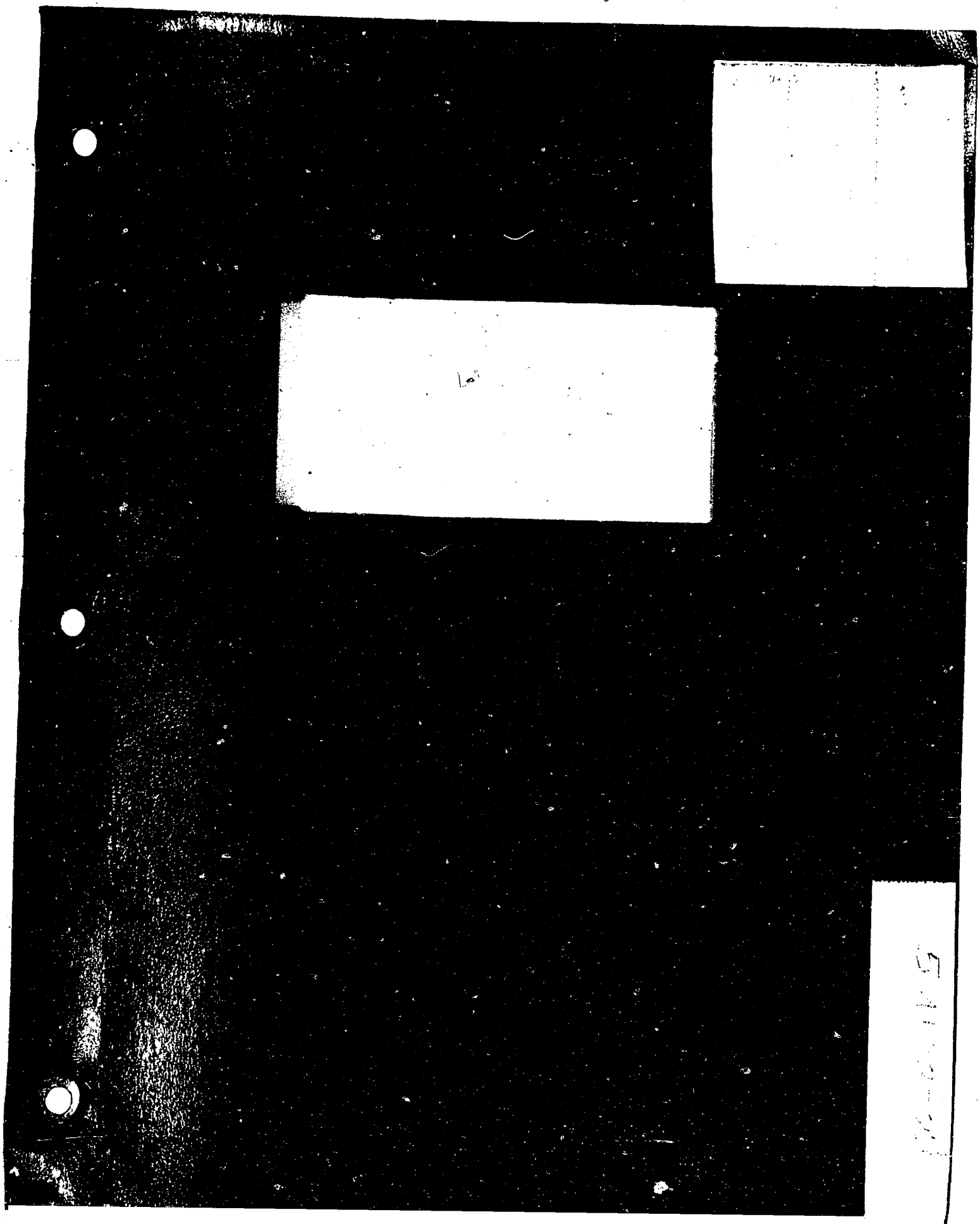

SECRET

HISTORY

OF

6TH STRATEGIC AEROSPACE WING

AND

6TH COMBAT SUPPORT GROUP

1 - 28 FEBRUARY 1963

(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 A1C George T. Huddleston, Unit Historian, under the supervision of Lt. Colonel Leonard A. Klanecky, Information Officer. It was prepared in compliance with SACM 210-1, 28 Nov 1958, and is classified SECRET under the provisions of paragraph 10a, AFR 205-1, 15 Mar 1961. This classification conforms to that of source documents which bear on the combat capability of this organization. This title page contains no classified information. (U)

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TABLE OF CONTENTS

CHRONOLOGY

GLOSSARY

ACR	Advanced Capability Radar
ACW	Aircraft Control and Warning
ADC	Air Defense Command
AMES	Armament and Electronics Maintenance Squadron
AFK	Munitions Account
AFB	Air Force Base
AFCS	Air Force Communications System
AFEMS	Air Force Equipment Management System
AFM	Air Force Manual
AFR	Air Force Regulation
AFSC	Air Force Systems Command
ANFE	Aircraft Not Fully Equipped
AOCP	Aircraft Out of Commission for Parts
ARCP	Air Refueling Control Point
ARS	Air Refueling Squadron
AWOL	Absent Without Leave
BEMO	Base Equipment Management Office
BDCE	Base Deputy Commander for Civil Engineering
BOD	Beneficial Occupancy Date
BS	Bombardment Squadron
CCTS	Combat Crew Training Squadron
CDS	Combat Defense Squadron
CE	Circular Error
CEA	Circular Error Average
CEG	Combat Evaluation Group
CSG	Combat Support Group
DCO	Deputy Commander for Operations
DCOI	Deputy Commander for Operations, Intelligence
DCM	Deputy Commander for Maintenance
DP	Director of Personnel
DSUP	Director of Supply
DWI	Driving While Intoxicated
ECM	Electronic Countermeasures
EWO	Emergency War Order
FSS	Food Service Squadron
GAM	Guided Air Missile
GCA	Ground Control Approach
GD/A	General Dynamics/Astronautics
GED	General Educational Development
HHCL	H-Hour Control Line
ILS	Instrument Landing System
IPT	Individual Proficiency Training
JC	Job Control
JCS	Joint Chiefs of Staff
LCO	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 Interval Takeoff
MMS	Munitions Maintenance Squadron
MTD	Mobile Training Detachment
NORAD	North American Air Defense Command
OAP	Offset Aiming Point
ORI	Operational Readiness Inspection
ORT	Operational Readiness Test, Training
PLS	Propellant Loading Section
POV	Private Motor Vehicle
RBS	Radar Bomb Scoring
RPIE	Real Property Installed Equipment
RT	Radio Transmitter
SAAMA	San Antonio Air Materiel Area
SBAMA	San Bernardino Air Materiel Area
SAC	Strategic Air Command
SACCOM-NET	Strategic Air Command Communications Network
SACM	Strategic Air Command Manual
SAW	Strategic Aerospace Wing
SMS	Strategic Missile Squadron
SRE	Security Readiness Evaluation
TACAN	Tactical Air Navigation
TAD	Technical Acceptance Demonstration
TDY	Temporary Duty
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
VOR	Variable Omni Range

CHAPTER I

MISSION AND ORGANIZATION

INTRODUCTION

Detachment 117 (ionospheric research station) was discontinued during February. (U)

The 15th Air Force Budget Working Group visited Walker during the latter part of the month. (U)

Members of the 11th Cadet Squadron of the USAF Academy were given a briefing and tour of Walker. (U)

MISSION

As directed by higher 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 of the 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 weapons 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 warfare according to the emergency war order.

d. Establish missile, flying, nuclear and ground safety programs and monitor said programs.

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

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

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

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

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

The mission of the 6th Strategic Aerospace Wing remained unchanged during February 1963, and as such, the wing was capable of executing the emergency war order at the end of the month. (S)

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

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

579th Strategic Missile Squadron

6th Armament and Electronics Maintenance Squadron

6th Field Maintenance Squadron

6th Organizational Maintenance Squadron

6th Airbourne Missile Maintenance Squadron

37th Munitions Maintenance 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

6th Supply Squadron

UNITS ATTACHED

511C FTD (ATC)

686th AC&W (ADC, Walker)

697th AC&W (ADC, Pyote)

2010 Communications Squadron (AFSC)

Det 15, 9th Weather Squadron (MATS)

1033 Auditor General (Hq USAF)

17th District OSI (Hq USAF)

Detachment 117 (ionospheric research station) was discontinued at Site WA 10, Roswell, N. M., effective 1 Feb-

ruary 1963. Personnel of the unit were reassigned in accor-
with orders issued by higher headquarters.[2] (U)

COMMAND

At the beginning of February Contract Maintenance was reassigned from the Base Deputy Commander for Materiel to the Base Procurement Officer. Effective date of the transfer of responsibility was 1 February 1963.[3] (U)

A letter concerning personal appearance of personnel was issued by the 6th Strategic Aerospace Wing Command Section to all units and staff agencies. The letter quoted a 15th Air Force Policy Letter No. 35-2, dated 30 January 1963, wherein a requirement was established that work-call formations would be held daily for all noncommissioned officers and airmen.[4] (U)

Members of the 15th Air Force Budget Working Group visited Walker 24-28 February 1963. Their purpose was to conduct a review of the overall base fund position, and to observe the base established fund controls and evaluate their effectiveness. The result of the visit determined the adequacy of the base fund program to meet the unit's primary mission.[5] (U)

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2. SO G-3, Hq USAF Field Activities Group, on file, IXO, 6SAW.

3. Minutes, Staff Meeting, 6SAW, 5 Feb 63, on file, IXO, 6SAW.

4. Ltr., C to assigned units, 6SAW, 7 Feb 63, on file, IXO, 6SAW.

5. Ltr., 15AF DCR to 6SAW C, 6 Feb 63, Exhibit 1.

The present value of the Walker Air Force Base supply inventory is $20,741,100.29; value of equipment in use is $54,173,550.81; value of real property is $114,366,143.90.[6] (U)

Appended is the report on the Analysis of Management Control Data covering a period from 1 January through 28 February 1963.[7] (U)

A Security Readiness Evaluation team from Mountain Home AFB, Idaho, conducted a security evaluation against Walker 18-22 February 1963. Walker accomplished a 96.59 per cent score.[8] (U)

Thirty cadets from the 11th Squadron of the USAF Academy visited the base 20-24 February 1963 for a close view of the activities and operations of the 6th Strategic Aerospace Wing and Walker. The cadets were given briefings by key personnel, and shown the facilities and equipment at Walker Air Force Base.[9] (U)

SUMMARY

Detachment 117 was discontinued during February. Members of the 15th Air Force Budget Working Group visited Walker for a review of the overall fund position. Thirty

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6. History, BDCR, 6CSG, Feb 63, on file, IXO, 6SAW.

7. Rpt., 1-SAC-T35, Management Control Data, 1 Jan-28 Feb 63, Exhibit 2.

8. History, BDCL, 6CSG, Feb 63, on file, IXO, 6SAW.

9. History, Command Section, 6SAW, Feb 63, on file, IXO, 6SAW; OPSPLAN 8A-63, USAF Academy Cadet Wing, 5 Feb 63, Exhibit 3.

USAF Academy cadets were given briefings by key personnel, and shown the facilities and equipment at Walker Air Force base during their tour here 20-24 February 1963. (U)

CHAPTER II

PERSONNEL

INTRODUCTION

The retention rate for first term airmen decreased slightly during the month, while the retention rate for career airmen increased substantialy. (U)

Manpower difficulties were experienced by the 37th Munitions Maintenance Squadron during February. (U)

Walker's disciplinary rate for February was down after having been on the increase for the previous three months. (U)

MILITARY PERSONNEL

On 24 February 1963, the 6th Strategic Aerospace Wing had 692 officers and 3,633 airmen assigned; 201 officers and 40 airmen attached; and 801 officers and 3,219 airmen present for duty.[1] (U)

The 6th Combat Support Group had a total of 49 officers and 1,395 airmen assigned, and seven airmen attached. Of this total, 43 officers and 1,247 airmen were present for duty.[2] (U)

Tenant organizations at Walker had a total of 54 officers and 445 airmen assigned during February. There were 46 officers and 381 airmen present for duty in these attached units.[3] (U)

This makes an overall total of 795 officers and 5,473 airmen assigned, and 201 officers and 49 airmen attached to

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1. Average Monthly Strength Report, 24 Feb 63, Exhibit 4.
2. Ibid.
3. Ibid.

Walker Air Force Base as of 24 February. A total of 890 officers and 4,847 airmen were present for duty.[4] (U)

Manpower difficulties were experienced by the munitions services branch of the 37th Munitions Maintenance Squadron when ten men of the 46250 Air Force Specialty Code were alerted for shipment during February and March. This is expected to seriously effect the munitions branch operations, and to cause a degradation of experienced loading crews.[5] (U)

The Walker Specialty Knowledge Test (SKT) passing rate for February was 88 per cent. There were 165 airmen tested, and 123 airmen upgraded during the month.[6] (U)

The retention rate for first term airmen at Walker during February decreased somewhat to 70.6 per cent. The retention rate for career airmen showed a subtantial increase to 88.4 per cent.[7] Walker's officer retention rate is currently 34.8 per cent, and is projected to be 36 per cent by the end of the fiscal year.[8] (U)

A total of 403 civilian employees paid from appropriated funds were in an active duty status at Walker as of 28 February 1963.[9] (U)

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4. Average Monthly Strength Report, 24 Feb 63, Exhibit 4.
5. History, 37MMS, 6SAW, Feb 63, Exhibit 5. (C)
6. History, DP, 6SAW, Feb 63, on file, IXO, 6SAW.
7. Ltr., DP to IXO, 6SAW, 8 Mar 63, Exhibit 6.
8. History, DP, 6SAW, Feb 63, on file, IXO, 6SAW.
9. Ibid.

After being on the increase for the previous three months (November 1962-January 1963), the disciplinary rate at Walker decreased during February. The rate showed no AWOL's, 17 military offenses, 1 felony, 10 misdemeanors, 6 on-base accidents, 1 off-base accident, and 3 DWI's.[10] (U)

SUMMARY

The retention rate for first term airmen decreased somewhat, while the retention rate for career airmen increased. Manpower difficulties were experienced by the 37th Munitions Maintenance Squadron. After being on the increase, the disciplinary rate decreased during February.

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10. History, BDCL, 6CSG, Feb 63, on file, IXO, 6SAW.

CHAPTER III

OPERATIONS AND TRAINING

INTRODUCTION

Operations Plan 403-63, entitled Crew Upgrading, and Operations Plan 400-1 were published during February. (U)

Two amendments to Crew Flimsy 23-63, entitled "Chrome Dome", were produced. (U)

Several amendments to existing operations orders and one amendment to Crew Flimsy 400-63, entitled "Pre-Heat Alpha", were also produced during February. (U)

The 6th Strategic Aerospace Wing supported the Biggs AFB, Tex., Operational Readiness Inspection. (U)

Unreliable RBS runs and GAM impacts decreased during February. (U)

A recommendation was made for immediate input of GAM's and pylons to maintain alert posture and continue 50-8 training. (C)

Four classes entered training and four classes completed training with the 4129th during February. (U)

Nine Operational Hazard Reports and Incidents were processed during February. (U)

STATUS OF COMBAT CAPABILITY

At the end of February 1963, the 6th Strategic Aerospace Wing had 47 B-52E aircraft assigned and 45 available for (S)

operations.[1] The 6th Air Refueling Squadron had 21 KC-135A aircraft assigned and 21 available for operations at the end of the month.[2] (S)

As of 2400 hours MST on 24 February 1963, the 6th Strategic Aerospace Wing had a total of 44 combat ready crews assigned and no non-combat ready crews. The 6th Air Refueling Squadron had 29 combat ready crews assigned and no non-combat ready crews.[3] (S)

On 14 February 1963, the 6th Strategic Aerospace Wing Operations Plan 403-63 was published. The plan concerns the upgrading of 6th Strategic Aerospace Wing combat crews, and presents instructions for each of the tactical and maintenance squadrons concerned with the upgrading of 6th Strategic Aerospace Wing B-52 crews to combat ready status.[4] (U)

Eight sorties of the 40th Bomb Squadron were in alert posture during February 1963 at the 6th Strategic Aerospace Wing Alert Facility. With crew changes made twice weekly, eight changes were made and a total of 64 crews performed

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1. MSG, 6SAW to SAC, ZIPPO 02-436, 28 Feb 63, Subj: Aircraft Availability, Exhibit 7. (S)

2. MSG, 6SAW to SAC, ZIPPO 02-437, 28 Feb 63, Subj: Aircraft Availability, Exhibit 8. (S)

3. History, Operational Data, DCO, 6SAW, Feb 63, Exhibit 9. (S)

4. 6SAW OPLAN 403-63, 14 Feb 63, Subj: Crew Upgrading, Exhibit 10.

duty at the alert facility during February.[5] (U)

The wing's alert facility received an overall rating of "Excellent" from the 15th Air Force Staff Assistance Team, which visited the facility on 7 February 1963.[6] (U)

Appended is Operations Plan 400-1, produced during February 1963, which delineates the responsibilities of various organizations in supporting the SAC Ground Alert Posture at the wing's alert facility.[7] (U)

Amendments 2 and 3 to 6th Strategic Aerospace Wing Crew Flimsy 23-63, entitled "Chrome Dome", were produced during the month.[8] Amendment 2 was produced on 13 February; and Amendment 3 was produced on 25 February.[9] (U)

The more important of the above two amendments - Amendment 3 - establishes that the implementation time will be referred to as "I" hour. Phase in schedule from the transition from the indoctrination level to increased airborne alert posture is predicated upon the "I" hour and launch time for the 6th SAW will be 0556 hours MST.[10] (S)

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5. History, DCO, 6SAW, Feb 63, on file, IXO, 6SAW.
6. Ibid.
7. 6SAW OPLAN 400-1, 15 Feb 63, Exhibit 11.
8. Amend 2 to 6SAW Crew Flimsy 23-63, 13 Feb 63, Exhibit 12.
9. Amend 3 to 6SAW Crew Flimsy 23-63, 25 Feb 63, Exhibit 13. (S)
10. Ibid.

OPERATIONAL EXERCISES

Several amendments to 6th Strategic Aerospace Wing operations orders and one amendment to a 6th Strategic Aerospace Wing crew flimsy were produced during the month. These were: Amendment 1 to Operations Order 295-63[11]; Amendments 4 and 5 to Operations Order 300-63[12]; Amendment 2 to Crew Flimsy 400-63[13]; and Amendment 2 to Operations Order 19-63[14]. (U)

Amendment 1 to 6SAW OPSORD 295-63, entitled "Big Blast", authorized electronic jamming and/or communications deception against NORAD tactical frequencies, thus providing a more realistic penetration exercise. Specific tactical frequencies of the 25 and 28th NORAD regions for intercept control, against which electronic countermeasures may be employed, were set forth in this amendment.[15] (C)

Later in February, a message relating to "Big Blast" was received from 15th Air Force. This message revealed that the 6th Strategic Aerospace Wing had been scheduled for two sorties and had flown two as part of the "Big Blast" exercise

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11. Amend 1 to 6SAW OPSORD 295-63, 13 Feb 63, Exhibit 14. (S)
12. Amends 4,5 to 6SAW OPSORD 300-63, 11,28 Feb 63, Exhibit 15. (C)
13. Amend 2 to 6SAW Crew Flimsy 400-63, 4 Feb 63, Exhibit 16.
14. Amend 2 to 6SAW OPSORD 19-63, 21 Feb 63, Exhibit 17.
15. Amend 1 to 6SAW OPSORD 295-63, 13 Feb 63, Exhibit 14. (S)

flown 24 January 1963.[16] (S)

In accordance with Amendment 4 to 6SAW OPSORD 300-63, entitled "Straight Shot Golf", each bomber crew will accomplish one low altitude synchronous radar Short Look Large Charge, and one high altitude radar fixed angle combat jamming run. The low altitude run will be accomplished against the Long Run Express targets Alpha and Bravo, while the high altitude jamming run will be made against the Boise semi-mobile at the highway bridge across the Snake River on the east edge of Ontario, Ore. Attached as appendices to this amendment are bombardment and tanker "Straight Shot Golf" recapitulation sheets.[17] (C)

Appended is Amendment 5 to 6SAW OPSORD 300-63, which lists changes to be incorporated into the primary plan.[18] (U)

Included in Amendment 2 to 6SAW Crew Flimsy 400-63, entitled "Pre-Heat Alpha", were the flying schedule and air traffic control procedures for this "Bar None" exercise.[19] (U)

Amendment 2 to 6SAW OPSORD 19-63 deals primarily with the communications aspects of the "Great Effort" exercise.

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16. MSG, 15AF to SAC, 6SAW, 21 Feb 63, Exhibit 18. (S)

17. Amend 4 to 6SAW OPSORD 300-63, 11 Feb 63, Exhibit 15. (C)

18. Amend 5 to 6SAW OPSORD 300-63, 28 Feb 63, Exhibit 15.

19. Amend 2 to 6SAW Crew Flimsy 400-63, 4 Feb 63, Exhibit 16.

Annex "J", the main portion of this amendment, describes the communications facilities available to the 6th Strategic Aerospace Wing, and also lists procedures in obtaining communications when a disaster occurs.[20] (U)

TRAINING

Appended is the 6th Strategic Aerospace Wing Operations Plan for the month of March 1963, which was produced during February. This plan establishes ground and air training schedules in support of the wing mission, and provides all available data to facilitate programming of all aspects of students and combat crew activity.[21] (U)

During February 1963, the 6th Air Refueling Squadron flew a total of 172 sorties. Of these, 146 were student missions and 26 were combat crew training missions.[22] (U)

The 24th Bomb Squadron flew 68 sorties during February. Sixty-one of these were flown by trainee crews and seven were flown by squadron personnel.[23] (U)

Total number of sorties flown by the 39th Bomb Squadron during February were 72. Sixty-six student training missions, five combat crew training missions, and one test hop were flown.[24] (U)

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20. Amend 2 to 6SAW OPSORD 19-63, 21 Feb 63, Exhibit 17.

21. 6SAW Monthly Operations Plan, Mar 63, Exhibit 19.

22. History, 6ARS, 6SAW, Feb 63, on file, IXO, 6SAW.

23. History, 24BS, 6SAW, Feb 63, on file, IXO, 6SAW.

24. History, 39BS, 6SAW, Feb 63, on file, IXO, 6SAW.

The 6th Air Refueling Squadron supported the Operational Readiness Test of Biggs AFB, Tex., during February by providing one KC-135A aircraft to augment the 917th Air Refueling Squadron.[25] This requirement for the 6th ARS to augment the 917th ARS was established in the 6th Strategic Aerospace Wing Fragmentary Order 300-63, entitled "Straight Shot Kilo".[26] (U)

Eleven unreliable radar bomb scoring (RBS) runs were reported during February. Of these unreliable runs, five were due to the aiming point, five to crew procedure, and one to materiel. The circular error ranged from 3,350 to 14,700 feet.[27] (C)

There were only three unreliable GAM impacts during February, a sharp decrease from previous months. Two of these were due to procedure and one to materiel.[28] (C)

Local defense runs (LDR) reliability during February was 91.5 per cent; radar simulator runs (RSR) reliability hit 91.0 per cent; bomber defense runs (BDR) reliability edged up to 90.2 per cent; low gear runs (LGR) reliability dropped to 91.9 per cent; and Nike defense runs (NDR) reliability was 92.8 per cent. Bombing reliability increased from 81.7 per cent to 85.6

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25. History, DCO, 6SAW, Feb 63, on file, IXO, 6SAW.

26. History, 6SAW, Jan 63, on file, IXO, 6SAW. (S)

27. Commander's Remarks, 6SAW, T12, 1-28 Feb 63, Exhibit 20. (C)

28. Ibid.

per cent during February with navigation reliability remaining at 99 per cent.[29] (U)

The main reason why the bombing reliability of the 6th Strategic Aerospace Wing is below the desired standards of 15th Air Force is the GAM 77 reliability. As of 28 February the wing's reliability, excluding GAM 77, was 91 per cent but the GAM reliability of 57 per cent pulled the overall reliability down to 85.5 per cent.[30] (U)

A solution to the above problem would be to remove the GAM 77 reliability from the overall bombing reliability. Officials of the 6th Strategic Aerospace Wing recommended to 15th Air Force that the policy of "once a programming leg is started a launch must be attempted" should be deleted. This would allow wings the prerogative of not launching with known malfunctions that will cause an unreliable impact.[31] (C)

Another problem area is the lack of sufficient GAM's available for training. The loss of two GAM's in the wing's recent accident of 30 January 1963 reduced the GAM training sorties to 11 per month instead of the 20 per month prior to the accident. The 6th Strategic Aerospace Wing recommended an immediate input of two pylons and four GAM 77's to maintain

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29. History, DCO, 6SAW, Feb 63, on file, IXO, 6SAW.

30. Ltr., 6SAW to 15AF, 7 Mar 63, Subj: Unit Training Performance Analysis (submitted with T12), Exhibit 21. (C)

31. Ibid.

alert posture and continue 50-8 training.[32] (C)

The 6th Strategic Aerospace Wing is below the 15th Air Force required standards for Bar None because of a poor start on the Bar None mission. There were four unreliable runs during the first seven sorties. These were due to materiel failures on two flights and operator error on two. Since this time the wing has had no unreliable runs, and the Bar None effectiveness has gone from 50 per cent to 79 per cent, as of 28 February.[33] (C)

Four classes entered training with the 4129th Combat Crew Training Squadron during February 1963. Classes 63-5 (B-52) and K63-5 (KC-135) entered training on 7 February. Classes 63-6 (B-52) and K63-6 (KC-135) began their training on 25 February.[34] (U)

No crew member shortages existed in the KC-135 classes; however, B-52 classes continued to have shortages. Class 63-5 was short two navigators and six tailgunners; and class 63-6 was short five navigators and six tailgunners. As in the two previous B-52 classes, some radar-navigators have been assigned for training without ASQ-38 training. Clearance for completion of 51-19 checkout on these individuals has been received from higher headquarters.[35] (U)

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32. Ltr., 6SAW to 15AF, 7 Mar 63, Subj: Unit Training Performance Analysis (submitted with T12), Exhibit 21. (C)

33. Ibid.

34. Student Crew Rosters, 4129CCTS, 6SAW, Feb 63, Exhibit 22.

35. History, 4129CCTS, 6SAW, Feb 63, on file, IXO, 6SAW.

Four classes completed training with the 4129th during the month. Classes 63-2 (B-52) and K63-2 (KC-135) completed training on 8 February; classes 63-3 (B-52) and K63-3 (KC-135) completed training on 26 February.[36] (U)

GAM 77 aircrew training continued for B-52 crew members, and direction was received from 8th Air Force and 2d Air Force to provide this training for members of their commands.[37] (U)

During February, through the use of the B-52 Mobile Simulator, synthetic training was provided to personnel of the 4129th Strategic Wing (SAC), Amarillo AFB, Tex.[38] (U)

The 6th Strategic Aerospace Wing flew a total of 1620:00 hours (B-52E), which was accomplished in 209 sorties. Of this total, the 24th and 39th Bomb Squadrons flew 1052:40 hours in 141 sorties, of which 32:17 hours were low level. The 40th Bomb Squadron flew 567:20 hours in 68 sorties, of which 82:10 hours were low level. The 6th Air Refueling Squadron flew a total of 1199:35 hours in 172 sorties during February 1963.[39] (S)

Also during the month, three instructors and seven pilots flew the 6th Combat Support Group's T-33 aircraft for a total flying time of 64:10 hours. Utilizing the C-123 aircraft were

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36. History, 4129th CCTS, 6SAW, Feb 63, on file, IXO, 6SAW.

37. Ibid.

38. Ibid.

39. History, Operational Data, DCO, 6SAW, Feb 63, Exhibit 9. (S)

five instructors, seven pilots, one co-pilot and four students for a total flying time of 137:10 hours. Two instructors and seven students flew the recently acquired U6A for a total flying time of 66:15 hours. Those flying the H-19 were one student and one pilot for a total flying time of 42:40 hours.[40] (U)

Appended is a Confidential message from 15th Air Force which adjusts the tactical flying allocation for the third quarter of fiscal year 1963.[41] (U)

SAFETY

During February 1963, the 6th Combat Support Group incurred no on or off duty injuries, and 23 first aid injuries for a cost of $161. The 6th Strategic Aerospace Wing experienced two off duty injuries for a lost time of three days at a cost of $90, and 19 first aid injuries for a cost of $133. The military injury rate for February was 1.76, and the civilian injury rate was zero. The private motor vehicle accident rate was 1.24, and the government vehicle accident rate was zero.[42] (U)

Nine Operational Hazard Reports and Incidents were processed during February. Of significant interest were the incidents which occurred as a result of Safety of Flight Supplement to T.O. 1B-52E-SF-1-58. As a direct result of these incidents, SAC requested

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40. History, DCO, 6SAW, Feb 63, on file, IXO, 6SAW.

41. MSG, 15AF to 6SAW, DOOT 0364, 5 Feb 63, Subj: Tactical Flying Hour Allocations, Exhibit 23. (C)

42. History, SAFE, 6SAW, Feb 63, on file, IXO, 6SAW.

the Air Force Logistics Command to reestablish an Engineering Change Proposal (ECP) and to change that portion of the pre-flight check of the stabilizer trim to the post flight.[43] (U)

Appended are two Operational Hazard Extracts which were produced during February. The reports were made from Operational Hazard Reports on assigned aircraft.[44] (U)

A message was received from SAC Headquarters citing the injuries resulting from sports activities, and the cost to the Air Force in man-days and dollars. The message was extracted and placed in letter form, reproduced and distributed to all units assigned and attached to Walker Air Force Base.[45] (U)

SUMMARY

Operations Plans 403-63 and 400-1 were produced during the month. OPLAN 403-63 concerns upgrading of combat crews, and OPLAN 400-1 delineates responsibilities in supporting the SAC Ground Alert Posture at the 6th Strategic Aerospace Wing Alert Facility. The wing's alert facility received an overall rating of "Excellent" from a 15th Air Force team. Two amendments were produced to Crew Flimsy 23-63, entitled "Chrome Dome". Several other amendments to existing operations orders and one amendment

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43. History, SAFE, 6SAW, Feb 63, on file, IXO, 6SAW.

44. Operational Hazard Extracts, SAFE, 6SAW, 15&27 Feb 63, Exhibit 24.

45. History, SAFE, 6SAW, Feb 63, on file, IXO, 6SAW.

to Crew Flimsy 400-63 were published during February. A Secret message relating to "Big Blast" was received from 15th Air Force. The 6th Air Refueling Squadron supported the ORI of Biggs AFB, Tex., by augmenting the 917th Air Refueling Squadron. GAM impact unreliability decreased during February. A recommendation was made for immediate input of GAM's and pylons. Four classes entered training and four classes completed training with the 4129CCTS during the month. The 6th Strategic Aerospace Wing flew a total of 1620:00 hours during the month, and the 6th Air Refueling Squadron flew a total of 1199:35 hours. A message was received from 15th Air Force adjusting the tactical flying allocation for the third quarter of fiscal year 1963. Nine Operational Hazard Reports and Incidents were processed during the month. (S)

CHAPTER IV

MAINTENANCE AND FACILITIES

INTRODUCTION

Shortages of supply items were reported by each of the maintenance squadrons. (U)

A new method of handling VDP's (Vehicles Deadlined for Parts) for the 6th Transportation Squadron was placed into effect. (U)

The base library completed its move from temporary quarters to the remodeled and redecorated permanent building. (U)

MAINTENANCE

Operations for the month in the 37th Munitions Maintenance Squadron included: demates, tests, modifications, and mates of weapons; GIT's (General Inspection and Test), alt 202's, and modifications of warheads, MHU-21/C (weapon clip-on sub-assembly); and a modification to carry two warheads.[1] (C)

The 6th Airborne Missile Maintenance Squadron reported that GAM 77A's were flown on 10 B-52 sorties during February.[2] (U)

Difficulties in obtaining parts for the AN/ALR-18 System (ECM Receiver) were experienced by the 6th Armament and Electronics Maintenance Squadron. During February the unit received only one sub-assembly.[3] (U)

Each of the maintenance squadrons had considerable difficulty

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1. History, 37MMS, 6SAW, Feb 63, Exhibit 5. (C)
2. History, 6AMMS, 6SAW, Feb 63, on file, IXO, 6SAW.
3. History, 6AEMS, 6SAW, Feb 63, on file, IXO, 6SAW.

in acquiring bench stock items and equipment. A shortage of items is evident in nearly all sections of the maintenance units, and no supplies are expected to be available for several weeks.[4] (U)

SUPPLY

A new method of handling VDP's (Vehicles Deadlined for Parts) for the 6th Transportation Squadron was placed into effect during February. Though VDP's continue to be a major problem, with the improved supply procedures the VDP out of commission rate was reduced in February to approximately 60 per cent of the previous month's total.[5] (U)

A continuing shortage in all clothing items is being experienced by the Individual Issue Branch. Due to a shortage of linen, the section has had to send incoming personnel to assigned units without sufficient bedding. Unless funds are released for these items, the situation is expected to become worse.[6] (U)

The 47th Strategic Aerospace Division made a Staff Assistance Visit to the base supply office during the week of 12 February.[7] (U)

FACILITIES

The base library completed its move from temporary quarters

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4. History, 37MMS, 6SAW, Feb 63, Exhibit 5 (C); History, 6AMMS, 6SAW, Feb 63, on file, IXO, 6SAW; History, 6OMS, 6SAW, Feb 63, on file, IXO, 6SAW; History, 6AEMS, 6SAW, Feb 63, on file, IXO, 6SAW; History, 6FMS, 6SAW, Feb 63, on file, IXO, 6SAW.

5. History, CSUP, 6SAW, Feb 63, Exhibit 25; History, 6TS, 6SAW, Feb 63, on file, IXO, 6SAW.

6. History, CSUP, 6SAW, Feb 63, Exhibit 25.

7. Ibid.

to the remodel d and redecorated permanent building on 17 February 1963.[8] To celebrate the reopenning, an Open House was held. (U)

On 14 February 1963 the base commissary assumed operation of the drive-in annex. The new annex is a renovation of the old base exchange service station.[9] (U)

A serious shortage of transient airmen billets was reported during February. This shortage continues due to utilization of normal transient spaces for permanent party airmen whose organizations cannot provide them with barracks space.[10] (U)

Appended are the Program Progress Construction Charts for February 1963.[11] (U)

SUMMARY

The maintenance squadrons had considerable difficulty in acquiring bench stock items and equipment. Nearly all sections of the maintenance units had a shortage of supply items. A new method of handling VDP's went into effect, consequently reducing the out of commission rate. The base library completed its move from temporary quarters to the remodeled permanent building on 17 February 1963. (U)

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8. History, BDCS, 6SAW, Feb 63, on file, IXO, 6SAW.
9. History, BDCM, 6SAW, Feb 63, on file, IXO, 6SAW.
10. History, BDSVH, 6SAW, Feb 63, on file, IXO, 6SAW.
11. Program Progress Construction Charts, 6SAW, Feb 63, Exhibit 26.

CHAPTER V

THE ICBM PROGRAM

INTRODUCTION

Several visits to upstream missile units were made by personnel from the maintenance, operations and training sections of the 579th. (U)

Implementation Instructions on Operations Plan 500-63 for 579th Disaster Control were published. (U)

Support problems on equipment installation and supply requests were reported during the month. (U)

ORGANIZATION

The Atlas "F" SM65 missile sites were operationally controlled by the 579th Strategic Missile Squadron during February. There are 12 complexes and launchers with silo-lift configuration, hardened to 150 to 250 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, 30.1 miles. (U)[1]

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1. History, 579SMS, 6SAW, Feb 63, on file, 6SAW. (S)

As of 28 February 1963, the 579th Strategic Missile Squadron had 13 Atlas "F" SM65 missiles assigned and 13 available for operations.[2] There were 58 crews assigned and 57 available for duty.[3] (S)

Several visits to upstream missile units were made by various personnel from the maintenance, operations and training sections of the 579th. The bases visited were Dyess AFB, Tex., Lincoln AFB, Neb., and Schilling AFB, Kan. Purpose of the visits was to compare operating procedures and training methods.[4] (U)

The authorized manning strength of the 579th remained unchanged during February - 143 officers and 424 airmen. The assigned strength decreased slightly to 155 officers and 497 airmen.[5] (U)

OPERATIONS AND TRAINING

As of 28 February 1963, a total of eleven complexes were in EWO configuration. One complex, site 8 which was designated for CCT training, had Emergency Combat Capability.[6] (S)

There were five missile sites of the 579th which had an immediate reaction time, as of 27 February 1963. The reaction

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2. MSG, 6SAW to SAC, ZIPPO 02-438, 28 Feb 63, Subj: Missile Status, Exhibit 27. (S)

3. Rpt., SAC-10-T12, 6SAW, Feb 63, Ballistic Missile Unit Status, Exhibit 28. (S)

4. History, 579SMS, 6SAW, Feb 63, on file, IXO, 6SAW.

5. Ibid.

6. Ibid.

for the seven other missile sites ranged from two hours to 24 hours due to the maintenance status of each site.[7] (S)

Implementation Instructions on Operations Plan 500-63 for the 579th Strategic Missile Squadron's Disaster Control were published on 1 February 1963. The objective of these instructions is to minimize the effects of disasters on the EWO capability of the 579th, and to restore that capability as soon as possible after an attack or disaster.[8] (U)

Appended are two missile hazard reports which were distributed to 579th personnel during February.[9] (U)

MAINTENANCE

During February there were support problems on equipment installation and supply requests. Several requests to the Base Deputy Commander for Civil Engineering for installation of electrical outlets and a disposal system for triclorethylene have brought no results. Base Supply support on requested supplies is considered poor in that paper work is lost, orders cancelled without notification, and delivery dates not available.[10] (U)

Induction hose for joy compressors have been on order since November 1962 with no due-in date. One compressor was in com-

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7. MSG, 6SAW to SAC, 579SMSO 0155, 15 Feb 63, Subj: 3-AF-V14 Rpt., Exhibit 29. (S)

8. 579SMS Implementation Instructions to 6SAW OPLAN 500-63, 1 Feb 63, Exhibit 30.

9. Missile Hazard Reports, 579SMS 65F-4&7, 6SAW, Exhibit 31.

10. History, 579SMS, 6SAW, Feb 63, on file, IXO, 6SAW.

mission during February with the other two Anticipated Not Operationally Ready due to Supplies (ANORS).[11] (U)

Appended are two Secret messages from SAC concerning scheduled maintenance on the missile sites.[12] (U)

SUMMARY

Personnel from the maintenance, operations and training sections of the 579th made several visits to upstream missile units. The visits were made to compare operating procedures and training methods. Implementation Instructions on Operations Plan 500-63 for the 579th Disaster Control were published. Supply problems on equipment installation and supply requests were reported during February. (U)

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11. History, 579SMS, 6SAW, Feb 63, on file, IXO, 6SAW.

12. MSG, SAC to Victor Two, DM4CA 0488, 14 Feb 63, Subj: Scheduled Maintenance; MSG, SAC to Victor Two, DM4CA 0571, 21 Feb 63, Subj: Scheduled Maintenance, Exhibit 32. (S)

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

FEBRUARY 1963 - - ROSTER OF KEY PERSONNEL

Col	Ernest C Eddy	C, 6SAW
Col	Eugene N Waldher	VC, 6SAW
Col	Howard R Lawrence	C, 812 Med Gp
Lt Col	Emmett H Clements	BC, Combat Sup Gp
Capt	Henry G McMahon Jr	DAS
Col	Dwight D Patch	Dep/C for Maintenance
Lt Col	John W Swanson	Dep/C for Operations
Lt Col	Samuel J Patti	Dir of Personnel
Lt Col	Howard M Prather	Base Comptroller
Lt Col	Leonard A Klanecky	Information Officer
Major	Burmon C Hoyle	Dir of Safety
Col	Edward N Jacquet	579SMS
Lt Col	Dale C Maluy	24th Bomb Sq
Lt Col	Lee McClendon	39th Bomb Sq
Lt Col	Kenneth J Green	40th Bomb Sq
Lt Col	Wayne E Clark	4129CCTS
Lt Col	William C Manicom	6th A&E Maintenance Sq
Lt Col	Hugh P Marohl	6th Organizatinnal Mainte Sq
Lt Col	Enos L Cleland Jr	6th Field Maintenance Sq
Lt Col	Jesse L Mayo	37th Maintenance Munitions Sq
Lt Col	Jack R Cox	6th Airborne Munitions Mainte Sq
Lt Col	Joseph R Hanlen	6th Air Refueling Sq
Major	Arthur L Bruggeman	Hq Sq 6SAW

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

ROSTER OF KEY PERSONNEL
February 1963

Lt Col Emmett H Clements	BC
Lt Col Miles J Frisinger	CSUP
Lt Col Kenneth E Husemoller	BDCL
Lt Col Perry D Loomer	BJA
Lt Col Leonard A Klanecky	IXO
Lt Col Charles A Martin	BDCM
Lt Col Roscoe Murray, Jr	BDCE
Lt Col Charles J Platt, Jr	BDSV
Lt Col Howard M Prather	BDCR
Lt Col Keith P Siegfreid	BVC
Ch, Lt Col, Oscar W Voelzke	BCH
Lt Col John S White	BDAS
Maj Burman C Hoyle	SAFE
Maj Donald J Mercer	BPR
Maj Marvin D Moss	CDSC
Maj Harry G Parrish, Jr	TSC
Capt James O Geary	FSSC
Capt William J Powers	CESC
Capt Walton D Reese	HSC

BIBLIOGRAPHY

The February 1963 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. Ltr., 15AF DCR to 6SAW C, 6 Feb 63.

2. Rpt., 1-SAC-T35, Management Control Data, 1 Jan-28 Feb 63.

3. OPsPLAN 8A-63, USAF Academy Cadet Wing, 5 Feb 63.

4. Average Monthly Strength Report, 24 Feb 63.

5. History, 37MMS, 6SAW, Feb 63. (C)

6. Ltr., DP to IXO, 6SAW, 8 Mar 63.

7. MSG, 6SAW to SAC, ZIPPO 02-436, 28 Feb 63, Subj: Aircraft Availability. (S)

8. MSG, 6SAW to SAC, ZIPPO 02-437, 28 Feb 63, Subj: Aircraft Availability. (S)

9. History, Operational Data, DCO, 6SAW, Feb 63. (S)

10. 6SAW OPLAN 403-63, 14 Feb 63, Subj: Crew Upgrading.

11. 6SAW OPLAN 400-1, 15 Feb 63.

12. Amend 2 to 6SAW Crew Flimsy 23-63, 13 Feb 63.

13. Amend 3 to 6SAW Crew Flimsy 23-63, 25 Feb 63. (S)

14. Amend 1 to 6SAW OPSORD 295-63, 13 Feb 63. (S)

15. Amends 4,5 to 6SAW OPSORD 300-63, 11,28 Feb 63. (C)

16. Amend 2 to 6SAW Crew Flimsy 400-63, 4 Feb 63.

17. Amend 2 to 6SAW OPSORD 19-63, 21 Feb 63.

18. MSG, 15AF to SAC, 6SAW, 21 Feb 63. (S)

19. 6SAW Monthly Operations Plan, Mar 63.

20. Commander's Remarks, 6SAW, T12, 1-28 Feb 63. (C)

21. Ltr., 6SAW to 15AF, 7 Mar 63, Subj: Unit Training Performance Analysis (submitted with T12). (C)

22. Student Crew Rosters, 4129CCTS, 6SAW, Feb 63.

23. MSG, 15AF to 6SAW, DOOT 0364, 5 Feb 63, Subj: Tactical Flying Hour Allocations. (C)

24. Operational Hazard Extracts, SAFE, 6SAW, 15,27 Feb 63.

25. History, CSUP, 65AW, Feb 63.

26. Program Progress Construction Charts, 65AW, Feb 63.

27. MSG, 65AW to SAC, LIPPO 02-438, 28 Feb 63, Subj: Missile Status. (S)

28. Rpt., SAC-10-T12, 65AW, Feb 63, Ballistic Missile Unit Status. (S)

29. MSG, 65AW to SAC, 579SMSO 0155, 15 Feb 63, Subj: 3-AF-V14 Rpt. (S)

30. 579SMS Implementation Instructions to 65AW OPLAN 500-63, 1 Feb 63.

31. Missile Hazard Reports, 579SMS 65F-447, 65AW.

32. MSG, SAC to Victor Two, DM4CA 0488, 14 Feb 63, Subj: Scheduled Maintenance; MSG, SAC to Victor Two, DM4CA 0571, 21 Feb 63, Subj: Scheduled Maintenance. (S)

Headquarters
FIFTEENTH AIR FORCE
United States Air Force
March Air Force Base, California

Colonel Ernest C. Eddy
Commander
6th Strategic Aerospace Wing
Walker Air Force Base, New Mexico

6 February 1963

Dear Ernie,

In furtherance of the Fifteenth Air Force financial management program, members of the Headquarters Budget Working Group are scheduled to visit Walker Air Force Base during the week 24-28 February. The purpose is twofold. First, to conduct a review of the over-all base fund position with team counterparts working with base personnel. The result should be a determination of the adequacy of the base fund program to meet the unit's primary mission. Secondly, team members are to observe the base established fund controls and evaluate their effectiveness.

Lt Colonel Hanson, team chief, will be accompanied by representatives from Engineering, Supply, Communications, Surgeon, and Financial Services. Since available time will be extremely limited, request a short (not to exceed 30 minutes) fund briefing be prepared for presentation to the team upon their arrival. This briefing should portray the local evaluation of the unit's fund position, and a small handout setting forth the salient points of the presentation would be helpful. Prior to the team's departure, Colonel Hanson will brief you on all findings and leave a list of items of significance.

Since the Deputy Commander displayed considerable interest in fund management during the recent Budget Review Panel meeting, he will be briefed on the results of this visit.

Sincerely,

Edward P. Bailey (signed)

EDWARD P. BAILEY
Colonel, USAF
Director of Controller

MANAGEMENT CONTROL DATA	PERIOD COVERED	PAGE NR	NR OF PAGES	REPORTS CONTROL SYMBOL
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ORGANIZATION
6th Strat Aerospace Wing
Walker AFB, N Mex

ITEM	CURRENT PERIOD (Enter months that apply)				AVERAGE OR TOTAL
		JAN	FEB		
b. % TOTO More Than 10 Hrs % Score					50
(1) M/Hr Accomplished		4580	1440		6020
(2) M/Hr Backlog		5804	1768		7572
(3) % Backlog					79.5
OPERATIONS % SCORE		Pts. Poss.	Pts. Earned		89.4%
1. BOMBING RELIABILITY		700	599		86%
2. NAV-ECM-REND RELIABILITY		450	429		95%
3. BAR NONE EFFECTIVENESS		200	158		79%
4. UNIT EFFECTIVENESS		100	100		100%
5. COMBAT CREW EFFECTIVENESS		100	100		100%
TOTAL		1550	1386		

MANAGEMENT CONTROL DATA	PERIOD COVERED	PAGE NR	NR OF PAGES	REPORTS CONTROL SYMBOL
	1 [illegible] - 28 FEB 63	6	7	[illegible] 4

ORGANIZATION

[illegible] Strat [illegible] Win;
Walker [illegible]

ITEM	CURRENT PERIOD (Enter months that apply)	Jan	[illegible]		AVERAGE OR TOTAL
(3) % System Reliable					100
e. [illegible] 77 System % Score					32%
(1) No. Times System Exercised		35	[illegible]		55
(2) No. Times System Satis.		[illegible]	[illegible]		47
(3) % System Reliable					85.5
[illegible]. SHOP REPARABLE PERF. % SCORE					100%
(1) No. Items Repaired		2267	1765		4032
(2) No. Items Processed		2314	1913		4227
(3) % Items Repaired					95.4
6. 1ST SORT. AFTER GROUND ALERT % SCORE					[illegible]%
a. FSAGA On Time Minus Essential Maint					
Minus Unreliable Equip Sorties		9	7		16
b. Scheduled FSAGA		11	8		19
c. FSAGA Not On Time		0	0		0
d. Sort. Essent. Maint. Req.		0	0		0
e. Sort. Unreliable Equip.		2	1		3
7. TIME COMPLIANCE T/O (Info only) % SCORE					100%
a. % TCTO Less than 10 Hrs % Score					[illegible]
(1) M/Hr Accomplished		388	508		896
(2) M/Hr Backlog		676	818		1494
(3) % Backlog Accomplished					60.0

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	1 JAN - 28 FEB 63	5	7	I-SAC-135 Part 1

ORGANIZATION: 6th Strat Aerospace Wing, Walker AFB, N Mex	CURRENT PERIOD (Enter months that apply)				AVERAGE OR TOTAL
ITEM		JAN	FEB		
MAINTENANCE					
1. ON TIME TAKE-OFF % SCORE					60%
a. TOT. Chargeable Sorties		87	68		155
b. TOT. Chargeable Sorties Minus Chargeable Deviations		86	65		151
c. % OTTO					97.42
2. SORTIES CANX AS SCHED. % SCORE					94
a. TOT Sorties		88	72		160
b. TOT Sort Minus CANX		88	70		158
c. % CANX As Scheduled					98.75
3. [illegible] W/O ADDITIONS % SCORE					100
a. [illegible] Chargeable Sorties		87	68		155
b. [illegible] Chargeable Sorties Minus Chargeable [illegible]		87	68		155
c. [illegible] W/O Additions					100
4. [illegible] RELIABILITY % SCORE					86%
a. Air Radio System % Score					15
(1) No. Times Sys. Exercised		81	56		137
(2) No. Times Sys Satis.		81	56		137
(3) % Sys. Reliable					100
b. Nav-Radar System % Score					10
(1) No. Times Sys. Exercised		84	68		152
(2) No. Times Sys. Satis.		83	68		151
(3) % Sys. Reliable					99.3
c. Bomb/Nav System % Score					19
(1) No. Times Sys. Exercised		85	68		153
(2) No. Times Sys. Satis.		78	62		140
(3) % Sys. Reliable					91.5
d. [illegible] System % Score					10
(1) No. Times Sys. Exercised		57	38		95
(2) No. Times Sys Satisfactory		57	38		95

MANAGEMENT CONTROL DATA	PERIOD COVERED	PAGE NR	NR OF PAGES	REPORTS CONTROL SYMBOL
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ORGANIZATION
6th Strat Aerospace Wing
Walker AFB, N Mex

ITEM	CURRENT PERIOD (Enter months that apply)			AVERAGE OR TOTAL
	JAN	FEB		
6. FIRE INCIDENTS % Score				70%
a. No. of Fires	1	2		3
b. Avg. Base Population	8643	8637		8640
c. Incident Rate				3.47
7. FLYING SAFETY % SCORE				80%
a. No. Acft Accidents	1	0		1
b. Total Hours Flown	3626	3116		6742
c. Accident Rates				15
8. GROUND SAFETY % SCORE				95%
a. On Duty Mil Inj. Rate % Score				25
(1) No. of Injuries	1	0		1
(2) Tot. On duty M/Days Exposure	59871	53844		113715
(3) Injury Rate				.88
b. Off Duty Mil Inj Rate % Score				10
(1) No. of Injuries	3	2		5
(2) Tot. Off Duty M/Days Exposure	119743	107688		227431
(3) Injury Rate				2.20
c. AF Motor Veh Accident Rate % Score				20
(1) No. of Accidents	3	0		3
(2) Miles Driven	388554	396554		785108
(3) Accident Rate				.38
d. PM Vehicle Accident Rate % Score				40
(1) No. of Accidents	0	1		1
(2) Tot. M/Days Exposure	179614	161532		341146
(3) Accident Rate				.29

MANAGEMENT CONTROL DATA	PERIOD COVERED	PAGE NR	NR OF PAGES	REPORTS CONTROL SYMBOL
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ORGANIZATION: 6th Strat Aerospace Wing, Walker AFB, N Mex

ITEM	CURRENT PERIOD (Enter months that apply) JAN	FEB		AVERAGE OR TOTAL
e. Acid Test Ratio - FOEI Pts				1
(1) Current Assets Minus Inventories Minus Prepayments		48563		
(2) Total Inventories		9569		
(3) Total Prepayments		4242		
(4) Acid Test Ratio		2 to 1		
5. NCO MESS % Score				75%
TOTAL FOEI PTS.				7
a. % Cost of Food Sales - FOEI Pts				1
(1) % Cost				51
(2) Total Cost of Food Sales	1982	2379		4361
(3) Total Food Sales	3930	4588		8518
b. % Cost of Bar Sales - FOEI Pts				1
(1) % Cost				44
(2) Total Cost of Bar Sales	5280	5322		10602
(3) Total Bar Sales	11774	12061		23835
c. Net Profit to Surplus - FOEI Pts				3
(1) % Net Profit to Surplus				2
(2) Total Net Profit to Surplus	(381)	2178		1797
(3) Total Income	29689	31191		60880
d. Current Ratio - FOEI Pts				1
(1) Current Assets		49197		
(2) Current Liabilities		8090		
(3) Current Ratio		6-1		
e. Acid Test Ratio - FOEI Pts				1
(1) Current Assets Minus Inventories Minus Prepayments		37033		
(2) Total Inventories		10215		
(3) Total Prepayments		6045		
(4) Acid Test Ratio		3-1		

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ORGANIZATION
6th Strategic Aerospace Wing
Walker AFB, N Mex

ITEM	CURRENT PERIOD (Enter months that apply)				AVERAGE OR TOTAL
		JAN	FEB		
(3) % Downtime Hours					2.8
d. Other Veh Downtime % Score					12
(1) Downtime Hours		18259	10440		28699
(2) Assigned Hours		309936	269040		578976
(3) % of Downtime Hours					5.0
e. Veh. Equiv. Cost % Score					40
(1) Cost/Veh. Equiv					15.62
(2) Total Cost		17019	13801		30820
(3) Total Equivalents		974	999		1973
4. OFFICERS' MESS % Score					100%
TOTAL FOEI PTS.					10
a. % Cost of Food Sales-FOEI Pts					1
(1) % Cost					49
(2) Total Cost of Food Sales		4269	4417		8686
(3) Total Food Sales		8612	8953		17565
b. % Cost of Bar Sales - FOEI Pts					1
(1) % Cost					38
(2) Total Cost of Bar Sales		2853	2909		5762
(3) Total Bar Sales		7360	7492		14852
c. Net Profit to Surplus - FOEI Pts					6
(1) % Net Profit to Surplus					6
(2) Total Net Profit to Surplus		1505	2202		3707
(3) Total Income		26581	28194		54775
d. Current Ratio - FOEI Pts					1
(1) Current Assets			62374		
(2) Current Liabilities			19377		
(3) Current Ratio			3 to 1		

MANAGEMENT CONTROL DATA	PERIOD COVERED	PAGE NR	NR OF PAGES	REPORTS CONTROL SYMBOL
	1 JAN - 28 FEB 63	1		1-SAC-T35 Part 1

ORGANIZATION
6th Strategic Aerospace Wing
Walker AFB, N Mex

ITEM	CURRENT PERIOD (Enter months that apply)				AVERAGE OR TOTAL
		JAN	FEB		
1. PERS. ACCTG ACCURACY % SCORE					87%
a. Accuracy of Off. Cards (599 & 599a) % SCORE					32
(1) Total items in error		31	44		75
(2) Total Items submitted		2250	12810		15060
(3) % Error Rate					.50
b. Accuracy of Amn Cards(601 & 601a) % SCORE					36
(1) Total Items in Error		115	128		243
(2) Total Items Submitted		38321	71124		109445
(3) % Error Rate					.22
c. Accuracy of Change Cards % Score					19
(1) Total Cards in Error		5	7		12
(2) Total Cards Submitted		343	616		959
(3) % Error Rate					1.25
2. SUPPLY RESPONSE CAP. % SCORE					100%
a. Total Issues			8365		
b. Total Requests			9697		
c. % Supply Response			86.3		
3. AUTO MAINT % SCORE					97%
a. Crash Fire Truck Downtime % Score					15
(1) Downtime Hours		143	218		361
(2) Assigned Hours		3696	3192		6888
(3) % of Downtime Hours					5.2
b. Acft Towing Veh Downtime % Score					15
(1) Downtime Hours		397	35		432
(2) Assigned Hours		5808	5016		10824
(3) % of Downtime Hours					4.0
c. Reflg Equip Veh Downtime % Score					15
(1) Downtime Hours		757	383		1140
(2) Assigned Hours		21648	18696		40344

MANAGEMENT CONTROL STATEMENT
RECAPITULATION
PERIOD: 1 JAN - 28 FEB 1963

ITEM	% SCORE	PTS EARNED	PTS POSS	SAC AVG
PERSONNEL TOTAL	87	87	100	
Pers Acctg Accuracy	87	87	100	100
BASE SUPPORT TOTAL	95.1	713.5	750	
Auto Maint	97	291	300	99
Off. Mess	100	50	50	97
NCO Mess	75	37.5	50	98
Fire Incidents	70	35	50	81
Supply Response	100	300	300	98
GENERAL TOTAL	88.6	310	350	
Flying Safety	80	120	150	96
Ground Safety	95	190	200	77
OPERATIONS TOTAL	89.4	1386	1550	
Bombing Reliability	86	599	700	100
Nav-ECM-Rend Rel.	95	429	450	100
Bar None Effect.	79	158	200	100
Unit Effectiveness	100	100	100	100
Combat Crew Effect.	100	100	100	100
MAINTENANCE TOTAL	87.5	1356	1550	
OTTO	60	60	100	75
Sorties ABNE As Sched.	94	376	400	98
Sorties ABNE W/O Add.	100	50	50	100
Acft Systems Reliab.	86	602	700	100
Shop Reparable Perf.	100	100	100	100
FSAGA	84	168	200	100
BASE TOTAL	89.6	3852.5	4300	

DCRM, WAFB 8 Mar 63

THE AIR FORCE CADET WING
UNITED STATES AIR FORCE ACADEMY
Colorado

OPERATIONS PLAN 5 February 1963
Serial No. 8B-63
11th Squadron Visit to 6th Strategic Aerospace Wing, Walker AFB, New Mexico

Task Organization

Command: 6th Strategic Aerospace Wing
Walker Air Force Base, New Mexico

Commander: Colonel Ernest C. Eddy

11th Cadet Squadron
The Air Force Cadet Wing
United States Air Force Academy, Colorado

Officer-in-Charge: Capt M. R. Peterson
Cadet-in-Charge: C/LtCol G. L. Frederick

1. GENERAL: During the period 11-14 April 1963, a second group of cadets from the 11th Squadron will visit their sponsor, the 6th Strategic Aerospace Wing. The visit is made at the invitation of the Commander, 6th Strategic Aerospace Wing, Walker Air Force Base, New Mexico.

