       | 66.7/88.4       | 3              |
| 848         | <u>100/100</u> | <u>50.0/100</u> | <u>100/94.4</u> | <u>2</u>       |
| FLEET       | 96.0/81.0      | 48.0/82.5       | 92.0/83.6       | 25             |

Capabilities have not been figured on training sorties





## MATERIEL CAT III TEST GROUP REPORT (SEP)

## 1. ACHIEVEMENT SUMMARY.

## a. Missions

| ACFT   | OPERATIONAL |       | TRAINING |       | FERRY   |      | TOTAL   |       |
|--------|-------------|-------|----------|-------|---------|------|---------|-------|
|        | SORTIES     | HRS   | SORTIES  | HRS   | SORTIES | HRS  | SORTIES | HRS   |
| 4841   | 4           | 69.4  | 0        | 0     | 1       | 10.4 | 5       | 79.8  |
| 4842   | 1           | 24.7  | 7        | 65.2  | 0       | 0    | 8       | 89.9  |
| 4843   | 1           | 12.2  | 3        | 28.3  | 0       | 0    | 4       | 40.5  |
| 4844   | 4           | 79.7  | 2        | 16.3  | 0       | 0    | 6       | 96.0  |
| 4845   | 6           | 124.1 | 0        | 0     | 0       | 0    | 6       | 124.1 |
| 4846   | 2           | 49.8  | 0        | 0     | 0       | 0    | 2       | 49.8  |
| 4847   | 3           | 57.2  | 1        | 9.3   | 1       | 2.6  | 5       | 69.1  |
| 4848   | 2           | 47.1  | 5        | 46.1  | 0       | 0    | 7       | 93.2  |
| 9792   | 4           | 57.3  | 4        | 37.3  | 1       | 10.1 | 9       | 104.7 |
| TOTALS | 27          | 521.5 | 22       | 202.5 | 3       | 23.1 | 52      | 747.1 |

## 1. Maintenance:

(1) There were 27 operational, 22 training, and 3 ferry sorties flown during the month. Two of the operational sorties were air aborts. However, one of these two, succeeded in accomplishing enough of his mission to satisfy the requirements of higher headquarters. Both of these air aborts were for the APN-59 system.

(2) There were 3 late take offs during the month. The materiel deviation rate, based on the 3 deviations was 5.8% or 2.0% higher than last month. The three deviations are as follows:

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Atch 2

| <u>ACFT</u> | <u>DATE</u> | <u>CAUSE</u>                   | <u>C/A</u>        |
|-------------|-------------|--------------------------------|-------------------|
| 4848        | 11 Sep      | No MAG or picture on<br>APH-59 | R&R RT-831        |
| 4841        | 21 Sep      | #2 HF coupler defective        | R&R #2 HF coupler |
| 4844        | 28 Sep      | Auto Pilot Elev. Axis<br>Inop. | R&R MC-1 Gyro     |

(3) The cumulative operationally ready rate is 37.4%, the same as last month. The operationally ready rate for the month is 63.1%, the highest in commission rate achieved during the CAT III test program.

(4) The time required to recover this RC-135 aircraft is 16.3 clockhours. This is only .6 clockhours less than August with approximately the same number of sorties flown. The time to operationally ready decreased in September to 85.7 clockhours. This is 8.7 clockhours less than was reported in August. Previous times of O/R are: February - 82.0; March - 75.0; April - 90.8; May - 71.5; June - 81.9; July - 84.5; August - 94.4; September - 85.7. The eight month average is 83.2 clockhours. This is expected to decrease with an increase of maintenance experience and the development of the MSM-42 program.

## 2. Progress Against Test Objectives.

### a. Maintainability:

(1) Considerable progress has been made in the several areas previously reported as handicapping maintainability. In the areas of supply support for the month of September, the Base Supply fill rate was 78.1%. This percentage is below the SAC CMS standard of 80%, but is way above the SAC average fill rate of 71%. The increased supply support reduced the cannibalizations from 20 in August to 34 in September. The command emphasis placed on this area can be said to have been one of the prime reasons for the present

status of the supply support. It can be foreseen that command emphasis will be required for sometime to come or at least until all bits and pieces needed to maintain the system are identified and stocked.

(2) Tech Data is still hampering maintainability by having to use marked up verified tech data. This area will bear surveillance to insure that when it is received it is accurate and up-to-date. The use of AFTO 22's will correct these deficiencies and will be a way of life for an unknown period of time. The majority of tech data has been verified and is pending publication.

(3) The impact of three level inputs for the ASD-1 system will result in extending FTD and SRT training until they are trained and upgraded. This will also result in a delay in the achievement of the degree of efficiency and proficiency deemed necessary for the operational success of the Wing.

(4) Peculiar AGE, particularly the 125KVA Generator, will hamper maintainability until the requested quantities are filled. This also applies to truck mounted air conditioners and MC-1 blowers. These shortages were identified early in the CAT III Test Program and action is being taken to procure the needed AGE required for the mission. Command emphasis will be required on this problem until resolved.


b. Reliability:

(1) The overall ASD-1 capability for September was that 96.2% of the sorties flown (25 of the 26 Ops sorties) were 84.5% capable or reliable. For more detailed reliability of the aircraft and systems, see TAB J.

c. Supportability:

(1) The supportability is dependent on the same factors that effect maintainability.

3. This is the final monthly CAT III Test Program Report due to the official ending of the CAT III Test Program on 30 September 67. Special reports will be submitted as required until the final report is rendered on 30 November 67.

  
WILLIAM J. FINNERTY II, Colonel, USAF  
Deputy Commander for Maintenance

- 10 Atch
1. Tab A - System Avail
  2. Tab B - AGE (Peculiar)
  3. Tab C - AGE (Common)
  4. Tab D - USD-7 Facility Req.
  5. Tab E - Personnel Req.
  6. Tab F - Training Req.
  7. Tab G - Tech Orders
  8. Tab H - Supply Support
  9. Tab I - RC-135C Direct Mhrs  
Summary
  10. Tab J - Acft Capability

SYSTEM AVAILABILITY

1. The following is a breakdown of the system availability from the date of aircraft delivery through 30 SEP 67 for each aircraft. The month of September is included separately for comparative purposes.

## a. Status

|               |                           |                           |                           |                           |
|---------------|---------------------------|---------------------------|---------------------------|---------------------------|
| ACFT          | 9792                      | 4841                      | 4842                      | 4843                      |
| DATE RECEIVED | 27 Jan 67                 | 22 Mar 67                 | 31 Mar 67                 | 25 Feb 67                 |
|               | <u>ACCUM</u> <u>MONTH</u> | <u>ACCUM</u> <u>MONTH</u> | <u>ACCUM</u> <u>MONTH</u> | <u>ACCUM</u> <u>MONTH</u> |
| POSS HRS      | 5904.0 720.0              | 4608.0 720.0              | 4392.0 720.0              | 5208.0 720.0              |
| NORM          | 2817.7 262.1              | 2031.0 239.0              | 2034.9 192.6              | 2352.5 204.2              |
| (SCHED)       |                           |                           |                           |                           |
| PHASE         | 294.3 26.0                | 179.4 14.1                | 135.9 24.3                | 190.6 23.5                |
| TCTC          | 61.5 18.5                 | 16.0 16.0                 | 12.5 12.5                 | - -                       |
| NORS          | 803.0 0.0                 | 498.3 0.0                 | 852.9 0.0                 | 1039.3 21.7               |
| OPS READY     | 1927.5 413.4              | 1883.3 450.9              | 1355.8 490.6              | 1625.6 514.0              |
| HRS FLOWN     | 671.5 104.7               | 472.1 79.8                | 539.3 89.9                | 560.5 40.5                |
| SORTIES       | 62 9                      | 39 5                      | 42 8                      | 45 4                      |
| % OPS RDY     | 32.6 57.4                 | 40.9 62.6                 | 30.9 68.1                 | 31.2 71.4                 |

TAB A  
ATCH 2

| ACFT      | 4844         | 4845         | 4846         | 4847     | 4848         | TOTAL          |
|-----------|--------------|--------------|--------------|----------|--------------|----------------|
| DATE RECD | 21 Apr 67    | 28 Apr 67    | 1 Jun 67     | 1 Sep 67 | 26 Jul 67    | ALL ACFT       |
|           | ACCUM MONTH  | ACCUM MONTH  | ACCUM MONTH  | MONTH    | ACCUM MONTH  | ACCUM MONTH    |
| POSS HRS  | 3888.0 720.0 | 3720.0 720.0 | 2904.0 720.0 | 702.0    | 1592.0 720.0 | 32918.0 6462.0 |
| NORM      | 1587.9 325.8 | 1353.6 208.5 | 1046.4 327.3 | 232.1    | 438.3 125.8  | 13894.4 2117.4 |
| (SCHED)   | 1240.0 280.0 | 1200.0 167.0 | 960.0 240.0  | 190.0    | 330.0 85.0   | 11960.0 1682.0 |
| PHASE     | 100.7 25.0   | 187.5 43.5   | 147.0 11.0   | -        | 56.5 22.5    | 1291.9 189.9   |
| TCTO      | - -          | - -          | - -          | - 8.0    | - -          | 98.0 55.0      |
| NORS      | 974.5 0.0    | 553.8 0.0    | 447.8 0.0    | 0.0      | 152.5 0.0    | 5329.8 21.7    |
| OPS READY | 1224.9 369.2 | 1625.1 468.0 | 1262.8 381.7 | 461.9    | 944.7 571.7  | 12303.9 4078.0 |
| HRS FLOWN | 363.6 96.0   | 472.1 124.1  | 382.6 49.8   | 69.1     | 207.9 93.2   | 3738.7 747.1   |
| SORTIES   | 31 6         | 34 6         | 24 2         | 5        | 17 7         | 299 52         |
| % OPS RBY | 31.5 51.3    | 43.7 65.0    | 43.5 53.0    | 64.2     | 59.3 79.4    | 37.4 63.1      |

b. In the month of September, the operationally ready rate was 63.1%, a new high for the KC-135C aircraft. The operationally ready rate has steadily increased throughout the CAT III Test Program. Increasing familiarity with the weapons system has produced the higher operationally ready rate for the Wing. The cumulative percentage, at 37.4%, was the same as reported in August.

c. The Scheduled Column, in parenthesis under the NORM Column, represents the hours scheduled by maintenance on the ASD-1 system. The figures depicted represent approximately 40 hours of scheduled maintenance between each sortie. This varies from aircraft to aircraft, but is still about the average. It readily shows that the bulk of NORM hours is scheduled and caused by the ASD-1 system.

| ACFT      | 4844         | 4845         | 4846         | 4847     | 4848         | TOTAL          |
|-----------|--------------|--------------|--------------|----------|--------------|----------------|
| DATE RECD | 21 Apr 67    | 28 Apr 67    | 1 Jun 67     | 1 Sep 67 | 26 Jul 67    | ALL ACFT       |
|           | ACCUM MONTH  | ACCUM MONTH  | ACCUM MONTH  | MONTH    | ACCUM MONTH  | ACCUM MONTH    |
| POSS HRS  | 3888.0 720.0 | 3720.0 720.0 | 2904.0 720.0 | 702.0    | 1592.0 720.0 | 32918.0 6462.0 |
| NORM      | 1587.9 325.8 | 1353.6 208.5 | 1046.4 327.3 | 232.1    | 438.3 125.8  | 13894.4 2117.4 |
| (SCHED)   | 1240.0 280.0 | 1200.0 160.0 | 960.0 240.0  | 190.0    | 330.0 85.0   | 11960.0 1682.0 |
| PHASE     | 100.7 25.0   | 187.5 43.5   | 147.0 11.0   | -        | 56.5 22.5    | 1291.9 189.9   |
| TCTO      | - -          | - -          | - -          | - 8.0    | - -          | 98.0 55.0      |
| WORS      | 974.5 0.0    | 553.8 0.0    | 447.8 0.0    | 0.0      | 152.5 0.0    | 5329.8 21.7    |
| OPS READY | 1224.9 369.2 | 1625.1 468.0 | 1262.8 381.7 | 461.9    | 944.7 571.7  | 12303.9 4078.0 |
| HRS FLOWN | 363.6 96.0   | 472.1 124.1  | 382.6 49.8   | 69.1     | 207.9 93.2   | 3738.7 747.1   |
| SORTIES   | 31 6         | 34 6         | 24 2         | 5        | 17 7         | 299 52         |
| % OPS RDY | 31.5 51.3    | 43.7 65.0    | 43.5 53.0    | 64.2     | 59.3 79.4    | 37.4 63.1      |

1. In the month of September, the operationally ready rate was 63.1%, a new high for the HC-135C aircraft. The operationally ready rate has steadily increased throughout the CAT III Test Program. Increasing familiarity with the weapons system has produced the higher operationally ready rate for the Wing. The cumulative percentage, at 37.4%, was the same as reported in August.

c. The Scheduled Column, in parenthesis under the NORM Column, represents the hours scheduled by maintenance on the ASD-1 system. The figures depicted represent approximately 40 hours of scheduled maintenance between each sortie. This varies from aircraft to aircraft, but is still about the average. It readily shows that the bulk of NORM hours is scheduled and caused by the ASD-1 system.



AGE (Peculiar)

1. The following is a breakdown of the availability of the FMS and AEMS peculiar AGE for the month of September.

| <u>QTY</u> | <u>TYPE</u>    | <u>AVAIL</u> | <u>COMM</u> | <u>HRS</u> | <u>SCHED</u> | <u>UNSCH</u> | <u>NORS</u> | <u>REMARKS</u>  | <u>% UTIL</u> |
|------------|----------------|--------------|-------------|------------|--------------|--------------|-------------|---|---------------|
| 1          | Gen,125KVA #1  | 720          | 676         | 532        | 44           |              |             | Servicing   | 78.7          |
| 1          | Gen,125KVA #2  | 720          | 681         | 465        | 39           |              |             | Servicing   | 68.3          |
| 7          | Blower Grd Exh | 5040         | 4760        | 2082       | 260          |              |             | Servicing   | 43.6          |
| 1          | A/C,Trk Mtd #1 | 720          | 719         | 14         | 1            | 486          |             | Accessory Drive   | 2.0           |
| 1          | A/C,Trk Mtd #2 | 720          | 705         | 178        | 15           |              |             | Servicing   | 25.3          |
| 1          | A/C,Trk Mtd #4 | 720          | 710         | 124        | 10           |              |             | Servicing   | 17.5          |
| 1          | A/C,Trk Mtd #5 | 720          | 706         | 164        | 14           |              |             | Servicing   | 23.2          |
| 1          | A/C,Trk Mtd #8 | 720          | 704         | 189        | 16           |              |             | Servicing   | 26.9          |
| 1          | A/C,Trk Mtd #9 | 720          | 710         | 114        | 10           |              |             | Servicing   | 16.1          |
| 1          | USM-200 #1     |              |             |            |              |              |             |   |               |
|            | GSM-25         | 720          | 624         | 541        | 96           |              |             | PMEL Sched Calib  | 86.7          |
|            | GSM-26         | 720          | 720         | 711        |              |              |             | Minor Components removed for sched calib - no down-time | 98.8          |
|            | GSM-27         | 720          | 720         | 664        |              |              |             | "   | 92.2          |
|            | GSM-28         | 720          | 720         | 714        |              |              |             | "   | 99.2          |
|            | GSM-29         | 720          | 720         | 714        |              |              |             | "   | 99.2          |
|            | GSM-30         | 720          | 720         | 431        |              |              |             | "   | 59.7          |
| 1          | USM-200 #3     |              |             |            |              |              |             |   |               |
|            | GSM-25         | 720          | 720         | 501        |              |              |             | "   | 69.6          |
|            | GSM-26         | 720          | 720         | 704        |              |              |             | "   | 97.8          |
|            | GSM-27         | 720          | 434         | 378        | 168          | 118          |             | Unsch Signal gen LHI27;Sched PMEL Calib                 | 87.1          |

| QTY | TYPE                | AVAIL | COMM | HRS | SCHED | UNSCH | NORS | REMARKS  | % UTIL |
|-----|---------------------|-------|------|-----|-------|-------|------|--|--------|
| 1   | GSM-28              | 720   | 552  | 548 |       |       |      | SB2792 inop  | 99.3   |
|     | GSM-29              | 720   | 720  | 709 |       |       |      | Minor components removed for sched calib - no down time        | 98.5   |
|     | GSM-30              | 720   | 682  | 371 | 38    |       |      | Sched PMEL Calib   | 54.4   |
| 1   | MSM-42 #2           | 720   | 384  | 70  | 336   |       |      | Sched Calib  | 18.2   |
| 1   | MSM-42 #3           | 720   | 720  | 335 |       |       |      |  | 46.5   |
| 1   | MSM-42 #4           | 720   | 582  | 46  |       | 138   |      | Unsch Maint: P1 & J1 pin blk out for repair. Repair boom plugs | 7.9    |
| 1   | ASN-53 Test Console | 720   | 720  | 182 |       |       |      |  | 25.3   |
| 1   | KA-59 Camera Tester | 708   | 74   | 74  | 12    |       |      | Sched PMEL Calib   | 10.5   |

2. The percentage of operating hours as compared to the possessed hours of the two 125KVA generators was 78.7 and 68.3 for generator #1 and #2 respectively. The percentage of utilization on each item is based on the in commission hours or hours available to maintenance.

AGE (Common)

Throughout the month, the adequacy and availability of common AGE was surveyed. It was determined from this survey that the adequacy and availability was sufficient to handle the KC/EC/RC-135 aircraft. No abnormal increases in unscheduled maintenance or AGENORS was discerned. Future deliveries of RC-135C aircraft could create a problem in this area and this will be closely monitored as the inventory increases.

