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IRIS Record

Key Information

Main: WING/4245/STRATEGIC

Document Type: **Periodic History**
Call Number: **K-WG-4245-HI**
IRIS Number: **00461353**

Accessions Notes:

Old Accession Nbr: **5-3372-35**

Title:

Beginning Date: **1962/03/01**

End Date: **1962/03/31**

Publication Date:

Classification: **SECRET**

Media Roll #: **10825** First Frame: **340** Last Frame: **580** Linear Feet: **0**

Old MFlm Roll # **P0100**

NUMPAGE **0**

Title Extensions:

Abstract OPERATION CHROME DOME AN AIRBORNE ALERT OPERATION CONCLUDED ON 31 MAR. THREE BENT SPEAR OR NUCLEAR INCIDENTS OCCURRED DURING THE MONTH.

Descriptive Notes: INCLUDES SUPPORTING DOCUMENTS. FULL TEXT DOCUMENT AVAILABLE IN ELECTRONIC FORM VIA CLASSIFIED NETWORK.

Title

Added

Entries

Author:

Subject:

Major Command:

Doc Link <http://hra-2k-4f58121/HIS/K-WG-4245-HI/19620301-19620331/00461353.pdf>

Rev'd:	Rel	2009/07/27
Indexer ID: 49	Entered Date:	
QC ID: 69	QC'd Date::	2009/07/27
Scanner ID:	Scanned Date:	
Acc ID	Acc Date:	

Administrative Markings

No Administrative Markings Listed

Security Review Information:

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K-MC-4345-H
March 1963

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SCANNED BY ACD
2009

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4245TH STRATEGIC WING, (SAC) -
35
SHEPPARD AIR FORCE BASE, TEXAS

1-31 March 1962

(Unclassified Title)

(RCS: AU-5)

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2AF-2-0212

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UNITS ASSIGNED TO THE 4245TH STRATEGIC WING

4245TH ARMAMENT AND ELECTRONICS MAINTENANCE SQUADRON

4245TH STRATEGIC WING HEADQUARTERS SQUADRON

4245TH ORGANIZATIONAL MAINTENANCE SQUADRON

61ST MUNITIONS MAINTENANCE SQUADRON

4245TH FIELD MAINTENANCE SQUADRON

4245TH COMBAT DEFENSE SQUADRON

717TH BOMBARDMENT SQUADRON

424C FIELD TRAINING DETACHMENT

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F O R E W O R D

This is the twenty-third historical report submitted by the 4245th Strategic Wing since its assignment to the Strategic Air Command's Second Air Force on 16 October 1958. It is the second report prepared by First Lieutenant Ronald P. Simon, Interim Historical Officer.

In preparing this report, the Interim Historical Officer worked with the assistance of Second Lieutenant James E. Davis, Information Officer. This history, which includes activities for March 1962, is an accurate report of the major problem areas and accomplishments which affected the primary mission of the organization. This report should be considered subject to revision or correction.

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CHAPTER I
ORGANIZATION

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CHAPTER I

ORGANIZATION

Under the command of Colonel Paul N. Bacalis, the 4245th Strategic Wing continued the performance of its mission -- to be capable of conducting strategic bombardment operations on a global scale, either independently or in cooperation with land and sea forces -- while stationed at Sheppard Air Force Base, Texas, during March 1962.¹ The Wing organized under the 816th Air Division, Second Air Force, of the Strategic Air Command, United States Air Force. (U)

Operation "Chrome Dome" was concluded on 31 March 1962. (S)

On 1 March, Operations and Training Plan 13-62 was issued outlining operation and training requirements for the month of March.² (U)

Under the SAC Management Control System, the Wing received an overall reliability rating of 88.3 percent during the quarter ending 31 March. This rating placed the Wing in the bottom quartile. Problems continued in ground safety and weight control.³ (U)

The structural organization of the Wing remained the same in March with a Headquarters Squadron, Tactical Bombardment Squadron, four Maintenance Squadrons, and a Training Detachment. (U)

-
1. Second Air Force Regulation 23-9, Dated 25 July 1961.
 2. Ops Plan, DCOT 4245SW, "Operation and Training Plan", 13-62, 1 March 1962. Doc. 1.
 3. Rpt. 4245SW, "Analysis of Management Control Data", RCS 1-SAC-T35, Part IV, 1 Jan-31 Mar. Doc. 2.

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There were several personnel changes in the Wing Staff during the month of March. It was learned in an interview with Lt. Col. Charles Lebach Jr., the Executive Officer, that he resumed this duty upon the recall of Col. Homer C. Bell Jr., previous Executive Officer, to 816th Air Division in February. It was also learned in the interview that Lt. Col. Earl N. Peronto has been relieved of his duties as Headquarters Squadron Commander and has assumed the duties of Wing Comptroller since the retirement of Lt. Col. Edward Brown.⁴ (U)

Maj. John H. Fillmen has been assigned to this Wing as Headquarters Squadron Commander.⁵ (U)

Administration

On 23 March, Amendment Nr. 7 to the Wing Mobility Publication was issued in which changes were noted concerning the processing of personnel.⁶ (U)

-
4. Interview, 2/Lt. James E. Davis with Lt. Col. Charles Lebach Jr. 30 April 1962.
 5. Orders, 4245SW, "Special Order" P-112, 26 Dec. 1962. Doc. 3
 6. Amendment, 4245SW, #7 to "Wing Mobility Publication" 23 March 1962. Doc. 4.

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CHAPTER II

PERSONNEL

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CHAPTER II

PERSONNEL

Manning

There were 1,312 personnel assigned to the Wing as of 31 March. The Wing was authorized 1,279 personnel. This gave the Wing an overage of 33 personnel. Of the total, 243 officers were assigned and 232 were authorized. 1,047 were authorized and 1,069 were assigned. ¹ (U)

"Best Man" Policy

The chart below shows the "Best Man" figures as of 31 March 1962.

<u>ON CREW</u>				<u>ON STAFF</u>		
<u>Grade</u>	<u>Nr. Auth</u>	<u>Nr. Asgd</u>	<u>% Asgd</u>	<u>Nr. Auth</u>	<u>Nr. Asgd</u>	<u>% Asgd</u>
LtCol	16	10	47	5	12	53
Maj	50	17	32	17	8	68
Total	66	27	51	22	20	41

In order to achieve the best man crew/on staff balance, eight additional Lt. Col. crew members are needed, and two Maj. The promotion cycle raised the number of Lt. Col. ² (U)

Retention

There were no first term airmen eligible to reenlist. Of the two career airmen eligible for reenlistment, two reenlisted giving the Wing 100 percent in this area. ³ (U)

1. Rpt., 4245SW, "Strenght Report", 31 March 1962. Doc. 5
2. Rpt., Dp 4245SW, "Rated Field Grade Officers--Crew/Staff Balance", 31 March 1962. File, DP 4245SW.
3. Rpt., DP 4245SW, "Retention", 25 April 1962. Doc. 6

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Weight Control

The Wing had seven overweights as of the end of the reporting period. They were allowed only five. This overage of two gave the Wing an 86 percent in this area. Overweight personnel are attending conditioning classes and are being supervised by the flight surgeon.⁴ (U)

IPT

Seventy-eight personnel were given their individual proficiency tests for upgrading. Of this total, thirty-six 3 levels tested and passed, thirty-two 5 levels tested and passed, and ten 7 levels tested and passed. During this period, seventy-four were upgraded.⁵ (U)

Combat Crews

During the month of March, one new crew member was added. There were twenty-eight combat ready crews and no non-combat ready crews. The two non-combat ready crews here in February have been disbanded by higher headquarters.⁶ (U)

4. Rpt., 4245SW, DCRM, SAC "MCS Scores", 1 Jan-31 Mar. Doc. 7

5. Rpt., DP 4245SW, SAC-T53, "Airman Individual Proficiency Training Report", 31 March 1962. Doc. 8.

6. Rpt., DP 4245SW, "Combat Crew Chart", 31 March 1962. File DP. Msg, Dp 4245SW, DOT 7826, 28 March 1962. File DP.

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CHAPTER III

OPERATIONS

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CHAPTER III

OPERATIONS

The Deputy Commander for Operations supervised all training within his command during March 1962. Through regular training and special missions the Wing maintained its EWO commitments. Of great importance was the wing's completion of Operation "Chrome Dome".¹ (U)

On 1 March 1962, the wing published Operations and Training Plan 13-62 which outlined both routine and special training activities which were subsequently accomplished during the month.² (U)

The Express Train Bomb Run "Go Boy", which began 16 February 1962, was completed on 31 March 1962. The bombing of this express train, followed upon completion of the Express Run "Big Talk", took place at Corsicana, Texas. The Wing accomplished 92 bomb runs, with a remarkable 96.7 percent reliability (89 for 92). The three bad bombs were attributed one each to: materiel,³ aimpoint misidentification, and crew coordination. (S)

(U)

Operation "Chrome Dome"

"Chrome Dome", the airborne alert operation, was completed on March 31. A total of 30 sorties was launched during the month.

1. Frag Order 23-62A, DCOT 4245SW, "Chrome Dome", Doc. 2, History, November 1961.
2. Operations Plan, DCOT 4245SW, "Operations and Training Plan 13-62", 1 March 1962. Doc. 1.
3. Interview, Lt Ronald P. Simon, with Capt James P. Durham, Chief DCOTSR, 30 April 1962; Chart, DCOTSR 4245SW, "Express Train Accomplishments", File, DCOTSR; Rpt, 2-SAC-T-12, DCOTSR 4245SW, "Air Trng Rpt", March 1962. Doc. 9.

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There were six aborts, five of which were air aborts, in March. The one ground abort was due to an H. F. malfunction. Of the five air aborts one was due to boom trouble on the first tanker and the pilot being unable to stay on the replacement tanker boom. A second abort was attributed to inoperative beacon lights on the tanker, while a third was caused by a tanker ground abort. The remaining two air aborts were due one each to: loss of radar, and the loss of an engine. For the January-March period there were a total of 89 sorties flown with 15 aborts. ⁴ (S) (U)

Of the 711:31 scheduled effective hours, 584:55 hours or 82.2 percent were accomplished. This effective time means that 82.2 percent of the scheduled effective time the bombers could have accomplished their EWO commitments if they had been so ordered. The total flying time was 682:25 hours which was 91.7 percent of the scheduled 744 hours. The total effectiveness time for January-March was 1742:36 hours which was 89.3 percent of the 1951:30 scheduled effectiveness time. ⁵ (S) (U)

There were 62 refuelings scheduled during March of which 52 were accomplished for 83.9 percent. The lost refuelings were caused by the six aborts during the reporting period. From January-March a total of 153 refuelings were accomplished or ⁶ 86.9 percent of the 176 scheduled. (S) (U)

4. Msg, DCOTSR 0097, 4245SW to SAC, "Special Operations Report", 4 April 1962. Doc. 10.

5. Ibid.

6. Ibid.

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Ground Alert

In March, there were seven aircraft on ground alert, and one on airborne alert. The alert cycle for the crews remained at seven days - Wednesday thru Tuesday or Friday thru Thursday. There were four crew changes on Wednesday and three on Friday. ⁷ ~~(S)~~ (U)

The alert force was exercised eight times during the month - six Bravo alerts and two Coco alerts.

(b)(1)

- * Excessive time due to failure of nr. #7 engine to start.
- ** Three sorties were uncocked - two for tire changes, and one for a fuel leak.
- *** Unable to start nr. #1 engine.

Five of the eight alerts were effectively exercised within the allotted time for 62.5 percent. ⁸ ~~(S)~~ (U)

During the month, twenty-two aircraft were uncocked (unable to accomplish their EWO commitments) for a total of twenty-six hours and forty-four minutes. This was almost three times the amount of uncocked time in February. Four of the sorties were uncocked for tire changes - 3:16, Two were due to the repair of the Bomb-Nav System

7. Rpt., 2-SAC-T-12, DCOTSR 4245SW, "Air Training Report", March 1962. Doc. 9
8. Log, DCOCP 4245SW, "Exercise Alert Log", March 1962. File DCOCP Interview, Lt. R. P. Simon with SMSgt James M. Qualls, NCOIC of Control Division, 1 May 1962.

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wave guide - 1:35, and two were due to fuel leaks - 2:10. The remaining fourteen were attributed one each to: sheared starter on #2 engine - :50, starter valve change on #1 and #2 engines - :03, repair of an oxygen converter - 1:20, oxygen system repair - :40, oxygen converter change - 2:10, shortage of weapons needed to load the aircraft going on alert - 3:00, a hydraulic accumulator change - 1:25, a JFC-12 change (fuel control on the engine) - 1:10, an air condition pack - :47, fuel control change and starter valve control on #2 engine - 2:19, fuel probe change - 2:02, sheared a starter shaft - 1:05, starter air change - :25, and a broken window, pilots #2 - 1:47. ⁹ (S) (U)

While on alert, the crews accomplished tac doctrine study, and study of the in-flight maintenance of the Bomb-Nav system, and gunner strange field procedures. ¹⁰ (U)

B-52 Training

There were 27 combat-ready crews assigned to the Wing during March 1962. With 18 B-52 aircraft assigned during the reporting period, there were 66 training sorties flown utilizing 584 flying hours. All 66 sorties were flown by combat-ready crews. ¹¹ (S) (U)

An analysis of Wing bombardment training activities during the month of March showed the following areas to be below the Second

9. Rpt., 1-SAC-VI, DCOCP 4245SW, "Zippo Message", March 1962. File DCOCP

10. Interview, Lt. R. P. Simon with Capt. Virginia H. Yates, Chief Ground Training, 2 May 1962.

11. Rpt., 1-SAC-T-12, DCOTSR 4245SW, "2AF Summary", March 1962. Doc. 11

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Air Force average percent reliability: (Similar bombardment activity in February is also shown)

Type Run	Nr Runs Att		Nr Runs Rel		Wing % Rel		2AF Avg	% Rel
	Feb	Mar	Feb	Mar	Feb	Mar		
Hi Alt L/C	21	15	17	13	81.0	86.7		88.0
Hi Alt Fixed Angle	14	13	12	11	85.7	84.6		90.0
Short Look Sync	8	8	8	7	100	87.5		96.0
Short Lk L/C Exp	48	69	45	62	93.8	89.9		90.0

Including the other bombing activity, reliability for March was 93.5 percent (231 runs reliable for 247 attempts). This was an improvement over the month of February which was 90.7 percent¹² (206 runs reliable for 227 attempts). ~~(U)~~

Of the two unreliable High Altitude Large Charge bomb runs one was caused by technique error and one by incomplete synchronization. Both of the two unreliable High Altitude Fixed Angle bomb runs were attributed to crew co-ordination. No reason was cited for the one unreliable Short Look Synchronous bomb run. Of the seven unreliable Short Look Large Charge bomb runs on the Express Train, three were attributed to materiel, and one each to: incomplete synchronization, crew co-ordination, aimpoint misidentification, and an unknown cause.¹³ ~~(U)~~

The crews of the 4245SW attempted 182 Local Defense Runs in March and were successful in 161 for a rating of 88.5 percent.

12. Ibid; Rpt, 2-SAC-T-12, DCOTSR 4245SW, "Air Trng Rpt", March 1962. Doc. 9; Figures computed by Lt Simon with the aid of the February and March T-12 Reports from the respective Histories.
13. Rpt, 1-SAC-T-12, DCOTSR 4245SW, "2AF Summary", March 1962. Doc. 11; Rpt, 2-SAC-T-12, DCOTSR 4245SW, "Air Trng Rpt", March 1962. Doc. 9.

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This was an increase in reliability from February (109 reliable for 127 attempts—85.8 percent). Three of twenty-one unreliable runs were attributed to operator/site scoring error; two were due to operator error and two to materiel. No specific reasons were cited for the remaining unreliable runs. ¹⁴ ~~(S)~~ (U)

A total of 180 Radar Simulator Runs was attempted in March with 158 reliable for 87.8 percent. This was a decrease in reliability from February (112 reliable of 123 attempts—91.1 percent). Seven of the twenty-two unreliable runs were attributed to operator error and one was caused by materiel failure. No specific reasons were cited for the remaining unreliable runs. ¹⁵ ~~(S)~~ (U)

Gunnery

Five gunnery missions were completed during the reporting period. Four of the missions experienced a 100 percent fire-out rate for an overall fire-out percentage of 98. A total of 6,000 rounds of ammunition was loaded. Of this total, 5,904 were fired. Gunnery system radar was reliable on 79 missions, marginal on 9, and unreliable on 13 missions. ¹⁶ ~~(S)~~ (U)

Ground Training

By the end of the reporting period all 416 individuals requiring some training in tactical doctrine, air weapons academic,

14. Rpt, 1-SAC-T-12, DCOTSR 4245SW, "2AF Summary", March 1962. Doc. 11; Rpt, 2-SAC-T-12, DCOTSR 4245SW, "Air Trng Rpt", March 1962. Doc. 9; History, 4245SW, February 1962.
15. Rpt, 1-SAC-T-12, DCOTSR 4245SW, "2AF Summary", March 1962. Doc. 11; Rpt, 2-SAC-T-12, DCOTSR 4245SW, "Air Trng Rpt", March 1962. Doc. 9; History, 4245SW, February 1962.
16. Rpt, DCOTAP 4245SW, "Air Trng Rpt-(RCS: SAC T-12) for Collateral Training Requirements", March 1962. File, DCOTAP.

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bomb/nav inflight maintenance, ultrasonic trainer, gunnery strange field procedures, and/or gunnery trainer T-1A, had completed it. The only area where everyone had not completed training was in combative measures testing. Of the 156 individuals¹⁷ requiring such training, 64 had completed it. (U)

In small arms qualification 1443 personnel required training. Of these, 485 fired and 420 qualified for 86.6 percent. Of the 1140 personnel eligible for FFR testing, 833 were tested and 816 passed for 98.0 percent. In weight control, 1299 personnel were assigned and weighed with 1292 meeting the weight requirements for 99.5¹⁸ percent. (U)

Four flight simulators were utilized a total of 140 hours in March. These training devices were used to check crew know-how¹⁹ and ability while on the ground. (U)

Safety

During March, 1306:05 accident free hours were flown bringing the Wing's accident-free flying hours to a total of 21,955:20 since²⁰ its inception. (U)

Ground safety continued as a special topic of concern in March. An airman had a private motor vehicle accident and an off-duty injury

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17. Rpt, DCOTG 4245SW, "SAC T-12 Report", 4 April 1962. Doc. 12.
 18. Rpt, 1-SAC-T-46, DCOT 4245SW, "Collateral Training Report for Rated/Non-Rated Personnel in all Units", 31 March 1962. Doc. 13.
 19. Rpt, AF-E7 4245SW, "Use and Status Report of Selected Training Devices", 31 March 1962. Doc. 14.
 20. Rpt, 1-AF-A1, DCMR 4245SW, "Rpt of Aircraft/Missile Operational Data", March 1962. File, DCMR 4245SW; Interview, Lt Simon, with Major Julian P. Anderson, DSAFE 4245SW, 4 May 1962.

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when he fell asleep at the wheel due to fatigue and lost control of his vehicle. This brought the total of FMV's for the January-March quarter to two, and the off-duty injuries to three. In addition, the number of on-duty injuries for the quarter stood at
21
five. (U)

DOE requester authorized deletion

21. Rpt, 1-SAC-T-35, Part IV, "Analysis of Management Control Data", 1 January-31 March 1962. Doc. 2; Rpt, SAC-X1, DSAFE 4245SW, "Ground Accident Summary", 1-31 March 1962. Doc. 15.
22. Rpt, DSAFE 4245SW, "Transmittal of "Bent Spear" Formal Incident Report, 5 March 1962", 7 May 1962. Doc. 16.
23. Rpt, DSAFE 4245SW, "Transmittal of "Bent Spear" Formal Incident Report, 23 March 1962", 7 May 1962. Doc. 17.

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24. Rpt, DSAFE 4245SW, "Transmittal of "Bent Spear" Formal Incident Report, 27 March 1962", 7 May 1962. Doc. 18.

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CHAPTER IV

MAINTENANCE

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CHAPTER IV

MAINTENANCE

Maintenance personnel were required to maintain 96 sorties during the month of March. There was one cancellation registered by the Wing during the month. On 25 March, aircraft nr. 56-664 had radio failure. The HF radio would not receive. There were two late takeoffs during March. On 2 March, the N-2 compressor on #5 engine froze on aircraft nr. 56-678. On 20 March, aircraft nr. 56-675 had difficulties which required changed fuel control.¹ (U)

Programmed Maintenance

Monthly Maintenance Order Nr. 3 outlined the maintenance programmed for March. Two aircraft were slated for "Skyspeed". These were aircrafts nr. 56-621 and 56-669, each flying 5 hours. Maintenance was programmed for 96 sorties with a total flying time of 1,332:45 hours. Actually, 102 sorties were flown with 1,306 flying hours. There were 11 POPE inspections, 127 preflight inspections, and 6 MMS practice loadings programmed. The repair shop capability was 82 percent for FMS and 94 percent for AEMS. There were 640 personnel scheduled for training requiring 8,513 hours.² (U)

1. Rpt., DCM, 4245SW, "Maintenance Performance", 8 May 1962. Doc. 19
2. Order, DCM, 4245SW, "Monthly Maintenance Order", 31 March 1962. Doc. 20
- Order, DCMTD, 4245SW, "Maintenance Training Order, 20 February, 1962. Doc. 21.
- Rpt., DCM, 4245SW, "Maintenance Performance", 8 May 1962. Doc. 19.

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Maintenance Performance

On 22 March, a telephone conversation took place between Mr. Joseph Childers, civilian with OCAMA Weapon Systems Logistics here at Sheppard, and Mr. D.T. Phillips, Technical Services at Tinker AFB, Oklahoma, concerning the cracks in the cable slot fitting on aircraft nr. 55-676. It was determined that the cracks in the plane had progressed to the extent that the repair kit ECP-13972 was not considered to be adequate. It was recommended that the aircraft be held on ground alert status until 18 April 1962. On this date the aircraft is scheduled for "Skyspeed" at Altus AFB. In event of an EWO, no restrictions are put on this aircraft. ³ (U)

An Emergency Unsatisfactory Failure Report was submitted to Boeing Company on 27 March which required immediate action. Six aircraft were found to have cracks on one or both sides. The cracks were being dye penetrant to determine their pattern. ⁴ (U)

Included in the EUR of 27 March, was a report on aircraft nr. 56-664. During an IRS inspection, it was found to be cracked where the throttle cable cutouts are located. Also included was a report on aircraft nr. 55-676, which had a 2½ inch crack at the lower end of the forward throttle cable cutout. It was recommended that a limit for subject cracks be established and instructions for temporary repair. ⁵ (U)

4. Rpt., 4245SW, "Emergency Unsatisfactory Failure Report", 27 March 1962, Doc. 22

3. Msg., OCNA, 56624, Hq, OCAMA Tinker AFB, Okla., 22 March 1962, Doc. 23

5. Msg., DCMQC, 4245SW, 0233, 27 March 1962, Doc. 24

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Two messages were submitted as follow-ups to the EUR of 27 March. A fleet inspection for cracks at the throttle cable cutouts was completed on all aircraft in the Wing. The dye penetrant had revealed the pattern of the cracks at this time. Several aircraft were found to have cracks on one side or both. The cracks ranged in size from one-half to one and one-half inches in length. ⁶ (U)

In March, an EUR was submitted which concerned failure of a crew to obtain a "press to test" on the DCU/9A warning light during a "Chrome Dome" flight. They checked to insure that the T-19 and T-35 IFC circuit breakers were not out. After landing, the aft battery was found to be completely discharged. Battery was replaced and checks were then successful. A 20 amp fuse in the J-79 battery fuse and circuit breaker shield was blown or vibrated in two. An alternate source of power to the DCU-9/A was recommended to remedy the situation. Failure of this nature would constitute failure of the primary mission. ⁷ ~~(S)~~ (U)

Weapon System Logistic Officer activity for the month included participation in maintenance and supply meetings and assistance with problems in the maintenance shops along with coordinating with Altus "Skyspeed". ⁸ (U)

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6. Msg., DCMQC, 4245SW, 0233, 27 March 1962. Doc. 24
Msg., DCMQC, Boeing Wichita, March 1962. Doc. 25
 7. Msg., DCMQC, Boeing Wichita, 0088, March 1962. Doc. 26
 8. Rpt., AFLC, "Weapon System Logistic Officer", 31 March 1962. Doc. 27

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It was discovered on 15 March that the failure of the circuit breaker for the #2 TR power is popping in flight. This 35 amp circuit breaker feeds the DC power to the bomb-nav system. When it pops out, the BNS is inoperative. The power required during certain phases of the BNS operation is overloading the 35 amp circuit breaker. It was recommended that a higher rating breaker be used or the load distributed be divided to another TR buss. ⁹ (U)

A & E Maintenance

A&E Maintenance submitted a report to Second Air Force Headquarters concerning the Fire Control Systems for alert. There have been no scheduling problems. Munitions Maintenance support has presented no problems. Approximately two man hours of shop support are required for each preparation. The average number of specialists required to prepare a B-52 for alert are two 323x0G from AEMS and two 462x0 personnel from MMS. ¹⁰ (U)

Disposition instructions were required on 1ea MD-4 that were found NRTS by Field Maintenance Ground Repair section. The back-up MD-4 was also nearly unserviceable. Bearings were needed which required Depot maintenance. These items were requested to be ordered by highest priority. ¹¹ (U)

9. Rpt., SHAFB-4245-2BF, 15 March 1962. Doc. 28

10. Rpt., AEMS 4245SW, "Preparing B-52 For Fire Control Systems For Alert", 6 March 1962. Doc. 29

11. Rpt., AEMS 4245SW, "MD-4", 16 March 1962. Doc. 30

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Supply

A zero percent for AOCP/ANFE was experienced during the month of March. This was outstanding and the Depot, Base Supply, and SAC Supply Liaison were commended. From 15 February to 14 March, 5,123 items were requested and 4,200 items were either completely or partially issued for an effectiveness of 82 percent. Four cannibalizations were made in March with one repeat.¹² (U)

12. Rpt., AFLC, "Weapon System Logistic Officer", 31 March 1962
Doc. 27

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CHAPTER V-

FACILITIES

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CHAPTER V

FACILITIES

During the month, final inspection was completed on the installation of flood lights in the parking area around the building. Inspection was held on 7 March. Discrepancies were corrected at this time, and the work was finished in accordance with plans and specifications.¹ (U)

Project NR. SHE-303-2, dated 19 March, was approved on 27 April. This Project dealt with alterations to the Wing Armament and Electronics Shop to provide for support of the KC-135 and ASQ-48 Bomb-Nav sets. The construction of antenna enclosures on the roof would enable personnel to preform required tests in the shop instead of on the aircraft. The installation of the monorail and drain hoists would reduce the amount of manhandleing of the optical parascope for the Bomb-Nav system by personnel, thereby eliminating a ground safety hazard. The project was required to meet the forthcoming change in the 4245th Strategic Wing Mission when it will possess the KC-135 refueling squadron and have new Bomb-Nav equipment in the B-52.² (U)

Final acceptance inspection on Aircraft Engine Inspection and Repair Shop was completed on 29 March. Contractors are correcting discrepancies on the A&E shop addition.³ (U)

-
1. Rpt., MSP/70, "Final Inspection on Contract (41-612) 62-7182, 15 March 1962. Doc. 31
 2. Rpt., RCS 2AF ZI, "Status of MCP Construction", Project NR SHE-303-2, 19 March 1962. File AEMS; Interview, Lt. R. P. Simon with Capt. John Hicks, ASQ-48 Project Officer, 3 May 1962.
 3. Rpt., (ATECE-C), "Final Acceptance Inspection", 29 March 1962. Doc. 32
Rpt., "Status of MCP Construction", 31 March 1962. Doc. 33

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KEY PERSONNEL

COMMANDER	Col. Paul N. Bacalis
EXECUTIVE OFFICER	Lt. Col. Charles Leibach Jr.
DCO	Lt. Col. Thomas L. Murphy
DCM	Col. Charles W. Johnson
DCR	Lt. Col. Earl N. Peronto
DP	Lt. Col. Howard A. Warren
DSUP	Lt. Col. Charles Leibach Jr.
DAS	Capt. Franklin W. Johnson
DSAFE	Maj. Julian P. Anderson
IXO	2/Lt. James E. Davis
AFD	Lt. Col. Edward H. Dvorak
CMDR. AEMS	Lt. Col. Austin W. Stitt
CMDR. FMS	Lt. Col. Howard R. Jarrell
CMDR. OMS	Lt. Col. Forrest W. Jewell
CMDR. 61MMS	Lt. Col. Stanley J. Pusko
CMDR. 717BS	Lt. Col. Edward H. Dvorak
CMDR. HSS	Maj. John H. Fillmen
CMDR. CDS	Capt. Thomas H. Mulligan
CMDR. 424FTD	Capt. John L. Chandler
WG. SGT. MAJOR	MSgt. Dennis J. Sughrue

