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HISTORY
OF
6TH STRATEGIC AEROSPACE WING
AND
6TH COMBAT SUPPORT GROUP
1 - 30 JUNE 1962
(UNCLASSIFIED TITLE)

Units Assigned To The
FIFTEENTH AIR FORCE, STRATEGIC AIR COMMAND
Home Station
WALKER AIR FORCE BASE, ROSWELL, NEW MEXICO

This document was prepared by A2C Paul P. Van Bibber, Unit Historian, under the supervision of Lt. Col. Leonard A. Klanecky, Information Officer. It was prepared in compliance with SACH 210-1, 28 Nov 1958, and is Classified SECRET under the provisions of paragraph 30B, AFR 205-1, 1 Jun 1960. This classification conforms to that of the source documents which bear on the combat capability of this organization. This title page contains no classified information. (U)

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CHRONOLOGY

Page		June
1	The Wing Commander announced his forthcoming retirement during the month.	26
7	Several key personnel changes occurred during the month of June 1962.	1
10	The overall result of "Chrome Dome" missions for April, May, and June was forwarded to higher headquarters.	5
10	The 40th Bomb Squadron will be evaluated in July on its EWO capability by the 1st CEG.	20
26	Colonel O'Connor asked the Roswell New Mexico Chamber of Commerce Water Development and Research Committee for assistance in solving Walker's water problem.	1
30	The custodianship and operation of the water plant at Complex 11 will be turned over to Walker in July 1962.	1

GLOSSARY

ACR	Advanced Capability Radar
ADC	Air Defense Command
AEMS	Armament and Electronics Maintenance Squadron
AFB	Air Force Base
AFCS	Air Force Communications System
AFK	Munitions Account
AFR	Air Force Regulation
AFSC	Air Force Systems Command
ANFE	Aircraft Not Fully Equipped
AOCP	Aircraft Out of Commission for Parts
ARS	Air Refueling Squadron
AWOL	Absent Without Leave
BCE	Base Deputy for Civil Engineering
BOD	Beneficial Occupancy Date
CCTS	Combat Crew Training Squadron
CDS	Combat Defense Squadron
CE	Circular Error
CEA	Curcular Error Average
CEG	Combat Evaluation Group
CSG	Combat Support Group
DCO	Deputy Commander for Operations
DOOI	Deputy Commander for Operations, Intelligence
DSM	Deputy Commander for Maintenance
DSUP	Director of Supply
DWI	Driving While Intoxicated
GAM	Guided Air Missile
GD/A	General Dynamics/Astronautics
GED	General Educational Defelopment
IPT	Individual Proficiency Training
ICO	Launch Control Officer
MAB	Missile Assembly Building
MAMS	Missile Assembly Maintenance Ship
MAPCHE	Mobile Automatic Programmed Checkout Equipment
MATS	Military Air Transport Service
MITO	Minimum Internal Takeoff
MTD	Mobile Training Detachment
NORAD	North American Air Defense Command
NMMI	New Mexico Military Institute
OAP	Offset Aiming Point
ORI	Operational Readiness Inspection
ORT	Operational Readiness Test
PIS	Propellant Loading System
PMV	Private Motor Vehicle
RBS	Radar Bomb Scoring
RPTE	Real Property Installed Equipment
SAAMA	San Antonio Air Materiel Area
SAW	Strategic Aerospace Wing

SAC	Strategic Air Command
SACCOM-NET	Strategic Air Command Communications Network
SACR	Strategic Air Command Regulation
SATAF	Site Activation Task Force
SRE	Security Readiness Evaluation
TACAN	Tactical Air Navigation
TAD	Technical Acceptance Demonstration
TDY	Temporary Duty
TWX	Teletypewriter Exchange
UAL	Unit Authorization List
UMD	Unit Manning Document
UME	Unit Mobility Equipment
USAF	United States Air Force
USCM	Unit Simulated Combat Mission
VACE	Verification and Checkout

CHAPTER I

MISSION AND ORGANIZATION

INTRODUCTION

Efforts to conserve reproduction funds resulted in substantial savings during June. (U)

The Wing Commander announced his forthcoming retirement during the month. (U)

MISSION

As directed by this headquarters and by headquarters of the commanding strategic aerospace division and according to the policies established by the United States Air Force and Strategic Air Command, the Commander 6th Strategic Aerospace Wing will:

- a. Organize, man, train, and equip assigned units for the purpose of conducting long-range bombardment operations using either nuclear or conventional weapons.
 - b. Develop and maintain the capability to engage in effective air refueling operations.
 - c. Develop an operational capability to permit conduct of strategic aerospace missile warfare according to the emergency war order.
 - d. Maintain coordination with the site activation task force commander with respect to base support. Unresolved problems in the area of base support will be referred to this headquarters.
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e. Maintain liaison with the site activation task force commander and advise the commanding strategic aerospace division and this headquarters of progress in the development of missile operational capability.

f. Establish missile, flying, nuclear, and ground safety programs and monitor said programs for effectiveness.

g. Administer the security protection program to insure launch capability is not impaired due to overt or covert actions.

h. Insure that aerospace medicine program procedures designed to minimize noneffectiveness for medical causes receive command and supervisory emphasis and support.

i. Organize and direct a professional disaster control capability for wartime and peacetime operations.

j. Be prepared to participate in domestic disaster relief and other domestic emergencies.

k. Perform such special missions as may be assigned by
1
higher headquarters. (U)

The mission of the 6th Strategic Aerospace Wing remained unchanged during the month of June 1962, and as such, the wing was capable of executing the emergency war order at the end of the month. (S)

1. 15AFR 23-10, Hq 15AF, 1 Jun 62, on file, IXO, 6SAW.

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UNITS ASSIGNED

6TH STRATEGIC AEROSPACE WING

6th Strategic Aerospace Wing Headquarters Squadron

24th Bombardment Squadron

39th Bombardment Squadron

40th Bombardment Squadron

6th Air Refueling Squadron

4129th Combat Crew Training Squadron

579th Strategic Missile Squadron

6th Armament and Electronics Maintenance Squadron

6th Field Maintenance Squadron

6th Organizational Maintenance Squadron

37th Munitions Maintenance Squadron

6th Supply Squadron

812th Medical Group

6TH COMBAT SUPPORT GROUP

6th Headquarters Squadron

6th Combat Defense Squadron

6th Transportation Squadron

6th Civil Engineering Squadron

6th Food Service Squadron

UNITS ATTACHED

511C FTD (ATC)

Site Activation Task Force (AFSC)

686th AC&W (ADC, Walker)

697th ACGW (ADC Pyote)

2010 Communications Squadron (AFCS)

Det 15, 9 Weather Squadron (MATS)

1033 Auditor General (Hq USAF)

17th District OSI (Hq USAF)

Detachment 117 (ionospheric research station)

COMMAND

Congratulations were received from General Thomas S. Power, Commander, Strategic Air Command, and Lieutenant General Archie J. Old, Jr., Commander 15th Air Force, for the aircraft accident prevention program which resulted in more than 143 days without an accident within 15th Air Force. (U)

A recent drive to reduce the cost of reproduction on Walker resulted in a saving of \$11,000. during the month of June. The three big offenders of excessive reproduction cost were DCC, DCM, and BDCE. Since initiation of the program during January 1962, large monetary savings have been effected. Overall costs have steadily decreased. (U)

At the wing staff meeting of 26 June, Colonel Donald E. Hillman, Commander, 6th Strategic Aerospace Wing announced his retirement to occur on 31 August 1962. (U)

The present value of the Walker supply inventory is \$20,635,604.65.; equipment in use-\$18,366,896.21; value of

2. Minutes, staff meeting, 6CSG, 12 Jun 62, Exhibit 1.

3. History, BDAS, 6CSG, Jun 62, on file, IXO, 6SAW.

4. Minutes, staff meeting, 6SAW, 31 Jun 62, of file IXO, 6SAW.

real property \$112,401,323.; value of assigned aircraft-
⁵
 \$320,325,236.; value of assigned missiles \$12,181,560. (U)

At the invitation of Colonel John F. Rhodes, United States Army, Professor of Military Science, at the New Mexico Military Institute, Colonel Roderic D. O'Connor, Commander 6th Combat Support Group, presented awards at the annual NMML ceremony on
⁶
 1 June. The ceremony was held at the NMML parade field. (U)

From 18 to 20 June, Lt. Col. Emmett H. Clements, Base Vice Commander, accompanied civilian community leaders of Roswell, Artesia, Hagerman, and Dexter to San Diego, California, to visit the General Dynamics/Astronautics Convair plant for the purpose of acquainting the civic leaders and key military personnel with the development of the Atlas missile. The group from New Mexico was given a briefing which included the detailed steps in the manufacture of the missile. The Roswell Daily Record carried a series of articles concerning the visit and what was learned at
⁷
 San Diego. (U)

On 12 June, the Honorable Stuart L. Pittman, Assistant Secretary of Defense for Civil Defense, landed at Walker and proceeded to Artesia, New Mexico, where he dedicated the new Abo School, which is an underground school and community fall-
⁸
 out shelter. (U)

5. History, BDCR, 6CSG, Jun 62, on file, IXO, 6SAW.

6. History, Command Section, 6CSG, Jun 62, on file, IXO, 6SAW.

7. Ibid.

8. Minutes, staff meeting, 6CSG, 12 June 62, Exhibit 1.

SUMMARY

Walker was congratulated for its role in the 15th Air Force accident prevention program. The Base Vice Commander accompanied civilian leaders from the surrounding communities on a tour of the Atlas plant in San Diego, California. (U)

7

CHAPTER II

PERSONNEL

INTRODUCTION

Several key personnel changes occurred during the month of June 1962. (U)

The Base Deputy Commander for Security and Law Enforcement related that the Walker disciplinary rate had shown an appreciable downward trend. (U)

MILITARY PERSONNEL

The number of officers and airmen assigned to Walker's SAC organizations varied slightly during June. The number of officers increased by two and the number of airmen decreased¹ by 19. (U)

The Walker retention rate for "first term" airmen rose slightly to 17.8 percent during June. The cumulative rates both for first term and career airmen for fiscal year 1962 were² 35.9 and 86.9 percent respectively. (U)

The Specialty Knowledge Test passing rate for the Apr-Jun quarter of 1962 was 81 percent. Of the 391 persons tested, 318 were passed. LPT effectiveness for the quarter was 90 percent; the major problem lay in the 431XLE career field. During the quarter, 51 persons were tested in the AFSC, but only 16³ were passed. (U)

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1. Consolidated Strength Rpt., 6SAW, Jun 62, Exhibit 2.
 2. Ltr., DP to IXO, 6SAW, Subj: Retention Rate, Jun 62, Exhibit 3.
 3. History, DP, 6SAW, Jun 62, on file, IXO, 6SAW.

WELFARE AND MORALE

The Monjeau Retreat, the recreational facility operated by Walker located in Ruidoso, New Mexico, asked the county to grade the roads around the camp. This was accomplished on 29⁴ June. (U)

Changes in key personnel during the month of June 1962 were as follows: Colonel Howard R. Lawrence, Commander of the 812th Medical Group; Lt. Col. Paul F. Slowiak, BDCM, departed this base PCS and was replaced by Lt. Col. Milton E. Johnston; Lt. Col William N. Byers, Base Judge Advocate, departed PCS and was replaced by 1st Lt. Charles J. Shull as interim. (U)

The Honor Squadron of the month in the 6th Strategic Aerospace Wing for the month of June was the 812th Medical Group. Second place in the standings went to the 579th Strategic Missile Squadron. (U)⁵

A local security evaluation exercise was conducted on Walker during June and under SAC Management Control System⁶ scoring, the base received 91.56 percent. (U)

The 6th Combat Defense Squadron (CDS) is preparing itself for the eventual assumption of the missile complex security program. An influx of approximately 250 people within the CDS will

4. History, BECS, 6CSG, Jun 62, on file, IXO, 6SAW.

5. Rpt., BDCMA, 6CSG, 11 Jul 62, Subj: 6SAW Honor Squadron Rating System, on file, IXO, 6SAW.

6. History, BDCL, 6CSG, Jun 62, on file, IXO, 6SAW.

offset this new responsibility. (U)

During June, the Walker disciplinary rate was as follows; 11 military offenses, two felonies, 12 misdemeanors, seven on-base accidents, five off-base accidents and two DWI. (U)

Lt. Col. Kenneth E. Husemoller, Base Deputy Commander for Security and Law Enforcement, announced at the staff meeting of the 6th Combat Support Group on 19 June, that the AWOL trend is greatest in the third quarter of the year and that the misdemeanor rate is greatest in the second quarter. The colonel also stated that during the past three years, squadron commanders have brought down military offenses until in almost all areas, Walker is now within the allowable SAC limits. Col. Husemoller also emphasized that the AWOL misdemeanor areas must continue to receive heavy emphasis by commanders and supervisors. (U)

SUMMARY

"First term" retention appears to have suffered somewhat over the past two months. IPT effectiveness has also dropped. One encouraging fact, however, was notable improvement in the disciplinary rate. (U)

7. History, BDCL, 6CSG, Jun 62, on file, IXO, 6SAW.

8. Ibid.

9. Minutes, 6CSG staff meeting, 19 Jun 62, on file, IXO, 6SAW.

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CHAPTER III

OPERATIONS AND TRAINING

INTRODUCTION

The overall result of "Chrome Dome" missions for April, May, and June was forwarded to higher headquarters. (U)

A letter concerning non-tactical pilots' failure in instrument training was sent to Colonel Donald E. Hillman, 6th Strategic Aerospace Wing Commander, from Lt. Gen. Archie J. Old, Jr., 15th Air Force Commander. (U)

The 40th Bomb Squadron will be evaluated in July on its EWO capability by the 1st CEG. (U)

Walker has been designated as a refuge base for aircraft based in areas where hurricanes frequently occur. (U)

Thirty unreliable RBS runs were reported during the month of June. (C)

The 6th Combat Support Group had one disabling injury during the month and the 6th Strategic Aerospace Wing had five. (U)

STATUS OF COMBAT CAPABILITY

The 6th Strategic Aerospace Wing, at the end of the month¹ of June 1962, had 40 of its 43 assigned B-52 aircraft available. The 6th Air Refueling Squadron, assigned 20 KC-135 aircraft,² had a total of 20 available for operation. (S)

1. MSG, 6SAW to 15 AF, ZIPPO 06-294, 30 Jun 62, Subj: Aircraft Availability, Exhibit 4. (S)

2. MSG, 6SAW to 15 AF, ZIPPO 06-295, 30 Jun 62, Subj: Aircraft Availability, Exhibit 5. (S)

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As of 2400 hours MST, 30 June 1962, the 6th Strategic Aerospace Wing had a total of 45 combat ready crews and no non-combat ready crews. In the combat ready category, the 6th Air Refueling Squadron had a total of 28 combat ready crews and ³ no non-combat ready crews. (S)

During the month of June seven sorties of the 40th Bomb Squadron were in alert posture. With crews changing twice weekly, nine changes were made and a total of 64 crews per-⁴formed duty at the Alert Facility. (U)

Amendment three to the 6th Strategic Aerospace Wing Operation Order 23-62A, "Chrome Dome," was produced during the month of June. Appended are the more important facets of that operations order.⁵ (U)

Appended is the 15th Air Force Confidential message concerning alert compensatory time off.⁶ (U)

Also appended is the 15th Air Force Secret message concerning the 6th Strategic Aerospace Wing's unit alert adjustment recommendations for the month of June 1962.⁷ (U)

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3. History, Operational Data, DCO, 6SAW, Jun 62, Exhibit 6. (S)
 4. History, DCO, 6SAW, Jun 62, on file, IXO, 6SAW.
 5. AMEND 3 to 6SAW OPORD 23-62A, "Chrome Dome," 11 Jun 62, Exhibit 7.
 6. MSG, 15AF to WHISKEY TWO, C 1554, 1 Jun 62, Subj: Compensatory Time Off, Exhibit 8. (S)
 7. MSG, 15AF to SAC, DOPM 1482, 6 Jun 62, Subj: Unit Alert Adjustment Recommendations, Exhibit 9. (S)

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A total of 30 "Chrome Dome" missions were executed from the 6th Strategic Aerospace Wing's Alert Facility during the month of June 1962, which is in addition to normal ground alert⁸ operations. (U)

Appended is the 6th Strategic Aerospace Wing Secret message concerning the outcome of "Chrome Dome" missions for April, May, and June. A total of 91 sorties were airborne during this period and a total of nine aborts were reported. Total effective flying time was 1675:32 hours. The total number of air refuelings accomplished during this time was 171 and the total number of weapons flown was 182.⁹ (S)

TRAINING

A letter concerning the high failure of non-tactical pilots in non-tactical instrument training was received by Col. Donald E. Hillman, Commander 6th Strategic Aerospace Wing from Lt. Gen. Archie J. Old, Jr., Commander 15th Air Force.¹⁰ (U)

The 6th Strategic Aerospace Wing's rate of failure in non-tactical instrument training was 3.7 for instrument standardization board and 5.8 on straight instruments. As yet no re-qualification or progress checks have been made on the pilots.¹¹ (U)

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8. History, DCO, 6SAW, Jun 62, on file IXO, 6SAW.
 9. MSG, 6SAW to SAC, 5 Jul 62, Subj: "Chrome Dome" Mission Report, Exhibit 10. (S)
 10. Ltr., 15AF C to 6SAW C, 18 Jun 62, Subj: Non-tactical Instrument Training, on file, IXO, 6SAW.
 11. TELECOM, SSgt [redacted], [redacted] Promotion Board, 6SAW, 23 Jul 62.

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Under Crew Flimsy 400-63, the 1st Combat Evaluation Group will accomplish its annual administrative and flight evaluation visit in conjunction with a Bar None exercise. The Bar None exercise will be unit planned, numbered air force approved, and conducted during each unit's numbered air force training period. Bar None sorties will be flown the first, third, and fifth weeks of a five-week period designated by Headquarters SAC. The 40th Bomb Squadron, 6th Strategic Aerospace Wing, will begin its Bar None exercise on 31 July 1962. The unclassified nickname assigned to the 6th Strategic Aerospace Wing is "Pre-Heat." The mission of the exercise will be to realistically assess the 6th Strategic Aerospace Wing's EWO capability through evaluation of all assigned combat ready crews and aircraft of the 40th Bomb Squadron. (U)

The 1st CEG will select, on an unannounced basis, one of the aforementioned three weeks, in which to conduct a SACR-51-4 evaluation of a minimum of 25 percent of the assigned 40th Bomb Squadron combat ready crews. (U)

Aircraft of the 40th Bomb Squadron will be designated by tail numbers for a specific launch time, a minimum of two hours prior to takeoff. Starting of engines will be 20 minutes prior to scheduled takeoff times or 30 minutes, as designated by the Wing Commander for aircraft parked in isolated areas. All

12. 6SAW Crew Flimsy 400-63, "Pre-Heat," 20 Jun 62, Exhibit 11.

13. Ibid.

bomber crews will use "scramble engine start" checklist. Adjusted takeoff times will be made good within a minus zero plus five minutes tolerance. Takeoff delays chargeable to FAA will not penalize a sortie.¹⁴ (U)

A total of nine qualified GAM-77 crews will accomplish a GAM-77 Big Bark run. Three sorties will be scheduled per week during each of the first, third, and fifth weeks.¹⁵ (U)

The 6th Air Refueling Squadron has been designated as the tanker support unit for this mission. Instructor pilots, navigators, and boom operators of the 6th Air Refueling Squadron will be "in seat" during required air refueling support of this exercise. Student sorties may be flown at the end of the air refueling as directed by the 6th Air Refueling Squadron and Centralized Scheduling.¹⁶ (U)

An overall mission effectiveness rating of 74 percent of scheduled aircraft must successfully complete effectiveness items, or the unit will have failed the exercise. At least 81 percent of the bombers attempting an RBS attack against the target designated for synchronous attack must bomb the designated target within the accuracy standards outlined in SACP 170-1A or the unit will fail the exercise.¹⁷ (U)

14. 6SAW Crew Flimsy 400-63, "Pre-Heat," 20 Jun 62, Exhibit 11.

15. Ibid.

16. Ibid.

17. Ibid.

Any assigned combat ready crew which does not fly the exercise during the normal Bar None period plus make-up week will be rescheduled to fly Bar None mission on a non-parent air force express route. Crews rescheduled under these provisions must complete the make-up sortie in the four week period following the unit's normal make-up week or the crew will be considered non-effective. (U)

The eastern and southern coastal areas of the United States are periodically affected by winds of hurricane intensity. To prevent damage when this occurs, aircraft will be evacuated from air bases or activities affected. The commander, Air Rescue Service, has been designated to provide a plan for evacuation of aircraft to suitable refuge bases. Under Operations Plan 201-62, Walker Air Force Base has been designated as a refuge base for aircraft from Charleston AFB, South Carolina, and Travis Field, Georgia. Chief of Base Operations Branch will notify all interested agencies upon receipt of notification that Walker will be utilized as a refuge base. (U)

Appended is Amendment One to Operations Order 295-62,
entitled "Big Blast." (U)

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- 18. 6SAW Crew Flimsy 400-63, "Pre-Heat," 20 Jun 62, Exhibit 11.
 - 19. 6SAW OPSPLAN 200-62, Aircraft Hurricane evacuation, 29 Jun 62, Exhibit 12.
 - 20. AMMEND 1 to 6SAW OPSORDER 295-62, "Big Blast," 25 May 62, Exhibit 13.

An EWO Generation exercise was conducted on 15 June 1962. The primary purpose of the exercise was to evaluate maintenance performance under new generation rates which become effective 1 August 1962. Aircraft preparation was limited to 12 B-52's and 11 KC-135's. The 812th Medical Group, 40th Bomb Squadron, 579th Strategic Missile Squadron, and the Alert Force²¹ did not participate in the exercise. (U)

Lt. Col. John P. Leary's crew, S-41, was TDY to Eglin AFB²² from 13 to 20 June, for operation "Jet Black." Col Leary and his crew launched a live GAM-77A on the Atlantic Missile Range on 18 June. This was the first crew from the 6th Strategic Aerospace Wing to launch a live GAM-77A.²³ (U)

Appended is the 15th Air Force Secret message concerning²⁴ Operations Order 73-62, entitled "Jet Black." (U)

The "Chrome Dome" tape/slide briefing presented by intelligence personnel of the 6th Strategic Aerospace Wing at the SAC DI Conference, was duplicated and sent to the 95th Bomb Wing at El Paso, Texas, at the request of Headquarters 15th Air Force.

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- 21. Ltr., DCML to staff agencies, 6SAW, 6CSG, 7 Jun 62, Subj: EWO Generation Exercise, Exhibit 14.
 - 22. History, DCO, 6SAW, Jun 62, on file, IXO, 6SAW.
 - 23. History, 39BS, 6SAW, Jun 62, on file, IXO, 6SAW.
 - 24. MSG, 15AF to 6SAW, DOTO 1748, 20 Jun 62, Subj: "Jet Black," Exhibit 15. (S)

This will be used to help 95th Bomb Wing personnel establish
²⁵
 their tape/slide briefing program. (U)

Major O'Brien, Instructor Navigator on crew S-40, was
 TDY to the Boeing Factory at Wichita, Kansas 26 June 1962.
 The purpose of the TDY was to attend indoctrination school for
²⁶
 the ASQ-48 Bomb/Nav System. (U)

Lt. Col. Roth, Instructor Navigator on crew S-35, attend-
 ed a staff planning conference at 15th Air Force for pre-plan-
²⁷
 ing on SAC combat competition. (U)

Seventy-five sorties were flown by the 39th Bomb Squad-
²⁸
 ron during the month of June. (U)

During the month of June, 69 sorties were flown in the
 24th Bomb Squadron. Of these, 60 were flown by trainee crews
²⁸
 and nine were flown by squadron combat crews. (U)

Thirty pre-solo checks were administered during the month
 of June. Standardization crews accomplished seven solo pro-
 ficiency flights during June. Formal instructor checks were

25. History, DCO, 6SAW, Jun 62, on file, IXO, 6SAW.

26. Ibid.

27. Ibid.

28. History, 39BS, 6SAW, Jun 62, on file, IXO, 6SAW.

29. History, 24BS, 6SAW, Jun 62, on file, IXO, 6SAW.

given to three crews. Combat ready checks were given to two
³⁰
 individuals. (U)

Five days of five hour classroom instruction were given to aircrews of the 24th and 39th Bomb Squadrons. Eight days of two hour classroom instruction were given to the aircrews of the 40th Bomb Squadron. The 40th Bomb Squadron training
³¹
 was accomplished at the Alert Facility. (U)

There were five instructors, 12 pilots and two student pilots flying the 6th Combat Support Group's T-33 aircraft during the month of June, for a total of 115:30 flying hours. Utilizing C-123 aircraft were four instructors, eight pilots, two co-pilots, and nine student pilots for a total flying time of 120:30 hours. Two instructors and three pilots flew the
³²
 H-19 aircraft for a total flying time of 54:05 Hours. (U)

Technical Acceptance Demonstrations were accomplished during the month of June at Missile Sites 10, 9, 8, and 1. Site 10 was visited on 5 June and some "crosstalk" discrepancies were noted and ITT Kellogg Quality Control personnel were advised for correction. Site 9 was visited on 13 June and "crosstalk" discrepancies were noted. ITT Kellogg was advised

30. History, DCO, 6SAW, Jun 62, on file, IXO, 6SAW.

31. Ibid.

32. Ibid.

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for correction of these discrepancies. Site 8 was visited 21 June and the release key at the LCO console was found defective. Also some installation malpractices were noted and reported to ITT Kellogg for corrective action. The TAD visited Site 1 on 27 June and some installation malpractices were also noticed and reported to ITT Kellogg for corrective action. (U)

There were 30 unreliable radar bomb scoring (RBS) runs experienced during the month of June 1962. Of these 21 were credited to aiming point, six to procedure, and three to materiel. Circular error (CE) on the unreliable RBS runs ranged from 4070 to 19,500 feet. (C)

There were no unreliable Mike runs or unreliable navigational legs reported during the month of June. (U)

There were five unreliable local defense runs reported during the month. The reasons listed behind the unreliable runs were four due to operator error and one due to materiel. (C)

Twelve unreliable radar simulator runs were reported during the month of June. Seven of the unreliable runs were cred-

33. History, DCO, 6SAW, Jun 62, on file, IXO, 6SAW.

34. Commander's Remarks, 6SAW, 12 Rpt., 1 Apr to 30 Jun 62, Exhibit 16. (S)

35. Ibid.

36. Ibid.

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37
to materiel and the other five to the operator. (C)

There were no unreliable GAM-77 launches reported during
38
the month of June 1962. (U)

Appended are the Rail Fence Cinder Road RBS Express re-
39
sults as of 2 June 1962. (U)

The 15th Air Force messages concerning tactical flying
hour allocation adjustment for the fourth quarter of fiscal
year 1962, and the allocation of hours for the first quarter
40
of fiscal year 1963 are appended. (U)

The low altitude flying hour allocation message from 15th
Air Force for the fourth quarter of fiscal year 1962 is append-
41
ed. (U)

Also appended is the 6th Strategic Aerospace Wing's
42
Monthly Operations Plan for the month of June 1962. (U)

During the month of June the 6th Strategic Aerospace

37. Commander's Remarks, 6SAW, T-12 Rpt., 1 Apr to 30 Jun 62,
Exhibit 16. (C)

38. Ibid.

39. MSG, 15AF to ROMEO TWO, DOTO 1573, 5 Jun 62, Subj: Rail
Fence Cinder Road Express Results, Exhibit 17. (C)

40. MSG, 15AF to 6SAW, DO 1690, 13 Jun 62, Subj: FY 4/62 Fly-
ing Hour Allocation Adjustment; MSG, 15AF to ROMEO TWO, DO
1752, 20 Jun 62, Subj: FY 1/63 Flying Hour Allocation,
Exhibit 18. (C)

41. MSG, 15AF to ROMEO TWO, DO 1557, 1 Jun 62, Subj: FY 4/62
Flying Hour Low Altitude Allocation Adjustment, Exhibit 19 (C)

42. Monthly Operations Plan 6SAW, Jun 62, Exhibit 20.

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Wing flew a total of 143 sorties in 1533 hours, of which 55 hours were utilized as low level flights. There were no test or ferry flights during the month of June. ⁴³ (S)

During the month of June, four classes entered training with the 4129th Combat Crew Training Squadron. Class 62-13 (B-52) and class K62-13 (KC-135) entered training on 12 June 1962. Class 62-14 (B-52) and class K62-14 (KC-135) entered ⁴⁴ training on 26 June. (U)

Lack of crew members to fill crew positions in all crews that entered training this month was again prevalent. Class 62-13 was short five pilots, four radar navigators, three navigators, and five gunners and class K62-13 was short one pilot. Class 62-14 was short four pilots, four radar navigators, ⁴⁵ and one gunner and class K62-14 was short one pilot. (U)

Classes 62-10 and K62-10 completed training with the 4129th CCTS on 13 June. Classes 62-11 and K62-11 completed ⁴⁶ training on 28 June. (U)

The complete radar portion of the "low level" modification for the "G" simulator was received by the 4129th CCTS on

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- 43. History, Operational Data, DCO, 6SAW, Jun 62, Exhibit 6. (S)
 - 44. Student Crew Roster, 4129CCTS, 6SAW, Jun 62, Exhibit 19.
 - 45. History, 4129CCTS, 6SAW, Jun 62, on file, IXO, 6SAW.
 - 46. Ibid.

SECRET

19 June. Personnel that are to install this modification have been notified and will arrive at the 4129th on or about ⁴⁷ 15 July. (U)

The Ogden Air Materiel Area (OOAMA) has given their approval to substitute simulators MB-41, AF55-101 for MB41 AF 59-116, that are to be installed on a train during October 1962. Also OOAMA has notified the 4129th that the simulator that is to be installed on train will have to arrive at Ogden 1 October instead of 22 October 1962. The reason is to give them additional time for installation of the "low level" modification. ⁴⁸ (U)

Information was received by telephone from DOTOS, SAC, that the "G" simulator is scheduled to be assigned to Ramey ⁴⁹ Air Force Base, Puerto Rico in December 1962. (U)

SAFETY

The 6th Combat Support Group experienced one disabling injury during the month of June for a lost time of seven days and one fatality, at a cost of \$31,801. and 14 first aid injuries at a cost of \$98. The 6th Strategic Aerospace Wing experienced five disabling injuries for a lost time of 38 days at a cost of \$1,140. and 38 first aid injuries at a cost of

47. History, 4129CCTS, 6SAW, Jun 62, on file, IXO, 6SAW.

48. Ibid.

49. Ibid.

\$266. The base civilian accident rate for the month of June was zero. The military base disabling injury rate was 3.62.⁵⁰ The base government motor vehicle accident rate was zero. (U)

AFR 32-17 training (Driver Improvement Course) was held at the base driver's school on 11 June. Remedial driver training (violators school) was held at the base driver's school on⁵¹ 25 and 26 June 1962. (U)

A letter, entitled "The Greatest Challenge," pertaining to the safety of motor vehicles, was distributed to all organizations.⁵² (U)

A command letter, signed by Colonel Donald E. Hillman, with one attachment (Accident Prevention Program), was distributed to all staff agencies and squadron commanders.⁵³ (U)

A command letter, pertaining to the Fourth of July holiday, was distributed to all squadron commanders for dissemination to all squadron personnel.⁵⁴ (U)

50. History, SAFE, 6SAW, Jun 62, on file, LXC, 6SAW.

51. Ibid.

52. Ltr., SAFE to all squadrons, WAFB, 1 Jun 62, Subj: The Greatest Challenge (Motor Vehicle Safety), Exhibit 22.

53. Ltr., SAFE to all squadrons, WAFB, 5 Jun 62, Subj: Accident Prevention Program, Exhibit 23.

54. Ltr., SAFE to all squadrons, WAFB, 25 Jun 62, Subj: Holiday Accident Prevention. Exhibit 24.

Ground accident abstracts 11 through 17 were originated and distributed to all squadron commanders for posting on bulletin boards. (U)

Due to replacement of deteriorated asphalt concrete squares on the inner ramp and KC-135 parking area, the airfield had many construction hazards. The construction was completed on 16 June. (U)

SUMMARY

The 6th Strategic Aerospace Wing had a 3.7 failure rate for the instrument standardization board and 5.8 on straight instruments among non-tactical pilots. The 40th Bomb Squadron's capability will be tested in an upcoming Bar None exercise as outlined in Grew Flimsy 400-63. Walker Air Force Base has been selected as a refuge base for aircraft from Charleston AFB, South Carolina and Travis Field, Georgia when hurricanes threaten these bases. An EWO exercise was conducted on 15 June to evaluate maintenance performance under new generation rates upcoming in August 1962. Lt. Col. John P. Leary and his crew became the first crew from the 6th Strategic Aerospace Wing to launch a live GAM-77A. The launch was accomplished on the Atlantic Missile Range. Technical Acceptance Demonstrations were accomplished during the month at Missile Sites 10, 9, 8, and 1. Discrepancies were noted at each site and ITT Kellogg was notified for their correction. Thirty unreliable RBS runs,

55. Ground Accident Abstract, SAFB, 6SAW, Jun 62, Exhibit 25.

56. Minutes, Base Safety Council Meeting, 6SAW, 20 Jun 62, Exhibit 26.

five unreliable local defense runs, and twelve unreliable radar simulator runs were reported during the month of June. During the month of June the 6th Strategic Aerospace Wing flew 143 sorties in 1533 hours. Lack of crew members was again prevalent in classes that entered training with the 4129th CCTS. Three letters, concerning safety of motor vehicles, accident prevention, and the Fourth of July, were produced by the wing safety office during the month. (U)

CHAPTER IV

MAINTENANCE AND FACILITIES

INTRODUCTION

A conventional munitions display was presented at Artesia, New Mexico. (U)

The Walker AFW was in number one position in AFW reporting procedures during the month of June. (U)

Colonel O'Connor asked the Roswell, New Mexico Chamber of Commerce Water Development and Research Committee for assistance in solving Walker's water problem. (U)

MAINTENANCE

The GAM-77A Program continues to progress as scheduled. To date, 66 flights have been flown, 64 with satisfactory results.¹ (U)

A Madigan Corporation representative arrived at the Bomb/Nav section of the 6th Armament and Electronics Maintenance Squadron to calibrate all ACR test equipment. The Bomb/Nav team is still making preparations for the SAC Bombing Competition.² (U)

A conventional munitions display was given for the public at Artesia, New Mexico, by the Explosive Ordnance Disposal section of the 37th Munitions Maintenance Squadron.³ (U)

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1. GAM-77A Program Progress Rpt., 6SAW, June 62, Exhibit 27.
 2. History, 6AAMS, 6SAW, Jun 62, on file, IXO, 6SAW.
 3. History, 37MMS, 6SAW, Jun 62, on file, IXO, 6SAW.

Appended is the Monthly Maintenance Summary for the period from March through May. ⁴1962. (U)

SUPPLY

In the 5 June Wing staff meeting Lt. Col. Keith P. Siegfried gave a briefing on new reporting criteria for supply and the effect it will have on aircraft support. The prime depot has curtailed phone calls on requisitioning and follow-ups of "hard to get" items and it is anticipated that AACP's and ANFE's ⁵will result. (U)

The error transaction report for the month of May was received in June from the San Bernardino Air Materiel Area (SBAMA). The overall effectiveness was 100 percent, which placed the Walker AFW in the number one position. ⁶(U)

Cannibalizations for the month of June 1962 were for 12 B-52's and one KC-135 for a total of ⁷13. (U)

As of 15 June GAM-77 lay-in spares were 97 percent complete and CME was ⁸97.8 percent complete. (U)

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4. Monthly Maintenance Summary, 6SAW, Mar-May, Exhibit 28.
 5. Minutes, staff meeting, 6SAW, 5 Jun 62, Exhibit 29.
 6. History, DSUP, 6SAW, Jun 62, on file, LKO, 6SAW.
 7. Weapon System Logistic Rpt., 6SAW, Jun 62, OCLO, OCAMA, Exhibit 30.
 8. Ibid.

FACILITIES

Colonel Roderic D. O'Connor, 6th Combat Support Group Commander, attended a meeting of the Roswell, New Mexico Chamber of Commerce Water Development and Research Committee on 14 June to ask for assistance in solving the water problem at Walker AFB. Another well is needed on the base, and Mr. C. M. Woodbury, Roswell City Manager, offered to lend city water rights to Walker AFB until such time when the base could afford to buy water rights. (U)

Walker Air Force Base was selected to complete an off-base housing survey during the month of June. Individual questionnaires were distributed to all units on base for distribution to their personnel. (U)

At the 7 June Airdrome Activities Meeting Capt Hull requested that the Airdrome Officer make a more thorough inspection of the airdrome areas for foreign objects. Several aircraft tires have been damaged recently due to foreign objects. Capt. Smith will brief AC's on the matter and request that sweepers take action to sweep areas in need of cleaning.

Capt. Smith also brought out that the asphalt near the intersections of T-9 and T-12 is breaking up. A request was

9. History, BC, 6CSG, Jun 62, on file, IXO, 6SAW.

10. Ltr., BDCE to all squadrons, 4 Jun 62, Subj: Housing Questionnaire, Exhibit 31.

11. Minutes, Airdrome Activities Meeting, 6SAW, 7 Jun 62, Exhibit 32.

made for BDCE to inspect the area and take necessary action to
12
repair it. (U)

Appended is the Progress Analysis Report for the month
13
of June 1962. (U)

Also appended are the Construction Program Progress
14
Charts for Walker Air Force Base for June 1962. (U)

SUMMARY

Lt. Col. Seigfried gave a briefing on the new reporting criteria for supply. The Walker AFW had an effectiveness rate of 100 percent during May. Colonel O'Connor asked the Roswell, New Mexico Chamber of Commerce Water Development and Research Committee for assistance in solving Walker's water problem. Walker was selected to conduct an off-base housing survey during the month (U)

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12. Minutes, Airdrome Activities Meeting, 6SAW, 7 Jun 62, Exhibit 32.
 13. Rpt., DCRMA, 6SAW, Jun 62, Subj: Progress Analysis Rpt., Exhibit 33.
 14. Military Construction Progress Charts, 6SAW, 1 Jul 62, Exhibit 34.

CHAPTER V

THE ICBM PROGRAM

INTRODUCTION

Four more Atlas "F" missiles were received by the 579th Strategic Missile Squadron during the month of June 1962. (S)

The squadron's assigned airmen strength increased during the month. (U)

The custodianship and operation of the water plant at Complex 11 will be turned over to Walker in July 1962. (U)

Completion in all phases of installation and checkout was four percent behind schedule during the month. (U)

ORGANIZATION

The Atlas "F" SM65 missile site preparation is presently in Phase II of construction. There are 12 complexes and launchers with silo-lift configuration, hardened to 150 to 200 pounds per square inch. Launch Site #1 is located northeast of Roswell on Highway 70, 25.3 statute miles (road distance) from Walker; #2, NE of Roswell, Hwy. 70, 33.9 miles; #3, NE of Roswell, Hwy. 70, 42.2 miles; #4, east of Roswell, Hwy. 380, 25.1 miles; #5, east of Roswell, Hwy. 380, 32.9 miles; #6, SE of Roswell, Lovington Hwy., 36.6 miles; #7, SE of Roswell, Lovington Hwy., 27.5 miles; #8, south of Roswell, Hwy., 285, 31.7 miles; #9, west of Roswell, Hwy. 380, 36.2 miles; #10, west of Roswell, Hwy. 380, 27.7 miles; #11 north of Roswell,

Hwy. 285, 21.4 miles; #12, north of Roswell, Hwy. 285, 30.1
¹
 miles. (U)

Four additional missiles arrived at Walker during the month. This makes a total of seven presently on hand. At the end of the month there were 15 combat ready crews as-
²
 signed to the squadron. (S)

PERSONNEL

The authorized manning strength of the 579th remained unchanged at the end of June--141 officers and 422 airmen. The assigned strength of officers remained at 135 and airmen
³
 strength increased to 358. (U)

OPERATIONS AND TRAINING

At the end of the month there were 54 officers and 40 airmen in technical schools. There were also two officers en-
⁴
 integration training with SATAF. (U)

The first combat crews and maintenance crews have completed technical training. Missile Combat Crews 1 through 8 have completed ORT Phase I training at Vandenberg Air Force Base, California and crews 9 through 13 are presently at Vandenberg for Phase I training. Crews 14 through 19 are attend-

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1. History, 579SMS, 6SAW, Jun 62, on file, IXO, 6SAW.
 2. Rpt., 10-SAC-T12, 6SAW, Jun 62, Ballistic Missile Unit Status, Exhibit 35.
 3. History, 579SMS, 6SAW, Jun 62, on file, IXO, 6SAW.
 4. Ibid.

5. . . .

ing 10 days local training prior to departing for ORT at Vandenberg AFB. (U)

MAINTENANCE AND FACILITIES

The custodianship and operation of the Water Plant at Complex 11 will be returned to Walker Air Force Base, on 2 July 1962 from SATAF personnel. Stipulations were made to assure the continued operation of the plant by Walker. The first was that spare parts were available from General Dynamics/Astronautics be made available to BDCE upon requisition to CD/A on an "as needed" basis until completion and turnover of all water plants. SATAF will furnish an initial 45 day supply of the necessary chemical expendables to BDCE upon turnover. SATAF will honor closed loop deficiency reporting for a period of 30 days after plant turnover. (U)

As of the end of June 1962, actual completion in all phases of installation and checkout was four percent behind schedule. Phase I tasks are nearing completion in most areas but are behind schedule generally. Total lag in Phase I tasks is two percent. Phase II tasks are seven percent behind schedule. A shortage of tools and special kits have caused this lag. The MAMS is the only place where Phase III tasks have been com-

5. History, 579SMS, 6SAW, Jun 62, on file, IXO, 6SAW.

6. Ltr., SATAF to BC, 6CSG, 15 Jun 62, Subj: Turnover of Water Plants - Atlas Missile Sites, Exhibit 36.

pleted. Phase III tasks have been scheduled at four complexes but an overall lag of seven percent exists in these tasks. (U)

Overall schedule of the missile complexes has been showing improvement in the schedule lag during the month of June. Gains in working days have ranged from 1.5 days in two weeks⁸ to seven days in two weeks. (U)

SUMMARY

At the end of the month of June there were 15 combat ready crews assigned to the 579th SMS. Custodianship and operation of the water plant at Complex 11 will be turned over to Walker on 2 July 1962. The completion in all phases of installation and checkout was four percent behind schedule. (U)

7. Rpt., 579th Progress, 6SAW, 7 Jul 62, Exhibit 37.

8. Site Activation Status Rpt., WAFB, 29 Jun 62, Exhibit 38.

HEADQUARTERS
6TH STRATEGIC AEROSPACE WING
UNITED STATES AIR FORCE
WALKER AIR FORCE BASE, NEW MEXICO

JUNE 1961 -- ROSTER OF KEY PERSONNEL

Col	Donald E Hillman	C, 6SAW
Col	Ernest C Eddy	V/C, 6SAW
Col	Roderic D O'Connor	C, Combat Sup Gp
Col	Edward N Jacquet	C, 579SMS
Col	Howard R Lawrence	C, 812 Med Gp
Maj	Thomas A Blake	Dir of Admin Svs
Col	Samuel P Parsons	Dep/C for Maintenance
Lt Col	John W Swanson	Dep/C for Operations
Lt Col	Samuel J Patti	Dir of Personnel
Lt Col	Keith P Siegfried	Dir of Supply
Lt Col	Richard M Perkins	Base Comptroller
Maj Lt Col	Leonard A Klanecky	Information Officer
Maj	Burmon C Hoyle	Dir of Safety
Lt Col	Dale C Maluy	24th Bomb Sq
Lt Col	Lee McClendon	39th Bomb Sq
Lt Col	Arthur S Pitts II	40th Bomb Sq
Lt Col	Wayne E Clark	4129CCTS
Lt Col	Dale E Savidge	6A&E Maintenance Sq
Lt Col	Donald R Calof	6Organizational Mainte Sq
Lt Col	Enos L Cleland Jr	6Field Maintenance Sq
Lt Col	Jesse L Mayo	37Maintenance Munitions Sq
Lt Col	Joseph R Hanlen	6Air Refueling Sq
Maj	Richard D Courtney	6Sup Sq
Maj	Arthur L Bruggeman	Hq Sq 6 Bomb Wg

**HEADQUARTERS
6TH COMBAT SUPPORT GROUP
United States Air Force
Walker Air Force Base, New Mexico**

**ROSTER OF KEY PERSONNEL
JUNE 1962**

Colonel Roderic D. O'Connor	BC
Lt Col Emmett H. Clements	BVC
Lt Col Robert H. Dean	CESC
Lt Col Kenneth E. Husemoller	BDCL
Lt Col Leonard A. Klanecky	DKO
Lt Col Charles J. Maloney	BDAS
Lt Col Roscoe Murray, Jr	BDCE
Lt Col Robert M. Perkins	BDCR
Lt Col Charles H. Platt, Jr.	BDCS
Ch, Lt Col, Ossar W Voelzke	BCH
Maj ^{MCN} Burdums C Hoyle	SAFE
Maj John R Maroney	TSC
Maj Stanley C Pyfrom	FSSC
Capt William J Powers	6HSC
Capt Thomas Wright	CDSC
1st Lt Charles J Shull	BJA (Interim)
Lt Col Milton E. Johnston	BDCM

Feb 11

BIBLIOGRAPHY

The June 1962 edition of the History of the 6th Strategic Aerospace Wing and the 6th Combat Support Group was prepared from information gathered from: Visits to staff sections and squadrons of the wing and group; individual histories submitted by the staff sections and squadrons of the wing and group in accordance with SAC Regulation 210-1; various letters, reports, memos, messages, etc; personal interviews; past histories; and from meetings held by and for personnel representing organizations of the 6th Strategic Aerospace Wing and the 6th Combat Support Group.

LIST OF EXHIBITS

1. Minutes, staff meeting, 6CSG, 12 Jun 62.
2. Consolidated Strength Rpt., 6SAW, Jun 62.
3. Ltr., DP to LXO, 6SA W, Subj: Retention Rate, Jun 62.
4. MSG, 6SAW to 15AF, ZIPPO 06-294, 30 Jun 62, Subj: Aircraft Availability.
5. MSG, 6SAW to 15AF, ZIPPO 06-205, 30 Jun 62, Subj: Aircraft Availability.
6. History, Operational Data, DCO, 6SAW, Jun 62.
7. AMMEND 3 to 6SAW OPORD 23-62A, "Chrome Dome," 11 Jun 62.
8. MSG, 15AF to WHISKEY TWO, C 1554, 1 Jun 62, Subj: Compensatory Time Off.
9. MSG, 15AF to SAC, DOPM 1482, 6 Jun 62, Subj: Unit Alert Adjustment Recommendations.
10. MSG, 6SAW to 15AF, 5 Jul 62, Subj: "Chrome Dome" Mission Report.
11. 6SAW Crew Flimsy 400-63, "Pre-Heat," 20 Jun 62.
12. 6SAW OPSPLAN 200-62, Aircraft Hurricane Evacuation, 29 Jun 62.
13. AMMEND 1 to 6SAW OPSORDER 295-62, "Big Blast," 25 May 62.
14. Ltr., DCML to staff agencies, 6SAW, 6CSG, 7 Jun 62, Subj: EWO Generation Exercise.
15. MSG, 15AF to 6SAW, DOTO 1748, 20 Jun 62, Subj: "Jet Black."
16. Commander's Remarks, 6SAW, T-12 Rpt., 1 Apr to 30 Jun 62.
17. MSG, 15AF to ROMEO TWO, DOTO 1573, 5 Jun 62, Subj: Rail Fence Cinder Road Express Results.
18. MSG, 15AF to 6SAW, DO 1690, 13 Jun 62, Subj: FY 4/62 Flying Hour Allocation Adjustment; MSG, 15AF to ROMEO TWO, DO 1752, 20 Jun 62, Subj: FY 1/63 Flying Hour Allocation.

19. MSG, 15AF to ROMEO TWO, DO 1557, 1 Jun 62, Subj: FY 4/62 Flying Hour Low Altitude Allocation Adjustment.
20. Monthly Operations Plan, 6SAW, Jun 62.
21. Student Crew Roster, 4129OCTS, 6SAW, Jun 62.
22. Ltr., SAFE to all squadrons, WAFB, 1 Jun 62, Subj: The Greatest Challenge (Motor Vehicle Safety).
23. Ltr., SAFE to all squadrons, WAFB, 5 Jun 62, Subj: Accident Prevention Program.
24. Ltr., SAFE to all squadrons, WAFB, 25 Jun 62, Subj: Holiday Accident Prevention.
25. Ground Accident Abstract, SAFE, 6SAW, Jun 62.
26. Minutes, Base Safety Council Meeting, 6SAW, 20 Jun 62.
27. GAM-77A Program Progress Rpt., 6SAW, Jun 62.
28. Monthly Maintenance Summary, 6SAW, Mar-May 62.
29. Minutes, staff meeting, 6SAW, 5 Jun 62.
30. Weapon System Logistic Rpt., 6SAW, Jun 62, OCLO, OCAMA.
31. Ltr., HDCE to all squadrons, 4 Jun 62. Subj: Housing Questionnaire.
32. Minutes, Airdrome Activities Meeting, 6SAW, 7 Jun 62.
33. Rpt., DCRMA, 6SAW, Jun 62, Subj: Progress Analysis.
34. Military Construction Progress Charts, 6SAW, 1 Jul 62.
35. Rpt., 10-SAC-T12, 6SAW, Jun 62, Ballistic Missile Unit Status.
36. Ltr., SATAF to BC, 6CSG, 15 Jun 62, Subj: Turnover of Water Plants - Atlas Missile Sites.
37. Rpt., 579th Progress, 6SAW, 7 Jul 62.
38. Site Activation Status Rpt., WAFB, 29 Jun 62.

HEADQUARTERS
6TH COMBAT SUPPORT GROUP
United States Air Force
Walker Air Force Base, New Mexico

MINUTES OF STAFF MEETING

12 June 1962

1. Place: Conference Room, Bldg 610
2. Time: 1030
3. Chairman: Lt Col Emmett H. Clements, Vice Commander

Members present:

Lt Col M E Johnston, BDCM	1st Lt V C Harwood, BJA
Lt Col R Murray, BDCE	1st Lt J C Zoner, for HSC
Lt Col R M Perkins, BDCR	2d Lt H G Rosenthal, for BDAS
Lt Col C H Platt, BDCS	CWO A Y Rowell, for 2010CS
Ch, Lt Col, O W Voelzke, BCH	TSgt Rubino, for FTD
Maj W E Bestgen, BPR	AK SSgt Kelly, for IXO
Maj W W Forsberg, SATAF	S/A Hoffman, for OSI
Maj W K Thompson, for ACW	F F Quackenbush, for SAFE
Capt T W Wright, CDSC, for BDCL	

Members absent: Capt F Platko, AFAUD

Others present:

Lt Col R H Dean, CESC	Maj J R Maroney, TSC
Maj F C Backert, for BDCM	Maj S C Pyfrom, FSSC

4. BVC:

a. Squadron Personnel Matter. Lt Col Clements related the story of an unfortunate action on the part of an airman's wife in writing a letter to her Congressman about her husband's "treatment" on the base. An investigation officer was appointed and he discovered that the airman did not know that his APR's were outstanding; that he had been assigned to attend the NCO Prep School because he was considered outstanding NCO material; that he was on the next overseas shipment - all of these facts were matters either of misunderstanding or ignorance on the part of the airman and indicate that he was not informed of these

things by his commander or supervisor. All squadron commanders and staff section chiefs will ensure that each man is aware of his ER status and of all matters which pertain to his personal life.

b. Flying Safety. A letter from General Power congratulates all wings in 15th AF for flying 143 days without an aircraft accident.

c. DV. The Hon. Steuart L. Pittman, Assistant Secretary of Defense for Civil Defense will land at Walker this date and proceed to Artesia, where he will dedicate the new Abo School, which is an underground school and community fall-out shelter.

d. Atlas Missile. Wednesday, 13 June (tomorrow), the 579th SMS will present a re-entry vehicle demonstration for certain key persons.

e. The New Base Surgeon, Col Lawrence, is due to arrive today or tomorrow.

f. Budget Review Panel will meet Wednesday, 13 June, 0900, in the Wing Conference Room.

g. The first revision to the Financial Plan is due at BDCR 13 July. No one should have difficulty in meeting this suspense date. Requirements should be submitted as soon as possible.

h. Driving Safety. All personnel should be cautioned not to drive when fatigued, overtaxing their energy. To do so might result in an accident, such as that which recently happened to a member of one of the wing squadrons.

i. A General Court will convene 0830 tomorrow, Wed, 13 June. Commanders should urge young airmen to attend.

j. Classified Matter. All agencies will pick up classified matter daily to preclude overloading the BDASC files, as well as to ensure expeditious action on the classified correspondence or messages.

k. Award. The DAS requests that all sections that might have some correspondence which may be used as back-up material for a recommendation for the Air Force Outstanding Unit Award for the 6th Bomb Wing, send it to Maj Blake, DAS.

5. BDAS:

a. 6CSG Weekend Commander will be Lt Col Perkins.

b. Parade will be 29 June. Lt Col Clements, Gp Comdr; Maj Bestgen, Exec Officer; 1st Lt Harrington, Adjutant; Lt Col Husemoller, Reviewing Officer.

6. SAFE: Proper parking of government vehicles should be emphasized to all drivers.

7. BDCR: BDCRF is now out of overtime money. Some provision will be made, however, for those agencies that have to work on year-end projects in order to complete before 30 June.

8. BDCS: The tentative date for the formal opening of the new BX Gas Station is Thursday, 21 June.

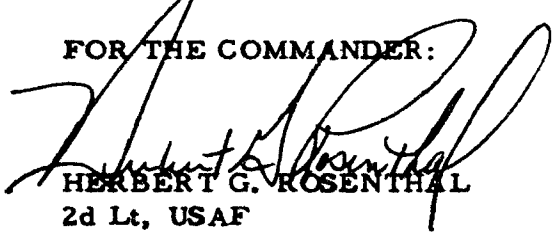
9. CES: A Flag Day Ceremony will be held at the flagpole on 14 June, 1600 hours. The CES Drill Team and the Base Band will perform.

10. FSSC: Major Pyfrom announced that he is working on the project of interior decorating of the Alert Facility Dining Hall. He has discovered three men on base who are experienced in painting murals and will get their bids on the contemplated work at the Dining Halls.

11. BDCL: Capt Wright gave a status-of-discipline briefing as of 11 June.

12. Adjournment: 1100

FOR THE COMMANDER:



HERBERT G. ROSENTHAL
2d Lt, USAF
Depy Dir of Adm Svcs

MONTHLY CONSOLIDATED STRENGTH REPORT

RCS: 6-P1

PART I OFFICERS

As of 24 June 1962

UNIT	AUTH	ASGD	ATCH	PFD	PNFD	AWOL	SK	LV	TDY	CONF	OL	FS
6 STAWG	116	110	0	79	0	0	1	26	4	0	0	72
6 ARH SQ	67	66	0	45	1	0	0	17	3	0	0	50
6 AEM SQ	11	10	0	7	0	0	0	2	1	0	0	0
24 BH SQ	54	56	0	35	0	0	0	18	3	0	0	51
39 BH SQ	54	53	0	41	0	0	0	9	3	0	0	49
40 BH SQ	138	154	0	122	0	0	0	24	8	0	0	136
6 OM SQ	11	10	0	6	0	0	0	3	1	0	0	0
6 FDM SQ	8	9	0	6	0	0	0	1	2	0	0	4
37 MUM SQ	8	8	0	4	0	0	0	2	2	0	0	0
579 SMS	141	135	0	53	0	0	0	4	78	0	0	0
812 MEGGP	52	61	0	56	0	0	0	3	2	0	0	0
4129 CCT SQ	26	23	129	145	0	0	0	6	1	0	0	129
6 SUP SQ	10	15	0	12	0	0	0	1	2	0	0	0
6 STAWG TOTAL	696	710	129	611	1	0	1	116	110	0	0	491
6 COS GP	35	32	0	19	0	0	0	10	3	0	0	7
6 D SQ	7	7	0	3	0	0	0	0	4	0	0	0
6 FSR SQ	2	2	0	2	0	0	0	0	0	0	0	0
6 CEG SQ	5	7	0	6	0	0	0	0	1	0	0	0
6 TRS SQ	4	2	0	2	0	0	0	0	0	0	0	0
6 COS GP TOTAL	53	50	0	32	0	0	0	10	8	0	0	7
SATAF	26	23	0	16	0	0	0	7	0	0	0	6
511C F1d (ATC)	1	1	0	0	0	0	0	1	0	0	0	1
686 AC&W (ADC)	21	14	0	14	0	0	0	0	0	0	0	7
2010 Comm Sq (AFCS)	9	7	0	7	0	0	0	0	0	0	0	5
DET 15 9 WEA (MATS)	5	4	0	3	0	0	0	0	1	0	0	2
1033d Aud Gen (HQ USAF)	1	0	0	0	0	0	0	0	0	0	0	0
OSI (Hq USAF)	2	0	0	0	0	0	0	0	0	0	0	0
697 AC&W (Pyote)	20	15	0	8	0	0	0	3	4	0	0	5
DET 117 (Class)	2	3	0	1	0	0	0	0	2	0	0	0
Attached Total	87	67	0	49	0	0	0	11	7	0	0	26
Grand Total	836	827	129	692	1	0	1	137	125	0	0	524

PART II AIRMEN

UNIT	AUTH	ASGD	ATCH	PFDD	PNFD	AWOL	SK	LV	TDY	CONF	OL	FS
6STAWG	526	419	20	369	2	0	0	30	38	0	0	3
6 ARH SQ	41	41	0	36	0	0	0	4	1	0	0	27
6 AEM SQ	481	458	0	389	2	0	2	34	31	0	0	0
24 BH SQ	19	15	0	13	0	0	0	2	0	0	0	10
39 BH SQ	19	17	0	12	1	0	0	2	2	0	0	10
40 BH SQ	30	35	0	29	0	0	0	3	3	0	0	29
6 OM SQ	638	651	4	563	2	0	0	61	29	0	0	0
6 FDM SQ	779	745	0	648	3	0	1	54	39	0	0	50
37 MUM SQ	135	135	0	103	0	0	0	17	15	0	0	0
579 SMS	422	358	1	274	1	0	0	11	73	0	0	0
812 MEGCP	167	163	0	140	0	0	0	14	9	0	0	0
4129 CCT SQ	71	63	23	70	1	0	0	7	8	0	0	22
6 SUP SQ	362	470	1	397	6	0	0	36	32	0	0	0
6 STAWG TOTAL	3690	3570	49	3043	18	0	3	275	280	0	0	151
6 COS GP	210	211	1	195	1	0	0	8	8	0	0	0
6 COD SQ	271	306	3	256	1	0	0	21	29	2	0	0
6 FSR SQ	172	158	0	129	3	0	1	7	18	0	0	0
6 CEG SQ	407	332	3	277	1	1	0	30	26	0	0	0
6 TRS SQ	170	194	0	173	0	0	0	8	13	0	0	0
6 COS GP TOTAL	1230	1201	7	1030	6	1	1	74	94	2	0	0
SATAF	12	11	0	11	0	0	0	0	0	0	0	0
511C Fld (ATC)	34	26	1	23	0	0	0	2	2	0	0	1
686 AC&W (ADC)	150	119	0	119	0	0	0	0	0	0	0	0
2010 Comm Sq (AFCS)	66	58	0	50	0	0	0	3	5	0	0	0
DET 15 9WEA (MATS)	22	19	0	17	0	0	1	0	1	0	0	0
1033d Aud Gen (Hq USAF)	1	1	0	1	0	0	0	0	0	0	0	0
OSI (Hq USAF)	2	2	0	2	0	0	0	0	0	0	0	0
697 AC&W (Pyote)	148	147	0	136	0	0	2	2	7	0	0	0
DET 117 (Class)	12	12	0	11	0	0	0	1	0	0	0	0
Attached Total	447	395	1	370	0	0	3	8	15	0	0	1
Grand Total	5367	5166	57	4443	24	1	7	357	389	2	0	152

PART III AVERAGE STRENGTH

UNIT	ATCH OFF & ENL		ASGD OFF & ENL		PFD & PNFD OFF & ENL		AWOL, SK, LV OFF & ENL		TDY OFF & ENL	
6STAWG	19	32	108	416	77	362	23	35	9	52
6 ARH SQ	0	0	66	41	47	34	15	6	4	2
6 AEM SQ	0	1	10	459	6	386	3	43	1	31
24 BH SQ	0	0	55	16	37	13	15	3	3	0
39 BH SQ	0	0	53	16	40	13	9	1	4	2
40 BH SQ	0	0	155	35	124	28	23	3	8	4
6 OM SQ	0	0	10	653	7	563	2	59	1	31
6 FDM SQ	0	1	9	749	6	648	2	60	2	42
37 MUM SQ	0	0	7	136	4	107	1	15	2	14
579 SMS	0	1	135	353	33	240	4	14	96	100
812 MEGGP	0	0	61	162	54	138	6	16	1	8
4129 CCT SQ	124	21	23	63	139	71	6	7	1	6
6 SUP SQ	0	1	15	479	11	410	3	36	1	34
6 STAWG TOTAL	143	57	707	3578	585	3013	112	298	133	326
6 COS GP	0	0	33	212	22	184	6	18	5	11
6 COD SQ	0	3	7	294	4	251	0	21	2	25
6 TRS SQ	0	0	2	159	1	130	1	12	0	18
6 EG SQ	0	1	7	334	5	277	1	32	1	26
6 TRS SQ	0	0	2	194	2	174	0	8	0	12
6 COS GP TOTAL	0	4	51	1193	34	1016	8	91	8	92
SATAF	0	0	25	11	22	11	2	0	1	0
511C Fld (ATC)	0	1	1	28	0	24	1	3	0	2
686AC&W (ADC)	0	0	14	126	14	126	0	0	0	0
2010 Comm Sq (AFCS)	0	0	7	58	5	52	1	4	1	3
DET 15 9 WEA (MATS)	0	0	5	18	4	16	0	0	1	1
1033d Aud Gen (Hq USAF)	0	0	1	1	1	1	0	0	0	0
OSI (Hq USAF)	0	0	1	2	1	2	0	0	0	0
697 AC&W (Pyote)	0	0	15	146	13	134	1	4	1	8
Det 117 (Class)	0	0	3	12	1	11	0	1	2	0
Attached Total	0	1	72	402	61	377	5	12	6	14
Grand Total	143	62	830	5173	680	4406	125	401	147	432

DISTRIBUTION:

BDCMA	1
DPE	1
BJA	1
SAFE	1
BDCM	1
FSS	1
BDCSC	1
BDCSBX	1
BDCSRS	1
BCH	1
BDCO	1
IXOH	5
IXO	1
SUDA	2
DPC	1
BDCL	1
OSI	1
DSUP	1
BDCE	1
TSS	1
BDCR	15
40 BS	1
DCRM	2
DAS	2
BDAS	1
BDCS	1
CBF	1
CES	1
DCM	1
Stock	5
TOTAL:	55

HEADQUARTERS
6TH STRATEGIC AEROSPACE WING
UNITED STATES AIR FORCE
WALKER AIR FORCE BASE, NEW MEXICO



REPLY TO
ATTN: OPI DFR/SMS Pink/2091

SUBJECT: Retention Rate for June 1962 and Cumulative for FY62

5 Jul 62

TO: I X O

ORGANIZATION	EFF: 1-30 JUN 62		CUMULATIVE FOR FY62		FIRST TERM		CAREER	
	D/R	RATE	D/R	RATE	D/R	RATE	D/R	RATE
6 ARS	-	-	1/0	0%	-	-	7/6	85.7%
24 BS	-	-	-	-	-	-	2/2	100%
39 BS	-	-	-	-	-	-	2/2	100%
40 BS	-	-	-	-	1/1	100%	2/2	100%
4129 CCES	1/1	100%	-	-	11/2	18.1%	8/7	87.5%
37 MMS	6/1	16.6%	3/1	33.3%	13/3	61.5%	18/14	77.7%
579 SMS	1/1	100%	2/2	100%	6/5	83.3%	17/17	100%
6 AEMS	9/1	11.1%	9/6	66.6%	20/7	35%	31/27	87%
6 FMS	12/2	16.6%	10/6	60%	52/23	42.3%	96/77	80.2%
6 OMS	5/1	20%	7/5	71.4%	12/4	35.3%	71/69	97.2%
6 SS	6/0	0%	8/7	87.5%	25/6	24%	56/46	82.1%
6 SAW	3/0	0%	9/7	77.7%	32/5	25.6%	59/52	88.1%
6 SAW TOTAL	43/7	16.2%	49/34	69.3%	170/60	35.2%	369/321	86.9%
6 CDS	4/1	25%	4/4	100%	10/5	50%	16/17	94.4%
6 TS	-	-	2/2	100%	5/2	40%	35/31	88.5%
6 OPS	DISCONTINUED				5/2	40%	9/7	77.7%
6 ACSS	DISCONTINUED				5/2	40%	6/5	83.3%
6 FSS	-	-	1/1	100%	1/1	100%	45/41	91.1%
6 CES	7/2	28.5%	4/3	75%	37/14	37.9%	29/25	86.2%
6 HS	2/0	0%	4/3	75%	7/2	25.5%	34/30	88.2%
6 CSG TOTAL	13/3	23%	15/13	86.6%	70/28	40%	176/156	88.6%
812 MED GP	-	-	2/2	100%	13/3	23%	28/21	75%
WALKER AFB TOTAL	56/10	17.8%	66/49	74.2%	257/91	35.9%	573/498	86.9%

W. C. RATCLIFFE
Major, USAF
Ch, Mil Aff Div

SECRET

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30/0603

SECRET

FROM: 6SAW WALKER

TO: 15AF

SECRET/ZIPPO 06-294 /SAC V-1 AS OF 30/0600Z.

- A. 15AF/KRSW/6SAW
- B. 43 B-52E
- C. 40 B-52E
- D. 45
- E. 45
- F. 7/1
- G. 7/1
- H. 16/NA/ NA
- I. 0
- J. 32/64/0/0
- K. SORTIE 01,02,03,04,05,07,08,81
- L. N/ A
- M. SORTIE 81/2/0/0
 - 1 ACFT GENERATED A PLUS 44
 - 1 ACFT GENERATED A PLUS 46
 - 7 ACFT GENERATED A PLUS 48
 - 1 ACFT SKYSPEED
 - 2 ACFT BOEING WICHITA

40TH BOMB SQDN 27 COMBAT CREWS ASSIGNED AND 27 CREWS AVAILABLE
NEGATIVE REPORT ON NCR CREWS

1 1

SECRET

SECRET

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30/0605

SECRET

FROM: 6SAW WALKER

TO: 15AF

SECRET/ZIPPO 06-295 /SAC V-1 AS OF 30/0600Z.