TAB C  
ATCH 2

USD-7 FACILITIES REQUIREMENTS

| <u>ORGN</u> | <u>Requirement</u>                                      | <u>Action Taken</u>     | <u>Present Status</u>   |
|-------------|---|-------------------------|---|
| OMS         | Construct Flt Stewards and Debriefing Facilities        | Submitted<br>6 Jun 66   | Approved 14 Jul 66, Engineering Plans Complete. Awaiting funds. |
| OMS         | Construct OMS orderly room facilities                   | Submitted<br>4 May 67   | Design complete, awaiting funds.                                |
| OMS         | Pave area in front of Bldg 517. Install 4 gas pumps.    | Submitted<br>12 July 66 | Design complete. Awaiting funds.                                |
| OMS         | Extend paving back of nose docks, Bldgs 491, 492, & 493 | Submitted<br>11 Jul 66  | Design complete. Awaiting funds.                                |
| FMS         | Renovate Pneudraulic Shop - ceiling, walls & floors.    | Submitted<br>19 Jul 66  | Design complete. Awaiting funds.                                |
| AEMS        | Install Compressed Air lines, Bldg 321, Rm 119          | Submitted<br>6 Oct 66   | Approved 17 Nov 66 under design                                 |
| OMS         | Install 220V outlets Docks 1 & 3                        | Submitted<br>29 Oct 66  | Design held up at Architectural Engineer - No funds             |
| OMS         | Install 3 blast fences                                  | Submitted<br>26 Jan 67  | SAC approved, fence from Walker, awaiting funds                 |
| DCM         | Erect enclosed supply point, Mod B                      | Submitted<br>21 Jun 67  | Design complete, awaiting funds.                                |
| OPS         | Addition for Bldg 497                                   | Submitted<br>26 July 67 | Approved FTB, awaiting funds.                                   |
| OPS         | Modify entrance Bldg 497                                | Submitted<br>23 May 67  | Start work 12 Oct 67  |
| OPS         | Move cypher lock Bldg 497                               | Submitted<br>27 Jun 67  | Materials received in scheduling                                |

TAB D  
Atch 2

|      |   |                        |  |
|------|---|------------------------|--|
| AEMS | Electrical outlets for<br>Ultra Sonic Cleaner   | Submitted<br>27 Jul 67 | Materials received<br>In scheduling                                |
| FMS  | Replacement Electric<br>Panel Box   | Submitted<br>3 Jul 67  | Materials received<br>In scheduling                                |
| AEMS | Relocate MD4, 400CPS<br>power units, install<br>additional circuit breaker<br>in 480 volts panel power Rm 107                                   | Submitted<br>24 Apr 67 | Approved by Facilities<br>Utilization Board, awaiting<br>materials |
| FMS  | Install 28 volts D, C, and<br>200V AC. 400 CPS Mech<br>Access, Rm 105 to operate<br>Air Conditioner Test Set                                    | Submitted<br>28 Mar 67 | Approved 20 Apr 67<br>awaiting materials                           |
| FMS  | Install Fire sprinklers<br>Accessory Shop   | Submitted<br>10 Jan 67 | Materials in<br>In Scheduling                                      |
| AEMS | Install electrical outlet to<br>supply 440 volts, 3 phase,<br>60 cycles and 48 volts,<br>single phase 60 cycles for<br>ASN 53 Computer Test Set | Submitted<br>13 Mar 67 | Approved 20 Apr 67,<br>In Scheduling                               |
| AEMS | 440V outlets for installation<br>of MA-8 Air Conditioner<br>for ASN-53 Console  | Submitted<br>13 Mar 67 | Materials in<br>Awaiting scheduling                                |

TAB D  
Atch 2

PERSONNEL REQUIREMENTS

The training program, as in the past, is a constant drain from productive manhours. Assets used against training quotas are those same assets assigned for maintenance of the system. The training program is particularly acute in the ECM (ASD-1) shop.

TAB E  
ATCH 2

TRAINING REQUIREMENTS

1. The following is a resume of total personnel trained/in training/scheduled for training by AFSC. Reference is made to particular courses completed/in progress/scheduled.

NOTE: The "Nr Trained" figures beside each AFSC indicates personnel trained who possess the respective AFSC.

The "Trained column beneath the "Trained by Course" figures indicate total personnel trained in individual systems, explained in AFSC columns.

The numbers in parenthesis beside the "Trained" totals of "Trained by Course" column reflect personnel losses for each specific course also explained in AFSC columns.

The asterisk beside the "Trained" Column of the "Trained by Course" portion indicates one civilian trained in courses indicated. All other asterisks are explained beside or beneath the affected portions of this report.

| AFSC  | Nr<br>Trnd | Nr<br>In Trg | Nr<br>Sched | Nr<br>Lost | Nr<br>Untrnd | Crs<br>Title | Trained by Course |        |        |
|---|------------|--------------|-------------|------------|--------------|--------------|-------------------|--------|--------|
|   |            |              |             |            |              |              | Trnd              | In Trg | Sched  |
| 3CIX3   | 165        | 37           | 0           | 26         | 14           | ASD-1        | 37 (6)            | 0      | 0      |
| 130* Assigned to ECM branch<br>(Includes 7 civilian personnel)    |            |              |             |            |              | ASR-5        | 38*(2)            | 15     | 0      |
|   |            |              |             |            |              | ALD-5        | 26*(5)            | 18*    | 3Civ 0 |
| 139* trained personnel in unit<br>(includes 3 civilian personnel) |            |              |             |            |              | ASM-161      | 44                | 6      | 6      |
| 6 ASD-1 trained pers. lost/discharge                              |            |              |             |            |              | MSM-42       | 32*(7)            | 3      | 0      |
| 2 ASR-5 trained pers lost/PCA                                     |            |              |             |            |              | QRC          | 28 (3)            | 8      | 0      |
| 3 ALD-5 trained pers. lost/discharge                              |            |              |             |            |              | ALQ-70       | *14(5)            | 0      | 0      |
| 2 ALD-5 trained pers lost/PCS                                     |            |              |             |            |              | APR-17       | 14 (2)            | 0      | 0      |
| 4 MSM-42 trained pers lost/discharge                              |            |              |             |            |              | USM-200      | 2                 | 0      | 0      |
| 3 MSM-42 trained pers lost/PCS                                    |            |              |             |            |              |              |                   |        |        |
| 1 QRC/ALQ-70/APR-17 trained<br>pers lost/discharge                |            |              |             |            |              |              |                   |        |        |
| 1 QRC/ALQ-70 trained pers. lost PCS                               |            |              |             |            |              |              |                   |        |        |
| 3 ALQ-70 trained pers. lost/discharge                             |            |              |             |            |              |              |                   |        |        |
| 1 QRC/APR-17 trained pers lost/PCS                                |            |              |             |            |              |              |                   |        |        |

TAB F  
Atch 2

6 Trained in ASD-1 only  
 1 trained in ASD-1/ASM-161/USM-200  
 1 trained in ASD-1/ASM-161/MSM-42  
 1 trained in ASD-1/USM-200  
 19 trained in ASD-1/ASM-161  
 1 trained in ASD-1/QRC/APR-17/ASM-161  
 2 trained in ASD-1/MSM-42  
 24 trained in ASR-5 only  
 1 trained in ASR-5/MSM-42  
 1 trained in ASR-5/ALQ-70\* (civilian)  
 10 trained in ASR-5/ASM-161

11 trained in ALD-5 only \* (1 civilian)  
 6 trained in ALD-5/ASM-161  
 2 trained in ALD-5/MSM-42  
 1 trained in ALD-5/ASM-161/MSM-42  
 1 trained in ALD-5/QRC/APR-17

5 trained in ASM-161 only

18 trained in MSM-42 only \* (1 civilian)

15 trained in QRC only  
 4 trained in QRC/ALQ-70/APR-17  
 4 trained in QRC/APR-17

3 trained in ALQ-70 only  
 1 trained in ALQ-70/APR-17

1 trained in APR-17 only

| AFSC  | Nr<br>Trnd | Nr<br>In Tng | Nr<br>Sched | Nr<br>Lost | Nr<br>Untrnd | Crs<br>Title | Trained by Course |        |       |
|-------|------------|--------------|-------------|------------|--------------|--------------|-------------------|--------|-------|
|       |            |              |             |            |              |              | Trnd              | In Tng | Sched |
| 301X1 | 23         | 0            | 0           | 8          | 12           | APR-151      | 23(8)             | 0      | 0     |

27 Assigned to Radar Branch

15 Trained personnel in unit

5 APR-151 trained lost/PCS

|       |    |    |   |   |   |                          |       |   |   |
|-------|----|----|---|---|---|--------------------------|-------|---|---|
| 305X3 | 18 | 3* | 0 | 1 | 2 | Dig Maint                | 19(1) | 3 | 0 |
|       | 22 |    |   |   |   | USM-200                  | 2     | 0 | 0 |
|       |    |    |   |   |   | Dig Maint                |       |   |   |
|       | 17 |    |   |   |   |                          |       |   |   |
|       | 2  |    |   |   |   | Digital/USM-200 digital  |       |   |   |
|       | 1  |    |   |   |   | digital trained lost/PCS |       |   |   |

TAB F  
 Atch 2



| FSC    | Nr<br>Trnd | Nr<br>In Tng | Nr<br>Sched | Nr<br>Lost | Nr<br>Untrnd | Crs<br>Title | Trained by Course |        |       |
|--------|------------|--------------|-------------|------------|--------------|--------------|-------------------|--------|-------|
|        |            |              |             |            |              |              | Trnd              | In Tng | Sched |
| 301X4  | 14         | 0            | 0           | 1          | 4            | APN-81       | 20 (3)            | 0      | 0     |
| 316X1Q | 17*        | 0            | 0           | 4          | 4            | AJN-11       | 23 (6)            | 0      | 0     |
| 325X0  | 9          | 0            | 0           | 4          | 2            | AJN-12       | 26 (9)            | 0      | 0     |
|        |            |              |             |            |              | Verdan       | 17 (4)            | 0      | 0     |

17 301X4 personnel assigned to radar branch

13 Trained personnel in unit.

17\* 316X1Q assigned to ASN-53 Branch  
(includes on 316X0Q)

13 trained personnel in unit  
(includes one 316X0Q)

7 325X0 assigned to AJN-53 Branch

5 trained personnel in unit

1 301X4 AJN-12/Verdan trained lost/PCA

1 324X0 AJN-11/AJN-12 trained lost/PCS

1 325X0 AJN-11/AJN-12 trained lost/discharge

1 325X0 AJN-11/AJN-12/Verdan trained lost/PCS

1 325X0 AJN-12 trained lost/PCS

1 316X1Q APN-81/AJN-12/Verdan trained lost/discharge

1 316X1Q APN-81/AJN-12/Verdan trained lost/PCS

1 316X1Q AJN-11/AJN-12 trained lost/PCS

1 316X1Q Verdan trained lost/discharge

12 301X4 trained in APN-81 only

2 301X4 trained in AJN-11/AJN-12/Verdan

2 316X1Q trained in APN-81/AJN-11/AJN-12/Verdan

1 316X1Q trained in APN-81/AJN-11/AJN-12

1 316X1Q trained in APN-81/AJN-12/Verdan

3 316X1Q trained in AJN-11/AJN-12/Verdan

4 316X1Q trained in AJN-11/AJN-12

1 316X1Q trained in AJN-12 Verdan

1 316X1Q trained in AJN-11 only

1 316X0Q trained in AJN-11/AJN-12

4 325X0 trained in APN-81/AJN-11/AJN-12/Verdan

1 325X0 trained in AJN-11/AJN-12/Verdan

1 325X0 trained in AJN-11/AJN-12

1 325X0 trained in AJN-11 only

NOTE: 2 301X1 personnel in APN-81

TAB F  
Atch 2

| AFSC<br>No | Nr<br>Trnd | Nr<br>In Tng | Nr<br>Sched | Nr<br>Lost | Nr<br>Untrnd | Crs<br>Title | Trained by Course |        |       |
|------------|------------|--------------|-------------|------------|--------------|--------------|-------------------|--------|-------|
|            |            |              |             |            |              |              | Trnd              | In Tng | Sched |
|            | 14         | 0            | 0           | 4          | 2            | KA-59 Cam    | 14 (4)            | 0      | 0     |
|            |            |              |             |            |              | KA-59 Cam    | 14 (4)            | 0      | 0     |
|            |            |              |             |            |              | Test Equip   |                   |        |       |

12 Assigned to Photo Branch

10 trained personnel in unit  
 1 KA-59 trained lost/retirement  
 1 KA-59 trained lost/discharge  
 2 KA-59 trained lost/PCC

2. The following information is submitted to reflect Big Team training status.

a. Adequacy of Technical Schools:

(1) Evaluations completed previous to this report reflect no problem areas in either course curriculum or presentation of material to students.

(2) Evaluations of ASN-53 personnel are still in progress, with no new results known.

(3) Over-all evaluation of personnel assigned to the MSM-42 section have not been accomplished as all ASD-1/MSM-42 interfaces have not been successfully completed.

b. OJT Requirements and Proposals:

(1) All but 15 of the 183 assigned 301X3 personnel have: (1) attended at least one Big Team FTD course; (2) are attending FTD at present, or (3) will attend FTD during the early part of Jan 68. Ten of these fifteen untrained personnel have recently been assigned.

(2) The 30133 personnel are progressing rapidly toward OJT completion and eventual upgrade. Twenty eight 30133 personnel have been upgraded since 1 January 1967; nine additional 30133 personnel were tested during the August cycle, (with no failures), and four 30133s tested in Sept, with no results to date. Weekly inspections are being conducted to insure this training is completed on schedule and only minor deviations have been noted thus far.

c. Experience Levels Required:

(1) Through evaluation recently completed, it has been noted that the experience level of assigned personnel has proven satisfactory and no serious defects exist in training programs being conducted through formal training courses and on-the-job training. The four 30133s taking their SKT in September have shown great determination for upgrade and no problems are anticipated in their successful completion of the SKT. The results will be indicative of the training programs offered, as well as the individuals ability to absorb this knowledge.

TAB F  
 Atch 2

TECHNICAL ORDERS

1. The lack and adequacy of Technical Data is still creating problems in the maintenance of the RC-135C. This is due to the delays in verification, using marked up verified copies and the final publication delivery dates, some as late as January 1968. The following is the current status of I.O. Data for Non-Flight Manuals that have not been delivered, along with the anticipated delivery dates.

| <u>EQUIPMENT</u> | <u>TYPE</u> | <u>VERIFICATION</u> | <u>MARKED UP VERIFIED<br/>COPIES</u> | <u>FINAL<br/>PUBLICATION<br/>DELIVERIES</u> |
|------------------|-------------|---------------------|--------------------------------------|---|
| ACD-1            | Maint       | Complete            | Available                            | Unknown                                     |
| ACD-1            | IPB         | Complete            | Available                            | AIL - Unknown                               |
| ACD-1            | IPB         | Not Avail           | Not Avail                            | Syl - Unknown                               |
| ACD-1            | IPB         | Not Avail           | Not Avail                            | Ray - Unknown                               |
| MSM-200          | IPB         | Complete            | Available                            | Unknown                                     |
| MSM-42           | Operating   | Complete            |                                      | Unknown                                     |
| MSM-42           | Maint       | Complete            | Available                            | 19 Oct 67                                   |
| ACM-161          | IPB         | Complete            |                                      | Unknown                                     |
| CR-2             | -1,-2,-4    | *                   | Portions Avail<br>Not Complete       | 1 Jan 68                                    |
| CR-1             | -1,-2,-4    | *                   | Available                            | 1 Jan 68                                    |
| CR-1/CR-17A      | -1,-2,-4    | Complete            | Available                            | 1 Oct 67                                    |
| CR-6/CR-17A      |             | Complete            | Available                            | 1 Jul 68                                    |
| Aircraft         | Maintenance | Complete            |                                      | Unknown                                     |
| Aircraft         | IPB         | Not Avail           |                                      | Unknown                                     |

\* New manuals being prepared for verification.

TAB G  
ATCH 2

CAT III SUPPLY SUPPORT

1. Supply support continues to improve. During the month of September there was a total of 1,000 requests submitted to Base Supply to support the Cat III Test Program. Of the total number of requests submitted, 783 were immediately available from Base stocks for a 78.3 percent fill rate. There was a total of 19 NORS requirements during the month of September compared to 46 NORS verifications in August and 59 in July. This trend should continue as the supply support improves and maintenance skills are developed. Shortages of specific items, i.e., RO 150 Recorders, FSN 5895-071-9628EW; Oscillator - LRU 440, FSN 5895-943-8986EA; and Indicator IP 574, FSN 5895-936-6933EW contribute excessively to our over-all NORS occurrences and cannibalization rate.

2. Cannibalization in support of the RC-135C aircraft in the month of September chargeable to supply was reduced to 34. This is a little better than 50 percent reduction in the number of cannibalizations over the 70 cannas required in August. Twenty-eight cannibalizations were for USD-7 peculiar items and the remaining six items were common to other assigned 135 aircraft.

3. This unit will continue to exert every effort to reduce the number of NORS and cannibalizations and will advise all interested parties of any difficulties that cannot be resolved by the 55th Strategic Reconnaissance Wing and the 3902d Air Base Wing.

TAB II  
Atch 2

RC-135C DIRECT M/H SUMMARY

| WORK CENTER         | EC-135C | RC-135C |            |            |
|---------------------|---------|---------|------------|------------|
|                     | M/HRS   | M/HRS   | PER/SORTIE | PER FLY/HR |
| 22101 Support       |         |         |            |            |
| 22111 L/G Team #1   | 2171    | -       | -          | -          |
| 22112 L/G Team #2   | 487     | -       | -          | -          |
| 22113 L/G Team #3   | 2684    | -       | -          | -          |
| 22114 L/G Team #4   | 2485    | 104     | 2.4        | 1.5        |
| 22121 Recon Team #1 | 6       | 3718    | 86.4       | 5.7        |
| 22122 Recon Team #2 | -       | 2418    | 56.2       | 3.7        |
| OMS TOTAL           | 7833    | 6241    | 145.1      | 9.5        |
| 23110 Machine       | 79      | 50      | 1.2        | 0.1        |
| 23120 Welding       | 26      | 19      | 0.4        | .03        |
| 23130 J. Metal      | 316     | 227     | 5.3        | 0.3        |
| 23150 Survival      | 6       | 15      | 0.3        | .02        |
| 23160 Comm. Control | 74      | 149     | 3.5        | 0.2        |
| 23220 Field Repair  | 1228    | 123     | 2.9        | 0.2        |
| 23231 Eng Cond      | 1446    | 799     | 18.6       | 1.2        |
| 23310 Aero Repair   | 622     | 287     | 6.7        | 0.4        |
| 23320 Fuel Cell     | 52      | 12      | 0.3        | .02        |
| 23330 Electric      | 600     | 314     | 18.9       | 1.2        |
| 23440 Hydraulic     | 804     | 471     | 11.0       | 0.7        |
| 23350 Instruments   | 340     | 300     | 7.0        | 0.5        |
| 23360 Pneumatic     | 247     | 230     | 5.3        | 0.4        |
| 23380 IFK Shop      | 74      | 38      | 0.9        | 0.1        |
| FMS TOTAL           | 6004    | 3534    | 82.2       | 5.4        |

| WORK CENTER      | EC-135C<br>M/HRS | RC-135C |            |            |
|------------------|------------------|---------|------------|------------|
|                  |                  | M/HRS   | PER/SORTIE | PER FLY/HR |
| 24110 Radio      | 912              | 738     | 17.2       | 1.1        |
| 24111 PACCS      | 2639             | 2       | 0.1        | -          |
| 24120 Radar      | 1091             | 957     | 22.3       | 1.5        |
| 24131 ECM Inflt  | -                | 1215    | 18.2       | 1.8        |
| 24133 QRC        | -                | 1185    | 27.6       | 1.8        |
| 24134 ASD-1      | -                | 6384    | 148.4      | 9.7        |
| 24330 Auto Pilot | 280              | 538     | 12.5       | 0.8        |
| 24331 Guidance   | -                | 1477    | 34.3       | 2.2        |
| 24400 Photo      | -                | 463     | 10.8       | 0.7        |
| AEMS TOTAL       | 4922             | 12959   | 301.3      | 19.7       |
| WING TOTAL       | 18759            | 22734   | 528.6      | 34.6       |

NOTE: The RC-135 MH/FH was 34.6 this month. This is an increase of .8 over last month's reported 33.8 MH/FH. The MH/FH appears to have stabilized somewhat according to the manhour expenditure in August and September. There was only 200 more manhours expended in September than in August with an addition to the inventory of 1 more aircraft. The 34.6 MH/FH is still in excess of the Air Force standard of 30 MH/FH. It is expected that the MH/FH will approximate the standard in the future as more experience is gained by maintenance personnel and the complete utilization of the MSM-42.