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GLOSSARY

ADC	AIR DEFENSE COMMAND
AFB	AIR FORCE BASE
AFM	AIR FORCE MANUAL
AMA	AIR MATERIAL AREA
AMD	AIR MOVEMENT DESIGNATOR
AMC	AIR MATERIAL COMMAND
AOCF	AIRCRAFT OUT OF COMMISSION FOR PARTS
ANFE	AIRCRAFT NOT FULLY EQUIPPED
AFT	AIRMAN PROFICIENCY TEST
ARDC	AIR RESEARCH & DEVELOPMENT COMMAND
ARCP	AIR REFUELING CONTROL POINT
AREF	AIR REFUELING
AREFS	AIR REFUELING SQUADRON
ATC	AIR TRAINING COMMAND
AWOL	ABSENT WITHOUT LEAVE
BS	BOMBARDMENT SQUADRON
CCTM	COMBAT CREW TRAINING MISSION
CEA	CIRCULAR ERROR AVERAGE
CME	CONTROLLED MISSION EQUIPMENT
CMF	COMBAT MISSION FOLDER
CR	COMBAT READY CREW
DAS	DIRECTOR OF ADMINISTRATIVE SERVICES
DCO	DEPUTY COMMANDER FOR OPERATIONS
DCM	DEPUTY COMMANDER FOR MAINTENANCE
DP	DIRECTOR OF PERSONNEL
DSUP	DIRECTOR OF SUPPLY
DCR	DIRECTOR OF COMPTROLLER
ECI	EXTENSION COURSE INSTITUTE
ECM	ELECTRONIC COUNTERMEASURE
EWO	ELECTRONICS WARFARE OFFICER
EWFP	EMERGENCY WAR PLAN
EDPM	ELECTRONIC DATA PROCESSING METHOD
FAA	FEDERAL AERONAUTICS ADMINISTRATION
FY	FISCAL YEAR
GAM	GROUND TO AIR MISSILE
GCA	GROUND APPROACH CONTROL
GPI	GROUND POSITION INDICATOR
HHCL	"H" HOUR CONTROL LINE
IFR	IN FLIGHT REFUELING

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GLOSSARY

IP	INITIAL POINT
IPT	INDIVIDUAL PROFICIENCY TRAINING
ILS	INSTRUMENT LANDING SYSTEM
IN	INCOMPLETE CREW
IRAN	INSPECT REPAIR AS NECESSARY
LXO	INFORMATION OFFICE
MCS	MANAGEMENT CONTROL SYSTEM
MIRS	MANNING IN REQUIRED SPECIALITIES
NCO	NONCOMMISSIONED OFFICER
NCOIC	NCO IN CHARGE
NCR	NON*COMBAT READY CREW
NORAD	NORTH AMERICAN AIR DEFENSE
OHR	OPERATIONAL HAZARD REPORT
OJT	ON THE JOB TRAINING
ORI	OPERATIONAL READINESS INSPECTION
PCS	PERMANENT CHANGE OF STATION
FFR	PHYSICAL FITNESS REQUIREMENT
RBS	RADAR BOMB SCORE
SAAMA	SAN ANTONIO AIR MATERIAL AREA
SAC	STRATEGIC AIR COMMAND
SACCOMNET	SAC COMMUNICATION NET
SOCS	STRATEGIC OPERATIONAL COMMUNICATION NET SERVICE
SACM	SAC MANUAL
SACR	SAC REGULATION
SACMS	SAC MANAGEMENT CONTROL SYSTEM
SAFB	SHEPPARD AIR FORCE BASE
SOP	STANDARD OPERATIONAL PROCEEDURE
SOT	SYSTEM OPERATIONAL TEST
STTC	SHEPPARD TECHNICAL TRAINING CENTER
TACAN	TACTICAL AIR NAVIGATION
TOC	TECHNICAL ORDER CHANGE
TVOR	TERMINAL VERY HIGH FREQUENCY RANGE
TWX	TRANSMISSION OF MESSAGES BY COMMERCIAL MEANS
UAL	UNIT AUTHORIZATION LISTS
USE	UNIT SUPPORT EQUIPMENT
UME	UNIT MISSION EQUIPMENT
UMD	UNIT MANNING DOCUMENT
UCMJ	UNIFORM CODE OF MILITARY JUSTICE
UHF	ULTRA HIGH FREQUENCY

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GLOSSARY

USAF	UNITED STATES AIR FORCE
USCM	UNIT SIMULATED COMBAT MISSION
VFR	VISUAL FLIGHT RULES
VOR	VERY HIGH FREQUENCY OMNIRANGE
WSMO	WEAPON SYSTEM MATERIAL OFFICER
2AF	SECOND AIR FORCE
816AD	816 AIR DIVISION
4245SW	4245TH STRATEGIC WING
4245HSS	4245TH HEADQUARTERS SQUADRON
4245A&EMS	4245TH ARMAMENT & ELECTRONICS MAINTENANCE SQUADRON
4245FMS	4245TH FIELD MAINTENANCE SQUADRON
4245OMS	4245TH ORGANIZATIONAL MAINTENANCE SQUADRON
4245CDS	4245TH COMBAT DEFENSE SQUADRON
717BS	717TH BOMBARDMENT SQUADRON
61MMS	61ST MUNITIONS MAINTENANCE SQUADRON
424C	424C FIELD TRAINING DETACHMENT

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INDEX OF DOCUMENTS

DOCUMENT NO.

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2. Rpt, 4245SW, "Analysis of Management Control Data", RCS 1-SAC-T-35, Part IV, 1 Jan- 31 Mar.
3. Orders, 4245SW, "Special Order" P-112, 26 Dec. 1961.
4. Amendment, 4245SW, #7 to "Wing Mobility Publication", 23 March 1962.
5. Rpt, 4245SW "Strength Report", 31 March 1962.
6. Rpt, DP 4245SW, "Retention", 25 April 1962.
7. Rpt, 4245SW DCRM, SAC "MCS Scores", 1 Jan- 31 Mar.
8. Rpt, DP 4245SW, SAC-T53, "Airman Individual Proficiency Training Report", 31 March 1962.
9. Rpt, 2-SAC-T-12, DCOTSR 4245SW, "Air Training Report", March 1962.
10. Msg, DCOTSR 0097, 4245SW, to SAC, "Special Operations Report", 4 April 1962.
11. Rpt, 1-SAC-T-12, DCOTSR 4245SW, "2AF Summary", March 1962.
12. Rpt, DCOTG 4245SW, "SAC T-12 Report", 4 April 1962.
13. Rpt, 1-SAC-T46, DCOP 4245SW, "Collateral Training Report for Rated/Non-Rated Personnel in All Units", 31 March 1962.
14. Rpt, AF-E7 4245SW, "Use and Status Report of Selected Training Devices", 31 March 1962.
15. Rpt, SAC-XI, DSAFE 4245SW, "Ground Accident Summary", 1-31 March 1962.
16. Rpt, DSAFE 4245SW, "Transmittal of Bent Spear Formal Incident Report", 5 March 1962; 7 May 1962.
17. Rpt, DSAFE 4245SW, "Transmittal of Bent Spear Formal Incident Report", 23 March 1962; 7 May 1962.

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18. Rpt, DSAFE 4245SW, "Transmittal of Bent Spear Formal Incident Report", 23 March 1962; 7 May 1962.
19. Rpt, DCM 4245SW, "Maintenance Performance", 8 May 1962.
20. Order, DCM 4245SW, "Monthly Maintenance Order", 31 March 1962.
21. Order, DCMT 4245SW, "Maintenance Training Order" 20 February 1962.
22. Rpt, 4245SW, "Emergency Unsatisfactory Failure Report", 27 March 1962.
23. Msg. OONA 56624, Hq OCAMA, Tinker AFB, Okla., 22 March 1962.
24. Msg, DCMQC 4245SW, 0233, 27 March 1962.
25. ~~Msg~~ DCMQC, Boeing Wichita, March 1962.
26. Msg, DCMQC, Boeing Wichita, 0088, March 1962.
27. Rpt, AFLC, "Weapon System Logistic Officer", 31 March 1962.
28. Rpt, SHAFB-4245-2HF, 15 March 1962
29. Rpt, AEMS 4245SW, "Preparing B-52 for Fire Control Systems for Alert", 6 March 1962.
30. Rpt, AEMS 4245SW, "MD-4", 16 March 1962.
31. Rpt, MSP/70, "Final Inspection on Contract (41-612) 62-7182, 15 March 1962.
32. Rpt, (ATECE-C), "Final Acceptance Inspection", 29 March 1962.
33. Rpt, "Status of MCP Construction", 31 March 1962.

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• **OPERATIONS AND
TRAINING
PLAN
13-62**

• **4245th Strategic Wing SAC**

MARCH

• **SHEPPARD AFB, TEXAS**

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HEADQUARTERS 4245TH STRATEGIC WING
Sheppard Air Force Base, Texas
1 March 1962

OPERATIONS PLAN

NUMBER 13-62

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APPENDIX IV Disaster Control

APPENDIX V Legend

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ANNEX "C" Collateral Training

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Requirements

APPENDIX II Recurring Professional Collateral Tng

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TAB 2 Special Training in Positive Control and
Execution, Special Weapons and Tactical
Doctrine

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1 March 1962

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ACTIVITY	Time	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31
495 Deacy			X																							X						
495 Evans												X						X														
8696 Hunter																	X														X	
8696 Asbury							X							X																		
8696 Kirkland						X												X														
8696 Crowley								X							X																	
8073 Jarrell				X					X																			X				
590 Dvorak											X													X					X			
8696 Anderson				X																		X								X		
8696 Paul												X									X						X					
8696 Jewell			X																	X												X
8696 Galaini										X													X									
8696 Miller																X									X							
THIS SCHEDULE HAS BEEN COORDINATED WITH EACH INDIVIDUAL CONCERNED.																																
IF UNABLE TO MEET THIS SCHEDULE IT IS THE INDIVIDUAL'S RESPONSIBILITY																																
TO FURNISH HIS OWN REPLACEMENT AND NOTIFY ICOT 495, DDOCP AT 8996																																
AND DAS AT 8631.																																

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HEADQUARTERS 4245TH STRATEGIC WING
Sheppard Air Force Base, Texas
1 March 1962

4245TH STRATEGIC WING
OPERATIONS PLAN 13-62

4245SW OPLAN 13-62
1 Mar 1962

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HEADQUARTERS 4245TH STRATEGIC WING
Sheppard Air Force Base, Texas
1 March 1962

4245SW OPLAN 13-62

CHARTS AND MAP REFERENCE: As required

TASK ORGANIZATION:

717th Bombardment Squadron
4245th Armament and Electronic Squadron
4245th Headquarters Squadron
4245th Field Maintenance Squadron
4245th Organizational Maintenance Squadron
4245th Combat Defense Squadron

LtCol E. Dvorak
LtCol A. W. Stitt
LtCol E. N. Peronto
LtCol H. R. Jarrell
LtCol F. W. Jewell
Capt T. H. Mulligan

1. GENERAL SITUATION:

a. This OPLAN provides detailed information for implementation of Operations and Training effort during the second month of the first training period in calendar year 1962.

b. Period Jan - Mar is a SAC training period; therefore, the following management tools apply:

SUBJECT

GUIDE

Task

SACR 50-8; 2AFR 55-3

Scoring criteria

SACM 170-1 (Management Control System)

Special emphasis

a. Bombing

1. Per sortie rate.

2. Releability

b. Incentive points.

Command emphasis

Proportionate share of SACR 50-8 and

2AFR 55-3 requirements.

c. Analysis of progress: (Lowest area)

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1 Mar 1962

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(1) SACR 50-8:

Jan - 50% Feb - 90 Mar - 100

(2) 2AFR 55-3:

Jan - 40% Feb - 80 Mar - 100

d. Planning Factors:

(1) Ground Alert.

<u>Line Nr</u>	<u>Changeover Day</u>	<u>Crews</u>
1	Wednesday	5 Each
2, 3, 5	Wednesday	11 Each
4, 7, 8	Friday	<u>11</u> Each 27 Crews

(2) Chrome Dome.

(a) All crews participate equally.

(b) To maximum extent Chrome Dome sorties will be planned while on alert duty.

(c) Crews returning from leave will be allowed one day to prepare for Chrome Dome sortie.

(d) All crew members flying the route the first time will be under the supervision of an instructor.

(e) Only combat ready crew members assigned to a numbered SAC crew will fly as primary crew members on Chrome Dome sorties.

(f) Maximum number of people aboard Chrome Dome sortie - 8.

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1 Mar 1962

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(3) Training Sorties.

(a) Only those personnel with a crew member type standboard will substitute as primary crew member for training sorties (both CR & NCR Training).

(b) Sortie duration will be determined by the RBS package provided, except where ever economical a local flying period will be added for pilot-type training. Any training that will provide incentive training at a rate above the current Wing standing is determined economical.

(c) All crews will be scheduled for attacks on both RBS Trains #1 and #2.

(d) When it is determined that economical training cannot be conducted because of equipment failure or weather, the sortie will be aborted as soon as possible.

(e) With the exception of bombing packages, which must be utilized, the individual items of accomplishment will be determined from those items which will accrue maximum incentive points (assuming SACR 50-8 and 2AFR 55-3 requirements have been met).

(f) The supervisor of flying will meet all landing aircraft parking in the SAC Area. He will also launch all aircraft from a ramp position using the DCO vehicle. Each crew will be given an operations debriefing by the SOF immediately after maintenance debriefing.

(4) Leave policy: The 4245th Strategic Wing will continue the following leave policy until the schedule becomes too restrictive to continue:

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1 Mar 1962

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(a) Each crew will be provided two 20 day periods in which up to 40 days of leave can be taken.

(b) All leaves will be in conjunction with C.T.O. to provide for rest periods of up to 24.5 days.

(c) All crews will be scheduled for a Chrome Dome sortie the second day upon return from leave.

(d) All crew members will comply with AF policy to take 30 days a year.

(5) Crew days-off policy.

(a) C.T.O. is inviolate: No crews will be recalled from C.T.O. except during a national emergency or ORI.

(b) All days not scheduled on the monthly training plan are days off provided:

1. Mission planning is up-to-date.

2. Ground training is not scheduled.

3. Previous coordination with 717C has been effected.

2. MISSION: To conduct strategic bombardment operations on a global scale, either independantly or in cooperation with land and sea forces as directed by 2AF IAW policies or higher headquarters.

a. Flying Training:

(1) Accomplish a proportionate share of AFR 60-3 requirements.

(2) Complete required SB checks.

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1 Mar 62

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- (3) Maintain currency for assigned flying personnel.
- (4) Upgrading NCR personnel to CR - SACR 50-43.
- (5) Complete requirements of SACR 50-8.
- (6) Complete requirements of 2AFR 55-3.
- (7) Upgrade Staff personnel.
- (8) Support higher Hq directed programs.

b. Ground Training:

- (1) EWO Study.
- (2) Collateral Training under SACR 50-24.
- (3) Upgrade training under SACR 51-19 & 50-43.
- (4) 2AF directed supervised crew training.
- (5) SACR 51-12 training.
- (6) Identify, obtain, and fulfill quotas for training as required.
- (7) Conduct physical conditioning in support of "Fat Boy" and physical fitness requirements.

3. TASKS FOR SUBORDINATE UNITS:

a. Director of Operations will:

- (1) Produce Annex A to include:
 - (a) Operational requirements.
 1. Sorties.
 2. Disaster Control.
 - (b) Airfield status.
 - (c) Status of Nav Aids to include approaches and departures.
 - (d) Crew inventory and projection.

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1 Mar 1962

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- (e) Upgrade training program.
- (f) Higher headquarters commitments.
- (g) Holiday and Work Day schedules.
- (h) Planning factors.
 - 1. Scheduling.
 - 2. Sortie duration.
 - 3. Tankers.
 - 4. RBS packages.
 - 5. Crew sortie allocations.

(2) Prepare Annex B to include standardization activities to include:

- (a) Crews to be standardized.
- (b) Staff personnel to be standardized.
- (c) Planning factors.
- (d) Limitations.
- (e) Future programs.
- (f) Typical crew schedule.

(3) Prepare Annex C in sufficient detail to include collateral training requirements.

b. 717 Bomb Squadron Commander will:

(1) Canvas combat crew personnel and prepare a leave schedule providing 2 twenty day leaves per crew per year.

4. COMMAND AND COMMUNICATIONS: Normal

ANNEXES:

"A" - Operations and Training

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1 Mar 1962

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"B" - Standardization Activities


"C" - Collateral Training

DISTRIBUTION:

PAUL N. BACALIS
Colonel, USAF
Commander

2AF	5
816ADIV	2
Commander	1
DCO	1
DCM	15
EXEC	1
DAS	1
DCOCO	3
DCOCP	1
DCOI	3
DCR	2
DCOCO	2
DCOT	10
HSS	2
DP	2
717C	32
SAFE	1
DSUPM	1
CDF	1
HISTORIAN	5
ALERT FORCE C	2
STTC	2
FLIGHT SURGEON	1
STTC, Attn: Maj Weathers	1
4123SW (DCOT)	3
Clinton-Sherman AFB, Okla	

Changes to crew schedule will be kept current by weekly amendments.


THOMAS L. MURPHY
Lt Col, USAF
Deputy Commander for Operations

4245SW OPLAN 13-62
1 Mar 1962

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HEADQUARTERS 4245TH STRATEGIC WING
Sheppard Air Force Base, Texas
1 March 1962

ANNEX "A"

TO

4245SW OPLAN 13-62

OPERATIONS AND TRAINING

(MARCH 1962)

ANNEX "A"
4245SW OPLAN 13-62
1 Mar 1962

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HEADQUARTERS 4245TH STRATEGIC WING
Sheppard Air Force Base, Texas
1 March 1962

ANNEX "A"

4245SW OPLAN 13-62

OPERATIONS AND TRAINING

1. PURPOSE: This Annex contains the detailed information necessary for scheduling during the operating month of March 1962.
2. AIRFIELD STATUS:
 - a. Runway length: Take-off and landing - 13,100.
3. NAV-AID STATUS: The status of Nav-Aids is as follows:
 - a. ILAS - Operational 109.7 MC.
 - b. SPS Homer - Operating frequency 296 KC.
 - c. TVOR - Out. 116.2 MCS. Awaiting flight check.
 - d. UHF/DF - Out.
 - e. TACAN - Out. Channel 109 awaiting flight check.
 - f. Control Tower - Operational.
 - g. GCA - Operational.
 - h. VORTAC - Operational 112.7 MCS. Will be out for maintenance when TACAN is operational.
4. DEPARTURES: The departures in effect during the month of Mar 62 are:
 - a. Ardmore - 4.
 - b. Bray - 1.
 - c. Bridge Port - 1.
 - d. Childress - 1.

ANNEX "A"
4245SW OPLAN 13-62
1 Mar 1962

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f. Vera - 2

5. APPROACHES: The approaches in effect during the month of Mar 62 are:

a. Jal - 454 - VOR.

b. Jal - 454 - VOR/ILS RWY 33.

c. Jal - 454 - TACAN.ILS RWY 33. Aircraft which will utilize this approach shall be cleared to the 31NM fix on the Sheppard TACAN 068 radial. If holding is necessary he will be held east of the 31NM DME fix, 9 mile leg length, right turns. When the aircraft is no longer a factor in relation to other traffic under Center jurisdiction, control jurisdiction will be transferred to Wichita Falls tower. When Wichita Falls tower clears the aircraft for a penetration, routing and altitude to the initial penetration point shall be issued as follows: Via the Sheppard TACAN 068 radial to the 9NM DME fix, then via 9NM south orbit to initial penetration fix, maintain 20,000 or as assigned by ATC to initial penetration fix.

d. Jal - 454 - TACAN/ILS RWY 33. Aircraft which will utilize this approach shall be cleared to the 31NM fix on the Sheppard TACAN 068 radial. If holding is necessary he will be held east of the 31 NM DME fix, 9 mile leg length, right turns. When the aircraft is no longer a factor in relation to other traffic under Center jurisdiction, control jurisdiction will be transferred to Wichita Falls Tower. When Wichita Falls Tower clears the aircraft for a penetration, routing and altitude to the initial penetration point shall be issued as follows: Via the Sheppard TACAN 068 radial to the 9 NM DME fix then via 9 NM south orbit to initial penetration fix, maintain 20,000 or as assigned by ATC to initial penetration fix.

ANNEX "A"
4245SW OPLAN 13-62
1 Mar 1962

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6. GENERAL:

- a. Order of execution for normal training sorties will be issued by the tactical squadron in the form of flight orders.
- b. Squadron Operations Officer will forward complete flight plans to the Command Post by 1530 hours on the last working day prior to flight.
- c. Air Refueling coordination sheets will be prepared by the scheduling section and posted on Thursday of the week prior to the scheduled flight.
- d. The 717th Bomb Squadron is responsible for operations briefings and critique of normal sorties.

ANNEX "A"
4245SW OPLAN 13-62
1 Mar 1962

2a

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e. Sorties and flying time for Mar 1962 will be as directed in this plan, as amended by the weekly 60-9 scheduling meeting.

f. All sorties will include maximum training where not specifically prohibited. This includes Ferry flights to Iran, Skyspeed and Test Flights which will be conducted as training flights whenever possible. (Reference 2AF message DO 4311, dated July 1960, and DOT 2494, dated 2 Nov 60). 51-19 sorties to be conducted in accordance with 4245SW OPLAN 12-61 (UPGRADING).

g. Transportation for flight crews will be provided by STTC Base Motor Pool, Phone 512. Arranging transportation prior to flight is the responsibility of the 717th Bomb Squadron. Transportation for returning crews will be the responsibility of the Wing Command Post.

h. Capt Taffinder is designated as the OIC of the incentive point effort. He will assist all crews in their mission planning for point accrual.

i. An incentive point board consisting of ECM, Bomb-Nav, Air Training and R&A members will meet each morning at 0800 Hrs and review all MAF sheets for completeness, correctness and total audit of points.

j. Combat crew structure:

(1) March select 7: Senior 15; ready 5; total - 27. These figures are projected for the last day of the month. Crews upgraded:

Crew E-56, E-87	15 Jan 62
Crew E-19, E-92	1 Feb 62
Crew R-95	2 Feb 62

ANNEX "A"
4245SW OPLAN 13-62
1 Mar 1962

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k. The following Wing Staff personnel are assigned to the 717BOMBROON
for flying and/or upgrading in position indicated:

Col Bacalis	(IPE)
Col Johnson	(IPE)
LtCol Deacy	(IPE)
LtCol Murphy	(IPE)
Maj Anderson	(IPE)
Capt Evans	(IPE)
LtCol Jarrell	P
LtCol Jewell	P
Maj Ashbury	P
Maj Galaini	P
Maj Miller	P
Capt Hunter	P
Capt Paul	P
Capt Crowley	P
Capt Warren	P
Capt Kirkland	P
Capt Baker student	P
Capt Chandler	CP
Capt Durham	CP
Capt Kuykendall	CP

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7. PLANS INFORMATION:

a. Release times and altitudes as published in the 60-9 schedule are directive. A low altitude bomb run can not be substituted for a scheduled high unless the change has been coordinated with scheduling. The release times are designated as high in some cases to assure safety separation from high speed aircraft.

b. Low level bomb runs may be credited as high level required bomb runs for 2AFR 55-3.

c. RBS sites take a time hack every two hours on WWV.

d. High level releases times should be made good within 2 minutes of scheduled time.

e. Bomb packages are assigned units in March utilizing a split block for launches. This is necessary to allow maintenance and adequate turn around interval and flow.

f. The following procedures will apply when conducting activity on RBS/NIKE sites.

(1) Prior to granting clearance on a site, the RBS controller will require all 2AF crews to declare whether they are a scheduled aircraft or a bootleg aircraft. If scheduled, aircrew will state the specific release times for which they are scheduled.

NOTE: 1. There will be no bootleg aircraft on low level routes.

2. A crew may change his mission from a full route penetration to an alternate entry penetration without 2AF approval only if his scheduled

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release time can be made good within plus or minus two minutes. 2AF approval
is required prior to any change from alternate entry to a full route.

(2) Planned RBS release times for both high and low level activity will be made good. In the event a disparity exists between aircraft claiming that they are scheduled, the RBS site will score the aircraft that arrived at the site first, and an immediate report will be forwarded to the parent RBS squadron. Report will include tactical call signs and RBS site/periods involved. The RBS squadron will notify this headquarters of the incident.

(3) After take off, when adverse weather of aircraft malfunction will prevent making a scheduled release, the aircrew is responsible for requesting the nearest NORAD Sector to relay cancellation of each release to the appropriate Nike Site.

8. NORAD NOTIFICATION: Each aircrew will notify NORAD of their intentions at least 30 minutes prior to the IP for activity on each Nike Site.

9. PRIORITIES that may be encountered on 2AF RBS/NIKE and 2AF time on 15AF sites facilities are as follows.

- a. Bar None - will have ORI priority
- b. Western Ranger - RAF aircraft. One run high altitude only, on all sites.
- c. Lucky Guy - Reflex aircraft. One run on Nike sites only.
- d. Riviera 69 and Red Raven - Boeing and AMC test aircraft. One run, high altitude, on all sites.
- e. Big Bark - Gam 77. Time must have been allocated to the unit or obtained from another unit for each gam run.

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(1) Priority may be used on RBS sites if release time is allocated to another unit and the unit is making a high level release. Applicable on Iron Wood and Matagorda RBS sites only.

f. Gallop Poll:

(1) A one run, high level supersonic gallop poll priority per site, per sortie, on 2AF sites or 2AF time on 15 AF sites, is authorized for CCTS and CCTM sorties that have a take off delay of over one hour and thirty minutes from the take off time published on the weekly 60-9 schedule.

(2) Gallop Poll aircraft do not have priority over Bar None, Big Bark or when use of the priority would prevent an RBS/NIKE low altitude release.

g. Soft Point. One run priority for ECM activity only, by B-52 special mission aircraft.

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HEADQUARTERS 4245TH STRATEGIC WING
Sheppard Air Force Base, Texas
1 March 1962

APPENDIX I

TO

ANNEX "A"

TO

4245SW OPLAN 13-62

FLYING SCHEDULE
(MARCH)

APPENDIX I
ANNEX "A"
4245SW OPLAN 13-62
1 Mar 1962

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HEADQUARTERS 4245TH STRATEGIC WING
Sheppard Air Force Base, Texas
1 March 1962

APPENDIX 1

ANNEX "A"

4245SW OPLAN 13-62

FLYING SCHEDULE (MAR 1962)

The flying schedule of Mar 62 is as follows:

1. 31 Chrome Dome @ 24+30 759+30
2 Ferry @ 5+00 10+00
63 50/8, 50/43 @ 9+00 563+15
94/2 1332+45
2. Specific planning factors as known at this time:
 - a. 621 from Barksdale 11 Mar 62
669 from Altus 14 Mar 62
 - b. 69 Tankers assigned
 - c. 46 Express packages assigned
3. Crew Leave Schedule:

E-19	20 Feb - 10 Mar
E-22	10 Mar - 30 Mar
E-51	1 Mar - 20 Mar
E-70	20 Mar - 10 Apr
E-72	10 Mar - 1 Apr
R-91	20 Feb - 10 Mar
4. Pilots due instrument checks:

Capt Toppert	1 Mar
Maj Anderson	4 Mar
Capt Willet	14 Mar
Lt Col Jewell	20 Mar
Capt Taylor	23 Mar
Maj Rudd	26 Mar

APPENDIX 1
ANNEX "A"
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1 March 1962

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DATE	SORTIES	GO SEMI		HASTINGS	MATAGORDA	TANKERS	ARCH		TAKE OFF TIME			DURATION			FERRY	TOTAL
		BOY	MOBILE				FERRY	INST.	1	2	3	1	2	3		
T 1	3/0	1	1					4+00	1640	2010		9+00	9+00			18+00
F 2	4/0	2	1					6+00	1640	1920	2010	9+00	9+00	9+00		27+00
S 3	1/0															
S 4	1/0															
M 5	4/0	1	1	1				6+00	0920	0930	0001	9+00	9+00	9+00		27+00
T 6	4/0	1	1	1		1		6+00	0920	0930	0001	9+00	9+00	9+00		27+00
W 7	4/0	1	1	1				6+00	0920	0930	0001	9+00	9+00	9+00		27+00
T 8	4/0	1	1	1		1		6+00	0920	0930	0001	9+00	9+00	9+00		27+00
F 9	4/0	2	1					6+00	0920	1405	0930	9+00	9+00	9+00		27+00
S 10	1/0															
S 11	1/1 621 from Barksdale						1								5+00	5+00
M 12	4/0	1	1	1				6+00	0855	0905	0001	9+00	9+00	9+00		27+00
T 13	4/0	1	1	1		1		6+00	0855	0905	0001	9+00	9+00	9+00		27+00
W 14	3/1 669 from Altus	1	1				1	4+00	0855	0905		9+00	9+00		5+00	23+00
T 15	4/0	1	1	1		1		6+00	0855	0905	0001	9+00	9+00	9+00		27+00
F 16	4/0	1	1	1				6+00	0855	0905	0001	9+00	9+00	9+00		27+00
S 17	1/0															
S 18	1/0															
M 19	4/0	1	1		1			4+00	2105	2130	1120	9+00	9+00	7+00		25+00
T 20	4/0	1	1		1	1		5+00	2105	2130	1120	9+00	9+00	8+00		26+00
W 21	4/0	1	1		1			5+00	2105	2130	1120	9+00	9+00	8+15		26+15
T 22	4/0	1	1		1	1		6+00	2105	2130	1120	9+00	9+00	9+00		27+00
F 23	4/0	1	1		1			6+00	2105	2130	1120	9+00	9+00	9+00		27+00
S 24	1/0															
S 25	1/0															
M 26	3/0	1	1					4+00	0920	2130		9+00	9+00			18+00
T 27	4/0	1	1	1		1		6+00	0920	2130	0001	9+00	9+00	9+00		27+00
W 28	4/0	1	1	1				6+00	0920	2130	0001	9+00	9+00	9+00		27+00
T 29	4/0	1	1	1				6+00	0920	2130	0001	9+00	9+00	9+00		27+00
F 30	4/0	1	1	1				6+00				9+00	9+00	9+00		27+00
S 31	1/0															
	94/2	24	22	12	5	7	2	128+00				198+00	198+00	167+00	10+00	573+15

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HEADQUARTERS 4245TH STRATEGIC WING
Sheppard Air Force Base, Texas
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APPENDIX II

TO

ANNEX "A"

TO

4245SW OPLAN 13-62

BAR NONE

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1 Mar 1962

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HEADQUARTERS 4245TH STRATEGIC WING
Sheppard Air Force Base, Texas
1 March 1962

APPENDIX II

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4245SW OPLAN 13-62

BAR NONE

1. RBS Express ethical standards, 14 Jun 61, will apply to all Bar None exercises. The 4245th will not schedule aircraft/crews on their assigned Bar None RBS Express routes/targets prior to initiating the exercise. Crews and/or 4245th personnel are not authorized to fly on the assigned Bar None RBS Express routes/targets prior to individual participation in the exercise.