- A. 15AF/KRSW/6AREFS
- B. 20 KC-135A
- C. 20 KC-135A
- D. 28
- E. 28
- F. 0
- G. 0
- H. N/A
- J. 20/0/0/0
- K. N/A
- L. N/A
- M. NEGATIVE REPORT ON NCR CREWS

1 1

SECRET

SECRET

DCO, 6TH STRATEGIC AEROSPACE WING, WALKER AFB, NEW MEXICO

SUBJECT: HISTORICAL REPORT (Classified Portion)
June 1962

G. Reports and Analysis (DCOT/RA)

1. During the month of June 1962 the 6th Strat Aerospace Wing flew a total of 143 sorties, in 1533:00 hours, of which 55:00 were utilized as low level flights. The 6th SAW had no test and Ferry flights for the month of June 1962. For the month of June 1962 the 40th Bomb Squadron flew 290:15 hours, in 136 sorties, of which 136:00 hours were utilized as low level flights, this was accomplished in 49 sorties. The 40th Bomb Squadron continued to fly "Chrome Dome" sorties and for the month of June 1962, flew 668:05 hours, in 31 sorties. The 6th Air Refueling Squadron flew 1113:05 hours, in 162 sorties, 1 being a ferry flight. As of 2400MST 30 June 1962, the 6th Strat Aerospace Wing had a total of 45 combat ready crews, and no non-combat ready crews. The 6th Air Refueling Squadron had a total of 28 combat ready crews. (S)

2. One officer and three airmen were assigned to the Statistical Reports Branch as of 30 June 1962. (U)

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

SECRET

010 146-

SECRET

HEADQUARTERS
6TH STRATEGIC AEROSPACE WING
UNITED STATES AIR FORCE
WALKER AIR FORCE BASE, NEW MEXICO



REPLY TO
ATTN OF:

DCOTTP/Capt Scharmen/Drop 33, Ext 2180

11 June 1962

SUBJECT:

Amendment 3 to Headquarters 6th Strategic Aerospace Wing Crew Flimsy 23-62A

TO:

15AF (DOOC)
47 Strat Aerospace Div

1. Attached is Amendment 3 to 6th Strategic Aerospace Wing Crew Flimsy 23-62A, 1 April 1962. (U)

2. Pen and Ink Changes: (U)

a. Annex B, Appendix 6, Page 1, para 1.a.(1): Change On-Load to read 113,000 pounds. (U)

3. When the attachment is withdrawn (or not attached) the classification of this letter may be downgraded to unclassified in accordance with AFR 205-1. Certificate of Destruction is not required by this Headquarters. (U)

FOR THE COMMANDER:

for William H. Cox, Lt. Col.
JOHN W. SWANSON
Lt Colonel, USAF

Deputy Commander for Operations

1 Atch

Amend 3, 6SAW Crew Flimsy 23-62A

11 June 1962, SECRET

Copies To:

C, DCO, DCOT, DCOTTP 3, DCOCE,
DCOP, DCOCP, DCOTAW, DCOI, DOIT,
DCN, DCOTBO, IXO 4, DCR, 40BS 30,
24BS 2, 39ES 2, 6AEMS 2, 6CMS 2,
6FMS 2, 37TMS, 6FSS, Det 15 9 Wea,
DCOAM 2, 2010CS, 686AC&W, BC

SECRET

ENTRY AND DESTRUCTION CERTIFICATE		PAGE NR 1	NR OF PAGES 1
SECTION I - ENTRY AND DESTRUCTION DATA			
1. FROM: (Hq and Staff Agency) (To be filled in only when certification required by originator)	2. DOCUMENT Amendment 3 to 6th Strategic Aerospace Wing Crew Flimsy 23-62A, 11 June 1962		
3. SECTION(S) AMENDED Insert Letter of Transmittal Insert Entry & Destruction Certificate Annex B - Air Operations Annex B - Appendix 3 Annex B - Appendix 9	4. ENTER PAGE(S) 3, 3a 1,2,3,4,5,6,7,8,9,10, 11,12 5,6,7,8,9,10,11,12,13, 14,15,16,17	5. REMOVE PAGE(S) 1,2,3,4,5,6,7,8,9,10, 11,12,13 5,6,7,8,9,10,11,12,13 14,15,16,17,18	
SECTION II - CERTIFICATE OF ENTRY			
6. I CERTIFY THAT PAGES LISTED IN ITEM 4 HAVE BEEN ENTERED IN COPY NUMBER _____ OF BASIC DOCUMENT, WHICH NOW CONSISTS OF _____ PAGES.			
Pages listed in Item 5 have been removed and destruction is authorized by Paragraph 606, AFM 181-5.			
7. DATE	8. ORGANIZATION AND OFFICE	9. SIGNATURE (Individual making certification)	
SECTION III - RECEIPT			
I ACKNOWLEDGE RECEIPT FOR PAGES LISTED IN ITEM 5.	10. DATE	11. OFFICE	12. SIGNATURE AND GRADE
SECTION IV - CERTIFICATE OF DESTRUCTION			
I CERTIFY THAT PAGES LISTED IN ITEM 5 HAVE BEEN DESTROYED IN ACCORDANCE WITH AFR 205-1.			
13. SIGNATURE	14. SIGNATURE		15. DATE DESTROYED
TYPED/STAMPED NAME AND GRADE	TYPED/STAMPED NAME AND GRADE		16. CERTIFICATE NR

ENTRY AND DESTRUCTION CERTIFICATE		PAGE NR 1	NR OF PAGES 1
SECTION I - ENTRY AND DESTRUCTION DATA			
FROM: (Hq and Staff Agency) (To be filled in only when certification required by originator)	2. DOCUMENT Amendment 3 to 6th Strategic Aerospace Wing Crew Films: 23-62A, 11 June 1962		
3. SECTION(S) AMENDED Insert Letter of Transmittal Insert Entry & Destruction Certificate Annex B - Air Operations Annex B - Appendix 3 Annex B - Appendix 9	4. ENTER PAGE(S) 3, 3a 1,2,3,4,5,6,7,8,9,10, 11,12 5,6,7,8,9,10,11,12,13, 14,15,16,17	5. REMOVE PAGE(S) 1,2,3,4,5,6,7,8,9,10, 11,12,13 5,6,7,8,9,10,11,12,13 14,15,16,17,18	
SECTION II - CERTIFICATE OF ENTRY			
6. I CERTIFY THAT PAGES LISTED IN ITEM 4 HAVE BEEN ENTERED IN COPY NUMBER _____ OF BASIC DOCUMENT, WHICH NOW CONSISTS OF _____ PAGES.			
Pages listed in Item 5 have been removed and destruction is authorized by Paragraph 808, AFM 181-5.			
7. DATE	8. ORGANIZATION AND OFFICE	9. SIGNATURE (Individual making certification)	
SECTION III - RECEIPT			
I ACKNOWLEDGE RECEIPT FOR PAGES LISTED IN ITEM 4.	10. DATE	11. OFFICE	12. SIGNATURE AND GRADE
SECTION IV - CERTIFICATE OF DESTRUCTION			
I CERTIFY THAT PAGES LISTED IN ITEM 5 HAVE BEEN DESTROYED IN ACCORDANCE WITH AFR 808-1.			
13. SIGNATURE	14. SIGNATURE	15. DATE DESTROYED	
TYPED/STAMPED NAME AND GRADE	17. TYPED/STAMPED NAME AND GRADE	16. CERTIFICATE NR	

ENTRY AND DESTRUCTION CERTIFICATE		PAGE NR 1	NR OF PAGES 1
SECTION I - ENTRY AND DESTRUCTION DATA			
FROM: (Hq and Staff Agency) (To be filled in only when certification required by originator)	2. DOCUMENT Amendment 3 to 6th Strategic Aerospace Wing Crew Films, 23-62A, 11 June 1962		
1. SECTION(S) AMENDED Insert Letter of Transmittal Insert Entry & Destruction Certificate Annex B - Air Operations Annex B - Appendix 3 Annex B - Appendix 9	4. ENTER PAGE(S) 3, 3a 1,2,3,4,5,6,7,8,9,10, 11,12 5,6,7,8,9,10,11,12,13, 14,15,16,17	5. REMOVE PAGE(S) 1,2,3,4,5,6,7,8,9,10, 11,12,13 5,6,7,8,9,10,11,12,13 14,15,16,17,18	
SECTION II - CERTIFICATE OF ENTRY			
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1. I ACKNOWLEDGE RECEIPT FOR PAGES LISTED IN ITEM 5.	10. DATE	11. OFFICE	12. SIGNATURE AND GRADE
SECTION IV - CERTIFICATE OF DESTRUCTION			
I CERTIFY THAT PAGES LISTED IN ITEM 5 HAVE BEEN DESTROYED IN ACCORDANCE WITH AFR 205-1.			
13. SIGNATURE	14. SIGNATURE		15. DATE DESTROYED
16. TYPED/STAMPED NAME AND GRADE	17. TYPED/STAMPED NAME AND GRADE		18. CERTIFICATE NR

SECRET

(e) The following fuel decisions will be adhered to when Alaskan Weather is above marginal. (U)

1. Fuel decision at NC 17 is 106,700 pounds for primary route. This fuel in tanks will permit normal planned ARCT, planned airspeeds and power settings for ten minutes on refueling track (no onload) and diversion to Elmendorf AFB VIA "Big Delta VOR" at Optimum Altitude to arrive Elmendorf with 20,000 pounds reserve. (S)

2. Fuel decision at NC 17 is 94,800 pounds in tanks to fly "Low Road" route. NOTE: HF must be inoperative to fly "Low Road" with Alaska weather above marginal. Fuel specified provides 20,000 pound reserve at Elmendorf after flying "Low Road" route with advance ARCT, planned airspeeds and power settings for ten minutes on refueling track, no onload, and diversion to Elmendorf VIA Big Delta VOR. (S)

3. With weather forecast above marginal in Alaska, at any time prior to NC 17 that fuel curve plot indicates less than the requirements of par. 4a(1)(e)1 or 2 above (as applicable) an immediate abort is dictated. Abort will be to nearest B-52 base, suitable SAC base, or to nearest suitable alternate in that order. Abort route will be by reverse track unless emergency considerations dictate over-flight of Canada to a suitable Canadian emergency landing base. (S)

b. At any time a full drop tank fails to feed, using the normal or alternate fuel sequences, an immediate abort is dictated. Aircrews will closely monitor aircraft CG and lateral balance. (S)

c. Use of alternate fuel sequence is authorized and directed under the following conditions. After completion of an air refueling at "Black Goat" normal fuel sequence will be utilized until aircraft gross weight is 400,000 pounds. Normal fuel sequence will be utilized prior to "Black Goat" and after refueling in "Cold Coffee." (S)

d. Fuel transfer in "Black Goat" will be into all tanks, excluding the drop tanks. (U)

e. Fuel transfer in "Cold Coffee" will be into all tanks as required for normal sequence. (U)

f. After use of "Low Road" route and an advanced ARCT, permission for orbit after "Cold Coffee" refueling must be obtained from ARCT in order to intercept original timing and altitude of the reservation. (U)

AMEND 3

ANNEX B

6SAW CREW FLIMSY 23-62A

10 June 1962

DCOT 62-424

SECRET

g. All sorties are planned with two refuelings and approximately 24 hour duration. Receivers will discontinue refueling when they have received at least the briefed onload, reached maximum inflight gross weight or when repeated pressure disconnects occur. (U)

h. 6th Strategic Aerospace Wing aircraft join the common "Chrome Dome" route at "North Country 9." At this point the 4238th SW will be an hour and 44 minutes ahead of 6th Strategic Aerospace Wing aircraft and 93d Bomb Wing two hours and 7 minutes later. (U)

i. Crew inflight schedules: (U)

(1) Pilots in command are encouraged to afford maximum crew rest for each crew member. (U)

(2) During rest period crew members should obtain as much beneficial rest as possible. Crew members are encouraged to use the bunk area. Wearing of parachute, helmet, and mask will be in accordance with SAC Supplement to AFR 60-16. (U)

(3) Appendix 8, Crew Inflight Schedule, may be used as a guide by pilots in command. (U)

AMEND 2

ANNEX B

6SAW CREW FLINSY 23-62A

4 May 1962

3a

DCOTTP 62-234

MISSION FLIGHT PLAN		O. Q. AND RICKNAME		UNIT	TYPE ACFT	WAVE	CELL CALL SIGN	REMARKS
		23-62A CAME DOME		6 th SAW	B 1E	S/S		INDICATOR (SW) (ER)
	POUNDS	OBW	26000		15000			RUNWAY
ACFT BASIC	170000	114	28000	BOMBS				PRESSURE ALT
CREW	2160	213	33000	AMMO	720			LENGTH
OIL	986	CW	32000	WATER AUG	2500			12800
ATO	800	MB	18000	STATIC	417156	NR FULL ATO REQUIRED		CRITICAL FIELD LENGTH
RACK	2900	AB	24000					CRITICAL AIR TEMP
EXT TANKS WEIGHT (EMPTY)	2590	FB112	22000	START ENGINES AND TAXI FUEL ALLOWANCE	4000	NR EMPTY ATO REQUIRED		TAKE-OFF DISTANCE
MISCELLANEOUS	500	DCOPS	35000					TAKE-OFF SPEED
CHAFF	1000	TOTAL FUEL	218000	TAKE-OFF GROSS	413156	ATO FIRING SPEED		CRITICAL WIND COMPONENT
OPERATING	180936							1ST LEG
								2ND LEG
								3D LEG

PRE-FLIGHT PLAN														
FROM WALKER AFB NM, 33-18N 104-32W	FLY COND	T. C.	WIND D/V	T. H.	VAR	M. H.	TEMP	IAS	T. A. S.	G. S.	GND DIS	TIME	AIR DIS	ETA
ROUTE			DRIFT				ALT	MACH			ACC GND DIS	ACC TIME	ACC AIR DIS	
SET TO AC							+10 DEV				10	1:03	10	1751
L10							115				110	1:18	110	1784
34-55N 104-57W	CL	347		-12			27M	280	380		120	1:21	120	1812
LAS VEGAS VOR SIC											45	1:06	45	
35-39N 105-08W	CR	✓		-13			✓	.73	440		165	1:27	165	1818
L10							115				35	1:05	35	
35-40N 104-40W	CL	135		-13			33M	280	450		200	1:32	200	1823
							115				94	1:14	94	
34-30N 103-20W	CR	✓		-12			✓	248	403		294	1:46	294	1837
ORBIT														
											94	1:14	94	C.T.
34-30N 103-20W	CR			-12			33M	247	401		388	01:00	388	1851
			+06 ±0								284	1:38	274	
36-26N 98-02W	✓	064	±0	064	-11	053	✓	.77	444	450	672	01:38	662	1929
			+07 ±0								46	1:06	45	
36-45N 97-10W	✓	065	±0	065	-10	055	✓	✓	✓	451	718	01:44	707	1935
			+14 -1								158	1:21	153	
37-30N 94-00W	✓	073	-1	072	-8	064	✓	✓	✓	458	876	02:05	860	1956
			+12 ±0								200	1:26	195	
38-07N 89-51W	✓	078	±0	078	-6	072	✓	✓	✓	456	1076	02:31	1055	2022
			+11 -1								200	1:26	196	
38-35N 85-38W	✓	081	-1	080	-4	076	✓	✓	✓	455	1276	02:57	1251	2048
			+13 ±0								80	1:11	78	
38-12N 84-00W	✓	106	±0	106	-1	105	✓	✓	✓	457	1336	03:08	1329	2059
			+13 -1								64	1:08	61	
38-26N 82-47W	✓	066	-1	065	+3	068	✓	✓	✓	✓	1420	03:16	1390	2107

SAC FORM 18 APR 56 1a FC: 2720 AMEND 3 APPENDIX 3 TO ANNEX B 6 SAW CREW FINEY 23-62A 11 JUNE 1962 DCOT 62-42A

MISSION FLIGHT PLAN - CONTINUATION SHEET																
FROM	FLT COND	T.C.	WIND D/V	T.H.	VAR	M.H.	TEMP	IAS	T. A. S.	G. S.	GND DIS	TIME	AIR DIS	ETA	FUEL FLIGHT PLAN	
ROUTE			DRIFT				ALT	MACH			ACC GND DIS	ACC TIME	ACC AIR DIS		PRED FUEL REMAINING	GROSS WT
38-26N 82-47W															147.9	344.6
ORBIT AS NECESSARY																
NC9			+13								146	:19	142			
39-33N 79-52W	CR	066	-1	065	+3	068	33M	.77	444	457	1566	03:35	1532	2126		
NC10			+21								112	:15	107			
40-00N 77-30W	✓	075	-1	074	+6	080	✓	✓	✓	465	1678	03:50	1639	2141	✓	✓
			+16								150	:19	145		16.2	16.2
41-54N 75-20W	✓	040	-5	035	+9	044	✓	✓	✓	460	1828	04:09	1784	2200	131.7	328.4
NC11			+16								150	:20	145			
43-45N 73-03W	✓	041	-4	037	+13	050	✓	✓	✓	✓	1978	04:29	1929	2320		
4RIP S/D			+16								96	:12	93			
44-55N 71-32W	✓	042	-4	038	+16	054	✓	✓	✓	✓	2074	04:41	2022	2332		
L10			+07								21	:03	21			
44-45N 71-05W	DS	117	±0	117	+18	135	29M	✓	✓	451	2095	04:44	2043	2335		
			+27								49	:06	46			
44-19N 70-08W	CR	112	+2	119	✓	132	✓	✓	✓	471	2144	04:50	2089	2411		
ARCP			±00								80	:11	80	C.T.		
43-41N 68-30W	✓	119	±0	119	✓	137	31M	✓	✓	444	2224	05:01	2169	2552	✓	✓
NC12			+20								77	:11	73		16.4	16.4
43-00N 67-00W	AR	122	±0	122	+19	141	✓	.68	400	420	2301	05:12	2242	2303	115.3	312.0
NC13 END AIR			+20								160	:23	152		10.1	10.1
41-31N 64-00W	✓	✓	±0	✓	✓	✓	✓	✓	✓	✓	2461	05:35	2394	2326	105.2	301.9
															113.0	113.0
ON LOAD															218.2	414.9
SIC			±00								11	:02	11			
41-32N 63-47W	CR	C	±0				✓	.77	444	444	2472	05:37	2405	3328		
L10			±00								7	:01	7			
41-36N 63-38W	CL	060	±0	060	+20	080	33M	✓	✓	✓	2479	05:38	2412	2329		
			+25								295	:38	280			
43-56N 57-43W	CR	061	-2	059	+23	082	✓	✓	✓	469	2774	06:16	2692	0007	✓	✓
SIC			+31								294	:37	275		26.3	26.3
45-52N 57-21W	✓	065	-1	064	+26	090	✓	✓	✓	475	3068	06:53	2967	0044	191.9	388.6
L10			+06								15	:02	15			
45-57N 51-00W	CL	070	±0	070	+27	097	35M	✓	✓	450	3083	06:55	2982	0046		
NC14 T.P.			±00								8	:01	8			
46-00N 50-50W	CR	066	±0	066	✓	093	✓	✓	✓	444	3091	06:56	2990	0047		
			-18								287	:41	300			
50-32N 53-08W	✓	342	-5	337	+29	006	✓	✓	✓	426	3378	07:37	3290	0128	✓	✓
NC15			-14								286	:40	295		28.2	28.2
55-00N 55-55W	✓	340	-4	336	+33	009	✓	✓	✓	430	3664	08:17	3585	0201	163.7	460.4

MISSION FLIGHT PLAN - CONTINUATION SHEET															
FROM	FLT COND	G.C. T.C.	WIND D/V	G.H. T.H.	VAR	M.H.	TE	IAS	T. A. S.	G. S.	GND DIS	TIME	AIR DIS	ETA	FUEL FLT PLAN
55-00N 55-55W											ACC GND DIS	ACC TIME	ACC AIR DIS		PRED FUEL REMAINING
ROUTE			DRIFT				ALT	MACH							GROSS WT
57-31N 57-49W	CR	338	-09	335	+37	012	35M	.77	444	435	164	:23	168		
NC16 SIC			-10								3828	08:40	3753	0231	
60-00N 60-00W	✓	336	-3	333	+40	013	✓	✓	✓	434	164	:23	168		
L10		039	-04	039							3992	09:03	3921	0254	
60-15N 60-04W	CL	352	±0	352	+41	033	37M	✓	✓	440	15	:02	15		
		043	-01	042							4007	09:05	3936	0256	
64-59N 60-48W	CR	356	-1	355	+46	041	✓	✓	✓	443	285	:38	285		24.5
		043	-01	043							4292	09:43	4221	0334	139.2
67-30N 61-20W	✓	355	±0	355	+53	048	✓	✓	✓		151	:21	151		
NC17 T.P.		043	±00	043							4443	10:04	4372	0355	
70-00N 62-00W	✓	355	±0	355	+57	052	✓	✓	✓	444	151	:20	151		
CONVERGENCE 1:1		060	±00	060							4594	10:24	4523	0405	
73-00N 62-20W	✓	358	±0	358	+62	060	✓	✓	✓		180	:25	180		17.3
NC18 T.P.		059	±00	059							4774	10:49	4703	0440	121.9
76-30N 63-00W	✓	357	±0	357	+69	066	✓	✓	✓		211	:28	211		
		067	±00	067							4985	11:17	4914	0508	
81-28N 60-27W	✓	004	±0	004	+76	080	✓	✓	✓		299	:40	299		17.2
T.P.		067	+02	067							5284	11:57	5213	0448	104.7
82-00N 60-00W	✓	007	±0	007			✓	✓	✓	446	32	:05	32		301.4
SIC		060	±00	060							5316	12:02	5245	0553	
83-45N 60-00W	✓	360	±0	360			✓	✓	✓	444	105	:14	105		
NC19 L10		060	-01	060							5421	12:16	5350	0607	
84-00N 60-00W	CL	360	±0	360			39M	✓	✓	443	15	:02	15		
		340	-01	340							5436	12:18	5365	0609	
82-52N 103-47W	CR	280	±0	280			✓	✓	✓		300	:41	300		15.5
		340	±00	340							5736	12:59	5665	0650	89.2
79-15N 126-34W	✓	236	±0	236			✓	✓	✓	444	300	:40	300		285.9
		340	-02	341							6036	13:39	5965	0730	
76-06N 134-52W	✓	214	+1	215			✓	✓	✓	442	216	:30	217		
NC20		340	-05	341							6252	14:09	6182	0800	
72-47N 140-05W	✓	205	+1	206			✓	✓	✓	439	216	:29	218		
NC20A T.P.		341	-07	342							6468	14:38	6400	0809	
71-00N 142-07W	✓	201	+1	202			✓	✓	✓	437	113	:16	115		
T.P.		340	-07	341							6581	14:54	6515	0845	
70-05N 143-00W	✓	198	+1	199	-36	163	✓	✓	✓		58	:08	59		28.5
ARIP			-04								6639	15:02	6574	0853	60.7
69-30N 143-00W	✓	180	+1	181	-36	145	✓	✓	✓	440	35	:04	35		257.4
CARIT AS											6674	15:06	6609	0857	
NECESSARY															

SAC FORM 15 APR 66 1b FC: 2720 AMEND 3 APPENDIX 3 ANNEX C 6 SAN CROSBY FRIMSY 38-62A 11 JUNE 1968 DOOT 62-424

MISSION FLIGHT PLAN - CONTINUATION SHEET																
FROM	FLT COND	T.C.	WIND D/V	T.H.	VAR	M.H.	TEMP	IAS	T. A. S.	G. S.	GND DIS	TIME	AIR DIS	ETA	FUEL FLIGHT PLAN	
ROUTE			DRIFT				ALT	MACH			ACC GND DIS	ACC TIME	ACC AIR DIS		PRED FUEL REMAINING	GROSS WT
69-30N 143-00W															60.7	257.4
S/D			-05								70	110	71			
68-20N 143-00W	CR	180	+1	181	-35	146	39M	.77	444	439	6744	15:16	6680	0907		
L/O			±00								30	104	30			
67-50N 143-00W	DS	✓	±0	180	-34	✓	29M	✓	✓	444	6774	15:20	6710	0911		
NC21 ARCP			±00								50	107	50	C.T.		
67-00N 143-00W	CR	✓	±0	✓	✓	✓	✓	✓	✓	✓	6824	15:27	6760	0918		
NC22 END AIR			+12								240	134	233		14.0	14.0
63-00N 143-00W	AR	✓	±0	✓	-31	149	30M	.68	400	412	7064	16:01	6993	0952	46.7	243.4
ON LOAD															124.0	124.0
															170.7	367.4
SIC			±00					IAS			11	102	11			
62-51N 143-14W	CR	✓	±0				30M	255	400	400	7075	16:03	7004	0954		
L/O			±00								7	101	7			
62-50N 143-29W	CL	263	±0	263	-29	234	83M	255	400	400	7082	16:04	7011	0955		
			-17								201	133	210			
62-23N 150-51W	CR	✓	±0	✓	-27	236	✓	237	390	373	7283	16:37	7221	1028		
NC 23			-18								201	133	210			
61-26N 157-41W	✓	257	±0	257	-24	233	✓	237	389	371	7484	17:10	7431	1101		
NC 25			-11								158	125	163		25.0	25.0
59-01N 155-33W	✓	155	+1	156	-22	134	✓	234	383	372	7642	17:35	7594	1126	145.7	342.4
			±00								208	133	208			
59-41N 148-52W	✓	076	±0	076	-24	052	✓	226	376	376	7850	18:08	7802	1159		
NC 26			±00								208	134	208		16.4	16.4
60-00N 142-00W	✓	082	±0	082	-27	055	✓	221	367	367	8058	18:42	8010	1233	129.3	326.0
SIC			-05								40	106	40			
59-31N 141-10W	✓	144	+1	145	-28	117	✓	.71	444	439	8098	18:48	8050	1239		
L/O			-01								40	106	40			
58-57N 140-25W	CL	145	+1	146	✓	118	37M	✓	✓	443	8138	18:54	8090	1245		
NC 27A			-01								280	138	280		22.9	22.9
55-00N 135-49W	CR	✓	+1	✓	✓	✓	✓	✓	✓	✓	8418	19:32	8370	1223	106.4	303.1
NC 28			+01								161	121	161			
52-42N 133-30W	✓	148	+2	150	-27	123	✓	✓	✓	445	8579	19:53	8531	1244		
			+05								172	123	170			
50-34N 130-24W	✓	137	+2	139	-25	114	✓	✓	✓	449	8751	20:16	8701	1401		
NC 29			+04								172	124	171		17.7	17.7
48-22N 127-35W	✓	139	+2	141	-24	117	✓	✓	✓	448	8923	20:40	8872	1431	88.7	285.4
SIC			+04								86	111	85			
47-14N 126-16W	✓	142	+3	145	-23	122	✓	✓	✓	✓	9009	20:51	8957	1442		
T.P.			-03								18	102	18			
47-00N 126-00W	CL	✓	+1	143	-22	121	✓	✓	✓	441	9027	20:53	8975	1444		

SAC FORM 15 APR 66

1b FC: 2720 AMEND 3 APPENDIX 3 ANNEX B 6 SAW CREW FLINBY 23-82A 11 JUNE 1962 DCOT 62-427

MISSION FLIGHT PLAN - CONTINUATION SHEET

FROM	FLT COND	T.C.	WIND D/V	T.H.	VAR	M.H.	TE	IAS	T. A. S.	G. S.	GND DIS	TIME	AIR DIS	ETA	FUEL FL	PLAN
ROUTE			DRIFT				ALT	MACH			ACC GND DIS	ACC TIME	ACC AIR DIS		PRED FUEL REMAINING	GROSS WT
47-00N 126-00W															88.7	285.4
L70			+01								27	:04	27			
46-47N 125-25W	CL	119	+1	120	-22	098	41M	.77	444	445	9054	20:57	9002	448		
NC 32			+12								79	:11	77			
46-10N 123-43W	CR	117	+2	119	✓	097	✓	✓	✓	456	9133	21:08	9079	459	✓	✓
			+15								151	:19	146		17.0	17.0
45-07N 120-28W	✓	114	+2	116	-21	095	✓	✓	✓	459	9284	21:27	9225	158	71.7	268.4
NC 33			+14								150	:20	146			
43-59N 117-20W	✓	116	+2	118	-20	098	✓	✓	✓	458	9434	21:47	9371	158		
NC 34			+12								173	:23	169			
42-35N 113-52W	✓	118	+2	120	-18	102	✓	✓	✓	456	9607	22:10	9540	161		
			+11								150	:19	147			
41-04N 111-11W	✓	126	+2	128	-17	111	✓	✓	✓	455	9757	22:29	9687	1620		
NC 35			+08								150	:20	147			
39-03N 108-38W	✓	128	+2	130	-16	114	✓	✓	✓	452	9907	22:49	9834	1640		
T.P.			±00								98	:14	98			
38-27N 107-02W	✓	130	+1	131	-15	116	✓	✓	✓	444	10005	23:03	9932	1684		
			-05								166	:22	168			
35-53N 105-44W	✓	158	+1	159	-14	145	✓	✓	✓	439	10171	23:25	10100	1716	✓	✓
WALKER AFB NM			-07								166	:23	169		26.7	26.7
33-18N 104-32W	✓	✓	±0	158	-13	✓	✓	✓	✓	437	10337	23:48	10269	1739	45.0	241.7

LOW LOAD

SAC FORM 1b FC: 2720 AMEND 3 APPENDIX 3 ANNEX B 6 SAW GREEN FLINSEY 23-624 11 JUNE 1962 DCOT 62-424

MISSION FLIGHT PLAN		O. O. AND NICKNAME		UNIT	TYPE ACFT	WAVE	CELL CALL SIGN	REMARKS
		23-62A CHROME DOME		6 SAW	P 52E			1/16 AND 1/8
	POUNDS	OBW	26000		POUNDS			
ACFT BASIC	170 000	184	28000	BOMBS	15 000			
CREW	2160	213	33000	AMMO	720			
OIL	986	CM	35000	WATER AUG	2 500			
ATO	800	MB	32000	STATIC	441156	NR FULL ATO REQUIRED		
RACK	2 900	AB	37000	START ENGINES AND TAXI FUEL ALLOWANCE	4000	NR EMPTY ATO REQUIRED		
EXT TANKS WEIGHT (GROSS)	2 590	FB182	26000	TAKE-OFF GROSS	437156	ATO FIRING SPEED		
MISCELLANEOUS	500	DROPS	35000					
CHAFF	1 000	TOTAL FUEL	242 000					
OPERATING	180 936							

PRE-FLIGHT PLAN																
FROM WALKER AFB MM.	FLT COND	T. C.	WIND D/V	T. H.	VAR	M. H.	TEMP	IAS	T. A. S.	G. S.	GND DIS	TIME	AIR DIS	ETA	FUEL FLIGHT PLAN	
33-18N 104-32W							ALT	MACH			ACC GND DIS	ACC TIME	ACC AIR DIS		PRED FUEL REMAINING	GROSS WT
ROUTE			DRIFT				+10							1450	242.0	491.2
SET TO AC							DEV				10	1:03	10	1453	233.0	429.7
410							IAS				108	1:17	108		11.8	11.8
34-55N 104-57W	CL	347			-12		27M	280	380		118	1:20	118	1510	221.2	417.9
LAS VEGAS VOR SIC											47	1:06	47		2.4	2.4
35-39N 105-08W	CR	✓			-13		✓	73	440		165	1:28	165	1516	218.8	415.5
410							IAS				60	1:08	60		4.0	4.0
35-40N 104-40W	CL	135			✓		33M	280	450		225	1:34	225	1524	214.8	411.5
							IAS				69	1:09	69		3.2	3.2
34-30N 103-20W	CR	✓			-12		✓	248	403		294	1:43	294	1533	211.6	408.3
ORBIT																
34-30N 103-20W	CR				-12		33M	247	401		117	1:17	117	C.T.	5.3	5.3
											411	01:00	411	1550	206.3	403.0
36-26N 98-02W	✓	064	+06 ±0	064	-11	053	✓	77	444	450	284	1:38	274			
			+07								695	01:38	685	1628		
36-45N 97-10W	✓	065	+10	065	-10	055	✓	✓	✓	451	46	1:06	45			
			+14								791	01:44	730	1634		
37-30N 94-00W	✓	073	-1	072	-8	064	✓	✓	✓	458	158	1:21	153		20.5	20.5
			+12								899	02:05	883	1655	185.8	382.5
38-07N 89-51W	✓	078	±0	078	-6	072	✓	✓	✓	456	200	1:26	195			
			+11								1099	02:31	1078	1721		
38-35N 85-38W	✓	081	-1	080	-4	076	✓	✓	✓	455	200	1:26	196			
			+13								1299	02:57	1274	1747		
38-12N 84-00W	✓	106	±0	106	-1	105	✓	✓	✓	457	80	1:11	78		18.8	18.8
			+13								1379	03:08	1352	1759	167.0	363.7
38-26N 82-47W	✓	066	-1	065	+3	068	✓	✓	✓	✓	64	1:08	61			
											1443	03:16	1413	1806		

SAC FORM 15 APR 56 1a FC: 2720 ANNEX 3 APPENDIX 5 ANNEX B 6 SAW CREW FLN 53-62A 4 JUNE 1962 DCOT 62-424

MISSION FLIGHT PLAN - CONTINUATION SHEET														716	118	
FROM	FLT COND	T.C.	WIND D/V	T.H.	VAR	M.H.	TEMP	IAS	T. A. S.	G. S.	GND DIS	TIME	AIR DIS	ETA	FUEL FLIGHT PLAN	
ROUTE			DRIFT				ALT	MACH			ACC GND DIS	ACC TIME	ACC AIR DIS		PRED FUEL REMAINING	GROSS WT
38-26N 82-47W															167.0	363.7
ORBIT AS NECESSARY																
NC 9			+13								146	:19	142			
39-33N 79-52W	CR	066	-1	065	+3	068	33M	.77	444	457	1589	03:35	1555	1825		
NC 10			+21								112	:15	107			
40-00N 77-30W	✓	075	-1	074	+6	080	✓	✓	✓	465	1701	03:50	1662	1840	✓	✓
			+16								150	:19	145		17.7	17.7
41-54N 75-20W	✓	040	-5	035	+9	044	✓	✓	✓	460	1851	04:09	1807	1859	149.3	346.0
NC 11			+16								150	:20	145			
43-45N 73-03W	✓	041	-4	037	+13	050	✓	✓	✓	✓	2001	04:29	1952	1919		
ARIP SID			+16								96	:12	93			
44-55N 71-32W	✓	042	-4	038	+16	054	✓	✓	✓	✓	2097	04:41	2045	1931		
LIO			+07								21	:03	21			
44-45N 71-05W	DS	117	±0	117	+18	135	29M	✓	✓	451	2118	04:44	2066	1934		
			+27								49	:06	46			
44-19N 70-08W	CR	112	+2	114	✓	132	✓	✓	✓	471	2167	04:50	2112	1940		
ARCP			±00								80	:11	80	C.T.		
43-41N 68-03W	✓	119	±0	119	✓	137	31M	✓	✓	444	2247	05:01	2192	1951		
NC 12			+20								77	:11	73			
43-00N 67-00W	AR	122	±0	122	+19	141	✓	.68	400	420	2324	05:12	2265	2002	✓	✓
NC 13 END AIR			+20								160	:23	152		24.0	24.0
41-31N 64-00W	✓	✓	±0	✓	✓	✓	✓	✓	✓	✓	2484	05:35	2417	2025	125.3	322.0
ON LOAD															113.0	113.0
															238.3	435.0
SK			±00								11	:02	11			
41-32N 63-47W	CR	C	±0					.77	444	444	2495	05:37	2428	2027		
LIO			±00								7	:01	7			
41-36N 63-38W	CL	060	±0	060	+20	080	33M	✓	✓	✓	2502	05:38	2435	2028		
			+25								295	:38	280			
43-56N 57-43W	CR	061	-2	059	+23	082	✓	✓	✓	469	2797	06:16	2715	2006	✓	✓
SIC			+31								294	:37	275		29.0	29.0
45-52N 51-21W	✓	065	-1	064	+26	090	✓	✓	✓	475	3091	06:53	2990	2143	209.3	406.0
LIO			+06								15	:02	15			
45-57N 51-00W	✓	070	±0	070	+27	097	35M	✓	✓	450	3106	06:55	3005	2145		
NC 14 T.P.			±00								8	:01	8			
46-00N 50-50W	✓	066	±0	066	✓	093	✓	✓	✓	444	3114	06:56	3013	2146		
			-18								287	:41	300			
50-32N 53-08W	✓	342	-5	337	+29	006	✓	✓	✓	426	3401	07:37	3313	2227	✓	✓
NC 15			-14								286	:40	295		30.0	30.0
55-00N 55-55W	✓	340	-4	336	+33	009	✓	✓	✓	430	3697	08:17	3608	2307	179.3	76.0

MISSION FLIGHT PLAN - CONTINUATION SHEET																	1/16	1/8
FROM	15	FLT	T.C.	WIND D/V	T.H.	VAR	M.H.	TEI	IAS	T. A. S.	G. S.	GND DIS	TIME	AIR DIS	ETA	FUEL FLIGHT PLAN		
55-00N 55-55W	ROUTE	COND		DRIFT				ALT	MACH			ACC GND DIS	ACC TIME	ACC AIR DIS		PRED FUEL REMAINING	GROSS WT	
																179.3	376.0	
57-31N 57-49W	CR		338	-09	335	+37	012	35M	77	444	435	164	23	168	2330			
NC16 SR				-10								164	23	168				
60-00N 60-00W	✓		336	-3	333	+40	013	✓	✓	✓	434	4015	09:03	3944	2353			
L10			039	-04	039							15	02	15				
60-15N 60-04W	CL		352	±0	352	+41	033	37M	✓	✓	440	4030	09:05	3959	2355	✓	✓	
			043	-01	042							285	38	285		25.5	25.5	
64-59N 60-48W	CR		356	-1	355	+46	041	✓	✓	✓	443	4315	09:43	4244	0038	153.8	350.5	
			043	-01	043							151	21	151				
67-30N 61-20W	✓		355	±0	355	+53	048	✓	✓	✓	✓	4466	10:04	4395	0054			
NC17 T.P.			043	±00	043							151	20	151				
70-00N 62-00W	✓		355	±0	355	+57	052	✓	✓	✓	444	4617	10:24	4546	0104	✓	✓	
CONVERGENCE 1:1			060	±00	060							180	25	180		17.5	17.5	
73-00N 62-20W	✓		358	±0	358	+62	060	✓	✓	✓	✓	4797	10:49	4726	0159	136.3	333.0	
NC18 T.P.			059	±00	059							211	28	211				
76-30N 63-00W	✓		357	±0	357	+69	066	✓	✓	✓	✓	5008	11:17	4937	0207			
			067	±00	067							299	40	299				
81-28N 60-27W	✓		004	±0	004	+76	080	✓	✓	✓	✓	5307	11:57	5236	0247	✓	✓	
T.P.			067	+02	067							32	05	32		19.0	19.0	
82-00N 60-00W	✓		007	±0	007			✓	✓	✓	446	5339	12:02	5268	0252	117.3	314.0	
51C			060	±00	060							105	14	105				
83-45N 60-00W	✓		360	±0	360			✓	✓	✓	444	5444	12:16	5373	0306			
NC19 L10			060	-01	060							15	02	15				
84-00N 60-00W	CL		360	±0	360			39M	✓	✓	443	5459	12:18	5388	0308			
			340	-01	340							300	41	300				
82-52N 103-47W	CR		280	±0	280			✓	✓	✓	✓	5759	12:59	5688	0359	✓	✓	
			340	±00	340							300	40	300		24.0	24.0	
79-15N 126-34W	✓		236	±0	236			✓	✓	✓	444	6059	13:39	5988	0459	93.3	290.0	
			340	-02	341							216	30	217				
76-06N 134-52W	✓		214	+1	215			✓	✓	✓	442	6275	14:09	6205	0559			
NC20			340	-05	341							216	29	218				
75-47N 140-05W	✓		205	+1	206			✓	✓	✓	439	6491	14:38	6423	0658			
NC20A T.P.			341	-07	342							113	16	115				
71-00N 142-07W	✓		201	+1	202			✓	✓	✓	437	6604	14:54	6538	0704			
T.P.			340	-07	341							58	08	59				
70-05N 143-00W	✓		198	+1	199	-36	163	✓	✓	✓	✓	6662	15:02	6597	0852	✓	✓	
ARIP				-04								35	04	35		22.0	22.0	
69-30N 143-00W	✓		180	+1	181	-36	145	✓	✓	✓	440	6697	15:06	6632	0856	71.3	268.0	
CLBIT AS NECESSARY																		

SAC FORM 15 APR 66 1b FC: 3780 ANNEX 3 APPENDIX 3 ANNEX B (SAR) CREW FLIGHT 33-62A 11 JUNE 1962 DDT 62-424

MISSION FLIGHT PLAN - CONTINUATION SHEET																	
FROM	ROUTE	FLT COND	T.C.	WIND D/V DRIFT	T.H.	VAR	M.H.	TEMP ALT	IAS MACH	T. A. S.	G. S.	GND DIS ACC GND DIS	TIME ACC TIME	AIR DIS ACC AIR DIS	ETA	FUEL FLIGHT PLAN	
68-30N 143-00W																PRED FUEL REMAINING	GROSS WT
S/D				-05								70	:10	71		71.3	268.0
68-20N 143-00W	CR		180	+1	181	-35	146	39M	.77	444	439	6767	15:16	6703	4606		
L10				±00								30	:04	30			
67-50N 143-00W	DS	✓		±0	180	-34	✓	29M	✓	✓	444	6797	15:20	6733	4610		
NC21 ARCP				±00								50	:07	50	C.T.		
67-00N 143-00W	CR	✓		±0	✓	✓	✓	✓	✓	✓	✓	6847	15:27	6783	4647		
1/16 POSTURE ONLY																	
NC 22 END AIR				+12								240	:34	233		13.0	13.0
63-00N 143-00W	AR	✓		±0	✓	-31	149	30M	.68	400	412	7087	16:01	7016	4651	58.3	255.0
ON LOAD																124.0	124.0
SK				±00					1A3			11	:02	11		182.3	379.0
62-57N 143-14W	CR	✓		±0				✓	255	400	400	7098	16:03	7027	4653		
L10				±00								7	:01	7			
62-50N 143-29W	CL	263		±0	263	-29	234	33M	✓	✓	✓	7105	16:04	7034	4654		
62-23N 150-51W	CR	✓		-17	✓	27	236	✓	237	390	373	201	:33	210			
NC23				±0								7306	16:37	7244	0727		
61-26N 157-41W	✓	257		-18	257	-24	233	✓	✓	389	371	201	:33	210		20.0	20.0
NC25				±0								7507	17:10	7454	0800	162.3	359.0
59-01N 155-33W	✓	155		-11	156	-22	134	✓	234	383	372	158	:25	163			
59-41N 148-52W	✓	076		+1	156	-22	134	✓	234	383	372	7665	17:35	7617	0825		
NC26				±00								208	:33	208		16.8	16.8
60-00N 142-00W	✓	082		±0	082	-27	055	✓	226	376	376	7873	18:08	7825	0858	145.5	342.2
SIC				±00								208	:34	208			
59-31N 141-10W	✓	144		-05	145	-28	117	✓	.77	444	439	8081	18:42	8033	0932		
L10				+1	146	✓	118	37M	✓	✓	443	40	:06	40			
58-57N 140-25W	CL	145		-01	146	✓	118	✓				8121	18:48	8073	0938		
NC 27A				±0								40	:06	40			
55-00N 135-49W	CR	✓		+1	✓	✓	✓	✓	✓	✓	✓	8161	18:59	8113	0944		
NC 28				±01								280	:38	280		22.7	22.7
52-42N 133-30W	✓	148		+2	150	-27	123	✓	✓	✓	445	8441	19:32	8393	1022	122.8	319.5
50-34N 150-24W	✓	137		+05	139	-25	114	✓	✓	✓	449	161	:21	161			
NC 29				+2								8602	19:53	8554	1053		
48-22N 127-35W	✓	139		+04	141	-24	117	✓	✓	✓	448	172	:23	170			
"				+2								7774	20:16	8724	1106		
47-11N 126-16W	✓	142		+04	145	-23	122	✓	✓	✓	✓	172	:24	171			
				+3								8946	20:40	8895	1130		
				+3								86	:11	85		24.5	24.5
												9032	20:51	8980	1141	98.3	95.0

MISSION FLIGHT PLAN - CONTINUATION SHEET

FROM	FLY COND	T.C.	WIND D/V	T.H.	VAR	M.H.	TE	IAS	T. A. S.	G. S.	GND DIS	TIME	AIR DIS	ETA	FUEL FLG PLAN	PRED FUEL REMAINING	GROSS WT
ROUTE			DRIFT				ALT	MACH			ACC GND DIS	ACC TIME	ACC AIR DIS				
47-14N 126-16W			-03														
T.P.			+1	143	-22	121		.77	444	441	18	:02	18			98.3	293.0
47-00N 126-00W	CL	142	+1	143	-22	121		.77	444	441	9050	20:53	8998	143			
L10			+1	120		098	41M			445	27	:04	27				
46-47N 125-25W		119	+1	120		098	41M			445	9077	20:57	9025	147			
NC32			+12								79	:11	77				
46-10N 123-43W	CR	117	+2	119		097				456	9156	21:08	9102	158			
			+15								151	:19	146				
45-07N 120-28W		114	+2	116	-21	095				459	9307	21:27	9248	157			
NC33			+14								150	:20	146				
43-59N 117-20W		116	+2	118	-20	098				458	9457	21:47	9394	157			
NC34			+12								173	:23	169			19.0	19.0
42-35N 113-52W		118	+2	120	-18	102				456	9630	22:10	9563	150		79.3	276.0
			+11								150	:19	147				
41-04N 111-11W		126	+2	128	-17	111				455	9780	22:29	9710	139			
NC35			+108								150	:20	147				
39-03N 108-38W		128	+2	130	-16	114				452	9930	22:49	9857	139			
T.P.			+100								98	:14	98				
38-27N 107-02W		130	+1	131	-15	116				444	10028	23:03	9955	133			
			-05								166	:22	168				
35-53N 105-44N		158	+1	159	-14	145				439	10194	23:25	10123	145			
WALKER AFB N.M.			-07								166	:23	169			21.5	21.5
33-18N 104-32W			+0	158	-13					437	10360	23:48	10292	143		47.8	254.5
1/8 POSTURE ONLY																	
NC 22 END AIR			+12								240	34	233				
63-00N 143-00W	AR	180	+0	180	-31	149	30M	.68	400	412	7087	16:01	7016	145		58.3	255.0
ON LOAD																62.5	62.5
																110.8	317.5
SIC			-11								11	:02	11				
62-49N 142-56W	CR	171	+1	172	-30	142	30M	.77	444	433	7098	16:03	7027	145			
L10			-11								63	:09	65				
61-47N 142-34W	CL		+1		-29	143	39M				7162	16:12	7092	140			
NC 26			-11								108	:15	111				
60-00N 142-00W	CR		+1								7270	16:27	7203	117			
NC 27A			-01								360	:49	360				
55-00N 135-49W		145	+1	146	-28	118				443	7630	17:16	7563	146			
NC 28			+1								161	:22	161			24.5	24.5
52-42N 133-30W		148	+2	150	-27	123				445	7791	17:38	7724	142		16.3	283.0

MISSION FLIGHT PLAN - CONTINUATION SHEET															FUEL FLIGHT PLAN	
FROM NC 28	FLT COND	T.C.	WIND D/V	T.H.	VAR	M.H.	TEMP	IAS	T. A. S.	G. S.	GND DIS	TIME	AIR DIS	ETA	PRED FUEL REMAINING	GROSS WT
ROUTE			DRIFT				ALT	MACH			ACC GND DIS	ACC TIME	ACC AIR DIS		86.3	293.0
52-42N 133-30W			+05													
50-34N 136-26W	CL	137	+2	139	-25	114	39M	.77	444	449	7963	18:01	7894	0851		
NC 29			+04								172	:23	171			
48-22N 127-33W	✓	139	+2	141	-24	117	✓	✓	✓	448	8135	18:24	8065	0914		
SR			+04								86	:11	85			
47-14N 126-16W	✓	142	+3	145	-23	122	✓	✓	✓	✓	8221	18:35	8150	0925		
T.P.			-03								18	:02	18		14.0	14.0
47-00N 126-00W	CL	✓	+1	143	-22	121	✓	✓	✓	441	8259	18:37	8168	0927	72.3	279.0
L10			+01								27	:04	27			
46-47N 125-35W	✓	119	+1	120	✓	098	41M	✓	✓	445	8266	18:41	8195	0931		
NC 32			+12								79	:11	77			
46-10N 123-43W	CR	117	+2	119	✓	097	✓	✓	✓	436	8345	18:52	8272	0942		
			+15								151	:19	146			
45-07N 120-28W	✓	114	+2	116	-21	095	✓	✓	✓	459	8496	19:11	8418	1001		
NC 33			+18								150	:20	146			
43-59N 117-20W	✓	116	+2	118	-20	098	✓	✓	✓	458	8646	19:31	8564	1021		
NC 34			+12								173	:23	169		17.0	17.0
42-35N 113-52W	✓	118	+2	120	-18	102	✓	✓	✓	456	8819	19:54	8733	1044	55.3	262.0
			+11								150	:19	147			
41-04N 111-11W	✓	126	+2	128	-17	111	✓	✓	✓	455	8969	20:13	8880	1103		
NC 35			+08								150	:20	147			
39-03N 108-38W	✓	128	+2	130	-16	114	✓	✓	✓	452	9119	20:33	9027	1123		
T.P.			+00								98	:14	98			
38-27N 107-02W	✓	130	+1	131	-15	116	✓	✓	✓	444	9217	20:47	9125	1137		
			-05								166	:22	169			
35-53N 105-44W	✓	158	+1	159	-14	145	✓	✓	✓	439	9383	21:09	9293	1159		
WALKER AFB N.M.			-07								166	:23	169		20.4	20.4
33-18N 104-32W	✓	✓	+0	158	-13	✓	✓	✓	✓	437	9549	21:32	9462	1222	34.9	241.6

SAC FORM 10 APR 66 1b FC: 2720 AUG 68 3 APPENDIX ANNEX B 6 SAN CRED 1 JMSY 23-62A 11 JMC P02 DCOT 62-424

ALTITUDE RESERVATION FLIGHT PLAN

MISSION NAME CHROME DOME	FAA-JCS PRIORITY 2	NO-NOTICE <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	EXECUTED BY
NIT TACTICAL CALL SIGN See Current VCSL	B. AIRCRAFT (No. and Type) 1 B-52	C. POINT OF DEPARTURE Walker AFB, New Mexico	

D. ROUTE, ALTITUDE AND TIME INFORMATION (Indicate in following order, and in narrative (paragraph) form: Altitude(s) to next fix, name of fix, ETE (Enter hours & minutes from take-off; Example, "0104" for one hour six minutes, etc.), SPECIFY START CLIMB/DESCENT POINTS AND LEVEL OFF POINTS AS THEY OCCUR IN SEQUENCE. Continue repeating sequence until reaching Rem E.)

ATC CLEARS INTERV CHROME DOME/2 FROM 1/302 TO THE WALKER AIRPORT. 270 CLIMB ON LKR 336
RADIAL LVLOF AT LVS 156/57 1810Z LVS VOR 1818Z CLIMB TO 330 LVLOF AT LVS 092/31 1824Z
AMA 220/96 1837Z ENTER INSTRUMENT AREA BND BY AMA 220/96 ROW VOR AMA 200/98 EXIT AT
AMA 220/96 AT 1851Z PNC 236/46 1929Z PNC VOR 1935Z. SGF 236/32 1956Z FAM 038/32 2022Z
LOU 355/30 2045Z LEX 060/25 2059 GRW 288/52 2107Z HOLD SOUTHWEST ONE MIN LEGS RIGHT
TURNS DEPART AT 2107Z PIT 175/44 2126Z. PSB 164/60 2141Z ALB 043/68 2220Z PLB 102/80
2232Z DSND TO 290 LVLOF AT BGR 286/93 2235Z BGR 190/70 2251Z CLIMB TO 310 LVLOF WITHIN
20NM. AIRFL BLACK GOAT AREA 4300N/6700W 2303Z 4131N 6400W 2326Z CLIMB TO 330 LVLOF AT
4140N 6339W 2329Z 4356N/5740W 0007Z 4552N/5121W 0044Z CLIMB TO 350 LVLOF AT 4557N/
5100W 0046Z 4600N/5050W 0047Z. 5032N/5308W 0128Z 5500N/5555W 0208Z 5731N 5749W 0231Z
500N/6000W 0254Z CLIMB TO 370 LVLOF AT 6015N/6004W 0256Z 6459N/6048W 0334Z 6730N/
6120W 0355Z 7000N/6200W 0415Z 7300N/6220W 0440Z 7630N/6300W 0509Z 8128N/6027W 0548Z
8200N/6000W 0553Z 8345N/6000W 0607Z CLIMB TO 390 LVLOF AT 8400N/6000W 0609Z 8252N/
10347W 0650Z 7915N/12634W 0730Z 7606N/13452W 0800Z 7247N/14005W 0829Z 7100N/14207W
0845Z 7005N/14300W 0853Z 6930N/14300W 0857Z HOLD NORTH ONE MIN LEGS RIGHT TURNS DEPART
AT 0857Z 6820N/14300W 0907Z DSND TO 290 330 LVLOF AT 6750N/14300W 0911Z 6700N/14300W
0918Z AIRFL COLD COFFEE AREA 6300N/14300W 0952Z CLIMB TO 330 LVLOF AT 6258N/14339W
0955Z 6223N/15051W 1028Z 6126N/15741W 1101Z 5901N/15533W 1126Z 5941N/14652W 1159Z
6000N/14200W 1233Z 5923N/14115W 1239Z CLIMB TO 370 LVLOF AT 5855N/14030W 1245Z 5500N
13549W 1323Z. 5242N/13330W 1344Z 5034N/13024W 1407Z 4822N/12735W 1431Z. 4714N/12616W
1442Z CLIMB TO 410 4700N/12600W 1444Z LVLOF AT 4647N/12525W 1448Z PDX 277/53 1459Z BOI
278/50 1538Z MLD 273/67 1601Z BOI 357/27 1640Z ALS 306/88 1654Z ROW 335/28 1734Z ROW
VOR 1739Z.

END 3, APPENDIX 9

ANNEX B

65AW CREW FLINSEY 23-62A

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DCOT 62-424

11 June 1962

(If additional space is needed for any item, continue on blank 8" x 10" sheets and identify them.)

SECTION D CONTINUED

ALTERNATE ROUTE:

DEPART PRIMARY ROUTE 6300N/14300W 16:01 (0952Z), CLMB 450 LVLOF AT 6207N/
14240W 16:08 (0959Z), 6000N/14200W 16:29 (1020Z), 5500N/13549W 17:19
(1110Z) 5242N/13330W 17:40 (1131Z), 5034N/13024W 17:56 (1147Z), 4822N/
12735W 18:20 (1211Z), 4700N/12600W 18:33 (1224Z), PDX 278/54 18:48 (1239Z)
BOI 278/50 19:27 (1318Z), MLD 272/65 19:50 (1341Z), GJT 004/28 20:29 (1420Z)
GJT 100/91 20:42 (1433Z), ROW 335/28 21:24 (1515Z), ROW 21:29 (1520Z).

AMEND 3
APPENDIX 9
ANNEX B

63AW CREW FLIMSY 23-62A
11 June 1962

DOOT 62-424

ALTITUDE RESERVATION FLIGHT PLAN (CONTINUED)						MISSION NAME / PRIORITY CHROME DOME/2	
UNIT TACTICAL CALL FROM CURRENT VCSEL				AIRCRAFT NO. AND TYPE 1 B-52			
E. DESTINATION Walker AFB, Roswell, New Mexico							
F. PROPOSED DEPARTURE TIME							
COLOR	NO.	EDT (Z-II Known)	ADMIS	COLOR	NO.	EDT (Z-II Known)	ADMIS
	1	1751Z DAILY COLLECTING 1 APRIL 1962					
G. TAS 444, AIRFL 400							
PASS TO ADC RADAR			PRIMARY REFUELING - AREAS/TRACKS		ALT REFUELING - AREAS/TRACKS		
SITE NAME	YES	NO	BLACK GOAT EAST COLD COFFEE SOUTH		AXE GRINDER SOUTH		
	X						
ECM CORRIDOR/S			REFUELING WITH NORTHEASTERN & EIELSON TANKER TASK FORCES				
START	STOP		REFUELING AREA AND/OR AIRSPACE RESERVATION		CLEARED BY CONTROLLING AGENCY		
					YES	NO	RESP OF EXECUTING AGCY
			BLACK GOAT COLD COFFEE FARMER BOY		X		SAC
					X		SAC
DEPARTURE PROCEDURE COORDINATED WITH ALBUQUERQUE			LIABILITY PERIOD/"E" HOUR 1 APRIL 62 - 31 SEPT 62				
PROJECT OFFICER		ORGANIZATION		OFFICE PHONE	HOME PHONE	DATE THIS FORM ACCOMPLISHED	
CAPTAIN M. E. SCHARMEN		6 Strat Aerospace Wing		33/2180	FI-7-2142	11 Jun 62	
REMARKS MARSA ALL "CHROME DOME" AIRCRAFT AMEND 3 APPENDIX 9 ANNEX B 6SAW CREW FLINBY 23-62A POSITION REPORTS CONTINUED 11 June 1962							

REMARKS 121a CONTINUED,

<u>POSITION</u>	<u>NC CODE</u>	<u>T/O PLUS</u>	<u>ETA ZULU</u>
LVS	-	00:27	1818Z
AMA 229/96	-	00:46	1837Z
AMA 229/96	-	01:00	1851Z
PNC	-	01:44	1935Z
SGF 281/32	-	02:05	1956Z
FAM 038/32	-	02:31	2022Z
LOU 355/30	-	02:57	2048Z
LEX 053/26	-	03:08	2059Z
CRW 288/50	-	03:16	2107Z
PIT 175-44	9	03:35	2126Z
PSB 164/60	10	03:50	2141Z
ALB 043/68	11	04:29	2220Z
43-00N 67-00W	12	05:12	2303Z
41-31N 64-00W	13	05:35	2326Z
46-00N 50-50W	14	06:56	0047Z
55-00N 55-55W	15	08:17	0208Z
60-00N 60-00W	16	09:03	0254Z
70-00N 62-00W	17	10:24	0415Z
76-30N 63-00W	18	11:17	0508Z
84-00N 60-00W	19	12:18	0609Z
72-47N 140-05W	20	14:38	0829Z
71-00N 142-07W	20A	14:54	0845Z
67-00N 143-00W	21	15:27	0918Z
63-00N 143-00W	22	16:01	0952Z

AMEND 3, APPENDIX 9, ANNEX B, 6SAW CREW FLIMSY 23-62A, 11 June 1962, DCOT 62-424

REMARKS 1214 CONTINUED

<u>POSITION</u>	<u>NC CODE</u>	<u>T/O PLUS</u>	<u>ETA ZULU</u>
61-26N 157-41W	23	17:10	1101Z
59-01N 155-33W	25	17:35	1126Z
60-00N 155-00W	26	18:42	1233Z
55-00N 135-49W	27	19:32	1323Z
54-42N 133-30W	28	19:53	1344Z
48-22N 127-35W	29	20:40	1431Z
PDX 278/54	32	21:08	1459Z
FOI 278/50	33	21:47	1538Z
MLD 272/65	34	22:10	1601Z
GJT 004/28	35	22:49	1640Z
GJT 100/91	-	23:03	1654Z
ROW 335/28	-	23:43	1734Z
ROW	-	23:48	1739Z
<u>LOW ROAD ROUTE</u>			
70-00N 62-00W	17	10:24	0415Z
71-00N 80-00W	-	11:16	0507Z
70-00N 100-00W	-	12:13	0604Z
71-30N 120-00W	-	13:11	0703Z
71-00N 137-00W	-	13:57	0748Z
BTI	-	14:17	0808Z
BTI	-	15:01	0852Z
67-00N 143-00W	21	15:27	0918Z
<u>ALTERNATE ROUTE</u>			
63-00N 143-00W	-	16:01	0952Z

AMEND 3, APPENDIX 9, ANNEX B, 6SAW CREW FLIMSY 23-62A, 11 Jun 62, DCOT 62-424

REMARKS 121a CONTINUED

<u>POSITION</u>	<u>NC CODE</u>	<u>T/O PLUS</u>	<u>ETA ZULU</u>
60-00N 142-00W		16:29	1020Z
55-00N 135-49W		17:19	1110Z
52-42N 133-30W		17:40	1131Z
48-02N 128-35W		18:20	1211Z
PDX 278/54		18:48	1239Z
BOI 278/50		19:27	1318Z
MLD 272/65		19:50	1341Z
GJT 004/28		20:29	1420Z
GJT 100/91		20:42	1433Z
ROW 335/28		21:24	1515Z
ROW		21:29	1520Z

AMEND 3
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 11 Jun 1962

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ALTITUDE RESERVATION FLIGHT PLAN

MISSION NAME CHROME DOME	FAA-JCS PRIORITY 2	NO-NOTICE <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	EXECUTED BY SAC
A. UNIT TACTICAL CALL SIGN See Current VCSL	B. AIRCRAFT (No. and Type) 1 B-52	C. POINT OF DEPARTURE Walker AFB, New Mexico	

D. ROUTE, ALTITUDE AND TIME INFORMATION (Indicate in following order, and in narrative (paragraph) form: Altitude(s) to next fix, name of fix, ETE (Enter hours & minutes from take-off; Example, "0106" for one hour six minutes, etc.). SPELDT START CLIMB/DESCENT POINTS AND LEVEL OFF POINTS AS THEY OCCUR IN SEQUENCE. Continue repeating sequence until reaching Run E.)

270 CLMB OUTEND VIA 336R 1KR LVLOF AT LVS 156/50 1509Z DRCT LVS 1517Z CLMB TO 330
 LVLOF AT LVS 092/31 1523Z AMA 229/96 1533Z ENTER MNVR AREA BNDD BY AMA 229/96 ROW
 AMA 200/98 EXIT AT AMA 229/96 1550Z PNC 236/46 1628Z PNC 1634Z SGF 281/32 1655Z FAM
 038/32 1721Z LOU 355/30 1747Z LEX 053/26 1759Z CRW 288/50 HOLD SW RIGHT TURNS 1 MIN
 LEGS EXIT ORBIT 1806 PIT 175/44 1825Z PSB 164/60 1843/68 1919Z PLB 102/80
 1931Z DSND TO 290 LVLOF AT BGR 286/93 1934Z BGR 190/70 1950Z CLMB TO 290 LVLOF WITHIN
 20NM DRCT 4300N 6700W 2002Z BLACK GOAT REFUEL TO 4131N 6400W 2025Z 4132N 6346W 2027Z
 CLMB TO 330 LVLOF AT 4136N 6337W 2028Z 4356N 5740W 2106Z 4552N 5121W 2134Z CLMB TO 350
 LVLOF AT 4557N 5100W 2145Z 4600N 5050W 2146Z 5032N 5308W 2227Z 5500N 5555W 2307Z 5731N
 5749W 2330Z 6000N 6000W 2353Z CLMB TO 370 LVLOF AT 6015N 6004W 2355Z 6459N 6048W 0033Z
 6730N 6120W 0054Z 7000N 6200W 0114Z 7300N 6220W 0139Z 7630N 6300W 0207Z 8128N 6027W
 0247Z 8200N 6000W 0252Z 8345N 6000W 0306Z CLMB TO 390 LVLOF AT 8400N 6000W 0308Z 8252N
 10347W 0349Z 7915N 12634W 0429Z 7606N 13452W 0459Z 7247N 14005W 0528Z 7100N 14207W
 0544Z 7005N 14300W 0552Z 6930N 14300W HOLD NORTH RIGHT TURNS 1 MIN LEGS EXIT ORBIT
 0556Z 6820N 14300W 0606Z DSND TO 290/330 LVLOF AT 6750N 14300W 0610Z 6700N 14300W 0617Z
 COLD COFFEE REFUEL TO 6300N 14300W 0651Z 6251N 14314W 0653Z CLMB TO 330 LVLOF AT 6250N
 14329W 0654Z 6223N 15051W 0727Z 6126N 15741W 0800Z 5901N 15533W 0825Z 5941N 14852W
 0858Z 6000N 14200W 0932Z 5928N 14115W 0938Z CLMB TO 370 LVLOF AT 5855N 14030W 0944Z
 5500N 13519W 1022Z 5242N 13330W 1043Z 5034N 13024W 1106Z 4822N 12735W 1130Z 4714N
 12616W 1141Z CLMB TO 410 4700N 12600W 1143Z LVLOF AT 4647N 12525W 1147Z PDX 277/53
 1158Z BOI 278/50 1237Z MLD 273/67 1300Z GJT 357/27 1339Z ALS 306/88 1353Z ROW 355/28
 1433Z ROW 1438Z.

AMEND 3
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6SAW CREW FLIMSY 23-62A

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(If additional space is needed for any item, continue on blank 8" x 10 1/2" sheets and identify item.)

SAC Form 121 Section D, Continued

LOW ROAD ROUTE WITH HF RADIO FAILURE:

DEPART PRIMARY ROUTE AT 70-00N 62-00W 10:24 (0114Z) DSND 360 LVLOF AT 70-00N 62-20W 10:26 (0116Z), 71-00N 80-00W 11:18 (0208), 70-45N 90-00W 11:47 (0237Z), 70-00N 100-00W 12:16 (0306Z), 71-04N 111-00W 12:49 (0339Z), 71-30N 120-00W 13:15 (0405Z), 71-27N 129-00W 13:40 (0431Z), 71-00N 137-00W 14:02 (0452Z); CLMB 370 LVLOF AT 70-57N 137-29W 14:04 (0454Z), BTI 14:23 (0513Z), HOLD BETWEEN BTI AND PT BARROW DEPART BTI 1505 (0555Z), CLMB 390 LVLOF AT 69-50N 143-00W 15:07 (0556Z) JOIN PRIMARY ROUTE WITH SAME TIMING.

ALTERNATE ROUTE: WILL BE UTILIZED IN THE EVENT B-52 AIRCRAFT ARE PLANNED TO PROCEED IN TWO SHIP CELLS. ROUTE FROM END AIRFL COLD COFFEE, NORTH COUNTRY 22, 63-00N 143-00W, TO HOME BASE WILL BE VIA: 6249N 14256W 16:03 (0653Z) CLMB TO 390-400 LVLOF AT 6242N 14254W 16:04 (0654Z), 60-00N 142-00W (NORTH COUNTRY 26) 16:27 (0717Z). AT NORTH COUNTRY 26, THE CHROME PRIMARY ROUTE WILL BE INTERCEPTED. SUCCEEDING TIMING TO HOME BASE IS AS FOLLOWS: 5500N 13549W 17:16 (0806Z), 5242N 13330W 17:38 (0828Z), 4822N 12735W 18:24 (0914Z), 4714N 12616W 18:35 (0925Z) CLMB TO 410-420 47-00N 12600W 18:38 (0928Z) LVLOF AT 4647N 12525W 18:41 (0931Z), PDX 277/53 18:52 (0942Z), BOI 278/50 19:31 (1021Z), MLD 273/67 19:54 (1044Z), GJT 357/27 20:34 (1124Z) ALS 306/88 20:48 (1138Z), ROW 335/28 21:28 (1218Z) ROW 21:33 (1223Z).

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6SAW CREW FLIMSY 23-62A
11 June 1962

ALTITUDE RESERVATION FLIGHT PLAN (CONTINUED)						MISSION NAME / PRIORITY CHROME DOME / 2	
UNIT TACTICAL CALL From SCHARMEN / 101				AIRCRAFT NO. AND TYPE 1 B-52E			
E. DESTINATION Walker AFB, Roswell, New Mexico							
F. PROPOSED DEPARTURE TIME							
COLOR	NO.	EDT (Z-If Known)	ADMIS	COLOR	NO.	EDT (Z-If Known)	ADMIS
	1	1450Z 72 HOUR NOTICE					
G. TAS 144, AREFL 400							
PASS TO ADC RADAR			PRIMARY REFUELING - AREAS/TRACKS		ALT REFUELING - AREAS/TRACKS		
SITE NAME	YES	NO	BLACK GOAT EAST COLD COFFEE SOUTH		AXE GRINDER SOUTH		
ECM CORRIDOR/S			REFUELING WITH NORTHEASTERN & EIELSON TANKER TASK FORCES				
START	STOP		REFUELING AREA AND/OR AIRSPACE RESERVATION		CLEARED BY CONTROLLING AGENCY		
					YES	NO	RESP OF EXECUTING AGCY
			BLACK GOAT COLD COFFEE FARMER BOY		X		SAC SAC
					X		
DEPARTURE PROCEDURE COORDINATED WITH ALBUQUERQUE			LIABILITY PERIOD/"E" HOUR 1 APRIL 62 - 31 SEPT 62				
PROJECT OFFICER		ORGANIZATION		OFFICE PHONE	HOME PHONE		DATE THIS FORM ACCOMPLISHED
CAPTAIN M. E. SCHARMEN		6 Strat Aerospace Wing		33,2180	FI 7 2142		11 Jun 62
REMARKS MARSA ALL "CHROME DOME" AIRCRAFT AMEND 3 APPENDIX 9 ANNEX B 6 AW CREW FLEMSY 23-62A 11 Jun 1962							

DCOTTP 62-424

REMARKS 121a Continued,

<u>POSITION</u>	<u>NC CODE</u>	<u>T/O PLUS</u>	<u>ETA ZULU</u>
LVS	-	00:27	1517Z
AMA 229/96	-	00:43	1533Z
AMA 229/96	-	01:00	1550Z
PNC	-	01:44	1634Z
SGF 281/32	-	02:05	1655Z
FAM 038/32	-	02:31	1721Z
LOU 355/30	-	02:57	1747Z
LEX 053/26	-	03:09	1759Z
CRW 288/50	-	03:16	1806Z
PIT 175/44	9	03:35	1825Z
PSB 164/60	10	03:50	1840Z
ALB 043/68	11	04:29	1919Z
43-00N 67-00W	12	05:12	2002Z
41-31N 64-00W	13	05:35	2025Z
46-00N 50-50W	14	06:56	2146Z
55-00N 55-55W	15	08:17	2307Z
60-00N 60-00W	16	09:03	2353Z
70-00N 62-00W	17	10:24	0114Z
76-30N 63-00W	18	11:17	0207Z
84-00N 60-00W	19	12:18	0308Z
72-47N 140-05W	20	14:38	0528Z
71-00N 142-07W	20A	14:54	0544Z
67-00N 143-00W	21	15:27	0617Z
63-00N 143-00W	22	16:01	0651Z
61-26N 157-41W	23	17:10	0800Z

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11 June 1962

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REMARKS 121a Continued

<u>POSITION</u>	<u>NC CODE</u>	<u>T/O PLUS</u>	<u>ETA ZULU</u>
59-01N 155-33W	25	17:35	0825Z
60-00N 142-00W	26	18:42	0932Z
55-00N 13545W	27A	19:32	1022Z
52-42N 133-30W	28	19:53	1043Z
48-22N 127-35W	29	20:40	1130Z
PDX 278/54	32	21:08	1158Z
BOI 278/50	33	21:47	1237Z
MLD 272/65	34	22:10	1300Z
GJT 004/28	35	22:49	1339Z
GJT 100/91	-	23:03	1353Z
ROW 335/28	-	23:43	1433Z
ROW	-	23:48	1438Z

LOW ROAD ROUTE

70-00N 62-00W	17	10:24	0114Z
71-00N 80-00W	-	11:18	0208Z
70-00N 100-00W	-	12:16	0306Z
71-30N 120-00W	-	13:15	0405Z
71-00N 137-00W	-	14:02	0452Z
BTI	-	14:23	0513Z
BTI	-	15:01	0551Z
67-00N 143-00W	21	15:27	0617Z

AMEND 3

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ANNEX B

6SAW CREW FLIMSY 23-62A

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REMARKS 121a Continued

PLUS MINUS 15 MINUTE DEVIATION FROM LISTED ENROUTE TIMES AUTHORIZED

AFTER ACFT EXIT MNVR AREA AT AMA 229/96 1550Z. FLWG CODED PX APPLICABLE
TO THIS ROUTE. CODE NAME NORTH COUNTRY. NC 9 PIT 175/44 NC 10 PSB 164/60
NC 11 ALB 043/68 NC 12 4300N 6700W NC 13 4131N 6400W NC 14 4600N 5050W
NC 15 5500N 5555W NC 16 6000N 6000W NC 17 7000N 6200W NC 18 7630N 6300W
NC 19 8400N 6000W NC 20 7247N 14005W NC 20A 7100N 14207W NC 21 6700N
14300W NC 22 6300N 14300W NC 23 6126N 15741W NC 25 5901N 15533W NC 26
6000N 14200W NC 27A5500N 13549W NC 28 13330W NC 29 4822N 12735W NC 32
PDX 277/53 NC 33 BOI 278/50 NC 34 MLD 273/67 NC 35 GJT 357/27. NORMAL
RPTG PCDRS PRIOR TO ENTRY AND AFTER EXIT OF NORTH COUNTRY ROUTE.

ADDITIONAL ACFT AS REQUIRED WILL LAUNCH AT ONE MIN INTERVAL WITH NR 1
ACFT AND REQUIRE AN ADDITIONAL 500 FEET TO ALL ALTITUDES. THIS ALTRV
SHOULD BE HELD ON FILE.

AMEND 3
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6SAW CREW FLIMSY 23-62A
11 June 1962

CONFIDENTIAL

JPCOC2JPA635VKJ957

RE RJWBJF RJWBJR RJWBKB RJWBND RJWESZ RJWBAURJWBBL RJWBUL RJWBKA

DE RJWBKN 19A

R 012334Z

FM 15AF MARCH AFB CALIF

TO WHISKEY TWO

WHISKEY THREE

WHISKEY SIX

WHISKEY SEVEN

RJWBIM/22AIRRFLSQ HUGHARD AFB WASH

RJWBJR/97AIRRFLSQ MAINSTROM AFB MONT

INFO QUESEC TWO

QUESEC THREE

BT

CONFIDENTIAL LC 1554.

