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DEPARTMENT OF THE AIR FORCE
HEADQUARTERS AIR COMBAT COMMAND
LANGLEY AIR FORCE BASE, VIRGINIA

DEC 16 2009

HQ ACC/A6
180 Benedict Ave, Ste 210
Langley AFB VA 23665-1993

Mr. John Greenewald, Jr.



Dear Mr. Greenewald

This is in response to your 29 July 2009 Freedom of Information Act request for a copy of the 92d Bombardment Wing and 92d Combat Support Group History, Chapters 1 and 3, July – September 1976.

Portions of the requested document are releasable and attached. The redacted portions are exempt under the Freedom of Information Act, Title 5, United States Code, Section 552(b)(1) and Executive Order 12958, as amended. Classified information is currently and properly classified in accordance with Executive Order 12958, as amended, Sections 1.4(a) and (g) and is also exempt from declassification in accordance with Sections 1.5(c) and (d). Disclosure of this information would result in serious damage to national security. In accordance with your 22 October 2009 email authorization, information falling under the purview of the Department of Energy has been redacted without appeal rights.

You may appeal our partial denial determination by writing to the Secretary of the Air Force within 60 days from the date of this letter. If no appeal is received, or if the appeal is postmarked after the conclusion of this 60-day period, the appeal may be considered closed. Include your reasons for reconsideration along with a copy of this letter

Secretary of the Air Force
Thru: HQ ACC/A6CK (FOIA)
180 Benedict Avenue, Suite 210
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Department of Defense Regulation 5400.7 indicates fees be assessed for processing this request; however, there were no fees assessed for this case.

Sincerely

ARTHUR G. HATCHER, JR., Colonel, USAF
Deputy Director of Communications

Attachment:
Releasable Records

FOIA Case 2009-02616-F

Global Power For America

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V.L
RETURN TO
AFSHRC
MAXWELL AFB AL 36112

HISTORY
OF
92ND BOMBARDMENT WING (HEAVY)
and 92ND COMBAT SUPPORT GROUP
JULY - SEPTEMBER 1976
(Unclassified Title)
Volume I

Assigned to the
FIFTEENTH AIR FORCE, STRATEGIC AIR COMMAND

Permanently Stationed at
FAIRCHILD AIR FORCE BASE, WASHINGTON

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WILLIAM E. STEVENS, SSgt, USAF
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PHILIP A. BRENNAN, Col, USAF
Wing Commander

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Date: 23 December 1976
Copy: 1

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PAGES 33, 34, 98, 106
Classified by: 92BMW/CC by derivation

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SECURITY STATEMENT

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The special notation, FORMERLY RESTRICTED DATA, appears in this volume on pages 33, 34, 98, 106

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CHRONOLOGY

<u>DATE</u>	<u>EVENT</u>
1 JULY	USAF Regional Hospital became base level p. 1
1 JULY	SAC Communications Realignment p. 2
6 JULY	First Beale KC-135Q to arrive for Phase P.
21 JULY	CAFI p. 9
28 JULY	General Gray became 47AD Commander replacing General Scott p. 3
6 AUGUST	Short Sprint Exercise conducted p.
17-26 AUGUST	Brave Shield XIV kicked off p. 13
18 AUGUST	Korean Augmentation Operation p.
9 SEPTEMBER	General Jones, Air Force Chief of Staff visited Fairchild p. 10
13-16 SEPTEMBER	Busy Razorback V p.
14-17 SEPTEMBER	CE visited by SAC CESMET p.
20 SEPTEMBER	Third and final increment of MMICS loaded p.
27 SEPTEMBER	Semifinal phase of Giant Voice p.
27 SEPTEMBER	Giant Sword Competition p.

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FOREWORD

(U) My life as an historian continued to be filled with learning experiences. Personal problems and a lack of experience in establishing my priorities led to being behind schedule on this history. Command interest in the history and a concerted effort from five people enabled this history to meet the deadline. My personal situation has improved and I'm confident that the experiences of the last month will enable me to prevent a recurrence of the problems encountered with this history. To the many people whose daily routines were rudely interrupted, I extend my apologies along with my thanks for taking time to be of assistance.

(U) A special thanks is due four individuals who contributed greatly to the completion of this document. SSgt John Poole finished his Masters Degree (TDY Bootstrap) in time to give considerable help. John wrote Chapters Two, Four, and Five. Completion of this history, on time, can be partly credited to John's vast knowledge and experience in the field. Secondly, Lieutenant Richard Searles wrote parts of Chapter One and spent a great many hours during the final weeks doing coordination, revisions, and additional research. Major Lemon provided guidance and finesse in scheduling support and handling coordination. In addition, Colonel Alan Lancaster, 92BMW/CV, provided command support along with expert guidance in the writing skills that made this concise, accurate report possible.

(U) The mailing of this history marks the completion of my second history report. I feel confident that the many hours of work during the last six months will bear fruit during the

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next history. It has become increasingly apparent to me that in order to be an excellent historian, one must become an expert in many areas to successfully convey intended meanings with the written word. It is toward this end that I will continue to strive so that I may write accurate and useful reports for the historians of the future.

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INTRODUCTION

(U) The first of July 1976 found Fairchild AFB and the 92d Bomb Wing preparing for a busy summer. The maintenance complex spent many hours preparing for the arrival of the first Beale Q-model tanker to undergo phase and corrosion control inspections. The entire base was readying itself for the coming Commander's Annual Facility Inspection, along with continuing plans of support for the Brave Shield Exercise, due in August. Phase I of Giant Voice was beginning, and Busy Razorback V was scheduled for September.

(U) The Wing continued supporting the 141st Air Refueling Wing in their relocation to Fairchild AFB and their transition to KC-135s. In addition, anticipation ran high among the Security Police and Munitions Maintenance Squadrons as individuals were chosen to represent the 92BMW at the Giant Sword Competition, scheduled in late September. Further, the maintenance complex looked forward to the scheduled completion of the MMICS system. Additionally, MSET and ORI/Buy None preparations continued at normal steady paces.

CHAPTER I
WING STATUS

MISSION AND ORGANIZATION

(U) The close of the third quarter of 1976 found the 92 Bombardment Wing (Heavy) fulfilling the requirements of the mission set forth in SACM 23-9, paragraph 7-3b, as stated in the January - March 1976 history for this unit.

(U) The USAF Regional Hospital at Fairchild became a base level hospital effective 1 July 1976. The Hospital's low inpatient/outpatient workload in times of physician shortages and austere funding prompted the redesignation, which was requested by the SAC Surgeon General and approved by the USAF Surgeon General. The effect of this action was that the authorized manning for the Fairchild Hospital would be reduced by 41 slots. Positions for 13 officers, 25 enlisted personnel, and 13 civilians would no longer be authorized. The Dermatology and Histopathology work centers were eliminated, commensurate with Fairchild's decreased mission responsibility. All other work centers were to remain in operation, although they would be slightly smaller. The Flight Medicine Branch was unaffected by the redesignation. (1)

(U) This significant reduction in manpower authorizations will actually have a minimal effect on the quality and availability of medical care at Fairchild. Medical personnel whose positions are no longer authorized will

-
1. Special Order (U), 153, 28 Jun 76. Ex. 3; Ltr (U), Redesignation, USAF Regional Hospital Fairchild, 14 May 1976. E. 4

remain on the Hospital staff and continue to offer patient care in their particular specialty. When their normal tour of duty is completed, they will transfer to other assignments. The reduction in personnel is thus accomplished gradually, without a sharp withdrawal of health care capability. One minor implication for patients at Fairchild will be that the specialists who treat certain conditions may no longer be available at the base hospital. Medical care will still be provided; however, through referral to qualified civilian physicians or through Air Evacuation to larger USAF Hospitals. (2)

(U) Another realignment also affected Fairchild during July as a result of the continuing efforts of the Air Force and Department of Defense to save manpower and money. Effective 1 July 1976 SAC Communications were realigned under the Air Force Communications Service (AFCS). The purpose of the realignment was to eliminate duplication of efforts and to save manpower slots. Prior to July, SAC bases retained two separate communication units: an AFCS squadron to provide air traffic control services and to maintain navigational aids along with certain types of communications equipment; the other organization was a SAC element that operated the communications center and maintained related equipment, such as the SAC command and control network. The realignment of these two organizations at 44 SAC bases reduced manning requirements by some 300 slots throughout SAC. At Fairchild, this amounted to a reduction in manning authorizations by two communications AFSCs. (3)

2. Ibid.

3. Ltr (U), Communications Realignment, 11 Jun 76, Ex. 5: Fairchild Times, 23 Jul 76

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(U) Major Charles W. Miller, 2039th Communications Squadron Commander, emphasized that the realignment did not affect any of the services provided by either of the organizations. SAC maintained operational control of communications while AFCS operated, maintained, and managed the various communications resources and provided administrative support for squadron personnel. On the local level, this meant that although the 2039th Comm quadron still reported directly to AFCS, the 92BMW still maintained operational control of the unit. The transfer of 70 92d personnel to the 2039th Comm Squadron on 1 July 1976 was completed without any interruption in that unit's service to the Wing. (4)

COMMAND

(U) The 92nd Bombardment Wing's chain of command led upwards through the 47th Air Division at Fairchild, Fifteenth Air Force at March AFB, California to Headquarters Strategic Air Command at Offutt Air Force Base, Nebraska. During July a link in this chain was temporarily interrupted when Brig. General Eugene D. Scott, 47 Air Division Commander moved to Washington, D.C. to become the Deputy Director for J3 (operations), National Military Command Center. General Scott left Fairchild on 15 July 1976 and his successor, Brig. General David L. Gray, was not due on station until the end of July. The resulting gap was filled by Colonel Philip A. Brennan, 92 Bomb Wing Commander, from 16 July to 27 July 1976. Colonel Brennan acted as interim commander upon orders from Lt. General Bryan M. Shotts, Fifteenth Air Force Commander.

4. Ibid.

During his short tenure as interim commander, Colonel Brennan represented the Air Division at the change of command ceremony for the 341st Strategic Missile Wing at Malmstrom AFB, Montana. On 28 July 1976, Brig. General David L. Gray assumed command of the 47th Air Division. He came to the 47th AD from Headquarters USAF where he served as the Executive Officer to the Air Force Chief of Staff, General David C. Jones. (5)

(U) The command structure of the 92d Bombardment Wing (Heavy) remained stable throughout the July-September quarter. Colonel Philip A. Brennan maintained a firm hand on the reins of command of the 92d Bomb Wing throughout the quarter. Colonel Brennan had been in command of the 92d for almost six months and the evidence of his strong leadership was reflected in the many successful events recorded in chapters of this history report. Colonel Brennan's very competent right hand man throughout was Colonel Alan H. Lancaster, Vice Commander of the 92d BMW since 3 July 1975. Colonel Brennan's Deputy Commanders remained the same as last quarter with exception of the Deputy Commander for Maintenance (DCM). Colonel John A. Koppin, the DCM since 29 May 1975, left on 25 July 1976 for an assignment to Headquarters SAC as the Chief of the Avionics Division. This vacancy was filled by the very capable Assistant DCM, Colonel Conrad L. Wilson, who assumed command of the maintenance complex on 26 July 1976. (6)

(U) The Base Civil Engineer, Colonel James F. Marr, scheduled to retire 1 October 1976, handed the control of

5. Msg (U), Assumption of command, R122320Z Jul 76, 15AF/DP to 47AD/CC. Ex. 6; History (U), 47AD History Jul-Sep 1976; Hist (S), 92d BMW History for Apr-Jun 1976; Interview (U), SSgt Stevens w/Col Brennan, 1 Dec 76. Ex. 7

6. Fairchild Times, 13 August 1976

the Civil Engineering Squadron over to Colonel (selectee) Thomas W. Smith on 10 September 1976. Colonel (selectee) Smith had been serving as the Assistant Director of Operations for several months. Colonel Marr had been the Base Civil Engineer since 7 June 1973. (7)

(U) Colonel Brennan's activities during the quarter took him away from the Fairchild AFB area twice. In August he traveled to March AFB, California to address the students of Class 76-F of the 15th Air Force NCO Leadership School. He was the guest speaker for their Dining-In on 4 August 1976. On 29 August, Colonel Brennan went to Offutt AFB, Nebraska for the Semiannual SAC Commanders' Conference (Busy Giant VIII). He returned on 3 September and passed along his notes from the conference at the weekly staff meeting on 8 September. (8)

(U) Among the many meetings that Colonel Brennan chaired, three councils received his special attention - The Junior Officer Council (JOC), Enlisted Advisory Council (EAC, and the Human Relations Council. Of special note was his continuing interest and support of the JOC and EAC in light of a new directive, AFR 35-50 (JOC and EAC Programs) which made the two councils optional at the discretion of the local commander. He indicated by a note on the very same message that "We will continue these councils; no change in my policy." He also reiterated this at several weekly staff meetings. (9).