2. Exercise Requirements:

a. Generation of aircraft will not be evaluated.

b. Bomber stream missions are encouraged as the most efficient method of implementation. 2AF will designate launch timing which will be compatible with RBS Express routes and allocated release times. To be effective, each sortie must:

(1) Launch within minus zero to plus (5) five minutes of the designated time. Aircraft will be designated by tail numbers for a specific launch time a minimum of two hours prior to take off. Scheduled take off times may be adjusted to make good RBS Express penetration times, or air refueling control times.

(2) Take off delays chargeable to FAA clearance will not penalize the sortie. If FAA flight plan changes or restrictions result in failure of

APPENDIX II

ANNEX "A"

4245SW OPLAN 13-62

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a crew to accomplish requirements of this exercise, that sortie will be omitted from the computation of score for the affected requirement. If the missed requirement is a mission effectiveness item, the sortie will not be included in this computation.

(3) Spare aircraft will not be utilized. Once an aircraft is assigned a launch time and fails to meet the adjusted scheduled take off within +5 minutes for reasons other than FAA clearance difficulties, it will be declared a ground abort and scored as non effective in mission effectiveness. All assigned aircraft will participate. Any aircraft declared non effective or not included in the computation of mission effectiveness will still be scored in all other activity attempted. Crews experiencing ground aborts will be rescheduled the first, third, fifth and/or sixth weeks.

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1 Mar 1962

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HEADQUARTERS 4245TH STRATEGIC WING
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1 March 1962

APPENDIX III

TO

ANNEX "A"

TO

4245SW OPLAN 13-62

717 CREW SCHEDULE

APPENDIX III
ANNEX "A"
4245SW OPLAN 13-62
1 Mar 62

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717TH BOMBARDMENT SQUADRON CREW SCHEDULE

DATE

MARCH

FLIGHT

DATE

DAY

S-24
SANDACZ

FL
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LAT
Y
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O

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MP
FLY

M
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LAND
CTO

MP
F

S-20
SHERMAN

M
P
FLY

1

CTO

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M
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FLY

M
P
FLY
M
P
FLY

S-27
DAVIS

1

CTO

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M
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FLY

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P
FLY
LAND
CTO

1

S-37
HITCHCOCK

CTO

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FLY

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1

CTO

S-68
VACCARELLA

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FLY

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E-91
TAYLOR

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FLY

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FLY

6

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717TH BOMBARDMENT SQUADRON CREW SCHEDULE

DATE
March

FLIGHT

DATE	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31
DAY																															
E-53 Kaiser												FLY	LAND	OFF	MP	FLY				MP	FLY										
E-64 Chandler												FLY			MP	FLY															
R-89 Brewer																															
E-22 Myer																															
E-49 Horton																															
E-78 Blackwood																															

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE.

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717TH BOMBARDMENT SQUADRON CREW SCHEDULE

DATE

MARCH

FLIGHT

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DATE	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	
DAY																																
E-56 RUDD	M P	F L Y					/					5		/				CTO			F L Y	M P	F L Y		M P	F L Y	L A N D	C T O	/		5	
E-87 RICHARDSON				2		/				CTO		F L Y	M P	F L Y				M P	F L Y	L A N D	C T O		M P	F L Y		M P	F L Y		M P	F L Y		
E-72 DASBACH				CTO		/																					M P	F L Y	/		2	
S-17 DIETZ				CTO		F L Y						M P	F L Y	L A N D	C T O	M P	F L Y									2		/		CTO		
S-63 McCLEAN	F L Y				M P	F L Y	/				6		/					CTO			M P	F L Y	L A N D	C T O	M P		F L Y	M P	F L Y	P-TO IPIS		
R-93 LIPPINCOTT	L A N D	C T O			M P	F L Y	/					4		/				CTO			F L Y	M P	F L Y			M P	F L Y	L A N D	C T O	/	4	

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DATE
March

FLIGHT

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717TH BOMBARDMENT SQUADRON CREW SCHEDULE

DATE

FLIGHT

MARCH

DATE

DAY

1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31

E-19

GRIEMSMANN

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31

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HEADQUARTERS 4245TH STRATEGIC WING
Sheppard Air Force Base, Texas
1 March 1962

APPENDIX IV

TO

ANNEX "A"

TC

4245SW CPLAN 13-62

DISASTER CONTROL

APPENDIX IV
ANNEX "A"
4245SW CPLAN 13-62
1 Mar 62

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HEADQUARTERS 4245TH STRATEGIC WING
Sheppard Air Force Base, Texas
1 March 1962

APPENDIX IV

ANNEX "A"

4245SW OPLAN 13-62

DISASTER CONTROL

1. POLICY: The 4245th Strategic Wing will, in conjunction with STTC Sheppard Air Force Base, conduct a simulated Broken Arrow at least once a month.
2. REFERENCE: STTC OPLAN 10-62, supplemented by 4245th Oplan 500-62, gives guidance on the tasks which each agency is responsible for during actual and simulated Broken Arrow exercises. Alert crews will not participate in simulated Broken Arrow exercises with the exception of an ORI exercise.

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HEADQUARTERS 4245TH STRATEGIC WING
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APPENDIX V

TO

ANNEX "A"

4245SW CPLAN 13-62

LEGEND

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THE FOLLOWING LEGEND WILL APPLY THROUGHOUT THE CREW SCHEDULE:

P	PILOT	FFR	PHYSICAL FITNESS RATING
CP	CO-PILOT	C-11	LINK TRN
RN	RADAR NAVIGATOR	T-1A	GUNNER TRN
N	NAVIGATOR	MP	MISSION PLAN
EWO	ELECTRONIC WARFARE OFFICER	IS	INSTRUMENT SCHOOL
G	GUNNER	PP	PILOT PROFICIENCY
SAC	SAC HQTRS	TS	TARGET STUDY
F	FLY	GT	GROUND TRAINING
DC	DUTY CREW	SF	SUPERVISOR OF FLYING
TO	TOWER OFFICER	WX	WEATHER
MAAC	MISS ANAL. AND CRITIQUE	HG	HAND GUN
T	TO	FP	FLIGHT PHYSICAL
FR	FROM	DO	DAY OFF
I	IRAN	CT	CRITIQUE
SS	SKYSPEED		
C	ALTITUDE CHAMBER		
L	LEAVE		
CT	COMPENSATORY TIME		
S	SIMULATOR		
SB	STANDBOARD		
H	HEAVY WEIGHT		
AR	AIR REFUELING		

APPENDIX V
ANNEX "A"
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HEADQUARTERS 4245TH STRATEGIC WING
Sheppard Air Force Base, Texas
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ANNEX "B"

TO

4245SW OPLAN 13-62

STANDARDIZATION ACTIVITY

ANNEX "B"
4245SW OPLAN 13-62
1 Mar 62

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HEADQUARTERS 4245TH STRATEGIC WING
Sheppard Air Force Base, Texas
1 March 1962

ANNEX "B"

OPLAN 13-62

STANDARDIZATION ACTIVITY

1. Planning factors (crew personnel)

a. In accordance with SACM 51-4, all numbered tactical aircrews will complete a qualification check once annually plus thirty days before becoming delinquent. All pilots on numbered aircrews scheduled to undergo qualification checks during the 90 day period prior to their birthdays will make every effort to complete the ground prerequisites prior to the flight check.

b. The Standardization Division will make every effort, consistent with available mission "packages", to complete crew qualification checks on one training mission. Minimum requirements for a complete check are as follows:

(1) PILOTS:

(a) Refueling - Instructors, five minute contact; ready crews, night or day heavyweight refueling; non-ready crews upgrading, night heavyweight refueling.

(b) Transition - two hours local area.

(2) NAVIGATOR/RADAR:

(a) Navigation - One high altitude celestial grid navigation leg, one low level navigation leg.

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(b) Bombing - Low altitude radar synchronous Large Charge bomb run, one high altitude fixed angle bomb run with break away.

(3) ECM - one local defense run, one bomber defense run, one radar simulator run (or low gear), one NIKE defense run.

c. Planning factors for Staff Personnel:

(1) Pilots - eligible for qualification check during the 90 - 180 day period following individual's birthday.

(2) Other than pilots - eligible during the 90 day period prior to individual's birthday.

2. Limitations:

a. Delinquent dates must be observed.

b. SAC Message 39434 is quoted: "Pilots who fail to take Proficiency Evaluation Flight Checks (Qualification Checks)... on or before last day of the period in which due, will, if non compliance is determined to be due to the pilot's failure to properly use available resources, be placed in category "B" and ordered to appear before a Flying Evaluation Board immediately following the date on which they became delinquent".

3. Future Programs:

a. Whenever possible, crew member testing and ramp exercises will be conducted during tours of ground alert during scheduled periods.

b. Staff personnel will report to the Standardization Division prior to flight checks for mission planning and testing.

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1 Mar 1962

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4. Typical Crew Schedule: Will include 6 hours of supervised ground evaluation and a SAC 51-4 flight qualification check.

a. Crews scheduled for SACM 51-4 Qualification Checks for the month of March 1962 are as follows:

<u>CREW</u>	<u>A/C</u>	<u>DELINQUENT DATE</u>
E-86	Knowlton	30 Apr 62
E-72	Dasbach	19 Apr 62
S-37	Hitchcock	26 Apr 62

b. Staff scheduled for SACM 51-4 Qualification Checks are as follows:

<u>NAME</u>	<u>POSITION</u>	<u>DELINQUENT DATE</u>
Galaini	P	8 Apr 62
Keathley	RN	25 Apr 62
Durham	CP	23 Apr 62

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1 Mar 1962

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HEADQUARTERS 4245TH STRATEGIC WING
Sheppard Air Force Base, Texas
1 March 1962

ANNEX "C"

TO

4245SW OPLAN 13-62

COLLATERAL TRAINING

ANNEX "C"
4245SW OPLAN 13-62
1 Mar 1962

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HEADQUARTERS 4245TH STRATEGIC WING
Sheppard Air Force Base, Texas
1 March 1962

ANNEX "C"

4245SW OPLAN 13-62

COLLATERAL TRAINING

1. PURPOSE: This Annex will explain the types of Ground Training each individual must complete during the month of March.

2. GENERAL:

a. Operational Collateral Training Requirements. This training is established by SACR 50-24 and applies to all personnel Rated and Non-Rated assigned to the 4245SW. Detailed requirements are outlined in Appendix I to this Annex.

b. Recurring Professional Collateral Training. This training is established by SACR 50-8 and applies to those personnel assigned to B-52 combat aircrews and some Staff Personnel. Detailed requirements are outlined in Appendix II to this Annex.

3. PLANNING FACTORS: The basic planning factors for accomplishing required Ground Training are contained in SACR 50-24 and SACR 50-8. Because of the shortage of qualified instructor personnel and the heavy work load imposed on these individuals, it is imperative that schedules be met to enable the Wing to complete the required training on schedule.

4. LIMITATIONS:

a. All Ground Training for Combat Aircrews must be accomplished during the alert cycle except Flight Simulator, C-11 Instrument Trainer and Small

ANNEX "C"
4245SW OPLAN 13-62
1 Mar 1962

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Arms Qualification. In order to keep the crew work week below 72 hrs, only EWO, 50-8 and 50-24 requirements will be scheduled during the crew alert cycle. If a requirement exists for a Staff Agency to present a briefing or lecture to alert crews, it must be approved by the Chief, Operations Training Division.

b. All personnel going TDY or on leave will be weighed before departure. Weight Control is the only item in Collateral Training that is SAC MCS scored and must be 100% weighed by the end of the first month of each quarter. All new personnel must be weighed prior to the end of the month of assignment.

c. The PFR test is a Wing and Squadron MCS scored item. All personnel going TDY and on leave who will not return before June 30 will be tested prior to departure.

5. TYPICAL SCHEDULE:

<u>Subject</u>	<u>Place</u>	<u>Days/Time</u>
a. Small Arms		
Qualification	Base Range	Tuesdays 0730, 0930, 1230 and 1430 Hrs.

NOTE: Scheduled by Squadrons on a weekly basis. Pre-marksanship training in Pistol qualification is a pre-requisite for re-firing. DCOTG will schedule (12) personnel for pre-mark training, Monday 0900 - 1130 Hrs, and 12 at 1200 - 1600 Hrs in Bldg 197.

b. SAC PFR/FPFR	Dock #1	Mon-Wed-Fri 1300 - 1500 Hrs
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NOTE: Squadrons will schedule no more than 10 personnel at each period.

MMS: Mon - 1400 Hrs.

OMS: Wed - 1300 and 1330 Hrs.

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FMS: Fri - 1300 and 1330 Hrs.
CDF: Wed - 1400 Hrs.
A&E: Fri - 1400 and 1430 Hrs.
HSS: Mon - 1300 and 1330 Hrs.
717BS: Sat - On Pad as required.

c. Physical Condition: ~~Sho~~

Classes North Gym (Bldg 1352) Mon-Fri 0630 - 0730
Sat - 0800 - 0900

d. Instrument Ground School: Room 35, Base Ops - 0800 - 28, 29, 30 Mar

Lt Col Jewell, F.W.; Maj Anderson, J.P.; Capt Evans, G.C.; Capt Hunter, J.L.; Capt Kirkland, R.E.; Capt Paul, L.J.; Lt Col Jarrell, H.A.

e. Instrument Trainer: Room 11 Mon - Fri
Base Ops 0800 - 1700 Hrs.

NOTE: For periods by name refer to Weekly Schedules.

f. Ejection Seat Wing Briefing Room 1000 - 1100 Hrs. 8 and 23 Mar

g. Physiological Training Carswell AFB, Tex Mon - Tue - Wed 0730
Thur - 1230 Hrs.

<u>Subject</u>	<u>Place</u>	<u>Days/Time</u>
h. Ultrasonic Trainer	Room C-35 Composite Bldg.	Mon - Fri 0800 - 1700 Hrs.

NOTE: Combat Aircrews will accomplish the above training while on alert tour. Staff Radar Navigators and Navigators refer to weekly schedule.

i. Tactical Doctrine Alert Facility Every Wed - 1300 - 1500 Hrs.

j. Air Weapons Academic Alert Facility Every Thur - 1000-1200 & 1300-1500 Hrs.

k. Flight Simulator TDY 1300 - 1500 Hrs.

NOTE: For periods by name, refer to weekly schedule.

l. Bomb/Nav System

Inflight Maintenance Alert Facility Every Mon - 1000 - 1200 Hrs.

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1 Mar 1962

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HEADQUARTERS 4245TH STRATEGIC WING
Sheppard Air Force Base, Texas
1 March 1962

APPENDIX I

TO

ANNEX "C"

TO

4245SW OPLAN 13-62

OPERATIONAL COLLATERAL TRAINING REQUIREMENTS

APPENDIX I
ANNEX "C"
4245SW OPLAN 13-62
1 Mar 1962

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HEADQUARTERS 4245TH STRATEGIC WING
Sheppard Air Force Base, Texas
1 March 1962

APPENDIX I

ANNEX "C"

4245SW OPLAN 13-62

OPERATIONAL COLLATERAL TRAINING REQUIREMENTS (Rated and Non-Rated Personnel)

1. PURPOSE: This Appendix contains detailed information on training requirements established by SACR 50-24 and applies to all individuals assigned to the 4245SW.
2. GENERAL:
 - a. Disaster Actions is an annual requirement divided into three subjects, Medical Training, Disaster Control and Fire Protection. These subjects are accomplished by an open book proficiency interrogation. Wing Collateral Training Officer compiles and controls the test. Responsibility for test administration is delegated to unit level.
 - b. Code of Conduct is an annual requirement accomplished in the same manner as Disaster Actions Training.
 - c. Small Arms Qualification is an annual requirement. All personnel must qualify as marksman except provost marshal law enforcement, security personnel, and combat aircrew members, who must qualify as sharpshooters.
 - d. SAC PFR requires all personnel to pass a proficiency test semi-annually. All individuals 40 years of age or older, but not yet age 45, will receive written approval of the Surgeon during annual physical examinations permitting participation in the PFR test. Individuals failing

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to meet the minimum proficiency requirements as outlined in SACM 50-10A will be directed to participate in a scheduled Physical Conditioning Program until proficiency is demonstrated.

e. Weight Control requires all personnel to meet weight standards quarterly. Each individual exceeding the maximum weight will report to the Surgeon for a medically prescribed weight-reduction program. Squadrons may weigh personnel at any place of duty providing certified scales are used.

f. Self Aid and Buddy Care Medical Training is a one time requirement and is given as an open book proficiency interrogation in lieu of the Medical portion of the Disaster Actions Training. Collateral Training Officer controls the proficiency test. Test administration is delegated to each unit.

g. Instrument Ground School is required by all pilots 20 hours annually within 120 days prior to their birthdates.

h. Ejection Seat is required one hour annually and applicable to all personnel who are current in jet aircraft equipped with ejection devices.

i. Physiological Training requires 8 hours every three years for all personnel on flying status. Original indoctrination is 3 days, passenger course 1½ days and refresher course 1 day. All personnel will handcarry their AF Form 702 to be picked up, prior to departure, at the Reports and Analysis Branch, Room A-7, Composite Bldg. Personnel reporting for this training without proof of a current physical examination will not be accepted for training. If not on flying status, each organization requesting or publishing TDY orders will include in the Special Instruction portion: "This individual is medically cleared to attend this training". SAC personnel

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51-19 qualified and current in B-52 aircraft need only receive the academic portion of this training from the Traveling Physiological Training Team. The type II chamber flight is waived for these individuals.

j. Ultrasonic Trainer is a 6 hour annual requirement for Staff Officers with AFSC 1521-1525.

k. Air Weapons Academic is a 6 hour semi-annual requirement for all Staff Officers qualified and current in the B-52 aircraft.

l. Nuclear Safety is a one hour per quarter requirement for all aircrew members. Staff Officers are required one hour semi-annually. It is given in conjunction with Air Weapons Academic Training.

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HEADQUARTERS 4245TH STRATEGIC WING
Sheppard Air Force Base, Texas
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TO

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TO

4245SW OPLAN 13-62

RECURRING PROFESSIONAL COLLATERAL TRAINING

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HEADQUARTERS 4245TH STRATEGIC WING
Sheppard Air Force Base, Texas
1 March 1962

APPENDIX II

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RECURRING PROFESSIONAL COLLATERAL TRAINING

1. PURPOSE: This Appendix contains detailed information on training requirements established by SACR 50-8 and applies to all B-52 combat aircrews.
2. GENERAL: Recurring Professional Collateral Training consists of the following:

<u>SUBJECT</u>	<u>HRS PER QTR</u>	<u>P/CP</u>	<u>N/RN</u>	<u>EWO</u>	<u>G</u>
Tactical Doctrine	4	X	X	X	X
Air Weapons Academic	6	X	X		
Air Weapons Sim. Ops Msn	1 Mission	X	X		
Flight Simulator	*3 Missions	X			
Bomb/Nav IFM	3		X		
Ultrasonic Trainer	3		X		
ECM Procedures	2			X	
Gunnery Systems	3				X
Strange Field Procedures	1 Exercise				X
Gunnery Trainer	3				X
Combative Measures	Test Annually	X	X	X	X
Sextant Observation Error	24 LOP's				

* Pilots of a crew who have been combat ready in B-52 aircraft for a

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continuous year or more are required 3 missions annually. All other aircrews and Staff pilots must complete 3 missions semi-annually.

3. Detailed aircrew training schedules are published weekly covering the above training requirements.

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RECURRING PROFICIENCY AND PROFESSIONAL TRAINING FOR B-52 COMBAT AIRCREW
MEMBERS (EWO-01)

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c. The senior aircraft commander on alert is responsible for class control. He will see to it that proper decorum is observed at all times and that the crews meet their scheduled training. No show of instructors will be reported promptly (Phone 8522).

d. The following staff agencies will furnish study outlines for the A. S. study program by the 24th of each month as required by 2AF SUP 1 to Volume II of SACM 55-7: Communications, Intelligence, Penetration Aids, Gunnery, and Air Weapons.

e. Crews will be required to attend a training program only once a month if their progress is deemed satisfactory by the instructor delivering the course. Training programs and examinations will be revised monthly to keep them current and interesting. The use of effective training aids is strongly encouraged.

5. A. S. RECURRING STUDY:

Requirement	: 4 Hrs/Month (2 Hrs 15 days prior to alert)
Time and Days	: 0900 - 1100, Wed & Fri (Crew going off) 0700 - 0900, Wed & Fri (On coming crew)
Place	: Alert Facility
By	: DCOCOO

6. CHROME DOME RECURRING STUDY:

Requirement	: 2 Hrs/Month
Time	: 1000 - 1200
Day	: Wed or Fri (Other than changeover day)
Place	: Alert Facility
By	: DCOCOO

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EWO TRAINING REQUIREMENT (EWO-DI)

1. PURPOSE: To provide a schedule of EWO study for the month of Mar 1962.
2. OBJECTIVE: To furnish guide lines for effective scheduling of the EWO study program and to insure staff participation in the EWO study program.
3. GOVERNING DIRECTIVES: SACM 50-24, SACM 55-7, and SACR 50-8.
4. RESPONSIBILITIES:

a. The Chief, EWO Operations Branch, will prepare this Tab and revise it monthly as necessary. EWO Study will be scheduled on 60-9 meetings and revisions to the monthly plan will be incorporated in a printed weekly schedule. Deviations from this weekly schedule will be reported to the DCO. The EWO study program will be closely monitored by the EWO Operations Branch.

b. Staff agencies supporting the EWO study program will furnish instructors, prepare examinations, and critique the examinations. A copy of scripts, lesson plans or study outlines of material presented will be filed in the EWO Operations Branch along with examinations given. A report of attendance, test scores, and deviations will be given to the chief of the EWO Operations Branch immediately after each presentation.

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4245SW OPLAN 13-62

SPECIAL TRAINING IN POSITIVE CONTROL AND EXECUTION, SPECIAL WEAPONS AND
TACTICAL DOCTRINE

1. A new training program in Special Weapons and Tactical Doctrine has been levied on all 2AF units by a letter from DOTG dated 16 Feb 1962. This special one hour program is to be presented daily, Monday through Friday, to crews on alert and is in addition to the standard 50-8 training programs.

2. Training at this station will begin Wednesday, 28 Feb 1962. The one hour period will be equally divided between Special Weapons and Tactical Doctrine training. A different phase will be presented each day and each phase will be presented each week by those on orders as Tactical Doctrine instructors. Classes will be held at the alert facility at 1100 on Mondays, Tuesdays, and Thursdays, and at 1600 on Wednesdays and Fridays.

3. Phases of instruction and primary instructors for the Tactical Doctrine training are as follows:

Monday	Weapons Effects	Capt Grigalunas
Tuesday	Bomber Defense	Maj Witten
Wednesday	KC-135 Refueling	Capt Evans
Thursday	Navigation and Bombing	Maj Adams
Friday	KC-97 Refueling	Capt Evans

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4. The recommended method of presentation is problem solving. Present a problem to the class and require their participation in its solution. A short test should be given at the end of each session. The Bellopticon or blackboard may be used for presenting the test questions. Remedial work will be assigned to those who exhibit weakness in any area. The Tactical Doctrine portion will not be restricted to bold print items. Lesson plans for the SAC Tactical Doctrine program will be forwarded by the primary instructor to DCOCO by 1 March 1962.

5. Examinations will be forwarded to Ground Training along with records of class attendance. Ground Training will compile the records of attendance for Records and Analysis monthly.

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HEADQUARTERS 4245TH STRATEGIC WING
Sheppard Air Force Base, Texas
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SPECIAL TRAINING IN POSITIVE CONTROL AND EXECUTION, SPECIAL WEAPONS AND
TACTICAL DOCTRINE

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7. SAC TACTICAL DOCTRINE:

Requirement	:	4 hrs/Quarter
	:	EW, G
Time	:	1400 - 1600
Day	:	Wednesday
Place	:	Alert Facility
By	:	DCOT, DCOTA, DCOTAO, DCOTPA

8. CREW INTERROGATION:

Requirement	:	1 Hr each alert tour
Time	:	1500 - 1600
Day	:	Tuesday
Place	:	Alert Facility
By	:	C, DCO, DCOCO, DCOCOO

9. EWO COMMUNICATIONS AND NOAH'S ARK PROCEDURES:

Requirement	:	1 Hr/Month
Time	:	1400 - 1500
Day	:	Monday
Place	:	Alert Facility
By	:	DCOCE

10. COMBAT REPORTS:

Requirement	:	1 Hr/Month
Time	:	1500 - 1600
Day	:	Friday
Place	:	Alert Facility
By	:	DCOCP

11. COMBAT INTELLIGENCE:

Requirement	:	1 Hr/Month
Time	:	1500 - 1600
Day	:	Monday
Place	:	Alert Facility
By	:	DCOICI

12. LAUNCH AND EXECUTION PROCEDURES:

Requirement	:	1 Hr/Daily
Time & Days	:	0805 - 0905 Mon, Tues & Thur
	:	0900 - 1000 Wed & Fri
Place	:	Alert Facility
By	:	DCOCP

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13. LAUNCH AND EXECUTION PROCEDURES SELF STUDY:

Requirement	:	1 Hr/Day
Time	:	1600 - 1700
Days	:	Monday - Friday
Place	:	Alert Facility
By	:	DCOAM - Mon DCOCOO - Tue DCOAM - Wed DCOCOO - Thur DCOCP - Fri

14. ECM PROCEDURES AND TAPES:

Requirement	:	1 Hr/Month
Time	:	1500 - 1600
Day	:	Thursday
Place	:	Alert Facility
By	:	DCOTPA

15. EWO GUNNERY:

Requirement	:	1 Hr/Month
Time	:	1500 - 1600
Day	:	Thursday
Place	:	Alert Facility
By	:	DCOTPA

16. SAC TACTICAL DOCTRINE AND SPECIAL WEAPONS:

Requirement	:	1 Hr/Day
Time	:	1100 - 1200
Day	:	Mon, Tues & Thurs
Time	:	1300 - 1400
Day	:	Wed & Fri
Place	:	Alert Facility
By	:	DCOTAW, DCOTA, DCOTPA, DCOTO

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1 Mar 1962

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ANALYSIS OF MANAGEMENT CONTROL DATA

RCS: 1-SAC-T35, PART IV

PERIOD COVERED: 1 Jan - 31 Mar 1962

4245TH STRATEGIC WING (SAC), SHEPPARD AFB

CHAPTER 4 - GENERAL

1. Ground Safety

CHAPTER 6 - MAINTENANCE

1. Schedule Cancellations
2. Deviation From Take-Off Time

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CHAPTER 4 - GENERAL

ITEM 2. GROUND SAFETY - 40%

a. CAUSE: There were four (4) On-Duty Military Injuries, three (3) Off-Duty Military Injuries and two (2) Private Motor Vehicle Accidents for the period ending 31 March 1962. (1) An airman strained his back while lifting a B-52 drag chute. (2) An airman strained his knee while moving to get away from a built up B-52 main gear wheel and tire. (3) An airman strained his hip muscles when he was caught between a MHU-7/M bomb trailer and the hydraulic shop door while pushing the trailer into the shop. (4) An airman fell from a B-2 maintenance stand when an improperly installed side rail caused him to lose his balance when he braced himself against it. (5) An airman was hospitalized due to foreign material getting in his eyes while he was working on his automobile. He was wearing sun glasses but not proper protective glasses. (6) An officer had a private motor vehicle accident and an off-duty injury when his car skidded on an icy surface and hit a tow truck and house trailer. (7) An airman had a private motor vehicle accident and an off-duty injury when he fell asleep at the wheel due to fatigue and lost control of his vehicle.

b. CORRECTIVE ACTION: (1) & (2). New procedures are being developed for handling drag chutes and built up B-52 main gear wheels and tires. (3) MHU-7/M trailers will only be towed by tugs into the hydraulic shop. (4) An immediate inspection of all stands was made to insure useability; recurring inspections will be made. (5) The airman was counseled on proper eye protection both on and off duty. (6) Hazards of PMV operations and recommended purchase and use of auto seat belts will continue to be stressed. This individual was sitting on his seat belts. (7) The airman was counseled about driving over his physical limitations and to be more observant of road conditions.