FOR C. (U) ALERT COMPENSATORY TIME OFF. A RECENT SURVEY CONDUCTED BY MEMBERS OF MY STAFF INDICATED THAT IN SOME INSTANCES THE ALERT COMPENSATORY TIME OFF RULING IS BEING VIOLATED. REFERENCE MY C 3136, 10 OCT 61. THE VIOLATIONS OF EXISTING POLICIES WERE THAT CERTAIN CREW MEMBERS WERE NOT RECEIVING FULL COMPENSATORY TIME IMMEDIATELY FOLLOWING ALERT, AND CERTAIN MEMBERS WERE RECALLED DURING THE COMPENSATORY TIME FOR DUTY. THE POLICY IS TO GIVE EACH INDIVIDUAL CREW MEMBER HIS FULL COM-

PAGE TWO RJWBKN 19A

PENSATORY TIME OFF IMMEDIATELY FOLLOWING ALERT. THIS POLICY IS TO BE ADHERED TO IMPLICITLY AND NO VIOLATIONS WILL BE TOLERATED. EVERY ECHELON OF YOUR COMMAND WILL BE FULLY BRIEFED AND MUST THOROUGHLY UNDERSTAND THE SERIOUSNESS OF VIOLATING THIS POLICY. I WILL NOT CONDONE ANY DEVIATIONS. (SCP-4)

BT

01/2341Z JUN RJWBKN

CONFIDENTIAL

SECRET

JPC010JPA175KXK17U

OO RJWBED RJWBJM RJWBJP RJWEKA RJWEKB RJWEND RJWSNG RJWBSZ

DE RJWBKN 2A

O P 061853Z

FM 15AF MARCH AFB CALIF

TO ROMEO TWO

ROMEO THREE

RJWESAA/2AF BARKSDALE AFB LA

RJEXDHB/8AF WESTOVER AFB MASS

RJWBJJ/97AIRRELSQ MALMSTROM AFB MONT

RJWBAR/389STRATMSLNG F E WARREN AFB WY

RJWBSP/421STRATMSLNG LOWRY AFB COLO

BT

SECRET/DOPM 1482.

SAC FOR DOPINC AND UNIT DCOPS. (U) 15AF UNIT ALERT ADJUSTMENT
RECOMMENDATIONS. IN COMPLIANCE WITH SAC DO 0860, SECRET,

7 AUG 61, AS AMENDED, THE FOLLOWING 15AF RECOMMENDATIONS FOR
JULY 62 ARE SUBMITTED. THIS MESSAGE IN THREE PARTS. PART I.

BOMBERS:

UNIT	STATION	PLAND ALERT	RECD ADJ	SORTIE NRS	MATCH T/B	REASONS
5	TRAVIS	8	2	1,2	916/101,102	14 AFT CD
6	WALKER	8	1	0	905/115	CD

PART II. TANKERS:

6	WALKER	0	0
---	--------	---	---

06/1858Z JUN RJWBKN

SECRET

SECRET

ROUTINE
ROUTINE

X

SAC OPERATIONS
AF ORDER 23-62A

6STRAT AEROSPACE WING, WALKER AIR FORCE BASE, NEW MEXICO
SAC

INFO: 47STRAT AEROSPACE DIVISION, CASTEL AFB CALIF

SECRET _____. FOR SAC DOOFOP, 15AF DOT, 47SAD

BO. THE FOLLOWING INFORMATION IS SUBMITTED AS REQUIRED
IN SAC OPERATIONS ORDER 23-62A:

PART I:

- A. NUMBER SORTIES AIRBOURNE EACH MONTH: APRIL 30,
MAY 31, JUNE 30, TOTAL 91.
- B. NUMBER OF SORTIES ABORTED: APRIL 2, MAY 4,
JUN 3, TOTAL 9.
- C. NARRATIVE EXPLANATION OF ABORTS:
 - 1. 1 APRIL, RADAR OUT FLIGHT TIME 13:50
 - 2. 28 APRIL, #1 ENGINE OUT FLIGHT TIME 16:45
 - 3. 10 MAY, NO TANKER SUPPORT FLIGHT TIME 9:00
 - 4. 18 MAY STAB TRIM HEATER OUT, FLIGHT TIME 4:40
 - 5. 25 MAY, NO TANKER SUPPORT FLIGHT TIME 9:35
 - 6. 29 MAY N-1 COMPASS OUT FLIGHT TIME 7:40
 - 7. 10 JUNE, RADAR, CABIN PRESSURE OUT FLIGHT TIME 12:00

DOOTRA

reb

/S/
DUNCAN A. MONROE
418/682

DOOTRA 62-307

SECRET

SECRET

6STRAT AEROSPACE WING WALKER AIR FORCE BASE NEW MEXICO

8. 12 JUNE, UNCONTROLLED CABIN HEAT FLIGHT TIME 6:25

9. 23 JUNE, FUEL LEAK FLIGHT TIME 3:55

D. MONTHLY TOTAL EFFECTIVE TIME: APRIL 576:46, MAY
550:13, JUNE 547:33, TOTAL 1675:32.

E. MONTHLY TOTAL FLYING TIME: APRIL 705:25, MAY 677:15,
JUNE 668:05, TOTAL 2050:55.

F. MONTHLY NUMBER AIR REFUELINGS ACCOMPLISHED: APRIL 59,
MAY 54, JUNE 58, TOTAL 171.

G. TOTAL WEAPONS FLIGHT: APRIL 60, MAY 62, JUNE 60,
TOTAL 182.

PART II: COMMENTS AND RECOMMENDATIONS:

NONE.

DCOTRA 62-307

SECRET

HEADQUARTERS 6TH STRATEGIC AEROSPACE WING
United States Air Force
Walker Air Force Base, New Mexico

CREW FLIMSY

"PRE-HEAT"

SERIAL NUMBER 400-63

6SAW
FLIMSY 490-63
20 June 1962

HEADQUARTERS 6TH STRATEGIC AEROSPACE WING
Walker Air Force Base, New Mexico
20 June 1962

FLIMSY 400-63

WARNING PAGE

RECORD OF AMENDMENTS

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20 June 1962

HEADQUARTERS 6TH STRATEGIC AEROSPACE WING
United States Air Force
Walker Air Force Base, New Mexico

ADMINISTRATIVE AND SECURITY INSTRUCTIONS

1. TITLE.

This document is 6th Strategic Aerospace Wing Crew Flimsy 400-63.
Short title is 6SAW Flimsy 400-63.

2. EFFECTIVE DATE.

This flimsy is effective upon receipt.

3. NICKNAME.

The unclassified 6SAW nickname assigned to this Bar None exercise is
"Pre-heat."

4. PRIMARY OFFICE OF INTEREST.

Training Plans Branch (DCOTP), Operations and Training Division,
Deputy Commander for Operations, 6th Strategic Aerospace Wing is the
office of origin. All recommendations for revisions pertaining to this
flimsy will be forwarded to this office for action, drop 33/extension
2695. Project officer is Lt Colonel Edwin T. Jillson, extension 2203.

5. SUPPORTING ORDERS.

This flimsy was prepared in support of SACM 50-22 and Fifteenth Air
Force Bar None supplemental letter of instructions.

6. CLASSIFICATION.

This flimsy is unclassified. No special handling is required.

7. AMENDMENTS.

Amendments to this crew flimsy may be published in message form to
addressees requiring immediate knowledge of the amendment. All
amendments, including amendments published in message form, will be
published by page change and forwarded to all recipients of the
original crew flimsy.

6SAW FLIMSY 400-63
20 June 1962

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HEADQUARTERS 6TH STRATEGIC AEROSPACE WING
Walker Air Force Base, New Mexico
20 June 1962

6SAW FLIMSY 400-63

"PRE-HEAT"

CHARTS AND MAP REFERENCES: As required.

TASK ORGANIZATIONS.

<u>Organization</u>	<u>Location</u>	<u>Commander</u>
6 Cmbt Spt Gp	Walker AFB, NMex	Colonel R. D. O'Connor
40 Bomb Sq	Walker AFB, NMex	Lt Colonel A. S. Platts II
6 Air Refueling Sq	Walker AFB, NMex	Lt Colonel J. R. Hanlen
6 Field Maint Sq	Walker AFB, NMex	Lt Colonel E. L. Cleland, Jr.
6 A&E Maint Sq	Walker AFB, NMex	Lt Colonel D. E. Savidge
6 Organ Maint Sq	Walker AFB, NMex	Lt Colonel D. R. Calof
37 Munitions Maint Sq	Walker AFB, NMex	Lt Colonel J. L. Mayo
Det 15, 9 Wea Sq	Walker AFB, NMex	Major R. G. Ritchie

1. GENERAL SITUATION. The 1st Combat Evaluation Group will accomplish its annual administrative and flight evaluation visit in conjunction with with a Bar None exercise. The Bar None exercise will be unit planned, numbered air force approved, and conducted during each unit's numbered air force training period. Bar None sorties will be flown the first, third, and fifth weeks of a five-week period designated by Headquarters SAC. The 40th Bomb Squadron, 6th Strategic Aerospace Wing, will begin its Bar None exercise 31 July 1962. The unclassified nickname assigned to the 6SAW for this exercise is "Pre-Heat."

a. Friendly forces:

(1) 1st Radar Bomb Scoring Group will:

(a) Provide RBS scoring at selected sites on dates and times provided by Headquarters, Fifteenth Air Force.

(2) MATS will:

(a) Provide necessary support through rescue (ARS) and communications (AFCS) services.

6SAW FLIMSY 400-63
20 June 1962

(3) Detachment 15, 9th Weather Squadron will:

(a) Provide weather support in accordance with instructions contained in Appendix 5, Annex A.

b. Intelligence. References and aids as required.

2. MISSION:

a. To realistically assess the 6th Strategic Aerospace Wing's EWO capability through evaluation of all assigned combat ready crews and aircraft of the 40th Bomb Squadron.

3. TASKS FOR SUBORDINATE UNITS:

a. 40th Bomb Squadron will:

(1) Make available all combat ready crews to participate in the Bar None exercise during the first, third, or fifth week.

b. 6th Air Refueling Squadron will:

(1) Provide flight crews and aircraft in support of this exercise as required by this flimsy.

c. 6th Combat Support Group, 6th Field Maintenance, 37 Munitions Maintenance, 6 A&E Maintenance and 6 Organizational Maintenance Squadrons will:

(1) Provide facilities, aircraft, and equipment as necessary to support the Bar None mission.

d. 6th Centralized Scheduling (DCOTAS) will:

(1) Provide a detailed flying schedule for crews and aircraft participating in this exercise.

(2) Revise SACR 60-9 schedules as required to accomplish proficiency flights the week following the CEG evaluation flights.

(3) Reschedule crews and aircraft, as necessary, during the first, third, fifth and seventh weeks for make-up sorties.

(4) Schedule CCTS weather scouts, when possible, in conjunction with normal training for support of this exercise.

e. 6th Training Plans (DCOTP) will:

- (1) Provide general and makeup briefings as required.
- (2) Adjust takeoff times with latest forecast winds for each day's sorties.
- (3) Determine the end refueling point (coordinates) with the latest forecast winds for each day's sorties.

f. Bomb-Nav (DCOTBN)/Penetration Aids (DCOTAP) will:

- (1) Coordinate and monitor all bombing, navigation and ECM requirements.

g. Collateral Training (DCOTGT) will:

- (1) Schedule and monitor all ground training requirements as required for this exercise.

X. GENERAL INSTRUCTIONS:

(1) Personnel will not be recalled from leave, temporary duty, travel status, etc. However all combat ready crews will be made available within the first, third, fifth or seventh (makeup) week to participate in the Bar None exercise.

(2) Briefings:

a. A general briefing for all available 40th Bomb Squadron combat ready crews and 6th Air Refueling Squadron crews will be conducted on 2 July 1962, Building 611, at 1400 hours. All applicable staff personnel will attend this briefing.

b. Weekly briefings will be conducted at the Alert facility on Tuesdays and Fridays.

c. Specialized briefings for tanker personnel will be conducted at 6th Air Refueling Squadron. Times and dates will be coordinated through Training Plans and 6th Air Refueling Squadron.

(3) Search and rescue: Normal.

(4) Air traffic control: The Wing Air Traffic Control Officer will coordinate with the FAA Communications Center, Albuquerque, New Mexico

6SAW FLIMSY 400-63
20 June 1962

the request for altitude reservation, SAC Form 121, as outlined in Appendix 9, Annex A. Coordination may be accomplished by telephone.

4. ADMINISTRATION AND LOGISTICAL MATTERS:

- a. Administrative instructions: Normal.
- b. Maintenance: Normal.

5. COMMAND AND COMMUNICATIONS MATTERS:

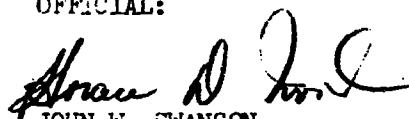
- a. Command: Normal.
- b. Execution: Fifteenth Air Force will designate launch timing which will be comparable with RRC Express routes and allocated release times.
- c. Communications: See Annex "B."

D. E. HILLMAN
Colonel, USAF
Commander

ANNEX

A - Air Operations
B - Communications

OFFICIAL:

for 
JOHN W. SWANSON
Lt Colonel, USAF
Deputy Commander for Operations

DISTRIBUTION: 15AF (DOTS) 10; 47 Strat Aerospace Div; 6 Strat Aerospace Wg: C, EC, DCO, DCOT 3, DCOCE, DCOP, DCOCP, DCOTRA, DCOTAS 2, DCOTAW, DCOAM 2, DCOI, DCOII, DCM, DCML, DCOTBO 2, IXO 4, 6FMS 2, 6OMS 2, 6AEMS, 6AMES (GAM), 37MMS, 2010CS, Det 15 9 Wea, 686AC&W, DCR, 6 Air Refueling Sq 15, 40BS 38)

6SAW FLIMSY 400-63
20 June 1962

HEADQUARTERS 6TH STRATEGIC AEROSPACE WING
Walker Air Force Base, New Mexico
20 June 1962

ANNEX "A"

TO

CREW FLIMSY 400-63

AIR OPERATIONS

ANNEX A
6SAW FLIMSY 400-63
20 June 1962

HEADQUARTERS 6TH STRATEGIC AEROSPACE WING
Walker Air Force Base, New Mexico
20 June 1962

ANNEX "A"

6SAW FLIMSY 400-63

AIR OPERATIONS

1. GENERAL. The 40th Bomb Squadron, 6th Strategic Aerospace Wing, will be prepared to meet the requirements of a Strategic Air Command Bar None exercise as outlined in SACM 50-22. The exercise will be conducted during a five-week period, commencing 31 July 1962. Bar None sorties will be flown during the first, third, and fifth weeks of the designated period. In addition, the 1st CEG will select, on an unannounced basis, one of these three weeks in which to accomplish a SACR 51-4 evaluation of a minimum of 25 percent of the assigned 40th Bomb Squadron combat ready crews.

a. The Strategic Aerospace Wing bomber CCTS units will not participate in this exercise.

b. The 6th Air Refueling Squadron has been designated as the tanker support unit for this mission and will be prepared to meet the requirements of this flimsy.

2. EXECUTION: Fifteenth Air Force will designate launch timing based on RBS Express routes and allocated release times.

a. The 6th Strategic Aerospace Wing remains vulnerable for ORI/ORT "Straight Shot Golf" during this exercise.

3. GENERATION. Aircraft generation will not be evaluated on this mission.

4. LAUNCH REQUIREMENTS:

a. 40th Bomb Squadron aircraft will be designated by tail numbers for a specific launch time a minimum of two hours prior to takeoff.

b. Start engines will be 20 minutes prior to scheduled takeoff times or 30 minutes, as designated by the Wing Commander for aircraft parked in isolated areas.

ANNEX A
6SAW FLIMSY 400-63
20 June 1962

(1) All bomber crews will use "scramble engine start" checklist.

c. Scheduled takeoff times will be adjusted daily by DCOTP to make good RBS penetration or air refueling control times.

d. Adjusted takeoff times must be made good within a minus zero to plus 5 minutes tolerance. Brakes will be released at scheduled takeoff times.

(1) Takeoff delays chargeable to FAA will not penalize the sortie.

e. Bomber spare aircraft will not be utilized. Once an aircraft is assigned a launch time and fails to meet the adjusted takeoff time within the prescribed tolerance, and aborts for reasons other than FAA delays or weather, the sortie will be declared non-effective.

f. Any aircraft declared non-effective or not included in the computation of mission effectiveness will still be scored in all other activity attempted.

(1) The Wing Commander may launch an aircraft that did not meet the takeoff timing criteria provided that the sortie can meet the remaining timing criteria of the mission. This prerogative is to preclude rescheduling of ground aborts.

g. Ground aborts that are not launched or cancelled sorties will be rescheduled the first, third, fifth and/or seventh weeks as required.

NOTE: The seventh week will be used for makeup sorties in lieu of the sixth week, due to RBS Express changeover period.

h. No nuclear weapons will be carried on this mission.

5. WEATHER SCOUT. CCTS units will be scheduled, when possible, by DCOTAS to overfly the Kitty Cat refueling area at least 4 hours prior to the first Bar None sortie launch each day. CCTS aircraft will report weather conditions direct to 6SAW Command Post.

a. The Wing Commander may cancel any sortie due to weather or FAA delay without penalty, provided that cancellation is officially made prior to two hours before adjusted scheduled takeoff time. In such instances, the sortie must be rescheduled.

ANNEX A
6SAW FLIMSY 400-63
20 June 1962

6. PARTICIPATION OF CREWS:

a. All assigned combat ready crews of the 40th Bomb Squadron will participate in the evaluation phase of the exercise.

b. The senior standardization crew will be scheduled to fly Tuesdays of the first, third, and fifth weeks along with a spare crew. The senior standardization crew will fly only when the 1st CEG is conducting evaluations.

c. Approximately 25 to 35 percent of the assigned combat ready crews will fly each week.

d. A total of nine qualified GAM-77 crews will accomplish a GAM-77 Big Bark run. Three sorties will be scheduled per week during each of the first, third, and fifth weeks.

e. No extra personnel, other than the Commander, Vice Commander, and CEG, are authorized to fly with bomber crews.

f. RBS Express ethical standards will apply.

g. 6th Air Refueling Squadron instructor pilots, navigators, and boom operators will be "in the seat" during the required air refueling support of this exercise. Student sorties may be flown at the end of air refueling as directed by 6th Air Refueling Squadron and Centralized Scheduling. Individual flight plans will be filed at the end air refueling point.

7. AIRCREW SUBSTITUTIONS:

a. No 40th Bomb Squadron combat ready crew will be excused from this exercise due to the absence of any crew member. The following will apply for aircrew substitutions:

(1) Senior standboard crew. If the navigator or radar navigator is DNIF or absent from station during CEG evaluation week, a substitution may be made with a qualified staff or crew member who has not previously flown Bar None. Crew members, so substituted, will then refly Bar None with their primary crew. Other senior standboard crew members DNIF or absent during CEG evaluation week may be substituted with crew members who have previously flown Bar None with their primary crew. If this occurs on the first day of the exercise, any qualified crew member may be used for substitution.

ANNEX A
6SAW FLIMSY 400-63
20 June 1962

(2) Crews other than senior standboard crew. If the navigator or radar navigator is DNIF or absent from station for normal five-week period of Bar None, substitution may be made with a qualified staff or crew member who has previously flown Bar None with his primary crew.

(3) Navigator or radar navigator scheduled for return to duty during the normal five-week period of Bar None. The crew will be scheduled for Bar None prior to expiration of the sixth week (seventh week if train movement occurs during the sixth week). If not flown on the sixth week (seventh week, train movement), the mission must be flown within the subsequent four-week period on another numbered air force express route. Fifteenth Air Force will effect the necessary coordination.

(4) All other crew members DNIF or absent during the normal five-week period of Bar None may be substituted with crew members who have previously flown Bar None with their primary crew.

8. MISSION PREPARATION:

a. Crews will study, prepare, and become familiar with this crew flimsy and required procedures before execution of this exercise.

b. Collateral Training Schedules will be completed by each 40th Bomb Squadron combat ready crew member prior to flying his Bar None scheduled sortie. See Appendix 4, Annex "A."

9. MISSION EFFECTIVENESS. Bar None mission effectiveness will be based on the following items:

a. Make good scheduled takeoff times within minus zero plus five minutes.

b. Accomplish low altitude navigation leg within the accuracy standards established in SACR 51-11.

c. Accomplish reliable RBS attack within the accuracy standards established in SACP 170-1A.

d. Accomplish maximum allowable inflight gross weight air refueling during hours of darkness within time outlined in SACM 55-7A.

e. Accomplish a controlled ETA at HHCL within plus or minus five minutes.

ANNEX A
6SAW FLIMSY 400-63
20 June 1962

10. SCORING: (U)

a. An overall mission effectiveness rating of 74 percent of scheduled aircraft must successfully complete the effectiveness items listed above, or the unit will have failed the exercise.

b. Bombing reliability. At least 81 percent of the bombers attempting an RBS attack against the target designated for synchronous attack must bomb the designated target within the accuracy standards outlined in SACP 170-1A or the unit will fail the exercise.

c. Percent synchronous. At least 81 percent of those aircraft accomplishing an RBS attack against the target designated for synchronous attack must accomplish a synchronous release or the unit will have failed the exercise.

d. Air aborts:

(1) An air abort prior to initial contact with the RBS Express will be scored as non-effective sortie.

(2) Tanker "no show" or mechanical failure will not be included in bomber mission or air refueling effectiveness.

e. Any assigned combat ready crew which does not fly the exercise during the normal Bar None period plus make-up week will be rescheduled to fly a Bar None mission on a non-parent air force express route. Crews rescheduled under these provisions must complete the make-up sortie in the four week period following the unit's normal make-up week or the crew will be considered non-effective.

11. PROBATION. Crew and unit probation will be administered in accordance with SACM 51-1.

12. EVALUATION. Crews who are evaluated by the 1st CEG may receive credit for that portion of a formal check completed.

a. Instruments. Pilot evaluations administered by the 1st CEG will include the evaluation of Omni tracking, holding, penetration and a GCA/ILS approach. Obscuration devices will be used as provided for in SACR 51-12. The evaluator will act as safety observer, be in one of the pilot seats, and have access to the flight controls.

ANNEX A
6SAW FLIMSY 400-63
20 June 1962

13. SAFETY OF FLIGHT:

a. Although it is desired to conduct the Bar None exercise in a realistic environment, flying safety, as in any peacetime operation, is paramount and will not be jeopardized on this mission.

- (1) Danger areas will be avoided.
- (2) High density traffic areas will be avoided.
- (3) Assigned altitudes will be maintained.

b. Safe procedures check. A compromise of safety, due to safety infractions, violations, omissions, or deviations beginning with mission planning through post flight, will be evaluated on sorties with a CEG evaluator aboard.

14. AIRCRAFT POST MISSION STATUS:

a. Pilots of B-52's and KC-135's returning to Walker AFB will report the status of their aircraft to the Command Post as soon as contact can be established. Aircraft status will be designated by either code 1, 2, 3, or 4.

(1) Status code 1: Minor or no maintenance is required; aircraft can be ground serviced immediately.

(2) Status code 2: Minor maintenance is required which precludes immediate ground servicing.

(3) Status code 3: Major maintenance is required but aircraft can be ground serviced immediately.

(4) Status code 4: Major maintenance is required which precludes immediate ground servicing.

15. DEBRIEFING:

a. Maintenance debriefing will be conducted in accordance with "High Flower" procedures.

b. 40th Bomb Squadron crew debriefings will be completed at the 40th Bomb Squadron.

c. 6th Air Refueling Squadron crew debriefing will be completed at the 6th Air Refueling Squadron.

ANNEX A
6SAW FLEMSY 400-63
20 June 1962

HEADQUARTERS 6TH STRATEGIC AEROSPACE WING
Walker Air Force Base, New Mexico
20 June 1962

APPENDIX 1

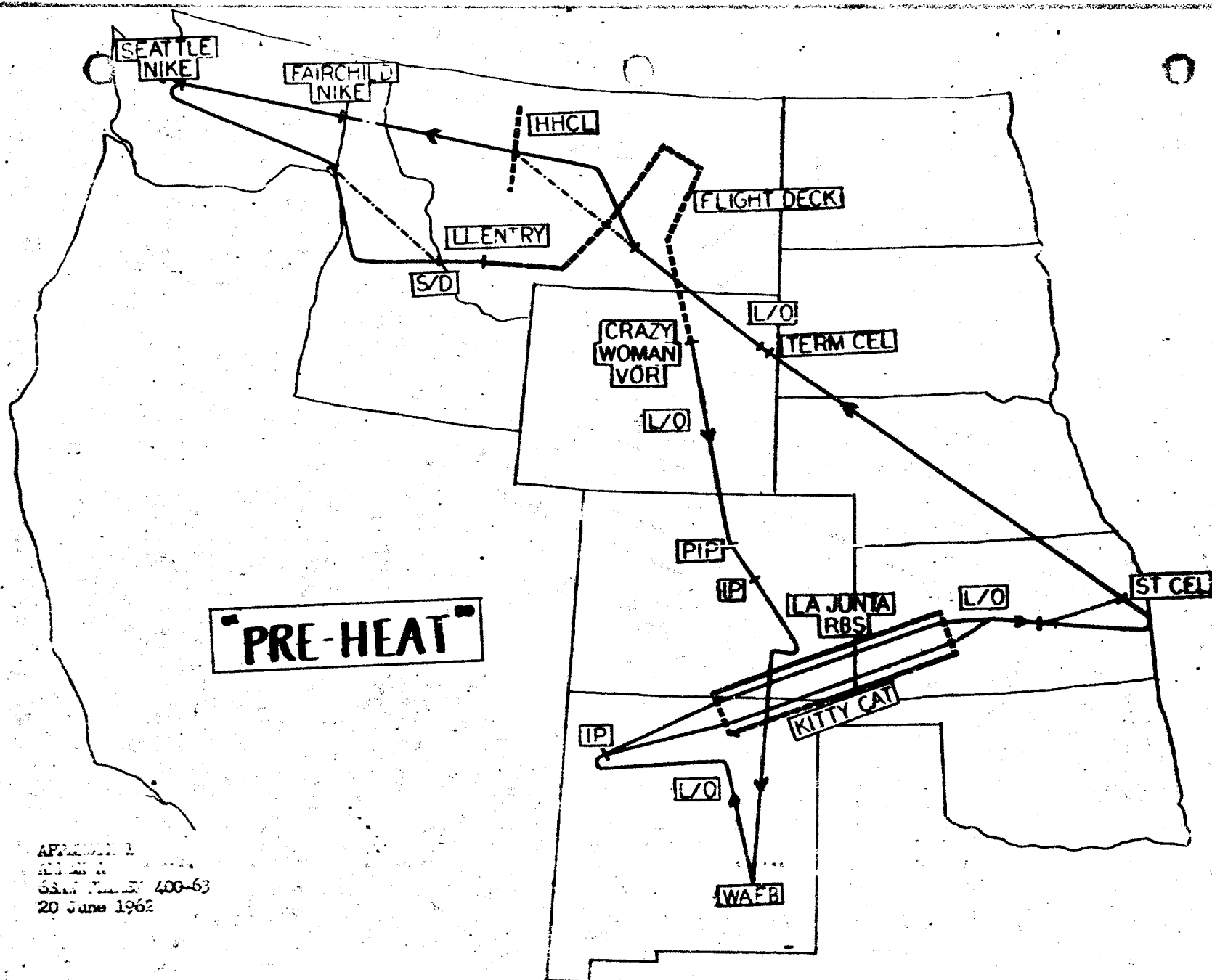
ANNEX "A"

TO

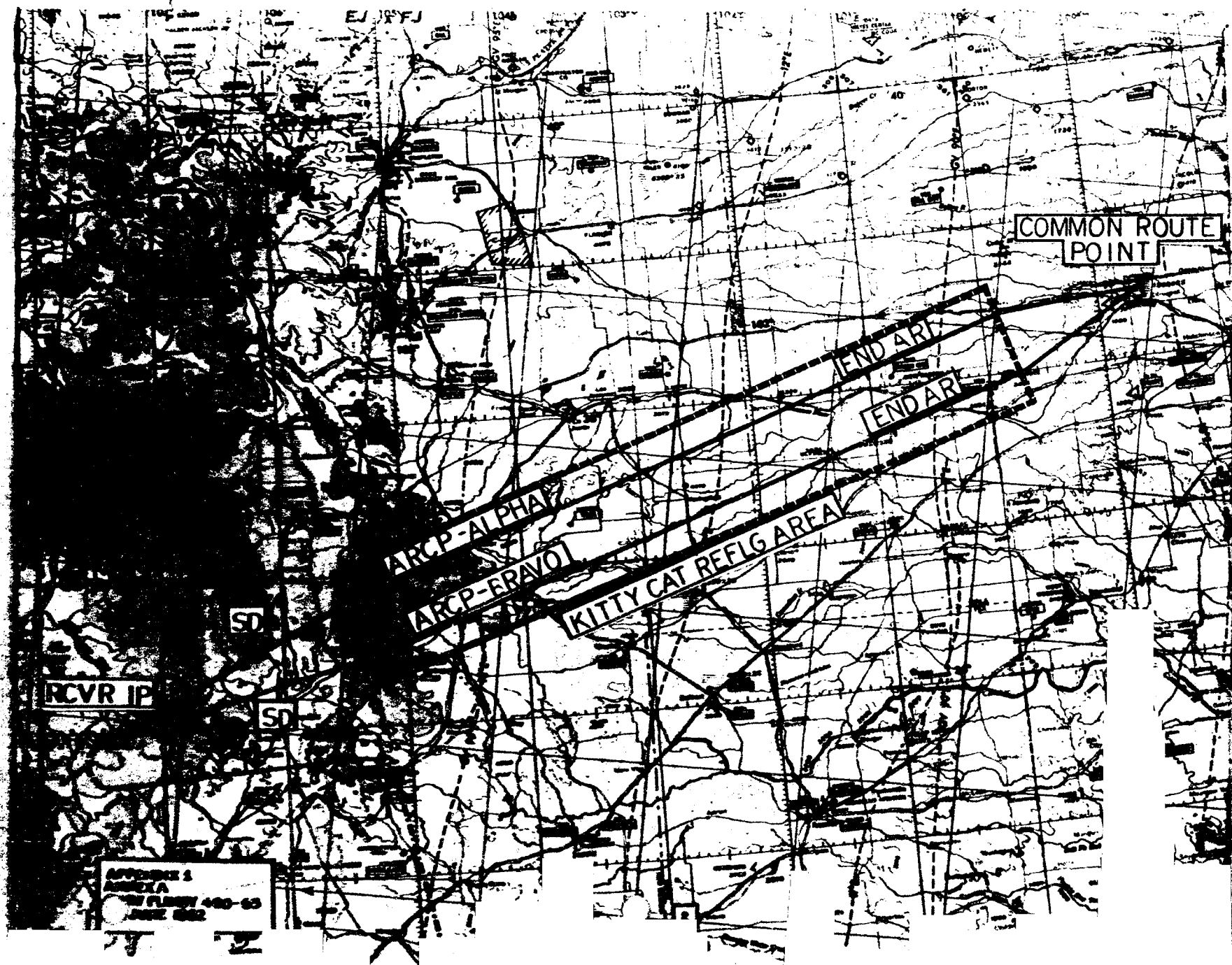
CREW FLIMSY 400-63

ROUTE PICTURES

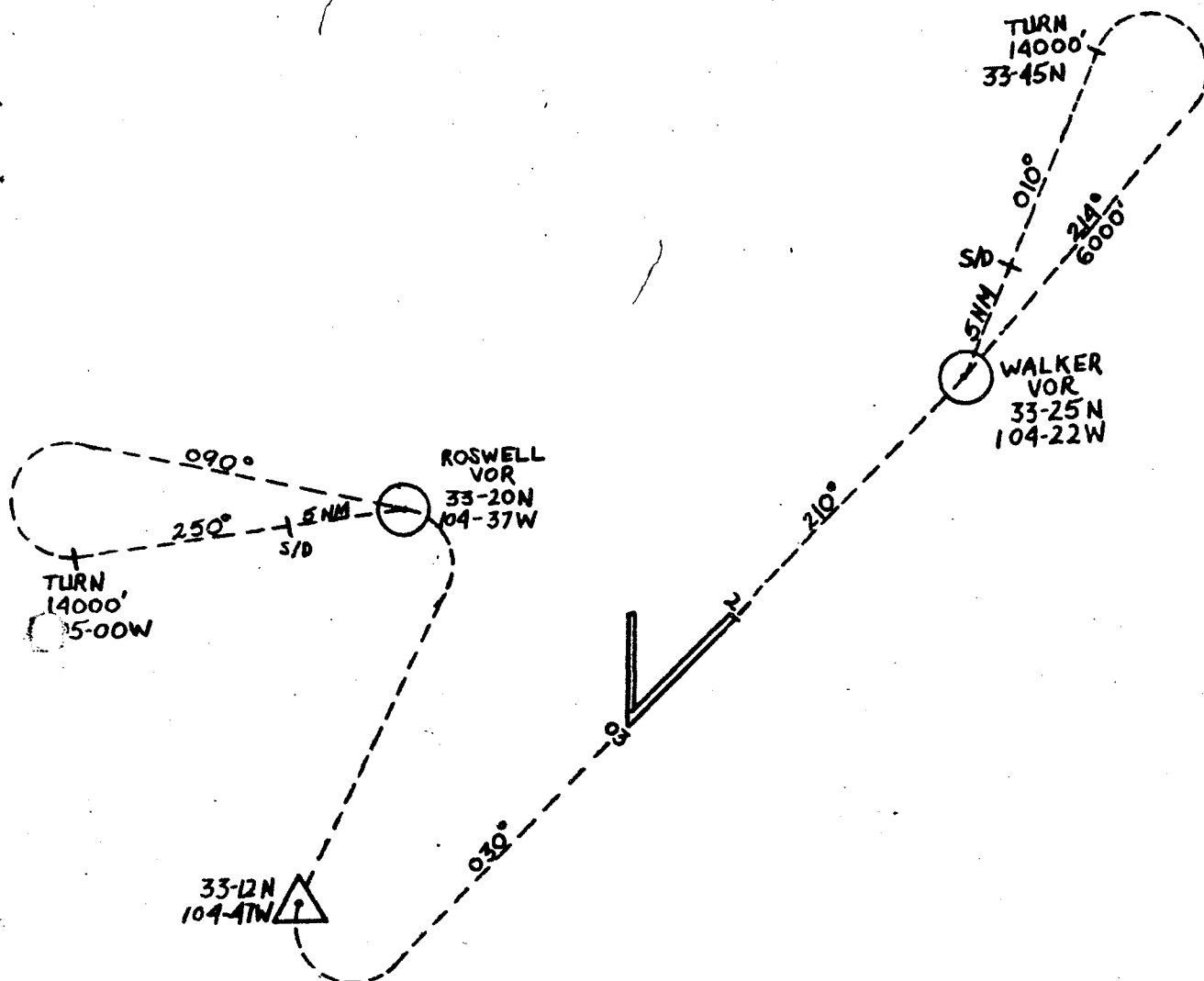
APPENDIX 1
ANNEX A
6SAW FLIMSY 400-63
20 June 1962



APPENDIX 1
 63-111-1
 63-111-1 400-63
 20 June 1962



APPENDIX 1
ARCTIC
FLIGHT 400-65
JUNE 1962



APPENDIX 1:
ANNEX A
6SAW FLINSY 400-63
20 June 1962

SEE DCOSOP 60-12, DATED 29 May 1961

HEADQUARTERS 6TH STRATEGIC AEROSPACE WING
Walker Air Force Base, New Mexico
20 June 1962

APPENDIX 2

ANNEX "A"

TO

CREW FLIMSY 400-63

FLOW CHART

APPENDIX 2
ANNEX A
6SAW FLIMSY 400-63
20 June 1962

ACFT Color Code	Pre-T.O. Briefing	Takeoff	ARCP	Start Grid Cel Leg	HHCL	GAM Launch Point	GAM Impact	Low Altitude Entry	High Altitude Release	Roswell VOR
KC-135 Red Lead	0100	0332	0447							As briefed
B-52 Red One				0603	0819	0851	0921	1026	1243	
KC-135 White Lead	0100	0347	0502							As briefed
B-52 White One				0618	0834	0906	0936	1041	1258	
KC-135 Blue Lead	0100	0402	0517							As briefed
B-52 Blue One				0633	0849	0921	0951	1056	1313	

Pre-takeoff briefings will be conducted at 40th Bomb Squadron.

All times Zulu.

Effective dates:

FLOW CHART

1 Aug through 4 Aug
15 Aug through 18 Aug
29 Aug through 1 Sep

APPENDIX 2
ANNEX A
6SAW FLIMSY 400-63
20 June 1962

HEADQUARTERS 6TH STRATEGIC AEROSPACE WING
Walker Air Force Base, New Mexico
20 June 1962

APPENDIX 3

ANNEX "A"

TO

FLIGHT PLANS

APPENDIX 3
ANNEX A
6SAW FLIMSY 400-63
20 June 1962

HEADQUARTERS 6TH STRATEGIC AEROSPACE WING
Walker Air Force Base, New Mexico
20 June 1962

APPENDIX 3

ANNEX "A"

6SAW FLIMSY 400-63

FLIGHT PLANS

1. PLANNING DATA:

a. Takeoff weights:

(1) Maximum weights are based on use of 100% critical field length/MRR on both B-52 and KC-135 aircraft.

(a) Maximum temperature is 100°F with a pressure altitude of 3750 feet.

(2) Aircraft will not be launched when runway temperature exceeds the 100° used as the planning maximum without degrading takeoff gross weights. (To be coordinated with evaluating authority)

b. Range:

(1) Bomber-GAM equipped aircraft were planned with a range degradation of 10% based on GAM engines at Wind Mill.

(2) Tankers--Based on 20 February Tech Order.

c. Operating weights:

(1) Are based on 2/3 of the heaviest aircraft for tankers and non-GAM equipped bombers.

(2) GAM equipped B-52 weights are as outlined in SACM 55-7A.

d. All other data is as shown on SAC Form 1a.

APPENDIX 3

ANNEX A

6SAW FLIMSY 400-63

20 June 1962

MISSION FLIGHT PLAN		O. O. AND NICKNAME PRE-HEAT		UNIT 6SAW	TYPE ACFT B-52E	WAVE 5/5	CELL CALL SIGN	REMARKS AUGUST 1962 DATA								
POUNDS				POUNDS				RUNWAY								
ACFT BASIC	171500	# 12		BOMBS 3AMS	23500			PRESSURE ALT	1780'							
CREW	2140	SAMLESS		AMMO				LENGTH	11500'							
OIL	986	2000 LBS		WATER AUG	2500			AIR TEMP	100°							
ATO		MID 8004 (16000)		STATIC	409500	NR FULL ATO REQUIRED		MR	12500'							
RACK				START ENGINES AND TAXI FUEL ALLOWANCE	-4000	NR EMPTY ATO REQUIRED		TAKE-OFF DISTANCE	11350'							
EXT TANKS WEIGHT (Empty)	2590							TAKE-OFF FIELD	1475'							
MISCELLANEOUS	664							CRITICAL WIND COMPONENT								
CHAFF	1100							1ST LEG								
OPERATING	179000	TOTAL FUEL 205000		TAKE-OFF GROSS	405500	ATO FIRING SPEED		2ND LEG								
PRE-FLIGHT PLAN									FUEL BASED ON 40% W.A.							
FROM WALKER AFB, N.M. 33-17N 104-32W	FLT COND	T. C.	WIND DIR DRIFT	T. H.	VAR	M. H.	TEMP ALT	IAS MACH	T. A. S.	MEAN G. S. 90%	GND DIS ACC GND DIS	TIME ACC TIME	AIR DIS ACC AIR DIS	90% TIME	FUEL FLIGHT PLAN FUEL REMAINING PRESS AT	
ROUTE																
SETTOAC																
LEVEL OFF 34-57N 104-58W	CL	349	250/020 -3	346	-12	334	25.5 280	IAS	393	395	112	113	116	118	13.2	13.2
CELL FORM PT LAS VEGAS VOR	CR	349	255/028 -3	346	-13	333	25.5		471	472	44	106	45	106	2.4	2.4
T.P. 35-27N 107-35W	CR	261	255/030 -1	260	-13	247	25.5		440	410	142	121	152	121	8.1	8.1
RECEIVER IP 35-46N 108-00W	CR	C					25.5		✓		30	104	30	104	1.5	1.5
CELLS 1 AND 8 USE ALPHA TRACK											338	151	353	152	171.4	373.4
S/D 36-33N 106-12 1/2 W	CR	063	255/028 -1	062	-13	049	25.5		440	467	99	113	97	113	5.1	5.1
INGRESS PT 36-50N 105-30W	DS	063	250/028 -1	063	-13	049			✓	467	40	105	40	106	2.2	2.2
ARCP. ALPHA TRACK 37-04N 104-42W	DS	069	250/028 ± 0	069	-13	056	24.0		✓	468	40	105	40	106	2.2	2.2
END AIR (PLANNING) 38-07N 101-02W	AR	070	255/024 ± 0	070	-12	058	25.0	IAS	375	399	186	128	184	129	16.1	16.1
AN LOAD											379	703	01:42	714	01:46	10.8
EGRESS PT 38-24N 99-51W	CR	072	255/021 ± 0	072	-11	061	25.0	IAS	375	396	58	109	57	109	3.3	3.3
70 TO CHAMBER REPT 39-28N 98-38W	CL	087	260/021 ± 0	087	-10	077	28.0	IAS	415	426	56	108	57	108	5.5	5.5
											406	817	01:59	828	02:03	228.3

MISSION FLIGHT PLAN - CONTINUATION SHEET														FUEL BASED ON 90% WW			
FROM	FLT COND	T.C.	WIND D/V	T.H.	VAR	M.H.	TEMP	IAS	T. A. S.	MEMO G. S.	GNL DIS	TIME	AIR DIS	90% FUEL	FUEL FLIGHT PLAN		
ROUTE			DRIFT				ALT	MACH		90%							
CELL 2 USE BRAVO TRACK																	
S/D			255/028							468	49	13	97	103	5.1	5.1	
36-16N 106-03W	CR	072	±0	072	-13	059	25.5		440	444	437	01:04	450	106.3	3.3.3		
INGRESS PT			250/028						✓	468	40	05	40	04	2.2	2.2	
36-28N 105-15W	DS	072	±0	072	-13	059				444	477	01:09	490	104.1	3.3.1		
ARCP - BRAVO TRACK			250/028						✓	468	40	05	40	04	2.2	2.2	
36-41N 104-28W	DS	069	±0	069	-13	056	24.0			444	517	01:14	520	101.9	2.3.1		
END A/R (PLANNING)			255/024							399	186	128	184	16.1	16.1		
37-42N 100-50W	AR	070	±0	070	-12	058	25.0	255	375	379	703	01:42	714	95.8	2.7.2		
ON LOAD																	
EGRESS PT			255/021					255		376	58	09	57	07	2.3	2.3	
38-00N 99-39W	CR	072	±0	072	-11	061	25.0	145	375	379	761	01:51	771	202.8	1.5.2		
40@COMMON RTE PT.			260/021					280		434	56	08	57	08	5.5	5.5	
38-28N 98-38W	CL	060	-1	059	-10	049	35.0	145	415	406	817	01:59	828	228.3	4.0.3		
ENTER MANEUVER AREA			280/025							469	45	06	44	06	1.9	1.9	
38-21N 100-45W	CR	100	±0	100	-10	090	35.0	177	444	435	862	02:05	872	22.4	4.2.4		
T.P.			280/025						✓	469	134	16	142	16	6.4	6.4	
37-57N 94-56W	CR	100	±0	100	-10	090	35.0		✓	435	996	02:21	1014	220.0	4.2.0		
									✓	444	28	04	28	04	1.5	1.5	
38-12N 94-44W	CR	5					35.0		✓	444	1024	02:25	1042	218.5	4.0.5		
ST. ABOR. CEL GRID LCA			265/035						✓	418	35	05	37	05	1.9	1.9	
38-31N 95-17W	CR	311	-3	308	-9	299	35.0		✓	402	1059	02:30	1079	206.6	4.0.6		
TERM CEL GRID LCA, SK		02700	265/040	0230H					✓	415	517	01:15	586	01:19	29.4	29.4	
43-52N 104-19W	CR	310	-4	306	-9	297	35.0		✓	390	1576	03:45	1665	03:56	187.2	3.8.2	
L.O. ST. GAM PROGRAM			265/040						✓	415	14	02	14	02	.8	.8	
44-01N 104-36W	CL	309	-4	305	-14	291	37.0		✓	390	1590	03:47	1679	03:58	186.4	3.8.4	
ENTER MANEUVER AREA			265/040						✓	414	192	128	222	10	10.3	10.3	
45-55N 108-14W	CR	307	-4	303	-16	287	37.0		✓	390	1782	04:15	1901	04:28	176.1	2.7.1	
T.P.			265/040						✓	425	109	15	126	10	5.8	5.8	
47-27N 109-26W	CR	333	-5	328	-17	311	37.0		✓	389	1891	04:30	2027	04:43	170.3	3.7.3	
HHCL			265/040						✓	404	108	16	118	10	6.3	6.3	
47-39N 112-01W	CR	274	-1	273	-18	255	37.0		✓	399	1999	04:46	2145	05:00	160.5	3.0.5	
ECM IP - LOW GEAR			265/040						✓	404	117	17	124	10	5.9	5.9	
47-44N 114-53W	CR	273	-1	272	-20	252	37.0		✓	388	2116	05:03	2279	05:18	157.1	0.6.1	
GAM MANUEVER PT.			265/040						✓	404	100	15	115	10	5.5	5.5	
FA. AC. GRID M. K. S.	CR	270	±0	270	-21	249	37.0		✓	388	2216	05:18	2294	05:30	143.6	2.5.6	
GAM MANUEVER PT.			265/040						✓	401	200	130	229	10	10.6	10.6	
47-46N 115-00W	CR	268	±0	268	-21	247			✓	388	2416	05:48	2623	06:00	143.7	3.2.0	

MISSION FLIGHT PLAN - CONTINUATION SHEET														FUEL BASED ON 1% WW			
FROM	FLT COND	T.C.	WIND D/V	T.H.	VAP	M.H.	TEMP	IAS	T. A. S.	MOM G.S.	GND DIS	TIME	AIR DIS	90% TIME	FUEL FLIGHT PLAN		
ROUTE			DRIFT				ALT	MACH					ACC GND DIS		ACC TIME	ACC AIR DIS	FUEL REMAINING
SEATTLE NIKE															143.0	245.0	
47-18N 122-15W	CR	67					37.0	177	444	444	2446	05 52	2653	06 04	143.7	245.7	
ENTER MANEUVER AREA																	
46-43N 117-11W	CR	100	265/035 +1	101	-21	080	37.0	✓	✓	478	210	06 18	2856	06 39	143.8	245.8	
T.P.			269/040							448	114	06 33	2980	06 54	143.9	245.9	
45-00N 116-15W	CR	162	+5	167	-20	147	37.0	✓	✓	441	2770	06 46	3090	07 07	143.9	245.9	
S/D			255/038							480	107	06 53	3178	07 21	144.0	246.0	
45-06N 113-52W	CR	081	+1	082	-19	063	37.0	✓	✓	441	2877	06 46	3090	07 07	143.9	245.9	
LOW ALT ENTRY (DILLON VOR)			285/030							469	57	06 53	3178	07 21	144.0	246.0	
45-12 1/2 N 112-37W	DS	082	+1	083	-18	065			440	437	2934	06 53	3178	07 21	144.0	246.0	
S/D								325			31	104	07 07	3247	07 31	144.1	246.1
45-15N 111-55W	LL	085		085	-18	067	26.0	145	466	466	2965	06 57	3178	07 21	144.0	246.0	
											69	110	07 31	3247	07 31	144.1	246.1
45-15N 110-17W	LL	090		090	-18	072	15.0	✓	400	400	3084	07 07	3247	07 31	144.1	246.1	
											19	103	07 31	3247	07 31	144.1	246.1
45-29N 110-00W	LL	041		041	-17	024	13.5	✓	397	397	3053	07 10	3266	07 34	144.4	246.4	
											15	102	07 34	3266	07 34	144.4	246.4
45-40N 109-46W	LL	041		041	-17	024	9.0	✓	371	371	3068	07 12	3281	07 36	144.4	246.4	
											23	104	07 36	3281	07 36	144.4	246.4
SUTAY PT																	
45-57N 109-24W	LL	042		042	-17	025	8.0	✓	365	365	3091	07 16	3304	07 40	144.5	246.5	
											72	112	07 40	3304	07 40	144.5	246.5
47-00N 108-32W	LL	030		030	-17	013	8.0	✓	365	365	3168	07 28	3376	07 54	144.8	246.8	
											63	111	07 54	3376	07 54	144.8	246.8
47-51N 107-39W	LL	036		036	-17	019	5.5	✓	352	352	3226	07 39	3439	08 03	145.7	247.7	
											47	108	08 03	3439	08 03	145.7	247.7
47-26N 106-39W	LL	123		123	-17	106	5.3	✓	351	351	3273	07 47	3486	08 13	145.9	247.9	
											58	110	08 13	3486	08 13	145.9	247.9
46-31N 107-02W	LL	196		196	-16	180	4.5	✓	347	347	3331	07 57	3544	08 21	146.1	248.1	
											12	102	08 21	3544	08 21	146.1	248.1
TGT																	
FOXTROT	LL	198		198	-16	182	6.0	✓	355	355	3343	07 59	3556	08 23	146.1	248.1	
											8	101	08 23	3556	08 23	146.1	248.1
TGT (REWORKS) (CROW)																	
GEORGE	LL	193		193	-16	177	6.0	✓	355	355	3351	08 00	3564	08 24	146.6	248.6	
											12	102	08 24	3564	08 24	146.6	248.6
46-00N 107-15W	LL	195		195	-16	179	6.0	✓	355	355	3363	08 02	3576	08 26	146.6	248.6	
											46	107	08 26	3576	08 26	146.6	248.6
45-16N 106-57W	LL	164		164	-16	148	15.0	✓	400	400	3409	08 09	3622	08 33	146.6	248.6	
											15	102	08 33	3622	08 33	146.6	248.6
45-02N 106-51W	LL	164		164	-16	148	23.0	✓	450	450	3424	08 11	3637	08 35	146.7	248.7	
											64	108	08 35	3637	08 35	146.7	248.7
CRASH WOMAN VOR																	
44-01N 106-26W	LL	165		165	-15	150	25.0	✓	465	465	3488	08 19	3701	08 43	146.6	248.6	

MISSION FLIGHT PLAN - CONTINUATION SHEET													FUEL BASED ON 90% WW			
FROM CRAZY WOMAN VOR 44-01N 106-26W	FLY COND	T.C.	WIND D/V	T.H.	VAF	M.H.	TEMP	IAS	T. A. S.	MEAN G.S.	GND DIS	TIME	AIR DIS	90% TIME	FUEL FLIGHT PLAN	
ROUTE			DRIFT				ALT	MACH		ACC TIME		ACC AIR DIS	ACC FUEL REMAINING		GROSS WT	
LEVEL OFF			258/030							443		06	45		82.6	274.6
43-21N 106-14W	CL	168	+5	173	-14	159	39.0	195	445	413	3532	08:25	3746		78.6	282.6
PDP			258/035							442	300	127	222		7.4	7.4
40-03N 105-15W	CR	168	+5	173	-14	159	39.0	77	444	412	3732	08:52	3768	09:19	7.2	273.2
IP			258/035							442	69	109	74		2.6	2.6
39-06N 104-25W	CR	168	+5	173	-14	159	39.0	✓	✓	427	3801	09:01	4042	09:19	62.6	272.6
TGT (PLANNING)			258/035							482	75	109	78		3.1	3.1
LA JANTA RBS	CR	147	+4	151	-13	138	39.0	82	471	465	2876	09:10	4120	09:15	65.5	277.5
BREKAWAY											33	104	33		1.3	1.3
											3409	09:14	4153	09:15	64.2	276.2
ALAMOGORDO RES			250/030							430	194	127	214		10.0	10.0
34-36N 104-25W	CR	186	+4	190	-13	177	39.0	77	444	407	4103	09:41	4367	10:17	54.2	256.2
ROSWELL VOR			250/020							390	77	112	87		3.0	3.0
33-21N 104-37W	DS	188	+3	191	-12	179			400	353	4180	09:53	4454	10:25	51.2	253.2
ALTERNATES																
BIAGS AFB											135	116	151		5.1	5.1
31-50N 106-23W	CR	222					40.0	77	444	396	4315	10:11	4605	10:46	46.1	248.1
AMARILLO AFB											184	123	181		6.3	6.3
35-13N 101-42W	CR	051					42.0	77	444	451	4364	10:16	4635	10:50	44.9	246.9

SAC FORM 1b FC 2720 APPENDIX 3 ANNEX A 6SAW 400-63 2034 UE 1962

Air Force - SAC, Offutt (1050456)

MISSION FLIGHT PLAN		D.O. AND NICKNAME PAG-HEAT		UNIT 6SAW	ACFT B-52E	WAVE S/S	CELL CALL SIGN	REMARKS AUGUST WIND DATA	
POUNDS				POUNDS				RUNWAY	
ACFT BASIC	171 500			BOMBS				PRESSURE ALT 3750' LENGTH 12800' AIR TEMP 100'	
CREW	2160			AMMO				MRR 12800' CRITICAL TEMP 100'	
OIL	986			WATER AUG		2500		TAKE-OFF DISTANCE 11350' TAKE-OFF SPEED 147K	
ATO		#8		STATIC		409500		CRITICAL WIND COMPONENT	
RACK				START ENGINES AND TAXI FUEL ALLOWANCE		- 4000		1ST LEG 2ND LEG 3RD LEG	
EXT TANKS WEIGHT (EMPTY)	2590			TAKE-OFF GROSS		405500			
MISCELLANEOUS	664								
CHAFF	1100								
OPERATING	179000	TOTAL FUEL 228000							

PRE-FLIGHT PLAN														FUEL BASED ON 90% W/W			
FROM WALKER AFB N.M. 33-17N 104-32W	FLT COND	T. C.	WIND D/V	T. H.	VAR	M. P.	TEMP	IAS	T. A. S.	MEAN G. S.	GND DIS	TIME	AIR DIS	90% FINE	FUEL FLIGHT PLAN		
ROUTE			DRIFT				ALT	MACH		90%	ACC GND DIS	ACC TIME	ACC AIR DIS		NEED FUEL REMAINING GROSS WT		
SETTOAC																	
LEVEL OFF			250/020								10	103	10	103	219.6		
34-57N 104-58W	CL	349	-3	346	-12	334	25.5	145	393	395	112	117	116	118	208.0		
CELL FORM. PT. LAS VEGAS VOR	CR	349	255/028	346	-13	333	25.5		471	472	122	120	126	121	208.0		
T.P			-3							459	166	126	171	127	205.1		
35-27N 107-55W	CR	261	255/030	260	-13	247	25.5		440	410	142	121	152	121	7.5		
RECEIVER IP			-1							410	308	147	323	148	197.6		
35-46N 108-00W	CR						25.5		✓		30	104	30	104	1.5		
CELLS 2 AND 3 USE ALPHA TRACK											338	151	353	152	196.1		
S/D																	
36-33N 106-12 1/2 W	CR	063	255/028	062	-13	049	25.5		440	467	99	113	97	113	4.8		
INGRESS PT.			-1							444	437	01:04	450	01:05	191.3		
36-50N 105-30W	DS	063	250/028	063	-13	049			✓	467	40	105	40	106	2.0		
ARCP-ALPHA TRACK			-1							444	477	01:09	490	01:11	189.3		
37-04N 104-42W	DS	069	250/028	069	-13	056	24.0		✓	468	40	105	40	106	2.0		
END A/R (PLANNING)			±0							444	517	01:14	530	01:17	187.3		
38-07N 101-02W	HR	070	255/024	070	-12	058	25.0	255	375	399	186	128	184	129	14.6		
			±0					145		379	703	01:42	714	01:46	172.7		
ONLOAD																	
GRESS PT																	
38-24N 99-51W	CR	072	255/021	072	-11	061	25.0	145	375	396	58	109	57	109	3.0		
			±0							379	761	01:51	771	01:55	26.0		
38-24N 98-36W	CL	087	260/021	087	-10	077	35.0	145	415	436	56	108	57	108	3.0		
			±0							406	817	01:59	828	02:03	256.0		

MISSION FLIGHT PLAN - CONTINUATION SHEET														FUEL BASED ON 90% W/W			
FROM	FLT COND	T.C.	WIND D/V	T.H.	VAR	M.H.	TEMP	IAS	T. A. S.	G. S.	90%	GND DIS	TIME	AIR DIS	90%	FUEL FLIGHT PLAN	
ROUTE			DRIFT				ALT	MACH				ACC GND DIS	ACC TIME	ACC AIR DIS	TIME	FUEL REMAINING	GROSS WT
CELL 2 USE BRAVO TRACK																	
S/D 36-16N 106-03W	CR	072	155/028 ± 0	072	-13	059	25.5		440	468 444	79	113	97	113	4.8	4.8	4.8
INGRESS PT. 36-28N 105-15W	DS	072	250/028 ± 0	072	-13	059			✓	468 444	40	105	40	105	2.0	2.0	2.0
ACCA - BRAVO TRACK 36-41N 104-28W	DS	069	250/028 ± 0	069	-13	056	24.0		✓	468 444	40	105	40	105	2.0	2.0	2.0
END A/R (PLANNING) 37-42N 100-50W	AR	070	255/024 ± 0	070	-12	058	23.0	255 193	375	399 379	186	128	184	128	14.6	14.6	14.6
ON LOAD																91.3	11.3
EGRESS PT 38-00N 99-39W	CR	072	255/021 ± 0	072	-11	061	25.0	193	375	396 379	58	109	57	109	3.0	3.0	3.0
L/O @ COMMON RTE PT 38-28N 98-38W	CL	060	260/021 -1	059	-10	049	35.0	280 193	415	434 406	56	108	67	108	5.0	5.0	5.0
ENTER MANEUVER AREA 38-21N 100-45W	CR	100	280/025 ± 0	100	-10	090	35.0	.77	444	469 435	45	106	44	106	2.1	2.1	2.1
T.P. 37-57N 94-56W	CR	100	280/025 ± 0	100	-10	090	35.0	✓	✓	469 435	124	116	142	116	6.9	6.9	6.9
38-12N 94-44W	CR	5					35.0	✓	✓	444 444	28	104	28	104	1.4	1.4	1.4
ST AREA CEL GRID LTR 38-31N 95-17W	CR	311	265/025 -3	308	-9	299	35.0	✓	✓	418 402	35	105	37	105	1.8	1.8	1.8
TERM CEL GRID LTR S/C 43-52N 104-19W	CR	310	265/040 -4	306	-9	297	35.0	✓	✓	415 390	517	01:15	586	01:19	27.0	27.0	27.0
LEVEL OFF 44-01N 104-36W	CL	309	265/040 -4	305	-14	291	37.0	✓	✓	415 390	14	102	14	102	.7	.7	.7
ENTER MANEUVER AREA 45-55N 108-14W	CR	307	265/040 -4	303	-16	287	37.0	✓	✓	414 390	192	128	222	128	10.1	10.1	10.1
T.P. 47-27N 109-26W	CR	333	265/040 -5	328	-17	311	37.0	✓	✓	425 389	109	115	126	115	5.6	5.6	5.6
47-39N 112-01 1/2 W	CR	274	265/040 -1	273	-18	255	37.0	✓	✓	404 389	108	116	118	116	5.2	5.2	5.2
END OF 47-44N 114-53W	CR	273	265/040 -1	272	-20	252	37.0	✓	✓	404 388	117	117	134	117	5.7	5.7	5.7
CHILD NICE	CR	270	265/040 ± 0	270	-21	249	37.0	✓	✓	404 388	100	115	115	115	4.9	4.9	4.9
SEATTLE NICE	CR	268	265/040 ± 0	268	-21	247	37.0	✓	✓	404 388	200	130	229	130	9.4	9.4	9.4

NON-GM EQUIPPED ACFT

MISSION FLIGHT PLAN - CONTINUATION SHEET														FUEL BASED ON 9400 LBS			
FROM	FLT COND	T.C.	WIND D/V	T.H.	VAR	M.H.	TEMP	IAS	T. A. S.	MEAN G. S.	GND DIS	TIME	AIR DIS	90%	FUEL REMAINING	AT PLAN	
SEATTLE MIKE	COND		DRIFT				ALT	MACH		90%	ACC GND DIS	ACC TIME	ACC AIR DIS				
ROUTE																	
47-18N 122-15W	CR	100					37.0	.77	444	444	2446	05:52	2452	1.2	164.0	253.0	
ENTER MANEUVER AREA																	
46-43N 117-11W	CR	100	265/025	101	-21	080	37.0	✓	✓	444	2446	06:18	2456	1.2	164.0	253.0	
T.P.																	
45-00N 116-15W	CR	162	260/040	167	-20	147	37.0	✓	✓	444	2446	06:33	2480	1.2	164.0	253.0	
S/D																	
45-06N 113-53W	CR	081	255/038	082	-19	063	37.0	✓	✓	444	2446	06:46	2490	1.2	164.0	253.0	
LOW ALT ENTRY (DILLON VOR)																	
45-12N 112-37W	DS	082	255/033	083	-18	065			440	440	2434	06:52	2447	1.2	164.0	253.0	
S/D																	
45-15N 111-55W	LL	085		085	-18	067	26.0		325	466	2465	06:57	2478	1.2	164.0	253.0	
									145	466	2465	06:57	2478	1.2	164.0	253.0	
45-15N 110-17W	LL	090		090	-18	072	15.0	✓	400	400	3034	07:07	3247	1.2	164.0	253.0	
45-29N 110-00W	LL	041		041	-17	024	13.5	✓	397	397	3053	07:10	3266	1.2	164.0	253.0	
45-40N 109-46W	LL	041		041	-17	024	9.0	✓	371	371	3068	07:12	3281	1.2	164.0	253.0	
ENTRY PT																	
45-57N 109-24W	LL	042		042	-17	025	9.0	✓	365	365	3091	07:16	3304	1.2	164.0	253.0	
47-00N 108-32W	LL	030		030	-17	013	8.0	✓	365	365	3168	07:28	3376	1.2	164.0	253.0	
47-51N 107-38W	LL	036		036	-17	019	5.5	✓	352	352	3226	07:39	3439	1.2	164.0	253.0	
47-26N 106-39W	LL	123		123	-17	106	5.3	✓	351	351	3273	07:47	3486	1.2	164.0	253.0	
46-31N 107-02W	LL	196		196	-16	180	4.5	✓	347	347	3331	07:57	3544	1.2	164.0	253.0	
TOT																	
FOX TROT	LL	198		198	-16	182	6.0	✓	355	355	3343	07:59	3556	1.2	164.0	253.0	
46-00N 107-15W	LL	194		194	-16	178	6.0	✓	355	355	3363	08:02	3576	1.2	164.0	253.0	
45-16N 106-57W	LL	164		164	-16	148	15.0	✓	400	400	3409	08:09	3622	1.2	164.0	253.0	
45-02N 106-51W	LL	164		164	-16	148	23.0	✓	450	450	3424	08:11	3637	1.2	164.0	253.0	
44-01N 106-26W	LL	165		165	-15	120	25.0	✓	465	465	3488	08:19	3701	1.2	164.0	253.0	
43-21N 106-14W	CL	168	258/020	173	-14	159	39.0		280	443	3532	08:25	3746	1.2	164.0	253.0	

SAC FORM 1b FC 2720 APPENDIX 3 ANNEX A 65AW FLIMBY 400-63 2034VE 1962

Air Force - SAC, OFFICE 10-1054561

MISSION FLIGHT PLAN - CONTINUATION SHEET														FUEL BASED ON 90% WW			
FRG END A/R	FLT COND	T.C.	WIND D/V DRIFT	T.H.	VAR	M.H.	CLIMB ALT	IAS MACH	T. A. S.	MEAN G. S. 90%	GND DIS ACC GND DIS	TIME ACC TIME	AIR DIS ACC AIR DIS	90% TIME	FUEL P PRED FUEL REMAINING	HT PLAN GROSS WT	
ON LOAD															NO ON	LOAD	
EGRESS PT	CR										58	104	57	109	2.7	2.7	
L/O @ COMMON RTE PT											761	01:51	771	01:55	170.0	349.0	
38-28N 98-38W	CL										56	108	57	108	3.5	3.5	
ENTER MANEUVER AREA											817	01:59	828	02:03	166.5	345.5	
38-21N 100-45W	CR	100	280/025 ± 0	100	-10	090	35.0	.77	444	469	45	06	44	06	1.7	1.7	
T.P.											435	862	02:05	872	02:09	164.8	
37-57N 94-56W	CR	100	280/025 ± 0	100	-10	090	35.0	✓	✓	469	134	116	142	104	5.5	5.5	
											435	896	02:21	1014	02:28	159.3	
38-12N 94-44W	CR	5					36.0	✓	✓	444	28	104	28	104	1.1	1.1	
ST. ADDR. CELLA RIO LEE											444	1024	02:25	1042	02:32	158.2	
38-37N 95-17W	CR	311	265/035 -3	308	-9	299	35.0	✓	✓	418	35	105	37	105	1.4	1.4	
TERM CEL LEE SIC											402	1059	02:30	1079	02:37	156.8	
43-52N 104-49W	CR	310	265/040 -4	306	-9	297	35.0	✓	✓	415	517	01:15	586	01:19	21.5	21.5	
L.O.											390	1576	03:45	1655	03:56	135.3	
44-01N 104-36W	CR	309	265/040 -4	305	-14	291	37.0	✓	✓	415	14	102	14	102	.5	.5	
ENTER MANEUVER AREA											390	1590	03:47	1679	03:58	134.8	
45-55N 108-14W	CR	307	265/040 -4	303	-16	287	37.0	✓	✓	414	192	128	222	130	7.7	7.7	
T.P.											390	1782	04:15	1901	04:28	127.1	
47-27N 109-26W	CR	333	265/040 -5	328	-17	311	37.0	✓	✓	428	109	115	126	117	4.5	4.5	
HACL											389	1891	04:30	2027	04:45	122.6	
47-39N 112-01W	CR	274	265/040 -1	273	-18	255	37.0	✓	✓	404	108	116	118	117	4.1	4.1	
LEVEL OFF											389	1999	04:46	2145	05:02	118.5	
47-37N 112-19W	CL	165	265/040 +5	170	-19	151	38.0	✓	✓	450	14	102	14	102	.5	.5	
ST. CEL LEE											421	2013	04:48	2159	05:04	118.0	
46-36N 112-01W	CR	165	265/038 +5	170	-19	151	38.0	✓	✓	450	69	109	72	110	2.4	2.4	
TERM CEL LEE											428	2092	04:57	2231	05:14	115.6	
32-46N 103-14W	CR	152	250/020 +4	156	-15	141	38.0	✓	✓	446	928	02:05	960	02:10	30.8	30.8	
REINELL VOR											432	3010	07:02	3191	07:24	24.8	
33-21N 104-37W	DS	309	250/020 -2	307	-12	295			400	391	104	116	111	116	3.4	3.4	
ALTERNATES											389	3114	07:18	3302	07:40	91.4	
BIGGS AFB																	
31-50N 106-23W	CR	222					40.0	.77	444		135	118	151	121	4.6	4.6	
AMARILLO AFB											376	3249	07:36	3453	08:01	76.8	
35-13N 101-42W	CR	051					42.0	.77	444		184	23	181	125	5.5	5.5	
											451	3298	07:41	3483	08:05	75.9	

MISSION FLIGHT PLAN		O. O. AND NICKNAME PRE-HEAT		UNIT 6 AREFS	TYPE ACFT KC-135A	WAVE S/S	CELL CALL SIGN	REMARKS AUGUST WIND DATA		
	POUNDS	RES	5.2		POUNDS			RUNWAY		
ACFT BASIC	101700	OUT	26.0	BOMBS				PRESSURE ALT	LENGTH	AIR TEMP
CREW	1500		28.0	AMMO				3750	12800	100°
OIL	169	CW	29.3	WATER AUG	5581			CRITICAL FIELD LENGTH		CRITICAL AIR TEMP
ATO		AFTBODY	33.0	STATIC	258081	NR FULL ATO REQUIRED		12300		100
RACK		FORBODY	26.5	START ENGINES AND TAXI FUEL ALLOWANCE	2000	NR EMPTY ATO REQUIRED		TAKE-OFF DISTANCE		TAKE-OFF SPEED
EXT TANKS WEIGHT (5000)			.5					10500		164
MISCELLANEOUS	631	#1+		TAKE-OFF GROSS	256081	ATO FIRING SPEED		CRITICAL WIND COMPONENT		
CHAFF		TOTAL FUEL	148500					1ST LEG	2ND LEG	3D LEG
OPERATING	104000									

PRE-FLIGHT PLAN															
FROM WALKER AFB, NMEX	FLT COND	T. C.	WIND D/V	T. H.	VAR	M. H.	TEMP	IAS	T. A. S.	G. S.	GND DIS	TIME	AIR DIS	ETA	FUEL FLIGHT PLAN
33-17N 104-32W			DRIFT				ALT	MACH			ACC GND DIS	ACC TIME	ACC AIR DIS		PRED FUEL REMAINING
ROUTE															GROSS WT
SETTOAC											10	:03	10		148.5
LEVEL OFF			255/020								110	:17	111		258.0
34-55N 104-57W	CL	349	-3	346	-12	334	25.0	280	385	387	120	:20	121		4.0
CELL FORM PT.			255/028								46	:07	46		9.5
LAS VEGAS VOR	CR	349	-3	346	-13	333	25.0	.70	415	416	166	:27	167		144.5
T.P.			255/030								142	:21	153		248.5
35-27N 107-55W	CR	261	-1	260	-13	247	25.0		440	410	308	:48	320		6.5
RCVR IP											30	:04	30		6.5
35-46N 108-00W	CR	C					25.0				338	:52	350		138.0
CELLS 1 & 3 USE ALPHA TRACK															242.0
S/D PT			255/028								99	:13	93		1.5
36-33N 106-12W	CR	063	-1	062	-13	049	25.0		440	467	457	01:05	443		4.6
INGRESS PT			255/028								40	:05	38		4.6
36-50N 105-30W	CR	063	-1	062	-13	049	25.0		✓	467	477	01:10	481		131.9
AREA ALPHA TRACK			255/028								40	:05	38		235.9
37-04N 104-42W	CR	069	±0	069	-13	056	25.0		✓	468	517	01:15	519		.9
END AIRPLANNING			255/024								186	:28	175		.9
38-07N 101-02W	AR	070		070	-12	058	25.0	255	375	399	703	01:43	694		131.0
OFF LOAD															235.0
EGRESS POINT			255/021								58	:09	55		2.7
38-24N 99-51W	CR	072	±0	072	-11	061	25.0	255	375	396	761	01:52	749		128.3
CLEARING TURN															1.1
TO LEFT	CL	J					40.0					:05	40		1.1
INDIVIDUAL												01:57	789		127.2
HT PLAN															231.2

[illegible]

HEADQUARTERS 6TH STRATEGIC AEROSPACE WING
Walker Air Force Base, New Mexico
20 June 1962

APPENDIX 4

ANNEX "A"

TO

CREW FLIMSY 400-63

REPORTS AND SCHEDULES

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20 June 1962

HEADQUARTERS 6TH STRATEGIC AEROSPACE WING
Walker Air Force Base, New Mexico
20 June 1962

APPENDIX 4

ANNEX "A"

6SAW FLIMSY 400-63

REPORTS AND SCHEDULES

1. REPORTS. The following reports will be submitted by the designated agencies to meet reporting requirements of the Bar None exercise as outlined in SACM 50-22:

a. 6th Training Plans will: Submit the mission planning report outlined on page 15, SACM 50-22. The report will be submitted no later than 15 days prior to the date of the first scheduled 6SAW Bar None sortie.