7. Form 2095 (U), Assignment Action Thomas W. Smith, 20 Oct 76, x. 8. MSgt (U), Retirement Order - Adv Notice, 111810Z Aug 76, EM HQ AFMPC/DPMQS to 92CSG/DPMQS Ex. 9; Fairchild Times, 17 Sep 76.
8. Msg (U), Sabre Request, 92BMW/CC to 3902 Ops Sq/DOC, 262310Z Jul 76. Ex. 10; Minutes (U), Staff Meeting Minutes, 8 Sep 76, Ex. 2
9. Msg (U), AFR 35-50, CINCSAC/DP to 15AF/CC, 032056Z Sep 76. Ex. 11; Minutes (U), Enlisted Advisory Council Minutes, 12 Jul 76 and 16 Sep 76. Ex. 12; Minutes (U), Human Relations Council Minutes, Jul, Aug, Sep 76. Ex. 13

(U) In the Wing Commander's Policy Meeting of 20 April 1976, Colonel Brennan clearly expressed his feelings on tenant support, i.e. the 92d BW shared the base and its resources with several tenant units and he expected the Wing's total support of tenant requirements. In July, some tenant units expressed dissatisfaction with support from Civil Engineering (CE). They felt that it was taking too long to process, approve and begin action on work requests. Colonel Brennan responded by directing CE to organize a special Facilities Board Meeting to review and discuss all open work order requests from tenant units. At the meeting, a total of 66 work orders were reviewed and the work order processing system was explained. By the end of the meeting, all tenant representatives agreed that support from the host base was more than satisfactory. Colonel Brennan reiterated his policy on tenant support by spoken and written word at every opportunity: "We will fully support our tenant units equally as we support our own requirements up to that point where our EWO capabilities start to be impaired. At that point, I'd have to start saying no." (10)

BUDGETARY MATTERS

(U) The most significant budgetary event of the quarter was caused by the change which made the beginning of each fiscal year 1 October instead of 1 July. The transition period between the end of FY76 on 30 June 1976

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10. Min (U), Minutes of Facilities Board, 28 Sep 76. Ex. 19;
Ltr (U), 3636th Support w/watch. Col Brennan to Col Williams, 23 Aug 76, Ex. 14; Hist (S) Wing Commander's Policy Meeting Minutes, 20 Apr 76, Ex. #2 in 92BMW April-June History;
Interview (U) SSgt Stevens 92BMW/HO with Col Brennan 92BMW/CC, 1 Dec 76, Ex. 7

and the beginning of FY77 on 1 October 1976 was funded and managed as an entirely separate fiscal period, designated FY7T. The problems experienced by Comptroller personnel during this transition period were caused by the short time span of FY7T, and its unprecedented nature. These problems were made even more difficult by the lack of timely, clear and uniform guidance from higher headquarters. (11)

(U) The largest problem experienced during FY7T was caused by three rules which normally governed the procurement transactions of a twelve month fiscal period. First, funds were not considered "spent" until an ordered item was delivered by the vendor to the supply system. Second, if funds were not spent in this manner by the end of the fiscal period, they were withdrawn. Third, ordered items were paid for when delivered, out of the budget in effect at the time of delivery. During FY7T, it was often difficult to order, receive, and pay for supplies and equipment within that three month period. Some items that were ordered during FY7T were delivered during FY77. This meant that the FY7T funds, which should have paid for the items, remained unspent at the end of that fiscal period and were withdrawn. Further, the FY77 budget was compelled to assume the unplanned burden of paying for those items. (12)

(U) Late in the transition period, the difficulties experienced at the local level were recognized by higher headquarters. Additional funds were received from headquarters during September. With the additional funding

11. Interview (U), Lt Searles with Capt Killian, 6 Dec 76.

12. Ibid.

the Comptroller had no further problem in getting through the remainder of the FY7T period. (14)

(U) The accounting procedures for FY7T greatly increased the workload of Comptroller personnel. FY76, FY7T and FY77 funds had to be accounted for separately. This complex task had to be accomplished, in part, by a system of manual bookkeeping because the computer could not be programmed to manage it completely. (13)

(U) Significant gains in the Checks to Financial Organizations (CTFO) Program were again seen this quarter due to the continuing education campaign begun by Comptroller and Accounting and Finance personnel during the last quarter. Their efforts brought 92BMW participation to 64.4%. In addition, 51.8% of assigned civilians were participants. Special recognition was extended to the people of Fairchild AFB from Hq SAC for achieving the SAC goal of increasing CTFO participation by five or more percent during the three month period ending 31 July 1976. (15)

(U) 92BMW personnel were notified of the Air Force Fast-Payback Capital Investment Program by letter on 30 August 1976. Under this program, branch-level managers will be allowed to make trade-offs of budgeted funds or authorized manpower slots for investment equipment (long-term use equipment which costs over \$1,000). (16)

13. Ibid.

14. Financial Management Board Minutes, 20 Sep 76, Ex. 15

15. TWX message 271800Z Sep 76 from Hq SAC, Offutt AFB, NE/ACF. Ex. 16

16. SACMET letter: Air Force Fast-Payback Capital Investment Program, 30 Aug 76. Ex. 17

(U) Although managers found it was easy to identify many areas where investment equipment would contribute to a more efficient operation, they also realized that extremely accurate predictions of future needs were required before they could justify a permanent budget cut or reduction in manpower authorizations. (17)

(U) By the end of the quarter, the Air Force Regulation governing the program had not been published, and no special funds had been allocated to support it. The impact of the program will be discussed in a later history. (18)

COMMANDER'S ANNUAL FACILITIES INSPECTION (CAFI)

(U) The Commander's Annual Facilities Inspection of 21 July was conducted under a different philosophy than on previous occasions. In the past, many SAC units had been expending inordinate amounts of valuable Civil Engineering manpower and resources on CAFI preparation. This was contrary to the stated purpose of the CAFI program which was to determine that each base had an effective program for insuring reasonable standards of appearance, cleanliness, and maintenance throughout the year. (19)

(U) This year, the CAFI rating system had been changed to be less competitive between bases and reduce the incentive at unit level to expend non-cost-effective effort in CAFI preparation. The numerical scoring system used in 1975 was also changed to a simple pass/fail grade. An orderly, approved facility and grounds maintenance program was begun with emphasis on early preparation through

17. Interview (U) Lt Searles with Mr McWayne, Comptroller Division, 8 Dec 76.

18. Ibid.

19. Msg (U), TWX message 291805Z, Jul 76 from 15AF, March AFB, CA/CS, Ex. 18

moderate, sustained effort. Even so, a surge in activity was noticed as the date of the inspection approached. This common reaction should be avoided in future CAFI preparations since the 92BMW plan was changed to be a program of quarterly in-house inspections. (20)

(U) Colonel Brennan's continuing efforts to foster Wing pride in ownership were rewarded by the outstanding results obtained by the men and women of the 92BMW. Good base housekeeping practices had been made part of the daily operation of the Wing. The 15AF Inspection Team, accompanied by Lt General Shotts, 15AF Commander, gave the 92BMW a satisfactory rating with high marks in almost every area. Less-than-satisfactory areas noted during last year's inspection were corrected to the highest standards. These results were another testimony to the high morale that the 92BMW had developed and sustained under Colonel Brennan. (21)

DISTINGUISHED VISITORS

(U) The base had several distinguished visitors on station for a variety of reasons during July, August and September 1976. Unquestionably, the high point of this period was the visit by Air Force Chief of Staff General Jones on the 9th of September. During his RON at this station, he was conducted on a "windshield tour" by Colonel Brennan. Other General Officers visiting the base included Major General Wallace, Brigadier General Ridley, Brigadier General Mathews, Major General McKee,

20. Rpt (U), Monthly Activity Report, 23 Aug 76, Ex. 19

21. Ltr (U), "Occupant Care of Facilities", 11 Aug 76.
Ex. 20; Msg (U), 92BMW to 47AD concerning CAFI, Ex. 19

Brigadier General Dodds (USAF Auditor) and Lt General Roberts (ATC Commander) (22)

(U) A staff assistance team from 47 Air Division and a CAFI inspection by 15AF were made during this time frame. The 15th AF CAFI team was headed by Lt General Shotts; the results of the visit on 21 July 1976 were highly satisfactory. (23)

AIR NATIONAL GUARD COOPERATION

(U) The smooth conversion of the Washington Air National Guard (ANG) was known to be dependent in part on the quality and degree of assistance that could be provided by the 92BMW. All staff agencies in the Wing were actively working with their ANG counterparts to bring the 141 AREFW to mission ready status in the shortest possible period of time. (24)

(U) DOTD KC-135 simulator instructors were assisting in training ANG members in the simulator during evening and Saturday periods. The Command Control Division (DOC) initiated training on Command Control Procedures (CCP) for ANG DOC and crewmembers. Training will be continued when more information is available on the revised CCP to be effective in November. The Operations Plansivision (DOX) and the Intelligence Division (IN) staffs were working in close coordination with 141 AREFW technicians to educate on Escape and Evasion, Crew Mission

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22. Minutes (U), Wing Staff Meeting Minutes for the months of Jul, Aug, Sep 76. Ex. 2
23. Ibid.
24. Ltr (U), ANG Conversion Update, 15 Sep 76. Ex. 21

Folders (CMF) and available training materials. Two IN and two DOX technicians have been working with 92BMW in this area. Combat Intelligence (INZ) gave briefings to the ANG staff during weekend UTAs. After 1 November, DOX will go through the construction of a complete CMF with ANG DOX. The Quality Control and Evaluation Division (LGMQ) conducted a class on weight and balance, jacking procedures and safety. They also provided assistance in establishing a powered AGE inspection program, and offered assistance on quality control problem areas. The 2039 Comm Squadron attempted to get emergency CEMB (Communications, Electronics, Meteorology Board) action at 15AF for approval of a telephone key system for ANG Civil Engineering, but the request was disapproved because it did not meet the requirements for emergency action. 2039 Comm Squadron installed an additional phone in the ANG Civil Engineering area as an interim measure. 92BMW Civil Engineering supported the building requirements and all were proceeding toward completion. The hospital position paper on joint usage of the base hospital was forwarded to higher headquarters for action. 92BMW Maintenance (LGM) and the Guard worked jointly to accomplish an evaluation of the aircraft parking situation. (25)

(U) In Colonel Brennan's view, liaison and coordination between the two Wings was close and continuing. The positive approach by both organizations was greatly encouraging. (26)

25. Ltr (U), ANG Conversion Update letter, DOA to 92BMW/CC
15 Sep 76. Ex. 21

26. Ltr (U), Monthly Activity Report to 47AD Jul-Aug. Ex. 22

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BRAVE SHIELD XIV

(U) The JCS-directed Brave Shield XIV exercise conducted during August was by far the most important single activity of the quarter. While base units did not figure directly into exercise play, the scope and magnitude of Brave Shield activity reached virtually all functions of the Wing, with Combat Support Group impacted most heavily. (27)

(U) Brave Shield XIV was a joint readiness field training exercise involving approximately 19,000 soldiers and airmen. The stated task of the 92BMW was to provide base support at Fairchild AFB and provide aerial refueling to tactical fighters during the exercise. The Air Force headquarters was located here, and RF-4C reconnaissance Phantoms, A37s and F-100 Supersabre aircraft operated from Fairchild. (28)

(U) The scope of 92BMW responsibility grew from the request for the accommodation of 20 aircraft and 422 people to an actual support requirement nearly three times that size. In a four day period during the exercise, more than 1,000 flying sorties were supported by 92BMW personnel, with no degradation of Wing's own mission of an average of four B-52 and ten KC-135 missions per day. 50,000 gallons of fuel daily above normal consumption were delivered to Brave Shield forces, with an additional 600,000 gallons delivered for deploying and redeploying MAC aircraft.

