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DCU1/21 Lt Ferguson/4716

MAR 4 1968

(SAPR/PAR) Unit Progress Report (RCS: SAC U-39) (U)  
13 1968

15AF (DCU1) (Mr Snyder or Mrs Terry)

PROGRAMMING PLAN NO. 7-66 "RIVET RUN"

1. (S) (GP-3) This is a SPAR/PAR/LIMDIS Program Document. The original program is progressing on schedule in accordance with SAC Programming Plan 7-66. The parachute repack program is not covered by the programming plan, but will be reported when complete. Specific status summaries follow:

2. (S) Status Summaries:

a. Personnel Status:

(1) Aircrew - The following is a status of combat ready crews:

|        | <u>Authorized</u> | <u>Formed</u> | <u>Combat Ready</u> | <u>Forecast</u>       |
|--------|-------------------|---------------|---------------------|-----------------------|
| DC-130 | 12                | 12            | 12                  |                       |
| CH-3   | 12                | 12            | 11                  | 1 Combat Ready in Mar |

(2) Maintenance Personnel:

(a) During the period 1 January 1968 through 30 September 1968, personnel shortages will exist in certain authorized AFSC's. This is due to the large number of personnel involved in the Compass Arrow formal training and flight test program. These shortages exist either through insufficient UMD authorizations or low percentage in manning.

(b) Changes to the UMD have been submitted requesting personnel changes/increases in the following areas:

1. 443X0 Guided Missile Maintenance in Function Code 2210001.
2. Change Production Control to Missile Control, Function Code 21000011.
3. Technical Administration 702X0, Function Code 2170001.
4. Airborne Radar Maintenance 301X4, Function Code 2412000.
5. Aero Photo Repair 402X0, Function Code 2440001.

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

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6. Squadron Administration 702X0, Function Code 2102000.
  7. Auto Tracking Radar Maintenance 303X3, Function Code 3844000.
  8. Missile Guidance/Control Maintenance 316X1P, Function Code 2433000.
  9. Missile System Analyst 316X0P, Function Code 2433000.
  10. EIEG Power Production Control 543X0, Function Code 3844000.

(c) On 30 January 1968 a letter was sent to SACMET-2 with regards to the critical shortage of 543X0 personnel in the 100th Airborne Missile Maintenance squadron. On 15 February 1968 a message was sent to EMA at 15AF (IM/HR/DP), info SAC (IM/IO/DP) requesting assistance in obtaining the critically needed 543X0 personnel.

(d) In addition, there are 21 personnel assigned to the Flight Control Branch in the 316X0 Missile Analyst, not authorized in the present UMD. A UMD Change Request is being submitted to incorporate the 316X0 personnel into the Rivet Bin/Compass Arrow Program. (Ref: 8,9 above).

(e) (AMIS) Personnel for the Combat Falcon Program have been selected and submitted by name, to meet the requirement levied upon the squadron by higher headquarters.

(3) Supply Personnel:

(a) The personnel utilization survey that was conducted by the base assigned SACMET Team has been completed. Present and proposed manning concepts have been submitted and evaluated by the team. However, the results of this survey have not yet been received.

b. <sup>u</sup>(B) Operations and Training Status:

(1) Aircrews:

(a) Unit Combat Readiness Training has progressed significantly during February. However, limited equipment available for upgrading and qualification, of crew member principles and replacements has been a pacing factor in the following areas:

1. DC-130E, none available.
2. MCGS Equipment, only one equipped acft available.
3. CH-3E, only one acft available.

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4. MARS, only one equipped acft available.

5. "H" Hulk, not available due to the lack of 100' chutes.

(b) Regression of combat ready crews appears imminent due to projected crew member losses and failure of the personnel pipeline to input replacements in sufficient time to permit qualification prior to the loss of the incumbent crew member.

(2) Maintenance Training:

(a) No problem exist at this time. However, due to a shortage of Airborne Doppler Radar personnel 301X4, a request for retraining of the 301X1 and 301X0 personnel to the 301X4 career field has been previously submitted. To-date no approval has been received on this request.

c. (8) Maintenance:

(1) The following items of critical and peculiar test equipment are not available for reasons listed below. The continued lack of this equipment could have a detrimental effect on the Rivet Bin Program.

(a) Urgent Action T.O. 1D-147X-608 and 21M-BQM-3/A-560 requires a Cherry Rivet Gun and Set (Model No. G604A Hydro-Shift) to install these special rivets. This gun was ordered in October 1967, but is still on back order. Follow up action with WRAMA (WRMSEA-5) on 22 January 68 revealed that some additional information was required. This was accomplished. Follow-up on 8 February 68 with Dase BEMO has failed to reveal any status.

(b) Primary Power Supply (Doppler) P/N 523Z3001-01, S/N 4002 returned to factory as directed by higher headquarters for update in conjunction with "T" Program. No EDD available. (Ref: AFLCLOR message 17/1800Z Nov 67).

(c) Doppler Bench Test Set, P/N 523Z4001-01, S/N 4004 and S/N 4001, returned to factory as directed by higher headquarters for update in conjunction with "T" Program. No EDD available. (Ref: AFLCLOR message 17/1800Z Nov 67).

(d) Doppler Line Test Set, P/N 523Z4001-01, S/N 4007 and S/N 4004, returned to factory as directed by higher headquarters for update in conjunction with "T" Program. No EDD available. (Ref: AFLCLOR message 17/1800Z Nov 67).

d. (8) Supply Status:

(1) Supplies (M3K's) to support a contingency operation of this project have been identified and configured. Supply information as of

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29 February 68, revealed the following 4 items are still on back order at AFLC-LOR/MGX.

4920-712-1605, Parachute Packer, 1 ea, BB, EDD, 1 Apr 68.  
4920-865-6614, Indicator Rudder, 2 ea, BB, EDD, 15 Apr 68.  
4920-865-6613, Indicator Elevator, 1 ea, BB, EDD, 15 Mar 68.  
5120-998-3638th, Installer Tool, 1 ea, BB, 8 May 68.

(2) Transportation:

(a) The following vehicles have been requested by the 100th Airborne Missile Maintenance Squadron, and GOIB's were submitted by 803TSVD: MC-1 Crane, GOIB Control Number VV0123, 8 September 1967; Pick-up, 6 passenger, GOIB Control Number VV0078, 8 August 1967. The 100th Airborne Missile Maintenance Squadron presently has only 6 vehicles: Two econolines; two pick-ups, six passengers; one fork lift and one tug.

(b) Two of these vehicles are used daily by team members commuting to Fort Huachuca (80 miles one way) to support operational training requirements, leaving four for support of maintenance. The requested vehicles are urgently required; to date, the tug, control number VV0158 was received on 18 December 67. The MC-1 Crane, control number VV0123 has been approved, but not yet received.

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e. (3) Soft Spots:

(1) The lack/availability of 100' chutes is hampering this units upgrade training program.

(2) Since May 1967, five Garrett Pneumatic Signal Generators have gone bad for the pressure vacuum pumps. Both, 60 CPS pumps have failed. Four of these pumps have had EUR's submitted on them and were sent to RYAN Aero Co., as UR exhibits, one pump has been returned (repaired) and reinstalled in the Garrett Pneumatic Signal Generator and is servicable. The other signal generators are awaiting the pumps from supply. The vacuum pumps have had the internal "O" rings go bad, as well as ruptured diaphragms. The "O" rings have had small and large pit holes in them. At this time there is no field repair to the pressure vacuum pumps, no kits or lubrication called for in the technical order. Replacement pumps for the Garrett Pneumatic Signal Generators are through factory repair only.

(3) Request for additional vehicles, MC-1 Crane and a six passenger pick-up are urgently required by the 100AMMS to support the 100 Strat Recon Wg mission requirements.

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INTERCOMMUN PLAN NO. 3-67 "COMPASS ARROW"

1. (S) (GP-3) The overall Compass Arrow Program is considered behind schedule. Adequate facilities are approximately six months behind and personnel authorizations are approved for FY Quarter 2-69, which does not allow sufficient time for adequate training to fulfill Compass Arrow operational requirements.

2. (S) Status Summaries:

a. Personnel Status:

(1) Maintenance Personnel:

(a) UMD Changes have been submitted through SACMET-2 on the following AFSC's:

1. 443X0, Guided Missile Maintenance.
2. 402X0, Aero Photo Repairman.
3. 702X0, Technical Administration.

(2) Supply Personnel:

(a) The personnel utilization survey that was conducted by the base assigned SACMET Team has been completed. Present and proposed manning concepts have been submitted and evaluated by the Team, however, the results of this survey have not yet been received.

b. Operations Training:

(1) The Type I Training Plan was revised as a result of the Combat Falcon Program. The revised plan was distributed to all interested agencies 8 Feb 68.

(2) The Deputy Flight Test Director attended the following meetings during the month of February 1968. 100GRW staff personnel were briefed on the meetings and reports were sent to SAC DPLC-3.

(a) Program briefing by the systems program officer on 1 and 2 February 1968.

(b) Design Review of Test Equipment of 5 thru 8 Feb 68.

(c) Quarterly Review of the program at Weapons System Contractor facility on 13 and 14 February 1968.

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(d) Towing and Docking tests of captive test vehicle at the test facility on 14 thru 23 February 1968.

(3) The 100GRW Project Officer monitored the CA 100C 1574-4 System Orientation Course held at WSC facility 20-22 Feb 68. Col Nakis, 350GRSC, was the senior officer attending and reported that the course content was excellent.

c. (8) Maintenance Training:

(1) Formal Compass Arrow training has been identified, and personnel selected by name to attend these courses.

(a) Functional Checkout AGE - The first class is scheduled to start 7 February 1968, with six students and will terminate 2 April 1968.

(b) SPA Electrical Systems - The first class started with five students 21 February 1968 and will terminate 5 March 1968.

(c) SPA Maintenance - The first class started with seven students 14 February 1968 and is scheduled to terminate 12 March 1968.

(d) Jet Engine Maintenance - The first class started with six students 19 February 1968 and is scheduled to terminate 15 March 68.

(e) Flight Control/Auto-Pilot/Computer Maintenance - The first class started with five students 14 February 1968 and is scheduled to be terminated 16 April 1968.

(f) SID Maintenance - Six students have completed the first class in this course. The second class started 15 January 1968 with six students and will terminate 12 April 1968.

(g) "R" Differences - Twelve students have completed the first class which ended 2 February 1968. The second class is scheduled from 29 May 1968 through 18 June 1968.

(h) Environmental Control System - The first class is scheduled for the 25th thru the 29th of March 1968.

(1) EACP System - The first class with five students will terminate 19 March 1968.

d. (8) Maintenance Status:

(1) All scheduled AGE/Test Equipment Provisioning Conferences have been attended by the best qualified personnel. No problems can be identified at the present time.

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FILE DESIGNATION

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DCRM/2d Lt Fergusson/4716

APR 3 1968

(SPAR/PAR) Unit Progress Report (RCS: SAC U-89) (U)  
Month Ending 31 March 1968

15AF (DCRM) (Mr Snyder or Mrs Terry)

PROGRAMMING PLAN NO. 7-66 "RIVET BIN"

1. (S) (GP-3) This is a SPAR/PAR/LIMDIS Program Document. The original program is progressing on schedule in accordance with EAC Programming Plan 7-66. The parachute repack program is not covered by the programming plan but will be reported when complete. Specific status summaries follow:

2. (S) Status Summaries:

a. Personnel Status:

(1) Aircrew - The following is a status of combat ready crews:

|        | Authorized | Formed | Combat Ready | Forecast |
|--------|------------|--------|--------------|----------|
| DC-130 | 12         | 12     | 12           | *10      |
| CH-3   | 12         | 12     | 12           |          |

\* Forecast based on the projected loss of two DC-130 aircrews to "Angel".

(2) Maintenance Personnel:

(a) During the period 1 January 1968 through 30 September 1968, personnel shortages will exist in certain authorized AFSC's. due to the large number of personnel involved in the Compass Arrow training and flight test program. These shortages exist either through insufficient UMD authorizations or low percentage in manning.

(b) Changes to the UMD have been submitted requesting personnel changes/increases in the following areas:

1. AFSC 443X0 - Guided Missile Maintenance in Functional Code 2210001. On 19 December 1967, a request was submitted under Document DAV 67-64, for an increase in authorization from 39 to 72 men.

2. Change Production Control to Missile Control, Functional Code 2100011. A follow-up to Document DAV 67-74 was submitted on 26 Feb 1968.