2. MISSION: To provide each cadet with a close view of the activities and operations of the 6th Strategic Aerospace Wing and Walker AFB. Specifically, it is intended that each cadet participating will take advantage of this visit to increase his own understanding of:

a. Strategic Air Command operations in both bomber and missile units.

b. Customs, skills, and way of life of personnel at Walker AFB.

3. EXECUTION:

a. Concept of Operation: Airlift to and from Walker AFB will be provided by the Commander, 6th Strategic Aerospace Wing.

b. Cadet Commander will:

(1) Provide a roster of cadets participating.

(2) Coordinate the program at Walker AFB with the 6th Strategic Aerospace Wing.

(3) Brief cadets participating to include schedule, uniform requirements, responsibilities, and privileges.

(4) Be responsible for the organization and formation of participating cadets.

(5) Be responsible for cadet attendance at all scheduled events.

(6) Render reports to the officer-in-charge.

c. Cadet Wing Services will:

(1) Provide bus transportation from USAFA to Peterson Field and return in accordance with Schedule of Events, Annex A.

(2) Provide box lunches to be picked up at Mitchell Hall at 1700, 11 April 1963.

(3) In accordance with paragraph 8b, AFR 146-5, cadets of the USAF Academy while away from the Academy and not on per diem status, will not be charged a sur-charge in any Air Force dining hall.

NOTE: Billeting and transportation will be provided by the 6th Strategic Aerospace Wing at Walker AFB.

d. Chief, Plans and Scheduling will: Coordinate and publish the Operations Plan.

4. ADMINISTRATION AND LOGISTICS:

a. Administration: Normal.

b. Logistics:

(1) Transportation. The Commander, 6th Strategic Aerospace Wing has arranged for airlift between Peterson Field and Walker AFB to be supplied by the 6th Strategic Aerospace Wing.

(2) Meals. Box lunches will be provided by the Cadet Dining Hall for the flight to Walker AFB.

(3) Pay: No travel pay or per diem will be authorized.

HOMER A BAKER, Jr
Lt Colonel, USAF
Executive, COC

3 Atch
1. Annex A - Schedule of Events
2. Annex B - Special Instructions for Cadets
3. Annex C - Roster of Cadets

DISTRIBUTION
8 USAFA
12 COC
10 CWOC
20 DFEX
6 TAFCW
1 AFPTR-AAG
8 6th Strat Aero Wg

ANNEX A
Operations Plan 8B-63
Schedule of Events

DATE	TIME	EVENT
11 Apr	1650	Embus at base of Battle Ramp
Thursday	1700	Depart USAFA for Peterson Field
	1740	Arrive Peterson Field
	1815	Depart Peterson Field
	2015	Arrive Walker AFB
	2045	Billeting Assignments
	2130	Free Time
12 Apr	0730-0815	Breakfast
Friday	0830	Welcome Briefing
	0930-1700	Base Tour
	1800-1900	Dinner
	1900-	Free Time
13 Apr	0730-0815	Breakfast
Saturday	0830-1200	Missile Complex Tour
	1200-1300	Lunch
	1300-1630	Pool Party
	1800-2000	Chuck Wagon Supper
	2000-2400	Dance or Free Time
14 Apr	0600-0730	Breakfast
Sunday	0730-1200	Church
	1200-1245	Lunch
	1300-1400	Prepare to Depart
	1400-	Depart Walker AFB
	1600-	Arrive Peterson Field
	1645-	Arrive USAFA

NOTE: All times at Walker AFB are subject to change by the Commander, 6th Strategic Aerospace Wing.

6TH COMBAT SUPPORT GROUP
UNITED STATES AIR FORCE
WALKER AIR FORCE BASE, NEW MEXICO

AVERAGE MONTHLY STRENGTH REPORT EXEMPT 7C(1)
AS OF 24 FEB 1963

	ASSIGNED		ATTACHED		PFD		PNFD		TDY	
	OFF	AMN	OFF	AMN	OFF	AMN	OFF	AMN	OFF	AMN
6SAW	99	415	3	8	87	345	0	4	14	67
6ARH	64	39	0	0	53	34	0	0	7	4
6AEM	7	394	0	0	7	318	0	0	0	59
24BH	53	14	0	0	48	14	0	0	4	0
39BH	51	18	0	0	48	15	0	1	3	1
40BH	145	32	0	0	124	30	5	0	10	2
60MS	9	610	0	0	7	560	0	4	2	28
6FDM	6	685	0	0	5	606	0	9	0	34
37MMS	8	146	0	0	8	140	0	0		2
579SMS	154	504	0	1	138	455	1	0	8	30
812MEG	58	157	0	0	49	138	0	1	5	13
4129CCTS	21	65	198	30	215	80	0	1	3	12
6SUP	13	463	0	1	11	401	0	4	2	44
6AMM	3	91	0	0	1	83	0	0	2	17
6SAW TOTAL	692	3633	201	40	801	3219	16	24	60	303
6S	33	211	0	0	29	186	1	3	3	19
6COD	6	466	0	2	6	416	0	7	0	16
6FSR	2	132	0	0	2	111	0	3	0	11
6CEG	5	398	0	4	5	367	0	7	0	11
6TRS	3	188	0	1	3	167	0	2	1	1
6COS TOTAL	49	1395	0	7	43	1247	1	22	4	58
SATAF	12	5	0	0	12	5	0	0	0	0
511c FTD	1	27	0	2	1	28	0	0	0	1
686AC&W	13	133	0	0	10	111	0	0	0	0
2010 COMM	8	67	0	0	6	57	0	0	2	6
DET 15 9 WEA	5	24	0	0	5	21	0	0	0	0
1033d AUD GEN	1	1	0	0	1	1	0	0	0	0
697 AC&W	11	169	0	0	9	143	0	0	1	9
DET 117	3	19	0	0	2	15	0	0	0	1
ATTACHED TOTAL	54	445	0	2	46	381	1	0	3	17
GRAND TOTAL	79	5473	201	49	890	4847	8	46	67	378

CONFIDENTIAL

37th Munitions Maintenance Squadron
6th Strategic Aerospace Wing
UNITED STATES AIR FORCE
Walker Air Force Base, New Mexico

REPLY TO
ATTN OF: MMS/Capt Luoto/2238 8 March 1963

SUBJECT: Historical Report for February 1963 (U)

TO: IXOH

I. ADMINISTRATION AND PERSONNEL:

1. Authorized strength of squadron is six officers and 133 airmen. (U)

2. Assigned strength as of 28 Feb 1963 was eight officers and 141 airmen. (U)

3. Key personnel during reporting period: (U)

Commander - Lt Col J. L. Mayo
Maintenance Supervisor - Lt Col R. D. Gurley
Ass't Maintenance Supervisor - Maj H. S. Britton, Jr.
Production Control NCOIC - TSgt H. L. Cooper
Mun Services Br Chief - Capt J. E. Lee
Ass't Mun Services Br Chief - 1st Lt R. F. Hindman
Mun Services Br NCOIC - SMSgt L. Hintergardt
Mun Maint Br Chief - Capt J. R. Carney
Ass't Mun Maint Br Chief - Capt J. R. Luoto
Nuc Wpns Maint Br OIC - Capt J. R. Luoto
Nuc Wpns Maint Sec NCOIC - SMSgt O. Morton
EOD Officer - Lt Col R. D. Gurley
EOD Section NCOIC - TSgt R. A. Covert
Re-Entry Veh Sec OIC - Capt J. R. Carney
Re-Entry Veh Sec NCOIC - SMSgt D. E. Lent
Nuclear Ord Supply Officer - Capt R. O. Ekelin
Nuclear Ord Supply NCOIC - SSgt Peters
First Sergeant - MSgt F. R. Madison

II. OPERATIONS:

4. Munitions Services Branch:

a. Special classes were started on 18 February to refresh and polish the 46230 OJT program. All OJT phases have been completed but airmen were scheduled for two hours of formal classroom training per day to help their job knowledge. (U)

b. SMSgt Hintergardt graduated from the 15th AF NCO Academy and

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THIS DOCUMENT CONSISTS OF 3 PAGE(S):
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returned to duty. He was temporarily lost to the services branch when he assumed the first sergeant job for MSgt Madison who transferred. (U)

c. TOC 11N-H5015A-501 was accomplished on five MHU-7M trailers. This TOC was supervised by a civilian representative from SAAMA. Modification of additional trailers are awaiting TOC kits. (U)

d. Spreader bars were made for installation on 3010 trailers carrying two ballasts. This insures safety during transportation. (U)

5. Munitions Maintenance Branch:

a. Operations for the month consisted of MHU-21/C; demates, tests, modifications and mates, weapon; GITs, visuals, alt 202s, and modifications, warhead; visuals, and stenciling, 3010; modification to carry two warheads. Other operations involved GAM 77 work orders. (C)

b. Four hours of semi annual training was accomplished on explosive safety and maintenance techniques. (U)

6. Re-Entry Vehicle Section:

a. The RV section accomplished mating and demating training for February, 349 hours of tech order study, and four hours of formal training on explosive safety and maintenance techniques. (U)

b. Two RVs had thermal disconnects installed and all RVs were pressure checked as scheduled. (U)

7. Explosive Ordnance Disposal Section: The EOD section performed the monthly area inspection on 21 Feb and made their annual inspection of class 1305 munitions. All training requirements for the month were completed. EOD responded to a simulated Broken Arrow and performed their assigned duties. (U)

III. MAINTENANCE AND SUPPLY:

8. The AFK 4737 account dollar value excluding DOD property was 1,760,698.00 as of 28 February. (U)

9. Maintenance of test and handling equipment was extensive during the month of February and a custodial transfer of weapon maintenance equipment was accomplished during the month. (U)

IV. PROBLEMS:

10. A shortage of local purchase (LP) items is evident in all sections and no supplies are expected to be available for some weeks. Changes in procurement of LP items has hampered all efforts to get required supplies. (U)

11. In the munitions services branch, transfers of personnel will

seriously affect the branch operations. Ten 46250s were alerted for shipment during February and March. These shipments pull men from established loading crews and cause a degradation of experienced load crews. Incoming personnel are three level airmen. This makes it impossible to maintain crew integrity and is overtaxing the training and standardization requirements of the branch. (U)

V. SPECIAL PROJECTS:

12. The munitions services branch formalized the Dyess AFB loading training program that will start in March. (U)

13. The tool crib project in maintenance branch is 50% complete and promises to improve tool and supply control for weapon and RV section tools and supplies. (U)

14. Project for the squadron day room is procurement of drapes, lamps and recreational equipment. (U)

Jesse L Mayo

JESSE L. MAYO
Lt Col, USAF
Commander

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

REPLY TO ATTN OF: DPPR/SMSgt Fink/2091

8 March 1963

SUBJECT: Retention Rate for February 1963 and Cumulative for FY63

TO:

	EFF: 1-28 Feb 63				CUMULATIVE FOR FY63			
	FIRST TERM		CAREER		FIRST TERM		CAREER	
ORGANIZATION	D/R	RATE	D/R	RATE	D/R	RATE	D/R	RATE
6 ARS	-	-	-	-	-	-	4/4	100%
24 BS	-	-	-	-	-	-	3/2	66.6%
39 BS	-	-	-	-	1/0	0%	3/2	66.6%
40 BS	-	-	-	-	-	-	4/4	100%
4129 CCTS	-	-	-	-	2/1	50%	5/5	100%
37 MMS	-	-	-	-	6/1	16.7%	12/10	83.3%
579 SMS	-	-	1/1	100%	5/3	60%	29/29	100%
6 AEMS	-	-	7/5	71.4%	30/8	26.7%	36/26	72.2%
6 FMS	4/4	100%	10/8	80%	45/16	35.5%	53/41	77.4%
6 OMS	1/1	100%	7/7	100%	28/8	28.6%	39/32	82.1%
6 SS	2/2	100%	3/3	100%	14/7	50%	42/37	88.1%
6 SAW	1/1	100%	6/5	83.3%	19/9	47.4%	37/27	73%
6 AMMS	-	-	-	-	1/0	0%	4/2	50%
6 SAW TOTAL	8/8	100%	34/29	85.3%	151/53	35.1%	271/221	81.5%
6 CDS	5/2	40%	2/2	100%	24/9	37.5%	25/24	96%
6 TS	-	-	2/2	100%	1/1	100%	15/11	73.3%
6 PSS	2/1	50%	-	-	4/2	50%	11/10	99.9%
6 CES	1/0	0%	5/5	100%	26/6	23.1%	24/19	78.2%
6 HS	-	-	-	-	23/7	30.4%	5/5	100%
6 CSG TOTAL	8/3	37.5%	9/9	100%	78/25	32.1%	80/69	86.3%
812th Med Gp	1/1	100%	-	-	9/4	44.4%	8/7	87.5%
WALKER AFB TOTAL	17/12	70.6%	43/38	88.4%	238/82	34.5%	359/297	82.3%

W. C. RATCLIFFE
Major, USAF
Chief, Processing Division

SECRET

00 28/0005Z S-CRET

FROM: 6SAW WALKER

TO: SAC
15AF

SECRET/ZIPPO 02-436 /SAC WI AS OF 28/0001Z

A. 15AF/KNSW/6SAW
B. 47 B-52E
C. 45 B-52E
D. 44/44
E. 40
F. 8/0
G. 8/0
H. 16/12/0
I. 16/12/0
J. 0
K. 0
L. 32/A PLUS 24
M. 01, 02, 03, 04, 05, 06, 07, 08
N. 0
O. ACFT 56-648 SKYSPREAD WALKER
ACFT 57-018 CRASH DAMAGED

5 ACFT GENERATED AT A PLUS 28 EXCEPT FOR CREWS

40TH ECAB DUE: 27 CREWS ASSIGNED 25 CREWS USABLE.
2 CREWS LEAVE.

1 1

SECRET

SECRET

SECRET

00 28/0008 SECRET

FROM: 6SAW

TO: SAC
15AF

SECRET/EIPPC 02-437 /SAC V1 AS OF 28/0001Z

A. 15AF/KRS[illegible]/6AWCPS
B. 21 KC-135A
C. 21 KC-135A
D. 29/29
E. 26
F. 0
G. 0
H. 0
I. 0
J. 0
K. 0
L. 21/A PLUS 22
M. 0
N. 0
O. N/A

1 1

SECRET

SECRET

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

REPLY TO ATTN OF: DCOTRA/Major Monroe/8418

SECRET

SUBJECT: HISTORICAL REPORT

TO: DCOT (HISTORIAN)

1. During the month of Febuary 1963, the 6th Strat Aerospace Wing flew a total of 1620:00 hours (B-52E), this was accomplished in 209 sorties. Of the above total the 24th and 39th Bomb Squadron flew a total of 1052:40 hours, in 141 sorties of which 32:17 hours were low level. The 40th Bomb Squadron (also included in the above total) flew 567:20 hours in 68 sorties, of which 82:10 hours were low level. The 6th Air Refueling Squadron flew a total of 1199:35 hours in 172 sorties for the month of Febuary 1963. As of 2400 MST 28 Febuary 1963 the 6th Strat Aerospace Wing had a total of 44 Combat Ready Crews and no Non-Combat Ready Crews. The 6th Air Refueling Squadron had a total of 29 Combat Ready Crew and no Non-Combat Ready Crews. (S)

2. One Officer and two Airmen assigned to the Statistical Reports Branch as of 28 Febuary 1963. (U)

Duncan A. Monroe

DUNCAN A. MONROE
Major, USAF
Chief, Statistical Reports Branch DCO

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HEADQUARTERS 6TH STRATEGIC AEROSPACE WING

United States Air Force

Walker Air Force Base, New Mexico

OPERATIONS PLAN

SERIAL NUMBER 403-63

WARNING PAGE
6SAW
OPLAN 403-63
14 February 1963

HEADQUARTERS 6TH STRATEGIC AEROSPACE WING
Walker Air Force Base, New Mexico
14 February 1963

OPLAN 403-63

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 403-63. Short title is 6SAW OPlan 403-63.

2. EFFECTIVE DATE.

This plan is effective 14 February 1963 and supersedes 6SAW Oplan 403-63, dated 14 February 1962.

3. PRIMARY OFFICE OF RESPONSIBILITY.

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 order will be forwarded to this office for action. Project officer is Major 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.

HEADQUARTERS
6TH STRATEGIC AEROSPACE WING
Walker Air Force Base, New Mexico
14 February 1963

OPERATIONS PLAN 403-63

CHART AND MAP REFERENCES. As required.

TASK ORGANIZATIONS

6 ARS	Lt Colonel J. R. Hanlen
24 Bomb Sq	Lt Colonel D. C. Maluy
39 Bomb Sq	Lt Colonel [illegible] McClenahon
40 Bomb Sq	Lt Colonel K. J. Green
6 Armament & Electronics Maint Sq	Lt Colonel E. L. Cleland Jr.
4129 Combat Crew Training Sq	Lt Colonel [illegible] Clark
6 Combat Support Group	Lt Colonel A. H. Clements

1. GENERAL SITUATION:

a. The 6th Strat Aerospace Wing will train in accordance with SACRs 51-19, 50-43 and all pertinent SAC training publications.

b. All training for crew and individual upgrading will be accomplished at Walker AFB, New Mexico. Any training which cannot be accomplished here will be referred to higher headquarters for coordination and completion.

c. Flying safety will be of prime importance in all phases of this plan.

d. Enemy forces -- omitted.

e. Friendly forces.

(1) The 6th Combat Support Group provides normal base support at Walker Air Force Base.

f. Assumptions.

(1) A capability exists to maintain and fly aircraft as planned to train assigned personnel at a normal flow rate and upgrade non-combat ready crews of the tactical squadrons to combat ready status.

(2) Air refueling support is adequate to meet requirements.

(3) Training of assigned student crews will continue at an uninterrupted rate. Training of non-combat ready crew members assigned to the tactical squadrons will continue as necessary to maintain crew manning.

(4) Installed aircraft equipment is adequate to successfully complete training requirements.

2 MISSION:

a. The operations and training division is responsible to the deputy commander for operations for planning, scheduling, supervising, monitoring and analyzing all aircrew air and ground training as outlined in this operations order and in applicable directives. Training will be on a continuing basis for the following reasons.

(1) Prevent regression of individual crew members proficiency attained in CCTS.

(2) Provide a resource for combat-ready crew member replacements.

(3) Enhance unit capability to upgrade integral non-combat-ready crews when resources become available.

3. TASKS FOR SUBORDINATE UNITS.

a. 24th Bombardment Squadron.

(1) To fly aircraft and CCTS crew on a schedule as directed by higher headquarters. Train crews and individual crew members assigned or attached in accordance with current directives, and to fly assigned combat-ready crews on a schedule in order to maintain a high standard of proficiency to execute EWO commitments.

b. 39th Bombardment Squadron.
(1) Same as a (1).

c. 40th Bombardment Squadron.
(1) Same as a (1) excluding the training of CCTS crews.

d. 6th Air Refueling Squadron
(1) Same as a (1).

e. 6th Armament & Electronics Squadron.

(1) Provide necessary personnel, tools and equipment to accomplish aircraft maintenance and other maintenance programs as may be assigned.

f. 4th Field Maintenance Squadron.
(1) Same as e (1).

g. 4th Organizational Maintenance Squadron.
(1) Same as e (1).

h. 512th Combat Crew Training Squadron.

1) Provide necessary personnel, tools and equipment to accomplish [illegible] and [illegible] maintenance as required. Provide instructor personnel as required to utilize the training devices to the [illegible].

i. 4th [illegible] Group.

1) Provide medical care for the 4th Strategic Aerospace Wing personnel.

j. [illegible]

a. [illegible] of this plan has commenced. Certain phases of [illegible] combat crews, other personnel, sections and units, [illegible].

b. [illegible] will provide instructors from the best qualified personnel [illegible], when requested. This will be a priority duty [illegible] established training schedules.

c. [illegible] will provide flight planning and combat crew briefing facilities for assigned crews.

d. [illegible] will be provided by the Consolidated [illegible] at Carswell.

e. [illegible] debriefings will be conducted at a centralized location [illegible] forms will be turned in at debriefing by the [illegible]. Immediately following debriefing, instructors and evaluators will conduct a critique of their portions of the mission. A formal crew critique will be scheduled and supervised by the tactical squadron [illegible] the debriefing.

f. All missions accomplishing bombing activity will require supervised pre-mission [illegible] target study by the observer team, supervised by the [illegible]. This will be accomplished on the normal work day preceding flight.

[illegible]
14 February [illegible]

g. Records and reports.

(1) Individual crew member records are maintained by the Reports and Analysis Section, DCOTRA and the Centralized Scheduling Section of DCOT.

(2) Crew training records are maintained by Reports and Analysis Section, DCOTRA, to reflect qualitative as well as quantitative crew accomplishments.

(3) Crew training accomplishment charts are maintained by Reports and Analysis Section, DCOTRA, with duplicate charts maintained in each tactical squadron. These charts will be standardized and mounted on 20" by 30" wall boards, removable for audit with wing charts and suitable for briefing purposes.

(4) Air training accomplished will be recorded on mission accomplishment forms. All related documents and records to verify training reported to higher headquarters will be maintained in the Reports and Analysis Section.

(5) Reports to higher headquarters.

(a) 2 SAC T-12.

(b) 1 SAC T-12.

(c) Other, as determined by Comptroller, 47th Strategic Aerospace Division.

(6) Crews landing B-52 aircraft away from home station due to weather or emergency conditions will comply with 6SAW OP 60-2.

(a) A SAC Telephone Net (if not available, a commercial-government collect call) will be made to the 6th Strat Aerospace Wing Command Post as soon as possible after landing if crew or aircraft condition requires a delay of more than 24 hours in departure from the alternate base.

(b) A telephone call (SAC Telephone Net if available) will be made to the 6th Strat Aerospace Wing Command Post (after mission planning and prior to departure from the alternate base) to obtain mission approval.

(7) Strike Reports will be sent only when specifically directed by the Commander 6th Strat Aerospace Wing.

h. All flying instructors will maintain currency in accordance with SACR 60-7 and will be subject to flight checks and testing by the Standardization Division for the performance of instructor duties. Standardization records will be maintained in accordance with SACM 51-4.

(1) All non-combat ready crews and crew members being upgraded to combat ready status by a standardization board evaluation crew in accordance with SACM 51-4.

i. Established air and ground training schedules will be adhered to. Implementation of this plan will be made through the 6th Strat Aerospace Wing Monthly Operations Plan as amended by the findings of the Weekly Air Scheduling Section (SACR 60-9). Revisions to schedules will be published as amendments to the monthly plan.

4. LOGISTICS AND ADMINISTRATION

a. Personnel

(1) Maximum on-the-job training will be implemented. Personnel assigned against authorized positions, who are not at the proper skill level, or in the proper AFSC, will be entered into a formal training school or authorized formal OJT so that effective manning is maintained.

(2) General:

(a) Manning of the tactical squadrons will be in accordance with the current UMD.

(3) Personnel source:

(a) Personnel input to the tactical squadrons will be drawn from the following sources:

1. Personnel presently assigned to the 6th Strat Aerospace Wing.

2. Personnel input from other units as assigned by higher headquarters.

(b) Personnel assigned to the tactical swuadrons will meet target dates for upgrading in accordance with this operations plan.

b. Maintenance

(1) Flying schedules will be published in the Wing Monthly Operations Plan.

(2) Safety on the flight line will be emphasized throughout the execution of this plan. Safe driving of motorized equipment, proper operation of ground powered equipment, safe maintenance practices and safe operating areas will require constant monitoring by all maintenance supervisors.

5. COMMAND, SIGNAL, AND SECURITY MATTERS

a. Command:

(1) SAC.

(2) Fifteenth Air Force.

(3) 47th Strategic Aerospace Division.

(4) 6th Strategic Aerospace Wing.

b. Communications

(1) Communications will be governed by the USAF CEI (AFMs of the 100 series) SACMs of the 55 and 100 series, 6SAW CEI and applicable Flight Information Publications, ACPs and JANAPs.

(2) The following procedures will be in accordance with the appropriate document as indicated.

(a) Frequency channelization (HF/UHF).

1. 6SAW CEI.

2. Crew Flip Charts.

3. Applicable flip for area of operation.

(b) Authentication and recognition.

1. KAA-29 () TSEC.

2. KAA-38 () TSEC.

3. KAC-72 () TSEC.

4. 6SAW CEI.

(c) Reporting.

1 [illegible] Manuals 55-6 series

(d) Air refueling communications/rendezvous plans.

1. SAC Manual 100-24, Annex I.

(e) CIRVIS (reporting vital intelligence sightings).

1. JANAP 146-C

2. Flight Information Publications.

3. 6SAW CEI.

(f) Positive control/Noah's Ark procedures.

1. SACM 100-24, Annex III.

2. 6SAW CEI.

(g) USAF Radiotelephonic procedures.

1. ACP 125B (USAF).

2. 6SAW CEI.

(h) Distress and rescue.

1. ACP 135.

2. Flight Information Publications.

3. 6SAW CEI.

(i) Radio direction finding.

1. ACP 130.

2. Applicable flips.

(j) Communications security.

1. ACP 122B.

2. SACM 100-45.

(k) Identification (IFF/SIF) procedures.

1. NORAD/IFF/SIF Instruction 1-61.

2. CINCLANT IFF/SIF procedures.

3 CINCLANT Instruction 002380.1A.

4. 6SAW CEI.

(3) Pilots' communications data folders and EW operators' folders will be a current copy of 6SAW CEI. The 6SAW CEI is prepared by the Wing Communications Electronics Division and is distributed to users through normal classified document channels. It is mandatory that these folders accompany the aircraft on each flight.

c. Security

(1) This training plan is unclassified. Wide dissemination is desired to all personnel associated with or supporting this plan to insure full coordination and comprehension of its contents.

(2) Monthly Operational Plans published to implement this plan will be unclassified, unless contents dictate a military security classification.

(3) Maximum security training at unit level will be conducted for all personnel during the execution of this training plan.

(4) All combat crew members will have security clearances authorizing access to TOP SECRET military information on a "need to know" basis.

F. G. EDDY
Colonel, USAF
Commander

ANNEX

A - Air Training
B - Collateral Training

OFFICIAL:

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

DISTRIBUTION:

47 Strat Aerospace Div

6 Strat Aerospace Wg: (C, DCO, DCOT 10, DCM, IXO 4, DCOS/B-52 2, DCOS/KC-135 2, 6ARS 5, 24BS 5, 39BS 5, 40BS 5, 6FMS 2, 60MS 2, 6AEMS 2, Det 15 9 Wea, 4129CCTS 3, 812 Med Gp) 6 Cmbt Spt Gp (BC).

Total: 54

HEADQUARTERS 6TH STRATEGIC AEROSPACE WING
Walker Air Force Base, New Mexico
14 February 1963

ANNEX "A"

TO

OPERATIONS PLAN 403-63

AIR TRAINING

ANNEX A
6SAW OPLAN 403-63
14 February 1963

HEADQUARTERS
6TH STRATEGIC AEROSPACE WING
Walker Air Force Base, NMex
14 February 1963

ANNEX "A"

6SAW OPLAN 503-63

AIR TRAINING

1. Air training in accordance with SACR 50-43, 50-44, and 50-8 must be accomplished prior to a crew upgrading to combat ready status. Individual crew members must complete those items pertaining to their own position. Crew members who successfully complete upgrading in CCTS will be given credit for such items. Every effort will be made to upgrade crews and individuals within 30 days after becoming available for duty. Three sorties are considered sufficient to complete all required items. SACR 50-43 items are:

PILOTS	DAY
Minimum [illegible]	1
Night [illegible]	1
Low altitude [illegible]	1
GAM-77	1
RADAR NAVIGATOR	
Synchronous radar side step	1
Large charge combat jamming map match	1
Synchronous radar short look	1
Large charge short look	1
NAVIGATOR	
Intergrated night celestial grid	1
Intergrated day celestial grid	1
Low altitude Navigation Express semi-moblie	1
GAM -77 (Programming and Impact)	1
Tactical navigation leg	1
EW OFFICER	
Bomber Defense Run	3
Local Defense Run (High and Low)	3
Radar Simulator Run (High and Low)	3

GUNNER	QUANTITY
Live Gunnery mission	1

2. ACR air training will be completed in accordance with current directives as soon as equipment and instructors are available.

3. Each non-ready crew or crew member must complete all upgrading requirements identified by the letter (U) in the applicable chapter of SACM 50-8. These requirements must be accomplished within the reliability standards outlined in SACP 170-1A.

4. A typical mission for 50-43 training is reflected on 15AF form 60 on the following page.

FLIGHT PLANNING FORMAT

CREW NR	MISSION NR	DATE

ACFT COMMANDER	INST PILOT	OTHER PERSONNEL

ACFT NR	STATION TIME	TAKE-OFF TIME	MSN DURATION
		1930	10+00

DEPT	ARR	POSITION	ALT	REMARKS
1930		WAFB		
	1955	Anton Chico Inter		
	2010	34-00N 105-00W		Rec IP
	2030	ARCP		I/Snow
	2110	Ft. Worth		St Cam Prog Leg
	2145	36-50N 96-20W		TP
	2246	Chamberlain		Launch GAM
	2312	Bismark		GAM Impact
2351		Miles City VOR		Enter Long Run
		Long Run		Fly ACR Segment
	0100	B.A.		SLLC
	0125	Whitehall VOR		Exit Long Run
	0140	Missoula		PIP
	0150	Wallace		IP
	0200	Fairchild		Nike Def Run
	0220	Walla Walla		PIP
	0233	Baker		IP
	0248	Boise		Fixed Angle Jamming
	0310	Burley		St Grid
	0350	42-00W 107-00W		TP
	0510	WAFB		END Grid
	0530	Land		

BOMBING

RPS SITE	SCHED TIME	TARGETS	IPS
Bismark	2312	GAM Imp	
Express	2351	Entry	
Fairchild	0212	N.D.	
Boise	0248	F.- 2	

NAVIGATION

TYPE	DEPARTURE	TERMINATION
L.L.	Express	
Grid	Burley	WAFB

PHOTO SCORED CAMERA ATTACKS

TARGET CITY	RADAR VISUAL	OTHER	IPS

ECM

SITE NAME	TYPE ACTIVITY	NR OF RUNS
Express	RSR-LDR-BDR	
Fairchild	Nike Def	
Boise	RSR-LDR	

GUNNERY

RANGE AVAIL	CONTROLLING AGENCY	ROUNDS AMMO

OPERATIONS REMARKS

GAM # 8 WET FUEL

PLANNED BY

REMARKS

ANNEX "A"
6SAW OPLAN 403-63
14 Feb 1963

2030, I/Snow 100, PA, 31, 45m, :30

3

FLIGHT PLANNING FORMAT	CREW NR	MISSION NR	DATE

ACFT COMMANDER	INST PILOT	OTHER PERSONNEL

ACFT NR	STATION TIME	TAKE-OFF TIME	MSN DURATION
		1520	8+00

DEPT	ARR	POSITION	ALT	REMARKS
1520		WAFB		# 2 MITO
	1550	Las Vegas VOR		Departure
	1600	Roy		Start Int Nite Grid
	1650	3800N 9700W		TP
	1820	Bay City		Term. Grid
	1830	Freeport		Over water gunnery
	1920	Freeport		
	1945	Austin		PIP
	2000	Brady		IP
	2012	Dyess		NIKE
	2045	Pampa		PIP
	2100	Boise City		IP
2212	2112	La Junta		RBS Sim & LD
	2300	WAFB		
	2320	Desc & land		

BOMBING

RBS SITE	SCHED TIME	TARGETS	IPS
DYESS	2012	Side Step	Brady
La Junta	2112	R-5	Bosie Cty
La Junta	2148	LCMMCFSJ	Opt
La Junta	2212	Opt	Opt

NAVIGATION

TYPE	DEPARTURE	TERMINATION
Int Nite	Grid	
	Roy	2858N 9558W

PHOTO SCORED CAMERA ATTACKS

TARGET CITY	RADAR VISUAL	OTHER	IPS

ECM

SITE NAME	TYPE ACTIVITY	NR OF RUNS
La Junta	Sim & LD	3

GUNNERY

RANGE AVAIL	CONTROLLING AGENCY	ROUNDS AMMO

OPERATIONS REMARKS

PLANNED BY

REMARKS

ANNEX "A"

6SAW OPLAN 403-63
1 Jan 1963

4

HEADQUARTERS 6TH STRATEGIC AEROSPACE WING
Walker Air Force Base, New Mexico
14 February 1963

ANNEX "B"

TO

OPERATIONS PLAN 403-63

GROUND TRAINING

ANNEX B
6SAW OPLAN 403-63
14 February 1963

HEADQUARTERS 6TH STRATEGIC AEROSPACE WING
Walker Air Force Base, New Mexico
14 February 1963

ANNEX "B"

6SAW OPLAN 403-63

GROUND TRAINING

1. SACR 50-43 and 50-44 requirements must be accomplished prior to crew being upgraded to combat ready status. The Wing Collateral Training Officer in conjunction with Centralized Scheduling and the Bomb Squadron Operations Officers will monitor and schedule the requirements.

	Bomber	Tanker
a. Tactical Doctrine training	16 Hours	8 Hours
b. Supervised Target Study	8 Hours	
(1) Radar navigator and navigator only.		
c. SACM 55-8	4 Hours	
d. Alert training (proficiency basis)		
(1) Weapon acceptance		
(2) Aircraft acceptance and cocking procedures		
(3) Scrambel procedures up to but not including "takeoff".		

2. In addition to the above, the Pilot, Co-Pilot and Boom Operator will receive and demonstrate proficiency in ground refueling.

3. Positive control; 4 hours or until proficiency is demonstrated.

4. Authentication training: 4 hours.

5. Launch and execution, including launch for tankers: 4 hours.

6. ACR and GAM 77 training will be completed in accordance with current directives on the earliest possible date.

7. Low level ground training will be completed in accordance with SACM 50-4 and SACR 50-43.

RECORD OF AMENDMENTS

AMENDMENT NUMBER	DATE OF ENTRY	SIGNATURE AND GRADE OF PERSON ENTERING AMENDMENT

SAC FORM AUG 56 291

HEADQUARTERS 6TH STRATEGIC AEROSPACE WING
Walker Air Force Base, New Mexico
15 February 1963

6SAW OPLAN 400-1

RECORD OF AMENDMENTS

TABLE OF CONTENTS

ADMINISTRATIVE AND SECURITY INSTRUCTIONS

BASIC ORDER

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

ADMINISTRATIVE AND SECURITY INSTRUCTIONS

1. TITLE:

This document is Headquarters 6th Strategic Aerospace Wing Operations Plan Number 400-1. Short title is 6SAW OPLAN 400-1.

2. EFFECTIVE DATE:

This plan is effective 15 February 1963 (and supersedes 6SAW OPLAN 400-1, dated 15 January 1962).

3. PRIMARY OFFICE OF INTEREST:

Alert Management Division (DCOAM), 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 Major W. C. Stickler, extension 2836.

4. SUPPORTING ORDERS:

This plan has been prepared in support of SAC OPORD 50-62.

5. CLASSIFICATION:

This plan is unclassified. No special handling is required.

6. 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 crew flimsy.

7. DEFINITIONS AND ABBREVIATIONS:

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

HEADQUARTERS 6TH STRATEGIC AEROSPACE WING
Walker Air Force Base, New Mexico
15 February 1963

6SAW OPLAN 400-1

TASK ORGANIZATIONS

Organization	Location	Commander
DCOAM	Walker AFB, NM	Major W. C. Stickler
40th Bomb Sq	Walker AFB, NM	Lt Col K. J. Green
6th OM Sq	Walker AFB, NM	Lt Col H. P. Marohl
6th FM Sq	Walker AFB, NM	Lt Col E. L. Cleland Jr.
6th AEM Sq	Walker AFB, NM	Lt Col W. C. Manicom
6th AMM Sq	Walker AFB, NM	Lt Col W. H. Cox
37th MM Sq	Walker AFB, NM	Lt Col J. L. Mayo
6th Cmbt Supp Sq	Walker AFB, NM	Lt Col E. H. Clements

1. MISSION.

a. To provide crews and aircraft required to maintain the SAC Ground Alert Posture.

b. To support this posture with an alert facility which provides living accommodations, study and recreation facilities for both ground and flight crews on alert.

2. TASKS FOR SUBORDINATE UNITS.

a. Alert Force Facility, Deputy Commander for Operations will:

(1) Provide the personnel to operate and/or control the alert facility and all functions pertaining thereto.

b. 40th Bomb Squadron will:

(1) Provide combat ready crews, briefed and certified on the current EWO Plan.

c. 6th Organizational Maintenance Squadron will:

(1) Provide EWO configured aircraft as required.

(2) Provide ground crews as necessary to support the preparation, maintenance and launch of alert aircraft.

d. 6th Field Maintenance Squadron will:

(1) Provide maintenance support as required to insure the operational reliability of all aircraft systems.

e. 6th Armament & Electronics Squadron will:

(1) Provide specialist support as required to insure the highest reliability of all navigation, bombing, ECM, and defensive systems.

f. 37th Munitions Maintenance Squadron will:

(1) Provide the weapons and ammunition to properly EWO configure all alert aircraft.

(2) Provide trained personnel to load, unload and maintain weapons, ammunition and designated equipment associated with the weapons.

g. 6th Airborne Missile Maintenance Squadron will:

(1) Deliver, load and download GAM 77A from Alert Aircraft as scheduled by Job Control.

(2) Perform the Critical Circuits Check prior to uploading the missiles and will perform an under-the-wing- check prior to the warhead being uploaded.

h. 6th Combat Support Group will:

(1) Provide services and equipment necessary to house, feed and otherwise maintain the alert force in accordance with existing directives.

x. GENERAL INSTRUCTIONS.

This Operations Plan is written to provide certain information, guidance and specific instructions for the conduct of the Ground Alert phase of SAC OPORD 50-62. Instructions contained herein are directive in nature.

6SAW OPLAN 400-1
15 February 1963

E. C. EDDY
Colonel, USAF
Commander

ANNEX

A - Operations
B - Maintenance
C - Combat Support

OFFICIAL:

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

DISTRIBUTION:

15AF (DOPTA)
47 Air Div

C, DAS, DCO, DCOAM 12, DCOE, DCOI, DCOP, DCOT, DCOTD, DCOTAW, DCOTBO 3, SAFE 2, DCM 6, DSUP 4, DSUPP 4, 6FMS 6, 6OMS 4, 6AMMS 2, 6AEMS 3, 6MMS 3, 40BS 35, EC, EDCD 5, EDCM 4, EDCL 3, EDCS 5, ECH, EPR 2, OSI, IXO, 812MEDGP 2, 9WEA, AFCS
TOTAL 122

HEADQUARTERS 6TH STRATEGIC AEROSPACE WING
Walker Air Force Base, New Mexico
15 February 1963

ANNEX "A"

TO

OPERATIONS PLAN 400-1

OPERATIONS

ANNEX A
6SAW OPLAN 400-1
15 February 1963

HEADQUARTERS 6TH STRATEGIC AEROSPACE WING
Walker Air Force Base, New Mexico
15 February 1963

ANNEX "A"

6SAW OPLAN 400-1

OPERATIONS

1. BILLETING AND PERSONNEL SUBSISTENCE.

a. General House-Keeping Rules.

(1) Linen exchange will be in accordance with crew change-over schedules.

(2) House-keeping supplies will be provided by local purchase funds in conjunction with custodial service requirements.

(3) Individuals will furnish their own towels and toilet articles.

(4) Luggage will be stored on top of wall lockers.

(5) All individuals will adhere to a continuing fire prevention program.

(6) Walls are to be kept free from scuff marks.

(7) Financial liability is an order for negligent damage to furnishings.

(8) Answer when paged on the Inter-Com system.

(9) Coffee bar will be kept clean.

(10) Adjustments of thermostats will not be made. This equipment is regulated by Civil Engineer personnel.

(11) All card playing, operation of TV sets, and all other lounge activities will cease at 2400 hours.

(12) Office phones are not to be used by alert crews.

b. Dining Hall in Building 1166 is designated the subsistence facility for personnel on alert duty.

c. Messing hours will conform with crew activity schedules and will be regulated by Food Service Squadron personnel permanently assigned to the Alert Facility.

d. General Dining Hall rules.

(1) Proper attire, commensurate with the alert mission being accomplished and in keeping with military standards, will be worn at all times.

(2) Personnel having complaints will direct them to Alert Force supervisory personnel.

2. ALERT CREW CHANGE-OVER PROCEDURES.

a. On-coming crews will assemble at the 40th Bomb Squadron and are encouraged to use the bus transportation provided them from the 40th Bomb Squadron to the Alert Facility, due to the limited parking space available adjacent to the alert area. This transportation will be ordered by the 40th Bomb Squadron Operations Staff. If individual crew members do utilize their POV's they are not authorized to park them within the Category I area.

b. Buses will be provided on a basis of one for each two crews changing over. These buses will remain at the Alert Facility and will take off-going crews back to the 40th Operations Building.

c. Upon arrival, on-coming crews will receive the daily Pre-takeoff Briefing in the Alert Facility Briefing Room. Immediately following above briefing, crew change-over will be accomplished.

(1) The change-over will be effected through proper acceptance and receipting procedures and return of obsolete material as prescribed in SACM 55-7, Vol II.

d. After completion of change-over procedures, on-coming crews will be scheduled for SAC directed training, IE, PC Training and testing, SAC TD, Weapons, etc.

e. In order to facilitate an orderly change-over, utilization of the fast-ride vehicles will be made in the following manner.

(1) One crew member (Gunner preferred, if driver qualified and in possession of a drivers license from any state), from the out-going crew will drive his crew assigned fast-ride vehicle to Building 1166, to allow the on-coming crew members to load the personal and flying gear which they will carry on the aircraft. The vehicle will then be driven to the aircraft; the in-coming crew reporting for the pre-take-off briefing.

(2) During change-over at the aircraft following the pre-take-off briefing, the out-going crew will down-load their equipment and utilize the fast-ride vehicle to transport it back to the alert building area. One crew member from the crew will drive the vehicle with the "old" crew, and gear, to the alert building. There the vehicle will be quickly off-loaded and returned to the aircraft.

f. At this point the out-going crew will be clear to leave the alert area provided no additional requirements for their presence is necessary.

3. ALERT PRE-FLIGHT.

a. Daily:

(1) At the conclusion of the daily briefing, crews will proceed to their assigned aircraft to conduct the daily pre-flight.

(2) Pre-flight will be conducted in accordance with current directives and will include rotating tires.

(3) Upon completion of pre-flight, position UHF radios as follows:

(a) Command #1, set on channel 2 with frequency 311.0 mcs set in manual behind channel 2.

(b) Command #2, set on channel 9 with frequency 321.0 mcs set in manual behind channel 9.

(c) Place both guard receivers "on".

(d) Set up omni. on 121.5 mcs and place pilots and co-pilots outer marker toggle switches "on".

(4) Contact the Command Post on channel 9 and report daily pre-flight complete or indicate any maintenance difficulties encountered.

b. Aircraft acceptance pre-flight.

(1) New aircraft will be prepared for alert duty by appropriate maintenance agencies.

(2) Aircraft will normally be accepted by alert flight crew on sortie to receive the new aircraft.

(3) The following will be accomplished:

(a) Weapons acceptance.

(b) The prescribed dash one preflight will be accomplished, plus the following:

1. Turn on INS and MD-9 radar and perform such checks as are possible without going to bomb function.

2. No other systems will be operated unless maintenance has been performed and the crew chief requests a check by the flight crew.

c. Cold Weather Procedures:

(1) Cold weather procedures will normally be accomplished in conjunction with draining water, but is applicable at any time temperature goes below 32 degrees F.

(a) Hydraulic pack 5 thru 10 air valves open with power off.

4. FAST-RIDE VEHICLE PROCEDURES.

a. Fast-ride vehicles assigned for use by alert crews on duty will be utilized for crew movement within the alert area and to reach assigned aircraft during actual or practice alerts.

b. Ground crew personnel on duty will utilize these vehicles in actual or practice alert situations that require the positioning of Ground Power Equipment with the aircraft, but out of its alert parking space.

c. When not in use the fast-ride vehicles will be parked in the Alert Facility parking area east or west of Building 1166.

d. Each vehicle will be readily identified by markings as prescribed in current "Planning Factors Manual on Alert", SACM 27-1.

e. Extreme caution will be exercised in driving these vehicles during actual or practice alerts. Routing will be by way of the perimeter roads surrounding aircraft parking spaces or the ramp.

f. Prior to exiting vehicle, driver will set parking brake, shut down engine and place into lowest gear.

g. Vehicles will not be left standing or parked in front of aircraft, nor will they be left standing or parked in any position in which they might receive damage from aircraft engine blast.

h. Vehicles will not be backed toward, parked, or driven within 25 ft of any portion of parked aircraft, unless for purpose of loading or unloading equipment or materials on or off aircraft. In no instance will vehicles be stopped or parked in such a position that in event of brake failure or other mishaps the vehicle would roll or run into aircraft.

i. Vehicles red blinker lights will be turned "on" whenever fast-rides are in movement during actual or practice alerts.

j. When used to go to the picnic area, vehicle will be parked facing the Alert area to facilitate responding to an alert.

k. Personnel must meet all current regulatory requirements for operating US Government vehicles to be able to operate fast-ride vehicles assigned to Alert Force.

5. MINIMUM REACTION PROCEDURES.

a. Take-off on Runway 21 (Optimum runway).

(1) Upon receipt of a properly authenticated message, three aircraft (the three aircraft are designated daily, during briefing, by parking stub number) will proceed to the alert taxiway leading onto runway 21. The first aircraft will stop at the runway threshold retaining line, the two following aircraft will be positioned, in trail, at the marker lines provided (which provides a 150' nose to tail clearance). The remainder of the aircraft will maintain their positions in their respective stubs.

(2) Designated aircraft will taxi as soon as possible but will exercise extreme caution. Should a taxiing conflict exist, the aircraft on the North stubs will have right of way.

(3) If maintenance trouble develops that will prevent taxiing, the wing navigation lights will be turned off and the anti-collision lights turned on. To maintenance personnel, this will indicate trouble and will be a signal to other aircraft that the affected aircraft will not taxi. If the aircraft cannot taxi due to reasons other than maintenance, navigation and anti-collision lights will be turned off.

b. (1) Upon completion of the exercise, aircraft will continue down runway, clearing runway at taxi-way T-12 (speed permitting, without excessive braking), taxi north on taxi-way T-9 through north "Warm-up-Pad", across the active runway and back into the alert area. (DO NOT USE TAXI-STRIP T-1, IT IS NOT STRESSED FOR B-52'S).

(a) If the MRP is terminated in a Coco Exercise, requiring all alert aircraft to taxi, procedure in b.(1) above will be followed by all aircraft, and in continuing, the first four aircraft will taxi across the active runway (after obtaining tower clearance on UHF, Channel 2) and proceed to designated parking stubs. The remaining aircraft will hold on the north "Warm-up-Pad" or T-9 until directed to proceed further.

(b) As soon as conditions and time permit, the four outboard engines on all recovering aircraft will be shut down.

(c) In all instances caution and a liberal use of good judgement as pertains to taxi speeds, brake usage, speed in turns, and aircraft right-of-way will prevail.

(d) Upon return to alert parking area, maintenance personnel will assume duties of guiding aircraft to parking stubs, reposition the aircraft and ground power, and assist the air crew in rechecking in a minimum amount of time. Flight crew will aid in aircraft repositioning and rechecking as necessary.

c. Take-off on Runway 03.

(1) All aircraft will taxi as soon as possible, across north end of runway, through the "Warm-up-pad" area, (DO NOT USE TAXI-STRIP T-1, IT IS NOT STRESSED FOR B-52'S), and south on taxi-way T-9. Aircraft will stop at MITO lines provided for take-off on runway 03.

(2) If maintenance trouble develops that will prevent taxiing, the wing navigation lights will be turned off and the anti-collision lights turned on. To maintenance personnel, this will indicate trouble and will be a signal to other aircraft that the affected aircraft will not taxi. If the aircraft cannot taxi due to reasons other than maintenance, navigation and anti-collision lights will be turned off.

d. Recovery from Alert Exercises (Runway 03).

(1) Upon completion of exercise, aircraft will continue down runway, turning off active at first available taxi-way, (speed permitting, without excessive braking). Taxi north on T-9, through north "Warm-up-pad".

(a) The first four aircraft will taxi across active runway (after obtaining tower clearance on UHF, Channel 2) and proceed to designated parking stubs.

(b) As soon as conditions and time permit, the four outboard engines on all recovering aircraft will be shut down.

(c) Upon return to alert parking area, maintenance personnel will assume duties of guiding aircraft to its assigned parking stub, reposition the aircraft and ground power unit and aid the flight crew in rechocking in a minimum amount of time. Flight crew will aid in aircraft repositioning, and rechocking as necessary.