RC-135C AFE SYSTEMS CAPABILITIES - SEPTEMBER 67

|            |     |     |     |     |     |     |     |     |     |       |
|------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-------|
| SORTIES    | 9   | 5   | 8   | 4   | 6   | 6   | 2   | 5   | 7   | 52    |
| ACFT       | 792 | 841 | 842 | 843 | 844 | 845 | 846 | 847 | 848 | FLEET |
| ADM-11     | 100 | 100 | 63  | 25  | 100 | 100 | 100 | 80  | 100 | 86.5  |
| ADM-12     | 89  | 100 | 100 | 50  | 100 | 100 | 100 | 100 | 100 | 94.2  |
| INTERFACE  | 100 | 100 | 86  | 75  | 67  | 100 | 100 | 80  | 100 | 88.5  |
| ED-34 CAM  | 100 | 100 | 100 | 100 | 80  | 100 | 50  | 100 | 100 | 96.0  |
| 245-2 CAM  | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100   |
| 245-3 CAM  | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100   |
| 172-14 CAM | 100 | 100 | 100 | 100 | 80  | 100 | 100 | 100 | 100 | 98.0  |
| EA-59 CAM  | 80  | 100 | 0   | 0   | 100 | 100 | 100 | 100 | 0   | 95.0  |
| A10-70     | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100   |
| AFR-17     | 100 | 80  | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 98.1  |
| ANALYZERS  | 100 | 100 | 100 | 75  | 75  | 100 | 100 | 100 | 86  | 93.6  |
| ALA 6      | 86  | 100 | 80  | 100 | 100 | 100 | 100 | 80  | 100 | 93.2  |

RC-135 OPS CAPABILITIES  
A&E SYSTEMS  
SEPTEMBER 67

| <u>ACFT</u> | <u>ASR-5</u> | <u>ALD-5</u> | <u>ASD-1</u> | <u>SORTIES</u> |
|-------------|--------------|--------------|--------------|----------------|
| 792         | 100/85.5     | 66.7/88.0    | 100/88.4     | 3              |
| 841         | 100/89.1     | 75.0/80.0    | 100/84.5     | 4              |
| 842         | /95.2        | /65.3        | /89.3        | 1              |
| 843         | /100         | /100         | /100         | 1              |
| 844         | 100/89.6     | 75.0/100     | 100/84.6     | 4              |
| 845         | 100/94.2     | 100/91.6     | 100/93.7     | 6              |
| 846         | 100/97.5     | 50.0/82.5    | 100/89.3     | 2              |
| 847         | 100/100      | 66.7/91.0    | 100/93.2     | 3              |
| 848         | 50.0/98.8    | 100/92.9     | 50.0/97.6    | 2              |
| FLEET       | 96.2/85.5    | 76.9/80.0    | 96.2/84.5    | 26             |

NOTE: ASD-1 Capability for September was 96.2/84.5 for 26 operational sorties  
 NOTE: As specified in MIL-38124, using MIL-R-26484 as a guide: "The contractor shall establish a reliability program. This program shall assure that the A/B subsystem shall have an 81 percent probability of success for an eight hour mission. A successful mission is defined as one that obtains 80 percent of the information available to A/B equipment on a representative eight hour mission."

TAB J  
 ATCH 2





DEPARTMENT OF THE AIR FORCE  
Headquarters 55th Strategic Reconnaissance Wing (SAC)  
Offutt Air Force Base, Nebraska 68113

STANDARDIZATION REVIEW PANEL

1. General: The quarterly Standardization Review Panel meeting was convened at 1430 hours, 17 Oct 1967 IAW par 2-17m, Vol 1, SACM 51-4, in the Commander's Conference Room, 55SRW Headquarters Building. The panel reviewed Standardization activities for the period July, Aug, and Sep 1967.

2. Members and/or alternates present:

|                            |                                |
|----------------------------|--------------------------------|
| Col William E. Riggs       | Commander, 55SRW               |
| Col Quentin L. Hancock     | Dep Comdr for Ops              |
| LtCol Roberts L. Underwood | Commander, 343SRS              |
| LtCol J. D. Murfield       | Commander, 38SRS               |
| LtCol Harry F. Baker       | Commander, 338SRS              |
| LtCol Winford E. Hamner    | Chief, Stdn Div (ALT)          |
| LtCol Theodore Stern       | Chief, Tng Div                 |
| LtCol Anthony Aleccia      | Tng Div Nav (ALT)              |
| LtCol Frank L. Williams    | Tng Div, ELINT                 |
| LtCol Leo F. Meineke       | Wg Dir of Safety               |
| LtCol Clarence L. Linton   | Base Operations Off            |
| LtCol Loren R. Townsend    | Wg Sched Officer               |
| Capt Joseph E. Carney, Jr. | Wg Gnd Tng Officer             |
| Capt Robert S. Hill, Jr.   | Chief, EB-47 Stdn Br (ALT)     |
| Capt Paul J. Reinman       | Chief, EC/KC-135 Stdn Br (ALT) |

3. Members absent:

|                        |                                |
|------------------------|--------------------------------|
| LtCol John Drost       | Chief, EB-47 Stdn Br (TOY)     |
| LtCol Roscoe J. Brooks | Chief, Stdn Div (OPS BRIEFING) |
| Maj Evan L. Myers      | OIC Synthetic Trnrs (FLYING)   |

4. Standardization Activities - EB-47 Branch:

a. Standardization checks completed:

(1) During this quarter the EB-47 Branch administered twenty-four (24) checks (see Attachment 1).

(2) The EB-47 Branch administered five (5) No-Notice evaluations. General areas evaluated were Air Refueling, Instruments Navigation and ELINT.

(3) There was one (1) Conditionally Qualified and no Unqualified individuals (see Attachment 1).

(4) Staff attendance at critiques: One-hundred (100%) percent.

b. Analysis of Evaluation Failures:

(1) The failure rate for this quarter was 0.0% as compared with the annual rate of 6.1%. Less than Qualified areas and crew positions are shown in Attachment 1.

(2) There were no trends noted in the less than Qualified areas.

5. Standardization Activities - EC/KC-135 Branch:

a. Standardization checks completed:

(1) A total of seventy (70) checks were administered by the EC/KC-135 Branch this quarter. The types, numbers and results are shown in Attachment 2.

(2) There were three (3) No-Notice checks conducted by the EC/KC-135 Branch this quarter. General areas evaluated were Navigation Instruments and Air Refueling.

(3) There were three (3) Conditionally Qualified and no Unqualified individuals this quarter (see Attachment 2).

(4) Staff attendance at critiques: One-hundred (100%) percent.

b. Analysis of evaluation failures:

(1) The failure rate for the quarter was 0.0% as compared with an annual rate of 3.9%. Less than Qualified areas and crew positions are shown in Attachment 2.

(2) Conclusions:

No trends were noted in the less-than-Qualified areas.

6. Standardization Activities - RC-135 Branch:

a. Standardization checks completed:

(1) The RC-135 Branch administered sixty-six (66) checks this quarter. A detailed breakdown of types and results is shown in Attachment 3.

(2) There were no No-Notice evaluations conducted by the RC-135 Branch this quarter.

(3) There were two (2) Unqualified individuals and four (4) Conditionally Qualified individuals this quarter. Details are shown in Attachment 3.

(4) Staff attendance at critiques: One-hundred (100%) percent.

b. Analysis of evaluation failures:

(1) The failure rate for this quarter was 3.5% as compared to an annual failure rate of 4.1%. Failures by crew position and area are shown in Attachment 3.

(2) Conclusions:

No trends were noted in the less-than-qualified checks.

7. Progress Report: Corrective action not completed in previous quarter Progress Report was completed on 20 Jul 1967.

8. Training Monitor Activities:

a. Lt Col Frank L. Williams reports that: The previous problem areas identified in the RC-135 EW training program have been resolved.

b. Stan/Eval alert participation not applicable.

ROSCOE J. BROOKS, Lt Col, USAF  
Chief, Standardization Division

NUMBER AND TYPE OF CHECKS  
EB-47 BRANCH

| <u>TYPE OF CHECK</u>           | <u>TOTAL</u> | <u>H</u> | <u>Q</u> | <u>C</u> | <u>U</u> | <u>FAILURE RATE</u> |
|--------------------------------|--------------|----------|----------|----------|----------|---------------------|
| Proficiency Evaluation         |              |          |          |          |          |                     |
| Crew                           | 12           | 1        | 11       | 0        | 0        | 0.0%                |
| Staff                          | 1            | 0        | 1        | 0        | 0        | 0.0%                |
| Initial Instructor             | 2            | 0        | 2        | 0        | 0        | 0.0%                |
| Progress                       | 1            | 0        | 1        | 0        | 0        | 0.0%                |
| Instrument                     | 1            | 0        | 1        | 0        | 0        | 0.0%                |
| No-Notice                      | 5            | 0        | 4        | 1        | 0        | 0.0%                |
| <u>Flight Simulator Checks</u> | <u>2</u>     | <u>1</u> | <u>1</u> | <u>0</u> | <u>0</u> | <u>0.0%</u>         |
| TOTAL CHECKS                   | 24           | 2        | 21       | 1        | 0        | 0.0%                |
| Less Simulator Checks          | 22           | 1        | 20       | 1        | 0        | 0.0%                |

AREAS LESS THAN QUALIFIED

| <u>SUB-STANDARD AREA</u> | <u>P</u> | <u>CP</u> | <u>N</u> | <u>EW</u> |
|--------------------------|----------|-----------|----------|-----------|
| C Mission Planning       | 0        | 0         | 1        | 0         |

Atch 1

NUMBER AND TYPE OF CHECKS  
EC/KC-135 BRANCH

| <u>TYPE OF CHECK</u>           | <u>TOTAL</u> | <u>H</u> | <u>Q</u> | <u>C</u> | <u>U</u> | <u>FAILURE RATE</u> |
|--------------------------------|--------------|----------|----------|----------|----------|---------------------|
| Proficiency Evaluation         |              |          |          |          |          |                     |
| Crew                           | 45           | 7        | 35       | 3        | 0        | 0.0%                |
| Staff                          | 2            | 0        | 2        | 0        | 0        | 0.0%                |
| AEA0                           | 2            | 0        | 2        | 0        | 0        | 0.0%                |
| Rechecks                       | 1            | 0        | 1        | 0        | 0        | 0.0%                |
| Progress Checks                | 3            | 0        | 3        | 0        | 0        | 0.0%                |
| Initial Receiver A/R           | 7            | 3        | 4        | 0        | 0        | 0.0%                |
| Instrument                     | 6            | 0        | 6        | 0        | 0        | 0.0%                |
| No-Notice                      | 3            | 0        | 3        | 0        | 0        | 0.0%                |
| <u>Flight Simulator Checks</u> | <u>1</u>     | <u>1</u> | <u>0</u> | <u>0</u> | <u>0</u> | <u>0.0%</u>         |
| TOTAL CHECKS                   | 70           | 11       | 56       | 3        | 0        | 0.0%                |
| Less Simulator Checks          | 69           | 10       | 56       | 3        | 0        | 0.0%                |

AREAS LESS THAN QUALIFIED

| <u>SUB-STANDARD AREA</u> | <u>P</u> | <u>CP</u> | <u>N</u> | <u>BO</u> |
|--------------------------|----------|-----------|----------|-----------|
| U Cruise                 | 0        | 0         | 1        | 0         |
| C Take-Off               | 1        | 0         | 0        | 0         |
| Mission Planning         | 0        | 0         | 1        | 0         |
| Navigation               | 0        | 0         | 1        | 0         |

Atch 2

NUMBER AND TYPE OF CHECKS  
RC-135 BRANCH

| <u>TYPE OF CHECK</u>           | <u>TOTAL</u> | <u>H</u> | <u>Q</u> | <u>C</u> | <u>U</u> | <u>FAILURE RATE</u> |
|--------------------------------|--------------|----------|----------|----------|----------|---------------------|
| Proficiency Evaluation         |              |          |          |          |          |                     |
| Crew                           | 11           | 0        | 9        | 2        | 0        | 0.0%                |
| Initial Qualification          | 6            | 1        | 5        | 0        | 0        | 0.0%                |
| Tactical Initial Qualification | 28           | 2        | 22       | 2        | 2        | 7.1%                |
| Staff                          | 2            | 0        | 2        | 0        | 0        | 0.0%                |
| Progress Checks                | 4            | 0        | 4        | 0        | 0        | 0.0%                |
| Rechecks                       | 2            | 0        | 2        | 0        | 0        | 0.0%                |
| Receiver A/R                   | 5            | 2        | 3        | 0        | 0        | 0.0%                |
| <u>Flight Simulator</u>        | <u>8</u>     | <u>6</u> | <u>2</u> | <u>0</u> | <u>0</u> | <u>0.0%</u>         |
| TOTAL CHECKS                   | 66           | 11       | 49       | 4        | 2        | 3.0%                |
| Less Flight Simulator          | 58           | 5        | 47       | 4        | 2        | 3.5%                |

AREAS LESS THAN QUALIFIED

| <u>SUB-STANDARD AREA</u> | <u>CC</u> | <u>P</u> | <u>CP</u> | <u>N</u> | <u>EW</u> |
|--------------------------|-----------|----------|-----------|----------|-----------|
| U Navigation             | 0         | 0        | 0         | 1        | 0         |
| Cruise                   | 0         | 0        | 0         | 0        | 1         |
| Electronic Warfare       | 0         | 0        | 0         | 0        | 1         |
| C Navigation             | 0         | 0        | 0         | 2        | 0         |
| Descent and Landing      | 1         | 0        | 0         | 0        | 0         |
| Receiver A/R             | 1         | 0        | 0         | 0        | 0         |
| Electronic Warfare       | 0         | 0        | 0         | 0        | 1         |

Atch 3

EXPLANATION OF EVALUATION FAILURES

CURRENT FAILURE: Navigator failed to record sufficient inflight information to permit reconstruction of the navigation phase of the mission. Allowed airplane to deviate more than 20 NM from briefed track.

CORRECTIVE ACTION: One (1) hour supervised study on specific inflight information required for flight, two (2) hours supervised study of Section IV of the Flight Manual. One (1) hour of instruction in the operation of the AN/APN-151, two (2) hours of instruction on ASN-53 malfunctions analysis and two (2) flight sorties. Successfully completed a recheck.

CURRENT FAILURE: EW OP failed to maintain proper oxygen discipline (oxygen off for 30 minutes above FL 250), failed to acquire and analyze four (4) priority signals, committed twelve (12) log errors.

CORRECTIVE ACTION: One (1) hour study AFM 60-16, eight (8) hours study with emphasis on signal acquisition and data recording. Three (3) training flights with a qualified instructor. Successfully completed a recheck.



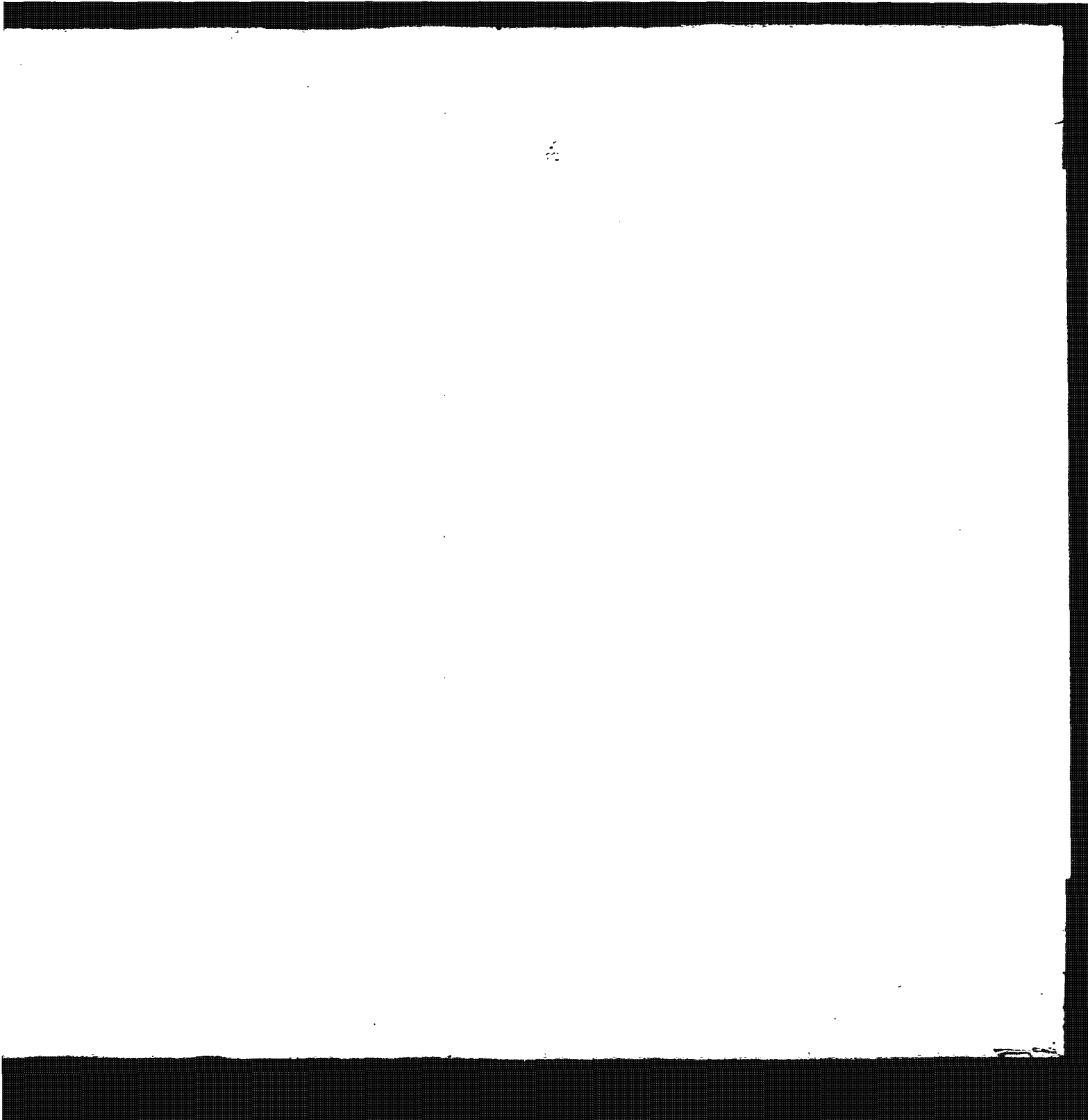
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| JOINT MESSAGEFORM  |      |                        |           | RESERVED FOR COMMUNICATION CENTER |             |
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| SECURITY CLASSIFICATION  |      |                        |           |                                   |             |
| UNCLASSIFIED E F T O   |      |                        |           |                                   |             |
| TYPE MSG   | BOOK | MULTI                  | SINGLE    |                                   |             |
| PRECEDENCE   |      |                        |           |                                   |             |
| ACTION ROUTINE   |      |                        |           |                                   |             |
| INFO DTG   |      |                        |           |                                   |             |
| <p>FROM: 55STRATRECONWG OFFUTT AFB NEBR</p> <p>TO: 15AF MARCH AFB CALIF</p> <p>INFO: 12STRATAEROSPDIV DAVIS MONTHAN AFB ARIZ</p> <p>UNCLAS E F T O 55DCO <u>20294</u> AUG 67. 15AF for DO and DOTT. 12SAD for DO. The following message is retransmitted as requested. "55C 20282 Jul 67. 15AF and 12SAD for DO. The following crew members have been restricted from flying IAW SACR 60-1.</p> <p>LtCol James K. Hailey, FR41995, Instructor Pilot</p> <p>Capt James A. Reinhart, FV3057137, Pilot</p> <p>Capt Thomas M. Kennedy, Jr, FR63928, Copilot</p> <p>Capt Richard J. Beringson, FR73158, Navigator</p> <p>This action is the result of KC-135 accident on 17 Jul 67 at Offutt AFB. All crew members are presently DNIF. Cause factors for the accident have not been determined. Recommended corrective actions will be submitted when conclusions are final."</p> |      |                        |           | SPECIAL INSTRUCTIONS              |             |
|  |      |                        |           | DATE                              | TIME        |
|  |      |                        |           | 4                                 | 1600        |
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| EDWARD J. MCQUADE, MSgt, USAF  |      | 4528                   |           |                                   |             |
| SECURITY CLASSIFICATION  |      | REGRADING INSTRUCTIONS |           |                                   |             |
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DD FORM 173

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NNNNVZCZCGB3491

5 AUG 67 17 33

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ZNR UUUUU

P 051641Z AUG 67

FM 15AF WARCH AFB CALIF

TO AIG 712 55

ZEN/222W WARCH AFB CALIF

AIG 713

ZEN/220SG WARCH AFB CALIF

AIG 711

BT

UNCLAS DO 38176 AUG 67.