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CHAPTER 6 - MAINTENANCE

ITEM 1. SCHEDULE CANCELLATIONS - 76%

a. CAUSE: The cancellations were due to four (4) materiel failures and one (1) for operations. A breakdown by system is as follows.

<u>System</u>	<u>Operations</u>			<u>Materiel</u>			<u>Total</u>
	<u>Jan</u>	<u>Feb</u>	<u>Mar</u>	<u>Jan</u>	<u>Feb</u>	<u>Mar</u>	
Fuel				1			1
Hydraulic				1			1
Electrical				1		1	2
Other	1						1
TOTAL	1			3		1	5

b. CORRECTIVE ACTION:

(1) Replaced corner fillets, fuel cells #5, #6, #7 and #3 main fuel tank.

(2) Number 8 Hydraulic pack pump shaft sheared. Replaced #8 hydraulic pack.

(3) Replaced sheared left forward alternator shaft.

(4) The "other" cause was due to Crew R-56 DNIF on 12 Jan 62. The aircraft involved was 56-664.

(5) HF radio not receiving. Replaced pip cable connector and lightening arrestor in the antenna. (Chrome Dome Mission)

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CHAPTER 6 - MAINTENANCE

ITEM 3. DEVIATION FROM TAKE-OFF TIME - 44%

a. CAUSE: The deviations from take-off time were due to eleven (11) Materiel failures. A breakdown by system is as follows.

<u>System</u>	<u>Materiel</u>			<u>Total</u>
	<u>Jan</u>	<u>Feb</u>	<u>Mar</u>	
Flap Motor burned out	1			1
Alternator	1			1
Hydraulic System	2	1		3
Rudder Servo	1			1
Bomb Nav System	1			1
Interphone		1		1
Fuel System		1	1	2
Compressor			1	1
TOTAL	6	3	2	11

b. CORRECTIVE ACTION:

- (1) Replaced Flap Motor.
- (2) Replaced oil transfer valve in left aft alternator drive unit.
- (3) Replaced #9 hydraulic pack governor.
- (4) Number 10 hydraulic pack pump shaft sheared. Replaced hydraulic pack.
- (5) Hydraulic metering pack pump leaking. Replaced valve.
- (6) Rudder servo motor not engaging. Replaced 20 Amp fuse in TR-2 unit in the aft battery circuit.
- (7) Replaced IP-343 indicator. The IP-343 is a small (5 inch) radar scope which is used by the Navigator in navigation mapping and to allow him to monitor RBS runs. This caused distortion in large scope.
- (8) Pilot's interphone not transmitting. Repaired headset and microphone connection.
- (9) Number 1 engine fuel control inoperative. Replaced #1 engine.

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Chap 6-Maintenance (Cont'd)

- (10) N-2 compressor froze on #1 engine. Replaced #1 engine.
- (11) Number 1 engine would not accelerate. Replaced JFC-12 on #1 engine. (JFC-12 is a fuel control).

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HEADQUARTERS
4245TH STRATEGIC WING (SAC)
United States Air Force
Sheppard Air Force Base, Texas

SPECIAL ORDER
P-112

26 December 1961

1. A2C DONALD E. KORTH, (b)(6), CAFSC 53230, 4245th Fld Maintenance Sq, SAC, this stn, is assigned duty as Metals Processing Specialist, functional account 8021013, DAFSC 53230, effective 10 Feb 62.
2. A3C LOYD W. CAMPBELL JR., (b)(6), CAFSC 33130A, 61st Mun Maintenance Sq, SAC, this stn, is assigned duty as Weapons Maintenance Specialist, functional account 6400033, effective 8 Jan 62. Airman is entered upgrade training IPT (OJT) Code B in DAFSC 33150A from PAFSC 33130A, effective 8 Jan 62.
3. A3C ROY M. BELKOFER, (b)(6), CAFSC 46230, 61st Mun Maintenance Sq, SAC, this stn, is assigned duty as Loading Crew Member, functional account 6400032, effective 15 Jan 62. Airman is entered upgrade training IPT (OJT) Code B in DAFSC 46250 from PAFSC 46230, effective 15 Jan 62.
4. A3C DAVID R. DRIVER, (b)(6), CAFSC 46230, 61st Mun Maintenance Sq, SAC, this stn, is assigned duty as Loading Crew Member, functional account 6400032, effective 15 Jan 62. Airman is entered upgrade training IPT (OJT) Code B in DAFSC 46250 from PAFSC 46230, effective 15 Jan 62.
5. A1C ERNEST ELDRIDGE, (b)(6), CAFSC 77150, 4245th Cmbt Def Sq, SAC, this stn, is assigned duty as Weapons System Security Guard, functional account 5010000, DAFSC 77150, effective 8 Feb 62.
6. A2C MAJOR D. PRUITT, (b)(6), CAFSC 77150, 4245th Cmbt Def Sq, SAC, this stn, is assigned duty as Weapons System Security Guard, functional account 5010000, DAFSC 77150, effective 8 Feb 62.
7. A1C TONY L. CHIAVONE, (b)(6), CAFSC 77150, 4245th Cmbt Def Sq, SAC, this stn, is assigned duty as Weapons System Security Guard, functional account 5010000, DAFSC 77150, effective 2 Feb 62.
8. A1C RONALD E. SYLVESTER, (b)(6), CAFSC 77150, 4245th Cmbt Def Sq, SAC, this stn, is assigned duty as Weapons System Security Guard, functional account 50100, DAFSC 77150, effective 22 Jan 62.
9. A2C ALBERT P. LEDENHAM, (b)(6), CAFSC 77150, 4245th Cmbt Def Sq, SAC, this stn, is assigned duty as Weapons System Security Guard, functional account 50100, DAFSC 77150, effective 29 Jan 62.
10. A2C RICHARD C. ARNOLD, (b)(6), CAFSC 29150, this Hq, is assigned duty as Teletype Operator, functional account 84020, DAFSC 29150, effective 30 Jan 62.

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Hq 4245th Strategic Wing, Special Order P-112, 26 Dec 61

11. SSGT ROBERT C. BRASIER, (9)(q) CAFSC 29150, this Hq, is assigned duty as Teletype Operator, functional account 84020, DAFSC 29150, effective 18 Jan 62.

12. MAJ JOHN H. FILLMEN, (9)(q) this Hq, is assigned duty as Commander, 4245th Headquarters Squadron, functional account 01000, DAFSC 7024, effective 10 Feb 62.

13. Paragraph 7, Special Order P-76, this Hq, dated 14 Sep 61, pertaining to the appointment of 1ST LT SARA L. TAYLOR, (9)(q) this Hq, as Alternate Records Custodian for the Officer and Airmen Records for all units assigned to the 4245th Strategic Wing, SAC, this stn, is rescinded effective 27 Nov 61.

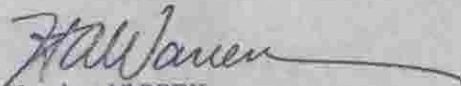
14. Under the provisions of AFM 35-9 and AFM 35-12, 1ST LT SARA L. TAYLOR, (9)(q) this Hq, is appointed Records Custodian for the Officer and Airmen Records for all units assigned to the 4245th Strategic Wing, SAC, this stn, effective 27 Nov 61, vice CWO, W-2 CHARLES O. YOUNG, AW2124050, relieved.

15. A3C DONALD W. EVANS, (9)(q) CAFSC 73230, this Hq, is relieved from duty as AF Form 7 and 11 Clerk, Personnel Accounting Branch, and assigned duty as Morning Report Clerk, Personnel Accounting Branch. No change in DAFSC, training status or functional account code.

16. A3C ROBERT E. WATERMAN, (9)(q) CAFSC 64630, this Hq, is assigned duty as Tool Crib Clerk, functional account 42000, effective 1 Dec 61. Airman is entered upgrade training IPT (OJT) Code A in DAFSC 64630 from PAFSC 64010, effective 1 Dec 61.

17. A1C EUGENE THORNTON, (9)(q) CAFSC 92250A, this Hq, is assigned duty as Personal Equipment Specialist, functional account 67000, effective 2 Jan 62. Duty AFSC 92250A.

FOR THE COMMANDER


H. A. WARREN
Lt Colonel, USAF
Director of Personnel

DISTRIBUTION
2-Ea indiv concerned
2-Ea directorate
4-Ea squadron
30-DP

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HEADQUARTERS
4245TH STRATEGIC WING (SAC)
United States Air Force
Sheppard Air Force Base, Texas

SPECIAL ORDER
P-38

17 April 1962

1. So much of paragraph 12, Special Order P-112, this Hq, 26 Dec 61, pertaining to the duty assignment of MAJ JOHN H. MILLMEN, this Hq, as reads "effective 10 Feb 62" is amended to read "effective 12 May 62."
2. A1C MARVIN K. GREGORY, [REDACTED] CAFSC 64650, this Hq, is assigned duty as Chief, Pre-Issue, Storage and Issue Section, DAFSC 64650, functional account 42000, effective 16 May 62.
3. A1C ERNEST L. FRENCH, [REDACTED], CAFSC 60350, 4245th Orgl Maintenance Sq, SAC, this stn, is assigned duty as Vehicle Operator, Support Branch, DAFSC 60350, functional account 80010, effective 25 May 62.
4. A2C CHARLES E. PARYS, [REDACTED], CAFSC 60350, 4245th Orgl Maintenance Sq, SAC, this stn, is assigned duty as Vehicle Operator, Support Branch, DAFSC 60350, functional account 80010, effective 19 May 62.
5. The name of the following individual is changed as indicated: A3C ROGER M. RICHARDSON, [REDACTED] 4245th Fld Maintenance Sq, SAC, this stn, to ROGER M. GILLIAM. Authority: Paragraph 9d(1), AFR 35-7.
6. TSgt R. J. ABERNATHY, [REDACTED], CAFSC 32371, 717th Bomb Sq, SAC, this stn, is relieved from duty as Tail Gunner, B-52 aircraft, and assigned duty as Spare Tail Gunner, B-52 aircraft, effective 20 Apr 62. No change in functional account or DAFSC.
7. TSgt FRANK POPOVICS, [REDACTED], CAFSC 32331, 717th Bomb Sq, SAC, this stn, is relieved from duty as Spare Tail Gunner, B-52 aircraft, and assigned duty as Tail Gunner, B-52 aircraft, effective 20 Apr 62. No change in functional account or DAFSC.
8. SMSgt JAMES J. BLEASE, [REDACTED] CAFSC 42390, 4245th Fld Maintenance Sq, SAC, this stn, is relieved from duty as NCOIC, Acft Electrical Systems Shop, and is assigned duty as NCOIC, Accessories Branch, DAFSC 42390, effective 16 Apr 62. No change in functional account 80010.
9. TSgt CARLTON W. GILLION, [REDACTED] CAFSC 42172, 4245th Fld Maintenance Sq, SAC, this stn, is relieved from duty as Acft Pneudraulic Technician, B-52, and is assigned duty as NCOIC, Pneudraulic Branch, DAFSC 42190, effective 16 Apr 62. No change in functional account 80410.

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Hq 4245th Strategic Wing, Special Order P-38, 17 Apr 62

10. MSGT NORMAN D. RIMSEY, [REDACTED] CAFSC 53470, 4245th Fld Maintenance Sq, SAC, this stn, is relieved from duty as NCOIC, Machine Shop, and is assigned duty as NCOIC, Acft Structural Repair Shop, DAFSC 53490, effective 16 Apr 62. No change in functional account 80210.

11. SMSGT JARREY B. BRADHAM, [REDACTED] CAFSC 43490, 4245th Fld Maintenance Sq, SAC, this stn, is relieved from duty as Acft Maintenance Analyst, and is assigned duty as NCOIC, Production Control, DAFSC 43470, effective 16 Apr 62. No change in functional account 80010.

12. MSGT REAMONT M. MAGILL, [REDACTED] CAFSC 43171E, 4245th Orgl Maintenance Sq, SAC, this stn, is relieved from duty as Maintenance Controller, Bomber Ground Crew Section, and is assigned duty as Shift Chief, Alert Branch, DAFSC 43190, effective 16 Apr 62. No change in functional account 80010.

13. SMSGT JOHNNIE T. SIPE, [REDACTED] CAFSC 43190, 4245th Orgl Maintenance Sq, SAC, this stn, is relieved from duty as NCOIC, Alert Branch, and is assigned duty as Shift NCOIC, Bomber Maintenance Section, Bomber Maintenance Branch, DAFSC 43190, effective 1 Mar 62, presently performing duty absent. No change in functional account 80010.

14. MSGT TOMMIE D. BARRY, [REDACTED] CAFSC 43171E, 4245th Orgl Maintenance Sq, SAC, this stn, is relieved from duty as Acft Chief Inspector, Inspection Branch, and is assigned duty as Acft Inspector, Inspection Branch, DAFSC 43190, effective 16 Apr 62. No change in functional account 80010.

15. The duty AFSC of MSGT HOWARD I. GAVIN, [REDACTED] CAFSC 43171E, 4245th Orgl Maintenance Sq, SAC, this stn, is changed from 43171E to 43190. Authority: AFM 35-1.

16. The duty AFSC of MSGT LAVERN E. SCHIERMEYER, [REDACTED] CAFSC 43171E, 4245th Orgl Maintenance Sq, SAC, this stn, is changed from 43171E to 43190. Authority: AFM 35-1.

17. The duty AFSC of MSGT KIRBY E. MCLAIN, [REDACTED] CAFSC 43171E, 4245th Orgl Maintenance Sq, SAC, this stn, is changed from 43171E to 43190. Authority: AFM 35-1.

FOR THE COMMANDER

H. A. Warren
H. A. WARREN
Lt Colonel, USAF
Director of Personnel

DISTRIBUTION
2-Ea indiv concerned
2-Ea directorate
4-Ea squadron
30-DP

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HEADQUARTERS
4245TH STRATEGIC WING (SAC)
United States Air Force
Sheppard Air Force Base, Texas

23 March 1962

AMENDMENT # 7

TO

4245TH STRATEGIC WING MOBILITY PUBLICATION

1. Instructions contained herein and revised pages attached hereto constitutes Amendment # 7 to the 4245th Strategic Wing Mobility Publication, dated 12 June 1961.
2. Old pages will be removed and new pages inserted in accordance with the following instructions:
3. Make the following changes:

REMOVE OLD PAGES

PART II

1, 3, 4, 5,

1

2, 4, 4a

1

SECTION

PART III MP #1

PART III MP #2

PART III MP #6

PART IV SECTION A

PART IV LOAD PLAN

MO1

MO2

MO3

MO4

INSERT NEW PAGES

PART II

1, 3, 4, 5

1

2, 4, 4a

1

1 & 2

3 & 4

5 & 6

7 & 8

1 & 2

1 & 2

1 & 2

1 & 2

(For HSS ONLY) Letter DCML, subject Interim Change # 7 to 4245th Mobility Publication dated 23 Feb 62, is recinded upon receipt of this Amendment.

James H. Seely LT/col
CHARLES W. JOHNSON JR.

Colonel, USAF

Deputy Commander for Maintenance

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PART II 4245SW MOBILITY PUBLICATION AMEND # 7

WING RECAPITULATION

ORGANIZATION

10 Acft B-52
Post-Strike
Staging Team

	<u>PAX</u>	<u>CARGO</u>
4245SW HSS	19* (1)	19,000
4245OMS	32	225
4245FMS	90	5,842
4245AEMS	11	560
717th Bomb Sq	0* (3)	
TOTALS	152	25,627

*NOTE: (1) 2524 Weather Officer deleted. Par 11b, Sec E, SACM 105-1.

*NOTE: (2) Total weight more than 5% below SACM 400-1D weight because of the disagreement between the actual CLARK and engine weight and the programmed weight of these items as listed in SACM 400-1D.

*NOTE: (3) Delete medical element, Ref 2AF OPORD 44-62.

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HEADQUARTERS
4245TH STRATEGIC WING
United States Air Force
Sheppard Air Force Base, Texas

DCML

WING MOBILITY PUBLICATION NR 1

SUBJECT: Processing of Personnel

1. PURPOSE: This MP establishes the responsibilities, procedures, and equipment requirement for a personnel processing system to prepare personnel for deployment.

2. SCOPE: The provisions of this MP applies to all squadrons of the 4245th Strategic Wing who furnish personnel for deployment and the Commanders, Deputy Commanders, and Directors who are responsible for a portion of personnel processing as stipulated in this MP.

3. RESPONSIBILITIES:

a. The Wing Deputy Commander for Maintenance will:

(1) Furnish the Logistics Officer to monitor Mobility.

(2) Furnish two Officers to supervise cargo assembly and flight line activities.

(3) Insure that Wing Logistics personnel conduct quarterly mobility inspections of each squadron having a mobility commitment. These inspections will be documented and filed for record.

(4) Insure that the Wing Logistics personnel notify all sections concerned with processing, of the type alert and "E" hour.

(5) Designate a B-52 dock for Assembly area.

b. Wing Director of Personnel will:

(1) Make changes to Form 246, Record of Emergency Data, as requested.

(2) Provide one copy of AF Form 246 of all personnel on mobility to the applicable squadron mobility officer. This copy must be maintained current.

c. Director of Administration Services will:

(1) Pre-cut on stencil or multilith master, unclassified special orders for EWO deployments, leaving blank the date, Order Number and Destination, to be filled in at time of execution.

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(3) Prepare and box tools and equipment required to be deployed by the OMS tool crib.

(4) Deliver 40 cases of IF rations to aircraft indicated in the deployment time table, for issuance to Troop Commander and/or Cargo Couriers, 14 cases delivered to MO1, 14 cases each to MO2, 11 cases to MO3, and 1 case to MO4.

(5) Prepare and maintain CLARK in a ready condition.

f. Sheppard Technical Training Center activities listed below will supply the services and/or material indicated:

(1) Air Freight Terminal Branch, Transportation Division, 3750th M&S Group:

(a) Provide one fork lift and one tug and loading and handling crews for all cargo.

(2) Motor Vehicle Operations Branch, Transportation Division, 3750th M&S Group:

(a) Provide the following vehicles with drivers:

(1) One 40' flatbed trailer and one tractor.

(2) Two buses.

(3) Six 1½ ton trucks or suitable substitute.

g. The Flight Line Control Officer will:

(1) Report to the Wing Logistics Officer as soon as possible after "A" hour, but not later than E+3 hour for initial briefing.

(2) Comply with the procedures outlined in 4245SW Reg 400-1.

h. The Cargo Control Officer will:

(1) Report to the Wing Logistics Officer as soon as possible after "A" hour, but not later than E+3 hour for initial briefing.

(2) Comply with procedures outlined in 4245SW Reg 400-1

i. Each Squadron Commander will:

(1) Select and maintain current lists of personnel and alternates to fill deployment requirements indicated in SACM 400-1D. Substitution of an individual with a different AFSC will be made only when the individual is fully qualified to perform duty within the required mobility AFSE.

(2) Accopy of the above list will be forwarded to DP (for AF Form 246) and DSUPO (for I.C.E.)

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(3) Designate a Squadron Command Post to monitor mobility preparedness.

(4) At the time of selection of individuals for deployment and at the time that each individual is assigned to a mobility position:

(a) Brief each individual on his mobility responsibilities and duties. Individuals must be made aware of their obligations and insure they are ready to go.

(b) Issue SAC Form 532 (Completely and accurately accomplished) to mobility personnel, emphasizing reporting times in terms of A+hours to the squadron Command Post.

(c) Insure that immunization listed in Attachment #2 to MP #6 are maintained in current status.

(d) Check to insure that each individual possesses current ID Card, Geneva Convention Card (Laminated), ID Tags, SAC Form 138 (Restricted Area Badge) Dosimeter, and Immunization Certificate. Check to insure that Name, Rank, AFSN, Blood type, etc., on each of the above forms agree.

(e) Insure that each individual possesses all clothing and equipment listed in Attachment #1 to MP #6 of this publication and that they deploy with this clothing and equipment.

(f) Insure that personnel who are authorized tool kits possess all required tools. Tool kit inspection will be performed periodically within each squadron as required in MP #6.

(g) Insure supply of baggage tags (AF Form 94A, 94B or 94B-1) for use on personnel baggage and insure that personnel properly complete the tags and attach them to their baggage at squadron assembly.

(h) Insure that each individual personal affairs files are maintained current.

1. Furnish a complete roster of personnel on mobility to the Director of Personnel. The DP will in turn use this list to furnish the squadron with a copy of AF Form 246 for each individual.

(i) Insure that dental status is a minimum of Class II.

(j) Insure each individual has only the following baggage: One A-3 bag for mobility equipment, one duffle bag for personnel clothing, a tool box if applicable and a hand bag if desired but not to exceed 15 lbs.

(k) Headquarters Commanders (only) will:

1. Insure readiness of CLARK.

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(5) Insure the combat ready condition of all mobility personnel, to include equipment, documents, and briefings, is inspected and documented on 2AF Form 128 as required in MP #6 to this publication.

(6) Establish personnel recall procedures, both telephone and non-telephone.

(7) Upon execution of this publication:

(a) Recall personnel.

(b) Verify list of Deploying Personnel.

(c) Deliver the cards containing the verified list of deploying personnel to the Logistics Officer not later than E+12. (Cards will be returned to each organization after each exercise).

(d) Have mobility equipment picked up from storage area. A signed custody receipt, Form 4245SW 81, will be required to pick up equipment.

(e) Between A hour and E+2600 check to insure that each individual possess an ID Card, Geneva Convention Card, SAC Form 138, SAC Form 532, Dosimeter, Immunization Record, ID Tags, Clothing, Field Equipment, Tool Kit, and that his baggage is properly tagged.

(f) Provide sign out facilities (AF Form 1323).

(8) Furnish baggage handlers as indicated:

AEMS	-	3	OMS	-	3
HSS	-	2	FMS	-	10

(a) Baggage handlers will guard the baggage assembled in the squadron assembly area. The NGOIC of each aircraft loading team (furnished by the Wing Logistics) will collect a crew of six men when baggage is loaded aboard trucks in the squadron areas.

(b) Baggage handlers will be utilized to load the following trips from the squadron as indicated:

<u>TRIP</u>	<u>HSS</u>	<u>AEMS</u>	<u>OMS</u>	<u>FMS</u>
MO1	0	1	1	4
MO2	1	1	1	3
MO3	1	1	1	3

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HEADQUARTERS
4245TH STRATEGIC WING
United States Air Force
Sheppard Air Force Base, Texas

DCML

WING MOBILITY PUBLICATION NR 2

SUBJECT: Documentation and Loading of Passengers and Cargo

1. PURPOSE- To outline the procedures and responsibilities for documentation and loading of passengers and cargo.
2. SCOPE: The provisions of this MP are applicable to the Director of Supply and all units providing equipment for deployment and to the Logistics Officer.
3. RESPONSIBILITIES-
 - a. Commanders will insure that all air cargo is prepared for shipment in accordance with this MP, AFM 71-4, SAC Manual 400-1 and MATS Manual 55-2.
 - b. The Director of Supply and Squadron Commanders will insure that all cargo to be deployed is delivered, properly prepared, in accordance with the schedule in Part IV of this publication.
 - c. The Director of Supply and Squadron Commanders will insure that packing lists (SAC Form 189) are prepared in six copies for all cargo as indicated in this MP.
 - d. The Air Freight Section, STTC, will be responsible for the documentation of cargo, for loading and unloading cargo as required and for delivering cargo to aircraft as required.
 - e. The Logistics Officer is responsible for preparing passenger manifests in accordance with MP #1 of this publication.

4. PROCEDURES-

a. Passenger:

(1) Passenger manifests will be prepared by the Logistics Officer on AF Form 96B and reproduced by DAS in eighteen copies for all passengers deploying by support aircraft. Distribution will be made as follows:

- (a) 1 copy Logistics Officer.
- (b) 2 copies Troop Commander.
- (c) 15 copies for use by Support Aircraft Commander and Troop Commander.

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(5) Additional MP's desired by the squadron will be numbered beginning with 21. MP #6 will contain detailed checklists on the duties and responsibilities of the Mobility Officer and NCO.

(6) Squadron Mobility Publication's and all amendments will be approved in writing by the Wing Logistics Officer. A draft copy of the MP or amendment will be handcarried to the Wing Logistics Officer for approval prior to publication. A copy of the MP with current amendments will be maintained by the approving office. The Wing Logistics Officer acting for the Deputy Commander for Maintenance is responsible for conducting and documenting quarterly mobility inspections for all organizations.

b. Personnel Mobility Rosters:

(1) Each squadron will maintain a current typed roster of primary and alternate mobility assignees on 3X5 cards and in the following format:

(a) First Line:

PRI # MO AFSC required by SACM 400-1D SQDN

(b) Second Line (Double Space):

GRADE FIRST NAME MI LAST AFSN

(c) Third Line (Double Space):

AFSC (Pro pay)(P-1, P-2, or P-3 IF APPLICABLE)

(d) Fourth Line (Double Space):

Security Clearance

(e) Fifth Line (Double Space):

Number pieces of stowed baggage

(f) The priority number will be left blank on alternates and the word alternate will be typed one space directly over the required AFSC. If alternates must be used the priority number for which he is substituted will be entered in pencil.

(g) A current typed list of primary and alternate personnel will be maintained at all times is the Squadron Mobility File. The typed list will be maintained by flight number and will be current at all times.

1. A current list will also be distributed to the Director of Personnel and Director of Supply.

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WING MOBILITY PUBLICATION NR 6

ATTACHMENT NR 1: (PART I)
Clothing and Equipment List

PERSONAL CLOTHING

Minimum clothing to be deployed is as listed below. Airmen and Officers will deploy the clothing as indicated except in instances where particular items are not required by officers. No civilian clothing will be deployed.

EFFECTIVE 1 JUNE THRU 31 AUGUST

	<u>UNIT</u>	<u>AMN</u>	<u>OFF</u>
Bag, duffel	Each	1	1
Belt, waist, web blue	Each	1	1
Buckle, belt	Each	1	1
Cap, flight, blue or cap, service w/insignia	Each	1	1
Cap, utility	Each	1	0
Drawers, cotton	Pair	4	4
Insignia, Sleeve, grade	As required		
Insignia, Collar, US	As required		
Raincoat, blue	Each	1	1
Shirt, cotton, short sleeve, tan 505	Each	1	4
Shirt, utility, 509	Each	3*	0
Shoes, service, black	Pair	1	0
Shoes, oxford, black	Pair	1	2
Socks, cotton, black	Pair	4	4
Towels, bath	Each	2	2
Trousers, cotton, tan 505	Pair	1	4
Trousers, utility, 509	Pair	3*	0
Toilet articles	As required		
Undershirt, cotton	Each	4	4
Jacket, field (Individual equipment)	Each	1	0

* Three complete fatigue uniforms, 509 or HBT, one or two piece, will be deployed.

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WING MOBILITY PUBLICATION NR 6

ATTACHMENT NR 1: (PART II)
Clothing and Equipment List

PERSONAL CLOTHING

Minimum clothing to be deployed is as listed below. Airmen and Officers will deploy the clothing as indicated except in instances where particular items are not required by officers. No civilian clothing will be deployed.