(d) Refueling will be accomplished as necessary, bringing total fuel quantity up to the amount required for month of year. Any time the total fuel on board goes 3000 lbs below the published load, the aircraft will be serviced.

(e) Each crew commander will be responsible to report any aircraft discrepancies to his respective crew chief prior to departing aircraft, upon termination of exercise, such discrepancies will be cleared or resolved with the least amount of delay.

6. ALERT AIRCRAFT WATER DRAIN AND RELOAD.

a. Procedures:

(1) Water Dumping.

(a) When the outside temperature drops to 40 degrees F. and is predicted to drop to 32 degrees or below, water will be dumped.

1. Flight Chief will keep a continuous check on present and predicted temperatures and will notify crew commanders when water dumping is required.

2. Crew commanders plus one other crew member will proceed to their assigned aircraft and open the water drain valve with ground power on the line.

3. Crew commanders will also, at this time, configure the hydraulic packs for cold weather operation in accordance with T.O. 1B-52E-1, Section II, Page 2-89.

(2) Reloading Water.

(a) Flight Chief will request from the weather forecaster the predicted time that the temperature will reach 40 degrees F.; when it is predicted to climb to 45 degrees F. or above.

(b) Flight Chief will request that a water truck be available at that time and will notify the crew commanders of the reload time.

(c) Crew commanders will leave the water valve open while water is being pumped until water runs thru all valves to clear ice, then close valves.

NOTE: This will be accomplished in conjunction with daily pre-flight whenever possible so as not to interfere with ground training schedule.

HEADQUARTERS 6TH STRATEGIC AEROSPACE WING
Walker Air Force Base, New Mexico
15 February 1963

APPENDIX 1

ANNEX "A"

TO

OPERATIONS PLAN 400-1

LOSS OF BASE/COMMERCIAL POWER TO FACILITY

HEADQUARTERS 6TH STRATEGIC AEROSPACE WING
Walker Air Force Base, New Mexico
15 February 1963

APPENDIX 1

ANNEX "A"

6SAW OPLAN 400-1

LOSS OF BASE/COMMERCIAL POWER TO FACILITY

1. In the event of power failure in the Alert Facility, automatic battery powered lights and alarm bell systems will activate; in addition, a separate, manually controlled, battery powered alarm bell system (which includes an alerting capability at the golf course club house)switch located in DCOAM office, will be activated.

2. Alert crews will respond, proceeding to their aircraft immediately, following procedures outlined in SACM 55-2A, pertaining to "Loss of Klaxons."

3. The command post will be notified, over the "hot line", of the condition and that the crews are proceeding to their aircraft.

4. Confirm that bell is ringing at the golf course by calling extension 2679.

5. Call Security Access Control Gate, extension 2789, notifying them of type of alert in progress.

6. A check of the entire building will then be made to assure all personnel have responded to the condition. (This is providing personnel are available in order to maintain telephone coverage).

7. If sufficient personnel are available, whereby telephone coverage may be maintained, the Duty NCO will start the auxilliary power unit, located in front of Alert Facility, restoring power on a temporary basis until commercial power is available.

HEADQUARTERS 6TH STRATEGIC AEROSPACE WING
Walker Air Force Base, New Mexico
15 February 1963

APPENDIX 2

ANNEX "A"

TO

OPERATIONS PLAN 400-1

LOSS OF COMMUNICATIONS/KLAXON FAILURE IN FACILITY

APPENDIX 2
ANNEX A
6SAW OPLAN 400-1
15 February 1963

HEADQUARTERS 6TH STRATEGIC AEROSPACE WING
Walker Air Force Base, New Mexico
15 February 1963

APPENDIX 2

ANNEX "A"

6SAW OPLAN 400-1

LOSS OF COMMUNICATIONS/KLAXON FAILURE IN FACILITY

1. LOSS OF COMMUNICATIONS.

a. Procedures to be followed when a complete loss of all communications exists between the Alert Force and the Command Post is to be found in SACM 55-2A, Chapter 1, part 4, page 70, paragraph 37, (c) 1., 2.

b. In order to make such a loss of communications known to the Command Post, Air Police at the Security Access Gate will be contacted and directed to utilize their radio, through the Security Command Post, in an endeavor to relay the information.

2. KLAXON FAILURE. Procedures to be followed when there is a "Loss of Klaxons only" are to be found in SACM 55-2A, Chapter 1, part 4, page 70, paragraph 37, (2) (b) 1., 2.

HEADQUARTERS 6TH STRATEGIC AEROSPACE WING
Walker Air Force Base, New Mexico
15 February 1963

APPENDIX 3

ANNEX "A"

TO

OPERATIONS PLAN 400-1

FIRE, DISASTER-CBR, BROKEN ARROW AND FUEL SPILLAGE

HEADQUARTERS 6TH STRATEGIC AEROSPACE WING
Walker Air Force Base, New Mexico
15 February 1963

APPENDIX 3

ANNEX "A"

6SAW OPLAN 400-1

FIRE, DISASTER-CBR, BROKEN ARROW AND FUEL SPILLAGE

1. FIRE (WITHIN ALERT FACILITY). In the event of fire within the Alert Facility, Building 1166, the fire alarm system will be activated; this alarm is automatic cause for alert crews to proceed to their aircraft immediately.

2. FIRE (AIRCRAFT). In the event of an alert aircraft fire, the command post will be notified simultaneuous with fire department notification. If conditions dictate, a potential Broken Arrow notification will be made. Alert crews will respond as prescribed in SACM 55-2A, Chapter 1, part 4, page 69, paragraph 36, a., (2).

3. DISASTER-CBR. Procedures to be followed under conditions of Disaster and CBR are outlined in 6th Strategic Aerospace Wing Disaster Control Operations Plan 500-63.

4. BROKEN ARROW. Procedures to be followed when in receipt of a Broken Arrow notification are to be found in SACM 55-2A, Chapter 1, part 4, page 69, paragraph 36, a., (1), (2).

5. FUEL SPILLAGE. In the event of fuel spillage in the alert aircraft parking area, action will be taken based on the condition and severity, however, the klaxon will not be used as a means of notification. Alert crews will be notified through activation of the Alarm Bell system and or verbally. Crew reaction will be exactly the same as a "Klaxon Out Alert."

6. EVACUATION AND DISPERSAL. Procedures to be followed are outlined in 6th Strategic Aerospace Wing Disaster Control Operations Plan 500-63.

HEADQUARTERS 6TH STRATEGIC AEROSPACE WING
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15 February 1963

APPENDIX 4

ANNEX "A"

TO

OPERATIONS PLAN 400-1

SECURITY OF THE ALERT AREA

HEADQUARTERS 6TH STRATEGIC AEROSPACE WING
Walker Air Force Base, New Mexico
15 February 1963

APPENDIX 4

ANNEX "A"

6SAW OPLAN 400-1

SECURITY OF THE ALERT AREA

1. Ground Alert Force protection is afforded constantly in accordance with SACR 205-5, AFM 205-4 and SACM 205-5, Chapter 11, as pertains to a permanent alert in a permanently installed facility and alert bomber parking area.

2. The Chief of the Alert Management Division represents the Deputy Commander for Operations in resolving all matters pertaining to the security of the Alert Area and coordinates constantly with the BDCL and CD in adjusting procedures commensurate with changing conditions as encountered in the various DEFCON's.

HEADQUARTERS 6TH STRATEGIC AEROSPACE WING
Walker Air Force Base, New Mexico
15 February 1963

APPENDIX 5

ANNEX "A"

TO

OPERATIONS PLAN 400-1

ADVERSE WEATHER PROCEDURES

HEADQUARTERS 6TH STRATEGIC AEROSPACE WING
Walker Air Force Base, New Mexico
15 February 1963

APPENDIX 5

ANNEX "A"

6SAW OPLAN 400-1

ADVERSE WEATHER PROCEDURES

1. SEVERE WEATHER.

a. Under conditions of forecast or actual severe weather proportions, the severity of which might cause damage to Alert Force aircraft or preclude the capability of performing the assigned EWO, evacuation in accordance with 6th Strategic Aerospace Wing Disaster Control Operations Plan 500-63, appendix 1, annex "N" (and Tab "A", Operations) will be implemented upon the decision of the Wing Commander.

2. HIGH WINDS - ICING - SNOW.

a. Procedures to be followed under the above conditions are outlined in annex "B" of this plan.

HEADQUARTERS 6TH STRATEGIC AEROSPACE WING
Walker Air Force Base, New Mexico
15 February 1963

APPENDIX 6

ANNEX "A"

TO

OPERATIONS PLAN 400-1

SAC DEFCON 1

HEADQUARTERS 6TH STRATEGIC AEROSPACE WING
Walker Air Force Base, New Mexico
15 February 1963

APPENDIX 6

ANNEX "A"

6SAW OPLAN 400-1

SAC DEFCON 1

Procedures to be followed under SAC DEFCON 1 are to be found in SACM 55-7, Volume 1, chapter 5, change 1, page 17, (5) (a) 1, 2, 3.

HEADQUARTERS 6TH STRATEGIC AEROSPACE WING
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15 February 1963

APPENDIX 7

ANNEX "A"

TO

OPERATIONS PLAN 400-1

POSITIVE CONTROL ENVELOPE CHANGE

HEADQUARTERS 6TH STRATEGIC AEROSPACE WING
Walker Air Force Base, New Mexico
15 February 1963

APPENDIX 7

ANNEX "A"

6SAW OPLAN 400-1

POSITIVE CONTROL ENVELOPE CHANGE

Procedures to be followed when a PCE change is required are to be found in SACM 55-7, Volume 1, chapter 7, change 3, page 33, (3), (4), (a), (b), page 34, (c), (d).

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15 February 1963

APPENDIX 8

ANNEX "A"

TO

OPERATIONS PLAN 400-1

ALERT AIRCRAFT WITH COMMUNICATIONS FAILURE

HEADQUARTERS 6TH STRATEGIC AEROSPACE WING
Walker Air Force Base, New Mexico
15 February 1963

APPENDIX 8

ANNEX "A"

6SAW OPLAN 400-1

ALERT AIRCRAFT WITH COMMUNICATIONS FAILURE.

Procedures to be followed when loss of alert aircraft communications is encountered during taxi or take-off conditions may be found in SACM 55-2A, Chapter 1, part 4, change 2, c., (1), (2), page 72.

HEADQUARTERS 6TH STRATEGIC AEROSPACE WING
United States Air Force
Walker Air Force Base, New Mexico
15 February 1963

ANNEX "B"

TO

OPERATIONS PLAN 400-1

MAINTENANCE

HEADQUARTERS 6TH STRATEGIC AEROSPACE WING
United States Air Force
Walker Air Force Base, New Mexico
15 February 1963

ANNEX "B"

6SAW OPLAN 400-1

MINIMUM REACTION POSTURE

1. GENERAL: This sets forth the procedures for the Alert Maintenance Branch and related activities supporting the minimum reaction posture.

2. PROCEDURES: The Command Post will notify the Alert Force to assume a minimum reaction posture. The Alert Force Commander will immediately notify the Maintenance Branch. Concurrently, the Command Post will notify Job Control, who will in turn notify the DCM and then proceed as below:

a. The DCM and/or assistant will assume overall supervision of the maintenance effort from his post adjacent to Job Control. He will monitor progress and insure positive action by all applicable agencies.

b. Job Control will:

(1) Notify Deputy Commander for Maintenance.

(2) Notify OMS Support Branch to dispatch three towing tractors with towbars to the alert area.

(3) Dispatch approproate specialists as requested by the Alert Force Maintenance Supervisor.

(4) Notify the Fire Department to position the crash equipment.

(5) Maintain communications with the Command Post and maintenance alert force supervisors as indicated.

(a) Command Post: Direct line, telephone, UHF radio with 311.0 mc primary and 321.0 mc as secondary.

(b) Alert Force Maintenance Branch: Direct line to the alert facility, "A" net radio, UHF radio with 311.0 mc primary and 321.0 mc as secondary.

c. Alert Branch Line Chief: The Line Chief will be notified by the Alert Force CQ during non-duty periods and will report to the alert area immediately. During normal duty periods, the notification will be the same as for the alert crews.

(1) Assume duties as Launch Officer while the aircraft are in the alert area.

(2) The Alert Line Chief will remain in the alert area to direct recovery activities and/or prepare Start Team for mobility as outlined in 6SAW War Support Plan in the event alert aircraft are launched.

d. Alert Branch Flight Chiefs: Flight chiefs will be notified by the alert pyramid system during non-duty periods and will report to the alert area. For flight chiefs on duty, the notification will be the same as for the alert crews.

(1) Occupy the Alert Maintenance radio vehicle and maintain radio contact with the Command Post on UHF and Job Control on "A" net radio.

(2) Monitor engine start and taxi of alert aircraft, watching for signal from aircraft for maintenance assistance (indicated by navigation lights off and anti collision lights on).

(3) When Runway 03 is used, the alert flight chief will pick up the ground crews from Stubs 200 and 205.

The alert maintenance radio vehicle will follow the alert aircraft by crossing Runway 21 and proceeding southwest on taxiway T-9 to MITO line up area. The alert maintenance radio vehicle will be positioned to maintain surveillance over all alert aircraft.

(4) Supervise maintenance activities while in this posture.

(5) Maintain radio communication with Job Control.

e. Alert Crew Chief:

(1) Follow Scramble Checklist for engine start/taxi procedures.

(2) Monitor alert aircraft for signal indicating need for maintenance assistance (navigation lights off and anti collision lights on).

(3) Alert Crew Chief and assistant from Stubs 200 and 205 will take interphone cords and headsets with them on alert maintenance radio vehicle.

(4) Follow Alert Recovery Procedures.

f. 6FMS and 6AEMS: Specialists on standby will assemble in their respective shops and stanby for instructions from Job Control.

g. OMS Support Branch: When notified by Job Control, the Support Branch will dispatch three drivers with towing tractors and towbars to the alert area.

h. Fuels and Propellants Division: When notified by Job Control the Fuel Servicing Branch will dispatch three JP-4 trucks to the alert area.

i. Crash Fire: As an extra precautionary measure a special purpose patrol vehicle and one major type unit will be assigned to the alert area when mass engine starts occur. Additionally, these units will remain with the aircraft fleet during mass movement exercises.

HEADQUARTERS 6TH STRATEGIC AERISPACE WING
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ANNEX B

MAINTENANCE

1. GENERAL: This Annex outlines the responsibilities and procedures for maintenance and supply functions of the 6th Strategic Aerospace Wing in supporting the Alert Force. Requirements for support from the 6th Combat Support Group established herein are detailed further in Annex C

SECTION I. MAINTENANCE CONTROL

1. Aircraft scheduled to begin alert will have a minimum of two full calendar work days on the ground between the last training flight and assuming an alert posture. The Maintenance Control Division will carefully adhere to the priority system, as established in SAC Supplement 1, Chapter 2, Paragraph 2-24a(1), and insure that the term "Priority One" applies only to alert status on tactical aircraft/GAM's and associated AGE. "Priority One" will be applied to all specialist support and supply support.

2. Plans & Scheduling will schedule work orders for those aircraft going on ground alert without GAM. The work will be performed on the day before entry, or the last work day before holidays or week-ends.

(a) 0700-0730 Refuel and service if required. Water service will depend on the temperature.

(b) 0730-1200 Complete maintenance.

(c) 0730-0900 ECM Configuration and Checkout.

(d) 0730-0900 Chaff Configuration and Checkout.

(e) 0730-0900 Combat Ammo Delivery and Load.

(f) 1115-1200 Install Personal Equipment.

(g) 1130-1200 Camera Installation and Preflight.

(h) 1200-1300 Tow to Alert Area.

(i) 1300-1500 Weapon Loading.

(j) 0530-0615 Arm Weapons.

(k) 0615-0730 Flight Crew Preflight.

(l) 0730- Cock into Alert.

3. Plans and Scheduling will schedule work orders for those aircraft coming off Ground Alert without GAM's.

(a) 0730- Uncock.

(b) 0730-0900 Download Weapons.

(c) 0730-0900 Download Ammo.

(d) 0730-0900 Reconfigure ECM & Chaff for next 60-9 Schedule.

(e) 0900-1000 Tow to B-52 Parking Area.

(f) 1000-1100 Defuel.

4. Plans and Scheduling will schedule work orders for those aircraft going on Ground Alert with GAM's. The work will be performed on the day before entry, or the last work day before holidays or week-ends.

(a) 0700-0730 Refuel and service if required. Water service will depend on the temperature.

(b) 0730-0900 Complete maintenance.

(c) 0730-0900 Chaff Configuration and Checkout.

(d) 0730-0900 ECM Configuration and Checkout.

(e) 0730-0900 Combat Ammo Delivery and Load.

(f) 0900-0945 Install Personal Equipment.

(g) 0930-1000 Install Camera and Preflight.

(h) 1000-1200 Load GAM's.

(i) 1300-1400 GAM Under-Wing Check.

(j) 1400-1500 Tow to Alert Area.

(k) 1500-1700 CCC and Load Weapons and Warheads.

(l) 0515-0615 Arm Weapons and Warheads.

(m) 0615-0730 Flight Crew Preflight.

(n) 0730- Cock into Alert.

5. Plans and Scheduling will schedule work orders for those aircraft coming off alert with GAM's and flying a GAM training sortie the next day.

(a) 0730- Uncock.

(b) 0730-1030 Download Weapons and Warheads and Upload Ballast on GAM's.

(c) 0730-0900 Download Ammo.

(d) 0730-0900 Reconfigure ECM and Chaff for next 60-9 Schedule.

(e) 1030-1130 Tow to B-52 Parking Area.

(f) 1230-1330 Defuel to next 60-9 Schedule.

6. Plans and Scheduling will schedule work orders for those aircraft coming off alert with GAM's and flying a training sortie <u>without</u> GAM's the next day.

(a) 0730- Uncock.

(b) 0730-0900 Download Weapons and Warheads.

(c) 0730-0900 Download Ammo.

(d) 0730-0900 Reconfigure ECM and Chaff for next 60-9 Schedule.

(e) 0900-1000 Tow to B-52 Parking Area.

(f) 1000-1100 Defuel to next 60-9 Schedule.

(g) 1100-1300 Download GAM's.

SECTION II. 6TH ORGANIZATIONAL MAINTENANCE SQUADRON

1. The 6th Organizational Maintenance Squadron will direct the necessary resources to insure that the alert mission is supported above all other commitments, and provide in-commission aircraft to the Alert Force as required by the Monthly Maintenance Order.

2. The Bomber Maintenance Officer will insure that aircraft scheduled for alert are in the best possible condition and will closely monitor the aircraft status before and after the last flight prior to alert.

3. At least four days prior to changing ground crews on alert, the Bomber Branch Line Chief will furnish a copy of a roster to:

a. OMS First Sergeant, who will relieve alert personnel of all squadron duties and coordinate with training section to insure that required training will be scheduled for this period.

b. Alert Branch Line Chief, who will have the point guard access roster prepared and coordinate assignment of personnel with the Alert Force Supervisor.

4. Training of personnel in Alert Force procedures will be accomplished by assigning trainees to a specific alert ground crew. Trainees will work a normal alert shift, 0730 hours to 1630 hours. They will not sleep in the alert building or be relieved of squadron duties. They must be on the security access lists and will participate in actual alert during normal duty day. Only after the crew chief certifies to the Alert Force Line Chief that a trainee is fully qualified in Alert Force procedures will trainees be assigned primary alert duty.

5. New ground crew members reporting for alert duty will be given a detailed taped briefing by the Alert Maintenance Line Chief or Flight Chief.

6. A normal alert tour will be approximately 21 days. During this period the ground crew will split into three shifts with each shift working twenty-four (24) hours on duty and forty-eight (48) hours off duty. Trainees assigned to ground crews will work Monday through Friday from 0730 to 1630 hours and will eat noon meal in the Alert Mess Hall. The Line Chief will work from 0700 hours to 1600 hours daily Monday through Friday. The four Flight Chiefs will work two duty days of twelve hours each and forty-eight hours off, with one Flight Chief on duty at all times. The following schedule will be followed:

a. 0600-0745 Breakfast.

b. 0730 Ground Crew shift change, personnel inspection and daily briefing by Line Chief or Flight Chief.

c. 0740 Daily alert preflight.

d. 0830 Tire rotation.

e. 0900-1100 Training as scheduled.

f. 1130-1245 Lunch.

g. 1300-1500 Training as scheduled.

h. 1500 Service liquid oxygen.

i. 1600 Walk-around inspection, tire pressure check.

j. Ground power run-up and checkout (run long enough to recharge the battery)

k. 1645-1800 Dinner.

l. 2400 Lights out.

7. The crew chief will insure that the aircraft is prepared for EWO configuration during recovery maintenance and phased inspection before going on alert.

a. Refueled to established alert force load.

b. Insure completion of recovery inspection and all discrepancies cleared.

c. Service the liquid oxygen system and check for leakage; repair if necessary; twenty-four hour leak check (minimum).

d. Inventory and insure that all flash curtains are clean, serviceable and properly stowed.

e. Load and secure a spare drag chute in the 47-section.

f. De-mineralized water loaded (seasonal).

g. Pressure check the water system.

h. Insure SWESS and Armament provisional batteries inspection does not fall due during alert tour.

i. Check alternator brushes and replace if necessary.

j. Check aircraft battery start capability.

k. Check aircraft forms with Form 230 at Supply Laison.

l. Insure that no calendar inspection items become due on alert tour.

m. Be prepared to split ground crew into two shifts and work until completion of all outstanding work.

8. Items of equipment to be taken by the crew chief when going on alert:

a. A complete and serviceable set of covers and plugs.

b. Two ground wires.

c. One ground interphone cord.

d. Two headsets.

e. One crew chief cart with tool box security provisions.

f. One tool kit for each man assigned.

g. One ladder.

h. Two each two gallon water jugs.

i. One each one quart water jug.

j. Two each hot cups.

9. The Bomber Branch Line Chief will require all ground crew personnel reporting for alert duty to have in their possession the following effects:

a. Tool kit (complete with tools and flashlight).

b. Dosimeter.

c. Dog tags.

d. ID Card.

e. SAC Line Badge (SAC Form 138).

f. Mobility clothing as outlined in the 6SAW War Support Plan.

g. Mobility Cards.

h. Current shot record.

i. Current Operator's Permit on Air Force Equipment (AFTO Form 35).

j. Vehicle Operator's Permit.

k. Mess Ration Card (if applicable).

10. The Recovery Branch will completely service a new aircraft and the Support Branch will tow it to the Alert Area by 1300 hours on the day prior to the aircraft change-over. The Support Branch will tow the old aircraft to a ramp parking spot after down-loading as scheduled by Job Control. The Alert Force will assume the responsibility for refueling, sump draining, water servicing and hydraulic servicing after the new aircraft is positioned and cocked for alert. The Support Branch will refill the hydraulic and oxygen carts and defuel the sump drain bowser barrels as necessary; provide Euclid drivers as necessary and liquid oxygen servicing personnel at approximately 1500 hours daily.

11. The Support Branch will issue to the Alert Force Branch Line Chief the following equipment:

a. Eight sixty-foot refueling cables.

b. Two oxygen carts (to be refilled as necessary by the Support Branch) to include the necessary servicing equipment.

c. Sump draining equipment (including bowser/barrels and plastic buckets).

d. One B-4 stand per aircraft.

e. One B-5 stand per aircraft.

f. One flood light per aircraft.

12. Water will be serviced when the temperature rises to +40°F and is predicted to rise above +45°F. Water will be drained when the temperature lowers to +40°F and is predicted to go lower. The two-man policy will be adhered to and the aircraft commander must accompany the crew chief to the cockpit when servicing or draining water.

13. Two vehicles will be assigned to the Alert Maintenance Branch; one panel truck, pick-up, or station wagon with "A" net radio and an ARC-33 radio to be used as Flight Line Control Vehicle; and one pick-up or equivalent to be used as a personnel carrier and towing vehicle for ground power equipment. The OMS Bomber Branch Section vehicle, "The Hawk", will be the number one spare for replacement of the Alert radio controlled vehicle. The DCM station wagon is the secondary spare for replacement of the Alert Branch "A" net radio vehicle. The "A" net radio vehicle assigned to the Alert Branch will be provided with the following items:

a. Standard (frequenctly used) items parts list.

b. Supply control log.

c. Applicable -4 T.O.

d. Flight Chief log.

e. Master alert checklist.

f. Tire pressure gages (two each) (current calibration).

g. LOX servicing safety equipment.

h. Sump drain equipment.

14. The Alert Branch Flight Chief will take the following action during high winds:

a. Maintain continuous surveillance to insure that duct covers, plugs and tail covers are installed.

b. Check security of AGE and maintenance stands.

c. Determine the need for ramp sweeping and/or removal of debris from the Alert Area.

d. Install additional wooden chocks if deemed necessary.

15. During icing conditions, snow, sleet or freezing rain, the Alert Branch Flight Chief will:

a. Maintain a continuous surveillance of the aircraft and determine the need for de-icing.

b. Insure that the ground crews apply BT-400 heat to the aircraft and AGE as necessary when temperatures are below +20°F.

c. Insure that MA-1A air carts and MD-3 power units are run-up to operating temperatures at four hour intervals.

d. Determine the need for snow removal. The center yellow taxi line must be swept clear at all times.

e. Advise the Alert Force Commander and/or Wing Control Room at any time a COCOA Alert would be hazardous due to towing and taxining conditions.

f. Insure that maintenance vehicles are run-up to operating temperatures every four hours if the temperature drops to +30°F or below.

g. Advise Job Control at any time the ramp conditions are such that two Euclids (in tandem) would be required to tow aircraft, and Job Control will make arrangements to have the two vehicle drivers on standby.

h. Insure that chains are installed on maintenance vehicles when required.

16. At the sound of the Klaxon, or upon receipt of a COCOA Alert notification from Job Control, the Support Branch will dispatch three towing tractors to the Alert Area. The tractors will proceed to the Alert Area via the taxi strip. In order to minimize the "uncocked" time following COCOA Alerts the following procedures will be followed:

a. The normal scramble checklist will be followed.

b. After the aircraft have taxied, the ground crews will prepare for reparking their aircraft by moving all loose equipment, stands, plugs, etc., to the stand tie-down area. As tractors and fuel trucks arrive they will be directed to standby in the parking area behind and/or in front of the alert building.

c. AGE will be connected to the fast ride "Travelette".

d. COCOA Alert aircraft recovery sequence will be as follows:

(1) The first four aircraft will enter the Alert Area in the following manner:

(a) Aircraft #1 will taxi into Stub 206 (S).

(b) Aircraft #2 will taxi into Stub 203 (N).

(c) Aircraft #3 will taxi into Stub 204 (S).

(d) Aircraft #4 will taxi into Stub 201 (N).

The remaining four aircraft will not cross the approach end of Runway 21 until cleared by the Tower Controller. These aircraft will remain in a take-off configuration until notified to proceed into the Alert Area. Tractors and towbars will be prepositioned on Stubs 206, 204 and 203 to receive the alert aircraft and will then push the aircraft to the opposite stubs, (206 to 207, 204 to 205, 203 to 202). After aircraft #2 is properly parked on Stub 202, the tractor will proceed directly to Stub 201 and push aircraft #4 into Stub 200. Tractors will remain at the last directed position to receive and park the remaining four aircraft. Control Tower clearance will be given to cross the approach end or runway 21 and the last four aircraft will proceed into the Alert Area as follows:

Aircraft #5 will taxi into Stub 207 (S).

Aircraft #6 will taxi into Stub 202 (N).

Aircraft #7 will taxi into Stub 205 (S).

Aircraft #8 will taxi into Stub 200 (N).

These aircraft will be pushed into the opposite stubs, (207 to 206, 202 to 203, 205 to 204, 200 to 201).

(2) The #2 man assigned to #1 thru #4 aircraft will form a towing team and park the aircraft. The #2 man assigned to aircraft #5 thru #8 will form a towing team and park aircraft.

(3) After all aircraft are parked the #2 men will proceed to their assigned aircraft for fuel servicing if required.

(4) After positioning the aircraft, the ground and air crews will refuel the aircraft.

(5) Discrepancies will be made known to the crew chief as soon as possible after engine shutdown to expedite specialist dispatch. The first air crew member out of the aircraft will report directly to the crew chief and give him the aircraft status.

(6) A tire inspection will be made by the crew chief as soon as possible after a COCOA Alert.

17. In order to minimize traffic in front of alert aircraft, all vehicles delivering equipment or parts too heavy to handle by hand will proceed around the alert building to the right when entering through the security access gate. Vehicles will proceed to the front of the aircraft. Under no conditions will vehicles be parked unattended in front of alert aircraft. POL trucks will proceed to alert aircraft as stated above and depart in the same manner.

18. Emergency maintenance mentioned in paragraph 11, Annex D, is construed as "Bona Fide Red Ball" maintenance as determined by the Alert Force Line Chief or Flight Chief on duty.

a. The Security Supervisor indicated in paragraph 11, Annex D, is the supervisor on duty in the Alert Force Area.

b. Alert Force maintenance will indicate to Job Control during the request for "Red Ball" maintenance, the need for responding specialists to cross Runway 21. The Alert Maintenance Radio Vehicle will alert the Control Tower to expect responding specialist vehicles.

c. Responding maintenance vehicles with UHF radio installed will clear with the Control Tower (Ground Control, Channel 3) before crossing Runway 21. Maintenance vehicles without UHF radio will hold short (150 feet) of Runway 21 and await clearance from Control Tower (indicated by a green light) to cross Runway 21.

SECTION III. 6TH FIELD MAINTENANCE SQUADRON

1. All specialists dispatched in support of the Alert Force will be the most qualified available. Specialists responding to an Alert dispatch must take with them the necessary tools and pre-issue parts, if possible, to repair discrepancies. The estimated time in-commission must be reported to Job Control as soon as possible after arrival at the aircraft via "A" net radio vehicle. As a result of the specialist estimated time in-commission, the decision will be made to "uncock" the aircraft and repair it, use a spare aircraft if applicable, or generate another aircraft from the flying schedule.

2. Field Maintenance Squadron will provide 24 hour support in all shops with exceptions to Survival Equipment, Welding, Paint, and Machine shops during normal duty days. During holidays, week-ends and other non-duty days the following specialists will be present in shops during the preflight period from 0700 hours until released by Job Control. After completion of launch and recovery on non-duty days specialists will be on 30 minute telephone standby for recall.

1 Hydraulic Repairman - 42172/52 1 Fuel Sys Mechanic - 43175/55

1 Electrical Repairman - 43270/50 1 Tire Shop Mechanic - 42171/51

1 Instrument Mechanic - 42270/50 1 Ground Power Mech - 42173/53

1 Pneumatics Specialist - 42271/51 1 Jet Engine Mechanic - 43270/50

3. The FMS Dispatch Section will be manned to provide 24 hour support during normal duty days. During holidays, week-ends and other non-duty days the Dispatch Section will be in operation during the preflight period from 0700 hours until released by Job Control at which time Job Control will assume responsiblity of recalling standby personnel as required.

4. All AGE will be checked and serviced each day between 0730 and 0915 hours by AGE personnel. The spare equipment will be checked, serviced and taken to the first alert aircraft by AGE utilizing AGE tug. This equipment will be connected to the first alert aircraft by the ground crews. This schedule will be followed until all equipment assigned to alert aircraft has been checked and serviced.

5. The Alert Force will be provided with AGE as follows:

a. One MA-1A and one MD-3 per aircraft, plus one additional MA-1A and MD-3 for each four aircraft as spares.

b. BT 400's as required by the Alert Force Maintenance Superintendent.

c. One MC-1A Hi-Pac, and MA-3 Air Conditioners as required by the Alert Force Maintenance Superintendent.

d. AGE will be changed only for maintenance and scheduled inspections. Scheduled inspection changes will be coordinated so that they can take place during daily check.

SECTION IV. 6TH ARMAMENT-ELECTRONICS MAINTENANCE SQUADRON

1. All 6AEMS specialists dispatched in support of the Alert Force will be the most qualified available. Specialists responding to an alert dispatch must take with them the necessary tools, checklists and supply-point parts, if possible, to repair discrepancies. The estimated time to return aircraft to an "in-commission" status must be reported to Job Control as soon as possible after arrival at aircraft. "A" Net radio on maintenance vehicles is available for contacting Job Control. As a result of the specialists estimated time to in-commission status, the decision will be made to "uncock" the aircraft for repair, use a spare aircraft if available, or generate another aircraft from the flying schedule.

a. Duty hours Alert: 6AEMS will provide 24-hour support in all shops during normal duty days.

b. Non-duty-hours Alert: During holidays, weekends and any other non-duty day, the following specialists will be present in their respective shops during the preflight period of alert aircraft from 0700 hours until released by Job Control. After dismissal by Job Control, specialists, on non-duty days, will return to 6AEMS barracks (Bldg 533) and remain on a 30 minute standby for the remainder of their tour, ready to respond quickly to any call for support of alert aircraft.

2 Bomb Nav - 32170/50	2 ECM - 30173/53
1 Aux Radar - 30171/51	1 Fire Control - 32370/50
1 Radio - 30170/50	1 Auto Pilot - 42373C/53C
	1 Camera - 42270/50

2. 6AEMS specialist referred to in paragraph 1b above will report to 6AEMS C.Q. when returning to barracks after dismissal by Job Control. They must remain within the confines of Walker Air Force Base, New Mexico at all times and abstain from intoxicants. They may be allowed to attend base recreational facilities and messing facilities provided they sign out with C.Q. and give the telephone number of their declared distination. Upon returning to barracks they will sign in with the C.Q.

3. In addition to specialists listed in paragraph 1b, each section will designate an additional 7 level for each system that 6AEMS is responsible for maintaining. These 7 levels will be standbys and can stay at their domiciles provided they can conform to the 30 minute maximum reaction time.

4. Transportation in support of alert force specialists is furnished by 6FMS AGE section. Job Control (Ext 8307) can be contacted for assistance in procuring vehicle support.

SECTION V. 6TH AIRBORNE MISSILE MAINTENANCE SQUADRON

1. 6AMMS will deliver, load and download GAM 77A from Alert Aircraft as scheduled by Job Control. 6AMMS will perform the Critical Circuits Check prior to uploading the missiles and will perform an under-the-wing check prior to the warhead being uploaded. Upon completion of the under-the-wing check, the missiles will be serviced with ammonia and the hydraulic fluid level checked and serviced, if necessary.

2. The 6AMMS Production Control will be manned 16 hours a day ("A" and "B" shifts). During "C" shift, standby personnel will be available at the 6AMMS barracks, Bldg 608, Ext 8484. In addition, one senior supervisor will be on

call at all times. Job Control will have a roster. Personnel requirements in support of missile loading, CCL and under-the-wing check will be as follows:

a. One (1) Safety Supervisor - 31573Q or 44370Z.

b. One (1) Missile Analyst - 31553Q/73Q.

c. Three (3) Missile Crew Chiefs - 44350Z/70Z.

d. Two (2) Engine Mechanics (UWC only) - 42350/70.

3. 6AMMS will dispatch qualified personnel to the alert area as needed when requested.

SECTION VI. 37TH MUNITION MAINTENANCE SQUADRON

1. 37MMS will deliver and load weapons and ammo as required during the loading phase and will dewnload aircraft coming off alert status as scheduled by Maintenance Control. Loadings may be performed during the hours of darkness or inside a hangar only with the approval of the Wing Commander. All loadings will be scheduled in the Monthly Maintenance Order and any problems concerning this schedule will be discussed at the Weekly 60-9. 37MMS will also upload/downlead GAM warheads and ballast as required.

2. The Dispatch Section will be manned 16 hours per day, 5 days per week and will be responsible to provide loading and specialist support during the recovery phase. This crew may be on telephone standby during other periods.

3. The 37th MMS will dispatch qualified munitions specialists to the alert area when required.

HEADQUARTERS 6TH STRATEGIC AEROSPACE WING
United States Air Force
Walker Air Force Base, New Mexico
15 February 1963

ANNEX "C"

TO

OPERATIONS PLAN 400-1

COMBAT SUPPORT GROUP

ANNEX C
6SAW OPLAN 400-1
15 February 1963

HEADQUARTERS 6TH STRATEGIC AEROSPACE WING
United States Air Force
Walker AFB, New Mexico
15 February 1963

ANNEX C

COMBAT SUPPORT GROUP

I SECURITY

1. The Combat Defense Squadron will be responsible to maintain security as established in SACM 205-5. Access control for Alert Area under normal operation is as follows:

a. Personnel possessing a SAC Form 138 under the old system must have the number 16 punched in order to gain unescorted access. This form expires 31 July 1963.

b. Personnel possessing a SAC Form 138 issued under the revised system will have the number 1 showing in order to gain unescorted access.

c. All other personnel will be granted access only under escort. List of persons authorized to escort will be furnished by the Alert Force supervisor.

2. Access control for Alert area under alert conditions:

a. All access or egress of non-crew personnel will be prohibited during a ground alert.

b. Alert crews will be granted access as stated above. (Note: This possibility is remote, as crews are basically confined to the alert area.)

3. Access to Alert aircraft under normal conditions:

a. The SAC Two-Man Policy will always apply to alert bombers.

b. Alert crew personnel will be granted access in and around the aircraft on the basis of a valid SAC Form 138 checked against an authenticated access list.

c. Non-crew members may be granted access around, but not into, alert aircraft by crew members specifically designated by the pilot in writing (On SAC Form 380, Alert Aircraft Access List). Personnel granted access under this provision must be escorted at all times by the crew member granting access.

d. Non-crew members requiring access into alert aircraft must be vouched for and escorted at all times by the pilot or his designated commissioned officer representative.

4. Access to Alert aircraft during a ground alert:

a. During ground alerts only the pilot will be checked, and upon recognition will be permitted to vouch the remainder of his crew aboard.

b. Non-crew personnel will not be permitted access to aircraft during ground alerts.

5. The 6th Combat Defense Squadron will be responsible for maintaining missile security as established in ltr from SAC, Subject: Protection of Atlas and Titan Missile Sites.

a. Normal security posture will be four (4) sentries at each 579th SMS Missle Complex. Two sentries will be on duty and two sentries will be on rest break. The two off-duty sentries will act as a reserve force to back up the on-duty sentries in an emergency.

b. Maximum Security posture will be four (4) sentries topside. This will be during the following actions:

(1) Fire

(2) Seven High

(3) Security Sweep

(4) Broken Arrow

c. A three (3) man Missile Mobile Strike Team will be maintained at the support base at all times to support the MAMS area and Missile sites in event of an emergency.

d. A Code and Key Control center will be maintained at the support base to control traffic to the sites and to verify the right and need to proceed to the sites.

6. Access to the sites will be granted by the Missile Combat Crew Commander. Security sentries will guard against unauthorized trespass, suspicious acts and items at the site. Sentries will insure the SAC two man policy is complied with at sites in EWO status.

7. Emergency actions taken at sites during the various emergency conditions will be as outlined in applicable directives. i. e. 6 SAW OPLAN 190-XX, BDCL OI's, and 6CDS letters.

a. Missile Mobile Strike Team will respond to all emergency conditions at missile sites.

b. In event of a broken arrow or fire at a missile site the MST will form with the convoy responding to the alarm.

8. During normal operations transportation to and from missile complexes will be by motor vehicle. During emergency conditions transportation will be by motor vehicle or aircraft (if available).

9. Operation of POV's within the alert area will be confined to permanently assigned key personnel as designated by the Alert Force supervisor. POV's authorized in the alert area will not exceed 15 (based on the parking spaces available less alert vehicles). Operation of POV's will be confined to the Northeast side (parking area) of the alert facility. List of key personnel authorized to operate POV's in the alert area will be furnished to CSC by the Alert Force supervisor.

10. All vehicle traffic will be through the vehicle access point. Traffic through the taxi-way gap will be restricted to aircraft (taxied or towed), emergency vehicles, weapons movements, and emergency maintenance (when directed by the Alert Force supervisor or maintenance officer Under these conditions the security supervisor will meet the vehicle concerned as close to the active runway as possible, escort and maintain surveillance over personnel until they leave the area or are turned over to proper escort. Any such actions within 150' of the active runway must have prior approval of the tower.

II. TRANSPORTATION

1. The Motor Transportation Branch of the Transportation Squadron will be responsible for a daily inspection of all fast ride vehicles without removing them from the alert area, except for intermediate inspections, major inspections or breakdowns. If a vehicle is needed to replace alert force vehicles, the Base Motor Pool dispatcher will be notified by telephone of this requirement.

2. Inspections will be performed by a driver from the Base Motor Pool prior to 1200 hours daily on fast ride and all other alert force vehicles. All vehicles will be assigned on indefinite dispatch.

III. CIVIL ENGINEERING

The base fire marshal will assign a special purpose vehicle in the alert area to provide continuous surveillance during hours of activity. When activities are suspended and the alert area is secured, the patrol vehicle will return to fire department headquarters. In case of fuel spills the patrol vehicle crew will utilize fire extinguishers assigned for that purpose to wash down. If the extinguishers are not sufficient to completely neutralize spill, a water truck will be requested through normal channels. A major type fire truck, perferably a type OllA, will respond to the alert area when mass engine starts occur. Additionally, this unit will remain with the alert aircraft fleet during mass movement exercises.

IV. FOOD SERVICE

1. Food Service Squadron will operate the Alert Force dining room, and provide the following additional services to support the daily airborne sortie:

a. Serve special high-protein breakfasts to crews scheduled to fly.

b. Deliver coffee, water, hot cups, skillets and frozen meals to aircraft scheduled for the daily sortie.

c. After the sortie lands, pick up the hot cups, jugs, skillets and trash. Clean the utensils and hold until next delivery time. The pickup of these items will be accomplished by furnishing a man to accompany the Personal Equipment crew in the PE vehicle.

V. SUPPLY

1. Alert aircraft are delivery priority 1 for supply support.

2. The Personal Equipment Section will be responsible for providing and

loading the personal equipment for alert aircraft, assisted by the assigned aircraft launch crews. The Personal Equipment Section will also unload the equipment.

a. The crew chief of an aircraft being prepared for alert will notify the Personal Equipment Section to load the equipment. The actual delivery will be made to the aircraft daily, as provided in the schedules in this plan.

b. Personal Equipment will prepare a hand receipt in two copies. The aircraft crew chief will sign for the equipment upon delivery by the Personal Equipment Section. The original hand receipt signed by the crew chief will be returned to the crew chief when the equipment is unloaded and returned by Personal Equipment personnel to the Personal Equipment Section.

c. The following items of equipment will be delivered to each B-52 before it goes on alert:

(1) One case of inflight rations, front compartment.

(2) Five individual inflight rations, rear compartment.

(3) Parachutes and survival kits for eight crew positions plus two spare parachutes.

(4) Eight life vests.

(5) Two mattresses.

(6) Four blankets.

d. All parachutes will have the ten day inspection complied with prior to being placed aboard alert aircraft. All PE will be inspected before an aircraft is re-cocked each day after flying.

e. Discrepancies on personal equipment noted on alert aircraft are handled the same as trouble calls on any scheduled flight. The flight crew or crew chief calls the Personal Equipment Section to relay information concerning the difficulty encountered. Immediate action is taken by the Personal Equipment Section to dispatch qualified personnel to the aircraft concerned to clear the discrepancy.

f. When an alert sortie lands, Personal Equipment will pick up the IF rations, and inspect survival gear. PE will arrange to carry a Food Service representative who will perform fleet service as described in section 4 of Annex D.

3. DSUPP will provide refueling service as requested by Job Control, on a 24 hour per day, 7 days per week basis. Trucks will be dispatched to the alert area via the perimeter road (Alert road). Aircraft returning from airborne alert will be refueled daily at approximately 1630 on pit 78.

4. Demineralized water will be provided as requested by Job Control. The temperature of the water in the truck will be a minimum of 60 degrees Fahrenheit (or as otherwise requested). During the winter season DSUPP must be advised by Job Control to keep a water truck standing by when ambient conditions indicate a possible need for water. DSUPP will then deliver as soon as possible and not to exceed 15 minutes.

5. Motor gasoline will be delivered to an above ground "day" tank on an "on call" basis. Weekly quantative requirements should be provided for scheduling purposes.

6. Speed limits for refueling units will not exceed 25 MPH enroute from the dispatch area to the alert area (Alert road). Speed limits for water units will not exceed 20 MPH enroute on alert road. Speed limits will not exceed 5 MPH for any equipment in the alert area. POL trucks will approach aircraft from the front or as directed by the alert personnel. Under no condition will POL vehicles drive around the wing tip of an aircraft parked on the alert stub.

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

REPLY TO ATTN OF: DCOTP/Capt McClure/2180 or Drop 33

SUBJECT: Amendment 2 to 6th Strategic Aerospace Wing Crew Flimsy 23-63 dated 1 October 1962 — 13 February 1963

TO: 15AF (DOOC) 47 Strategic Aerospace Div

1. Attached is Amendment 2 to 6th Strategic Aerospace Wing Crew Flimsy 23-63 dated 1 October 1962.

2. This amendment will replace Appendix 3, Annex A, Flight Plans and consists of 5 pages.

FOR THE COMMANDER

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

1 Atch
Amend 2, 6SAW Crew Flimsy 23-63,
13 Feb 1963. (U)

Copies to:
DCO, DCOT 3, DCOE, DCOP, DCOC,
DCOTAW, DCOI, DCOIT, DCM 2,
DCOTBO, IXO 4, 4OBS 35, 24BS 10
39BS 10, 6AES 2, 60MS 2, 6FMS 2,
37MMS, 6FSS, Det 15-9Wea, DCOAM 2,
2010CS, 686ACSW, DSUP. Total 87

Copy # 16 of 87

MISSION FLIGHT PLAN	D.O. AND NICKNAME: CHROME DOME	UNIT: 6 SAW	TYPE ACFT: B [illegible]	WAVE	CELL CALL SIGN	REMARKS: MARCH MACHINE [illegible] USED

	POUNDS
ACFT BASIC	174000
CREW	1740
OIL	986
ATO	
RACK CLIP IN	800
EXT TANKS WEIGHT (Empty)	2590
MISCELLANEOUS	450
CHAFF	1000
OPERATING	181566

			POUNDS
	STANDARD #9	BOMBS	15000
		AMMO	720
		WATER AUG	2500
		STATIC	437786
		START ENGINES AND TAXI FUEL ALLOWANCE	4000
TOTAL FUEL	238000	TAKE-OFF GROSS	433786

NR FULL ATO REQUIRED	
NR EMPTY ATO REQUIRED	
ATO FIRING SPEED	

RUNWAY (ASSUMPTION? [illegible])

PRESSURE ALT	LENGTH	AIR TEMP
3750	13000	71

CRITICAL FIELD LENGTH	CRITICAL AIR TEMP
12100	79

TAKE-OFF DISTANCE	TAKE-OFF SPEED
10740	152+

CRITICAL WIND COMPONENT

1ST LEG	2ND LEG	3D LEG

PRE-FLIGHT PLAN

ROUTE (FROM WALKER 33-18 N - 104-32 W)	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: PRED FUEL REMAINING	GROSS WT
														12 56	238.0	437.8
SETTOAC							110				10	:03	10	12 59	9.0 229.0	11.5 426.3
L/O	CL	348	270/40 -5	343	-12	331	DEV 270	IAS	400	390	116 126	:18 :21	117 127	13 17	12.6 216.4	12.6 413.7
LAS VEGAS VOR 35-39 N - 105-08 W	CR	✓	✓ -5	343	-12	331	270	.73	420	410	39 165	:06 :27	40 167	13 23	2.0 214.4	2.0 411.7
L/O	CL	136	260/50 +6	142	-12	130	330	.77	440	470	50 215	:06 :33	42 209	13 29	2.5 211.9	2.5 409.2
34-23 N - 103-19 W	CR	136	✓ +6	142	-12	130	330	✓	444	474	78 293	:10 :43	74 283	13 39	3.4 208.5	3.4 405.8
ORBIT AS NECESSARY											21 314	:03 :46	21 304		1.0 207.5	1.0 404.8
DEPART 34-23 N - 103-19 W	CR	063			-11		330				314	:46	304	13 42		
TP 36-26 N - 98-02 W	CR	063			-11		330	.77	444 +43	487	286 600	:35 1:21	258 562	14 17	11.8 195.7	11.8 393.0
TP 36-45 N - 97-10 W	CR	065			-10		330	✓	444 +45	489	46 646	:06 1:27	44 606	14 23	2.0 193.7	2.0 391.0
TP 37-30 N - 94-00 W	CR	073			-8		330	✓	444 +49	493	158 804	:19 1:46	140 746	14 42	6.2 187.5	6.2 384.8
38-07 N - 89-51 W	CR	078			-6		330	✓	444 +53	497	200 1004	:24 2:10	177 923	15 06	7.7 179.8	7.7 377.1
TP 38-35 N - 85-38 W	CR	081			-4		330	✓	444 +53	497	200 1204	:24 2:34	177 1100	15 30	7.5 172.3	7.5 369.6
TP 38-12 N - 84-00 W	CR	106			-1		330	✓	444 +52	496	81 1285	:10 2:44	74 1174	15 40	3.1 169.2	3.1 366.5
38-33 N - 82-50 W	CR	069			+1		330	✓	444 +50	494	58 1343	:07 2:51	52 1226	15 47	2.2 167.0	2.2 364.3

SAC FORM 1a 15 APR 56 FC: 2720   AMMENDMENT 2 APPENDIX 3   6 SAW CREW FLIMSY 23-63 DATED 1 OCTOBER 1962

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.	1343 GND DIS / ACC GND DIS	2:51 TIME / ACC TIME	1226 AIR DIS / ACC AIR DIS	15 ETA	FUEL FLIGHT PLAN: PRED FUEL REMAINING	FUEL FLIGHT PLAN: GROSS WT
38-33N- 82-50 W														47	169.0	369.3
NC-9									444		151	:19	140	16	5.8	5.8
39-33N- 79-52 W	CR	066			+3		330	.77	+46	490	1494	3:10	1366	06	161.2	358.5
NC-10									444		113	:14	103	16	4.2	4.2
40-00N- 77-30 W	"	075			+6		330	"	+46	490	1607	3:24	1469	20	157.0	354.3
									444		150	:19	140	16	5.7	5.7
41-54N- 75-26 W	"	040			+9		330	"	+19	463	1757	3:43	1609	39	151.3	348.6
NC-11											150	:19	140	16	5.6	5.6
43-45N- 73-03 W	"	041			+13		330	"	"	463	1907	4:02	1749	58	145.7	343.0
ARIP & S/D									444		95	:13	96	17	3.8	3.8
44-55N- 71-32 W	"	042			+16		330	"	+17	461	2002	4:15	1845	11	141.9	339.2
L/O									444		22	:03	22	17	.8	.8
44-45N- 71-05 W	DS	117			+18		290	"	+21	465	2024	4:18	1867	14	141.1	338.4
ARCP									444		128	:16	117	17	5.0	5.0
43-41N- 68-30 W	CR	119			+18		310	"	+20	464	2152	4:34	1984	30	136.1	333.4
NC-13 END A/R & S/C									400		237	:35	258	18	16.0	16.0
41-31N- 64-00 W	AR	122			+19		310	255	+18	418	2389	5:09	2242	05	120.1	317.4
															113.0	113.0
ON-LOAD															233.1	430.4
(2)																
L/O									444		26	:03	22	18	2.0	2.0
41-43N- 63-30 W	CL	062			+20		330		+30	474	2415	5:12	2264	08	231.1	428.4
									444		290	:37	273	18	13.1	13.1
43-57N- 57-38 W	CR	061			+23		330	.77	+25	469	2705	5:49	2537	45	218.0	415.3
S/C											291	:38	281	19	13.0	13.0
45-52N- 51-21 W	"	065			+26		330	"	"	469	2996	6:27	2818	23	205.0	402.3
L/O									444		16	:02	14	19	.9	.9
45-57N- 51-00 W	CL	070			+27		350	"	+20	464	3012	6:29	2832	25	204.1	401.4
NC-14											07	:01	07	19	.3	.3
46-00N- 50-50 W	CR	066			+27		350	"	"	464	3019	6:30	2839	26	203.8	401.1
									444		287	:39	288	20	12.6	12.6
50-32N- 53-08 W	CR	342			+29		350	"	-10	434	3306	7:09	3127	05	191.2	388.5
NC-15											287	:40	296	20	12.6	12.6
55-00N- 55-55 W	"	340			+33		350	"	"	434	3593	7:49	3423	45	178.6	375.9
									444		163	:23	170	21	7.1	7.1
57-31N- 57-49 W	"	338			+37		350	"	-11	433	3756	8:12	3593	08	171.5	368.8
NC-16 S/C											164	:22	163	21	6.6	6.6
60-00N- 60-00 W	"	336			+40		350	"	"	433	3920	8:34	3756	30	164.9	362.2
L/O		039							444		15	:02	14	21	1.0	1.0
60.15N- 60.04 W	CL	352			+41		370	"	-05	439	3935	8:36	3770	32	163.9	361.2
DPCVYR		043									285	:39	298	22	11.7	11.7
64-5[illegible]- 60-43 W	CR	356			+46		370	"	"	439	4220	9:15	4059	11	152.2	349.5