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|            |               |                             |          |                   |            |                               |
|------------|---------------|-----------------------------|----------|-------------------|------------|-------------------------------|
| RETURN TO: | OFFICE SYMBOL | ORIGINATOR'S NAME AND GRADE | PHONE NO | TYPIST'S INITIALS | DATE TYPED | ADMIN SERVICES (For Dispatch) |
|            |               |                             |          |                   | 2 Apr 1968 |                               |

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3. Technical Administration 702X0, Functional Code 2170001. Document DAV 67-73, answered by SACMET on 26 February 1968, stating that a re-alignment of personnel would be made, by 22 March 1968, due to TDY commitment.

4. AFSC 301X4 - Airborne Radar Maintenance in Functional Code 2412000. Document DAV 67-70 submitted.

5. AFSC 402X0 - Aero Photo Repair in Functional Code 2440001. Document DAV 67-77 was submitted on 12 December 1967, requesting an increase in authorizations from 24 to 28 men.

6. AFSC 702X0 - Squadron Administration in Functional Code 2102000. Document DAV 67-73, answered by SACMET on 26 February 1968, stating that a re-alignment of personnel would be made by 22 March 1968, due to DTY commitments.

7. AFSC 303X3 - Auto Tracking Radar Maintenance in Functional Code 3044000. Document DAV 68-2 dated 30 January 1968, requesting an increase in authorizations from 39 to 81 men. (FY Quarter 2/69).

8. SAC UMD Change 15-24 approved the assignment of twenty-one 316XOP personnel to the Flight Control Branch. These personnel have been incorporated into the Rivet Bin Program and are also projected for incorporation into the Compass Arrow Program. Although this progress has occurred it should be noted that quantity of personnel involved is considered inadequate and follow-on UMD Change Requests will be submitted.

9. On 15 February 1968 a message was sent to 15AF DP/DM4BR, info SAC DP/DM4C requesting assistance in obtaining critically needed 543X0 Power Production personnel. In response to this request we have received positive notification of twelve inputs. Although this response is positive progress it should be noted that we have not received any response to Document DAV 68-2, dated 30 January 1968, which requested an additional 18 authorizations of this AFSC.

(c) All squadrons have selected and identified by name sixty-nine maintenance personnel to satisfy Combat Falcon manning requirements. In addition we were also tasked to nominate a 4344 maintenance officer for this same program. This was accomplished, under protest, and we since have received confirmation of reassignment of Lt Hummel, 4344, to TAC effective 15 April 1968.

(3) Supply Personnel: The personnel utilization survey that was conducted by the base assigned SACMET Team has been completed. Present and proposed manning concepts have been submitted and evaluated by the Team, however, the results of this survey have not yet been received.

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b. (d) Operations and Training Status:

(1) Aircrews:

(a) Combat Readiness training has been completed for all assigned aircrews. However, forecast availability of equipment and loss of personnel will have a definite effect on proficiency and upgrade training for newly assigned personnel. Following are areas that will effect aircrew status:

1. No DC-130E model aircraft available.
2. Projected loss of two DC-130 aircrews to "Combat Angel".
3. Projected loss of two DC-130A aircraft to "Combat Angel".

(2) Maintenance Training (AMMS): Due to a shortage of Airborne Doppler Technicians, AFSC 301X4, a request for internal retraining of 301X0 and 301X1 technicians was submitted. Of the seventeen recommended for cross training only four were approved by SAC. It should be noted that we were also advised of eight new projected inputs, AFSC 301X4, thru June 1968. Although this action does generate a considerable amount of initial training it is considered as positive progress.

c. Maintenance: The following items of critical and peculiar test equipment are not available for reasons listed below. The continued lack of this equipment could have a detrimental effect on the Rivet Bin Program.

(1) Primary Power Supply (Doppler) P/N 523Z3001, S/N 4002 returned to factory as directed by higher headquarters for update in conjunction with "T" Program. No EDD available. (Ref: AFLC/LOR message 17/1800Z Nov 67).

(2) Doppler Bench Test Set, P/N 523Z2001-01, S/N 4004 and S/N 4001 returned to factory as directed by higher headquarters for update in conjunction with "T" Program. No EDD available. (Ref: AFLC/LOR message 17/1800Z Nov 1967).

(3) Doppler Line Test Set, P/N 523Z4001-01, S/N 4007 and S/N 4004 returned to factory as directed by higher headquarters for update in conjunction with "T" Program. No EDD available. (Ref: AFLC/LOR message 17/1800Z Nov 1967).

(4) Urgent action T.O. 1D-147X-680 and 21 M-BQM-34A-560 required a special Cherry Rivet Gun and Sets, Model No. G604A. This type rivet gun was borrowed from the contractor to complete the urgent action tech order and has since been returned. This unit had previously recognized the need

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for this tool and appropriate supply action was initiated in October 1967. Follow up action in January 1968 revealed that WRAMA required some additional information concerning this item and necessary data was furnished. On 8 February 1968 follow up action failed to reveal any supply status. On 6 March 1968 it was determined that another COLB had to be submitted to support a request for 180 day loan of the gun and sets; this action was accomplished. On 18 March 1968 we were informed that necessary local approval for this tool had to be obtained and BFTIO would order the gun and sets. Additional follow up on 28 March 1968 revealed that all necessary approval and signatures had been obtained and that the requisition would be forwarded off base 28-29 March 1968. Further delays or problems will be reported.

d. (A) Supply Status:

(1) Information as of 28 March 1968, for the following items on back order at AFIC/IOR/MCMX is as follows:

4920-712-4605, Parachute Packer, 1 ea, BB, EDD 1 Apr 68.  
4920-865-6614, Indicator Rudder, 2 ea, BB, The EDD for this item slipped from 15 Mar 68 to 30 Mar 68.  
4920-865-6613, Indicator Elevator, 1 ea, BB, The EDD for this item slipped from 15 Mar 68 to 30 Mar 68.  
5120-998-3638TH, Installer Tool, 1 ea, BB, EDD 8 May 68.

(2) Support response for the following item has been less than satisfactory. While recent modifications to this unit, plus the lengthy lead time experienced in the procurement and fabrication of this assembly are causative factors in delayed support, this delay causes loss of MARS capability in training missions.

7738-A-4, Brake Shaft & Drum Assembly, 4 ea, BD, EDD UNK and 1 ea, EDD 29 Mar 68 (NORS for Acft 228).  
References: 100SRW (U) DSUP 212249Z Mar 68.  
15AF (U) DM3A4 222357Z Mar 68.  
15AF (U) DM3A4 222359Z Mar 68.  
SAC (C) DM3/DM4 252310Z Mar 68.

(3) The support problem for the item listed below is as immediate as support for the Brake Shaft & Drum Assembly; however, EDD's furnished in references listed may result in loss of MARS capability in training missions.

71471-1, Winch Line, 24 ea, DD, EDD 3 May 68.  
71471-1, Winch Line, 6 ea, DD, EDD UNK  
71471-1, Winch Line, 2 ea, BB, EDD 29 Mar 68 (NORS for Acft 228 & 788)  
References: 100SRW/DSUP (U) 132201Z Mar 68, Subj: Supply Difficulty  
100SRW/DSUP (U) 212247Z Mar 68, Subj: Winch Line Part No. 71471-1  
SAC (C) DM3/DM4 252310Z Mar 68.

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Follow-up reveals no change in "get well" dates as of this report for items 2 and 3 above.

e. (S) Transportation: (AEMG) The following vehicles have been requested by the 100th Airborne Missile Maintenance Squadron, and 601b's were submitted by 803TSVO: MC-1 Crane, 601B Control Number VV0123, 8 September 67; Pick-up, 6 passenger, 601B Control Number VV0078, 8 August 1967. The 100th Airborne Missile Maintenance Squadron presently has only six vehicles: Two econolines, two pick-ups, six passengers; one fork lift and one tug. Two of these vehicles are used daily by team members commuting to Fort Huachuca (80 miles one way) to support operational training requirements, leaving four for support of maintenance. The request vehicles are urgently required; to date, the tug, Control Number VV0158 has been received. The MC-1 Crane, Control Number VV0123 has been approved, but not yet received.

f. (S) Soft Spots:

(1) Regression of combat ready crews appears highly probable by 30 Jun 68 due to projected crew member losses and failure of the personnel pipeline to furnish required replacements. Critical manning conditions are in the DC-130 flight engineer and LCO crew positions. One engineer retires 31 May, and as yet, no replacement has been received. Because the unit operates both DC-130A and DC-130E aircraft, a lead time of four months is required to bring newly assigned flight engineers and pilots to combat ready status. We will lose three experienced LCO's between 1 Mar 68 and 30 Jun 68. Although 3 replacements have been identified, it is doubtful that training can be completed by known LCO loss dates. The unit is continually hampered by having no crew member spares on hand, resulting in a perpetual race against time to qualify new crew members.

(2) Parts spares for the unit's CH-3s continues to be a problem. NORM times as long as 10 to 14 days are being encountered in procurement of parts for the winch and reel systems. Loss of MARS capability for those extended times greatly hampers training schedules, and causes the unit to fall progressively further behind on SACM 50-8 accomplishment.

(3) In light of the many UMD Change Requests noted in para 2, it is apparent that there is a significant difference between UMD authorizations and present operational capability. It is recommended that a SAC Plans and Manpower Team be sent TDY to Davis-Monthan for a sufficient period

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of time to analyze our operational commitments and current UMD authorizations. It is further recommended that this team have sufficient authority to grant, on-the-spot, UMD increases or complete re-alignment of current UMD consistent with operational capability and or concepts.

(4) SAC disapproval of retraining 13 additional 301X0 and 301X1 technicians into the 301X4 career field has caused a severe training problem. New personnel inputs will require extensive training on assigned peculiar equipment which is time consuming. The input of 8 new 301X4 technicians is, however, positive progress. Further training problems will be reported as appropriate.

(5) Since May 1967, five Garrett Pneumatic Signal Generators have gone bad for the pressure vacuum pumps. Both, 60 CPS pumps have failed. Four of these pumps have had EUR's submitted on them and were sent to RYAN Aero Co. as UR exhibits. One pump has been returned (repaired) and reinstalled in the Garrett Pneumatic Signal Generator and is serviceable. The other signal generators are awaiting the pumps from supply. The vacuum pumps have had the internal "O" rings go bad, as well as ruptured diaphragms. The "O" rings have had small and large pit holes in them. At this time there is no field repair to the pressure vacuum pumps, no kits or lubrication called for in the technical order. Replacement pumps for the Garrett Pneumatic Signal Generator are through factory repair only.

(6) Request for additional vehicles, MC-1 Crane, and six passenger pick-up are urgently required by the 100th Airborne Missile Maintenance Squadron to support the 100th Strategic Reconnaissance Wing's mission.

(7) Reference 100SRW/AMMS UMD Number 4477, dated 15 December 1967. As noted in referenced UMD, all Rivet Bin (3BD) authorized slots are deleted as of FY Quarter 2/69. Several pieces of support equipment are not scheduled for phase out through FY Quarter 2/69, i.e.; MSQ-70. Reference 100AMMS UNCLASSIFIED message, dated 22 March 1968, to 15AF (DM4C), subject: Disposition of MSQ-70. If the Rivet Bin Program is to continue, these slots must be re-allocated to the 100th Airborne Missile Maintenance Squadron's UMD.

PROGRAMMING PLAN NO. 3-67 "COMPASS ARROW"

1. (9) (GP-3) The overall Compass Arrow Program is considered behind schedule. Adequate facilities are approximately six months behind and personnel authorizations are approved for FY Quarter 2/69, which does not allow sufficient time for adequate training to fulfill Compass Arrow operational commitments.

2. (9) Status Summaries:

a. Personnel Status:

(1) Maintenance Personnel: Changes to UMD have been submitted,

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requesting personnel changes/increases in the following areas:

(a) AFSC 443X0 - Guided Missile Maintenance in Functional Code 2210001. On 19 December 1967, a request was submitted under Document DAV 67-64 for an increase in authorizations from 39 to 72.

(b) Change Production Control to Missile Control, Functional Code 2100011. A follow-up to Document DAV 67-74 was submitted 26 Feb 68.

(c) AFSC 702X0 - Technical Administration in Functional Code 2170001. Document DAV 67-73 answered SACMET on 26 February 1968 stating that a re-alignment of personnel would be made by 22 March 1968 due to TDY commitments.

(d) AFSC 301X4 - Airborne Radar Maintenance in Functional Code 2412000. Document DAV 67-70 submitted.

(e) AFSC 402X0 - Aero Photo Repair in Functional Code 2440001. Document DAV 67-77 was submitted on 12 December 1967 requesting an increase in authorizations from 24 to 28 men.