EFFECTIVE 1 SEP THRU 31 MAY

	<u>UNIT</u>	<u>AMN</u>	<u>OFF</u>
Bag, duffel	Each	1	1
Belt, waist, web blue	Each	1	1
Buckle, belt	Each	1	1
Cap, flight, blue or cap, service w/insignia	Each	1	1
Cap, utility	Each	1	0
Coat, wool, blue or jacket, wool, blue	Each	1	1
Drawers, cotton	Pair	4	4
Gloves, insert, wool	Pair	1	1
Gloves, shell, leather	Pair	1	1
Insignia, sleeve, grade	As required		
Insignia, collar, US	As required		
Nectie, wool, blue	Each	1	1
Raincoat, blue	Each	1	1
Shirt, oxford	Each	1	3**
Shirt, utility, 509	Each	3*	0
Shoes, service, black	Pair	1	0
Shoes, oxford, black	Pair	1	2
Socks, cotton, black	Pair	4	4
Towels, bath	Each	2	2
Trousers, wool, blue	Pair	1	2
Trousers, utility, 509	Pair	3*	0
Toilet articles	As required		
Undershirt, cotton	Each	4	4
Overcoat, wool, blue	Each	1	1
Jacket, field (Individual Equipment)	Each	1	0

* Three complete fatigue uniforms, 509 or HBT, one or two piece, will be deployed.

** A maximum of 2 each shirts, wool blue may be substituted for this requirement.

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DEPLOYMENT TIME TABLE

<u>Flight Number</u>	<u>Load Pax Cargo</u>		<u>Assemble Pax E/A+Hours</u>	<u>Assemble Cargo E/A + Hours</u>	<u>Load Pax E/A + Hours</u>	<u>Load Cargo E/A + Hours</u>
10 Aircraft B-52 Post-Strike Team						
MO1	55	.3	E+2845	E+2400	E+2900	E+2600
MO2	55	.3	E+2855	E+2600	E+2910	E+2600
MO3	41	.3	E+2905	E+2600	E+2920	E+2600
MO4	2	13.0	E+2915	E+2600	E+2930	E+2600

NOTE:1: Personnel will be processed on Squadron designated timing not to interfere with aircraft generation.

NOTE 2: Deployment of bomber staging team is not automatic. Actual departure is made only after release from SAC Headquarters.

NOTE 3: Timing depicted above is based on a designated "E" hour and is the earliest possible time, therefore it is for planning purposes only.

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PRIORITY OF OUTMOVEMENT		STAGING TEAM OR AIR ECHELON 10 Aircraft B-52 Post Strike Team		UNIT 4245SW		FLIGHT NR M01	PHASE II
PRIORITY NUMBER	SQUADRON	ELEMENT	AFSC OR ITEM	WEIGHT	CUBE	NAME OR BOX NUMBER (To be completed by organization)	
*1.	HSS	Control				Staging Team Commander	
2.	HSS	Control	1416			Staff Ops Officer	
3.	OMS	Maint	4316/4344			Acft Maint Officer	
4.	AEMS	Maint	3234B			Arms Sys Off	
**5.	HSS	Control	64630/50/70			Org Sup Spec/Supv	
6.	HSS	Maint	43151E			Job Control Acft Mech	
7.	AEMS	Maint	321X0			A&E Expediter	
**8.	OMS	Maint	43190			Acft Maint Tech/Supt	
9.	OMS	Maint	43151/71E			Acft Maint/Tech	
10.	OMS	Maint	43151/71E			Acft Maint/Tech	
11.	OMS	Maint	43151/71E			Acft Maint/Tech	
12.	OMS	Maint	43151/71E			Acft Maint/Tech	
13.	OMS	Maint	43151/71E			Acft Maint/Tech	
14.	OMS	Maint	43151/71E			Acft Maint/Tech	
15.	OMS	Maint	43151/71E			Acft Maint/Tech	
16.	OMS	Maint	43141E			Appr Acft Mech	
17.	OMS	Maint	43141E			Appr Acft Mech	
18.	OMS	Maint	43141E			Appr Acft Mech	
19.	FMS	Maint	43270/90			Jet Eng Tech/Supt	
20.	FMS	Maint	43230/50			Jet Eng Mech	
21.	FMS	Maint	43230/50			Jet Eng Mech	
22.	FMS	Maint	43230/50			Jet Eng Mech	
23.	FMS	Maint	43230/50			Jet Eng Mech	
24.	FMS	Maint	43230/50			Jet Eng Mech	
25.	FMS	Maint	43230/50			Jet Eng Mech	
26.	FMS	Maint	534Z0			Airframe Rep/Tech	
27.	FMS	Maint	53430/50			Airframe Rpmn	
28.	FMS	Maint	53430/50			Airframe Rpmn	
29.	FMS	Maint	53430/50			Airframe Rpmn	
30.	FMS	Maint	58150/70			Para Rigger	
31.	FMS	Maint	43171E/90			Acft Maint Tech/Supt	
32.	FMS	Maint	42132/52			Acft Hyd Rpmn	
33.	FMS	Maint	42132/52			Acft Hyd Rpmn	
34.	FMS	Maint	42132/52			Acft Hyd Rpmn	
35.	FMS	Maint	42271			Mech Acc/Equip Tech	
36.	FMS	Maint	42330/50			Elec Rpmn	
37.	FMS	Maint	42330/50			Elec Rpmn	
38.	FMS	Maint	42330/50			Elec Rpmn	
39.	FMS	Maint	42230/50			Acft Inst Rpmn	
40.	FMS	Maint	42270			Acft Inst Tech	
41.	FMS	Maint	00350/70			Eacap Sys Mech/Tech	
42.	FMS	Maint	43131/51E			Rep & Reclamation Acft Mech	
43.	FMS	Maint	43131/51E			Rep & Reclamation Acft Mech	
44.	FMS	Maint	43131/51E			Rep & Reclamation Acft Mech	
45.	FMS	Maint	43131/51E			Rep & Reclamation Acft Mech	
46.	FMS	Maint	60330/50			Veh Operator (Heavy Equip)	
47.	FMS	Maint	42133/53			Ground Power Repmn	
48.	FMS	Maint	42133/53			Ground Power Repmn	
49.	FMS	Maint	42133/53			Ground Power Repmn	
* TROOP COMMANDER							
** CARGO							

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PRIORITY OF OUTMOVEMENT		STAGING TEAM OR AIR ECHELON 10 Aircraft B-52 Post Strike Team		UNIT 4245SW		FLIGHT NR MO1	PHASE II
PRIORITY NUMBER	SQUADRON	ELEMENT	AFSC OR ITEM	WEIGHT	CUBE	NAME OR BOX NUMBER (To be completed by organization)	
50.	FMS	Maint	42133/53			Ground Power Repmn	
51.	FMS	Maint	60330/50			Vehicle Operator	
52.	AEMS	Maint	30130/50/70			Acft Radio Rpmn/Tech	
53.	AEMS	Maint	30131/51/71			Acft Elec Nav Eqp Rpmn/Maint Tech	
54.	AEMS	Maint	32130/50/70			B/N Sys Mech/Tech	
55.	AEMS	Maint	42333/53/73			A/P/Comp Sys Rpmn/Tech	
<u>MATERIAL</u>							
	HSS	Control	Carbines & Pistols	155	9.4	4245A-5-3	
	HSS	Control	Carbines & Pistols	164	9.4	4245A-5-4	
	HSS	Control	Carbines & Pistols	168	12.1	4245A-5-5	
	HSS	Control	Carbines & Pistols	102	1.2	4245A-5-13	
TOTAL				589	22.1		

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PRIORITY OF OUTMOVEMENT		STAGING TEAM OR AIR ECHELON 10 Aircraft B-52 Post Strike Team		UNIT 4245SW	FLIGHT NR MO2	PHASE
PRIORITY NUMBER	SQUADRON	ELEMENT	AFSC OR ITEM	WEIGHT	CUBE	NAME OR BOX NUMBER (To be completed by organization)
*56.	HSS	Control	0036			D/Cmdr Ops
57.	HSS	Control	1435			Air Ops Off
58.	HSS	Maint	4344			Acft Maint Off
59.	HSS	Control	27130/50			Air Ops Spec
*60.	HSS	Maint	64550			Supply Spec
**61.	HSS	Maint	43171E			Quality Control Maint Tech
62.	OMS	Maint	43190			Acft Maint Tech/Supt
63.	OMS	Maint	43151/71E			Acft Mech/Tech
64.	OMS	Maint	43151/71E			Acft Mech/Tech
65.	OMS	Maint	43151/71E			Acft Mech/Tech
66.	OMS	Maint	43151/71E			Acft Mech/Tech
67.	OMS	Maint	43151/71E			Acft Mech/Tech
68.	OMS	Maint	43151/71E			Acft Mech/Tech
69.	OMS	Maint	43151/71E			Acft Mech/Tech
70.	OMS	Maint	43131E			Appr Acft Mech
71.	OMS	Maint	43131E			Appr Acft Mech
72.	OMS	Maint	43131E			Appr Acft Mech
73.	FMS	Maint	43190			Acft Maint Tech/Supt
74.	FMS	Maint	43230/50			Jet Eng Mech
75.	FMS	Maint	43230/50			Jet Eng Mech
76.	FMS	Maint	43230/50			Jet Eng Mech
77.	FMS	Maint	43230/50			Jet Eng Mech
78.	FMS	Maint	43230/50			Jet Eng Mech
79.	FMS	Maint	43230/50			Jet Eng Mech
80.	FMS	Maint	53470/90			Airframe Rep Tech/Supt
81.	FMS	Maint	53470			Airframe Rep Tech
82.	FMS	Maint	53430/50			Airframe Repmn
83.	FMS	Maint	53430/50			Airframe Repmn
84.	FMS	Maint	53430/50			Airframe Repmn
85.	FMS	Maint	58150/70			Para Rigger
86.	FMS	Maint	42172			Acft Hyd Tech
87.	FMS	Maint	42132/52			Acft Hyd Rpmn
88.	FMS	Maint	42132/52			Acft Hyd Rpmn'
89.	FMS	Maint	42132/52			Acft Hyd Rpmn
90.	FMS	Maint	42231/51			Acc/Eq Rpmn
91.	FMS	Maint	42370			Acft Elect Rep Tech
92.	FMS	Maint	42330/50			Acft Elect Rpmn
93.	FMS	Maint	42330/50			Acft Elect Rpmn
94.	FMS	Maint	42330/50			Acft Elect Rpmn
95.	FMS	Maint	42230/50			Acft Inst Rpmn
96.	FMS	Maint	42470			Acft Fuel Sys Tech
97.	FMS	Maint	42430/50			Acft Fuel Sys Mech
98.	FMS	Maint	43171E			Rep & Reclam Acft Maint Tech
99.	FMS	Maint	43131/51E			Acft Maint Mech
100.	FMS	Maint	43131/51E			Acft Maint Mech
101.	FMS	Maint	43131/51E			Acft Maint Mech
102.	FMS	Maint	42173/90			Grd Pwr Sup Eqp Tech/Supt
103.	FMS	Maint	42133/53			Grd Pwr Sup Eqp Rpmn
104.	FMS	Maint	42133/52			Grd Pwr Sup Eqp Rpmn
* TROOP COMMANDER				3		
** CARGO						

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PRIORITY OF OUTMOVEMENT		STAGING TEAM OR AIR ECHELON 10 Aircraft B-52 Post Strike Team		UNIT 4245SW		FLIGHT NR MO2	PHASE
PRIORITY NUMBER	SQUADRON	ELEMENT	AFSC OR ITEM	WEIGHT	CUBE	NAME OR BOX NUMBER (To be completed by organization)	
105.	FMS	Maint	42133/53			Grd Pwr Sup Eqp Rpmn	
106.	FMS	Maint	42133/53			Grd Pwr Sup Eqp Rpmn	
107.	AEMS	Maint	30130/50/70			Acft Radio Rpmn/Tech	
108.	AEMS	Maint	30131/51/71			Acft Elect Nav Eqp Rpmn/Maint Tech	
109.	AEMS	Maint	32130/50/70			Bomb-Nav Sup Mech/Tech	
110.	AEMS	Maint	42333/53/73			Auto Pilot/Comp Sys Rpmn/Tech	
<u>MATERIAL</u>							
	HSS	Control	Carbine & Pistol	163	9.4	4245A-5-9	
	HSS	Control	Carbine	163	9.4	4245A-5-10	
	HSS	Control	Cartridge	14	0.9	4245A-5-2	
	HSS	Control	Carbine	164	9.4	4245A-5-8	
	HSS	Control	Cartridges	100	1.2	4245A-5-7	
TOTAL				604	30.3		

AMEND # 7
4245SW MOB PUB
23 Mar 62

4.

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PRIORITY OF OUTMOVEMENT		STAGING TEAM OR AIR ECHELON 10 Aircraft B-52 Post Strike Team		UNIT 4245SW		FLIGHT NR MO3	PHASE II
PRIORITY NUMBER	SQUADRON	ELEMENT	AFSC OR ITEM	WEIGHT	CUBE	NAME OR BOX NUMBER (To be completed by organization)	
* 111.	HSS	Control	1435			Air Ops Off	
112.	HSS	Maint	4316			D/C Maint Officer	
113.	HSS	Control	6426 64670			Supply Office <i>SOPI</i>	
114.	HSS	Control	27170			Air Operation Supv	
115.	HSS	Maint	43171E			Job Control Maint Tech	
116.	HSS	Maint	43171E			Quality Control Maint Tech	
** 117.	HSS	Control	64630/60/70			Org Supply Spec/Supv	
118.	OMS	Maint	43190			Acft Maint Tech/Supt	
119.	OMS	Maint	43151E/71			Acft Mech/Tech	
120.	OMS	Maint	43151E/71			Acft Mech/Tech	
121.	OMS	Maint	43151E/71			Acft Mech/Tech	
122.	OMS	Maint	43151E/71			Acft Mech/Tech	
123.	OMS	Maint	43151E/71			Acft Mech/Tech	
124.	OMS	Maint	43151E/71			Acft Mech/Tech	
125.	OMS	Maint	43131E			Appr Acft Mech	
126.	OMS	Maint	43131E			Appr Acft Mech	
** 127.	FMS	Maint	43270/90			Jet Eng Tech/Supt	
128.	FMS	Maint	43230/50			Jet Eng Mech	
129.	FMS	Maint	43230/50			Jet Eng Mech	
130.	FMS	Maint	43230/50			Jet Eng Mech	
131.	FMS	Maint	43230/50			Jet Eng Mech'	
132.	FMS	Maint	53430/50			Airframe Rep	
133.	FMS	Maint	53150/70			Machinist/Tech	
134.	FMS	Maint	42132/52			Acft Hyd Rpmn	
135.	FMS	Maint	42370			Acft Elec Repair Tech	
136.	FMS	Maint	42330/50			Acft Elec Rpmn	
137.	FMS	Maint	42330/50			Acft Elec Rpmn	
138.	FMS	Maint	42230/50			Acft Inst Rpmn	
139.	FMS	Maint	42430/50			Acft Fuel Sys Mech	
140.	FMS	Maint	43171E			Rep & Reclam Acft Maint Tech	
141.	FMS	Maint	43131/51E			Repair & Reclam/Acft Maint Mech	
142.	FMS	Maint	43131/51E			Repair & Reclam/Acft Maint Mech	
143.	FMS	Maint	43131/51E			Repair & Reclam/Acft Maint Mech	
144.	FMS	Maint	60330/50			Vehicle Operator	
145.	FMS	Maint	42133/53			Grd Pwr/Sup Eqp Rpmn	
146.	FMS	Maint	42133/53			Grd Pwr/Sup Eqp Rpmn	
147.	FMS	Maint	42133/53			Grd Pwr/Sup Eqp Rpmn	
148.	FMS	Maint	42133/53			Grd Pwr/Sup Eqp Rpmn	
149.	AEMS	Maint	30130/50/70			Acft Radio Rep/Tech	
150.	AEMS	Maint	30131/51/71			Acft Elec Nav Eqp Rpmn/Maint Tech	
* TROOP COMMANDER							
** CARGO							
AMEND # 7							
4245SW MOB PUB							
23 Mar 62							
				5			

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UNCLASSIFIED

PRIORITY OF OUTMOVEMENT		STAGING TEAM OR AIR ECHELON 10 Aircraft B-52 Post Strike Team		UNIT 4245SW		FLIGHT NR MO3	PHASE II
PRIORITY NUMBER	SQUADRON	ELEMENT	AFSC OR ITEM	WEIGHT	CUBE	NAME OR BOX NUMBER (To be completed by organization)	
			<u>MATERIAL</u>				
	HSS	Control	Carbines & Pistols	163	12.1	4245A-5-12	
	HSS	Control	Cartridges	75	1.2	4245A-5-6	
	HSS	Control	Carbine	218	12.1	4245A-5-11	
			TOTAL	456	25.4		

AMEND # 7
4245SW MOB PUB
23 Mar 62

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PRIORITY OF OUTMOVEMENT		STAGING TEAM OR AIR ECHELON 10 Aircraft B-52 Post Strike Team		UNIT 4245SW		FLIGHT NR MO4	PHASE II
PRIORITY NUMBER	SQUADRON	ELEMENT	AFSC OR ITEM	WEIGHT	CUBE	NAME OR BOX NUMBER (To be completed by organization)	
**151.	HSS	Maint	64550/70			Supply Spec (CLARK)	
152.	HSS	Maint	43171E/64570			Maint Supply Liaison	
<u>MATERIAL</u>							
1	HSS	Control	Weapons	42	3.2	4245A-5-1	
	HSS	Control	J-57 Eng	5119	525.6	4245L-STG-19	
	HSS	Control	J-57 Eng	5119	525.6	4245L-STG-20	
PALLET #1 WT: 3620 CU: 254.0							
2	HSS	Control	Cargo-Box	334	20.5	4245L-STG-2	
	HSS	Control	Brake	324	9	4245L-STG-3	
	HSS	Control	Brake	331	9	4245L-STG-4	
	HSS	Control	Brake	308	9	4245L-STG-5	
	HSS	Control	Windshield	233	9	4245L-STG-6	
	HSS	Control	Parachute	262	17.3	4245L-STG-7	
	HSS	Control	Pump	380	30	4245L-STG-8	
	HSS	Control	Pump	391	30	4245L-STG-9	
	HSS	Control	Generator	162	7	4245L-STG-10	
	HSS	Control	Generator	162	7	4245L-STG-11	
	HSS	Control	Generator	162	7	4245L-STG-12	
	HSS	Control	Battery	279	8	4245L-STG-13	
	HSS	Control	Whl, Tube, Cas	80	3	4245L-STG-14	
<u>UNIT ITEMS</u>							
3	HSS	Control	Pump	380	30	4245L-STG-1	
	HSS	Control	Off Sups	89	4.0	4245A-5-14	
	OMS	Maint	Filler	225	28.0	4245H-4-1	
	HSS	Maint	Misc Tools	92	4.5	4245A-5-15	
	HSS	Maint	Misc Tools	120	5.7	4245A-5-16	
	FMS	Maint	Trailer	3983	294.0	4245J-2-1	
	FMS	Maint	Tools	150	5.1	4245J-2-2	
	FMS	Maint	Sling	57	1.1	4245J-2-5	
	FMS	Maint	Tools	110	4.4	4245J-5-1	
	FMS	Maint	Hoist	120	8.6	4245J-10-1	
	FMS	Maint	Tools	361	22.2	4245J-11-1	
	FMS	Maint	Tools	165	9.5	4245J-12-1	
	FMS	Maint	Tools	255	15.2	4245J-12-2	
	FMS	Maint	Tools	137	5.2	4245J-14-1	
	FMS	Maint	Behch Stock	93	4.2	4245J-14-2	
	FMS	Maint	Tools	322	26.0	4245J-15-1	
	FMS	Maint	Tools	89	8	4245J-16-1	
	AEMS	Maint	Test Equip	355	18.6	4245K-2-1	
	AEMS	Maint	Test Equip	205	10.3	4245K-2-2	
7							

** CARGO COURIERS
AMEND 7
23 Mar 62
4245SW MOB PUB

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PRIORITY OF OUTMOVEMENT		STAGING TEAM OR AIR ECHELON 10 Aircraft B-52 Post Strike Team		UNIT 4245SW		FLIGHT NR MO4	PHASE II
PRIORITY NUMBER	SQUADRON	ELEMENT	AFSC OR ITEM	WEIGHT	CUBE	NAME OR BOX NUMBER (To be completed by organization)	
4	HSS	Control	PALLET #2 Wheel & Cas (mounted)	530	29.0	4245L-STG-15	
	HSS	Control	Wheel & Cas (mounted)	530	29.0	4245L-STG-16	
	HSS	Control	Wheel & Cas (mounted)	530	29.0	4245L-STG-17	
	HSS	Control	Wheel & Cas (mounted)	530	29.0	4245L-STG-18	
				TOTAL	23,978	2022.6	

AMEND 7
4245SW MOB PUL
23 Mar 62

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STRENGTH 4245TH STRATEGIC WING (SAC)
 Sheppard Air Force Base Texas
 As Of; 31 March 1962

ORGANIZATIONS	AUTHORIZED		ASSIGNED		ATTACHED		AVERAGE ASSIGNED (31 DAY PERIOD)	
	OFFICERS	AIRMEN	OFFICERS	AIRMEN	OFFICERS	AIRMEN	OFFICERS	AIRMEN
4245TH CDEFSRON	4	166	4	153	-	0	4	155
HED 4245TH STRATWG	63	239	57	244	-	2	59	243
717TH BOMB SQDN	139	33	160	37	-	1	157	37
4245TH FLDMAINTRON	7	271	6	283	-	-	6	284
4245TH A&EMAINTRON	7	108	5	114	-	-	5	112
4245TH ORGMAINTRON	7	176	6	176	-	-	6	176
51ST MUNMAINTRON	5	54	5	62	-	1	5	63
GRAND TOTAL	232	1047	243	1069	0	4	242	1070

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Ronald P. Simon

RONALD P. SIMON
 1LT., USAF
 Management and Analysis Officer

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HEADQUARTERS
4245TH STRATEGIC WING (SAC)
UNITED STATES AIR FORCE
SHEPPARD AIR FORCE BASE, TEXAS



REPLY TO
ATTN OF: DPR


25 April 62

SUBJECT: Retention

TO: DP

The 4245th Strategic Wing reenlistment rate, by unit for the month of March 1962 is submitted.

UNIT	Elig to reenlist or ext		Reenlisted or ext		Percent		Total
	Career	First Term	Career	First Term	Career	1st Term	Percent
HSS	0	0	0	0	-	-	-
CDS	0	0	0	0	-	-	-
OMS	0	0	0	0	-	-	-
FMS	0	0	0	0	-	-	-
A&E	1	0	1	0	100	0	100
MMS	1	0	1	0	100	0	100
717	0	0	0	0	-	-	-


M.H. RUND
1st Lt, USAF
Asst Retention Officer

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HEADQUARTERS
4245TH STRATEGIC WING (SAC)
UNITED STATES AIR FORCE
SHEPPARD AIR FORCE BASE, TEXAS

REPLY TO
ATTN OF :

DCRM

SUBJECT:

SAC MCS Scores, January-March 1962

TO: DCR

4245th
Sheppard

Personnel Area

IPT	100 G
Records Review	100 G
Total	100 G

General Area

Flying Safety	100 G
Ground Safety	40 R
Weight Control	86 Y
IXO Activities	100 G
Total	78.4 R

Maintenance Area

Cancellations	76 R
Additions	100 G
MMS	100 G
Dev from T/O	
Times	44 Y
Total	84.3 R

Operations Area

Tng Minimums	100 G
Bomb Reliability	97 G
Unit Reliability	98 G
A/R Efficiency	98 G
Incentive Training	75 Y
Total	90.6 Y

<u>All Areas - Overall Total</u>	88.3 R
Red Begins	91.2

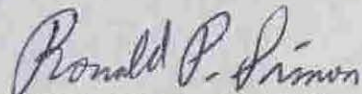
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Major Problem Areas within the 4245th Strategic Wing:

	<u>Points Lost</u>
Schedule Cancellations	144
Ground Safety	90
Incentive Training	<u>259</u>
	493

Absolute minimum points required to attain mid quartile performance was 4474. We attained 4333 points. 141 points more and the 4245th would not have been red for March quarter.



RONALD P. SIMON
1st Lt, USAF
Management Analysis Officer

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AIRMEN INDIVIDUAL PROFICIENCY TRAINING REPORT		AS OF DATE 31 Mar 62	DATE PREPARED 5 Apr 62	REPORTS CONTROL SYMBOL SAC - T53	CHECK ONE <input checked="" type="checkbox"/> BASE <input type="checkbox"/> SUB-COMMAND
TO: Strategic Air Command (DPATS) Offutt Air Force Base, Nebraska		INFO: (Maj Subor Comd Desig. & Loc) 2AF (DPFTT) Barksdale AFB, La		FROM: (Name of Base and Location) 4245th Strat Wg (DPT) Sheppard AFB, Tex	
PART I - IN TRAINING	LEVEL	A	B	C	D
	1. 3 LEVEL TRAINING	29	29	100	
	2. 5 LEVEL TRAINING	239	239	100	
	3. 7 LEVEL TRAINING	38	38	100	
	4. TOTAL	306	306	100	4%
PART II - TESTING	5. 3 LEVEL TESTING	36	36	100	
	6. 5 LEVEL TESTING	32	29	91	
	7. 7 LEVEL TESTING	10	8	80	
	8. TOTAL	78	73	94	60%
PART III - UPGRADING	9. 3 LEVEL UPGRADING	37	0		
	10. 5 LEVEL UPGRADING	35	1		
	11. 7 LEVEL UPGRADING	2	0		
	12. TOTAL	74	1	27%	36%
PART IV - RECAP.	13. (Parts I, II, and III) TOTAL				100%
PART V - MISCELLANEOUS DATA					
14. WITHDRAWALS 7			15. CUMULATIVE WITHDRAWALS 7		
16. REMARKS (Continue on Reverse)					
TYPED NAME AND GRADE (IPT Officer) M.H. RUND, 1st Lt			TYPED NAME AND GRADE (IPT NCOIC) ROBERT H GREESON, TSGT		
SIGNED NAME AND GRADE (Director of Personnel) H.A. WARREN, Lt Col			SIGNATURE (Director of Personnel)		

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HEADQUARTERS
4245TH STRATEGIC WING (SAG)
United States Air Force
Sheppard Air Force Base, Texas

AIR TRAINING REPORT RCS: 2-SAC-F12

1 JANUARY THRU 31 MARCH 1962

COMMANDER'S REMARKS

1. Waiver of Training Requirements: /U/
 - a. SACR 50-8 requirements for crew E-50, Co-Pilot, Jones, is waived in accordance with paragraph 6, f(2), SACR 50-8, dtd 15 November 1962.
 - b. SACR 50-8 requirements for crew E-72, EWO, Emmert, is waived in accordance with paragraph 6, f(2), SACR 50-8, dtd 15 November 1962.
 - c. SACR 50-8 requirements for crew E-49 are waived in accordance with 2AF Msg. DOTA 2994, dtd 29 January 1962. Crew TDY to Project Dominic.
 - d. SACR 50-8 requirements for weapons simulator, (SMI 9-B), for all aircrews is waived in accordance with 2AF Msg. DOTG 2385, dtd 8 March 62.
2. Delinquent Combat Ready Crews: Not Applicable. /U/
3. Alert Cycle: (7) day Wednesday thru Tuesday, or (7) day Friday thru Thursday. (U)
4. Compensatory Time off for Alert Crews: N/A. /U/
5. N/A.
6. Unreliable RBS Runs: (U)

GE	DATE	RCN TYPE	CREW	RBS SITE	REASON
5,250	1 Mar	SLIC (1st Rel)	E-78	Happy Hour	Incomplete Synchronization
4,100/21,800	1 Mar	ICGJ (Both)	E-78	Happy Hour	Technique error
3,600	6 Mar	ICGJ (1st Rel)	R-93	Go Boy	Incomplete Synchronization
4,100	8 Mar	SLIC (1st Rel)	S-24	Happy Hour	Material
4,220	8 Mar	SLIC (1st Rel)	S-24	Happy Hour	Material
3,420	9 Mar	ICGJ (1st Rel)	R-94	Go Boy	Airpoint Misidentification
6,970	20 Mar	SLIC (2nd Rel)	E-91	Go Boy	Material
4,800	20 Mar	SLIC (1st Rel)	E-56	Happy Hour	Unknown; Pending CEG Analysis.
4,370	20 Mar	SLIC (1st Rel)	E-56	Happy Hour	Unknown; Pending CEG Analysis.
26,670	21 Mar	Radar Timing	R-94	Matagorda	Crew Co-ordination
4,200	22 Mar	SLIC	E-19	Go Boy	Crew Co-ordination
4,800	28 Mar	SLIC	E-92	Go Boy	Airpoint Misidentification

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4245th Strategic Wing (T-12) Commander's Remarks (Cont) 1 Jan -31 March 1962

7. Unreliable Nicks Runs: ~~70/~~ (U)

CE	DATE	RUN TYPE	CREW	SITE	REASON
6,070	1 Mar	Hi Sync	E-70	Dallas	Aimpoint
3,300	6 Mar	Hi Sync	E-70	Kansas City	Misidentification
14,750	6 Mar	Fixed Angle	R-93	Dallas	Incomplete Synchronization
39,900	13 Mar	Fixed Angle	E-87	Kansas City	Crew Co-ordination

8. Navigation GE:

a. 8.8; b. 9.7; c. 8.1; d. 4.3; e. 10; f. 10/9.6;

9. Unreliable Navigation: Not Applicable. /U/

10. Unreliable Local Defense Runs: ~~70/~~ (U)

SCOPE	DATE	CREW	SITE	REASON
OXE	3 Mar	E-50	Go Boy	Material Failure
9XE	7 Mar	R-95	Go Boy	Operator/Site Scoring Error
OXE	8 Mar	E-78	Go Boy	Operator/Site Scoring Error
9XM	13 Mar	E-07	Happy Hour	Operator/ Site Scoring Error
OXE	23 Mar	E-91	Happy Hour	Operator Error
9XM	24 Mar	R-93	Happy Hour	Material
9XE	28 Mar	R-95	Go Boy	Operator Error

11. Unreliable Radar Simulator Runs:

SCOPE	SIGNALS	DATE	CREW	SITE	REASON
C06	C-3-3 S-0-0	1 Mar	E-78	Happy Hour	Operator Error
C06	C-0-3 S-0-0	1 Mar	E-78	Happy Hour	Operator Error
C06	C-0-0 S-3-3	1 Mar	E-78	Happy Hour	Operator Error
B06	B-3-3 S-0-0	6 Mar	R-93	Go Boy	Operator Error
B06	B-0-0 S-3-3	20 Mar	R-94	Matagorda	Operator Error
B05	B-0-0 S-3-2	20 Mar	R-94	Matagorda	Material Failure
C06	C-3-3 S-0-0	20 Mar	R-94	Matagorda	Operator Error
B06	B-3-3 S-0-0	22 Mar	R-94	Matagorda	Operator Error

12. Fire Control Systems Fireout and Reliability: a. 28; b. 23; c. 97.6%; d. 33,600/32,808; e. 225; f. 41; g. 38.

13. GAM 77/72 Information: N/A.

14. N/A.

15. Advanced Capability Radar Training: Not Applicable.

16. N/A.

17. N/A.

18. N/A.

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6245th Strategic Wing (T-12) Commander's Remarks (Cont) 1 Jan - 31 March 1962

19. 50-8 Basic requirements accomplished on "Chrome Dome Sorties."