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.	4220 GND DIS / ACC GND DIS	9:15 TIME / ACC TIME	4058 AIR DIS / ACC AIR DIS	22 ETA / 11	FUEL FLIGHT PLAN: PRED FUEL REMAINING	FUEL FLIGHT PLAN: CROSS WT.
64 N - 60-48 W															152.2	349.5
		043							444		151	:21	155	22	6.1	6.1
67-30 N - 61-20 W	CR	355			+58		370	.77	-07	437	4371	9:36	4213	32	146.1	343.4
TP - NC-17		043									151	:21	155	22	6.0	6.0
70-00 N - 62-00 W	"	355			+57		370	"	"	437	4522	9:57	4368	53	140.1	337.4
DPS and		047							444		181	:24	178	23	6.8	6.8
73-00 N - 62-20 W	"	358			+62		370	"	-04	440	4703	10:21	4546	17	133.3	330.6
NC-18		059							444		210	:29	214	23	8.0	8.0
76-30 N - 63-00 W	"	357			+69		370	"	-05	439	4913	10:50	4760	46	125.3	322.6
		067							444		299	:41	303	00	11.0	11.0
81-28 N - 60-27 W	"	004			+76		370	"	-04	440	5212	11:31	5063	27	114.3	311.6
TP		067							444		32	:04	29	00	1.0	1.0
82-00 N - 60-00 W	"	007					370	"	-06	438	5244	11:35	5092	31	113.3	310.6
S/C		060							444		105	:15	111	00	4.0	4.0
83-45 N - 60-00 W	"	360					370	"	-07	437	5349	11:50	5203	46	109.3	306.6
NC-19 & L/O		060							444		15	:02	14	00	.9	.9
84-00 N - 60-00 W	CL	360					390	"	-08	436	5364	11:52	5217	48	108.4	305.7
		330							444		300	:41	303	01	10.4	10.4
82-11 N - 99-50 W	CR	270					390	"	-10	434	5664	12:33	5520	29	98.0	295.3
		330									173	:24	178	01	6.0	6.0
80-05 N - 112-47 W	"	230					390	"	"	434	5837	12:57	5698	53	92.0	289.3
TP		330									173	:24	178	02	5.9	5.9
77-40 N - 121-00 W	"	217					390	"	"	434	6010	13:21	5876	17	86.1	283.4
		351							444		203	:28	207	04	6.8	6.8
75-16 N - 131-14 W	"	230					390	"	-12	432	6213	13:49	6083	45	79.3	276.6
NC-20		350									203	:28	207	03	6.6	6.6
72-32 N - 138-30 W	"	220					390	"	"	432	6416	14:17	6290	13	72.7	270.0
NC 20 A		351							444		113	:16	118	03	3.8	3.8
70-56 N - 141-35 W	"	213					390	"	-13	431	6529	14:33	6408	29	68.9	266.2
TP		352									58	:08	59	03	1.8	1.8
70-05 N - 143-00 W	"	210					390	"	"	431	6587	14:41	6467	37	67.1	264.4
ARIP-2 & ORBIT POINT									444		35	:05	37	03	1.2	1.2
69-30 N - 143-00 W	"	180			-36		390	"	-07	437	6622	14:46	6504	42	65.9	263.2
ST/DESC									444		70	:10	74	03	2.3	2.3
68-20 N - 143-00 W	"	180			-35		390	"	-08	436	6692	14:56	6578	52	63.6	260.9
NC-21 ARCP									444		80	:11	81	04	3.1	3.1
67-00 N - 143-00 W	DS	180			-34		300	"	-09	435	6772	15:07	6659	03	60.5	257.8
NC-22 END AR & S/C									422		240	:38	281	04	14.6	14.6
63-00 N - 143-00 W	AR	180			-31		300	270	-19	403	7012	15:45	6940	41	45.9	243.2
															124.0	124.0
ON LOAD															169.9	367.2
L/O									444		41	:06	44	04	2.3	2.3
63-10 N - 144-28 W	CL	284			-29		350		-28	416	7053	15:51	6984	47	167.6	364.9

(3)

(4)

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	PRED FUEL REMAINING	GROSS WT
FROM L/O 63-10N-144-28W											7053	15:51	6984	04 47	167.6	364.9
63-41N-150-54W	CR	283			-28		350	.77	444 -28	416	175 7228	:25 16:16	184 7168	05 12	7.4 160.2	7.4 357.5
NC-23 63-55N-157-30W	⌐	277			-24		350	⌐	⌐	416	175 7403	:25 16:41	184 7352	05 37	7.3 152.9	7.3 350.2
NC-25 59-25N-157-30W	⌐	180			-21		350	⌐	444 -20	424	270 7673	:39 17:20	288 7640	06 16	11.2 141.7	11.2 339.0
59-56N-149-49W	⌐	079			-23		350	⌐	444 +05	449	235 7908	:31 17:51	229 7869	06 47	8.6 133.1	8.6 330.4
NC-26 & S/C 60-00N-142-00W	⌐	086			-27		350	⌐	⌐	449	235 8143	:31 18:22	229 8098	07 18	8.5 124.6	8.5 321.9
L/O 59-28N-141-15W	CL	144			-30		390	⌐	444 -03	441	39 8182	:06 18:28	44 8142	07 24	1.5 123.1	1.5 320.4
NC-27 55-34N-136-26W	CR	144			-28		390	⌐	444 ±00	444	281 8463	:37 19:05	273 8415	08 01	9.9 113.2	9.9 310.5
NC-28 52-42N-133-30W	CR	148			-27		390	⌐	444 +03	447	200 8663	:27 19:32	199 8614	08 28	7.0 106.2	7.0 303.5
50-34N-130-24W	CR	137			-25		390	⌐	444 +12	456	172 8835	:23 19:55	170 8784	08 51	5.9 100.3	5.9 297.6
NC-29 48-22N-127-35W	CR	139			-24		390	⌐	⌐	456	172 9007	:23 20:18	170 8954	09 14	5.8 94.5	5.8 291.8
S/C 47-14N-126-16W	CR	142			-23		390	⌐	444 +11	455	86 9093	:11 20:29	81 9035	09 25	2.7 91.8	2.7 289.1
TP 47-00N-126-00W	CK CL	142			-22		390	⌐	444 +11	455	18 9111	:02 20:31	15 9050	09 27	.5 91.3	.5 288.6
L/O 46-47N-125-25W	CL	119			-22		410	⌐	444 +19	463	27 9138	:04 20:35	30 9080	09 31	1.5 89.8	1.5 287.1
NC-32 46-10N-123-43W	CR	117			-22		410	⌐	⌐	463	80 9218	:10 20:45	74 9154	09 41	2.4 87.4	2.4 284.7
45-07N-120-28W	CR	114			-21		410	⌐	444 +22	466	150 9368	:20 21:05	148 9302	10 01	4.8 82.6	4.8 279.9
NC-33 43-59N-117-20W	CR	116			-20		410	⌐	⌐	466	150 9518	:19 21:24	140 9442	10 20	4.5 78.1	4.5 275.4
NC-34 42-35N-113-52W	CR	118			-18		410	⌐	444 +23	467	173 9691	:22 21:46	163 9605	10 42	5.2 72.9	5.2 270.2
41-04N-111-11W	CR	126			-17		410	⌐	⌐	467	150 9841	:19 22:05	140 9745	11 01	4.4 68.5	4.4 265.8
NC-35 39-30N-108-38W	CR	128			-16		410	⌐	⌐	467	150 9991	:20 22:25	[illegible] [illegible]	11 21	4.6 63.9	4.6 261.2
TP 38[illegible]N-107-02W	CR	130			-15		4[illegible]	⌐	444 +25	469	98 10089	:12 22:37	[illegible] [illegible]	11 33	2.7 61.[illegible]	2.7 258.5

SAC FORM 1b 15 APR 56 FC: 2720 — AMENDMENT 2 APPENDIX 3 ANNEX 8 — 6 SAW CREW [illegible] 23-[illegible] OCTOBER 1962

Air Force-SAC, Offutt O-1050(56)

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.	10,089 GND DIS / ACC GND DIS	22:37 TIME / ACC TIME	9992 AIR DIS / ACC AIR DIS	11 ETA / 33	FUEL FLT PLAN PRED FUEL REMAINING	FUEL FLT PLAN GROSS WT
38-27N-107-02W									444		166	:23	170	11	5.2	258.5
35-53N-105-44W	CR	158			-14		410	.77	+02	446	10,255	23:00	10152	56	5610	253.3
ROSW VOR											167	:22	162	12	4.8	4.8
33-20N-104-37W	CR	158			-13		410	"	"	446	10,422	23:22	10,314	18	51.2	248.5
LOW ROAD ROUTE FROM NC-17											4522	9:57	4368	23 53	140.1	337.4
		348							444		300	:42	310	23	11.7	11.7
70-57N-76-43W	CR	281					360	.77	-10	434	4822	10:39	4678	35	128.4	325.7
		350									64	:09	64	23	2.4	2.4
71-00N-80-00W	"	273					360	"	"	434	4886	10:48	4742	44	126.0	323.3
		350									300	:42	307	00	11.2	11.2
70-26N-95-06W	"	262					360	"	"	434	5186	11:30	5049	26	114.8	312.1
		353									103	:14	105	00	3.7	3.7
70-00N-100-00W	"	256					360	"	"	434	5289	11:44	5154	40	111.1	308.4
		032									306	:41	310	01	10.8	10.8
71-17N-114-36W	"	286					360	"	"	434	5589	12:25	5464	21	100.3	297.6
		033									104	:14	105	01	3.6	3.6
71-30N-120-00W	"	276					360	"	"	434	5693	12:39	5569	35	96.7	294.0
		032									300	:42	310	02	10.6	10.6
71-06N-135-35W	"	264					360	"	"	434	5993	13:21	5879	17	86.1	283.4
S/C		034									28	:04	30	02	1.0	1.0
71-00N-137-00W	"	258					360	"	"	434	6021	13:25	5909	21	85.1	282.4
L/O		029									10	:01	10	02	.9	.9
70-57N-137-29W	"	248					370	"	"	434	6031	13:26	5919	22	84.2	281.5
BARTER ISLE		029									130	:18	133	02	4.4	4.4
70-08N-143-32W	"	248					370	"	"	434	6161	13:44	6052	40	79.8	277.1
ORBIT AS NECESSARY																
BARTER ISLE									444		405	:56	407	03	13.1	13.1
70-08N-143-32W	CR						370	.77	-07	437	6566	14:40	6459	36	66.7	264.0
ARIP		307							444		40	:06	44	03	1.4	1.4
69-30N-143-00W	CR	164					370	.77	-07	437	6606	14:46	6503	42	65.3	262.6
(LOOK COMMON ROUTE HERE)																

(5)

SECRET

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

REPLY TO ATTN OF: DCOTP/Major Scharmen/Drop 33 or Ext 2180

SUBJECT: Amendment 3 to Headquarters 6th Strategic Aerospace Wing Crew Flimsy 23-63 dated 1 October 1962 — 25 February 1963

TO: 15AF (DOOC) 47 Strat Aerospace Div

1. Attached is Amendment 3 to 6th Strategic Aerospace Wing Crew Flimsy 23-63 dated 1 October 1962. (U)

2. Pen and Ink changes: (U)

a. Amendment 2, paragraph 2: Change "Annex A" to read "Annex B". (U)

b. Annex B, page 5, paragraph 4L(1): Change ":30" minutes to read ":18" minutes. (U)

c. Annex B, page 6, paragraph 5b, second line: Delete "337/07". (U)

d. Annex B, Appendix 6, page 1, paragraph 1a(2), second line: Delete "for the current month". Third line: Delete "monthly" and add "twice yearly"; also delete "as a temporary amendment". Forth line: Delete "monthly". (U)

e. Annex B, Appendix 6. There are two page 3's. Change first page 3 to read "2a". (U)

f. Annex B, Appendix 6, page 2. There are two subparagraphs "b". Change second subparagraph "b" to read "c" and reletter all following subparagraphs accordingly. (U)

g. Annex B, Appendix 6, page 3, paragraph 1c(5): After "normal procedures", add the word "as". (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 JOHN W. SWANSON
Lt Colonel, USAF
Deputy Commander for Operations

1 Atch:
Amend 3, 6SAW Crew Flimsy 23-63, 25 Feb 1963. (S)

Copies to: DCO, DCOT 3, DCOE, DCOP, DCOC, DCOTAW, DCOI, DCOIT, DCM 2, DCOTBO, IXO 4, 4OBS 35, 24BS 10, 39BS 10, 6AES 2, 60MS 2, 6FMS 2, 37MAS, Det 15-9 Wea, DCOAM 2, 2010CS, 686AC&W, DSUP. Total 86

Cy # 10 of 86 cys.

SECRET

DCOT 63-103

ENTRY AND DESTRUCTION CERTIFICATE

PAGE NR	# OF PAGES	CONTROL NR
1	1	

SECTION I - ENTRY AND DESTRUCTION DATA

1. FROM (Office and Staff Agency) (To be filled in only when certification required by originator)

2. DOCUMENT

Amendment 3 to Headquarters 4th Strategic Aerospace Wing Crew Flimsy 23-63 dated 1 October 1962

3. SECTIONS AMENDED	4. ENTER PAGES	5. REMOVE PAGES
Letter of Transmittal		
SAC Form 20		
Basic Order	5	5
Annex B		
Appendix 1	1	1

SECTION II - CERTIFICATE OF ENTRY

6. I CERTIFY THAT PAGES LISTED IN ITEM 4 HAVE BEEN ENTERED IN COPY NUMBER _____ OF BASIC DOCUMENT.

Pages listed in Item 5 have been removed and destruction is authorized by Paragraph 230209, 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

SAC FORM DEC 60 20 PREVIOUS EDITION MAY BE USED.

ENTRY AND DESTRUCTION CERTIFICATE

PAGE NR	NR OF PAGES	CONTROL NR
1	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
C	Amendment 3 to Headquarters 4th Strategic Aerospace Wing Crew Flimsy 23-63 dated 1 October 1962

3. SECTION(S) AMENDED	4. ENTER PAGE(S)	5. REMOVE PAGE(S)
Letter of Transmittal		
SAC Form 20		
Basic Order	5	5
Annex B		
Appendix 1	1	1

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13a. TYPED/STAMPED NAME AND GRADE	14a. TYPED/STAMPED NAME AND GRADE	16. CERTIFICATE NR

SAC FORM DEC 59 20 PREVIOUS EDITION MAY BE USED.

ENTRY AND DESTRUCTION CERTIFICATE

PAGE NR	NR OF PAGES	CONTROL NR
1	1	

SECTION I - ENTRY AND DESTRUCTION DATA

1. FROM: (Org and Staff Agency) (To be filled in only when certification required by originator)

2. DOCUMENT

Amendment 3 to Headquarters 6th Strategic Aerospace Wing Crew Flimsy 23-63 dated 1 October 1962

3. SECTION(S) AMENDED	4. ENTER PAGE(S)	5. REMOVE PAGE(S)
Letter of Transmittal		
SAC Form 20		
Basic Order	5	5
Annex B		
Appendix 1	1	1

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7. DATE	8. ORGANIZATION AND OFFICE	9. SIGNATURE (Individual making certification)

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16. TYPED/STAMPED NAME AND GRADE	17. TYPED/STAMPED NAME AND GRADE	18. CERTIFICATE NR

SAC FORM DEC 69 20 PREVIOUS EDITION MAY BE USED.

(1) Implementation time established in part 3 of the fast reaction message which executes increased airborne alert posture is the basic timing reference for phasing in to the increased posture from the indoctrination level. (S)

(2) This implementation time will be referred to as "I" hour. (S)

(3) Phase in schedule from the transition from the indoctrination level to increased airborne alert posture is predicted upon the "I" hour and launch time for the 6th SAW will be 0556MST (1256Z). (S)

(4) First sorties are vulnerable for launch within "I" hour plus 15 minutes. Vulnerability requirement is clarified as follows. (S)

(a) "I" hour 1241Z--Scheduled T.O. time 1256Z. This sortie would launch as soon as possible after 1256Z. (S)

(b) "I" hour 1246Z--Scheduled T.O. time 1256Z. This sortie would not launch until "I" hour plus 24:10. (S)

(5) Recall of indoctrination level sortie. Fifteenth Air Force is responsible for recall of the indoctrination sortie upon receipt of the fast reaction message. Recall message will be directed to specific sorties and will not be a normal Foxtrot broadcast. (S)

(a) Indoctrination sortie airborne at time of implementation will be recalled if it has not passed NC 10. Aircraft past NC 10 will continue as briefed. (S)

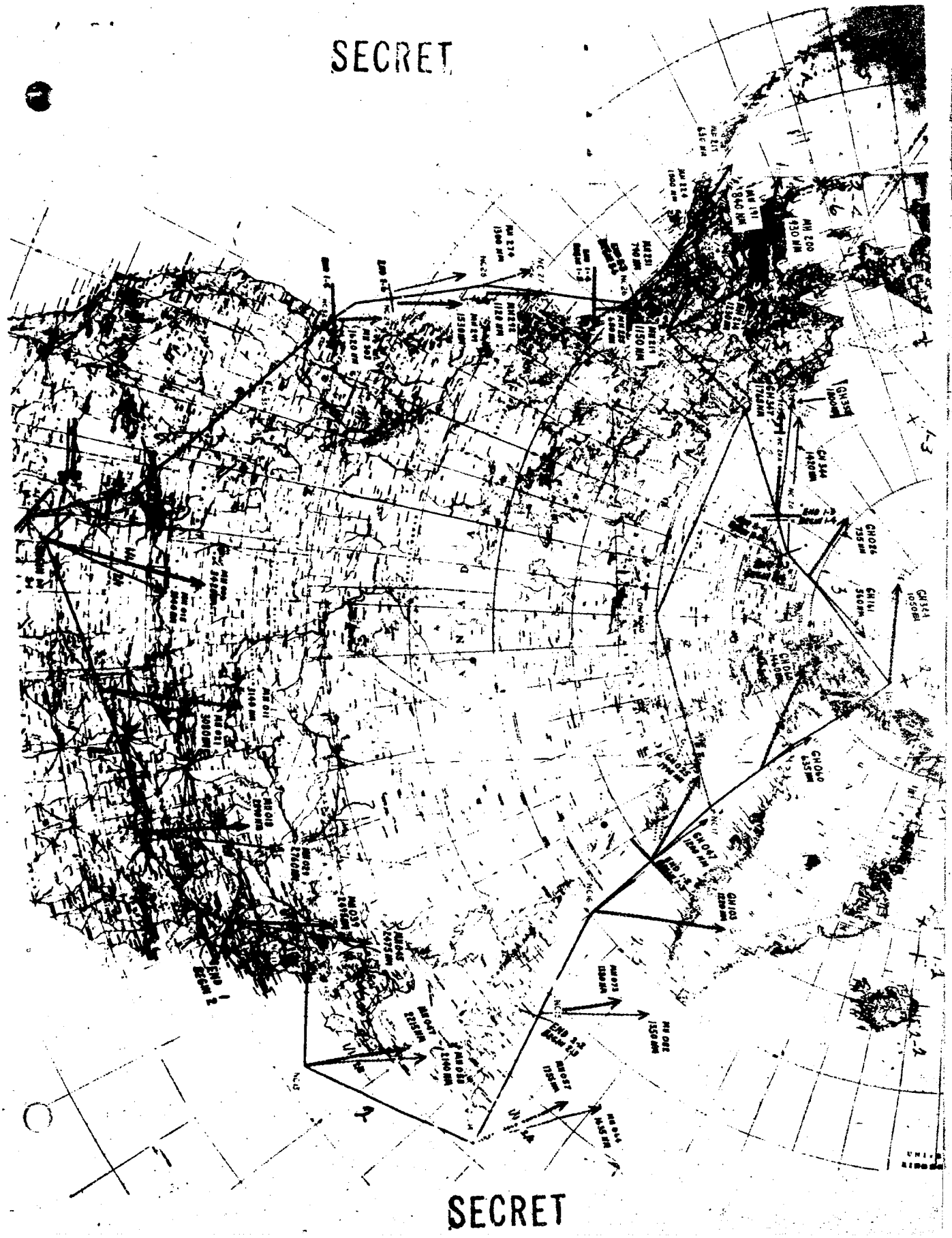
ERNEST C. EDDY
Colonel, USAF
Commander

ANNEX
A - EWO Procedures
B - Air Operations
C - Communications
D - Intelligence
E - Administrative and Logistical Matters
F - Air Weapons

AMENDMENT 3
6SAW CREW FLIMSY 23-63
25 February 1963

DCOT 62-606

SECRET



SECRET

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

REPLY TO ATTN OF: DCOTP/Captain McClure/2180

SUBJECT: Amendment 1 to 6th Strategic Aerospace Wing Operations Order 295-63 dated 10 January 1963 — 13 February 1963

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

1. Attached is Amendment Number One ot Headquarters 6th Strategic Aerospace Wing Operations Order 295-63 dated 10 January 1963. (U)

2. Pen and Ink changes: (U)

a. Table of Contents: Change page number "iii" to read "ii". (U)

b. Administrative and Security Instructions: Change page numbers "iv" and "v" to read "iii" and "iv". (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. (U)

FOR THE COMMANDER

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

1 Atch
Amend 1, 6SAW OPORD 295-63 (S)

Copies to:
DCO, DCOT 3, DOCE, DCOC, DCOI, SAFE, DCM, 24 Bomb Sq 5, 39 Bomb Sq 5, 40 Bomb Sq 5, 6 Air Refueling Sq 2, 6FMS 2, 4OMS 2, 6AEMS 2, Det 15 - 9 Wea, IXO 4.

Cy #38 of 48 cys.

SECRET

DCOT 63-89

ENTRY AND DESTRUCTION CERTIFICATE

PAGE NR	NR OF PAGES	CONTROL NR
1	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 1 to 4th Strategic Aerospace Wing Operations Order 295-63

3. SECTION(S) AMENDED	4. ENTER PAGE(S)	5. REMOVE PAGE(S)
Insert Letter of Transmittal	1	
ANNEX "A"		
APPENDIX 7	3, 4	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.

Pages listed in Item 5 have been removed and destruction is authorized by Paragraph 230209, 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

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13. SIGNATURE	14. SIGNATURE	15. DATE DESTROYED
16. TYPED/STAMPED NAME AND GRADE	17. TYPED/STAMPED NAME AND GRADE	18. CERTIFICATE NR

SAC FORM DEC 59 20 PREVIOUS EDITION MAY BE USED.

ENTRY AND DESTRUCTION CERTIFICATE

PAGE NR	NR OF PAGES	CONTROL NR
1	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
C	Amendment 1 to 6th Strategic Aerospace Wing Operations Order 295-63

3. SECTION(S) AMENDED	4. ENTER PAGE(S)	5. REMOVE PAGE(S)
Insert Letter of Transmittal	1	
ANNEX "A"		
APPENDIX 7	3, 4	3, 4

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TYPED/STAMPED NAME AND GRADE	**17. TYPED/STAMPED NAME AND GRADE**	**16. CERTIFICATE NR**

SAC FORM DEC 50 20 PREVIOUS EDITION MAY BE USED.

ENTRY AND DESTRUCTION CERTIFICATE

PAGE NR	NR OF PAGES	CONTROL NR
1	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 1 to 6th Strategic Aerospace Wing Operations Order 295-63

3. SECTION(S) AMENDED	4. ENTER PAGE(S)	5. REMOVE PAGE(S)
Insert Letter of Transmittal	1	
ANNEX "A"		
APPENDIX 7	3, 4	3, 4

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SAC FORM DEC 59 20 PREVIOUS EDITION MAY BE USED.

(1) BIR's will be conducted in accordance with SAC/NORAD 51-6. All crew members will be rebriefed on this regulation at the formal "Big Blast" briefing. (U)

(2) Bomber evasive maneuvers will not be employed against interceptor aircraft. (U)

(3) Fighter intercept runs will not be accomplished on this mission. Ammunition will be safetied in the case but will not be in the chutes. Gunnery will not be scheduled as part of this mission. (U)

(4) Crews will log the number of bomber interceptor runs. This information will be reported at debriefing. (U)

i. Communications Jamming Instructions: (U)

(1) Electronic jamming and/or communications deception against NORAD tactical frequencies is authorized. The ALT-7 will be used for electronic jamming. The number two UHF transmitter may be used to introduce chatter or voice deception on ADC tactical frequencies. (C)

(2) Communications frequency bands authorized/unauthorized for countermeasures are contained in Attachment 1 to AFR 55-44 and Annex 1 to SACR 51-25. (U)

(3) Specific tactical frequencies used for intercept control against which countermeasures may be employed are as follows: (U)

(a) 25th NORAD Region: (U)

1. Seattle Area: 228.6, 235.9, 239.7, 265.4, 271.0, 277.6, 282.6, 288.4, 293.6, 328.0, 348.2, 359.8, 374.0, 386.0, 390.2, 394.2, 397.8. (C)

2. Spokane Area: 233.5, 277.4, 299.2, 323,6, 351.7, 372.0, 387.0, 395.2. (C)

3. Portland Area: 228.7, 239.2, 254.8, 282.5, 298.8, 303.9, 347.4, 389.2. (C)

(b) 28th NORAD Region: (U)

1. San Francisco ADS: 258.0, 278.2, 318.4, 327.2, 262.2, 292.4, 357.2, 371.0, 251.8, 284.8, 309.5, 348.8, 384.0, 273.4, 297.7, 312.8, 396.8, 339.8, 287.4, 336.8, 233.6, 268.2, 302.2. (C)

2. Los Angeles ADS: 229.2, 273.6, 327.8, 336.7, 288.2, 351.7, 357.6, 233.5, 277.2, 292.6, 312.0, 391.0, 346.4, 319.0, 339.8, 287.4, 261.2. (C)

3. Reno ADS: 229.0, 263.9, 287.4, 303.8, 322.2, 251.2, 293.3, 316.6, 350.4, 357.5, 233.4, 256.8, 377.9, 392.2, 398.8, 297.8, 309.6, 325.6, 342.0. (C)

4. Phoenix ADS: 228.6, 252.0, 261.4, 315.2, 235.9, 288.4, 359.8, 374.6, 386.0, 277.6, 308.0, 341.9, 355.2, 390.2, 298.1, 394.2, 397.8. (C)

j. Fighter Information: (U)

(1) Airborne interceptor radar characteristics: (U)

Aircraft	Frequencies	PRF
F86D	8500-9250	416, 910
F86H	8750-9405	330, 416, 910, 2000
F86L	8500-9250	313, 416, 910
F89J	8750-9405	330, 416, 912
F100A	9335-9415	775-825
F102A	9000-9600	1000
F106A	9000-9600	1000 (C)

(2) Fighter locations: (U)

Base	Type
Geiger Field, Wash	F-106A, F-89J
McChord AFB, Wash	F-106A
Paine AFB, Wash	F-102A
Portland Arpt, Ore	F-102A, F-89J
Castle AFB, Calif	F-106A
Davis-Monthan AFB, Ariz	F-101B
Hamilton AFB, Calif	F-101B
Oxnard, Calif	F-101B
Travis AFB, Calif	F-102A
Fresno, Calif	F-86L
Ontario, Calif	F-86L
Tuscon, Ariz	F-100A (S)

k. Radar Sites and Nike Areas: (U)

CONFIDENTIAL

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

REPLY TO ATTN OF: DCOTT/Major Scharmen/Drop 33 or Ext 2180

SUBJECT: Amendment 4 to Headquarters 6th Strategic Aerospace Wing Operations Order 300-63 dated 15 December 1963 (U) — 11 Feb 63

TO: 15AF (DOOTOE, DOC, DOW. IG) (4) NORAD, Ent AFB, Colo
47 Strat Aerospace Div

1. Attached is Amendment 4 to 6th Strategic Aerospace Wing Operations Order 300-63 dated 15 December 1963. (U)

2. The information contained in Appendix 1, Annex C becomes effective 20 February 1963. (U)

3. SAC Forms 1a/1b, 121a/121b, 181a/181b and 182a/182b contained in this amendment will not be effective until 13 March 1963. (U)

4. When the attachment is withdrawn (or not attached) the classification of this letter may be downgraded to UNCLASSIFIED in accordance with AFR 205-1. (U)

FOR THE COMMANDER

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

1 Atch:
Amend 4 to 6SAW O/O 300-63 (C)

Copies to:
DCO, DCOT 3, DCOE, DCOP, DCOC, DCOTAW, DCOAM 2, DCOI, DCOIT, DCM, DCML, DCOBO 2, IXO 4, 4OBS 30, 6FMS 2, 6OMS 2, 6AEMS 2, 37MMS, 2010CS, Det 15 9 Wea, 686AC&W, 6ARS 15, 6AMMS 3.

Total: 84

Cy #23 of 84 cys.

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ENTRY AND DESTRUCTION CERTIFICATE	PAGE NR	NR OF PAGES	CONTROL NR
	1	1	

SECTION I - ENTRY AND DESTRUCTION DATA

1. (Military and Staff Agency) (To be filled in only when certification required by originator)	2. DOCUMENT
C	Amendment 4 to Headquarters 6th Strategic Aerospace Wing Operations Order 300-63 dated 15 December 1963

3. SECTION(S) AMENDED	4. ENTER PAGE(S)	5. REMOVE PAGE(S)
Insert Letter of Transmittal	1	
ANNEX "A"		
APPENDIX 3	1, 2, 3, 4, 5, 6, 7 & 8	1, 2, 3, 4, 5, 6, 7 & 8
APPENDIX 8	2, 3, 4	2, 3, 4
APPENDIX 9	1, 2, 3, 4, 5, 6	1, 2, 3, 4, 5, 6
ANNEX "C"		
APPENDIX 1	1, 2, 3, 4	1, 2, 3, 4, 4a

SECTION II - CERTIFICATE OF ENTRY

6. I CERTIFY THAT PAGES LISTED IN ITEM 4 HAVE BEEN ENTERED IN COPY NUMBER _____ OF BASIC DOCUMENT.

Pages listed in Item 5 have been removed and destruction is authorized by Paragraph 230209, 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

SAC FORM DEC 59 20 PREVIOUS EDITION MAY BE USED.

HEADQUARTERS 6TH STRATEGIC AEROSPACE WING
Walker Air Force Base, New Mexico
15 December 1962

APPENDIX 1

ANNEX "C"

6SAW OPORD 300-63

TARGETS

1. GENERAL. Each bombardment crew will accomplish one low altitude synchronous radar Short Look Large Charge and one high altitude radar fixed angle combat jamming run. (U)

2. TARGET INFORMATION: (U)

a. The low altitude synchronous radar short look large charge will be accomplished against the Long Run Express targets Alpha and Bravo. (U)

b. The target information and complex will change every ninety days. (U)

c. It will be the responsibility of every radar navigator and navigator to obtain a minimum of six hours target and route study. (U)

d. (1) Site: Rapelje. (U)

(2) IP: Long Run express route. (U)

(3) Target Information. (U)

(a) Designator Alpha

(1) Elevation: 4600' (U)

(2) Description; IIIA No Show Target (U)

(3) Coordinates: 46-04-30. ON (C)
109-14-30. OW (C)

(b) Designator Bravo (U)

(1) Elevation: 4200' (U)

(2) Description: IIIA No Show Target (U)

(3) Coordinates: 45-56-00N
109-22-00W (C)

(c) Offset information

(1) OAP NUMBER ONE (U)

a Railroad bridge across the Musselshell river. (C)

b Coordinates: 46-17-50N
109-03-38W (C)

c Elevation: 4000' (C)

d Values to target Alpha (C)
N-081, 034
E-045, 876

(2) OAP NUMBER TWO

a Center of Rapelje (C)

b Coordinates: 45-58-27N
109-15-30W (C)

c Elevation: 4000'

d Values to target Alpha (C)
S-036,770
W-004,235

(3) Target Hotel will be bombed using timing techniques
Distance 6.83NM (U)
Track 212° (U)

e. High Altitude synchronous and Gam Impact Targets (U)

(1) Site: Bismarck (U)

(2) IP: Abeam Mobridge (U)

(3) Target Information (U)

(a) Synchronous target: Target India (U)

(1) Description: Class IA target. Smoke stack of Haskett power station. (C)

(2) Elevation: 1785' (Top of Stack) (C)

(3) OAP Number One 46-52-01.91N (C)
100-53-01.36W

(4) Offset Information (U)

(a) OAP Number One (U)

(1) North Bridge (C)

(2) Coordinates 46-49-06.0N (C)
100-49-37.5W (C)

(3) Elevation 1700' (C)

(4) Offset Values S017416 (C)
E014272 (C)

(b) OAP Number Two (U)

(1) Transformer Station (C)

(2) Coordinates: 46-48-50.85N (C)
100-43-44.00W (C)

(3) Elevation: 1700' (C)

(4) Offset Values: S019355 (C)
E058824 (C)

(4) Gun Impact Target (U)

(a) Target Papa. Type IIIA Target. (C)

(b) Coordinates 46-56-30N (C)
100-56-40W (C)

(c) Elevation 1640' (C)

f High Altitude Camera Attack Target.

(1) Site- Spokane (U)

(2) IP- Abeam Wallace (U)

(3) Target Information (U)

(a) Designator- Alpha (U)

(1) Description: Northeast corner of Mead Aluminum Plant (C)

(2) Elevation- 1968' (C)

(3) Coordinates: 47-45-22.07N 117-22-10.94W (C)

(4) Offset Information

(a) OAP NUMBER ONE (U)

(1) Tanks at Hillyard (C)

(2) Coordinates: 47-43-00-02N 117-21-15.30W (C)

(3) Elevation: 2030' (C)

(4) Offset Values: S014390 (C)
E003800

(b) OAP NUMBER TWO

(1) National Guard Hanger at Geiger Field (C)

(2) Coordinates: 47-36-54.5N
117-32-06.90W (C)

(3) Elevation: 2370' (C)

(4) Offset Values: S051430
W040910 (C)

g. High Altitude Fixed Angle Target.

1. Site: Boise semi mobile. (U)

2. IP- Union Oregon (U)

3. Target Information. (U)

(a) Designator- Whiskey (U)

(1) Description: Highway bridge across the Snake River on the East edge of Ontario, Oregon. (C)

(2) Elevation: 2165' (C)

(3) Coordinates: 44-01-31.4N
116-55-59.4W (C) DCOT 62-688

MISS[redacted] FLIGHT PLAN	O. O. AND NICKNAME	UNIT	TYPE ACFT	WAVE DEIT	CELL CALL SIGN	REMARKS
	ST SHOT GOLF - 300.63	6 SAW	[redacted]E	GAM WINTER		M = mean w/v 300[redacted]% worst

	POUNDS			POUNDS			RUNWAY		
ACFT BASIC	172 900		BOMBS				PRESSURE ALT: 3750	LENGTH: 12 800	AIR TEMP: 81
CREW	1 740		AMMO				CRITICAL FIELD LENGTH: 12 800		CRITICAL AIR TEMP: 81
OIL	986		WATER AUG	2500					
ATO GAMS	22 690	GAM #8	STATIC	433,016	NR FULL ATO REQUIRED	FWF	TAKE-OFF DISTANCE: 11350	TAKE-OFF SPEED: 152	
RACK									
EXT TANKS WEIGHT (Empty)	2590		START ENGINES AND TAXI FUEL ALLOWANCE	-4000	NR EMPTY ATO REQUIRED	M = MEAN W/V	CRITICAL WIND COMPONENT		
MISCELLANEOUS	450								
CHAFF	1160	TOTAL FUEL: 228,000	TAKE-OFF GROSS	429,016	ATO FIRING SPEED	00 = 90% WORST	1ST LEG: ± 0	2ND LEG: -95K	3D LEG
OPERATING	202 516								

PRE-FLIGHT PLAN

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	PRED FUEL REMAINING	GROSS WT
FROM 33.18N 104.32W															228.0	433.0
							45 DEV								8.8	11.3
STETTOHC											10	03	10		219.2	421.7
31.52N 103.15W			260/40								124	:19	119		12.3	12.3
WINK VOR & L/O	CL	143	+6	149	-12	137	26.5	270	370	387	134	22	129	M	206.9	409.4
ST CLIMB			✓								66	10	70		3.9	3.9
32.13N 103.58W	CL	327			✓		26.5	.70	420	392	200	32	199	✓	203.0	405.5
REC IP			265/55								116	18	124		7.0	7.0
33.49N 105.11W	✓	327			✓		29.5	✓	420	392	316	50	323	✓	196.0	398.5
ST DESCENT			265/60								34	05	25		1.8	1.8
34.04N 104.44W	✓	098			✓		29.5	.77	444	500	350	55	348	✓	194.2	396.7
INGRESS & AREA	CR		✓								80	09	76		3.5	3.5
33.52N 103.10W	DS	098			✓		28.0	✓	✓	500	430	1 04	424	✓	190.7	373.3
			265/65								208	26	182		14.0	14.0
END AR (PLANNED)	AR	100			-11		29.0	255	420	482	638	1 30	606	✓	176.7	379.2
															70.8	70.8
On Load															247.5	450.0
EGRESS ST CL			✓								11	02	11		.6	.6
32.12N 98.53W	AR	102			-10		29.0	255	420	482	649	1 32	617	+21	246.9	445.4
	CR		✓								100	14	113		7.1	7.1
32.34N 98.47W	CL	182			✓		33.0	.77	444	430	749	1 46	730	-50	239.8	442.3
ST GAM PROC LEG			270/60								99	13	111		6.0	6.0
33.41N 98.02W	CR	018			✓		✓	✓	✓	460	848	1 59	841	-50	233.8	436.3
TP & ST. CLIMB			✓								262	34	279		14.9	14.9
[illegible].48N 96.20W	✓	018			-9		✓	✓	✓	460	1110	2 33	1120	-27	218.9	421.4
TP			275/60								291	43	340		17.5	17.5
41.24N 98.12W	✓	342			-10		35.0	✓	✓	408	1401	3 16	1460	-65	201.4	403.9
GAM LAUNCH	✓		✓								153	23	179		8.7	8.7
42.18N 99.20W		342			-11		✓	✓	✓	408	1554	3 39	1639	-65	192.7	395.2

(1) GAM

SAC FORM 15 APR 56 1a FC: 2720 Amendment 4, Appendix 3, Annex "A"; 6 SAW OPORD 300-63, 11 FEB 1963

MISSION FLIGHT PLAN – CONTINUATION SHEET

FROM BAM LAUNCH 43.48N 99.20W / 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: PRED FUEL REMAINING	FUEL FLIGHT PLAN: GROSS WT
															192.7	395.2
BAM IMPACT 46.48N 100.50W	CL	342	280/55 / -6	336	-12	324	35.0	.77	444	408	192 / 1746	29 / 4 08	229 / 1868	-72	10.9 / 181.8	10.9 / 384.3
Fuel Pad	✓														3.1 / 178.5	3.1 / 381.0
NHCL 46.52N 102.47W	✓	268	280/55 / +2	270	-14	256	35.0	.77	444	390	81 / 1827	13 / 4 21	98 / 1966	-82	4.5 / 174.0	4.5 / 376.5
TP 47.28N 104.05W	✓	305	✓ / -3	302	✓	288	✓	✓	✓	355	63 / 1890	10 / 4 31	77 / 2043	-82	3.5 / 170.5	3.5 / 373.0
ST. DS 46.45N 105.25W	✓	225	✓ / +6	231	-15	216	✓	✓	✓	410	74 / 1964	11 / 4 42	91 / 2134	-82	4.1 / 166.4	4.1 / 168.9
L/L ENTRY (MILES CITY) 46.22N 105.57W	DS	225	280/40 / +5	230	-15	215	23.0	260	400	380	32 / 1996	05 / 4 47	33 / 2167	-60	1.4 / 165.0	1.4 / 367.5
ST DS 46.12N 106.13W	CL	227	280/30 / +4	231	✓	216	✓	270	375	355	15 / 2011	03 / 4 50	16 / 2183	M	.9 / 164.1	.9 / 366.6
45.42N 106.53W	DS	222	280/20 / +3	225	✓	209	15.0	270	353	342	37 / 2048	06 / 4 56	38 / 2221	✓	1.8 / 162.3	1.8 / 364.8
(2) 45.42N 107.26W	DS	270	270/20 / 0	270	-16	254	DOC	270	308	288	27 / 2075	06 / 5 02	29 / 2250	✓	1.9 / 160.4	1.9 / 362.9
ENTER L/L ROUTE 45.53N 107.36W	DS	[illegible]		[illegible]		[illegible]	6.0	270	290	290	14 / 2089	03 / 5 05	14 / 2264	✓	1.2 / 159.2	1.2 / 361.7
46.49N 106.48W	L/L	031		031	-16	015	6.0	270	290	290	65 / 2154	14 / 5 19	65 / 2329	✓	5.5 / 153.7	5.5 / 356.2
47.23N 106.36W	✓	014		014	✓	358	5.5	270	290	290	30 / 2184	06 / 5 25	30 / 2359	✓	2.5 / 151.2	2.5 / 353.7
47.32N 107.46W	✓	288		288	-17	271	5.5	270	290	290	48 / 2232	10 / 5 35	48 / 2407	✓	4.1 / 147.1	4.1 / 349.6
47.02N 108.21W	✓	213		213	✓	196	6.5	270	292	292	46 / 2278	09 / 5 44	46 / 2453	✓	3.9 / 143.2	3.9 / 345.7
TST H 46.04N 109.14W	✓	213		213	✓	196	6.5/8.0	270	292/300	292/300	69 / 2347	13 / 5 57	69 / 2522	✓	5.6 / 137.6	5.6 / 340.1
TST [illegible] 45.58N 109.22W	✓	211		211	✓	194	8.0	270	300	300	10 / 2357	02 / 5 59	10 / 2532	✓	.8 / 136.8	.8 / 339.3
45.41N 109.36W	✓	191		191	✓	174	8.0	270	300	300	15 / 2372	03 / 6 02	15 / 2547	✓	1.2 / 135.6	1.2 / 338.1
45.33N 109.41W	CL	233		233	✓	216	Kat / 13.5	270	318	318	13 / 2385	03 / 6 05	13 / 2560	✓	2.0 / 133.6	2.0 / 336.1
45.16N 110.17W	CL	233		233	✓	216	Kat / 18.0	270	337	337	28 / 2413	05 / 6 10	28 / 2588	✓	2.4 / 131.2	2.4 / 333.7
4[illegible]0N 111.00W	CL	299	250/30 / -4	295	-18	277	Ka[illegible] / 3[illegible]	270	386	368	37 / 2450	06 / 6 16	39 / 2627	✓	3.1 / 128.[illegible]	3.1 / 330.6

SAC FORM 1b 15 APR 56 FC: 2720 Amendment 4, Appendix 3, Annex "A"; 6 SAW OPORD 300.63   11 FEB 63

MISSION FLIGHT PLAN – CONTINUATION SHEET

FROM: 45.30N 111.00W

ROUTE	FLT COND	T.C.	WIND D/V DRIFT	T.H.	VAR	M.H.	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: PRED FUEL REMAINING	GROSS WT
															128.1	[illegible].6
EXIT CTL (WHITEHALL) 45.5?N 112.10W	CR	294	280/30 -1	293	-18	275	25.0	270	387	360	54 2504	09 6 25	58 2685	M	2.9 125.2	2.9 227.7
ST CLIMB 46.0?N 112.2?W	✓	328	✓ -3	325	✓	307	25.0	270	387	367	14 2518	02 6 27	15 2700	M	.7 124.5	.7 327.0
TP E/O 46.31N 112.48W	✓	328	✓ -3	325	✓	307	35.0	.77	444	425	34 2552	05 6 32	35 2735	65	2.7 121.8	2.7 32[illegible].2
MISSOULA PIP 46.5?N 113.59W	✓	292	✓ -1	291	-19	272	✓	✓	✓	415	53 2605	07 6 39	62 2797	✓	2.5 119.3	2.5 321.8
[illegible] WALLACE A 47.24N 115.58W	✓	292	✓ -1	291	-20	271	✓	✓	✓	415	83 2688	12 6 51	97 2894	✓	3.9 115.4	3.9 317.9
FAIRCHILD NIKE TGT 47.45N 117.22W	✓	292	✓ -1	291	✓	271	✓	✓	✓	410	83 2771	12 7 03	90 2984	✓	3.5 111.9	3.5 314.4
ST. TURN 45.51N 118.52W	✓	206	280/40 +5	211	-21	190	37.0	✓	✓	432	135 2906	19 7 22	154 3138	-50	6.2 105.7	6.2 308.2
45.13N 117.52W	✓	126	✓ +2	128	-20	108	✓	✓	✓	480	58 2964	07 7 29	53 3191	M	2.0 103.7	2.0 306.2
44.05N 116.56W	✓	154	280/45 +5	159	-20	139	✓	✓	✓	469	83 3047	10 7 39	79 3270	M	3.0 100.7	3.0 303.2
Breakaway Left	✓	G	✓ 0	G	–	G	✓	✓	✓							
ST RIGHT TURN 44.03N 116.41W	✓	G	✓ 0	G	✓	G	✓	✓	✓	444	12 3059	02 7 41	12 3282	M̄	.4 100.3	.4 302.8
E/O [illegible] 116.38W	✓	G	✓ 0	G	✓	G	✓	✓	✓	444	30 3089	04 7 45	30 3312	M̄	1.1 99.2	1.1 301.7
[illegible]T ST CLIMB [illegible] 118.50W	✓	272	✓ +1	273	✓	253	✓	✓	✓	399	95 3184	14 7 59	106 3418	M̄	4.0 95.2	4.0 297.7
E/O ST RIGHT CCL GRID [illegible] [illegible]	✓	G	✓ 0	G	✓	G	39.0	✓	✓	444	20 3204	03 8 02	20 3438	M̄	.8 94.4	.8 296.9
[illegible]T [illegible] 114.00W	✓	150	282/44 +4	154	-17	137	✓	✓	✓	472	458 3662	58 9 00	481 3919	-23	17.5 76.9	17.5 279.4
E/O [illegible] 113.52W	✓	G	✓ 0	G	-16	G	✓	✓	✓	444	8 3670	01 9 01	8 3927	+9	.3 76.6	.3 279.1
ST, END RIGHT CCL GRID [illegible].10N 123.21W	✓	108	268/66 +3	111	-14	097	✓	✓	✓	503	545 4215	1 05 10 06	535 4462	+9	18.7 57.9	18.7 260.4
E/O ST DS [illegible].54N [illegible]	✓	G	265/70 0	G	-12	G	✓	✓	✓	444	20 4235	03 10 09	20 4482	+9	.7 57.2	.7 259.7
[illegible] [illegible] 12[illegible].37W	✓	243	✓ +5	248	-12	236	24.0	260	400	336	75 4310	13 10 22	73 4555	-87	2.5 54.7	2.5 257.2

SAC FORM 15 APR 56 1b FC: 2720 Amendment 4, Appendix 3, Annex "A"; 6 SAW OPORD 300-63 11 FEB 63

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: PRED FUEL REMAINING	FUEL FLIGHT PLAN: GROSS WT
[illegible]															54.7	257.2
[illegible] AFB								77	444		13[illegible]	[illegible]	18[illegible]		6.8 48.5	6.[illegible] 251.0
[illegible] AFB								77	444		1[illegible]	24	162		[illegible] 49.2	[illegible] 251.7
Clinton-Sherman AFB								77	444		246	35	257		8.1 45.8	8.8 248.4

SAC FORM 1b 15 APR 56 FC: 2720

Amendment 4, Appendix 3, Annex "A", 6 SAW OPORD 300-63, 11 FEB 63

MISSION FLIGHT PLAN

O. O. AND NICKNAME	UNIT	TYPE ACFT	WAVE	CELL CALL SIGN	REMARKS
ST SHOT GOLF [illegible] 63	6 SAW	[illegible]	[illegible]		[illegible] winds [illegible] west

	POUNDS		POUNDS
ACFT BASIC	172 400	BOMBS	
CREW	1740	AMMO	
OIL	986	WATER AUG	3 500
ATO		STATIC	430,326
RACK		START ENGINES AND TAXI FUEL ALLOWANCE	4000
EXT TANKS WEIGHT (Empty)	2550	TAKE-OFF GROSS	426,326
MISCELLANEOUS	450	TOTAL FUEL	248,000
CHAFF	1160		
OPERATING	179,826		

NR FULL ATO REQUIRED	M = MEAN WIND
NR EMPTY ATO REQUIRED	00 = 90% WORST
ATO FIRING SPEED	

RUNWAY

PRESSURE ALT	LENGTH	AIR TEMP	CRITICAL FIELD LENGTH	CRITICAL AIR TEMP	TAKE-OFF DISTANCE	TAKE-OFF SPEED
3750	12 800	81°	12 800	81°	11350	151

CRITICAL WIND COMPONENT

1ST LEG	2ND LEG	3D LEG
±0	-15 K	

PRE-FLIGHT PLAN

FROM 33 18N 104 32W

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	PRED FUEL REMAINING	GROSS WT
															248.0	430.3
							+5 Dev								8.9	11.4
STETTOAC											10	03	10		239.1	418.9
WINK VOR & L/O			260/40								124	19	119		11.2	11.2
31.52N 103.15W	CL	143	+6	149	-12	137	26.5	270	370	387	134	22	129	M	227.9	407.7
ST CLMB			✓								66	10	70		3.5	3.5
32.13N 103.58W	CR	327	-5	322	✓	310	26.5	.70	420	392	200	32	199	✓	224.4	404.2
REC IP			265/55								116	18	124		6.1	6.1
33 49N 105 11W	✓	327	-6	322	✓	309	29.5	✓	420	392	316	50	323	✓	218.3	398.1
ST DESCEND			265/60								34	05	25		1.6	1.6
34 04N 104 44W	✓	098	+2	100	✓	088	29.5	77	444	500	350	55	348	✓	216.7	396.5
INGRESS & ARCP	CR		✓								80	09	76		3.1	3.1
33 52N 103 10W	DS	098	+2	100	✓	088	28.0	✓	✓	500	430	1 04	424	✓	213.6	393.4
			265/65								208	26	182		11.6	11.6
End AR (Planned)	AR	100	+3	103	-11	092	29.0	255	420	482	638	1 30	606	✓	202.0	381.8
On Load															60.0	60.0
															262.0	441.8
EGRESS ST CLMB			✓								11	02	11		1.3	1.3
33 12N 98 53W	AR	102	+3	105	-10	095	29.0	255	420	482	649	1 32	617	+21	260.7	440.5
	CL		✓								100	14	113		6.3	6.3
31 36N 98 47W	CR	182	+9	191	✓	181	33.0	77	444	430	749	1 46	730	-50	254.4	434.2
ST CLMB			270/60								361	47	390		18.8	18.8
38 49N 96 20W	CR	018	-7	011	-9	002	✓	✓	✓	460	1110	2 33	1120	"	235.6	415.4
ABEAM GETTYSBURG			280/60								518	1 17	607		27.0	27.0
45 01N 99 54W	CR	342	-7	335	-11	324	35.0	✓	✓	408	1628	3 50	1727	65	208.6	388.4
			275/60								38	06	44		1.9	1.9
45 34N 100 [illegible]	CR	342	-6	336	-12	324	35.0	✓	✓	408	1666	3 56	1771	✓	206.7	386.5
			275/55								80	12	97		4.2	4.2
Bismarck	CL	342	-6	336	-12	324	35.0	77	444	408	1746	4 08	1868	-7	203.5	382.3

(5)

SAC FORM 18 APR 56 1a FC: 2720 Amendment 4, Appendix 3, Annex "A", 6 SAW OPORD 300-63, 11 Feb 63

MISSION FLIGHT PLAN – CONTINUATION SHEET

FROM: Bismarck

ROUTE: Paul Pad

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	PRED FUEL REMAINING	GROSS WT
															202.5	382.3
															3.3 / 199.2	3.3 / 379.0
AHCL [illegible] 102.47W	CR	268	280/55 / +2	270	[illegible]	[illegible]	[illegible]	.77	[illegible]	[illegible]	81 / 1847	13 / 4 21	98 / 1966	[illegible]	4.1 / 195.1	4.1 / 374.9
T.P. 47.28N 104.05W	✓	305	✓ / -3	302	✓	288	✓	✓	✓	[illegible]	63 / 1890	10 / 4 31	77 / 2043	✓	3.2 / 191.9	3.2 / 371.7
[illegible] DS 46.45N 105.25W	✓	225	✓ / +6	231	-15	216	✓	✓	✓	[illegible]	74 / 1964	11 / 4 42	91 / 2134	✓	3.7 / 188.2	3.7 / 368.0
[illegible] Entry Miles City [illegible] 105.57W	DS	225	280/40 / +5	230	✓	215	230	.60	400	380	32 / 1996	05 / 4 47	33 / 2167	-60	1.0 / 187.2	1.0 / 367.0
[illegible] DS 46.12N 106.12W	CR	227	280/30 / +4	231	✓	216	✓	270	372	355	15 / 2011	03 / 4 50	16 / 2183	44	.9 / 186.3	.9 / 366.1
45.42N 106.53W	DS	222	280/20 / +3	225	✓	209	15.0	✓	353	342	37 / 2048	06 / 4 56	38 / 2221	✓	1.3 / 185.0	1.3 / 364.8
45.42N 107.26W	✓	270	270/20 / 0	270	-16	254	20.0	✓	308	288	27 / 2075	06 / 5 02	29 / 2250	✓	1.0 / 184.0	1.0 / 363.8
ENTER L/L ROUTE 45.53N 107.36W	✓	CA		CA			6.0	✓	290	290	14 / 2089	03 / 5 05	14 / 2264	✓	1.1 / 182.9	1.1 / 362.7
46.49N 106.48W	L/L	031		031	-16	015	6.0	✓	290	290	65 / 2154	14 / 5 19	65 / 2329	✓	5.0 / 177.9	5.0 / 357.7
47.23N 106 36W	✓	014		014	✓	358	5.5	✓	290	290	30 / 2184	06 / 5 25	30 / 2359	✓	2.3 / 175.6	2.3 / 355.4
47.38N 107 46W	✓	288		288	-17	271	5.5	✓	290	290	48 / 2232	10 / 5 35	48 / 2407	✓	3.7 / 171.9	3.7 / 351.7
T.P. 47.02N 108.21W	✓	213		213	✓	196	6.5	✓	292	292	46 / 2278	09 / 5 44	46 / 2453	✓	3.5 / 168.4	3.5 / 348.2
REP A 46.04N 109.14W	✓	213		213	✓	196	6.5/8.0	✓	292/300	292/300	69 / 2347	13 / 5 57	69 / 2522	✓	5.4 / 163.0	5.4 / 342.8
REP B [illegible] 109.22W	✓	211		211	✓	194	8.0	✓	300	300	10 / 2357	02 / 5 59	10 / 2532	✓	.7 / 162.3	.7 / 342.1
[illegible] 109.26W	✓	191		191	✓	174	8.0	✓	300	300	15 / 2372	03 / 6 02	15 / 2547	✓	1.0 / 161.3	1.0 / 341.1
[illegible] 109.41W	CL	233		233	✓	216	Kat / 13.5	✓	318	318	13 / 2385	03 / 6 05	13 / 2560	✓	1.8 / 159.5	1.8 / 339.3
[illegible] 110.17W	✓	233		233	✓	216	Kat / 18.0	✓	337	337	28 / 2413	05 / 6 10	28 / 2588	✓	2.7 / 156.8	2.7 / 336.6
[illegible] 30N 110.00W	✓	299	250/30 / -4	295	-18	277	Kat / 25.0	✓	386	368	37 / 2450	06 / 6 16	39 / 2627	✓	3.0 / 153.8	3.0 / 333.6
LEFT L/L WHITEHALL [illegible] 112.10W	✓	294	280/30 / -1	293	-18	275	25.0	✓	387	360	54 / 2504	09 / 6 25	58 / 2685	✓	2.6 / 151.2	2.6 / 331.0

Take - lane (?)