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27. Ltr (U), 92BMW to 47AD Monthly Activity Report dated 23 Sep 76. Ex. 22
28. Msg (U), TWX message 201931Z from USCINCREC, MacDill AFB, FL/RCIO. Ex. 23

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Of a local influx of 1,358 people assigned to the exercise, 85% were billeted on-base. Dining facilities served an additional 13,128 meals. (29)

(U) In addition to the operational support extended during Brave Shield, personnel support of every description provided for the comfort and well-being of each individual serviceman. Brave Shield participants were provided the same high quality legal services, accounting and finance services, Chaplain, transportation, and all Base Exchange facilities that permanent residents of Fairchild AFB enjoy. (30)

(U) Colonel Brennan observed that the support rendered by Fairchild prompted numerous plaudits and letters of appreciation from many command and service levels, many of which were addressed to Lt Col Billy E. Sachse, Deputy Base Commander and Project Officer for Brave Shield XIV. Col Sachse, in turn, praised the men and women of the 92BMW for their exceptional job. (31)

LOGAIR STATION OF THE YEAR

(U) Fairchild FBwas nominated by SAC as the Outstanding LOGAIR Station of the Year. The LOGAIR station's outstanding performance was directly attributed to the

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29. Ltr (U), Monthly Activity Report dated 23 Sep 76. Ex. 22
 30. Ltr (U), Letter to all Brave Shield XIV Units from Lt Col Perry L. Allred, Brave Shield XIV CSE/CC dated 13 Aug 76. Ex. 24
 31. Ltr (U), Letter of Appreciation from Col Brennan to Lt Col Sachse dated 1 Dec 76. Ex. 25; Newspaper (U), Fairchild Times article, 3 Sep 76, Vol 29, No. 21.

dedication and professionalism of assigned personnel. During this period, Fairchild AFB handled 365 LOGAIR missions with a reliability rate of 99.5%. Only two LOGAIR mission delays were experienced. Communication of required reports along with the administration of air cargo movements was also noteworthy. Fairchild AFB maintained an outstanding safety record during the quarter with no reportable accidents. The exceptional Material Handling Equipment/Ramp Equipment Training Program maintained at this station was directly responsible for the outstanding safety program and the timely departure of LOGAIR missions. (32)

(U) Fairchild consistently provided outstanding support to the LOGAIR system. Equipment and facilities were maintained above standards at all times. The efficiency and professionalism of the 92BMW were cited as the result of the high state of morale of all assigned personnel. (33)

DISASTER PREPAREDNESS

(U) The 92d BMW aggressively pursued an active and worthwhile disaster preparedness program. Detailed and useful scenarios tested Fairchild's true abilities to cope with realistic major accidents involving military resources. The efforts of the Base Exercise Evaluation Team (EET) resulted in positive learning experiences both for team members and for tested Wing agencies. Three exercises were conducted during the July-September quarter.

32. Ltr (U), LOGAIR Station of the Year, CY 1975, LGT to AFLC/DST. Ex. 26

33. IBID.

(U) On 9 July 1976, the EET conducted an "On-Base Broken Arrow" exercise which resulted in a less than satisfactory rating. Security Police personnel could not establish an Entry Control Point (ECP) without detailed instructions. This caused a delay which allowed several contaminated individuals to leave the control zone without going through the decontamination process. The interim lack of an ECP also contributed to confusion in traffic flow into and out of the control zone. The primary reason for the unsatisfactory overall rating was poor containment of the control zone. Control tower personnel also contributed to the poor overall rating by not using emergency checklists for broadcasting over the Primary Crash Net, and by failing to pass information on the location of the simulated crash site. (34)

(U) During the Short Sprint Exercise of 6 August, a "Major Accident" exercise was initiated at 1000L. The situation simulated a government bus, with passengers, in collision with a POL truck loading MOGAS. This exercise, given an overall rating of marginal, began poorly with both SP and Fire Department Control Centers failing to follow proper notification procedures. As a result, SPs, Crash Equipment and medical personnel arrived at the scene after an excessive delay. In addition, no action was taken to protect highly flammable resources; a large storage tank and three POL railroad tank cars were within 400 feet of the simulated fire. During this exercise it was discovered that a more efficient communication network was required to link the on-scene commander, the fire chief, and the security representative. (35)

34. Rpt (U), Exercise Evaluation Team report, 20 Jul 76. Ex. 27

35. Rpt (U), Short Sprint Exercise Evaluation, 6 Aug 76.
Ex. 28

(U) The base's ability to cope with a major accident involving an aircraft was tested once again on 22 September. The situation simulated a fire around a B-52 with weapons being loaded. This situation would soon result in a high order detonation. The overall unsatisfactory rating resulted from poor evacuation of the cordoned area prior to the time of detonation. This was due to an apparent lack of regard for the objectives of the exercise on the part of uninvolved personnel, who remained to watch the exercise after they were instructed to leave the area by the Security Police. Many of these people were within the cordoned area downwind of the accident area at the time of detonation, which was an unsafe condition. (36)

(U) These simulated disaster exercises accomplished their intended purpose. Deficiencies in the game plans of responding agencies were clearly identified and new procedures were developed from these lessons for inclusion in Disaster Response checklists.

GROUND SAFETY

(U) Twelve reportable accidents during this quarter contributed to the yearly total of 37 reportable accidents by the end of September 1976. These 12 accidents resulted in a total loss of 88 work days, \$58,857 and one life. The fatality was a Sergeant who, on 17 July, fell asleep at the wheel of his vehicle, drifted into the oncoming lane of traffic, and caused a head-on collision with another car, resulting in the death of both drivers. Other accidents involved a quarters fire in Garden Springs Housing, five

36. Rpt (U), Exercise Evaluation Team port, 29 Sep 76.
Ex. 27

traffic accidents with two of those involving motorcycles, and one Air Force motor vehicle (AFMV) accident. (37)

(U) A further analysis of this quarter's accidents reveals that of the ten military disabling injuries, six were attributed to private motor vehicles (POV) including motorcycles. There was also one civilian disabling injury and one fatal injury resulting from the quarters' accidents. This brings the yearly totals of these three categories for 1976 to twenty-four military disabling injuries, three civilian disabling injuries, and two fatal injuries. (38)

(U) Of particular interest during the Safety Council Meeting on 21 October 1976, was a review of both AFMV and PMV accidents. Through the end of September 1976, the 92BMW personnel had been involved in five AFMV accidents and seven PMV accidents. This was a considerable improvement over 1975's accidents and nineteen PMV accidents during the same time frame. Colonel Brennan, 92BMW/CC, noted that the determining factor in the majority of the vehicle accidents for 1976 was speed: "too fast for conditions". He observed that this reflected a disregard for safety by the people involved. Instilling a "safety attitude" in people was said to be the job of all supervisors, not just the job of squadron safety NCOs. Additional evidence of an apparent lack of the "safety attitude" was the 320 accidents/incidents (reportable and non-reportable) during the July-September quarter. This meant that an average of 3.5 accidents/incidents occurred daily on

37. Charts (U), "Reportable accidents", a wall chart in Wing Safety Office; Minutes (U), Safety Council Minutes, 21 Oct 76. Ex. 29; Minutes (U), Commander's Management Systems Briefing for Jul, Aug, Sep 76. Ex. 30

38. Minutes (U), Safety Council Minutes, 21 Oct 76. Ex. 29

Fairchild AFB. However, 308 of these were non-reportable accidents/incidents; and furthermore, the overall ground safety program continued to reflect considerable improvement over last year's record. (39)

(U) On 2 September, a violation of the "No lone zone" occurred on stub 91 in the alert area of Fairchild AFB. The violation was observed by a Master Sergeant from Quality Control, who called a helping hand situation. This two-man policy violation, coupled with a sharp increase in the number of Accidents, Incidents and efficiencies (AIDS) reports created serious concern in the command section of the 92d BMW. This was evident when Colonel Lancaster, 92BMW/CV, chaired the Nuclear Safety Sub-Committee Meeting on 14 October, with required attendance by all Maintenance and Security Police squadron commanders. Colonel Lancaster emphasized the commander's concern over these violations and charged supervisors at all levels with the responsibility to continually brief and monitor personnel using "no lone zones" on the two-man concept. For further information, refer to the referenced documents in the footnote for this paragraph. (40)

39. Minutes (U), Safety Council Minutes, 21 Oct 76. Ex. 29; Minutes (U), Commanders Management System Briefing for Aug 76. Ex. 30

40. Ltr (U), Nuclear Safety Sub-Committee Meeting with Atch 3 - Dull Sword Report, 29 Sep 76, Ex. 31. Minutes (U), Nuclear Safety Sub-Committee Minutes, 26 Oct 76. Ex. 32

CHAPTER III
AIRCRAFT TRAINING AND OPERATIONS

CAPABILITY RATING

(U) The Unit Capability Measurement System (UCMS) quantifies a unit's capability to respond to a directed event. This capability was expressed as a percentage ratio between aircraft and crews that are EWO capable, and those authorized. (1)

(b)(1)