(f) AFSC 702X0 - Squadron Administration in Functional Code 2102000. Document DAV 67-73 answered by SACMET on 26 February 1968 stating that a re-alignment of personnel would be made by 22 March 1968 due to TDY commitments.

(g) AFSC 303X3 - Auto Tracking Radar Maintenance in Functional Code 3044000. Document DAV 68-2, 30 January 1968, requesting an increase in authorizations from 39 to 81 men (FY Quarter 2/69).

(h) SAC UMD Change 15-24 approved the assignment of twenty-one 316XOP personnel to the Flight Control Branch. Although these technicians have already been incorporated into Rivet Bin it should be noted that they are also earmarked for Compass Arrow. This progress is noted as positive; however, it should be noted that quantity of personnel involved is considered inadequate and follow-on UMD Change Requests will be submitted.

(1) On 15 Feb 1968 a message was sent to 15AF DP/DMHR, info to SAC DP/DXIC requesting assistance in obtaining critically needed 543X0 Power Production personnel. In response to this request we have received positive notification of twelve inputs. Although this response is positive progress it should be noted that we have not received any response to Document DAV 68-2, dated 30 January 1968, which requested an additional 18 authorizations of this AFSC.

(2) Supply Personnel: The personnel utilization survey that was conducted by the base assigned SACMET Team has been completed. Present and proposed manning concepts have been submitted and evaluated by the Team, however, the results of this survey have not yet been received.

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b. Operations Training:

(1) The Type I Training is progressing on schedule.

(2) The Deputy Flight Test Director visited MDLD at Holloman AFB, New Mexico to attend a SIDS Interface meeting and observe ground tests of model 154 SPA. 100 Strat Recon Wing staff personnel were briefed on the results and reports were sent to SAC (DPLC-3) and 15AF (DPLP).

(3) WSC instructors presented the simulator ground school course 10SC-1575-5 to 15 officers at Davis-Monthan AFB on 14-17 Mar 68. Comments on class critiques indicated the course content and presentation were excellent.

(4) The 100 Strat Recon Wing Project Officer visited WSC 18-19 Mar 68 to monitor the initial class of 154 model simulator training. The senior officer attending reported that the simulator training was satisfactory.

(5) Two navigators completed OSF 1535X SIDS Operator Course at Offutt AFB on 15 Mar 68. Course was critiqued at completion of training at Offutt.

c. Maintenance Training: Formal Compass Arrow training has been identified and personnel have been selected by name to attend scheduled classes. At present, no problems are anticipated.

d. Maintenance Status: All scheduled AGE/Test Equipment Provisioning Conferences have been attended by best qualified personnel. No problems can be identified at the present time.

e. Facilities: Compass Arrow facilities have been programmed and DD Forms 1391, Facility Requests, have been submitted to 15AF and SAC. The overall size (square footage) of the SPA Assembly Hangar was reduced from 37,000 square feet to 18,000 square feet. This reduction in overall footage will reduce the maintenance capability and prevent the "check out" of two SPA vehicles to cover one launch (Primary and Alternate) without a longer lead time in mission preparation. Sufficient square footage has been allocated for shop space to support the Compass Arrow requirements.

3. (g) Soft Spots:

a. Personnel for Combat Falcon have been allocated. If the replacement personnel to make-up for the loss to Combat Falcon are not programmed for a timely input, a void in training quota would be created, causing a decay in the quantity of trained personnel, thus hampering smooth operations and continuity for the first scheduled deployment and subsequent deployments thereof. The lack of an adequate facility and timely personnel inputs could certainly have an adverse effect on the Compass Arrow Program.

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Estimated date of completion of facility is unknown, DD Form 1391, (Facility Request) submitted. A message was sent to 15AF (DP/DM4DR), info SAC (DM4C/DP) on 15 February 1968, requesting assistance from contractors and subcontractors to obtain AGE/TEST/EQUIPMENT specifications for formulating a utility support plan for the installation of all AGE/TEST/EQUIPMENT.

b. As noted under the Rivet Bin Program the numerous UMD Change Requests submitted does indicate a considerable difference between current UMD and proposed operational concept and the recommendation offered previously does apply to the Compass Arrow Program. GP-3.

Signed

MARION C. MIXSON, Colonel, USAF  
Commander

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~~CONFIDENTIAL~~SPECIAL DC-130 NARRATIVE SECTION (350 STR)  
As of 31 March 19681. FLIGHT CREW STATUS:

| CREW NO | POS   | LAST NAME  | OL     |        | DATE IQ   | DATE CR   |
|---------|-------|------------|--------|--------|-----------|-----------|
|         |       |            | DET    | RET    |           |           |
| S-41    | AC    | Dale       |        |        | 10 Feb 65 | 13 Mar 65 |
|         | DP    | Hagle      |        |        | 13 Feb 67 | 13 Feb 67 |
|         | NAV   | Galigan    |        |        | 21 Aug 65 | 21 Aug 65 |
|         | FET   | Chaffin    |        |        | 15 Nov 65 | 15 Nov 65 |
|         | LCO 1 | Iasko      |        |        | 2 Aug 65  | 2 Aug 65  |
|         | LCO 2 | Timberman  |        |        | 28 Feb 67 | 28 Feb 67 |
|         | ARCO  | Vickrey    |        |        | 1 Aug 67  | 1 Aug 67  |
|         | ATTN  | Phillips   |        |        | 3 Feb 67  | 3 Feb 67  |
| S-42    | AC    | Beckner    | 1 Jan  | 17 Mar | 19 Feb 65 | 23 Feb 65 |
|         | CP    | Hugant     |        |        | 1 Nov 67  | 7 Nov 67  |
|         | NAV   | Idobson    |        |        | 23 Apr 65 | 23 Apr 65 |
|         | FET   | Bailey     |        |        | 12 Feb 65 | 23 Feb 65 |
|         | LCO 1 | Bernier    |        |        | 26 Jan 66 | 26 Jan 66 |
|         | LCO 2 | Batourno   |        |        | 23 Jan 68 | 23 Jan 68 |
|         | ARCO  | McKnight   |        |        | 26 Jan 67 | 26 Jan 67 |
|         | ATTN  | Hulbert    |        |        | 26 Jan 67 | 26 Jan 67 |
| E-43    | AC    | Ansberry   | 14 Jun | 17 Sep | 21 Aug 65 | 21 Aug 65 |
|         | CP    | Stougaard  |        |        | 4 Oct 67  | 4 Oct 67  |
|         | NAV   | McBratney  |        |        | 22 Mar 63 | 8 Aug 63  |
|         | FET   | Cook, D.R. |        |        | 29 Jan 64 | 29 Jan 64 |
|         | LCO 1 | Reeves     |        |        | 24 Aug 65 | 24 Aug 65 |
|         | LCO 2 | Quick      |        |        | 9 Nov 67  | 9 Nov 67  |
|         | ARCO  | Harrop     |        |        | 5 May 67  | 5 May 67  |
|         | ATTN  | Holden     |        |        | 2 Mar 67  | 2 Mar 67  |
| E-44    | AC    | Stiglitz   |        |        | 2 May 67  | 2 May 67  |
|         | CP    | Morton     |        |        | 25 Aug 67 | 25 Aug 67 |
|         | NAV   | Beveridge  |        |        | 24 Feb 67 | 24 Feb 67 |
|         | FET   | Fwing      |        |        | 16 Jun 67 | 16 Jun 67 |
|         | LCO 1 | Coble      |        |        | 14 Feb 66 | 14 Feb 66 |
|         | LCO 2 | Legg       |        |        | 12 Sep 67 | 12 Sep 67 |
|         | ARCO  | Livesey    |        |        | 29 Sep 67 | 29 Sep 67 |
|         | ATTN  | Trebes     |        |        | 11 Nov 66 | 11 Nov 66 |
| E-45    | AC    | Bryan      | 14 Mar | 17 Jun | 24 Jan 66 | 24 Jan 66 |
|         | CP    | Pluchinsky |        |        | 23 Aug 67 | 23 Aug 67 |
|         | NAV   | Wadsworth  |        |        | 24 Jan 66 | 24 Jan 66 |
|         | FET   | Stewart    |        |        | 7 Nov 67  | 7 Nov 67  |
|         | LCO 1 | Adams      |        |        | 8 Jan 67  | 8 Jan 67  |
|         | LCO 2 | Schrupp    |        |        | 22 Mar 68 | 22 Mar 68 |
|         | ARCO  | Spink      |        |        | 14 Dec 66 | 14 Dec 66 |
|         | ATTN  | Cundiff    |        |        | 14 Dec 66 | 14 Dec 66 |

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| CREW NO | POS   | LAST NAME | OL     |        | DATE IQ   | DATE CR   |
|---------|-------|-----------|--------|--------|-----------|-----------|
|         |       |           | DEP    | RET    |           |           |
| E-46    | AC    | Watson    | 14 May | 17 Aug | 23 Sep 65 | 15 Dec 65 |
|         | CP    | Hamilton  |        |        | 17 Dec 65 | 17 Dec 65 |
|         | NAV   | Swanton   |        |        | 11 May 66 | 11 May 66 |
|         | FET   | Mihelson  |        |        | 21 Oct 65 | 2 Mar 65  |
|         | LCOL  | Wynkoop   |        |        | 17 Dec 65 | 17 Dec 65 |
|         | LCQ2  | Forzelle  |        |        | 24 Aug 65 | 24 Aug 65 |
|         | ARCO  | Fuentes   |        |        | 23 Nov 66 | 23 Nov 66 |
|         | ATHT  | Morris    |        |        | 23 Nov 66 | 23 Nov 66 |
| E-47    | AC    | Klix      | 16 Feb | 17 May | 1 Dec 66  | 1 Dec 66  |
|         | CP    | Koskum    |        |        | 9 Feb 67  | 9 Feb 67  |
|         | NAV   | Lovesque  |        |        | 16 Nov 66 | 16 Nov 66 |
|         | FET   | Phelan    |        |        | 21 Aug 65 | 21 Aug 65 |
|         | LCOL  | Klein     |        |        | 28 Nov 66 | 28 Nov 66 |
|         | LCQ2  | Treadaway |        |        | 14 Apr 67 | 14 Apr 67 |
|         | ARCO  | Sladovnik |        |        | 8 Feb 68  | 8 Feb 68  |
|         | ATHT  | Dankhead  |        |        | 23 Nov 66 | 23 Nov 66 |
| E-48    | AC    | Heaton    | 14 Jun | 17 Sep | 13 Feb 67 | 13 Feb 67 |
|         | CP    | Kerstein  |        |        | 20 Jun 66 | 20 Jun 66 |
|         | NAV   | Cotanche  |        |        | 13 Feb 67 | 13 Feb 67 |
|         | FET   | Cordova   |        |        | 21 Mar 67 | 21 Mar 67 |
|         | LCOL  | Reister   |        |        | 21 Mar 66 | 21 Mar 66 |
|         | LCQ2  | Hall      |        |        | 3 Feb 67  | 3 Feb 67  |
|         | ARCO  | Rahn      |        |        | 18 Apr 67 | 18 Apr 67 |
|         | ATHT  | Hodges    |        |        | 18 Apr 67 | 18 Apr 67 |
| E-49    | AC    | Hindman   |        |        | 25 Aug 65 | 25 Aug 65 |
|         | CP    | Gaidry    |        |        | 1 Nov 67  | 1 Nov 67  |
|         | NAV   | Davlap    |        |        | 21 Mar 67 | 21 Mar 67 |
|         | FET   | Powell    |        |        | 21 Dec 66 | 1 Dec 66  |
|         | LCOL  | Carlson   |        |        | 15 Nov 65 | 15 Nov 65 |
|         | LCQ2  | Sohanson  |        |        | 5 Jun 67  | 5 Jun 67  |
|         | ARCO  | Rice      |        |        | 8 Jun 67  | 8 Jun 67  |
|         | ATHT  | Goldoby   |        |        | 1 Mar 68  | 1 Mar 68  |
| E-50    | AC    | Kennedy   |        |        | 15 Nov 65 | 15 Nov 65 |
|         | CP    | Acheson   |        |        | 11 Oct 67 | 11 Oct 67 |
|         | NAV   | Barber    |        |        | 14 Mar 67 | 14 Mar 67 |
|         | FET   | Searcy    |        |        | 14 Mar 67 | 31 Mar 67 |
|         | LCO 1 | Winkler   |        |        | 30 Nov 66 | 30 Nov 66 |
|         | LCO 2 | Holmes    |        |        | 3 Mar 67  | 3 Mar 67  |
|         | ARCO  | Pryde     |        |        | 23 Jun 67 | 23 Jun 67 |
|         | ATHT  | Smith     |        |        | 23 Jun 67 | 23 Jun 67 |