Non - clam

SAC FORM 13 APR 56 1b FC: 2720 Amendment 4, Appendix 3, Annex "A"; 6 SAW OPORD 300-63 11 Feb 63

MISSION FLIGHT PLAN – CONTINUATION SHEET

FROM / ROUTE	FLT COND	T.C.	WIND D/V / DRIFT	T.H.	VAR	M.H.	ALT	IAS / MACH	T.A.S.	G.S.	GND DIS / ACC GND DIS	TIME / ACC TIME	AIR DIS / ACC AIR DIS	ETA	FUEL FLT PLAN: PRED FUEL REMAINING	GROSS WT
46.53N 112 10W															151.2	331.0
ST CLMB 46.02N 112.21W	CL	328	280/30 -3	325	-18	307	25.0	270	387	361	14 2518	02 6 17	15 2700	14	.7 150.5	.7 330.3
TP 2 L/O 46.31N 112.48W	✓	328	✓ -3	325	✓	307	35.0	79	444	425	34 2552	05 6 32	35 2735	65	2.0 141.5	3.0 327.3
MISSOULA EIP 46.51N 113.59W	✓	292	✓ -1	291	-19	272	✓	✓	✓	415	53 2605	07 6 39	62 2797	-65	2.3 145.2	2.3 325.0
ABEAM WALLACE IP 47.24N 115.58W	✓	292	✓ -1	291	-20	271	✓	✓	✓	415	83 2688	12 6 51	97 2894	✓	3.6 141.6	3.6 321.4
FAIRCHILD BIKE 47.45N 117.22W	✓	292	✓ -1	291	✓	271	✓	✓	✓	410	83 2771	12 7 03	90 2984	✓	4.1 137.5	4.1 317.3
ST TURN 45.51N 118.52W	✓	206	280/40 +5	211	-21	190	37.0	✓	✓	432	135 2906	19 7 22	154 3138	-50	6.2 131.3	6.2 311.1
45.13N 117.52W	✓	126	✓ +2	128	-20	108	✓	✓	✓	480	58 2964	07 7 29	53 3191	14	1.5 129.8	1.5 309.6
44.05N 116.56W	✓	154	280/45 +5	159	✓	139	✓	✓	✓	469	83 3047	10 7 39	79 3270	14	3.1 126.7	3.1 306.5
Breakaway Left	✓	6	✓ 0	6	✓	6	✓	✓	✓							
ST RIGHT TURN 44.03N 116.41W	✓	6	✓ 0	6	✓	6	✓	✓	✓	444	12 3059	02 7 41	12 3282	14	.4 126.3	.4 306.1
R/O 43.44N 116 38W	✓	6	✓ 0	6	✓	6	✓	✓	✓	444	30 3089	04 7 45	30 3312	✓	1.1 125.2	1.1 305.0
S/T ST CLMB 43.[illegible]N 118.50W	✓	272	✓ +1	273	✓	253	✓	✓	✓	399	95 3184	14 7 59	106 3418	✓	3.7 121.5	3.7 301.3
L/O ST LINE [illegible] 43.20N 119.02W	✓	6	✓ 0	6	✓	6	39.0	✓	✓	444	20 3204	03 8 02	20 3438	✓	.4 121.1	.4 300.9
ST TURN 37.00N 114 00W	✓	150	282/40 +4	154	-17	137	✓	✓	✓	472	458 3662	58 9 00	481 3919	-23	16.2 104.9	16.2 284.7
R/O 36.56N 113 53W	✓	6	✓ 0	6	-16	6	✓	✓	✓	444	8 3670	01 9 01	8 3927	+9	.3 104.6	.3 284.4
ST TURN END LIGHT [illegible] [illegible] 103.[illegible]	✓	108	268/66 +3	111	-14	097	✓	✓	✓	503	545 4215	1 05 10 06	535 4462	+9	17.5 87.1	17.5 266.9
L/O ST [illegible] 35.54N 103.18W	✓	6	265/70 0	6	-12	6	✓	✓	✓	444	20 4235	03 10 09	20 4482	+9	.7 86.4	.7 266.2
[illegible] 33.[illegible]N 104 37W	✓	[illegible]	✓ +5	248	-12	236	24.0	260	400	336	75 4310	13 10 22	73 4555	-87	2.7 83.7	2.7 263.5

SAC FORM 1b, 18 APR 66, FC: 2720 — Amendment 4, Appendix 3, Annex "A"; 6 SAW OPORD 300-63 11 Feb 63

Hope-[illegible] (L)

Hon-[illegible]

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: PRED FUEL REMAINING	FUEL FLIGHT PLAN: GROSS WT.
															83.7	263.5
ALTERNATES																
VIA SALT FLAT Via BIGGS AFB	CL	194 280						77	446		156	25	185		5.7 78.0	5.7 258.5
ZUNIACO AFB	CL	052						77	446		184	22	163		5.0 78.7	5.0 258.5
LINTON-SHERMAN AFB	CL	066						77	444		296	25	257		8.0 75.7	8.0 251.5

(8) NOV 64

SAC AM 18 APR 66 1b FC: 2720 Amendment 4, Appendix 3, Annex "A", 6SAW OPORD 300-63, 11 FEB 63

ALTITUDE RESERVATION FLIGHT PLAN

MISSION NAME	FAMILIAR PRIORITY	NO-NOTICE	EXECUTED BY
TO BE ANNOUNCED	7	[X] YES [ ] NO	SAC

A. TACTICAL CALL SIGN	B. AIRCRAFT (No. and Type)	C. POINT OF DEPARTURE
C ... CURRENT YCH	6 B-52, 3 KC-135	Walker AFB, New Mexico

D. ROUTE, ALTITUDES AND TIME INFORMATION (Indicate in following order, and in narrative (paragraph) form. Altitude(s) to next fix, name of fix, ETP (Hour hours & minutes from "zero-hr" Example, "0106" for one hour six minutes, etc.). SPECIFY START CLIMB/DESCENT POINTS AND REFUEL OFF POINTS AS THEY OCCUR IN SEQUENCE. Continue repeating sequence until reaching Item E.)

SP AND NE T/C: BUDDY AIRFL TACTICS, CLMB 260/270 LKR 130 DEGREE RADIAL CROSS 48 ... 150 OR ABOVE, CROSS 85 DME AT 220, CROSS INK 230 OR ABOVE, 00:29, RIGHT TURN, INK ...6/43 00:32, CLMB 290/300 LVLOF AT ROW 146/46 00:35.

COTTON ROUTE: ROW 309/62 00:50, ROW 340/44 00:55, EXPAND 280/300 LVLOF ROW 054/80 01:04 INGRESS IVORY SNOW AIRFL AREA, SPS 188/49 01:32 EGRESS IVORY SNOW AIRFL AREA.

TANKER AIRCRAFT: LEFT TURN IFPFP LAND KRSW.

BOMBER AIRCRAFT: RIGHT TURN, CLMB 330 LVLOF AT ABI 051/64 01:34, ABI 224/76 01:46, ... 255/58 01:51. OKC 099/40 02:21, PNC 077/38 02:33. CLMB 350 LVLOF AT PNC 058/40 02:35, OSH 070/07 03:16, ABR 238/67 03:50, DIK 075/78 04:08, DIK VOR 04:..., ENTER MNVR AREA BNDD BY DIK VOR, DIK 289/65, DIK 254/110, EXIT MNVR AREA AT DIK 254/110 04:42 DEND AND CROSS MLS AT 230 04:47, ENTER LONG RUN OIL BURNER SHORT LOOK ROUTE EXIT OIL BURNER 250 AT FIA 06:25, HIA 309/20 06:27 CLMB 350 LVLOF AT HIA 305/48 06:32, GEG 078/67 06:51 START 40 MILE FRONT, END FRONT AT GEG 004/34 07:03, CLMB 370 L LOF AT GEG 263/6 07:06, PDT 323/05 07:22, PDT 103/53 07:39, BOI 295/38 07:39, BOI 308/30 07:41, BOI 282/17 07:45, REO 300/94 07:59, CLMB 390 LVLOF, REO 299/78 08:... ST CLSTNAV (IF UNABLE TO APPROVE 390 REQUEST 410), EKO 162/74 162/74 08:37, LAS 030/... 09:00, ABQ 284/68 09:36, ROW 051/92 10:06, ROW 10:22, LAND KRSW.

ATTACHMENT 4
APPENDIX B
ANNEX A
6SAW OPORD 300-63
11 FEB 63

(If additional space is needed for any item, continue on blank 8" x 10½" sheets and identify item.)

SAC FORM 121 JUN 60 PREVIOUS EDITION MAY BE USED.

ALTITUDE RESERVATION FLIGHT PLAN *(CONTINUED)*

MISSION NAME /PRIORITY: TO BE ASSIGNED 7

INITIAL POINT DATE: FROM CURRENT TKSL

AIRCRAFT NO. AND TYPE: 8 B-52, 8 KC-135

DESTINATION: Walker AFB, Roswell

F. PROPOSED DEPARTURE TIME

COLOR	NO	EDT (Z-If Known)	ADMIS	COLOR	NO.	EDT (Z-If Known)	ADMIS
RED	2	E - 0010	1 MIN	BLACK	2	E + 0120	1 MIN
BLUE	2	E + 0005	1 MIN	GREEN		E + 0135	1 MIN
ORANGE	2	E + 0020	1 MIN				
AMBER	2	E + 0035	1 MIN				
PURPLE	2	E + 0050	1 MIN				
YELLOW	2	E + 0105	1 MIN				

G. TAS: 444, 420 AIRFL, 308 OIL BURNER

PASS TO ADC RADAR

SITE NAME	YES	NO
FB 001 PADRA	X	

PRIMARY REFUELING - AREAS/TRACKS: IVORY SNOW/098

ALT REFUELING - AREAS/TRACKS: N/A

ECM CORRIDOR/S

START	STOP

REMARKS)

REFUELING WITH: 6SAW TANKERS

REFUELING AREA AND/OR AIRSPACE RESERVATION	CLEARED BY CONTROLLING AGENCY		
	YES	NO	RESP OF EXECUTING AGCY
IVORY SNOW		X	X

COORDINATED WITH: EL PASO ARTC

LIABILITY PERIOD/"E" HOUR: N/A

	ORGANIZATION	OFFICE PHONE	HOME PHONE	DATE THIS FORM ACCOMPLISHED
CHAIRMEN	6 Strat Aerospace Wing	2180 or Drop 33	347-2142	11 Feb 63

T/O TO END AIRFL.
ANNED POINT TO POINT EXCEPT WHERE TURN IS INDICATED.
GRANTED BY SAC FOR VERTICAL EXTENSION OF IVORY SNOW AREA. VERBAL
LSO COMPLETED WITH ALBUQUERQUE AND FT WORTH CENTERS.

6SAW OPORD 300-63
11 February 1963
(CONTINUED) (3)

4. ECM ACTIVITY FOR AM15

START		STOP		BANDS	TYPE
[illegible]	060/61	[illegible]	070/87	A, C, D, E, F, I	BUZZER
ABR	266/24	DIK	075/78	A, C, D, E, I	BUZZER
DIK	075/78	MLS VOR		CHAFF	STREAM
LMT	092/45	BIL	240/34	A, C, D, E, I	BUZZER
GEG	078/67	GEG	004/14	F, I, CHAFF	BUZZER & STREAM
IDT	103/53	BOI	295/38	A, C, D, E, I	BUZZER

PEACETIME EXERCISE RECAPITULATION SHEET - BOMBARDMENT

UNIT: 6SAW | OPERATIONS ORDER NUMBER: 300-63 | MISSION NICKNAME: Straight Shot Gulf | LAUNCH OPTION: | DATE PREPARED: 11 Feb 1963 | PAGE 1 OF 2 PAGES

SORTIE NUMBER	TAKEOFF DATA							OUTBOUND CONTROL POINT	COMMUNICATIONS FACILITY	TIME OVER OUTBOUND CONTROL POINT	AIR REFUELING DATA												
	DEPARTURE BASE A	/UNIT CALL SIGN B	CELL COLOR/NR C	STATIC GROSS WEIGHT D	TOTAL FUEL ON BOARD E	TYPE TAKEOFF SET, DRY OR ATO F	ETD G				REFUELING AREA K	REFUELING CONTROL POINT L	REFUELING CONTROL TIME M	SUPPORTING TANKER UNIT/TP N	TANKER CYCLE O	TANKER SORTIE NUMBER P	C/R PLAN Q	OFF LOAD AVAILABLE R	ON LOAD PLANNED S	MINIMUM ON LOAD REQUIRED TO COMPLETE MISSION T	MINIMUM REFUELING FUEL RESERVE U	MINIMUM AIR ALTERNATE AIR BASE V	FUEL RESERVE ON LOADED FOR ALTERNATE AIR BASE W
1	KRSW	6SAW	RED ONE BLUE	433	228	W	E+00:00	N/A	N/A	N/A	CVO	A	E+01:04	6ARS	1	1	P/A	100	71.0		170	KRSW	150
2	KRSW			433	✓		E+00:15	✓	✓	✓	CVO	✓	E+01:19	6ARS	1	1	P/B	100	71.0		170		

Number one and two sorties were named GAM carriers so as to fill out the recap sheet properly. We understand the ORET team will designate the sorties to be GAM equipped when they arrive this station.

(2)

ATTACHMENT A
APPENDIX 9
ANNEX A
6SAW OPORD 300-63
11 Feb 63

SAC FORM 181 PREVIOUS TEST FORM IS OBSOLETE

PEACETIME EXERCISE RECAPITULATION SHEET - BOMBARDMENT

UNIT: 6SAW | OPERATIONS ORDER NUMBER: 300-63 | MISSION NICKNAME: STRATEGIC SHOT TOP | LAUNCH OPTION: | DATE PREPARED: |

SORTIE NUMBER	TAKEOFF DATA: DEPARTURE BASE (A)	TAKEOFF DATA: UNIT CALL SIGN (B)	TAKEOFF DATA: CELL COLOR/NR (C)	TAKEOFF DATA: STATIC GROSS WEIGHT (D)	TAKEOFF DATA: TOTAL FUEL ON BOARD (E)	TAKEOFF DATA: TYPE TAKEOFF RET. DPY OR ATO (F)	TAKEOFF DATA: ETO (G)	OUTBOUND CONTROL POINT (H)	COMMUNICATIONS FACILITY (I)	TIME OVER OUTBOUND CONTROL POINT (J)	AIR REFUELING DATA: REFUELING AREA (K)	REFUELING CONTROL POINT (L)	REFUELING CONTROL TIME (M)	SUPPORTING TANKER UNIT/TD (N)	TANKER CYCLE (O)	TANKER SORTIE NUMBER (P)	C/R PLAN (Q)	OFF LOAD AVAILABLE (R)	ON LOAD PLANNED (S)	MINIMUM ON LOAD REQUIRED TO COMPLETE MISSION (T)	MISSED REFUELING FUEL RESERVE (U)	MISSED AIR ALTERNATE AIR BASE (V)	FUEL OVERHEAD FOR MISSED ALTERNATE AIR BASE (W)
		6SAW																					KRSW	181
3	KRSW		ORANGE	430	248	W	0030	N/A	N/A	N/A	IVO	A	E+01:34	6ARS	1	1	P/A	100	60	57	197		KRSW	181
4	KRSW		AMBER	430	248	W	0045	N/A	N/A	N/A	IVO	A	E+01:49	6ARS	1	1	P/B	100	60	57	197		KRSW	181
5	KRSW		PURPLE	430	248	W	0100	N/A	N/A	N/A	IVO	A	E+02:04	6ARS	1	1	P/A	100	60	57	197		KRSW	181
6	KRSW		YELLOW	430	248	W	0115	N/A	N/A	N/A	IVO	A	E+02:19	6ARS	1	1	P/B	100	60	57	197		KRSW	181
7	KRSW		BLACK	430	248	W	0130	N/A	N/A	N/A	IVO	A	E+02:34	6ARS	1	1	P/A	100	60	57	197		KRSW	181
8	KRSW		GREEN	430	248	W	0145	N/A	N/A	N/A	IVO	A	E+02:49	6ARS	1	1	P/B	100	60	57	197			

AMENDMENT 4
APPENDIX 9
ANNEX A
6SAW OPORD 300-63
11 February 1963

Number three, four, five, six, seven, and eight sorties were named non-GAM carrier so as to fill out the recap sheet properly. We further understand the CRIT team will designate the GAM/non-GAM sorties when they arrive this station.

PEACETIME EXERCISE RECAPITULATION SHEET - BOMBARDMENT *(CONTINUATION)*

UNIT: 6 Strategic Aerospace Wg

SORTIE NUMBER	TARGET DATA: HHGL COORDINATES (X)	TARGET DATA: HHGL TIME (Y)	TARGET DATA: TARGET (Z)	TARGET DATA: TIME OVER TARGET (AA)	TARGET DATA: TARGET REFERENCE NUMBER (BB)	TARGET DATA: TYPE BOMB RUN (CC)	TARGET DATA: FUEL REMAINING OVER TARGET (DD)	DIVERSION INFORMATION: DIVERSION CONTROL POINT (EE)	DIVERSION INFORMATION: COMMUNICATION FACILITY (FF)	DIVERSION INFORMATION: FUEL REMAINING OVER DCP (GG)	DIVERSION INFORMATION: DIVERSION BASE (HH)	DIVERSION INFORMATION: FUEL OVER DIVERSION BASE (II)	DIVERSION INFORMATION: ETE (DCP to DB) (JJ)	DESTINATION AND ALTERNATE INFORMATION: DESTINATION (KK)	DESTINATION AND ALTERNATE INFORMATION: ETE (LL)	DESTINATION AND ALTERNATE INFORMATION: TOTAL GROUND MILES (Combat Mission) (MM)	DESTINATION AND ALTERNATE INFORMATION: ETA (If plan) (NN)	DESTINATION AND ALTERNATE INFORMATION: FUEL RESERVE OVER DESTINATION (OO)	DESTINATION AND ALTERNATE INFORMATION: ALTERNATES (PP)	DESTINATION AND ALTERNATE INFORMATION: NAUTICAL GROUND MILES TO ALTERNATE (QQ)	DESTINATION AND ALTERNATE INFORMATION: ETE (Destination to Alternate) (RR)	DESTINATION AND ALTERNATE INFORMATION: FUEL RESERVE OVER ALTERNATE (SS)	MISSION NOTES (TT)
1	[illegible]	[illegible]	Long Run "A"	E+0517	0268 15 HL	LOW ALT	138	KOSH	Command Post	219	KRIF	189	1:40	KMSW	10:22	4310	E+10:22	55.0	KRIF	156	:25	48.5	GAM equipped
2	[illegible]	[illegible]	Long Run "A"	E+0612	0268 15 HL	LOW ALT	138	KOSH	Command Post	219	KRIF	189	1:40	KMSW	10:22	4310	E+10:37	55.0	KRIF	156	:25	48.5	

ARRANGEMENT 4
APPENDIX 2
ANNEX A
6SAW SPORD 306-63
21 February 1963

PEACETIME EXERCISE RECAPITULATION SHEET - BOMBARDMENT *(CONTINUATION)*

UNIT: 6 Strategic Aerospace Wing

	TARGET DATA							DIVERSION INFORMATION						DESTINATION AND ALTERNATE INFORMATION										
	MSCL COORDINATES	MSCL TIME	TARGET	TIME OVER TARGET	TARGET REFERENCE NUMBER	TYPE BOMB RUN	FUEL REMAINING OVER TARGET	DIVERSION CONTROL POINT	COMMUNICATION FACILITY	FUEL REMAINING OVER DCP	DIVERSION BASE	FUEL OVER DIVERSION BASE	ETE (DCP to DB)	DESTINATION	ETE	TOTAL GROUND MILES (Complete mission)	ETA (Z plus)	FUEL RESERVE OVER DESTINATION	ALTERNATES	NAUTICAL GROUND MILES TO ALTERNATE	ETE (Destination to Alternate)	FUEL RESERVE OVER ALTERNATE	MISSION NOTES
	S	T	Z	AA	BB	CC	DD	EE	FF	GG	HH	II	JJ	KK	LL	MM	NN	OO	PP	QQ	RR	SS	TT
5	46-528 102-47M	B+04:51	Long Run "A"	B+06:27	0268 15 HL	LOW ALT	163	KSSH	Command Post	236	KBIF	206	1:40	KRSW	1022	4310	B+10:52	84	KBIF	156	:25	78	Non-SAC
4	46-528 102-47M	B+05:06	Long Run "A"	B+06:42	0268 15 HL	LOW ALT	163	KSSH	Command Post	236	KBIF	206	1:40	KRSW	1022	4310	B+11:07	84	KBIF	156	:25	78	
3	46-528 102-47M	B+05:21	Long Run "A"	B+06:57	0268 15 HL	LOW ALT	163	KSSH	Command Post	236	KBIF	206	1:40	KRSW	1022	4310	B+11:22	84	KBIF	156	:25	78	
6	46-528 102-47M	B+05:36	Long Run "A"	B+07:12	0268 15 HL	LOW ALT	163	KSSH	Command Post	236	KBIF	206	1:40	KRSW	1022	4310	B+11:37	84	KBIF	156	:25	78	
7	46-528 102-47M	B+05:51	Long Run "A"	B+07:27	0268 15 HL	LOW ALT	163	KSSH	Command Post	236	KBIF	206	1:40	KRSW	1022	4310	B+11:52	84	KBIF	156	:25	78	
8	46-528 102-47M	B+06:06	Long Run "A"	B+07:42	0268 15 HL	LOW ALT	163	KSSH	Command Post	236	KBIF	206	1:40	KRSW	1022	4310	B+12:07	84	KBIF	156	:25	78	

AMENDMENT 4
APPENDIX 9
ANNEX A
6SAW OPORD 300-63
11 February 1963

(14)

SAC FORM AUG 59 1 PREVIOUS TEST FORM IS OBSOLETE

PEACETIME EXERCISE RECAPITULATION SHEET - TANKER

UNIT	OPERATIONS ORDER NR	MISSION NICKNAME	LAUNCH OPTION	DATE PREPARED	PAGE
6SAW	300-63	STRAIGHT SHOT GOLF			1 OF 1

SORTIE NUMBER	DEPARTURE BASE (A)	UNIT CALL SIGN (B)	TYPE MISSION LF, YY, DO (C)	CELL COLOR/RR (D)	TANKER CYCLE (E)	STATIC GROSS WEIGHT (F)	TOTAL AV/GAS ON BOARD (G)	TOTAL JP-4 ON BOARD (H)	TYPE TAKEOFF WET OR DRY (I)	ETO (J)	REFUELING AREA (K)	REFUELING CONTROL POINT (L)	REFUELING CONTROL TIME (M)	TANKER LOITER TIME (N)	SUPPORTED UNIT (O)	SUPPORT SORTIE (P)
1	KRSW	6SAW	YY	N/A	N/A	237		127	W		N/A	N/A	N/A	3hrs/6hrs	6SAW	1
2	KRSW	6SAW	YY	N/A	1	257		147	W		IVO	A	E+01:04/20:49	2:00	6SAW	2
3	KRSW	6SAW	YY	RED 2	1	257		147	W		IVO	A	E+01:04		6SAW	3
4	KRSW	6SAW	YY	BLUE 2	1	257		147	W		IVO	A	E+01:19		6SAW	4
5	KRSW	6SAW	YY	ORANGE 2	1	257		147	W		IVO	A	E+01:34		6SAW	5
6	KRSW	6SAW	YY	AMBER 2	1	257		147	W		IVO	A	E+01:49		6SAW	6
7	KRSW	6SAW	YY	PURPLE 2	1	257		147	W		IVO	A	E+02:04		6SAW	7
8	KRSW	6SAW	YY	YELLOW 2	1	257		147	W		IVO	A	E+02:19		6SAW	8
9	KRSW	6SAW	YY	BLACK 2	1	257		147	W		IVO	A	E+02:34		6SAW	9
10	KRSW	6SAW	YY	GREEN 2	1	257		147	W		IVO	A	E+02:49		6SAW	10

AMENDMENT A
APPENDIX 9
ANNEX "A"
6STRATAEROSPACEWG OPORD 300-63
11 February 1963

Tanker sortie number one has been designated as a weather scout aircraft. Number two sortie is the airborne spare. Number three and four sorties have been named as tankers for GAM equipped receivers in order to complete recap sheet correctly. We understand the ORI team will designate GAM sorties upon arrival at this station.

SAC FORM JUN 60 182 PREVIOUS TEXT FORM IS OBSOLETE

PEACETIME EXERCISE RECAPITULATION SHEET - TANKER *(CONTINUATION)*

UNIT: 6SAW (6ARRFS) | PAGE 1 OF 1 PAGES

SORTIE NUMBER	AIR REFUELING DATA (CONTINUED)								DESTINATION AND ALTERNATE(S) INFORMATION											MISSION NOTES
	C/R PLAN Q	OFF LOAD AVAILABLE R	PLANNED OFF LOAD S	MINIMUM OFF LOAD REQUIRED T	TANKER FUEL RESERVE AT END A/R U	ALTERNATE AVAILABLE IF DIVERTED AT END A/R V	ETE FROM END A/R TO DIVERSION BASE W	FUEL RESERVE OVER DIVERSION BASE X	DESTINATION Y	ETE (Complete minutes) Z	NAUTICAL GROUND MILES (Complete minutes) AA	ETA (E plus) BB	FUEL RESERVE OVER DESTINATION CC	ALTERNATES DD	NAUTICAL GROUND MILES (Destination to alternate) EE	ETE (Destination to alternate) FF	FUEL RESERVE OVER ALTERNATE GG	CARGO HH	PASSENGERS II	
1	N/A	N/A	N/A	N/A	N/A	KBIF	:50		KRSW	2:05	1470	E+2:25	31	KBIF	156	:24	27	N/A	N/A	
2	P/A	100	60.0	57.0	50/55	KBIF	:50	42/46	KRSW	4:12	1820	E+4:38	19	KBIF	156	:24	25	N/A	N/A	
3	P/A	100	70.8	67.8	50	KBIF	:50	42	KRSW	2:10	844	E+2:10	40	KBIF	156	:24	36	N/A	N/A	
4	P/B	100	70.8	67.8	50	KBIF	:50	42	KRSW	2:10	844	E+2:25	40	KBIF	156	:24	36	N/A	N/A	
5	P/A	100	60.0	57.0	55	KBIF	:50	42	KRSW	2:10	844	E+2:40	45	KBIF	156	:24	41	N/A	N/A	
6	P/B	100	60.0	57.0	55	KBIF	:50	46	KRSW	2:10	844	E+2:55	45	KBIF	156	:24	41	N/A	N/A	
7	P/A	100	60.0	57.0	55	KBIF	:50	46	KRSW	2:10	844	E+3:10	45	KBIF	156	:24	41	N/A	N/A	
8	P/B	100	60.0	57.0	55	KBIF	:50	46	KRSW	2:10	844	E+3:25	45	KBIF	156	:24	41	N/A	N/A	
9	P/A	100	60.0	57.0	55	KBIF	:50	46	KRSW	2:10	844	E+3:40	45	KBIF	156	:24	41	N/A	N/A	
10	P/B	100	60.0	57.0	55	KBIF	:50	46	KRSW	2:10	844	E+3:55	45	KBIF	156	:24	41	N/A	N/A	

AMENDMENT 4
APPENDIX 9
ANNEX "A"
6SAW OPORD 300-63
11 February 1963

Tanker sortie number one has been designated as a weather scout aircraft. Number two sortie is the airborne spare. Number three and four sorties have been named as tankers for GAM equipped receivers in order to complete recap sheet correctly. We understand the ORIT team will designate GAM sorties upon arrival at this station.

SAC FORM [illegible] PREVIOUS TEST FORM IS OBSOLETE

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

REPLY TO ATTN OF: DCOTP/Major Scharmen/2180 or Drop 33

SUBJECT: Amendment 5 to Headquarters 6th Strategic Aerospace Wing Operations Order 300-63 dated 15 December 1963 — 28 February 1963

TO: 15AF (DOOTOE, DOC, DOW, IG) (4) NORAD, Ent AFB, Colo
47 Strat Aerospace Div

1. This is Amendment 5 to 6th Strat Aerospace Wing OPORD dated 15 December 1963.

2. Pen and Ink changes:

a. Change all references to "celestial grid navigation leg" to read "integrated grid navigation leg".

b. Annex "A", page 9, paragraph 10j(6): Add the following sentence: "Aircraft will be scored on their capability to maintain at least 80% of scored positions within 15NM of planned track."

c. Annex "A", Appendix 7, paragraph 2e, first sentence: Change to read: "(except ALT-15/16 and ALT-7 equipment)".

d. Annex "A", Appendix 7, paragraph 12: Add 12a to read: "A minimum of two operational modes checks of the FCS will be accomplished. One will be accomplished within one hour after takeoff, and one within one hour prior to landing. The system will be rated for reliability in accordance with ANNEX II, SACR 60-13."

e. Annex A, Appendix 7, paragraph 12: Add 12b to read: "A defensive coordination exercise will be accomplished in accordance with SACM 50-8 procedures."

f. Annex A, Appendix 7, paragraph 2: Add paragraph 2f to read: "A defensive coordination exercise will be conducted in accordance with SACM 50-8 procedures."

g. Annex C, Appendix 1, page 1, paragraph 2a: Delete "Long Run Express target Bravo" and replace with "Long Run Express target Hotel".

h. Annex C, Appendix 1, page 1, paragraph 2d(3)(b): Delete all information pertaining to target "Bravo".

1. Annex C, Appendix 1: Delete page "4a".

3. Until restrictions are lifted, the Long Run Express route will be flown at 270 IAS.

FOR THE COMMANDER

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

Copies to:
DCO, DCOT 3, DCOE, DCOC, DCOTAW, DCOAM 2, DCOI, DCOIT, DCM, DCML, DCOTBO 2, IXO 4, 40BS 30, 6FMS 2, 60MS 2, 6AEMS 2, 37MMS, 2010CS, Det 15-9 Wea, 686AC&W, 6ARS 15, 6AMMS 3. Total 84

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

REPLY TO ATTN OF: DCOTP/Maj Scharmen/2180 4 Feb 1963

SUBJECT: Amendment 2 to Headquarters 6th Strategic Aerospace Wing Crew Flimsy 400-63, 15 Dec 62

TO: 15AF (DOOTS) (3) 47 Strat Aerospace Div

1. Attached is amendment 2 to Headquarters 6th Strategic Aerospace Wing Crew Flimsy 400-63, 15 December 1962.

2. The following are page changes:

a. Annex A, remove page 5; add page 5.

b. Annex A, Appendix 2, remove pages 3, 4, 5, 6, & 7; add pages 3, 4, 5, 6, & 7.

c. Annex A, Appendix 3, remove page 1; add page 1.

d. Annex A, Appendix 9, remove pages 1, 2, & 3; Add pages 1, 2, & 3.

3. The following are pen and ink changes:

a. Annex A, page 3, 7b(5): Delete the word combat.

b. Annex A, Appendix 6, page 1, par. 2b(9): Change onload to read 50,000#.

c. Annex A, Appendix 7, page 3, par. 6a: Change NORAD to read CHALLENGE.

d. Annex A, Appendix 7, page 3, par. 6c: Change 9150 to 8950.

e. Annex A, Appendix 8, page 1, par. 2d: Change "High Altitude Fixed Angle RBS Run" to read "High Altitude Fixed Angle Jamming Run."

f. Annex A, Appendix 8, page 4, par. 10g and e: Change Fairchild Nike release to 0912Z and Boise RBS release to 0948Z.

FOR THE COMMANDER

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

1 Atch
Amend 2, 6SAW Crew Flimsy 400-63

Copies to:
DCO, DCOT 3, DCOE, DCOP, DCOC, DCOTAW, DCOAM 2, DCOI, DCOIT, DCOTRA, DCRM, DCOAS 2, DCM, DCML, DCOBO 2, IXO 4, 40BS 30, 6FMS 2, 6AEMS 2, 37MMS, 2010CS, Det 15 9 Wea, 686AC&W, 6ARS 15
Total 83

MISSION FLIGHT PLAN

O. O. AND NICKNAME	UNIT	TYPE ACFT	WAVE	CELL CALL SIGN	REMARKS
Bar None 400.63	6 SAW	[illegible]	Single ak		February mix [illegible]

	POUNDS				POUNDS		
ACFT BASIC	174000			BOMBS			
CREW	1740			AMMO			
OIL	986		GAM 8	WATER AUG	2500		
~~ATO~~ GAMS	22690			STATIC	433606	NR FULL ATO REQUIRED	
RACK							
EXT TANKS WEIGHT (Empty)	2690			START ENGINES AND TAXI FUEL ALLOWANCE	4000	NR EMPTY ATO REQUIRED	
MISCELLANEOUS							
CHAFF	1100	TOTAL FUEL	228000	TAKE-OFF GROSS	429606	ATO FIRING SPEED	
OPERATING	203106						

RUNWAY

PRESSURE ALT	LENGTH	AIR TEMP
3750	13000	81

CRITICAL FIELD LENGTH	CRITICAL AIR TEMP
12800	81

TAKE-OFF DISTANCE	TAKE-OFF SPEED
11350	152

CRITICAL WIND COMPONENT

1ST LEG	2ND LEG	3D LEG

PRE-FLIGHT PLAN

ROUTE (FROM 33.18N 104.32W)	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	PRED FUEL REMAINING	GROSS WT
															228.0	433.6
															9.0	11.5
SETTOAC											10	03	10		219.0	422.1
WINK VOR & L/O 31.52N 103.15W	CL	143	260/40 / +6	149	-12	137	+5 Dev	280	390	405	124 / 134	18 / 21	119 / 129			
LEVEL OFF 31.41N 103.16W	✓	327	260/40 / -5	322	✓	310	32.0	✓	✓	375	12 / 146	02 / 23	12 / 141		15.2 / 203.8	15.2 / 406.9
REC [illegible] & T.P. 33.49N 105.11W	CR	327	265/55 / -6	322	✓	309	32.0	250	420	392	170 / 316	26 / 49	182 / 323		9.3 / 194.5	9.3 / 397.6
ST. DESCENT 34.04N 104.44W	✓	098	265/60 / +2	100	✓	088	34.0	77	444	500	34 / 350	05 / 54	25 / 348		1.9 / 192.6	1.9 / 395.7
INGRESS & ACEP 33.52N 103.10W	✓	098	✓ / +2	100	✓	088	30.0	✓	✓	500	80 / 430	09 / 1 03	76 / 424		3.4 / 189.2	3.4 / 392.3
END A/R (PLANNED) 33.20N 99.45W	A/R	100	265/65 / +3	103	-11	092	31.0	255	420	482	176 / 606	22 / 1 25	154 / 578		11.4 / 177.8	11.4 / 380.9
ON LOAD															50.0 / 227.8	50.0 / 430.9
EGRESS 33.12N 98.53W	CR	102	✓ / +3	105	-10	095	31.0	255	420	482	43 / 649	06 / 1 31	39 / 617		2.1 / 225.7	2.1 / 428.8
T.P. 31.36N 98.47W	CC / CL	182	✓ / +9	191	✓	181	34.0	77	444	430	100 / 749	14 / 1 45	113 / 730		6.5 / 219.2	6.5 / 422.3
ST GAM PROG LEG 32.41N 98.02W	CR	018	270/60 / -7	011	✓	001	34.0	✓	✓	460	99 / 848	13 / 1 58	111 / 841		5.7 / 213.5	5.7 / 416.6
T.D 36.49N 96.20W	✓	018	✓ / -7	011	-9	002	34.0	✓	✓	460	262 / 1110	34 / 2 32	279 / 1120		14.0 / 199.5	14.0 / 402.6
R.P. 41.24N 98.12W	✓	342	275/60 / -7	335	-10	325	36.0	✓	✓	408	291 / 1401	43 / 3 15	340 / 1460		16.9 / 182.6	16.9 / 385.7
GAM LAUNCH 43.48N 99.20W	✓	342	✓ / -7	335	-11	324	36.0	✓	✓	408	153 / 1554	23 / 3 38	179 / 1639		8.4 / 174.3	8.4 / 377.3

SAC FORM 15 APR 56 1a FC: 2720 Amendment 2, Appendix 2, Annex "A", 6 SAW [illegible] 400-63, 4 Feb. 1963

MISSION FLIGHT PLAN – CONTINUATION SHEET

FROM GAM LAUNCH 43.48N 99.20W

(P) Same course

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	PRED FUEL REMAINING	GROSS WT
															174.2	377.3
GAM IMPACT 46.48N 100.50W	CR	342	280/55 / -6	336	-12	324	36.0	77	444	408	192 / 1746	29 / 4 07	229 / 1868		10.4 / 163.8	10.4 / 366.9
FUEL PAD															3.2 / 160.6	3.2 / 363.7
HHCL 46.52N 102.47W	CR	268	✓ / +2	270	-14	256	36.0	✓	444	390	81 / 1827	13 / 4 20	98 / 1966		4.4 / 156.2	4.4 / 359.3
TP 47.28N 104.05W	✓	305	✓ / -3	302	✓	288	36.0	✓	✓	395	63 / 1890	10 / 4 30	77 / 2043		3.4 / 152.8	3.4 / 355.9
ST. DESCENT 46.45N 105.25W	✓	225	✓ / +6	231	15	216	36.0	✓	✓	410	74 / 1964	11 / 4 41	91 / 2134		4.0 / 148.8	4.0 / 351.9
L/L ENTRY MILES CITY 46.22N 105.57W	DS	225	280/40 / +5	230	✓	215	23.0	260	400	380	32 / 1996	05 / 4 46	33 / 2167		1.3 / 147.5	1.3 / 350.6
ST. DESCENT 46.12N 106.13W	CR	227	280/30 / +4	231	✓	216	23.0	280	397	375	15 / 2011	03 / 4 49	17 / 2184		.9 / 146.6	.9 / 349.7
45.42N 106.53W	DS	222	280/20 / +2	224	✓	209	15.0	✓	370	360	37 / 2048	06 / 4 55	38 / 2222		2.7 / 143.9	2.7 / 347.0
45.42N 107.26W	✓	270	270/20 / 0	270	16	254	DOC	✓	325	300	27 / 2075	06 / 5 01	29 / 2251		1.5 / 142.4	1.5 / 345.6
ENTER L/L ROUTE 45.53N 107.36W	✓	6		6			6.0	✓	302	302	14 / 2089	03 / 5 04	14 / 2265		1.2 / 141.2	1.2 / 344.3
46.49N 106.48W	L/L	031		031	✓	015	6.0	✓	302	302	65 / 2154	13 / 5 17	65 / 2330		5.5 / 135.7	5.5 / 338.8
47.23N 106.36W	✓	014		014	✓	358	5.5	✓	300	300	30 / 2184	06 / 5 23	30 / 2360		2.7 / 133.0	2.7 / 336.1
47.38N 107.46W	✓	288		288	-17	271	5.5	✓	300	300	48 / 2232	09 / 5 32	48 / 2408		4.0 / 129.0	4.0 / 332.1
IP 47.02N 108.21W	✓	213		213	✓	196	6.5	✓	304	304	46 / 2278	09 / 5 41	46 / 2454		3.9 / 125.1	3.9 / 328.2
46.41N 108.4W	✓	213		213	✓	196	6.5	✓	304	304	26 / 2304	05 / 5 46	26 / 2480		2.2 / 122.9	2.2 / 326.0
TGT A 46.05N 109.15W	✓	213		213	✓	196	6.5/8.0	✓	304 / 314	304 / 314	43 / 2347	07 / 5 53	43 / 2523		4.0 / 118.9	4.0 / 322.0
TGT B 45.56N 109.22W	✓	211		211	✓	194	8.0	✓	314	314	10 / 2357	02 / 5 55	10 / 2533		.8 / 118.1	.8 / 321.2
45.41N 109.26W	✓	191		191	✓	174	8.0	✓	314	314	15 / 2372	03 / 5 58	15 / 2548		1.2 / 116.9	1.2 / 320.0
45.33N 109.41W	CL	233		233	✓	216	X at / 13.5	✓	332	332	13 / 2385	02 / 6 00	13 / 2561		1.6 / 115.3	1.6 / 318.4
45.[illegible]N 110.17W	CL	233		233	✓	216	X at / 18	✓	365	365	28 / 2413	04 / 6 04	28 / 2589		1.5 / 113.8	1.5 / 316.9

 Amendment 2, Appendix 2, Annex "A", 6 SAW Crew Planning 400-63, 4 Feb 1963

MISSION FLIGHT PLAN – CONTINUATION SHEET

ROUTE	FLT COND	T.C.	WIND D/V / DRIFT	T.H.	VAR	M.H.	[illegible]P / 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: PRED FUEL REMAINING	GROSS WT
FROM 4[illegible]N 110·17W															113.8	316.9
45·30N 111·00W	CL	299	250/30 / -3	296	-18	278	1 alt / 25.0	280	405	385	37 / 2450	:06 / 6:10	40 / 2629		2.0 / 111.8	2.0 / 314.9
EXIT A/L (WHITEHALL VOR) 45·52N 112·10W	CR	294	280/30 / -1	293	-18	275	25.0	✓	412	382	54 / 2504	:08 / 6:18	58 / 2687		2.9 / 108.9	2.9 / 312.0
ST CLIMB 46·03N 112·18W	✓	G	✓ / –	G	-18	G	25.0	✓	412	412	14 / 2518	:02 / 6:20	14 / 2701		.7 / 108.2	.7 / 311.3
L/O 46·35N 112·02W	✓	019	✓ / -4	015	✓	357	34.0	77	444	444	33 / 2541	:05 / 6:25	33 / 2734		2.5 / 105.7	2.5 / 308.8
ST. TURN 47·06N 111·47W	✓	019	✓ / -4	015	✓	357	34.0	✓	✓	444	34 / 2575	:05 / 6:30	34 / 2768		1.3 / 104.4	1.3 / 307.5
ROLLOUT 47·18N 112·07W	✓	G	✓ / –	G	✓	G	36.0	✓	✓	444	21 / 2596	:03 / 6:33	21 / 2789		1.0 / 103.4	1.0 / 306.5
ST. TURN 46·51N 113·47W	✓	249	✓ / +2	251	-19	232	36.0	✓	✓	418	74 / 2670	:10 / 6:43	78 / 2867		3.0 / 100.4	3.0 / 303.5
ROLL OUT PIP 46·51N 114·00W	✓	G	✓ / –	G	✓	G	36.0	✓	✓	420	10 / 2680	:01 / 6:44	10 / 2877		.4 / 100.0	.4 / 303.1
ABEAM WALLACE IP 47·24N 115·58W	✓	292	✓ / -1	291	-20	271	36.0	✓	✓	415	83 / 2763	:12 / 6:56	88 / 2965		3.4 / 96.6	3.4 / 299.7
FAIRCHILD [illegible] TGT 47·45N 117·22W	✓	292 / 272	✓ / -1	291	-21	270	36.0	✓	✓	446	83 / 2846	:11 / 7:07	84 / 3049		3.2 / 93.4	3.2 / 296.5
START TURN ST CLIMB 45·52N 118·53W	✓	206	280/40 / +5	211	✓	190	36.0	✓	✓	432	134 / 2980	18 / 7:25	138 / 3187		5.1 / 88.3	5.1 / 291.4
ROLLOUT PIP 45·39N 118·47W	✓	G	✓ / +5	G	-20	G	38.0	✓	✓	432	15 / 2995	:02 / 7:27	14 / 3201		.7 / 87.6	.7 / 290.7
IP 45·13N 117·52W	✓	126	✓ / +2	128	✓	108	38.0	✓	✓	480	46 / 3041	:06 / 7:33	42 / 3243		1.5 / 86.1	1.5 / 289.2
ST. TURN TGT 44·05N 116·56W	✓	154	280/45 / +5	159	✓	139	38.0	✓	✓	470	79 / 3120	:10 / 7:43	75 / 3318		2.7 / 83.4	2.7 / 286.5
ROLLOUT 43·50N 117·04W	✓	G	✓ / –	G	-19	G	36.0	✓	✓	444	17 / 3137	:02 / 7:45	17 / 3335		.7 / 82.7	.7 / 285.8
ST. TURN 43·48N 118·50W	✓	269	✓ / +1	270	-19	251	36.0	✓	✓	400	76 / 3213	:11 / 7:56	84 / 3419		3.1 / 79.6	3.1 / 282.7
ROLL OUT ST NIGHT CEL. GRID 43·35N 119·02W	✓	G	✓ / –	G	-20	G	38.0	✓	✓	444	20 / 3233	:03 / 7:59	20 / 3439		.9 / 78.7	.9 / 281.8
ST. TURN [illegible]·00N 114·00W	✓	150	282/44 / +4	154	-17	137	38.0	✓	✓	472	458 / 3691	58 / 8:57	431 / 3870		15.3 / 63.4	15.3 / 266.5
ROLL OUT 36·56N 113·53W	✓	G	✓ / –	G	-16	G	38.0	✓	✓	444	08 / 3699	01 / 8:58	08 / 3878		.3 / 63.1	.3 / 266.2
ST TURN END NIGHT CEL GRID 34·10N 103·21W	✓	108	268/66 / +3	111	-14	097	38.0	✓	✓	503	545 / 4244	1:05 / 10:03	480 / 4358		16.3 / 46.8	16.3 / 249.9

SAC FORM 15 APR 56 1b FC: 2720 Amendment 2, Appendix 2, Annex "A", 6 SAW [illegible] 400-63 4 February 1963

Air Force-SAC, Offutt O-1050(56)

MISSION FLIGHT PLAN – CONTINUATION SHEET

FROM: 34 10N 103 21W

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	PRED FUEL REMAINING	GROSS WT
															46.8	249.9
ROLLOUT 33 54N 103 18W	CR	G	265/70 —	G	-12	G	36.0	77	444	444	20 4264	03 10 06	20 4378		.7 46.1	.7 249.2
ROS VOR 33 20N 104 37W	CR DS	243	✓ +5	248	-12	236	24.0	260	400	336	75 4339	13 10 19	89 4467		2.9 43.2	2.9 246.3
Alternates																
VIA SALT FLAT VOR BIGGS AFB	CR	194 280			-12			77	444		156 4488	25 10 43	185 4644		6.0 37.2	6.0 240.3
AMARILLO AFB	CR	252			-12			77	444		184 4516	22 10 40	163 4622		5.4 37.8	5.4 240.9
CLINTON-SHERMAN AFB	CR	066			-12			77	444		246 4628	35 10 53	257 4716		8.1 35.1	8.1 238.2
Alternate Night Cel Grid Nav Leg – From Payette, Idaho															83.4	286.5
ST TURN 43 08N 116 08W	CR	148	240/45 +5	153	-19	134	42.0	77	444	475	66 3186	08 7 51	62 3380		2.6 80.8	2.6 283.9
ROLLOUT ST NIGHT CEL GRID 43 03N 115 53W	CR	G	=	G	✓	G	✓	✓	✓	480	12 3198	02 7 53	12 3392		.4 80.4	.4 283.5
T.P. ST RIGHT TURN 43 00N 108 30W	CR	089	280/45 -1	088	-18	070	✓	✓	✓	490	325 3523	40 8 33	294 3686		10.4 70.0	10.4 273.1
TERM NIGHT CEL GRID 33 00N 104 00W	CR	161	270/55 +7	168	-14	154	✓	✓	✓	458	641 4164	1 24 9 57	678 4364		22.6 47.4	22.6 250.5
ROW VOR 33 20N 104 37W	DS CR	331	265/70 -9	322	-12	310	24.0	260	400	365	65 4229	11 10 08	79 4443		2.7 44.7	2.7 247.8

(6)

SAC FORM 1b 15 APR 56 FC: 2720 Amendment 2, Appendix 2, Annex "A", 6 SAW Crew Fmg 400.63, 4 February 1963

MISSION FLIGHT PLAN

O. O. AND NICKNAME	UNIT	TYPE ACFT	WAVE	CELL CALL SIGN	REMARKS
[illegible] 63	6 SRW	KC-135	[illegible]		[illegible]

	POUNDS				POUNDS		
ACFT BASIC	102,500			BOMBS			
CREW	1,500			AMMO			
OIL	169			WATER AUG	5501		
ATO			# 3	STATIC	257,075	NR FULL ATO REQUIRED	[illegible]
RACK							
EXT TANKS WEIGHT (Empty)				START ENGINES AND TAXI FUEL ALLOWANCE	-2000	NR EMPTY ATO REQUIRED	251
MISCELLANEOUS							
CHAFF		TOTAL FUEL	147,325	TAKE-OFF GROSS	255,075	ATO FIRING SPEED	
OPERATING	104 169						

RUNWAY

PRESSURE ALT	LENGTH	AIR TEMP
[illegible]	12,000	81

CRITICAL FIELD LENGTH	CRITICAL AIR TEMP
[illegible]	82

TAKE-OFF DISTANCE	TAKE-OFF SPEED
10,456	153 +

CRITICAL WIND COMPONENT

1ST LEG	2ND LEG	3D LEG
N/A		

PRE-FLIGHT PLAN

FROM Walker AFB

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	PRED FUEL REMAINING	GROSS WT
															147.3	257.1
															4.0	9.6
SETTOAC							+5	INS			10	03	10		143.3	247.5
WINK VOR			260/14				DEV				124	18	119		↓	↓
31.54N 103.15W	CL	143	+5	148	-12	136		280	380	400	134	21	129			
			✓								27	04	26		7.1	7.1
L/O	✓	327	-5	322	✓	310	32.0	✓	400	385	161	25	155		136.2	240.4
RCVG IP			265/55					290	480		155	23	160		4.5	4.5
33.49N 105.11W	CR	327	-6	321	✓	309	32.0	265	444	(405)	316	48	315		131.7	235.9
ST DESCENT			265/60								34	05	25		1.0	1.0
34.04N 104.44W	✓	098	+2	100	✓	088	34.0	77	444	500	350	53	340		130.7	234.9
INGRESS & ARCP			✓					77			80	09	76		2.2	2.2
33.54N 103.10W	✓	098	+2	100	✓	088	31.0	255	444	500	430	102	416		128.5	232.7
END AR			265/65								176	22	154		5.1	5.1
33.20N 99.45W	✓	100	+3	103	-11	102	31.0	255	420	482	606	124	570		123.4	227.6
															50.0	50.0
OFFLOAD															73.4	177.6

Individual flight plan from Centralized Scheduling to Walker AFB

SAC FORM 1a 15 APR 56 FC: 2720 Amendment 2, Appendix 2, Annex A, 6 SAW Crew Planning 400.63, 4 Feb 63

11. DEBRIEFING:

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

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

c. 6th Air Refueling Squadron crew debriefing will be completed by DCOTAT.

12. WEATHER REPORTING: (RBS Express)

a. All aircraft flying RBS Express route "Long Run" will, if possible, transmit a low level weather observation to the 97th AREFS Command Post via UHF regardless of the weather en countered along the route.

b. All aircraft, when contacting Glasgow weather via Channel 13 to obtain the latest altimeter setting and "D" value for "Long Run" will request the latest available weather observation for "Long Run."

HEADQUARTERS 6TH STRATEGIC AEROSPACE WING
Walker Air Force Base, New Mexico
4 February 1963

APPENDIX 3

ANNEX "A"

6SAW CREW FLIMSY 400-63

FLYING SCHEDULE

1. The takeoff time (brake release) will be 1905 MST for each sortie plus or minus the adjustment for latest forecast winds.

2. The following schedule has been developed by 6th Centralized Scheduling:

Date	Crew	Crew
4 Feb 1963	Bader	R-89
6	Wright	E-22
7	Miller	E-85
11	Gay	R-90
12	Price	E-74
13	Lackey	E-78
14	Tyson	R-87
15	Parkinson	E-84
18	Meyers	S-77
19	Irvine	E-70
20	Bynum	E-80
25	Shipman	E-76
26	Smehyl	R-83
27	Langley	E-73
5 March 1963	Defau	E-75
6	Payne	E-71

AMENDMENT 2
APPENDIX 3
ANNEX "A"
6SAW CREW FLIMSY 400-63
4 February 1963

HEADQUARTERS 6TH STRATEGIC AEROSPACE WING
Walker Air Force Base, New Mexico
4 February 1963

APPENDIX 9

ANNEX "A"

6SAW CREW FLIMSY 400-63

AIR TRAFFIC CONTROL:

1. Altitude reservation will not be requested for the "Pre-Heat Alpha" mission. Each crew will be required to file an individual flight plan with ARTC.