WEAPON SYSTEMS INVENTORY

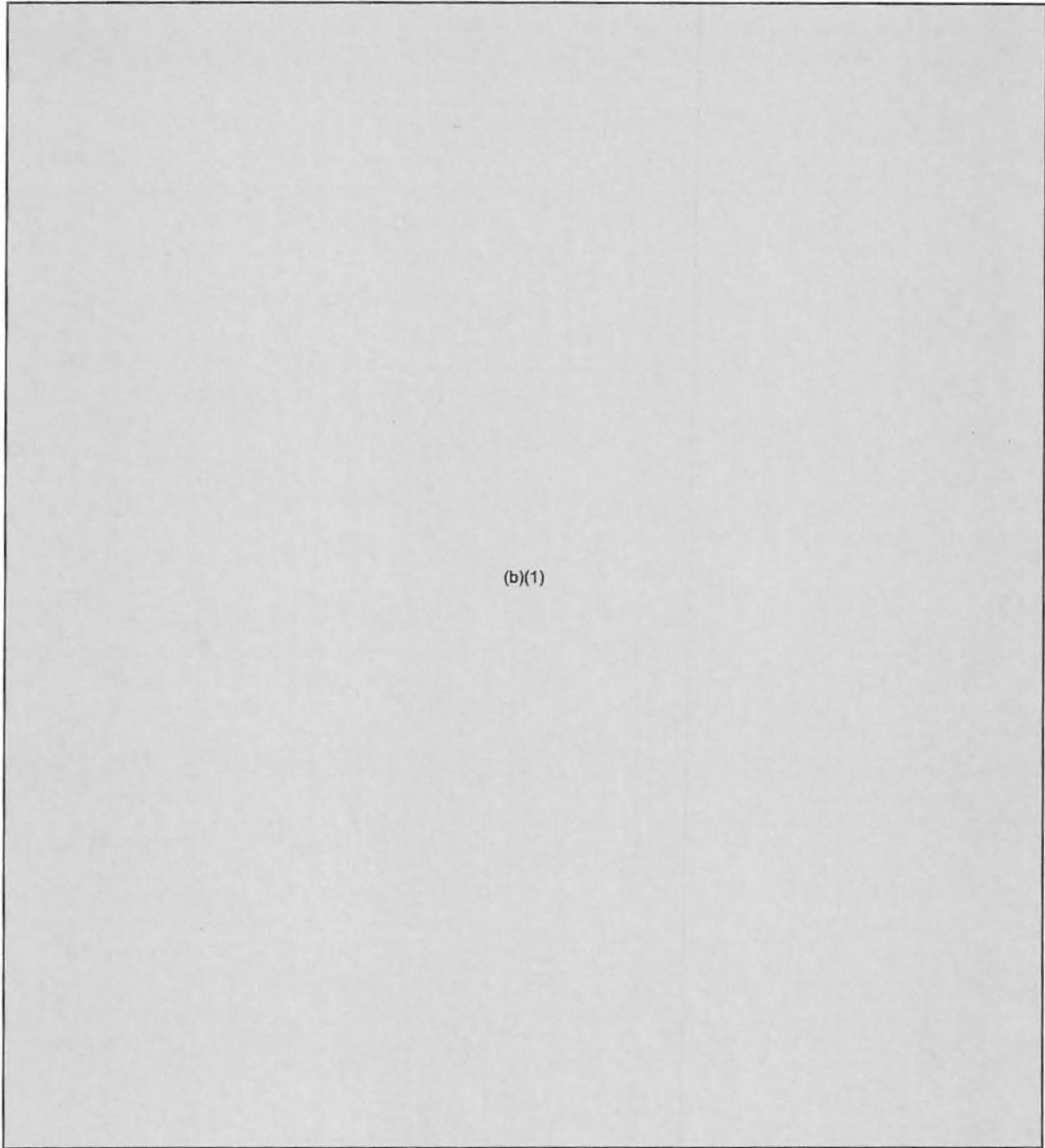
(U) The 92d Bomb Wing continued to maintain its five authorized weapon systems during the third quarter of 1976. These five systems consisted of two types of aircraft, the B-52G and the KC-135A; and three types of missiles, the AGM-28,

1. SACR (C), SACR 55-58, Unit Capability Measurement System, 9 Feb 76.
2. Rpts (S), UCMS computer prints from Command Post for quarter. Ex. 39

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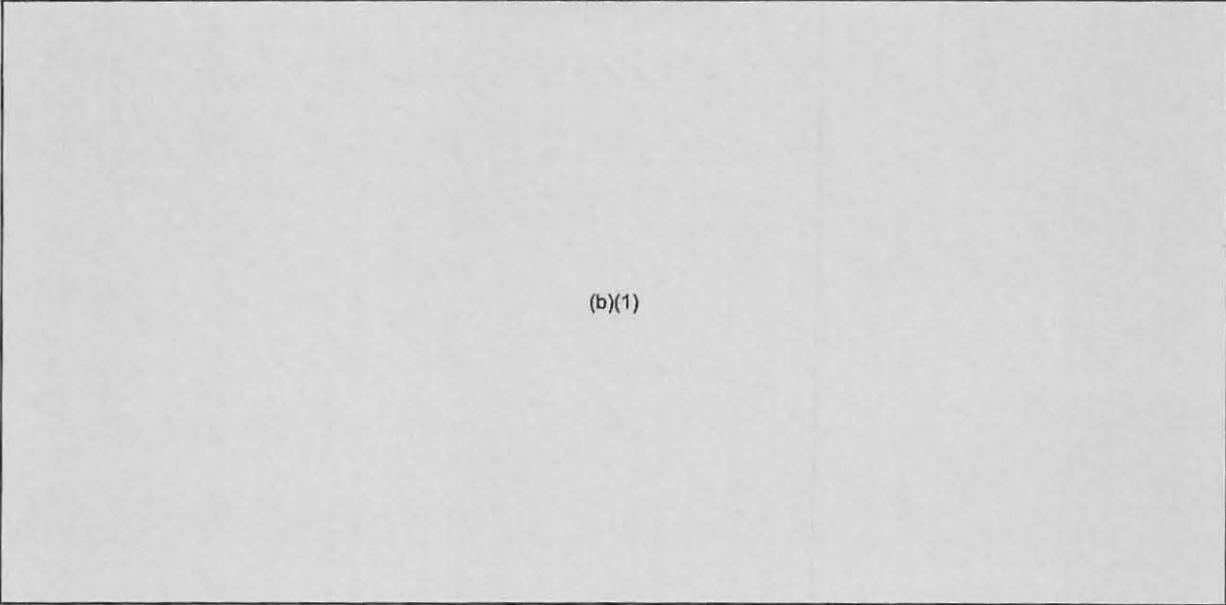
the ADM-20, and AGM-69.



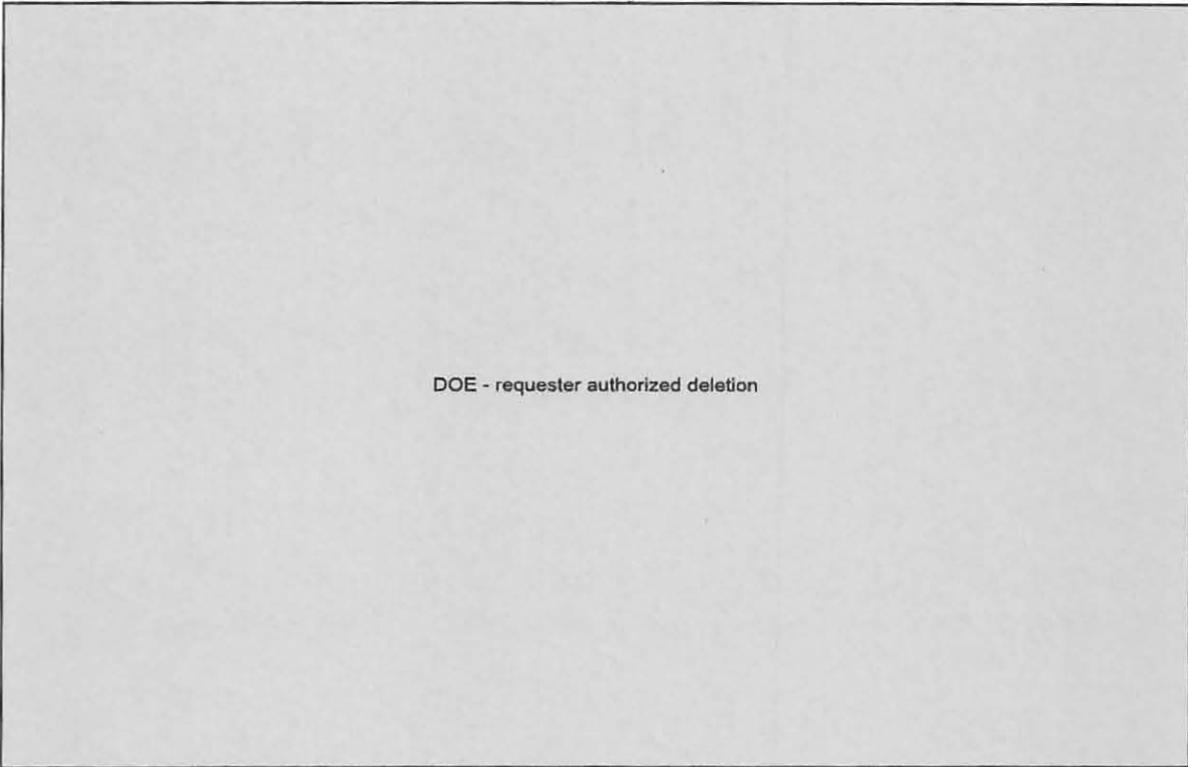
(b)(1)

3. Msg (U), B-52 Aircraft Transfer, 222314Z Apr 76.
Ex. 40; Msg (U), 17BMW Accelerated B-52G Transfer,
071934Z Jun 76. Ex. 41; Rpts (S), A DATA Computer Reports
for quarter. Ex. 42

~~SECRET~~



(b)(1)



DOE - requester authorized deletion

4. Rpts (S), ADATA Computer Reports for quarter. Ex. 42; Folder (U), Tanker Transfer Folder from OMS.
5. Rpt (S/FRD), ADM-AGM Status Computer Reports for 3rd quarter 76. Ex. 43; SAC O.I. Fact Sheet, SRAM (AGM-69A), Feb 1975.

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NUCLEAR WEAPONS INVENTORY

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SURVIVABILITY OF THE ALERT FORCE

(U) ~~(S)~~ The 92d Bomb Wing maintained four B-52Gs and eight KC-135As on continuous ground alert during the quarter as part of the SAC Alert Force. These aircraft, parked near the east end of Fairchild's runway, were capable of being

6. Rpt (S/FRD) ADM-AGM Status Computer Reports for 3rd quarter 1976. Ex. 43
7. Rpt (S/FRD), Weapons Inventory Computer Reports for Jul, Aug and Sep 76. Ex. 44

~~FORMERLY RESTRICTED DATA~~

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launched well within the warning times provided by the command control system. Up to thirty percent of SAC's aircraft maintained this type of continuous ground alert, and were exercised monthly to assure that their quick reaction capability was maintained. (8)

(U) ~~(S)~~ During the months of July, August and September, the 92BMW Alert Force was exercised an average of four times per month, with at least one a moving rather than a static exercise. This merits further discussion since moving exercises have presented a problem for the Wing. During the moving exercise, the crews reported to the aircraft, started engines, and taxied to cross the hold line. The exercise continued when they taxied down the active runway back to the alert area where the aircraft were repositioned on the parking stubs, refueled and recocked. During the exercise, the crews recorded their completion times of certain events and reported them to the command post at the end of the exercise. These times were then used to evaluate the performance of the crews and the aircraft during the exercise. (9)

(U) ~~(S)~~ On 25 August, the Wing received a message from the 15AF/DO concerning excessive times (aborts and deviations) on alert force exercises. (b)(1)

(b)(1)

8. Rpts (S/FRD), ADATA Computer reports for Jul, Aug, Sep 76. Ex. 42; SAC OI FACT SHEET, SAC Alert Force.
9. SACR 55-43 (U), SAC ALERT PROCEDURES, 18 Jun 76. SACR 55-8, Vol I (S), SAC OPERATIONAL REPORTING REGULATION, 21 Jun 76.

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(b)(1)

(b)(1)

The 15AF message listed the aborts and deviations, by unit, that had occurred from 1 January 1976 through 20 August 1976. Of the nine units listed, the 92BMW and the 5BMW at Minot had the poorest records.