20 Day Cel Grids	15 Track and Holds (P)
23 Nite Cel Grids	8 Track and Holds (CP)
15 Tact Nav Legs	16 Jet Penetrations (T)
15 Cel Cont Tird (exer's)	3 Jet Penetrations (CP)
17 Nav Cel Fixes (R)	7 GSA Approaches (P)
18 Nav Cel Fixes (R-N)	3 GSA Approaches (CP)
24 Rendezvous	11 ILS Approaches (T)
26 Hvy Weight Nite Refuelings	1 ILS Approaches (CP)
24 Radr Silences	6 Non-Radar Approaches (P)
61 SIA's Below 1,000 MGS	5 Non-Radar Approaches (CP)
38 SIA's - L	4 Missed Approaches (P)
1/1 SIA's - S	2 Missed Approaches (CP)
26 SIA's - X	15 Hvy Weight Take-Offs
8 MESSR's	19 Auto Pilot Off Nav Legs
19 Departures (P)	22 Emer Proc Drills
5 Departures (CP)	12 Communications
	11 Comber's

20. Wing Commander's Remarks. Because the Simulator normally used by this unit at Altus AFB, is undergoing modification as a mobile trainer, no simulator training was conducted during the Jan-March Quarter.

Paul N. Bacalis

PAUL N. BACALIS
Colonel, USAF
Commander

This document is classified ~~CONFIDENTIAL~~ as the information reported reflects unit capability.

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JOINT MESSAGEFORM

SECURITY CLASSIFICATION

~~SECRET~~

SPACE BELOW RESERVED FOR COMMUNICATION CENTER

PRECEDENCE		TYPE MSG (Check)			ACCOUNTING SYMBOL	ORIG. OR REFERS TO	CLASSIFICATION OF REFERENCE
ACTION	PRIORITY	BOOK	MULTI	SINGLE			
INFO	PRIORITY				AF	X	

FROM:

4245STRATWG SHEPPARD AFB, TEX

TO:

SAC OFFUTT AFB, NEBR

INFO:

2AF BARKSDALE AFB, LA

SPECIAL INSTRUCTIONS

~~SECRET~~ DCOTSR 0097 . FOR SAC (DGOPOP). INFO 2AF DO. SPECIAL REPORT REQUIRED BY OPORD 23-62A FOR THE PERIOD 1 JAN THRU 31 MAR 62.

PART I: JAN FEB MAR TOTAL

A. 31 28 30 89

B. 3 6 6 15

C. 4 JAN SORTIE AIR ABORTED DUE TO IFF FAILURE, 2AF

DIRECTED; 23 JAN SORTIE AIR ABORTED DUE TO RECEIVER IFR SYSTEM

INDUCTION COIL INOPERATIVE; 30 JAN SORTIE AIR ABORTED DUE TO FIRST

TANKER CANX; 1 FEB SORTIE AIR ABORTED DUE TO LOSS OF #1 ENGINE;

2 FEB SORTIE AIR ABORTED DUE TO LOSS OF #9 HYDRAULIC PACK AND RADAR;

11 FEB SORTIE AIR ABORTED DUE TO INOPERATIVE AIR CONDITIONING; 12 FEB

SORTIE AIR ABORTED DUE TO DAMAGED RECEIVER SLIDING VALVE ASSEMBLY -

BOOM TOGGLES WOULD NOT LATCH; 21 FEB SORTIE AIR ABORTED DUE TO AIR

DATE	TIME
4	
MONTH	YEAR
APR	62

SYMBOL

DCO/em

SIGNATURE

62-0968

TYPED NAME AND TITLE (Signature, if required)

THOMAS L. MURPHY, LtCol, USAF

TYPED (or stamped) NAME AND TITLE

PHONE 296

PAGE NR.

1

NR. OF PAGES 2

SECURITY CLASSIFICATION

~~SECRET~~

~~DECLASSIFIED AT 3 YEAR INTERVALS;
DECLASSIFIED AT 3 YEARS
DOD DIR 5200.10~~

DD FORM 1 MAY 53 173

REPLACES DD FORM 173, 1 OCT. 49, WHICH WILL BE USED UNTIL EXHAUSTED

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JOINT MESSAGEFORM - CONTINUATION SHEET

~~SECRET~~

FROM:

4245STRATWG SHEPPARD AFB, TEX

REFUELING SYSTEM - LEAK IN COCKPIT BELOW AIR REFUELING RECEPTACLE;
 FEB SORTIE AIR ABORTED DUE TO #5 ENGINE EXPLODING; 7 MAR SORTIE
 AIR ABORTED DUE TO BOOM MALFUNCTION ON FIRST TANKER AND PILOT
 UNABLE TO STAY ON REPLACEMENT TANKER BOOM; 14 MAR SORTIE AIR
 ABORTED DUE TO TANKER ABORT; 23 MAR SORTIE AIR ABORTED DUE TO LOSS
 OF RADAR AFTER FIRST REFUELING; 24 MAR SORTIE AIR ABORTED DUE TO
 LOSS OF #7 ENGINE ONE HOUR AFTER TAKE OFF; 25 MAR SORTIE GROUND
 ABORTED DUE TO H.F. MALFUNCTION; 27 MAR SORTIE AIR ABORTED DUE TO
 TANKER GROUND ABORT.

	<u>JAN</u>	<u>FEB</u>	<u>MAR</u>	<u>TOTAL</u>
D.	641:32	516:09	584:55	1742:36
E.	726:55	612:40	682:25	2022:00
F.	54	47	52	153
G.	356			

PART II: COMMENTS AND RECOMMENDATIONS: NONE.

(SCP 4)

SYMBOL

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2

SECURITY CLASSIFICATION

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INITIALS

DD FORM 173-1
MAY 68

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★ U. S. GOVERNMENT PRINTING OFFICE: 1955-68222

UNCLASSIFIED

TITLE/SUBJECT/ACTIVITY EAM SAC T-12 AIR TRAINING REPORT		PAGE NO.	NO. OF PAGES
BASE Sheppard Air Force Base, Texas	ORGANIZATION 4245th Strategic Wing (SAC)	DATE(S) 1-31 March 1962	
EXTRACT OF 2AF SUMMARY AND "Z" SUMMARY SERIES			
		FEB	JAN- MAR
<u>GENERAL INFORMATION</u>			
Total flying time (cumulative)	539	1762	584
Combat-ready crew flying time	539	1666	584
Noncombat-ready crew flying time	0	96	0
Total sorties (cumulative)	64	203	66
Combat-ready crew sorties	64	192	66
Noncombat-ready crew sorties	0	11	0
Aircraft assigned	18	18	18
<u>CREW DATA</u>			
Combat-ready crews, end of last month	27	28	27
Combat-ready crews, end of current month	28	27	27
Noncombat-ready crews upgraded	1	1	0
Combat-ready crews formed	0	0	0
Combat-ready crews transferred in	0	0	0
Combat-ready crews downgraded	0	0	0
Combat-ready crews disbanded	0	0	0
<u>UNIT RELIABILITY</u>			
Night celestial navigation attempted	8	15	2
Number reliable	8	15	2
Night celestial grids attempted	6	37	11
Number reliable	6	37	11
Day celestial grids attempted	7	34	5
Number reliable	7	34	5
Low altitude navigation attempted	7	23	6
Number reliable	7	23	6
Local defense runs attempted	127	456	182
Number reliable	109	403	161
Radar simulator runs attempted	123	444	180
Number reliable	112	406	158

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TITLE/SUBJECT/ACTIVITY EAM SAC T-12 AIR TRAINING REPORT		PAGE NO.	NO. OF PAGES
BASE Sheppard Air Force Base, Texas	ORGANIZATION 4245th Strategic Wing (SAC)	DATE(S) 1-31 March 1962	
<u>EXTRACT OF 2AF SUMMARY AND "Z" SUMMARY SERIES</u>			
<div style="display: flex; justify-content: space-between; align-items: center;"> <div style="text-align: center;"> CONFIDENTIAL </div> <div style="text-align: center;"> FEB JAN-MAR MAR </div> </div>			
<u>BOMBING RELIABILITY</u>			
High altitude sync attempted	51	137	47
Number reliable	46	127	45
High altitude large charge attempted	21	59	15
Number reliable	17	49	13
High altitude fixed angle attempted	14	44	13
Number reliable	12	39	11
High altitude last resort attempted	4	13	9
Number reliable	4	13	9
Sidestep attempted	12	40	14
Number reliable	9	36	14
Combat runs attempted	56	131	29
Number reliable	56	129	29
Short look sync attempted	8	28	8
Number attempted	8	27	7
Long look large charge attempted	16	45	18
Number ATTEMPTED reliable	16	44	18
Short Look large charge attempted	17	90	46
Number reliable	15	85	44
Low altitude RBS Express (SLLC) attempted	48	166	69
Number reliable	45	154	62
Timing short look attempted	35	49	8
Number reliable	33	47	8
SLLC fixed sites (additional) attempted	-	4	-
Number reliable	-	4	-
SLLC semi-mobile (additional) attempted	-	74	-
Number reliable	-	67	-
Primary EWO (Unit's EWO tactic) attempted	45	156	56
Number reliable	45	156	56
<div style="display: flex; justify-content: space-between; align-items: center;"> <div style="text-align: center;"> CONFIDENTIAL </div> </div>			

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TITLE/SUBJECT/ACTIVITY EAM SAC T-12 AIR TRAINING REPORT		PAGE NO.	NO. OF PAGES
BASE Sheppard Air Force Base, Texas	ORGANIZATION 4245th Strategic Wing (SAC)	DATE(S) 1-31 March 1962	
<u>EXTRACT OF 2AF SUMMARY AND "Z" SUMMARY SERIES</u>			
CONFIDENTIAL			
		FEB	JAN-MAR MAR
<u>REFUELING</u>			
Refuelings allocated by numbered air force	20	49	29
Refuelings scheduled in weekly 60-9	20	49	29
Refuelings effective	20	47	27
Tanker aborts or cancellations (other than due to weather or higher headquarters)	0	0	0
Receiver aborts or cancellations	0	1	1
Aborts/cancellations due to weather precluding takeoff	0	0	0
Aborts/cancellations due to weather in refueling area	0	0	0
Cancellations by higher headquarters	0	1	1
Refuelings accomplished not scheduled in weekly 60-9	0	0	0
Air refueling efficiency	100	98	98
<p>I certify that the above information has been extracted from the 2AF Summary and "Z" Summary Series for the period 1-31 March 1962.</p> <p style="text-align: center;"><i>Ronald P. Simon</i></p> <p>RONALD P. SIMON 1st Lt, USAF Historical Officer</p>			
CONFIDENTIAL			

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DCOTG/Capt Yates/B544

SAC T-12 Report for the Month of March 1962

4 Apr 1962

DCOTR

<u>SUBJECT</u>	<u>COLLATERAL TRAINING INDIVIDUALS REQ</u>	<u>INDIVIDUALS COMPLETE</u>
Tactical Doctrine	156	156
*Flight Simulator	52	0
Air Weapons Academic	104	104
Bomb/Nav Inflight Maintenance	52	52
Ultrasonic Trainer	52	52
Gunnery Strange Field Procedures	26	26
Gunnery Trainer T-1A	26	26
Combative Measures Test	156	64
Air Weapons Simulated		
Operational Mission (Crews Req.)	26	(Crews Comp.) 26
ECM Procedures	26	26
ECM Simulator	N/A	N/A
Gunnery Systems	26	26
Sextant Observation Error	78	78

*Training not Performed: Flight Simulator used by this Wing (ALYIS) went to OQAMA, 30 Jan 62, to be made mobile. If or when used for this training exists, such as Pilot Upgrading, TDY funds and authorization for training will be requested.

VIRGINIA H. YATES
Capt, USAF
Chief, Procedural Training Branch

Copies to:

Wing Historian & Cys

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COLLATERAL TRAINING REPORT FOR
RATED/NON-RATED PERSONNEL IN ALL UNITS

TO: 2AF DTG

INFO: SAC DCDM, and 816/DIV DTG

AS OF DATE (Last Day of Quarter)

31 Mar 62

REPORTS CONTROL SYMBOL
1-SAC-T46

FROM: (Organization and Location)

4245STRONG (DOUG)

Sheppard AFB, Tex

A	SUBJECT	TRAINING RE- QUIREMENT	REQUIRE TRAINING	COMPLETE TO DATE	B	SUBJECT	TRAINING RE- QUIREMENT	REQUIRE TRAINING	COMPLETE TO DATE	DATE
1	DISASTER ACTIONS	AN./PROF.	1302	451	1	EJECTION SEAT	1 HR/YR	439	326	
2	CODE OF CONDUCT	AN./PROF.	1302	452	2	ECM TRAINER	8 HRS/YR	N/A		
3	BUDDY CARE (In Lieu of Disaster Actions)	ONE TIME PROFICIENCY	1302	66	3	ULTRA-SONIC TRAINER STAFF	6 HRS/YR	13	0	
4					4	AIR WEAPONS (Staff Crew)	4 HRS/1/2 YR	34	1	
5					5	MISSILE SAFETY	2 HRS/YR	N/A		
C	SMALL ARMS QUAL			FIRED COURSE TO DATE	MARKSMAN	SHARP- SHOOTER	EXPERT			
1	AIR POLICE SECURITY & COMBAT AIRCREW (Pistol)	AN./QUAL	334	119	13	44	23			
2	ALL OTHERS (Pistol)	AN./QUAL	87	33	6	4	7			
3	AIR POLICE SECURITY & COMBAT AIRCREW (Carbine)	AN./QUAL	153	64	10	34	18			
4	ALL OTHERS (Carbine)	AN./QUAL	869	269	35	150	68			
D	PFR TEST		ASSIGNED	OVER AGE 45	INDEFINITE MED EXCUSED	LIMITED MED EXCUSED	ELIGIBLE PFR TEST	TESTED	PASSED PFR	
1	FLYING PERSONNEL (Male)	SEMI-ANNUAL PROFICIENCY	235	6	16	4	209	162	159	
2	NON-FLYING PERS (Male)	SEMI-ANNUAL PROFICIENCY	1062	43	72	16	931	671	657	
3	TOTAL (Male)		1297	49	88	20	1140	833	816	
4	WAF	SEMI-ANNUAL PROFICIENCY	2	1	0	0	1	0	0	
5	MEDICAL SERVICE	SEMI-ANNUAL PROFICIENCY	0	0	0	0	0	0	0	
6	TOTAL (WAF Med)		2	1	0	0	1	0	0	
E	WEIGHT CONTROL		ASSIGNED	WEIGHED	MET WEIGHT					
1	ALL MILITARY PERS	WEIGH QUARTERLY	1299	1299	1292					
F	FLT SIMULATOR (On Sta)	SEE SACR 50-24 STAFF PERS	REQUIRE TRAINING	COMPLETE TO DATE	G	FLIGHT SIMULATOR (TDY)1	TRAINING REQUIREMENT	REQUIRE TRAINING	COMPLETE TO DATE	
1	B-52	2 MSNS/QTR			1	B-52 STAFF	3 MSNS/1/2 YR	17	0	
2	KC-135	2 MSNS/QTR			2	KC-135	3 MSNS/1/2 YR			
3	B-47	2 MSNS/QTR			3	KC-147	3 MSNS/1/2 YR			
4	KC-97	2 MSNS/QTR			4	B-58 (On Station)	5 MSNS/QTR			
H	REMARKS (Enter on Reverse Side of Form)									

1 See SACR 50-24 for Staff Requirements.

TYPED NAME AND GRADE (Collateral Training Officer)

VIRGINIA H. YATES, Capt

SIGNATURE

Virginia H. Yates

SAC FORM 108
JUN 61PREVIOUS EDITION IS OBSOLETE.
SAC FORMS 108A THRU 108G
DATED DEC 60, WHICH ARE OBSOLETE.

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REMARKS

LINE ITEM 3, SECTION A. Classes are scheduled to complete this one-time requirement this calendar year. Instructors, on orders, were trained by the Base Hospital, and will use locally produced aids to supplement the Training K

LINE ITEM 3, SECTION B. 13 officers required Ultrasonic Trainer
3 officers have 4 Hrs
1 Officer has 3 Hrs
1 officer has 2½ Hrs
8 officers have 2 Hrs

LINE ITEM 1, SECTION G. 1. Training not performed.

2. Flight Simulator used by this station (Altus AFB) went to OAMA, 30 Jan 62, to be made mobile.

3. If an when need for this training exists, such as pilot upgrading, TDY funds and authorization for training will be requested.

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USE AND STATUS REPORT OF SELECTED TRAINING DEVICES (Use reverse for remarks)		ORGANIZATION 42453TBA		COMMAND OF ASSIGNMENT BAC		REPORTS CONTROL SYMBOL AF									
		LOCATION Sheppard AFB, Tex				AS OF DATE 31 Mar 1962									
TYPE DESIGNATION AND SERIAL NUMBER A	POWER ON HOURS B	SCHED- ULED TRAIN- ING HOURS C	TRAIN- ING HOURS OPER- ATED D	CUMULATIVE POWER ON HOURS E	TRAINING HOURS LOST DUE TO					HOURS FOR MAINTENANCE- NO TRAINING LOSS DUE TO				DATE LAST IRAN O	STA- TUS P
					AWAIT- ING PARTS F	UN- SCHED- ULED MAIN- TE- NANCE G	CAL- IBRA- TION ALIGN- MENT INSPEC- TION H	STU- DENT NO SHOW I	OTHER REA- SONS J	AWAIT- ING PARTS K	IN- SPEC- TION L	UN- SCHED- ULED MAIN- TE- NANCE M	CAL- IBRA- TION ALIGN- MENT N		
Simulator Airborne Type SHU 9/B SH AF5737	0	0	0	0	0	0	0	0	0	0	0	0	0		B
C-11C AF50-0213 FSH 6930-205-6473	83	41	41	12667	0	0	0	0	0	0	25	16	20		A
TAU 3/F AF58-109	0	0	0	0	0	0	0	0	0	0	0	0	0		B
TAU 10/F AF58-076	15	15	15	135	0	0	0	0	0	0	0	0	0		A
AN/APQ-T2A E/U MA6A AF7056 FSH 6940-282-4024	83	31	31	2002	0	0	0	0	0	0	6	24	0		A
AN/ASG-T1 59-5 FSH 6920-291-2891	123	26	53	1966	0	0	0	2	2	0	10.5	0	0		A

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GROUND ACCIDENT SUMMARY

See SACSUP 3 to 4 for instructions completing this form.

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REPORTING PERIOD

March 1962

REPORTS CONTROL SYMBOL
SAC-X1

TO:

2AF (DSG)
Barksdale AFB, Louisiana

FROM:

4245th Strategic Wing (SAC)
Sheppard AFB, Texas

ITEM		CURRENT MONTH			CUMULATIVE		
		ON DUTY	OFF DUTY	TOTAL	ON DUTY	OFF DUTY	TOTAL
MILITARY	FATALITIES	0	0	0	0	0	0
	PERMANENT TOTAL INJURIES	0	0	0	0	0	0
	PERMANENT PARTIAL INJURIES	0	0	0	0	0	0
	TEMPORARY TOTAL INJURIES	0	1	1	4	3	7
	TOTAL FATAL AND DISABLING INJURIES	0	1	1	4	3	7
	MAN-DAYS EXPOSURE	13,557	27115	40,672	39,418	78,836	118,254
	INJURY RATE (Include Fatalis)	0	3.69	2.46	10.15	3.81	5.92
	FATALITY RATE	0	0	0	0	0	0
	MAN-DAYS LOST	0	5	5	31	38	69
	NON-DISABLING INJURIES	8	5	13	26	13	39
	INJURY COST (Total)	\$56.00	\$185.00	\$241.00	\$1105.00	\$1231.00	\$2343.00
	PMV ACCIDENTS	0	1	1	0	2	2
	PMV ACCIDENT RATE	0	3.69	2.46	0	3.81	1.69
	PMV FATALITIES	0	0	0	0	0	0
	PMV FATALITY RATE	0	0	0	0	0	0
PMV DISABLING INJ (Ex Fatalis)	0	3.69	2.46	0	3.81	1.69	
PMV DISABLING RATE (Ex Fatalis)	0	3.69	2.46	0	3.81	1.69	
CIVILIAN	ITEM	CURRENT MONTH	CUMULATIVE	ITEM	CURRENT MONTH	CUMULATIVE	
	FATALITIES	0	0	MIL AVG STRENGTH	1312	3923	
	DISABLING INJURIES	0	0	CIV DERIVED AVG STRENGTH	14	43	
	MAN-HOURS EXPOSURE	2544	7544	TOTAL MILITARY & CIVILIAN AVERAGE STRENGTH	1326	3966	
	INJURY RATE (Include Fatalis)	0	0	INJURY COST ON DUTY (Mil & Civ)	\$ 56.00	\$ 1112.00	
	MAN-DAYS LOST	0	0	INJURY COST OFF DUTY (Mil)	\$185.00	\$ 1231.00	
	NON-DISABLING INJURIES	0	0	USAF VEH ACNT COST (No Inj)	\$ 0	\$ 0	
USAF VEHICLES	INJURY COST (Total)	\$ 0	\$ 0	OTHER PROPERTY DMG COST	\$ 0	\$ 0	
	NUMBER OF ACCIDENTS	0	0	TOTAL ACCIDENT COST	\$241.00	\$ 2343.00	
	MILEAGE DRIVEN	41,438	124,963	COST PER CAPITA (On duty)	\$.04	\$.28	
	ACCIDENT RATE	0	0	COST PER CAPITA (Off duty)	\$.14	\$.31	
	ACDNT DAMAGE COST	\$ 0	\$ 0	TOTAL COST PER CAPITA	\$.18	\$.59	
					TOTAL NUMBER OF AIRCRAFT/ MISSILE DAMAGED	0	0

NUMBERS OF REPORTS SUBMITTED DURING CURRENT MONTH

UA-91 - 501

TOTAL NR OF REPORTS SUBMITTED 1

MONTH

March 1962

CUMULATIVE

8

INFORMATION REGARDING CHARGEABLE PRIVATE MOTOR VEHICLE ACCIDENTS

TOTAL ACCIDENTS	CURRENT MONTH		CUMULATIVE	
	1		2	
OCCURRED DURING NIGHT	1		1	
OCCURRED DURING DAY	0		1	
CLASS "A" PASS	1		1	
3-DAY PASS	0		0	
EXTENDED LEAVE	0		1	
OTHER (PCS, TDY, On Duty, Etc.)	0		0	

E

5 April 1962

TYPED NAME, GRADE AND TITLE OF APPROVING OFFICIAL

JULIAN P. ANDERSON, Major USAF

SIGNATURE

for George Bunker SSGT
SAFETY TECHNICIAN

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HEADQUARTERS
4245TH STRATEGIC WING (SAC)
UNITED STATES AIR FORCE
SHEPPARD AIR FORCE BASE, TEXAS

REPLY TO
ATTN OF: C

7 MAY 1962

SUBJECT: Transmittal of "Bent Spear" Formal Incident Report, 5 March 1962

TO:	DNS (AFINS)	AFIC (MCW)	OOAMA (OOYS)
	DIG for SAFETY	AFIC (MCM)	4347CCTW (49CCTS-2)
	USAF (AFSSS-AE)	SAAMA (SAWMT)	61ST MMS (2)
	SAC (DCSD)	AFSWC (SWVN)	
	SAC (DMAE)	AFSWC (SWL)	
	2AF (DS)	816STRAT AEROSPACE DIV (DS)	

1. Forwarded in accordance with paragraph 19a, AFR 127-4, is the Formal "Bent Spear" Incident Report involving a Double Cable Assembly, CX6071/U that occurred on 5 March 1962 in the 4245th Strategic Wing (SAC), Sheppard AFB, Texas.

2. I have reviewed the attached incident report and concur with the findings and recommendations contained therein.

3. The following action is being or has been taken to prevent recurrence of similar incidents.

a. Formal recommended changes to T. O. 1B-52D-14-1 dated 6 February 1962 and the associated checklists have been prepared by the 61st Munitions Maintenance Squadron and will be forwarded through channels no later than 10 May 1962.

b. The individual responsible for this incident has been re-briefed on his responsibilities as a member of a munitions loading team.

4. Distribution of this incident report has been made to all addressees of this letter of transmittal as required by Attachment 6, AFR 127-4 as supplemented by AFR 127-4/SAC SUP 5.

~~5. This letter of transmittal is classified due to the classification of the attachment. When the attachment is removed, this letter may be declassified.~~

Paul N. Bacalis

PAUL N. BACALIS
Colonel, USAF
Commander

1 Atch.
"Bent Spear" Report, 5 Mar 62

Copies to:
IXOH (4)

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PEACE IS OUR PROFESSION

~~FORMERLY
RESTRICTED DATA~~

ATOMIC ENERGY ACT-1954

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~~**CONFIDENTIAL**~~

USAF ACCIDENT/INCIDENT REPORT

Fill in all spaces applicable. If additional space is needed, use additional sheet(s).

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TAB LETTER

CHECKLIST AND INDEX

DOE LIT 2000-1
ENCLOSURE

NOT APPLICABLE

APPLICABLE NOT
ATTACHED

ATTACHED

NO. FORMS
ATTACHED

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AF FORM 711, USAF ACCIDENT/INCIDENT REPORT, UA-91, Monday, 5 March 1962.

~~_____~~

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NUCLEAR ACCIDENT/INCIDENT REPORT
Complete all spaces applicable; attach additional sheets as required.

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HEADQUARTERS
4245TH STRATEGIC WING (SAC)
UNITED STATES AIR FORCE
SHEPPARD AIR FORCE BASE, TEXAS

REPLY TO
ATTN OF : C

7 MAY 1962

SUBJECT: Transmittal of "Bent Spear" Formal Incident Report, 23 March 1962

(b)(1)

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~~FORMERLY
RESTRICTED DATA
ATOMIC ENERGY ACT - 1954~~

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USAF ACCIDENT/INCIDENT REPORT

Fill in all spaces applicable. If additional space is needed, use additional sheet(s).

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TAB LETTER	CHECKLIST AND INDEX	DOD DIE REPORTED BY EXCLUDED FROM FILE	NOT APPLICABLE	APPLICABLE NOT ATTACHED	ATTACHED	NO. FORMS ATTACHED

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NUCLEAR ACCIDENT/INCIDENT REPORT

Complete all spaces applicable; attach additional sheets as required.

~~**CONFIDENTIAL**~~

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HEADQUARTERS
4245TH STRATEGIC WING (SAC)
UNITED STATES AIR FORCE
SHEPPARD AIR FORCE BASE, TEXAS

REPLY TO
ATTN OF: C

7 MAY 1962

SUBJECT: Transmittal of "Bent Spear" Formal Incident Report, 27 March 1962

(b)(1)

~~SECRET~~

COPIES TO:

EXOH (4)

ON

~~RESTRICTED DATA~~

~~ATOMIC ENERGY ACT - 1964~~

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USAF ACCIDENT/INCIDENT REPORT

Fill in all spaces applicable. If additional space is needed, use additional sheet(s).