2. A sample SAC Form 207 has been included in this section to be used as a guide only.

3. While in cell and during refueling, the tanker aircraft will make position reports for both aircraft. Inter-plane frequency will be primary refueling frequency.

4. Pre-take off meetings will be conducted at 1645MST (2345Z) each flying day at Base Operations.

5. Crews will be prepared to adjust the take off times based on the latest metro data. In the majority of cases, these times will not exceed ± 10 minutes.

6. B-52 & KC-135 crews will use the sample SAC Form 207 for reporting purposes from take off through air refuelings egress point.

CONTINUATION SHEET - SECTION C, DD FORM 175

FLIGHT PLAN *(Continued)*

RADIO CALL	AIRCRAFT TYPE	DATE	POINT OF DEPARTURE
	B-52		Walker AFB, NMex

ROUTE TO BE FLOWN					(✓)	FOR OPTIONAL USE					REMARKS
IFR	VFR	ALT	RTE	TO (City, State, Radio-L/F/VOR)	RPT PT	FREQ IDENT	DIST	TIME	ETA	ATA	(Indicate Departure Plan, Delays in Route, Air Refueling, etc.)
✓		↗	-	WINK							REQUEST DEPT. VIA J-15
		VFR ON TOP	DIR	INK	✓			TO+ 21			BUDDY TACTICS MARSA STAG 32
				ROW 309/62	✓			+28			
				ROW 340/44	✓			+05			
				ROW 054/80	✓			+09			INGRESS IVORY SNO 31M with
				SPS 188/49	✓			+28			EGRESS IVORY SNOW END CELL TACTICS
				ABI 124/76	✓			+14			
				ACT 255/58	✓			+04			
				OKC 099/40	✓			+30			
				PNC 077/38	✓			+12			
				OBH 070/07	✓			+43			
				ABR 238/67	✓			+34			
				DIK 075/78	✓			+18			
				DIK VOR	✓			+13			RBS NO DELAY
				DIK 289/65	✓			+10			
				DIK 254/110	✓			+11			
		↓	↓	MLS	✓			+05			ENTRY _____ Z
		OIL BURNER		LONG RUN							
		SHORT LOOK		RAPELJE							POP UP _____ Z
		250		HIA	✓			1+32			
↓		VFR ON TOP	DIR	HIA 309/48	✓			+06			
AMENDMENT 2				BEG 004/14	✓			+31			RBS NO DELAY
APPENDIX 9				PDT 323/05	✓			+18			
ANNEX "A"				PDT 103/53	✓			+08			
6SAW CREW FLIMSY				BOI 295/38	✓			+10			RBS NO DELAY
100-63				BOI 289/23	✓			+02			
↓ 4 February 1963		↓	↓	REO 301/93	✓			+12			ST. CLST NAV

☐ AFR 55, AFR 60-16, complied with

GROSS WEIGHT	RUNWAY LENGTH	TEMPERATURE	PRESSURE ALTITUDE	TANKER CALL SIGN

TAKE-OFF DATA	DRY	WET	ATO
T - O DISTANCE			
CRITICAL FIELD LENGTH			

BIG PHOTO ACTIVITY		
NR	TYPE	SITE CODE
ETA IP Z		PASS TO ADIV

SAC FORM NOV 60 207 PREVIOUS EDITION MAY BE USED (2)

CONTINUATION SHEET - SECTION C, DD FORM 175

FLIGHT PLAN *(Continued)*

RADIO CALL	AIRCRAFT TYPE	DATE	POINT OF DEPARTURE

ROUTE TO BE FLOWN					(✓) RPT PT	FOR OPTIONAL USE					REMARKS *(Indicate Departure Plan, Delays in Route, Air Refueling, etc.)*
IFR	VFR	ALT	RTE	TO *(City, State, Radio-L/F/VOR)*		FREQ / IDENT	DIST	TIME	ETA	ATA	
✓		VFR ON TOP	DIR	EKO 162/74	✓			+38			
				LAS 032/79	✓			+22			
				ABQ 284/68	✓			+36			
				ROW 051/92	✓			+32			END CLST NAV
				ROW	✓			+13			
				ECM ACTIVITY FOR "AMIS"							
	START			STOP		BANDS			TYPE		
	ABI	060/61		OBH 070/07	A, C	D, E, F, I,			BUZZER		
	ABR	226/74		DIK 075/78	A, C	D, E, I			BUZZER		
	LWT	092/45		BIL 240/34	A, C	D, E, I			BUZZER		
	GEG	078/67		GEG 004/14	F, I				BUZZER & STREAM		
	PDT	103/53		BOI 295/38	A, C	D, E, I			BUZZER		
				AMENDMENT 2							
				APPENDIX 9							
				ANNEX "A"							
				6SAW CREW FLINSY 400-63							
				4 February 1963							

☐ Para 55, AFR 60-16, complied with

GROSS WEIGHT	RUNWAY LENGTH	TEMPERATURE	PRESSURE ALTITUDE	TANKER CALL SIGN

TAKE-OFF DATA	DRY	WET	ATO
T - O DISTANCE			
CRITICAL FIELD LENGTH			

BIG PHOTO ACTIVITY

NR	TYPE	SITE CODE
ETA IP		PASS TO ADIV

SAC FORM 207 NOV 60 PREVIOUS EDITION MAY BE USED (3)

HEADQUARTERS
6TH STRATEGIC AEROSPACE WING
UNITED STATES AIR FORCE
Walker Air Force Base, New Mexico

21 February 1963

REPLY TO
ATTN OF: DCOTCBR/Maj King/2645

SUBJECT: Amendment Number 2, 6SAW OPORD 19-63 (Great Effort)

TO: See Distribution Basic Order

1. Attached is Amendment Number 2 to 6SAW OPORD 19-63, dated 15 August 1962. This amendment is effective upon receipt.

2. Recipients will review OPORD 19-63 and make the necessary revisions to comply with this amendment.

3. After making required changes file this attachment in front of your OPORD 19-63.

4. Make the following pen and ink changes:

Basic Order: Page 3, line 9. ADD: (d) Close non-essential facilities. (See Annex "B"). (e) Provide messing facilities for authorized personnel.

Page 3, line 22. DELETE

Annex "F": Page 1, par 2. a. (2) line 2. ADD: Period after word "tag". Line 3. DELETE: "and superimposing a red cross with colored pencil."

Page 3, par 4. f. line 1, 2 and 3. DELETE: First sentence, "Immediately upon.....stock of medical supplies." Change to read, "In the event that medical supplies cannot be received in sufficient time from appropriate supply sources, a detail will be sent to Ft. Stanton Hospital, New Mexico."

Page 3 and 4 DELETE: Sentence which reads "In this problem.....to Walker."

Page 4, par 4. h. Underline the word "Simulated."

Page 4, par 5. b. DELETE.

Annex "J" Remove Annex "J" dated 15 August 1962. Insert Annex "J" dated 28 January 1963.

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

HEADQUARTERS 6TH STRAT AEROSPACE WG
WALKER AIR FORCE BASE, NEW MEXICO
28 January 1963

ANNEX "J"

TO

6SAW OPERATIONS ORDER 19-63

COMMUNICATIONS

HEADQUARTERS 6TH STRAT AEROSPACE WG
WALKER AIR FORCE BASE, NEW MEXICO
28 January 1963

ANNEX "J"

6SAW OPORD 19-63

COMMUNICATIONS

1. GENERAL: This annex describes the communications facilities available, and in conjunction with Annex "E", 6SAW OPLAN 500-62, serves as a checklist.

2. MAJOR COMMUNICATIONS FACILITIES:

a. SACCOMNET: A full duplex on-line teletype circuit between Walker Air Force Base and March Air Force Base. Provides for simultaneous send and receive capability of teletype traffic, up to and including TOP SECRET, at a transmission speed of 60 W.P.M.

b. SAW LOCAL BASE PONY CIRCUIT: The 6th Strat Aerospace Wing has a pneumatic tube system for the on-base delivery of ZIPPO traffic up to and including SECRET.

c. TWX CIRCUIT: A half-duplex commercially leased teletype circuit used primarily to refile messages to commercial companies.

d. AIRCOMNET: A full-duplex teletype circuit between Walker Air Force Base and the McClellan Air Force Base Plan 55 Switching Center, with an operational speed of 100 W.P.M. capable of transmitting classified up to and including SECRET traffic to any military installation in the world through the Air Communications network facilities. Also can be used as back-up for SACCOMNET and TWX should these circuits become inoperative.

e. BDAS LOCAL PONY CIRCUIT: A half-duplex teletype circuit for the transmission of incoming unclassified administrative traffic between

the base communications center and the BDAS Message Center Section. Operational speed is 60 W.P.M.

f. SAC TELEPHONE NET: A commercially leased telephone network interconnecting all SAC Command Posts within the United States and certain key overseas command post. Walker AFB has a simultaneous three (3) call capability into this network with one full-time circuit direct to 15th Air Force, one full-time circuit to Biggs Air Force Base, and one full-time circuit to Castle Air Force Base.

g. SAC SSB NET: A high frequency voice, amplitude modulated, SSB radio phone patch net with 15th Air Force, for the purpose of back-up for the SAC Telephone Net.

h. NAVIGATIONAL AIDS: Existing aircraft let-down facilities consist of ILS and RAPCON. A VHF, TVOR facility and a UHF, AN/CRD6, are existing direction finders. A UHF, TACAN facility providing omni-bearing and distance information on a line-of-sight basis is operational. A UHF, pilot-to-forecaster facility provides a communications channel between the aircraft pilots and the forecaster section of the base weather station.

i. NON-TACTICAL RADIO NETS: To provide more efficient control and utilization of assigned vehicular units and assist in the successful accomplishment of their assigned missions, mobile and fixed radio equipment is installed and operating in the following nets:

(1) 6th SAWing Maintenance Expediter Nets "A" and "B". Net "A" consists of twelve (12) mobile units, three (3) remotes, one fixed station, and seven (7) public address systems. Net "B" consists of ninteen (19) mobile units, two (2) remotes, one fixed station, and eleven (11) PA systems.

(2) Base Taxi Net consists of twenty (20) mobile units, two remotes, and one base station.

(3) Fire Crash Net consists of twenty-two (22) mobile units, Two remotes, and one base station.

(4) Base Security Net consists of twelve (12) mobile units, five (5) remotes, two (2) fixed stations, and five (5) PA systems.

(5) Civil Engineering Net consists of eight (8) mobile units, three (3) remotes, and one fixed station.

(6) Missile Maintenance Net consists of thirty (30) mobile units, twenty-four (24) portable units (two at each site), fourteen (14) remotes, and thirteen (13) fixed stations.

(7) Munitions Maintenance Net consists of six (6) mobile, two (2) portable units, two (2) remotes, and one (1) fixed station.

(8) PDL Net consists of fourteen (14) mobile units, one (1) remote, and one (1) fixed station.

j. COMMANDERS NET: Consists of five (5) UHF air-to-ground mobile two-way radio units installed in the staff car of the 6th SAW Commander, and four Base Operations Follow-me type vehicles.

k. MOBILE RADIO TELEPHONES: Installed in the staff cars of the 6th SAW Commander, Wing Commander, DCO, and 6th CSG Commander. VHF radios are utilized with the fixed station located in the Base Telephone Exchange, providing commanders with the capability of utilizing all existing telephone facilities from their staff automobiles.

DURESS ALARM SYSTEM: A commercially leased telephone system with a burglar alarm type operation with stations located at the Control Tower, Command Post, Combat Defense Force Operations, Communications Center, Gate Alert Area and Munitions Control.

m. MARS (MILITARY AFFILIATE RADIO SERVICE): Provides high frequency, voice, amplitude modulated channels as a means of quasi-official long distance communications. Has phone patch capabilities.

n. 686 AC&W COMMUNICATIONS SYSTEM: Provides a separate routing for communications off base. Long line voice communications and a teletype circuit into Oklahoma City Air Force Station, 32AD are available.

o. COMLOGNET: A full duplex circuit between Walker Air Force Base and Norton Air Force Base. Provides for simultaneous send and receive capability via teletype and/or punch card transmission at a speed of 200 W.P.M.

3. PROCEDURES DURING DISASTERS:

a. In case of a disaster, it is possible that part or all antennas for the base stations of all non-tactical radio sets, the single-side band station and the MARS facility will be destroyed, in which case these sets will be out of commission. In the case of the non-tactical radio sets, the vehicles on each net will still be able to communicate vehicle to vehicle. All non-tactical radio nets can be controlled at the 6SAW Command Post through use of a remote radio with a seven position switch installed on it until such time as the antennas are destroyed.

b. Unless the Control Switching Facility, located in building 811, is destroyed in all probability the SAC Telephone Net and Teletype circuits will remain operational. If this facility is destroyed, all telephone communications on-base and long distance will be out of commission as will the teletype circuits and non-tactical radio remote units. In such case non-tactical radio vehicles can be commandeered and deployed to points on-base between which vital communications is required. The 686 AC&W site located on the base provides an alternate route for telephone and telegraph transfer of information from the base to the 686 AC&W in case the base switching facility is inoperative. Communications channels from the base to town are in aerial cable and quite susceptible to damage and/or sabotage. In the event all long-line communications are destroyed a last resort would be to utilize the high frequency communication set in a parked aircraft through arrangement with the 6SAW Deputy Commander for Operations.

C

SECRET

J?C00?
JFA13?XDC?5??J309
RR ??? ??? ?P ?? ?AP ??? ?? ??? ??? ?? ?AS ???
D? ?? 5A
R 210020Z
F? 15AF ?? AFB CALIF
TO ?UCS??/SAC
I?FO ?UCD??/801AIRDIV LOC? ?? AF? OHIO
****
RU?? ?P/6S??? ?? ?? G ?? AFB ??X
****
BT
S E C R E T ??? 0570.
FOR SAC ??? 821SAD FO? 28 ?? ?? ?? FOR ??OP-C. (U)
"?? ?L S? ??". PART I OF III P
??TS. REPORTS SUBMITTED
I?? PART I?, SAC AIROPERATIONS SCHEDULE. PART I1. "?IG
BLAST" EXERCISE. FLOWN 24 JANUARY 1963. ALFA:

UNIT	SORTIES SCHD.	SORTIES FLOWN	FLYING HOURS
6?AW	2	2	12 PLUS 45

****
PAGE TWO RU?? 5A
****
PAGE TWO RU?? 5A
****
PAGE THREE RU?? 5A
****
PAGE FOUR RU?? 5A
****
BT
21/0022Z ?? RU??

SECRET

Headquarters, 6th Strategic Aerospace Wing
Walker Air Force Base, New Mexico
1 March 1963

Operations Plan
Number 6-3-63

TASK ORGANIZATIONS:

6th Combat Support Group	Lt Col Emmett H. Clements
579th Strategic Missile Squadron	Colonel Edward M Jacquet
Headquarters Squadron 6SAW	Major Arthur L. Bruggeman
24th Bomb Squadron	Lt Col Dale C. Maluy
39th Bomb Squadron	Lt Col Lee McClendon
40th Bomb Souadron	Lt Col Kenneth J. Green
6th Air Refueling Squadron	Lt Col Joseph R. Hanlen
6th A & E Maintenance Squadron	Lt Col William C. Manicom
6th Organizational Maintenance Sq.	Lt Col Hugh P. Marohl
4129th Combat Crew Training Squadron	Lt Col 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 students 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 EWO capability. the 40th Bomb Squadron will maintain a constant alert posture, complete 50-8, and upgrade maximum crews to combat ready status.

3. PRIORITIES FOR TRAINING:

a. Priority one.

(1) 60-1 Flying Requirements
(2) Higher Headquarters directed missions
(3) EWO essential training
(4) Student sorties
(5) Upgrading Combat Crews - 40th Bomb Squadron
(6) ACR and GAM-77 Qualifying for Combat Crews

b. Priority two,

(1) 1 Sortie per instructor per month
(2) 50-24 Ground Training

4. GOALS TO BE REACHED BY 31 MARCH 1963:

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 0830 hours on the third floow, Tier "C" building 1083.

b. Higher Headquarters commitments during March 1963:

(1) "Bar None"; Straight Shot Golf
(2) Subject for Straight [illegible]
(3) Big Blast

6. MISCELLANEOUS:

a. All combat ready or above integral crews have been authorized to perform Functional Check Flights in accordance with T.O. 1-1-300, SACSUP I to AFM 66-1 and SACR 60-3. Nearly all Functional Tests will be performed on training flights.

(1) Back up schedule for March and April 1963:

1-15 March 63	39th Bomb Squadron
15-31 March 63	24th Bomb Squadron
1-15 April 63	39th Bomb Squadron
15-30 March 63	24th Bomb Squadron

b. Standboard Due Dates: Qualification checks are due 12 months from date of last check.

6th Air Refueling Squadron:	Due Date:
J-01 Greenwade	March 63
J-44 Leach	March 63
T-10 Johnson	March 63

40th Bomb Squadron	Due Date:
E-74 Price	March 63
E-82 Tidwell	March 63
E-78 Lackey	March 63
E-83 Smehyl	March 63

39th Bomb Squadron:	Due Date:
E-54 Waldon	March 63

c. General Guidance for Student Course Completions

(1) The priorities for student flying are as follows:

(a) Priority one - Each student must complete the requirements of 51-19 and the pilot team must have at least one solo sortie.

(b) Priority two - Each student crew will attempt to complete all 50-43 and 50-44 requirements. All missions subsequent to 51-19 check out must have an instructor aboard for refueling or low level if scheduled. Minimum Interval Take Off (MITO) and Heavy Weight Refueling will be accomplished.

d. - Utilization of Non-Student Sorties:

24th Bomb Squadron

Date	Sortie	Crew	Staff personnel	Type Mission
5	F-1	E-15		CCTM
6	F-2	E-12		CCTM
12	F-1	S-04		CCTM
13	F-1	E-28	Col. Eddy	CCTM
	F-2	S-01		CCTM
19	F-1	E-29		CCTM
20	F-2	E-19	Col Eddy	CCTM
27	F-1	E-30		CCTM
27	F-2	E-13		CCTM

39th Bomb Squadron

1	F-2	S-41		CCTM
1	F-2	E-54		CCTM
6	F-1	E-65	Col. Eddy	CCTM
8	F-1	E-54		Standboard
11	F-1	E-39		CCTM
12	F-1	S-35		CCTM
13	F-1	5X		CCTM
20	F-2	E-63		CCTM
22	F-1	5X		CCTM
26	F-1	E-39		CCTM
27	F-1	E-44	Col. Eddy	CCTM
29	F-1	E-42		CCTM

6th Air Refueling Squadron

Date	Sortie	Crew	Staff Personnel	Type Mission
1	F-1	T-06		Standboard
4	F-2	J-44		CCTM
5	F-1	T-12		CCTM
5	F-2	T-47		CCTM
6	F-2	T-46		CCTM
7	F-2	T-42		CCTM
8	F-1	T-12		Standboard
11	F-1	J-05		51-12
11	F-2	T-29		CCTM
12	F-1	J-01		CCTM
12	F-2	T-10		CCTM
13	F-1	T-45		CCTM
13	F-2	T-25		CCTM
14	F-2	T-50		CCTM
15	F-2	T-12		CCTM
18	F-2	T-34		CCTM
19	F-2	T-21		CCTM
20	F-1	J-05		CCTM
20	F-2	J-27		CCTM
21	F-1	T-45		CCTM
21	F-2	T-32		CCTM
22	F-2	J-31		CCTM
22	F-2	T-15		CCTM
25	F-2	T-51		CCTM
25	F-2	J-18		CCTM
26	F-2	T-06		CCTM
27	F-2	J-31		CCTM
28	F-2	T-23		CCTM
29	F-2	T-25		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 21 March 1963.

(1) Personnel are reminded that all ground training requirements, both annual and periodic, are scheduled, weekly and monthly. Coordination thru the monthly training schedule and weekly schedule will require altertion continously.

(2) Personnel should be individually scheduled by training OIC/NCOIC for completion of:

(a) Disaster Action Testing.

(b) Code of Conduct.

(c) Buddy Care Training.

(d) Small Arms Qualification.

(e) 5BX Testing.

(3) All Staff Officers will review their requirements and will be scheduled through their Ground Training Sections.

(4) Periodic requirements for all Staff pilots (Link and Simulator) are scheduled by the Tactical Squadrons to which they are assigned for flying.

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 (65 man team).

(3) Shelter Monitors.

(4) A thirty two (32) hour qualifying course, will be conducted March 1, 4-5, 6, 7 of 63 from 1230-1630, in building 795. This is a one time requirement. Instructor: A2C Jack Kreager, Ext. 2645.

c. Disaster Actions: Includes Medical Training, Disaster Control and Fire Protection.

(1) Proficiency exam is required annually for all personnel.

(2) Exams are available in each training section.

(3) SACM 50-28 (Disaster Actions and Buddy Care) is available, training NCO's should review their requirements and if additional manuals are required.

(.) SAC (PLC-COC-I) Code of Conduct Manual dated 25 July 1962 is available within each Training Section.

d. Buddy Care: Each squadron will maintain two personnel per-hundred, (on orders) for teaching this one time requirement to newly arrived personnel who have not received this training.

(1) Instructors of each squadron are required to complete the 16 hour course of instruction given by the 812 Medical Group prior to teaching this course.

(2) Special orders are required for all instructors assigned to each squadron. Training personnel will forward changes as they occur to DCOTGT each quarter.

e. Carbine Qualification:

(1) Due to recent changes firing of the .22 Cal rifle will be discontinued. Work order request have been submitted for repairs and required equipment for the out-door range.

(2) Firing of the .30 Cal Carbine (M-1) will began when the range is completed. Until that time squadrons will schedule officer personnel for handgun qualification. (See section f).

(3) Personnel will report to building 685 Small Arms Maint. at 0730 for 0800 class, 0900 for 0930 class, 1230 for 1300 class & 1400 for 1430 class. Personnel will utilize Government Transportation. Personnel will be in fatigue clothing suitable to weather.

RIFLE PERIODS FOR MARCH 1963

1. 0800-0930
2. 0930-1130
3. 1300-1430
4. 1430-1630

SQUADRON	DATE	DAY	PERIODS	MEN PER HR
PMS	5	TUE	1-3	20
	12	TUE	1-3	20
	19	TUE	1-3	20
	26	TUE	1-3	20
OMS	5	TUE	2-4	20
	12	TUE	2-4	20
	19	TUE	2-4	20
	26	TUE	2-4	20
6793rd	6	WED	1	20
	13	WED	1	20
	20	WED	1	20
	27	WED	1	20
CDS	6	WED	2	20
	13	WED	2	20

SQUADRON	DATE	DAY	PERIODS	MEN PER HR
CDS (Con't)	20	WED	2	20
	27	WED	2	20
A&E	6	WED	3	20
	13	WED	3	20
	20	WED	3	20
	27	WED	3	20
CCTS	6	WED	4	20
	13	WED	4	20
AMMS	20	WED	4	20
	27	WED	4	20
SAWHS	7	THR	1	20
	14	THR	1	20
	21	THR	1	20
	28	THR	1	20
CSGHS	7	THR	2	20
	14	THR	2	20
FSS	21	THR	2	20
	28	THR	2	20
SS	7	THR	3	20
	14	THR	3	20
TS	21	THR	3	20
	28	THR	3	20
CES	7	THR	4	20
	14	THR	4	20
	21	THR	4	20
	28	THR	4	20
COMM	1	FRI	1	20
	8	FRI	1	20
	15	FRI	1	20
	22	FRI	1	20
	29	FRI	1	20
AC&W	1	FRI	2	20
	8	FRI	2	20
	15	FRI	2	20
	22	FRI	2	20
	29	FRI	2	20
9Wea	1	FRI	3	20
FTD	1	FRI	4	20
MedGp	8	FRI	3	20
CDS	8	FRI	4	20
	15	FRI	3-4	20
	22	FRI	3-4	20
	29	FRI	3-4	20

f. 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 Airman are required to fire the handgun and qualify with a minimum score of marksman.

(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.

PISTOL PERIODS FOR MARCH 1963.

SQUADRON	DATE	DAY	PERIODS	MEN PER HR
39BS	4	MON	2-4	6
	11	MON	2-4	6
	18	MON	2-4	6
	25	MON	2-4	6
6ARS	4	MON	6-8	6
	11	MON	6-8	6
	18	MON	6-8	6
	25	MON	6-8	6
579SMS	5	TUE	1-4	6
	12	TUE	1-4	6
	19	TUE	1-4	6
	26	TUE	1-4	6
37MMS	5	TUE	6-8	6
	12	TUE	6-8	6
	19	TUE	6-8	6
	26	TUE	6-8	6
24BS	6	WED	2-4	6
	13	WED	2-4	6
	20	WED	2-4	6
	27	WED	2-4	6
PISTOL	6	WED	6-8	R A N G E
MAINTENANCE &	13	WED	6-8	R A N G E
PAPER WORK	20	WED	6-8	R A N G E
	27	WED	6-8	R A N G E
40BS	7	THR	2-4 6-8	6
	14	THR	2-4 6-8	6
	21	THR	2-4 6-8	6
	28	THR	2-4 6-8	6
STAFF OFFICERS	1	FRI	2-3-4-6-7-8	6
STAFF OFFICERS	8	FRI	2-3-4-6-7-8	6
STAFF OFFICERS	15	FRI	2-3-4-6-7-8	6
STAFF OFFICERS	22	FRI	2-3-4-6-7-8	6
STAFF OFFICERS	29	FRI	2-3-4-6-7-8	6

g. 5BX Testing:

(1) Will be conducted at the base Gym: Effective as of 1 December 1962. All personnel having birthdays in January, February, March will be tested in first quarter. (Exceptions noted in medically excused, para (e).

(2) Personnel will be scheduled by their Training Sections as allocated in the Monthly and Weekly Training Schedules.

(3) Testing periods are revised to ten personnel for each thirty minutes of testing. Each Squadron is assigned periods of either 0800, 0900 and 1000 hours, and will schedule as indicated in the monthly schedule. (Testing Monday thru Friday 0800-1000 hours and 1645-1715)

(4) Training NCO's will prepare SAC Forms 156's filling out information as required by SACM 50-10A, C 1, Paragraph 47, prior to individuals testing period. SAC Form 156 will be hand-carried to the base gym and given to PCU instructors prior to testing.

(5) For those personnel having passed the test, the SAC Form 156 will be picked up at the PCU Building 747 at the end of the working day. Those failing the test, cards will remain at the PCU to insure that progress and guidance in physical conditioning is accomplished daily. (1645 to 1715 hours)

(6) The Collateral Ground Training Office will maintain a failure roster. Posting of scheduled exercises, dates and times to the SAC Form 156 to insure testing is accomplished as required.

(a) 5BX Exercise: The present schedule remedial exercises for 5BX failures will be increased in time for future months due to present work loads within squadron concerned. The new schedule will be as follows:

Monday thru Friday - 0800-0830 - 1430-1500 - 1645-1715

(7) Medical: Limitations imposed will be reviewed annually and the exercises and level desired will be reviewed in relation to the individuals current status.

(8) Vulnerability period: Individuals that are medically excused from participating in the program during the period 30 days prior and 30 days after their birthday will be tested within 60 days after their excuse expires. This new 60 day period will then be counted as their vulnerability period for testing and reporting purposes.

(9) Weight Check: Personnel weighing ninety (90) percent of their maximum weight as indicated in attachment 1, AFR 50-5 or less during the first and third calendar quarters, need not be weighed in the second and fourth calendar quarters. Those persons will be reported as having weighed and meeting their weight for reporting purposes for cited quarters.

(10) Special Orders: An Officer or Senior NCO in each unit will be delegated the responsibility for ceritifying weight results. Each training Officer will submit in writing any change or changes made prior to 5 February 1963, so Special Orders can be revised.

(11) Over-weight personnel are required to weigh weekly with results of their progress reported to DCOTGT each Monday. (Reference to SACR 50-24, par. 7f, and Base Sup to SACR 50-24.

MARCH 1963 - 5BX Testing

TIMES	MON	TUE	WED	THR	FRI
	(4)	(5)	(6)	(7)	(8)
0800-30	FMS	FMS	FMS	FMS	FMS
0900-30	CDS	CDS	CDS	CDS	CDS
1000-30	SAWHS	A&E	MED	FSS	ARS/24BS
	(11)	(12)	(13)	(14)	(15)
0800-30	OMS	OMS	OMS	OMS	OMS
0900-30	TS	AMMS	SS	SS	AMMS
1000-30	4129/39BS	37MMS	CFS	CFS	24BS/39BS
	(18)	(19)	(20)	(21)	(22)
0800-30	579	579	579	579	579
0900-30	579	579	579	579	A&E
1000-30	AMMS	SAWHS	TS	FMS	SS
	(25)	(26)	(27)	(28)	(29)
0800-30	SS	SS	FSS	579	A&E
0900-30	CFS	CDS	MED	579	A&E
1000-30	4129/ARS	37MMS	FMS	OMS	2010

h. Instrument Ground School:

(1) Each pilot will complete an instrument ground school course prior to his instrument flight check in accrodance with SACR 51-12.

(2) Classes will be conducted in Room 56, Bldg 810, 13 and 14 February 1963, at times indicated. Pilots bring their own type MB-2A, Air Navigation Computer for the computer course and exam.

(3) April Instrument Ground School is scheduled for 17th & 18th.

(4) Schedule: 13 March 1963.

TIME	SUBJECT	INSTRUCTORS - PRIMARY & SECONDARY
0730-1000	Flight Instruments	Maj Berner - Maj Brunitti
1000-1200	Navigation Aids-I	Capt Diamond - Maj Echabarne
1300-1630	Navigation Aids-II	LtCol Morris - Capt Walls

14 March 1963.

0730-1100	Regulations/Publications	Capt Bertic - Maj Rosanbalm
1200-1430	Computer and Spatial Disorientation	Capt Reese - Capt Eby
1430-1700	Weather	Capt Sanders - Lt Gossman

i. Instrument Trainer: (Note adjustment in Daily Training 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 51-5).

(2) Alert Crew scheduling requirements may alter the following schedule:

TIME	MON	TUE	WED	THU	FRI
0730	24	39	ARS	BF	BF
0930	BF	ARS	39	24	ARS
1230	24	40	40	40	BF
1430	39	40	40	40	ARS

(3) Schedule times must be filled. Deviation from an assigned period must be coordinated through DCOTCT, AMN Verver, Ext 2831/2788.

j. Ultrasonic Trainer T-2A: (Note adjustments in daily schedules)

(1) Six hours required annually for all Staff Officers who possess 1521-1525. Three hours per-quarter required for all crew MN and Navigators

(2) One hour of malfunction procedures will be included in each period.

(3) Trainer Schedule (Sgt Walter, Ext. 2261)

(a) Monday, Wednesday and Friday, 0730, 1030 and 1330 hours.

(b) Tuesday and Thursday, 0730 and 1030 hours.

(4) Scheduling must be coordinated through DCOTGT, AMN Verver, Ext. 2831.

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. 8678.

(2) Class Schedules: 14 March 1963, Bldg 810, Room 14.

GROUND CREW	FLIGHT CREW
0730	1230
0830	1330
0930	1430
1030	1530

l. IFN Procedures:

(1) All B-52 Crew radar navigators and navigators will attend one class each quarter.

(2) Classes are scheduled Tuesday and Thursday, 1300-1600, Bldg 611 in T-2A Trainer room, Ext. 2261.

m. Flight Simulator:

(1) All B-52 and KC-135 Pilots require two simulator missions per quarter

(2) Alert Crew Scheduling requirements may alter the following schedule.

TIME	MON	TUE	WED	THU	FRI	
0630	24	39	24	39	24	B-52 Simulator #1 Bldg S-85
0930	39	40	40	40	39	
1230	24	24	39	24	39	
1530	39	39	24	39	24	
1830	24	40	40	40	24	
2130	39	24	40	24	39	

n. 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:

39th BS 0800 and 0900	40th BS 1300 and 1400
24th BS 1000 and 1100	40th BS 1500, 1600 open.

(3) Scheduling must be coordinated through DCOTGT, AMN Verver, Ext. 2831.

o. Air Weapons:

(1) AWR-01 (Weapons Academic Refresher) course is scheduled on Friday's March 1, 8, 15, 22 and 29, at Bldg, 0830 hours for non-alert crew members, (24th, 39th and 40th) and Wing Staff Officers.

(a) Weapons Academic Refresher is scheduled at the Alert Facility, Monday's March 4, 11, 18, 25, 0930-1130 hours and Friday's 1, 8, 15, 22, 29, 0830-1130 hours. Attendance at both classes is necessary for completion of the course. GAM-77, SACR 50-24 type training will also be 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 semiannually.

(2) Weapons Acceptance (AWS-01) for those aircrews on alert, will be conducted at the aircraft during daily aircraft preflight time. Crews not on alert (24th and 39th) will perform Weapons Acceptance checks on aircraft scheduled on the Weekly 60-9 schedule for MMS Special Loading Training. Time and instruction will be coordinated with the Wing Air Weapons Section Ext. 8635.

p. TAC Doctrine:

(1) Requirements: 9 hours quarterly for all combat crew members. Courses will be given in conjunction with EWO Study for 24BS and 39BS.

(2) Location: 6 hrs for ARS Crews. ARS Course will be given in conjunction with EWO Study.

q. GAM-77 FTD Training: Training will be conducted in Bldg. 734 starting at 0800 thru 1200 hours and 1300 hrs to 1500 hours on dates indicated:

Regular GAM-77 Training: (Pilots and Navigators)

March 4, 5, 6, 7 and 25, 26, 27, 28.

Refresher Course will be conducted the 13th, 14th of March only.

r. Combative Measures:

(1) Proficiency test required annually for all B-52 crew members.

(2) Building 747, scheduled Monday through Friday 0900-1000 and 1300-1500 hours.

(3) Ladies Day, Monday and Thursday 0930-1115.

s. Aquatic Survival:

(1) One time requirement for all personnel on flying status.

(2) Scheduled as required.

t. Physiological Training:

(1) The Passenger Course is scheduled for March 11, 12, 1963 at Cannon AFB, New Mexico.

(2) For planning and scheduling purposes coordination between squadrons and DCOTCT must be made. This station is authorized sixteen (16) students for all scheduled Passenger Course's.

Passenger Courses Schedule for 1963

11th-12th March 1963	13th-14th May 1963
15th-16th April 1963	10th-11th June 1963

u. Personal Equipment Oxygen Mask Inspection: Qualified personnel from the PE Section will visit the following named organizations on dates and times indicated

(1) In order to perform the required 30 calendar day oxygen inspection, units will be inspected as noted:

SQUADRON	DATE	HOURS OF INSPECTION
2L	March 19, 20, 21	0830
39	March 26, 27, 28	0830
40	March 5	0830
ABS	Each Monday 4, 11, 18	0830

NOTE: Equipment at the Alert Area will be inspected each Thursday at 0800 hours.

(2) Personal Equipment is open 24 hours daily Monday through Friday to perform these inspections.

v. Positive Control Training:

(1) Positive Control (PCC) for crew members of the 2LBS, 39BS, 6ARS and Staff personnel is scheduled as indicated:

SQUADRON	DATE	HOUR	PLACE
24BS	11, 12, 13 and 25, 26, 27 March	1400	Bldg 755
39BS	11, 12, 13 and 25, 26, 27 March	1400	Bldg 755
6ARS	4, 5, 6 and 18, 19, 20 March	1400	ARS Briefing Room

(2) The same course is scheduled three days each week, one class every other week is mandatory for Officer Crew members. (6ARS Officers are scheduled for the first and third weeks of March and the 24BS and 39BS are scheduled for the second and fourth week of March 1963.

w. EWO Study Agenda: 24th, 39th, 40th March 1963.

(1) EWO Sorty Profile
(2) Crome Dome Refresher
(3) Study Alternate Sorties
(4) Certify on 15AF Form Sortie Assigned for Certification

1st Alert Cycle Monday and Friday.....0930-1130

a. EWO Mission Profile
b. SAC Tactical Doctrine Test

Tuesdays.....1230-1630

a. Commander's Briefing Preparation
b. Study Alternate Sorties
c. Complete Certification of Assigned Sortie

Chrome Dome Refresher.....1:00 Hr
Given Mondays & Fridays at 0930 after 1st Alert Cycle.

24th & 39th

(1) EWO Mission Profile
(2) SAC Tactical Doctrine Test
(3) Brief Commander on Assigned Sortie
(4) Certify on 15AF Form Sortie Assigned

6ARS

(1) EWO Sortie Profile
(2) SAC Tactical Doctrine Test

8. OFFICER DETAILS

a. Tower Officer: Tower Officer will be on stand-by basis for both B-52 and KC-135 type aircraft. He will be on-base and keep the Command Post informed of his location and phone number at all times. Tour of duty will be from 0730-0730. Any time Solo Students are flying, the squadron concerned will provide an officer in the Tower. He will be an IP qualified in the aircraft being used for the mission. Officer will be in the Tower from one half hour before take-off until landing. Ref. SAC DOOT 91864. Any time MITO Training is being conducted, the squadron concerned will provide an IP in the Tower. Ref. SACR 51-2.

Schedule - Even days 24BS Odd days 39BS Every 6ARS

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: Class "A".

d. Supervisor of Flying: Officers detailed for this duty will report to stand-up briefing on the day of assigned detail. Duty hours are from 1630-0730, Monday thru Friday and 0730-0730 Saturday and Sunday.

STAND-BY TOWER OFFICER MARCH 1963

DATE	ORGAN	RANK	NAME
1	39 BS	MAJ	HASSETT
4	24 BS	CAPT	MASSINGILL
5	39 BS	LTCOL	RHOADES
6	24 BS	MAJ	BOZMAN
7	39 BS	MAJ	ROBERTS
8	24 BS	MAJ	RICHARDS
11	39 BS	MAJ	BERNERBURG
12	24 BS	LTCOL	MACFAWN
13	39 BS	LTCOL	SOMMER
14	24 BS	CAPT	RICHARDSON
15	39 BS	LTCOL	YAPCAVAGE
18	24 BS	CAPT	PORTOR
19	39 BS	MAJ	ROBERTS
20	24 BS	CAPT	KEEVEL
21	39 BS	MAJ	BERNERBURG
22	24 BS	MAJ	SAULSBURY
25	39 BS	MAJ	ROSANBAIM
26	24 BS	LTCOL	KETCHAM
27	39 BS	LTCOL	RHOADES
28	24 BS	MAJ	BRUNETTI
29	39 BS	MAJ	HASSETT

Personnel living in town can make reservations at the VOQ by calling Ext. 8530

JOHN W. SWANSON, LtCol, USAF
Deputy Commander for Operations

MARCH

SUPERVISOR OF FLYING

DATE	START	ORGAN	RANK	NAME
1	1630	ARS	MAJ	ALBRIGHT
* 2	0730	4129	LTCOL	CLARK
* 3	0730	ARS	MAJ	ECHABARNE
4	1630	24	LTCOL	YANCEY
5	1630	ARS	LTCOL	STUHR
6	1630	DCO	LTCOL	GIBSON, W. L.
7	1630	SBS	LTCOL	LEARY
8	1630	SBS	MAJ	FOWLER
* 9	0730	DCO	LTCOL	RASMUSSEN
*10	0730	SBS	LTCOL	STONE
11	1630	ARS	CAPT	DIAMOND
12	1630	40	MAJ	GIBSON, C. D.
13	1630	DCO	CAPT	HAMILTON
14	1630	SBS	MAJ	TURNER
15	1630	39	MAJ	KAIERBAUGH
*16	0730	ARS	MAJ	STOCKTON
*17	0730	SBS	MAJ	BERNER
18	1630	24	LTCOL	MALUY
19	1630	DCO	CAPT	HAMILTON
20	1630	ARS	MAJ	RAY
21	1630	SBS	LTCOL	NORRIS
22	1630	ARS	MAJ	GREENWADE
*23	073C	4129	MAJ	LUND
*24	0730	SBS	LTCOL	EASTLING
25	1630	SBS	LTCOL	MCINTIRE
26	1630	39	LTCOL	MCCLENDON
27	1630	4129	MAJ	HENDERSON
28	1630	SBS	LTCOL	NORRIS
29	1630	40	LTCOL	GREEN
*30	0730	DCO	MAJ	SCHARMAN
*31	0730	ARS	LTCOL	HANLEN

AO

DATE	ORGAN	RANK	NAME
1	39	CAPT	HARRISON
2	ARS	CAPT	UDALL
3	24	CAPT	IUSTIG
4	39	MAJ	LAVELLE
5	ARS	CAPT	SMITH
6	24	CAPT	FISHER
7	39	MAJ	PARKER
8	ARS	CAPT	KNAPP
9	24	CAPT	FITZGERALD
10	39	MAJ	WAHLBORG
11	ARS	CAPT	NORTON
12	24	CAPT	MILLER
13	39	CAPT	PETERSON
14	ARS	CAPT	TOLLEFSON
15	24	CAPT	ECKHOFF
16	39	CAPT	WILSON
17	ARS	CAPT	STILL
18	24	CAPT	PICCION
19	39	CAPT	KRAUTKRAMER
20	ARS	MAJ	HORTON
21	24	CAPT	MOORE
22	39	MAJ	YOUNG
23	ARS	MAJ	PHILLIPS
24	24	CAPT	CARPENTER
25	39	CAPT	GOETZE
26	ARS	CAPT	WALKER
27	24	CAPT	CHESS
28	39	CAPT	OSBURN
29	ARS	MAJ	RATNER
30	24	CAPT	SCHUORTZ
31	39	CAPT	WOEMPNER

ACO

1	DSUP	MAJ	MILLER
2	DCMT	MAJ	FLY
3	4129	CAPT	HELTON
4	DCMT	CAPT	RUSTVOLD
5	SATAF	CAPT	EPPS
6	4129	CAPT	ERRINGTON
7	DCO	MAJ	LARSON
8	DCOBO	CAPT	HENNESSEY
9	686	MAJ	LOHBECK
10	DCO	CAPT	BRYANT
11	4129	MAJ	CARROLL
12	SATAF	CAPT	EPPS
13	DSUP	CAPT	HAFF
14	4129	CAPT	MARKHAM
15	DCO	CAPT	BRYANT
16	2010	CAPT	ODOM
17	4129	CAPT	LUPIE
18	4129	CAPT	ROGERS
19	SATAF	CAPT	EPPS
20	4129	CAPT	JOHNSON
21	DCMT	CAPT	CARNEY
22	2010	MAJ	GRAMER
23	4129	CAPT	GUNDLACH
24	DCOBO	CAPT	YAHN
25	DSUP	CAPT	STAPLES
26	SATAF	CAPT	EPPS
27	DCMT	CAPT	RUSTVOLD
28	2010	CAPT	ODOM
29	DCOBO	CAPT	SMITH
30	TRAN	MAJ	PARRISH
31	4129	CAPT	GUNDLACH

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

REPLY TO ATTN OF: DCOTRA/Major Monroe/8418

CONFIDENTIAL

SUBJECT: (U) Commander's Remarks (T12), 1-28 Febuary 1963

MAR 7 1963

TO: SAC (DOOTC) (DOOTT) (DCRMD)
15AF (DOTE) (DMLA) (DCRM)
47 Strat Aerospace Div (DO)
1st CEG (DAN) Barksdale AFB La.

1. Waiver of training requirement: N/A. (C)

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

3. Crew Probation: N/A. (U)

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

5. Unreliable RBS Runs: (C)

a. RBS Express:

CE	DATE	RUN TYPE	CREW NO.	SITE	REASON
9300	4 Feb	SLLC (QFR)	R-89	70	Aiming Point
7850	4 Feb	SLLC #2 (QFR)	R-89	70	Aiming Point
7050	12 Feb	SLLC #2 (QFR)	E-74	70	Procedure
7050	27 Feb	SLLC #2 (QFR)	E-78	70	Procedure

b. Semi-Mobile: (U)

CE	DATE	RUN TYPE	CREW NO.	SITE	REASON
11700	4 Feb	F-2	R-89	13	Aiming Point
12500	14 Feb	F-2	R-87	13	Procedure

c. RBS Runs Computed in MCS: (U)

CE	DATE	RUN TYPE	CREW	SITE	REASON
9300	4Feb	BOl A SLLC	R-89	70	Aiming Point
7850	4 Feb	BOl A SLLC #2	R-89	70	Aiming Point
7050	12 Feb	BOl A SLLC #2	E-74	70	Procedure
3350	20 Feb	BOl D SLLC	R-75	12	Materiel
7050	27 Feb	BOl A SLLC #2	E-78	70	Procedure

CONFIDENTIAL

6. Fire Control Systems Activity: (U)

a. SACM 50-8 FCS Fireout — CCTS and 51-19 (U)

1. Msns. Attempt	5	8	(C)
2. 100%	2	4	(C)
3. Ave. Fire	84.5	92.7	(C)
4. Rounds/Fired	6000/5070	8905/9600	(C)

b. Radar Reliability: (U)

	SACM 50-8	CCTS
1. No. Msns. Radar Rel.	56	132
2. " " " Marg.	6	2
3. " " " Unrel.	6	7

c. Airborne Alert Indoctrination FCS Activity: N/A (U)

7. GAM 77/72 Information: (SAC Message DOOTC 006462, dated 23 Jan 63) (U)

a. No.CR Crew Air and Ground Qual. 27 (C)

b. No. NCR " " " " " 0 (C)

c. Total Staff Officers Air and Ground Qual,, by duty. (U)

Wing Commander, DCO, DCOT, Air Training Officer, Chief Bomb-Nav., Flying Safety Officer, Squadron Commander, Squadron Operation Officer.

d. Total GAM 77 RBS/Nike Runs Sched: 12 (C)

e. Total GAM 77 RBS/Nike Runs Sched Airborne: 12 (C)

f. Reason for difference between d and e: N/A (U)

g. No. GAM 77 RBS/Nike Runs Attempted: 11 (C)

h. Reason for difference between e and g: (U)

1. Tie in converter out. (materiel)

i. No. GAM 77 RBS/Nike Runs Scores: 11 (C)

#2

j. Reason for difference between g and i: N/A (U)

k. Total sorties sched. for dual GAM 77 Impacts: 0 (C)

l. No. Sorties dual Impact reliable: N/A (C)

m. No. GAM on Alert: 12 (C)

n. Ave. No. GAM in commision: 17.4 (C)

o. Unreliable GAM Impacts:

CE	DATE	RUN TYPE	CREW	SITE	REASON
35600	26 Feb	Malfunction	E-88	LaJunta	Procedure
22300	26 Feb	Malfunction	E-88	LaJunta	Procedure
13400	27 Feb	Normal	E-82	Bergstrom	[illegible]

8. N/A (U)

9. N/A (U)

10. Profile Mission Effectiveness: (U)

a. Total Profile Missions Sched. 59 (C)

b. " " " Flown. 59 (C)

c. Difference between sched and flown above by Sortie: N/A (U)

d. Total Profile Mission Effectiveness: 40 (C)

e. Difference between flown and effective by sortie, (if Crew error) crew number and area of deficiency is indicated. (U)

Non-Effective Sortie:

One (1) Tanker Abort

Four (4) Weather

Nine (9) Materiel

Five (5) Crew

3 RBS Runs were unreliable due to crew procedure. 1 RBS Run was Type III Abort due to crew procedure. 1 RBS Run was unreliable due to Aiming Point Identification.

11. N/A (U)

12. N/A (U)

13. Advance Capability/Terrain Avoidance Radar: (U)
(SAC Message Unclas. DOOTC 006462 dated 23 Jan 63)

a. No. Aircraft ACR/TA equipped: 15 (C)

b. No. Crew fully qualified: 25 (C)

c. No. ACR/TA flight sched/accomplishment: 0/0 (C)

d. Problem areas/reason for non-accomplishement of sched ACR/TA flight: ACR program suspended by SAC Message DOOT 02562, dated 11 Feb 63.

e. Target date for ACR/TA qual. of all crews: Unknown (C)

14. Wing Commander's Remarks:

I have no additional comments: (U)

Ernest C. Eddy

ERNEST C. EDDY
Colonel, USAF
Commander

Copies to:
40 Bomb Sq. (2)
6SAW Historian (4)

COPY NO 18 OF 20 COPIES

#4

Unit Training Performance Analysis

1. In compliance with par. 20(13)b, 15AF Sup 1 to SACR 50-23 the following information is submitted: (U)

A. Bombing Reliability: (U)

1. The main reason why the bombing reliability of the wing is below the desired standards of Fifteenth Air Force is the GAM 77 reliability. As of 28 February this wing's reliability, excluding GAM 77, was 91% but the GAM reliability of 57% pulled the overall reliability down to 85.5%. This wing was using the procedure of launching every GAM once a programming leg had been started prior to the SAC message directing this procedure. This means some GAM's were launched with known malfunction that would result in unreliable impacts.