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| CREW NO | POS  | LAST NAME   | DEP    | RET    | DATE IQ   | DATE CR         |
|---------|------|-------------|--------|--------|-----------|-----------------|
| E-51    | AC   | McGlohon    | 1 Jan  | 17 Mar | 12 Jan 63 | 6 Aug 64        |
|         | CP   | Hinkle      |        |        | 13 Dec 66 | 13 Dec 66       |
|         | HAV  | Ioggins     |        |        | 17 Oct 67 | 17 Oct 67       |
|         | FFT  | Cook, J.F.  |        |        | 16 Jun 67 | 16 Jun 67       |
|         | LC01 | Glidden     |        | Est -  | 25 Jul 68 | 25 Jul 68 - Est |
|         | LC02 | Kerreroole  |        |        | 5 Dec 67  | 5 Dec 67        |
|         | ARCO | McClenshan  |        |        | 7 Nov 67  | 7 Nov 67        |
|         | ATHT | Punderburk  |        |        | 7 Nov 67  | 7 Nov 67        |
| E-52    | AC   | White       | 17 Mar | 17 Jun | 8 Jan 67  | 8 Jan 67        |
|         | CP   | Wocfel      |        |        | 9 Feb 67  | 9 Feb 67        |
|         | HAV  | Joachim     |        |        | 15 Nov 65 | 15 Nov 65       |
|         | FFT  | Montano     |        |        | 26 Jan 68 | 26 Jan 68       |
|         | LC01 | Wells, R.S. |        |        | 15 Nov 65 | 15 Nov 65       |
|         | LC02 | Frantz      |        |        | 26 Jan 68 | 26 Jan 68       |
|         | ARCO | Wells, J.T. |        |        | 21 Feb 68 | 21 Feb 68       |
|         | ATHT | Adams       |        |        | 8 Feb 68  | 8 Feb 68        |

2. SPARE CR/PCR CREW MEMBER STATUS:

| LAST NAME | CREW POS | DATE INIT      | QUAL | DATE CR       | REMARKS |
|-----------|----------|----------------|------|---------------|---------|
| Beverly   | AC       | 1 Nov 67       |      | 1 Nov 67      |         |
| Lucas     | CP       | 16 Feb 67      |      | 16 Feb 67     |         |
| Snyder    | CP       | Est -27 Sep 68 |      | Est-27 Sep 68 |         |
| Seiffert  | ICO      | Est -28 Jul 68 |      | Est-28 Jul 68 |         |

3. CRCO STATUS:

OL

| POS NO | LAST NAME   | DEP    | RET    | DATE IQ   | DATE CR   |
|--------|-------------|--------|--------|-----------|-----------|
| E61    | Wilson      | 14 May | 17 Aug | 18 Aug 66 | 18 Aug 66 |
| E62    | Friberg     |        |        | 25 Aug 66 | 25 Aug 66 |
| E63    | Jolla       |        |        | 10 Nov 66 | 10 Nov 66 |
| E64    | Ruppenthal  |        |        | 17 Nov 66 | 17 Nov 66 |
| E65    | McNeill     |        |        | 6 Feb 67  | 6 Feb 67  |
| E66    | Frtel       |        |        | 17 May 67 | 17 May 67 |
| E67    | Hoffmeister |        |        | 16 May 67 | 16 May 67 |
| E68    | Sullivan    |        |        | 8 Jun 67  | 8 Jun 67  |
| E69    | Williams    |        |        | 21 Sep 67 | 21 Sep 67 |
| E70    | Glenn       | 16 Feb | 17 May | 11 Jun 68 | 11 Jun 68 |
| E71    | Faring      | 13 Apr | 17 Jul | 2 Feb 68  | 2 Feb 68  |
| E72    | Guthals     | 13 Jan | 17 Apr | 29 Nov 67 | 29 Nov 67 |

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4. PROJECTED LOSSES:

| LAST NAME | DATE     | CREW POS | REASON                   |
|-----------|----------|----------|--------------------------|
| McKnight  | ASAP     | ABCO     | Staff (Wing EW)          |
| Ansterry  | 1 Jul 68 | AC       | Command and Staff School |
| Woolfel   | Aug 68   | CP       | Requested release        |
| Yoshun    | Aug 68   | CP       | Requested release        |
| Mitelson  | May 68   | FE       | Retire                   |
| Bozelle   | Jun 68   | ICO      | DOS                      |

5. PROJECTED INFURS:

| LAST NAME  | CREW POS | DATE EST DTT IN |
|------------|----------|-----------------|
| Jewett     | CP       | EDCSA 15 Apr    |
| Clarke     | ICO      | EDCSA 20 Apr    |
| Stocks     | CP       | EDCSA 28 Apr    |
| Kilncubrow | CP       | EDCSA 29 Apr    |
| Morgan     | CP       | EDCSA 28 Apr    |
| Gibson     | CP       | EDCSA 15 Jul    |

6. PROBLEM AREAS:

Combat readiness upgrading for crew members continues to constitute a problem area. The 100CRW is presently committed to three DC-130 crews and three aircraft, and the two CH-3 crews and aircraft for operation of overseas operating locations. Due to a variety of DC-130 aircraft modification programs, an average on-station DC-130 inventory of only two aircraft is projected for the next three months. Of the two CH-3 aircraft on station, recent experience has shown that only one is normally available for MARS training, due to cannibalization of parts to support overseas activity. This acute shortage of training sorties available, greatly lengthens time-in-training requirements for newly assigned crewmembers, particularly ICO's and ABCO/ANT's. The problem has been further intensified by the arrival of Combat Falcon personnel for complete program training, and by the crew/aircraft consuming test/evaluations. It is particularly important that replacement crewmembers be procured as soon as projected losses become known so that inevitable training delays do not adversely affect crew capability.

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~~CONFIDENTIAL~~SPECIAL CH-3 NARRATIVE SECTION (350 SR)  
As of 31 March 1968

## 1. FLIGHT CREWS:

| CREW NO | POS | LAST NAME   | DEP    | OL     | RET | DATE IQ   | DATE CH   |
|---------|-----|-------------|--------|--------|-----|-----------|-----------|
| S-01    | AC  | Levandowski |        |        |     | 14 Jan 65 | 14 Jan 65 |
|         | CP  | Hoffman     |        |        |     | 14 Feb 68 | 14 Feb 68 |
|         | FE  | Halphen     |        |        |     | 3 Jan 66  | 3 Jan 66  |
|         | WO  | Barnes      |        |        |     | 3 Jan 66  | 3 Jan 66  |
| E-02    | AC  | Perrin      |        |        |     | 18 Jan 65 | 18 Jan 65 |
|         | CP  | Fletcher    |        |        |     | 25 Jan 67 | 31 Mar 67 |
|         | FE  | Langley     |        |        |     | 7 Dec 67  | 7 Dec 67  |
|         | WO  | Akers       |        |        |     | 14 Jan 66 | 14 Jan 66 |
| S-03    | AC  | Smith       |        |        |     | 29 Nov 65 | 6 May 66  |
|         | CP  | Wendt       |        |        |     | 13 Jan 67 | 13 Mar 67 |
|         | FE  | Jack        |        |        |     | 14 Feb 66 | 6 May 66  |
|         | WO  | Dudley      |        |        |     | 8 Feb 66  | 8 Feb 66  |
| S-04    | AC  | McDonald    | 13 Jan | 17 Mar |     | 21 Feb 66 | 13 Sep 66 |
|         | CP  | Tripp       |        |        |     | 15 May 67 | 15 May 67 |
|         | FE  | Autry       |        |        |     | 1 Aug 67  | 11 Jun 68 |
|         | WO  | Spires      |        |        |     | 9 Mar 66  | 9 Mar 66  |
| R-05    | AC  | Ross        |        |        |     | 26 Apr 64 | 22 Mar 66 |
|         | CP  | Mansur      |        |        |     | 4 May 67  | 26 Oct 67 |
|         | FE  | McCammon    |        |        |     | 1 Feb 66  | 1 Feb 66  |
|         | WO  | Tuttle      |        |        |     | 1 Aug 67  | 22 Nov 67 |
| E-06    | AC  | Coslett     | 14 May | 17 Jul |     | 23 Feb 66 | 19 Oct 66 |
|         | CP  | Blake       |        |        |     | 15 Feb 68 | 15 Feb 68 |
|         | FE  | Cornas      |        |        |     | 25 Jul 67 | 25 Jul 67 |
|         | WO  | Lott        |        |        |     | 29 Apr 66 | 29 Apr 66 |
| E-07    | AC  | Long        |        |        |     | 7 Nov 66  | 8 Nov 66  |
|         | CP  | Culp        |        |        |     | 4 Jun 67  | 1 May 67  |
|         | FE  | Tappin      |        |        |     | 13 Dec 66 | 13 Dec 66 |
|         | WO  | Tilley      |        |        |     | 1 May 67  | 1 May 67  |
| E-08    | AC  | Lueckert    | 14 Jun | 17 Aug |     | 4 Dec 66  | 4 Dec 66  |
|         | CP  | Clemens     |        |        |     | 8 Feb 67  | 1 May 67  |
|         | FE  | Bement      |        |        |     | 25 Aug 67 | 25 Aug 67 |
|         | WO  | Weightman   |        |        |     | 23 Jun 67 | 23 Jun 67 |
| E-09    | AC  | Forrester   |        |        |     | 6 Jun 67  | 6 Oct 67  |
|         | CP  | McClung     |        |        |     | 3 May 67  | 3 Oct 67  |
|         | FE  | Stensland   |        |        |     | 13 Jul 67 | 6 Oct 67  |
|         | WO  | Hagan       |        |        |     | 8 Feb 66  | 3 Oct 67  |

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| CREW NO | POS | LAST NAME | OL     |        | DATE IQ   | DATE CR   |
|---------|-----|-----------|--------|--------|-----------|-----------|
|         |     |           | INIT   | TEST   |           |           |
| E-90    | AC  | Bennet    | 16 Feb | 17 Apr | 7 Mar 67  | 7 Mar 67  |
|         | CP  | Corton    |        |        | 13 Feb 67 | 12 Sep 67 |
|         | FE  | Jones     |        |        | 1 Aug 67  | 2 Nov 67  |
|         | WO  | Lambert   |        |        | 19 Jun 67 | 2 Nov 67  |
| E-91    | AC  | DiDose    | 14 Mar | 17 May | 14 Mar 67 | 14 Feb 68 |
|         | CP  | Shepard   |        |        | 14 Mar 67 | 28 Jan 68 |
|         | FE  | Halbert   |        |        | 5 Mar 68  | 5 Mar 68  |
|         | WO  | Casteel   |        |        | 19 Jun 67 | 26 Jan 68 |
| R-92    | AC  | Johnson   | 13 Apr | 17 Jun | 6 Nov 66  | 5 Mar 68  |
|         | CP  | Dugas     |        |        | 8 Feb 68  | 8 Feb 68  |
|         | FE  | Gumbel    |        |        | 14 Sep 67 | 26 Feb 68 |
|         | WO  | Browning  |        |        | 10 Oct 67 | 26 Feb 68 |

2. SPACE CR/NOR CREW MEMBER STATUS:

| LAST NAME | CREW POS | DATE INIT | QUAS- | DATE CR   | REMARKS         |
|-----------|----------|-----------|-------|-----------|-----------------|
| Key       | CP       | 10 Jul 67 |       | 10 Jul 67 |                 |
| Furton    | WO       | 26 Mar 68 |       | 26 Mar 68 |                 |
| Renton    | FE       | 15 Jan 68 | Est   | 15 Jun 68 | Rpt unit 23 Oct |
| Johnson   | FE       | 24 Jan 68 | Est   | 1 Jun 68  | Rpt unit 1 Apr  |
| Andrewsky | FE       | 6 Feb 68  | Est   | 26 May 68 | Rpt unit 14 Mar |
| Meltzer   | FE       | 2 Apr 68  | Est   | 1 Jun 68  | Rpt unit 1 Apr  |

3. GRCC STATUS: Not applicable4. PROJECTED LOSSES:

| LAST NAME   | DATE   | CREW POS | REASON |
|-------------|--------|----------|--------|
| Lavandowski | May 68 | AC       | Staff  |
| Gumbel      | Jun 68 | FE       | Retire |
| Spires      | Aug 68 | WO       | Retire |
| Weightman   | Aug 68 | WO       | DO3    |
| Autry       | Aug 68 | WO       | DO3    |

5. PROJECTED INTAKE: NONE6. PROBLEM AREAS: NONE NONE~~CONFIDENTIAL~~

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DCOTR

1 Apr 1968

Air Training Report for 1 Jan thru 31 Mar 1968

SAC (DCOTR (T-12))  
15AF (DOTC)

SAC (DOTC (T-12))  
12SAD (DO)

1st CG (DPLA)  
100SRW (Historian)

Attached is the Air Training Report for 1 Jan thru 31 Mar 1968.