FOR AIG 712 (DCO), AIG 713 (BDO). INFO: AIG 711 (DO). SUBJ:

KC-135 AIRCRAFT ACCIDENT.

1. INVESTIGATION OF A RECENT KC-135 ACCIDENT FOUND THE PRIMARY CAUSE FACTOR TO BE SUPERVISORY IN THAT THE INSTRUCTOR PILOT PERMITTED THE AIRCRAFT TO ENTER AN UNSAFE FLIGHT CONDITION FROM WHICH RECOVERY WAS NOT POSSIBLE.

2. THIS IS NOT A NEW CAUSE OF AIRCRAFT ACCIDENTS, BUT RATHER ONE THAT HAS LONG BEEN IDENTIFIED THROUGH BITTER EXPERIENCE. IT IS AN AREA OF CONCERN THAT IS INHERENT IN THE INSTRUCTOR-STUDENT RELATIONSHIP AND REQUIRES CONSTANT ATTENTION AND EMPHASIS.

3. REQUEST YOU ASSURE THAT ALL CREW MEMBERS, AND INSTRUCTORS IN

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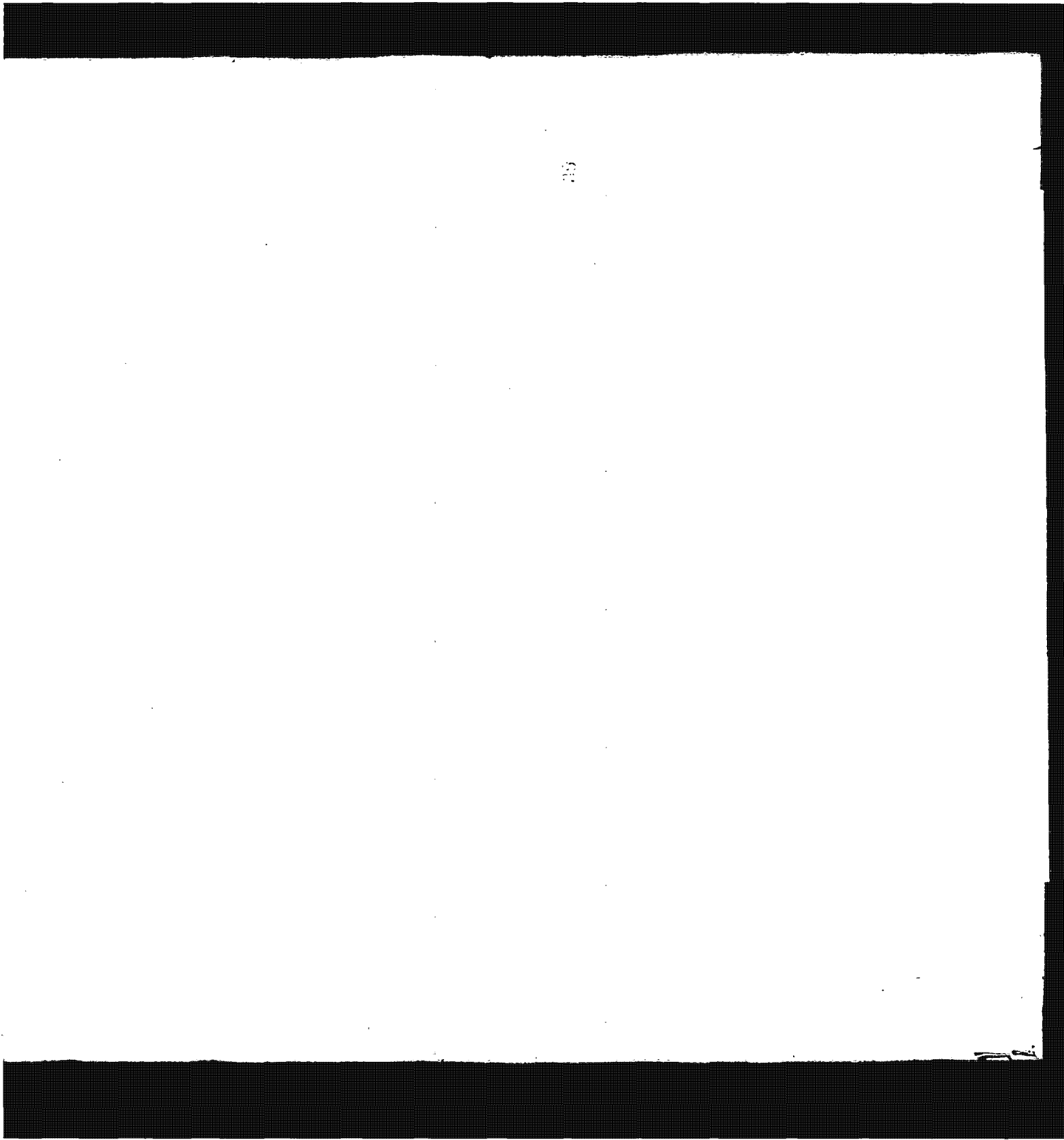
Safety

PAGE 2 RUMSKNA0891 UNCLAS

PARTICULAR, ARE AGAIN BRIEFED ON THE NECESSITY AND IMPORTANCE OF INSURING THAT AIRCRAFT MANEUVERS ARE NEVER PERMITTED TO PROGRESS TO A POINT WHERE SAFE OPERATION IS JEOPARDIZED. FURTHER, REQUEST YOU ESTABLISH A PROCEDURE TO EMPHASIZE ON A FREQUENT AND CONTINUING BASIS THIS ASPECT OF AIRCRAFT OPERATION. SPECIAL ATTENTION MUST BE DIRECTED TOWARD THIS FACET OF THE INSTRUCTOR-STUDENT RELATIONSHIP.

4. ALL CREW MEMBERS WILL BE BRIEFED ON THE CONTENTS OF THIS MESSAGE PRIOR TO THEIR NEXT FLIGHT.

BT



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| SECURITY CLASSIFICATION<br>UNCLASSIFIED  |  |                        |       | <i>File<br/>HGT-1<br/>39<br/>7/15/02</i> |     |        |
| TYPE MSG   |  | BOOK                   | MULTI |  |     | SINGLE |
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| PRECEDENCE   |  |                        |       |  |     |        |
| ACTION   |  | PRIORITY               |       |  | DTG |        |
| INFO   |  | ROUTINE                |       |  |     |        |
| FROM: 55STRATRECONWG OFFUTT AFB NEBR   |  |                        |       | SPECIAL INSTRUCTIONS                     |     |        |
| TO: 15AF MARCH AFB, CALIF  |  |                        |       |  |     |        |
| INFO: 12STRATAEROSPDIV DAVIS MONTHAN AFB ARIZ  |  |                        |       |  |     |        |
| <p>UNCLAS 55C <u>28230</u> AUG 67. 15AF for DO. 12SAD for DO. Subject: Restriction from flight schedules. Ref my message 20282, same subject, 26 Jul. LtCol James K. Hailey has been removed from instructor/evaluator duties and placed in spare status. Capt Thomas F. Kennedy has been transferred to another crew which is commanded by an instructor pilot. Both pilots are placed in supervised status and each will be given one retraining flight with a minimum of five takeoffs, or until declared proficient by an instructor pilot. A SACH 51-4 flight evaluation for each will be performed by the Chief, Standardization Division. Capt James A. Reinhardt, the additional pilot, and Capt Richard Beringson, the navigator, who were not implicated by the accident or investigation will be returned to full flying duties</p> |  |                        |       |  |     |        |
| DATE   |  | TIME                   |       |  |     |        |
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| ROBERTS L. UNDERWOOD, LtCol, USAF<br>Commander, 343SRS   |  | 5356                   |       |  |     |        |
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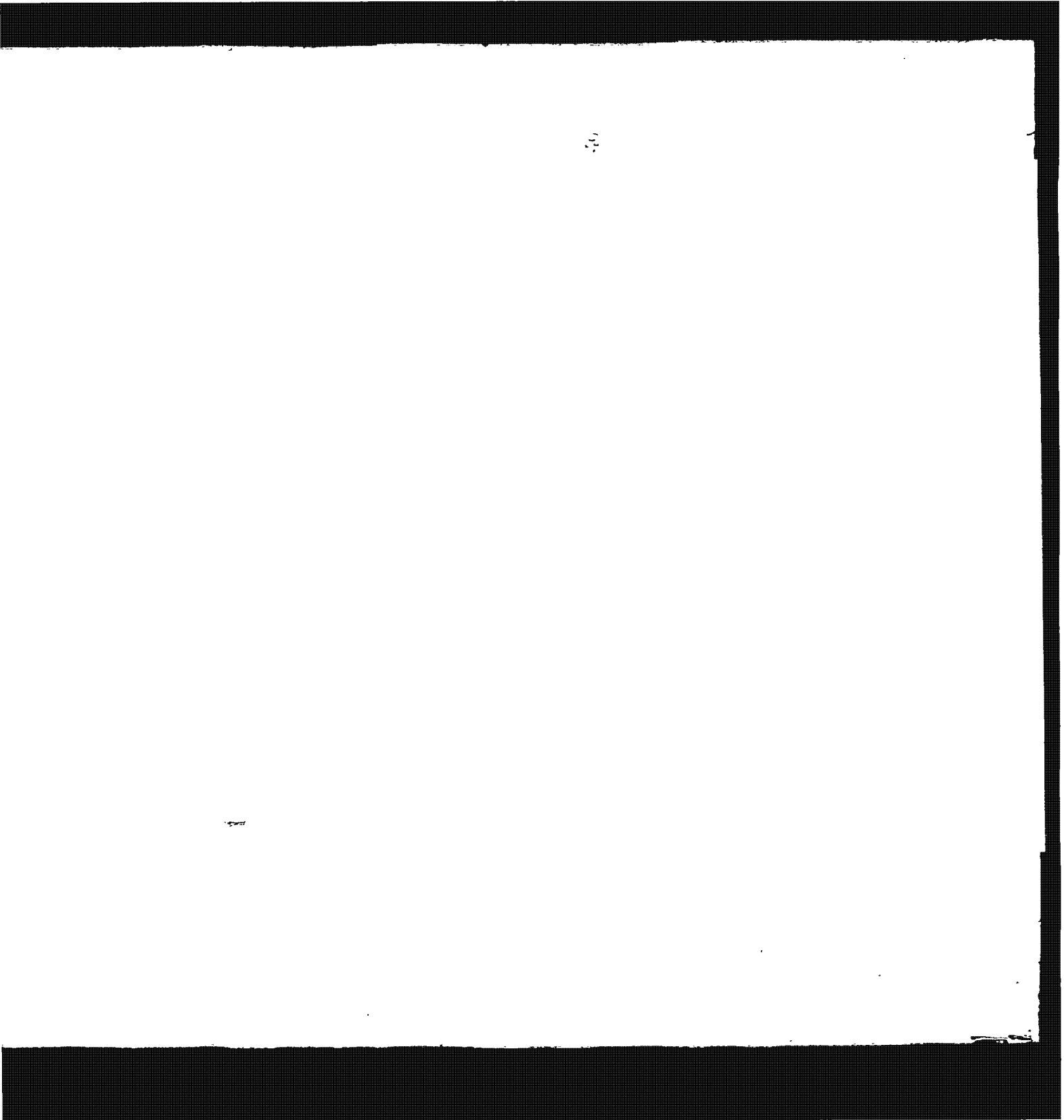
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| ABBREVIATED JO MESSAGEFORM<br>and/or CONTINUATION SHEET   |          |             |             | SECURITY CLASSIFICATION<br>UNCLASSIFIED |  |
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| <p>when removed from present DNIF status. Both will be 39</p> <p>retained in present crew positions on crew S-02C.</p> <p>Temporary restriction from flying schedule is removed.</p> <p>This is final action for the provisions of SACR 60-1.</p> |          |             |             |   |  |
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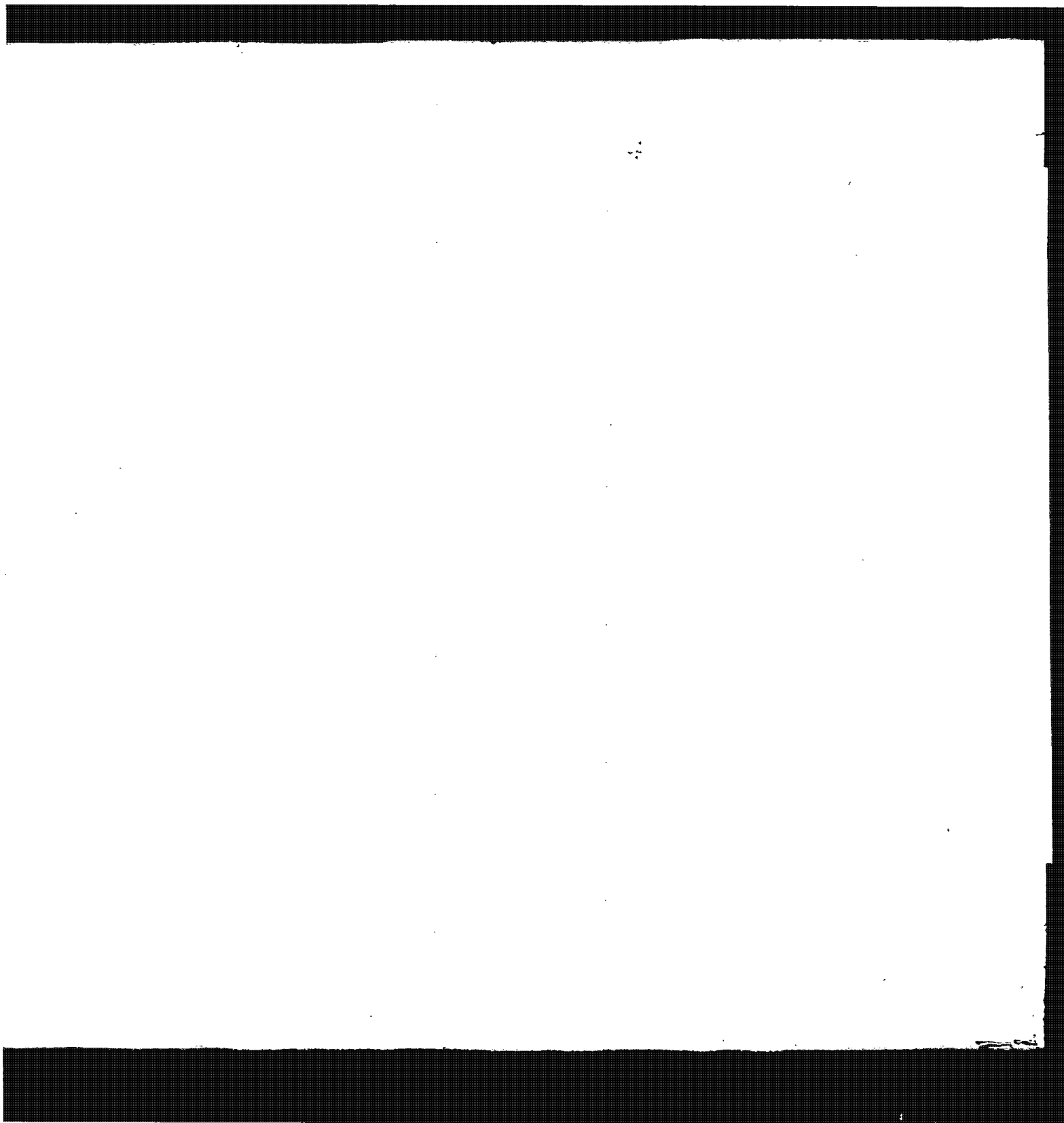


| JOINT MESSAGEFORM  |             |                        |   | RESERVED FOR COMMUNICATION CENTER  |  |      |      |    |      |       |      |     |      |          |             |   |   |
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| ACTION ROUTINE   |             |                        |   |  |  |      |      |    |      |       |      |     |      |          |             |   |   |
| INFO   |             |                        |   | DTG  |  |      |      |    |      |       |      |     |      |          |             |   |   |
| FROM: 55STRATRECONWG OFFUTT AFB NEBR   |             |                        |   |  |  |      |      |    |      |       |      |     |      |          |             |   |   |
| TO: 15AF MARCH AFB CALIF   |             |                        |   |  |  |      |      |    |      |       |      |     |      |          |             |   |   |
| <p>UNCLAS 55DCO <u>20370</u> SEP 67. 15AF for DOT. Subject:</p> <p>Restriction from Flight Schedule. Reference 15AF</p> <p>Unclas DOT 45413 dtd 161340Z Aug same subject. LtCol</p> <p>Hailey and Capt Kennedy have completed all corrective</p> <p>action and successfully passed a SACH 51-4 flight</p> <p>evaluation and are fully qualified.</p> |             |                        |   |  |  |      |      |    |      |       |      |     |      |          |             |   |   |
| SPECIAL INSTRUCTIONS   |             |                        |   |  |  |      |      |    |      |       |      |     |      |          |             |   |   |
| <table border="1"> <tr> <td>DATE</td> <td>TIME</td> </tr> <tr> <td>26</td> <td>1600</td> </tr> <tr> <td>MONTH</td> <td>YEAR</td> </tr> <tr> <td>SEP</td> <td>1967</td> </tr> <tr> <td>PAGE NO.</td> <td>NO OF PAGES</td> </tr> <tr> <td>1</td> <td>1</td> </tr> </table>   |             |                        |   |  |  | DATE | TIME | 26 | 1600 | MONTH | YEAR | SEP | 1967 | PAGE NO. | NO OF PAGES | 1 | 1 |
| DATE   | TIME        |                        |   |  |  |      |      |    |      |       |      |     |      |          |             |   |   |
| 26   | 1600        |                        |   |  |  |      |      |    |      |       |      |     |      |          |             |   |   |
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| WARREN AYLSWORTH, LtCol, USAF  |             | 5356                   |                  |  |  |      |      |    |      |       |      |     |      |          |             |   |   |
| Ops Officer, 343SRS  |             |                        | TYPED (or stamped) NAME AND TITLE<br>QUENTIN L. HANCOCK, Col, USAF<br>Deputy Commander for Operations |  |  |      |      |    |      |       |      |     |      |          |             |   |   |
| SECURITY CLASSIFICATION  |             | REBRADING INSTRUCTIONS |   |  |  |      |      |    |      |       |      |     |      |          |             |   |   |
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DD FORM 173

REPLACES EDITION OF 1 MAY 60 WHICH MAY BE USED

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DEPARTMENT OF THE AIR FORCE  
HEADQUARTERS 55TH STRATEGIC RECONNAISSANCE WING (SAC)  
OFFUTT AIR FORCE BASE, NEBRASKA, 68113



REPLY TO

ATTN OF: 55CTTD (Major Hardin/4624)

10 July 1967

SUBJECT: Extended Duration Sortie Evaluation (U)

TO: 55 C  
55 DCO  
55 DCM

1. (U) Reference: 55 SRW Secret msg, DCOR 23107, June, Subject:  
Suggested Extended Duration Sortie Test Plan.