ALERT FORCE EXERCISE DISCREPANCIES

	92BMW	15AF Average
Aborts	11	5.2
Deviations	<u>4</u>	<u>1.3</u>
Total	15	6.5

Colonel Brennan quickly put the DO and DCM to work to discover the source of the Wing's problem. In a review of the exercise activity of the quarter, it was noted that there were instances of excessive timing in 6 of the 12 exercises conducted. There were a total of 24 aircraft with excessive timing in those 6 exercises. Of these 24 cases, 16 were deviations and 8 were aborts. Of these 8 aborts, 7 were caused by cartridge malfunctions. Cartridge malfunctions caused a large number of cases of excessive timing than any other single cause. Colonel Wilson, DCM, directed his staff to conduct a complete review of the problem. Several other units were experiencing low reliability of that system. Cartridge malfunctions were a topic of discussion at the Busy Giant VIII Conference. This discussion resulted in a request by SAC for reports on existing problems and recommended solutions. These inputs were to be evaluated, consolidated, and forwarded to the system manager for action.

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Further coverage of this topic will be provided in a future Wing History. (For additional information on timings, refer to Chart 10, Alert Force Exercise Results, Appendix I, and the referenced exhibit). (10)

CREW RESOURCES

(U) The 92BMW had two KC-135 squadrons, the 92d Air Refueling Squadron and the 43rd Air Refueling Squadron, which were authorized a total of 38 crews throughout the quarter. This was down from the 45 authorized at the end of June; the result of transferring 10 tankers to the Air National Guard. When these tankers were transferred, the manning authorizations for the two squadrons were reduced. Through normal rotation of personnel, their strengths were reduced by 33 people by the end of the quarter. The squadrons maintained their full authorized complement of mission-ready crews throughout the period, with less navigators and more boom operators than any other tanker crew position. Total additional crew members for the squadrons averaged 12 for the quarter. (12)

(U) The 325th Bomb Squadron, authorized 18 crews, dropped from 20 formed crews in July to 18 in August and September. Normal personnel movements created shortages in some areas, particularly among gunners and Electronic Warfare (EW) Officers. Gunners recovered in September by

10. Msg (U), Alert Aircrew Response, 242238Z Aug 76, 15AF/DO to AIG 720/CC/DO. Ex. 45; Ltr (U), Cartridge Starter Malfunctions, 10 Aug 76. Ex. 46; Msg (U), Starter Cartridge Malfunctions B-52G/H, HQ SAC/LGMS to AIG 755/LGM, 091304Z Sep 76. Ex. 47; File (S), Alert Force Exercise File, Historical Archives, 92BMW/HO. Charts (C), Alert Force Exercise Charts for all exercises occurring in Jul, Aug and Sep 76. Ex. 48
12. Minutes (U), Combat Crew Capability & Utilization Panel. Minutes for Jul, Aug and Sep 76. Ex. 49; Ltr (U), TOOS/TASP Status, 10 Sep 76. Ex. 50; Reports (U), Handy Crew Reports for the quarter. Ex. 51

~~SECRET~~

gaining four additional personnel, but EWs remained a critical manning position. Total additional crew resources rose from 13 in July to 24 in August, then down to 23 in September. The co-pilot position was the most heavily manned during the quarter, with an average of 23 mission-ready crew members available at all times. This was not to last, however, because of a program designated Temporary Overmanning of the Operations Staff/Temporary Augmentee Support Program (TOOS/TASP), which would bring the level down to authorized plus three by 1 December 1976. (13).

(U) The TOOS/TASP program was designed for use throughout SAC to reduce overmanning in certain crew positions. It would place crewmembers in excess of authorization on temporary tours of non-flying duty of one to two years. This would relieve the problem of overmanning as well as give a number of junior officers the opportunity to benefit from early staff experiences. The 92BMW was overmanned in both B-52 and KC-135 co-pilots. Three bomber co-pilots entered the program in July. Captains Cope, Fuller and Menendez were all assigned duties under TASP, with two in AFSC 7024 (Executive Support Officer) and one in AFSC 7356 (Morale, Welfare, and Recreation Management Officer) respectively. Seven tanker co-pilots were due to enter either TOOS or TASP before 1 December 1976, but these people had not been identified by the end of the quarter. As the Wing began to select co-pilots for the program, it was reminded that the TOOS/TASP programs were not to be used as dumping grounds for co-pilots whose records were below average. The

13. Ibid.

officers in these programs would again become crew resources when they returned to rated duty after their TOOS/TASP tour. All units were instructed to maintain a balance of experience as well as quality. (14)

(U) The early indications of the program's effectiveness were that not only had the intended purpose of aircrew overage management been served, but it had been an extremely beneficial career broadening experience for those involved. It was also felt that this experience would result in more mature aircraft commanders for the future. (15)

AIRCREW EFFECTIVENESS AND MORALE

(U) As discussed in the April-June 1976 History of the 92BMW, a problem with the abuse of DNIF (Duty Not to Include Flying) status by aircrews occurred during the January-March quarter of 1976. The problem was resolved and did not recur during this period. In this quarter, 181 flyers were grounded for a total of 1898 man-days lost. This was down from the last two quarters when 302 flyers were grounded for 3186 man-days lost in January-March and 190 flyers grounded for 1992 man-days lost in April-June. Although July-September figures were down from last quarter, the average days lost when a flyer went DNIF stayed the same, 10.48 days. Also indicative of stabilization in this area was the effects of DNIFs on the Wing's flying schedule.

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14. Ltr (U), TOOS/TASP Status, 10 Sep 76. Ex. 50; Msg (U) Reduction of Aircrew Overages, HQ SAC/OPR to 15AF/DO, 111500Z Aug 76. Ex. 52
15. Ltr (U), TOOS/TASP Status, 10 Sep 76, Ex. 50

From April to September, DNIFs caused an average of 25% of the scheduling changes made per month. (16)

(U) The major cause of the 181 grounds was upper respiratory infections, representing 29% of the total. The Flight Surgeon's Office also found a number of flying personnel with high blood pressure. The vast majority of these fall into the class of labile hypertension where blood pressure, over a five day period, occasionally exceeded normal limits, but averaged within the normal range. Flight Surgeons intended to study this problem over the next twelve months, analyzing affected individuals according to such criteria as job description, age, weight, and treatment. (17)

(U) General John P. Flynn, USAF IG, has defined morale as "the conviction of excellence." Colonel Brennan, 92BMW/CC, believed that his people were convinced of their excellence and points to their success in the events of the last three months, such as the Fairchild TTF operation in support of the F-111 deployment to Korea; the Giant Voice competition; Busy Razorback V, and the Short Sprint exercise. In his words, the morale of the 92BMW was "super" during this quarter. (19)

(U) Recognition for a job well done also has a positive effect on morale. Two aircraft commanders and four officer crewmembers received that recognition by being selected for the privilege of attending a First Team Briefing at SAC Headquarters for three days in July. SAC rolled out the

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16. Rpt (U), Aerospace Medicine Report, 30 Sep 76, Ex. 53
Min (U), CCC and U Panel Minutes for Apr-Sep 76. Ex. 49
17. Rpt (U), Aerospace Medicine Report, 30 Sep 76. Ex. 53
19. Interview (U), SSgt Stevens 92BMW/HO with Col Brennan, 92BMW/CC, 1 Dec 76. Ex. 7

red carpet for these deserving individuals and gave them the opportunity to see SAC operations from the Headquarters point of view. (18)

CURRENT OPERATIONS

Permanent Tanker Task Forces

(U) The Strategic Air Command, as the United States Air Force single manager of KC-135 tanker aircraft, provided world-wide air refueling support for movements of tactical and interceptor forces assigned to other major commands. Such support missions often entailed the formation of a separate tanker task force (TTF) comprised of aircraft and personnel from different units and operated as an integral organization under the direct command control of SAC Headquarters. During this quarter, requirements existed for an in-place tanker task force, capable of supporting programmed air refueling requirements within the Alaskan theater; within the European theater, and in the Western Pacific. To this end, the 92BMW was periodically directed to assign aircraft and crews to duty with the Eielson, Torrejon and Andersen Permanent Tanker Task Forces. (21)

(U) The 92BMW was tasked to send three tankers and three aircrews TDY to the Eielson TTF, Eielson AFB, Alaska. Each of the three TDYs averaged 29 days in length. The first tasking in July was supported by the 43rd Air Refueling Squadron by Captain Benjamin F. Miller and crew R-125, flying aircraft 56-3653

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18. Msg (U), First Team LXVIII, 15AF to 92BMW, 211512Z Jun 76. Ex. 54
 21. SACR 55-41, "Tanker Task Force Operations", 27 Oct 76
Eielson Deployment Crew Flimsey, 10 Dec 76
Torrejon Tanker Task Force Crew Flimsey, 1 Nov 73
Andersen Tanker Task Force Deployment Flimsey, 13 Jul 76

into Eielson on 6 July 1976. They returned to Fairchild on 3 August after picking up a 12-man dispersal survey team from Elmendorf AFB, Alaska for airlift to Castle AFB, California. The second Eielson tasking was supported by the 92d Air Refueling Squadron. Captain Charles A. Winkenwerder and crew R-125, deployed in aircraft 58-0056 to Eielson on 30 August returning on 28 September. On 7 September, Captain Richard F. Bandlow and crew R-116 of the 43 ARS deployed to Eielson. On the way, they supported Coronet North 26 which was a single F-4E, 68-0407, flying from Ogden ALC, Hill AFB, Utah, to the 21st COMPW at Elmendorf FB, Alaska. Captain Bandlow and crew were scheduled to redeploy in their aircraft, number 3651, to Fairchild on 5 October. (22)

(U) Fairchild also supported the TTF activity at Torrejon AB, Spain during the third quarter of 1976. This operation handled the refueling requirements of the trans-Atlantic military air traffic. Captain David Tuttle and crew R-168 had been at Torrejon since 17 June representing the 92d Air Refueling Squadron (ARS) in Europe. On 17 July, they redeployed in their aircraft, number 2597, to Fairchild. Captain Donald A. Walker and crew R-112 were tasked to accomplish four air refuelings in support of Coronet East 141 on 23 July 1976; a deployment of two F-14 aircraft from Caverton Field, Long Island, New York to Torrejon AB, Spain. Captain Walker was directed to stage at Pease for installation of a Palletized Inertial Navigation System (PINS) in aircraft number 1430. This 43rd ARS crew escorted the fighters to the rendezvous point with tankers from the 98th Strategic Wing (Torrejon) and then accompanied the cell to recovery at Torrejon. (23)

22. Schedules (U), Monthly Combat Crew Training Schedule Recap, a log kept in tanker scheduling section, Jul, Aug and Sep 76; Msg (U) 15AF FY/7T Eielson TTF Sched, 122211Z May 76. Ex. 56; Msg (U) Eielson TTF, 132142Z Jul 76. Ex 57
Msg (U) Coronet North 26, 202132Z Aug 76. Ex. 58; Msg (U) F-4E Mission Directive, Coronet North 26, 231946Z Aug 76. Ex. 59

(U) The scheduled return of Captain Walker and crew on 20 August was delayed until 29 August as they provided support for 48 F-4 aircraft deploying from Holloman AFB, NM, to Hahn and Ramstein Air Bases in Europe, under Crested Cap Alpha, which will be discussed more fully in a following section on Tanker Support Missions. (24)

(U) The Andersen Tanker Task Force based at Andersen Air Force Base, Guam, was the third tanker task force supported by the 92dBMW. The aircraft and aircrews normally staged at March AFB prior to the scheduled deployment date. For this TTF activity, a minimum of 90 hours flying time remaining before the next phase inspection was required since the TDY was planned for approximately 37 days. Two qualified ground crew members also accompanied each aircraft and aircrew. Captain Charles W. Conrad and crew E-156 left Fairchild AFB on 4 August, staged at March AFB and arrived at Andersen AFB, Guam with KC-135 aircraft, number 1437 on 5 August. They stayed on Guam for 36 days and redeployed to home station on 8 September. The return

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23. Schedules (U), Monthly Combat Crew Training Schedule Recap, a log kept in tanker scheduling section for Jul, Aug and Sep 76; Msg (U), 15AF FY/7T Torrejon TTF Sched, 131630Z May 76. Ex 60; Msg (U), Coronet East 141, 242201Z Jun 76. Ext 61; Msg (U), Torrejon TTF, 252233Z Jun 76. Ex 62.
24. Msg (U), Torrejon/Pease Tanker Task Force Augmentation, 291442Z Jul 76. Ex 63; Msg (U), Crested Cap, 102231Z Aug 76. Ex 64

was two days later than scheduled because of an additional tasking to support the West Pac Augmentation Redeployment, the movement of three B-52D aircraft back to the CONUS. Captain Conrad and crew finally arrived home on 10 September after again staging through March AFB, California. Captain Roy L. Smith and crew E-117 deployed to Andersen AFB after staging at March AFB on 30 September. On the westbound flight to Andersen, they refueled three B-52Ds in Operation West Pac Swap Out (replacements for Andersen B-52Ds which had returned to the CONUS for overhaul). Captain Smith, crew E-117, and aircraft 1439 were scheduled to return to Fairchild on 1 November 1976. (25)

Tanker Support Missions

(U) During the quarter, the 92d Bomb Wing's 43rd and 92d Air Refueling Squadrons provided refueling support for a variety of missions that included B-1 test support, Coronet series deployments/redeployments, support for Operational Readiness Inspections (ORI) of other wings and the annual Crested Cap 76 exercise. These support missions normally required short TDY commitments of two to ten days except for those missions staged from Fairchild AFB, where no TDY was required.