FOR THE COMMANDER

RUSSELL K. WELLS, Colonel, USAF  
Deputy Commander for Operations

2 Atch's  
1. U-2 Narrative  
2. DC-130 Narrative

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## DC-130 NARRATIVE SECTION (350000)

### 1. Profile Data:

- a. None
- b. None
- c. None
- d. Man/Enroute Effectiveness:

| CREW NO | DT OF FLT | Z TRD ITEM NO | ABREV SP REASON              |
|---------|-----------|---------------|------------------------------|
| E50     | 10 Jan    | Z30,31,32     | Mt cx, EORS G steering valve |
| S41     | 11 Jan    | Z30,31,32     | HMQ cx, Acft off sta         |
| E48     | 16 Jan    | Z30,31        | Mt oil leak #4               |
| E46     | 17 Jan    | Z30,31        | Mt oil press trans #4        |
| E50     | 18 Jan    | Z30,31,32     | Mt cx, Hyd leak              |
| E50     | 25 Jan    | Z30,31        | OPG delay for chopper        |
| E46     | 26 Jan    | Z30,31        | Mt fuelcontrol #3            |
| S41     | 6 Feb     | Z30,31,32     | Mt cx, Oil leak #3           |
| E44     | 7 Feb     | Z30,31,32     | Mt cx, Gear malf             |
| E50     | 13 Feb    | Z30,31,32     | Mt cx, fuel leak #3          |
| E43     | 8 Mar     | Z30,31,32     | Mt #4 prop malf              |
| E44     | 13 Mar    | Z30,31        | MD bleed air leak            |
| S41     | 18 Mar    | Z30,31,32     | Mt Cx, #3 fire warning inop  |
| E49     | 18 Mar    | Z30,32        | Mt pilot static inop inop    |
| S41     | 20 Mar    | Z30,31,32     | Mt cx, #4 fuel boost pump    |
| E43     | 21 Mar    | Z30,31,32     | Mt hyd leak #1               |
| S41     | 27 Mar    | Z30,31        | Mt #2 gen/launch gear malf   |
| E48     | 29 Mar    | Z30,31,32     | Mt #2 hyd pump               |

### e. Target/Launch Effectiveness:

| CREW NO | DT OF FLT | Z TRD ITEM NO | ABREV SP REASON             |
|---------|-----------|---------------|-----------------------------|
| E46     | 9 Jan     | Z33           | Mt BQM downloaded fuel leak |
| E50     | 10 Jan    | Z33           | Mt EORS G steering valve    |
| S41     | 11 Jan    | Z33           | HMQ Acft off sta            |
| E48     | 16 Jan    | Z33           | BQM aux, no chopper         |
| E46     | 17 Jan    | Z33           | HMQ cx, no chopper          |
| E50     | 18 Jan    | Z33           | Mt cx, hyd leak             |
| E50     | 23 Jan    | Z33           | BQM cx, no chopper          |
| E50     | 25 Jan    | Z33           | BQM cx, no chopper          |
| S41     | 6 Feb     | Z33           | Mt cx, oil leak #3          |
| E44     | 7 Feb     | Z33           | Mt cx, gear malf            |
| E50     | 13 Feb    | Z33           | Mt cx, fuel leak #3         |
| E50     | 9 Feb     | Z33           | BQM cx, weather             |
| S41     | 18 Mar    | Z33           | Mt cx, #3 fire warn inop    |
| E49     | 18 Mar    | Z33           | Mt pilot static inst inop   |
| S41     | 20 Mar    | Z33           | Mt cx, #4 fuel boost pump   |
| S41     | 27 Mar    | Z33           | Mt launch gear malf         |
| S41     | 29 Mar    | Z33           | OPG scheduling error        |

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2. Waiver of training requirements: None
3. Delinquent combat ready crews/crow members: None
4. Special Reporting requirements: None

Atch #2

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7A

ACT  
100 CASE (1)

INFO  
12 DM (1)  
DXI (1)

B-~~024~~  
~~013~~  
014

m-876

OTTSZYUW RUMSCMU0390 0030000-SSSS--RUMJDBA.

ZNY 00000

DE RUMSJS 0177 001605

ZNY 00000

Q 031530Z JAN 68

FM 121SRM OL-20 BIEN HOA 13 RVN

TOCUCSBB/SAC OFFUTT AFB NEBR/DOR/DW4C

RUMBKNB/15AF MARCH AFB CALIF/DW43R

INFO RUMJDBA/12SAD DAVIS MONTHAN AFB ARIZ/123DCM

RUMJHEA/AFLC LOR/NAVOMSTA SAN DIEGO CALIF

RUEDFIA/AFLC MCMX/RIGHT PATTERSON AFB OHIO

BT

(4) ~~SECRET~~ LINDIS/SPAR/PAR/JAN 68.

REFERENCE SAC MSG 022342Z JAN 68.

1. ALP INFORMATION GIVEN BY OL-20 OPERATIONS OFFICER ON KY-9 SECURE TELECOM WAS IN RESPOSE TO QUERIES BY SAN RECONCEN AS TO MISSION RESULTS AND WAS QUOTED FROM OPREP-4'S DTD 270930Z, 290520Z, 311000Z, AND 021930Z.

2. MISSION REVIEW PKELS ARE CONVENED AS RAPIDLY AS IRSSID E COMMENSURATE WITH MAINTENANCE ANALYSIS OF POSSIBLE MALFUNCTIONING SYSTEMS.

3. A MISSION REVIEW PANEL WAS CONVENED AT 1100LOCAL 3 JAN 68 FOR S-11 FLOWN 27 DEC 67. SOME ASSUMPTIONS WERE MADE, NO CONCLUSIONS WERE ARRIVED AT TO EXPLAIN THE MALFUNCTION

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

BoasHC

68-28

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UNCLAS

PAGE 2 RUMSJS 017 ~~SECRET~~ LINDIS

4. RYAN TECH REPS ARE CLOSELY COORDINATING WITH MAINTENANCE PERSONNEL AND ARE UNABLE TO PROVIDE A DEFINITE REASON FOR THE PROBLEM AT THISHIM

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311  
NNNNDTTSZYUW RUMSCW3769 0080000-SSSS--RUMJ03A.

ZNY 00000

DE RUMSJS 0515 0002215

ZNY 00000

O 080126Z JAN 68

FM 100SRW OL 20 BIEN HOA A3 RVN

TO RUM3KNA/15AF MARCH AFB CALIF/DOR/DV4BR

RUCSAAA/SAC/DOSR/DV4C

INFO RUMJ03A/12STRATAEROSPDIV DAVIS MONTHAN AFB ARIZ/100DCO

RUEDEIA7AFLC/MCMX

BT

(u) LMDIS/100SRW OL-2005/JAN 68.

SUBJ: BUMBLE BUG MISSION REVIEW:

1. BUMBLE BUG MISSION REVIEW PANEL CONVENED AT 1500 HRS, 7 JAN 68.

THE FOLLOWING MEMBERS WERE PRESENT:

A. OPERATIONS:

(1) OPERATIONS OFFICER: LTCOL DAVIS

(2) CREW: S-42

B. MAINTENANCE:

(1) MAINTENANCE OFFICER: MAJ BAYNE

(2) LIGHT CONTROL: TSGT SMITH

(3) RADAR: SSGT KLACIK

(4) MCGS: SSGT VILARREAL

C. ADDITIONAL PERSONNEL:

PAGE 2 RUMSJS 0515 ~~SECRET~~ LMDIS

(1) MR. JEFF GRADY, RYAN

(2) MR. BUDDY STRAWSER, CONTINENTAL

2. MISSION NUMBER/DATE/SPAR TYPE/SPA NUMBER

0-423/2 JAN 68/1479/S-10

3. DRONE DEVIATIONS:

A. VEHICLE DRIFTED OFF PROGRAVED TRACK TO THE RIGHT.

B. VEHICLE WOULD NOT ACCEPT LEFT TURN COMMANDS. TIME: LAUNCH PLUS 43 MINUTES. ALTITUDE: 56.5M. PREVIOUS PROGRAVED TURNS: NORMAL.

C. RPM INCREASED TO 100PCT DURING CLIMB TO RECOVERY TIME; LAUNCH PLUS 20. ALTITUDE ABOUT 35 M. ARCO DECREASED RPM TO 100PCT.

4. MISSION DETAILS:

A. PREFLIGHT CHECKS.

ALL SYSTEMS CHECKED IAW APPLICABLE TECH DATA. NO DISCREPENCIES NOTED.

B. PRELAUNCH CHECKS.

ALL SYSTEMS CHECKED IAW APPLICABLE TECH DATA. NO DISCREPENCIES NOTED.

C. LAUNCH

(1) PLANNED LAUNCH POINT 20-20-00N 107-10-30E

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B-091  
ACT INFO  
100 CASC(1) 1200 (1)  
1204 (1)  
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BCASMC  
68-68

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PAGE 3 RUWSJS 0515 ~~SECRET~~ LIVDIS  
(2) REPORTED LAUNCH POINT 23-29-30N 137-13-30E  
(3) CONDITIONS VFR ON TOP. VEHICLE ENTERED CLOUDS AFTER  
RELEASE.

MCGS DATA AS PER OPREP-4 DATED 020933Z.

E. POST FLIGHT FINDINGS.

(1) FFLIGHT CONTROL FOUND AN INOPERATIVE ROLL LIMITER.  
(2) ENGINE RUN NORMAL, BUT GROUND SETTING OF MAX RPM WAS  
REDUCED FROM 99.5PCT TO 99.3PCT.

5. CONCLUSIONS:

A. THE ROLL LIMITER MALFUNCTION IS THE PROBABLE CAUSE OF THE  
VEHICLE'S DEVIATION TO THE RIGHT OF TRACK.

B. THE INABILITY OF THE VEHICLE TO TURN LEFT IS UNEXPLAINED.

MR. GRADY STATED THAT THERE IS STABILITY PROBLEM OF THE S VEHICLE  
IN THE ROLL AXIS AND THAT RYAN WAS WORKING ON THE PROBLEM.

C. THE GROUND READJUSTMENT OF MAX RPM CORRECTED THE HIGH RPM  
CONDITION AS DEMONSTRATED DURING THE NEXT FLIGHT.

6. RECOMMENDATIONS:

THE VEHICLE WAS SUCCESSFULLY FLOWN ON JAN 68 WITH NO MALFUNCTIONS.

GP-3:

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PFTSZ YUN RUEOESA0018 0271602-SSSS--RUMJD3A.

DE RUMSJS 2120 0271130

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P 271035Z JAN 68

FM 120SR ~~SECRET~~ 20 BIEN HOA A3 RVN

TO RUMJD3A/120SRK/DCN

DAVIS MONTHAN AFB ARIZ

INFO RUCSAAA/SAC/DW4C/DOSR

RUMBKNA/15AF/DW4BR/MARCH AFB CALIF

RUEDFIA/AFLC/MCMX

RUMJHEA/NAVCOMST/AFLC LORNSAN DIEGO CALIF

BT

~~SECRET~~ LIMDIS/SPAR/PAR/OL-20C/JAN 68.

SUBJECT: RECALL OF H-22, H-3:

-S-7.

REF. AFLC LOR 212110Z JAN 68. THIS IS A 30VBLE BUG MESSAGE IN FOUR PARTS.