~~SECRET~~

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~~SECRET~~

TAD LETTER

2000011
CHECKLIST AND INDEX

NOT APPLICABLE

APPLICABLE NOT
ATTACHED

ATTACHED

NO FORMS
ATTACHED

(b)(1)

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~~SECRET~~

AF FORM 711, USAF ACCIDENT/INCIDENT REPORT, UA-91, Tuesday, 27 March 1962

(b)(1)

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NUCLEAR ACCIDENT/INCIDENT REPORT

Complete all spaces applicable; attach additional sheets as required.

MA YBRIE ILLUSTRATED

~~SECRET~~

(b)(1)

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HEADQUARTERS
4245TH STRATEGIC WING (SAC)
UNITED STATES AIR FORCE
SHEPPARD AIR FORCE BASE, TEXAS

REPLY TO
ATTN OF: DCMR

8 May 1962

SUBJECT: Information Required for Monthly History

TO: DCM Historian

Maintenance Performance for 1 thru 31 March 1962.

a. Number of sorties flown.	102
b. Number of flying hours.	1306
c. Cancellations	1

Reasons for cancellation: A/C 56-664 25 March 1962,
HF radio will not receive.

d. Late Take Offs	2
-------------------	---

(1) Reason for late take off: A/C 56-675 20 March
1962, changed fuel control.

(2) A/C 56-678 2 March 1962, N-2 compressor froze
on #5 engine.

e. Number of pope inspection.	11
f. Shop repair capability	FMS 82%
	AEMS 94%

g. Direct manhours "01" expended:	DCM 250
	OMS 14418
	FMS 23151
	MMS 2412
	A&E 8121

h. Flying hours to and from skyspeed:

(1) A/C 56-621 from S.S. 5:00 hours.

(2) A/C 56-669 from S/S 5:00 hours

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i. Manhours expended in training:

- (1) Code "05" Maintenance Technical Training 7337.4
- (2) Code 05.1, AFM 66-1 training 159.5
- (3) Code 30, Military Training 517.
- (4) Code 33 TDY Maintenance Training 2240.3

David G. Cook

DAVID G. COOK
Capt, USAF
OIC, DCMR

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MONTHLY MAINTENANCE ORDER NR 3
FOR MARCH 1962

HEADQUARTERS, 4245TH STRATEGIC WING (SAC)
Sheppard Air Force Base, Texas
23 Mar 1962

COORDINATION

Paul H. Bacalis c

James H. Seely DCM

Thomas I. Murphy DCO

DISTRIBUTION:

1 2AF (DM4B)
2 4245C
4 4245IXO
10 4245DSUP
21 4245DCO
1 4245DCR
6 717BS
2 Comdr Alert Force
2 4245CDS
2 Boeing Tech Rep
1 OCLO
1 4245SAFE
1 816C
1 Fire Crash Rescue

2 816DM
4 816DO
3 4245DCM
1 4245DCML
5 4245DCMTC
2 4245DCMQC
3 4245DCMR
1 4245DCMTD
25 4245A&EMS
20 4245FMS
5 61MMS
30 4245OMS

43 STTC Suggested Distr
1 STTC Comdr
2 STTC Ops
18 3750 M&S Gp
(4) POL Div
(4) Sup Div
(4) Maint Div
(4) Trans Div
10 3750 AB Gp
(4) Food Serv Div
(4) Base Ops Div
2 USAF Hosp
4 3750 Instl Gp
(3) Fire Chief
2 Det 12, 24 Wea Sq
2 FAA Control Tower
2 2002-2 AACS Detach

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4245TH STRATEGIC WING - SAC

MONTHLY MAINTENANCE ORDER

MARCH 1962

~~FOR OFFICIALS USE ONLY~~

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MONTHLY MAINTENANCE ORDER NR 3
FOR MARCH 1962

HEADQUARTERS, 4245TH STRATEGIC WING (SAC)
Sheppard Air Force Base, Texas
23 March 1962

MONTHLY MAINTENANCE ORDER NR 3 FOR MARCH 1962

1. GENERAL: This Maintenance Order programs the requirements for each organization participating in, or contributing to, the aircraft utilization and maintenance schedule of the 4245th Strategic Wing.

a. Flying programmed for 31 days. Maintenance organizations will support a 96 sortie flying schedule programmed over 31 days. See Attachment 1.

B-52	31 Chrome Dome	759:30
	2 From Skyspeed	10:00
	<u>63 Operations Sorties</u>	<u>563:15</u>
	96	1332:45

b. Programmed maintenance requires:

B-52	4 #1 POPE
	0 #2 POPE
	2 #3 POPE
	5 #4 POPE
	127 Pre-flights
	6 MMS Practice Loadings

c. The maintenance capability for March is 94 sorties, based on 10.2 aircraft daily availability, 9 sorties/available aircraft, and not less than 21.5% total maintenance overtime.

2. TECHNICAL ORDER COMPLIANCE: Scheduled Technical Order Compliance for the month of March will be listed in Attachment 2, par 4.

3. ROUTINE REQUIREMENTS:

a. For the Month of March 1962, the duty hours will be from 0745 to 2200 hours with overtime as required.

b. A DCM Maintenance Meeting will be held, Monday through Friday, at 1100 hours, in Room C-22. This meeting will be chaired by the DCM, or his designated representative, and conducted by the Maintenance Control Officer. DCM Staff Division and Squadron Commanders or their designated representatives will attend.

c. Job Control Information Briefing will be held, Monday through Saturday, at 1300 hours, in Room C-22. This briefing will be conducted by the Senior Controller. NCOIC's OMS Inspection Branch; OMS Bomber Maintenance Branch; Planning & Scheduling; A&EMS; Field Maintenance Squadron; and Supply Liaison Branch; or their designated representative will attend.

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d. Shift Duty Hours:

(1) Shift #1 will operate from 0745 to 1630 hours daily, with overtime as required. Shift #2 will operate from 1300 to 2200 hours daily, with overtime as required.

e. During the job changeovers, shop supervisors will be present and supervise all specialist changeovers at the job. No specialist will leave a job because of a job changeover unless his shop supervisor is there to supervise the switch.

f. At least half of the specialists, by shops, on the 2d shift will be skilled.

g. FMS and AEMS will be required to furnish specialists, in the numbers indicated below, for support of the daily scheduled maintenance on the flight line and in the docks. This is a minimum requirement for specialists from each shop.

<u>SHOP</u>	<u>1st Shift</u>	<u>2d Shift</u>	<u>Saturday & Sunday 2d Shift</u>
Electric	6	3	2
Pneumatic	1	1	1
Hydraulic	6	3	2
Instrument	3	1	1
Fuel Cell	2	2	1
Air Frame	6	3	1
Engine Condition	6	3	2
Sheet Metal	6	6	6
Paint	1	0	0
Welding	1	0	0
Machine	1	0	0
Parachute	1	0	0
Com/Nav	3	2	1
ECM	3	3	1
Bomb/Nav	3	2	1
Auto Pilot	3	0	0
Fire Control	3	1	1
Camera	2	0	0
MMS	2 LOADING TEAMS	0	0
MMS	2 SPECIALISTS (MAINT)	0	0

h. Docks will plan activities to provide coverage of dock aircraft from 0745 to 2200 hours, on those days of the month during which aircraft are scheduled in the dock.

i. POPE Inspection for the month of March will be listed in Attachment 2, par 1.

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(1) 50-hour inspections will be conducted by OMS Bomber Maintenance Branch as listed in Attachment 2, par 3.

j. Aircraft scheduled for Project Skyspeed for the month of March will be listed in Attachment 2, par 4.

k. The flying maintenance cycle for B-52 aircraft is based on one hundred and fifty (150) flying hours between POPE inspections.

l. FMS and AEMS will be required to furnish specialists, in the numbers indicated below, for support of daily unscheduled maintenance on the flight line and in the docks. Shifts will be supported seven days a week.

<u>SHOP</u>	<u>1st Shift</u>	<u>2d Shift</u>
Electric	2	1
Pneumatic	1	0
Hydraulic	2	1
Instrument	1	1
Fuel Cell	1	0
Airframe	2	1
Engine Conditioning	2	1
Sheet Metal	2	2
Paint	1	0
Welding	0	0
Machine	0	0
Parachute	1	0
Com/Nav	1	0
ECM	1	0
Bomb/Nav	1	1
Auto/Pilot	1	0
Fire/Control	1	1
Camera	0	0
MMS	0	0

m. During the month of March, Weekly 60-9 Meetings will be convened at 0900 hours, in Room A-6, on 1st, 7th, 14th, 21st, and 28th of March.

n. The 60-9 Meeting for the month of April schedule will be convened at 1000 hours in Room A-6 on 14 March, for presentation of requirements and tentative plan. The Monthly Schedule will be finalized at 1000 hours in Room A-6, 21 March.

o. POPE inspection plans will be finalized at a Pre-inspection Meeting before scheduled entry into the dock.

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p. Wing Commander's Call has been scheduled for the 12th of March at 1000 hours for Officers, 1400 hours for NCO's, 0800 and 1530 hours for Airmen. Commander's Call will be held in the Wing Briefing Room for all personnel.

q. Squadron Commander's Call will be held at the discretion of the Squadron Commanders. Squadron Commander's Call will be so programmed that men working shift work can attend during their normal shift hours.

r. The routine maintenance pre-flight of all aircraft will be performed three hours prior to take off. AEMS, FMS, and MMS "Shotgun" trucks will be available a minimum of one and one-half hours prior to take offs.

s. Engine starts will be accomplished twenty (20) minutes prior to takeoff, regardless of runway to be used. Aircraft can takeoff 5 minutes early and up until 15 minutes late and still be credited "on time" takeoffs.

4. ADDITIONAL REQUIREMENTS:

a. Supply will be required to furnish 3,622,006 gallons of JP-4, 30 gallons of 1010 oil, 642 gallons of 7808 oil, 46 gallons of 1005 oil, 3000 gallons of liquid oxygen, 20,000 gallons of demineralized water, 12,000 rounds of training ammo, 12,000 rounds of API ammo, and 30 cartons RR-94 chaff.

b. Motor Vehicle, POL, and Base Supply support will be in accordance with Sheppard Technical Training Center Support Plan 6-60, dated 27 May 1960, as amended.

c. The following vehicles are scheduled for inspection during the month of March 1962:

Pick-up: 59B3186

Tug: 59E656

d. For the month of March, two airmen from the Armament & Electronics Maintenance Squadron, will report to SSgt Rummel in the AFD Office at 0800 hours each Wednesday for the purpose of servicing Alert Force Vehicles. At least one airman must have a current Government Driver's License and Security Badge, Form 138.

e. The following aircraft are scheduled for Records Check on date indicated. The crew chief of the aircraft will check his aircraft records at the time indicated, in Room C-24. The AFTO 781 book will be brought in for this check. (TSgt Snyder, Phone 8156) On completion of Records Check, aircraft and engine time will be checked with SAC Form 9's in the Planning Section, Room C-23.

56-664	2 Mar	55-675	12 Mar	55-676	19 Mar
56-612	5 Mar	56-621	13 Mar	55-066	22 Mar
56-670	5 Mar	56-684	14 Mar	56-675	23 Mar
55-067	8 Mar	56-669	15 Mar	56-603	26 Mar
56-679	8 Mar	56-678	19 Mar	56-665	27 Mar
56-696	12 Mar	56-677	19 Mar	56-626	30 Mar

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f. Schedule Six Months Seat Ejection Checks:

56-612	1 Mar	56-626	11 Mar
56-670	3 Mar	56-678	18 Mar
56-665	4 Mar	56-677	19 Mar
56-679	8 Mar	55-676	20 Mar

Egress systems will normally be scheduled on seat ejection check at night while aircraft are in the dock. A list of the serial numbers of all initiators will be forwarded to Records Section per TSgt Snyder.

g. Practice Special Weapons Loading for the Month of March will occur as indicated in Attachment 2, par 7.

CHARLES W. JOHNSON, JR
Colonel, USAF
Deputy Commander for Maintenance

4 Atch
1. Flying & Maint Schedule
2. Maint Summary & Analysis
3. STTC Maint Plan & Schedule
4. Maint Gnd Tng Schedule

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ATCH 1

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ATCH 2
MONTHLY MAINTENANCE ORDER NR 3
FOR MARCH 1962

MAINTENANCE SUMMARY AND ANALYSIS

1. The following inspections are scheduled during March. Inspection "H" hour will be at 0800 hours on the date indicated. Pre-dock meeting will be scheduled as indicated below. An ISR Inspector Briefing will be held in the Inspection Branch Office, Dock #1, at 0745 on the first day each aircraft arrives in the dock. ISR Inspectors will attend.

a. Pre-dock meetings for March POPE Inspections will be held in Room C-22 on the following dates:

56-670	3 Mar	55-676	19 Mar
56-679	7 Mar	55-066	21 Mar
56-696	9 Mar	55-675	24 Mar
56-684	13 Mar	56-665	26 Mar
56-678	16 Mar	56-621	28 Mar

b. POPE Inspections scheduled during March:

56-675	#1	2 Mar	55-676	#1	21 Mar
56-670	#4	5 Mar	55-066	#4	23 Mar
56-679	#1	9 Mar	55-675	#1	26 Mar
56-696	#3	12 Mar	56-665	#4	28 Mar
56-684	#4	15 Mar	56-621	#3	30 Mar
56-678	#4	19 Mar			

c. Landing gear emergency extention check will be performed during the last flight prior to the scheduled POPE Inspection.

2. The following aircraft will be washed on dates indicated, and will be in washrack at 0745:

56-675	1 Mar	55-676	20 Mar
56-670	4 Mar	55-066	22 Mar
56-679	8 Mar	55-675	25 Mar
56-696	11 Mar	56-665	27 Mar
56-684	14 Mar	56-621	29 Mar
56-678	18 Mar		

3. 50-hour inspections will be conducted by OMS Bomber Maintenance Branch, on the ramp, on dates indicated.

56-678	3 Mar	56-612	14 Mar	56-675	19 Mar
56-684	5 Mar	56-664	16 Mar	56-603	22 Mar
56-677	7 Mar	56-665	16 Mar	56-670	22 Mar
55-066	8 Mar	56-669	17 Mar	56-621	23 Mar
55-675	14 Mar	55-067	18 Mar	56-679	28 Mar

4. Project "Skyspeed" will require the following aircraft for the period indicated:

56-621 At Barksdale, return 11 Mar 62.
56-669 At Altus, return 14 Mar 62.

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ATCH 2

5. TOC's for March schedule:

1B-52-1400 S/M & ECM

56-679 9 Mar
56-696 12 Mar

1B-52-1329 S/M & A/F

6677 3 Mar

1B-52-1379 KIT "D" S/M & ELECT

56-670 3 Mar
56-669 15 Mar

1B-52-1379 KIT "C" & "D" S/M & ELECT

56-678 3 Mar
56-677 4 Mar

1B-52-1331 MACH. WELD. PNEU

To be completed during March as Kits become available.

1B-52-1366 A/F

To be completed during March as Kits become available.

6. The following aircraft have time change items due in March:

55-675 #9 HYD PACK	56-669 #3 HYD PACK #9 HYD PACK
55-676 LT FWD ALT DRIVE RT AFT ALT DRIVE LT AFT ALT DRIVE ALL DROP TANK BLASTING CAPS	56-670 LT AFT ALT DRIVE #1 HYD PACK
56-603 LT FWD ALT #6 HYD PACK	56-675 LT AFT ALT
56-612 LT FWD ALT AFT AIR CYCLING MACHINE	56-677 LT FWD ALT LT AFT ALT DRIVE
56-621 RT AFT ALT FWD AIR CYCLE MACHINE	56-678 LT FWD ALT RT FWD ALT RT AFT ALT
56-664 FWD AIR CYCLE MACHINE	56-679 LT FWD ALT DRIVE RT FWD ALT DRIVE
56-665 LT AFT ALT DRIVE RT AFT ALT DRIVE ALL DROP TANK BLAST CAPS	56-684 #9 HYD PACK
	56-696 LT AFT ALT DRIVE RT AFT ALT DRIVE RT AFT ALT

7. Aircraft scheduled for special weapons loadings at the times and dates indicated during March:

55-676	from 0800 hrs	to 1700 hrs	3 Mar
56-612	from 0800 hrs	to 1700 hrs	5 Mar
56-603	from 0800 hrs	to 1700 hrs	12 Mar
56-677	from 0800 hrs	to 1700 hrs	19 Mar
56-669	from 0800 hrs	to 1700 hrs	25 Mar
56-603	from 0800 hrs	to 1700 hrs	26 Mar

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ATCH 2

a. An MD-3 Power Unit will be required during this period. No maintenance will be performed on aircraft during loading without prior clearance with the loading crew. MMS will man their own Ground Power.

8. Job Standard Review:

a. It is the responsibility of each Shop Chief to review the Job Standards applicable to his shop with the Planning and Scheduling Branch at least once each 120 days. The following shops will be checked during March 1962:

Shop

Date

None due.

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ATCH 3
MONTHLY MAINTENANCE ORDER NR 3
FOR MARCH 1962

MAINTENANCE PLAN AND SCHEDULE OF SHEPPARD TECHNICAL TRAINING CENTER

MARCH 1962

1. Thirty-one work days are scheduled during March.
2. Support of the 4245th Strategic Wing will be in accordance with the provisions of Sheppard Technical Training Center Support Plan 6-60, dated 27 May 1960, as amended.

ATCH 3

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ATTACH #4
Monthly Maintenance Order #3
For March 1962

MONTHLY TRAINING ORDER

1. The following training is scheduled for Mar 1962. Further breakdown on the summary can be obtained from the March Maintenance Training Order.

a. Individual Proficiency Training

OMS	1101
AEMS	594
MMS	406
FMS	1804

b. TDY Schools

OMS	252
AEMS	572
MMS	384
FMS	652

c. Re-occurring Proficiency Training

OMS	400
AEMS	381
MMS	1315
FMS	372

d. 424C FTD (424SSW SAC)

FMS	160
OMS	120

2. 8513 hours of training has been scheduled for the month of March 1962

ATTACH #4

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TRAINING CONTROL DIVISION
4245 Strategic Wing (SAC)
UNITED STATES AIR FORCE
Sheppard Air Force Base, Texas

REPLY TO
ATTN OF: DCMTD

SUBJECT: Maintenance Training Order

20 February 1962

TO: All Personnel Concerned

1. This training schedule is considered to be firm, it was planned on 7 February 1962, and reaffirmed on 14 February 1962.

2. Any changes or additions to this schedule will be turned into DCMTD at the 1300 hour training meeting on Wednesday's. These changes will be published as amendments to the training order by DCMTD.

3. Supervisors should review the training records of all personnel in their respective sections, and submit any requirements for FTD training for the month of April to their respective Training NCO's prior to 23 March 1962.

4. The Monthly Utilization Report for the month of January showed the largest discrepancies in documentation for codes 05, 30, and 33. The largest amount of errors noted were the above codes being assigned to incorrect work centers.

a. Code 05: Maintenance on Base Technical and/or Proficiency Training. This code will normally be assigned to the responsible section. Exceptions are when AFM 66-1 Maintenance Documentation Film, AFM 66-1 20 hours course is conducted in Dock #1, and when Maintenance Proficiency Tests are administered by DCMTD.

(1) Attending lectures, movies, FTD's MTD's and job demonstrations as part on On-The-Job-Training pertaining to skill development, progression or cross training in, for or a specific AFSC.

(2) Technical Order familiarization

(3) Equipment and, or vehicle operator testing (written or oral).

(4) Receiving instruction (including contractor technician) and/or becoming familiar with the operation and maintenance of ground support equipment.

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(5) Preparing for and giving classroom or group instruction.

b. Code 30: Military Training: The maintenance man-hours expended in non-technical training will be charged to this code. This includes personnel inspection, parades, warfare lectures, character guidance, commander's call films, demonstrations or safety security, fire prevention, group or wing training requirements, etc. Man-hours charged to this code will be loaned to the work center conducting the training.

5. Maintenance Proficiency Test Recapitulation:

<u>NAME</u>	<u>RANK</u>	<u>SQ.</u>	<u>MPT</u> <u>AFSC</u>	<u>MPT</u> <u>SCORE</u>	<u>PASSING</u> <u>SCORE</u>
(b)(6)	A3C	FMS	42152	70%	70%
	A3C	FMS	42152	63%	70%
	A2C	FMS	43151E	58%	70%
	A2C	FMS	43151E	65%	65%
	SSgt	HQ	43171E	71%	80%
	A3C	OMS	43151E	47%	70%
	A2C	OMS	43151E	74%	70%
	SSgt	FMS	43270	93%	80%
A2C	AEMS	30131	71%	60%	

6. Test Analysis:

a. (b)(6) was administered the MPT for the AFSC 42152, and an analysis of his test score indicated an overall weakness in every area. Recommend that (b)(6) receive an accelerated IPT program. i.e., the Job Training Standard be used, a specific time be set aside each day for IPT and a complete review of all IPT training be accomplished.

b. (b)(6) was administered the MPT for the AFSC 42152, and an analysis of his test score indicates an overall weakness in every area. Recommend the same procedures as recommended for (b)(6) be followed.

c. (b)(6) was administered the MPT for the AFSC 43151E, and an analysis of his test score indicated a general weakness in all areas. Recommend that Airman (b)(6) receive a complete review of all IPT, that the Job Training Standard Required Study Reference List be utilized to the fullest extent and a specific time be set aside daily for (b)(6) to receive his IPT.

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d. (b)(6) was administered the MPT for the AFSC 43151E, and an analysis of his test score indicated a weakness in the following areas: Aircraft General, Electrical and Power Plant. Recommend that (b)(6) receive a complete review in the weak areas indicated. That the Job Training Standard and Study Reference List be utilized to insure full coverage of these items, also that a specific time be set aside daily to receive this training.

e. (b)(6) was administered an IPR for the AFSC 43151E, and an analysis of his test score indicated a weakness in all areas. Recommend the same procedures be utilized to train out deficiencies as recommended for Airman (b)(6)

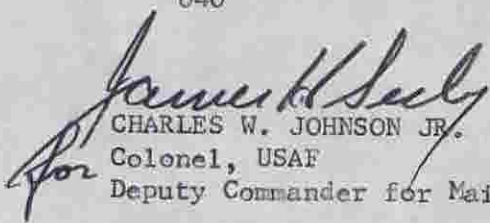
f. (b)(6) was administered an MPT for the AFSC 43171E, and an analysis of the test score indicated a weakness in all areas of training. Recommend that (b)(6) receive intensified training, a complete review of all IPT and a specific time be set aside daily to conduct IPT.

TOTAL PERSONNEL

640

TOTAL HOURS

8513

for 
CHARLES W. JOHNSON JR.
Colonel, USAF
Deputy Commander for Maintenance

DISTRIBUTION:

1-816 ADIV	20-4245 OMS
3-407 FTD	20-4245 FMS
1-4245 C	20-4245 AEMS
3-4245 DPT	6-61MMS
3-4245 DCOT	5-IXO
1-4245 DCM	1-SAFE
2-4245 DCMQC	1-MOTOR POOL
1-4245 DCMR	2-TECH REPS
1-4245 DCMMC	1-4245 DCML

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MAINTENANCE TRAINING ORDER

4245th Field Maintenance

SQUADRON

MONTH March

NAME AND/OR DUTY SECTION	GRADE	TYPE TRAINING	DATE/TIME	LOCATION	CODE	HOURS
<u>Propulsion Branch</u>						
2 NCO		IPT 43250	1300 1-31	Prop. Br.	05	44
16 Airmen		IPT 43250	1300 1-31	Prop. Br.	05	352
8 NCO		IPT 43270	1300 1-31	Prop. Br.	05	176
Hines	SSgt	43270	0600-1200 1-31 Mar	SAFB	33	132
Carter	A2C	43250-33	0600-1200 1-31 Mar	Chanute AFB	33	60
8 Airmen		Small Arms CMD-01		STTC Range	30	32 69
				TOTAL		865
<u>Aero Repair Branch</u>						
6 Airmen		IPT 60350	1300 1-31	A/R Br.	05	132
5 Airmen		IPT 42153	1300 1-31	A/R Br.	05	110
17 Airmen		IPT 43151E	1300 1-31	A/R Br.	05	374
Slay	SSgt	42470	0600-1200 1-31 Mar	Chanute AFB	33	132
Spyra	A3C	B-52 Fam.	0800-1500 1-31 Mar	Altus AFB	33	132
Parks	A3C	B-52 Fam.	0800-1500 1-31 Mar	Altus AFB	33	132
Frazelle	Capt	B-52 Fam.	0745-1145 5-31 Mar	FTD SAFB	05	80
Henderson	A2C	MA-3	0800-1500 1-13 Mar	Altus AFB	33	64
8 Airmen		Small Arms CMD-01		STTC Range	30	32 61
				TOTAL		1249
<u>Fabrication Branch</u>						
2 NCO		IPT 58270	1300 1-31	Fab. Br.	05	44
3 Airmen		IPT 58230	1300 1-31	Fab. Br.	05	66
9 Airmen		IPT 53450	1300 1-31	Fab. Br.	05	198
		CMD-01			30	50
				TOTAL		358

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MAINTENANCE TRAINING ORDER

4245th Field Maintenance SQUADRON

MONTH March

NAME AND/OR DUTY SECTION	GRADE	TYPE TRAINING	DATE/TIME	LOCATION	CODE	HOURS
<u>Accessories Branch</u>						
5 Airmen	2nd Lt	IPT 42152	1300 1-31	Access. Br.	05	110
1 NCO		IPT 42471	1300 1-31	Access. Br.	05	22
Bolton		B-52 Fam.	0745-1145	FTD SAFB	05	80
			5-31 Mar			
8 Airmen		Small Arms		STTC Range	30	32
		CMD-01				60
				TOTAL		304
<u>Supervision</u>						
5 Airmen		IPT 70230	1300 1-31	Sup. Br.	05	110
2 Airmen		IPT 70250	1300 1-31	Sup. Br.	05	44
1 Airman		IPT 75150	1300 1-31	Sup. Br.	05	22
4 Airmen		Small Arms		STTC Range	30	16
		CMD-01				2
				TOTAL		2
				GRAND TOTAL		2988

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MAINTENANCE TRAINING ORDER

SQUADRON		OMS	MONTH			
NAME AND/OR DUTY SECTION		GRADE	TYPE TRAINING	DATE/TIME	LOCATION	CODE HOURS
<u>BOMBER MAINTENANCE</u>						
Sacks	SSgt	43171E School	TDY 1-31	STTC	33	132
Brock	A1C	NCO Prep School	1-15	"	33	60
Holstein	A1C	43171E School	TDY 1-31	"	33	60
2 NCO's		IPT 43171E	1hr ea wk dy	Duty Sect.	05	44
23 Airman		IPT 43151E	" " " "	" "	05	460
12 Airmen		ARM-1	ea Tues	STTC RANGE	30	192
1 Airman		IPT 70230	1300-1400	OMSMS	05	22
<u>MAINTENANCE SUPERVISION</u>						
1 Airman		IPT 70230	1300-1400	OMSMS	05	22
1 Airman		IPT 70250	1400-1500	"	05	22
1 Airman		IPT 75150	1300-1400	DCMTD	05	22
<u>SUPPORT BRANCH</u>						
Infield	TSgt	B-52 Fam	0745-1145	FTD	05	120
5 Airmen		IPT 60350	1hr ea wk dy	Duty Sect.	05	135
2 Airmen		IPT 43151E	" " " "	" "	05	198
2 Airmen		ARM-1	ea Tues	STTC RANGE	30	192
<u>INSPECTION BRANCH</u>						
Airman		IPT 70230	1300-1400	OMSMS		22
Airman		IPT 43151E	1hr ea wk dy	Duty Sect.	05	132
Airman		ARM-1	ea Tues	STTC RANGE	05	16
<u>ORDERLY ROOM</u>						
Airman		IPT 70250	1hr ea wk dy	Duty Sect.	05	22
TOTAL						1873

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MAINTENANCE TRAINING ORDER

4245th Arm Elect Maint SQUADRON

MONTH MARCH 1962

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NAME AND/OR DUTY SECTION	GRADE	TYPE TRAINING	DATE/TIME	LOCATION	CODE	HOURS
<u>COM/NAV SECTION</u>						
3 Airman	A2C	IPT 30151	1-31/1300	Com Nav	05	66
1 Airman - Hastings		IPT 30150	1-31/0800	Com Nav	05	22
<u>ECM SYSTEM</u>						
2 Airman	A1C A2C	IPT 30153A	1-31/1300	ECM Shop	05	44
2 Airman		IPT 30153B	1-31/1300	ECM Shop	05	44
1 Airman - Beene		NCO Prep School	1-10/0730	STTC 1664		104
1 Airman - Tripevich		Drivers School	12-16/0800	Meter Pool		40
<u>BOMB/NAV SECTION</u>						
1 NCO - Lawson	SSGT	IPT 32170E	1-31/0800	B/N Shop	05	22
1 NCO - Hatten	SSGT	AAR 32170E	1-31/0800	Lowery AFB	33	132
1 NCO - Lawson	SSGT	Management School	M,W,F/0930	STTC 1664	30	24
1 Airman - Johnson	A2C	IPT 32150E	1-31/0900	B/N Shop	05	22
3 Airman		Drivers School	19-23/0800	Meter Pool	30	120
<u>FIRE CONTROL SYSTEM</u>						
1 NCO - Nelsen	SSGT	IPT 32370G	1-31/1300	F/C Shop	05	22
4 Airman	A1C	IPT 32350G	1-31/0800	F/C Shop	05	88
1 Airman - Helfrich		AAR 32370G	1-31/0800	Lowery AFB	33	132
<u>AUTO PILOT SHOP</u>						
3 Airman		IPT 42353C	1-31/0800	A/P Shop	05	66
<u>WEAPONS RELEASE SYSTEM</u>						
2 Airman	SSGT	IPT 46250	1-31/1300	W/R Shop	05	44
1 NCO - Sykes		IPT 46270	1-31/0800	W/R Shop	05	22
<u>DISPATCH SECTION</u>						
3 Airman		IPT 60350	1-31/1300	Dispatch	05	66
<u>ADMINISTRATION</u>						
1 NCO - Tinkle	MSGT	Effective Writting	Tu & Th/0800	STTC 1664		20
1 Airman - Mayo	A2C	IPT 70250	1-31/1400	Tech Admin	05	22
1 Airman - Saunders	A3C	IPT 70230	1-31/1400	Tech Admin	05	22
1 Airman - Wildenberg	A2C	IPT 75150	1-31/1300	DCMTD	05	22

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MAINTENANCE TRAINING ORDER

4245th Arm Elect Maint SQUADRON

MONTH MARCH 1962

NAME AND/OR DUTY SECTION	GRADE	TYPE TRAINING	DATE/TIME	LOCATION	CODE	HOURS
ALL PERSONNEL		Sqdn Commander's Call		Wing Brief Room	30	110
ALL PERSONNEL		Wing Commander's Call		Wing Brief Room	30	110
66 People		PFR	F/1400-1430	Deck #1		33
32 People		ARM-01	Tu/0730-0930	STTC Range		128
				TOTAL		1547

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FROM: 4245STRATWG SHEPPARD AFB TEX

TO: AFPR THE BOEING CO
3801 S OLIVER ST
WICHITA KANS

INFO: SAC

2AF BARKSDALE AFB LA

8 AF WESTOVER AFB MASS

15 AF MARCH AFB CALIF

DEPUTY IG FOR SAFETY
NORTON AFB CALIF

CASTLE AFB CALIF

OCAMA TINKER AFB OKLA

AFLC WPAFB OHIO

AFSC WPAFB OHIO

UNCLAS DCMQC 0206. Immediate attention required. For
AFPR, Wichita Kan. INFO: DM4, SAC; DM4 2AF, 8 AF, 15AF;
AFLC, MCMSA, WPAFB; AFIRS-2B, DIG Norton AFB: OES,
Castle AFB; AFSC, ASMMM, WPAFB. Emergency UR submitted
in accordance with T.O. 00-35D-54.