(U) The 92d BMW provided air refueling in support of the B-1 Bomber flight test program on three separate occasions during the quarter. This comprehensive flight

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25. Sched (U), Monthly Combat Crew Training Sched Recap, a log kept in tanker scheduling section for Jul, Aug and Sep 76; Msg (U), 15AF FY/7T Andersen TTF Sched, 132230Z May 76. Ex 65; Msg (U), West Pac Augmentation Redeployment, 281412Z May 76. Ex 66; Msg (U), Sched and Pay Load, 080610Z Sep 76. Ext 67; Msg (U), B-52D West Pac Swap Out, 212208Z Sep 76. Ext 68

testing program was designed to prove the B-1 aircraft's structural integrity, engine air start capability, sub-systems performance, and general flying qualities. Due to budget constraints and timetable for the B-1 project, a maximum amount of testing had to be accomplished on each mission. The critical importance of these missions was stressed to all units involved in support of the B-1 test program. Every effort was to be made to ensure that test objectives of each mission were achieved. On 14 July, Captain Moran and crew R-164 deployed to March AFB and supported B-1 test missions 3-8 and 1-35 on 15 and 16 July. They returned to Fairchild on 16 July. On 16 August, Captain James and crew S-150 were the primary backup aircraft for B-1 mission 3-12. Then on 12 September, Captain Wockenfuss and crew S-152 deployed to March AFB to support two B-1 test missions on 14 and 16 September 1976 and returned to Fairchild on 17 September. (26)

(U) On 9 August, 1st Lt Thomas E. Turk, Jr., crew R-153 and aircraft 57-1420 supported Coronet West 32, the deployment of two F-4 aircraft from George AFB, California to Hickam AFB, Hawaii, and one F-4 from Hickam AFB to Andersen AFB, Guam. The tanker cell launched from Mather AFB, California, The 320th BMW provided the second KC-135 for the mission. Lt Turk and crew staged at Mather on 9 August, flew the mission on 10 August, and returned to Fairchild on 11 August 1976. (27)

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26. Sched (U), Monthly Combat Crew Training Schedule Recap for Jul, Aug, Sep 76; Msg (U), B-1 Air Refueling Support, 082230Z Jul 76. Ex 69; Msg (U), B-1 Air Refueling Support, 122232Z Aug 76. Ex 70; Msg (U), KC-135 Tanker Support for B-1 Flight Tests, 032213Z Aug 76. Ex 71
27. Sched (U), Monthly Combat Crew Training Sched Recap for Jul, Aug, Sep 76; Msg (U), Coronet West 32, 291655Z Jul 76. Ex 72

(U) Cope Elite was the mission nickname for the deployment of eight A-7D aircraft from Myrtle Beach AFB, North Carolina, to Barber's Point NAS, HI. The deployment was handled in two legs: one on 9 September from Myrtle Beach to Davis-Monthan AFB, Arizona, and the second on 10 September from Davis-Monthan AFB to Barber's Point NAS. The first leg of the deployment was supported by a TTF based at Dyess AFB, Texas. The 92BMW was part of the March TTF which would support the second leg of the journey. Captain William E. Franta and crew R-154 departed Fairchild on 7 September and provided transportation for Colonel John B. Herring, 47 Air Division DO, who had been chosen as the March Tanker Task Force Commander, and also transported the command and control element (for the March TTF) provided by the 92d Bomb Wing. The mission was completed on 10 September and the Fairchild based participants returned on 12 September. (28)

(U) The 92nd and the 43rd Air Refueling Squadrons flew twelve sorties in support of two Operational Readiness Inspections (ORIs) during the quarter. Eight sorties provided air refueling support for the 28BMW based at Ellsworth AFB, SD. Their ORI, Busy League Charlie, required four sorties per day for two days. 92BMW tanker support missions were flown with 100% reliability by Captain David Tuttle and crew R-168(92 ARS), Captain James and crew S-150(92 ARS), Captain Grant O. Adams and crew R-115(43 ARS), and Captain C. G. Henderson and crew S-101(43 ARS). Colonel Clinton H. Winne Jr.,

28. Sched (U), Monthly Combat Crew Training Sched Recap for July, Aug, Sep 1976; Msg (U), Cope Elite, 181604Z August 1976. Ex. 73.

the 28th Bomb Wing Commander, in a message announcing the ORI results, thanked these crews and the 92BMW for their outstanding support. In support of Busy League Delta, the 319th BMW's ORI, the 92d BMW provided four KC-135 sorties on 30 August. Credited with 100% reliability on these missions were Captain C.B. Kenley and crew E-109(43 ARS), Captain O.L. Welch and crew R-121(43 ARS), Captain M.J. Gallentine and crew E-159(92 ARS), and Captain Wockenfuss and crew S-152(92 ARS). (29)

(U) Crested Cap 76 was an annual exercise to test the capability of the Air Force to rapidly deploy aircraft to Europe. The exercise consisted of four separate aircraft movements: Crested Cap Bravo, Coronet Red Coat, Coronet Yankee, and Coronet Minuteman. Crested Cap Bravo was the deployment of 48 F-4D aircraft from Holloman AFB, NM, to Ramstein/Hahn AFB, Germany, on 22-23 September, and their redeployment on 25-26 September. Coronet Red Coat was the redeployment of 18 A-7D aircraft from Lechfield, Germany, to Plattsburgh AFB, NY, on 20 September. Coronet Yankee, also on 20 September, involved the redeployment of six F-105Gs from Spangdahlem, Germany, to Seymour Johnson AFB, NC. In the last redeployment, Coronet Minuteman, eighteen F-4Es were transferred from Flesland, Norway, to Seymour Johnson AFB on 28 September. Supporting the refueling requirements of more than 125 aircraft sorties required a total of twenty three KC-135s from 15AF units deployed to TTFs at three locations: Lajes Field, Azores, and Pease and Grissom AFBs. The 92BMW was tasked to provide four crews and aircraft to the three TTFs. Captain Paul E. McKay and crew R-169 deployed to the

29. Sched (U), Monthly Combat Crew Training Schedule Recap for July, Aug, Sep 76; Msg (U), Buy None Results for the 28BMW, 08090037Z. Ex. 74 .

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Grissom TTF on 19 September in aircraft 56-3610. Captain Randall A. Roberts and crew E-106 deployed in aircraft 54-4831 to Lajes TTF, Azores, on 17 September. The Pease TTF received two 92BMW crews on 17 September: Captain Grant O. Adams and crew R-115, and Captain Marvel J. Gallentine and crew R-167. Both crews redeployed to Fairchild on 29 September. Lajes and Grissom TTFs redeployed on 27 and 26 September, respectively. Letters of appreciation came from Col William F. Moffett, Lajes TTF Commander, and Col Robert F. Ramsey, Vice Commander of the 416BMW, Grissom AFB, NY, commenting on the professional and efficient manner in which the 92BMW crews performed their duties. (30)

BUSY OBSERVER---BUCCANEER HAVEN

(U) Although the 92d BMW flew its first Busy Observer mission in September, 1975, the subject was not covered in the history for that quarter. For this reason, all of the Wing's involvement with Busy Observer/Buccaneer Haven to date will be covered in this section.

(U) ~~(S)~~ On 2 September 1975, the Chief of Naval Operations and the Chief of Staff of the U.S. Air Force established the ground rules for Navy and Air Force collateral training in sea control operations. These operations involved ocean surface surveillance and reconnaissance, to include real-time location, identification, determination of movement, and reporting of enemy, or potential enemy, surface combatant and merchant ships. (31)

(U) ~~(S)~~ To prepare SAC for the support of such sea control operations, Headquarters SAC selected nine units for periodic

30. Sched (U), Monthly Combat Crew Training Sched Recap for July, Aug, Sep 76; Msg (U), Crested Cap Bravo, Coronet Yankee, Red Coat, Minuteman, 0400522 Sep 76. Ex. 75; Ltr (U), Letter of Appreciation, 7 October and 12 October 1976. Ex. 76.
31. Msg (C), Ocean Surface Surveillance Training Missions, 151328Z Oct 75, CINCSAC/DO to AIG 674/DO. Ex. 77.

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training with U.S. Navy ships. The 92BMW was one of three units chosen from 15AF. The B-52s used on these Busy Observer training missions were configured for a normal training mission, with the following additional items: a vertical camera, a 35mm handheld camera with a 135mm lens, and binoculars. Thus equipped, Busy Observer crews proceeded to a designated search area to seek out specified U.S. Navy ships. Upon detection of a ship, the crew would overfly it at search altitude, take vertical photos and attempt to determine whether or not it was their assigned objective. Crews were instructed to fly no closer than one nautical mile of any ship when below 5000 feet, unless it was positively established that the ship was the assigned objective. These rules of engagement, briefed to all involved personnel, helped define the limits of the lawful right to approach and identify ships on the high seas. Aircraft were not to interfere with the activity of the ship, or in anyway pose any danger to persons or property. Because of the political sensitivity of B-52 Ocean Surface Surveillance, units were instructed to train only with U.S. Navy ships. After positive identification was established, the crews were instructed to make several passes in a prescribed manner, to take pictures and make more detailed observations. (32)

(U) ~~(S)~~ In March 1976, SAC published Operations Plan 28-76, "Busy Observer", which described Busy Observer as a training mission designed to prepare the Air Force for tasks which would complement and supplement sea control operations. Air Force capabilities would be employed in search and identification, electronic warfare, tactical deception, attack against surface and air units, and aerial minelaying. Toward this end, the

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92d BMW was directed to provide aircraft, crews, and equipment for sea reconnaissance/surveillance (SR/S) missions; to fly at least four SR/S training missions every six months; and to provide continuous ground training to ensure the Wing's capability to fly SR/S missions. (33)

(U) By the end of September 1976, the 92d BMW had flown ten Busy Observer missions. Four of these missions were unsuccessful, because two were aborted for weather in the search areas and for aircraft problems. One additional sortie had been cancelled by HHQ. The Wing had six Busy Observer qualified Aircraft Commanders and crews by the end of September: Captain Tanksley, R-19; Captain Maerz, R-09; Major Wolfe, S-02; Captain Capotosti, E-27; Captain Ohlmeyer, R-12, and Captain Solan, E-24. According to General Shotts, 15AF/CC, the biggest problem in providing sufficient training for his units was a shortage of U.S. Naval ships for use as objectives. (34)

(U) On 1 July 76 a new OpOrd, 85-76, was published by Headquarters SAC. This OpOrd designated the 92d BMW and eight other SAC Wings as primary B-52 SR/S units for participation in Buccaneer Haven (BH), the sequel to Busy Observer. Under this program, the 92d BMW would provide aircraft and aircrews for detecting, locating, and identifying Soviet Naval ships through visual, electronic, and photographic means. These activities would be conducted on a world wide basis. BH missions would require at least two B-52s per mission, with the primary crew positions filled by mission-ready crewmembers who were Busy Observer qualified. At the end of September, it was not anticipated that the 92BMW would be tasked with a BH mission until after 1 January 1977. However, several messages in August emphasized the importance of an active advance training program to ensure designated crews maintained a high level

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33. Oplan (C), "Busy Observer" SAC Oplan 28-76, 1 March 76.
34. Logs (U), Monthly Combat Crew Training Sched Recap for July, Aug, Sep 76; Paper (S), "Talking Paper": Buccaneer Haven, 21 Jul 76. Ex. 78; Mst (U), Busy Observer Training, 15AF/CC to CINCSAC/DO, 142205Z Sep 76. Ex. 79.