PA

E 1: REF PAR. 5 (1) H-22 (5 JAN 68) H-22 LAUNCHED IN PLACE OF H-25. LAUNCH HEADING 348 DEGREES. OSCILLATIONS STARTED IMMEDIATELY AFTER LAUNCH OBSERVED VISUALLY AND BY MCGS. RECALL WAS INITIATED 19 MINUTES AFTER LAUNCH. ROLL CEASED WHEN TAKEN OFF PROGRAMMER. NO MALFUNCTION REVEALED DURING POSTFLIGHT. PROGRAMMER FLOYN SUCCESSFULLY IN H-34 ON 11 JAN 68. (2) H-22 19 JAN 68. NEW PROGRAMMER INSTALLED LAUNCH HEADING 337 DEGREES. ROLL STARTED IMMEDIATELY AFTER LAUNCH. OBSERVED BY MCGSSQNL. RO

JY EASED WHEN TAKEN OFF

BCASMC  
68-350

PAGE 2 RFISJS 2120 ~~SECRET~~ LIMDIS  
PROGRAMMER. ES

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RTED. AGA

WHEN RESTORE COMMANDED. RECALLED 20 MINUTES AFTER LAUNCH. NO MALFUNCTIONS FOUND DURING POSTFLIGHT. (3) H-34 21 JAN 68 LAUNCH HEADING 337 DEGREES. ROLL OSCILLATION STARTED IMMEDIATELY AFTER LAUNCH. OBSERVED VISUALLY AND BY MCGS. WHEN TAKEN OFF PROGRAMMER ROLL CEASED AND STARTED AGAIN AFTER RESTORE COMMANDED. RECALLED 14 MINUTES AFTER LAUNCH. POSTFLIGHT CHECKS REVEALED A DEFLECTION ROLL LIMITER AND THE PROGRAMMER OUT OF ADJUSTMENT. PART 11: SPA LAUNCH HEADING AND DRIFT CORRECTION ANGLE AS FOLLOWS:

JAN/NS/SPA/HEADING/DRIFT CORR ANGLE

2/423/S-10/305/-4

3/424/S-19/284/0

4/637/H-25/348/-3

XXYE 1XH-22/340/-3

6/416/S-15/319/-2

7/630/H-8/352/-3

11/17/H-34/342/-3

12/17/S-15/320/-7

12/424/S-19/282/-2

13/416/S-10/320/-2

DOWNGRADE AT 12 YEAR  
INTERVALS; NOT AUTOMATICALLY  
DECLASSIFIED, DOD DIR 5200.10

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15/422//19/350/PLUS 4 AND 1/2

17/422/S-10/35//0

19/643/H-22/337/-8

19/427/S-21/303/-2

20/636/H-25/345/-11

21/643/H-34/337/-8

21/425/SJBUXNIXAN

PART III: S-7 LAUNCHED IN PLACE OF S-15 21 JAN 68. SPA MADE UN-  
COMMANDED LEFT TURN. IN TURN APPROXIMATE

Y ONE MINUTE (80 DEG OF TURN)  
WITH BANK ANGLE IN EXCESS OF 45 DEGREES (MAXIMUM INDICATOR READING)  
NO DISCREPANCIES FOUND IN POST FLIGHT INSPECTION.

PART IV: (1) FURTHER CHECKS AFTER ARRIVAL OF ENGINEERING ASSISTANCE  
TEAM HAVE DISCLOSED A PROBLEM IN THE COMPASS SYSTEM ON #

PROBLEM WOULD NOT BE FOUND DURING NORMAL MAINTENANCE CHECKS. TEST  
EQUIPMENT TO PERFORM THIS CHECK WILL BE REQUESTED. (2) CANNABIL-  
IZATION OF A PROGRAMMER AT THE LAST MINUTE BEFORE FLIGHT WAS A  
CONTRIBUTING:--( 8, 5#3 #-34 MISSION. PROCEDURES TO INSURE A  
RELIABLE SYSTEM HAVE BEEN ESTABLISHED. (3) S-7 IS STILL UNDER GOING  
ONTEST BY THE ENGINEERING TEAM.

GP-3.

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RUM3KNA5649 0391900 X ZDK RUMSJS 0586 0381725 271520Z FEB 68

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O 071520Z FEB 68

FM 100SRW OL20 B1EN H0A A3 RVN

TO RUM3KNA/1 AF DOR DV43R MARCH AFB KALIF

RUCSAAA/SAC D0SR DV4C

INFO RUMJ03A/12SAD 100DCO DAVIS W0NTHAN AFB ARIZ

RUEDFIA/AFLC MCMX

BT

S E C R E T /LIVDIS/100SRW OL-20 030/JAN 68.

SUBJECT: BUMBLE BUG MISSION REVIEW (U).

1. BUMBLE BUG MISSION REVIEW PANEL CONVENED AT 1500 HOURS, 7 FEB

68. THE FOLLOWING MEMBERS WERE PRESENT:

A. OPERATIONS

(1) OPERATION OFFICER: LT/COL DAVIS

(2) CREW: S-42

B. MAINTENANCE

(1) MAINTENANCE OFFICER: MAJ. BAYNE

(2) FLIGHT CONTROL: TSgt SMITH, SSGT PELUSO

C. ADDITIONAL PERSONNEL

MR. GRADY, RYAN

MR. PALMER, RYAN

DATE \_\_\_\_\_

TIME \_\_\_\_\_

BY \_\_\_\_\_ 09/05/08

PERSON ROUTED ST RUMJ

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PAGE 2 RUMSJS 0586 S E C R E T LIVDIS

MR. FLICK, SPERRY

MR. GOTT, SPERRY

MR. RICHARDSON, HYCON

2. MISSION NUMBER/DATE/SPA TYPE/SPA NUMBER

643/21 JAN 68/147H/H-34

3. DRONE DEVIATION: AFTER LAUNCH, THE DRONE ROLLED TEN DEGREES RIGHT AND THEN TEN DEGREES LEFT. THEN THE DRONE BEGAN TO OSCILLATE THIRTY DEGREES RIGHT AND LEFT, AND BEGAN DEVIATING TO THE LEFT OF TRACK. AT LAUNCH PLUE EIGHT, PITCH BEGAN VARYING BETWEEN FOUR AND NINE DEGREES UP. ARCO REMOVED DRONE FROM HEADING CONTROL AND DRONE ROLLED TO ZERO DEGREES BANK. ARCO COMMANDED HDG ONE AND THEN RESTORE. THE VEHICLE THEN ROLLED INTO A THIRTY LEFT BANK FOR THIRTY SECONDS AND THEN COMMENCED ROLLING THIRTY DEGREES LEFT AND RIGHT AGAIN. ARCO TOOK COMMAND AND RETURNED DRONE TO RECOVERY.

4. MISSION DETAILS:

A. PREFLIGHT CHECKS: NO DISCREPANCIES

B. PRELAUNCH CHECKS: NO DISCREPANCIES

C. LAUNCH

(1) PLANNED LAUNCH POINT: 18-19N 101-32E

(2) ACTUAL LAUNCH POINT: 18-19N 101-32E

BEASMC  
68-580

DOWNGRADED AT 12 YEAR  
INTERVALS: NOT AUTOMATICALLY  
DECLASSIFIED, DOD DIR 5200.10

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PAGE 3. RUWSJS 0586 ~~SECRET~~ LIVDIS

(3) CONDITIONS: VFR ON TOP

D. MCGS DATA AS PER OPREP-4

E. POST FLIGHT FINDINGS: H-34 HAD A PROGRAMMER PROBLEM.

TCTO 10-147X-632, DATED 7 JAN 68, THE URGENT ACTION TCTO ISSUED TO CORRECT COURSE FOLLOWING DEFECIENCIES, HAS AN INCOMPATABILITY WITH ALL EXCEPT THE LATEST H MODEL PROGRAMMERS. THERE ARE TWO DIFFERENT TYPES OF MODULES INSTALLED.

5. CONCLUSION: THIS DIFFERENCE IN THE TWO TYPES OF MODULES AND MODIFICATIONS MADE TO THE PROGRAMMER, ACCOUNTED FOR OUR ROLL PROBLEM.

6. RECOMMENDATION OR ACTION TAKEN: AFLC ASSISTANCE TEAM REPORT THREE, DATED 28 JAN 68, RECOMMENDS THAT AFLC/LOR TAKE IMMEDIATE ACTION TO DISTINGUISH BETWEEN THE TWO -35 CONFIGURATIONS, AND MAKE A PUBLICATION OF A SUPPLEMENTAL TCTO 10-147X-632. ~~SECRET~~

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O 070510Z FEB 68 ZFO

FM 10FSR/OL20 SIEN HOA A3 RVN

TO RUMSKNA/15AF DOR DM48R WARCH AFB CALIF

RUCSAAA/SAC DORS CM4C OFFUTT AFB NEBR

INFO RUMJ03A/12SAD 128DCO DAVIS MONXXTHAN AFB ARIZ

RUEOFIA/AFLC MCAX

BT

FM 171100Z FEB 68 SR 01-20-330/FEB 68.

SUBJECT: BUXBLE BUG MISSION REVIEW (U)

1. BUXBLE BUG MISSION REVIEW PANEL CONVENED AT 1530 HRS 7 FEB 69.

THE FOLLOWING MEMBERS WERE PRESENT:

A. OPERATIONS:

(1) OPERATIONS OFFICER; LT COL DAVIS

(2) CREW E-43

B. MAINTENANCE:

(1) MAINTENANCE OFFICER; MAJOR BAYNE

(2) FLIGHT CONTROL; TSgt SMITH, SSgt PELUSO

(3) MOCS; TSgt THOMAS

C. ADDITIONAL PERSONNEL:

(1) MR. JEFF GRADY, RYAN

PAGE 2 RUMSJS 0585 ~~SECRET~~ UNCLAS

(2) MR. FLOYD PALMER, RYAN

(3) MR. WAYNE FLICK, SPERRY

(4) MR. DAVID GOTT, SPERRY

(5) MR. WILLIAM RICHARDSON, HYCON

II. MISSION NUMBER/DATE/SPA TYPE/SPA NUMBER

0-425/21 JAN 69/1475 S-7

III. DRONE DEVIATIONS; DRONE MADE UNPROGRAMMED LEFT TURN 1 1/2 MINUTES AFTER LAUNCH.

IV. MISSION DETAILS:

A. PREFLIGHT CHECKS; ALL SYSTEMS CHECKED OK WITH APPLICABLE TECH DATA.

3. PRELAUNCH CHECKS; ALL SYSTEMS CHECKED OK WITH APPLICABLE TECH DATA.

C. LAUNCH:

(1) PLANNED LAUNCH POINT: 23-42-13N 107-44-45E

(2) ACTUAL LAUNCH POINT: 23-42-13N 107-44-45E

(3) CONDITIONS: CLEAR

D. MOCS DATA AS PER OPREP-4 DATED 21 JAN 69 STATED AS FOLLOWS:

"AT ONE AND ONE HALF MINUTES AFTER RELEASE DC-133 WAS STRAIGHT AND LEVEL AND ART HAD A GOOD LOCK ON. 12 SECONDS AFTER STARTING PLOT

RECEIVED: NOT AUTOMATICALLY  
DECLASSIFIED: DOD DIR 5200.10

COORDINATION

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PAGE 3 RUXSJS 8585 ~~SECRET~~ LINDIS  
WITH SUITABLE INFLIGHT DATA, SPA BEGAN A SHARP LEFT TURN. LEFT ROLL  
INDICATOR WAS PEGGED, INDICATING MORE THAN 45 DEGREES LEFT BANK ANGLE.  
ALL INFORMATION WAS RECHECKED AT THIS TIME FOR ACCURACY. AFTER THE SPA  
HAD TURNED APPROXIMATELY 90 DEGREES AWAY FROM PLANNED COURSE THE DEC-  
SION WAS MADE TO RECALL THE SPA. CLIV3 COMMAND WAS GIVEN. THIS BROKE  
THE HARD LEFT TURN AND THE SPA BEGAN A NORMAL CLIV3. THE SPA WAS KEPT  
UNDER MANUAL CONTROL UNTIL IT WAS TURNED OVER TO THE TPT-2. UNDER MAN-  
UAL CONTROL, 10 DEGREES LEFT TRIM WAS NEEDED TO FLY THE SPA  
STRAIGHT AND LEVEL.

E. POST FLIGHT FINDINGS:

(1) ONLY ONE DISCREPANCY WAS NOTED IN POST FLIGHT CHECKS.  
PROGRAMMER CHECKS REVEALED THAT THE LIMIT OF THE HEADING ERROR INPUT WAS  
TWENTY THREE DEGREES, AND SHOULD HAVE BEEN SEVENTEEN DEGREES. THE  
OPINION OF MAINTENANCE AND TECHNICAL REPRESENTATIVES FROM RYAN WAS  
THAT THIS COULD NOT HAVE AFFECTED THE SPA IN ANY MANNER TO CAUSE THE  
DESCRIBED LEFT TURN.

(2) RECENT INVESTIGATION HAS DISCLOSED THAT THE MCGS ANTENNA WAS  
LOOSE AND CORRODED. IT WAS THE OPINION OF SPERRY REPRESENTATIVES AND  
OL-23 MAINTENANCE THAT THIS COULD NOT HAVE CAUSED THE MALFUNCTION.