(1) Addressees: SAC (DOTC). Info: 15AF (DOTS); 1st CEG (DCSB); 47 Strat Air Div.

b. 6th Centralized Scheduling will: Forward no later than ten calendar days prior to Monday of each scheduled flying week, the Bar None weekly schedule. The schedule will show sorties scheduled by crew number for each day of week.

(1) Addressees: 1st CEG (DAN). Info: SAC (DOTC); 15AF (DOTS); 47 Strat Air Div.

c. 6th Bomb-Nav will:

(1) Submit by routine TWX each unreliable RBS Express run within 48 hours after the landing of each applicable aircraft. The report will include a narrative account of the RBS run by the radar navigator or navigator, and the findings of 6 A&E.

(a) Addressees: 1st CEG (DAN). Info: SAC (DOTC); 47 Strat Air Div.

(2) The Bomb-Nav Section will provide 6th Command Post with the information required by 15AF TWX DOT 37582 prior to 1400Z each day

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following Bar None mission sorties. The Fifteenth Air Force Bar None project officer will call the 6th Command Post daily for the information required by the above mentioned TWX.

d. Reports and Analysis Section will:

(1) Submit the T-54 report in accordance with the format outlined in attachment 1, SACM 50-22. The T-54 report will be sent not later than 10 working days after the landing of the last aircraft participating in the exercise.

(a) A report of critical items, parts A and B of format in SACM 50-22, will be submitted (cumulatively) weekly, not later than seven working days after landing of the last aircraft participating that particular week. When makeup sorties are required, a supplemental paragraph will be added to the report, explaining each makeup sortie, including: Reason, crew member, aircraft number, and date of makeup sortie.

(2) Addressees: SAC (DOTC). Info: 1st CEG (DAN).

2. SCHEDULES: (See following pages.)

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a. Collateral training:

(1) The following training will be accomplished by individual crew members, as designated, in accordance with weekly collateral training schedule in preparation for the Bar None exercise:

<u>Subject</u>	<u>Hours Req.</u>	<u>Crew Members</u>
EWG--Bar None target	6:00	P, CP(2:00) RN, N(6:00)
Positive control procedures	10:00	All
Tactical Doctrine	10:00	All
Air Weapons	6:00	P, CP, RN, N
Flight manuals	2:00	All
Manuals	2:00	All
Typical questions	2:00	All
Standardization check	1:00	All
Standardization grading	1:00	All
Instrument procedures	5:00	P, CP
Instrument trainer	2:00	P, CP
Gunnery systems	3:00	G
Gunnery trainer	2:00	G
Strange field procedures	1:00	G
ECM Procedures	2:00	EWG
Bar None	5:00	All
GAM (T-2A)	3:00	GAM sortie, P, RN, N

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b. B-52 flying schedule:

<u>Pilot</u>	<u>Crew No.</u>	<u>Acft No.</u> (to be added)	<u>Date Z</u>	<u>Type Sortie</u>
*Lt Col Renfro	S-68		1 Aug	GAM
Lt Col Shemyl	R-83		1 Aug	GAM backup
Maj Stair	R-72		1 Aug	Non-GAM
Capt Miller	R-85		1 Aug	Non-GAM
Maj Mason	R-80		2 Aug	GAM
Maj Clay	E-73		2 Aug	Non-GAM
Capt Brooker	R-86		2 Aug	Non-GAM
Maj Bergman	S-72		3 Aug	GAM
Maj Tidwell	R-82		3 Aug	Non-GAM
Maj Bynum	R-90		3 Aug	Non-GAM
*Lt Col Renfro	S-68		15 Aug	GAM
Capt DeFau	R-75		15 Aug	GAM backup
Maj Werner	E-69		15 Aug	Non-GAM
Capt Knight	E-79		15 Aug	Non-GAM
Lt Col Baker	S-88		16 Aug	GAM
Capt Shipman	R-76		16 Aug	Non-GAM
Capt Price	R-74		16 Aug	Non-GAM
Capt Saulsbury	E-84		17 Aug	GAM
Lt Col Payne	E-71		17 Aug	Non-GAM
Maj Lackey	R-78		17 Aug	Non-GAM
*Lt Col Renfro	S-68		29 Aug	GAM
Capt Parenti	R-89		29 Aug	GAM backup
Capt Snider	E-50		29 Aug	Non-GAM
Capt Meyers	S-81		29 Aug	Non-GAM
Maj Wright	S-22		30 Aug	GAM
Maj Gibson	S-77		30 Aug	Non-GAM
Capt. Irvine	E-70		30 Aug	Non-GAM
Maj Hayes	S-67		31 Aug	GAM
Capt Tyson	R-87		31 Aug	Non-GAM

*Will fly only when CEG is conducting evaluations.

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HEADQUARTERS 6TH STRATEGIC AEROSPACE WING
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APPENDIX 5

ANNEX "A"

TO

CREW FLIMSY 400-63

WEATHER

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HEADQUARTERS 6TH STRATEGIC AEROSPACE WING
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APPENDIX 5

ANNEX "A"

6SAW FLIMSY 400-63

WEATHER

1. GENERAL. Weather support of this crew flimsy will be provided in accordance with the provisions of SACM 105-1.
2. DETACHMENT 15, 9TH WEATHER SQUADRON WILL:
 - a. Provide climatological wind factors as required by 6th Strategic Aerospace Wing. SACM 105-2 and 3WWM 55-5 will be utilized for determining wind factors.
 - b. Prepare flimsies in accordance with SACM 105-1. The facsimile products received from Global Weather Central and March Forecast Center with the valid period closest to flight time will be used for preparation of the chart and air refueling portions of the flimsies.
 - c. Provide sufficient COMBARS (AWS Form 81) to aircrews.
 - d. Provide a weather briefing at the final crew briefing for departure from Walker AFB. Flimsies and COMBARS will be distributed at this briefing.
 - e. Receive, review, and evaluate COMBARS (AWS Form 81).
 - f. Debrief aircrews upon return from round robin flights.
 - g. Prepare and deliver the appropriate Dash 21 reports to the Reports Control Officer, 6th Command Post. These reports will be given the appropriate security classification.
3. PREPARATION AND DISSEMINATION OF FORECASTS:
 - a. Detachments at bases of departure will issue complete route and terminal forecasts.

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b. Forecast assistance will be requested from the applicable forecast center.

4. COMBARS will be recorded and disseminated in accordance with SACM 55-8B/R.

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APPENDIX 6

ANNEX "A"

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AIR REFUELING

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ANNEX "A"

6SAW FLINSY 400-63

AIR REFUELING

1. GENERAL. The 6th Air Refueling Squadron will provide tanker support for this operation. Buddy refueling tactics will be used as outlined in the SAC Tactical Doctrine. Tanker receiver ratio will be 1 : 1.

2. REFUELING AREAS:

a. The primary refueling area is Kitty Cat. Dual tracks, Alpha and Bravo, will be utilized in a west-to-east direction.

(1) The northernmost track will be designated "Alpha." The southern track will be designated "Bravo." Sorties 1, 3, 5, 7 will refuel on the Alpha track. Sorties 2, 4, 6, 8 will refuel on the Bravo track. The en route time from takeoff to the ABCPs will be the same for both tracks. See Route Picture, Appendix I, Annex "A".

b. Primary refueling area:

(1) Name: Kitty Cat.

(2) Coordinates: 3747N 9938W 3702N 10535W
3836N 9957W 3617N 10508W

(3) Receiver IP: 3557N 10728W.

(4) Refueling tracks:	<u>Alpha</u>	<u>Bravo</u>
(5) Ingress points:	3650N 10530W	3628N 10515W
(6) ABCPs:	3704N 10442W	3641N 10428W
(7) Egress points:	3824N 9951W	3800N 9939W

(8) TC: 070 degrees.

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(9) Refueling altitudes: 25M.

(10) Offload:

(a) Non GAM equipped aircraft will onload to full tanks or to a pressure disconnect.

(b) GAM equipped aircraft will onload 91,300 lbs of fuel (-3000 lb tolerance).

(11) End A/R point will be established as a point (coordinates) 28 $\frac{1}{2}$ minutes down stream from the ARCP using latest metro winds. 6th Strat Aerospace Wing DCOTP will establish this point prior to the pre-mission takeoff briefings.

3. FUEL DECISION POINT. Will be at the end A/R point. Bombers must have the following minimum fuel in tanks or fly the missed air refueling route.

a. Non GAM equipped bombers 224,000 lbs.

b. GAM equipped bombers 214,000 lbs.

4. PROCEDURES:

a. Receivers will not be in the observation position until they reach the ARCP.

b. Tanker and bomber navigators will log times at initial contact, final disconnect, and when over the established end A/R point.

c. Receivers will complete scope photography, full scan, two minutes after initial contact until end A/R.

d. Once airborne deviation from briefed route due to weather or inaccurate tanker navigation will not cause penalty to the receiver if refueling criteria are established.

e. A receiver aircraft which does not refuel due to tanker abort, malfunction, or weather will not be computed in mission effectiveness.

NOTE: Buddy refueling tactics authorized by 15AF Sup-1/SACM 50-22.

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ANNEX "A"

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PENETRATION AIDS

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APPENDIX 7

ANNEX "A"

6SAW FLIMSY 400-63

PENETRATION AIDS

1. MISSION PREPARATION:

a. Prior to mission planning, EW Officers will insure they are completely familiar with the requirements of this mission as well as the directives governing ECM grading criteria and operations.

b. Chart annotation. A sample ECM chart prepared by DCOTAP will be made available at the 40th Bomb Squadron for the purpose of standardizing ECM chart annotations.

c. Aircraft having the ECM phase II configuration will also be flown on Bar None missions. EW's will be completely familiar with ECM equipment operations and control locations on aircraft having this configuration.

d. Coordination:

(1) Insure copilot has necessary information pertaining to ECM runs and communication requirements.

(2) Coordinate with applicable crew members on IFF settings and TACAN operation during RBS and Nike activity.

(3) Be sure navigator is fully aware of all range "call-in" requirements. Coordinate celestial duties with navigator and predetermine celestial bodies to be shot.

(4) Refueling data and APN-69 operation will be coordinated with appropriate crew members.

e. Insure all individual tech orders, regulations, directives, etc. are up-to-date and current.

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f. Verify ECM clearance information has been entered in the Remarks Section of DD 175.

2. MISSION REQUIREMENTS: All EW activity will be accomplished in accordance with SACR 51-5 and evaluated under criteria as defined in SACM 51-4. The following EW activity will be programmed for each sortie:

<u>a. Activity</u>	<u>Site</u>
Nike low gear	Fairchild or Seattle Nike
Low altitude LDR, RSR, HDR	Flight Deck
High altitude LDR, RSR	La Junta RBS

b. Communication requirements:

- (1) One UHF Noah's Ark.
- (2) HF monitoring.
- (3) Operations normal reports (3).

c. There will be no chaff dispensed or fighter intercepts conducted on this mission.

NOTE: In the event scheduled RBS times are not obtained for La Junta RBS an MRSR will be conducted against Priestly GCI site.

d. All ECM activity will be confined to the frequencies authorized in AFR 55-44.

e. In the event a low gear run cannot be accomplished at Fairchild Nike, a low gear run will be attempted against the Seattle Nike site.

3. ECM CONFIGURATION:

a. Equipment will be the normal configuration for the ECM phase I or phase II modified aircraft.

b. ALT-15 and ALT-16 transmitters will not be turned on for this mission.

c. Equipment settings will be at the discretion of the individual EW officer. However, settings will be selected to meet the requirements outlined in the grading criteria of SACM 51-4.

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d. The type simulator run conducted will also be at the discretion of the individual EW Officer. The simulator type will, for the most part, depend upon the amount and type of ECM equipment available.

4. CHAFF: Will not be dispensed on this mission. Since chaff loads are no longer standard, EW's will check the AFTO 781 and note the correct chaff load for their individual aircraft. Chaff counters will later be checked against noted chaff load.

5. ECM CONTROL:

a. On this mission, the HHCL is used for timing purposes only.

b. Equipment operation and tactics will be in accordance with the SAC Tactical Doctrine, SACRs. 51-5, 51-25, AFR 55-44, B-52E-1, B-52E-1A, and existing Wing OIs.

6. INFLIGHT PROCEDURES:

a. Prior to first scheduled ECM activity, EW's will complete a frequency interference check. Check TACAN/APS-54, BNS, FCS, IFF, etc.

(1) When checking the APS-54, set the gain at 10 and back off a little bit at a time until the multi-vibrator noise is eliminated. If the noise continues, reduce the gain.

b. Plan to perform a pre-penetration check prior to scheduled activity. Equipment will be checked using authorized bands. Refer to check list insert for bands and frequencies identified in AFR 55-44.

c. After using ALT-6Bs, the slow widths will be reset to 1/4 turn CCW.

d. Defensive action must be recorded. It is suggested the ECM stamp be utilized on the back of the EW chart for recording this information.

e. Monitor all necessary outside communications. Avoid interruption of radios and interphone. When other duties prevent monitoring the HF radio, pass that duty to the designated crew member.

f. Use D.R. whenever possible to keep up with aircraft.

g. All "stop buzzer" requests will be complied with and logged by EW Officers to include:

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- (1) Requesting station and time of request.
- (2) Reason for request.
- (3) Frequency affected.
- (4) Mode of equipment operation.

7. NIKE LOW GEAR:

a. Prior to making the low gear run, check the APS-54 for interference from the TACAN and the IFF. You must concentrate on the APS-54 #2 for initial "X-band" lock-on. Use the TN-131 as back up. You are permitted to use sweep jamming to counter the first TTR lock-on.

(1) After the initial lockon, you must spot jam the shifted "X-band" signal within 30 seconds.

(2) After jamming is observed on the initial TTR, the TTR will shift at least 50 mc outside of the 9000-9200 mc range, but not below 8800 mc or above 9600 mc.

(3) Calibration of equipment dictates that you should search from 8750 mc to 9650 mc.

b. The Sierra band jamming will start not less than 60 seconds prior to the IP. Jamming will continue until terminated by the site not later than the 25 NM call-in point.

(1) The Sierra signal is supposed to remain within the 3300-3500 mc range. However, quite often the signal appears outside of this range, and you must search the 3200-3550 mc range for this signal.

c. The phonetic score designators of Papa, X-ray, or November in any portion of the TTR score means the run is unsatisfactory. However, ALR-18 equipped aircraft will disregard a Papa designator in the TTR shift score.

d. Be sure 60 second, IP and 25 NM points are annotated on your chart.

8. LDR:

a. If the LDR signal has not been identified prior to the IP, it is suggested that at least one transmitter be set to sweep the entire LDR

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frequency band at 20 CPS, fast sweep.

(1) The vulnerability period for the LDR is from the IP until terminated by the RBS site. Remember that the site does not have to acknowledge the IP call for the low level LDR. As soon as you pass over the IP you are subject to the low level LDR.

9. RSR:

a. The RSR jamming IP is at the 35 NM point for high altitude and the 20 NM point for low level. The run can now last for 2½ to 3 minutes, depending upon the length of time the signal remains off the air after the first half of the run is completed.

(1) Annotate the appropriate points for RSR activity using the RBS site location as well as the pre-computed ground speed.

b. Set your receiver(s) to the desired frequency. Prior to the IP make use of your audio channels. Also, insure your transmitters are set for spot operation.

c. Use proper search procedures. On Sierra and Coco bands make one complete fast check, then search 20 mc at a time with a 3-second wait before going on.

(1) On the APR-14, complete a fast search followed by a slow, disciplined search.

d. Remember that the interval between the two halves of the simulator run can be 30 seconds to one minute.

(1) It is suggested that after the shift occurs you search for the tracking signal as this signal is easier to find.

e. Proper centering will improve your RSR score. First use DB or AGC, then remove these when searching for the second set of signals.

f. Remember your look throughs.

10. BDR:

a. The vulnerability period for the BDR starts one minute after bombs away (the last bomb on a Large Charge release) and ends five minutes later. Use latest ground speeds to annotate your chart.

b. If the signal is not identified after completing your RSR, set your "X-band" transmitters to sweep the BDR band at 20 CPS, fast sweep.

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c. Due to the extended vulnerability time, consideration must be given to the relative position of the aircraft from the site prior to setting: The APS-54 "nose-both-tail" switch and in selecting the correct ALR-18.

11. ABORT PROCEDURES: Will be as described in SACRs 51-5 and 51-25.

a. Commencing 1 July 1962, RBS type I aborts will be considered as non-effective activity.

12. FORMS. The following forms will be completed for this mission: SAC Form 76; 15AF Form 429, Walker Form 141 (if applicable).

13. GUNNERY. There will be no gunnery accomplished on this mission.

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APPENDIX 8

ANNEX "A"

TO

CREW FLIMSY 400-63

BOMBING AND NAVIGATION

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20 June 1962

HEADQUARTERS 6TH STRATEGIC AEROSPACE WING
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ANNEX "A"

6SAW FLIMSY 400-63

BOMBING AND NAVIGATION

1. MISSION PREPARATION:

a. SAC Forms 1a and 1b have been prepared, based on mean winds, utilizing runways 03-21. Courses and distances will be recomputed by individual navigators to insure accuracy of flight plans.

b. A minimum of six hours of initial target study is required for each combat ready navigator and radar navigator on each complex.

2. MISSION REQUIREMENTS:

a. Cell formation.

b. Abbreviated celestial grid/radar navigation leg.

c. Low altitude navigation leg.

d. Low altitude synchronous Short Look RBS run.

e. GAM 77 Big Bark run (GAM-equipped aircraft only).

f. High altitude fixed angle run with breakaway.

g. Control times:

(1) ARCP, start cel grid, HHCL, low level entry point.

h. Radar monitored approach.

3. CELL FORMATION:

a. Cell join up will be accomplished using the prescribed MACH/TAS differential as established in the SAC Tactical Doctrine.

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b. APN-69 settings will be assigned to each cell as an aid for completing cell forming. Each cell will be designated a color code.

c. Cell formation will be in accordance with the SAC Tactical Doctrine.

3. CELESTIAL GRID/RADAR NAVIGATION LEGS:

a. One abbreviated celestial grid navigation leg will be flown and scored in accordance with SACR 51-11 with this exception: A minimum of 6 LOPs in any combination of fixes or MPPs must be accomplished on this type leg.

b. Whenever the mechanics of the mission preclude accomplishment of the celestial grid navigation requirements, a radar navigation leg will be substituted.

c. Navigation legs that do not meet the requirements outlined in SACR 51-11 will also be evaluated; therefore, primary consideration should be given to completion of the navigation leg with accepted scoring procedures.

d. Aircrews will accomplish radarscope photography of the termination point: ~~43-32N~~ 104-19W with GCI backup.

e. Reliability will be computed using the navigation accuracy standard established in SACP 170-1A for the type navigation leg accomplished.

f. Scope photos of leg will be accomplished at 1:12 scans.

4. LOW ALTITUDE NAVIGATION LEG:

a. One low altitude navigation leg will be flown in accordance with SACRs 51-11 and 50-44 on Oil Burner Express route "Flight Deck."

b. All bombers will fly the Express route at 325KIAS.

c. The low altitude navigation leg will be included in mission effectiveness. Failure to accomplish a scored low altitude navigation leg, by virtue of a proven scope camera malfunction, will result in the sortie's being excluded from computation of mission effectiveness and low altitude navigation reliability.

(1) In all cases where complete loss of a radar picture, not correctable in flight, precludes obtaining a scored low altitude

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navigation leg, the sortie will likewise be excluded from computation in the above categories.

d. If severe weather or thunderstorms prevent a scored low altitude navigation leg, the sortie will not be included in mission effectiveness or low altitude navigation reliability.

5. LOW ALTITUDE BOMBING:

a. Each crew will accomplish a synchronous Short Look RBS run against the designated Oil Burner Express target. The run will be scored as a mission effectiveness and bombing reliability item.

(1) The senior standboard crew will accomplish a synchronous Short Look Large Charge run. The second target being scored by a camera attack.

b. The synchronous Short Look run may be made as offset or direct and will be scored using the accuracy standards established in SACP 170-1A.

c. If a crew aborts the bomb run subsequent to initial radio contact with the RBS Express, the sortie will be scored as non-effective, an unreliable bomb run, and charged as a non-synchronous run.

d. All runs will be made as "record." An aircrew unable to make a synchronous run due to malfunctioning BNS equipment will attack the target using the best available alternate method (except optical).

e. Alternate type RBS runs made in lieu of synchronous runs will be scored using accuracy standards as established in SACP 170-1A. Alternate type runs not listed in SACP 170-1A will be scored as follows:

(1) Emergency set--use fixed angle accuracy standard.

(2) GPI and celestial--use last resort accuracy standard.

f. If a radio malfunction precludes accomplishing a scored RBS run, the sortie will not be included in computation of mission effectiveness and bombing reliability, provided scorable radarscope photography meets the accuracy standards of SACP 170-1A. Where scorable photography is not available or exceeds the accuracy standard, the sortie will be scored as non-effective for mission effectiveness and bombing reliability.

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g. If severe weather or thunderstorms prevent a scored RBS run the sortie will not be included in computation of mission effectiveness or bombing reliability.

h. Where safety of flight considerations preclude completion of bombing activity, the sortie will not be included in computation of bombing reliability, but will be scored as non-effective.

i. Climb charts (applicable TOs) will be used for Short Look climb computations. Short Look synchronous runs which exceed the time at bombing altitude restriction will be declared non-effective in mission effectiveness and unreliable in bombing.

6. ETHICAL STANDARDS: As outlined in SACR 50-4 will be adhered to.

a. When RBS runs are downgraded action will be taken as specified in RBS ethical standards in flight operations, Attachment 4, SACR 50-4.

7. GAM-77 BIG BARK RUN:

a. A GAM simulated launch run (Big Bark) will be accomplished against the Seattle Nike site using Fairchild Nike site as the GAM simulated launch point.

b. Combat crews of GAM-77 carrying aircraft will be thoroughly familiar with and adhere to the appropriate GAM-77 simulated launch check list and the contents of SACR 55-5 as it applies to GAM-77 activity.

c. SAC Forms 609 and 609a, Hound Dog Data, will be accomplished to simulate actual launch.

8. HIGH ALTITUDE BOMBING:

a. A combat fixed angle run with breakaway will be accomplished against the La Junta RBS site. The high altitude bomb run will be considered in bombing reliability only.

b. In the event the RBS site is closed crews will accomplish a camera attack.

c. MACH .82 will be flown on the bomb run.

d. Bomb bay doors will be closed and autopilot off in accordance with check list prior to shock wave arrival.

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ANNEX A

6SAW FLIMSY 400-63

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9. RULES APPLICABLE TO BOTH HIGH AND LOW ALTITUDE BOMBING:

a. All runs will be executed in accordance with procedures contained in SAEP 50-4, to include actuation of the bomb release system. (GAM carrying aircraft will not actuate bomb release system.)

(1) Non GAM carrying aircraft possessing a dual U-2 installation will be cocked and fired at each release. Effectiveness scoring will be based on actuation of the U-2 release in unit EWO sequence.

(2) Non GAM carrying aircraft configured for the "clip in" release system will accomplish all items on the bombing check list to assure an effective release.

b. Clamshell doors will remain closed throughout the bomb runs. Optics will not be used during or in lieu of emergency type runs.

c. In the event of an RBS ground abort, type II, scorable radarscope photography will be used for scoring purposes. If radarscope photography is not accomplished or is of such quality as to preclude determination of score, the sortie will not be included in the computation of mission effectiveness or bombing reliability.

d. In the event of a type III abort, the estimated RBS score will be utilized. If an estimated score is not established by the site, scorable radarscope photography will be used. If an acceptable scoring capability does not exist for the Short Look synchronous run, the sortie will be declared non-effective for mission effectiveness.

10. CONTROL TIMES:

a. The ARCP established control time must be made good within a ± 5 minute tolerance.

b. The start celestial grid point has been designated a control time with a ± 5 minute tolerance to insure route timing without high power settings.

c. HHCL control timing is a mission effectiveness item.

(1) A controlled time of arrival at the HHCL within a tolerance of ± 5 minutes will be accomplished by each navigator.

(2) Each aircraft must accomplish radarscope photography beginning a minimum of 15 minutes prior to the HHCL control time. The scope will be on at full scan at the HHCL.

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HEADQUARTERS 6TH STRATEGIC AEROSPACE WING
Walker Air Force Base, New Mexico
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APPENDIX 9

ANNEX "A"

TO

CREW FLIMSY 400-63

ALTITUDE RESERVATIONS

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Walker Air Force Base, New Mexico
20 June 1962

APPENDIX 9

ANNEX A

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ALTITUDE RESERVATION

(TO BE ADDED)

APPENDIX 9

ANNEX A

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HEADQUARTERS 6TH STRATEGIC AEROSPACE WING
Walker Air Force Base, New Mexico
20 June 1962

ANNEX "B"

TO

CREW FLIMSY 400-63

COMMUNICATIONS

ANNEX B
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HEADQUARTERS 6TH STRATEGIC AEROSPACE WING
Walker Air Force Base, New Mexico
20 June 1962

ANNEX "B"

6SAW FLIMSY 400-63

COMMUNICATIONS

1. GENERAL. Communications applicable to this mission will be in accordance with AFMs of the 100 series, SACMs of the 55 and 100 series, JANAPs, ACPs, 6SAW CEI and current Flight Information Publications.
2. COMMUNICATIONS SECURITY. To deny unfriendly forces any intelligence gained through the monitoring of air and ground communications circuits, the following limitations are imposed on transmissions during this exercise.
 - a. HF radio silence will be maintained except for submission of combat reports, emergencies, and as specified herein.
 - b. All UHF/HF transmissions will be as brief as possible and will be held to an absolute minimum.
 - c. All messages containing classified information will be encoded/decoded using the current KAC 72/TSEC.
 - d. Authentication of transmissions will be accomplished with the current KAA-29/TSEC authentication tables.
 - e. HF radio preflights will be accomplished in accordance with SACM 100-24 and 6 Strat Aerospace Wing DCOOI 100-1.
3. CALL SIGNS, SACADS AND LOCATION IDENTIFIERS. Due to the frequency of changes to the USAF/VCSL (Voice Call Sign List), call signs, SACADs, and geographic identifiers will not be listed in this annex. Current lists are available to crews in the 6th Strat Aerospace Wing CEI.
4. AIRCRAFT TACTICAL CALL SIGNS. Following is format for call signs of aircraft assigned this mission.
 - a. 6 Strat Aerospace Wing B-52: TCS* suffixed by two-digit designator.

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b. 6 Air Refueling Squadron KC-135: TCS* suffixed by two-digit designator.

c. Cell call signs:

(1) 6 Strat Aerospace Wing B-52: TCS* plus color position.

(2) 6 Air Refueling Squadron KC-135: TCS* plus color plus position.

d. Air Refueling:

(1) 6 Strat Aerospace Wing B-52: TCS* plus color plus position.

(2) 6 Air Refueling Squadron KC-135: KITTY CAT THOMAS plus cell position.

*TCS (Tactical call sign) Current call signs are listed in 6SAW CEI, pages 2-6 through 2-9.

5. SAC CONTROL ROOMS EN ROUTE: Following is a list of SAC Control Rooms normally within UHF range of the route to be flown:

BIGGS	ELLSWORTH	LARSON	MOUNTAIN HOME
LINCOLN	MALMSTROM	MCCHORD	LOWRY
FORBES	FAIRCHILD	SCHILLING	

SAC Control Rooms transmit and receive on 311.0 MCS primary and 321.0 MCS secondary. Control Room collective call "SKYBIRD" is static. Individual Control Room call signs and location identifiers change frequently. Current lists are contained in the 6th Strat Aerospace Wing CEI, pages 2-6 through 2-9.

6. FREQUENCIES. Standard XI HF/UHF channelization will be utilized during the mission as indicated on communications flip cards.

a. Additional channelization will be required for air refueling and will be covered at pre-takeoff briefings.

b. Aircrews will advise the Express RBS site, "This is a Bar None sortie."

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7. IFF PROCEDURES: IFF/SIF procedures and mode 1 and 3 settings will be in accordance with FAA procedures for the ZI.

a. Upon departure from Walker Control modes 1 and 3 will be set as indicated:

(1) Mode 1 Code 02.

(2) Mode 2 Off.

(3) Mode 3 Code 30.

b. During air refueling, only the tanker will squawk.

c. During ECM activity aircraft will continue squawking, unless otherwise directed by ADDC/FAA.

8. EN ROUTE COMMUNICATIONS PROCEDURES:

a. Normal FAA reporting in accordance with current Flight Information Publications.

(1) In cell, the number 2 aircraft is responsible for ATC reporting.

(2) During air refueling, the tanker leader is responsible for ATC reporting for the receiver(s).

9. POSITIVE CONTROL/NOAH'S ARK TRAINING:

a. Positive Control and Noah's Ark training will be in accordance with SACM 100-24, Annex III.

(1) ALFA/monitoring procedures will be complied with in accordance with stations and their broadcast times listed below:

<u>Period</u>	<u>Station</u>
05-08, 25-28, 45-48	OFFUTT
05-08, 25-28, 45-48	MARCH
05-08, 25-28, 45-48	BARKSDALE
05-08, 25-28, 45-48	WESTOVER
05-08, 25-28, 45-48	AFCS Air/Ground

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(2) The "GO CODE" will be the current Noah's Ark message in effect at time of receipt. This message must be authenticated prior to the HHCL by four primary crew members (P, CP, RN, EW).

(3) All sorties are required to log at least one HF, plus any changes, and one UHF Noah's Ark message, properly authenticated in accordance with SACR 50-6. The best HF frequency will be determined by use of the current radio wave propagation charts for the respective control stations. When in cell, the cell leader will monitor the predicted frequency and assign separate frequencies to cell elements above and below the predicted frequency.

(4) The designated stations for UHF Noah's Ark traffic is the SAC Control Room at Schilling. Call signs of these stations are contained in the 6 Strat Aerospace Wing CEI.

(5) All incorrect authentications will be challenged using the challenge and reply method. Incorrect authentications will be recorded in the radio log with a description of communications conditions at time of receipt.

10. INTERPLANE FREQUENCY. The B-52 interplane frequency after egress point is 321.0 mcs.

11. RECALL/DIVERSION PROCEDURES:

a. Unit and SAC recall phrases are contained in 6SAW CEI.

b. Diversion bases for this mission are listed below:

BIGGS

AMARILLO AFB

CLINTON SHERMAN AFB

(1) Geographical identifiers for the above bases are contained in 6 Strat Aerospace Wing CEI, page 2-6.

12. COMBAT REPORTING (AIRBORNE):

a. The B-11 strike report will be submitted by participating aircraft in accordance with SACM 55-8, 55-8B/R, and 6SAW CEI. Aircraft will monitor all strike reports heard and enter on radio logs to provide a summary report at debriefing.

b. Primary means of transmission will be to SAC HF/SSB "Short Order" stations listed in par. 9a(1). Use the tactical call signs and refer to frequencies by phonetic designation.

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c. Secondary means of transmission is via UHF to SAC Control Rooms listed in par. 5.

d. The B-11 strike report must be transmitted to a ground station within 30 minutes of weapon release to be considered "on time."

(1) Bombing success estimate code is listed in par. 401.2 and figures 4-2 and 4-2a, 6SAW CEI.

(2) When release is effected in other than synchronous mode, range and azimuth will be followed by a phonetic to indicate type of run, i.e., M(MIKE) for malfunction run, P(PAPA) for GPI, R(ROMEO) for fixed angle run.

e. Procedures and formats for submission of the B-11 strike report are contained in the 6 Strat Aerospace Wing CEI, par. 401.2, page 4-7.

f. The B-11 will be submitted only on the target of effectiveness at the "Flight Deck" RBS Express site.

(1) The B-11 will be relayed to SAC, Fifteenth Air Force, and 6 Strat Aerospace Wing, utilizing SACADs, page 2-5, 6SAW CEI.

13. EMERGENCY COMMUNICATIONS PROCEDURES: Communications procedures during emergency and distress conditions are outlined in current Flight Information Publications and Chapter 5, 6 Strat Aerospace Wing CEI.

14. SECURITY PRECAUTIONS:

a. No clear text voice conversations regarding any aspect of this operations order will be made on high frequency radio systems.

b. Veiled language, i.e., talking around classified information, will be avoided on all systems.

c. The movement of SAC aircraft is always of interest to intercept and analysis agencies. To preclude intelligence being gained by monitoring air/ground communications systems, all users of this system must adhere to sound communications security practices. These practices are included in par. 2 of this annex.

HEADQUARTERS 6TH STRATEGIC AEROSPACE WING
Walker Air Force Base, New Mexico
20 June 1962

APPENDIX 1

ANNEX "B"

TO

CREW FLIMSY 400-63

POSITION REPORTS

APPENDIX 1
ANNEX B
6SAW FLIMSY 400-63
20 June 1962

PRE-HEAT POSITION REPORT LOG AND TIMING SHEET

AIRCRAFT	DATE	PILOT		MISSION NR	
RUNWAY	WIND	ALT SETTING	TAXI	TEMP	
ATC CLEARS		TO		VIA	
MAINTAIN	DEPARTURE		CLIMB	REPORT	
REMARKS					

POSITION	REMARKS	ELPS TIME	ALT	CALL	ATA ETA
WALKER AFB ROW 116.1 LKR 111.2 CH 36	S.E. T.O. - 20 START T.O. ROLL -0 +5			AS DIRECTED	/
LAS VEGAS 156/44 LVS 117.3 CH 120	L.O. AT 25.5	T.O. +20	25.5	ABQ CNTR _____, ETA LVS T.O. +26 J-2 LAS VEGAS TACAN DEPT	/
LAS VEGAS VOR LVS 117.3 CH 120	CELL FORM PT.	+26	25.5	ABQ CNTR _____, ETA ABQ 280/60 +19	/
ALBUQUERQUE 280/60 ABQ 113.2 CH 79	T.P. (COMMON PT. FOR ALL CELLS)	+47	25.5	ODD CELLS (KITTY CAT INGRESS) ABQ CENTER _____, ETA ALS 138/34 +22 EVEN CELLS (KITTY CAT INGRESS) ABQ CENTER _____, ETA LVS 337/49 +22	/
ALAMOSA 138/34 ALS 113.9 CH 86	FOR ODD CELLS (ALPHA TRACK) KITTY CAT EGRESS PT.	1+09	25.5	TANKER REPORT EGRESS +42 ON LOAD _____ TANKER C/S _____ A/R FREQ _____	/

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GARDEN CITY 043/50 GCK 113.3 CH 80	KITTY CAT EGRESS PT. S/C TO 35M	1+51	25.0	ABQ CENTER _____, ETA SLN 232/54 -02	/
LAS VEGAS 337/49 LVS 117.3 CH 120	FOR EVEN CELLS (BRAVO TRACK) KITTY CAT EGRESS PT.	1409	25.5	TANKER REPORT EGRESS + 42 ON LOAD _____ TANKER C/S _____ A/R FREQ _____	/
GARDEN CITY 073/50 GCK 113.3 CH 80	KITTY CAT EGRESS PT. S/C TO 35M	1+51	25.0	ABQ CENTER _____, ETA SLN 232/54 +08	/
SALINA 232/54 SLN 115.3 CH 100	COMMON PT. L/O	1459	35.0	K.C. CNTR _____, ETA SLN 173/52 +00	/
SALINA 173/32 SLN 115.3 CH 100	ENTER MANEUVER AREA	2405	35.0	K.C. CNTR _____, ETA SUN 214/31 +16	/
BUTLER 214/31 BUM 115.9	T.P. (PRIMARY RTE)	2421	35.0	K.C. CNTR _____, ETA OBH 270/74 +51	/
BUTLER 286/40 BUM 115.9	EXIT MANEUVER AREA START ABBR CEL LEG	2430	35.0		/
WOLBACH 270/74 OBH 116.4 CH 111	INTERMEDIATE REPORTING PT.	3412	35.0	DEN CNTR _____, ETA, RAP 251/58 +33	/
RAPID CITY 251/58 RAP 112.3	TERM CEL LEG S/C TO 37M	3445	35.0	DEN CNTR _____, ETA BIL 051/20 +30 CALL (GCI) _____ (CEL TERM SCORING)	/

BILLINGS 051/20 BIL 114.5 CH 12	ENTER MANEUVER AREA	4+15	37.0	GREAT FALLS CNTR _____, ETA LWT 339/26 15	/
LEWISTOWN 339/26 LWT 112.0	T.P. (PRIMARY RTE)	4+30	37.0	GREAT FALLS CNTR _____, ETA GEG 022/17 +48	/
GREAT FALLS 276/29 GTF 115.1	HHCL	4+46	37.0	GCI _____, (HHCL SCORING)	/
SPOKANE 022/17 GEG 115.5 CH 102	GAM LAUNCH	5+18	37.0	SPOKANE CNTR _____, ETA SEA 345/14 +30 FAIRCHILD NIKE _____	/
SEATTLE 345/14 SEA 114.5 CH 92	GAM IMPACT	5+48	37.0	SEATTLE CNTR _____, ETA GEG 241/52 +30 SEATTLE NIKE _____	/
SPOKANE 141/52 GEG 115.5 CH 102	ENTER NAMEUVER AREA	6+18	37.0	SPOKANE CNTR _____, ETA BOI 342/87 +15	/
BOISE 342/87 BOI 113.3 CH 80	T. P. (PRIMARY RTE)	6+33	37.0	SALT LAKE CITY CNTR _____, ETA DLN 242/56 +13	/
DILLON 242/56 DLN 113.0 CH 77	S/D TO 26M	6+46	37.0	GREAT FALLS CNTR _____, ETA DLN ENTRY L/L AT _____ +07	/
DILLON VOR DLN 113.0 CH 77	ENTER OIL BURNER FLIGHT DECK	6+51	26.0	GREAT FALLS CNTR _____, ETA OZI 1+26 REPORT ON LOW LEVEL AS DIRECTED BY CONTROL AGENCY FORCST ALT _____, DILLON ALT _____	/

**HEADQUARTERS
6TH STRATEGIC AEROSPACE WING
UNITED STATES AIR FORCE
WALKER AIR FORCE BASE, NEW MEXICO**

**OPERATIONS PLAN
201-62
AIRCRAFT HURRICANE EVACUATION**

HEADQUARTERS 6TH STRATEGIC AEROSPACE WING
United States Air Force
Walker Air Force Base, New Mexico

OPERATIONS PLAN

SERIAL NUMBER 201-62

WARNING PAGE
6SAW
OPLAN 201-62
29 June 1962

HEADQUARTERS 6TH STRATEGIC AEROSPACE WING
Walker Air Force Base, New Mexico
29 June 1962

OPLAN 201-62

WARNING PAGE

RECORD OF AMENDMENTS

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ANNEX "B" Administrative and Logistical Matters

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29 June 1962

HEADQUARTERS 6TH STRATEGIC AEROSPACE WING
United States Air Force
Walker Air Force Base, New Mexico

ADMINISTRATIVE AND SECURITY INSTRUCTIONS

1. TITLE.

This document is 6th Strategic Aerospace Wing Operations Plan 201-62.
Short title is 6SAW OPLAN 201-62.

2. EFFECTIVE DATE.

This plan is in effect upon receipt.

3. PRIMARY OFFICE OF INTEREST.

Training Plans Branch, Operations and Training Division, Deputy Commander for Operations, 6th Strategic Aerospace Wing is the office of origin. All recommendations for revisions pertaining to this plan will be forwarded to this office for action. Project officer is Captain M. E. Scharmen, drop 33 or extension 2180.

4. CLASSIFICATION.

The overall classification of this plan is unclassified. Certificate of destruction is not required by this headquarters.

5. AMENDMENTS.

Amendments to this operations plan may be published in message form to addressees requiring immediate knowledge of the amendment. All amendments, including amendments published in message form, will be published by page change and forwarded to all recipients of the original operations plan.

6. DEFINITIONS AND ABBREVIATIONS.

Definitions and abbreviations used herein conform to JCS PUB 1 and AFM 11-2 unless otherwise indicated.

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29 June 1962

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HEADQUARTERS 6TH STRATEGIC AEROSPACE WING
Walker Air Force Base, New Mexico
29 June 1962

6SAW OPLAN 201-62

CHARTS AND MAP REFERENCES: As required.

TASK ORGANIZATIONS:

<u>Organization</u>	<u>Location</u>	<u>Commander</u>
6 Cmbt Spt Gp	Walker AFB, NMex	Colonel R. D. O'Connor
6 Field Maint Sq	Walker AFB, NMex	Lt Colonel E. L. Cleland, Jr.
6 A&E Maint Sq	Walker AFB, NMex	Lt Colonel D. E. Savidge
6 Organizational Maint Sq	Walker AFB, NMex	Lt Colonel D. R. Calof

1. GENERAL SITUATION: The eastern and southern coastal areas of the United States are periodically affected by winds of hurricane intensity. To prevent damage when this occurs, aircraft will be evacuated from air bases or activities affected. The Commander, Air Rescue Service, has been designated to provide a plan for evacuation of aircraft to suitable refuge bases. Walker Air Force Base has been designated as a refuge base for aircraft from Charleston AFB, South Carolina, and Travis Field, Georgia.

a. Friendly forces:

(1) MATS will:

(a) Provide necessary support through rescue (ARS), communications (AFCS) and weather (AWS) services.

(2) Albuquerque ARTCC will:

(a) Provide necessary notification and handling of evacuated aircraft inbound to Walker AFB.

2. MISSION. Provide for the orderly reception of military aircraft from the hurricane danger zone when deemed necessary by the command concerned.

3. TASKS FOR SUBORDINATE UNITS:

a. 6th Combat Support Group will:

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29 June 1962

(1) Provide support as outlined in this operations plan.

b. 6th Field Maintenance, 6th A&E Maintenance and 6th Organizational Maintenance Squadrons will:

(1) Provide facilities, personnel and equipment necessary to support this operations plan.

X. GENERAL INSTRUCTIONS:

(1) This operations plan will be in effect upon receipt.

4. ADMINISTRATIVE AND LOGISTICAL MATTERS:

a. Administrative instructions: Normal.

b. Logistical matters: See Annex "B."

c. Maintenance: See Annex "B."

d. Supply: See Annex "B."

e. Transportation: See Annex "B."

5. COMMAND AND COMMUNICATIONS MATTERS:

a. Command: Normal.

b. Communications:

(1) Assigned tactical call sign will be used by evacuation aircraft.

D. E. HILLMAN
Colonel, USAF
Commander

ANNEX

A - Base Operations

B - Logistics

6SAM OPLAN 201-62

29 June 1962

OFFICIAL:

John W. Swanson
for JOHN W. SWANSON

Lt Colonel, USAF
Deputy Commander for Operations

DISTRIBUTION:

15AF (DOOC)
1608 Air Trans Wg
Air Rescue Service (C)
Det 8, ETAF
47 Strat Aerospace Div
6 Strat Aerospace Wg (C, DCO, DCOT 3, DCOCF, DCM, DCML, DSUP, DCOTBO 2,
IXO 4, 6FMS 2, 6OMS 2, 6A&E 2, 201OCS)
6 Cmbt Spt Gp (BC, BDCS, BDCM, BDCL, TS, FSS)
Total 33

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29 June 1962

HEADQUARTERS 6TH STRATEGIC AEROSPACE WING
Walker Air Force Base, New Mexico
29 June 1962

ANNEX "A"

TO

OPERATIONS PLAN 201-62

BASE OPERATIONS

ANNEX A
6SAW OPLAN 201-62
29 June 1962

HEADQUARTERS 6TH STRATEGIC AEROSPACE WING
Walker Air Force Base, New Mexico
29 June 1962

ANNEX "A"

6SAW OPLAN 201-62

BASE OPERATIONS

1. GENERAL. Upon receipt of notification that Walker AFB, New Mexico will be utilized as a refuge base, the Chief, Base Operations Branch will be responsible for notifying all interested agencies.

a. The Chief, Base Operations Branch will complete DD Form 1055, Aircraft Hurricane Refuge Facility Information. Coordination will be established with all interested agencies concerning facilities available at Walker AFB.

b. The action copy of the completed DD Form 1055 will be forwarded to Headquarters, Air Rescue Service, Orlando AFB, Florida through channels for review and concurrence. An information copy will be forwarded to Commander, EARC, Robins AFB, Georgia. Headquarters, Air Rescue Service and EARC will be kept current as changes occur.

c. The Chief, Base Operations Branch will maintain close coordination with the weather station. Immediately upon receipt of advance severe weather conditions which would preclude use of Walker AFB as a refuge base, the Chief, Base Operations Branch, in coordination with the Command Post, will advise Fifteenth Air Force, Headquarters SAC, and the commander of evacuating bases. Information copies of such messages will be furnished Headquarters ARS, Eastern ARC, the FAA Flight Service Station and ARTC Albuquerque.

d. The Chief, Base Operations Branch will issue NOTAMS and immediately notify Headquarters ARS, Orlando AFB, Florida and Central Air Rescue Center, Richards-Gebaur AFB, Missouri when any restrictions have been imposed or lifted on operations at Walker AFB.

2. NOTIFICATION:

a. Upon receipt of notification that Walker AFB will be used as a refuge base, the Chief, Base Operations Branch will be responsible for notifying the following agencies, giving as much information as possible

ANNEX A
6SAW OPLAN 201-62
29 June 1962

concerning ETA, number of aircraft and personnel, and any other information available that may be of interest to base support agencies.

- | | |
|---------------------|-------------------------|
| (1) Command Post | (9) 6th Food Service Sq |
| (2) 6SAW Commander | (10) Weather Station |
| (3) 6 Cmbt Spt Gp C | (11) BDAS |
| (4) Control tower | (12) IXO |
| (5) Job Control | (13) DSUP |
| (6) Transient Alert | (14) BDCL |
| (7) BDCS | (15) BDCM |
| (8) 6 Trans Sq | |

b. If Walker AFB is the designated refuge base for evacuating aircraft, RON messages will not be submitted.

c. Base Operations will provide the necessary flight planning facilities to aircrews.

ANNEX A

6SAW OPLAN 201-62

29 June 1962

HEADQUARTERS 6TH STRATEGIC AEROSPACE WING
Walker Air Force Base, New Mexico
29 June 1962

ANNEX "B"

TO

OPERATIONS PLAN 201-62

ADMINISTRATIVE AND LOGISTICAL MATTERS

ANNEX B
6SAW OPLAN 201-62
29 June 1962

HEADQUARTERS 6TH STRATEGIC AEROSPACE WING
Walker Air Force Base, New Mexico
29 June 1962

ANNEX "B"

6SAW OPLAN 201-62

ADMINISTRATIVE AND LOGISTICAL MATTERS

1. GENERAL. All incoming aircraft will land on runway 03 or 21. Upon turning off the active runway, aircraft will be met by Transient Alert and escorted to the pre-arranged parking areas. C-121's will park along the east edge of the north-south runway, facing west. The first C-121 will park at the northern end. Subsequent C-121's will park accordingly. See parking plan, Tab 1, Annex B. C-54's will park on the ramp in the area of Base Operations.
 - a. Base Operations will notify Base Housing and Transportation Squadron of the number of aircraft involved.
 - b. Each incoming aircraft will carry a crew chief and assistant.
 - c. The C-121's will carry a total of two tow bars applicable to C-121 type aircraft. All aircraft will bring chocks, mooring equipment, and dust plugs.
 - d. Transient Alert, with flight line radio vehicles, will keep Job Control informed of the status of each C-121 aircraft as soon as it can be determined, and request fuel and oil service at the same time.
 - e. In the case of C-54's, Transient Alert will work through normal channels.
2. MAINTENANCE:
 - a. Maintenance Control will direct and control flight line maintenance through radio vehicles furnished by OMS to Transient Alert.
 - (1) Control specialist maintenance.
 - (2) Coordinate with Fuels and Propellants on servicing schedules.
 - (3) Establish maintenance priorities.

ANNEX B
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b. Organizational Maintenance Squadron will augment Transient Alert with personnel as required.

(1) Furnish two radio vehicles to Transient Alert to control flight line maintenance on C-121's.

(2) Through Transient Alert meet and park all aircraft.

(3) Keep Job Control informed of progress on the flight line.

(4) Order required parts from Base Supply utilizing identification data furnished by the aircraft crew chiefs.

(5) Assist aircraft ground crews, as required, to expedite return of aircraft to an incommission status.

c. Field Maintenance and Armament and Electronics Maintenance Squadron will dispatch specialists when requested by Job Control and perform shop repairs as required.

3. SUPPLY:

a. Base Supply will furnish available parts from stock when requested from the flight line and order from the home base or appropriate depot any required parts not available locally.

b. Fuels and Propellants Division will furnish fuel and oil service as requested by Job Control and Transient Alert.

4. TRANSPORTATION:

a. The Transportation Squadron will furnish buses to haul crews to Base Operations and to their quarters.

(1) A pool of six buses will be established in the crew haul area next to Base Operations.

(2) One bus will patrol the C-121 parking area every 15 minutes during the time maintenance activity is in progress.

(3) Transportation will be furnished from crew billeting to the flight line, and to the aircraft.

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29 June 1962

5. FOOD SERVICE. The Food Service Squadron will furnish dining facilities for all incoming personnel, and provide flight lunches on request.

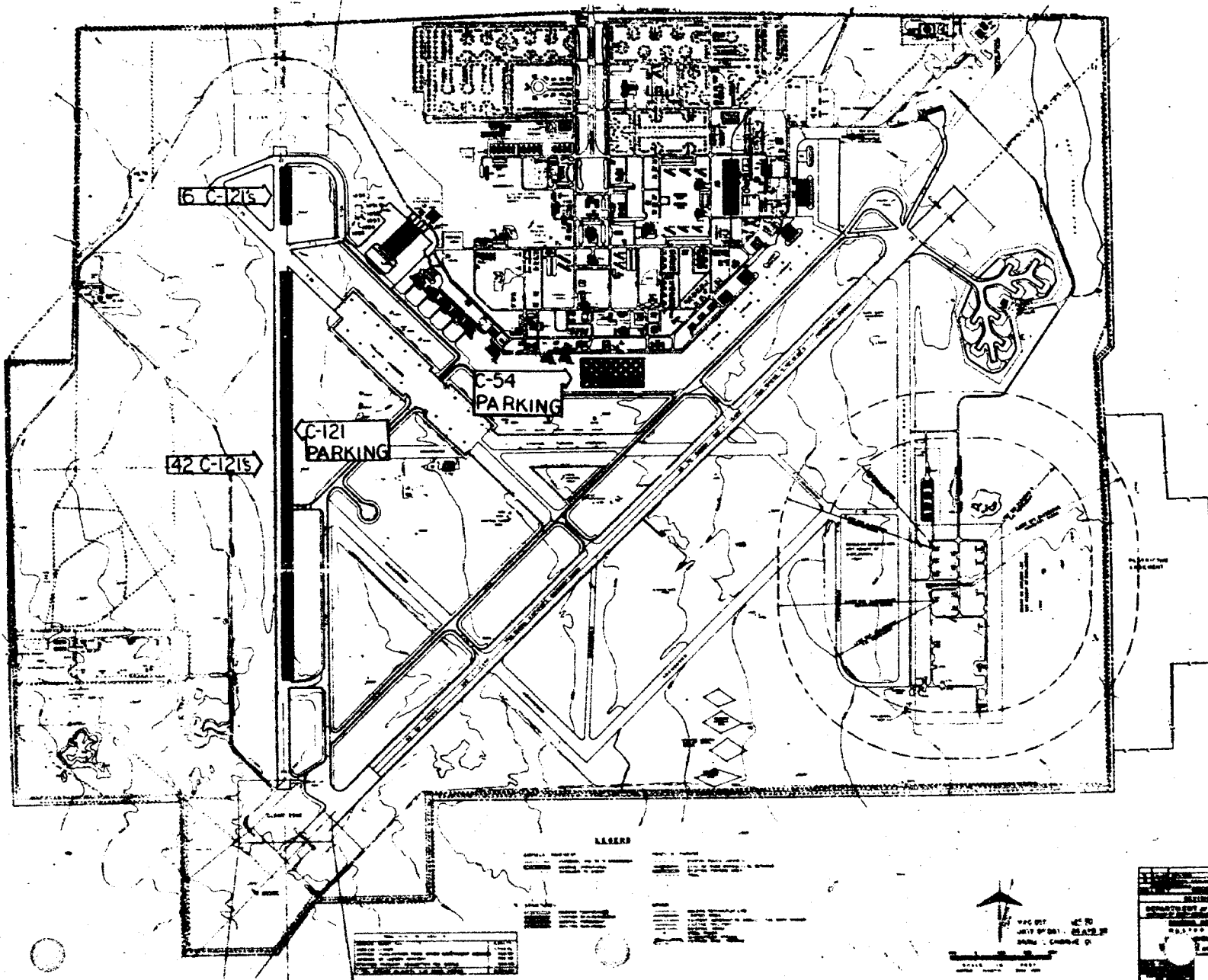
6. BILLETING. The Base Housing Officer will provide billets for approximately 175 officers and 175 airmen. These billets will be assigned at the housing office to incoming crew members.

ANNEX B
6SAW OPLAN 201-62
29 June 1962

HEADQUARTERS 6TH STRATEGIC AEROSPACE WING
Walker Air Force Base, New Mexico
29 June 1962

TAB 1
ANNEX "B"
TO
OPERATIONS PLAN 201-62
AIR FIELD MAP

TAB 1
ANNEX B
6SAW OPLAN 201-62
29 June 1962



SECRET

HEADQUARTERS
6TH STRATEGIC AEROSPACE WING
UNITED STATES AIR FORCE
WALKER AIR FORCE BASE, NEW MEXICO



REPLY TO
ATTN OF: DCOTTP/Capt Scharmen/Drop 33, Ext 2180

25 May 1962

SUBJECT: Amendment 1 to Headquarters 6th Strategic Aerospace Wing Operations Order 295-62 (U)

TO: SAC (DOOPO, DOCO 2, DOWE, IG)
15AF (DOOT, DOOC, DOC, DOTFP, DOW)
47 Strat Aerospace Div

1. Attached is Amendment 1 to Headquarters 6th Strategic Aerospace Wing Operations Order 295-62, dated 25 February 1962. (U)

2. Pen and Ink Changes: (U)

a. All references to 6th Bomb Wing will be changed to read:
6th Strategic Aerospace Wing. (U)

3. When the attachment is withdrawn (or not attached) the classification of this letter may be downgraded to unclassified in accordance with AFR 205-1. Certificate of destruction is not required by this headquarters. (U)

FOR THE COMMANDER:

John W. Swanson
for JOHN W. SWANSON
Lt Colonel, USAF
Deputy Commander for Operations.

1 Atch
Amend 1, 6SAW OPORD 295-62,
25 May 1962, SECRET

Copies to:
C, DCO, DCOT, DCOTTP 3, DCOCE,
DCOCP, DCOI, SAFE, DCM, 24BS 5,
39BS 5, 4OBS 5, 6ARS 2, 6FMS 2,
6OMS 2, 6AEMS 2, Det 15 9 Wea,
BC, IXO 4, BDCH

SECRET

ENTRY AND DESTRUCTION CERTIFICATE		PAGE NR 1	NR OF PAGES 1
SECTION I - ENTRY AND DESTRUCTION DATA			
FROM: (Hq and Staff Agency) (To be filled in only when certification required by originator)	1. DOCUMENT Amendment 1 to 6th Strategic Aerospace Wing OPORD 295-62, 25 February 1962		
3. SECTION(S) AMENDED Insert letter of transmittal Insert entry and destruction certificate Cover Administrative & security instructions Annex A--Appendix 1 Annex A--Appendix 3 Annex A--Appendix 7 Annex A--Appendix 8 Annex A--Appendix 9 Annex B	4. ENTER PAGE(S) 1 iv, v 2 1, 2, 3, 4 5, 6 1, 2 1, 2 3, 4	5. REMOVE PAGE(S) 1 iv, v 1, 2, 3, 4 5, 6 1, 2 1, 2 3, 4	
SECTION II - CERTIFICATE OF ENTRY			
6. I CERTIFY THAT PAGES LISTED IN ITEM 4 HAVE BEEN ENTERED IN COPY NUMBER _____ OF BASIC DOCUMENT, WHICH NOW CONSISTS OF _____ PAGES.			
Pages listed in Item 5 have been removed and destruction is authorized by Paragraph 608, AFM 181-5.			
7. DATE	8. ORGANIZATION AND OFFICE	9. SIGNATURE (Individual making certification)	
SECTION III - RECEIPT			
10. I ACKNOWLEDGE RECEIPT FOR PAGES LISTED IN ITEM 5.	10. DATE	11. OFFICE	12. SIGNATURE AND GRADE
SECTION IV - CERTIFICATE OF DESTRUCTION			
I CERTIFY THAT PAGES LISTED IN ITEM 5 HAVE BEEN DESTROYED IN ACCORDANCE WITH AFR 205-1.			
13. SIGNATURE	14. SIGNATURE		15. DATE DESTROYED
16. TYPED/STAMPED NAME AND GRADE	17. TYPED/STAMPED NAME AND GRADE		18. CERTIFICATE NO.

ENTRY AND DESTRUCTION CERTIFICATE		PAGE NR 1	NR OF PAGES 1
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SECTION III - RECEIPT			
11. ACKNOWLEDGE RECEIPT FOR PAGES LISTED IN ITEM 5.	10. DATE	11. OFFICE	12. SIGNATURE AND GRADE
SECTION IV - CERTIFICATE OF DESTRUCTION			
I CERTIFY THAT PAGES LISTED IN ITEM 5 HAVE BEEN DESTROYED IN ACCORDANCE WITH AFR 205-1.			
13. SIGNATURE	14. SIGNATURE		15. DATE DESTROYED
16. TYPED/STAMPED NAME AND GRADE	17. TYPED/STAMPED NAME AND GRADE		18. CERTIFICATE NR

ENTRY AND DESTRUCTION CERTIFICATE		PAGE NR 1	NR OF PAGES 1
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6. I CERTIFY THAT PAGES LISTED IN ITEM 4 HAVE BEEN ENTERED IN COPY NUMBER _____ OF BASIC DOCUMENT, WHICH NOW CONSISTS OF _____ PAGES.			
Pages listed in item 5 have been removed and destruction is authorized by Paragraph 606, AFM 181-5.			
7. DATE	8. ORGANIZATION AND OFFICE	9. SIGNATURE (Individual making certification)	
SECTION III - RECEIPT			
I ACKNOWLEDGE RECEIPT FOR PAGES LISTED IN ITEM 5.	10. DATE	11. OFFICE	12. SIGNATURE AND GRADE
SECTION IV - CERTIFICATE OF DESTRUCTION			
I CERTIFY THAT PAGES LISTED IN ITEM 5 HAVE BEEN DESTROYED IN ACCORDANCE WITH AFR 205-1.			
13. SIGNATURE	14. SIGNATURE		15. DATE DESTROYED
16. TYPED/STAMPED NAME AND GRADE	17. TYPED/STAMPED NAME AND GRADE		18. CERTIFICATE NR

HEADQUARTERS
6TH STRATEGIC AEROSPACE WING
United States Air Force
Walker Air Force Base, New Mexico

ADMINISTRATIVE AND SECURITY INSTRUCTIONS

1. TITLE. (U)

This document is 6th Strategic Aerospace Wing Operations Order to Fifteenth Air Force Operations Order 295-62. (U)

2. EFFECTIVE DATE. (U)

This Operations Order is effective 25 February 1962. (U)

3. NICKNAME. (U)

The overall unclassified nickname assigned this Operations Order is "Big Blast". (U)

4. PRIMARY OFFICE OF INTEREST. (U)

The Air Training Branch, DCOTAT, Training Division, Deputy Commander for Operations, Headquarters, 6th Strategic Aerospace Wing is the office of origin. All recommendations for revisions pertaining to this Operations Order will be forwarded to Training Plans. Project Officer is Captain M. E. Scharmen, extension 2695 or 2180. (U)

5. SUPPORTING ORDERS. (U)

This Operations Order was prepared in support of Fifteenth Air Force Operations Order 295-62, 5 October 1961. (&)

6. CLASSIFICATION: (U)

The overall classification of this Operations Order is SECRET. Each paragraph and page is classified according to individual content. Reproducing, extracting, and/or paraphrasing in whole or in part is authorized only when necessary to satisfy actual military requirements, provided the original classification of the affected portion is maintained. This document will be safeguarded and when no longer required, or when superseded, destroyed in accordance with AFR 205-1. Certificate of destruction is not required by this headquarters. (U)

7. SPECIAL HANDLING. (U)

Special handling required--not releasable to foreign nationals except Canadians. (U)

AMENDMENT 1
6SAN OPORD 295-62
25 May 1962

8. AMENDMENTS. (U)

Amendments to this Operations Order may be published in message form to addresses requiring immediate knowledge of the amendments. All amendments, including amendments published in message form, will be published by page change and forwarded to all recipients of the original Operations Order. (U)

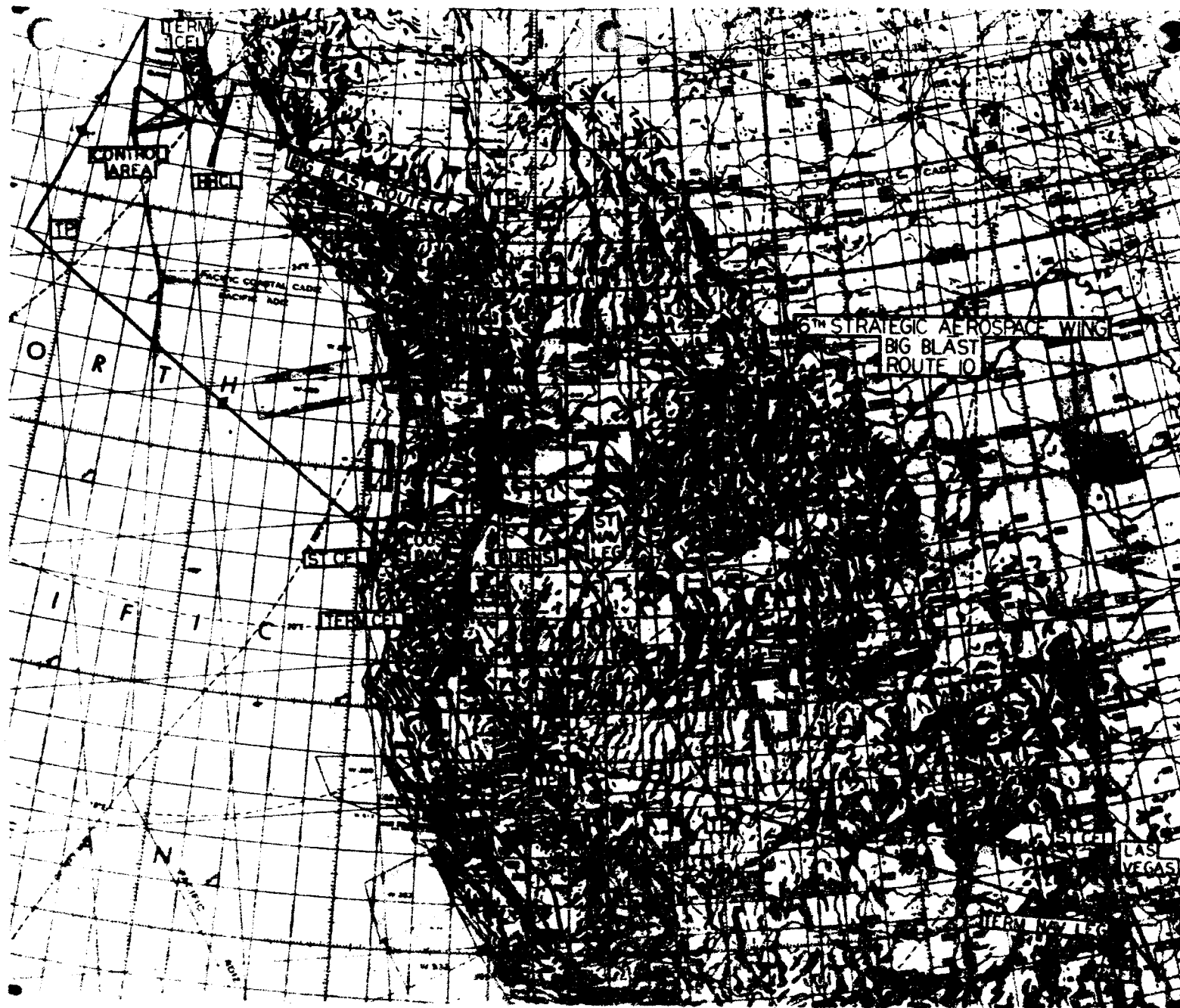
9. DEFINITIONS AND ABBREVIATIONS. (U)

Definitions and abbreviations used herein conform to JCS PUB 1 and AFM 11-2 unless otherwise indicated. (U)

AMENDMENT 1
6SAW OPORD 295-62
25 May 1962

v

DCOF 62-298



HEADQUARTERS
6TH STRATEGIC AEROSPACE WING
Walker Air Force Base, New Mexico
25 May 1962

AMENDMENT 1

APPENDIX 3

ANNEX "A"

6SAW OPOD 295-62

FLIGHT PLANS

1. PLANNING FACTORS: (U)

a. The following planning factors were used in computing the flight plans for this operations order: (U)

(1) B-52E static weight—407,800 lbs. (U)

(2) Winds used—mean winds derived from 200 mb June 3WWM 55-5 and Volumes 1 and 2 of SACM 105-2. Fuel reserves over destination are consistent with that required for training missions. (U)

(3) Air refueling will not be accomplished on this mission. (U)

2. PERFORMANCE DATA: (Based on water augmented thrust). (U)

a. Takeoff gross weight. 403,800 lbs. (U)

b. Pressure altitude 3,650 ft. (U)

c. Outside air temperature 80° F (U)

d. Runway available 12,800 ft. (U)

e. Minimum runway required 10,750 ft. (U)

f. Takeoff distance 9,710 ft. (U)

g. S2 speed. 147K. (U)

h. S1 speed. 112K. (U)

i. Acceleration check time 20 sec. (U)

AMENDMENT 1

APPENDIX 3

ANNEX A

6SAW OPOD 295-62

25 May 1962

DCOT 62-298

j. Critical temperature, wet 102°F (U)

AMENDMENT 1
APPENDIX 3
ANNEX A
6SAW OFORD 295-62
25 May 1962

2

DCOT 62-298

MISSION FLIGHT PLAN		O. O. AND NICKNAME		UNIT	TYPE ACFT	WAVE	CELL CALL SIGN	REMARKS ROUTE #10		
		295-62 BIG BLAST		6 SAW	B-52 E	S/S	N/A	JUNE MEAN W/V		
POUNDS				POUNDS		RUNWAY				
ACFT BASIC	171 000			BOMBS		PRESSURE ALT 3650 LENGTH 12800 AIR TEMP 80°				
CREW	1 600			AMMO		CRITICAL ALT LENGTH 10750 CRITICAL AIR TEMP 102°				
OIL	1 000			WATER AUG	2 500	TAKE-OFF DISTANCE 9710 TAKE-OFF SPEED 147				
ATO		# 8		STATIC	407 800	CRITICAL WIND COMPONENT				
RACK				START ENGINES AND TAXI FUEL ALLOWANCE	- 4 000	1ST LEG 2ND LEG 3D LEG				
EXT TANKS WEIGHT (BOMBS)	2 600			TAKE-OFF GROSS	403 800					
MISCELLANEOUS										
CHAFF	1 100									
OPERATING	177 300	TOTAL FUEL	228 000							

PRE-FLIGHT PLAN															FUEL FLIGHT PLAN	
FROM WALKER AFB, N.MEX	FLT COND	T. C.	WIND D/V	T. H.	VAR	M. H.	TEMP	IAS	T. A. S.	G. S.	GND DIS	TIME	AIR DIS	ETA	PRED FUEL REMAINING	GROSS WT
33-17N 104-32N			DRIFT				ALT	MACH			ACC GND DIS	ACC TIME	ACC AIR DIS			
ROUTE							+10								228.0	407.8
SET TO AC							DEV				10	03	10		1.2	10.7
LAS VEGAS FOR 40			239/020				280	1AS	410	420	166	24	162		219.8	397.1
35-39N 104-53N CL	348		-2	346	-12	334	35M				176	27	172		14.9	14.9
ST NITE CEL GRID			244/035								49	07	52		204.9	382.2
36-00N 106-00N CR	291		-4	287	-13	274	✓	.77	444	420	225	34	224		2.2	2.2
T.P.			248/043								669	01:38	725		202.7	380.0
38-00N 119-30W CR	284		-9	280	-16	264	✓	✓	✓	410	874	02:12	949		29.7	29.7
END NITE CEL GRID			260/030								241	34	252		173.0	350.3
42-00N 123-00W CR	320		-3	317	-19	298	✓	✓	✓	425	1135	02:46	1201		9.7	9.7
COOS BAY BEGIN CEL			263/030								97	14	100	CFA	163.3	340.6
43-22N 124-12W CR	327		-3	324	-20	304	39M	✓	✓	430	1232	03:00	1301	320	4.2	4.2
ENTER PACIFIC ADIE			265/030								25	04	26		159.1	336.4
43-36N 124-38W CR	308		-3	305	-20	285	✓	✓	✓	420	1257	03:04	1327		1.0	1.0
EXIT PACIFIC ADIZ			270/030								371	53	392		158.1	335.4
47-07N 131-50W CR	305		-2	303	-22	281	✓	✓	✓	✓	1628	03:57	1719		14.6	14.6
T.P.			270/030								225	32	238		193.5	320.8
49-00N 136-40W CR	300		-2	298	-24	274	✓	✓	✓	✓	1833	04:29	1957		8.6	8.6
END CEL T.P. SK			270/025								318	42	314		134.9	312.2
54-00N 134-10W CR	019		-3	016	-25	351	✓	✓	✓	450	2171	05:11	2271		11.0	11.0
ENTER PACIFIC ADIZ			270/025								110	15	111	CFA	123.9	304.2
52-32N 133-50W CR	184		+3	187	-26	161	41M	✓	✓	440	2281	05:26	2382	200	4.0	4.0
T.P.			270/025								48	07	48		119.2	297.2
ENTER DOMESTIC ADIZ			270/025								2329	05:33	2430		1.6	1.6
52-00N 132-00W CR	067		-1	066	-26	040	✓	✓	✓	465	84	11	80		118.3	285.6
HHCL			270/025								2413	05:44	2510		2.7	2.7
52-00N 131-00N CR	090		±0	090	-26	064	45M	✓	✓	470	37	05	35		115.6	292.9
											2450	05:49	2575	1130	1.2	1.2
															114.4	11.7

SAC FORM 18 APR 66 18 FC 117-10000 1 APPENDIX 5 APPENDIX A 6 SAW OPER 295-62 25MAY 1962 DGT 62-298 Force-SAC, Offutt C-1040(56)

MISSION FLIGHT PLAN - CONTINUATION SHEET																
FROM	FLY COND	T.C.	WIND D/V	T.H.	VAR	M.H.	TEMP	IAS	T. A. S.	G. S.	GRD DIS	TIME	AIR DIS	ETA	FUEL FLG	PLAN
ROUTE			DRIFT				ALT	MACH			ACC END DIS	ACC TIME	ACC AIR DIS		PRED FUEL REMAINING	GROSS WT
52-00N 131-00W															114.4	291.7
EXIT DOMESTIC CARRIER			270/025								99	:13	94		3.4	3.4
51-43N 128-22W	CR	100	+1	101	-26	075	45M	.77	444	470	2549	06:02	2639		111.0	288.3
T.P.			270/025								232	30	219		7.3	7.3
50-50N 122-20W	CR	103	±0	103	-25	078	✓	✓	✓	✓	2781	06:32	2858		103.7	281.0
T.P.			270/030								119	:15	114		3.7	3.7
49-00N 122-00W	CR	177	+4	181	-24	157	✓	✓	✓	445	2895	06:47	2972		100.0	277.3
T.P.			270/030								288	:39	288		9.3	9.3
44-15N 121-05W	CR	172	+4	176	-21	155	✓	✓	✓	✓	3183	07:26	3260		90.7	268.0
T.P.			265/030								51	:06	48		1.5	1.5
44-10N 120-00W	CR	086	±0	086	-20	066	✓	✓	✓	475	3234	07:32	3308		89.2	266.5
BURNS, ORE.			260/030								56	:07	54		1.5	1.5
43-35N 119-02W	CR	135	+3	138	-20	118	38M	✓	✓	460	3290	07:39	3362		87.7	265.0
T.P.			255/040								382	:51	377		11.7	11.7
38-00N 115-00W	CR	151	+5	156	-18	138	✓	✓	✓	450	3672	08:30	3739		76.0	253.3
VAUGHN, N. MEX.			248/040								521	01:06	491		14.9	14.9
34-36N 105-13W	CR	113	+4	117	-14	103	✓	✓	✓	470	4193	09:36	4230		61.1	238.4
WALKER, IOR			248/030								84	:11	84		2.5	2.5
83-25N 104-22W	CR	150	+4	154	-12	142	✓	✓	✓	445	4217	09:47	4314		58.6	235.9
DSC + LAND																
ALTERNATES																
AMARILLO AFB			248/032								180	:23			5.0	5.0
35-14 1/2 N 101-42W	CR	051	-1	050	-12	038	38M	.77	444	470	4457	10:10			53.6	230.9
OMEGA AFB			248/032								164	:24			5.1	5.1
31-51N 106-23W	CR	222	+2	224	-12	212	36M	.77	444	415	4447	10:11			53.5	230.8
CLINTON SHERMAN			250/032								295	:31			8.0	8.0
35-21N 99-11W	CR	065	±0	065	-11	054	38M	.77	444	475	4572	10:24			50.6	227.9
MANEUVER AREA																
COORDINATES																
52-32N 133-50W ; 52-00N 132-00W ; 51-30N 133-57W																

SECRET

C-18	HOLBERG, B.C.	5038	12803		FPS-507 & 508
C-19	PUNTZI MT. AS, B.C.	5210	12412		FPS-502 & 3 & 6
C-20	BALDY HUGHES MT. AS, B.C.	5337	12258		FPS-20 & 6
P-46	BLAINE AFS, WASH.	4854	12244		FPS-6 & 20
P-44	MAKAH AFS, WASH.	4822	12441		FPS-6 & 7
P-57	NASELLE AFS, WASH.	4625	12347		FPS-6 & 20
25	SPOKANE ADS				
C-21	SASKATOON MT. AS, ALBA	5514	11918		FPS-6 & 20
P-40	OTHELLO AFS, WASH.	4643	11912		FPS-6 & 20
P-32	CONDON AFS, WASH.	4514	12018		FPS-6 & 20
SM-150	GOTTONWOOD AFS, IDA	4604	11628		FPS-6 - MPS-7
SM-151	MICA PK. AFS, WASH	4735	11705		FPS-20 & 6 - MPS-14
SM-153	KAMLOOPS AS, B.C.	5048	12007		FPS-3 & 6
25	PORTLAND ADS				
M-100	MT HEBBO AFS, ORE	4513	12345		FPS-6 - MPS-11
P-12	N. BEND AFS, ORE.	4332	12410		FPS-7 & 6
SM-157	RED BLUFF AFS, CALIF.	4009	12218		FPS-6 - MPS-11
P-33	KLAMATH AFS, CALIF.	4134	12405		FPS-6 & 20
TM-180	KENO, AFS, ORE.	4204	12159		FPS-7 & 20
28	SAN FRANCISCO ADS				
P-37	PT. ARENA, CALIF.	3852	12333		FPS-6 - GPS-3
P-58	MATHER AFB, CALIF.	3833	12116		FPS-20
P-38	MILL VALLEY AFS, CALIF.	3756	12234		FPS-6 & 7
M-96	ALMADEN AFS, CALIF.	3710	12154		FPS-6 & 20 - MPS-14
P-74	MEDERA AFS, CALIF.	3702	12003		FPS-6 & 20
28	RENO ADS				
SM-149	BAKER AFS, ORE.	4434	11747		
M-118	BURNS AFS, ORE.	4334	11909		FPS-6 & 7
M-127	WINNEMUCCA AFS, NEV.	4101	11746		FPS-6 & 20
SM-156	FALLON AFS, NEV.	4934	11842		MPS-7 & 14
SM-164	TONOPAH AFS, NEV.	3808	11715		FPS-6 & 7
28	LOS ANGELES ADS				
P-2	CAMBRIA AFS, CALIF	3531	12103		FPS-6 & 7
RP-15	LOMPOC AFS, CALIF				
P-15	SANTA ROSE IS. AFS, CALIF.	3357	12007	COW BIRD	FPS-10, MPS-14, GPS-3
P-59	BORON AFS, CALIF	3505	11735		FPS-6 & 20
RP-39	SAN PEDRO HILL, CALIF	3345	11821		FPS-6, ARSR-1A
P-76	MT LAGUNA AFS, CALIF	3253	11625		FPS-3 & 6 & 7
28	PHOENIX ADS				
SM-163	LAS VEGAS AFS, NEV.	3619	11535		FPS-20, MPS-14
M-92	MT. LEMMON AFS, ARIZ.	3226	11047		FPS-20, MPS-14
SM-162	YUMA AFS, ARIZ.	3240	11435	REPORTER	MPS-7 & 14
TM-181	LUKE-WILLIAMS ARIZ	3226	11257		FPS-6 & 20
M-93	WINSLOW AFS, ARIZ	3305	11050		FPS-6 & GPS-3

AMENDMENT 1

APPENDIX 7

ANNEX A

6 SAN GORD 295-62

25 May 1962

SECRET

DCOT 62-298

CONFIDENTIAL

1. Forms: (U)

- (1) Electronic Warfare Officers. (U)
 - (a) SAC Form 76, ECM Log. (U)
 - (b) SAC Form 99. (U)
 - (c) Sensitive area clearance form. (U)
- (2) Gunners: (U)
 - (a) SAC Form 206. (U)

m. Specific instructions pertaining to the 6th Strategic Aerospace Wing Big Blast Mission to be flown on 21 June 1962 are as follows:

- (1) The following statement will be entered on SAC Form 207: (U)
 - (a) ECM activity will be conducted from 52-00N 131-00W along penetration route to 47-40N 115-00W in the following bands: A-10, B-1 through B-6, D-3, D-4, E-8 through F-7, I-5 through I-10. Chaff, yes. (U)
- (2) The following statement will be included in the Remarks Section of the DD Form 175. (U)
 - (a) Do not pass to 25th NORAD Region radar, Big Blast. (U)
- (3) Chaff start and stop points are as follows: (U)
 - (a) Start: 52-00N 131-00W. (C)
 - (b) Stop: 47-40N 115-00W. (C)

AMMENDMENT 1
APPENDIX 7
6SAW OPORD 295-62
25 May 1962

6
CONFIDENTIAL

DCOT 62-298

ALTITUDE RESERVATION FLIGHT PLAN

MISSION NAME BLAST	FAA-JCS PRIORITY 7	NO-NOTICE <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	EXECUTED BY FIFTEENTH AIR FORCE
A. UNIT TACTICAL CALL SIGN ROXIE	B. AIRCRAFT (No. and Type) 1-B52	C. POINT OF DEPARTURE Walker AFB, New Mexico	

D. ROUTE, ALTITUDE AND TIME INFORMATION (Indicate in following order, and in narrative (paragraph) form: Altitude(s) to start fix, name of fix, ETE (Enter hours & minutes from take-off; Example, "0100" for one hour six minutes, etc.). SPECIFY START CLIMB/DESCENT POINTS AND LEVEL OFF POINTS AS THEY OCCUR IN SEQUENCE. Continue repeating sequence until reaching item E.)