2. The solution to the problem is to remove the GAM 77 reliability from the overall bombing reliability. Results of Jet Black substantiate this recommendation. Secondly, it is recommended to delete the policy of once a programming leg is started a launch must be attempted and allow wings the prerogative of not launching with known malfunction that will cause an unreliable impact. (C)

3. This wing has increased the ground training for GAM's. In addition, a requirement has been established for navigators to get a minimum of two hours on the T-2A trainer which is GAM configurated, prior to flight with the GAM's if they have not had a programming leg in the last 30 days. (C)

4. The loss of two GAM's in this wing's recent accident of 30 January 1963 has reduced the GAM training sorties to 11 per month instead of 20 per month prior to the accident. The wing has 13 GAM's in inventory at the present time. This is broken down as follows: (C)

a. GAM's on alert - 12/14. (C)

b. GAM's in maintenance - 1 per day.(C)

c. GAM's available for training - 3.(C)

d. This wing is scheduled to launch two GAM's on Jet Black 1 April 63. This will further deplete the number of GAM's available for training. (C)

e. This wing recommends immediate input of two pylons and four GAM 77's to maintain alert posture and continue 50-8 training. (C)

B. Bar None Effectiveness: (U)

1. The wing is below the Fifteenth Air Force required standards for Bar None because of a poor start on the Bar None mission. There were four unreliable runs during the first seven sorties. These were due to materiel failures on two flights and operator error on two. Since this time the wing has had no unreliable runs and the Bar None effectiveness has gone from 50% to 79% as of 28 February. This is primarily due to aircraft selectivity and more target study. (C)

2. Bar None effectiveness has continued to improve since 28 February. As of 5 March 63 mission effectiveness was 90%, bombing reliability was 84.2% overall Bar None effectiveness was 82%. (C)

C. ECM Reliability: (U)

1. Due to a combination of type I aborts, materiel and operator errors, the ECM reliability started off the year with greater than normal amount of unreliable ECM activity. (C)

2. Type I aborts have been reduced drastically and at the same time maintenance has improved considerably. In addition, all operator caused unreliable ECM activity has been critiqued and discussed by staff wing personnel. As a result, the ECM activity is improving and should show continuing improvement in the future. (C)

4017th Combat Crew Training Squadron
93d Bombardment Wing (H) (SAC)
UNITED STATES AIR FORCE
Castle Air Force Base, California

Enter Acad Trng: 17 Jan 1963 — Enter Fly Trng: 25 Feb 1963
Grad Academics : 15 Feb 1963 — Graduation Date: 15 Apr 1963

K63-6 CREW ROSTER

CREWS FLT TRNG - WALKER AFB

Crew 1297 Assigned as indicated:

AC	CPT	MILLER, DONALD E, 45579A	(Minot)
PLT	CPT	BURRESS, WILLIAM R JR., 62283A	(Bergstrom)
PLT	1LT	MEACHUM, WILLIAM O, 68767A	(Biggs)
NAV	CPT	PISCIOTTA, EUGENE T, AO2261610	(Biggs)
BO	SSGT	HENRY, VIRGIL L, AF15541193	(Biggs)

Crew 1298 Assigned BIGGS AFB unless otherwise noted:

AC	CPT	THOMPSON, (Fly Only)	
PLT	1LT	HANNAH, JIM T, AO3082165	(Homestead)
PLT	1LT	STRANSKY, CHARLES J, AO3102668	
NAV	CPT	BRETZER, ROBERT E, 66574A	
	TSGT	BRACK, KENNETH R, AF16391700	

Crew 1299 Assigned BIGGS AFB unless otherwise noted:

AC	CPT	OCKENFELS, ROBERT V, AO3008264	(Turner)
AC	CPT	MINTEY, (Fly Only)	
PLT	CPT	WEATHERBY, JERRY R, AO3084647	
NAV	CPT	NEAL, WILLIAM C JR., AO3107374	
BO	TSGT	HOFFMAN, HENRY R, AF15261807	

Crew 1300 Assigned as indicated:

AC	CPT	HINKLEY, WAYNARD J C, 56960A	(Altus)
PLT	1LT	FRANTZ, JAMES R, AO3102300	(Barksdale)
PLT	1LT	GENTES, ROLLIN W, 68946A	(Bunker-Hill)
NAV	1LT	ABELL, MAURICE A, 65834A	(Barksdale)
BO	SSGT	SHEFFIELD, JAMES W, AF18472464	(Clinton-Sherman)

Crew 1301 Assigned as indicated:

AC	CPT	MORRIS, JOHN H, AO3035474	(Westover)
AC	CPT	BROWNELL, HAROLD M, AO3038323	(Loring)
PLT	1LT	KING, BERTRAM A, 66842A	(Loring)
NAV	1LT	MELTON, LINDY A, AO3104220	(Loring)
BO	SSGT	KIMSEY, DAN A, AF15452679	(Grand Forks)

Crew 1302 Assigned as indicated:

AC	CPT	CORRIGAN, CLAYTON H, 60551A	(Wurtsmith)
PLT	CPT	DANIEL, THOMAS N, AO3026940	(K.I.Sawyer)
PLT	1LT	SATTLER, FRANK J JR., 56511A	(Wurtsmith)
NAV	CPT	YOUNG, PERRY R, 65420A	(Clinton-Sherman)
BO	TSGT	MILKS, CLIFTON L, AF21903521	(Wurtsmith)

ACADEMIC TRAINING ONLY

PLT	COL	ADAMS, ALAN F, 4429A	(Lockbourne)
PLT	MAJ	LONG, HARRY F, 40281A	(Travis)
PLT	CPT	CROSS, ROBERT V, AO1911705	(Turner)
PLT	MAJ	EVERETT, WILBUR R, 40583A	(Westover)
PLT	2LT	PISEL, GARY H, 64192A	(Mc Guire-MATS)
PLT	2LT	SIMS, JOHN N, AO3118718	(Mc Guire-MATS)
PLT	2LT	ZIELKE, JOHN A JR., AO3108537	(Mc Guire-MATS)
PLT	2LT	LEMAY, JAMES D, 63713A	(Mc Guire-MATS)
PLT	CPT	BEVIVINO, THOMAS, 31278A	(Castle)
BO	SSGT	AARON, DEAN S, AF19509597	(Fairchild)
	A1C	ROHLER, LEE R, AF16508295	(Bunker-Hill)
PLT	MAJ	PETERSON, CLIFFORD F JR., AO764427	(Wichita)
PLT	MAJ	SAUNDERS, FRED J, AO2069817	(Wichita)

Crew 1894 - Assigned as indicated 390th BG

AC	MAJ	PYSH, RICHARD D, A0[illegible]	92BW Fairchild
PLT	1LT	[illegible], DANIEL J, A[illegible]081805	92BW Fairchild
RN	CAPT	[illegible], BILLIE W, 42965A	28BW Ellsworth
NAV	CAPT	[illegible], ROBERT S, A0[illegible]7837	92BW Fairchild
EWO	1LT	[illegible], BRYCE E, A[illegible]099740	4128SW Amarillo
GUN		VACANT	

Crew 1895 - Assigned as indicated 390th BG

AC	MAJ	MYERS, GLEN T, 42256A	11 BW Altus
PLT	1LT	WILSON, CHARLES L, 58004A	28BW Ellsworth
RN	CAPT	[illegible], ROBERT E, 65[illegible]	28BW Ellsworth
NAV			
EWO	2LT	STINSON, JAMES A, A03121941	4238SW Barksdale
GUN		VACANT	

Crew 1895 - Assigned as indicated 24th BG

AC	MAJ	PACE, CLAVIN K, A01909195	4043SW W-Patterson
PLT	CAPT	BURCH, GEORGE A, 66443A	4141SW Glasgow
RN	CAPT	MILLER, EDWARD D, 23697A	99BW Westover
NAV			
EWO	2LT	BAUM, JOEL L, A03120983	95BW Biggs
GUN		VACANT	

Crew 1896 - Assigned as indicated 24th BG

AC	CAPT	WOODWARD, WILLIAM B, A0832539	4141SW Glasgow
PLT	CAPT	GIGLER, RAYMOND F, A03034732	4141SW Glasgow
RN	CAPT	KUEBLER, EMIL M, 50697A	4170SW Larson
NAV			
EWO	2LT	ARNAUD, ALFRED A JR, A[illegible]2[illegible]64	6 BW Walker
GUN		VACANT	

Crew 1897 - Assigned as indicated 24th BG

AC	CAPT	BAKER, LAWRENCE R, A[illegible]0398[illegible]	4170SW Larson
PLT	1LT	GLAAB, PAUL E, 58927M	4170SW Larson
RN	CAPT	BARTON, GEORGE C, A0[illegible]64[illegible]0	4170SW Larson
NAV			
EWO	1LT	FRIER, ROBERT D, A[illegible]10990[illegible]	4043SW W-Patterson
GUN		VACANT	

Crew 1898 - Assigned as indicated 24th BG

AC	MAJ	WATSON, ROBERT T, 52704A	7BW Carswell
PLT	CAPT	MARTIN, JOHN C JR, A0[illegible]3[illegible]8[illegible]	4170SW Larson
RN	CAPT	RIVERS, WILLIAM F, A0[illegible]072[illegible]2	4170SW Larson
NAV			
EWO	CAPT	KUHN, JOHN C JR, A0[illegible]07[illegible]2[illegible]	11SW Altus
GUN		VACANT	

4017th Combat Crew Training Squadron
93d Bombardment Wing (H) (SAC)
UNITED STATES AIR FORCE
Castle Air Force Base, California

Enter Acad Trng: 4 Jan 63 — Enter Fly Trng: 7 Feb 63
Grad Academics : 31 Jan 63 — Graduation Date: 29 Mar 63

K63-5 CREW ROSTER

CREWS FLT TRNG - WALKER AFB

Crew 1286 Assigned LOCKBOURNE AFB

AC MAJ MOORE, JAY W., 40579A
AC CPT COBLE, ROBERT N, AO3040075
PLT CPT RYAN, ARTHUR R, 56939A
NAV CPT RAAB, JOHN O, 58905A
BO SSGT SMOLINSKI, ROBERT A, AF16396360

Crew 1287 Assigned LOCKBOURNE AFB

AC CPT PEDERSEN, RAYMOND A, AO2088489
PLT CPT MARSTON, VERNARD, AO3025822 (Westover)
PLT CPT BARNETT, WARREN K, 53643A
( ) 2LT BECK, JACK E, AO3121829
BO SSGT LANE, HARRY C, AF13255570

Crew 1288 Assigned BIGGS AFB

AC MAJ HAMBRICK, JAMES M, AO591158
PLT CPT COLLINS, GEORGE H, AO2206013 (Griffiss)
PLT 2LT VINING, ROBERT L, AO3108231
NAV CPT GREATHOUSE, CLAUDE D, 52428A
BO TSGT GRABANIA, DAVID J, AF35397534

Crew 1289 Assigned as Indicated:

AC CPT KEYES, ROBERT J, 31066A (Loring)
PLT 1LT CHAPIN, BRYCE H, 68986A (Bunker-Hill)
PLT CPT DUNLOP, DARRELL R, 62352A (Biggs)
NAV CPT THOMAS, JAMES R, 60945A (Biggs)
BO SSGT COULBOURNE, JAMES, AF11334295 (Biggs)

Crew 1290 Assigned as Indicated:

AC CPT PARKER, ROBERT E, AO3039410 (Loring)
AC CPT CLANTON, CHARLES C JR., 43902A (Loring)
PLT CPT ADAMSON, CECIL L, 54854A (Biggs)
NAV CPT DE WITT, ROBERT D, AO3048887 (Biggs)
( ) TSGT BACHELLOR, BRUCE R, AF16272769 (Biggs)

Crew 1291 Assigned as Indicated:

AC	CPT	CRENSHAW, WILLIAM C JR., A02204380	(Barksdale)
PLT	2LT	TORRENSON, ROBERT V, A03105579	(Grand Forks)
PLT	2LT	STRASSER, ALLEN E JR., 69582A	(Griffiss)
NAV	CPT	DAVIS, TED A, 47429A	(Lockbourne)
BO	SSGT	WARD, BILLIE E, AF38781150	(Altus)

4017TH COMBAT CREW TRAINING SQUADRON
93D BOMBARDMENT WING, (H) (SAC)
UNITED STATES AIR FORCE
Castle Air Force Base, California

B-52 CREW ROSTER CLASS 63-5

Enter Acad Tng 4 Jan 63
Grad Acad Tng 31 Jan 63

Enter Fly Tng 7 Feb 63
Grad Fly Tng 29 Mar 63

FLIGHT TRAINING AT WALKER AFB NMEX

Crew 1881 - Assigned as Indicated

TS	AC	CPT	MULCAHY, WILLIAM E JR, A0208004 8	9BW Mt Home
TS	PLT	CPT	FRAFT, JAMES N, 66378A	4043SW W/Patterson
TS	RN	CPT	HINTON, RICHARD D, A0304022 4	28BW Ellsworth
TS	NAV	CPT	TERANTINO, FRANK P, A0306 4372	22BW March
S	EWO	1LT	RAHN, ROBERT K, A03116579	4228SW Colombus
	GUN		VACANT	

Crew 1882 - Assigned as Indicated

TS	AC	CPT	SCHMIDT, LLOYD W, A0302560 4	28BW Ellsworth
TS	PLT	1LT	ARLT, JOHN R, 67313A	28BW Ellsworth
TS	RN	1LT	LEACH, RAY D, A03088276	28BW Ellsworth
TS	NAV	1LT	THOMAS, RICHARD N, A03118188	99BW Westover
S	EWO	2LT	OLIVER, THOMAS M, A03121937	4128SW Amarillo
	GUN		VACANT	

Crew 1883 - Assigned as Indicated

TS	AC	CPT	SCHOELEN, ALFRED P, A03025811	92BW Fairchild
TS	PLT	1LT	BAYLY, PHILLIP A, 27168A	28BW Ellsworth
TS	RN	CPT	BAILIE, RONALD K, A03023259	92BW Fairchild
TS	NAV	1LT	PIANALTO, ROBERT I, 61762A	92BW Fairchild
S	EWO	2LT	WILSON, GERALD, A0312194 2	92BW Fairchild
	GUN		VACANT	

Crew 1884 - Assigned as Indicated

TS	AC	CPT	DULIC LAWRENCE, A03056896	92BW Fairchild
TS	PLT	1LT	RODRIQUEZ, CHARLIE, A03101550	4043SW W/Patterso n
TS	RN	MAJ	FRAZIER, JAMES W, A0591140	28BW Ellsworth
TS	NAV	1LT	NAGY, MICHAEL D, A03117705	99Bw Westover
S	EWO	1LT	STEPHENSON, HOWARD D, A03115813	92BW Fairchild
	GUN		VACANT	

4017th CCTS, 14 Jan 63, Castle AFB Calif

63-5 CONT'D

Crew 1885 - Assigned as Indicated

TS	AC	CPT	KINNEY, RICHARD H, A0786126	4138SW Turner
TS	PLT	1LT	WESNER, THOMAS D, 67770A	7BW Carswell
TS	RN	1LT	RAMBO, LARRY D, 61852A	4170SW Larson
	NAV		VACANT	
S	EWO	2LT	ROBERT, HENRY C JR, A03122621	4170SW Larson
	GUN		VACANT	

Crew 1886 - Assigned as Indicated

TS	AC	CPT	BRENNEN, HAROLD J, 4425A	7BW Carswell
TS	PLT	1LT	ROBERTSON, JOE C, A03102667	4134SW Mather
TS	RN	CPT	HEALY, TIMOTHY, A02226267	11BW Altus
	NAV		VACANT	
S	EWO	2LT	BIRD, ROBERT E, A03121997	11BW Altus
	GUN		VACANT	

STUDENTS TO RECEIVE ACADEMIC TRAINING ONLY

S	EWO	1LT	HALL, JOW E, A03115773	11BW Altus
S	EWO	1LT	HILDEBRAND, HAROLD C JR, A03098897	4238SW Barksdale
S	EWO	2LT	HILDRETH, WILLIAM L, A03122009	4123SW C/Sherman
S	EWO	1LT	WILSON, THOMAS W JR, A03115663	4228SW Columbus

JC JPC005JPA712 JPB593
RR RUWJMP
ZFD RUWJMP
AFA984 JEX0047UBK764
RR RUWJMP RUWJBN
DE RUWJBK 9A
R 051807Z
FM 15AF MARCH AFB CALIF
TO RUWJBJP/6BAW WALKER AFB NMEX
RUWJBN/93BW CASTLE AFB CALIF
INFO RUWJBN/47BAD CASTLE AFB CALIF
BT
C O N F I D E N T I A L DOOT 0364
6BAW/93BW FOR DCOT/INFO SAD DO. YOUR FY 3/63 TACTICAL
FLYING HOUR ALLOCATION IS ADJUSTED AS FOLLOWS:

UNIT	TYPE	OLD	ADJUSTMENT	NEW
6BAW	B-52	5332	PLUS 300	5632

****
THIS CONFIRMS TELECON MAJ SZOUT WITH MAJ ROENCH, 6BAW AND
MAJ STROM, 93BW. 7SOP-4)
BT
05/1812Z FEB RUWJBKN

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

REPLY TO
ATTN OF: SAFE/Captain Hull/2372 15 February 1963

SUBJECT: Operational Hazard Extracts

TO:

C	DCM	DCMQ(2)	40BS(2)	511FTD	6AEMS
BC	DCOBO(2)	24BS(2)	6ARS(2)	60MS	OCLO
DCO	DCOS	SU	6FMS	4129CCTS(2)	39BS(2)

The following are Operational Hazard Extracts for the week ending 15 February 1963:

1. Narrative: 6th Strat Aerospace Wg
Walker AFB, NMex

T-33, 57-0611
16 Nov 62
OHR #133

This acft has been plagued by UHF radio problems for approximately two (2) months. This acft has not, to my knowledge, completed a cross-country flight during this period without a UHF write-up prior to completion of the flight. For reasons of safety I feel that necessary action should be taken to correct this situation. Until such action has been taken, I feel that the aircraft should be restricted to local VFR flights only.

Cause Factors: The cause of this malfunction was heat from engine affecting the Coax Cable.

Corrective Action: The following action is being taken to correct malfunction on this acft. The Fin Tip antenna assembly has been replaced, and at the present time we are awaiting connectors for the cable on control #2098. This acft will have a complete new system when completed.

Recommendation: Upon each inspection requiring removal of the tail section, recommend a thorough inspection of the Coax Antenna Cable to determine whether any heat deterioration has occurred.

2. Narrative: 6th Strat Aerospace Wg
Walker AFB, NMex

B-52, 56-705
5 Dec 62
OHR # 149

During flight the pilot was in lower compartment. To remain in contact with rest of crew, he plugged into IN postition radio jack. While moving about, the interphone cord became snagged on some object.

Investigation revealed that it was entangled with the navigator's hatch manual jettison handle. This entanglement occurred on three occasions. It is the writer's opinion that this could possibly cause an unwanted hatch jettison.

Cause Factors: The position of navigator's hatch manual jettison handle is in a position for possible entanglement of a long cord.

Corrective Action: None required, because this handle must be in this position for operation.

Recommendation: Caution be exercised when moving about in any part of this acft. Numerous handles, levers, switches etc., are subject to unintentional actuation by cords, straps and clothing of personnel, if extreme caution is not used.

3. Narrative: 6th Air Refueling Squadron
Walker AFB, NMex

KC-135, 57-1433
17 Dec 62
OHR # 150

After take-off gear and flaps retracted normally. During acceleration to climb speed and approximately 15 seconds following gear retraction at 265 KIAS, a moderate vibration was noticed in nose section of acft. The vibration increased to severe at 285 KIAS approximately one minute after gear traction. Power and speed reduced and vibration ceased at 10000MSL. Power applied and climb continued at 285 KIAS with no vibration. Nose wheels visually checked O.K. from lower nose compartment in flight. Acft landed with no further difficulty.

Cause Factors: No malfunctions were found.

Corrective Action: Wheel bearings and axel nut were checked and were found properly installed. Both nose wheels, tires and bearings were replaced. Tire and wheels were broken down and no malfunction found. Tires and wheels were remounted and later used on another acft.

Recommendation: Thorough inspection of nose gear fittings and component prior to flight.

4. Narrative: 6th Strat Aerospace Wg
Walker AFB, NMex

T-33, 566
2 Jan 63
OHR # 152

Just after T-33 #566 became airborne following a normal take-off, moderate engine vibration was experienced. All engine instruments read normal. Pilot declared an emergency and landed out of a modified SFO Pattern. Landing was accomplished without incident. A visual ground check revealed that several buckets had been broken off at the turbine wheel.

[illegible] buckets. One bucket broken 12 ea had small dents.

Corrective Action: Thirteen sets (26) ea buckets were replaced. Shrouding and tailcone replaced.

Recommendation: More thorough and more frequent inspection of turbine buckets, all personnel have been directed to perform a more searching inspection during after-flight and pre-flight inspection.

5. Narrative: 40th Bombardment Squadron
Walker AFB, NMex

B-52E, 560637
22 Jan 63
OHR # 4

Brake chute was a streamer upon deployment. Finally blossomed at 80 knot IAS. Safety was advised thru Command Post immediately after landing. Also, ground alert was told to hold the chute for inspection. Nine degrees of X-wind crab was used for landing.

Cause Factors: Unknown

Corrective Action: This chute has had 63 deployments and although there was nothing wrong with the chute due to worn condition of the canopy, the number of deployments it has had, and the streamer condition of this flight, the chute is being condemned.

Recommendation: None.

6. Narrative: 40th Bombardment Squadron
Walker AFB, NMex

B-52, 57-020
25 Jan 63
OHR # 5

Flaps would not retract. Flaps started up; all appeared normal until reaching 70 degrees; flaps stopped, returned flap handle to down position flap went to 100 degrees. Tried raising flap again; upon reaching 80 degrees they stopped, lowered, tried L and R emergency motor. Flaps started up very slowly on each system. Return flaps to full down with normal lever during operation of flaps the electrical load went from 12 KW to 30 KW. After LOG external PWR applied; flaps appeared to work normal although left OB flap inboard rear box (transmission) very noisy. CMSgt from from flap section said this A/C had some write-up 1 1/2 years ago and flew three times before malfunction cleared.

Cause Factors: Flap carriage trucks were worn and chafing carriage track, causing flaps to bind in both up and down movement. Flaps were out of adjustment through normal wear.

Corrective Action:
1. Wing flap Jack screw replaced on left outboard flap. (Inboard Jack screw

2. Replaced wing flap drive power unit. (Transmission)
3. Both flap drive motors replaced by Electric Shop personnel.
4. Limit switches adjusted per T.O. 1B-52D-2-11 by Electric Shop personnel.
5. Inspected complete systems components.
6. Lubricated complete systems components.
7. Replaced worn flap carriage truck shoes.
8. Dressed chafed flap track. Inboard track, inboard flap. Rt wing.
9. Performed complete operational check out with the wing in static position and again with the wing in jigged position per T.O. 1B-52D-2-11 par 7-18. Flaps required 40 seconds to retract and 40 seconds to extend.
10. Amperage checked while systems in operation performed by Electric Shop personnel.
11. In flight operational check requested.

Recommendation: Closer observation of wear on flap carriage trucks and replacement prior to causing a chafing or binding condition.

7. Narrative: 6th Strat Aerospace Wg
6ARS
Walker AFB, NMex

KC-135, 58-0056
28 Jan 63
OHR # 11

During climbout prior to level off cabin altitude rose to 11M'. Attempts were made to lower altitude by use of cabin altitude selector but each time cabin altitude kept rising slowly. At 30M' with all crew members on O_2, IP made several attempts to manually pressurize. Cabin altitude was stopped at 21M' but could not bring it down manually. Descended to 8500' and returned home. Mission time was flown out without incident. Attempts were made at lower altitude to pressurize to no avail.

Cause Factors: Malfunctioning pressure controller. This condition was most likely caused by one of the diagrams in the controller wearing away or had a hole in it. Thus the controller allowed the outflow valves to open sooner than they normally would have.

Corrective Action: Removed and replace controller.

Recommendation: None.

R L HULL
Captain, USAF
Flying Safety Officer

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

REPLY TO
ATTN OF: SAFE/Capt Hull/2372 27 February 1963

SUBJECT: Operational Hazard Extracts

TO:						
	C	DCM	DCMQ(2)	4OBS(2)	511FTD	6AEMS
	BC	DCOBO(2)	24BS(2)	6ARS(2)	60MS	OCLO
	DCO	DCOS	SU	6FMS	4129CCTS(2)	39BS

The following are Operational Hazard Extracts for the week ending 1 March 1963:

1. Narrative: 24th Bombardment Squadron, Walker AFB, New Mexico — B-52E, 57-133, 6 Feb 63, OHR # 13

I believe a potential hazard exists in that the Rogers #3 Dept places the departing aircraft between the high altitude Ivory Snow refueling area arcp for alpha track and the receiver IP for same at approximately 30,000 feet climbing. Thirty thousand feet is the approach altitude for any receiver using Ivory Snow. I realize clearance should be provided by ABQ center, but feel the Dept plan should be modified to provide clearance of the refueling area.

Cause Factors:

1. Subject SID was plotted on a chart and found to terminate within 10 N.M. of the west end of the Ivory Snow refueling area.
2. Tactical aircraft performance charts indicate that training sorties would or could reach refueling altitudes upon termination of the SID.

Corrective Action:

This subject was discussed with Mr. Salya, Walker AFB FAA representative, and with Mr. Isham of Albuquerque ARTC. The following actions will be taken:

a. Flight planning and briefing officer will brief all pilots filing for a Rogers #3 departure of the Ivory Snow area.

b. Albuquerque center will brief all controllers of the possible VFR hazard and will provide traffic advisory to departing aircraft.

Recommendation:

Request the OHR be brought to the attention of all jet pilots assigned to the 6th Strategic Aerospace Wing.

2. Narrative: 24th Bombardment Squadron
Walker AFB, New Mexico

B-52E, 57-126
5 Feb 63
OHR # 14

During aircrew preflight and taxi to take off, the following items were discovered which indicate a poor maintenance preflight: (a) RN's ejection seat had #4 pin in initiator with streamer missing; (b) O-32 camera would not operate; (c) doppler was found with power switch on, transmit switch in transmit, and system monitor in ground check; (d) when power was applied to MD-1, the tracker was locked in lower limit and remained there for 7 hrs of flight; (e) hatch not latched - light on when hatches were closed.

Cause Factors:

Item (e) hatch not latched light on when latches were closed.

Corrective Action:

Forty-seven section hatch micro switch mechanism was out of adjustment. Adjusted mechanism; operationally checked O.K.

a. Item (b) removed and replaced cannon plug going to the M-2 Control.

b. Item (c) the specialists have been briefed on leaving equipment in the proper configuration after operation.

c. Item (d) unlocked the altitude axiumth computor from lower limits, operational check O.K.

d. Item (a) the red streamer from the RN #4 seat pin hangs in the entrance hatch and had apparently been kicked loose from the pin during ground crew preflight. The crew chief assigned safety pin removal to an OJT crew member who had been properly checked out on the procedure. The airman reported to the crew chief that the pins were removed but had failed to observe the pin missing from the streamer. The crew has been rebriefed on the seriousness of this responsibility.

e. Item (e) the hatch not latch light had checked out satisfactory on preflight. Upon the prior to engine start part of the flight crew preflight the hatch light remained on. The crew chief re-opened the entrance hatch, removed the quick disconnect C/P and immediately began

trouble shooting the system. After removing all the quick disconnect C/P in the fwd compartment it was determined that the micro switch on the gunner's hatch was inoperative. The crew chief sent one man to call in the red ball and proceeded to the trouble area. He operated the micro switch manually several times and re-closed the hatch. The light went out and the aircraft taxied and took-off on time.

Recommendation:

None.

3. Narrative: 24th Bombardment Squadron
Walker AFB, New Mexico

B-52E, 57-136
6 Feb 63
OHR # 15

During T.O. and climb everything appeared normal. Upon closure to observation position for A/R, boom operator reported that upper nose radome appeared to be collapsing. Returned to base immediately, with tanker as chase plane, and landed. During descent for landing, heavy fumes were apparent in fwd pressurized compartment on both normal and alternate air conditioner position. Turned air conditioner to ram on final approach. After landing, maintenance found broken upper radome and suspected break down on catalytic filter in air conditioner system.

Cause Factors:

Catalytic filter in the forward system became contaminated with engine fumes to the point that it would no longer do the job it was designed to do.

Corrective Action:

The catalytic filter was removed and replaced with a new modified one. On following flight, fumes in forward pressurized compartment was a repeat write-up - the hot air muffler was replaced. On subsequent flight system functioning was normal.

Recommendation:

None.

R L HULL
Captain, USAF
Flying Safety Officer

HEADQUARTERS
6TH COMBAT SUPPORT GROUP
UNITED STATES AIR FORCE
WALKER AIR FORCE BASE, NEW MEXICO

REPLY TO ATTN OF: CSUP/SMSgt. Reeves/8588

7 March 1963

SUBJECT: Monthly Historical Report (February 1963) RCS: AU-D5

TO: IXOH

1. In accordance with SACR 210-1/Base Supplement 1, 22 March 1961, the following information is submitted for the Chief of Supply.

2. ADMINISTRATION AND PERSONNEL:

a. Manning during the month of February 1963 averaged 466 Military and 70 Civilians for a total of 536. This when applied to an authorization of 588 gives an overall percentage of 91.2.

b. The overall manning percentage indicates a slight regression over the previous month. However, the new UMD's which were received under Project Supply Reorganization indicate a considerable overall reduction effective 1 July 1963. Example: The Base Equipment Management Office was reduced from 127 authorized to a total of 88. In the event input and withdrawal remains constant, numerically we should exceed 100% manning in July 1963. Even so we will experience severe shortages of 647X0 personnel and a proportionate overage of 646X0 personnel. A retraining program appears to be a future requirement.

c. Three new officers reported during the month of February: Capt. Marquez (subsequently assigned to Materiel Control, 579SMS), 2/Lt. Lange (subsequently assigned to BEMO), 2/Lt. Sauer (subsequently assigned to Base Supply).

d. Base Supply Office: 47SAD made a routine Staff Assistance Visit during the week of 12 February 1963. SMSgt. Coble was the Staff visitor.

3. OPERATIONS: Three airmen are assigned in support of Operation Chrome Dome and three are designated as alternates.

4. MAINTENANCE AND SUPPLY:

a. Base Supply Office activity of historical significance follows:

(1) Management Division

(a) On 1 February 1963, a meeting was held with Civil Engineers, 579th SMS, Contract Maintenance and Base Supply personnel on the proper procedures to follow in the processing of reparable items to Contract Maintenance.

(b) On 5 February 1963, a meeting was held with personnel from the 579th SMS, Base Supply and SBAMA representatives to clarify the processing of missile reparable items being turned in to maintenance shops or Base Supply. Special emphasis was placed on the processing of Hi-Valu and guidance items.

(c) On 8 and 11 February, meetings were held with DCM personnel to clarify NORS reporting procedures.

(d) Operating instructions were published which established procedures for processing VDP and AVDP requests and for processing vehicle tires and batteries to Contract Maintenance.

(e) Weekly inspections of bench stock areas were conducted during February and results reported to the Base Supply Officer and Maintenance Support Division Officer.

(2) Materiel Facilities Division

(a) A complete rewarehousing program was initiated at Warehouse 14, the ARLS storage area, during February 1963. This program will increase storage space and provide for direct routing of receipts into storage locations to insure segregated control of ARLS items as required in SACM 67-3. This project is 80 per cent complete and is scheduled for complete realignment and finalization by 31 March 1963.

(b) A bench stock control system was established in the Storage and Issue Branch. This system consists of a highly qualified NCO being placed on duty in the Storage and Issue Branch during the hours when bench stock issues are being processed into the warehouse. This NCO is primarily responsible for controlling and monitoring all bench stock issues.

(3) Accounting Division

(a) Stock Control: During the month of February 1963, Stock Control received and processed ISSL for P-2 Crash Fire Truck. Lay in Code 7 was assigned.

(b) Priorities:

1. Transceiver was removed from old radio room and installed in the Priorities Branch. This transceiver is utilized as a pony circuit connected with Base Communications, who send out the cards to the proper distribution points.

2. A new working schedule for the 8-Deck was placed into effect during the month of February to include an additional coverage from 1630 hours until midnight, to support all maintenance shops.

3. A new method of handling VDP's for the Motor Vehicle Squadron was placed into effect. In revamping the work schedule and requiring priority handling on AVDP's and VDP's, the Priority Branch eliminated the figure of 30 vehicles VDP to a figure of 2 vehicles VDP as of 1 March 1963.

4. The 579th SMS placed an uneven workload on the Priorities Branch during the month of February. A considerable amount of trouble with MOCP's was encountered. The Priorities Branch handled the enlarged workload in such a manner as to draw a favorable comment from the 579th SMS Commander.

b. Base Fuels Supply Office activity of historical significance follows:

(1) Fuels Accounting Branch: There were 102,129 gallons of 115/145 and 7,617,148 gallons of JP-4 Jet Fuel received during the month of February 1963. There were 106,978 gallons of 115/145 and 7,701,373 gallons of JP-4 Jet Fuel issued during the month of February 1963.

(2) Fuels Laboratory: A total of 851 tests was conducted during the month of February 1963 by the Fuels Laboratory. This total is broken down as follows:

(a) There were 403 samples of JP-4 and 115/145 aviation fuel tested for total solids content in accordance with T. O. 42B1-1-13. Three of these tests showed excessive solids. After a recheck was made it was determined that the cause was extremely windy and dust conditions at the time of sampling.

(b) There were 423 samples of JP-4 and 115/145 tested for water content in accordance with T. O. 42B1-1-13. All of these tests were satisfactory.

(c) Tank 1216 at Bulk Storage was tested for sulfides in accordance with T. O. 42B-1-1, test results were negative.

(d) There were 24 samples of demineralized water tested in accordance with SACM 67-2. All tests were satisfactory.

(e) Twenty-eight samples of trichloroethylene and a one gallon sample of solvent were shipped to MOAQLA, Wright-Patterson AFB, Ohio, for analysis in accordance with T. O. 42B-1-1.

(3) LOX Plant: During February 1963, the LOX Plant had no major down time. There were 52,115 gallons of LO2 and 66,730 gallons of LN2 produced during the month of February. The LOX Plant purchased 22,600 gallons of LO2 and 50,500 gallons of LN2. There were 67,425 gallons of LO2 and 115,700 gallons of LN2 issued during February. There were 7,590 gallons of LO2 issued to the LOX ABO Pad.

(4) Propellants Branch: During the month of February 1963 the Propellants Branch made a total of 160 trips to the sites. There were 46,600 gallons of LO2, 82,900 gallons of LN2 and 282,170 SCF of Helium delivered to the sites during February 1963.

(5) Cryogenics Laboratory:

(a) There was a total of 38 liquid oxygen samples analyzed in accordance with T. O. 42B6-1-1 for purity, dewpoint, particle weight, acetylene content, and 13 tests were made for hydrocarbon content by the Cryogenics Laboratory.

(b) There were 51 liquid nitrogen samples analyzed by the Cryogenics Laboratory in accordance with T. O. 42B7-3-1-1 for purity, dewpoint, particle weight, acetylene contents and four tests were made for hydrocarbon content.

(c) There were five SAC Complexes sampled and analyzed by the Cryogenics Laboratory during February 1963.

(d) The Cryogenics Laboratory personnel could not sample several of the Complexes during the month of February 1963 due to oily sample valves. The following is a break down by date and Complex: On 1 February 1963 at Complex #4, 4 February 1963 at Complex # 12, 5 February 1963 at Complex # 7, 12 February 1963 at Complex # 8 and 13 February 1963 at Complex # 8. Sergeant Trout of the 579SMS was informed of the condition of these valves. He stated a crew was being formed to go through all Complexes and clean all sample valves.

c. Base Equipment Management Office activity of historical significance follows:

(1) Equipment Control Division

(a) Property Records Branch

1. PCAM: No Report.

2. Document Control: Eleven hundred and forty-two documents were submitted to Base Supply during the month of February. Four hundred and seventy-nine completed documents from activity code deck number one were received from Base Supply and 92 documents affecting deck number 1D. Forty-three requests for follow-up on uncompleted documents were submitted to Base Supply. SSgt. Arthur Garnett assumed the duties of NCOIC of Document Control Section 13 February 1963. A new suspense system, to clear all documents in the time allocated, has been established. This will be evaluated in succeeding reports.

3. Requirements Section: A total of 2,022 documents of all types were processed through this section during February. These documents breakdown as follows: 1,388 requisitions, 215 turn-ins to Base Supply, 129 turn-ins to R&M, 55 Inventory Adjustment Vouchers, 3 Statement of Charges, 4 Supply Assistance Requests, 8 Work Orders, 217 Shipping Documents, and 3 Reports of Survey. The large amount of requisitions during this period was due to screening the EMBR and ordering all shortages.

(b) REMS: No Report.

(c) Equipment Management Branch: No Report.

(d) Inventory Branch: No Report.

(2) Equipment Review Division: No Report.

(3) Equipment Support Division:

(a) Base Tool Center: Twenty-four tool boxes were requested by Civil Engineers for sanitation technicians. These kits have been placed on order and approximately 30% of the tools have been received. Due to shortage of base funds very few back orders have been filled by Base Supply. If this continues a critical shortage of some items will result. The Tool Center is still waiting for new mechanization instructions from SAC. No new procedures have been instituted pending receipt of these instructions.

(b) Warehouse Branch: A total of 505 transactions of different types were processed through this section during this period. One hundred and sixty line items of serviceable excess to Base Supply, 320 line items to R&M, and 25 line items to Contract Maintenance for repair and return. All excess property in the warehouse has been disposed of.

(4) Operational Support Division:

(a) Individual Issue Branch: This section is experiencing a shortage of all clothing items, for exchange or initial issue. There has been forty supply assistance letters submitted in this area. The annual inventory of items on AF Form 538 for members of the 40BS is approximately 82% completed and progressing satisfactorily. Due to shortage of linen, this section has had to send incoming personnel to assigned squadrons without sufficient bedding. Unless funds are released for these items the situation will become worse.

(b) Personal Equipment Branch: Supply of personal equipment items on hand to support base personnel is satisfactory with continued good supply support of this function being received. During this period maintenance was performed on the following items: 408 oxygen masks and helmets, 141 survival kits, 732 parachutes, and seven life rafts.

(c) Aircraft Installed Equipment Branch: All ECM Equipment pertaining to the ALT-6A system has been turned over to Base Supply for redistribution to other wings. This equipment became excess due to conversion to a new system. Authority was received to turn-in GAM-77 and GAM-72 launch gear kits. This has been accomplished.

5. PROBLEMS: None

6. SPECIAL PROJECTS:

a. Base Fuels Supply Office: The Base Fuels Supply Office and the Fuels Distribution Branch completed moving from Building T-241 to Building S-91 during Februayy.

b. Base Equipment Management Office: Major Bussiere has devoted nearly all of his time, during this operiod to the elimination of excesses. The results obtained show a definite requirement for the creation of an extra branch in this area. Furthermore it has proven to be a full time job for one man.

CLAUDE H. REEVES
SMSgt., USAF
CSUP Historian

MILITARY CONSTRUCTION PROGRAM PROGRESS CHAR

PROGRAMMED	CATEGORY CODE	FACILITY	UNIT OF MEAS	QUANTITY	COST WORK ESTIMATE	CONTRACT COST	DESIGN START	PRELIM PLANS REVIEW	FINAL PLANS REVIEW	ADVERTISED FOR BIDS	BID OPENING	NOTICE PROC
FY 62	812-220	Elect Distribution(M-90)	EA	1		29	8Dec61	7Aug61	1Dec61	31Dec61	31Jan62	12Feb62
	800-000	Utilities (FPS-20)Radar	EA	1		57	28Nov61	23Jun62	23Jul62	23Jul62	23Aug62	6Sep62
	141-451S	Operations (Pyote)	EA	1			3Apr62					
	842-245K	Water Mains Rpmt(Pyote)	EA	1				1Sep61			4May62	
FY-63	134-375	RAPCON Center (Addn)	EA	1			16Jan62				4Jun62	
	134-376	Area Search Radar-4	EA	1			1Feb62	1Jul62				
	211-130	A/C Maint Apron Ltg	EA	4		65	30Nov61	1Aug62			5Dec62	28Dec62
	800-000	FPS-20 Radar (Pyote)	EA	1							Est Feb 63	

:OGRAM PROGRESS CHART

DATE 28 February 1963

Atch 2

DESIGN START	PRELIM PLAN REVIEW	FINAL PLANS REVIEW	ADVERTISED	BID OPENING	NOTICE TO PROCEED	PERCENT COMPLETE	CONTRACTOR	REMARKS
8Dec61	7Aug61	1Dec61	31Dec61	31Jan62	12Feb62	12Aug62	100% J E Lee	Cost of Modification too high - will bid new Contract.
28Nov61	23Jun62	23Jul62	23Jul62	23Aug62	6Sep62	10Feb63	100% State Contractors, Inc.	Modification Approved
3Apr62								
	1Sep61			4May62			100%	
16Jan62				4Jun62				Alb District CofE Est Bid Opening Jun 63
1Feb62	1Jul62							
30Nov61	1Aug62			5Dec62 Est Feb 63	28Dec62		33% State Contractors, Inc	Status Unknown by Walker AFB

CONSTRUCTION PROGRES

PROJ. NO.	CON NO.	DESCRIPTON OF PROJECT	CONTRACTOR	CONT PRICE	DATE TO P-C	DATE CONT LET	ORDER TO PROCD	START DATE N.L.T.	A S
09-3	-2401	Refuse	Horn & Smith, Lawton, Okla	$16,025.22	25Apr62	1 Jul62	1Jul62	1Jul62	
MCP	-	Cons A/C Maint Apron Lighting	State Contractors, Roswell, NMex	67,781.00					
PV 05-2	-2501	Alter Opr Bldg 3000 A/C	Construction Sheet Metal Works, Abilene, Tex	10,283.00	27Sep62	26Nov62	6Dec62		2
68-3	-2502	Repr Apron Access	E E Anderson, Roswell, NM	26,485.30	17Oct62	29Nov62	28Dec62	7Jan63	
26-2	-2532	Repr R/W Hazard Removal	Floyd Haake, Santa Fe, NM	21,333.75	31Oct62	18Dec62	17Jan63	27Jan63	2
56-3 89-3 90-3	-2568	Alter Nav/Aids	Blea Elec, Roswell, NM	8,233.00	19Dec62	23Jan63	5Feb63	25Feb63	2
08-1	-2569	Bldg 1070 Shop A/C Fld Maint	E E Anderson, Roswell, NM	17,869.00	19Dec62	23Jan63	5Feb63	15Feb63	1
109-1	-2570	Alter 650 RAPCON Acnd	Burnworth-Coll, Roswell, NM	4,890.00	19Dec62	23Jan63	4Feb63	6Mar63	1
BSD		Const Hardened Antenna	J R Francis, El Paso, Tex	$63,142.00	N/A	10Jan63	17Jan63	22Jan63	2
50-1	-2571	Repr Bldg 683 Shop Nav/Aid Bldg	Roy E Montgomery, Roswell, NMex	5,594.00	29Nov62	18Feb63	26Feb63	N/A	
Pyote 05-3	-2572	Mtn Multi Pnt Hse Tech Bldgs	D D Johnston, Big Spring, Texas	9,835.00	15Jan63	18Feb63	27Feb63	29Mar63	
Pyote 01-4	-2573	Repr 400 NCO Club Roof	Ray Dunlap Const Co, Big Spring, Tex	3,142.00	15Jan63	18Feb63	27Feb63	N/A	
02-3	-2577	Alter 1738 AN/CPN-18 Acnd	State Contr. Inc, Roswell, NMex	3,999.00	16Jan63	20Feb63			
08A-3	-2579	Mtn 1083 Hgr Roof, Siding, Pnt	Transco Contract Co, Oklahoma City, Okla	47,405.00	15Jan63	21Feb63			
05-1 129-1 & 132 Series	-2580	Mtn Multi Ord Fac	E E Anderson, Roswell, NM	8,625.50	17Jan63	25Feb63			

CER

ONSTRUCTION PROGRESS

DATE 2 March 1963

TRACTOR	CONT PRICE	DATE TO P-C	DATE CONT LET	ORDER TO PROC'D	START DATE N.L.T.	ACTUAL START DATE	PROP. COMPL. DATE	ACTUAL COMPL. DATE	% COMPL	REMARKS
1th, Lawton, Okla NMex	$16,025.22	25Apr62	1 Jul62	1Jul62	1Jul62	1Jul62	30Jun63		64	
tractors, Roswell,	67,781.00								40	
ilene, Tex ion Sheet Metal	10,283.00	27Sep62	26Nov62	6Dec62		20Dec62	6Mar63		51	
son, Roswell, NM	26,485.30	17Oct62	29Nov62	28Dec62	7Jan63	4Jan63	7May63		63	
te, Santa Fe, NM	21,333.75	31Oct62	18Dec62	17Jan63	27Jan63	26Jan63	16Jul63		34	
, Roswell, NM	8,233.00	19Dec62	23Jan63	5Feb63	25Feb63	20Feb63	6May63		11	
son, Roswell, NM	17,869.00	19Dec62	23Jan63	5Feb63	15Feb63	12Feb63	6Apr63		44	
-Coll, Roswell, NM	4,890.00	19Dec62	23Jan63	4Feb63	6Mar63	18Feb63	5May63		6	
is, El Paso, Tex NMex	$63,142.00	N/A	10Jan63	17Jan63	22Jan63	21Jan63	16Aug63		04	
tgomery, Roswell, Texas	5,594.00	29Nov62	18Feb63	26Feb63	N/A		27Apr63		0	
ton, Big Spring, Spring, Tex	9,835.00	15Jan63	18Feb63	27Feb63	29Mar63		25Sep63			
p Const Co, Big NMex	3,142.00	15Jan63	18Feb63	27Feb63	N/A		29Mar63			
tr, Inc, Roswell,	3,999.00	16Jan63	20Feb63							
klahoma City, Okla ontract Co,	47,405.00	15Jan63	21Feb63							
, Roswell, NM	8,625.50	17Jan63	25Feb63							

CERTIFIED CORRECT W. L. Lee
W. L. LEE, INSPECTOR
C.E. WAF

CO 28/0012 SECRET

FROM: 6SAN

TO: SAC
15AF
1SAD

SECRET/ZIPTO 02-438 /SAC V1 AS OF 28/0001Z

A. 15AF/KNSW/579SMS
B. 13X765F
C. 13X765F
D. 12
E. 58/57
F. 56/55
G. 11
H. 05
I. 02, 04, 05, 09, 12
J. REMARKS: 51 CX CRMS ITMS D &F IAW SAC MSG 2949. 06 CX CRMS ITMS E & F IAW SAC 50-16. SPARE MISSILE ITMS.

579-01, OFFALERT, CODE 5, AGE, GUIDANCE, 1A2A4, 1A1A2 DRAWERS, ETIC 28/2400Z.

579-03, OFF ALERT, CODE 6, RPIE, POD AIR COND, INSTALL S5A RELAY, ETIC 28/2400Z.

579-06, OFF ALERT, CODE 4, NORS, LSL #61-2565, GUIDANCE 1A1A5 DRAWER, STOCK #1430-019-9690AC, REQ #3054-0804, 1A1A6 DRAWER STOCK #1430C-495-822-8369, REQ #3058-0804, ETIC 28/2400Z.

579-07, OFF ALERT, CODE 5, ACE, DATA & DEFAT R/V, ETIC 28/0200Z

579-08, FOR ALERT, CODE 5, AGE, U1 PACKAGE BEING INSTALLED, ETIC 28/2400Z.

579-10, OFF ALERT, CODE 5, AGE, GMID INSTALL 1A1A2 Drawer, ETIC 28/2400Z.

579-11, OFF ALERT, CODE 5, AGE, SERVICING GE2, ETIC 28/0700Z.

1 2

00 SECRET

IATT II

1	2	3	4	5
579-01	65F	ALERT		24 HRS
579-03	65F	ALERT		24 HRS
579-06	65F	ALERT		24 HRS
579-07	65F	ALERT		24 HRS
579-08	65F	23JAN63	20JAN63	24 HRS
579-10	65F	ALERT		24 HRS
579-11	65F	ALERT		07 HRS

6. REMARKS: NONE

2 2

SECRET

SECRET

579th Strategic Missile Squadron

6th Strategic Aerospace Wing

Walker Air Force Base, New Mexico

RCS: 10-SAC-T12

BALLISTIC MISSILE UNIT STATUS REPORT

February 1963

Cy 26 of 28 Cys

579-63-100

SECRET

D I S T R I B U T I O N

AGENCY	NO. OF COPIES
Hq SAC, Offut AFB, Nebraska	
DOOTC	2
DOOTM	1
DOOTP	1
DOOTS	1
DCRM	1
DPAMM	1
DPOPA	1
DM4A	1
3901st SMES, Vandenberg AFB, California	1
Hq 15AF, March AFB, California	
DOS	1
DOTE	2
DOOTM	1
DCRM	1
DM4A	1
DPPC	1
DPLM	1
Hq 47th Strat Aerospace Div, Castle AFB, California	2
Hq 6th Strat Aerospace Wg, Walker AFB, New Mexico	
DCOT/RA	2
579SMS, Walker AFB, New Mexico	
579SMSOT	2
579SMSA	4

SECRET

BALLISTIC MISSILE UNIT STATUS REPORT

(RCS: 10-SAC-T12)

1. 6TH STRATEGIC AEROSPACE WING, WALKER AIR FORCE BASE, NEW MEXICO, as of 28 February 1963. (U)

2. 579TH STRATEGIC MISSILE SQUADRON. (U)

3. Type Weapon System: Atlas "F". (U)

4. Present and Projected Crew Status as of: (S)

	28Feb	31Mar	30Apr	31May	30Jun
a. Total Number of Crew Assigned	58	61	64	66	68
b. CR Crews Assigned Without Waiver	7	13	17	23	26
c. CR Crews Assigned With Waiver	*50	48	44	43	42
d. NCR Crews Assigned/Available. Graduates from Final Phase ORT.	0/0	0/0	0/0	0/0	0/0
e. NCR Crews Assigned/Available. Non-Graduates from Final Phase ORT.	1/1	3/3	4/4	3/3	4/4

Change from last month's report:

* Crew R-58 downgraded due to transfer of MCCC.

SECRET

5. Combat Crew Waiver Status:

(a) Crew Number	(b) Reason for Waiver	(c) *Programmed Completion Date	(d) Waiver Expiration Date
R-05	Evaluation Check	7 March 1963	None
R-08	Final Phase ORT-Eval Check	11 March 1963	"
R-09	" " "	UNKNOWN	"
R-10	" " "	8 March 1963	"
R-11	" " "	UNKNOWN	"
R-12	" " "	UNKNOWN	"
R-13	" " "	UNKNOWN	"
R-14	" " "	11 March 1963	"
R-15	" " "	UNKNOWN	"
R-16	" " "	20 April 1963	"
R-17	" " "	UNKNOWN	"
R-18	" " "	UNKNOWN	"
R-19	" " "	20 April 1963	"
R-20	" " "	UNKNOWN	"
R-21	" " "	UNKNOWN	"
R-22	" " "	UNKNOWN	"
R-23	" " "	11 March 1963	"
R-25	" " "	UNKNOWN	"
R-26	" " "	UNKNOWN	"
R-27	" " "	UNKNOWN	"
R-28	" " "	UNKNOWN	"
R-29	" " "	UNKNOWN	"
R-30	" " "	UNKNOWN	"
R-31	" " "	UNKNOWN	"
R-32	" " "	UNKNOWN	"
R-33	" " "	UNKNOWN	"
R-34	" " "	20 April 1963	"
R-35	" " "	UNKNOWN	"
R-36	" " "	UNKNOWN	"
R-38	Evaluation Check	7 March 1963	"
R-39	Final Phase ORT-Eval Check	UNKNOWN	"
R-40	" " "	UNKNOWN	"
R-41	" " "	UNKNOWN	"
R-42	" " "	UNKNOWN	"

(a) Crew Number	(b) Reason for Waiver	(c) *Programmed Completion Date	(d) Waiver Expiration Date
R-43	Final Phase ORT-Eval Check	20 April 1963	None
R-44	" " "	UNKNOWN	"
R-45	" " "	11 March 1963	"
R-46	" " "	UNKNOWN	"
R-47	" " "	UNKNOWN	"
R-48	" " "	UNKNOWN	"
R-49	" " "	UNKNOWN	"
R-50	" " "	UNKNOWN	"
R-51	" " "	UNKNOWN	"
R-52	" " "	UNKNOWN	"
R-53	" " "	UNKNOWN	"
R-54	" " "	UNKNOWN	"
R-55	" " "	UNKNOWN	"
R-56	" " "	UNKNOWN	"
R-57	" " "	UNKNOWN	"
R-59	" " "	UNKNOWN	"

*Problems Associated with Hardware Portion Phase III ORT are such that a Realistic Projection of Combat Ready Completion Dates, Beyond April 1963 are not feasible for this Reporting Period.

6. Status of Non-Combat Ready Crews:

a. Crew Number: N-58

b. Training Required: I, F, L, S

c. Actual or Forecast Date of Graduation from Final Phase of ORT: UNKNOWN

d. Date Crew is Programmed to Complete all Requirements to Become Combat Ready Including Qualification Check: UNKNOWN

7. NCR Crew Member Upgrading: 0/0

8. Training and Evaluation Data:

a. Qualification Checks

Crew No.	Type Team	Date of Check	Position	Deficiencies
R-03	SSC	12 Feb 63	None	N/A
R-04	SSC	16 Feb 63	None	N/A
R-06	SSC	17 Feb 63	None	N/A
R-37	SSC	27 Feb 63	None	N/A

b. Requalification Checks: None this Period

c. Number of Individuals Rated Minimum Qualified this Month: 12

d. CR Crews and Individuals Delinquent for Qualification Checks or Rechecks: 0

e. Action Taken by Unit Commander this Month on Crews and/or Individuals Failing Requalification Checks: N/A

f. Recurring Training Requirements Completion: 40/57

9. Wing Standardization Crew: None this Period

10. Missile Safety: None

11. ORI Performance: None this Period

12. Crew Probation Status: 0/57

13. Problem Areas: None. (U)

14. Commander's Remarks: None. (U)

Edward M. Jacquet

EDWARD M. JACQUET
Colonel, USAF
Commander

I concur.

for Eugene N. Walcher

ERNEST C. EDDY
Colonel, USAF
Commander

SECRET

OPS IMMEDIATE

FROM: 8STRATAEROSPACEWG WALKER AFB NMEX

TO: SAC
15AF MARCH AFB CALIF
4TSTRATAEROSPACE DIV CAL AFB CALIF

SECRET 579SMSO 0155 . IMMEDIATE ATTN DURING DUTY HOURS.

SAC FOR DCMSO-2. 15AF FOR DCM, DOP, DOTM, AND DI. 4TSTRATAERO-SPACE DIV FOR DC. STRATROS RCS: 3-AF-V14 REPORT AS OF 27 FEB 63.

A. 579SMS WALKER AFB NMEX
B. ATLAS SM65F
C. 12
D. SORTIE — REACTION TIME

SORTIE	REACTION TIME
579-02	IMMEDIATE
579-04	IMMEDIATE
579-05	IMMEDIATE
579-09	IMMEDIATE
579-12	IMMEDIATE

E. (1) THIRTEEN W-38 WARHEADS
(2) THIRTEEN RE-ENTRY VEHICLES

F. (1) THIRTEEN
(2) ZERO

G.

ECC	QUALIF	DATE	REACTION TIME
579-01	GUIDANCE	27FEB63	24HOURS
579-03	PD AIR COND	27FEB63	24HOURS
579-06	MORS, GUIDANCE	27FEB63	24HOURS
579-07	MATE-DEMATE R/V	27FEB63	02HOURS
579-08	ORT	27FEB63	24HOURS
579-10	GUID INSTALL 1A1A2 DRAWER	27FEB63	24HOURS
579-11	SERVICING GN2	27FEB63	07HOURS

H. C-3: EST C-2, 31 JUL 63
I. REMARKS: REF G: REACTION TIME BASED ON 1900Z, 27FEB63. REF H: PRIME DEFICIENCY IS DUE TO APPLICABLE PERCENTAGE OF FULLY QUALIFIED COMBAT READY CREW AVAILABLE AS A RESULT OF PHASE II AND PHASE III ORT SCHEDULES.

J. NOT APPLICABLE — GP-3

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

1500Z/27 FEB 63

SECRET

HEADQUARTERS 6TH STRATEGIC AEROSPACE WING
Walker Air Force Base, New Mexico
1 February 1963

IMPLEMENTATION INSTRUCTIONS FOR OPERATIONS PLAN 500-6 579TH STRATEGIC MISSILE SQ DISASTER CONTROL

DISTRIBUTION:

1 - C	1 - BC
1 - Disaster Control	1 - 812 MEDGP
1 - DCOT	1 - DSAFE
1 - DCO	1 - BDCE/F
1 - DCOT-BO	1 - Command Post
1 - BDCE	1 - SMSC
1 - CDF	16 - SMSO
1 - IXO	8 - SMSM
1 - MMS	2 - SMSS
2 - SM5A	30 - SMST

HEADQUARTERS 6TH STRATEGIC AEROSPACE WING
Walker Air Force Base, New Mexico
1 February 1963

IMPLEMENTATION INSTRUCTIONS FOR 6SAW OPLAN 500 CONCEPT OF OPERATIONS

1. General: The objective of Disaster Control is to minimize the effects of disasters on the SAC Operational (EWO) capability and to restore that capability as soon as possible after an attack or disaster. Pre-attack planning is of foremost importance in defense against nuclear, chemical and biological warfare and cannot be over emphasized. Further, effective planning against nuclear attack and the resulting damage and contamination will normally cover other attack and peace time disaster possibilities.

a. The 6th Strategic Aerospace Wing 500 Plan is the basic document governing Disaster Control and has been used as the basis in the preparation of squadron policies and procedures in so far as possible. However, problems preculiar to missiles require certain deviations.