(3) IT IS POSSIBLE THAT "ECHO BOUNCE" COULD HAVE CAUSED THE

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PAGE 4 RUXSJS 8585 ~~SECRET~~ LINDIS  
THE UNPROGRAMMED LEFT TURN. SPERRY, RYAN AND OL-23 REPRESENTATIVES  
ALL AGREED THAT IT IS POSSIBLE THAT THE REFERENCE PULSE, IF REFLECTED  
FROM THE SEA COULD APPEAR IN THE COMMAND PULSE TRAIN IN THE "C"  
POSITION WHICH WOULD PRODUCE THE TURN.

V. CONCLUSION: THE MOST LIKELY CAUSE OF THE UNPROGRAMMED LEFT TURN  
WAS A REFLECTED REFERENCE PULSE APPEARING IN THE "C" POSITION, LEFT  
TURN COMMAND.

VI. RECOMMENDATIONS:

A. RECOMMEND THAT SPA BE MONITORED PASSIVELY UNTIL IT RECEIVES ITS  
THIRD PROGRAM PULSE. BY THIS TIME IT WILL BE A SUFFICIENT DISTANCE FROM  
MONITOR AIRCRAFT TO PRECLUDE THE POSSIBILITY OF "ECHO BOUNCE."

B. RECOMMEND THAT CONSIDERATION BE GIVEN TO CHANGING TURN  
COMMANDS TO MULTIPLE PULSE PACKAGES TO ELIMINATE THE POSSIBILITY OF A  
SINGLE, SPURIOUS SIGNAL CHANGING THE FLIGHT CONDITION OF THE SPA.

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O 090200Z FEB 68

FM 100SRN OL 20 31EN HOA A3 RVN

TO RU3KNA/15AF/DOR/DW43R/WARCH AFB CALIF

RUCSAAA/SAC/DOSR/DW4C

INFO RUWJ3A/12SAD/100DCO/DAVIS MONTHAN AFB ARIZ

RUEDFIA/AFLC/VCVX

RUEDFIF/FT3/TDPIT/ARIGHT PATTERSON AFB OHIO

BT

~~SECRET~~ LIVIDS/100SRN OL-20 330/FEB 68.

SUBJECT: BUMBLE BUG MISSION REVIEW (U).

1. BUMBLE BUG MISSION REVIEW PANEL CONVENED AT 1500 HRS, 8 FEB 68.

THE FOLLOWING MEMBERS WERE PRESENT;

A. OPERATIONS;

(1) OPERATIONS OFFICER; LTCOL DAVIS

(2) CREW E-51

B. MAINTENANCE;

(1) MAINTENANCE OFFICER; MAJOR BAYNE

(2) FLIGHT CONTROL; TSST SMITH

C. ADDITIONAL PERSONNEL;

(1) MR LLOYD PALMER, RYAN

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PAGE 2 RUWSJS 0687

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II. MISSION NUMBER/DATE/SPA TYPE/SPA NUMBER

C-643/19 JAN 68/147H/H-22

III. DRONE DEVIATIONS; DRONE SHOWED CONSTANT 20 DEGREE ROLL, BOTH LEFT AND RIGHT.

IV. MISSION DETAILS;

A. PREFLIGHT CHECKS; ALL SYSTEMS CHECKED OK WITH APPLICABLE TECH DAT.

B. PRELAUNCH CHECKS; ALL SYSTEMS CHECKED OK WITH APPLICABLE TECH DATA.

C. LAUNCH;

(1) PLANNED LAUNCH POINT; 18-19N 101-32E

(2) ACTUAL LAUNCH POINT; 18-19N 101-32E

K3) CONDITIONS; 2 3/8 CU 25/75

D. MCGS DATA -

(1) AS PER OPREP 4 DATED 20 JAN 68 STATED AS FOLLOWS;

FROM INITIAL MCGS LOCK-ON THE SPA ROLLED FROM 20 DEGREES LEFT  
 20 DEGREES RIGHT. THE SPA WAS REMOVED FROM THE PROGRAMMER BY  
 TURN COMMAND AND THEN STRAIGHT AND LEVEL. SPA RESPONDED WELL  
 MANUALLY. RESTORE COMMAND GIVEN AND SPA AGAIN STARTED TO  
 ROLL FROM LEFT TO RIGHT. AT 0520Z SPA WAS RECALLED AND FLOXN

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DATE 09 FEB 68

PAGE 2 7443

NAME SAVER 11106

MISSION NOTIFIED

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REPLY

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 68-579

DOWNGRADED AT 12 YEAR  
 INTERVALS; NOT AUTOMATICALLY  
 DECLASSIFIED. DOD DIR 8200.10

UNCLASSIFIED

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PAGE 3 RUMSJS 0687 ~~SECRET~~  
MANUALLY TOWARD RECOVERY POINT. AT 0510 HAND-OFF TO TPX-2  
FOR RECOVERY.

(2) ROLL WAS OBSERVED VISUALLY BY FLIGHT CREW PRIOR TO MCSS  
LOCK-ON.

E. POST FLIGHT FINDINGS;

(1) COMPASS WAS SKUNG ONCE AFTER THE FLIGHT AND NO DEVIATIONS  
WERE OBSERVED. FROM PREVIOUS 2 COMPASS SKINGS.

(2) ENTIRE MA-1 COMPASS SYSTEM WAS SHIPPED BACK TO STATES FOR  
TEST AND AN EUR WAS SUBMITTED. OL-20 IS STILL AWAITING THE RESULTS.

V; CONCLUSIONS;

A. CONCLUSION ON THE PART OF THE AFLC ASSISTANCE TEAM THAT THE  
MALFUNCTION OCCURRED AS A RESULT OF A DEFECTIVE MA-1 COMPASS;  
SPECIFICALLY THE ERROR IS BELIEVED TO BE A GY3AL DEFECT.

B. THE PROCEDURES FOR CHECK-OUT OF THE ROLL LIMITER WERE DETERMINED  
TO BE INADEQUATE BY THE AFLC ASSISTANCE TEAM. INTERIM CHANGES TO THE  
147S AND 17H-2 (CL) HAVE BEEN INCORPORATED TO MODIFY ROLL LIMITER  
CHECK OUT PROCEDURES.

VI; RECOMMENDATIONS;

A. MA-1 COMPASS BE REPLACED IN H-22.

B. VEHICLE BE RETURNED TO SERVICE.

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PAGE 4 RUMSJS 0687 ~~SECRET~~

C. IMMEDIATE ACTION BE TAKEN TO OBTAIN BENCH TEST EQUIPMENT FOR  
THE MA-1 COMPASS SYSTEM FOR USE AT OL-20.

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ZNY ~~00000~~ ZFD RUMSJS

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DE RUMSJS 0897 0420603

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O 113515Z FEB 68

FM 100SRM OL 20 BIEN HOA A RVN

TO RUMJHEA/NAVCOMSTA/AFLC LOR/SAN DIEGO CALIF

INFO RUEFHQA/CSAF/AFXOPR/AFSVE S

RUEDFIA/AFLC/MCVX/WRIGHT PATTERSON AFB OHIO

RUCSAAA/SAC/DPCL/DW4C/DOSRS

RUMBKNA/15AF/DOJ/DPL/DW4BR/MARCH AFB CALIF

RUMJDBA/12SAG/DW/DAVIS MONTAN AFB ARIZ

RUMJDBA/180STRATRECON:G DCV DAVIS MONTAN AFB ARIZ

RUMJAH/COMVPR/RIVET STEAVER/PT VUGU CALIF

BT

IMDIS/100SRM OL-20/FEB 68.

THIS IS A RIVET BIN VESSEGE FOR LT COL BREWIS, COL POWELL, LT COL  
 ELLIS, PAR/SPAR CONTACT OFFICERS. AFLC ASEIST TEAM REPORT NO.

NINE (9). THIS VESSEGE IN THREE (3) PARTS.

PART I. VEHICLES S-10 AND S-17 FLEW SATISFACTORY SORTIES ON 8 FEB.  
 TURN AROUND ON S-17 WAS SATISFACTORY.

PART II. VEHICLES S-20 AND S-17 WERE LAUNCHED ON EIMULAR SORTIES ON  
 9 FEB. S-17 FLEW ROUTE Q426, WHICH HAD BEEN FLOWN SUCCESSFULLY BY  
 S-10 ON 8 FEB. MOST PROBABLE CAUSE OF PREVATURE RECOVERIES WAS

~~SECRET~~PAGE 2 RUMSJS 0897 ~~00000~~ ZFD

BATTLE DAVAGE. FUEL REMINING DATA FROM S-20 INDICATES A LOSS OF  
 15 GALLONS BY LAUNCH PLUS 25 MINUTES AND A CONTINUING LOSE OF  
 APPROXIMATELY 13 GALS/MIN EXCESS FOR THE REMAINING 26 MINUTES OF  
 FLIGHT. S-17 PROBLEM APPEARS TO HAVE BEEN ENGINE DAVAGE OF A TYPE  
 THAT WOULD CAUSE LOSS OF THRUST AND RPM WHILE RETAINING HI FUEL  
 FLOWS. THIS TYPE OF PERFORMANCE HAS BEEN NOTED IN CASES INVOLVING  
 DAMAGED TURBINE OR COMBUSTOR AS WELL AS BEARING FAILURE FROM LOSS  
 OF OIL. NO OTHER FACTS ARE AVAILABE SINCE THE VEHICLES ARE NOT  
 AVAILABE. THIS REPORT WAS DELAYED IN THE HOPE THAT THE VEHICLES  
 WOULD BE RECOVERED AND MORE DATA WOULD BE AVAILABE.

PART III. C. RIECK AND D. GOTT DEPARTED ON AIRCRAFT 471 TO  
 OLINAWA. MR. GOTT'S MISSION HERE IS CONSIDERED COMPLETE AND  
 WAS RELEASED BY THE TEAM CHIEF, MAJOR SMITH, WITH AFLCLOR  
 CONCURRENCE.

GP-3

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 DURING ADE AT 12 YEAR  
 INTERVALS. NOT AUTOMATICALLY  
 DECLASSIFIED. DOD DER 0200.10

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Mr. 6.43  
OFTSZYUW RUEOESD0991 0512058-SSSS--RUWJDBA.  
DE RUMSJS 1728 0511258

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O 201234Z FEB 68

FM 100 SRW OL-20 BIEN HOA AB RVN

TO RUMBKNARVHNNMT

DM4BR/MARCH AFB CALIF

RUCSAAA/SAC/DOSR/DM4C/OFFUTT AFB NEBR

INFO RUWJDBA/12STRATAEROSPDIV/180DCQ/DAVIS MONTHAN AFB ARIZ

RUEDFIA/AFLC/MCHX

RUMJHEA/AFLC/LOR/NAVCOMSTA SAN DIEGO CALIF

RUEDFIY/FTB(TDPI) WRIGHT PATTERSON AFB OHIO

BT

S 0511258/LIMDIS/100 SRW OL-20 BBO/FEB 68.

SUBJECT: BUMBLE BUG-MISSION REVIEW PANEL (U).

1. BUMBLE BUG MISSION REVIEW PANEL CONVENED AT 1600 HOURS 20 FEB

68. THE FOLLOWING MEMBERS WERE PRESENT:

A. OPERATIONS

1. OPERATIONS OFFICER - LT COL DAVIS

2. CREW - E-51

B. MAINTENANCE

1. MAINTENANCE OFFICER - MAJOR BAYNE, LT CHRISTENSEN, LT

NOVOTNY.

2. FLIGHT CONTROL - TSgt SMITH

PAGE 2 RUMSJS 1728 ~~SECRET~~

3. MSGS - TSgt EDENFIELD

C. ADDITIONAL PERSONNEL

1. MR DALE WEAVER, RYAN

2. MR. STRASSER, CONTINENTAL

3. MAJOR SMITH, AFLC

4. MR. RAYMOND, RYAN

II. MISSION NUMBER / DATE / SPA TYPE / SPA NUMBER

0425 - 13 FEB 68 / 1478 / 5-21

III. MISSION DEVIATIONS:

A. TWO SHORT TURNS WERE COMMANDED ON THE FIRST LEG, A LEFT THEN A RIGHT TO RETURN THE SPA TO PLANNED TRACK. THE RESPONSE WAS NORMAL. OBSERVING THAT THE PROGRAM ADVANCE QUEUES SHOWN VIA MCGS FLIGHT DATA WERE OCCURRING AFTER THE FLIGHT PLANNED PULSE POINTS, THE ARCO COMMANDED HEADING NUM/

-520 -5

53.1845 989 574, 898, 5. THE PLANNED TURN WAS TO THE LEFT

AND MCGS FLIGHT DATA ROLL INDICATOR READ 15 DEGREES LEFT.