2. ☒ The referenced message identified three (3) test objectives  
to evaluate extended duration sorties. Also the findings and  
recommendations were to be reported to 15 AF within ten (10) days.  
This letter is 55 CTDD evaluation of the mission and recommendations.

3. ☒ Mission Data:

- a. Acft - B46
- b. Crew - E-26
- c. No. personnel on board - 15
- d. Sortie duration - 27.7 Hrs
- e. Take off time - 1640L

4. ☒ Test Objectives:

a. Evaluate the adequacy of normal aircraft servicing  
consumables.

(1) Engine oil consumption

- (a) No. 1 - 4 qts
- (b) No. 2 - 4 qts
- (c) No. 3 - 2 qts
- (d) No. 4 - 2 qts

(2) Hydraulic oil consumption

- (a) Left system - 2 qts
- (b) Right system - 4 qts

*Supplied*  
*H.*

*3*

GP-3

DOWNGRADED AT 12 YEAR  
INTERVALS; NOT AUTOMATICALLY  
DECLASSIFIED. DOD DIR 5200.10

Peace . . . . is our Profession

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(3) Constant speed drive oil consumption: No servicing required.

(4) Projected time to fly to minimum oil levels:

(a) Engine oil - 100 + Hrs

(b) Hydraulic oil - 55 Hrs

b. Evaluate crew fatigue factors.

(1) Amount of sleep obtained:

(a) Crew Commander 3 Hrs

(b) Pilot 7 Hrs

(c) Co-Pilot 4½ Hrs

(d) Nav-1 1 Hr

(e) Nav-2 2 Hrs

(f) EW-1 4 Hrs

(g) Other Crewmembers 7 Hrs (Average)

(2) Degree of comfort: Poor for sleeping.

(3) Fatigue first noted by crewmembers: T.O. + 12-16 Hrs.

(4) Significant crewmember and Flight Surgeon comments:

(a) Pilots expressed concern over landing the aircraft in less than optimum conditions.

(b) Lighter helmets should be provided for crewmembers who must wear them for long periods of flight.

(c) Mattresses should be provided so sleep can be obtained in a prone position since only three (3) bunks are available.

(d) Provide kidney pads on parachute or small cushions for lower back use while in flight.

(e) Fatigue noticed T.O. + 12 to 16 hrs, however, improved after rest.

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c. Evaluate adequacy of aircraft life support facilities:

(1) Galley facilities:

(a) Ice box: Dry ice dissipated at T.O. + 26 Hrs. Lunches remained frozen. Ice box pre-cooled prior to flight.

(b) Liquid remaining after flight:

1. Water - 5 gallons

2. Milk - 20½ pints

(2) Urinal use:

(a) Amount in urinals - 8 gal.

(b) Capacity available - 15 gal.

5. ~~(c)~~ Conclusions:

a. Normal aircraft servicing consumables are not a limiting factor to extended duration sorties of 55 hours duration or less.

b. Since only fifteen (15) personnel participated on the sortie, crew fatigue and life support facilities evaluations are not completely valid.

c. The comments in paragraph 4.b(4) should be considered in planning extended duration sorties.

d. Additional dry ice will be needed on sorties longer than 28 hrs.

e. The amount of fluid per man planning factor should be changed from 1 qt/man/8 hrs to 1 qt/man/6 hrs.

f. The RC-135C aircraft is capable of supporting extended missions of at least 28 hr duration.

g. The aircrew members are capable of supporting extended missions of at least 28 hr duration.

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6. ~~Let~~ Recommendations: To accurately evaluate extended missions longer than 28 hrs, an extended mission should be planned and flown. Twenty (20) crewmembers should participate on the flight. 41

*Marion S. Hardin*  
MARION S. HARDIN, Major, USAF  
Director, CAT III Test Force

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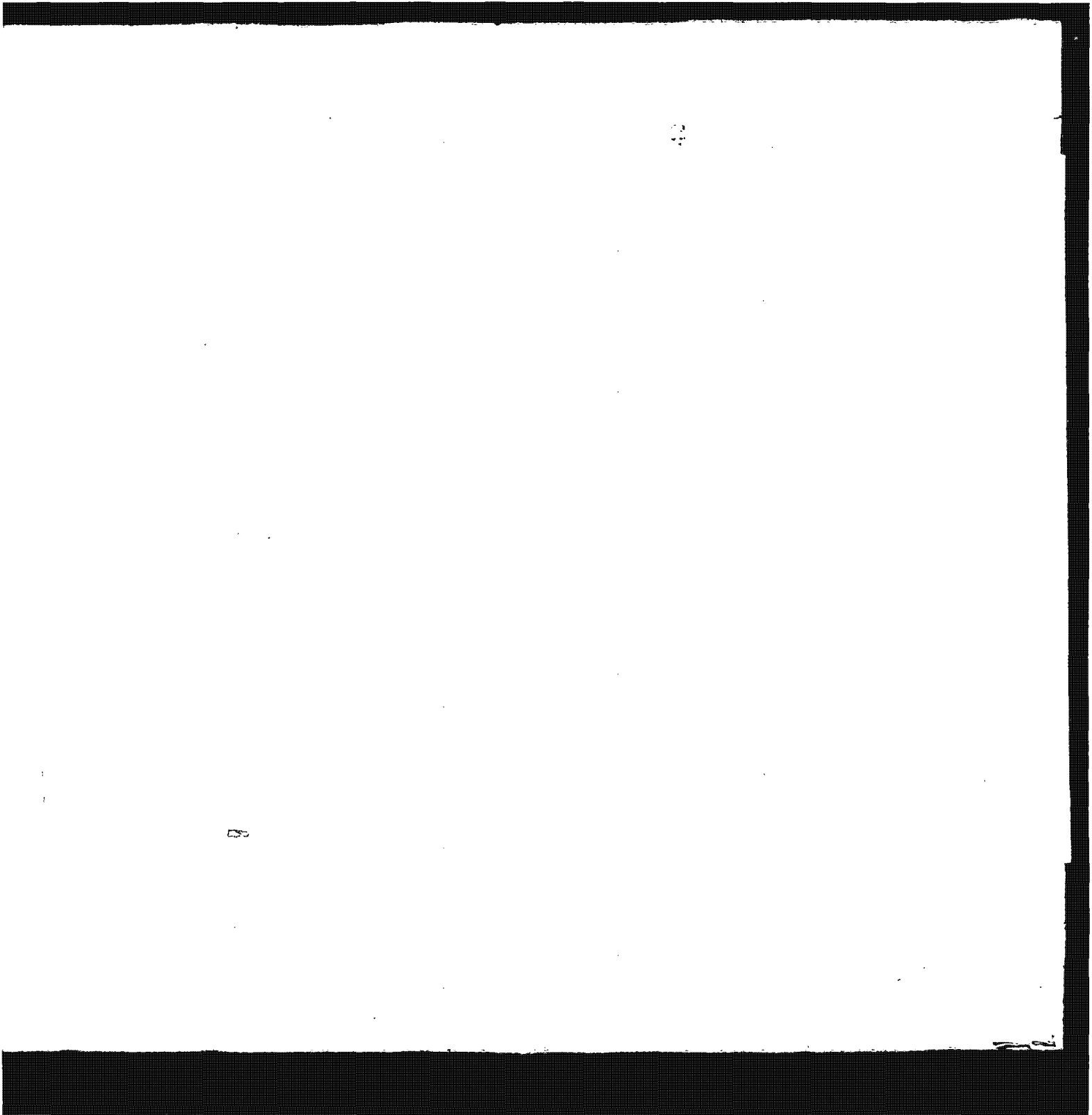
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6. (S) Recommendations: To accurately evaluate extended missions longer than 28 hrs, an extended mission should be planned and flown. Twenty (20) crewmembers should participate on the flight.

*Marion S. Hardin*  
MARION S. HARDIN, Major, USAF  
Director, CAT III Test Force

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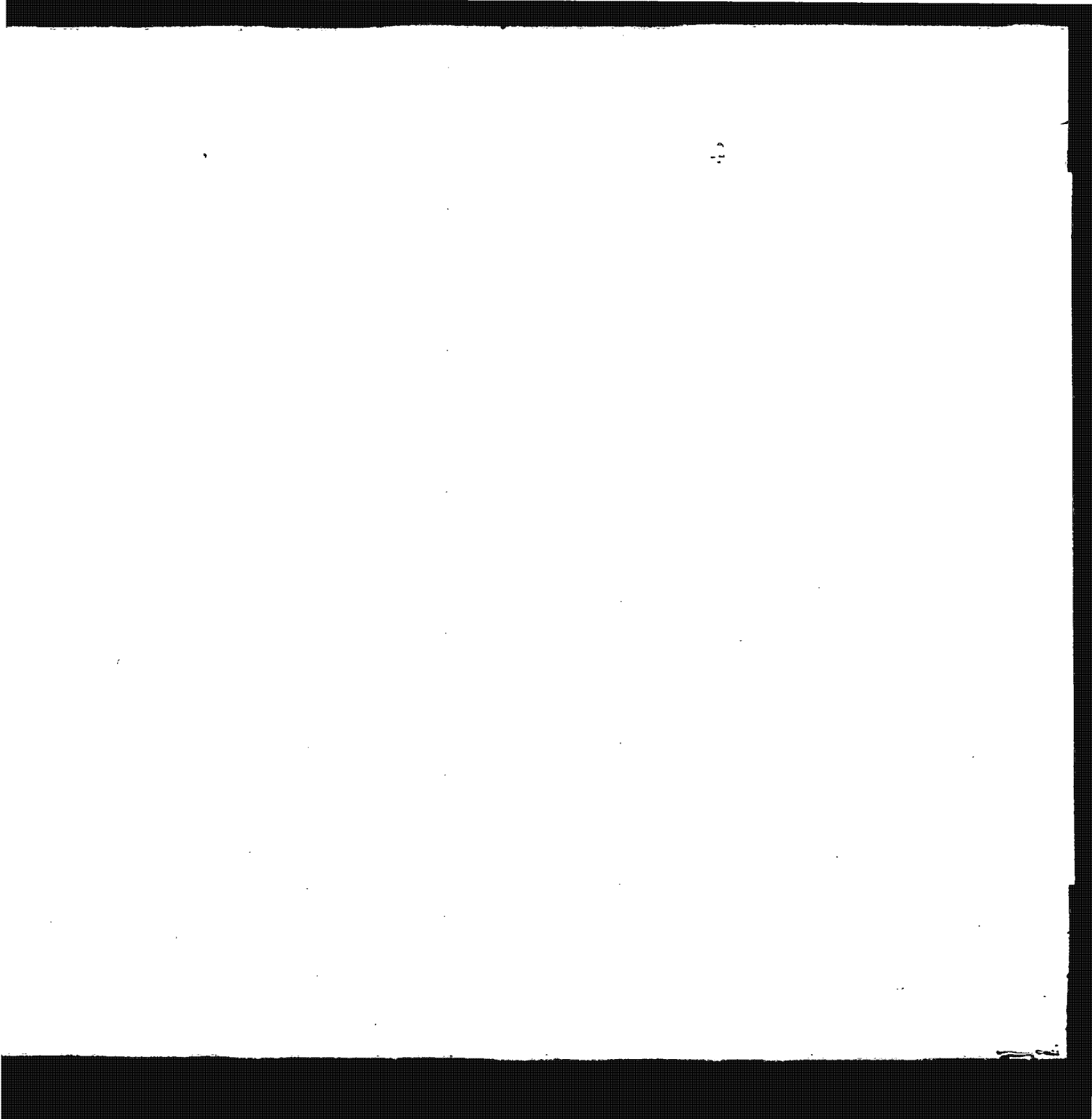



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| SECURITY CLASSIFICATION<br><del>SECRET</del>  |      |   |   | mgt-1<br>10<br>42  |  |
| TYPE MSG  | BOOK | MULTI   | SINGLE  |  |  |
| PRECEDENCE  |      |   |   |  |  |
| ACTION ROUTINE  |      |   |   |  |  |
| INFO  |      |   |   | DTG 131400Z  |  |
| FROM: 55STRATRECONWG OFFUTT AFB NEBR<br><br>TO: 15AF MARCH AFB CALIF<br><br>INFO: 12STRATAEROSPDIV DAVIS MONTHAN AFB ARIZ<br><br><del>SECRET</del> /LINDIS (SPAR/PAR) 55DCO 23165 AUG 67. 15AF for<br>DOR. 12SAD for DO. For SPAR/PAR Contact Officers.<br>Subject: Landing Restrictions RC/KC-135 Recon Platforms(U<br>Reference SAC Secret Msg DOSRO 07269 Jul 67 and telecon<br>between your LtCol Reynolds and our LtCol Smith. In con-<br>sideration of the crew fatigue associated with extended<br>duration operational reconnaissance missions and to com-<br>pensate for the higher approach speeds due to higher basic<br>weight, we recommend landing minimums for the RC-135C<br>Burning Sun missions be established as 300 feet and 3/4<br>mile. Also recommend that the minimums of 200 feet and<br>1/2 mile established by 15AF supplement to AFM 60-16 be<br>retained for training missions and Burning Eyes operation-<br>al missions. GP3 |      |   |   | SPECIAL INSTRUCTIONS   |  |
|   |      |   |   | DATE 11 TIME 1600<br>MONTH AUG YEAR 1967<br>PAGE NO. 1 NO OF PAGES 1 |  |
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|   |      | 4938  |                      |  |  |
| ROBERT L. SMITH, LtCol, USAF<br>sst Deputy Commander for Ops  |      |   | TYPED (or stamped) NAME AND TITLE<br>QUENTIN L. HANCOCK, Col, USAF<br>Deputy Command GROUP for Operations |  |  |
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| OCAMA TINKER AFB OKLA  |      |  |           |
| WRAMA ROBINS AFB GA  |      |  |           |
| AFIC   |      |  |           |
| AFSC   |      |  |           |
| RADC GRIFFISS AFB NY   |      |  |           |
| 15AF MARCH AFB CALIF   |      |  |           |
| 12STRATAEROSPDIV DAVIS-MONTHAN AFB ARIZ  |      |  |           |
| 55STRATRECONWG OAFB NEBR (MESSENGER)   |      |  |           |
| <del>CONFIDENTIAL</del> LINDIS (PAR/SPAR)/DPL 08376 /AUG 1967.   |      |  |           |
| FOR PAR/SPAR CONTACT OFFICERS. FOR MAJ GEN GOLDSWORTHY<br>FROM MAJ GEN SAMUEL. INFO: CSAF (AFSPD); OCAMA (OCG);<br>WRAMA (WRNL); AFIC (MCO, MCH); AFSC (GCSR); RADC (EMIAP);<br>15AF (DPL, DO, DM); 125AD (CMDR); 55SRW (CMDR, CAT III TF) |      |  |           |
| TYPED NAME AND TITLE   |      | PHONE  | SIGNATURE |
| MAJ FRANCIS P DUBE   |      | 2908   |           |
| DPIC3/jms  |      |  |           |
| 1520/8 Aug 1967  |      |  |           |
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| IDN<br>INFO  |             |              |                  |  |                 |
| <p>ASD (ASRR, SACSO). SUBJ: (PAR/SPAR) RC-135C PROGRAM (U).</p> <p>1. Reference your message, ASG 00295, 2 Aug 1967.</p> <p>2. As a result of your message we believe that certain areas require clarification. The SAC position relative to program status has been outlined in the following referenced messages:</p> <ul style="list-style-type: none"> <li>a. DPL 04246, 24 Apr 67 (NOTAL).</li> <li>b. DPL 04932, 9 May 67 (NOTAL).</li> <li>c. DPL 05740, 29 May 67 (NOTAL).</li> <li>d. DPL 05727, 29 May 67 (NOTAL).</li> <li>e. DPL 07764, 25 Jul 67.</li> </ul> <p>3. We agree that progress has been made in reducing the open areas existing at the end of Cat II as identified in the Air Force Memo of Agreement dated 13 Jan 1967. The FACI deficient areas mentioned in your message were considered as one open area in this Memo of Agreement. To date, the major unresolved problems are the MSM-42 (flight line fault locator), the FINDER/ASD-1 capability in a dense radar environment and spares support. These three</p> |             |              |                  |  |                 |
| CONTROL NO.  | TOR/TOD     | PAGE NO<br>2 | NO OF PAGES<br>4 | MESSAGE IDENTIFICATION<br>DPL AUG 1967             | INITIALS<br>JPD |
| REGRADING INSTRUCTIONS   |             |              |                  | SECURITY CLASSIFICATION<br><del>CONFIDENTIAL</del> |                 |