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of proficiency and knowledge for the Buccaneer Haven mission. A 7 August message stated that with the exception of the EWO mission, the Buccaneer Haven mission was to be considered the 92d BMW's highest priority. This mission will continue to be thoroughly covered in future installments of the 92d Bomb Wing's history. (35)

THE KOREAN AUGMENTATION OPERATION

(U) At approximately 1830 on 18 August, the Joint Chiefs of Staff ordered an increased readiness posture for the U.S. Armed Forces in Korea. This order resulted from an unprovoked attack by members of the North Korean Forces on a U.S. and South Korean work-party which was trimming a tree on the South Korean side of the DMZ. In this attack, two U.S. Army officers were killed and other U.S. and Korean personnel were injured. On 19 August 1976, the U.S. Government announced that "as a precautionary measure, we have deployed a squadron of F-4 aircraft from Kadena AB, Okinawa, Japan, to Korea and we are deploying a squadron of F-111 aircraft from Mountain Home AFB, Idaho, to Korea." These two fighter squadrons augmented three fighter squadrons of the 8th Tactical Fighter Wing assigned to Korea. Fairchild played an important role in the F-111 deployment. (36)

(U) As U.S. bases in Korea increased their readiness posture, the 92d BMW received notification that its task in the emergency would be to provide the Eielson Tanker Task with four additional KC-135s. Half of the 92BMW requirement

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35. Paper (s), "Talking Paper": Buccaneer Haven, 21 July 1976. Ex. 78; OpOrd (S), OpOrd 85-76, "Buccaneer Haven", 1 July 1976; Msg (S), Buccaneer Haven, 062345Z Aug 76, 15AF/DO to 92BMW/CC. Ex. 80.
 36. Msg (U), Policy Guidance - Korean Augmentation, 201540Z August 1976, SAC/OIPX to AIG 671/CC. Ex. 91. Msg (U), P.G. - Korean Augmentation, 200145Z August 1976, SAC/OIPX to AIG 671. Ex. 92.

was immediately fulfilled, as two airborne tankers, one supporting Snowtime 76-5 and the other flying local area transition, were diverted, in flight, to Eielson. For the remainder of the requirement, two tankers were generated by the maintenance complex, and two crews with nine maintenance specialists were assembled, equipped, and briefed for the mission, all within two and one half hours. The four tanker crews were: Captain J.C. Mowat and crew R-110 in aircraft 2597 (Snowtime divertee), Captain B.F. Miller and crew R-125 in aircraft 1420 (local transition divertee), Captain Potter and crew R-165 in aircraft 0363, and Captain B.R. Farrell and crew R-111 in aircraft 0104. Headquarters SAC then established a Tanker Task Force at Fairchild, composed of tankers from Fairchild AFB, March AFB, Ellsworth AFB, Minot AFB, and Grand Forks AFB. As each of nine TTF KC-135s arrived at Fairchild, the aircraft was recovered, refueled, and repaired where required. Aircrews accomplished maintenance debriefings and were immediately put into crew rest. These aircraft brought in a total of twelve aircrews, twenty-five additional crewmembers, and twenty-one maintenance crewchiefs. Since billeting facilities were nearly filled by persons on station for the Brave Shield XIV exercise, when all spaces in the VOQ, alert facility, and alert visitation trailers had been filled, forty-eight TTF people were quartered in the gymnasium. (37)

(U) Colonel Brennan assembled a modified Battle Staff, consisting of the senior staff with their key personnel, and controlled the entire TTF operation from the Command Post. In Colonel Brennan's words, "Communications were great and everything went right, and went right the first time." The

37. Ltrs (U), Monthly Activity Reports from 92BMW to 47AD for quarter. Ex. 22. Interview (U), SSgt Stevens/HO with Colonel Brennan, Wing CC, 1 Dec 76. Ex. 7.

execution time for the first Fairchild TTF launch had been established as 1133L, 19 August. Exhaustive staff work throughout the night of 18 August was required to meet the deadline. Flight plans were drawn up, and calculations made for required fuel loads, fuel reserves at destination, and fuel requirements on return. All of this information was assembled in mission packages for presentation to the crews at their pre-takeoff briefing. Precisely at the pre-briefed execution time, ten tankers in five two-ship cells began the launch stream to provide the first air refueling station for twenty F-111s on their way from Mt Home AFB, ID, to Kwang-Ju AB, Korea. The launch was smoothly executed, aided by spare crews that performed buddy pre-flights and an aggressive maintenance set-up which easily repaired the only Red Ball (loss of radar on the lead aircraft) experienced during the entire launch sequence. Three of the ten tankers were manned by 92BMW crews: Captain Lane and crew E-174 in aircraft 1432, Captain Roberts and crew E-106 in aircraft 0122, and Captain Cole and crew S-102 in aircraft 0361. Fuel transfer was uneventful with each cell offloading 21,000 pounds of fuel per receiver. The first cell had three receivers, the last cell five receivers, and each of the other three cells had four. The tankers then recovered at Fairchild where the crews again went into immediate crew rest while maintenance turned the aircraft around in preparation for follow-on sorties. Further guidance was received from 15AF/DO on Saturday morning, 21 August, releasing all aircrews and aircraft deployed at Fairchild and Eielson to return to their home stations. Accordingly, the nine TDY tankers departed Fairchild that same day, with the last one launched at 1409L. All four 92d BMW aircraft at Eielson had returned by 0025L, Sunday, 22 August. (38)

38. Sched (U) Monthly Combat Crew Training Schedule Recap for July, Aug, Sep 76, in Tanker scheduling section. Msg (S), Frag Order 20 to SAC OPOD 16-76, 190930Z Aug 76, SAC/DOOK to 92BMW/DO. Ex. 93. Ltrs (U), Monthly Activity Reports from 92BMW to 47AD for quarter, Ex 22. Msg (C) Special TTF, 211922Z Aug 76, SAC/DOD to 92BMW/CC. Ex. 94. Msg (U), Special TTF, 08211634Z fr 15AF/DO. EX 95.

(U) After the successful deployment operation, thanks and congratulations were extended to the participants from the unit level through the highest command positions. Colonel Brennan sent his thanks to the fine crews of the 5BMW, 22BMW, 28BMW, and 319BMW, who enabled the Fairchild Tanker Task Force to contribute to the successful deployment of the 366th TFW F-111 Gunfighters. Colonel Brennan commented on the 92d BMW's part in the Korean Augmentation in a letter to General Gray, 47AD/CC: "This was an extremely professional operation on very short notice; it reflects a strong and experienced operations, maintenance, and support staff." Other comments and congratulations came from Admiral Holloway, Acting Chairman of the Joint Chiefs of Staff, General Jones, Chief of Staff of United States Air Force (CSAF), General Shotts, 15AF/CC, Colonel Miller, 15AF/DO, and Colonel Lassetter, 6SW/CC. General Jones, CSAF, said in summary:

"The deployment of the F-111 squadron of the 366th Tactical Fighter Wing deserves special and prompt recognition. The professionalism of all aircrew, maintenance, and support personnel - made this operation highly successful and elicited many particularly favorable comments in Washington. The teamwork among fighter, air refueling, and airlift activities was superb. My thanks to all." (39)

SNOWTIME

(U) Periodically, joint penetration and defense exercises have been held to provide an environment in which realistic

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39. Ltr (U), Monthly Activity Reports for quarter, 92BMW to 47AD. Ex. 22; Msg (U), J.J. Congrat message from Col Brennan, 08222103Z, Ex. 96; Msg (U), Korean Augment Support, 302210Z Aug 76, 15AF/CC to AIG 721/CC. Ex. 97; Msg (U), Korean Augmentation, 071805Z Sep 76, Ex. 98; Msg (U) Tanker Task Force Support, 232148Z Aug 76. Ex 99; Msg (U), Fm: 6SW/CC, Col Lassetter, 08220136Z. Ex. 100.

tactics (considering peacetime restrictions and test objectives) are used to evaluate and improve the operational capability of the Strategic Air Command and the North American Defense Command (NORAD). "Snowtime 76-5" was the nickname given to the fifth in a series of major air defense exercises conducted during FY 76 which, because of its importance, was monitored by all levels of command. The mission was flown as a portion of the NORAD "VIGILANT OVERVIEW" exercise program. SAC's support of "SNOWTIME 76-5" involved penetration of seven NORAD regions with a force of 59 aircraft. Of this force the 92BMW provided four bombers and 1 tanker. Bomber crews and aircraft commanders participating were E-25, Captain Reynolds; E-27, Captain Capotosti; E-26, Captain Rehmke; and E-21, Captain Lopez. The tanker participant was crew R-110, commanded by Captain Mowat. NORAD provided 20 to 30 strike aircraft in each NORAD region. (40)

(U) The objectives of the operation were to exercise SAC penetration tactics and equipment, employ and test "SAFE PASSAGE" procedures, provide maximum training for all participating units, and provide data for SAC/NORAD analysis. All four bomber aircraft were credited with successful fighter intercept activity, with crew E-27 engaging nine aircraft. This demanding mission exercised the professional capacity of each crew position. Valuable information was provided to the units who monitor the security of our northern borders, and a unique training opportunity was afforded the 92BMW. (41)

40. Ops Plan (U), Snowtime 76-5 OPSPLAN

41. Ibid: Msg (U), TWX msg 162235Z Sep 76, 15AF March AFB, CA/DOIT. Ex. 81.

(U) An interesting aspect of this mission was that in the middle of the exercise, Captain Mowat's crew received instructions to divert to Eielson AFB to support SAC's response to the Korean incident which occurred during the quarter, as discussed in the previous section.

AWACS SUPPORT

(U) A modified KC-135, designated the E-3A, was a primary component of the proposed Airborne Warning and Control System (AWACS). This aircraft was fitted with advanced radar and communications equipment; but the most visible modification was a 35-foot enclosed rotating disc antenna, mounted on top of the aircraft. The large antenna rotated at six revolutions per minute. Its enclosure was aerodynamically designed to carry the antenna's weight during flight. The 92BMW supplied refueling support for AWACS missions, and also flew B-52 ECM exercise missions with the AWACS aircraft for testing and calibration of the new AWACS warning and control equipment. 325th Bomb Squadron crews flew the precision flight plans required for the tests on two occasions, 20 and 22 September 1976. The AWACS aircraft was refueled by 92BMW tanker crews on 15 July and 20 September. Also on 16 September, the 92BMW was designated the OPR for future E-3A refuelings. (42)

TRAINING EFFECTIVENESS

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42. Schedules (U), Monthly Combat Crew Training Schedule Recap, a log kept in tanker scheduling section for months July, August, September 1976. Msg (U), Target Aircraft Support for E-3A OT&E, 152200Z Sept 76. Ex. 82.
Msg (U), E-3A Air Refueling Support, 161830Z Sept 76. Ex. 83.