CLMB 350 336 RADIAL LKR TACAN LVLOF AT LVS 00:27 (0607Z) START CLSTNAV, FMN
136/07 00:51 (0631Z), BCE 01:21 (0701Z), TPH 355/34 01:54 (0734Z), RNO 149/33
02:12 (0752Z), MFR 167/28 02:46 (0826Z) END CLST, CLMB 390 LVLOF 0250 (0830Z)

MFR 294/78 03:00 (0840Z) START CLSTNAV, ENTER PACIFIC ADIZ, 44-28N
126-33W 03:19 (0859Z), 47-07N 131-50W 03:57 (0937Z), 48-20N 134-51W 04:17 (0957Z),
49-00N 136-40W 04:29 (1009Z), 54-00N 134-10W 05:11 (1051Z) END CLSTNAV, CLMB 410
LVLOF AT 53-56N 133-40W 05:15 (1055Z), 52-32N 133-50W 05:26 (1106Z), ENTER MNVR
BRND BY 52-32N 133-50W, 52-00N 132-00W AND 51-30N 133-57W, EXIT MNVR AREA ENTER
DOMESTIC CADIZ AT 52-00N 132-00W 05:44 (1124Z), CLMB 450 LVLOF AT 52-00N 131-00W
05:50 (1130Z), 51-43N 128-22W 06:02 (1142Z) EXIT DOMESTIC ADIZ, 50-50N 122-20W
06:32 (1212Z), NUW 010/48 06:47 (1227Z), DLS 165/82 07:26 (1306Z), DCS 137/94
07:32 (1312Z), ALTRV ENDS, LAND KRSW.

AMEND 1
APPENDIX 9
NEX A

OSAW OPORD 295-62
25 May 1962

DCOT 62-298

(If additional space is needed for any item, continue on blank 8" x 10" sheets and identify them.)

ALTITUDE RESERVATION FLIGHT PLAN (CONTINUED)					MISSION NAME / PRIORITY BIG BLAST/7		
UNIT TACTICAL CALL CURRENT VCSL				AIRCRAFT NO. AND TYPE 1 - B-52			
E. DESTINATION Walker AFB, New Mexico							
F. PROPOSED DEPARTURE TIME							
COLOR	NO.	EDT (Z-If Known)	ADMS	COLOR	NO.	EDT (Z-If Known)	ADMS
1/A	1	21/0540Z (June)	N/A				
G. TAS 444K							
PASS TO ADC RADAR			PRIMARY REFUELING - AREAS/TRACKS		ALT REFUELING - AREAS/TRACKS		
SITE NAME	YES	NO	N/A				
NO PAR							
ECM CORRIDOR/S			REFUELING WITH N/A				
START	STOP		REFUELING AREA AND/OR AIRSPACE RESERVATION N/A		CLEARED BY CONTROLLING AGENCY		
JAMMING/CHAFF 52-JON 131-00W	JAMMING/CHAFF DLS 137/94				YES	NO	RESP OF EXECUTING AGCY
DEPARTURE PROCEDURE COORDINATED WITH ALBUQUERQUE ARTC			LIABILITY PERIOD/"E" HOUR N/A				
PROJECT OFFICER M. E. SCHAREN, CAPT		ORGANIZATION Hq 6SAW (DCOTTP)		OFFICE PHONE 2180/33	HOME PHONE FI 7-2142	DATE THIS FORM ACCOMPLISHED May 62	
REMARKS AIRSA ALL BIG BLAST AIRCRAFT - NO PAR DEPT COORDINATED WITH ABQ CNTR AMEND 1 APPENDIX 9 ANNEX A 101. CPO 295-62 3 May 1962							

SAC JUN 62 121a

2.

DCOT 62-298

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3. FREQUENCIES: (U)

- a. H/F AME and SSB frequencies are published in the 6SAW CEI and on crew flip cards. (U)
- b. UHF channelization is normal and is published in the 6SAW CEI and on crew flip cards. (U)
- c. Air Refueling Frequencies (C/R plan) will be provided in the refueling annex.

4. IFF PROCEDURES: (U)

- a. After Walker departure and within the ZI, squawk in accordance with current NORAD and FAA procedures: MODE 1 CODE 02 and MODE 3 CODE 30 with MODE 2 out. (U)
- b. From the North American coast to the defense perimeter, squawk in accordance with NORAD procedures and charts as outlined in 6th Strat Aerospace Wing CEI par. 7(3)(a) and (b). (U)
- c. Within the PAFCOM area, upon departing the ADIZ, squawk MODE 1 CODE 02, MODE 2 "out" and MODE 3 in accordance with the current PAFCOM IFF table. Extracts of the current table will be furnished by Wing Communications prior to flight. (C)
- d. On the return leg to the ZI, IFF procedures will be the reciprocal of a, b, and c above. (U)

5. CALL SIGNS, SACADS AND LOCATION IDENTIFIERS: (U)

- a. A complete list of SAC call signs, SACADs and geographical identifiers are published in the 6th Strat Aerospace Wing CEI. Control Rooms enroute by bomb wing and base are also located in the CEI. (U)

6. NOAH'S ARK/SAC MONITORING PROCEDURE ALFA: (U)

- a. SAC monitoring procedure ALFA will be observed during all monitoring periods (05-08, 25-28 and 45-48). Maximum use of SSB "SHORT ORDER" monitoring is encouraged where practicable. (use 6SAW CEI or COMM Flip cards for frequencies.) (U)
- b. Crews are required to log at least one H/F, plus any changes, and one UHF request for Noah's Ark traffic properly authenticated in accordance with SACR 50-6. (U)

AMENDMENT 1
ANNEX B
6SAW OPOD 295-62
25 May 1962

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DCOT 62-298

CONFIDENTIAL

c. All incorrect authentications to messages other than "FOXTROT" messages will be immediately challenged. Incorrect authentications will be recorded in the radio log with a description of communications conditions at time of receipt. (U)

7. RECALL/DIVERSION PROCEDURES: (U)

a. The unit recall phrase is "TALL TALE LIMA". (C)

b. The SAC recall phrase is "ANGEL HAIR". (C)

c. Recall procedures are explained in detail in the 6th Bomb Wing CEI, Chapter 3, par. 1a, b, and c. (U)

8. ENROUTE COMMUNICATIONS PROCEDURES: (U)

Communications procedures during emergency and distress conditions are outlined in current Flight Information Publications and Chapter 5, 6th Strategic Aerospace Wing CEI. (U).

AMENDMENT 1

ANNEX B

6SAW OPORD 295-62

25 May 1962

4
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DCOT 62-298

HEADQUARTERS
6TH STRATEGIC AEROSPACE WING
UNITED STATES AIR FORCE
WALKER AIR FORCE BASE, NEW MEXICO



REPLY TO
ATTN OF:

DCML/Major Stewart/482

7 June 1962

SUBJECT: EWO Generation Exercise, 15 June 62

TO: See distribution

1. This letter supersedes the one dated 1 June 62, subject as above.
2. An EWO generation exercise will be conducted on 15 June 62. The primary purpose of this exercise will be to evaluate maintenance performance under new generation rates which become effective 1 August 62. Aircraft preparation will be limited to 12 B-52's and 11 KC-135's. These aircraft will be generated in accordance with the schedules in Attachments 1 and 2.
3. The following instructions apply.

I GENERAL

- a. 812th Medical Group, 4OBS, 579SMS and the Alert Force will not participate.
- b. A-hour will be 0900 local on 15 June 62. Aircraft generation activity, however, will begin at 0930 to prevent unrealistically early start times resulting from the pre-established A-hour.
- c. The 60-9 schedule for 15 June will proceed without interruption, including Chrome Dome, Alert Force, and all recovery operations.
- d. At A-hour the command post will implement duty hour telephone alerting procedures. Upon receiving notification, all 6SAW organizations except 812th Medical Group, 4OBS and Alert Force will implement their own alerting procedures. Off-duty personnel will not be recalled unless required to support aircraft generation.
- e. The battle staff will assemble in the command post. All organizations will report their personnel strength to the DP representative using established procedures. The appropriate battle staff member may excuse from further participation those activities not directly involved in the exercise once their personnel strength reporting has been completed.
- f. Simulation of personnel recall messages is not required.
- g. The sabotage alert plan will not be implemented. Normal security measures will be followed except that weapon escorts and point guards are required.
- h. Transient aircraft will receive normal service insofar as the exercise allows.

- 8
- i. There will be no mobility exercise.

II SUPPLY

a. CLARK assets will not be used. However, Base Supply will simulate issue from the CLARK in case any parts actually required during generation are not available in base stocks.

b. Fuels and Propellants will furnish a representative to Maintenance Control.

c. Personal Equipment will deliver survival gear to each aircraft as in EWO.

III BASE SERVICES

a. Dining halls will remain open throughout the exercise. Food Service will be prepared to furnish sack lunches to maintenance activities requesting them.

b. Food Service will deliver EWO rations to each aircraft at the times shown in the Wing Support Plan, but will not remove rations from the truck.

c. Base recreational and service facilities will operate normally.

IV TRANSPORTATION

a. The Transportation Squadron will issue EWO vehicles to all participating agencies in accordance with Annex C of the Wing Support Plan.

(1) All maintenance activities, including generation monitors.

(2) Fuels and Propellants.

(3) 24BS, 39BS, 6AREFS (1 bus each).

(4) Food Service Squadron.

(5) Personal Equipment.

b. Transportation will deliver KC-135 live-aboard kits stored in the CLARK building (9-58) to each of the 11 KC-135's in accordance with the Maintenance Readiness Plan.

c. Transportation will furnish a representative to Maintenance Control as in EWO.

V MAINTENANCE

a. Maintenance (DCMT) will prepare a generation board in the Command Post showing scheduled start-and-stop times of generation actions, and post this board during the exercise.

b. Maintenance will EWO-generate all participating aircraft including weapon, and including GAM's (with ballasts) on slots 3, 4 and 5. Exception: The fuel load for all aircraft will be the load for the next 60-9 requirement. If an aircraft already has that load an additional 300 gallons will be pumped aboard. However, all aircraft will remain connected to the hydrant for the length of time that would be necessary to pump an EWO load aboard.

c. All aircraft generation actions will be in accordance with the schedules shown in Attachments 1 and 2. (Note: These schedules are for this exercise only. Schedules appearing in the present Maintenance Readiness Plan will remain valid until 31 July.)

d. Maintenance generation monitors will function as in EWO.

e. Generated aircraft will be reconfigured for the next 60-9 requirement as shown in Attachment 1.

VI OPERATIONS

a. Provide aircrews at times shown in attached schedules to preflight, accept and start engines. When a crew is ready to taxi it will call the Command Post, then shut down engines, terminating participation of that aircraft.

b. Simulated command post combat reports are not required.

COORDINATION

DCM William H. Harcol

DCO William H. Harcol

DP WC Rabe

DSUP William H. Harcol

6CSG William H. Harcol

Ernest E. Hillman

D. E. HILLMAN
Colonel, USAF
Commander

DISTRIBUTION:

C - 1 cy	BC - 1 cy
VC - 1 cy	BDCM - 10 cys
DCO - 25 cys	BDCS - 10 cys
DCM - 50 cys	BDCL - 3 cys
DSUP - 10 cys	DCR - 1 cy
DP - 5 cys	BDCE - 5 cys
SAWHS - 2 cys	HS - 2 cys
IXO - 5 cys	
SAFE - 2 cys	
812 Med Gp - 2 cys	
579SMS - 2 cys	

2 Atchs

1. B-52 Generation/Reconfiguration
2. KC-135 Generation

SECRET

JPC007JPA 012

KNJ898

RR RJWBAP RJWBDL RJWBJP RJWBGF RJWBAS RJWBNG RJWBJL RJWBKA

DE RJWBKN 5A

R 202129Z

FM 15AF MARCH AFB CALIF

TO RJWBAP/821STRAT AEROSPACE DIV ELLSWORTH AFB SDAK

RJWBDL/5BOMBWG TRAVIS AFB CALIF

RJWBJP/6START AERSSPACE WG WALKER AFB NMEX

RJWBGF/92STRAT AEROSPACE WG FAIRCHILD AFB WASH

RJWBAS/4126STRAT WG BEALE AFB CALIF

RJWBNG/4133STRAT WG GRANG FORKS AFB NDAK

JWBJL/4134STRAT WG MAHTER AFB CALIF

RJWBKA/4136STRAT WG MINOT AFB NDAK

BT

S E C R E T DOTO 1748

FOR DCOT. (U) SAC OFORD 73-62"JET BLACK". SAC MSG DOOP 4339, 1 JUN 62, IS QUOTED FOR YOUR INFO: "UNTIL A DEFINITE IMPROVEMENT IS REALIZED ON ALL GAM-77 LAUNCHES, IT IS IMPERATIVE THAT ALL AIRCRAFT AND GAM SYSTEM BE FUNCTIONING PROPERLY BEFORE A LAUNCH IS ATTEMPTED. IT IS THE DESIRE OF THIS HEADQUARTERS, AFTER A CERTAIN MISSILE RELIABILITY IS OBTAINED, TO PERMIT MISSILE LAUNCHES IN LESS THAN OPTIMUM CONDITIONS. FOR EXAMPLE, UTILIZING SECONDARY AZIMUTH, THEREFORE, UNTIL SUCH TIME AS THE DESIRED MISSILE RELIABILITY IS OBTAINED, REQUEST STRICT ADHERENCE TO POLICIES AND PROCEDURES ESTABLISHED BY THIS HEADQUARTERS TO INSURE ACCEPTABLE MISSILE RESULTS. (SCP-4)".

BT

20/2137Z JUN RJWBKN

SECRET

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HEADQUARTERS
6TH STRATEGIC AEROSPACE WING
UNITED STATES AIR FORCE
WALKER AIR FORCE BASE, NEW MEXICO



REPLY TO
ATTN OF: DCOTRA/Major Monroe/418

SUBJECT: Commander's Remarks (T12), 1 April through 30 June 1962

TO: SAC (DOTCA T12) (DOTO T12) (DCRMD T12)
15AF (DOTB T12) (DMAA T12) (DCRN T12)
47 Strat Aerospace Division (DO T12)
1st CEG (DAN T12), Barksdale AFB, La.

1. Waiver of training requirements:

a. The following SACR 50-8 requirements have been waived for this unit, Item F-45 (X-band LDR B-52H only), K08 and K09, GAM 72 N/A this unit. (U)

b. GAM 77, SACR 50-8 requirements, cards A15 and A15A, not applicable this unit. The 6th Strat Aerospace Wing is not programmed for combat ready status in this area during this training quarter. (U)

2. Delinquent Combat Ready Crews: N/A. (U)

3. Alert Cycle: 4 Monday thru Thursday or 3 Friday thru Sunday. (C)

4. Compensatory Time off for Alert Crews: N/A. (U)

5. Crew Members upgrading Progress: N/A. SAC message DOT 30204, 30 March 1962. (U)

6. Unreliable RBS Runs:

<u>CE</u>	<u>Date</u>	<u>Run Type</u>	<u>Crew No.</u>	<u>RBS Site</u>	<u>Reason</u>
7350	1 Jun	R-5 1st Tgt LC	R82	Express	Aiming Point
21200	1 Jun	R-5 2nd Tgt LC	R82	Express	Aiming Point
5700	4 Jun	R-5 2nd Tgt LC	S88	Express	Procedure
5370	4 Jun	R-5 2nd Tgt LC	R74	Express	Aiming Point
13180	5 Jun	R-5 2nd Tgt LC	R76	Express	Aiming Point
7050	7 Jun	R-5 1st Tgt LC	R86	Express	Aiming Point
11320	7 Jun	R-5 2nd Tgt LC	R86	Express	Aiming Point
8550	8 Jun	R-5 1st Tgt LC	R82	Express	Material
4720	8 Jun	R-5 2nd Tgt LC	R82	Express	Material
7200	11 Jun	R-5 2nd Tgt LC	R84	Express	Procedure
7100	11 Jun	R-5 1st Tgt LC	R85	Express	Aiming Point
19500	11 Jun	R-5 2nd Tgt LC	R85	Express	Aiming Point
8700	11 Jun	R-5 1st Tgt LC	R85	Express	Aiming Point
10550	11 Jun	R-5 2nd Tgt LC	R85	Express	Aiming Point
10320	13 Jun	R-5 2nd Tgt LC	S67	Express	Aiming Point
9470	13 Jun	R-5 1st Tgt LC	S67	Express	Aiming Point

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<u>CE</u>	<u>Date</u>	<u>Run Type</u>	<u>Crew No.</u>	<u>RBS Site</u>	<u>Reason</u>
12150	13 Jun	R-5 2nd Tgt LC	S67	Express	Aiming Point
9970	13 Jun	R-5 1st Tgt LC	S67	Express	Aiming Point
7600	13 Jun	R-5 2nd Tgt LC	S67	Express	Aiming Point
17920	13 Jun	L-B	R76	Express	Procedure
3820	15 Jun	R-5 1st Tgt LC	E73	Express	Aiming Point
13720	18 Jun	R-5 2nd Tgt LC	R78	Express	Aiming Point
11420	18 Jun	R-5 1st Tgt LC	R78	Express	Aiming Point
10070	18 Jun	R-5 2nd Tgt LC	R78	Express	Aiming Point
4350	20 Jun	R-5 1st Tgt LC	E84	Express	Materiel
6700	26 Jun	R-5 2nd Tgt LC	R74	Express	Procedure
5450	27 Jun	R-5 2nd Tgt LC	R87	Express	Procedure
7500	27 Jun	R-5 1st Tgt LC	E79	Express	Aiming Point
14970	27 Jun	R-5 2nd Tgt LC	E79	Express	Aiming Point
4070	28 Jun	R-5 1st Tgt LC	R75	Express	Procedure

7. Unreliable Nike Runs: None. (U)

8. Unreliable Navigation Legs: None. (U)

9. Unreliable Local Defense Runs: (C)

<u>Score</u>	<u>Date</u>	<u>Crew No.</u>	<u>Site</u>	<u>Reason</u>
9XE	5 Jun	R78	Express	Operator Error
0XE	13 Jun	R75	Express	Operator Error
0X0	13 Jun	R76	Express	Operator Error
0XE	18 Jun	R85	Express	Operator Error
0X0	22 Jun	E84	Express	Materiel

10. Unreliable Radar Simulator Runs: (C)

<u>Score</u>	<u>Signals</u>	<u>Date</u>	<u>Crew No.</u>	<u>Site</u>	<u>Reason</u>
C-06	C 0-0 S 3-3	1 Jun	E70	Express	Materiel
D-06	L 3-3 S 0-0	5 Jun	R78	Express	Materiel
C-06	C 3-0 S 3-0	7 Jun	R86	Express	Operator
B-00		13 Jun	R76	Express	Operator
C-06	C 3-0 S 3-0	13 Jun	S67	Express	Operator
B-05	B 3-0 S 2-0	25 Jun	E69	Express	Operator
B-06	B 3-3 S 0-0	26 Jun	S68	Express	Materiel
C-00		27 Jun	E69	Express	Materiel
B-06	B 3-3 S 0-0	27 Jun	E79	Express	Materiel
B-05	B 3-2 S 0-0	27 Jun	E79	Express	Materiel
Type I	B 3-3 S 0-0	27 Jun	E79	Express	Materiel
B-04	B 0-1 S 3-0	28 Jun	R75	Express	Operator

11. Fire Control System Reliability: a. 21, b. 10, c. 90.6, d. 25200/22827, e. 233, f. 9, g. 21. (C)

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12. GAM 77/72 Information: (C)

- a. 26/NA.
- b. July 27/NA, Aug 27/NA, Sept 27/NA, Oct 27/NA.
- c. None/NA.
- d. July 0/NA, Aug 0/NA, Sept 0/NA, Oct 0/NA.
- e. None.
- f. GAM 77/0. GAM 72/NA.
- g. 2.
- h. 4: 61-2194 (1), 61-2215 (1), 61-2216 (1), 61-2228 (1).
- i. 0.
- j. 0.
- k. 4: 61-2194 (1), 61-2215 (1), 61-2216 (1), 61-2228 (1).
- l. (1) R75, E69.
 - (2) None.
 - (3) None.
 - (4) 0.
 - (5) 0.
 - (6) 0.
- m. 0.
- n. 15.
- o. 20 Assigned, 20 Available.
- p. Unreliable GAM 77 Launch: None.
- q. None.

13. N/A. (U)

14. Advanced Capability Radar Training: (C)

- a. 22.
- b. 9.

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- c. 1.
- d. 10.
- e. (1) Poker Deck 18. (2) Oil Burner 2.
- f. 20 Scheduled; 20 Flown.
- g. None.
- h. 31 July 1962.
- 15. N/A. (U)
- 16. N/A. (U)
- 17. N/A. (U)

18. Recurring Professional Collateral Training: In compliance with SAC message DOTC 43247, 7 May 1962, the following information is submitted:

- a. Postive Control and Execution Procedures: Required 105
Completed 105
- b. Postive Control and Execution Procedures: Required 105
(Self Study) Completed 105

19. Spare Crew Members: (C)

a.	b.	c.
Major Beal, R.	1525C CR	PF
Captain Doyle, H. J.	1531C CCTS	PF
Captain Larson, T. F.	1235C CR	PF
Captain Werner, R. J.	1525B CR	PF
Captain Shelton, M. L.	1575 CR	SOS
1st Lt LaFon, H. J.	1575 CR	TDY
1st Lt Miller, H. J.	1521B CCTS	Survival
1st Lt Warren, M. B.	1521B CCTS	Survival
SSgt Binford, R. C.	323X1 CCTS	Survival
A/1C Carey, W. F.	323X1 CCTS	PF
A/1C Oster, S. J.	323X1 CCTS	PF
A/1C Walker, E. C.	323X1 CR	PF
A/2C Ickler, B. C.	323X1 CCTS	Survival

d. R72 Co-Pilot SAC approved transfer to 6Strat Aerospace Wing. Captain Larson will replace him. One pilot short to form 28th crew.

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20. Low Level Flying Time: April 88:00 hours, May 87:00 hours, June 136:00 hours. (U)

21. Reference SAC message unclassified DOTO 52117, dated 4 June 1962. ACR Alignment: During the April - June training quarter the 6th Strat Aerospace Wing flew 21:15 hours ACR calibration time. These hours were deducted from time used for MCS computation.

22. Comments and Recommendations of Unit Commander: (U)

I have no comments or recommendations to make at this time.

Kenneth J. Green
for ARTHUR S. PITTS II *major*
Lt Colonel, USAF
Commander, 40th Bombardment Squadron

23. Wing Commander's Remarks: (U)

I concur with the Unit Commander's remarks.

Donald E. Hillman
DONALD E. HILLMAN
Colonel, USAF
Commander

Copies to:
40th Bombardment Squadron
6 Strat Aerospace Wing (Historian)

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JPA124HKNU332

RR RJWBJL RJWBJM RJWBJP RJWBKA RJWBKB RJWBND RJWBNG RJWBSZ
DE RJWBKN 6A

R 052205Z

FM 15AF MARCH AFB CALIF

TO ROMEO TWO

ROMEO THREE

BT

C O N F I D E N T I A L DOTO 1573

WINGS FOR DOOT, AIR DIVS FOR DC. (U) RESULTS ON RAIL/
FENCE CINDER ROAD RES EXPRESS AS TF 2 JUNE 62: (1) UNIT (2) TOTAL
ACCOMPLISHED (3) DOWNGRADED (4) HIGH ALTITUDE (5) SYNCH SHORT
LOOK (6) RELIABLE FIRST RELEASE (7) RELIABLE SECOND RELEASE
(8) PERCENT RELIABLE FIRST RELEASE (9) PER CENT RELIAELE
SECOND RELEASE.

(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)
5	3	1	0	2	2	2	100	100
6	64	3	2	59	53	52	90	88

BT

05/2207Z JUN RJWBKN

NNNN

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JPCOOLJPA112

~~ENJ~~187

PP RJWBDL RJWBJP RJWBAP RJWBEG RJWLAS RJWBNG RJWBUL RJWBKA RJWBJG

DE RJWEKN 15A

P 132112Z

FM 15AF MARCH AFB CALIF

TO RJWBDL/5EW TRAVIS AFB CALIF

RJWBJP/6SAG WALKER AFB NMEX

BT

CC N F I D E N T I A L DO 1690. FOR DCO. REF TELECON CAPT
STOUT WITH AFFECTED UNITS. FY 4/62 TACTICAL FLYING HOUR
ALLOCATION IN ADJUSTED AU FOLLOWS:

INE	UNIT	T/M	OLD	ADJUSTMENT	NEW
1	6SAW	B-52	5250	MINUS 189	5061

THIS CONSTITUTES FINAL ADJUSTMENT TO FY 4/62 ALLOCATION.
NO FURTHER ADJUSTMENTS WILL BE MADE UNLESS ADDITIONAL
CHROME DOME ABORTED TIME IS RECEIVED FROM SAC, PRESENT
INDICATIONS ARE THAT NONE IS ANTICIPATED. (SCP-4)

BT

13/2114Z JUN RJWEKN

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JPC001

JPA105

NK 836

PP RJWBUL RJWBUM RJWBUP RJWBKA RJWBKB RJWBND RJWBNG RJWBSZ RJWBJR

OE RJWBKN 10A

P 2023361

1. 15AF MARCH AFB C. LIF

TO ROMEO TWO

ROMEO THREE

RJWBJR/97AIRRFLESQ MALESTROM AFB MONT

INFO QUEBEC THREE

BO

C O N F I D E N T I A L DO 1752. SEC I OF II. FOR DCO/97ARSC; INFO DO.

FY 1/63 TACTICAL FLYING ALLOCATION. THIS MSG IN NINE PARTS. PART

1. TACTICAL FLYING HOUR ALLOCATIONS FOR THE FIRST

FISCAL QUARTER 1963 ARE AS FOLLOWS:

LINE	UNIT	T/M/S	CODD	FY 1/63 ALLOCATION
1	5BW	B-52-G	CC	1747
2	6SAW	B-52-U	CC	5237

202343Z JUN RJWBKN

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JFC001JPA630KNK108

PP RJWBJL RJWBJM RJWBJP RJWBKA RJWBKD RJWBND RJWBNG RJWSSZ RJWEAR
DE RJWBKN 21A

P R 012353Z

FM 15AF WERCH AFB CALIF

TO ROMEO TWO

ROMEO THREE

INFO RJWBER/SAC

QUEBEC TWO

QUEBEC THREE

BT

CONFIDENTIAL D01557. FOR DCO/INFO
SAC DOTOP; AD/SAD DO. LOW ALTITUDE FLYING TIME.
THIS MSG IN FOUR PARTS. PART I. THIS HQS HAS MADE
REPEATED ATTEMPTS TO RETURN FY 3/62 UNDERFLOWN LOW
ALTITUDE FLYING HOUR ALLOCATION TO SAC. TO DATE, THIS
ACTION HAS NOT BEEN FAVORABLY CONSIDERED. DUE TO
BUDGET CONSIDERATIONS IT IS NOT ANTICIPATED THAT ANY RE-
LIEF WILL BE FORTHCOMING. SAC HAS DIRECTED THAT SACR
50-8 INCENTIVE TRAINING WILL BE SECONDARY TO COMPLETE
FLYOUT OF ALLOCATED LOW ALTITUDE FLYING HOURS. PART II.

PAGE TWO RJWBKN 21A

IT IS REALIZED THAT THE ADDITION OF FY 3/62 UNDERFLOWN
TIME TO THE CURRENT QUARTER LOW ALTITUDE ALLOCATION WILL
EXCEED UNIT NEEDS AND IN SOME CASES, WILL PROBABLY
EXCEED THE CAPABILITY OF UNITS TO ACCOMPLISH A ZERO-OUT
OF TIME AND STILL MAINTAIN A WELL-BALANCED COMPETITIVE
50-8 TRAINING PROGRAM. THEREFORE, UNITS ARE DIRECTED
TO AFFECT SCHEDULE CHANGES AS NECESSARY TO ZERO-OUT
LOW ALTITUDE FLYING HOUR ALLOCATION BY 30 JUN 62.
CHANGES TO UNIT 60-9 SCHEDULES AS NECESSARY ARE
AUTHORIZED. PART III. FY 4/62 LOW ALTITUDE TACTICAL
FLYING HOUR ALLOCATION ADJUSTED AS OUTLINED BELOW IS
BASED ON ADDITION OF LOW ALTITUDE HOURS UNDERFLOWN
DURING FY 3/62. AS PREVIOUSLY STATED IN PART II
ABOVE, COMPLETE ZERO-OUT IS MANDATORY:

LINE	UNIT	T/M/S	OLD	ADJUSTMENT	NEW
1	5BW	B-52	261	PLUS 20	261
2	6BW	B-52	420	PLUS 75	495

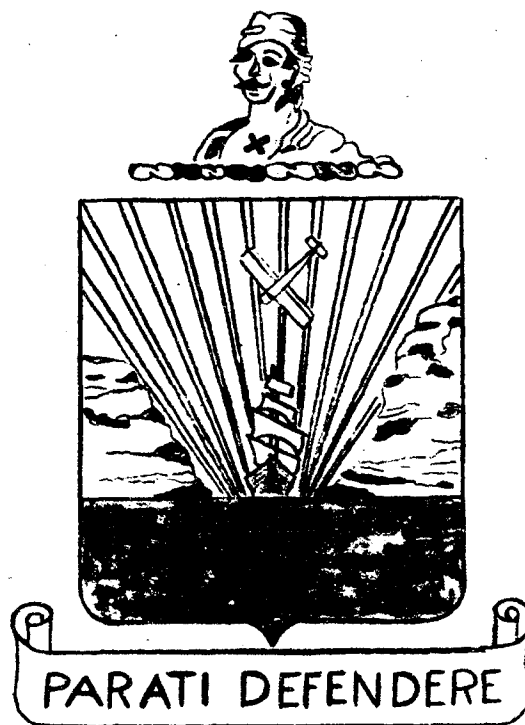
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CONFIDENTIAL

BASE HISTORICAL

6th STRATEGIC AEROSPACE
WING
HEAVY JET



MONTHLY OPERATIONS
PLAN

JUNE 1962

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DISTRIBUTION:

15AF (OTE)	1	BDCS	1	FCI	1
47 C	1	BDCM	1	579SMS	2
47EO	1	BDAS/C	1	SATIF	2
C	1	SAFE	1	6FCS	2
FCO	15	6SAVHS	4	6CTS	4
DCORC	3	6HS	1	6SS	3
ICCT	1	24BS	15	6TS	3
DCCI	1	30PS	15	Link Trainer	1
DCCTAW	1	40RS	15	Simulator	2
FCOCP	1	6ARS	15	Base Historian	4
FCOS	2	6CMS	3	511FTD	2
DCCTGT	20	6FMS	3		
FCM	2	6AES	3		
DCM/T	2	Alert Force	2		
LSU	1	4129CCTS	2		
LSU/FE	1	37MS	2		
EP	1	686ACMS	1		
ECR	1	012NEROP	4		
BDCS	1	201000	2		
BDCI	2	GES	1		

Headquarters, 6th Strategic Aerospace Wing
Walker Air Force Base, New Mexico
1 June 1962

Operations Plan
Number 6-6-62

TASK ORGANIZATIONS:

6th Combat Support Group
579th Strategic Missile Squadron
Headquarters Sq, 6SAW
24th Bomb Sq
39th Bomb Sq
40th Bomb Sq
6th Air Refueling Sq
6th A&E Maintenance Sq
6th Organizational Maintenance Sq
4129th Combat Crew Training Sq

Col Roderic D O'Connor
Col Edward M jacquet
Maj Arthur I Bruggeman
LtCol Dale C Maluy
LtCol Lee McClendon
LtCol Arthur S Pitts II
LtCol Joseph R Hanlen
LtCol Dale E. Savidge
LtCol Donald R Calof
LtCol Wayne E Clark

1. PURPOSE: To establish ground and air training schedules in support of the Strategic Aerospace Wing Mission. Provide all available data to facilitate programming of all aspects of student and combat crew activity to include alert.

2. MISSION: The 24th Bomb Squadron, 39th Bomb Squadron and 6th Air Refueling Squadron have a requirement to train student crews in B-52/KC-135 aircraft as programmed by higher headquarters and to develop and maintain an EMO capability. The 40th Bomb Squadron will fly "CHROME DOME" and maintain a constant alert posture, complete 50-8 and upgrade maximum crews to combat ready status.

3. PRIORITIES FOR TRAINING:

a. Priority 1.

- (1) 60-3 Flying Requirements
- (2) Higher Headquarters directed missions
- (3) 50-8 40th Bomb Squadron
- (4) Student Sorties
- (5) Upgrading Combat Crews - 40th Bomb Squadron
- (6) Stand Boards
- (7) ACR and GAM-77 Qualifying for Combat Crews

b. Priority 2.

- (1) 1 Sortie per instructor crew per month
- (2) 50-24 Ground Training

4. COMS TO BE REACHED BY 30 JUNE 1962:

a. Flying training for staff crews and staff individuals to be flown with combat crews:

(1) Staff personnel attached to tactical squadrons will fly a minimum of one (1) flight per month. As much time will be flown in the primary position as this combat crew training permits.

(2) Upgrade maximum number of qualified personnel to instructor status.

5. AIR TRAINING SCHEDULE:

a. The pre-60-9 meeting will be held at 1000 hours each Tuesday in the Consolidated Scheduling office. The 60-9 meeting will be held each Thursday following the Malfunction Board Meeting scheduled at 0630 on the third floor, Tier "C", building 1083.

b. The following takeoff time blocks are effective Monday through Friday until further notice. Monday 1000-1200, Tuesday, Wednesday, Thursday, and Friday 0730-0930. Monday, Tuesday, Wednesday, and Thursday 1730-1930. Friday 1930-1530.

c. Takeoff times will be coordinated between squadrons at the 60-9 planning meeting. Takeoffs that are not within the block periods must be approved by the Deputy Commander for Operations and the Deputy Commander for Maintenance.

d. Higher Headquarters commitments during June 1962:

- (1) Chrome Dome
- (2) Express Missions
- (3) Air Force Academy Fly Over, KC-135, 5 June
- (4) CEG Evaluation of the 24th B.S. and 39th B.S., 5-7 June
- (5) CEG Proficiency Flight, 11-13 June

6. MISCELLANEOUS:

a. Test Flight crews are assigned to Flight Test Section of Quality Control Division. Each squadron will have crews assigned on Test Flight orders as backup.

(1) Backup schedule for June and July 1962

1-15 Jun 39BS
15-30 Jun 24BS
1-15 Jul 39BS
15-31 Jul 24BS

b. Standboard Due Dates: Qualification checks are due 12 months from date of last check.

6th Air Refueling Sq

Due Date

J09 Eachabarne
T23 Willis
T42 Yates

Jun 62 CEG
Jun 62 CEG
Jun 62

24th Bomb Sq

E19 Porter

Jun 62

c. General Guidance for Student Course Completions.

(1) The priorities for student flying are as follows:

(a) Priority one - Each student crew must complete the requirement of 51-19 and the pilot team must have at least one solo sortie.

(b) Each student crew will attempt to complete all 50-43 and 50-44 requirements. All missions subsequent to 51-19 checkout must have an instructor aboard for refueling or low level if scheduled. Minimum Interval Take-Off (MITO) and Heavy Weight Refueling will be accomplished.

(c) Priority three - Each student crew will accomplish twelve (12) missions.

d. Utilization of Non-Student Sorties.

24th Bomb Squadron

<u>DATE</u>	<u>SORTIE</u>	<u>CREW</u>	<u>STAFF PERSONNEL</u>	<u>TYPE MISSION</u>
4 Jun	F1	S-15		CCTM
4 Jun	F2	S-01		CCTM
8 Jun	F1	E-19		CCTM
11 Jun	F2	E-13		CCTM
12 Jun	F1	S-04		CCTM
13 Jun	F1	E-28	Col Hillman	CCTM
18 Jun	F2	E-28		CCTM
19 Jun	F1	E-13	Col Eddy	CCTM
25 Jun	F2	E-12		CCTM
29 Jun	F1	E-30		CCTM

39th Bomb Squadron

5 Jun	F1	E-63		CEG-NORMAL
6 Jun	F1	S-35	Col Eddy	STANDBOARD-STAFF
6 Jun	F1	E-64	Col Hillman	CCTM
7 Jun	F1	E-65		CCTM-GAM
8 Jun	F1	S-41		CCTM-GAM
11 Jun	F1	CEG		CCTM
12 Jun	F1	CEG		CCTM
13 Jun	F1	CEG		CCTM
13 Jun	F2	CEG		CCTM
18 Jun	F2	E-65		CCTM-GAM
19 Jun	F2	E-54		CCTM
20 Jun	F2	S-41	Col Hillman	CCTM-GAM
27 Jun	F1	E-65	Col Hillman	CCTM
28 Jun	F1	S-35	Col Eddy	CCTM-GAM
29 Jun	F1	S-39		CCTM
29 Jun	F2	E-44		CCTM

6th Air Refueling Squadron

4 Jun	F-2	T-10		CCTM
5 Jun	F2	T-12		CCTM
6 Jun	F1	T-23		CCTM
6 Jun	F2	T-42		CCTM
7 Jun	F1	J-09		CCTM
12 Jun	F1	T-23		CEG CHECK
12 Jun	F1	J-09		CEG CHECK
13 Jun	F1	J-18		CCTM
13 Jun	F1	T-48		CCTM
14 Jun	F2	T-50		CCTM
19 Jun	F1	CEG CREW		CCTM

6th Air Refueling Squadron

Cont'd.

<u>DATE</u>	<u>SORTIE</u>	<u>CREW</u>	<u>STAFF PERSONNEL</u>	<u>TYPE MISSION</u>
19 Jun	F2	J-01		CCTM
20 Jun	F2	T-23		CCTM
21 Jun	F1	CEG CREW		CCTM
22 Jun	F1	CEG CREW		CCTM
25 Jun	F2	J-05		CCTM
28 Jun	F1	T-45		CCTM
28 Jun	F1	T-34		CCTM
28 Jun	F2	J-41		CCTM

7. COLLATERAL TRAINING

a. Representatives of each squadron training section will meet the third Thursday of each month in the Wing Conference Room, Bldg 812, 1300 hours.

b. Disaster Control Training: The following squadron personnel require this training:

(1) At least one officer and NCO from each squadron assigned the additional duty of Disaster Control Officer.

(2) Members of the Base Disaster Team (50 man team).

(3) Members of the Disaster Control Team.

(4) Shelter Monitors.

(5) A 30 hour qualifying course will be conducted June 25-29 from 0730-1630, in building 755. This is a one time requirement. Instructor: T/Sgt Kabelitz, 2645.

c. Disaster Actions: Includes Medical Training, Disaster Control and Fire Protection.

(1) Proficiency exam is required annually for all personnel.

(2) Training sections have these examinations available.

d. Code of Conduct:

(1) Proficiency exam required annually for all personnel.

(2) Training sections now have these examinations available.

e. Buddy Care:

(1) An instructor course will start June 4 & 5 from 0800-1600 in building 339. Each squadron will assign a minimum of two personnel to attend this one time requirement.

(2) Training sections will be notified when this course is available.

(3) This training will be recorded on SAC Form 293 as a one time requirement.

f. Carbine Qualification:

(1) Firing will be conducted at the Small Arms Range, Bldg 745. Advise participants to wear warm clothing for morning schedules.

(2) Schedule adjustment must be made 24 hours prior to assigned firing time. (Contact Sgt Dossett, Ext. 2739 for any scheduling requirements)

RIFLE SCHEDULE FOR JUNE 1962

Periods are: 1. 0800-0900 5. 1200-1300
2. 0900-1000 6. 1300-1400
3. 1000-1100 7. 1400-1500
4. 1100-1200 8. 1500-1600

<u>SQUADRON</u>	<u>DATE</u>	<u>DAY</u>	<u>PERIOD</u>	<u>MEN PER HR</u>
FMS	4	MON	1-2-3	6
	11	MON	1-2-3	6
	18	MON	1-2-3	6
	25	MON	1-2-3	6
OMS	4	MON	6-7-8	6
	11	MON	6-7-8	6
	18	MON	6-7-8	6
	25	MON	6-7-8	6
A&E	5	TUE	1-2-3	6
	12	TUE	1-2-3	6
	19	TUE	1-2-3	6
	26	TUE	1-2-3	6
HQ SAW	5	TUE	6-7-8	6
	12	TUE	6-7-8	6
	19	TUE	6-7-8	6
579SMS	26	TUE	6-7-8	6
FSS	6	WED	1-2-3	6
SS	6	WED	6-7-8	6
CES	13	WED	1-2-3	6
T.S.	13	WED	6-7-8	6
HQ CSG	20	WED	1-2-3	6
4129CCTS	20	WED	6-7-8	6
686	27	WED	1-2-3	6
2010	27	WED	6-7-8	6
511FTD	7	THR	7-8	6

g. Handgun Qualification:

(1) Due to the limited range facilities it is imperative each individual and scheduling sections fill the quotas of the following schedule. Substitutions must be made prior to day of scheduled firing. In the event of inclement weather the range personnel will make the decision of cancellation and make appropriate notification.

(2) Crew members must qualify annually with minimum score of sharpshooter.

(3) Other Officers (except Chaplains and medics) and airmen are required to fire the handgun and qualify with a minimum score of marksmen.

(4) Squadrons will schedule six people each two-hour period as follows: (If unable to fill quota call Ext. 2739 at least one day prior to scheduled date).

(5) Staff personnel will fire each Friday morning and may be scheduled by calling the range, Ext. 2739.

(6) Pistol Schedule:

Periods are: 1. 0800-0900 5. 1200-1300
2. 0900-1000 6. 1300-1400
3. 1000-1100 7. 1400-1500
4. 1100-1200 8. 1500-1600

Staff Personnel - Pistol Schedule - One Hour

<u>STAFF</u>	<u>DATE</u>	<u>DAY</u>	<u>PERIOD</u>	<u>MEN PER HOUR</u>
S	1	FRIDAY	1-8	6
T	8	FRIDAY	1-8	6
A	15	FRIDAY	1-8	6
F	22	FRIDAY	1-8	6
F	29	FRIDAY	1-8	6

Combat Crew - Pistol Schedule - Two Hours

<u>SQUADRON</u>	<u>DATE</u>	<u>DAY</u>	<u>PERIOD</u>	<u>MEN PER HOUR</u>
4OBS	7	THURSDAY	1-2	6
4OBS	14	THURSDAY	1-2	6
24BS	7	THURSDAY	3-4	6
24BS	14	THURSDAY	3-4	6
6ARS	21	THURSDAY	1-2	6
6ARS	28	THURSDAY	1-2	6
39BS	21	THURSDAY	3-4	6
39BS	28	THURSDAY	3-4	6

h. Physical Fitness Test and Weight Control:

(1) PFR testing is required semi-annually.

(a) Test will be administered by the individual squadrons.

Base Sup 1, to SACR 50-24 dated 8 Feb 62. Subject: PFR and Weight Control.

(b) The following time is available for testing at the PCU, Bldg 747, scheduling is controlled by Airman Moseley, Ext. 431:

1 Tuesday, Wednesday and Friday, 0830-1100.

2 Monday thru Friday, 1330-1600.

(2) Weight Check is required for all personnel once each quarter, (Ref SACR 50-24), and will be accomplished within the squadron or at PCU.

(3) Physical conditioning exercises for personnel not meeting the PFR and / or weight standards will be conducted daily at 1645 in Bldg 747.

(4) Individuals reporting in the last 10 days of a reporting period need not accomplish PFR testing.

1. Instrument Ground Schools:

(1) Each pilot will complete an instrument ground school course prior to his instrument flight check in accordance with SACR 51-12.

(2) Classes will be conducted in Room 56, Bldg 810, 13 and 14 June 62, at times indicated. Pilots bring their own type MB-2A, air navigation computer for the computer course and exam.

(3) Schedule: Wed, 13 June 1962.

<u>TIME</u>	<u>SUBJECT</u>	<u>INSTRUCTOR</u>
0730-1000	Flight Instruments	Maj Brunetti
1000-1200	Navigation Aids-I	Capt Diamond
1300-1630	Navigation Aids-II	LtCol Morris

Thu, 14 June 1962.

0730-1100	Regulations/Publications	Capt Rosanbalm
1200-1430	Computer & Spatial Disorientation	Capt Reese
1430-1700	Weather	Lt Gossman

(4) The 6th Strat Aerospace Wing Instrument Program Review Committee meeting will be held in the Wing Conference Room at 1000 hours, 4 June 1962. All committee members and squadron instrument monitors will attend or send an alternate.

(5) Next month instrument ground school schedule is 11-12 July 1962.

j. Instrument Trainer: (Note adjustments in daily schedules)

(1) Each pilot requires 8 hours training between each birth date. Two hours (One period) are recommended for each quarter. One period will be scheduled with an IP within 90 days prior to the instrument flight check for lesson #4 (SACR 51-4).

(2) Alert Crew scheduling requirements may alter the following schedule.

<u>TIME</u>	<u>MON</u>	<u>TUES</u>	<u>WED</u>	<u>THUR</u>	<u>FRI</u>
0730	24th	6ARS	40th	39th	BF
0930	39th	24th	6ARS	40th	BF
1230	40th	39th	24th	6ARS	BF
1430	ARS	40th	39th	24th	BF

(3) Scheduled times must be filled. Deviation from an assigned period must be coordinated through the Link Trainer Section Ext. 573.

k. Ejection Procedures:

(1) One hour refresher course is required annually for all personnel currently qualified in jet aircraft equipped with ejection seats. Sgt. Bradshaw, Ext. 678.

(2) Class Schedule: Thursday, 20 June 1962, Bldg 810, Room 14.

GROUND CREW

0730
0830
0930
1030

FLIGHT CREW

1230
1330
1430
1530

1. Ultrasonic Trainer T-2A: (Note adjustments in daily schedules)

(1) Six hours required annually for all staff officers who possess AFSC 1521-1525. Three hours per quarter required for all crew N/RNS.

(2) One hour of malfunction procedures will be included in each period.

m. IFM Procedures:

(1) All B-52 crew radar navigators and navigators will attend one class each quarter.

(2) Classes are scheduled every Wednesday, 1300-1600, Bldg 611 in T-2A trainer room, Ext. 2261.

n. Flight Simulator: (Note adjustments in daily schedules)

(1) Pilots who have been combat-ready for a continuous year or more require one simulator mission per quarter.

(2) All other KC-135 and B-52 pilots require two simulator missions per quarter.

(3) Alert Crew scheduling requirements may alter the following schedule.

B-52 Simulator #1 Bldg 810, Ext. 2312

B-52 Simulator #2 Bldg S-85

TIME MON TUES WED THURS FRI

0630	24	B	B	B	B
0930	39	40	24	39	40
1230	24	39	40	24	39
1530	B	24	39	40	24

TIME MON TUES WED THURS FRI

0630	40	A	A	A	A
0930	24	39	40	24	39
1230	40	24	39	40	40
1530	A	39	40	24	39

(4) Periods will be filled by SACR 50-8, 50-24, or 51-19 as required.

c. Gunnery Trainer T-1A: Bldg 810, Room 42, Ext. 2532. (Note daily schedule)

(1) Three hours required each quarter. No more than two hours in any one month will be credited toward this requirement.

(2) One hour periods are scheduled daily as follows:

40BS 0800 and 0900	39BS 1300 and 1400
24BS 1000 and 1100	Open 1500 and 1600

p. Air Weapons:

(1) AWR-01 (Weapons Academic Refresher) Course is scheduled on Friday June 1, 8, 15, 22 and 29 at Bldg 755, 0830 hours (4 hrs) for non-alert crew members (24th, 39th and 40th) and Wing Staff Officers.

(a) Weapons Academic Refresher is scheduled at the Alert Facility Wednesday (1330-1630) June 6, 13, 20, & 27 and Thursday (0915-1130) June 7, 14, 21 and 28. Attendance at both classes is necessary for completion of the course. GAM-77, SACR 50-24 type training will be also covered during these refresher courses.

(b) Staff Officers, excluding EWO'S who are currently B-52 qualified are required by SACR 50-24 to attend AWR-01, Weapons Academic Refresher (4 hrs) semi-annually. These officers should attend this course within 90 days prior to Standardization Flight Check, when possible. Staff Officers will also be periodically scheduled through Wing Collateral Training.

(2) Weapons Acceptance (AWS-01) for those aircrews on alert will be conducted at the aircraft during daily aircraft preflight times. Crews not on Alert (24th and 39th) will perform Weapons Acceptance Checks on aircraft scheduled on weekly 60-9 schedule for MMS Special Loading Training. Time and instructor will be coordinated with Wing Air Weapons Section EXT. 635 or 2557.

(3) For the Aircrew and Instructor Teams selected for CEG Evaluation during 5-14 June a special schedule is published by Wing Standardization Section to cover the Weapons Refresher classes required for aircrews involved in these checks and examinations.

q. TAC Doctrine:

(1) Requirement: 4 hours quarterly for all combat crew members. Courses will be given Tuesdays June 5 and 19 at 1300.

(2) Location: 40 Bomb Squadron Briefing room.

r. GAM-77 FTD Training:

(1) Requirement: Initial training will be given June 4-8, 18-22 at 0730-1430 daily.

(2) Location: Building 734.

t. EWO Study:

(1) The following is the EWO Study Schedule for all crew members of the 24BS and 39BS who are not on Alert during the month of June 1962.

E & E Briefing & Slides ----- All Crew Members :30

Ground Problem - (Fuel considerations,
Degrading tactics, ETC). ----- All Crew Members 3:00

Total time ----- 3:30

(2) The following is the EWO Study Schedule for all crew members on Alert during the month of June 1962.

E & R Review ----- All Crew Members

(3) All crew members are reminded that their professional equipment Will be required to work the Individual Ground Problems.

(4) The following is the EWO Study Schedule for all crew members of the 6th ARS.

PC Review ----- All Crew Members

u. Combative Measures :

(1) Proficiency test required annually for all B-52 combat crew members.

(2) Building 747 - Scheduled Monday through Friday 0900-1100 and 1300-1500.

(3) Ladies Day, Monday and Thursday 0930-1115.

v. Aquatic Survival:

(1) One time requirement for all personnel on flying status.

(2) Scheduled as required.

w. Physiological Training:

(1) The passenger course scheduled at Cannon AFB has been Cancelled for the month of June.

(2) Non-tactical rated personnel should call Capt Clark, Ext. 2831, 40 days prior to expiration date to be scheduled individually for refresher training.

8. OFFICER DETAILS

a. Tower Officer: Place of duty is the control tower, except on weekends and holidays. During these special periods, telephone contact with the ACO (Ext. 538) is required for possible duty assignment. Tactical Squadrons are responsible for manning the tower with a qualified aircraft commander Monday through Friday from 0700 on the day scheduled until 0700 the following day. If student flight is scheduled for Saturday or Sunday, the squadron flying will schedule a qualified tower officer.

b. Airdrome Clearance Officer (ACO): 24 hour tour of duty 0730-0730, Place of duty: Base Operations. Uniform: Class "A".

c. Airdrome Officer (AO): Personnel scheduled for AO will report to Base Operations. Duty tour 0630-1830. Uniform: "A".

d. Commanders Key Supervisors:

(1) Officers detailed for this duty will report to stand-up briefing on the day of the day of the assigned detail. Duty hours are from 1630-0730 Monday through Friday and 0730-0730 Saturday and Sunday. This duty does not normally require attendance in the Wing Command Post, but the Officer must be within telephone contact of the Control Room at all times during his tour of duty.

e. Supervisor of Flying:

(1) Officers detailed for this duty will report to stand-up briefing on the day of the assigned duty or Friday if the detail occurs during the weekend.

(2) With the advent of Chrome Dome; Supervisor of Flying tours on weekends and holidays, will be performed by only those individuals living in quarters on WAFB. This will be from 0730 to 0730. An extract from SACR 55-11, Change, 16 May 1962 is quoted for information and guidance:

(3) The supervisor of flying may, at the discretion of commander concerned, when only Chrome Dome aircraft are flying, be permitted to remain in quarters, within 6 rings of a telephone, provided:

(a) Quarters are on base.

(b) Supervisor has a radio-equipped vehicle in his possession.

(c) He is present in the command post or on the flight line from one hour prior to Chrome Dome launch until the aircraft has departed the instrument practice area and again two hours prior to scheduled recovery of the sorties.

ACO

DATE	ORGAN	RANK	NAME
1	DSUP	MAJ	MILLER
*2	4129	CAPT	PICHES
*3	DCO	MAJ	LARSON C.
4	579	MAJ	LULL
5	4129	CAPT	GURYN
6	DCO/BO	CAPT	YAHN
7	DCM	CAPT	REKSE
8	4129	CAPT	ROGERS
*9	2010	MAJ	GRIFFINGER
*10	579	CAPT	SNELOFF
11	4129	CAPT	HELTON
12	2010	CAPT	ODOM
13	4129	CAPT	LUPET
14	DCO/BO	CAPT	SMITH
15	DCO	CAPT	BRYANT
*16	4129	CAPT	WARD
*17	DCM	CAPT	RUSTVOLD
18	4129	CAPT	JOHNSON, M.
19	2010	CAPT	GREENER
20	4129	CAPT	FLORES
21	DSUP	CAPT	HAFF
22	4129	CAPT	GALLAGHER
*23	DCO/BO	1LT	POWELL
*24	4129	CAPT	MARKHAM
25	DCM	CAPT	HOHR
26	579	MAJ	DOUGHTY
27	4129	CAPT	PICHES
28	DCO	CAPT	LARSON, T.
29	DCM	MAJ	CASE
*30	579	CAPT	ALTUS

AO

DATE	ORGAN	RANK	NAME
1	ARS	CAPT	BUSHNELL
*2	24	CAPT	JEFFERSON
*3	39	CAPT	WITHERSPOON
4	ARS	CAPT	SANDERS
5	24	CAPT	LUSTIG
6	39	CAPT	HINMAN
7	ARS	CAPT	KNAPP
8	24	CAPT	CHESS
*9	39	MAJ	LAVELLE
*10	ARS	CAPT	DARNELL
11	24	CAPT	FISHER
12	39	CAPT	HARRISON
13	ARS	CAPT	NORTON, A.H.
14	24	CAPT	REIFSTECK
15	39	CAPT	MAHON
*16	ARS	CAPT	UDALL
*17	24	CAPT	FITZGERALD
18	39	CAPT	VILIUS
19	ARS	CAPT	WATSON
20	24	CAPT	COLE
21	39	CAPT	GOETZE
22	ARS	CAPT	KING
*23	24	CAPT	LIU
*24	39	CAPT	KUNC
25	ARS	CAPT	POULK
26	24	CAPT	SCHWARTZ
27	39	MAJ	GABRIEL
28	ARS	CAPT	LEE
29	24	CAPT	PICCONI
*30	39	CAPT	YOUNG

*WEEKENDS AND HOLIDAY.

1. Individuals unable to comply with this schedule must arrange a substitution. Leaves that may conflict with the July schedule must be called to the attention of the Collateral Training Scheduling Officer (Ext. 2831) prior to the 22 of July 1962.

2. Personnel scheduled for ACO/AO during a Saturday, Sunday or holiday will report to the Base Operation Officer at 1600 the preceding Friday or the day prior to the holiday.

4129TH COMBAT CREW TRAINING SQUADRON
FLIGHT TRAINING AT WALKER AFB NMEX

ENTER FLY TNG: 12 JUN 62
GRAD FLY TNG: 2 Aug 62
ENTER G/H TNG: 3 AUG 62

CLASS 62-13

Crew 1737 Assigned as Indicated	39th BSq		
AC MAJ CARRINGTON,	(FO)		4038SW DOW-G
PLT			
RA MAJ STANFORD, JOSEPH F	A0731767		4245SW SHEPPARD
NAV 2LT PRITCHETT, CHARLES D	A03118069		4135SW EGLIN-G
EWO 2LT WICK, EDWARD	A03117208		4038SW DOW-G
GUN KNOWLES, GARY R	A03117568		68SW WALKER
Crew 1738 Assigned as Indicated	39th BSq		
AC CAPT ROSSEAU	(FO)		4038SW DOW-G
PLT			
RA			
NAV			
EWO 2LT ROSENHOVER, DONALD E	A03117324		19BW HOMESTEAD-H
GUN			
Crew 1739 Assigned as Indicated	39th BSq		
AC CAPT MARTIN, MATHIAS J	(FO)	52900A	5BW TRAVIS-G
PLT			
RA			
NAV			
EWO 1LT MCCLURE, ROBERT D	69287A		4137SW ROBINS-G
GUN			
Crew 1740 Assigned as Indicated	39th BSq		
AC MAJ HOWARD, WILLIAM H	(FO)	60095A	7BW CARSWELL
PLT			
RA 1LT WELSH, ROBERT C	(FO)	56023A	4138SW TURNER
NAV 2LT COTA-ROBLES, AMANDO L	A03118002		6BW WALKER
EWO 2LT REYNOLDS, DONALD J	A03117319		4138SW TURNER
GUN A1C ROW, WILLIAM E	AF14319298		4228SW COLUMBUS
Crew 1741 Assigned as Indicated	24th BSq		
AC COL REECHER,	(FO)		4123SW C-SHERMAN
PLT			
RA CAPT PFEFFERLE, ERNEST R	(FO)	46772A	42BW LORING-G
NAV 2LT NELSON, GLEN H	A03118060		4043SW W-PATTERSON
EWO 2LT RICK, RICHARD P	A03109585		4245SW SHEPPARD
GUN			
Crew 1742 Assigned as Indicated	24th BSq		
AC CAPT BEENE, AUBREY R	A03331594		4239SW KINCHELOE-
PLT 1LT REED, CLYDE W	A03080847		4239SW KINCHELOE-H
RA			
NAV			
EWO 2LT WELBORN, LAWRENCE B	A03117630		97BW BLYTHEVILLE-G
GUN			

4017th Combat Crew Training Squadron
93d Bombardment Wing (H) (SAC)
UNITED STATES AIR FORCE
Castle Air Force Base, California

KC-135 CREW ROSTER CLASS K62-13

Enter Acad Tng: 9 May 62
Grad Acad Tng : 4 Jun 62

Enter Fly Trng: 12 Jun 62
Grad Date : 31 Jul 62

CREWS FLT TNG - WALKER AFB

Crew 1132 assigned 19BW, Homestead AFB

TS	AC	CPT	HUHMANN, ROBERT J, 53651A
TS	PLT	CPT	VALLENTINY, EDWARD, 29243A
TS	NAV	1LT	LOWY, ROBERT E, AO3103519
TS	BO	SSGT	GOODMAN, ISAIAH, AF14408385

Crew 1133 Assigned 19BW, Homestead AFB

TS	AC	CPT	WOODS, RICHARD M, 43884A
TS	PLT	CPT	NELSON, RICHARD L, AO3028511
TS	NAV	CPT	RYAN, VINCENT J, AO3038437
TS	BO	SSGT	ARNOLD, KENNETH D, AF17336306

Crew 1134 Assigned 19BW, Homestead AFB

TS	AC	CPT	LARSON, RICHARD A, 45578A
TS	PLT	1LT	WHITEBREAD, SIDNEY J, AO3065327
S	NAV	1LT	THOMPSON, JOHN E, AO3094597
TS	BO	SSGT	HILLIER, CHARLES G, AF17426177

Crew 1135 Assigned 99BW, Westover AFB

	AC	CPT	YOUNG, W (FO)
TS	AC	CPT	MARTIN, ROBERT O, AO3035234
TS	PLT	1LT	BROWN, HENRY, AO3081216
TS	NAV	CPT	BROOKS, JOSEPH M, AO3034067
TS	BO	SSGT	RIOS, CARMELO P, AF12391794

Crew 1136 Assigned as Indicated:

TS	AC	CPT	DICKSON, FOSTER N, AO3056894	19BW, Homestead
	PLT		Vacant	
TS	NAV	CPT	FISHER, JAMES P, AO3057066	68BW, Bunker-Hill
TS	BO	TSGT	WILLIAMS, ROBERT L, AF18427122	4130SW, Bergstrom

Crew 1137 Assigned as Indicated:

	AC	CPT	VAN SLAMBROOK R (FO)	4136SW, Minot
TS	PLT	1LT	SWAIN, JERRY M, 61922A	92BW, Fairchild
TS	NAV	CPT	BOYETTE, JAMES O, AO3023720	4133SW, Grand Forks
	BO		Vacant	

4017th Combat Crew Training Squadron
93d Bombardment Wing (H) (SAC)
UNITED STATES AIR FORCE
Castle Air Force Base, California

KC-135 CREW ROSTER CLASS K62-14

Enter Acad Tng: 24 May 62
Grad Academics: 20 Jun 62

Enter Fly Tng: 27 Jun 62
Graduation Date: 15 Aug 62

CREWS FLT TNG - WALKER AFB

Crew 1153 Assigned 19BW, Homestead AFB

TS	AC	CPT	BIRCH, PAUL R, 22114A
TS	PLT	1LT	HARMON, NEAL C III, AO3102527
TS	NAV	1LT	CLARK, CHARLES R, 61488A
TS	BO	SSGT	RICHARDSON, WILLIAM C, AF25110705

Crew 1143 Assigned 19BW, Homestead AFB

TS	AC	CPT	BRUNDRETT, WALLACE M JR, 60587A
TS	PLT	CPT	DOOLEY, FLOYD R, AO3040163
TS	NAV	CPT	SAGE, TED A, AO3038007
TS	BO		XXXXXXXXXXXXXXXXXXXXXXXXXXXX
		SSGT	FLANNWOOD, WALTER L., AF19909460

Crew 1144 Assigned as Indicated:

TS	AC	MAJ	BAUCOM, CHARLES W, AO2070740	(99BW, Westover)
TS	PLT	1LT	CRANE, BENJAMIN D, 55790A	(4228SW, Columbus)
	NAV		Vacant	
TS	BO	SSGT	SCOTT, CARSON V, AF16411565	(42BW, Loring)

Crew 1145 Assigned as Indicated:

TS	AC	CPT	FALLIN, KENNETH V, AO3037293	(4133SW, Grand Forks)
TS	PLT	1LT	LOHMBERG, CARL W, AO3080992	(4134SW, Mather)
TS	NAV	CPT	MURRAY, RICHARD S, 51281A	(4042SW, K.I.Sawyer)
S	BO	SSGT	WEBB, WILLIAM A, AF14474406	(28BW, Ellsworth)

Crew 1146 Assigned As Indicated:

TS	AC	CPT	MC GRATH, RICHARD P, 47280A	(4133SW, Grand Forks)
TS	PLT	1LT	ZELLER, ELDON W, 48500A	(4130SW, Bergstrom)
TS	NAV	CPT	HORNER, RICHARD L, AO933540	(4042SW, K.I.Sawyer)
TS	BO	AIC	SCHUBERT, EDGAR A, AF18555572	(4238SW, Barksdale)

Crew 1147 Assigned as Indicated:

TS	AC	CPT	MITCHELL, ROBERT W, AO2227658	(42BW, Loring)
TS	PLT	1LT	PIETSCH, ROBERT E, 67605A	(4039SW, Griffiss)
TS	NAV	CPT	NIXON, HENRY D, AO3036586	(28BW, Ellsworth)
TS	BO	SSGT	RASMUSSEN, GEORGE E, AF16411886	(42BW, Loring)

CPT BOWEN, ALLEN C., 34606A

(AKS, WPAFB, Ohio)

B-52 CLASS 62-14W

FLIGHT TRAINING AT WALKER AFB NMEX

Crew 1749 Assigned as Indicated 39th Bomb Sq

TS	AC	L/C	AYERS, AUGUSTINE W., 111496A	4038SW DOW-G
	PLT		VACANT	
	RA		VACANT	
S	NAV	2LT	JOHNSON, STANLEY G., A03118153	4043SW W-PATTERSON
S	BWO	1LT	WILLIAMS, FREDDIE J., A03102010	4047SW MCCOY
	GUN		VACANT	

Crew 1750 Assigned as Indicated 39th Bomb Sq

	LTC	KIRKMAN, RUSSELL D., A0086010		
	AC	XXXXXXXXXX	FO	
	PLT	VACANT	4128SW AMARILLO	
	RA	VACANT		
S	NAV	2LT	COLEY, JAMES D., A03109786	6BW WALKER
S	BWO	1LT	LARKIN, GARY M., A03096386	6BW WALKER

Crew 1751 Assigned as Indicated 34th Bomb Sq

TS	AC	CPT	RAMBO, ROBERT R., A01911361	4039SW GRIFFISS-G
	PLT		VACANT	
	RA		VACANT	
S	NAV	1LT	MACKAY, RODERIC D., A03104658	4039SW GRIFFISS-G
	BWO	2LT	SHIELDS, FRANCIS S., A03117615	4039SW GRIFFISS-G
	GUN	SSG	BOWMAN, WILLIAM S., AF15509988	4135SW EGLIN-G

Crew 1752 Assigned as Indicated 34th Bomb Sq

TS	AC	CPT	OLSEN, PRESTON B., A0773211	4241SW S-JOHNSON-G
	PLT		VACANT	
	RA		VACANT	
S	NAV	2LT	LUCE, CHARLES E., A03118164	4241SW S-JOHNSON-G
TS	BWO	1LT	OWEN, TOFIE M. JR., A03096301	7BW CARSWELL

Enter Flying Training: 27 June 1962

Graduate Flying Training: 17 August 1962

4017CCTS, Castle AFB, Calif., 5 Jun 62

HEADQUARTERS
6TH STRATEGIC AEROSPACE WING
UNITED STATES AIR FORCE
WALKER AIR FORCE BASE, NEW MEXICO

Reply to
Attn of: SAFE/Major Hoyle/2371

1 June 1962

Subject : The Greatest Challenge

To:	24BS	60MS	-5	579SMS	-3	HS	-5	2010COMS	BDCEF
	39BS	6FMS	-5	STOBS		CES	-5	WEA	
	40BS	37MMS		6SS		CDS	-3	BSS	16
	6ARS	6SAWHS	-5	SJC	-3	FSS		DET	117
	6AEMS	-5	4129CCTS	-3	TS	-3	686AC&W	511FTD	

Commanders - - Request the following article be given the greatest dissemination possible through the media of commander's call, morning roll calls and other formations.