DD FORM 173-1

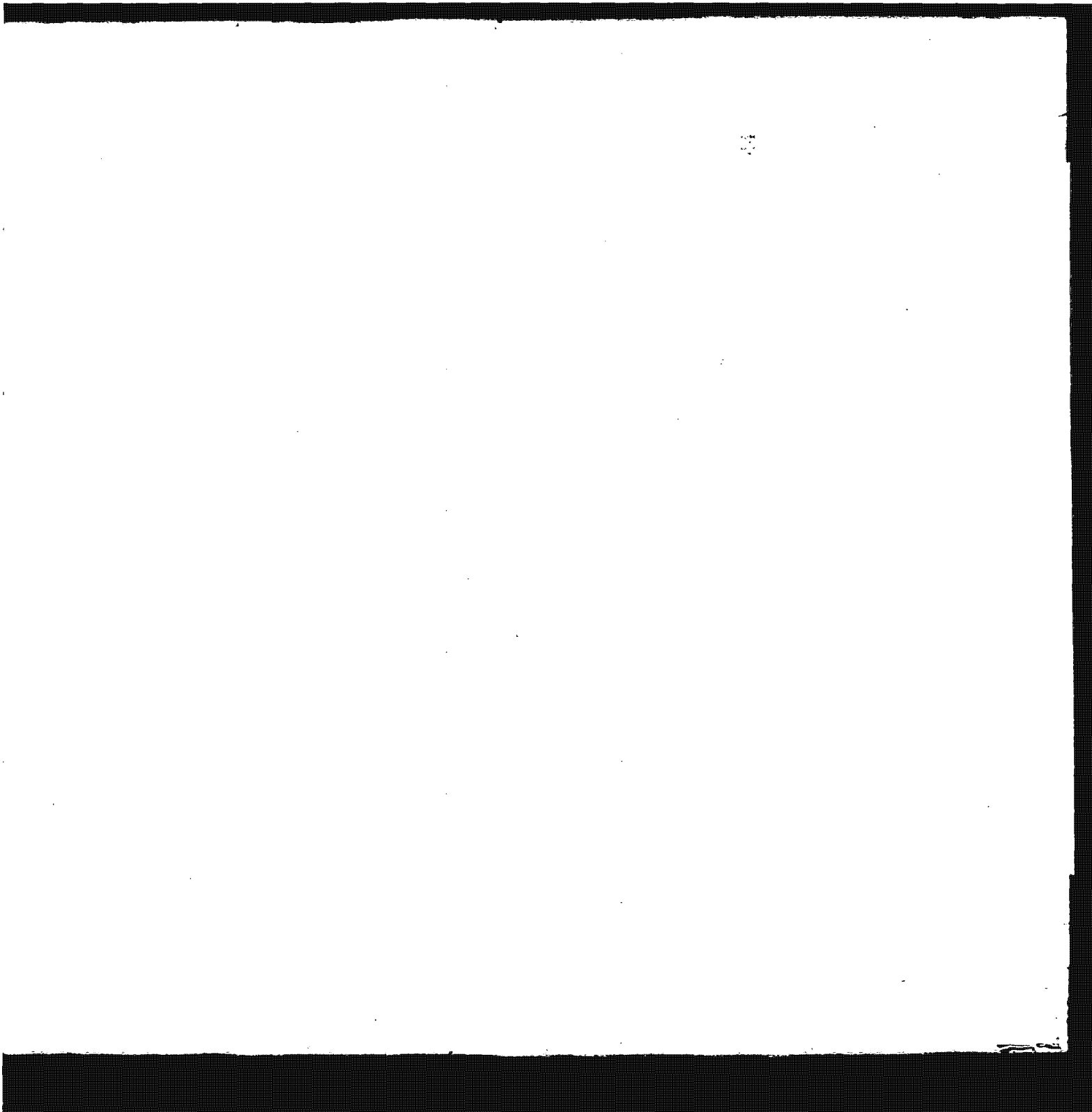
REPLACES EDITION OF 1 MAY 58 WHICH MAY BE USED

|  |         |             |              |  |  |
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| ABBREVIATED JOINT MESSAGEFORM<br>and/or CONTINUATION SHEET   |         |             |              | SECURITY CLASSIFICATION<br><del>CONFIDENTIAL</del> |  |
| PRECEDENCE   |         | RELEASED BY | DRAFTED BY   | PHONE  |  |
| ACTION   |         |             |              |  |  |
| INFO   |         |             |              |  |  |
| <p>problems were identified in the Memo of Agreement. It is true that we have been flying actual operational missions with the RC-135C and consider the weapon system satisfactory in a sparse radar environment, but we do not consider it satisfactory in a dense radar environment. We also do not know what the long range ASD-1 system degradation factors are without adequate system checkout with the MSM-42. The MSM-42 has never reached its design goals and is still in follow-on test status. As a result we are in a position of having to fly the ASD-1 system without an approved or reliable procedure to determine system capability prior to each operational mission. Our concern about the spares support, I am sure, needs no further elaboration.</p> <p>4. There also persists a problem with handbooks where the minimum changes to the manuals associated with the GYK-6/GLH-9/GLH-10 have been identified to the SPO. Since Jul 65 we have been attempting to verify these manuals based on these minimum changes. Five verifications have been held since the above date and in most cases the contractor has failed to implement all the minimum changes requested. In one case the same manual was submitted for</p> |         |             |              |  |  |
| CONTROL NO.  | TOR/TOD | PAGE NO.    | NO. OF PAGES | MESSAGE IDENTIFICATION                             |  |
|  |         | 3           | 4            | DPL AUG 1967                                       |  |
| REGRAIDING INSTRUCTIONS  |         |             |              | SECURITY CLASSIFICATION                            |  |
|  |         |             |              | <del>CONFIDENTIAL</del>                            |  |

| ABBREVIATED JOINT MESSAGEFORM<br>and/or CONTINUATION SHEET   |             |            |             | SECURITY CLASSIFICATION<br><b>CONFIDENTIAL</b> |          |
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| PRECEDENCE   | RELEASED BY | DRAFTED BY | PHONE       |  |          |
| <p>verification at three different meetings without including any changes recommended at the previous reviews. Based on past experience with these manuals, we have very little confidence that the contractor will incorporate the necessary minimum changes required to make these manuals a usable maintenance tool. Recommend the SPO host a handbook meeting to review these manuals to insure the contractors will provide usable handbooks.</p> <p>5. We appreciate your <del>people's</del> efforts in resolving the open areas at the end of Cat II test. However, work to resolve the remaining Cat II open areas must continue until we reach a point where further efforts are impractical and another approach selected in order to satisfy SOR 202. (GP 3)</p> |             |            |             |  |          |
| CONTROL NO.  | TOR/TOD     | PAGE NO.   | NO OF PAGES | MESSAGE IDENTIFICATION                         | INITIALS |
|  |             | 4          | 4           | DPI. AUG 1967                                  | 120      |
| REGRADE INSTRUCTIONS   |             |            |             | SECURITY CLASSIFICATION<br><b>CONFIDENTIAL</b> |          |

DD FORM 173-1

REPLACES EDITION OF 1 MAY 55 WHICH MAY BE USED.  
REPLACES EDITION OF 1 MAY 55 WHICH MAY BE USED.





| JOINT MESSAGEFORM   |      | RESERVED FOR COMMUNICATION CENTER  |  |       |        |
|---|------|--|--|-------|--------|
| SECURITY CLASSIFICATION<br><b>CONFIDENTIAL</b>            |      | <div style="text-align: right;">Mgt-1<br/>file</div> <div style="text-align: center;">121635</div> <div style="text-align: right;">UL 45</div>                                 |  |       |        |
| TYPE MSG  | BOOK |  |  | MULTI | SINGLE |
|   |      |  |  | X     |        |
| PRECEDENCE  |      |  |  |       |        |
| ACTION ROUTINE  |      | DTG  |  |       |        |
| INFO  |      | SPECIAL INSTRUCTIONS   |  |       |        |
| FROM: SAC   |      | <div style="text-align: center;">A 1</div> <div style="text-align: center;">5500</div> <div style="text-align: center;">5500</div> <div style="text-align: center;">5500</div> |  |       |        |
| TO: 15AF MARCH AFB CALIF                                  |      |  |  |       |        |
| INFO: 12STRATAEROSPDIV DAVIS-MONTHAN AFB ARIZ             |      |  |  |       |        |
| 55STRATRECONWG OAFB NEBR (MESSENGER)                      |      |  |  |       |        |
| 07370   |      |  |  |       |        |
| <del>CONFIDENTIAL</del> LINDIS (SPAR)/DPLC                |      | JUL 1967.  |  |       |        |
| FOR SPAR CONTACT OFFICERS. FOR 15AF (DM4). INFO: 12SAD    |      |  |  |       |        |
| (DM); 55SRW (DCM/CAT III TF, MAJ HARDIN). SUBJECT:        |      |  |  |       |        |
| MSM-42 TESTING (U).                                       |      |  |  |       |        |
| 1. Reference 15AF Confidential msg, DM4 05469, 30 Jun.    |      |  |  |       |        |
| 2. We share your concern regarding immediate operational  |      |  |  |       |        |
| use of the MSM-42. However, the MSM-42 has never          |      |  |  |       |        |
| demonstrated its design objectives, and it is an AFSC     |      |  |  |       |        |
| responsibility to complete this testing. If we demand     |      |  |  |       |        |
| complete unrestricted use of the MSM-42, we are accepting |      |  |  |       |        |
| the unit as being functionally capable of checking out    |      |  |  |       |        |
| the ASD-1. Testing on the MSM-42 has been compromised     |      |  |  |       |        |
| DATE  |      | TIME   |  |       |        |
| MONTH   |      | YEAR   |  |       |        |
| PAGE NO.  |      | NO. OF PAGES   |  |       |        |
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| TYPED NAME AND TITLE                                      |      | SIGNATURE  |  |       |        |
| MAJ FRANCIS P DUBE  |      | [Signature]  |  |       |        |
| DPIC3/jms   |      | [Signature]  |  |       |        |
| 1350/5 Jul 67   |      | [Signature]  |  |       |        |
| <del>CONFIDENTIAL</del>                                   |      | [Signature]  |  |       |        |
| SECURITY CLASSIFICATION                                   |      | REMARKS INSTRUCTIONS   |  |       |        |
| <b>CONFIDENTIAL</b>                                       |      |  |  |       |        |

DD FORM 173

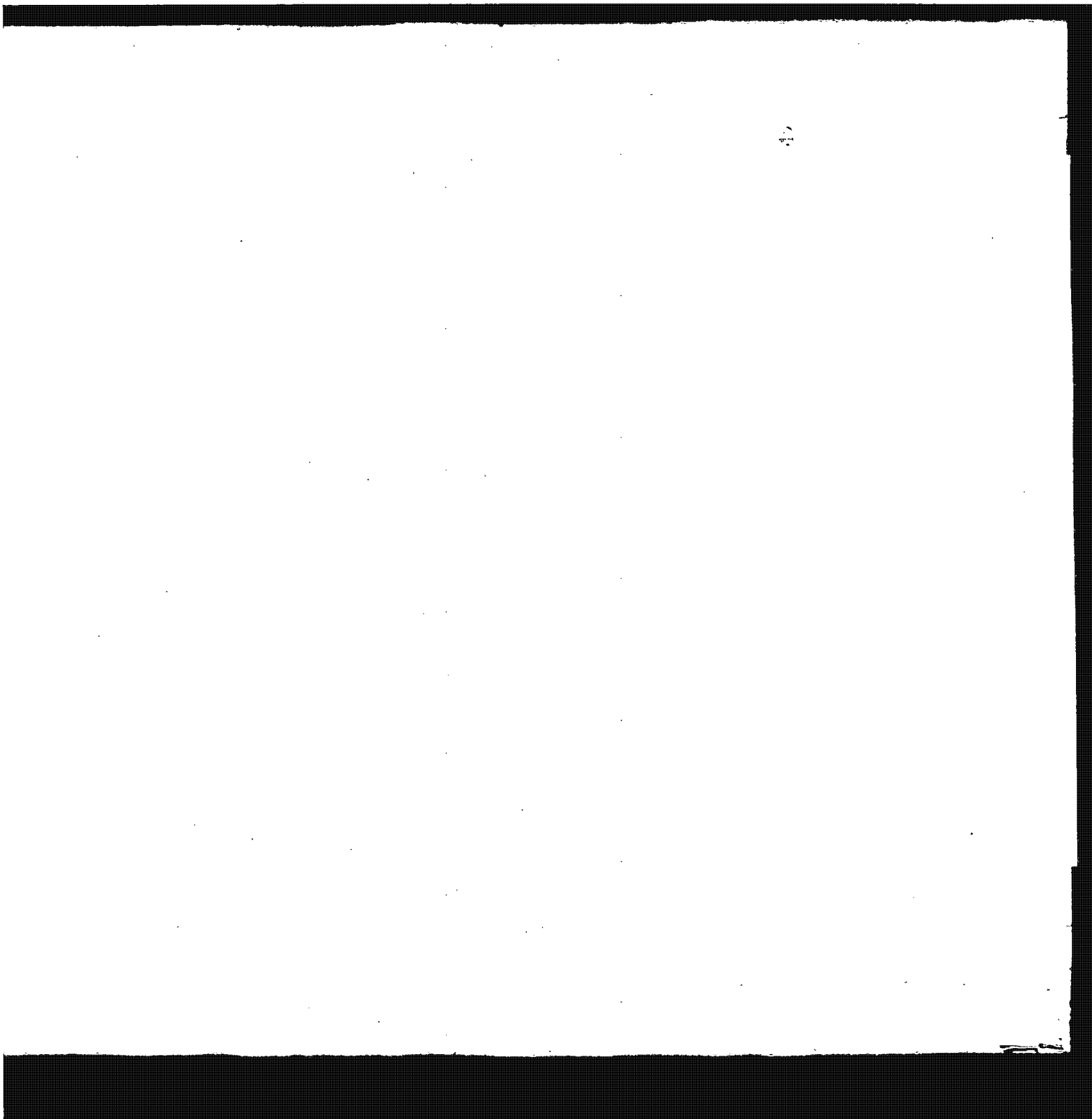
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U.S. GOVERNMENT PRINTING OFFICE: 1964 O-357-000

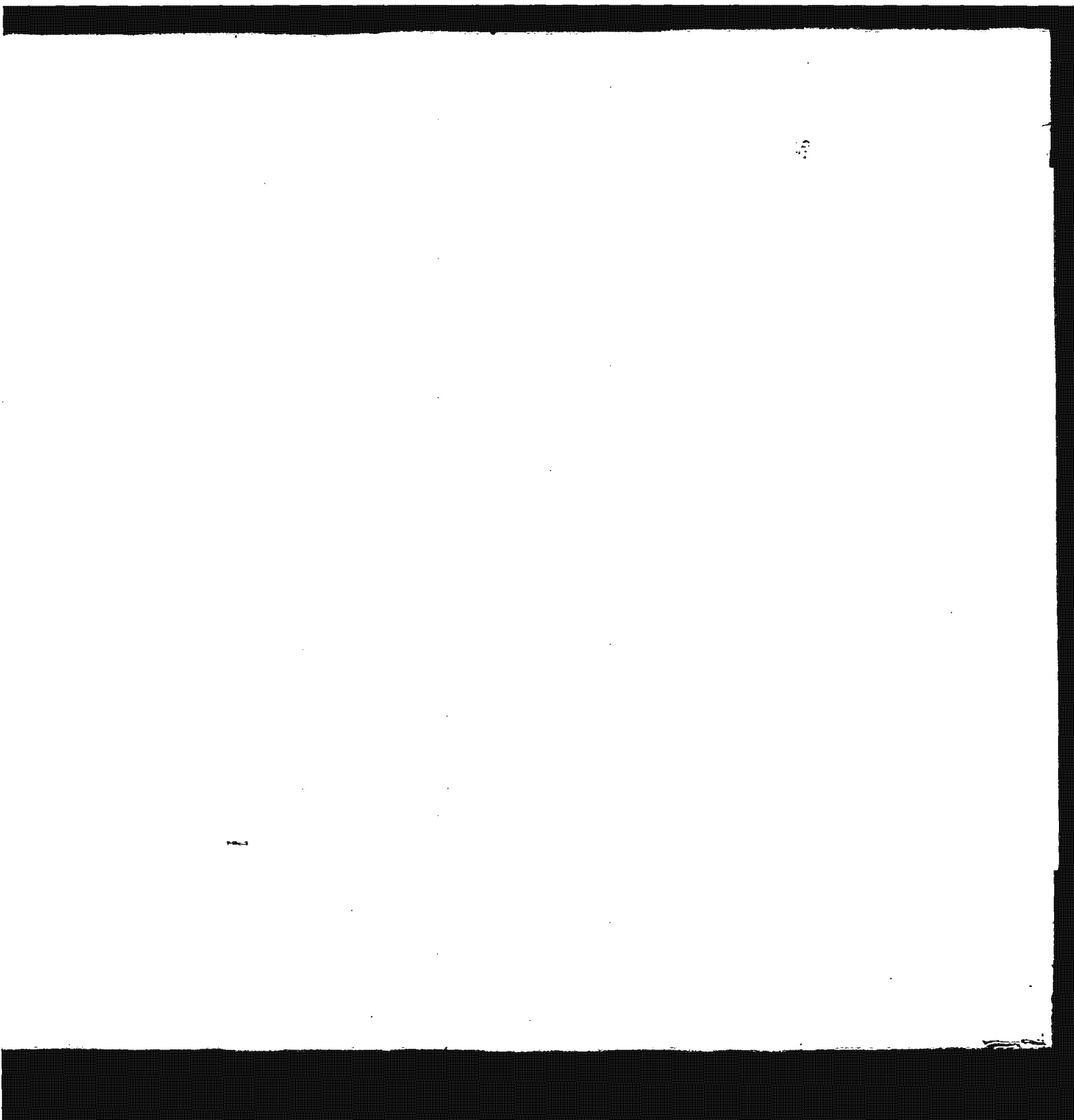
| ABBREVIATED JOINT MESSAGEFORM<br>and/or CONTINUATION SHEET   |                            |                           |              | SECURITY CLASSIFICATION<br><del>CONFIDENTIAL</del>          |          |
|--|----------------------------|---------------------------|--------------|---|----------|
| PRECEDENCE<br>1<br>1-0   | RELEASED BY<br>[Signature] | DRAFTED BY<br>[Signature] | PHONE        |   |          |
| <p>by the following reasons:</p> <p>a. Frequent changes in the flight schedule resulting in cancellation of interfaces.</p> <p>b. Pre-emption of MSM-42 operation by ASD-1 maintenance schedules.</p> <p>c. Cannibalization of aircraft scheduled for an interface, preventing certain tests from being performed.</p> <p>3. In order to satisfy your recommendation to accelerate testing, request specific RC-135C aircraft be made available for continuous testing for longer periods of time. The aircraft should be available for a minimum of three (3) days to a maximum of one week just for MSM-42 test. The original program was to test the MSM-42 as the 55SRW flying schedule would permit, however testing has been compromised, as indicated in para 2., above. (GP 3)</p> |                            |                           |              |   |          |
| CONTROL NO.  | TOR/TOD                    | PAGE NO.                  | NO. OF PAGES | MESSAGE IDENTIFICATION                                      | INITIALS |
|  |                            | 2                         | 2            |   |          |
| REGRADE INSTRUCTIONS   |                            |                           |              | SECURITY CLASSIFICATION JUL 1967<br><del>CONFIDENTIAL</del> |          |

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**CONFIDENTIAL**

15 JUL 67 02 33

NNNNZCZCSDC800

RTTC JAW RUW8KIM6140 1960122-CCCC--RUCSAAA.

ZNY CCCCC

R 142230Z JUL 67

FM 13AF MARCH AFB CALIF

TO RUCSAAA/SAC

INFO RUCSAAA/SSSRV OFFUTT AFB NEBR

BT

~~CONFIDENTIAL~~ LINDIS SPAR PAR DWAIR 05308 JUL 67.

FOR SPAR/PAR CONTACT OFFICERS. FOR SAC/DPL/DWAC. INFO: SSSRV/DCA.

SUBJECT: SPAR/PAR MSY-42 TESTING (U).

REFERENCE CONFIDENTIAL LINDIS DPLC 07370, 12 JUL 67, SAME SUBJECT.