BUSY RAZORBACK V

(U) Busy Razorback V, an exercise held during the week of 13-17 September 1976, was designed to test the EWO capabilities of Fifteenth Air Force units. This was done by tasking all units with the flight phase requirements of an ORI or Buy None type mission. For B-52s, this involved air refueling, a high altitude SRAM programming leg, and a controlled HHCL (H-Hour Control Line) arrival time prior to entering the low-level phase. Upon entering low-level, the requirements were route navigation, a SRAM camera attack, four simulated gravity weapon releases, a simulated SRAM release, and an ECM Target Defense Run (TDR). After climbout from the low-level route, crews effected a high altitude simulated SRAM release in conjunction with an ECM run. The exercise concluded with the radar-scored precision termination of an integrated night celestial or day grid navigation leg. (43)

(U) A total of seven bomb wings and one KC-135 wing participated in Busy Razorback. Eighty four tanker and bomber sorties were scheduled, but bad weather closed the OB-97 low-level route, for portions of 3 of the 4 flying days, contributing to a 76% completion rate for bombers. The 92BMW flew only 9 of its scheduled 12 bomber sorties due to the weather closure. Tankers, however, flew all nine scheduled sorties, with a completion rate of 96.5%. (44)

(U) The wing's bombing reliability and weapon delivery capability were discussed at a Busy Razorback V Reliability Committee Meeting on 22 September 1976. Wing results and ratings were presented as follows:

43. Report (C), Busy Razorback V Analysis, 24 Nov 76.
Ex. 84.

44. Ibid

<u>ACTIVITY</u>	<u>RATING</u>	
Weapon Delivery Capability	45/35	SAT
Bombing Reliability	29/26	OUT
SRAM Delivery Capability	48/44	OUT
Carrier Aircraft System	48/48	OUT
Tanker Mission Effectiveness	9/8	SAT
Terrain Avoidance Reliability	9/9	OUT
Release Method Capability	93.5%	

Corrective action for unreliable activities was discussed. For specific information in this area, refer to the Busy Razorback V Reliability Committee Minutes in the exhibits of this history. (45)

(U) In spite of the weather and a few maintenance problems, the 92BMW placed fourth for the Top Combined Unit Award, fourth for the Top Bomber Unit Award, tied for fifth for the Top Tanker Unit, and won the Top SRAM Unit Award. Crews S-02 and R-19 finished fourth and fifth, respectively, in the competition for the Best Bomber Crew. (46)

(U) ~~(S)~~ This Busy Razorback exercise was the first to include reliability criteria for the MPS-T1 radar, which was part of the electronic-countermeasures(ECM) package that Electronic Warfare(EW) Officers used in defending the aircraft against ground or air launched missiles. Reliability was based on a probable missile miss distance. If the miss distance was less than 200 feet, the missile

45. Minutes (U), Busy Razorback V Reliability Committee Minutes, 27 October 1976. Ex. 85.

46. Rpt (C), Busy Razorback V Analysis, 24 Nov 76. Ex. 84.

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attack was presumed lethal. All 12 simulated SAM(surface-to-air-missile) launches against 92BMW aircraft were countered by reliable ECM defenses. The 92BMW's average minimum miss distance was 461.1 feet, while their average maximum miss distance was 593.4 feet. (47)

(U) Another first for a Busy Razorback exercise was the evaluation of Terrain Avoidance System performance. Unfortunately, over 35% of the sorties flown did not use the system, either due to ground mission aborts for material or because of weather aborts. The 50 sorties that were evaluated disclosed an optimistic 96% capability factor. (48)

(U) In spite of adverse weather in the low-level route and equipment problems requiring inflight maintenance, the 92 BMW made a valuable contribution to the overall success of 15AF units in Busy Razorback V. (49)

GIANT VOICE

(U) "Giant Voice" was the nickname given to the 1976 Strategic Air Command Bombing and Navigation Competition. The competition tested all SAC B-52, FB-111, and KC-135 crews in precision navigation and high and low level bombing. (50)

(U) Individual units flew the "Giant Voice" competition in two phases, with a third to be accomplished later. In the first phase, all 92BMW crews flew elimination missions to determine the best four bomber and four tanker crews.

47. IBID.

48. IBID.

49. IBID.

50. Fairchild Times, Friday 1 October 1976, Vol 29, No 25.

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Standings were determined by points awarded on the basis of the accuracy of two sync-alt-sync bomb runs for each bomber crew, and two RBS-scored high altitude radar navigation legs for each bomber and tanker crew. At the end of Phase I, the top bomber crews and aircraft commanders for the 92BMW were S-01, Capt. Mang; E-25, Capt. Reynolds; E-26, Capt Wickers; and R-06, Capt. Botch. The top tanker crews were R-104, Capt. Smith; R-119, Capt. Slouffman; R-111, Capt. Farrell; and R-162, Capt. Neil. (51)

(U) Phase II was conducted 27-20 September. Under the same rules, the field was further narrowed to two bomber and two tanker crews. The most highly qualified bomber crews in the 92BMW were lead by Capt. Mang and Capt. Reynolds. The most highly qualified tanker crews were lead by Capt. Slouffman and Capt. Neil. (52)

(U) These four crews were to fly to Barksdale AFB, Louisiana in October to compete in the final phase of the Bomb/Nav competition against the finest crews in SAC. At the conclusion of Phase II, Col. Brennan observed that competition at this point had been strong and close, and he was optimistic that the contenders from the 92BMW would prove to be of championship (and winning) caliber. (53)

51. Ltr (U) Monthly Activity Report 92BMW to 47 AD
Aug-Sep. Ex. 22.

52. IBID.

53. Fairchild Times, Friday, Sept 24 1976 Vol. 29-No. 24;
Ltr (U), Monthly Activity Report Aug-Sep. Ex. 22.

SHORT SPRINT EXERCISE

(U) On 6 August 1976, the required quarterly Short Sprint exercise was initiated with an alert force non-moving exercise. The scenario was developed by Col. Lancaster and his Short Spring working group. The exercise was one of considerable scope and depth. It encompassed an alert force non-moving exercise (by a previously coordinated 40 LIMA message from 15AF) personnel recall, a disaster preparedness exercise, assembly of several mobility/dispersal teams, dormitory inspections, implementation of Buffalo Horn, and activation of the IG reception plan. There were also an array of security drills, including simulated attacks and attempted penetrations of priority A and B resource areas, as well as classic confrontation problems in law enforcement. The exercise was considered a success by the Wing Commander and received favorable comment from 15AF. (54)

FLYING HOURS AND SCHEDULING

(U) In april, after careful study of operations training requirements, maintenance's ability to support operations with the necessary air frames, and other considerations, the 92BMW requested 1436 flying hours for B-52s and 2056 flying hours for KC-135s for the July-September 1976 quarter. In June, Headquarters SAC granted the hours as requested. The flying hour allocation included a caveat from both Headquarters SAC and 15AF emphasizing the importance of the proper and efficient use of flying time. The dividend for this command concern

54. Rpt (U), Short Sprint Exercise Evaluation, 6 August 1976. Ex. 28; Ltr (U), Monthly Activity Reports from 92MBW to 47AD for quarter. Ex. 22.

occurred late in the quarter, when SAC notified all units that additional flying hours were available for use by units having the operational requirements and the capability to fly extra hours in September. The 92BMW requested and received an additional 100 hours for KC-135s and 50 hours for the B-52s, resulting in a total of 2156 hours for KC-135s and 1484 hours for B-52s, and closed the quarter actually flying the tankers 2155 hours and the bombers 1482 hours. (55)

(U) The job of the people in scheduling section of Operations was to ensure the effective management of the valuable flying hour resource. They had to ensure that every sortie flown accomplished as much training as possible so that all crew members met or exceeded their minimum training requirements for the quarter. The scheduling of integral crew sorties was an important objective, because each designated crew's coordination and procedural efficiency could only be improved and sustained when the members flew together. A comparison of integral crew sorties flown versus total sorties flown reveals that 97.5% of the tanker and 90% of the bomber flights were integral crew sortis. (56)

(U) Training completion rates are another method of evaluating scheduling effectiveness. These rates are thoroughly covered in the training section of this chapter.

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55. Msg (U), FY77T Flying Hour Request, JJ 04030056Z 76. Ex. 86; Msg (U), FQ7T Flying Hour Allocation, 091318Z Jun 76; CINCSAC/DOT to AIG 674/DO. Ex. 87; Msg (U), FQ7T Flying Hour Allocation Adjustments, 091518Z Sep 76, CINCSAC/DOT to 92BMW/DOT Ex. 88; Ltrs (U), End of Month Flying Hour Verifications for July, Aug, & Sep 76. Ex. 89; Msgs (U), Five messages dealing with Flying Hour Tracking and Managements, Ex. 90.
56. Rpts (U), Training Management System Reports for July, Aug, Sep 76. Ex. 55.

(U) One goal of the scheduling section was to minimize the schedule changes or deviations. This was a difficult goal to achieve in view of the many unpredictable events, e.g. crew member sickness, changing ground training requirements, maintenance difficulties, and adverse weather, which had an impact in the schedule. Further complicating this normally difficult task were increases/changes in higher headquarters (HHQ) taskings during the quarter. Frequently HHQ disrupted the schedule by changing crew requirements and participation dates for HHQ directed missions such as Busy Observer and AWACS support. Giant Voice, Busy Razorback, and the Korean Augmentation operation also interfered with the scheduling plan to insure required training accomplishment. Such HHQ changes/deviations in this quarter increased by 10% over the previous period. Nevertheless, the number of wing schedule changes was reduced to 329 during the quarter, down from 371 last quarter. A summary of these changes follows: (57)

92BMW SCHEDULE CHANGES

<u>Cause</u>	<u>% of Total</u>
HHQ	27.2
DNIF	25.2
Maintenance	15.5
Operations	14.9
All Others	<u>17.2</u>
TOTAL	100.0

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57. Minutes (U), Combat Crew Capability and Utilization Panel Minutes for July, Aug, and Sep 76. Ex. 49; Ltr (U), Monthly Activity Report, 92BMW/CC to 47AD/CC for Aug-Sep 76. Ex. 22; Hist (S), 92BMW History for April - June 76.

FLYING SAFETY

(U) No major or minor aircraft accidents occurred during the July-September quarter. There were four aircraft incidents however, that raised the yearly total to thirteen (six last quarter). While this was considerably less than the number of incidents in 1975 for the same time period, more than 35 new reporting procedures and criteria had been implemented by higher headquarters and thus no accurate comparison can be made. (58)

(U) The four incidents cost the 92BMW twenty-one man hours and more than \$17,500 in materials. The majority of this cost was attributed to an incident on 13 July, involving a fire on the number seven engine of B52 aircraft #57-6503, resulting in major damage to the engine and associated cowling. The cost was \$17,056 and 20.5 man hours required to remove and replace the engine and cowling. The other three incidents involved a fire bottle discharge in flight, a static electricity discharge, an inflight loss of a KC-135 access panel. (59).

58. Charts (U), "Aircraft Incidents 1976", a wall chart in the Wing Safety Office; Minutes (U), Commanders Management System Briefings for quarter. Ex. 30.

59. IBID.