The greatest single safety challenge to those of us in the safety business is, believe it or not, the private motor vehicle. This piece of equipment costs the Air Force more lives each year than all aircraft, missile, nuclear and conventional weapon accidents combined. Last year we averaged more than one fatality a day from this cause - a total of 377 for the year.

We know how these accidents occurred. Such things as speeding, driving too fast for road conditions, trying to drive when under the influence of alcohol crossing center lines, passing on hills and driving when fatigued have long been documented in the Records and Statistics Branch.

What we don't know is why Air Force people persist in killing themselves in this manner. Surely every individual in the Air Force has been advised of causes of PMV accidents. No single segment of the accident prevention program has received more attention. Posters, commander's calls, pre-holiday briefings, printed material - virtually every communications media known has been used to bring this hazard to the attention of everyone in uniform. Some progress has been realized, thanks to a ground safety program that stresses such proven accident preventatives as: command interest, driver improvement courses, travel limitations, seat belts--there are many others. Still, there continues to be room for improvement.

A man will go out to his aircraft, look it over carefully in accordance with Dash One checklist procedures, and turn it down if he finds discrepancies. But this same man will jump into his car with worn tires, brakes that have to be pumped, a faulty muffler, then exceed a safe speed limit to hurry to a destination.

Try as we will, we have never been able to understand what makes a man abide by rules of society and common sense except when he gets behind the wheel of his own automobile and automatically becomes maniacal. The same individual who wouldn't put on a uniform and play against the Green Bay Packers for any amount of money thinks nothing of exposing himself

1776 1 1

HEADQUARTERS
6TH STRATEGIC AEROSPACE WING
UNITED STATES AIR FORCE
WALKER AIR FORCE BASE, NEW MEXICO

Reply to
Attn of : SAFE

25 June 1962

Subject : Holiday Accident Prevention

To: BC	SUC (3)	EDCR	
DCO	EDCE	BSS 16	
DCOBO	EDCL	DET 117	
DCM	EDCS	511FTD	
DSUP (5)	EDCM	EDCEF	
24BS	6OMS (5)	579SMS(3)	CDS (3)
39BS	6FMS (5)	6SS (5)	FSS
40BS'	37MMS	CES (5)	2010COMS
6ARS	6SAWHS (5)	TS (3)	686AC&W
6AEMS(5)	4129CCTS(3)	HS (5)	WEA
(Commanders)			

1. Walker AFB has not recorded an accident of any type, during a holiday, since the beginning of 1961. This is an enviable record to have established and one we must fight hard to preserve.

2. This year July 4th falls in the middle of the week, lessening the exposure hours; however, we become more vulnerable during this period because many individuals will be overextending themselves to cram more activity into the 24 hours. The hazard potential will be greater because payday will have occurred over the weekend, and most people will be financially able to take full advantage of the respite from work. The weekend itself can prove disastrous since payday will occur on Saturday. From past experience we know that, unless forceful preventative measures are applied, accidents will multiply during such periods.

3. The Wing Director of Safety will conduct a meeting of all squadron safety officers on 26 June to stimulate an accident prevention drive. Handout materials will be given them during the discussion. I expect all Directors, Deputy Commanders and Commanders to assume a primary role in this activity by insuring that special briefings are delivered throughout the units, by responsible supervisors, so all individuals are freshly reminded on the hazards of

ATCH 4 #1

HEADQUARTERS
6TH STRATEGIC AEROSPACE WING
UNITED STATES AIR FORCE
WALKER AIR FORCE BASE, NEW MEXICO

Reply to
Attn of: SAFE

5 June 1962

Subject: Accident Prevention Program

To: BC	LSOF	EDCS	DET 117
DCO	SUCHS	EDCM	511FTD
DCOBS	SUC (3)	EDCR	EDCEF
DCM	EDCE	ESS 16	

24BS	6OMS	(5)	579SMS(3)	ODS	(3)
39BS	6FMS	(5)	6SS	(5)	FSS
40BS	37MMS		CYS	(5)	2010COMS
6ARS	6SAWRS	(5)	T3	(3)	606AC&W
6AEMS(5)	4129COTS(5)		HS	(5)	WEA

(Commander)

The attached accident prevention program has been prepared for your assistance in implementing a specific plan of action to prevent accidents. With minor changes the attachment should be immediately applicable to your unit. I want each of you to utilize it and actively participate to insure that safety becomes an integral part of every operation. You will insure that there is no single individual under your control who does not fully understand his responsibility for accomplishing the mission of this command without injury to personnel or damage to property.

for [Signature]
J E HILLMAN
Colonel, USAF
Commander

1 Atch
Accident Prevention Program

ATCH 1 #3

ACCIDENT PREVENTION GUIDE

SAFE - Hq 6SAW

6th Strategic Aerospace Wing
Walker AFB, New Mexico

SAFETY

ACCIDENT PREVENTION PROGRAM

5 June 1962

1. PURPOSE: to establish an all inclusive safety program as an integral part of the mission of this unit.
2. SCOPE: This program is applicable to all personnel assigned or attached to the 6th Strategic Aerospace Wing and includes all areas occupied by this unit.
3. SAFETY CONCEPT:
 - a. Program: The accident prevention program is a management tool to be used by supervisors at all levels. Accidents, either on duty or off duty, decrease the over-all capability of the unit and reflect adversely on the efficiency of both the supervisor and the individual involved. The intricate and powerful weapon systems with which SAC personnel work demand that safety be a day-to-day way of life for all personnel in this organization. In order to maintain the highest state of combat readiness personnel will assure that all activities are accomplished with the least possible exposure to accident. Properly utilized, safety requirements will improve mission capability. Careful, mature consideration of the hazards involved is essential before any activity begins.
 - b. Standards: Safety standards referred to herein are those minimum requirements and published procedures required to assure effective accomplishment of the Air Force mission. Only the Wing Director of Safety will find need for all of the directives outlined below. Each working unit is responsible for screening the list and insuring they have and utilize those directives pertinent to their operation.

(1) Flying:

(a) AFR 55-19	(l) AFR 127 Series	(v) SACR 60-7
(b) AFR 55-23	(m) SACR 50-44	(x) SACR 60-8
(c) AFR 55-30	(n) SACR 51-2	(y) SACR 60-10
(d) AFR 60-3	(o) SACR 51-3	(z) SACR 60-14
(e) AFR 60-5	(p) SACR 51-4	(aa) SACR 62 Series
(f) AFR 60-9	(q) SACR 51-12	(bb) SACR 66-5
(g) AFR 60-11	(r) SACR 51-19	(cc) SACR 67-9
(h) AFR 60-15	(s) SACR 51-22	(dd) SACR 127 Series
(i) AFR 60-16	(t) SACR 55-5	(ee) SACM 50-6
(j) AFR 62 Series	(u) SACR 55-7	(ff) SACM 50-12
(k) AFR 92 Series	(v) SACR 55-11	(gg) SACM 51-4

c. Safety is the responsibility of each supervisor regardless of rank or position. Supervisors at all levels will comply with safety program requirements listed herein. The safety program will be used as a management tool to achieve the professional attitude and strict control required to maintain an accident rate of zero.

d. Individuals in command have implicit responsibility for the safety of themselves, those about them and their equipment. The responsibility holds whether on or off duty. Each person must be constantly aware of this responsibility and act to prevent accidents at all times. Requirements stated in this program are mandatory for all personnel.

e. The wing director of safety will establish and monitor an all inclusive safety program encompassing all air force activities within his scope of responsibility. This includes flying, missile, nuclear, ground and explosive safety, as well as a program to control off-duty accidents. No area or function is excluded from accident prevention programming and safety surveillance.

5. SAFETY PROGRAM - IPOL: The safety program of each unit will consist of training and indoctrination of personnel, periodic review of program effectiveness, surveys, inspections, standardization evaluations and monitor of follow-up actions. The following tools and aids will assist with this program:

a. Safety Council: The Safety Council established in accordance with SACR 59-2 will meet monthly. The staff and squadron safety officers will assist the wing director of safety in preparing the agenda and monitoring follow-up action. Action to correct deficiencies noted will be assigned to the agency responsible for the facility or operation involved; realistic response dates will be established.

b. Safety Surveys: Safety surveys of all assigned facilities and operations will be conducted annually in accordance with AFM 32-1, 32-4, 62-8, 120-4 and 122-1. These surveys are in addition to inspections conducted by the safety engineer in accordance with AFM 32-3/15AFSTP 1. Membership of the survey team will include a safety officer, an officer qualified in the operational procedures for the weapon system, equipment or operation involved, an officer qualified in the maintenance procedures for the weapon system, equipment, or operation involved, a qualified civil engineering representative and, if appropriate, a qualified security representative. The team may conduct the survey as a group and prepare a consolidated report, or individually and submit separate reports to the safety officer for consolidation, in accordance with the cited directives. Major discrepancies will be reported to the numbered air force headquarters. A copy of reports will be filed in the office of the Wing Director of Safety and retired in accordance with AFM 181-5.

(4) Monitor a program of safety surveys to insure that safety rules and requirements are in effect, provide adequate safety and improve the capability of the unit to accomplish the assigned mission (AFH 32-2, 50-4, 62-8, 120-4 and 122-1).

(5) Establish procedures for notification, investigation, and reporting of mishaps in accordance with AFH 127-4. Appoint and train investigating officers and boards.

(6) Continually study equipment and procedures to insure that known hazards are eliminated.

(7) Keep the commander fully informed of hazards to unit operations and action being taken by the responsible supervisors to remove or control such hazards.

(8) Establish a program of training for squadron safety personnel.

c. The deputy commander for operations and operations officers must:

(1) Insure that crew and operations support personnel are adequately trained and that safety standards are included in all training programs.

(2) Require realistic scheduling of activities to assure proficiency, crew rest, crew integrity, and preclude last moment changes.

(3) Utilize guidance provided by safety to establish operating procedures which will preclude injury to personnel and damage to equipment.

(4) Establish exacting requirements for instructor personnel and standardization board members.

(5) Insure that safety standards are in effect and do, in fact, provide adequate safety without imposing unnecessary restrictions through a system of surveys and inspections.

(6) Insure that all operations personnel are fully informed of hazards associated with their job and safety standards and rules through daily roll call, flight planning, missile crew changeover, and supervisory duty briefings.

(7) Support a system of hazard reporting which will insure that all like units are advised of hazards noted, and that equipment and procedures are improved to eliminate or control hazards.

(2) Monitor a personnel screening and quality control program to insure that unreliable personnel are not assigned to hazardous or sensitive duties.

f. The base deputy commander, civil engineers must:

(1) Insure that new facilities are constructed in accordance with national standards.

(2) Utilize guidance provided by safety to establish operating and maintenance procedures which will preclude injury to personnel and damage to equipment.

(3) Insure that base facilities, with special emphasis on airfield pavement and lighting, missile pad facilities, and roadways over which weapons are moved, are maintained serviceable at all times.

(4) Prepare and coordinate plans for seasonal projects, such as snow removal, runway and facilities painting, heating and air conditioning equipment inspections etc.

(5) Insure that all assigned personnel are fully qualified to accomplish the mission safely. This includes the weapon system safety rules (AFR 122 series) for nuclear support facilities.

(6) Insure that equipment is available to adequately illuminate, isolate, or otherwise identify hazards until they can be removed.

g. The surgeon must:

(1) Constantly monitor procedures for accomplishing all phases of the unit mission to detect health hazards, establish exposure standards, and determine effectiveness of protective clothing and equipment.

(2) Maintain a firsthand awareness of psychological and physiological factors peculiar to flight and missile crews through frequent visits to operating facilities, flights in unit aircraft, and review of flight, alert, and other duty schedules.

(3) Support the personnel screening and quality control programs to insure that unreliable personnel are not assigned to hazardous or sensitive positions.

h. The base director of administrative services must:

(1) Assure timely distribution of publications, correspondence and messages affecting safety of personnel and equipment.

No 62-11 thru 15
13 June 1962

Historical Report
Headquarters
6th Strat Aerospace Wg
Walker AFB, NMex

GROUND ACCIDENT ABSTRACT

Reportable ground accidents involving injuries - May 1962.

The following are resumes of several accidents indicating the wide variety of hazards which exist, proving again that accidents are caused anytime, anyplace and that we should always be on the lookout for existing hazards and/or unsafe practices. IF YOU MUST LEAVE YOUR BLOOD - - LEAVE IT AT THE RED CROSS. Commanders are urged to give maximum publicity on the following accidents:

1. A SSgt, member of 6th FSS, was injured on 12 May 62 while fishing. After hooking a fish his line became entangled in a tree. In his attempt to free the line, the branch he was holding slipped from his grip and struck him in the eye. Lost time, 14 days.

2. A TSgt, member of 6th CES, was injured on 6 May 62 when he fell while water skiing. Lost time, 5 days.

3. A Captain, member of 579th SMS, returning to Walker AFB from TDY, was injured on 23 May 62 when the auto he was operating rammed into the side of another vehicle which had failed to yield the right of way. Lost time, 4 days. Damage to the captain's auto was \$1200.00.

4. A 2LT, member of 6th SAWHS, was injured on 26 May 62 when he attempted to jump head first over a three-foot hedge and roll. However, his head and neck received most of the impact causing a broken neck. Lost time, 90 days.

5. A SSgt, member of 6th OMS, was injured on 28 May 62 when he attempted to dismount, from a 16-foot trailer using a 12-foot ladder during a wind storm. The wind caused the ladder to slide to the right which resulted in the SSgt to lose his balance and fall to the ground. Lost time, 35 days.

COURTESY OF THE OFFICE OF THE WING DIRECTOR OF SAFETY

ATCH 1 #1

GROUND ACCIDENT ABSTRACT

Private Motor Vehicle Accidents

The following accidents should prove to all the importance of Seatbelts. Seatbelts ~~is~~ increase the severity of injuries!

1. An AEC, member of the 6th Armament & Electronics Sq., had visited his folks in El Paso, Texas. At approximately 0800 hrs., 8 June 1962, he arose and spent the day around his parents home. The time had passed until it became 0030 hrs., 9 June 1962. Realizing that he had to be on duty at 1200 hrs., that same day he decided to leave El Paso and return to Walker AFB. He traveled to a point approximately 7 miles west of Roswell, New Mexico, where he fell asleep while driving, causing his vehicle to leave the road and roll side over side and end over end, 4 1/2 times. The airman was thrown from the vehicle and into a barbed wire fence, on the 4th roll, receiving a fractured collarbone, collapsed lung, multiple lacerations about the entire body and totalling out his car. His car was not equipped with seatbelts.

2. A Lieutenant Colonel, Member of the 10th Bombardment Sq., and his wife, were enroute to McNary, Arizona, from Walker AFB, New Mexico. Arriving at a point 8 miles west of Carrizozo, New Mexico, the LtCol lost control of his vehicle, causing it to leave the road, go down a 20 foot ditch and start to roll over, when it struck a dirt embankment, causing the right door to open, throwing out everything in the car, except the LtCol and his wife, because they were wearing seatbelts. The vehicle straightened out momentarily and then started to roll over again, when it struck another dirt embankment and came to a stop. Although the LtColonel's wife received injuries, the driver was not injured. The Colonel feels certain that if it were not for the seatbelts, they were wearing, they might have been killed, in that they both would have been thrown from the vehicle, possibly leaving a driverless vehicle, to roll over them.

RECOMMENDATIONS:

Install and Use Seatbelts in your vehicle. Be alert at all times. Do not over drive.

ADDED COMMENTS:

The greatest deterrent against accidents is common sense.

COURTESY
WING SAFETY OFFICE
WALKER AFB, NMEX

ATCH 2 #4

HEADQUARTERS
6TH STRATEGIC AEROSPACE WING
UNITED STATES AIR FORCE
WALKER AIR FORCE BASE, NEW MEXICO

Reply to
Attn of : SAFE/Major Hoyle/2372

20 June 1962

Subject : Base Safety Council Minutes

To: C	BDCEF	BDCL	37MS (2)	6AEMS (2)	4OBS (2)
BC	BDCS	579SMS	4129CCTS(2)	511FTD(2)	6ARS (2)
BVC	DCO	DCOTBO	TS (2)	CDS (2)	6FMS (2)
BDCM	DCM	2010AFCS(2)	HS (2)	FSS (2)	SATAP (2)
BDCE	SU (2)	6OMS (2)	6SAWHS (2)	24BS (2)	WEARON(2)
DSUP	DOCTAW(2)	686AC&W (2)	CES (2)	39BS (2)	

1. The monthly meeting of the Walker AFB Safety Council was convened by Colonel Ernest C. Eddy, Vice Commander, 6th SAW, in the Wing Conference Room at 1030, 18 June 1962. This committee was convened in accordance with SACR 59-2, 26 January 1961 and 6SAW Special Orders M-424, 15 November 1961.

2. The following members were present:

Col E C Eddy	VC
Col R D O'Connor	BC
Col E M Jacquet	579SMS
Lt Col K E Husemoller	BDCL
Lt Col R Murray	BDCE
Lt Col H E Wood	DCO
Maj F C Backert	BDCM
Maj M C Boley	DCOTBO
Maj H J Gill	DCM
Maj B C Hoyle	SAFE
Maj J S Mallory	DCOTAW
Capt L Basile	2010 COMM SQ
Capt J F Lee	37MS
Capt D R McWilliams	SU
1Lt E J Sittinger	DSUP
1Lt R E Strauss	686AC&W
MSgt D L Mayavski	EDAS
Mr. H Rogers	BDCEF

3. Major Hoyle presented a summary of accident experience during May. Walker AFB continues to remain in the excellent category on the 15AF rating system.

ATCH 3

44

b. Rewiring of World II Buildings: The Photo Laboratory is the next project. Rewiring of library will be included in the work performed on that building. Work on the Clothing Sales Store has been funded and will be handled by a standard contract. Action BDCE October.

c. Maintenance of Airfield Facilities: Improvement of runway edge awaiting funding on Project 26-2, fiscal year 63, 458 program. Included in K-5 priority 456. - Action BDCE.

d. Installation of Visual Glide Slope: Engineering is 40 per cent complete - hope to be fully engineered by 15 July. Awaiting 15AF funding. Action BDCE 16 July.

e. Reflective Outer Garments: The Safety Office has not received an answer to inquiry sent to the American Optical Co., requesting the approximate price for a specially designed abbreviated vest which will be suitable for our use if the cost is not prohibitive. A suggestion was made that the Minnesota Mining & Manufacturing Company reflective tape be used on head gear to provide personnel identification. When the reply from the American Optical Company has been received Safety will present the Council with a suggestion for the most feasible and economical method to be used. Action SAFE 16 July.

f. Sign for Golf Course Tee #8: Due for completion 20 June. Action BDCE.

g. Wall Crack - Hangar 1083: This work has been completed, and the office of DCM was complementary on the manner in which it was handled. Item will be removed from the agenda.

h. Traffic Hazards - POL Access Gate - 4OBS: A work order has been submitted, through the Safety Office, requesting painting of a broken line dividing the road at the POL access gate. Additionally signs slowing traffic to 15 mph and warning that petroleum tankers are operating will be installed. The transportation drivers have all been instructed to park the crew buses off the road behind the parked cars at the 4OBS when loading or unloading. Action BDCE 16 July.

i. Chipping Runway Center Line Paint: In response to our letter requesting assistance, 15AF advised that various methods had been tried which included the use of liquids, burning, and a machine that had proven very slow and very expensive. BDCE advised that they were making arrangements to have a demonstration given on the use of a traffic marker erasing machine. Castle AFB have also tried different substances and methods including sand

C 7. Upon receipt of these minutes, squadron commanders will note the contents and indorse one copy to the Safety Office for filing, indicating any suggestions or comments they consider appropriate.

8. The meeting was adjourned at 1130.

Burton C. Hoyle

BURTON C HOYLE
Major, USAF
Director of Safety

APPROVED:

D E Hillman

D E HILLMAN
Colonel, USAF
Commander

6TH STRATEGIC AEROSPACE WING
RCS: 15AF-U9

GAM-77A WEAPONS SYSTEM
***PROGRAM PROGRESS
REPORT***

JUNE 1962

COMMANDER'S COMMENTS

1. PROGRESS: The GAM-77A Program continues to progress as scheduled. To date, 66 flights have been flown, 64 with satisfactory results. GAM-77A, Missile 60-5602, satisfactorily completed all of the requirements set forth under "Operation Jet Black".
2. PROBLEMS: All major problems on the remaining projects have been resolved or have a firm schedule for completion. The only exception being the power shed for the Flight Control FTD classroom. Materials needed are on order and work will start as soon as they become available. Reference Project 511C FTD/GAM-1.
3. TERMINATION OF REPORT: Due to the progress made in the completion of projects and near complete status of the remaining ones, in accordance with 15AF/GAM-77A Programming Plan 5-60, this is the last Program report that will be submitted.


DONALD E. HILLMAN
Colonel, USAF
Commander

D I S T R I B U T I O N

<u>AGENCY</u>	<u>NR COPIES</u>	<u>AGENCY</u>	<u>NR COPIES</u>
Hq SAC, Offutt AFB, Nebraska		Hq 6SAW, Walker AFB, New Mexico	
DCRMP.....	1	C.....	1
DM7A.....	1	SAFE.....	1
DOCEPP.....	1	DCML.....	1
Hq 15AF (DPL), March AFB, Calif.....	20	DSUPS.....	1
Hq 47AD (C), Castle AFB, Calif.....	1	4OBS.....	1
Hqs 6CSG, Walker AFB, New Mexico		37MS.....	1
BC.....	1	DCRM.....	1
BDCR.....	1	DCO.....	1
BECR.....	1	DCM.....	1
IXOH.....	4	FMS/PPB.....	1
OCLO.....	1	AEMS/GAM.....	1
511th FTD.....	1	DSUP.....	1

PROGRAM PROJECT SCHEDULE CHART

PROJECT TITLE Work Orders on CAM-77A Facilities

~~PROGRAM NAME~~ 6AEMS/GAM-77A

PROJECT NUMBER 6AEMS/GAM-7

~~ADMINISTRATIVE OFFICE~~ Lt. Col. W.J. DALY JR.

COMPLETION PRIOR TO JAN 67

**A SCHEDULED TO START
A ACTUAL START**

① SCHEDULED COMPLETION
② ACTUAL COMPLETION

[illegible]

PROGRAM PROJECT STATUS SUMMARY

Program Project Title: Work Orders on GAM-77A Facilities

30 Jun 1962

Project Nr. 6AEMS/GAM-7

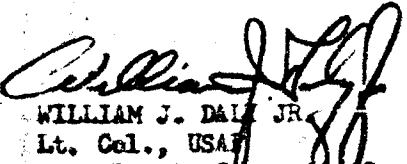
1. Programmed Milestones completed this Month: None Scheduled

2. Programmed Milestones not completed this Month:

<u>Nr.</u>	<u>Title</u>	<u>STATUS-REMARKS</u>
5.	Oil and Paint storage building	None scheduled, Completion unknown
6.	Installation of G2-105C adapter	None scheduled, Completion 26 Jul 62

3. Potential Slippage: Milestone NR 5

4. Discussion: The availability of the metal storage building is still unknown. The UAL change (AF Form 601A) has been processed and sent forward to ACEMO for final approval. Milestone NR6. The G2-105C adapter is available for installation on the Shaw-Estes engine run-up stand. Installation of the adapter will begin 23 July and completed 26 July by the NAA installation team. Since this is the last report required, this project is considered terminated.


WILLIAM J. DALE JR.
Lt. Col., USAF
Asst Deputy Commander for Maintenance

PROGRAM PROJECT SCHEDULE CHART

PROJECT TITLE Begin Reporting and Support AGE Team

PROGRAM AREA DSUPBEND

PROJECT NUMBER DSUPBENO - 3

~~CONFIDENTIAL~~ Lt Col Siegfried

■ COMPLETION PRIOR TO JAN 61

**A SCHEDULED TO START
A ACTUAL START**

① SCHEDULED COMPLETION
② ACTUAL COMPLETION

[illegible]

PROGRAM PROJECT STATUS SUMMARY

Program Project Title: Begin Reporting and Support AGE Team

25 June 1962

Project Nr. DSUPBEMO - 3

1. Programmed Milestones Completed This Month: None Scheduled
2. Programmed Milestones Not Completed This Month: None Scheduled
3. Potential Slippage: None
4. Discussion: No change in status since last report (May 1962)

/s/ Wallace K. Haff, Capt
for KEITH P. SIEGFREID
Lt. Colonel, USAF
Director of Supply

[illegible]

PROGRAM PROJECT STATUS SUMMARY

25 June 1962

Program Project Title: GAM 77A Control Mission Equipment Lay-In

Project No. DSUPSPA - 1

1. PROGRAMMED MILESTONES COMPLETED THIS MONTH: None, see slippage.
2. PROGRAMMED MILESTONES NOT COMPLETED THIS MONTH:

<u>NR</u>	<u>TITLE</u>
3	Receive and Issue property to Wing Supply (see slippage)

3. SLIPPAGE: Completion date for this milestone has slipped to August 1962 due to EDD of Line Item Numbers 15, 69, and 333, in accordance with Part (B) RCS: AF-583 Report dated 1 May 1962. Follow ups to the Depot on outstanding requisitions have revealed estimated delivery dates as late as the latter part of August 1962.
4. DISCUSSION: As of 22 June 1962 supply status on RCS: 583 Report revealed 372 items controlled; 357 completed; 5 on hand partially completed; 10 with no supply action and zero AEE deficient.

/s/Wallace K Haff, Capt USAF
for KEITH P. SIEGFREID
Lt Colonel, USAF
Director of Supply

PROJECT TITLE SAM TIA FTD Ground Training for A. rereqa

PROGRAM AGENCY 40 Bomb Squadron

PROJECT NUMBER 4055-1

AUTHENTICATING OFFICER Lt Col Pitts

■ COMPLETION PRIOR TO JAN 68

Δ SCHEDULED TO START

D. SCHEDULED COMPLETION

A ACTION SPORT

● ACTUAL COMPLETION

WALKER FORM 21

PROGRAM PROJECT STATUS SUMMARY

30 June 1962

PROJECT TITLE: GAM-77A FTD Ground Training for Aircrews

PROJECT NR: 40BS-1

1. Programmed Milestones Completed This Month:

Remarks - Status

None

2. Programmed Milestones Not Completed This Month:

<u>Nr</u>	<u>Title</u>
6	Operational Launch Training Flight

No change from April report.

3. Potential Slippage: See discussion.

4. Discussion: As reported in the April report, Milestone Number 6 re-scheduled for August 1962.

Arnold J. Green
for ARTHUR S. PITTS II
Lt Colonel, USAF
Commander

[illegible]

PROGRAM PROJECT SUMMARY

30 June 1960

Program Project Title: Construct Missile Storage Bays (AD-A9-10)

Project No: BDC/COM-7

1. Programmed Milestones Completed this Month:

NR

TITLE

STATUS

REMARKS

AD-A9-10

WAF 17541 (One Star Base)
Missile - Approved by 1960

2. Programmed Milestones Not Completed this Month:

NR

TITLE

STATUS

REMARKS

1.

Construction of Support Buildings

Complete

3.

Construction of Flood Lights

Complete

4.

Striping of Pavement

Completed 10 June 1960

3. Disposition: None

4. Discussion: The construction is completed and this is the final report to be submitted.

James Murray Jr.

POSCOE MURRAY, JR.

1st Colonel, USAF

D/Comdr for Civil Engineering

[illegible]

PROGRAM PHASE I STATUS SUMMARY

30 June 1969

Program Project Title: 5110 FTD/AM WA Training Facilities and Equipment

Project No. 5110 FTD/AM

1. Programmed Milestones Completed this Month: None
2. Programmed Milestones Not Completed this Month:

No.	Title	Status-Remarks
1	Power Grid for Flight Control classroom	See Dis. #1041
3	Discussion	Latest information obtained from Civil Engineering on W.C. #1041. The W.C. is in work stoppage status. The reasons for work stoppage is due to the nonavailability of #1 size electrical wire. There is an estimated date of delivery on this wire. This detachment recommends that work on solving the power grid be started.

Joseph Lucia
 J. S. FARMER, JR.
 Captain, USAF
 Commander, 5110 FTD

MONTHLY PAYROLL REPORT
FOR STRATEGIC AIRCRAFT WING
Walker Air Force Base, New Mexico

PERIOD: 1 thru June 1962

The Maintenance Analysts serving as Editors for this publication are:

1st Lt. Zim M. McDowell. Division OIC. Ext 2672/589/600
SMSgt Philip C. Harrison. Division NCOIC. Ext 2672/589/600
TSgt William Brown Jr. NCOIC Production Analysis Br. Ext 2672
TSgt Henry A. Southard. NCOIC Reports Analysis Br. Ext 589
SSgt Robert J. Grandfield. Production Analysis Br. Ext 2672
SSgt Clyde C. London. Production Analysis Br. Ext 2672
SSgt David McNatte. Production Analysis Br. Ext 2672
SSgt Richard Stapleton. Reports Analysis Br. Ext 589
SSgt Ray A. Standiford. Production Analysis Br Ext 2672

SORTIES CAPABILITY (15AF Form 390)

The computed capability for the 5th Strategic Aerospace Wing is 326 B-52E Aircraft sorties and 237 KC135 aircraft sorties during the month of August. This is an increase of 102 B52E sorties and 64 KC135 sorties. The increase is attributed to August having 2 more working days than July. Also attributing to the increases mentioned above is the decrease in O1 manhours per sortie cost. There was a decrease of 92 direct manhours per B52E sortie and 41 direct manhours per KC135 sortie. The decrease in direct manhours per sortie cost is attributed to a more professional type maintenance during the month of June. The true capability for the wing is 294 B52E sorties and 218 KC135 sorties. The O1 availability is consisted in all squadrons, with increase and decreases ranging between .7% and 3%.

SCHEMATIC PRODUCTION (15AF Form 392).

During June, the number of B52 sorties flown amounted to 224. This is less than the previous month. With less sorties per available aircraft, the average down time between sorties naturally increased. The same is applicable to KC135 aircraft with 162 sorties flown for June.

SCHEDULING EFFECTIVENESS (15AF Form 393).

During the April, May, June quarter there were 10 B52 and 16 KC135 Deviations caused by maintenance/materiel problems. The deviations were:

	B52E			KC135		
	APR	MAY	JUNE	APR	MAY	JUNE
LD	3	2	3	6	3	5
CD	0	1	1	1	0	1
FD	0	0	0	0	0	0
TOTAL	3	3	4	7	3	6

Excluding the average of one deviation per month during the quarter. This is one above those for the previous three months report. There are no evident

trends indicated in this particular area, which concludes a comprehensive analysis at this time. KC-135 engines are causing an enormous amount of deviations with ten for the three month period. Again, the particular problems were not related in anyway and no analysis can be accomplished in this area.

Flight control system (11) have not caused any further deviations on B-52 aircraft and have in fact, dropped completely out of the picture on KC-135 aircraft. Those deviations caused by this particular system (B-52) were during the months of April and May. Electrical Power Supply system (42) is on the increase with two deviations in June, none in May and one in April for KC-135 aircraft. Two of the particular problems concerned either the generator itself or a related component. The third was caused by FOD in the fan of a T/R unit. For the first time and we hope the last, one B-52 deviation was brought about by Bomb-Nav System (73). Deviation rates for June due to maintenance/materiel by type aircraft are as follows: Scheduled Sorties (1-4) B-52E: 192, Deviation Rate 1.56%. Scheduled Sorties (1-4) KC-135A: 158, Deviation Rate 3.16%. Cancellation rates due to maintenance/materiel reasons, by type aircraft, are as follows: Scheduled Sorties (1-4) B-52E: 192, Cancellation Rate 0.52. Scheduled Sorties (1-4) B-52E: 158, Cancellation Rate 0.63.

O1 MANHOURS PER SORTIE (15AF FORM 395)

The manhour expenditure per sortie for B-52 aircraft reflect a slight decrease over May. Though it was not an appreciable decrease it was expected because the number of sorties decreased, and the number of aircraft available increased.

The manhour expenditure per KC-135 sortie reflects a slight increase over May. This increase is considered justified due to the decrease in aircraft available.

DISCREPANCIES PER SOURCE (WHEN DISCOVERED) (15AF FORM 400)

The discrepancies discovered by the flight crews increased on both the B-52E and KC-135A aircraft during the month of June though not appreciable, these fluctuations occurred throughout the period. However a thorough analysis of report number 6 has not been accomplished for this maintenance summary due to the lack of time between the receipt of the report & the due date of this summary.

DISCREPANCIES PER SOURCE (ACTION TAKEN) (15AF FORM 401)

The removal and replacement/reinstallation rate decreased again this month as well as the repair rate. This is mainly due to a general reduction of discrepancies of all systems for both the B-52 and KC-135.

MANPOWER DISTRIBUTION (15AF FORM 402 & 403)

We mentioned last month that the wing had realized an increase in the expenditure of direct labor. Direct labor increased from 37% in April to 42.6% in May, and dropped to 40.3% in June.

GROSS OVERTIME (15AF FORM 405)

We direct your attention to the analysis of net overtime contained in Section III of this review.

SUPPORT EQUIPMENT STATUS (15AF FORM 407)

During June, in many areas, the units out of commission for parts and maintenance are on the decrease. This is a considerable improvement as we compare previous months. The number of assigned units (BT-400) have increased.

SHOP PRODUCTION DATA (15AF FORM 408)

The base self-sufficiency program has shown a marked improvement this month over any of the five preceeding months. Our repair rate increased a full 10% mainly due to a sharp reduction in code B (bench check OK) and a sharp increase in code Y (repair). This indicates that there is an improvement in maintenance trouble shooting procedures as well as a concentrated effort on the shop supervisors part in getting their shop's repair program into "high gear". Codes B (awaiting part) and the VETS codes 1 through 7 decreased in accordance with the rise in the repair rate.

We must extend to our maintenance people a "well done" for the improvement shown over the past months.

CANNIBALIZATIONS (15AF FORM 409)

During June, there were only eight B-52 cannibalizations. This is a decrease of one as compared to last month, and a step in the right direction. We were quite happy to note the zero in cannibalizations for the KC-135 aircraft. This is the way it should be.

PERSONNEL AND MANHOUR AVAILABILITY PROJECTION AND SORTIE CAPABILITY FORECAST	ORGANIZATION Wing	REPORTING PERIOD Aug
1. Total men assigned		1823
2. Operation and maintenance days		23
3. Man days assigned		41915
4. Projected manhour assignment		335,800
5. Projected manhour gains		2710
6. Projected manhour losses		3178
7. Gains and losses adjustment		-468
8. Adjusted manhours assignment		335,332
9. O1 availability percent		40.2
10. Projected O1 available manhours		134,803
11. Percent of support (Primary aircraft)		79.1%
a. Manhours for support of primary aircraft		106,629
b. O1 Manhour cost per sortie		327.0
c. Sortie production capability (Primary aircraft)		326
12. Percent of support (Secondary aircraft)		20.9%
a. Manhours for support of secondary aircraft		28174
b. O1 Manhour cost per sortie		118.2
c. Sortie production capability (Secondary aircraft)		237

PERSONNEL AND MANHOUR AVAILABILITY PROJECTION AND SORTIE CAPABILITY FORECAST		ORGANIZATION	REPORTING PERIOD
1. Total men assigned		630	
2. Operation and maintenance days		23	
3. Man days assigned		14297	
4. Projected manhour assignment		12877	
5. Projected manhour gains		1717	
6. Projected manhour losses		2109	
7. Gains and losses adjustment		-392	
8. Adjusted manhours assignment		12638	
9. 01 availability percent		41.3	
10. Projected 01 available manhours		52193	
11. Percent of support (Primary aircraft)		61.21	
a. Manhours for support of primary aircraft		42365	
b. 01 Manhour cost per sortie		112.7	
c. Sortie production capability (Primary aircraft)		376	
12. Percent of support (Secondary aircraft)		61.21	
a. Manhours for support of secondary aircraft		9843	
b. 01 Manhour cost per sortie		35.7	
c. Sortie production capability (Secondary aircraft)		275	

PERSONNEL AND MANHOUR AVAILABILITY PROJECTION AND SORTIE CAPABILITY FORECAST	ORGANIZATION	REPORTING PERIOD
1. Total men assigned		1000
2. Operation and maintenance days		30
3. Man days assigned		30000
4. Projected manhour assignment		
5. Projected manhour gains		200
6. Projected manhour losses		100
7. Gains and losses adjustment		100
8. Adjusted manhours assignment		30000
9. O1 availability percent		10.0
10. Projected O1 available manhours		3000
11. Percent of support (Primary aircraft)		10.0
a. Manhours for support of primary aircraft		10.0
b. O1 Manhour cost per sortie		3.3
c. Sortie production capability (Primary aircraft)		
12. Percent of support (Secondary aircraft)		
a. Manhours for support of secondary aircraft		
b. O1 Manhour cost per sortie		
c. Sortie production capability (Secondary aircraft)		

FORM III - MAINTENANCE SUMMARY

WABHILL OPA. SCORES - 1-30 JUL

<u>ITEM</u>	<u>% SCORE EARNED</u>	<u>POINTS AVAILABLE</u>	<u>POINTS EARNED</u>
<u>Percent on time take-offs</u>			
B52 APG & A&E Systems	98.0	200.0	196.0
KC135 APG & A&E Systems	98.8	200.0	197.6
Weighted Score	97.7	200.0	195.3
<u>Percent Sorties Flown w/o material caused cancellation</u>			
B52 APG & A&E Systems	98.7	200.0	197.4
KC135 APG & A&E Systems	99.7	200.0	199.3
Weighted Score	99.7	200.0	199.8
<u>Percent Sorties Flown w/o Material Caused Addition</u>			
B52 APG & A&E System	100.0	200.0	200.0
KC135 APG & A&E System	100.0	200.0	200.0
Weighted Score	100.0	200.0	200.0
<u>Percent Training Items Sched/Attempt vs</u>			
<u>Training Items Lost due to Maint/Material</u>			
B52 APG & A&E System	98.8	600.0	593.0
KC135 APG & A&E System	99.4	600.0	596.6
Weighted Score	99.2	600.0	595.1
<u>Alert Aircraft Reliability</u>			
Effective Cocked hours	99.8	200.0	199.6
Maintenance Quality	100.0	200.0	200.0

Base Self-sufficiency

	<u>REPAIR</u>	<u>AETS</u>	<u>BENCH CHECK OK</u>	<u>AWP</u>	<u>NRTS VS AWP</u>	<u>TOTAL PTS</u>	<u>TOTAL %</u>
Wing Total	(60) 46.0	(70) 57.2	(65) 60.7	(70) 66.5	(85) 78.1	(350) 309.1	88.3%
FMS	(25) 18.8	(30) 24.0	(30) 29.8	(30) 29.1	(35) 29.4		
A&E	(25) 19.6	(30) 24.5	(30) 25.1	(30) 27.2	(35) 33.9		
MMS	(5) 5.0	(5) 5.0	(5) 5.0	(5) 5.0	(5) 5.0		
FUEL	(5) 4.8	(5) 4.9	(0) N/S	(5) 5.0	(10) 10.0		

NOTE: Items shown in parenthesis indicate points available - other points earned.



6th Strategic Aerospace Wing
TOP TEN B-52 CREWCHIEFS

Acft No. Crew Chief No. on Time

57-123 SSGT MACK 175

56-638 TSGT WILLIS 147

57-126 TSGT MAYFIELD 140

57-015 TSGT BARIONI 125

57-024 TSGT THORSON 114

56-637 TSGT LUCAS 112

57-099 TSGT HASKINS 96

57-100 TSGT MITCHELL 94

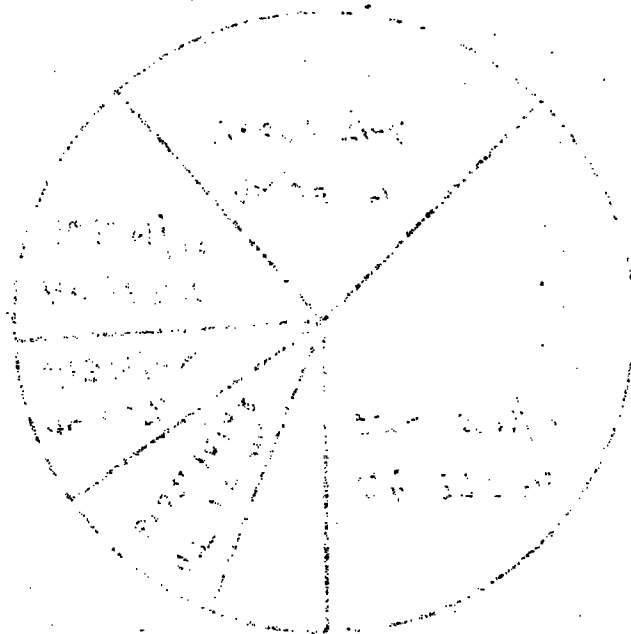
57-121 SSGT RAGLAND 80

56-635 TSGT LEADFORD 64

It appears as though Sgt Mack is up there to stay. Sgt Willis and all others are in the same slot. It doesn't seem possible, but none the less it is - we wish you all the best of every thing and hope you continue on with the strings.

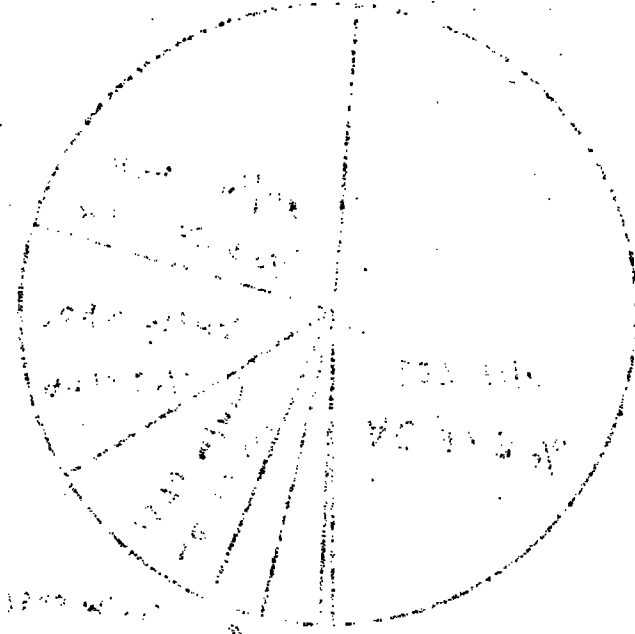
FROM THE EDITOR

For the past few weeks you have been receiving error lists for correction and return to DCMA. To refresh your memory, (these listings were in existence several months back) these are documents that were processed into the Data Collection System and found by IBM checking to contain an error. Since these documents are forwarded to AFIC and are the basis of many decisions relative to our equipment and weapons systems as well as being measured in the MCS, it is absolutely imperative that they be complete and correct. Your reply is that you are receiving daily reports for verification and correction and then you get this error listing, duplication and an excessive workload on our maintenance supervisors. The only reply we can make here is that if all the documents are reviewed by the work center supervisor as required by AFM 66-1 we would have no errors fall out to make up the error listing. The clue - check and correct your documents prior to submission. We also at this point must emphasize that these error listings must be returned to DCM Analysis within twenty four hours to permit inclusion in the AFIC shipment. Continued lateness of forwarding must be stopped.



AS-100-1
100% correct

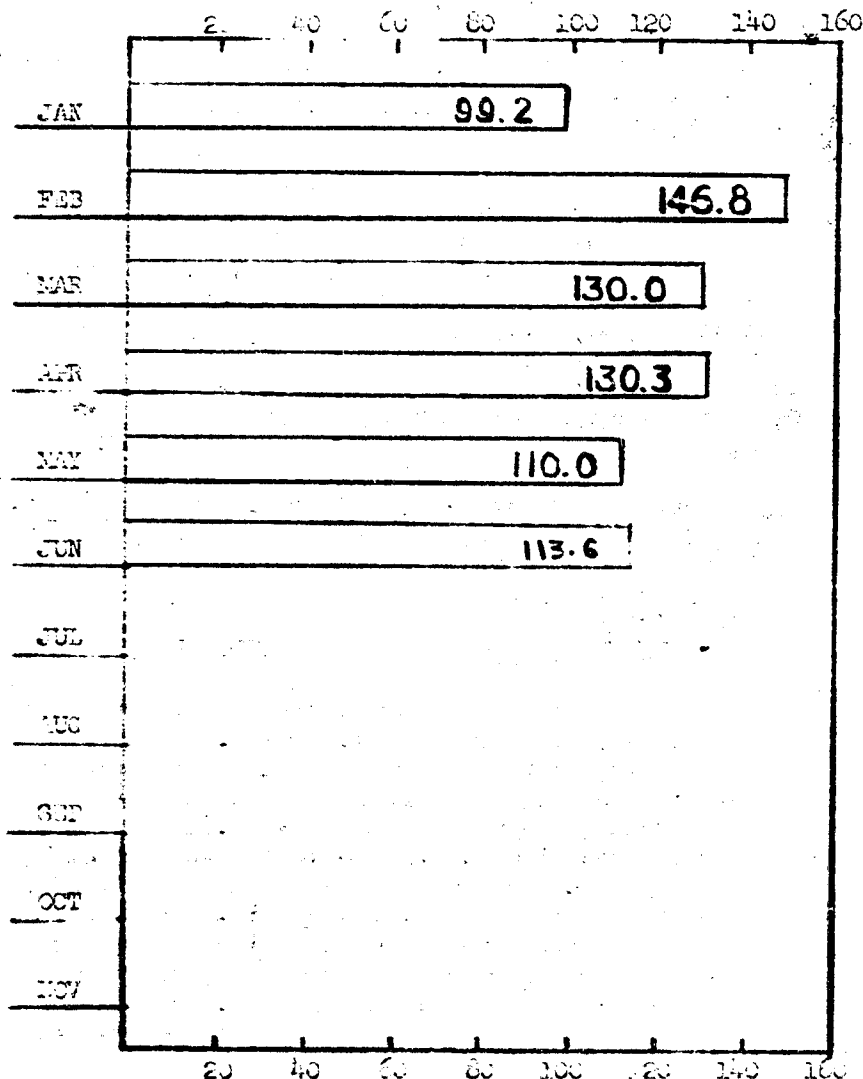
3-5



AS-100-1
100% correct
100% correct
100% correct
100% correct

AVERAGE UNSCHEDULED MANHOURS PER SORTIE

B-52



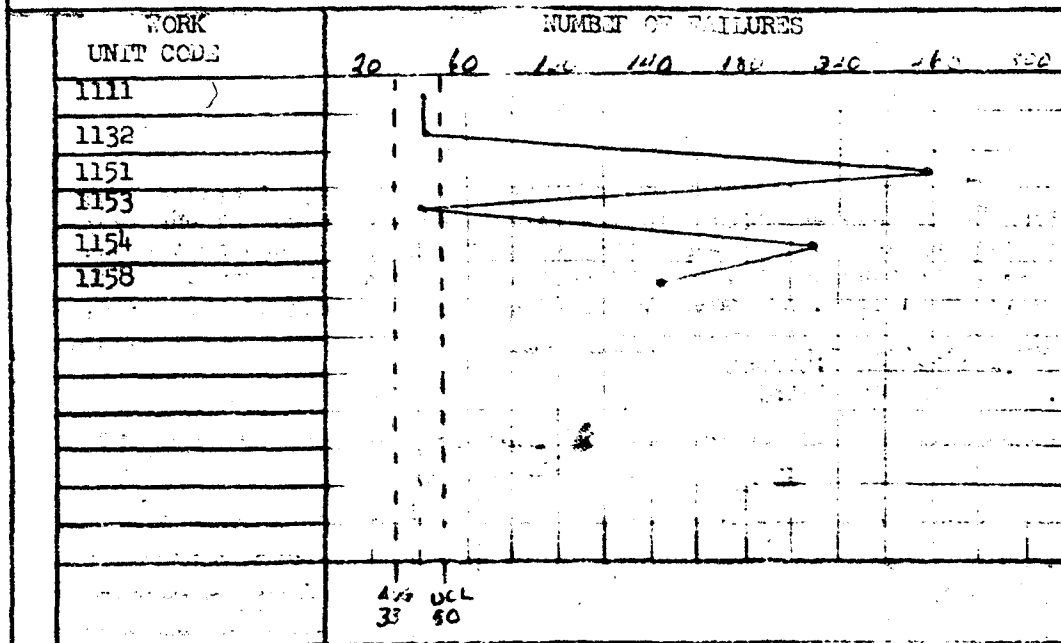
AVERAGE UNSCHEDULED MANHOURS PER SORTIE B-52

It was mentioned in last months Maintenance Summary that the unscheduled manhours per sortie consumption was on the downward trend. You were also given a well done for reducing the unscheduled manhour consumption trend however, as you can see by looking at the chart to the left the unscheduled manhour consumption increased in June. Though it was not an appreciable increase this could indicate that either the scheduled maintenance is not up to par, or you have started to use the AB - Prefix as a catch all. You work center supervisors would be wise to carefully screen work being done by subordinates to insure correct coding of all AFTO forms.

AVERAGE MANHOURS

AIRFRAME SYSTEMS FAILURE CHART

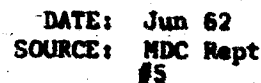
B52



DATE: Jun 62
SOURCE: MDC REPORT 75

The Airframe System has a very high failure rate. This month alone it has amounted to 958 failures costing 2,799 manhours. While this is lower than last month it is still an astounding number of failures. Loose or Missing rivets (How Mal code 38,) accounted for 452 failures, and Cracked (How Mal code 190) accounted for 313 failures. It would seem the time has come to do something about this seemingly never ending problem. Quality Control has been asked to investigate these problems. Perhaps they can find a suitable answer. It would seem our B-52's are falling apart, for along with the above mentioned 76 failures, we had 39 failures coded Missing (750): 12 Trailing Edges, 12 Honey Comb Panels, 13 Skins (various pieces not the whole skin) and 2 Excess Panels. With these statistics, it seems a wonder we have not lost some of our aircraft, to say nothing of the crews. Lets hope Quality Control can find the answer to our problems!

B-52



The majority of the 81 failures (55) were charged against the Fuel Control (WUC 28211). These 55 failures had How Hal Code 127 (adjustment improper), the first time for these failures ran from one hour to 41 hours. It would seem, some of your people could use some QJT or perhaps closer supervision. If this upward trend

If you need a work unit code submit an AFTO Form 22. The last high sub-system was the Pneumatic Starter (WUC 2328) Most of the failures were just that, failures. Have steps been taken to get this unit improved?

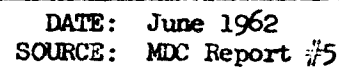
B-52

[illegible]

DATE: June 1962
SOURCE: MDC Report #5

ECM has appeared in the maintenance time light for the first time since 1961. This in itself is an enviable record. However this month (June) they have two units that have gone completely out of control. One of these is the AN/APS-54 (WUC 7643). This Sub-System alone had 79 failures with 242 manhours consumed. The reports indicate that of the total malfunctions (79) only 10 actually failed, some of the others were: too noisy, chaffed, aligned improper, adjusted improperly, and shorted. Some of these probably would have been prevented if they had been inspected closer after repair or before installation. One of ECM's sharper troops repaired a unit that was missing (code 750). Six of ECM's failures had how mal codes that did not exist. One of these fictitious malfunctions was corrected by painting (action taken "J"). This particular troop had a good idea anyway, if you can not find the trouble, paint the unit. That way you have a pretty broken unit anyway. Sub-System AN/ALT-6 (WUC 7651) will be broken out on the following chart.

B-52



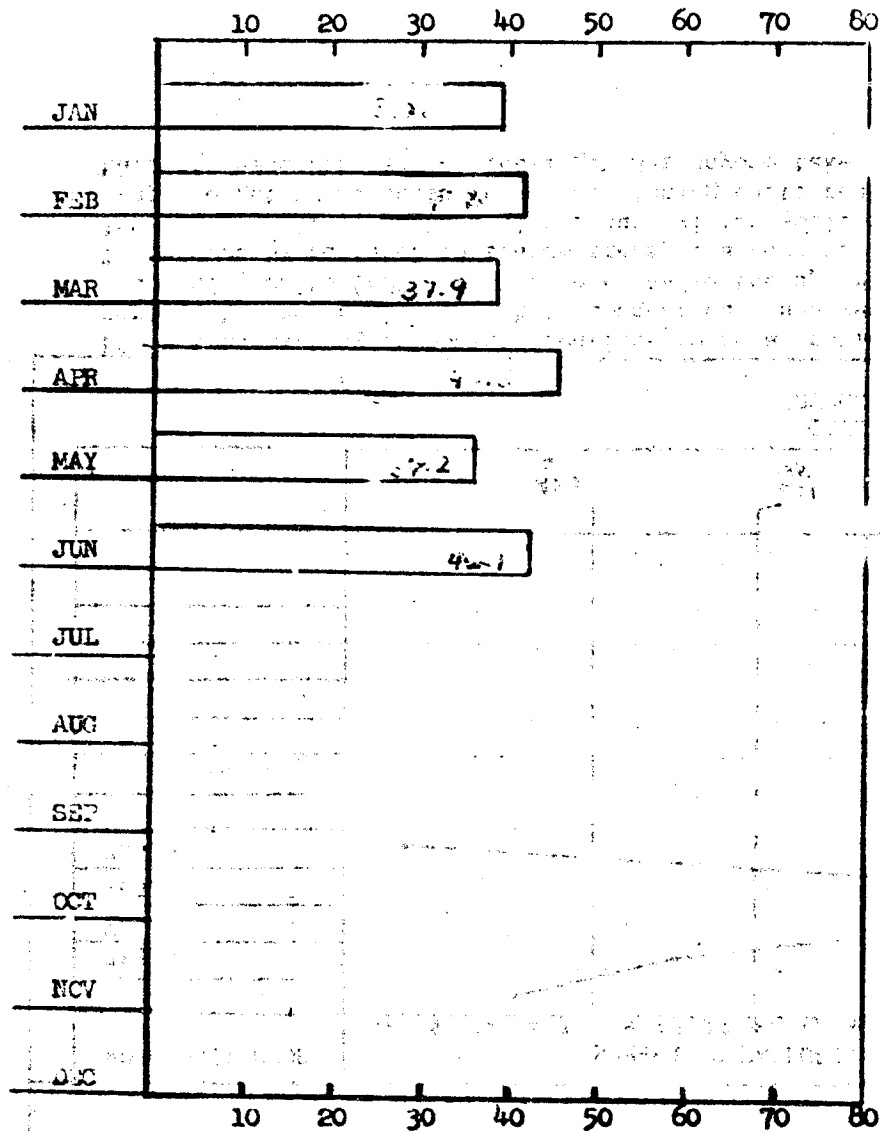
Bomb Nav System components failure chart depicts those units that caused this Sub-System to go out of control. All but two of these units were well within the upper control limit. The two units out of control were Radar Receiver Transmitter (WUC 7325B) and Radar Antenna (WUC 73258). These two units accounted for 94 failures at a manhour consumption of 3.3 manhours per failure. Of these, 24 units were Removed and Replaced (code "B") due to Internal failure (code 374). The high failure rate of these two particular items is not something new to our Bomb Nav people. Let us hope that this is the high for the year and that from here the trend will be downward.

[illegible]

ECH's transmitting components continue to be a problem. They have been high over the past few months, but never high enough to comment on. However, this month your transmitters (WUC 76517) and Tuning Units (WUC 76518) have exceeded the upper control limits by 19 and 26 respectively. There were 54 failures on transmitters at a cost of 100 manhours. Most of these units were either leaking or failed, perhaps closer supervision would stop some of these failures. Has anyone taken steps to get these seals improved? Tuning Units realized 61 failures consuming 132 manhours. Over half of these were due to leaking. Has anyone taken steps to get these seals replaced or improved?

AVERAGE UNSCHEDULED MANHOURS PER SORTIE

KC-135



AVERAGE UNSCHEDULED MANHOURS PER SORTIE - KC135

You were commended in the Maintenance Summary last month for a remarkable decrease in your unscheduled manhour consumption. Evidently this commendation was either premature or caused you to become careless. By regarding the chart at the left you can see you are right back in the hole from which you worked out of last month. The same conclusion for the B52 holds true for the KC135, either the scheduled maintenance is not being performed in a satisfactory manner, or you are incorrectly coding your AFTO forms. Again it is recommended that your work center supervisors screen the work being performed to assure correct coding of all AFTO forms.

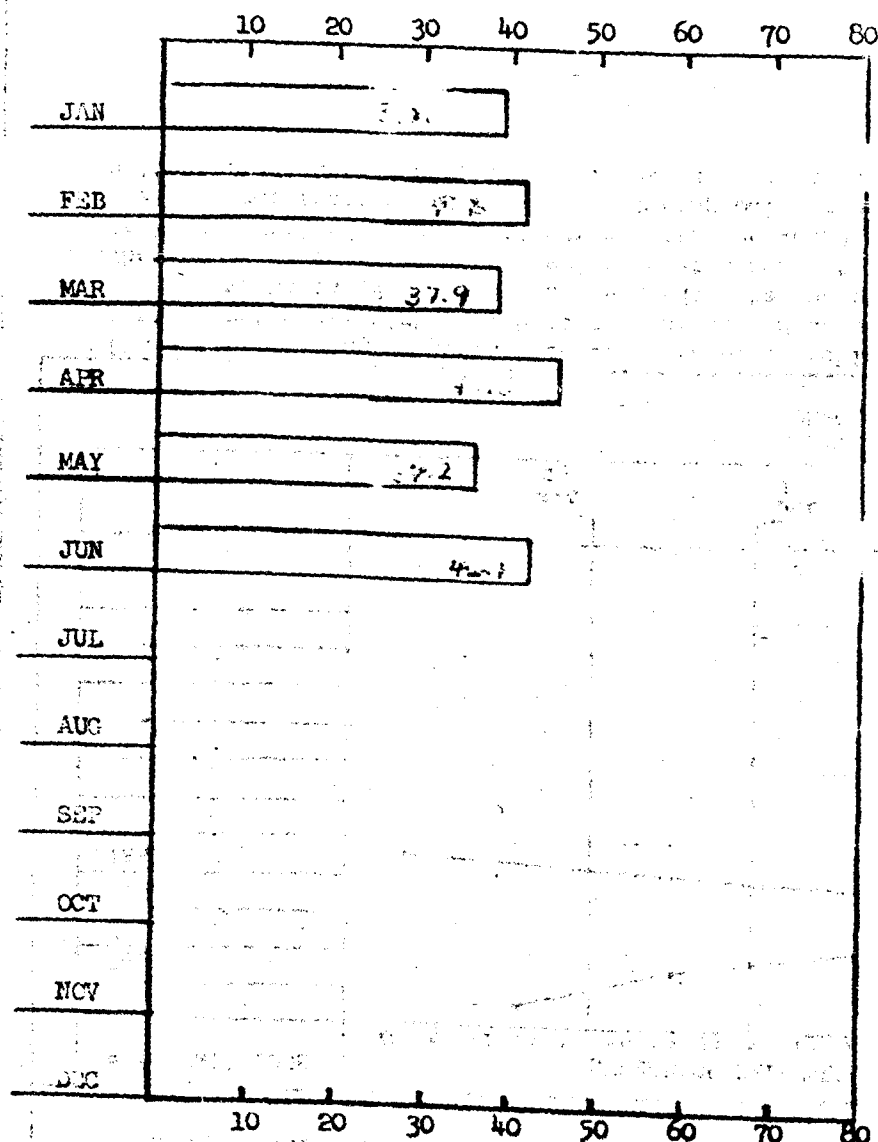
	<u>SORTIE FLOWN</u>	<u>AVG M/H PER SORTIE</u>
JANUARY	147	38.6
FEBRUARY	142	41.3
MARCH	172	37.9
APRIL	150	44.6
MAY	194	34.2
JUNE	162	42.1

ECM TRANSMITTING COMPONENT FAILURE CHART B-52	
WORK UNIT CODE	NUMBER OF FAILURES
76513	16
76516	24
76517	32
76518	40
76519	48
	56
	64
	72
	80
	88
	96
	104
	112
	120
	128
	136
	144
	152
	160
	168
	176
	184
	192
	200
	208
	216
	224
	232
	240
	248
	256
	264
	272
	280
	288
	296
	304
	312
	320
	328
	336
	344
	352
	360
	368
	376
	384
	392
	400
	408
	416
	424
	432
	440
	448
	456
	464
	472
	480
	488
	496
	504
	512
	520
	528
	536
	544
	552
	560
	568
	576
	584
	592
	600
	608
	616
	624
	632
	640
	648
	656
	664
	672
	680
	688
	696
	704
	712
	720
	728
	736
	744
	752
	760
	768
	776
	784
	792
	800
	808
	816
	824
	832
	840
	848
	856
	864
	872
	880
	888
	896
	904
	912
	920
	928
	936
	944
	952
	960
	968
	976
	984
	992
	1000

DATE: Jun 62
SOURCE: MDC Report #

ECH's transmitting components continue to be a problem. They have been high over the past few months, but never high enough to comment on. However, this month your transmitters (WUC 76517) and Tuning Units (WUC 76518) have exceeded the upper control limits by 19 and 26 respectively. There were 54 failures on transmitters at a cost of 100 manhours. Most of these units were either leaking or failed, perhaps closer supervision would stop some of these failures. Has anyone taken steps to get these seals improved? Tuning Units realized 61 failures consuming 132 manhours. Over half of these were due to leaking. Has anyone taken steps to get these seals replaced or improved?

AVERAGE UNSCHEDULED MANHOURS PER SORTIE
KC-135



AVERAGE UNSCHEDULED MANHOURS PER SORTIE - KC135

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	<u>SORTIE FLOWN</u>	<u>AVG M/H PER SORTIE</u>
JANUARY	147	38.6
FEBRUARY	142	41.3
MARCH	172	37.9
APRIL	159	44.6
MAY	194	34.2
JUNE	162	42.1

SYSTEM TRENDS KC 135 AIRCRAFT JUNE 1962

MAIN LANDING GEAR SYSTEM KC-135 (WUC 13000) had a total of 135 discrepancies for a total of 415.5 maintenance manhours during the month of June 1962. The main landing gear tire (WUC 13221) had 58 of these malfunctions and consumed 194 of the available direct labor manhours. You are still wasting the Maintenance Manhours mentioned in last months Maintenance Summary. That is, 9 discrepancies were reported, which consumed a total of 5 maintenance manhours and were coded how malfunction 799 (no defect) Action Taken code "A" (no repair required). This was a wasted 5 hours; wouldn't you say? One of the above cited instances was discovered by the aircrew and caused an abort, a mission lost for no reason. Please be sure before you call your aircraft out of commission. Listed below is a breakdown, by how malfunction code, of tires removed and replaced, Action Taken Code "B".

<u>NUMBER OF UNITS</u>	<u>HOW MALFUNCTION CODE</u>
42	020
9	799
7	800

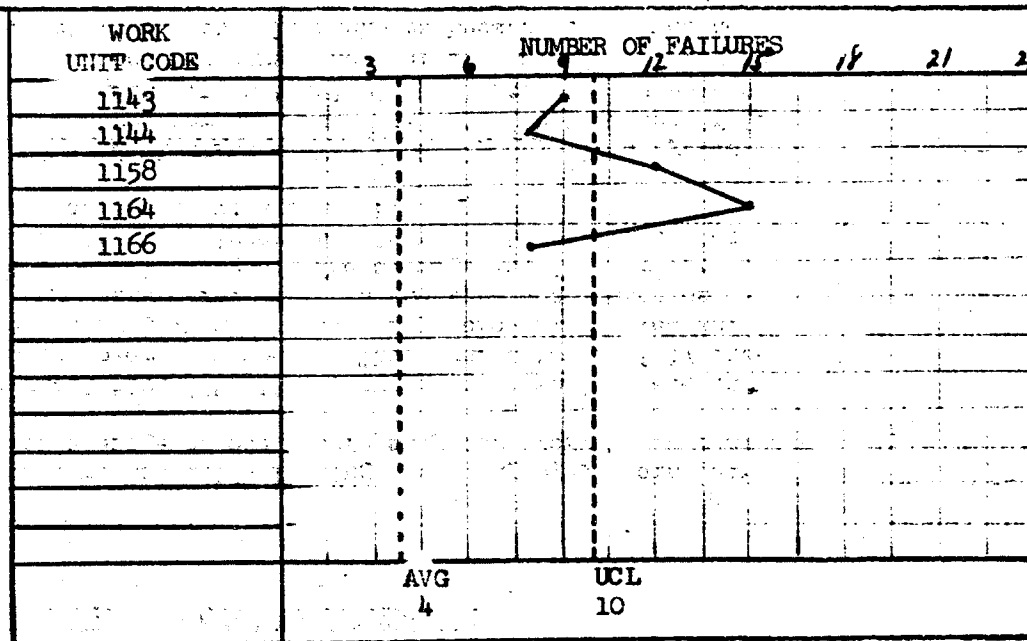
During June, we had 1,194 landings involving 9,552 Main Gear Tire for an average of one discrepancy for every 213.4 landings.

The nose wheel tire (WUC 13561) experienced an increase in discrepancies over last month. There was a total of 17 discrepancies using 36.5 manhours. They were all removed and replaced for being worn. This is the type documentation we should have on all systems. The average landing per tire is 140.5, which is quite lower than last month's average, last month being an above average month.

RADAR AND BOMB NAVIGATION SYSTEM (WUC 725000) This system has been under control for the past few months, but we see it is breaking out again with a total of 105 discrepancies hogging up 376 maintenance manhours. However if the AFTO Forms were coded correctly we wasted 10 manhours because there was no

malfunction found by the specialist. Again we remind you supervisors, check the discrepancies before you yell for help, check the coding of the AFTO Forms. You had one discrepancy with a how malfunction code 799 (no defect) coupled with action taken code "B" (Removed and Replaced) question**** if there was no defect, why was this item removed and replaced? In another instance there was a discrepancy with a how mal code of 800 (Removed to facilitate other maintenance) again action taken code "B", the ogre, appears. Gentlemen neatness and accuracy are the key words.

AIRFRAME SYSTEM FAILURE CHART KC-135



DATE: June 1962
SOURCE: MDC Report #5

This chart depicts the five high sub-systems for June. Sub-system 1110, a problem area last month, was improved this month and is not portrayed on this chart. Problem areas this month are Sub-system 1164 (WUC 11641 - cove lip door hinge) with a total of 12 discrepancies it consumed 9.5 manhours, 1158 had a total of 10 discrepancies and consumed 18 manhours with no irregularities, 1143 (WUC 11436 - weather seal) appears to present a problem with 9 discrepancies consuming 10.5 manhours, could there be a materiel deficiency involved here? Though the other sub-system are over the average there appears to be no problem at this time.