- a. 4245-62-5 Critical Safety Hazard
- b. Doubler
- c. 4-4593-1, 4-4594
- d. Boeing
- e. Boeing
- f. B-52D 55-676

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- g. 190 Cracked
- h. Q Special Inspection
- i. Awaiting instructions from OCAMA
- j. Six ACFT have visual evidence of crack on one or both sides. Cracks being dye penetrant checked to determine pattern.
- k. Unknown at this time.
- l. During ISR inspection on aircraft 56-664, the doubler at approximate bulk head station 679, body WL 206.5, reference figure 4-47, T.O. 1B-52D-3 (inset 'A') where throttle cable cutouts are located, was found to be cracked as reported to AFPR by telecon and 4245SW msg DCM 0156, dated 1 Mar 62. ACFT 55-676 was inspected and the left side was found to have a two and one half inch crack at the lower end of the forward throttle cable cutout and a one and three fifths inch crack at upper end of aft throttle cable cutout. OCAMA indicates a fix, ECP 13972M has been initiated for repair of cited cracks. All assigned aircraft undergoing inspection for like conditions.
- m. This failure could result in the aircraft failing to meet mission requirements, training requirements, and require excessive man hours to repair.

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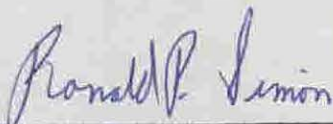
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n. Recommend a limit for subject cracks be established and instructions furnished for temporary repair, pending permanent ECP repair. Reference ECP 13972M. Recommend an interim urgent action T. O. be issued, requiring fleet inspection. Results of inspection to be furnished AFPR for appropriate action.

o. Diagram showing crack locations on ACFT 56-676 was mailed to AFPR 21 March.

p. C. R. Adams MSgt DCMQC, Duty Phone 8110, Home Phone 723-4819.

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1st Lt RONALD P. SIMON
Historical Officer

Mar 62

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REC VR SAC 345 ZUB 22/22352

T
SAC345CZCSAA131ZCNKC411
OO RJWFSA
DE RJWFNK 351B
O 223309Z
FM HQ OCAMA TINKER AFB OKLA
TO RJWFSA/4245SW SHEPPARD AFB TEX
INFO RJWBR/SAC
RJWFAR/2AF BARKSDALE AFB LA
RJWFKG/AFPR THE BOEING CO WICHITA KANS
BT

U M C I A S E T T O OCNA 56624 FOR DCM 4245 SW DMA SAC DMA 2 AF
OCNASS AFPR. REFERENCE 22 MAR 62 TELEPHONE CONVERSATION BETWEEN
MR CHILDERS SHEPPARD AFB AND MR PHILLIPS OCAMA RELATIVE TO CRACKS
IN CABLE SLOT FITTING STA 694 B-52D 55-676. IT HAS BEEN DETERMINED
THAT THE CRACKS IN CABLE SLOT FITTING ON THIS PARTICULAR AIRPLANE
HAVE PROGRESSED TO THE EXTENT THAT THE REPAIR KIT REFLECTED IN
P 13972 IS NOT CONSIDERED TO BE ADEQUATE. IN VIEW OF THE ABOVE IT
IS OUR RECOMMENDATION THAT THIS AIRPLANE NOT BE FLOWN UNTIL A
SPECIAL REPAIR KIT FOR THE CABLE SLOT FITTING HAS BEEN INSTALLED.
ACTION HAS BEEN INITIATED TO HAVE THIS SPECIAL REPAIR KIT READY

PAGE TWO RJWFNK 351B
AS SOON AS POSSIBLE. WE FURTHER RECOMMEND THAT THIS AIRPLANE BE
HELD IN GROUND ALERT STATUS UNTIL APPROXIMATELY 13 APR 62 AT WHICH
TIME IT IS SCHEDULED FOR SKY SPEED AT ALTUS AFB. IN THE EVENT OF
EWO THERE ARE NO RESTRICTIONS. THIS MESSAGE CONSTITUTES AUTHORITY
FOR A ONE TIME FLIGHT TO SKY SPEED BASE FOR INCORPORATION OF
REFERENCED SPECIAL KIT.

BT
22/2313Z MAR RJWFNK

NNNN

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4245STRATWG SHEPPARD AFB TEX

AFPR THE BOEING CO
3801 S OLIVER ST
WICHITA KAN

INFO: SAC

2AF BARKSDALE AFB LA

8AF WESTOVER AFB MASS

15AF MARCH AFB CALIF

DEPUTY IG FOR SAFETY
NORTON AFB CALIF

CASTLE AFB CALIF

OCAMA TINKER AFB OKLA

AFLC WPAFB OHIO

AFSC WPAFB OHIO

UNCLAS DCMQC 0233. For AFPR, Wichita Kan. INFO: DM4,
SAC; DM4 2AF, 8AF, 15 AF; AFLC, MCMSA, WPAFB; AFIRS-2B, DIG, Norton
AFB; OES, Castle AFB; AFSC, ASMMM, WPAFB; OCNSI, OCAMA, Tinker AFB.

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4245STRATWG SHEPPARD AFB TEX

Reference EUR 4245-62-5 and DCMQC msg 0215 dated 27 March 1962.

Additional information. Fleet inspection for cracked doubler at throttle cable cut-out has been completed on all aircraft assigned this wing. Following is condition of aircraft not previously reported. 55-067, ACFT hours 2186:30, left side, no cracks; right side, one crack, eleven slant sixteen inch long, from bottom of forward cable cut-out to #6 rivet. No cracks exist on aircraft numbers 56-612, ACFT hours 2336:50; 56-677, ACFT hours 2863:45; 56-684, ACFT hours 2419:05. MAR 62

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1/LT RONALD P. SIMON
Historical Officer

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4245STRATWG SHEPPARD AFB TEX

AFPR THE BOEING CO
3801 S OLIVER ST
WICHITA KAN

INFO: SAC

2AF BARKSDALE AFB LA

8AF WESTOVER AFB MASS

15AF MARCH AFB CALIF

DEPUTY IG FOR SAFETY
NORTON AFB CALIF

CASTLE AFB CALIF

OCAMA TINKER AFB OKLA

AFLC WPAFB OHIO

AFSC WPAFB OHIO

UNCLAS DGMQC----- .FOR AFPR, Wichita Kan. INFO: DM4,
SAC; DM4 2AF, 8AF, 15AF; AFLC, MCMSA, SPAFB; AFIRS-2B, DIG, Norton AFB;
OES, Castle AFB; AFSC, ASMMM, SPAFB; OCNSI, OCAMA Tinker AFB..

Reference EUR 4245-62-5. Additional information.

The following aircraft have been by penetrant checked and cracks found as listed. 55-066, Left side, previously repaired by DAC. Right side, 1 crack 5/8 inch long from bottom of fwd cable cut-out to #6 rivet. ACFT hours 2310:55. 56-675, right side, 3/4 inch crack from bottom of fwd cable cut-out progressing toward #5 rivet. ACFT hours, 2808:30. 55-675, right side, 1 3/8 inch crack from bottom of fwd cable cut-out progressing to rivet #5. ACFT hours, 2371:05. 56-664, left side, 1 inch from bottom of fwd cable cut-out

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to plugged hole between #3 and 4 rivet. Right side, 1 5/8 inch crack from bottom of fwd cable cut-out to #5 rivet. ACFT hours, 2409:30. 56-670, left side, 3/4 inch crack from bottom of fwd cable cut-out stopping between #3 and 4 rivet. Right side, 1 5/8 inch crack from bottom of fwd cable cut-out to #5 rivet. ACFT hours, 2722:40. 56-679, left side, 5/8 inch crack from bottom of fwd cable cut-out stoppin between #3 and 4 rivets. Right side, 1 7/16 inch crack from bottom of fwd cable cut-out stopping in #5 rivet hole. 55-676, previously reported in EUR. The following aircraft inspected have no cracks. 56-621 - 2174:00, 56-626 - 2177:55, 56-678 - 2746:35, 56-665 - 2337:30, 56-669 - 2410:00, 56-603 - 2557:55, 56-696 - 2203:00. Rivet references are from drawing furnished this wing by DAC. 27 March 1962.

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RONALD P. SIMON
1st Lt, Historcial Off

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Pages 187 through 189 redacted for the following reasons:

(b)(1) - ACC

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Weapon System: B-52D

Reporting Activity: Sheppard AFB

As of Date: 31 March 1962

Date Prepared: 5 April 1962

SUBJECT: OCAMA Weapon System Logistic Officer Report


TO: OCAMA
Tinker AFB, Okla.


In compliance with OCAMA Reporting Procedures, dated 19 Mar 62, subject report is submitted.

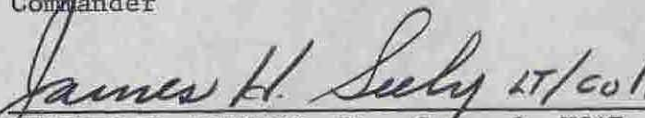
- A. GENERAL
- B. SUMMARY OF AOCF/ANFE/MOCP/EOCP STATUS
- C. SUMMARY OF PUBLICATIONS
- D. STOCK CONTROL AND REQUISITIONING
- E. PIPELINE TIME
- F. LOCAL REPAIR
- G. REPARABLE PROCESSING
- H. UNIQUE ITEM REQUIREMENTS
- I. PROJECTS
- J. EQUIPMENT
- K. CANNIBALIZATIONS
- L. COMMENTS/RECOMMENDATIONS

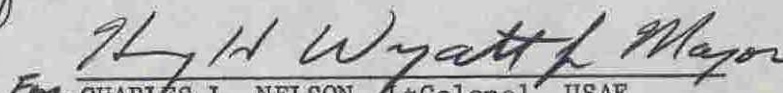
Information Copies furnished:

Hq SAC, DM3&DM4 (2 ea)
2AF, DM3&DM4 (2 ea)
816ADiv (2)
OCNA (8)
OCNE (7)
OCN-2 (50)
4245StratWg (2)(C & DGM)
Hist 4245StratWg (4)
DSUP 4245StratWg (2)
SAAMA/SASMS (2)
SAAMA/SAML (1)
ATC/MSSP (2)


JOE CHILDERS, Civilian
OCAMA Weapon System Logistics Officer


PAUL N. BACALIS, Colonel, USAF
Commander


CHARLES W. JOHNSON, JR., Colonel, USAF
Deputy Commander for Maintenance


CHARLES L. NELSON, LtColonel, USAF
Chief, Supply Division (STTC)

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A. GENERAL ACTIVITY

1. ACTIVITY

WSLO activity for the month involved participation in maintenance and supply meetings; rendered assistance with problems in maintenance shops; coordination with Altus Skyspeed; and assistance in acquisition of parts for repair of end assemblies in AWP status.

2. T.O. IB-52-1366

All assigned B-52D aircraft have been retrofitted with the modified flaps. Assistance of OCAMA is appreciated.

3. T.O. IB-52-1167

This Technical Order concerns Installation of Scimitar Antenna for AN/APR-9. Three each antennas CMEA 5895-739-8241 were received from Depot which completes kit requirements for T.O. compliance. Fifteen of the assigned 18 aircraft had been previously modified.

4. ECP 645-2

Installation of Revised Ammo Hoisting Provisions -- one aircraft B-52D at Sheppard has not received modification. The assistance of OCAMA in location of applicable kit was requested. Castle WSLO has advised this office that inventory of his Skyspeed assets revealed an excess of three each AA Kits. Since other designated kits are required in addition to the AA, shipping instructions to Castle have been withheld pending further instructions from OCAMA. The assistance of Mr. Nichols, Castle WSLO, is appreciated.

5. WALK-AROUND INSPECTION

Inspection team is scheduled to work Aircraft #56-603 and #56-665. Personnel will begin work on 18 May and terminate on 25 May. ECP 951-27 and 851 compose work package. The downtime of these two aircraft overlaps that of Aircraft #56-679 at Altus Skyspeed.

6. AREA FIELD SERVICES VISIT

Mr. A. B. Polk and Mr. C. A. Combs, SAAMA, conducted a scheduled Field Services visit to Sheppard AFB on 7 thru 16 March. WSLO was contacted and copy of their Report furnished this office.

7. GUNS - .50 M3

WRAMA has requested an inspection of all M3.50 Caliber barrels and bolt assemblies to insure utilization of the latest configuration. Barrels FSN 1005-726-5156 are the only ones authorized, however two configurations of the barrel were procured. The one approved for utilization was manufactured in one continuous piece, and the muzzle end is hard chrome finished. Bolts FSN 1005-726-5457 with T.O. 11W1-13-3-124 compliance are

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authorized for use. WSLO requested from WRAMA an ample number of spare barrels and bolts to support project. Shops have started inspection.

8. CRACKS AT BULKHEAD STA 694

Dye-penetrant inspection of assigned B-52D aircraft has been completed which revealed eight aircraft with cracks on one or both sides in the throttle cable cut-out area. Due to the extent of cracks on Aircraft #55-676, the AFPR, BAC, and OCAMA recommended specific flight restrictions without degradation of EWO capabilities. Aircraft #676 is scheduled for Altus Skyspeed on 16 April at which time a special repair kit will be installed. Since ECP 13972M Kits will not be available for delivery until June and due to extent of cracks on four other aircraft, special repair kits were requested from AFPR in order to preclude similar flight restrictions as placed upon 676. OCAMA and AFPR have agreed to furnish kits as requested. At this time, delivery dates are not known. AFPR advises special kit for 676 was shipped to Altus.

B. SUMMARY OF AOCP/ANFE/MOCP/EOCP STATUS

1. AOCP/ANFE - A zero percent rate was experienced during March. This is considered outstanding, and the Depot, Base Supply, and SAC Supply Liaison are commended.

2. MOCP - N/A.

3. EOCP rates for the month as noted in the 2-AF-S52 Report are submitted as follows:

J-57-I9W

Report dated 2 March	4%
Report dated 7 March	4%
Report dated 16 March	4%
Report dated 23 March	4%
Report dated 30 March	4%

Items which contributed to the EOCP rate are furnished for informational purposes as follows:

Bearing	3110-678-8119
Tube	0245 2840-396-4489
*Nozzle	0245 2840-505-8604
Rotor	0245 2840-340-8076
*Nozzle	0245 2840-386-4693
Spacer	5310-285-4489
Rotor	0245 2840-675-0493
Spacer	0245 2840-396-4740
Grommet	5325-396-4017
Housing	0245 2840-323-6490

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*Case	0245 2840-535-9896
Bolt	5306-285-8020
Nut	5310-206-5863
Pin	5315-217-1386
*Plate	0245 2840-395-5653

*--Repeats from previous month

C. SUMMARY OF PUBLICATIONS

1. B-52 and KC-135 WSSL Addendum Number Two received and distributed.
2. Latest basic publication of 0245-2840 Stock Listing was received from SAAMA.
3. Several Federal Supply Catalogs (DOD) are available and in use.
4. Discrepancy in the 0245-2840 Stock List was noted and reported to SAAMA for corrective action. Stock List indicated use of duct P/N 225633, 0245 2840-396-5450 until exhausted in lieu of P/N 302516, 0245 2840-505-5595. T.O. 2J-J57-543 modifies the 225633 duct, and T.O. 2J-J57-14 notes the change. SAAMA has requested return of all ducts, P/N 225633, to depot for modification. Review of the stock list also indicated a similar discrepancy on usage of ducts P/N 303405 and 225633.

D. STOCK CONTROL AND REQUISITIONING

1. CLARK - 100 Percent on Hand.
2. From 15 February thru 14 March, 5123 line items were requested from Expediter, Pre-Issue and Bench Stock, of which 4200 items were either completely or partially issued for an effectiveness of 82 percent.
3. 336 line items authorized in Pre-Issue with 315 available for a 93.7 percent fill rate.
4. 3649 line items authorized for Bench Stock with 3291 available for a fill rate of 90.2 percent.

E. PIPELINE TIME

Data from the S-52 Reports indicate a pipeline time of one to four days on majority of requisitions.

F. LOCAL REPAIR

1. The Repairable Review Board conducted its monthly meeting. SACL 121-9 which concerned management and control of NRTS items was read and discussed.
2. WSLO was reappointed to serve as member of the 4245th Strat Wing Repairable Review Board. Colonel Charles W. Johnson, Jr., DCM, was appointed Chairman of Board.

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3. This office made several follow-ups on parts for repair of items in AWP status. Supply status from Depot has been satisfactory in most instances.

G. REPARABLE PROCESSING

No problems reported to this office.

H. UNIQUE ITEM REQUIREMENTS

One peculiar item was reported to OCAMA for necessary action. This item concerned a flexible Pneumatic Duct, P/N 8787, which is reflected in Stock List as FSN 1620-214-4705. Requisition for duct was indorsed by Depot with notification that it was a Strut and considered an insurance type item. Review of the 1B-52D-4 identifies all other ducts in same system as 1AFG. Suggested to Depot deletion from Class 1620 and reclassified as 1AFG.

I. PROJECTS

1. Skyspeed
2. Supply Support
3. Kits
4. NRTS

J. EQUIPMENT

Two each Ballast, P/N 232-601, are needed for repair of NF-2 Floodlight FSN 6230-821-7341. ROAMA advised an EDD of 15 April 1962. FSN 6250-854-1788 assigned to Ballast. Personnel have expressed favorable comments of the NF-2 Floodlights.

K. CANNIBALIZATIONS

Four cannibalizations were made in March with repeat on Control, FNS 6615-557-3021. This is considered outstanding since there were no AOCP's or ANFE's and 102 sorties were flown for a total of 1296:10 hours.

FIELD SERVICE REPORT

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TO: BOEING AIRPLANE COMPANY

SUMMARY

Attn: ☐ Seattle Div. ☐ Transport Div. ☐ P. A. Division ☒ Wichita Division
☐ W. S. Supt. Sect. ☐ Eng. Serv. Sect. ☐ Field Service ☐ Eng. Serv. Sect.

SUBJECT: Circuit Breaker Failure #2 TR Power

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ROUTING:

ORIGINAL
OFFICE BASE FILE

It has been brought to the attention of the undersigned that the failure of the circuit breaker for the #2 TR power is popping in flight. The above mentioned 35 amp circuit breaker feeds the DC power to the HNS, and when it pops out the bomb nav. set is then inoperative. According to local research it appears all DC power for the HNS on B-52D airplanes comes off the #2 TR buss. Technical order 111-44-102 states on page 1-3 table 1-4 that the set requires 950 watts for certain phases of use. This load and other loads on this buss evidently overloads the 35 amp circuit breaker causing an undesirable condition to be present. The problem has arisen on this case only on older type circuit breakers which have been used considerably on high time airplanes. It is recommended that this breaker be changed to one of a higher rating or, the load distribution be divided to another TR buss. The mockup technical order and the mockup itself uses a 40 ampere circuit breaker for the DC power for the system.

CC:
FIELD SERVICE SUBJECT FILE

$$\frac{\text{WATTS}}{V} = \text{AMP}$$

C. D. Cadle
Field Service Engineer

$$\frac{950}{27} = 35.2 \text{ AMP}$$

FILE NO.

ED

LF

NAME	C. D. Cadle	REPORT NO.	SHAFB-4245-20E	DATE	15 March 1962
STATION	4245 Strategic Wing	LOCATION	Sheppard AFB, Texas		
SUBJECT	Circuit Breaker Failure #2 TR Power			MODEL	B-52D
REFERENCES		ENCLOSURES			

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FSR FSR FSR FSR FSR FSR FSR

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AEMS

6 Mar 62

Preparing B-52 Fire Control Systems for Alert

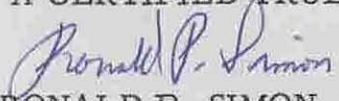
2AF (DM4D1)

816 ADIV (DM)

1. Reference 2AF message DM4D1 4758, 27 Feb 62, the following information is submitted.
2. The average number of specialists required to prepare a B-52 for alert are two 323x0G from AEMS and two 462x0 personnel from MMS. The 323x0G personnel require 1.5 clock hours and the 462x0 personnel require 1.0 clock hour for each system prepared for alert.
3. Approximately two man hours of shop support is required for each preparation. This figure is determined from the number of discrepancies found by the aircrew on preflight and the number of hours required to repair the components used in repair of the system.
4. Preissue support is adequate for aircraft preparation.
5. There have not been any scheduling problems. A detailed preparation flow has been in use for many months and is adequate.
6. There have not been any munitions maintenance support problems.
7. During the period 1 Nov 61 through 31 Jan 62 there has not been a delay in placing an aircraft on alert due to the fire control system.

CHARLES W. JOHNSON JR.
Colonel, USAF
Deputy Commander for Maintenance

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RONALD P. SIMON, 1st Lt, USAF
Historical Officer

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AEMS/TSG Macke/678

16 Mar 62

MD-4

DSUP

1. Request disposition instructions on 1 ea MD-4 that has been found NRTS by Field Maintenance Ground Power repair section. Also this is to inform you that the back-up MD-4 is nearly in unserviceable condition and will not be able to be repaired by Field Maintenance Shops.


a. 1 ea MD-4 is being NRTS because of bearings which requires Depot maintenance.

b. 1 ea MD-4 will not give stable power which is required by all AEMS shops, particularly the Bomb Nav Shop which is the most critical. No items can be fully checked because of wavy range marks in this shop.

2. Request these items be ordered by highest priority possible.

RUSSELL M PILLITTERE
Lt Colonel, USAF
Maintenance Supervisor

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RONALD P. SIMON, 1st Lt, USAF
Historical Officer

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CEE/Mr Walker/8328

15 March 1962

Final Inspection on Contract (41-612) 62-7182, Project SHE 269-2,
Installation of Flood Lights, Equip. Parking Area Bldg. 2406, (SAC)

MSP/70

1. Final Inspection was held on subject contract 7 Mar 1962.
Personnel present were:

- a. Mr Spears, Electrical Engineer, Civil Engineering Group
- b. SSgt Whitmore, Inspector, Civil Engineering Group

2. Following discrepancies were corrected on 14 Mar 1962:

- a. Straps or clamps within 18" of coupling on conduit
- b. Cromets where rubber cable passes through wall to light bases
- c. Rubber cable too long to junction boxes
- d. Junction boxes too far from base of lights

3. Work was accomplished in accordance with plans and specifications.
Acceptance is recommended.

F.B. STEADMON
Assistant for Engineefing

A TRUE COPY:



RONALD P. SIMON
1/Lt, USAF
Historical Officer

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CE

Report of Final Acceptance Inspection on Contract DA-41-443-eng-6244,
A/C Engine Inspection and Repair Shop, Sheppard AFB, Texas

ATC (ATNDE-C)

Attached for information and record is a Report of Final Acceptance In-
spection on Contract DA-41-443-eng-6244, A/C Engine Inspection and Repair
Shop, Sheppard Air Force Base, Texas.

FOR THE COMMANDER

1 Atch
Inspection Report

Copies to:

2 AF

4245th Strat Wg

4245th Historian

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Report of Final Acceptance Inspection on Contract DA-41-443-eng-6244,
A/C Engine Inspection and Repair Shop, Sheppard Air Force Base, Texas

STATION: Sheppard Air Force Base, Texas

DATE OF INSPECTION: 29 March 1962

SUBMITTED BY: William C. Walker, Chief Inspector, 3750th Civil Engineering
Group, Sheppard Air Force Base, Texas

1. Principal Features of Project:

- a. Construct foundation for building.
- b. Construct entrance drives.
- c. Build concrete block addition for offices, latrine, and mechanical room.
- d. Install fire plug.
- e. Install utilities.
- f. Install monorail and electrical hoist.

2. Personnel Present:

- a. R. L. Nader, Corps of Engineers
- b. Paul Connolly, Ground Safety
- c. CWO Floyd F. Park, 4245th FSS
- d. W. C. Walker, 3750th Civil Engineering Group
- e. Major Ray C. Rawlston, US AFCE-SW, Dallas
- f. W. E. Spears, 3750th Civil Engineering Group
- g. C. D. Duggan, 3750th Civil Engineering Group
- h. 2/Lt. W. R. Miller, AFCE-SWR
- i. J. T. Riley, 3750th Civil Engineering Group
- j. John Martin, 3750th Civil Engineering Group
- k. O. H. Kinnaird, 3750th Civil Engineering Group

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Report of Final Acceptance Inspection of the A/C Engine Inspection and Repair Shop, Contract W-41-403-eng-6244, Sheppard Air Force Base, Texas

1. H. E. Guthrie, Jr., Guthrie Construction Company

2. D. W. Love, SMD, Dallas

3. L. H. Meyers, Guthrie Construction Company

3. Technical Analysis

Work accomplished in accordance with plans and specifications with following construction deficiencies:

- a. Install air hose reels
- b. Complete grading on west shoulder slope Hesc Dock Road
- c. Clean up joints on pavement
- d. Complete concrete lid on grease interceptor
- e. Adjust O.H. door -- East Side
- f. Complete invert on H.H.
- g. Patch asphalt - where density out
- h. Connect exhaust fan in washroom
- i. Provide signs at exhaust fan switches with instructions for manual shut down in case of fire. All lettering to be red with white background.

All deficiencies were corrected as of 16 April 1962.

4. Recommendation:

That work performed under subject contract be accepted as complete.

WILLIAM C. WALKER
Chief Inspector
3750th Civil Engineering Group

Reports Control Symbol
2AF-Z1

INSTALLATION:

TELOCATONE

SHEPPARD AIR FORCE BASE

WICHITA FALLS, TEXAS

DATE OF REPORT:

31 MARCH 1962

[illegible]

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Excluded from General Declassification Schedule:
pertaining to atomic energy data
which is subject to the
Atomic Energy Act, 1954.
Atomic Energy Act, 1954.
Atomic Energy Act, 1954.
Atomic Energy Act, 1954.

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