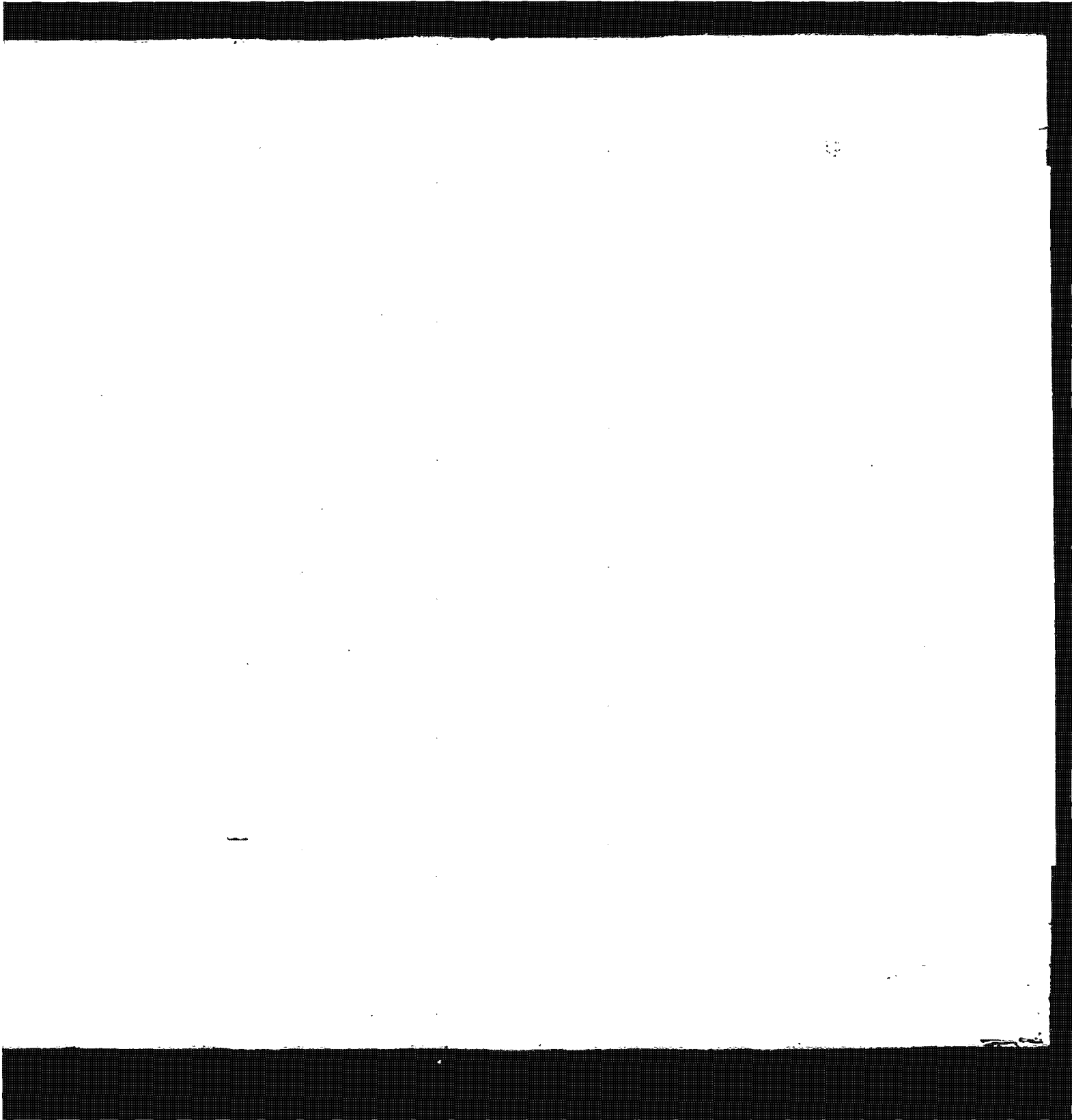
PARAGRAPH 3 (THREE) OF REFERENCED MESSAGE INDICATES AN EXTENDED PERIOD OF TIME IS NECESSARY FOR EACH MSY-42 TEST TO ACCELERATE PROGRESS IN THIS AREA. THIS HQ REQUIRES ADDITIONAL INFORMATION AS TO NUMBER OF HOURS PER DAY AIRCRAFT WILL BE UTILIZED AND NUMBER OF WEEKS REQUIRED TO COMPLETE TESTING OF THE MSY-42 TO MEET DESIGN OBJECTIVES, IF TEST PERSONNEL WERE ALLOWED CONTINUOUS UTILIZATION OF ONE AIRCRAFT FOR A 5 (FIVE) DAY PERIOD. REQUEST YOU INFO SSSRV WITH THIS INFORMATION.

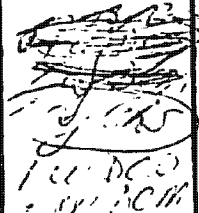
PART II FOR SSSRV. UPON RECEIPT OF INFORMATION REQUESTED IN PART I REQUEST YOU INFORM THIS HQ OF ANY ASSISTANCE REQUIRED TO STAND DOWN ONE AIRCRAFT PER WEEK TO COMPLY WITH INFO PROVIDED. GP-4.

BT

**CONFIDENTIAL**

GROUP 4  
Declassified at 3 year  
intervals; declassified  
after 12 years



|   |                             |   |                  |
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| JOINT MESSAGEFORM   |                             | RESERVED FOR COM JUNCTION CENTER  |                  |
| SECURITY CLASSIFICATION                                     |                             | <i>10-1</i><br><i>file</i><br><i>10</i>   |                  |
| TYPE MSG  | BOOK                        | MULTI   | SINGLE           |
|   |                             | X   |                  |
| PRECEDENCE  |                             |   |                  |
| ACTION  | PRIORITY                    |   |                  |
| INFO  |                             | DTS   |                  |
| FROM: SAC   |                             | 251620  |                  |
| TO: 15AF MARCH AFB CALIF                                    |                             | SPECIAL INSTRUCTIONS  |                  |
| INFO: 126TRATAEROSPDIV DAVIS-MONTHAN AFB ARIZ               |                             | <br>DOWNGRADED AT 10 YEAR<br>INTERVALS, NOT<br>DECLASSIFIED UNTIL 2010 |                  |
| 558TRATRECONNG OAFB NEBR (MESSENGER)                        |                             |   |                  |
| AFSC  |                             |   |                  |
| ASD WPAFB OHIO  |                             |   |                  |
| OCAMA TINKER AFB OKLA                                       |                             |   |                  |
| WRAMA ROBINS AFB GA   |                             |   |                  |
| 07767   |                             |   |                  |
| <del>CONFIDENTIAL</del> LIMDIS (PAR/SPAR)/DPLC/DM4 /JUL 67. |                             |   |                  |
| FOR 15AF (DPL, DM4, DOR). INFO: 126AD (DO, DM); 558RW       |                             |   |                  |
| (C, DCM, DCO); AFSC (SCSR); ASD (ASRR, SACSO); OCAMA        |                             |   |                  |
| (OCNC); WRAMA (WRMT). SUBJECT: (PAR/SPAR) MSM-42 TEST.      |                             |   |                  |
| THIS MSG FOR PAR/SPAR CONTACT OFFICERS.                     |                             |   |                  |
| 1. References:  |                             |   |                  |
| a. 15AF Confidential Msg, DM4 05469, 30 Jun 67.             |                             |   |                  |
| b. SAC Confidential Msg, DPLC 07370, 12 Jul 67.             |                             |   |                  |
| DRAFT   | TYPED NAME AND TITLE        | PHONE   | SIGNATURE        |
|   | MAJ FRANCIS P DUBE          | 2900  | signed <i>FD</i> |
|   | DPLC3/jms<br>1545/20 Jul 67 |   |                  |
| TYPED (or changed) NAME AND TITLE                           |                             | ALLAN A. LATHAN, COLONEL, USAF  |                  |
| SECURITY CLASSIFICATION                                     |                             | REGRADING INSTRUCTIONS  |                  |
| <del>CONFIDENTIAL</del>                                     |                             | DCS-PLANS   |                  |

558RW (C) OAFB NEBR

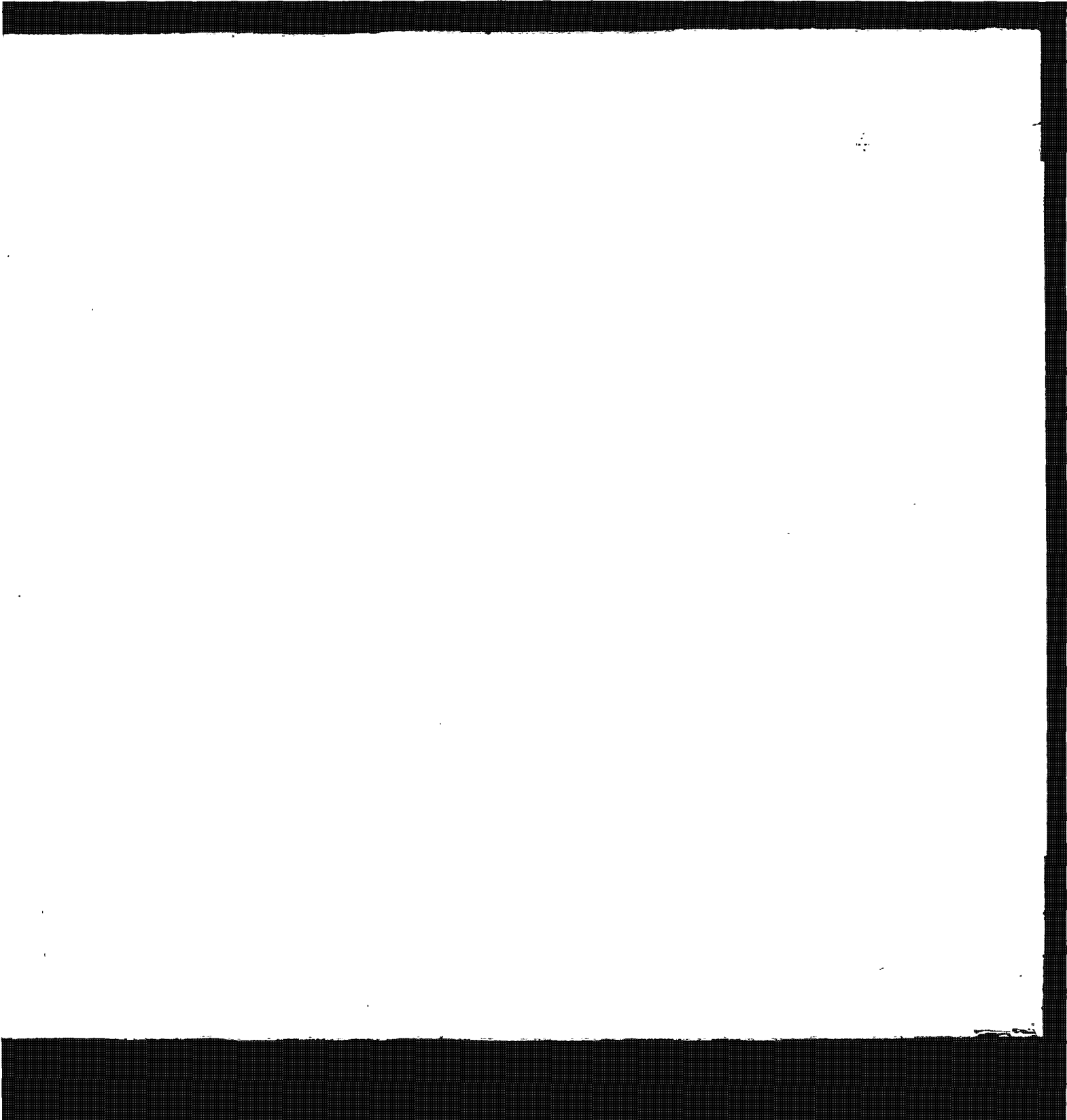


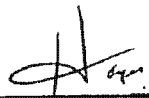
| RESERVED FOR CIVILIAN CENTER  |             |   |                         |
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| ABBREVIATED JOINT MESSAGEFORM<br>and/or CONTINUATION SHEET  |             |   | SECURITY CLASSIFICATION |
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| PRECEDENCE  | RELEASED BY | DRAFTED BY                                      | PHONE                   |
| ACTION  |             |   |                         |
| INFO  |             |   |                         |
| <p>2. The MSM-42 follow-on test program was reviewed with Hq SAC personnel and the RC-135C SPO. The contractor indicates that he can complete the MSM-42 test to go/no go status in twelve weeks. This is based on the fact that one RC-135C will be available for this testing on a continuing basis for this period. The following conditions would be established for this test:</p> <p>a. SAC will:</p> <p>(1) Provide one RC-135C with operational ASD-1 on a continuous basis. Aircraft to be changed each twelve days.</p> <p>(2) Provide necessary ground power for the aircraft and the MSM-42 with personnel to monitor these units.</p> <p>(3) Provide one ground exhaust blower for ASD-1 operation.</p> <p>b. The RC-135C SPO will:</p> <p>(1) Provide necessary air conditioning unit for this test. (This will be an additional unit from the Martin Co. that will eventually remain with the 55SICW.)</p> |             |   |                         |
| CONTROL NO.   | TOR/TOD     | PAGE NO.  | NO OF PAGES             |
|   |             | 2   | 3                       |
| MESSAGE IDENTIFICATION  |             | INITIALS  |                         |
| REGRADING INSTRUCTIONS  |             | DPIC/DNA<br>JUL 1967<br>SECURITY CLASSIFICATION |                         |
| <b>CONFIDENTIAL</b>   |             |   |                         |

| ABBREVIATE JOINT MESSAGEFORM<br>and/or CONTINUATION SHEET  |             |            |              | SECURITY CLASSIFICATION<br><b>CONFIDENTIAL</b> |  |
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| CTGON  |             |            |              |  |  |
| INPS   |             |            |              |  |  |
| <p>(2) Maintain the MSM-42, to include provisions for spare parts.</p> <p>(3) Maintain the ASD-1 system, to include provisions for spare parts.</p> <p>(4) Provide necessary contractor personnel to conduct the test for 16 hours a day, 5 day week. This will include four people for the MSM-42 and four people for the ASD-1.</p> <p>(5) Produce a monthly status report on test progress.</p> <p>3. The eighth RC-135C aircraft is scheduled for delivery on 25 Jul 1967. If one aircraft is used for this testing, this will leave seven aircraft to handle the current operational and training requirements. There is no forecast increase in the operational sortie requirement over the July commitment. The ninth aircraft is scheduled for delivery in August and the tenth aircraft in September. Request you evaluate this proposal for MSM-42 testing and determine if it can be supported by the 556BW. Request an early reply. (GP 3)</p> |             |            |              |  |  |
| CONTROL NO.  | TOR/TOD     | PAGE NO.   | NO. OF PAGES | MESSAGE IDENTIFICATION                         |  |
|  |             | 3          | 3            | DPIC/DH4 JUL 1967                              |  |
| REGRADE INSTRUCTIONS   |             |            |              | SECURITY CLASSIFICATION                        |  |
|  |             |            |              | <b>CONFIDENTIAL</b>                            |  |

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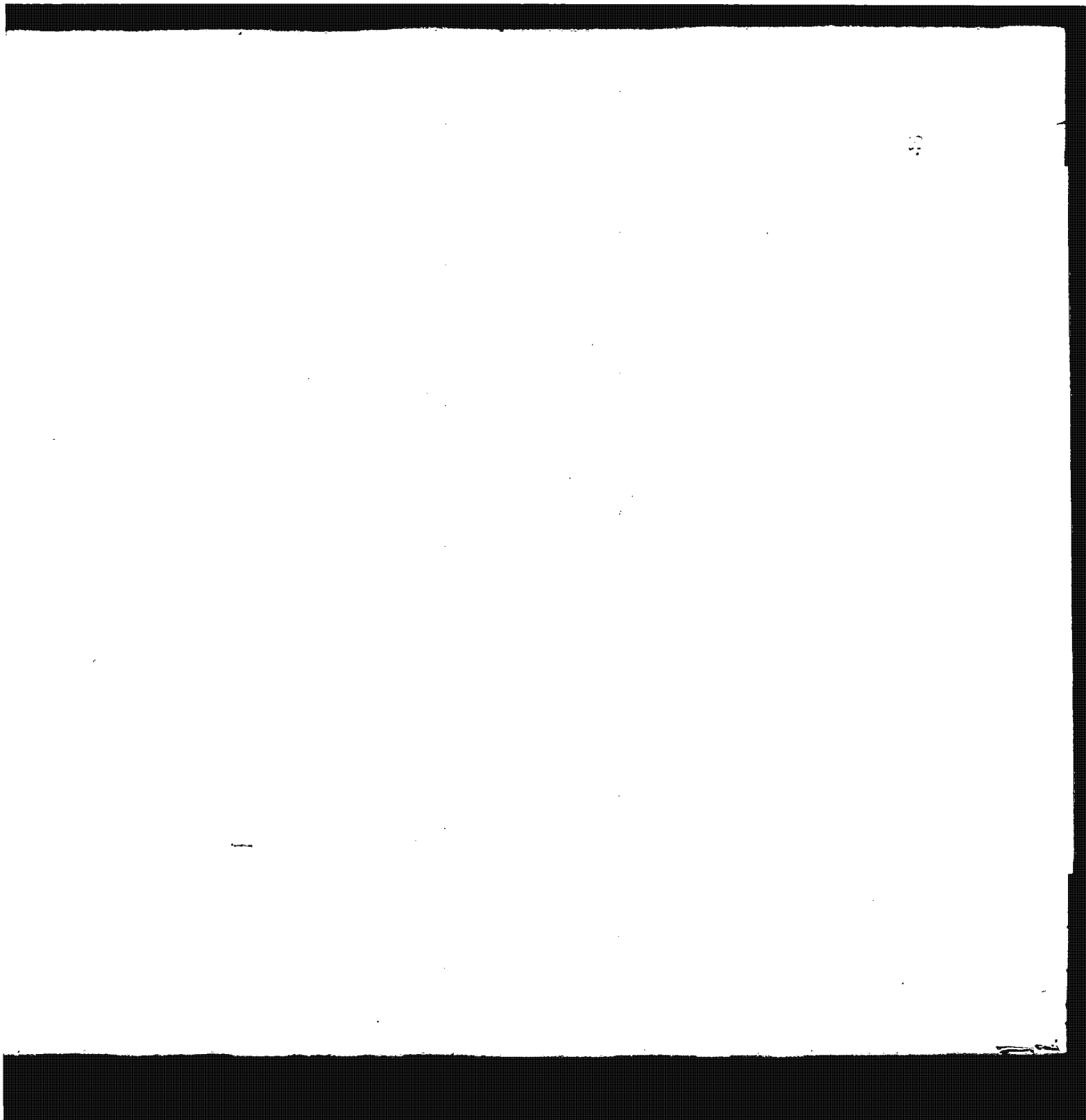
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| REFORM   |      | RESERVED FOR COMMUNICATION CENTER  |        |
| <b>CONFIDENTIAL</b>  |      | mgf-1<br>file<br>to<br><br>12  |        |
| TYPE MSG   | BOOK | MULTI  | SINGLE |
|  |      | X  |        |
| PRECEDENCE   |      |  |        |
| ACTION ROUTINE   |      |  |        |
| INFO   |      |  |        |
| DTG  |      |  |        |
| FROM: 55STRATRECONWG OFFUTT AFB NEBR   |      | SPECIAL INSTRUCTIONS   |        |
| TO: 15AF MARCH AFB CALIF   |      | 55C<br>CONFIDENTIAL<br>Declassified at 12 years<br>Declassified after 12 years   |        |
| INFO: SAC (MESSENGER)  |      |  |        |
| 12STRATAEROSPDIV DAVIS MONTHAN AFB ARIZ  |      |  |        |
| CONFIDENTIAL PAR/SPAR DCM 24572 AUG 67.  |      |  |        |
| FOR: 15AF (DPL, DM4, DOR). INFO: SAC(DPLC/DM4),  |      |  |        |
| 12SAD (DM). SUBJ: (U) MSM-42 Test. Ref SAC msg DPLC/DM4  |      |  |        |
| 07767 Jul 67. The 55SRW can support the proposed program as outlined with the following qualifications:  |      |  |        |
| (1) Supply priorities for ASD-1 components and AGE must continue to support operational sorties, although every effort will be made to support this test without interference. |      |  |        |
| (2) Safety of the aircraft and AGE will remain the responsibility of the 55SRW and therefore will require the assignment of 55SRW personnel to the SPO team.                   |      |  |        |
| (3) It is noted that a requirement already exists for additional   |      |  |        |
| DATE   |      | TIME   |        |
| MONTH  |      | YEAR   |        |
| PAGE NO  |      | NO OF PAGES  |        |
| TYPED NAME AND TITLE   |      | SIGNATURE  |        |
| WILLIAM J. FINNERTY II, Col, USAF<br>Deputy Commander for Maintenance  |      | <br>WILLIAM J. FINNERTY II, Col, USAF<br>Deputy Commander for Maintenance |        |
| SECURITY CLASSIFICATION  |      | REGARDING INSTRUCTIONS   |        |
| <b>CONFIDENTIAL</b>  |      |  |        |