LANDING GEAR SYSTEM FAILURE CHART KC135	
WORK UNIT CODE	NUMBER OF FAILURES
1322	
1325	
1332	
1352	
1356	
Avg	6
UCL	13

DATE: JUNE 1968
SOURCE: MDS Report #5

DATE: JUNE 1962
SOURCE: MRS Report #3

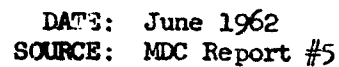
This chart portrays the five high sub-systems for June. The spring guard (WUC 13353) experienced 10 discrepancies with a consumption of 5.5 manhours, 1 of these discrepancies reflected a New Mal code of 730 (Loose) with action taken "A" (Ground check - no repair required). Is this possible? Four other discrepancies reflected the same 730 New Mal code with action taken "C" (Adjust on equipment), more like it, still one other discrepancy showed New Mal code 730 (missing) with action taken "B" (Repair or Replacement of attaching parts, excellent). The pressure relief valve (WUC 13323) had 5 discrepancies consuming 5 manhours, though not out of central watch this far possible material deficiency. The nose tire (WUC 13361) is here again experiencing 14 discrepancies and a total of 29 manhours, 10 discrepancies with New Mal Code 680 (Worn) Action Taken "B" remove and replace, 2 excessive vibration, 2 loose & replace, 2 removed to facilitate other

KC-135

DATE: June 1962
SOURCE: MDC Report #5

Portrayed on this chart are the 5 high sub-systems for June. Sub-systems 2346 (WUC 23461) nose cowl experienced a total of 11 discrepancies and consumed 9.5 manhours, (WUC 23469) Aft nacelle fairing had 7 discrepancies for a total of 10 manhours. Sub-system 2321 (WUC 23211) Fuel Control had 11 discrepancies and consumed 38.5 manhours, 2331 (WUC 23313) Ignition Unit experienced 6 discrepancies for a total of 30 manhours. As depicted on this chart sub-systems 2312, 2321 and 2346 are out of control, however all of the sub-systems portrayed here will bear close watching.

KC-135



3-28

Radar Nav System Failure Chart EC-135								
WORK UNIT CODE	NUMBER OF FAILURES							
	4	10	16	22	28	34	40	46
7211								
7231								
7232								
7236								
7241								
AVG	8							
UCL	13							

DATE: June 1962
SOURCE: MDC Report #5

DATE: June 1962
SOURCE: MDC Report #5

3-22

NET OVERTIME BY BRANCH JUN 62

Wing T	M/HRS AVAIL	TOTAL M/HRS OVERTIME	COMP TIME (CODE 40)	NET OVERTIME	% NET OVERTIME
Wing T	313110.7	121511.5	8680.3	10510.9	3.4
OMS Total	110380.1	10361.5	4158.7	6202.8	5.6
210 Command	3076.7	191.5	40.0	151.5	4.9
211 Maint Supervision	1234.8	16.0	6.0	10.0	0.8
212 Bomber Maint "A"	8438.6	462.0	130.5	331.5	3.9
213 Bomber Maint "B"	10022.2	269.0	44.4	224.6	2.2
214 Bomber Maint "C"	11164.6	207.5	88.0	119.5	1.1
215 Tanker Maintenance	15021.0	418.0	102.0	316.0	2.1
216 Insp Branch Supv	15868.6	183.6	99.0	84.6	0.5
218 Maint Support	29833.4	2037.7	762.8	1274.9	4.3
219 Alert	15720.2	6576.2	2886.0	3690.2	23.5
FMS Total	115048.5	4272.3	2207.2	2065.1	1.8
240 Command	4465.0	1353.2	180.0	1173.2	26.3
241 Maint Supervision	2414.0	21.5	0.0	21.5	0.9
242 Propulsion Branch	30028.8	596.0	430.0	166.0	0.6
243 Aero Repair Branch	32888.1	733.8	598.9	134.9	0.4
244 Accessories Branch	22401.6	899.5	478.3	421.2	1.9
245 Fabrication Branch	22581.0	668.3	520.0	148.3	0.6
MMS Total	21832.2	1243.0	359.7	883.3	4.0
250 Command	820.5	237.9	40.0	197.9	24.1
251 Training	112.0	0.0	0.0	0.0	0.0
252 Production Control	0.0	0.0	0.0	0.0	0.0
253 Munitions Maint	2849.5	116.5	0.0	115.5	4.1
254 Munitions Service	13913.4	756.0	275.5	480.5	3.5
255 Re-Entry Veh Maint Sup	2818.2	31.0	28.2	2.8	0.1
256 Accountable Supply	1318.6	101.6	16.0	85.6	6.5
AES Total	65849.9	3314.4	1954.7	1359.7	2.1
260 Command	3763.3	408.8	96.0	312.8	8.3
261 Analysis	604.0	6.0	0.0	6.0	1.0
262 Production Control	528.9	0.0	0.0	0.0	0.0
263 A/C System Branch	43499.6	2443.4	1463.5	979.9	2.3
264 GAM System Branch	14436.2	406.7	364.2	42.5	0.3
269 PMEL	3017.9	49.5	31.0	18.5	0.6

The Wing net overtime rate has increased by 2.1% over April, this is not a commendable trend. However we are still below the maximum of 5.0%. Our rise can be credited primarily to our Squadrons loaning overtime to non reporting work centers. All of our Branches are looking good with the exceptions of alert branch in OMS and accountable supply in MS. There is nothing to be done at the present time about our alert branch, however we fail to see the reason accountable supply in MS can not give enough comp time (code 40) to drop there net overtime back with in the maximum 5.0%.

PERCENT PRODUCTION OF AVAILABLE O1 AND O1.1 MANHOURS
JUNE 1962

	<u>AVAILABLE M/H</u>	<u>TOTAL PRODUCTION</u>	<u>% PRODUCTION OF AVAILABLE M/H</u>
Wing Total	127,314.7	119,065.8	93.5
OMS Total	48,376.5	48,066.1	99.4
211 Maint Supervision	0.0	0.0	0.0
212 Bomber Maint "A"	4452.3	3609.7	81.1
213 Bomber Maint "B"	6380.7	7292.0	114.3
214 Bomber Maint "C"	6428.9	5688.3	88.5
215 Tanker Maint	6276.3	7317.2	116.6
216 Insp Br Supervision	9529.6	8824.6	92.6
218 Aircraft Support	15238.2	15084.6	99.0
219 Alert	59.5	88.0	147.9
FMS Total	50618.7	46306.2	91.5
242 Propulsion Branch	16897.7	14781.8	87.5
243 Aero Repair Branch	13012.7	12219.4	93.9
244 Accessories Branch	8611.7	8334.2	96.8
245 Fabrication Branch	12096.6	10970.8	90.7
MMS Total	3869.7	3737.0	96.6
253 Munitions Maint	675.5	404.5	59.9
254 Munitions Service	3534.5	3328.5	94.2
255 Re-entry Veh Maint Sup	-340.3		
AES Total	24449.8	20956.5	85.7
263 A/C System Branch	17992.4	16033.7	89.1
264 CAM System Branch	5133.0	3624.4	70.6
269 PMEL	1324.4	1298.4	98.0

This chart portrays the O1 and O1.1 manhours available, the total production which includes in-shop production and loaned productive manhours. Regardless of workload, job requirements or manning problems, AFM 66-1 is specific. It is the responsibility of each work center supervisor to assure the correctness of all Daily, Semi-Monthly and Monthly reports by constant audit and liason with maintenance analysis and statistical services: thereby assuring all corrections are made.

(CONTINUED ON FOLLOWING PAGE)

There is only one answer to the problems of increasing the efficiency reflected in these reports. That is daily check of the Daily Production and Exception reports, and immediate checks of semi-monthly and monthly reports. If any work center supervisor doubts his area of responsibility, it might be well if he re-reads chapters 8 and 9 of AFM 66-1 and all of T.O. 00-20A-1 and 00-20A-1C. The personnel assigned to Reports and Analysis Section are at your disposal anytime to assist you in correcting or eliminating your reporting discrepancies. As you know AFM 66-1 spells out the fact that 95.0% of the available OI manhours will be documented. By viewing the accompanying chart you will observe only 3 out of 18 or 16.7% of the work centers documented their available OI manhours to within the 5% as prescribed in AFM 66-1. This is very poor, in view of the fact that you are only required to document 50% of the assigned labor force as direct labor. This area will bear closer watching by the work center supervisors. Lets work towards getting more work centers in that 95 - 100% range in % production of available manhours column next month. This is an easy task to perform, think of the manhours in terms of dollars and cents, your personal checking account. Then see how close you can come to balancing the books at the end of the month.

PERSONNEL UTILIZATION
JUNE 1962

<u>WORK DELAYS</u>	<u>WING</u>	<u>CMS</u>	<u>FMS</u>	<u>MMS</u>	<u>AEMS</u>
01-18	22202	91385	92389	18676	48352
20-24	1796	509	431	381	475
% of Score	99.3	99.4	99.5	98.0	99.0
PTS Possible	35	10	10	5	10
PTS Earned	34.8	9.9	10	5	9.9

APRIL THRU JUNE

<u>WORK DELAYS</u>	<u>WING</u>	<u>CMS</u>	<u>FMS</u>	<u>MMS</u>	<u>AEMS</u>
01-18	799090	298490	299391	57360	143849
20-28	6406	1461	2345	962	1638
% of Score	99.2	99.5	99.2	98.3	98.9
PTS Possible	35	10	10	5	10
PTS Earned	34.7	10	9.9	4.9	9.9

The sub sections that are now being scored are work scheduling rate and work delay rate. Points possible for work scheduling is 80 and work delays is 35 for a total of 115 points. Documentation was deleted. The reason for this, supervisors were putting to much emphasis upon making MDC & ETA agree. You still should remember that the goal for 01 documentation rate should be 95%.

FLY DATA

B-52 AIRCRAFT

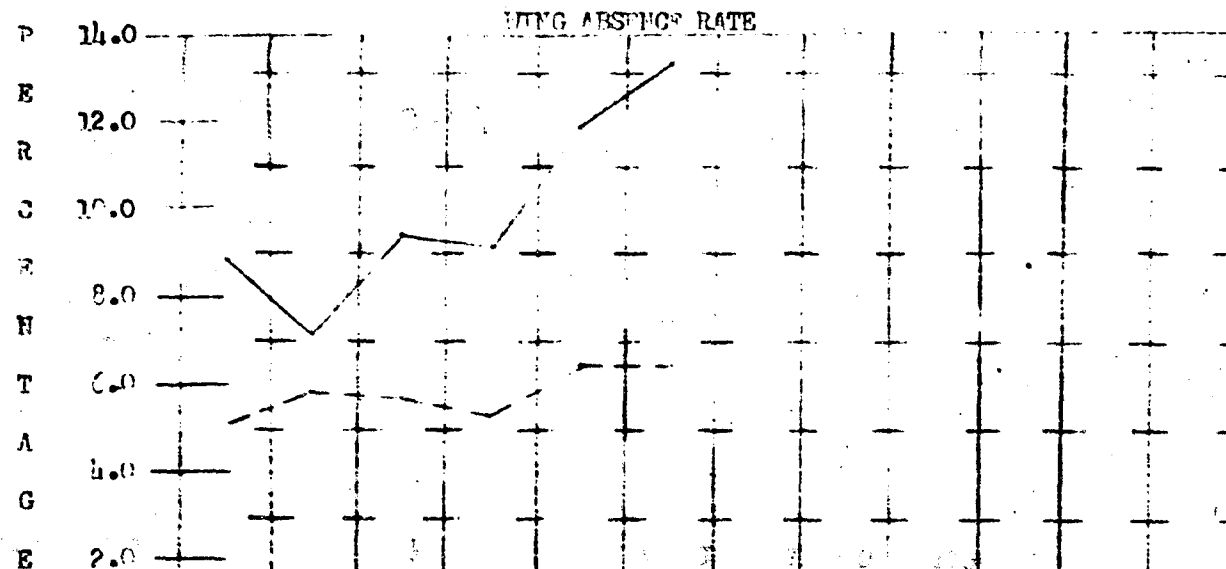
KC-135A AIRCRAFT

	<u>JUNE</u>	<u>CALENDAR YEAR TOTAL</u>	<u>JUNE</u>	<u>CALENDAR YEAR TOTAL</u>
Ops Required	2099	12896	1105	6812
Sched Flying	2190	12837	1109	6692
Total Flown	2190	12592	1109	6659
Flown Per Sortie	9.8	8.9	6.8	6.7
Ops Required	220	1394	155	903
Maint Capability	220	1402	155	938
Sched Flying 60-9	222	1400	158	908
Cancellations	1	6	3	10
Airborne As Sched	221	1394	155	898
Additions	3	6	7	47
Test Flights	0	0	0	0
Ferry Flights	0	11	0	44
Total Airborne	224	1411	162	989
Late Takeoffs	3	20	6	29

<u>BOMBER "A"</u>	<u>ACFT</u>	<u>Sorties SCHED</u>	<u>CANC</u>	<u>ADD</u>	<u>TEST FERRY</u>	<u>LTO</u>	<u>Sorties FLOWN</u>	<u>HOURS FLOWN</u>	<u>LDGS</u>
	637	4					4	58.8	
	644	4		1			4	67.0	
	645	4				1	4	24.5	
	646	4					4	31.5	
	706	5					5	82.0	
	025	5					5	77.0	
	097	4					4	50.0	
	098	6				1	6	77.3	
	100	4		1			5	37.3	
	109	4					4	59.5	
	117	3					3	65.1	
	128	4					4	64.5	
	132	6					6	86.2	
	133	4					4	76.1	
	134	3					3	90.9	
	136	4					4	42.4	
TOTAL		67		2		2	69	930.1	

<u>BOMBER "B"</u>	<u>ACFT</u>	<u>SORTIES</u> <u>SCHED</u>	<u>CANC</u>	<u>ADD</u>	<u>TEST</u> <u>FERRY</u>	<u>LTO</u>	<u>SORTIES</u> <u>FLOWN</u>	<u>HOURS</u> <u>FLOWN</u>	<u>LDGS</u>
	638	3					3	27.0	
	640	6					6	46.9	
	652	7					7	62.7	
	653	7					7	56.6	
	701	7					7	61.0	
	015	1					1	7.3	
	020	4		1			5	40.6	
	105	7				1	7	56.9	
	107	7					7	59.6	
	126	7					7	63.9	
	TOTAL	61		1		1	62	516.6	
BOMBER "C"	634	6					6	44.3	
	635	7					7	59.5	
	648	9					9	67.7	
	649	7					7	56.2	
	651	7					7	48.4	
	707	5					5	43.4	
	016	7					7	42.1	
	018	7	1				6	34.7	
	024	2					2	31.9	
	099	7					7	64.4	
	106	7					7	56.8	
	118	6					6	56.3	
	123	9					9	73.5	
	127	8					8	64.3	
	TOTAL	94	1				93	743.5	
OVERALL TOTAL		222	1	3		3	224	2190.2	832

TANKERS	ACFT	SORTIES SCHED	CANC	ADD	ST PERRY	LTO	SORTIES FLOWN	HRS FLOWN	LOGS
	3634	7					7	50.3	
	3642	9					9	65.4	
	3651	3					3	13.5	
	1421	8	1	1			8	61.5	
	1433	7					7	42.9	
	1439	8					8	58.8	
	1440	7				1	7	71.3	
	1443	8					8	43.4	
	1447	8					8	56.1	
	1450	8				1	8	56.3	
	1451	8				2	8	47.2	
	1452	7		2			9	68.0	
	1458	7		2		1	9	50.5	
	1463	8					8	49.2	
	1465	9					9	59.5	
	1487	7	1	1			7	45.1	
	8041	7					7	52.4	
	8043	7				1	7	36.0	
	8056	8	1				7	50.0	
	8079	9					9	68.9	
	8107	8		1			9	60.7	
	TOTAL	158	3	7		6	162	1109.0	1194

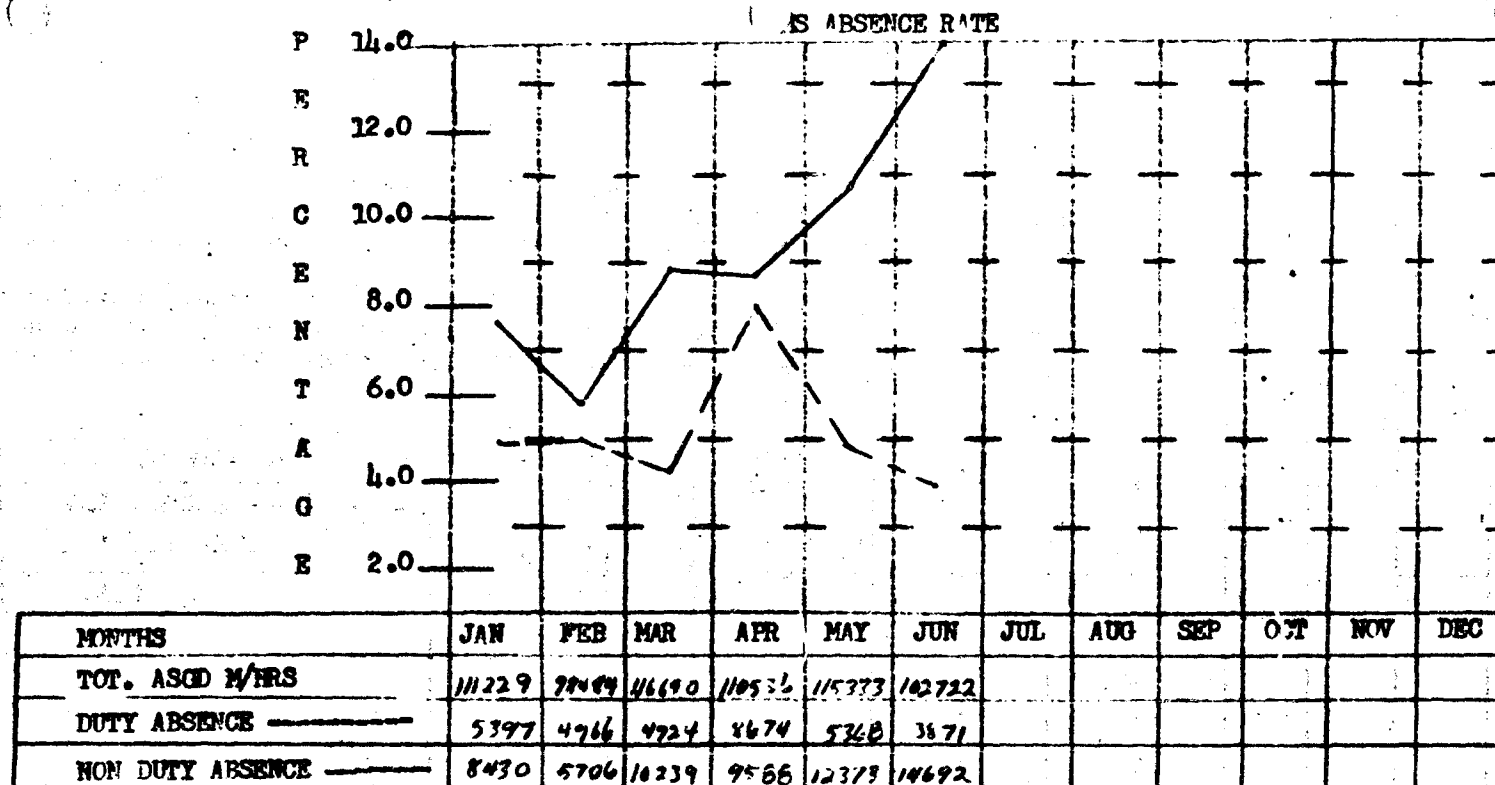


MONTHS	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
TOT. ASGD HOURS	360202	35754	37316	35667	379540	365723						
DUTY ABSENCE	18306	17517	21224	18780	21174	17386						
NON DUTY ABSENCE	31102	22323	24621	32605	34567	44733						

SOURCE: ETA REPT #3
DATE: JAN THRU JUN

WING has started its semi-annual increase in Non Duty Absence Rates. This is due to school being out, spring in the air, and a few other things. While all of this is well and good it does put a bad light on our supervisors for running such poor leave schedules. The following charts will depict all of the Squadrons and will show what they have done to help or hurt the wing.

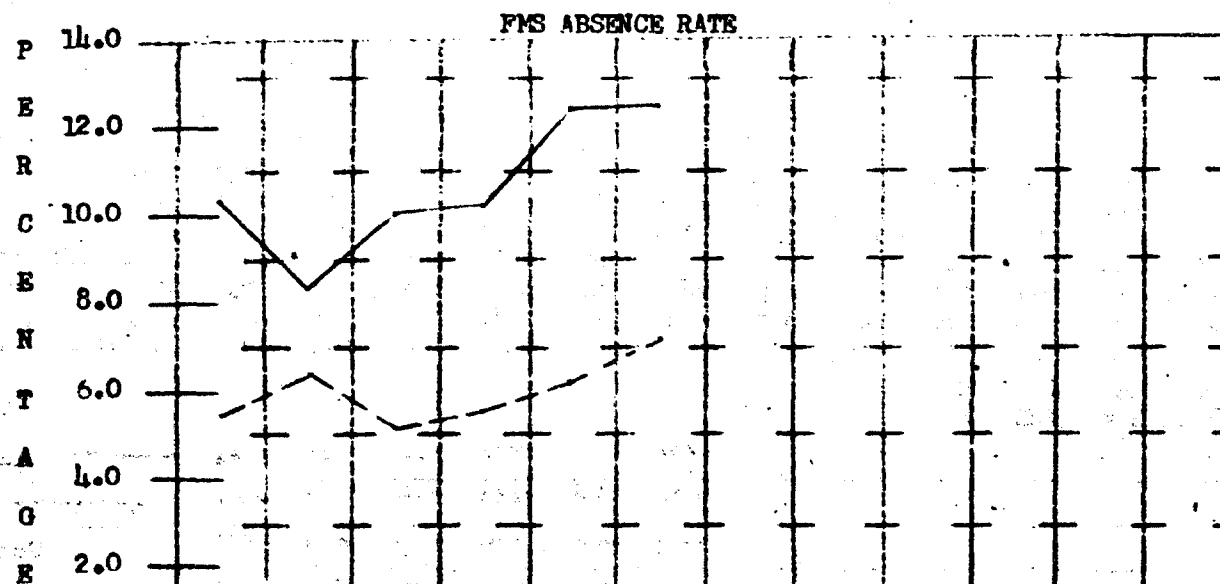
Duty Absence codes (30-36) have remained steady from last month. Perhaps it will continue its upward trend in July. While it continues to be below the desired average (10%) it has increased over April and stayed steady since May. We would like to remind you supervisors again that the system is only as good as the information put in to it. Make sure you put everything into the system and that everything is correct.



SOURCE: ETA REPT #3

DATE: JAN THRU JUN

Our Black Hatters are having their troubles with Duty Absence codes (30-36) again. They managed to attain a respectable 7.8% in April (the desired average is 10.0%), but since that time have dropped to a new low in June of 3.8%. This figure seems very doubtful since the total manhours expended were 102,722. Code 30 (commanders call etc, etc.) accounted for only 263 manhours, using two hours as an average time for commanders call, this would indicate that only 131 men attended commanders call during June. Our OMS Supervisors might check on this, it could be one of the reason your squadron is so low. Non Duty absence codes (40-46) have continued to climb. If this trend continues it is quite possible you will attain the average of 15.0% in the near future.



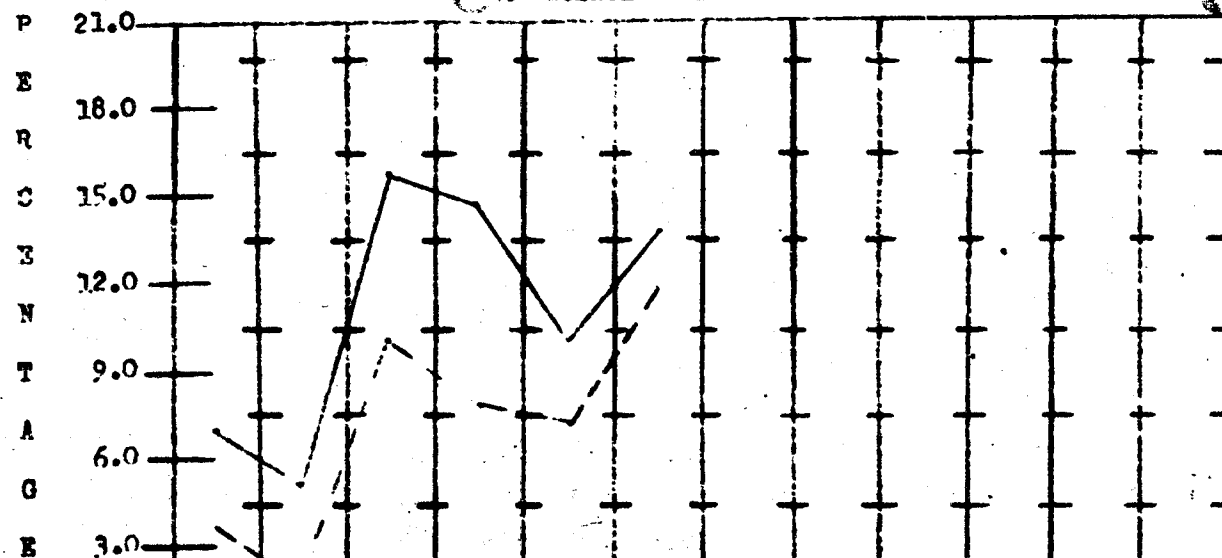
MONTHS	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
TOT. ASGD M/RS	132752	115256	133003	130104	123853	115171						
DUTY ABSENCE	7200	7403	6749	7162	7791	8329						
NON DUTY ABSENCE	13727	9733	13634	13295	1543	13884						

SOURCE: ETA REPT #3
DATE: JAN THRU JUN

In FMS Duty Absence codes (30-36) continues to rise. Since March there has been a 2.1% increase, while this is not a very large rise, it is the start of a desirable trend.

Non Duty Absence codes (40-46) have leveled off after a three month rise. At 12.1% FMS is the lowest in the wing, however if their present trend continues they will be among our top squadrons in the near future.

MS ABSENCE RATE



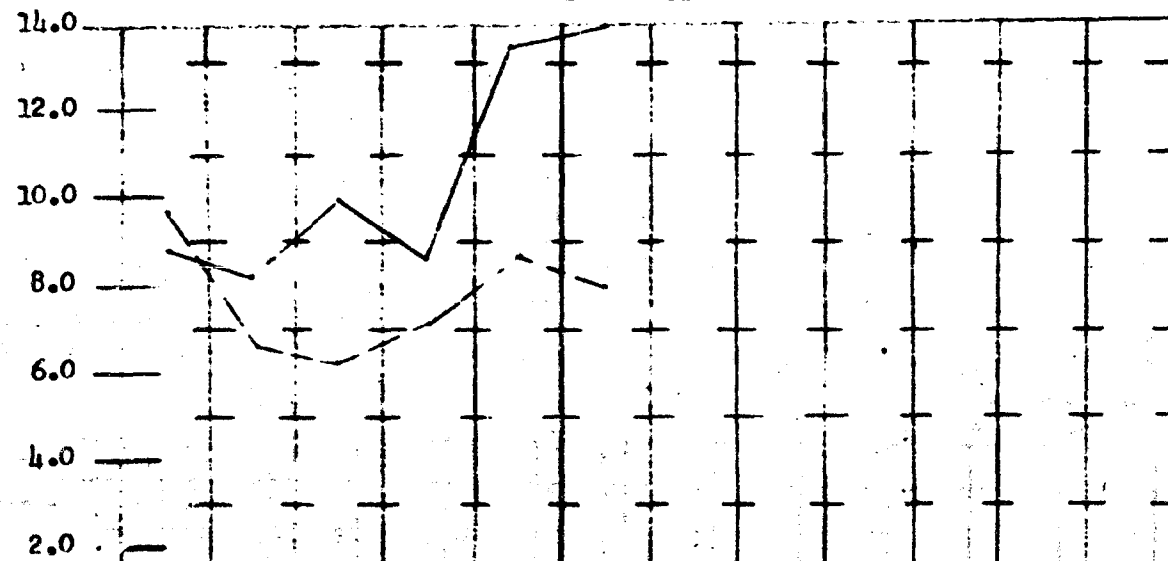
MONTHS	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
TOT. ASGD M/HR	24369	21200	24672	23544	22734	21036						
DUTY ABSENCE -----	776	510	3528	1775	1722	2449						
NON DUTY ABSENCE -----	1713	1203	3440	3431	2361	2766						

SOURCE: ETA REPT #3

DATE: JAN THUR JUN

MS in June showed a marked improvement in their absence codes over May. While Non Duty Absence Codes (40-46) are a little low they have started an upward trend. If this trend continues July should find them back to the near perfect 15.6% they had in March. Duty Absence Codes (30-36) are looking good. The desired average is 10.0%, MS has, 11.6% (for June), which is the best in the Wing CONGRATULATIONS.

ARMS ABSENCE RATE



MONTHS	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
TOT. ASCD M/HRS	7675	6478	6354	7424	7240	6624						
30-36 DUTY ABSENCE	7510	4271	5277	5237	6233	5187						
40-46 NON DUTY ABSENCE	6735	5247	8257	6411	7682	9541						

SOURCE: ETA REPT #3

DATE: JAN THRU JUN

ARMS has realized a drop in Duty Absence Codes (30-36) for the first time since March. As can be seen by the above chart A&E has dropped from a near perfect 9.8% (desired is 10%) in January to a low of 6.3% in March, then managed to reach 8.5% in May before they again dropped in June to their present 7.8%. We hope this trend is stopped before it has a chance to set a new low. A&E like OMS might check and make sure they are turning in all of their time for commanders call. While your Duty Absence codes are at the best, your Non Duty Absence Codes (40-46) are one of the best in the wing. You have had a good trend going since February. If this trend continues you should reach a perfect 15% in July.

MAINTENANCE PRODUCTION
ORGANIZATION

6 StratAerospace Wing

REPORTING PERIOD

1-30 Jun 62

1. SORTIE PRODUCTION

BOMBER (F-52E)
ACFT POSSESSED
ACFT AVAILABLE
SORTIES FLOWN

APRIL

37.32
26.24
245

MAY

36.00
20.77
238

JUNE

38.93
29.76
224

TANKER (KC135A)
ACFT POSSESSED
ACFT AVAILABLE
SORTIES FLOWN

18.32
15.26
159

20.74
20.20
194

20.23
20.19
162

2. SORTIES PER AVAIL ACFT

BOMBER
TANKER

9.34
10.42

8.27
9.60

7.53
8.02

3. DOWN TIME BETWEEN SORTIES (AVG)

BOMBER
TANKER

2.25
2.02

2.66
2.29

2.79
2.62

SCHEDULING EFFECTIVENESS

ORGANIZATION

6 Strat Aerospace Wing

REPORTING PERIOD

1-30 June 1962

BOMBER (B52E)

SORTIES SCHED. (1-4)
LATE TAKE OFF RATE
CANCELLATION RATE

APRIL

251
1.59
0.00

MAY

236
0.84
0.42

JUNE

192
1.56
0.52

TANKER (KC135A)

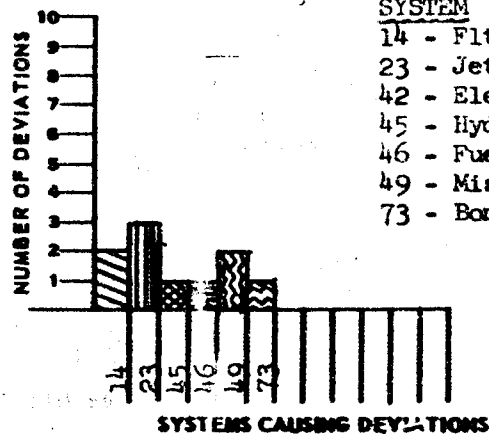
SORTIES SCHED. (1-4)
LATE TAKE OFF RATE
CANCELLATION RATE

149
4.03
0.67

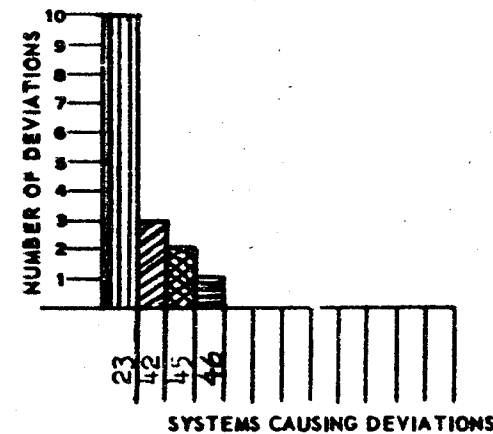
161
1.86
0.00

158
3.16
0.63

BOMBER



TANKER



01 MANHOURS PIA SORTIE
ORGANIZATION

6 Strat Bombardment Wing

REPORTING PERIOD

1-30 June 1962

1. Bomber

WING
OMS
AEMS
FMS
MMS

APR

322.1
138.2
69.9
103.3
11.5

MAY

333.8
138.5
61.6
121.2
12.5

JUNE

325.1
138.2
60.1
113.7
13.0

2. Tanker

WING
OMS
AEMS
FMS
MMS

133.6

74.0
12.8
46.0
.0

107.5

63.5
11.6
32.4
.0

115.7

74.8
12.0
28.8
0.1

3. REMARKS

DISCREPANCIES PER SORTIE (When Discovered)
ORGANIZATION

6 Strat Aerospace Wing

REPORTING PERIOD

1-30 June 1962

1. BOMBER (B-52E)

		APR	MAY	JUNE
WING	A-E	12.8	9.9	12.3
	OTHER	17.6	14.5	17.7
	TOTAL	30.2	24.4	30.0
PAS	A-E	2.7	2.6	4.1
	OTHER	12.5	11.9	12.5
	TOTAL	15.2	14.5	16.6
ABS	A-E	10.0	7.2	8.2
	OTHER	5.1	2.5	5.2
	TOTAL	15.1	9.9	13.4

2. TANKER (KC-135A)

WING	A-E	4.6	3.4	3.2
	OTHER	4.3	3.1	3.6
	TOTAL	8.9	6.5	7.5
PAS	A-E	2.1	1.5	1.6
	OTHER	4.0	2.8	3.2
	TOTAL	6.1	4.3	4.8
ABS	A-E	2.5	1.9	2.3
	OTHER	0.3	0.3	0.4
	TOTAL	2.8	2.2	2.7

When discovered codes A-E * Aircrew discovered

Other = All non aircrew codes

DISCREPANCIES PER SORTIE (Action Taken)

ORGANIZATION

68th Airborne Wing

REPORTING PERIOD

1-30 June 1962

1. BOMBER (B-52E)

WING	GROUP I
	GROUP II
	TOTAL

APR
10.0
9.8
19.8

MAY
9.9
11.9
21.8

JUNE
8.8
9.8
18.6

FMS	GROUP I
	GROUP II
	TOTAL

3.7
8.2
11.9

4.5
10.1
14.6

3.8
7.9
11.7

AES	GROUP I
	GROUP II
	TOTAL

6.3
1.6
7.9

5.5
1.8
7.3

4.9
1.9
6.8

2. TANKER (KC-135A)

WING	GROUP I
	GROUP II
	TOTAL

4.0
1.8
5.8

3.3
2.3
5.6

3.2
1.9
4.1

FMS	GROUP I
	GROUP II
	TOTAL

2.6
1.5
4.1

2.1
1.9
4.0

1.9
1.6
3.5

AES	GROUP I
	GROUP II
	TOTAL

1.4
0.3
1.7

1.2
0.4
1.6

1.3
0.3
1.6

GROUP I - Action Taken Codes B & C (Remove and Replace/Reinstall)

GROUP II - Action Taken Codes G, X, F, T, D, (Repair on Aircraft)

MANPOWER DISTRIBUTION (Expended vs Assigned) (Wing, OMS, or FMS)

ORGANIZATION

6th Street, Washington, D.C.

REPORTING PERIOD

1-30-62

		APRIL		MAY		JUN	
		ASGD	EXPD	ASGD	EXPD	ASGD	EXPD
WING TOTAL	Total	35461.5	36914.8	35461.5	36914.8	35461.5	36914.8
	01	73.4	31.2	73.4	31.2	73.4	31.2
	01.1						
	02		3.2		3.2		3.2
	03 and 16	12.4	12.0	12.4	12.0	12.4	11.7
	05		0.1		0.1		0.1
	04, 06-15, 17, 18	14.0	21.3	14.0	21.3	14.0	16.5
	20-24		0.1		0.1		0.1
	30-36		5.2		6.2		6.1
	40-46		8.2		11.2		13.0
OMS	Total	110536.3	117449.3	110536.3	117449.3	110536.3	117449.3
	01	81.3	46.7	81.3	46.7	81.3	43.2
	01.1						
	02		7.4		9.6		12.3
	03 and 16	12.4	12.7	11.4	11.4	12.0	11.3
	05		3.6		1.3		3.4
	04, 06-15, 17, 18	6.3	17.5	4.4	12.2	4.3	12.6
	20-24		0.1		0.1		0.1
	30-36		3.6		4.5		3.6
	40-46		8.2		10.3		13.2
FMS	Total	130104	125260.3	123853.0	123314.3	115191	115033
	01	74.0	43.3	76.5	44.0	75.9	43.8
	01.1						
	02				0.7		0.7
	03 and 16	11.6	11.4	12.8	11.8	12.9	11.0
	05		6.1		5.3		5.2
	04, 06-15, 17, 18	14.3	22.1	10.8	18.8	11.2	18.8
	20-24		0.1		0.1		0.1
	30-36		5.7		6.3		7.2
	40-46		10.6		12.3		12.1

MANPOWER DISTRIBUTION (Expend vs Assigned) (AEMS, MMS, or PMEL)

ORGANIZATION

6th Street Air Force Wing

REPORTING PERIOD

1-30 Jan 1962

		AEMS		MMS		JUN	
		ASGD	EXPD	ASGD	EXPD	ASGD	EXPD
AEMS (Excl PMEL)	Total	71704.5	77929.6	69215	67242.5	63548	63200
	01 -	80.7	30.2	80.6	35.2	86.1	36.7
	01.1						
	02		3.5		3.4		2.8
	03 and 16	12.0	10.5	12.1	13.4	12.0	12.6
	05		18.1		13.5		13.3
	04, 06-15, 17, 18	7.3	25.2	1.0	11.4	1.3	11.0
	20-24		.9		.7		.8
	30-36		6.7		9.0		8.2
	40-46		7.7		13.4		14.6
MMS	Total	23544	24782.5	22953	21801	21056	24272
	01	66.7	10.2	73.5	26.4	73.1	19.2
	01.1		.5		.9		.5
	02		.7		.2		.9
	03 and 16	15.2	13.0	14.7	12.3	15.2	10.5
	05		13.8		12.7		10.8
	04, 06-15, 17, 18	18.1	43.0	11.8	28.6	11.7	36.0
	20-24		1.2		1.2		1.6
	30-36		8.1		7.3		10.1
	40-46		9.6		9.7		11.4
PMEL	Total	2536	2445.0	3184.0	3030.0	3176	3019
	01/1/ 01	79.5	41.2	76.4	38.6	78.6	43.9
	01.1						
	02/1/ 02						
	03 and 16	6.6	16.6	5.5	10.8	5.3	14.0
	05		2.9		3.6		5.4
	04, 06-15, 17, 18	13.9	26.7	18.1	23.8	16.1	23.3
	20-24				.3		
	30-36		1.1		4.0		.6
	40-46		11.6		19.0		12.8

GROSS OVERTIME (Aircraft)

ORGANIZATION

6th Strat Bombard Wing

REPORTING PERIOD

1-30 Jun 1962

		APRIL		MAY		JUNE	
		HOURS	PERCENT	HOURS	PERCENT	HOURS	PERCENT
WING	01	19272.3	11.2	14164.1	9.5	14508.1	11.4
	01.1	138.5	56.3	140.3	55.1	68.8	46.3
	03 and 16	1597.8	3.6	970.4	2.4	1150.5	3.1
	Other	4976.8	2.6	1437.7	.9	3749.3	2.5
	Total Overtime	21983.4	6.0	17472.9	5.2	19476.7	6.2
OMS	01	7438.8	13.5	7733.5	13.2	7948.3	16.6
	01.1						
	03 and 16	512.6	2.4	273.6	2.0	155.0	1.5
	Other	1035.2	2.0	760.3	1.6	1340.3	3.7
	Total Overtime	8986.6	7.7	8817.4	7.3	9973.6	9.0
FMS	01	3133.2	5.8	3119.2	5.7	3523.3	7.2
	01.1	34.0	3.5			24.0	100.0
	03 and 16	459.2	3.4	459.5	3.2	534.8	4.0
	Other	1727.4	3.0	564.5	1.0	782.9	1.5
	Total Overtime	5379.8	4.3	4143.2	3.4	4965.0	4.3
AE (less PME)	01	3872.4	16.5	1135.8	4.7	2219.1	9.6
	01.1						
	03 and 16	444.6	5.4	184.0	2.0	378.2	4.7
	Other	1435.5	3.1	733.1	2.1	720.6	2.3
	Total Overtime	5752.5	7.4	2052.9	3.0	3317.9	5.3
MMS	01	815.4	32.3	1015.2	15.8	684.9	15.5
	01.1	104.5	82.8	146.0	65.0	44.8	35.8
	03 and 16	76.4	2.4	53.3	1.8	32.5	1.3
	Other	398.0	2.1	132.1	.9	389.5	2.3
	Total Overtime	1394.3	5.6	1346.6	5.5	1151.7	4.7
PME	01	12.5	1.2	1110.6	95.0	32.5	2.5
	01.1	18.0	4.4			20.0	4.7
	03 and 16					16.0	1.3
	Other	14.5	1.4	8.0	.4	68.5	2.3
	Total Overtime	45.0	1.8	1118.8	36.9		

SUPPORT EQUIPMENT STATUS (Average Status)

ORGANIZATION

6 Strat Aerospace Wing

REPORTING PERIOD

1-30 June

1. Generator Set, MD-3

ASSIGNED
IN COMMISSION
OUT OF COMMISSION, PARTS
MAINTENANCE

April

61
57.2
6.3
3.6

May

61
56.3
3.2
1.5

June

62
57.6
3.0
1.1

2. Air Conditioner, MA-3

ASSIGNED
IN COMMISSION
OUT OF COMMISSION, PARTS
MAINTENANCE

40
28.3
5.4
4.0

40
21.6
4.7
3.7

40
32.7
5.0
1.6

3. Gas Turbine Compressor, MA-1A

ASSIGNED
IN COMMISSION
OUT OF COMMISSION, PARTS
MAINTENANCE

44
36.6
5.5
1.9

44
40.0
3.6
0.4

44
40.0
3.7
0.3

4. Air Compressor, MC-1A

ASSIGNED
IN COMMISSION
OUT OF COMMISSION, PARTS
MAINTENANCE

16
12.6
1.8
1.6

16
13.0
2.3
0.7

16
14.8
1.0
0.2

5. Air Compressor, MC-2A

ASSIGNED
IN COMMISSION
OUT OF COMMISSION, PARTS
MAINTENANCE

11
9.8
0.9
0.3

11
10.5
0.3
0.2

11
10.5
0.3
0.2

SUPPORT EQUIPMENT STATUS (Average Status)		ORGANIZATION	REPORTING PERIOD		
		6 Strat Aerospace Hdg	April, May, June		
		April	May	June	
1.	<u>Flood Light Stands, NF-1 & NF-2</u>				
	ASSIGNED	18	15	11	
	IN COMMISSION	14.4	16.0	16.8	
	OUT OF COMMISSION, PARTS	2.0	0.0	0.2	
	MAINTENANCE	1.0	0.0	0.0	
2.	<u>Generator Set, B-11</u>				
	ASSIGNED	7	1	3	
	IN COMMISSION	5.6	0.7	2.5	
	OUT OF COMMISSION, PARTS	1.2	0.2	0.4	
	MAINTENANCE	0.0	0.1	0.6	
3.	<u>Heaters H-1, BT-100</u>				
	ASSIGNED	97	74	102	
	IN COMMISSION	83.4	72.9	101.5	
	OUT OF COMMISSION, PARTS	10.8	0.7	0.1	
	MAINTENANCE	2.8	0.4	0.4	
4.	<u>Hyd Test Stand, MJ-1</u>				
	ASSIGNED	4	3	3	
	IN COMMISSION	1.9	1.6	1.7	
	OUT OF COMMISSION, PARTS	0.7	0.8	0.3	
	MAINTENANCE	1.4	0.6	1.0	
5.	<u>De-icing Unit, MB-3</u>				
	ASSIGNED	2	2	2	
	IN COMMISSION	2.0	2.0	2.0	
	OUT OF COMMISSION, PARTS	0.0	0.0	0.0	
	MAINTENANCE	0.0	0.0	0.0	

SUPPORT EQUIPMENT STATUS (Average Status)		ORGANIZATION	REPORTING PERIOD		
		6 Strat Aerospace Wing	April, May, June		
1.	<u>Cabin Pressure Tester, CPT-10</u>	April	May	June	
ASSIGNED		2	2	2	
IN COMMISSION		2.0	2.0	2.0	
OUT OF COMMISSION, PARTS		0.0	0.0	0.0	
MAINTENANCE		0.0	0.0	0.0	
2.	<u>Load Banks, Generator Test Sets</u>	April	May	June	
ASSIGNED		4	4	4	
IN COMMISSION		4.0	3.3	3.0	
OUT OF COMMISSION, PARTS		0.0	0.1	0.0	
MAINTENANCE		0.0	0.6	1.0	
3.	<u>B-20 Steam Cleaner</u>	April	May	June	
ASSIGNED		1	1	1	
IN COMMISSION		0.0	0.0	0.0	
OUT OF COMMISSION, PARTS		0.0	0.0	1.0	
MAINTENANCE		1.0	1.0	0.0	
4.	<u>Generator Set, PL-286</u>	April	May	June	
ASSIGNED		2	1	8	
IN COMMISSION		2.0	1.0	8.0	
OUT OF COMMISSION, PARTS		0.0	0.0	0.0	
MAINTENANCE		0.0	0.0	0.0	
5.	<u>Air Compressor, FB-8</u>	April	May	June	
ASSIGNED		5	5	5	
IN COMMISSION		5.0	5.0	5.0	
OUT OF COMMISSION, PARTS		0.0	0.0	0.0	
MAINTENANCE		0.0	0.0	0.0	

SUPPORT EQUIPMENT STATUS (Average Status)		ORGANIZATION	REPORTING PERIOD		
		6 Strat Aerospace Wing	April, May, June		
			April	May	June
1.	Cabin Pressure Tester, OPT-6-0				
	ASSIGNED		2	2	2
	IN COMMISSION		2.0	2.0	2.0
	OUT OF COMMISSION, PARTS		0.0	0.0	0.0
	MAINTENANCE		0.0	0.0	0.0
2.	Load Banks, Generator Test Sets				
	ASSIGNED		1	1	1
	IN COMMISSION		1.0	3.3	3.0
	OUT OF COMMISSION, PARTS		0.0	0.1	0.0
	MAINTENANCE		0.0	0.6	1.0
3.	B-20 Steam Cleaner				
	ASSIGNED		1	1	1
	IN COMMISSION		0.0	0.0	0.0
	OUT OF COMMISSION, PARTS		0.0	0.0	1.0
	MAINTENANCE		1.0	1.0	0.0
4.	Generator Set, PH-286				
	ASSIGNED		2	1	8
	IN COMMISSION		2.0	1.0	8.0
	OUT OF COMMISSION, PARTS		0.0	0.0	0.0
	MAINTENANCE		0.0	0.0	0.0
5.	Air Compressor, AB-8				
	ASSIGNED		5	5	5
	IN COMMISSION		5.0	5.0	5.0
	OUT OF COMMISSION, PARTS		0.0	0.0	0.0
	MAINTENANCE		0.0	0.0	0.0

SUPPORT EQUIPMENT STATUS (Average Status)

ORGANIZATION

Strat Aerospace Wing

REPORTING PERIOD

April, May, June

1. Flowers, A-1

ASSIGNED
IN COMMISSION
OUT OF COMMISSION, PARTS
MAINTENANCE

April

0
0.0
0.0
0.0

May

0
0.0
0.0
0.0

June

12
12.0
0.0
0.0

2. Air Conditioner, MA-8

ASSIGNED
IN COMMISSION
OUT OF COMMISSION, PARTS
MAINTENANCE

0
0.0
0.0
0.0

0
0.0
0.0
0.0

2
2.0
0.0
0.0

3. Generator Set, B-10-B

ASSIGNED
IN COMMISSION
OUT OF COMMISSION, PARTS
MAINTENANCE

0
0.0
0.0
0.0

0
0.0
0.0
0.0

3
3.0
0.0
0.0

4. Air Compressor, AC-315 Diesel

ASSIGNED
IN COMMISSION
OUT OF COMMISSION, PARTS
MAINTENANCE

0
0.0
0.0
0.0

0
0.0
0.0
0.0

2
2.0
0.0
0.0

5. _____

ASSIGNED
IN COMMISSION
OUT OF COMMISSION, PARTS
MAINTENANCE

SHOP PRODUCTION DATA (Aircraft)		ORGANIZATION 6 Strat Aerospace Wing	REPORTING PERIOD 1-30 June 1962																					
		AIR	MAY	JUNE																				
1. Processed	<table border="1"> <tr><td>WING</td></tr> <tr><td>FMS</td></tr> <tr><td>AES</td></tr> <tr><td>MMS</td></tr> <tr><td>PMEL</td></tr> </table>	WING	FMS	AES	MMS	PMEL	<table border="1"> <tr><td>2635</td></tr> <tr><td>2926</td></tr> <tr><td>2304</td></tr> <tr><td></td></tr> <tr><td>325</td></tr> </table>	2635	2926	2304		325	<table border="1"> <tr><td>3072</td></tr> <tr><td>2409</td></tr> <tr><td>1954</td></tr> <tr><td></td></tr> <tr><td>268</td></tr> </table>	3072	2409	1954		268	<table border="1"> <tr><td>4223</td></tr> <tr><td>2377</td></tr> <tr><td>1639</td></tr> <tr><td></td></tr> <tr><td>235</td></tr> </table>	4223	2377	1639		235
WING																								
FMS																								
AES																								
MMS																								
PMEL																								
2635																								
2926																								
2304																								
325																								
3072																								
2409																								
1954																								
268																								
4223																								
2377																								
1639																								
235																								
2. Repaired	<table border="1"> <tr><td>WING</td></tr> <tr><td>FMS</td></tr> <tr><td>AES</td></tr> <tr><td>MMS</td></tr> <tr><td>PMEL</td></tr> </table>	WING	FMS	AES	MMS	PMEL	<table border="1"> <tr><td>72.6</td></tr> <tr><td>63.9</td></tr> <tr><td>81.0</td></tr> <tr><td></td></tr> <tr><td>23.2</td></tr> </table>	72.6	63.9	81.0		23.2	<table border="1"> <tr><td>67.6</td></tr> <tr><td>58.9</td></tr> <tr><td>50.3</td></tr> <tr><td></td></tr> <tr><td>48.5</td></tr> </table>	67.6	58.9	50.3		48.5	<table border="1"> <tr><td>77.6</td></tr> <tr><td>75.0</td></tr> <tr><td>78.5</td></tr> <tr><td></td></tr> <tr><td>97.4</td></tr> </table>	77.6	75.0	78.5		97.4
WING																								
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77.6																								
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78.5																								
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3. BCOK	<table border="1"> <tr><td>WING</td></tr> <tr><td>FMS</td></tr> <tr><td>AES</td></tr> <tr><td>MMS</td></tr> <tr><td>PMEL</td></tr> </table>	WING	FMS	AES	MMS	PMEL	<table border="1"> <tr><td>12.9</td></tr> <tr><td>12.4</td></tr> <tr><td>15.3</td></tr> <tr><td></td></tr> <tr><td>N/A</td></tr> </table>	12.9	12.4	15.3		N/A	<table border="1"> <tr><td>10.9</td></tr> <tr><td>17.0</td></tr> <tr><td>17.8</td></tr> <tr><td></td></tr> <tr><td>N/A</td></tr> </table>	10.9	17.0	17.8		N/A	<table border="1"> <tr><td>8.6</td></tr> <tr><td>8.6</td></tr> <tr><td>16.3</td></tr> <tr><td></td></tr> <tr><td>N/A</td></tr> </table>	8.6	8.6	16.3		N/A
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8.6																								
8.6																								
16.3																								
N/A																								
4. NRTS	<table border="1"> <tr><td>WING</td></tr> <tr><td>FMS</td></tr> <tr><td>AES</td></tr> <tr><td>MMS</td></tr> <tr><td>PMEL</td></tr> </table>	WING	FMS	AES	MMS	PMEL	<table border="1"> <tr><td>22.2</td></tr> <tr><td>20.5</td></tr> <tr><td>19.6</td></tr> <tr><td></td></tr> <tr><td>1.2</td></tr> </table>	22.2	20.5	19.6		1.2	<table border="1"> <tr><td>24.4</td></tr> <tr><td>32.2</td></tr> <tr><td>17.0</td></tr> <tr><td></td></tr> <tr><td></td></tr> </table>	24.4	32.2	17.0			<table border="1"> <tr><td>18.3</td></tr> <tr><td>20.0</td></tr> <tr><td>18.5</td></tr> <tr><td></td></tr> <tr><td></td></tr> </table>	18.3	20.0	18.5		
WING																								
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18.5																								
5. AWP	<table border="1"> <tr><td>WING</td></tr> <tr><td>FMS</td></tr> <tr><td>AES</td></tr> <tr><td>MMS</td></tr> <tr><td>PMEL</td></tr> </table>	WING	FMS	AES	MMS	PMEL	<table border="1"> <tr><td>5.8</td></tr> <tr><td>2.4</td></tr> <tr><td>11.0</td></tr> <tr><td></td></tr> <tr><td></td></tr> </table>	5.8	2.4	11.0			<table border="1"> <tr><td>5.3</td></tr> <tr><td>3.0</td></tr> <tr><td>9.8</td></tr> <tr><td></td></tr> <tr><td></td></tr> </table>	5.3	3.0	9.8			<table border="1"> <tr><td>5.0</td></tr> <tr><td>2.9</td></tr> <tr><td>9.3</td></tr> <tr><td></td></tr> <tr><td></td></tr> </table>	5.0	2.9	9.3		
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SHOP PRODUCTION DATA (Aircraft)		ORGANIZATION 6 Strat Aerospace Wing	REPORTING PERIOD 1-30 June 1962	
		APR	MAY	JUNE
1. Processed	WING	5637	5078	4223
	FMS	2926	2706	2372
	AES	2304	1914	1639
	MMS			
	PMEL	321	268	235
2. Repaired	WING	72.0	67.0	77.6
	FMS	63.9	58.0	75.0
	AES	61.0	60.3	78.2
	MMS			
	PMEL	23.2	28.5	27.4
3. BCOK	WING	12.9	10.9	15.6
	FMS	12.4	7.0	0.6
	AES	15.3	17.8	16.3
	MMS			
	PMEL	N/A	N/A	N/A
4. NRTS	WING	22.2	24.4	18.3
	FMS	30.5	32.2	20.0
	AES	15.6	17.0	18.5
	MMS			
	PMEL	1.2		
5. ARP	WING	5.8	5.3	5.0
	FMS	2.4	3.0	2.9
	AES	11.0	9.8	9.3
	MMS			
	PMEL			

SHOP PRODUCTION DATA (Aircraft)		ORGANIZATION 6 Strat Aerospace Wing	REPORTING PERIOD 1-30 June 1961																					
		APR	MAY	JUNE																				
6. Condemned	<table border="1"> <tr><td>WING</td></tr> <tr><td>FMS</td></tr> <tr><td>AES</td></tr> <tr><td>MMS</td></tr> <tr><td>PMEL</td></tr> </table>	WING	FMS	AES	MMS	PMEL	<table border="1"> <tr><td>4.4</td></tr> <tr><td>0.9</td></tr> <tr><td>1.5</td></tr> <tr><td></td></tr> <tr><td>0.8</td></tr> </table>	4.4	0.9	1.5		0.8	<table border="1"> <tr><td>5.3</td></tr> <tr><td>8.5</td></tr> <tr><td>0.9</td></tr> <tr><td></td></tr> <tr><td>1.1</td></tr> </table>	5.3	8.5	0.9		1.1	<table border="1"> <tr><td>3.7</td></tr> <tr><td>5.2</td></tr> <tr><td>1.3</td></tr> <tr><td></td></tr> <tr><td>1.7</td></tr> </table>	3.7	5.2	1.3		1.7
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3.7																								
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1.3																								
1.7																								
7. Cannibalize	<table border="1"> <tr><td>WING</td></tr> <tr><td>FMS</td></tr> <tr><td>AES</td></tr> <tr><td>MMS</td></tr> <tr><td>PMEL</td></tr> </table>	WING	FMS	AES	MMS	PMEL	<table border="1"> <tr><td>20/4.5</td></tr> <tr><td>3/0.7</td></tr> <tr><td>15/3.5</td></tr> <tr><td></td></tr> <tr><td></td></tr> </table>	20/4.5	3/0.7	15/3.5			<table border="1"> <tr><td>17/3.8</td></tr> <tr><td>5/1.1</td></tr> <tr><td>12/2.7</td></tr> <tr><td></td></tr> <tr><td></td></tr> </table>	17/3.8	5/1.1	12/2.7			<table border="1"> <tr><td>12/2.8</td></tr> <tr><td>3/0.7</td></tr> <tr><td>8/1.8</td></tr> <tr><td></td></tr> <tr><td>1</td></tr> </table>	12/2.8	3/0.7	8/1.8		1
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PMEL																								

SHOP REPAIR DATA						ORGANIZATION 6888th Central Postal Directory						REPORTING PERIOD 1-30 Jun 62						
FIELD MAINTENANCE		A	B	C	E	F	G	J	L	W	X	1	2	3	4	5	6	7
CODE	WORK CENTER	ITEMS PROCESSED BY ACTION TAKEN CODE (MDC Report Number 8)																
24210	Jet Engine	113	10		47	12	5		20	1	11	142					1	
24220	Reciprocating Eng																	
24230	Propeller																	
PROPULSION TOTAL		113	10		47	12	5		20	1	11	142					1	
24310	Repair and Reclamation	2	1	23	33	375	13			7	213	25						
24320	Fuel System																	
24330	Aerospace Ground Equipment	50	175	9	51	14	39	25			72	1	4					
AERO-REPAIR TOTAL		52	176	32	114	389	102	25		7	287	26	4					
24420	Pneumatic	117	3	1	3	6	1	2		45	4	41	63		6			
24430	Inflight Refueling	3					1											
24440	Electric	73		4	30	930	1	2	3	16	31	73			2			
24450	Instrument	3	1	30	11	18	3	3	9		150	35	41	7	3			
ACCESSORIES TOTAL		196	4	35	44	954	6	7	12	61	185	149	104	7	11			
FIELD MAINT TOTAL		361	190	67	205	1355	113	32	40	69	483	327	108	7	11		1	

SHOP REPAIR DATA						ORGANIZATION 6 Strat Aerospace Wg						REPORTING PERIOD 1-30 Jun 62						
MUNITIONS MAINTENANCE		A	B	C	E	F	G	J	L	W	X	1	2	3	4	5	6	7
CODE	WORK CENTER	ITEMS PROCESSED BY ACTION TAKEN CODE (MDC Report Number 8)																
25340	EOD/Conventional Munitions																	
25440	Weapons Release/ATO Systems																	
25520	Re-entry Vehicle Maintenance																	
25540	Re-entry Vehicle Mating																	
25560	Re-entry Vehicle AGE Maintenance																	
MUNITIONS MAINT TOTAL																		

SHOP REPAIR DATA						ORGANIZATION							REPORTING PERIOD						
						6 Strat Aerospace Wing							1-30 June 1962						
ARMAMENT-ELECTRONICS		A	B	C	E	F	G	J	L	W	X	1	2	3	4	5	6	7	
CODE	WORK CENTER	ITEMS PROCESSED BY ACTION TAKEN CODE (MDC Report Number 8)																	
26310	Radio	58	38		10	11	2			3	1				4	9			
26320	Electronics- Navigation Equip	3	64		8	76			2	42	20	5	12		21				
26330	ECM	150	31	33	4	17			10	20	147	2			3				
26340	Bomb/Nav	19	71	7		34			3	2	203	1	111		4				
26350	Auto Pilot/ Flight Control	40	19					2	26	23	125	17	71		4				
26360	Photographic	20				1					2								
26370	Fire Control	72	4			6			22	6	93	3			3				
26380	Release/Weapons	29									1	3	1						
ARMAMENT-ELECT TOTAL (Less PMEL and GAMS)		469	867	40	18	357	2	5	143	128	697	42	195		4	9			
26900	PMEL			1	4	83		111	35		1		1		1				
GAM MAINTENANCE		13	19	3	12	3	34	6	1	2	30	16	2						
ARMAMENT-ELECTRONICS GRAND TOTAL		482	886	44	34	443	36	122	179	130	728	58	198		5	9			

SUPPLY	ORGANIZATION	REPORTING PERIOD	
	6th Strat Aerospace Wing	1-30 June 1962	
	APRIL	MAY	JUNE
1. FILL/CONFIRM TRANSACTIONS	312	367	462
2. ACTIVITY TRANSACTIONS			
CODE 2	2236	1673	1785
CODE 5	1470	1437	1321
CODE 6	4064	4817	6286
OTHER	3311	2179	1915
3. DELIVERY TIMES			
PRIORITY 1 & 2	15 Min	15 Min	13 Min
PRIORITY 3	41 Min	31 Min	30 Min
4. SUPPLY EFFECTIVENESS			
EXPEDITER	81.2	77.3	69.3
PRE-ORDER	96.8	97.2	96.6
BENCH STOCK	96.8	93.1	99.0

CANNIBALIZATION (Aircraft)

ORGANIZATION
6 Strat Aerospace Wing

REPORTING PERIOD
1-30 Jun 62

1. TOTAL CANNIBALIZATIONS PER MONTH

BOMBER B52E
TANKER KC135A

APRIL
7
6

MAY
9
4

JUNE
8
0

2. CANNIBALIZATION RECAP

MONTH	ITEM	NOVN	CODE	QUANTITY	ACFT
June	12808931086	AMPLIF	2	1	B52E
	6110643-1116	CONTROL	2	1	B52E
	5925549-3271	CIRCUIT BRK	1	1	B52E
	16505293270	VALVE	1	1	B52E
	5944533-2169	RELAY	1	1	B52E
	MAN 01430-051-0909	LEVER	2	1	B52E
	682-845-9265	BLOWER	2	1	B52E
	6306551-575	ICLT	1	1	B52E

TRAINING (CTSP & TDY)		ORGANIZATION 6 Strat Aerospace Wing		REPORTING PERIOD 1-30 Jun 62	
Training		CTSP			
		APR	MAY	JUN	
CTSP HOURS UTILIZED IN TRAINING		224	174	159	
STUDENT HOURS EXPENDED IN TRAINING		1554	767	905	
TRAINING PROVIDED:					
COURSE TITLE	DURATION	AVG STUDENT LOAD	HRS COMPLETED	# GRADUATED	
(C/N) Electronics Fund	18 Hrs		216	12	
(F/C) 5 Level Tng JTS 323500	20 Hrs		220	11	
(ECN) Alt 13, 15, 16, & ABE Test Equipment	15 Hrs		90	6	
(FMEL) Microwave Standards	24 Hrs		96	4	
(GAM) Missile Maint Tech	42 Hrs		126	3	
(GAM) Basic Guidance Mech	40 Hrs		160	4	
Training		TDY			
STUDENT HOURS EXPENDED IN TRAINING		1,863	2,608	2,772	
COURSE TITLE	DURATION	AVG STUDENT LOAD	HRS COMPLETED	# GRADUATED	
AZR30151-2 Acft Elect Nav Equip Reprn	240 Hrs	0.1	24		
AAR31573Q Missile Sys Analyst	720 Hrs	3.0	501		
ALR32470 Precision Measuring Equip	1120 Hrs	2.6	460		
AAR42172 Acft Missile PNEU Reprn	320 Hrs	0.7	112	1	
AAR42270 Acft Inst Rep Tech	560 Hrs	1.4	240	1	
ATS42250-39 Oper & Maint of Collimator	40 Hrs	0.2	40	1	
AAR42373 MD-1 Test Equip	640 Hrs	2.0	336		
AMP42373-401 MD-1 Astro Compass Test Equipment	260 Hrs	0.4	72		
AZR43171 Workload Control	120 Hrs	0.6	104		
AAR431713 Acft Maint Tech (Jet)	640 Hrs	2.4	400	1	
AZF53450 Struct Rep High Per Acft	240 Hrs	1.0	168		
ATS52450-10 Honey Comb Panel	200 Hrs	1.6	272		
ATS 58150-2 Parachute Net Character	40 Hrs	0.3	40	1	

TRAINING RESULTS (MPT & SKT)

ORGANIZATION

6 Strat Aerospace Wing

REPORTING PERIOD

1-30 June 1962

TRAINING

MPT Results

AFSC	APR			MAY			JUN		
	#TESTED	#PASSED	%PASSED	#TESTED	#PASSED	%PASSED	#TESTED	#PASSED	%PASSED
301X0	-	-	-	1	1	100.0	1	1	100.0
301X1	-	-	-	-	-	-	7/1	6/1	87.5
301X3A	-	-	-	-	-	-	2	1	50.0
301X3B	-	-	-	-	-	-	1	1	100.0
315X3Q	1/3	1/2	75.0	-	-	-	2	2	100.0
315X4Q	-	-	-	-	-	-	1	1	100.0
323X0G	-	-	-	-	-	-	7	7	100.0
331X0A	-	-	-	-	-	-	1	1	100.0
331X0B	-	-	-	1	1	100.0	-	-	-
402X0	0/1	0/1	100.0	-	-	-	-	-	-
421X2	3/1	2/0	50.0	0/1	0/1	100.0	-	-	-
421X3	3/3	2/3	83.3	-	-	-	1	1	100.0
422X0	1	1	100.0	1	1	100.0	-	-	-
422X1	2/1	1/0	33.3	-	-	-	-	-	-

TRAINING

SKT Results

AFSC	#TESTED #PASSED %PASSED			#TESTED #PASSED %PASSED			#TESTED #PASSED %PASSED		
	#TESTED	#PASSED	%PASSED	#TESTED	#PASSED	%PASSED	#TESTED	#PASSED	%PASSED
301X0	-	-	-	6	4	66.6	1	1	100.0
301X1	-	-	-	2	0	00.0	-	-	-
301X3A	-	-	-	3	2	66.6	-	-	-
301X3B	-	-	-	2	2	100.0	-	-	-
323X0G	-	-	-	3	3	100.0	-	-	-
324X0	-	-	-	1	0	00.0	-	-	-
421X2	-	-	-	-	-	-	4	4	100.0
421X3	-	-	-	-	-	-	6	5	83.5
422X0	-	-	-	-	-	-	2	3	100.0
422X1	-	-	-	-	-	-	1	1	100.0

TRAINING RESULTS (MPT & SKT)				ORGANIZATION 6 Strat Aerospace Wing			REPORTING PERIOD 1-30 Jun 62		
TRAINING MPT Results									
AFSC	APR			MAY			JUN		
	#TESTED	#PASSED	%PASSED	#TESTED	#PASSED	%PASSED	#TESTED	#PASSED	%PASSED
423X0	1	1	100.0	-	-	-	-	-	-
423X3C	1/1	0/1	50.0	-	-	-	-	-	-
431X1C	1	1	100.0	-	-	-	-	-	-
431X1E	12/7	10/5	78.9	8/8	5/8	81.3	-	-	-
432X0	3	3	100.0	-	-	-	-	-	-
443X0Z	-	-	-	2	0	00.0	1/1	1/1	100.0
461X1	-	-	-	1	1	100.0	-	-	-
462X0	13	13	100.0	4	4	100.0	-	-	-
531X0	-	-	-	0/2	0/2	100.0	-	-	-
534X0	-	-	-	-	-	-	5	5	100.0
581X0	-	-	-	-	-	-	1/1	0/1	50.0
582X0	0/1	0/1	100.0	-	-	-	3/3	0/3	0.0
603X0	-	-	-	4	3	75.0	-	-	-
TRAINING SKT Results									
AFSC	#TESTED #PASSED %PASSED			#TESTED #PASSED %PASSED			#TESTED #PASSED %PASSED		
	#TESTED	#PASSED	%PASSED	#TESTED	#PASSED	%PASSED	#TESTED	#PASSED	%PASSED
423X0	-	-	-	-	-	-	1	1	100.0
424X0	-	-	-	-	-	-	1	1	100.0
431X1C	-	-	-	-	-	-	1	1	100.0
431X1E	-	-	-	-	-	-	31/20	8/8	31.4
432X0	-	-	-	-	-	-	7/2	7/0	76.6
531X0	-	-	-	0/2	0/2	100.0	-	-	-
532X0	-	-	-	1	1	100.0	-	-	-
534X0	-	-	-	1	1	100.0	-	-	-
582X0	3	3	100.0	1	1	100.0	-	-	-
603X0	11	11	100.0	-	-	-	-	-	-

TRAINING (FTD)		ORGANIZATION	REPORTING PERIOD		
		6 Strat Aerospace Wing	1-30 June 1962		
		APRIL	MAY	JUNE	
STUDENT HOURS EXPENDED IN FTD TRAINING		9,421	7,198	5,382	
PERCENT FTD UTILIZATION		71%	57.3%	54%	
TRAINING PROVIDED:					
	COURSE TITLE	DURATION	AVG STUDENT LOAD	HOURS COMPLETED	# GRADUATED
AMF 43151E-2	B-52 Maint Fam	136	23	1936	11
AMF 43171E-2	Egress Sys Safety	1	2.0	44	44
AMF 42172-4	B-52 Acft Hyd Tech	40	1.4	150	5
AMF 43151E-5	KC135 Maint Fam	104	1.0	84	
AMF 43171-4	AFM 66-1 Chapt 8 & 9	20	0.6	48	12
AMF 43171	Tech Order Fam	20	1.9	160	2
AJF 75000-48	OJT Supervisor	48	1.9	160	
AMF 42173	AGE Inter Comb Eng	60	4.3	360	6
AMF 42173	AGE MD-3 Gen Set	60	1.2	100	
AMF 3XXXX	Electronics Fund	180	8.6	720	9
AMF 30171-13	(Acft Elect Nav Equip)				
	(APN 59B)	120	8.0	680	10
AMF 31573	GAM 77A Missile Anal	180	1.9	40	
AMF 32170K-103	(Bomb Nav Sys Tec)				
	((ASB-4A)	120	0.2	16	4
AMF 32370G	Turret Sys Evaluator		1.0	80	
AMF 43270-31	(GAM 77A Jet Eng Repr)				
	((J-52)	120	1.2	100	
AMF 44270	Wpus Release Tech	40	3.0	252	7
B52 Const P11 Check out (MKS)		6		414	69
The following is a list of refresher courses that were conducted by FTD Instructors for personnel in the Alert Area.					
	B52 Fuel Sys	2 Hrs		18	9
	Pneumatics	2 Hrs		20	10

HEADQUARTERS
6TH STRATEGIC AEROSPACE WING
UNITED STATES AIR FORCE
WALKER AIR FORCE BASE, NEW MEXICO

STAFF MEETING

1. Place: Wing Conference Room, Bldg 812

2. Time: 0800 hours, 5 June 1962

3. Presiding: Colonel E C Eddy

VC

Members present:

Colonel R D O'Connor

BC

Lt Col W J Daly Jr

DCM

Lt Col E M Clements

BVC

Lt Col C W Henkle

579SMS

Lt Col Wm Cox

DCO

Lt Col K E Siegfried

DSUP

Lt Col R M Perkins

BDCR

Lt Col Jack Cox

DCOI

Lt Col K E Husemoller

BDCL

Lt Col O W Voelzke

BCH

Major Wm Ham

DP

Major L A Klanecky

IXO

Major T A Blake

DAS

Capt D L Holder

SU

Capt M M Spolarich

DCOI

Capt R L Hull

SAFE

Lt V C Harwood III

JA

Lt J Zoner

DCRMA

VC.

a. Discipline. Col O'Connor briefed on base disciplinary rates as follows: All rates were within limits during May; however, June started off with six misdemeanors--3 airmen involved in a forest fire in Ruidoso and 3 airmen involved in stealing. All received very light sentences commensurate with degree of guilt.