2. Concept:

a. On-Base Disaster: All on-base disaster control is the responsibility of the 6th Strategic Aerospace Wing and all actions for 579th SMS personnel specified in this Implementation are as prescribed by the 6th SAW 500 Plan basic concept. The 6th Strategic Aerospace Wing Disaster Control Command Post Team will operate from the Wing Command Post in building #812. All 579th SMS facilities will have OIC's appointed who will be responsible for all actions by the building occupants. The OIC will operate through the 579th Disaster Control Center (SDCC).

b. On-Complex Disasters: Disaster Control at Missile Complexes does not follow the pattern for on-base disasters and the on-scene responsibility must necessarily be delegated in a different manner. Due to the technical knowledge possessed by missile squadron personnel, and the nature of the problems presented by an on-complex disaster, the 6th SAW Commander, will normally require the assistance of the Commander, 579th SMS. In the absence of the Wing Commander, the Commander, 579th SMS or the Flight Commander will assume on-scene command. In the absence of the Flight Commander the Missile Combat Crew Commander will be the on-scene commander. Due to the remoteness of location, Missile Combat Crews can expect little, if any, immediate outside assistance in combating disasters at a complex. Therefore, Missile Combat Crews must be capable of independently coping with all types of disasters for extended periods of time. They must be trained in Fire Fighting, Broken Arrow Procedures, Natural Disasters, Radiological Monitoring and First Aid. Checklists for emergencies will be prepared and available to MCCC's to assist in completing quick reaction items. 15AF Form 27 will be completed by the MCCC during any on-complex disaster or simulated disaster.

c. A 579th SMS Disaster Control Center (SDCC) will be established in the Job Control Section of Maintenance Control (MAMS BLDG), at the beginning of any disaster or alert. This center will be manned by the Squadron Battle Staff and other Squadron Staff Officers as required. During on-complex alerts involving nuclear weapons, a Missile (ICBM) Potential Hazard Team composed of qualified personnel will assemble at the SDCC. The team will proceed to the Wing Command Post for inclusion in the first convoy.

(1) Missile (ICBM) Potential Hazard Team

(a) Team Chief
(b) Senior Missile Maintenance Officer
(c) Munitions (Reentry Vehicle) Specialist
(d) Safety Specialist
(e) 579th SMS Civil Engineer
(f) Chief Standardization Board
(g) Medical Specialist
(h) CTSP
(i) Maintenance

d. The SDCC will be [illegible] to the base secondary crash net and, by using the Job Control duty airman, a 24 hour a day watch on the crash system will be maintained. This is the primary method by which the squadron will be advised of alerts initiating from base or higher level. The SDCC also serves as a method for initiating contact with all squadron key personnel to announce disasters or exercises. The duty airman will be responsible for initiating applicable portions of the squadron pyramid alert during non-duty hours and alerting key staff officers during duty hours at their duty section. Additionally, he will establish initial alert contact with the barracks. The Job Control duty airman will be provided with adequate check-lists for the accomplishment of his tasks.

(1) SDCC Staff: *(Battle Staff)

(a) Chief of Maintenance (SDCC Chief).
(b) Maintenance Control Officer (Alternate Chief).
(c) Squadron Disaster Control Officer (SDCC Advisor).
(d) NCO Operations.
(e) Safety NCO.
(f) NCO (Squadron Disaster Control NCO).
(g) NCO (Alternate NCOIC) Maintenance.
(h) 2 Airmen clerks (one per shift).
(i) 4 Airmen runners (two per shift).

NOTE: Runners will standby outside the SDCC. Maintenance NCO's will alternate shifts.

e. On-scene control point will be established at missile complexes during all alerts or exercises. The primary on-scene control point at missile complexes will be the LCC, pending arrival of on-scene commander. During certain types of disasters it may be required to establish an on-scene control point on the surface to control assistance personnel. This control point will be the primary on-scene control point when manned by the senior on-scene commander. Contact with the LCC will be by security vehicle radio. The location of the surface control point will be on government or public property at a distance from the silo doors which will insure safety of the personnel from fire, explosion or radiation. (1500 feet)

3. Responsibilities:

a. The Chief of Operations will:

(1) Insure that adequate disaster control plans are prepared for the squadron and that all personnel are sufficiently trained to execute their responsibilities without delay.

(2) Insure that qualified Missile Combat Crews are available at all times during alerts.

b. The Squadron Disaster Control Officer will:

(1) Prepare required disaster control plans.

(2) Act as liaison officer with base organizations on disaster control matters.

(3) Insure the preparation of adequate checklists for use by MCCC's as required by the plan.

(4) Advise the command post on all matters pertaining to disaster control.

(5) Insure that all squadron personnel receive adequate disaster control training, in accordance with SACR 50-2 and Annex I, SACR 355-1 combat crews will be trained additionally in complex disaster control and radiation monitoring.

(6) Perform duty in the SDCC during alerts.

(7) Insure that all personnel know the location of fallout shelters.

(8) Furnish quantity of personnel assigned to shelters in accordance with Base 500 Plan.

c. The Chief of Maintenance will:

(1) Establish the Squadron Disaster Control Center in the Job Control Section during alerts and insure that all Job Control duty airmen are briefed on the responsibilities they must assume regarding base and complex alerts. (The Job Control duty airman will not be a part of the SDCC staff. He will continue to perform required Job Control duties.)

(2) Record all damage reports on SAC Form 400.

(3) Perform duty as a member of the SDCC staff during alerts unless required at a complex. (A Maintenance Officer will be assigned to perform SDCC duty in the absence of the Chief of Maintenance).

(4) Insure that all Maintenance personnel receive disaster control training.

(5) Provide transportation for missile crews and MOCAM teams.

(6) Insure that one MOCAM team is on immediate call at all times to respond to on-complex disasters.

(7) Prepare pyramid alert procedures for Maintenance personnel.

d. The Flight Commanders will:

(1) Perform duty as on-scene commanders for all on-complex disasters and control operations until relieved by higher competent authority. MCCC's will be directed to act as the on-scene commander in the absence of the Flight Commander.

(2) Insure that all Missile Combat Crews are trained to combat di[illegible].

(3) Insure that emergency and radiological monitoring equipment is available at each complex and in proper working condition at all times. Radiological monitoring equipment must be calibrated each 180 days.

(4) Maintain contact with the Squadron Disaster Control Center, during alerts.

(5) Request assistance as required in all disaster operations.

(6) Maintain liaison with the combat defense forces to insure prompt CDF response to missile security violations.

(7) Insure that adequate food rations and replacement clothing are stored in all complexes for emergency use.

e. The 579th SMS Safety Officer will:

(1) Advise the commander on all safety matters.

(2) Insure that one Safety Officer or NCO is available for duty in the SDCC.

(3) Assist in the preparation of MCCC checklists.

f. The 579th SMS Administrative Officer will:

(1) Insure that all administrative personnel are adequately trained in disaster control actions.

(2) Be prepared to execute alerting and alert reporting responsibilities.

(3) Insure preparation of the squadron pyramid alert regulation.

(4) Insure that all personnel have been supplied with pocket security and personal alert cards.

EDWARD M. JACQUET
Colonel, USAF
Commander

HEADQUARTERS 6TH STRATEGIC AEROSPACE WING
Walker Air Force Base, New Mexico
January 1963

APPENDIX 1
IMPLEMENTATION INSTRUCTIONS FOR OPERATIONS PLAN 500-63
NUCLEAR, CHEMICAL AND BIOLOGICAL ATTACK

HEADQUARTERS 6TH STRATEGIC AEROSPACE WING
Walker Air Force Base New Mexico
1 February 1963

APPENDIX 1
IMPLEMENTATION
INSTRUCTIONS
FOR
6TH SAW OPLAN 50C-63
NUCLEAR, CHEMICAL AND BIOLOGICAL ATTACK

1. General: The objective of this Appendix is to provide adequate procedures which will enable the 579th SMS to respond to alerts in an orderly and efficient manner and restore vital operations as rapidly as possible. This will assist the continuation of the EWO mission by minimizing the effects of an enemy attack. Effective planning against nuclear, chemical and biological attack will normally cover other attack and disaster possibilities.

2. Responsibilities:

a. The Chief of Operations will:

(1) Initiate pyramid alert for operations personnel.
(2) Provide the fallout shelter chief with a list of combat crews to insure they receive priority in shelter and decontamination [illegible]
(3) Monitor security conditions.
(4) Insure maximum EWO status of missiles under appropriate plans.
(5) Request the Chief of Maintenance to furnish decontaminated vehicles for crews as required.
(6) Provide one (1) NCO for the SDCC.

b. The Chief of Maintenance will:

(1) Initiate pyramid alert for Maintenance personnel.
(2) Assume command of the SDCC.
(3) Brief squadron personnel on the status of the situation and exposure control and decontamination.
(4) Generate all missiles to EWO status as directed. (Generation may be under fallout conditions.)
(5) Provide damage recovery and decontamination personnel, as required. (Personnel will be used in 579th damage recovery only.)
(6) Provide the SDCC with names of MOCAM teams.
(7) Establish work schedules for fallout conditions, when required.
(8) Provide combat crews and MOCAM teams with decontaminated vehicles.
(9) Provide four (4) runners for the SDCC.

c. The Flight Commanders and/or Alternate will:

(1) Report to the SDCC for briefing before proceeding to Sector. (If at the Sector, request briefing by telephone.)
(2) Insure the protection of surface personnel during fallout and attack conditions.

(3) Brief duty combat crews on status of situation, exposure control and decontamination.

(4) Determine fallout and radiation levels before returning any crews, Security, MOCAM or other personnel to the base or surface and enforce decontamination procedures.

(5) Report status of all complexes after an attack to 6th SAW Command Post and SDCC.

(6) Report to the SDCC daily the amount of emergency rations and clothing on hand in each complex.

(7) Monitor all vehicles for contamination before using.

(8) Request security assistance through the SDCC, if required.

(9) Advise the SDCC if contact is lost with the 6th SAW Command Post.

d. The 579th SMS Safety Officer will:

(1) Initiate pyramid alert for Safety personnel.
(2) Report to the SDCC for briefing.
(3) Establish work schedules for fallout conditions, when required.
(4) Insure that all personnel know the location of their shelter.
(5) Perform safety duties consistent with the situation.

e. The 579th SMS Administrative Officer will:

(1) Initiate pyramid alert for administrative personnel.
(2) Insure that CQ is briefed on alerting procedures.

HEADQUARTERS 6TH STRATEGIC AEROSPACE WING
Walker Air Force Base, New Mexico
1 February 1963

APPENDIX II
IMPLEMENTATION INSTRUCTIONS FOR OPERATIONS PLAN 500-63 PROTECTION OF PERSONNEL

HEADQUARTERS 6TH STRATEG. AEROSPACE WING
Walker Air Force Base New Mexico
1 February 1963

APPENDIX II
IMPLEMENTATION
INSTRUCTIONS
FOR
6TH SAW OPLAN 500-63
PROTECTION OF PERSONNEL

1. General: The objective of this Appendix is to provide emergency protection for all 579th SMS military and civilian personnel during and after an attack. It describes the concepts upon which protective measures are based, alert signals and procedures to be followed during pre and post attack situations.

PART I - ON BASE

2. Concept: Due to the probability of reduced warning time before an attack, no attempt will be made to evacuate any personnel, military or civilian, from the base unless specifically directed by SAC. In this event, the evacuation and the procedures to be used will be announced by the Base Commander.

a. Essential Personnel: All military personnel who have duties vital to the EWO mission will continue those duties until directed to proceed to shelters. This notice will generally coincide with the Red Alert signal and/or 100-200 roentgen per hour radiation level.

b. Non-Essential Personnel: All non-essential personnel, both military and civilian, will be released from duty upon announcement of a Yellow Alert and/or 10 roentgen per hour radiation level and will proceed to their designated shelters.

3. Shelters: The 579th SMS does possess buildings which will provide suitable personnel shelter during an attack or during periods of fallout. The shelter designated for 579th SMS personnel is Bldg 5-85 (MAMS) and Bldg [illegible] (Barracks). The 579th SMS personnel during an attack or periods of fallout will proceed when released from duty to building 535.

a. Shelter Procedures: On the appropriate signal all personnel will proceed without delay to the assigned shelter. Shelter and decontamination priority will be on an equal basis for all personnel except combat crews and MOCAM teams who will be given priority over all others. Shelter Commanders will be furnished with adequate information to identify missile crew and MOCAM personnel.

(1) All personnel will carry on their person a record of accumulated radiation dosage.

b. Decontamination Procedures: The decontamination station for the 579th SMS is building 85. Personnel who have been decontaminated will use covered transportation when proceeding to other shelters to prevent contamination of the shelter. Personnel will be advised when decontamination is required by monitor teams.

4. Exposure Control: In the event of radiation hazard, the exposure procedures will be followed as stated in paragraph 5d, e, f and g below: In addition, units will establish working rules based on the following guidelines. Work will generally be restricted to EWO essential tasks or recovery tasks.

a. Personnel will be strictly controlled at all times.
b. Keep the same daily routine and procedures, whenever possible.
c. Personnel will use the assigned fallout shelter as an assembly point.
d. Sections will establish firm work procedures:

(1) Who is in charge.
(2) When to report and to whom.
(3) Where to report.

e. Maintain communications with control agencies.
f. Develop coordination between supervisors/Radiological Monitors and Command Posts for "Stay Times".

5. Alert Signals:

a. Base Alert:

(1) Signal: 3 one minute blasts of the Base Siren separated by a one minute pause, repeated after a three minute pause.
(2) General Actions:

(a) Start pyramid alert.
(b) Report to duty ASAP.
(c) Prepare to perform EWO assignment.
(d) Increase Security.

b. Yellow Alert:

(1) Signal: 5 minute continuous siren to be repeated after a 3 minute pause.
(2) General Actions:

(a) Put on defense equipment.
(b) Proceed with EWO assignment.
(c) Non-essential personnel proceed to shelter when directed.
(d) Wait for instructions and expect possible Red Alert.

c. Red Alert:

(1) Signal: Continuous or 3 minute wavering or pulsating sound of siren. Repeated after a 3 minute pause.
(2) General Actions:

(a) Take cover or hit the dirt face down and cover back of neck with hands.
(b) Wait at least 90 seconds after blast before moving.

d. All Clear:

(1) Signal: Runner, Telephone, Conelrad.

e. Conelrad: Personnel enroute should tune in Conelrad Stations on car radios for latest information on alert status by Civil Defense. (640 KC 1240 KC).

f. Broken Arrow:

(1) Apply self aid and report to First Aid Station, if necessary.
(2) Avoid clouds of dust and smoke.
(3) When directed, report to decontamination station.
(4) Do not eat, drink or smoke until such activities are declared. safe.
(5) Resume activities - follow instructions implicitly regarding radiation, safe areas, tolerances and work times.
(6) Be prepared for dis-organization and confusion. Discipline is of paramount importance.
(7) Keep all off-base telephone calls to an absolute minimum.

PART II - ON COMPLEX

6. Personnel:

a. All personnel on the surface will be brought into the LCC immediately when there is an indication that an attack is a probability.
b. If fallout conditions exist, personnel going to the surface will adhere to the rules for exposure control.
c. All personnel entering the complex during fallout conditions will be decontaminated immediately. Contaminated clothing will be discarded outside the LCC.
d. Any personnel working in a contaminated area will be checked by Missile Combat Crew member appointed as CBR monitor.

7. Equipment:

a. If fallout exists, vehicles and exposed equipment will be monitored for radiation and decontaminated accordingly before using.
b. Contaminated equipment will not be used.

HEADQUARTERS 6TH STRATEGIC AEROSPACE WING
Walker Air Force Base, New Mexico
3 February 1963

APPENDIX III
IMPLEMENTATION
INSTRUCTIONS
FOR
OPERATIONS PLAN 500-63
OPERATIONAL ACCIDENTS/SITUATIONS

HEADQUARTERS 6TH STRATEGIC AEROSPACE WING
Walker Air Force Base, New Mexico
1 February 1963

APPENDIX III
IMPLEMENTATION
INSTRUCTIONS
FOR
6TH SAW OPLAN 500-63
OPERATIONAL ACCIDENTS/SITUATIONS

1. General: The objective of this Appendix is to identify possible types of operational incidents which could result in disaster conditions at a complex. Quick reaction checklists covering disaster conditions listed below will be published as TAB 1 to this Appendix.

2. Responsibilities: It is the responsibility of the Standardization Section, in conjunction with the Squadron Safety Officer, to prepare and maintain checklists for the following on-complex situations.

a. Fires:

(1) Structural and grass (Surface).
(2) Fire in LCC.
(3) Fire in Silo in Standby.
(4) Fire in Silo during Maintenance.
(5) Fire in Silo during Countdown.

b. Broken Arrow (See Appendix 4).
c. Severe Weather (See Appendix 5).

HEADQUARTERS 6TH STRATEGIC AEROSPACE [illegible]
Walker Air Force Base, New Mexico
1 February 1963

ANNEX [illegible]
[illegible]
[illegible]
FOR
OPERATIONS PLAN 600-63
NUCLEAR ACCIDENTS (BROKEN ARROW)

HEADQUARTERS 6TH STRATEGIC AEROSPACE [illegible]
Walker Air Force Base New Mexico
1 February 1963

APPENDIX [illegible]
[illegible]
[illegible]
FOR
6TH SAW OP [illegible]
[illegible] OF ACCIDENT [illegible] ARROW)

1. General: The [illegible] concept of [illegible] warfare and the type of weapons furnished [illegible] create the possibility of nuclear situations which are referred to as "Broken Arrow" accidents, incidents or exercises. A nuclear accident or incident may result in the detonation of the High Explosive (THE) element of the weapon with resulting blast effect up to 1500 feet, and [illegible] possible high concentration of ALPHA contamination in the immediate [illegible]. The danger of a full scale nuclear explosion is considered extremely remote.

2. Concept: Nuclear incidents pose a dual problem for the 579th SMS in that a majority of the squadron personnel must be trained to react to "Broken Arrow" situations both on-base and on-complexes. In addition, all squadron personnel may be subjected to "Broken Arrow" situations at any time as a result of [illegible] accident or exercise. On-complexes Missile Combat Crews and [illegible] teams must be prepared to cope with "Broken Arrow" situations which will necessarily follow different procedures from on base situations. The Missile Combat Crew must be capable of handling "Broken Arrow" situations as an independent disaster control unit for extended periods [illegible] and may expect little, if any, help from outside sources during the most critical phases. The base and squadron organization and [illegible] the command post for "Broken Arrow" will be as stated in paragraph 2b, [illegible] Implementation [illegible]. A Broken Arrow Assistance Team will be on duty during all Broken Arrow situations which occur on a complex.

a. The purpose of the Broken Arrow Assistance Team is to provide rapid assistance and advice which may be used in controlling disasters at a complex. The full team will always be used when nuclear weapons are involved. Individual members may be called at other times as required.

b. Composition:

(1) Missile (ICBM) Potential Hazard Team 579SMS
(2) Fire Department — Fire Chief/Alt
(3) Medical — Medical Group Cmdr/Alt
(4) Industrial Hygiene Eng — Industrial Hygiene [illegible]/Alt
(5) EOD [illegible]
(6) Damage Control — [illegible]/Alt
(7) Munitions — [illegible] Cmdr/Alt
(8) Radiological Monitors

3. Definitions.

a. Potential Broken Arrow: An alerted status involving a nuclear accident, incident or exercise during which the situation is under control.

b. Broken Arrow Withdrawal: A Broken Arrow condition wherein the situation is or probably will become uncontrollable. This may result in a complete evacuation of a complex.

c. Broken Arrow Sectors: Designated areas, normally on-base, in which the probability of an explosion exists. Missile complexes are considered Broken Arrow Sectors.

d. Broken Arrow Recall: A situation which is under control and persons who have withdrawn may return to duty

e. Withdrawal Assembly Shelters: A location from which personnel can be controlled and dispatched. This is normally a pre-determined building or location. At a missile complex this location will be at the surface on-scene control point. Missile Combat Crews and MOCAM teams will normally remain in the LCC.

f. On-Scene Control Point:

(1) On-Base: A position established by the Fire Chief from which an incident can be controlled. Denoted by a white flag with CP in RED letters.

(2) On-Complex:

(a) Sub-Surface (The LCC): The LCC is the primary on-scene control point unless complex evacuation is required. The on-scene commander will always be the officer stated in paragraph 2b, Implementation Instructions, regardless of whether he is in the LCC or surface control point.

(b) Surface: A surface on-scene control point will be established 1500 feet (or as near to 1500 feet as possible) up wind from the silo doors from which assistance personnel will be controlled during disasters. The Senior Missile Qualified Officer or NCO present will be in command of the surface CP. This CP is subordinate to the LCC CP at all times unless manned by the senior authorized on-scene commander. (i.e. Flight, Squadron or Wing Commander.) Contact with the LCC will be via Air Police Security Vehicle Radio.

g. Withdrawal Flag: A large Red Flag with "Withdrawal" in White letters and normally displayed on vehicles.

PART I - ON BASE

4. Responsibilities: The responsibility for combating and controlling on-base Broken Arrow situations is delegated to the 6th SAW. The 6th Combat Support Group shares this responsibility and provides personnel for this purpose.

a. On-base, the 579th SMS responsibilities generally are limited to personnel actions involving withdrawal from an affected area and/or seeking shelter. This may be in groups or on an individual basis. Fulfillment of these responsibilities will be accomplished by all personnel learning and complying with standard on-base signals and rules

b. To insure positive control of all personnel the Chief of Operations, Chief of Maintenance will appoint officers to be responsible for building evacuation and personnel control during on-base Broken Arrow situations in which 579th SMS facilities may be involved.

(1) Chief of Operations.
(2) Chief of Maintenance.
(3) Administrative Officer - Barracks

c. The Squadron Disaster Control Center Officer, thru the SDCC, will advise all sections on the status of the Broken Arrow situation as rapidly as information is available. Additionally, he and/or the Disaster Control NCO will man the SDCC during on-base Broken Arrow situations. All sections not involved in the Broken Arrow will continue normal operations.

5. Procedures: The procedures established for on-base Broken Arrow situations are as follows. All personnel will comply with these procedures on a group or individual basis as may be required.

a. Signal:

(1) Potential Broken Arrow:

(a) Personnel concerned will be notified by the secondary crash alarm system.

(2) Broken Arrow Withdrawal:

(a) Signal: Air Police vehicle mounted loudspeakers.
(b) Action: Withdraw rapidly to assigned shelter or area.

(3) Broken Arrow Recall:

(a) Signal: Off duty - Pyramid Alert.
On duty - Remain in place or evacuate as directed.

PART II ON COMPLEX

6. Procedures: Upon detection of a possible Broken Arrow or upon receipt of notice of a Broken Arrow exercise, the secondary crash alert net will activate and the following actions will take place:

a. The squadron SDCC will be manned by the SDCC staff.
b. The 579th SMS Commander, or his representative will proceed by air (or surface if necessary) to the complex concerned. If the alert is an exercise only he may elect to remain in the SDCC.
c. The Broken Arrow Assistance Team will report to the SDCC.
NOTE: During exercise the aircraft may proceed to the complex for training purposes, however, authority to depart the MAMS will be given by an SDCC staff member only after passengers have reported to the pad.
d. The surface on-scene control point will be established for assistance personnel and contact established with the LCC.

7. Responsibilities: The overall responsibility for combating on-complex Broken Arrow situations belongs to the 579th SMS. The 6th SAW Disaster Control Team will support the 579th SMS as rapidly as assistance can be dispatched to the scene. The employment of all assistance will be controlled by the on-scene commander. Assumption of on-scene command will be as specified in paragraph 2b, Implementation Instructions.

a. The Chief of Maintenance will:

(1) Assume command of the SDCC.
(2) Coordinate with the 6th SAW Command Post to determine if convoy and/or aircraft must proceed to the complex and take necessary dispatch action of 579th SMS personnel.
(3) Monitor security conditions and determine amount of security needed.
(4) Prepare damage evaluation worksheets (SAC Form 400).
(5) Provide lighting for night operations, if necessary.
(6) Advise the Staff Judge Advocate if civilian property is involved.
(7) Return the complex to EWO configuration as rapidly as possible.

b. The Flight Commanders and/or Alternate will:

(1) Be the on-scene commander at the complex until relieved.
(2) Establish contact with the 6/CP upon assuming command.
(3) Make periodic report to the 6/CP on the status of the situation.
(4) Request any specific assistance needed.
(5) Make requests for civil law enforcement and ambulance service to the 6/CP. If communications are not available requests may be made directly to the appropriate agency.
(6) Control all access to the complex area through the use of CDF personnel.
(7) Cordon off areas surrounding the complex, if necessary.
(8) If radiation is suspected, insure that proper monitoring is accomplished. This may include the surface area under certain conditions.
(9) Insure that servicable monitoring equipment is available at each complex.
(10) Provide quick reaction checklists for the MCC's.
(11) Control all assistance personnel at the complex. (Coordination with the Base Fire Chief will be effected as he is responsible for all technical aspects of Fire Fighting.)
(12) Determine if complex evacuation is necessary. Request approval for evacuation through the 6th SAW Command Post and advise the SDCC.
(13) Secure and/or destroy classified documents in accordance with current checklist procedures, as required.
(14) Determine in conjunction with the Fire Chief and BDOC when it is safe to re-enter the complex.
(15) Insure that EOD personnel check for unexploded ordnance and assume responsibility for the R/V.
(16) Advise any surface personnel to take shelter if an explosion appears imminent.
(17) Release no information to any news media. All release of information will be made to the IXO through the Chief of Operations.
(18) Insure that all personnel use protective breathing equipment if radiation is present.

(19) Insure the adequacy and availability of Broken Arrow Checklists for the MCC.

c. The 579th SMS Safety Officer will:

(1) Provide one Safety Technician for SDCC duty.
(2) Provide one Safety Technician to report to the complex. He will be air lifted if possible.
(3) Advise the Commander and Staff and on-scene commander regarding safety rules.

d. Missile Combat Crew Commanders will assume on-scene command until properly relieved by the Flight, Squadron or Wing Commander.

HEADQUARTERS 6TH STRATEGIC AEROSPACE WING
Walker Air Force Base, New Mexico
1 February 1963

APPENDIX V
IMPLEMENTATION INSTRUCTIONS FOR OPERATIONS PLAN 500-63 SEVERE WEATHER

HEADQUARTERS 6TH STRATEGIC AEROSPACE WING
Walker Air Force Base, New Meixco
1 February 1963

APPENDIX V
IMPLEMENTATION
INSTRUCTIONS
FOR
6TH SAW OPLAN 500-63
SEVERE WEATHER

1. General: The objective of this Appendix is to define and establish procedures to be followed during conditions of Severe Weather. Severe weather conditions which will affect operations of the 579th SMS are limited to the prevailing phenomenon of the Walker Area. These are: Tornado, High Winds, Severe Thunderstorms (including hail) and Snow.

2. Procedures: The procedures outlined below for severe weather conditions are designed to assist in preventing or reducing serious injury, loss of life and damage to property. They are not intended to cover all the actions which may be necessary due to unpredictable and varying situations. Good judgement and common sense must be exercised by all personnel to afford the maximum effectiveness in combating severe weather.

a. Tornados:

(1) Suspend outside maintenance operations.
(2) Secure missile movements unless approved by the Squadron Commander.
(3) Secure loose equipment above ground or outside the MAMS.
(4) Secure all vehicles. Set brakes and chock wheels, if possible.
(5) Suspend any operations requiring missiles to be exposed above ground or out of the MAMS.
(6) Move all personnel into the LCC or MAMS (or other squadron buildings) if tornado is sighted.

b. High Winds:

(1) Do not expose a missile at a complex if winds exceed or are forecast to exceed 36.8 K during the exposure period.
(2) Suspend missile movements if winds exceed or are forecast to exceed 36.8 K during the movement period.
(3) Secure all loose equipment above ground or outside the MAMS
(4) Secure all vehicles. Set brakes and chock wheels, if possible
(5) Secure all buildings.
(6) Personnel should remain indoors unless necessary to continue operations.

c. Thunderstorms (Including Hail):

(1) Suspend all outside operations during periods of severe lighting and hail and place all missiles in shelter.
(2) Secure missile movements unless approved by the Squadron Commander.
(3) Secure all loose equipment above ground and outside the MAMS.
(4) Secure all vehicles. Set brakes and chock wheels, if possible.
(5) Be alert for extremely high gust of wind and heavy rain and/or hail.
(6) Secure all buildings.

d. Snow:

(1) All vehicles will use snow chains and tires as directed by the TCC.
(2) Do not start trips during expected heavy snowfall conditions unless approved by the Chief of Maintenance, Chief of Operations or Flight Commanders.
(3) Check on road conditions with the TCC or SDCC before starting a trip.

3. Responsibilities:

a. The Chief of Operations will:

(1) Insure that all operations personnel have been trained in severe weather procedures.

b. The Chief of Maintenance will:

(1) Insure that all maintenance personnel are trained in the execution of severe weather procedures.

c. Job Control will:

(1) Insure that severe weather warning notification procedures are established between the 579th SMS, the 6th SAW Control Room, Detachment 15, 9th Weather Squadron and within the 579th SMS.

HEADQUARTERS 6TH STRATEGIC AEROSPACE WING
Walker Air Force Base, New Mexico
1 February 1963

APPENDIX VI
IMPLEMENTATION
INSTRUCTIONS
FOR
6TH SAW OPLAN 500-63
ADMINISTRATIVE & LOGISTICS

1. General: The objective of this Appendix is to define and establish the responsibility for providing adequate administrative and logistical support for the 579th SMS during periods of alert for simulated disasters involving on or off base nuclear weapons.

2. Responsibilities:

a. The 579th SMS Administrative Officer will:

(1) Insure that adequate administrative personnel are present for duty during actual or simulated alerts. If necessary administrative personnel will be placed on alternate shifts.

(2) Be prepared to assume a greater portion of the administrative work load generated within the 579th SMS as a result of personnel reassignments during actual or simulated disasters.

(3) Insure an adequate supply of the following items for issue to the various complexes and shelters of the 579th SMS to be used during actual periods of fallout and contamination.

(a) Replacement clothing

1. Socks
2. Underwear
3. Shirts
4. Pants
5. Shoes

(b) Bedding.
(c) Decontamination supplies.

1. Bar soap
2. Towels

(d) Disposal cans with covers.
(e) Water storage containers.

b. The Flight Commanders and/or Alternate will:

(1) Insure that adequate clothing and supplies for decontamination are available at all complexes.

(2) Insure that adequate emergency rations are available at all complexes.

c. The Shelter OIC and/or Shelter Chief will:

(1) Insure adequate decontamination supplies are available in their respective shelters.

(2) Insure adequate emergency rations are delivered to their respective shelters upon notification of an actual disaster.

HEADQUARTERS 6TH STRATEGIC AEROSPACE WING
Walker Air Force Base, New Mexico
1 February 1963

APPENDIX VII
IMPLEMENTATION
INSTRUCTIONS
FOR
6TH SAW OPLAN 500-63
EMERGENCY RESCUE

1. General: The objective of this appendix is to define and establish the responsibility for providing emergency rescue capability to include forceable entry into a missile complex to evacuate Missile Combat Crew and/or Maintenance personnel in the event of a disaster that would require such rescue operations.

2. Concept:

a. The rescue of personnel involved in any type disaster is primarily the responsibility of the Fire Department Emergency Rescue Team. However in situations involving the rescue of personnel from a missile complex, the Fire Department will require the added assistance of technical personnel familiar with not only the physical construction of a missile complex, but also the layout and location of the equipment on all levels of the silo and Launch Control Center.

3. Responsibilities:

a. The Fire Department will:

(1) Insure that adequate personnel are available, at the scene of any disaster involving a missile complex, to effect rescue of Combat Crew and/or Maintenance personnel in the minimum possible time.

(2) Insure that personnel assigned the emergency rescue team are familiar with the basic construction of a missile complex and the hazards presented by the vast quantity of combustible and inert gasses and liquids within a missile silo.

(3) Insure that adequate assistance is available from other organizations at Walker AFB, whose responsibility it is to support the Fire Department in rescue operations at a missile complex.

b. The 579th SMS will:

(1) Insure that competent personnel are available to assist the Fire Department Emergency Rescue Team and to provide technical assistance and advice concerning the following:

(a) Quantity and location of RP1.
(b) Quantity and location of LOX.
(c) Quantity and location of diesel fuel.
(d) Quantity and location of hydraulic fluid.
(e) Quantity and location of GN2 and LN2.
(f) Location of emergency equipment.

c. The 6th CES will:

(1) Upon notification of a disaster in a missile complex and subsequent request for assistance:

(a) Provide competent personnel to assist the Fire Department Emergency Rescue Team in selecting the best possible location for forceable entry into either the missile silo or the Launch Control Center as the situation requires.

(b) Provide not only the following support equipment with qualified operators but also any other equipment required within their capability:

1. Wrecker Truck.
2. Loader, Scoop Type.
3. Power Shovel, Truck Mounted.
4. Air Compressor.
5. Jack Hammer.
6. Bulldozer.
7. Power Plant, Field Lighting.
8. Blowers.
9. Drills, High Speed, Large.
10. Trucks, Dump.
11. Acetylene Cutting Torches.
12. Jacks, Hydraulic, 2 each.

4. Access Areas:

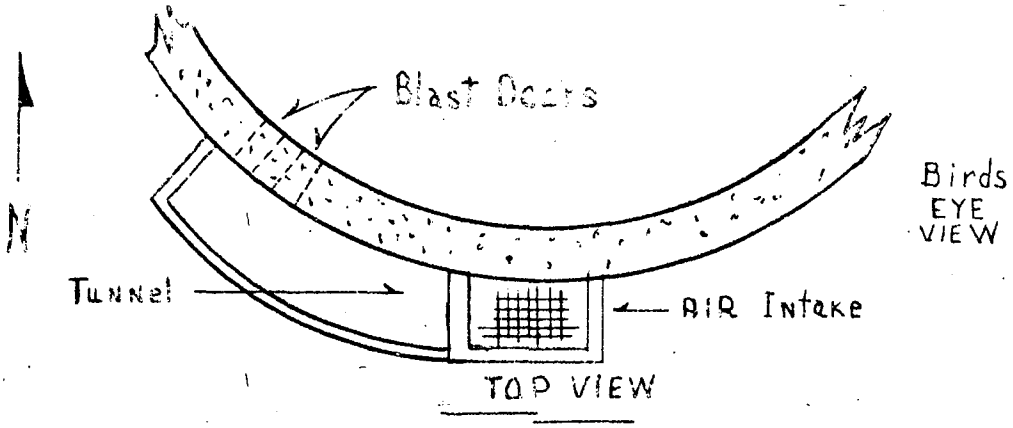
a. For forceable entry into the missile silo, the air intake duct on the south side of the silo cap will offer the least resistance. Entry will be made by removing grill type covering and descending the built in ladder a depth of approximately 25 feet. A short distance to the right of the ladder a tunnel approximately 42" in diameter will be found. Entry through this tunnel will be barred by blast doors which must be removed with cutting torches. After removal of blast doors entry will then be made into air plenum chamber from which easy access into silo can be effected by forcing thin sheet metal door. (See attachment I to this appendix).

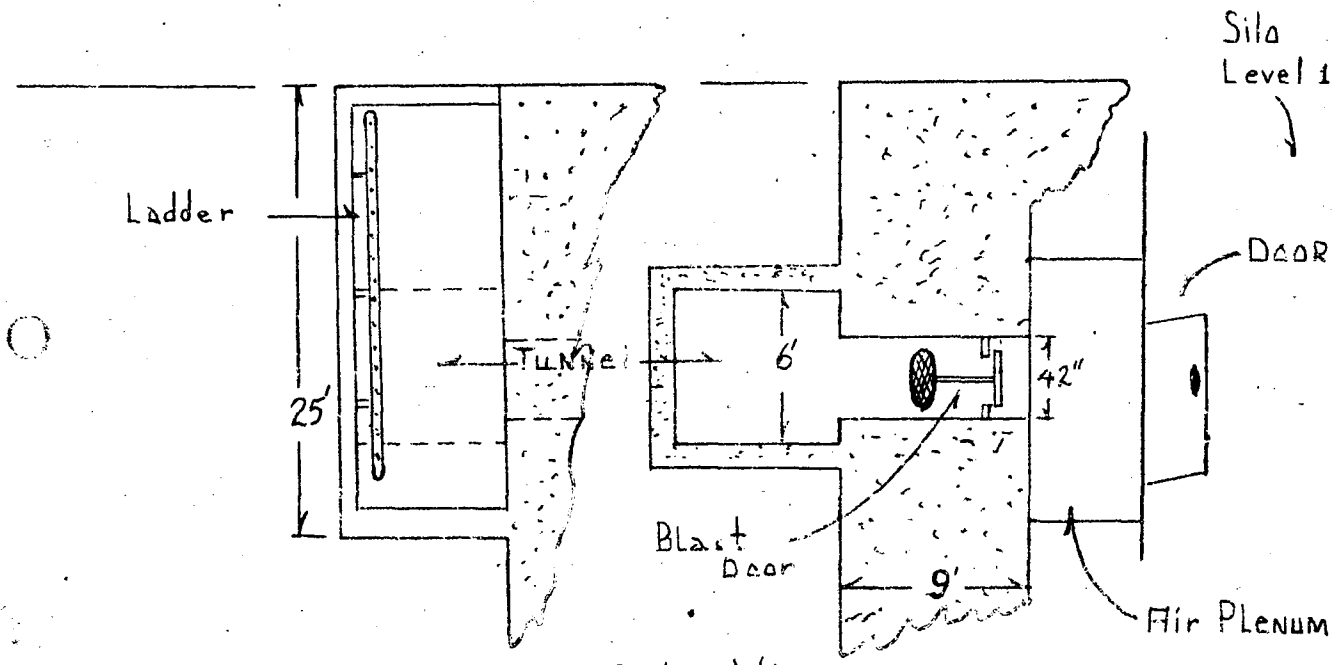
b. There are two (2) possible methods to gain forceable entry into the Launch Control Center.

(1) Entry by way of the stairway can be made, however this will necessitate the cutting of blast doors with acetylene torches.

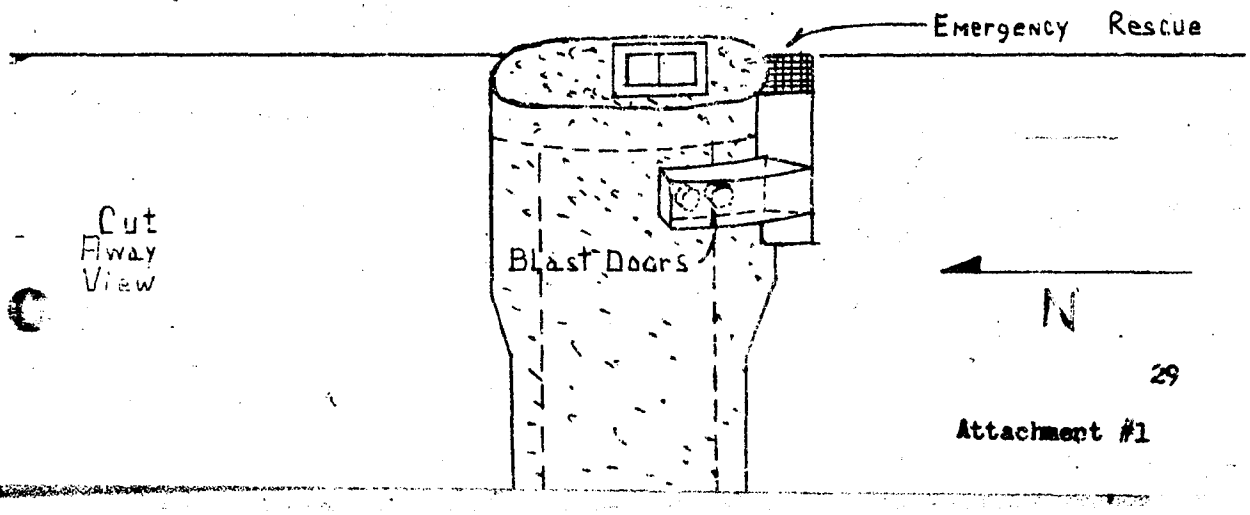
(2) Entry may also be made by removal of earth fill directly above vertical stairwell. This stairwell is located 35' southeast of emergency exit. After removal of earth fill, jack hammers will be required to cut through cement top of stairwell. This then will provide access to both levels of Launch Control Centers. (See Attachment II this appendix).

SILO



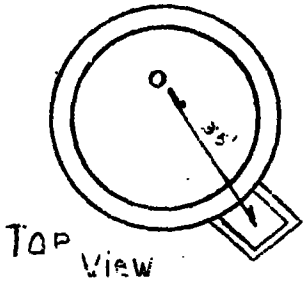


Side View

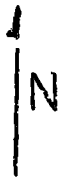


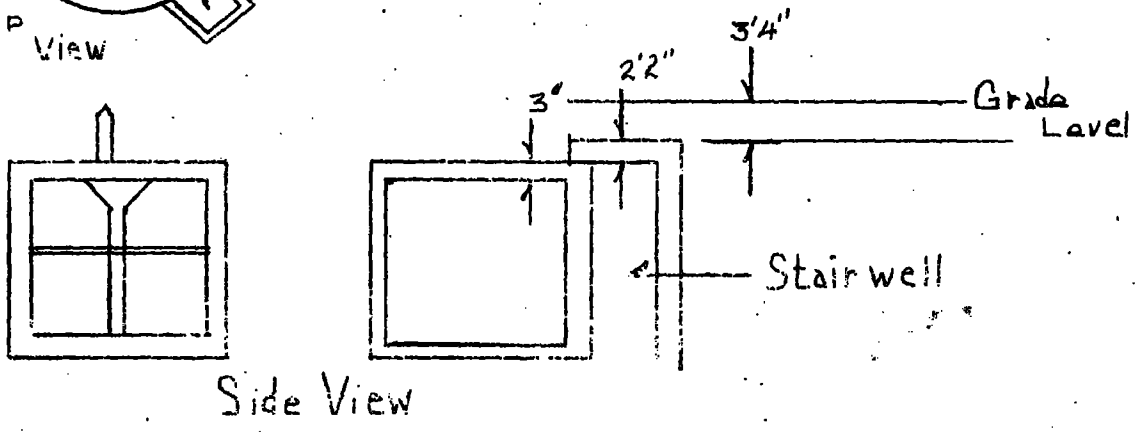
Attachment #1

LCC

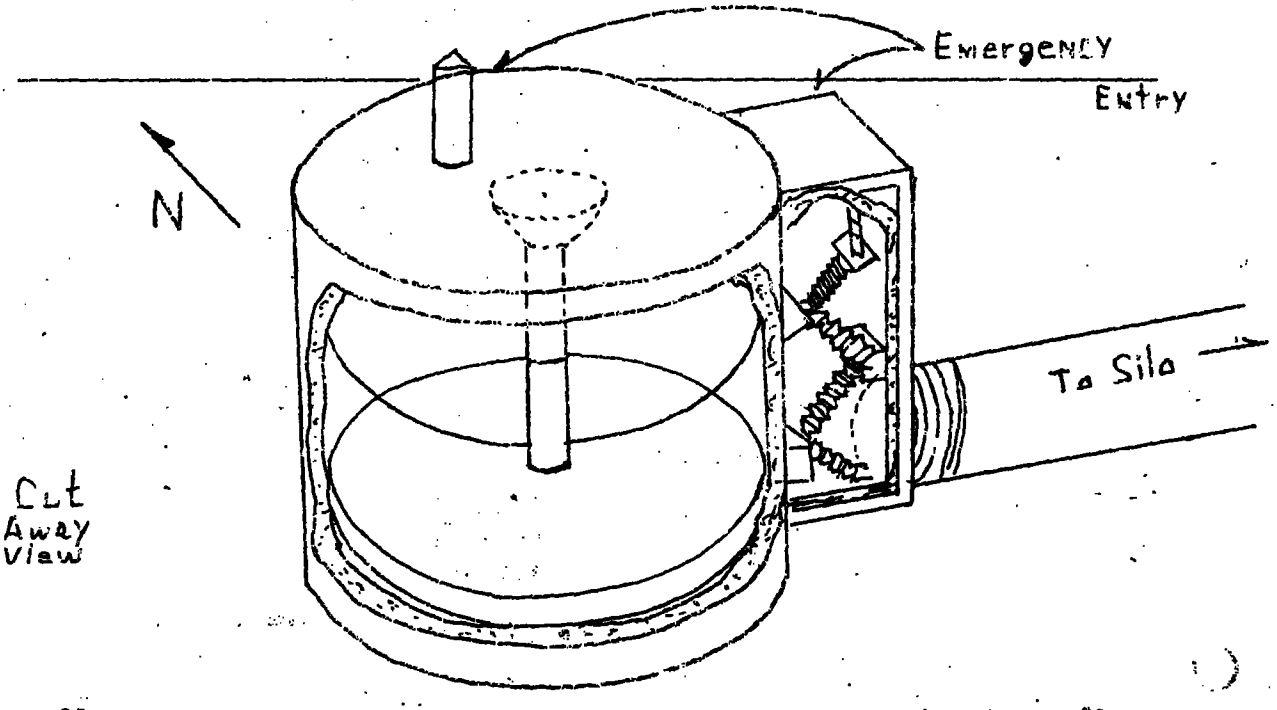


TOP View





Side View



Cut Away View

Attachment #2

MISSILE HAZARD REPORT

(If more space required, continue on reverse and identify the item)

HAZARD REPORT NO *(Assigned by Safety Officer)*: 579-63-65F-4

I. HAZARD *(To be completed by individual reporting hazard)*

TO *(Safety Officer)*: Major Jack Lenox, Jr.

FROM *(Optional – Individual making report)*: SSgt Joseph W. Brooks

LOCATION: Levels 7 and 8, all complexes

DATE: 14 Jan 63

ORGANIZATION TO WHICH MISSILE OR A G E ASSIGNED: 579th SMS, Walker AFB, NM

BRIEF DESCRIPTION OF HAZARDOUS CONDITION AND CORRECTIVE ACTION RECOMMENDED

Safety shower valves are tapered brass, and when tightened sufficiently to stop leaks they are too tight to move in an emergency. Recommend valves be replaced with a satisfactory valve.

II. INVESTIGATION *(By Safety Officer, Operations Officer, Missile Maintenance Officer, or other)*

TO *(Sq, Grp, Wing or Base Commander)*:
Commander
579th Strat Msl Sq
Walker AFB, New Mexico

FROM *(Investigating Officer)*:
Missile Safety Officer
579th Strat Msl Sq
Walker AFB, New Mexico

WEAPON SYSTEM *(Type model, series, Include A G E if applicable)*: SM65F

NARRATIVE REPORT *(Brief description of activity being performed, cause factors and recommended corrective action Attach diagrams, photos, etc., if necessary)*

The present design of the emergency shower shutoff valves is inadequate. The valves do not allow easy operation. They either leak or are too tight to move easily. Recommended corrective action: Valve be replaced with valve of better design. Suggest SMSM review the deficiency and if possible, repair. If not reparable within our own resources, BDCE should submit a 1394 (Design Deficiency).

CORRECTIVE ACTION TAKEN *(If UR, EUR, AFTO Form 22, AF Form 1394, or work order submitted, state number and date)*: W.O. 406-3 Jan 63

DATE INDIVIDUAL MAKING INITIAL REPORT WAS NOTIFIED OF CORRECTIVE ACTION: 7 Feb 63

TYPED NAME AND GRADE OF SAFETY OFFICER: JACK LENOX, JR. Major, USAF

SIGNATURE: Jack Lenox Jr.

DATE: 19 Feb 63

COMMANDER'S INITIAL AND COMMENTS

SMSC SMSM SMSO SMSOS QC&E SAFE

VC

AF FORM OCT 61 471 PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE.

U S GOVERNMENT PRINTING OFFICE 1961 O-610246-1C0536

[illegible] REPORT

(If more space required, continue on reverse and identify the item)

HAZARD REPORT NO. (Assigned by Safety Office): 579th 63-65F-7

I. (To be completed by individual reporting hazard)

(Safety Officer): Major Jack Lenox, Jr.
Missile Safety Officer

FROM: (Optional—Individual making report): Crew 33

LOCATION: Complex 9 (Level 7, Quad II)

DATE: 12 Jan 63

ORGANIZATION TO WHICH MISSILE OR A.G.E. ASSIGNED: 579th SMS, Walker AFB, New Mexico

BRIEF DESCRIPTION OF HAZARDOUS CONDITION AND CORRECTIVE ACTION RECOMMENDED:

LOX storage tank vacuum pump access cover has no means of support or securing to prevent falling onto personnel gaining access to the pump or falling through the opening to damage piping, valves, etc.
Recommended Corrective Action: Install hinges on removable grating and a locking device to secure grating in the open position.

II. INVESTIGATION (By Safety Officer, Operations Officer, Missile Maintenance Officer, or other)

TO: (Sq. Grp. Wing or Base Commander): Commander
579 Strat Msl Sq
Walker AFB, New Mexico

FROM: (Investigating Officer): Missile Safety Officer
579 Strat Msl Sq
Walker AFB, N. M.

WEAPON SYSTEM (Type—model, series, include A.G.E. if applicable): SM65F

NARRATIVE REPORT (Brief description of activity being performed, cause factors and recommended corrective action. Attach diagrams, photos, etc., if necessary.)

Interim 4 hour safety checklist requires an oil level check of vacuum pump. This is often checked by one man. The floor grating (approximately 2'x3') has to be completely removed and reinstalled. A definite possibility of dropping the grating exists.
Recommended Corrective Action: Install hinges and design a device for holding the access grating in the open position. (SMSM)

CORRECTIVE ACTION TAKEN (If UR, SUR, AFTO Form 22, AF Form 1564, or work order submitted, state number and date): W.O. 4-03-3 Jan '63

DATE INDIVIDUAL MAKING INITIAL REPORT WAS NOTIFIED OF CORRECTIVE ACTION: 7 Feb 63

TYPED NAME AND GRADE OF SAFETY OFFICER: JACK LENOX, JR.
Major, USAF

SIGNATURE: Jack Lenox Jr

DATE: 7/2/63

COMMANDER'S INITIAL AND COMMENTS: SMO [illegible] SMSM [illegible] SMSO [illegible] SMSOS [illegible] QC&E [illegible] SAFE [illegible]

AF FORM 471 OCT 61 PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE.

SECRET

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RR RU[illegible]
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O 1411[illegible]47Z
FM 15AF [illegible] CALIF
TO [illegible] TWO
I[illegible] JUSC[illegible]/SAK
[illegible]/2AF [illegible] AFB LA
BT
S[illegible] DI4CA 0488.
FOR [illegible] AT 3[illegible]9: CHIEF OF [illegible] AT 579,567,578,AND
550 SMS. INFO DM4C, DO[illegible] AT [illegible]; AND DOP
AND DM2B AT 2AF.S(U) MSL ALERT DEGRADATION . THE FOLLOWING
CONSTITUTES APPROVAL OF SCHEDULED MAINTENANCE FOR WEEK OF
1? FEB 63:

LOCATION DATE/TIME S S REASON
****

PAGE TWO [illegible] 5A
****

PAGE THREE [illegible] 5A
****

ECHO - FOR 579 SMS
579-08 IN PROGRESS ORT/SHAKEDOWN
(GP-4)
BT
14/1?56Z FEB [illegible]

SECRET

SECRET

JPC017JPA236TLA055HK993377
OO RAUWJP
ZFF RUWHKR
HK883
OO RUWJAF RUWBGP RUWBJC RUWJP RUWHZ RUCSBR RUCVAA
DE RUWEHK 6A
O 211658Z
FM 15AF MARCH AFB CALIF
TO VICTOR TWO
INFO RUCSBR/SAC
RUCVAA/2AF BARKSDALE AFB LA
BT
S E C R E T DM4CA 0571.
FOR DCMAT 389; AND CHIEF OF MAINTENANCE AT 579, 567, 578, AND 550 SMS. INFO DMAC, DOPLM AND DOCOAD AT SAC; DOP AND DM23 AT 2 AF. (U) MSL ALERT DEGRADATION. THE FOLLOWING CONSTITUTES APPROVAL OF SCHEDULED MAINTENANCE FOR WEEK OF 25 FEB 63:

LOCATION DATE/TIME REASON

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PAGE TWO RUWEKN 6A

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PAGE THREE RUWEKN 6A

****

ECHO - FOR 579 SMS.

579-08	IN PROGRESS THRU 20 MAR	OPT/SHAKEDOWN
579-07	1530Z/27 - 2230Z/27	TCTO 11NW38-502
579-10	1310Z/26 - 0500Z/27	REPAIR WATER TOWER
579-06	1530Z/28 - 1530Z/1 MAR	COMPLETE REPAIRS PLS SYSTEM
579-11	1530Z/1MAR - 1530Z/2 MAR	SAME AS ABOVE

(GP-4)
BT
21/1700Z FEB RUWEKN

SECRET

DOCUMENT TO ROLL INDEX

Frame Number	Classification Number	Date Period	Vol.	Pt.	Title	Security Classification	Remarks
4	K-WG-6-III	Feb/53			6th Strat Wing	S	
345		Mar/53				S	
672		Apr/53				S RD	
959		May/53				S	
1271		Jun/53				S	
1851		Jul/53				S	
2245		Aug/53				S	
					Index		

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PREV EDIT WILL BE USED

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Roll Number M0337

DOCUMENT TO ROLL INDEX

Frame Number	Classification Number	Date Period	Vol.	Pt.	Title	Security Classification	Remarks
4	K-WG-6-Hi	Feb/63			6th Strat Wing	S	
235		Mar/63				S	
622		Apr/63				S RD	
919		May/63				S	
1271		Jun/63				S	
1851		Jul/63				S	
2235		Aug/63				S	
2336					Index		

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PREV EDIT WILL BE USED

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Roll Number M-339

THE HIGHEST CLASSIFICATION ON THIS REEL.

SECRET

RESTRICTED DATA