DD FORM 173

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U.S. GOVERNMENT PRINTING OFFICE: 1960 O 274511

| "EVIAE" JOINT MESSAGEFORM<br>and/or CONTINUATION SHEET   |             |            |              | SECURITY CLASSIFICATION<br><del>CONFIDENTIAL</del> |  |
|--|-------------|------------|--------------|--|--|
| FILE   | RELEASED BY | DRAFTED BY | PHONE        |  |  |
| <p>truck mounted air conditioners to support operational and training sorties of the 55SRW. Only five air conditioners are currently on hand and require constant maintenance to support the current hot weather load. The addition of one serviceable air conditioner from Martin Co. for this test is essential even to support minimum needs.</p> <p>(4) It is also noted that supply problems have been created by the unreliable performance of the MC-1 exhaust blower. Reference is made to 55SRW msg DCM-24543, Jul 67. This problem could impose limitations to continuous support of the MSM-42 test if assistance is not received.</p> <p>(5) It is noted that the two assigned USM-200 stations often operate at saturation in support of 55SRW requirements. The availability of this support to the SPO would be restricted to periods of non-interference with operational requirements.</p> <p>(6) Request we be advised of planned start date of test and whether the twelve weeks is still a firm test period in view of the SPQ accomplishments since the date of the proposal. GP 4.</p> |             |            |              |  |  |
| CONTROL NO.  | TOR/TOD     | PAGE NO.   | NO. OF PAGES | MESSAGE IDENTIFICATION                             |  |
|  |             | 2          | 2            | DCM 24543 Aug 67                                   |  |
| REGRADE INSTRUCTIONS   |             |            |              | SECURITY CLASSIFICATION<br><del>CONFIDENTIAL</del> |  |
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PTTCZYUJ RUMKIN6121 2232159-CCCC-RUCSAAA.

ZNY CCCCC

P 112100Z AUG 67

FM 15AF WARCH AFB CALIF

TO RUCSAAA/SAC

INFO RUCSAAA/SSSRV OFFUTT AFB NEAR

BT

~~CONFIDENTIAL~~ SPAR/PAR/DNAB 05573 AUG 67.

FOR SAC/DNAC. INFO: SSSRV/DCN.

FOR SPAR/PAR CONTACT OFFICERS.

THIS IS A BIG TEAM MESSAGE.

SUBJECT: (SPAR/PAR) NEW-42 TEST (U).

REFERENCE SSSRV CONF SPAR/PAR DCN 24572, 7 AUG 67.

REQUEST PLANNED NEW-42 TESTS BE STARTED IMMEDIATELY TO INSURE  
EXPEDITIOUS COMPLETION. COORD WITH SSSRV IN THAT ASSISTANCE IS  
REQUIRED IN PROCURING ADDITIONAL AGE, AIR CONDITIONERS AND  
SECURING SUPPORT IN OVERCOMING SUPPLY PROBLEMS ASSOCIATED WITH THE  
NEW-42 EXHAUST BLOWERS. REQUESTED THIS TEST PROGRAM BE GIVEN ALL  
POSSIBLE COMMAND ASSISTANCE TO PRECLUDE UNNECESSARY DELAYS.  
PLEASE ADVISE. GP-3.

BT

~~CONFIDENTIAL~~

GROUP 3  
Declassified at 12 year  
if format: not  
automatically declassified

51

28



|   |      |   |        |
|---|------|---|--------|
| JOINT MESSAGEFORM 10  |      | RESERVED FOR COMMUNICATION CENTER   |        |
| SECURITY CLASSIFICATION<br><del>CONFIDENTIAL</del>  |      | 08518   |        |
| TYPE MSG  | BOOK | MULTI   | SINGLE |
|   |      | X   |        |
| PRECEDENCE  |      |   |        |
| ACTION PRIORITY   |      |   |        |
| INFO  |      | DTG   |        |
| FROM: SAC   |      | SPECIAL INSTRUCTIONS  |        |
| TO: ASD WPAFB OHIO<br>15AF MARCH AFB CALIF<br>INFO: 12STRATAEROSPDIV DAVIS-MONTHAN AFB ARIZ<br>55STRATRECONWG OAFB NEBR (MESSENGER)<br>OCAMA TINKER AFB OKLA<br>WRAMA ROBINS AFB GA<br>AFSC |      | 08517<br><del>CONFIDENTIAL</del> (PAR/SPAR) LINDIS/DPLC /AUG 1967.<br>FOR PAR/SPAR CONTACT OFFICERS. FOR ASD (ASRR); 15AF (DM4,<br>DPL). INFO: 12SAD (DM); 55SRW (CMDR, DCM, CAT III TF);<br>OCAMA (OCNC); WRAMA (WRMT); AFSC (SCSR). SUBJ: (PAR/<br>SPAR) MSM-42 TEST (U).<br>1. References:<br>a. SAC Confidential msg, DPLC/DM4 07767, 25 Jul 67.<br>b. ASD Unclass msg, ASRR 14274, 4 Aug 67 (NOTAL). |        |
| TYPED NAME AND TITLE<br>MAJ FRANCIS P DUBE<br>DPLC3/jms<br>1610/10 Aug 67   |      | PHONE<br>2908<br>SIGNATURE<br>signed<br>TYPED NAME AND TITLE<br>MELVIN R. SCHOLTZ, COLONEL, USAF<br>DIRECTOR OF AERONAUTICAL REQUIREMENTS   |        |
| SECURITY CLASSIFICATION<br><del>CONFIDENTIAL</del>  |      | RECORDING INSTRUCTIONS  |        |

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GPO : 1964 O-772-001

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| <p>c. 55SRW Confidential msg, 55DCM 24572, 7 Aug 67</p> <p>(NOTAL).</p> <p>2. FOR ASD. The 55SRW can support the proposed program outlined in Ref a with the following qualifications:</p> <p>a. Supply priorities for ASD-1 components and AGE must continue to support operational sorties, although every effort will be made to support this test without interference.</p> <p>b. Safety of the aircraft and AGE will remain the responsibility of the 55SRW and therefore will require the assignment of 55SRW personnel to the SPO team.</p> <p>c. A requirement exists for additional truck mounted air conditioners to support operational and training sorties in the unit. Five air conditioners are on hand and require constant maintenance to support the current hot weather load. The addition of one serviceable air conditioner from the Martin Co. for this test is essential even to support minimum needs.</p> <p>d. Supply problems have been created by the unreliable</p> |             |  |             |
| CONTROL NO.  | TOR/TOO     | PAGE NO.   | NO OF PAGES |
|  |             | 2  | 3           |
| REGRADING INSTRUCTIONS   |             | MESSAGE IDENTIFICATION   |             |
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| DD FORM 173-1  |             | REPLACES EDITION OF 1 MAY 55 WHICH MAY BE USED.                          |             |

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| 1<br>2N<br>INFO   |             |            |              |  |  |
| <p>performance of the MC-1 exhaust blower. This problem could impose limitations to the MSM-42 test.</p> <p>e. The USM-200 stations often operate at saturation in support of 55SRW requirements. The availability of this support to the SPO would be restricted to periods of non-interference with operational requirements. Request the SPO brief representatives of the SAC staff, 15AF and the 55SRW on how they propose to manage and implement this test program. This should be accomplished ASAP to insure the test can start in a timely manner. Recommend the SPO take action to get additional Sperry contractor personnel to accomplish this test. We concur with your request to utilize available existing spares as long as use of these spares does not impair operational requirements. It must also be understood that these spares will be replaced on an expedited basis.</p> <p>3. FOR 15AF. The test will start as soon as SAC and the SPO concur in the test program. The SPO estimates the testing can be complete by 31 Oct 1967. (GP 3)</p> |             |            |              |  |  |
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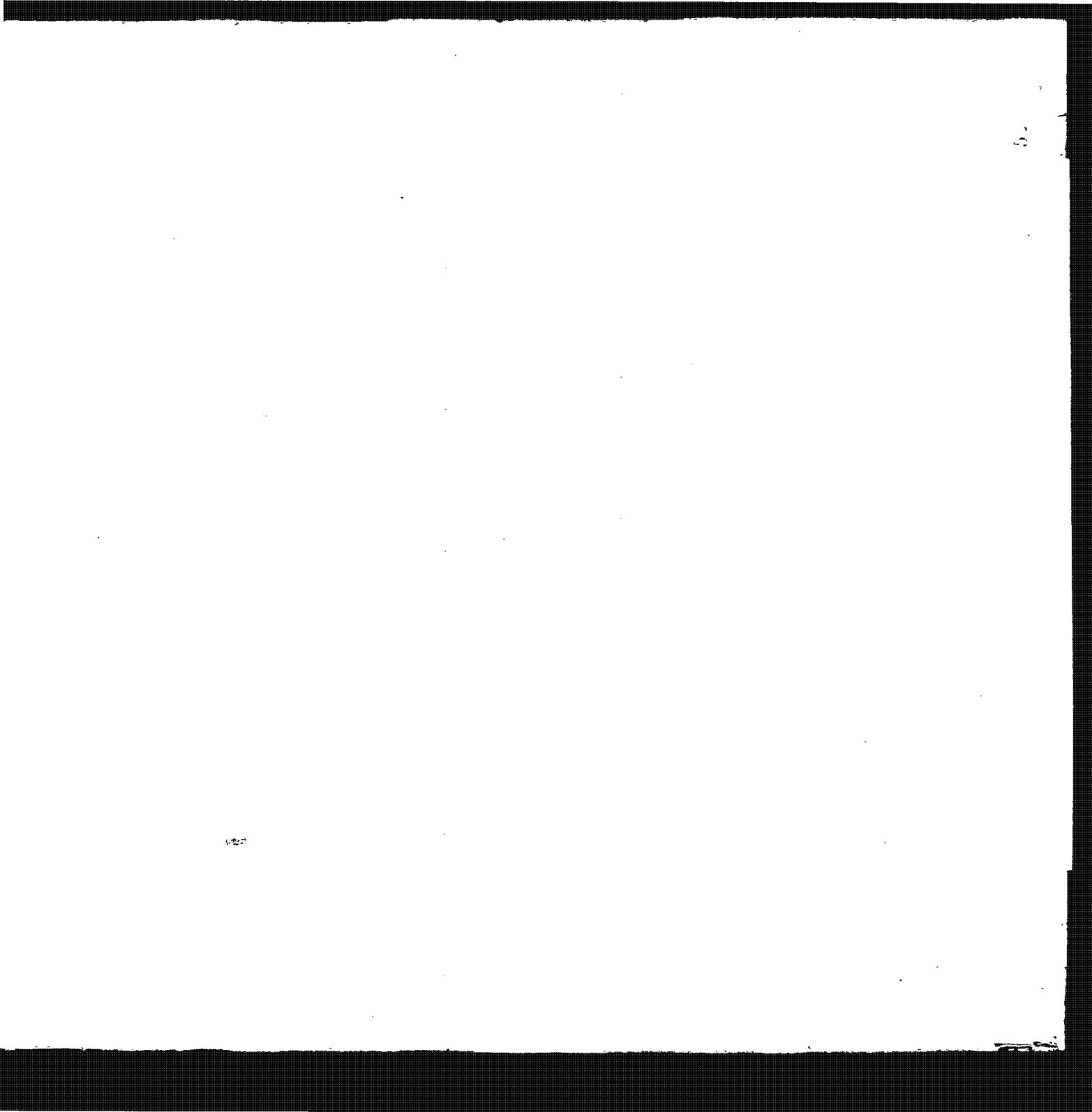
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| SECURITY CLASSIFICATION<br><b>CONFIDENTIAL</b>   |      | 051640  |        |
| TYPE MSG   | BOOK | MULTI   | SINGLE |
| PRECEDENCE   |      |   |        |
| ACTION   | R    |   |        |
| INFO   | R    |   |        |
| FROM: SAC  |      | DTS   |        |
| TO: OCAMA TINKER AFB OKLA  |      | SPECIAL INSTRUCTIONS  |        |
| INFO: 15AF MARCH AFB CALIF   |      | 55DCM-1   |        |
| 12SAD DAVIS MONTHAN AFB ARIZ   |      | 55CAS-1   |        |
| 55SRW (MESSENGER)  |      | GROUP 3<br>Downgraded at 12 year interval;<br>Not automatically declassified. |        |
| /CONF/IM4/DM3 07121 JUN 67.  |      | B   |        |
| For: OCAMA/OCN. Info: 15AF/IM4-DM3; 12SAD/DM; 55SRW/DCM.   |      | DATE  |        |
| Reference: "A" SAC IM4/DM3 (c) 00865, 25 Jan 67  |      | TIME  |        |
| "B" OCAMA - OCNT (U) 32470, 21 Feb 67  |      | MONTH   |        |
| "C" OCAMA - OCNT (c) 00389, 22 Apr 67  |      | YEAR  |        |
| "D" Telecon 29 Jun 67 between Mr. Lander OCAMA and<br>Lt Col Brock this Hqs. Subj: J-47 Eng Sgt (u)  |      | PAGE NO   |        |
| Ref "A" outlined the SAC requirement for AFLE support of J-47<br>JEBM for Have Tell aircraft through FY 4/70. This msg also stated<br>that SAC JEBM for these engines could not be justified after<br>31 Mar 67 and termination of 55SRW activities at Forbes. Ref "B"<br>stated SAC requirements would be satisfied through SRA contract<br>procedures. Ref "C" indicated OCAMA intended to provide 55SRW |      | NO OF PAGES   |        |
| TYPED NAME AND TITLE   |      | SIGNATURE   |        |
| IM4C/1140/30Jun67/vin  |      | [Signature]   |        |
| WALKER J. BROCK, LCol, USAF  |      | TYPED (or stamped) NAME AND TITLE   |        |
| DCS/ateriel  |      | LAWRENCE K. RICKER  |        |
| SECURITY CLASSIFICATION  |      | LTCOL, USAF   |        |
| CONFIDENTIAL   |      | REGRADING INSTRUCTIONS: [illegible]   |        |
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| <p>with engines in a raw configuration and 55SRW would return engines to OCAMA in the same manner. This msg further stated no efforts to obtain FY 67 contractor support have been made. The conversation in Ref "D" revealed there is some disagreement in what constitutes JEBM support. Simply stated SAC's interpretation of the JEBM support required of OCAMA is (1) Delivery to user of serviceable engines completely built up, test stand run completed and ready for installation; (2) Return of repairable engines to OCAMA in a built up configuration. It must be understood the organic capability of 55SRW is limited to engine change and minor flight line maintenance only. Request your reconsideration of SAC request to support J-47 engine requirements as stated above. Please advise. GP-3.</p> |         |             |             |  |          |
| CONTROL NO.   | TOR/TOD | PAGE NO     | NO OF PAGES | MESSAGE IDENTIFICATION                             | INITIALS |
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| REGRADING INSTRUCTIONS<br>Downgraded at 12 year intervals;<br>Not automatically declassified.   |         |             |             | SECURITY CLASSIFICATION<br><del>CONFIDENTIAL</del> |          |

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| DD FORM 173   |  | RESERVED FOR COMMUNICATION CENTER              |  |
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| SECURITY CLASSIFICATION   |  | 212105   |  |
| TYPE: MSG   |  | 30 (57)  |  |
| ACTION  |  | M4+1   |  |
| INFO  |  | 100  |  |
| FROM: SAC   |  | 212105   |  |
| TO: OCMA  |  | 30 (57)  |  |
| INFO: 15AF MARCH AFB CALIF  |  | 100  |  |
| 12SAD DAVIS MONTAN AFB ARIZ   |  | 30 (57)  |  |
| 55SRW (MESSENGER)   |  | 100  |  |
| /CONF (SPAR/PAR) DM4/DM3 07705 JUL 67.  |  | 100  |  |
| For: OCMA/OCN-OCNC. Info: 15AF/DM4-DM3; 12SAD/DM; 55SRW/DM.   |  | 100  |  |
| References "A" SAC-DM4/DM3 (C) 071-1 Jan 67, "B" OCMA- OCNT (U)   |  | 100  |  |
| 32470, 21 Feb 67. "C" OCMA - OCN 09650 Jul 67.  |  | 100  |  |
| Subject: J-47 Engine Support (U).   |  | 100  |  |
| This Headquarters fails to understand the reversal in OCMA's position as concerns support of J-47 engine requirements for 55SRW. In January 1967 during a conversation between Mr. Britt Martin and Lt Col Brock this Headquarters, it was agreed that a J-47 JSM capability could not be justified at Offutt. It was further agreed this support could be provided by OCMA through existing SRA contracts. References "A" and "B" confirmed this conversation. These agreements were the basis for not providing |  | 100  |  |
| DATE  |  | TIME   |  |
| MONTH   |  | YEAR   |  |
| PAGE NO   |  | NO. OF PAGES                                   |  |
| TYPED NAME AND TITLE  |  | SIGNATURE                                      |  |
| DM3C/1105/20Jul67/vln   |  | signed   |  |
| WALKER J. BROCK, 1Col, USAF   |  | TYPED (for stamped) NAME AND TITLE             |  |
| DCS/Info 1cl  |  | LEE M. SEXTON, Colonel, USAF                   |  |
| SECURITY CLASSIFICATION   |  | REGARDING                                      |  |
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| INFO R  |         |             |             |  |          |
| <p>for a J-47, JEM capability at Offutt. The most recent OCMA position (Ref "C") places SAC in a precarious position relative to engine support of B-47 aircraft and their extremely high priority mission requirements. SAC remains firm in the belief that establishing J-47 JEM at Offutt is not economically feasible and request OCMA again reconsider their position in this matter.</p> <p>(GP-3.)</p> |         |             |             |  |          |
| CONTROL NO.   | TOR/TOD | PAGE NO.    | NO OF PAGES | MESSAGE IDENTIFICATION                             | INITIALS |
|   |         |             |             | 07705  |          |
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