DCM.

FY Programming. DCM received new programming concerning the exchange of aircraft with Castle. It appears there will be some related aircraft support problems, which may result in loss of sorties.

579SMS.

TAD. Technical Acceptance Demonstration--a test of communications equipment within the missile silo was accomplished this a.m.; everything was working exceptionally well.

DSUP.

Supply Procedures. Colonel Siegfried briefed on new reporting criteria and affect it will have on aircraft support. The prime depot has curtailed phone calls on requisitioning and follow-ups of "hard-to-get" items; it is anticipated that AOCP's and ANFE's will result; 47SAD queried on policy related to new procedure.

BDCR.

a. Budget Review Panel. Weekly Budget Review Panel Wednesday, 0900. We will have a SAC and 15AF Assistance Team in attendance.

b. Utilization of Military Aircraft. There was a total of \$7,788 savings by utilizing local military aircraft for personnel and cargo transportation.

BCH.

Vacation Bible School. Wednesday, 6 June, Protestant vacation Bible school begins.

IXO.

a. Outstanding Master Sergeant. SMS Ruppert received 15AF Outstanding NCO award, but was edged out by Vandenburg AFB's representative at SAC, Hqs.

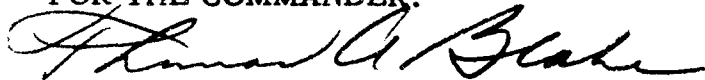
b. TV Film. There is an impressive film entitled "The Rein of Command" on TSWS-TV Saturday 1700 hours.

c. Walker Directory. We will publish a new Walker Directory; a copy of the 1962 booklet will be sent to Deputies and Directors to review and submit any changes along with suggestions for a new cover.

DCOI.

Intelligence Briefing. Captain Spolarich gave an Intelligence briefing.

FOR THE COMMANDER:



THOMAS A BLAKE, Major USAF
Director of Administrative Services

OFFICE OF THE WEAPON SYSTEM LOGISTIC OFFICER
OKLAHOMA CITY AIR MATERIEL AREA (AFLC)
UNITED STATES AIR FORCE
WALKER AIR FORCE BASE NEW MEXICO

REPLY TO
ATTN OF: OCLO/F. J. Cook/365

SUBJECT: OCAMA Weapon System Logistic Officer Report

TO: _____

Weapon System B-52E, KC-135, & GAM-77A

Reporting Activity Walker AFB, New Mexico

As of Date 30 Jun 62

Date Prepared 3 Jul 62

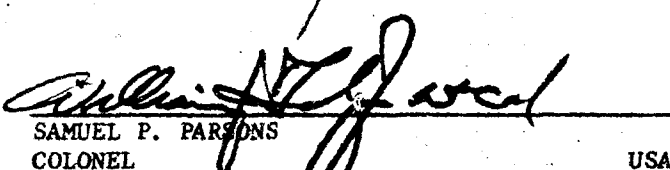
In compliance with OCAMA Reporting Procedures, dated 19 Mar 62, subject report is submitted:

- A. GENERAL ACTIVITY
- B. SUMMARY OF AOC/P/ANFE/MOCP/EOCP STATUS
- C. SUMMARY OF PUBLICATIONS
- D. STOCK CONTROL AND REQUISITIONING
- E. PIPELINE TIME
- F. LOCAL REPAIR
- G. REPARABLE PROCESSING
- H. UNIQUE ITEM REQUIREMENTS
- I. PROJECTS
- J. EQUIPMENT
- K. CANNIBALIZATIONS
- L. COMMENTS/RECOMMENDATIONS


Information Copies
Furnished: (see
distribution list
on Page i)


ELZA J. COOK
OCAMA WSLO
Walker Air Force Base, New Mexico

Coordination:


SAMUEL P. PARSONS
COLONEL
Deputy Commander for Maintenance
Walker Air Force Base, New Mexico

USAF


KEITH P. SIEGFRIED
LT COLONEL
Director of Supply
Walker Air Force Base, New Mexico

USAF

D I S T R I B U T I O N

ON BASE:

1 - C (Col. D. E. Hillman)
1 - BC (Col. J. D. O'Connor)
1 - DCM (Col. S. P. Parsons)
1 - DSUP (L/Col. K. P. Siegfried)
1 - BDCM (L/Col. M. J. Johnson)
1 - DSUP/S (L/Col. M. J. Frisinger)
1 - DSUP/S (Mrs. Norma Ruppe)
4 - IXO/H (A/IC Kelly)

OFF BASE:

HEADQUARTERS 15TH AIR FORCE MARCH AFB CALIF

1 - DM4B
1 - DM3D
1 - DM5
3 - DM3

HEADQUARTERS SAC OFFUTT AFB NEBR

1 - DM3
1 - DM4

HEADQUARTERS 47TH AIR DIVISION CASTLE AFB CALIF

1 - DM - 47th Air Div
1 - DCM - 93rd Bomb Wing
1 - DSUP - 93rd Bomb Wing
1 - BDCM - 93rd Bomb Wing

HEADQUARTERS OCAMA TINKER AFB OKLA

50 - OCN-2 - Mr. Clark
8 - OCNA - Mr. Laffler
8 - OCNB - Col. McCorkle
7 - OCNE - Mr. Jones
3 - OCNN - Mr. Talkington
1 - OCNAOG - Mr. Greene
8 - CCNCO - Mr. Evans

HEADQUARTERS MOAMA BROOKLEY AFB ALA

1 - MONE - Mr. Warren West

HEADQUARTERS MAAMA OLMSTED AFB PA

1 - MANTOL - Maj. Davis

DAYTON AIR FORCE DEPOT GENTILE AFS DAYTON 20 OHIO

1 - C

HEADQUARTERS SAAMA KELLY AFB TEXAS

1 - SAM - Col. Grubaugh
1 - SASMS - Mr. Anderson

HEADQUARTERS WRAMA ROBINS AFB GA

1 - WENR - Col. Soukup

A. GENERAL ACTIVITY

1. LSM Information

Representatives from SAAMA, (S-SMS), conducted two training classes on MILSTRIP to personnel of Base Supply on 13 Jun 62.

2. LSM Information

Captain I. Valdez, Albuquerque Air Force Contract Maintenance Officer, Kirtland Air Force Base, New Mexico, visited this station on 29 Jun 62.

3. LSM Information

Assistant Secretary of Defense for Civil Defense, Mr. Stewart Pittman, arrived at Walker Air Force Base on 12 Jun 62 enroute to Artesia, New Mexico. Mr. Pittman was the speaker for the dedication services of a new school in Artesia that was designed for the dual purpose of being a fall-out shelter and public school.

4. LSM Information

Colonel Dwight D. Patch arrived this station on 8 Jun 62, to replace Colonel Samuel P. Parsons, Deputy Commander for Maintenance, who is retiring July 31, 1962.

5. LSM Information

This representative was IDY at Headquarters OCAMA, Tinker Air Force Base, Oklahoma, to attend the WSLO Conference held during the week of 18-20 Jun 62.

B. SUMMARY OF AOC/P/ANFE/MOP/EOCP STATUS

1. B-52 and KC-135 LSM Information

For the period 26 May 62 through 25 Jun 62, Walker Air Force Base assigned B-52E and KC-135 aircraft both experienced a zero per cent for both AOC/P and ANFE rates.

2. LSM Information

For the month of June, 1962, Walker Air Force Base EOCP rates reported on the local 2-AF-S-52 Report are as follows:

	<u>J-57-19W</u>	<u>J-57-59W</u>
1ST Week Report	5.1	0
2ND Week Report	5.1	0
3RD Week Report	1.9	0
4TH Week Report	1.9	0
5TH Week Report	0	0

Major items contributing to EDP status are:

Spacer, Stock Number 2840-396-4741
Gasket Stock Number 2840-037-6676
Nut, Stock Number 5310-395-2413
5310-208-4776

C. SUMMARY OF PUBLICATIONS

1. LSM Information

No problem areas have been brought to the attention of this representative to be reported during the period covered by this report.

D. STOCK CONTROL AND REQUISITIONING

1. B-52 and KC-135 LSM Information

As of 15 Jun 62, CLARK percentage of completion is as follows:

<u>Overall Percentage</u>	<u>B-52</u>	<u>KC-135</u>
99.4%	99.5%	98.8%

As of 15 Jun 62, GAM-77 Lay-In Spares was 97.3% completed and CME was 97.8% completed.

Fourteen each Lantern, Stock Number 6230-752-1598, were ordered and four each were received from Biggs AFB, Texas. On 20 Feb 62, a Supply Difficulty AFB4691-6230-FY-62-97 for ten each was submitted to 15th Air Force for their assistance.

F. PIPELINE TIME

1. LSM Information

No problem areas have been brought to the attention of this representative to be reported during the period covered by this report.

F. LOCAL REPAIR

1. LSM Information

No problem areas have been brought to the attention of this representative to be reported during the period covered by this report.

G. REPARABLE PROCESSING

1. LSM Information

No problem areas have been brought to the attention of this representative to be reported during the period covered by this report.

H. UNIQUE ITEM REQUIREMENTS

1. LSM Information

No problem areas have been brought to the attention of this representative to be reported during the period covered by this report.

I. PROJECTS

1. LSM Information

Reference: Headquarters OAMA letter dated 9 Nov 60, Paragraphs 3b and 3c, the following quantities in the categories noted below were returned to the appropriate depot or base. These shipments are:

Category I - 19
Category II - 176
Category III - 42

J. EQUIPMENT

1. LSM Information

No problem areas have been brought to the attention of this representative to be reported during the period covered by this report.

K. CANNIBALIZATIONS

1. B-52 and KC-135 and GAM-77 LSM Information

The following is a resume of the number of cannibalizations and the number of line items involved during the S-39 reporting period of 26 May 62 through 25 Jun 62:

	<u>B-52</u>	<u>KC-135</u>	<u>GAM-77</u>
Total	13	1	1
Line Items Cannibalized	12	1	1

1. COMMENTS/RECOMMENDATIONS

1. B-52 LSM Information

Project Sky Speed has been extended at this station for a period of FY-63. As the scheduling programmed at this station was predicated of being phased-out, considerable coordination must be accomplished locally. On 21 Jun 62, a decision was made to retain Project Sky Speed in operation at Walker Air Force Base and up until that time, all programming was made to phase-out Contractor personnel. This included disposing of tools and equipment and work areas. Base personnel are very pleased at the decision to retain this program locally and are cooperating in re-establishing the requirements to support the program. With the impending hi-priority rework of the B-52 Pneumatic Ducts, considerable support from the Civil Engineering Section will be required in installing specialized equipment programmed for the use in the duct refurbishing project. At this time, Civil Engineering Division is attempting to program the required support through their Work Order Section and it is hoped that the program equipment will be installed and ready for operation by the target date of 27 Aug 62.

2. LSM Information

The timely receipt of M&O parts to support items in AWP continues to be a job that maintains constant surveillance. Through the efforts of personnel in Maintenance and Supply, the number of items in AWP status has been reduced to approximately 91 in A&E and 43 in Field Maintenance. It has been noted that during the month of June items that have been requisitioned to support special projects (those having numerical code designators assigned) received very timely support from the various AMA's. In that all Depots apparently are familiar with processing requisitions to support special projects, it could possibly be of benefit if two projects were established to support items in AWP status. One would be for support of Hi-Valu items and the other projects would be in support of those items not in Hi-Valu, however, are in AWP status. This could be beneficial to all concerned now that "MILSTRIP" is being implemented and all IRJ codes have been abandoned.

HEADQUARTERS
6TH COMBAT SUPPORT GROUP
UNITED STATES AIR FORCE
Walker Air Force Base, New Mexico

REPLY TO
ATTN OF: BDCE

4 June 1962

SUBJECT: Housing Questionnaire

TO:	6SAWHS(C)	24BS(C)	6SS(C)	6FSS(C)	SUCO(C)
	6AEMS(C)	37MMS(C)	6HS(C)	9WEA(C)	AFCS(C)
	6FMS(C)	39BS(C)	6CES(C)	511FTD(C)	BSS 16(C)
	6OMS(C)	40BS(C)	6TS(C)	579SMS(C)	
	6ARS(C)	4129CCTS(C)	6CDS(C)	686AC&W(C)	

1. In accordance with Department of the Air Force letter, this station has been selected to complete a survey of private off-base housing as to the amount of electricity and gas consumption.

2. It is important that information gathered be as accurate as can be obtained. We must have 90 per cent participation of those people living off of the base. Request that you keep an accurate tally of the number of questionnaires distributed and the number returned so that the 90 per cent participation will be realized.


3. Personnel who will not complete this questionnaire are as follows:

- a. Those personnel living in trailers
- b. A1C with less than seven years of service
- c. A2C, A3C, and AB

4. Those people required to fill out the survey are as follows:

- a. All officers living off-base
- b. All airmen living off-base with the exception of those listed above.

5. Individual questionnaires will be forwarded as a package from each unit to reach Civil Engineering by 18 June 1962. First indorsement to this letter addressed to BDCE will be used to transmit the questionnaires. Indorsement will contain the total number of questionnaires distributed and the total number returned completed.


RODERIC D. O'CONNOR
Colonel, USAF
Commander

HEADQUARTERS
6TH COMBAT SUPPORT GROUP
UNITED STATES AIR FORCE
Walker Air Force Base, New Mexico

REPLY TO
ATTN OF: BDCE

4 June 1962

SUBJECT: Housing Questionnaire

TO: Occupants of Off-Base Private Housing (Not Applicable to Trailers)

1. Headquarters USAF has directed this station to conduct a survey of private housing off base for the purpose of gathering information as to the amount of electricity and gas consumed. The attached questionnaire will be filled out completely after reading the instruction sheet. This questionnaire will be returned to your Squadron Commander not later than 15 June 1962. The information on the questionnaire will include the time period from the present date back to one year. If you have not occupied the house for one year, the time period should be from the present date back to the date of occupancy.

2. If you do not have the KWH for electricity or the cubic feet of gas consumed, put in the dollar value of the individual bills paid. The Civil Engineering staff will convert this information to cubic feet and KWH.



RODERIC D. O'CONNOR
Colonel, USAF
Commander

INSTRUCTIONS FOR INDIVIDUAL QUESTIONNAIRE FOR
ELECTRIC AND GAS CONSUMPTION FOR PRIVATE HOUSING

GENERAL: The individual questionnaire you have received is to obtain electric and gas consumption data from civilian and military employees living in Private Housing. Its purpose is to obtain data which can be compared with similar data on Air Force family housing. Your data will be consolidated with data obtained from all other questionnaires. Hq USAF will use this data as part of a study being made to find ways to improve the Utility Management and Conservation Program. The goal is lower utility operation and maintenance costs.

You will make a valuable contribution to the Air Force study by completing the questionnaire to the best of your ability.

SPECIFIC:

Use the following instructions in filling out the questionnaire, which should be forwarded to Walker Air Force Base, Attention: Base Civil Engineers. If you have any questions about this questionnaire contact Mr. Ernest J. Bond, Civil Engineering, at telephone number Fireside 7-5411, extension 453 or 2161.

1. Identification - Self explanatory

2. Are you living in Private Housing? Private Housing is any off-base residence (house, duplex, or apartment) which is not owned or controlled by the Government. Report will not be submitted by personnel occupying house trailers.

a. Do you pay for your electricity or gas? If you pay for electricity, and/or gas, based on how much you use, check yes.

a b. Do you have available, or can you get electric or gas consumption figures (not costs) for six or more months? Electric consumption will be in kilowatt hours and gas consumption will be in therms or cubic feet. This information will be shown on your electric and gas bills, or you may be able to get this information from the utility company(s) serving your residence with electricity and gas. Most utility companies are cooperative and will give individuals this information.

The balance of the questionnaire is self explanatory.

Hq 6 Strategic Aerospace Wing, Walker AFB, New Mexico, 25 May 1962.

INDIVIDUAL QUESTIONNAIRE ON ELECTRIC AND GAS CONSUMPTION
FOR PRIVATE HOUSING
(NON-GOVERNMENT-OWNED OR CONTROLLED)

1. Identification - Name: _____ Date: _____

Military Rank or

Civilian Grade: _____ Duty Base: _____ AFB

2. Are you living in Private Housing: Yes _____ No _____ (check one)

a. Do you pay for your electricity or gas? Yes _____ No _____ (check one)

b. Do you have available or can you obtain electric or gas consumption figures (not costs) for six or more months? Yes _____ No _____ (Check one)

If all answers are "yes", please complete balance of this form. If any answer is "No", do not complete balance of this form.

3. Residence Location: _____
(City) (State)

(The place where you are now living) How long in this location? _____ Months

a. Number of persons residing in these quarters: Adults _____ Children _____

b. Number of bedrooms: 1 _____, 2 _____, 3 _____, 4 or more _____ (check one)

c. What is the size of this house in gross square feet of floor area? _____
Multiply length in feet by width in feet of each story occupied and add figures for each story to get total SF. Do not count basement in computing gross SF.

d. Number of stories: Single _____, 2-Story _____, 3 Story or more _____,
(check one) with basement _____ or without basement _____ (check one). (Do not count basement in number of stories).

e. Type of construction: Wood frame _____, brick _____, masonry _____,
stucco _____, other _____ (specify). (check one)

4. Appliances installed in your residence: If the item listed is operated by ELECTRICITY, place check in line 4a. If the item listed in GAS-operated, place check in line 4b.

Hq 6 Strategic Aerospace Wing, Walker AFB, New Mexico, 25 May 1962.

OFFICE OF THE BASE OPERATIONS OFFICER
WALKER AIR FORCE BASE
NEW MEXICO

1. The weekly Airdrome Activities Meeting was held in the Base Operations briefing room 7 June 1962 for the purpose of discussing projected activities and/or improvements for the airdrome at Walker AFB, New Mexico.

- a. The following representatives were present:
- | | |
|----------------|---------------|
| DCOTBO | Captain Smith |
| DSAFE | Captain Hull |
| BDCE | Mr. Willcox |
| 2010th Comm Sq | MSGT LeRoy |
- b. Representatives absent:
- DCM
U.S. Corp of Engineers.

2. The following activities, improvement, and discrepancies were discussed by the representatives listed above:

a. Old Business: Minutes of previous meeting were read and discussed. Concerning back-up power for control tower hot-lines, action is being taken by DCOCE to provide auxiliary power. Concerning the item in last week's meeting about foreign object damage-Captain Hull requested BDCE personnel be advised of proper routes for driving vehicles on the airdrome areas. Several Combat Defense Force vehicles have been noted driving on dirt areas on the airdrome, causing foreign objects to be thrown on taxiways and ramps. ACTION: DCOTBO.

b. New Business:

(1) DSAFE: Captain Hull requested the Airdrome Officer make more thorough inspection of the airdrome areas for foreign objects. Several aircraft tires have been damaged recently due to foreign objects on airdrome areas. ACTION: Captain Smith will brief AO's on the matter and request that the sweepers take action to sweep areas in need of cleaning.

(2) 2010th Comm Sq: No new business.

(3) BDCE: Mr. Willcox advised that the resurfacing along T-3 will be completed approximately 25 August 1962.

(4) DCOTBO: Captain Smith advised that breaking-up of the asphalt is occurring near the intersection of T-9 and T-12. Request BDCE inspect the area and take necessary action to repair.

Captain Smith requested BDCE block-out the old helicopter landing area in the vicinity of S-85. ACTION: BDCE.

3. There being no further business, the meeting was adjourned at 1020 hours.

Charles S. Smith
CHARLES S. SMITH
Captain, USAF
Air Operations Officer

6th STRATEGIC AEROSPACE WING



PROGRESS ANALYSIS

15 JUNE 62

PREPARED BY MANAGEMENT ANALYSIS DIVISION
HQ 6TH STRATEGIC AEROSPACE WG
WALKER AFB, NEW MEXICO

PROGRESS REPORT #3

PURPOSE: (1) To provide summaries of progress for the command; (2) to monitor unsatisfactory or marginal items of past inspections; (3) to analyze programs for consistency; (4) to provide a historical recording of progress on projects.

DISTRIBUTION:

C	BDAS
VC	BDCR
DCO	BDCM
DCM (2)	BDCL
DSUP (2)	BDCS
DP	579 SMS
SAFE	IXOH (4)
BC	BCH

I. COMPLETED PROJECTS

AS OF: 15 June 1962

PROJECT NUMBER

PROJECT DESCRIPTION

A. B D C S

BDCS-4 Refreshment stand in theater building completed 5 June 1962.

BDCS-17 Entrance door for commissary. Completed 25 May 1962.

BDCS-26 Lighting for mural in dining room, Officers Club. Completed 31 May 1962.

BDCS-27 Officers Club sign. Completed 31 May 1962.

BDCS-34 Locks for air conditioning rooms in Community Center. Completed 29 May 1962.

BDCS-38 Move library from building 664 to building 545. Completed 14 May 1962.

BDCS-43 Renovate upstairs mens room at service center. Completed 5 June 1962.

BDCS-50 Furnishings for Airmen Transient Quarters. Completed 5 June 1962.

BDCS-54 Installation of equipment in Base Library. Completed 10 June 1962.

B. B D C E

BDCE-2 Repair of Base Theater. Completed 30 May 1962.

C. D C M

DCM-5 AES Shelter to house power generator. Completed 7 June 1962.

DCM-10 Relocate LOX Storage Tanks. Completed 11 June 1962.

D. B D C L

BDCL-4 Repair gate at M&S area. Project completed 15 June 1962.

BDCL-5 Narrow band frequency radios for sentries. Project completed 15 June 1962.

E. B D C R

BDCR-1

Walker Summer Festival was dropped as sale of admission tickets used in connection with door prizes constituted a lottery and 15th Air Force did not approve. Without sale of these tickets, the Summer Festival would not be a financial success.

II. FIVE PROJECTS

AS OF: 15 June 1962

PROJECT	STATUS	AREAS REQUIRING ASSISTANCE
<u>A. B D C R</u>		
BDCR-2 Status of Base directed TDY funds.	Ten thousand dollars were withdrawn from TDY funds to meet shortages in other areas. Funds are adequate for current FY. EDC 30 June 1962.	Directorates should monitor these funds closely to end FY with zero balance.
BDCR-3 Obligation of current FY funds.	Funds are adequate for TDY travel, Personal Services, Transportation, Communications, Utilities, Contractual Maintenance, other Contractual Services, Supplies and Equipment. Budget Review Panel will meet weekly to review status of obligations. Purchase orders and bills in Finance and orders to depots in supply will be reviewed. EDC 30 June 1962.	
<u>B. D P</u>		
DP-1 Audit of Military personnel records.	Audit is for purification of basic personnel records and PCAM Cards, Officers' AF Forms 10 and 11 are complete. Airmen's Forms 4 and 7 are complete. Comparison of basic personnel records with PCAM listings is 1% complete. EDC 31 July 1961.	
DP-2 Renovate Education Center.	Remove and install partitions, building 505 for two additional classrooms, paint interior, improve lighting, install tile. Request submitted to CE 2 May 1962. Project will be submitted to FUB in July.	FUB Authorization.
<u>C. B D C S</u>		
BDCS-1 MCO Club Renovation.	Remodel and install new equipment in bars. Install carpets, drapes, light fixtures in ballroom; refinish tables; reupholster chairs; retile floors; new drapes for dining room. All work completed except light fixtures in ballroom. EDC 1 July 1962.	

PROJECT	STATUS	AREAS REQUIRING ASSISTANCE
BDCS-2 Rehabilitate Cafeteria.	Modify serving line; install partitions, hang scenic pictures, provide planters. Bids will be opened 20 June, then project will be forwarded to 15AF for approval.	15AF Approval.
BDCS-3 Improve lighting in BX Sales Store.	Improve lighting in Bx Sales Store. Remove existing fixtures and install 3 continuous rows of fluorescent units. Bids were forwarded to 15 AF 8 May 1962. Project will require 3 weeks to complete after approval is received.	15AF Approval.
BDCS-5 Convert Service Station to Drive-In Annex.	Install floor tile, change partitions, repaint interior, install fluorescent lights, add neon signs and trimmings for identification and appearance. Three weeks required to complete project after approval is received.	SAC Approval.
BDCS-6 Refixturation of BX Store.	Install new fixtures, curtain wall, public address system. Forwarded to 15AF for approval and funding. Since this project was not included in Capital Expenditure Program, a firm date for project cannot be established.	15AF Funding.
BDCS-7 Construct new service station.	Total cost of building and equipment borne by Continental Oil Company. Project substantially complete and this facility will open 21 June 1962.	
BDCS-8 Alter building 522 for clothing sales store.	Install hard pad for safe, wall board sheathing, doors, dressing booths, shoe bins, cashier counter; replace floor covering; relocate evaporative cooler; remove latrine; repair roof; project awaiting funding at 15AF.	15AF Funding.
BDCS-9 Activate foil pack kitchen.	Install partitions, shelves, remove steam pot, pressure cooker; install two deep fryers, two ovens; provide air conditioning. Project will be completed 15 July 1962 except air conditioning.	

PROJECT	STATUS	AREAS REQUIRING ASSISTANCE
BDCS-10 Decorate Dining Hall #3.	Install interior awnings over windows; add partitions. Awnings completed; partitions yet to be installed. EDC 15 July 1962.	
BDCS-11 Improve Alert Dining Facility.	Install ice box and garbage disposal; redecorate dining room. EDC 1 July 1962.	
BDCS-12 Commissary Equipment.	Procure and install 3 twin aisle freezers, 6 checkout stands, one meat saw, one dairy case. This equipment included in FY 63 budget. Commissary Equipment funds have been requested.	Commissary Equipment Funds needed.
BDCS-13 Automatic exit doors for Commissary.	Install automatic controls on inner and outer doors for prevention of accidents and damage to carts. Completion pending FUB authorization.	FUB Authorization.
BDCS-14 Commissary Heating System.	Repair, relocate heating system for even distribution of heat and improve efficiency of refrigeration units. Completion pending FUB action.	FUB Authorization.
BDCS-15 Refrigeration Warning System.	Install central warning device to give the alarm when a refrigeration unit becomes inoperative, saving spoilage. EDC 15 July 1962.	
BDCS-16 Safety Guards under light fixtures.	Install safety guards under fluorescent light fixtures in Sales Store. EDC 1 August 1962.	
BDCS-18 Steam equipment for meat market.	Install steam producing equipment in meat market for improving sanitation. Completion pending FUB action.	FUB Authorization.
BDCS-19 Door for meat market.	Install door in NW corner of market to permit access to an authorized area and reduce load on refrigeration equipment. Completion pending FUB action.	FUB Authorization.
BDCS-20 Cash security room for commissary office.	Cash security room for more adequate protection of cash. EDC 15 July 1962.	
BDCS-21 Safety flooring for meat market.	Paint floor with safety paint. Work order resubmitted 15 May 1962 and project given priority C. Work will begin upon receipt of materials.	

PROJECT	STATUS	AREAS REQUIRING ASSISTANCE
BDCS-23 Refrigerated air conditioning for store and market.	Remove evaporative coolers; install refrigerated air units. Work order submitted 15 May 1962 not received by CE. Work order was resubmitted and hand carried 15 June 1962. Completion pending FUB action.	FUB Authorization.
BDCS-24 Refrigeration drainage system for Commissary.	Renovate drainage system to eliminate safety and fire hazards. Completion pending FUB action.	FUB Authorization.
BDCS-25 Lighting for walks, parking areas, Officers Club.	Install 8 electric lights; work is progressing. EDC 25 June 1962.	
BDCS-28 Redecorate stag and snack bars, Officers Club.	Redesign stag and snack bar rooms; cut access between rooms; remove bar installations. Architect plans completed, awaiting approval of Base Commander. EDC 1 September 1962.	
BDCS-30 Add a building to Officers Mess for supply storage room.	Procure quonset or similar type building for store-room adjacent to building 816 at SW Corner. Request for quonset hut has been submitted to FUB. EDC 1 Sep 62.	FUB Authorization.
BDCS-31 Repair Lawn Sprinkler System, Officers Club.	Repair lines, replace sprinkler heads; project complete except for replacing some sprinkler heads. Upon receipt of new heads, job will be completed.	
BDCS-32 Paint signs and fence for swimming pool, Officers Club.	Self-help project. Signs completed; fence has been painted one coat. Project will be completed with second coat. EDC 1 July 1962.	
BDCS-33 Repair cracked walls of ballroom at Community Center.	Job completed by CE; however, the work was below standard. Cracked walls will be repaired in connection with repainting the ballroom.	
BDCS-39 Base Theater Rehabilitation.	Construct dividers at rear of theater, install photo mural in lobby. Install sidewalks and fencing. Project will be completed 14 July 1962.	

PROJECT

STATUS

AREAS REQUIRING
ASSISTANCE

BDCS-40 Improve Golf Course.

Reseed fairways, driving range, all tees; landscape Clubhouse area. Seed have been received. Clubhouse area has been landscaped. EDC 15 July 1962.

BDCS-41 Renovate Youth Center, Building 787.

Paint interior of building; repair air conditioning, reseed lawn area. Project will be completed 15 July 1962.

BDCS-42 Replace covering on stairway, Service Center.

Covering has been completed, but stripping is falling off. Work order will be submitted after 1 July 1962 to repair stripping.

CE to Repair Stripping.

BDCS-44 Repaint interior of Base Nursery.

Work order request submitted to CE. EDC early part of FY 63.

BDCS-51 Repair bathrooms in Student Quarters.

Install tile in bathroom. Project included in FY 63 Program with low priority.

BDCS-52 Renovate building 903 (Formerly used by OSI).

Renovate building 903 for occupancy by base housing. Work progressing; 75% complete.

BDCS-53 Furnishings for BOQ, VOQ, Guest Homes.

Procure beds, sofas, tables, lamps, and furnishings. \$8,366 worth of furniture has been received of a total order of \$60,633.

BDCS-55 Replace steam return lines in laundry.

Replace overhead steam return lines; install 14 steam traps, two flat work ironers. The steam return lines are old and worn and continually springing leaks which create a hazardous condition. This project was initiated in 1958, but has not been accomplished due to low priority and lack of funds.

BDCS-57 Install steel tennis nets.

Four of the five nets are installed. EDC 1 July 1962.

PROJECT	STATUS	AREAS REQUIRING ASSISTANCE
BDCS-58 Outside latrine facility at Monjeau Retreat.	Building has been placed on foundation. Negotiations are being made with Holloman AFB for equipment and fixtures. EDC 31 July 1962.	
BDCS-59 Cement flooring for grease rack at Hobby Shop.	Job has been estimated by CE and project will be accomplished upon availability of Material.	
BDCS-61 Move building 755 to golf course.	Building has been moved; modification, painting, and work on storage areas now in progress. A self-help project. EDC 15 July 1962.	
BDCS-62 Steel beam for balcony storage area support in Commissary.	Replace concrete support with a steel beam eliminating a safety hazard. EDC 14 August 1962.	
BDCS-63 Summer Youth Program.	397 dependents from 182 families have joined 15AF Youth Program. Pre-teen and Jr Teen will not organize unless 15 dependents sign up for each.	
<u>D. B D C M</u>		
BDCM-2 Renovation of Commercial Trans Facilities.	Build freight traffic, log air, TMO offices; install tile floors, lighting, ventilation and heating facilities in freight and TMO offices. Build portable partitions; install wall plug in log air office. All work completed except lighting, ventilation, and heating facilities in freight and TMO offices. Install wall plug in log air office. CE has required resubmission of work order for uncompleted portion of this project. Resubmission was accomplished 7 June 1962. Completion contingent upon FUB.	FUB Authorization for uncomplete portion of project.
BDCM-3 Modernize packing and crating section.	Rearrange conveyor lines, move pre-classifying station, remove old baggage room, reinstall power equipment, rearrange modular panel system along conveyor. All work completed except reinstallation of power equipment. EDC 15 July 1962.	

PROJECTS

STATUS

AREAS REQUIRING
ASSISTANCEE. D C M

DCM-1 Trainer and platform for mating, demating.

Construct pad for R/V mating/demating training. EDC 30 June 1962.

DCM-2 MME move to tier B, building 1083.

All MMS activities are now functioning out of tier B. Orderly room not yet moved pending installation of partitions. Work order for partitions disapproved due to lack of funds. Salvage materials are being accumulated and partitions will be installed when sufficient materials are on hand. EDC 31 July 1962.

DCM-3 Vehicle restraining lines for aircraft parking ramps.

Bids for project have been opened. Contract will be awarded when funds are received. Possible year end project.

15 AF Funding.

DCM-4 Install new hydraulic test stand.

All required materials are on hand. Project will be completed 31 July 1962.

DCM-8 Remove typewriter repair from PME Lab.

Project will limit personnel access and preclude dust from PME Lab. Completion pending FUB action.

FUB Authorization.

DCM-9 GAM Storage Racks

Construct footings, erect racks for GAM storage. Footings have been poured. EDC 26 June 1962.

F. D S U P

DSUP-2 Install document conveyor in Base Supply.

Low bidder on this project has not been satisfactory at other installations and a Facilities Capability Report has been requested. Upon receipt of this report, contract will be awarded either to the lowest bidder or the next lowest bidder. EDC 1 August 1962.

Facilities Capability Report

DSUP-3 POL Operations and Administrative building.

Combine buildings 1034 and 553 to provide space for administration, accounting, distribution, quality control and IPT for POL Operations. Contract for Architect and Engineering Service has been awarded.

PROJECT	STATUS	AREAS REQUIRING ASSISTANCE
<u>G. S U</u>		
SU-2 Alter building 300, Hospital.	Install duplex outlets in V-Rav and dining rooms; install roof flashing, accoustical tile in dental rooms; install emergency ambulance entrance signs; remove hopper and install sink in surgery; remove wall in out-patient clinic section. Contract has been awarded. EDC 11 August 1962.	
SU-3 Install lawn sprinkler system.	Engineering completed; completion of project is awaiting funds. Funding will be probable 1st quarter FY 1963.	15AF Funding.
<u>H. B D C L</u>		
BDCL-3 Alter fence for MMS storage area to meet security specifications.	Fence for MMS storage area did not meet security specifications when completed by the contractor. BDCE has indicated that an additional contract will be awarded for this project.	
<u>I. B C H</u>		
BCH-1 Rehabilitate Base Chapel, building 832.	Install cry room, evaporative cooler, new altar and altar rail, pulpit, pews, confessional, concrete steps at entrance, front doors, additional latrine, chandeliers; rework heating and electrical systems; retile floors, paint walls. Work is on schedule; will be completed 29 July 1962.	
<u>J. B D C E</u>		
BDCE-1 Repair gas mains base wide.	Repair 5945 feet of gas lines; replace 20 valves; install 75 new valves. Project 90% complete. EDC 27 June 1962.	

JECT	STATUS	AREAS REQUIRING ASSISTANCE
BDCE-3 Consolidate BDCE Administrative Facilities.	Consolidate Administrative requirements of CE in one area to eliminate duplication of filing, typing and administration. Project has changed to provide for moving of old barracks, 912 to east of CE office building 146, and install partitions and heating. Project will be submitted to 15AF for review 1 August 1962. EDC 1 January 1963.	15AF Approval.
BDCE-4 Sealing of warm-up pad joints.	Remove and reseal 45,500 LF of joints in two concrete warm-up pads. Bids have been opened. Award pending funding. Possible year end project. EDC 1 Sept 1962.	15AF Funding.
BDCE-5 Repair water mains base wide.	Repair 4600 LF of water line; replace 19 valves, install 8 new valves and 27 valve boxes. Projected submitted to 15AF for technical approval 8 June 1962. EDC 1 November 1962.	
BDCE-6 Painting interior of Wherry Houses.	Paint interior of Wherry houses on three year cycle. Bids have been opened. Award of contract pending funding. Possible year end project. EDC 1 Sep 62.	15AF Funding.
BDCE-7 Operational Center for CE.	Provide 4100 square feet space for control center in building 147. Rearrange lights, provide cooling outlets, change windows. Programming plans submitted to 15AF. Project will be engineered contingent upon approval and funding. EDC 1 January 1963.	15 AF Approval and Funding.
BDCE-8 Provide additional water well for base.	Provide additional water well, pump, house, 100 HP pump 250' water line. Bids will be opened 25 June 1962. This well will provide much-needed additional water for irrigation. EDC 1 September 1962.	

DATE 30 June 1962

PROJ NO	CON NO	DESCRIPTION OF PROJECT	ROP MF DATE	ACTUAL COMPL DATE	% COMPL	REMARKS
09-2	-2100	Refuge Collection	Cal Jun 62	25 Jun 62	100	
103-2	-2022	Cherry Rehab & Improv	Re Jul 62		99.60	
71:10:11						
A-2	-2023	Inspection Svcs Cherry	W Jul 62		99.60	
Pyote						
06-0	-2257	Rep Water & Sew Facility	Re Jul 62		99	
10-2	-2360	Rep Unit 1 Park Adm Bldg	71 Sep 62			
66-2	-2341	Alter 72 Admin Office	8 Jul 62		98	
		2279				
76-1	-2214	Cons Dep Proc App Wks Fac	Le Jul 62		5	
Pyote						
03-2	-2300	Reinst Ground, Grade 2 and	C Sep 62		49	
	62-					
99-2	6409	Reinst 1216, 1218, 1219, Stor	Pe			
93-2	-2204	Repr Gas Mains, House Wks	St Jun 62	21 Jun 62	100	Awaiting 15AF Insp
10-2	-2301	Repr Road Ramp, BX	Fl Jul 62		96.25	
Pyote						
02-2	-2309	Repair Sewage Treat. Bldg	26 Sep 62		58	
				21 Jun 62	100	
59-2	-2360	Repr Base Chapel	8 Jul 62		70.5	
		W/R	2 Aug 62	Can Only		
65-2	-2342	Const 2nd Storm Detector	8 Jun 62		88	
		Ship 1888				
25-2	-2343	Repr Multi T/V Joints &	Fl Aug 62		64	
		dot 38g				
04-2	-2348	Repr Multi Post E/O Mount	Re Jul 62		50	
131-2						
24-2	-2357	Repr Apron Opr	8 Oct 62		14	
176-2	-2359	Cons Storage Rack Missiles	8 Jun 62	26 Jun 62	100	15-day extension of
						1000000
		62-1				
A-2	2364	Title I Serv for 00-1, 02-7	Aug 62			
90-1	-2366	Alter 300 Part Lights & Flood	Aug 62		53	
05-2	2367	Rep Bldg 85 Miss Launch Shop	Aug 62		30	
	62-					
186-2	6477	Alter Sec Alarm System	8 Aug 62			

MCP CONSTRUCTION STATUS		TO: Commander Fifteenth Air Force ATTN: DENG-C March Air Force Base California		INFO: Commander-in-Chief Strategic Air Command ATTN: DENG-C Offutt Air Force Base Omaha, Nebraska		FROM: Walker AFB New Mexico	
FISCAL YEAR 1962	REPORT AS OF: 30 June 62	BASE: Walker AFB, New Mexico		DATE 1 July 1962		RCS: 15-21	
1. ITEM		2. DATE DESIGN STARTED		3. CONSTRUCTION STATUS		4. CWE OR CONSTR COST (000)	5. EST. BOD OR COMPLET DATE
CATEGORY	DESCRIPTION	QTY-UNIT		DATE START	% COMPL		
831-165	Sewage Treat & Disp Plant			12Mar62	68	90	5Oct62
812-220	Elect Distribution (M-90)			12Feb62	58	29	12Aug62
PERCENT OF PROGRAM COMPLETE 63%		TOTAL				119	
PROPOSED NAME AND GRADE OF BASE INSTALLATIONS OFFICER ROSCOE MURRAY, JR, LT COLONEL, USAF				SIGNATURE OF INSTALLATIONS OFFICER <i>Roscoe Murray Jr</i>			

MILITARY CONSTRUCTION PROGRESS REPORT

Month Ending 30 June 1962

1. Name of Project: Elect Distribution at M-90 Site

- a. Contract Nr: DA-29-005-eng-3194
- b. Contractor: J E Lee
- c. Amount of Contract: \$28,650
- d. Category Code: 812-220
- e. Date Notice to Proceed: 12 February 1962
- f. Final Completion Date: 12 August 1962
- g. Per Cent Complete: Scheduled - 76
Actual - 58

h. Work Done During Month: Installed \$9000 switch gear, poured foundation for generator, installed switches in power building, installed duct raceway and rigid conduit.

2. Name of Project: Sewage Treatment & Disposal Plant

- a. Contract Nr: DA-29-005-eng-3165
- b. Contractor: State Contractors, Inc.
- c. Amount of Contract: \$90,000
- d. Category Code: 831-165
- e. Date Notice to Proceed: 9 March 1962
- f. Final Completion Date: 12 October 1962
- g. Per Cent Complete: Scheduled - 64
Actual - 68

h. Work Done During Month: Put in re-inforcing steel, poured concrete. Install diffusion piping, installing roof and framing for extension to pump house and heat exchanger building. Install equipment between two digestors. Poured tops to manholes.

MILITATE

1 July 1962

PROGRAMMED CATEGORY CODE	PERCENT COMPLETE	CONTRACTOR	REMARKS
FY-62	831-165	Sewage Treat	68% State Contractors, Inc
	812-220	Elect Distrib	58% F.E. Lee
	800-000	Utilities (FPS	
	141-451S	Operations (E	
	842-245K	Water Mains R	
FY-63	134-375	Rapcon Center	
	134-376	Area Search R	
	211-130	A/C Maint App	

SECRET

579th Strategic Missile Squadron
6th Strategic Aerospace Wing
Walker Air Force Base, New Mexico

RCS: 10-SAC-T12

BALLISTIC MISSILE UNIT STATUS REPORT

JUNE 1962

SECRET

Cy 26 of 26 cys

579-62-444

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Hq 15AF March AFB, California	
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579SMSA	3

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BALLISTIC MISSILE UNIT STATUS REPORT

(RCS: 10-SAC-T12)

1. 6TH STRATEGIC AEROSPACE WING, WALKER AFB, NEW MEXICO, as of 30 June 1962.
2. 579TH STRATEGIC MISSILE SQUADRON.
3. Type Weapon System: Atlas "F".
4. Missiles on Hand: 0/7.
5. Present and Projected Crew Status as of:

	<u>30Jun</u>	<u>31Jul</u>	<u>31Aug</u>	<u>30Sep</u>	<u>31Oct</u>
a. Total Number of Crews Assigned	21	42	55	55	55
b. CR Crews Assigned Without Waiver	0	0	0	1	1
*c. CR Crews Assigned With Waiver	0	8	14	18	27
d. CR Crews on TDY and/or Leave	0	0	0	0	0
e. NCR Crews Assigned/Available. Graduates from Final Phase ORT	0/0	0/0	0/0	1/1	2/2
f. NCR Crews Assigned/Available. Non-graduates from Final Phase ORT.	21/10	42/35	55/50	54/35	55/50
**g. ECC Crews Assigned	0	0	9	14	25

6. Status of Combat Crews with Waivers: N/A.

*Crews assigned as CR with waiver per SAC SECRET TWX DO 2949, 16 April 1962.

**This unit will have the capability to qualify and certify ECC Crews as projected and will be accomplished as required to meet the SATAF ELC capability.

SECRET

SECRET

SECRET

***7. NCR Crews:

<u>CREW NO.</u>	<u>TRNG REQUIRED</u>	<u>ORT GRAD DATE</u>	<u>PROGRAMMED CR DATE</u>	<u>CREW POSITION NOT MANNED</u>
N-01	F,E,L,S	31Aug62	17Sep62	
N-02	F,E,L,S	12Oct62	7Nov62	
N-03	F,E,L,S	2Nov62	24Nov62	
N-04	F,E,L,S	2Nov62	24Nov62	
N-05	F,E,L,S	14Dec62	26Nov62	
N-06	F,E,L,S	14Dec62	27Nov62	
N-07	F,E,L,S	18Dec62	28Dec62	
N-08	F,E,L,S	18Dec62	28Dec62	
N-09	I,F,E,L,S	18Dec62	28Dec62	
N-10	I,F,E,L,S	18Dec62	28Dec62	
N-11	I,F,E,L,S	6Dec62	14Dec62	
N-12	I,F,E,L,S	6Dec62	14Dec62	
N-13	I,F,E,L,S	6Dec62	14Dec62	
N-14	I,F,E,L,S	6Dec62	14Dec62	
N-15	I,F,E,L,S	27Dec62	6Jan63	
N-16	I,F,E,L,S	27Dec62	6Jan63	
N-17	I,F,E,L,S	27Dec62	6Jan63	
N-18	I,F,E,L,S	27Dec62	6Jan63	
N-19	I,F,E,L,S	12Jan63	20Jan63	
N-20	I,F,E,L,S	12Jan63	20Jan63	
N-21	I,F,E,L,S	12Jan63	20Jan63	
N-22	I,F,E,L,S	12Jan63	20Jan63	
N-23	I,F,E,L,S	17Jan63	25Jan63	
N-24	I,F,E,L,S	17Jan63	25Jan63	
N-25	I,F,E,L,S	31Jan63	8Feb63	
N-26	I,F,E,L,S	31Jan63	8Feb63	
N-27	I,F,E,L,S	31Jan63	8Feb63	
N-28	I,F,E,L,S	31Jan63	8Feb63	
N-29	I,F,E,L,S	5Feb63	13Feb63	
N-30	I,F,E,L,S	5Feb63	13Feb63	
N-31	I,F,E,L,S	5Feb63	13Feb63	
N-32	I,F,E,L,S	5Feb63	13Feb63	
N-33	I,F,E,L,S	19Feb63	27Feb63	
N-34	I,F,E,L,S	19Feb63	27Feb63	
N-35	I,F,E,L,S	19Feb63	27Feb63	
N-36	I,F,E,L,S	19Feb63	27Feb62	
N-37	I,F,E,L,S	25Jan63	25Jan63	
N-38	I,F,E,L,S	25Jan63	25Jan63	
P-39	I,F,E,L,S	23Feb63	3Mar63	
P-40	I,F,E,L,S	23Feb63	3Mar63	
P-41	I,F,E,L,S	23Feb63	3Mar63	BMAT
P-42	I,F,E,L,S	23Feb63	3Mar63	
P-43	I,F,E,L,S	9Mar63	17Mar63	
P-44	I,F,E,L,S	9Mar63	17Mar63	BMAT
P-45	I,F,E,L,S	14Mar63	22Mar63	BMAT

SECRET

<u>CREW NO.</u>	<u>TRNG REQUIRED</u>	<u>ORT GRAD DATE</u>	<u>PROGRAMMED CR DATE</u>	<u>CREW POSITION NOT MANNED</u>
P-46	I,F,E,L,S	14Mar63	22Mar63	BMAT
P-47	I,F,E,L,S	14Mar63	22Mar63	BMAT
P-48	I,F,E,L,S	14Mar63	22Mar63	BMAT
P-49	I,F,E,L,S	28Mar63	5Apr63	MCCC,BMAT,MFT
P-50	I,F,E,L,S	28Mar63	5Apr63	BMAT,MFT
P-51	I,F,E,L,S	28Mar63	5Apr63	MCCC,BMAT,MFT
P-52	I,F,E,L,S	28Mar63	5Apr63	BMAT,MFT
P-53	I,F,E,L,S	2Apr63	10Apr63	MCCC,BMAT,MFT
P-54	I,F,E,L,S	2Apr63	10Apr63	BMAT,MFT
P-55	I,F,E,L,S	2Apr63	10Apr63	BMAT,MFT
P-56	I,F,E,L,S	8Mar63	17Mar63	BMAT,MFT
P-57	I,F,E,L,S	19Apr63	17Mar63	BMAT,MFT
P-58	I,F,E,L,S	19Apr63	24Apr63	BMAT,MFT
P-59	I,F,E,L,S	3May63	24Apr63	MCCC,BMAT,MFT
P-60	I,F,E,L,S	2Apr63	10Apr63	MCCC,BMAT,MFT
P-61	I,F,E,L,S	16Apr63	24Apr63	MCCC,BMAT,MFT

***Crews N-01 to include Crew N-21 have been officially formed as NCR Crews. Crews N-22 to include Crew N-38 have been manned by known inputs who are presently attending ATC Training, are on delay enroute to this station, or are physically present for duty. Crew position not manned column of paragraph 7 reflects positions that remain vacant. Specific dates of assignments not known by individual crew position. However all vacancies are projected to be filled not later than 31 August 1962 except for six (6) MCCC.

8. Training and Evaluation Data:

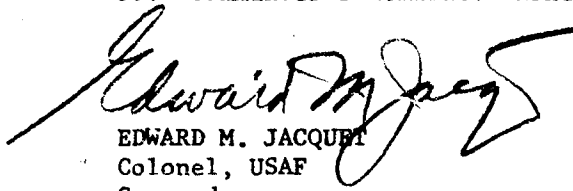
- Qualification and requalification checks administered this month: N/A.
- Delinquent CR Crews and Individuals: N/A.
- Action taken this month on crews and individuals failing requalification checks: N/A.
- Individuals conditionally qualified this training period: N/A.

9. Problem Areas: None.

10. Comments and Recommendations: None.


SECRET

11. Commander's Remarks: None.



EDWARD M. JACQUET
Colonel, USAF
Commander

I Concur.



D. E. HILLMAN
Colonel, USAF
Commander

**HEADQUARTERS
SITE ACTIVATION TASK FORCE
Ballistic Systems Division (AFSC)
United States Air Force
Walker Air Force Base, New Mexico**

BSS-16

15 Jun 1962

Turnover of Water Plants - Atlas Missile Sites

Commander, Walker AFB

1. Following conversation between members of my staff and your Deputy Commander for Civil Engineering on 11 June 1962, it is agreed that the custodianship and operation of the Water Plant at Complex 11 will be returned to Walker AFB on 2 July 1962, and that Walker AFB will assure the continued operation of that plant with the following stipulations:

a. Spare parts are available from GD/A stocks on base and will be made available to BDCE upon requisition to GD/A on an "as needed" basis until completion of I&C and turnover of all water plants.

b. SATAF will furnish an initial 45 day supply of the necessary chemical expendables to BDCE upon turnover.

c. Within 45 days after turnover, GD/A will furnish BDCE with MELs and RSPLs.

d. SATAF will honor closed loop deficiency reporting for a period of 30 days after plant turnover.

e. The principal direct contact between BDCE and GD/A for matters relating to procurement of parts and shop drawing information is Mr. C. E. Slaven, GD/A, Extension 680 or 696.

2. With regard to the remaining seven plants and pumping station at Hagerman, you are advised that the latest date for turnover of these facilities cannot be later than the turnover date for the companion Atlas complex in accordance with SACM 66-18. Earlier turnovers are encouraged provided operators are government personnel. Operating instructions and manuals not already furnished BDCE will be furnished by the SATAF Interim Accountable Officer.

3. Request your concurrence.

**HAROLD C. WISE
Lt Colonel, USAF
Deputy Commander**

C O P Y

46 *Encl 4*

HEADQUARTERS
6TH STRATEGIC AEROSPACE WING
United States Air Force
Walker Air Force Base, New Mexico

REPLY TO
ATTN OF: C

7 July 1962

SUBJECT: 579th Program Progress Report (15AF-59)

TO: 15AF (DPL) (20)
47SAD (C)

INFO: SBAMA, Det #16 SBMC/G
SBAMA, SBMC, Norton AFB, California

COMMANDER COMMENTS

1. GENERAL: The 6th Strategic Aerospace Wing Atlas Missile program remains on schedule.
2. INSTALLATION AND CHECKOUT: As of the end of June 1962, actual completion in all phases of installation and checkout was 21 behind schedule. Phase I tasks are nearing completion in most areas but are behind schedule generally. Total lag in Phase I tasks is 2%. Phase II tasks are 7% behind schedule. A shortage of tools and special kits have caused this lag. The NAMS is the only place where Phase III tasks have been completed. Phase III tasks have been scheduled at 4 complexes but an over-all lag of 7% exists in these tasks. (This information was obtained from the CM/1 activity report and SATAF report)
3. PROBLEM AREAS: Non-tactical radios are now urgently required. The need for earlier utilization of this equipment was not forecasted in the original programming, however, increased Acceptance and Training Activities at this station is such, that the situation now demands this equipment be made available as much as 75 to 90 days in advance of the original milestone date as outlined in Project DCOCE-11. This problem was first identified in the March 15AF-59 report.

Donald E. Hillman

DONALD E. HILLMAN
Colonel, USAF
Commander

1 Atch
15AF-59 Project Status Report, June 1962

CC: DDCM(2), IDCM(4), DP, DSUP(3), DCM, SU,
BDCK, 579SMS(3), DCM(2), SC, BDCK, DCO(2)

579th SMS Program Progress Report RCS: 15AF-U9 - June 1962

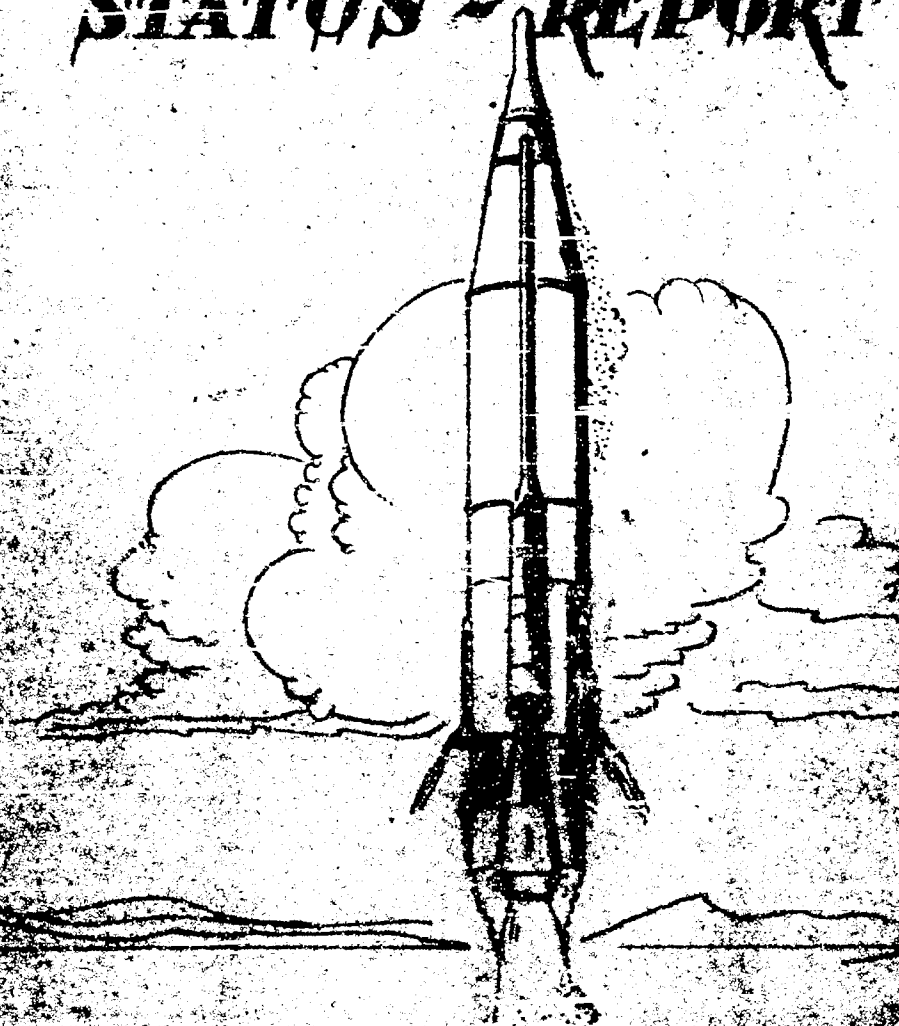
P R O J E C T

S T A T U S

DSUPAFW-1	Reference Milestone #6. 7000 spares, including 1300 for the LOX plant are presently on hand. Approximately 7800 spares are still due in.
DSUPAFW-4	No change.
DSUPAFW-5	No change.
DSUPP-1	No change.
DSUPP-2	No change.
DCOCE-1	No change.
DCOCE-2	No change.
DCOCE-4	No change in status since reported in the Discussion portion of February's report.
DCOCE-8	No change.
DCOCE-9	No change.
DCOCE-10	No change.
DCOCE-11	Milestone #1, 2, and 3 completed 28 June 1962.
DCOCP-1	The concept of this project is now included in SACM 55-28, 55-7C, and 55-17 to be effective 1 August 1962. This project will be omitted at this level effective with this report.
DCOCP-2	Project on schedule. Two classes have been conducted since last report.
DCOCP-3	This project will be completed on schedule. However, no further action can be accomplished until arrival of new SACM 55-7C and 55-18. Manuals are due to arrive at this station during July 1962.
DCOCP-4	Project is completed effective 25 June 1962.
DCOP-1	No change.
DCOTOT-1	No change.
812C-1	Reference Milestone #1. 108 personnel were trained in June for a total of 358 personnel trained.
812C-2	No change.
812C-3	Milestone #7 completed during June 1962.

Atch #1

SITE ACTIVATION STATUS - REPORT



W. C. Chubb
WALKER AIR FORCE BASE,
NEW MEXICO

29 June 1962

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This report is published by Chief of Program Management, semi-monthly, as directed by the Commander, Site Activation Task Force, Walker Air Force Base, New Mexico.

DISTRIBUTION: (40)

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- 1 - Asst. Deputy for Site Activation, BSD (ESS), AFUPO, LasA
- 1 - Commander, 6 Bombardment Wing (Colonel Hillman)
- 1 - Commander, 579th SMS (Colonel Jacques)
- 10 - Reserved (for VIF's)
- 1 - File
- 1 - 579th SMS (LtCol Rayner)

**INSTALLATION & CHECKOUT
SUMMARY**
for period 16 June thru 30 June 62

1. PERT Analysis:

- a. Complex 10 - Minus two weeks slack. A gain of 4 days in 2 weeks. Critical Path Procedure in work 98451-2.
- b. Complex 9 - Minus 1.3 weeks slack. A gain of 7 days in 2 weeks. Critical Path Procedure in work 98451-2.
- c. Complex 1 - Minus 1.2 weeks slack. A gain of 5.5 days in 2 weeks. Critical Path Procedure in work 42047 (50%).
- d. Complex 8 - Minus 2.3 weeks slack. A gain of 1.5 days in 2 weeks. Critical Path Procedure in work is 42083 (80%).
- e. Complex 3 - Minus 2.9 weeks slack. A gain of 2.5 days in 2 weeks. Critical Path Procedure in work 42083 (20%).
- f. Complex 12 - Minus 2.8 weeks slack. A loss of 5 days in 2 weeks. Critical Path Procedure in work 41164 (20%).
- g. Complex 11 - Plus 0.1 weeks slack. A loss of 2.3 days in 2 weeks. Critical Path Procedure in work 42083 (20%).
- h. Complex 6 - Plus 1.1 week slack. A gain of 0.5 days in 2 weeks. Critical Path Procedure in work is 42083 (40%).
- i. Complex 7 - Plus 2.5 weeks. A loss of 5.5 days in 2 weeks. Critical Path Procedure in work 41164 (50%).
- j. Complex 2 - Plus 1.3 week slack. A loss of 5.5 days in 2 weeks. Critical Path Procedure in work is 42098 (30%).
- k. Complex 5 Plus 1.7 week. A gain of 11 days in 2 weeks. Critical Path Procedure in work 42079 (70%).
- l. Complex 4 - Plus 0.4 weeks. A loss of one day in 2 weeks. Critical Path Procedure in work is 43875 (20%).

2. Significant developments, percentages and problems were covered in the Operation Manager's Weekly Activity Report dated 29 June 1962 and the BSD-Z1 Report dated 29 June 1962.

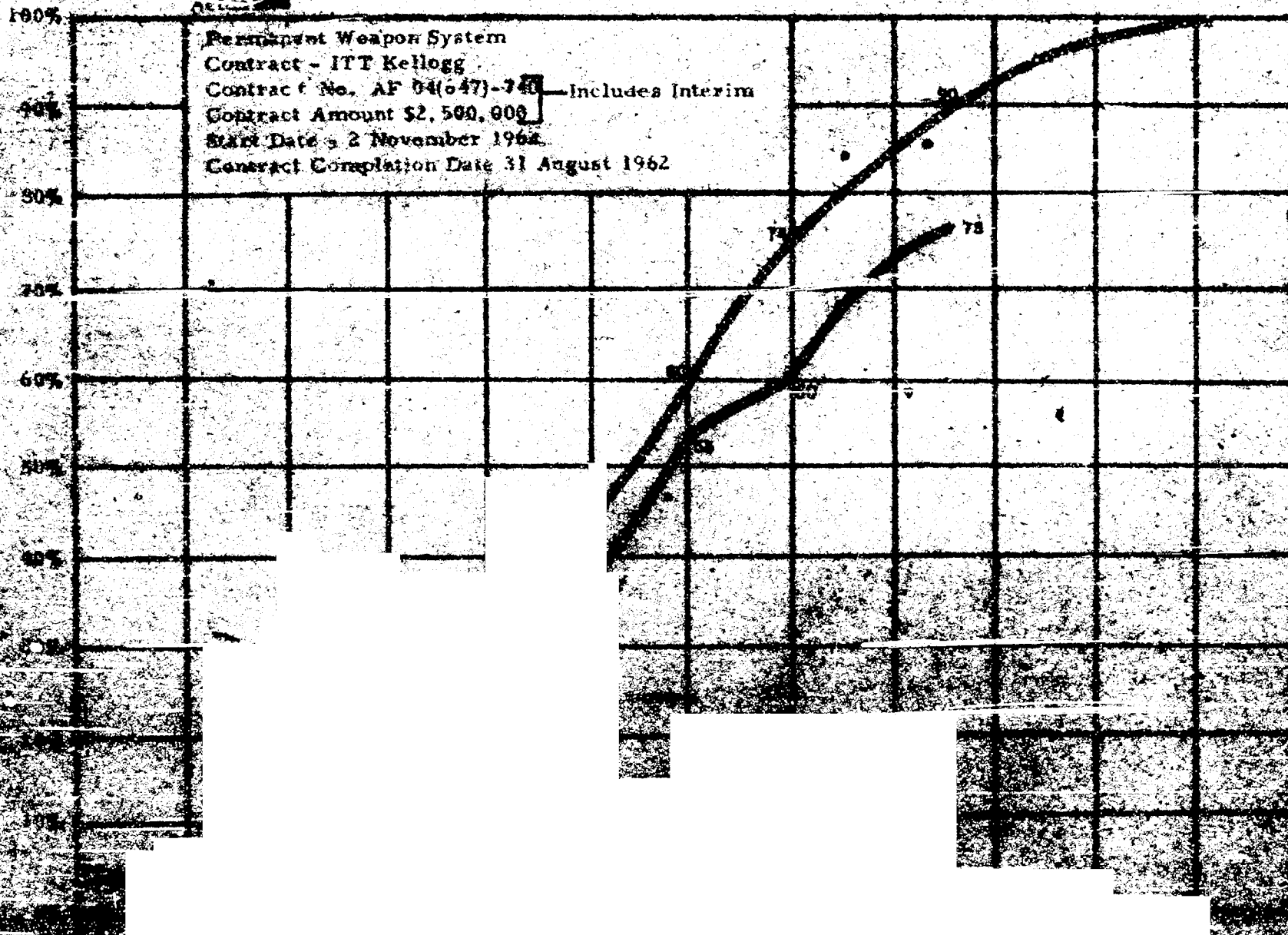
3. Walker SATAF is carrying three Dynamo Alerts.

<u>Aleat</u>	<u>Complex</u>	<u>Subject</u>	<u>Procedures Affected</u>
BANDIT 37-6-62	4	Horizontal Locks	41068 - 41165
BOGEY 58-6-62	4	TCU Valves	41079 - 41055
BOGEY 109-6-62	4	Cable	41068

WEAPON SYSTEM COMMUNICATIONS PROGRESS

as of: 27 June 1962

Sched
Act



WEAPON SYSTEM COMMUNICATIONS

As of: 27 June 1962

Complex	Scheduled Percent	Actual Percent	START		COMPLETE		Contract Completion Date
			Sched	Actual	Sched	FAD Complete	
10	100	99	5 Mar 62	2 Nov 61	18 May 62		31 May 62
9	100	99	12 Mar 62	14 Nov 61	25 May 62	14 June 1962	30 Jun 62
1	100	99	19 Mar 62	22 Nov 61	1 Jan 62		30 Jun 62
8	100	97	26 Mar 62	29 Nov 61	8 Jun 62		30 Jun 62
3	100	95	2 Apr 62	27 Dec 61	15 Jan 62		30 Jun 62
12	100	94	9 Apr 62	11 Jan 62	22 Jun 62		31 Jul 62
11	100	90	16 Apr 62	13 Jan 62	29 Jun 62		31 Jul 62
6	89.0	66	23 Apr 62	12 Jan 62	6 Jul 62		31 Jul 62
7	84.9	41	7 May 62	14 Jan 62	20 Jul 62		31 Aug 62
2	71.2	40	30 Apr 62	3 Jan 62	13 Jul 62		31 Jul 62
5	65.7	21	14 May 62	14 Jan 62	27 Jul 62		31 Aug 62
4	58.9	15	21 May 62	5 Jan 62	3 Aug 62		31 Aug 62
MAMS	100	98.0	5 Mar 62	19 Feb 62	18 May 62	14 May 1962	31 May 62
WCP	96.7	69	5 Mar 62	26 Feb 62	13 Jul 62		31 Aug 62
ACP	0	95.0	23 Jul 62	7 Mar 62	3 Aug 62		31 Aug 62
TOTAL	90.0	75.0					

INSTALLATION AND CHECKOUT PHASE DATES PLANNED TASKS ONLY

Comp	TURNOVER		PHASE I				PHASE II				PHASE III			
	AF Need	JOD	START		COMPLETE		START		COMPLETE		START		COMPLETE	
			Sched	Actual	Sched	Actual	Sched	Actual	Sched	Actual	Sched	Actual	Sched	Actual
10	4Nov 61	6Nov 61	22Dec 61	6Nov 61	25Apr 62		25Jan 62	25Jan 62	18May 62		21May 62		27Jul 62	
9	11Nov 61	10Nov 61	8Jan 62	18Dec 61	4May 62		5Feb 62	5Feb 62	29May 62		31May 62	15May 62	7Aug 62	
1	18Nov 61	15Nov 61	17Jan 62	27Dec 61	15May 62		14Feb 62	14Feb 62	8Jun 62		11Jan 62	28May 62	16Aug 62	
8	25Nov 61	24Nov 61	26Jan 62	27Dec 61	21May 62		23Feb 62	23Feb 62	19Jun 62		20Jun 62	8Jun 62	27Aug 62	
3	16Dec 61	15Dec 61	6Feb 62	8Jan 62	5Jun 62		6Mar 62	6Mar 62	28Jun 62		29Jun 62	4Jun 62	6Sep 62	
12	23Dec 61	27Dec 61	15Feb 62	1Feb 62	14Jun 62		15Mar 62	28Mar 62	10Jul 62		11Jul 62		17Sep 62	
11	15Jan 62	15Jan 62	26Feb 62	8Feb 62	25Jun 62		26Mar 62	26Mar 62	19Jul 62		20Jul 62		26Sep 62	
6	7Jun 62	2Jun 62	7Mar 62	15Feb 62	5Jul 62		4Apr 62	2Mar 62	30Jul 62		31Jul 62		5Oct 62	
7	14Jan 62	16Jan 62	16Mar 62	6Mar 62	16 Jul 62		13Apr 62	4Apr 62	8Aug 62		9Aug 62		16Oct 62	
2	20Jan 62	2Jan 62	27Mar 62	23Feb 62	25Jun 62		24Apr 62	13Apr 62	17Aug 62		20Aug 62		25Oct 62	
5	27Jan 62	22Jan 62	5Apr 62	14Mar 62	3Aug 62		3May 62	1 May 62	28Aug 62		29Aug 62		5Nov 62	
4	4Feb 62	19Jan 62	16Apr 62	26Mar 62	14Aug 62		14May 62	30 Apr 62	7Sep 62		10Sep 62		14Nov 62	
MAMA	4Nov 61	6Nov 61	22Dec 61	6Nov 61	13Apr 62 #1		22Dec 61	6Nov 61	18Apr 62 #2		8Mar 62	16Feb 62	12Apr 62	3May 62

19-18 Jul completed.

d 11-13 July.

*Adjusted to show sequence change

WALKER AIR FORCE BASE
SMC 9

PER CENT OF COMPLETION
I & C PLANNED TASKS

(Close of SM(9)
As of 27 June 1962

PHASE 2 COMPLETE												
Complex No.	I			II			III			TOTAL		
	Sched	Actual Planned Only	Actual Supp & Planned	Sched	Actual Planned Only	Actual Supp & Planned	Sched	Actual Planned Only	Actual Supp & Planned	Sched	Actual Planned Only	Actual Supp & Planned
MAMS	97	97	97	97	98	98	100	100	100	98	98	98
10	100	99	86	100	96	96	51	22	21	92	87	80
2	100	99	91	100	96	91	38	12	12	90	85	79
1	100	98	97	100	98	99	28	6	6	89	84	84
8	100	99	86	100	85	81	13	1	1	86	80	72
3	100	99	81	99	67	66	0	1	1	84	75	64
12	100	96	90	91	66	64	0	1	1	82	73	69
11	100	96	89	81	73	71	0	0	0	79	74	70
6	100	98	92	74	78	70	0	1	1	77	77	71
7	96	98	78	67	67	68	0	1	1	73	75	63
3	89	92	80	56	50	52	0	1	1	66	66	59
5	87	82	67	35	32	32	0	0	0	59	55	46
4	87	80	61	24	18	16	0	0	0	56	51	38
Total	97	95		78	71		15	8		78	74	

THE HIGHEST CLASSIFICATION
ON THIS REEL:

SECRET