HOWEVER, THE MCGS SPA PLOT SHOWED THE SPA IN A RIGHT TURN. ..

APPROXIMATELY 30 SECONDS WAS ALLOWED FOR CONFIRMATION OF THE

RIGHT TURN BEFORE A LEFT TURN WAS COMMANDED TO BRING THE SPA

BACK ON TRACK.

~~SECRET~~

UNCLASSIFIED

97  
457  
DOWNGRADED AT 12 YEAR  
INTERVALS; NOT AUTOMATICALLY  
DECLASSIFIED. DOD DIR 6200.10

BLAME  
68-758

UNCLASSIFIED

~~SECRET~~

~~SECRET~~

PAGE 3 RUMSJS 1728 ~~SECRET~~

B. WHEN THE ARCO ATTEMPTED TO BRING THE SPA BACK TO TRACK THE SPA RESPONDED VERY SLOWLY TO LEFT TURN AND WAS DIFFICULT TO CONTROL.

C. AFTER A PERIOD OF TIME, IT BECAME OBVIOUS THAT SUFFICIENT CONTROL COULD NOT BE MAINTAINED TO VOCER THE MISSION OBJECTIVES. THE SPA WAS RECALLED AND FLOWN TOWARDS THE RECOVERY TRACK. TTL TRACK INBOUND TO RECOVERY WAS INTERCEPTED AND THE SPA WOULD NOT RESPOND TO THE RIGHT TURN COMMAND. FULL RIGHT TRIM WAS COMMANDED AND THE SPA RESPONDED TO A RIGHT TURN.

D. THE GRCO REPORTED THAT WITH FULL RIGHT TRIM THE SPA FLEW SEVEN AND ONE HALF DEGREES LEFT WING LOW. ALSO THE SPA WOULD NOT ROLL OUT OF A RIGHT TURN UNTIL A LEFT TURN WAS COMMANDED.

IV. MISSION DETAILS:

A. PREFLIGHT CHECKS - NO DISCREPANCIES

B. PRELAUNCH CHECKS - NO DISCREPANCIES

C. LAUNCH

1. PLANNED LAUNCH POINT 28-22-50 N 107-06-25E
2. ACTUAL LAUNCH POINT 28-22-50N 107-06-25E

~~SECRET~~

PAGE 4 RUMSJS 1728 ~~SECRET~~

3. CONDITIONS WEATHER WAS NOT A FACTOR.

D. MCGE DATA:

1. REFERENCE OPREP-4/0061 FEB 63. THE SPA TURNED THE WRONG DIRECTION AT THE FIRST TURN POINT AND WAS DIFFICULT TO CONTROL FOR THE REMAINDER OF THE MISSION.

E. POST FLIGHT FINDINGS

1. NO DISCREPANCIES WERE NOTED.

V. CONCLUSIONS:

A. THE ROLL PROBLEM IS BEING EVALUATED BY THE CONTRACTOR PERSONNEL. AT THE PRESENT TIME A SOLUTION IS NOT KNOWN.

VI. RECOMMENDATIONS: NONE.

CP-3

BT...

UNCLASSIFIED

~~SECRET~~

UNCLASSIFIED

DATE 20 FEB 1968 ~~SECRET~~

PHONE NO 3443

TIME CALLED 2220

NOTIFIED Sgt Hughes

'IMMEDIATE' *IV*

697 DE RUMSJS 1729 0511250

ZNY ~~SECRET~~

O 201237Z FEB 68

FM 100SRW OL20 BIEN HOA AB RVN

TO RUMBKNA/15AF/DOR/DW4BR/MARCH AFB CALIF

RUCSAAA/SAC/DOSR/DW4C

INXC RUMJDBA/12SAD/100SRW DCO/DAVIS MONTHAN AFB ARIZ

RUEDFIA/AFLX/MCMX

RUMJHEA/AFLC/LOR/NAV COMM STATION SAN DIEGO CALIF

RUMDFIF/FTB/TOPIT/WPAFB OHIO

BT

~~SECRET~~ /LIMDIS/100SRW OL-20380/FEB 68.

SUBJ: BUMBLE BUG MISSION REVIEW(U).

1. BUMBLE BUG MISSION REVIEW PANEL CONVENED AT 1500 HOURS, 20 FEB 68. THE FOLLOWING MEMBERS WERE PRESENT:

A. OPERATIONS:

(1) OPERATIONS OFFICER: LT/COL DAVIS.

(2) CREW-E-51.

B. MAINTENANCE:

(1) MAINTENANCE OFFICERS: MAJOR BAYNE, LT NOVOTNY, AND LT. CHRISTENSEN.

(2) FLIGHT CONTROL: TSGT SMITH

PAGE 2 RUMSJS 1729 ~~SECRET~~ LIMDIS

(3) MCGS: TSGT EDENFIELD.

C. ADDITIONAL PERSONNEL:

(1) MR. WEAVER, RYAN

(2) MR. STRASSER, CONTINENTAL

(3) MAJOR SMITH, AFLC

(4) MR. RAYMOND, RYAN

II. MISSION NUMBER/DATE/SPA TYPE/SPA NUMBER

Q-409/9 FEB 68/147S/S-20

III. DRONE DEVIATION:

A. ON THE FIRST LEG, THE MCGS FLIGHT DATA INDICATOR "PROGRAM ADVANCE PULSE" REVEALED THAT THE DOPPLER DISTANCE PULSES WERE OCCURRING SEVERAL MILES AFTER THE FLIGHT PLANNED PULSE POINTS.

B. THE ARCO COMMANDED HEADING NUMBER TWO VIA MCGS REMOTE COMMAND NUMBER ONE. THE TURN WAS COMMANDED AT THE PLANNED START POINT. THE SPA TURNED LONG, ROLLING OUT TWO AND ONE HALF MILES NORTH OF TRACK. THIS TURN WAS TO THE LEFT.

C. TURN NUMBER FOUR WAS A PROGRAMMED LEFT TURN. AS THE RESULTS OF WHAT APPEARED TO BE A WIDE TURN RADIUS, THE SPA ROLLED OUT SIX MILES RIGHT OF TRACK.

~~SECRET~~

ACT / INFO  
110CASC / 1224  
12 DO

B466

BCASMC  
68-762

~~SECRET~~

DOWNGRADED AT 12 YEAR  
INTERVALS; NOT AUTOMATICALLY  
DECLASSIFIED, DOD DIR 6200.10

UNCLASSIFIED

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UNCLASSIFIED

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PAGE 3 RUMSJS 1729 ~~SECRET~~ LIMO IS

D. APPROXIMATELY ONE AND ONE HALF MINUTES AFTER PROGRAMMED CLIMB WAS INITIATED, THE SPA LEVELED AT 20,000 FEET. THE CAUSE OF THE LEVEL FLIGHT ALTITUDE WAS UNKNOWN. SPA PITCH ALTITUDE AND AIRSPEED CORRELATED WITH THE ALTITUDE INDICATOR TO CONFIRM THE LEVEL FLIGHT. AFTER TWO AND ONE HALF MINUTES, THE ARCO COMMANDED CLIMB AND THE SPA RESPONDED NORMALLY BY CLIMBING TO HIGH ALTITUDE WITH NO FURTHER ALTITUDE PROBLEMS.

E. THE SPA FUELED OUT 77 MILES FROM RECOVERY WHICH WAS 27 MINUTES PRIOR TO PLANNED FUEL OUT TIME.

IV. MISSION DETAILS:

A. PREFLIGHT CHECKS: NO DISCREPANCIES

B. PRELAUNCH CHECKS: NO DISCREPANCIES

C. LAUNCH:

1. PLANNED LAUNCH POINT 20-44-15N 107-43-55E

2. ACTUAL LAUNCH POINT 20-44-15N 107-43-55E

3. CONDITIONS- WEATHER WAS NOT A FACTOR

D. MCGE DATA:

1. REFERENCE OPREP-4/0042 FEB 68 AND OPREP-4 UPDATE /3048 FEB 68. THE LARGES REDUCTION OF FUEL REMAINING OCCURRED WITHIN TWO MINUTES AFTER CLIMB TO HIGH ALTITUDE WAS

PAGE 4 RUMSJS 1729 ~~SECRET~~ LIMO IS

STARTED. THE SECOND PROBLEM OCCURRED AFTER CLIMB WAS CONTINUED WHEN FUEL CONSUMPTION WAS HIGHER THAN ESTIMATED CONSIDERING THE LOW FUEL STATE.

E. POST FLIGHT FINDINGS:

1. NO BATTLE DAMAGE

2. THE ENGINE FUEL CONTROL WAS REMOVED FROM THE SPA AND RETURNED TO CONTINENTAL.

V. CONCLUSIONS:

A. THE DOPPLER DISTANCE PULSES HAVE BEEN CONSISTENTLY MEASURING LONG FOR A NUMBER OF MIY

IONS. OL-20 PERSONNEL

WILL CONTINUE TO EVALUATE THE 523 LOCATION PROBLEM.

B. THE WIDE LEFT TURN PROBLEMS IS STILL BEING EVALUATED.

C. THE CAUSE OF THE LEVEL OFF AT 20,000 FEET IS UNKNOWN AND UNEXPLAINED.

D. THE LOW FUEL STATE IS BELIEVED TO BE CAUSED BY THE INFLIGHT REFUELING SYSTEM NOT FILLING THE SPA FUEL TANK COMPLETELY. WHEN TCTO 1C-130(D) A532 IS COMPILED WITH, WE WILL HAVE A POSITIVE METHOD OF INSURING THAT THE SPA FUEL TANK IS FULL AT LAUNCH.

VI. RECOMMENDATIONS:

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PAGE 5 RUMJIS 1729 ~~SECRET~~ LINDIS

A. EVALUATION OF FLIGHT DATA TAKEN FROM PAST MISSIONS SHOWS THAT FUEL CONSUMPTION IN THE CRUISE-CLIMB IS 20 PERCENT HIGHER THAN PREDICTED FUEL FLOW. RECOMMEND THAT FLIGHT PLANNED FUEL CONSUMPTION FOR THE CRUISE-CLIMB PHASE OF THE MISSION BE INCREASED BY 20 PERCENT. AVERAGE FUEL FLOW FROM THE DASH ONE IS 1.3 GALLONS PER MINUTE. THE MISSIONS SHOWN 1.6 TO 1.9 GALLONS PER MINUTE.

B. THAT A "TANK FUEL" INDICATOR BE INSTALLED AT THE LCO STATION WITH THE SENSOR LOCATED WITHIN THE SPA FUEL TANK. GP-3

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OTTSZYUW RUMKCAU1531 0628000-SSSS--RUWJDBA.

ZNY ~~00000~~

DE RUMHPB 126 0621126

ZNY ~~00000~~

O P 021015Z MAR 68

FM 155SRW CL 23 SET 18 DAMANG AB RVN

TO RUCSRD/SRC OFUTT

INFO RUMKNA/TAF MARCH AFB CALIF

RUMJDBA/155SRW/DCO/DAVIS MONTHAN AFB ARIZ

RUMSAF/155SRW CL-23 BIEN HOA AB RVN

BT

~~SECRET~~ LIMDIS/366CSG DET -10

SIG: MISSION CANCELLATION (U).

JUMP ACTION Q441 CANCELLED AT 020820Z MAR 68 BY COMMANDER DETACHMENT 10 BECAUSE OF WEATHER IN RECOVERY AREA. WEATHER AT TIME OF CANCELLATION AS VERIFIED BY DETACHMENT HELICOPTER 1200 FEET, BROKEN, 2000 FEET OVERCAST IN RAIN AND DRIZZLE. TOPS 10,400 TO 10,700 IN RECOVERY AREA, HIGHER TO THE NORTH AND WEST. FORECAST WEATHER FOR TIME OF RECOVERY, 800 BROKEN, 1200 OVERCAST, 4 MILES VISIBILITY, RAIN AND DRIZZLE WITH TOPS 12,000 TO 13,000 FEET. REQUEST THIS DETACHMENT BE FURNISHED WITH INFORMATION ANYTIME PRIORITY OF THE MISSION JUSTIFIES STRICTLY WATER RECOVERY AND THE INHERENT HAZARDS ASSOCIATED WITH IT.

GP-3.

BT

*Inf*  
*100(3)*  
*DOC(1)*  
*DX(1)*

*B-029*  
*BCAme*  
*68-898*

DOWNGRADED AT 12 YEAR  
INTERVALS; NOT AUTOMATICALLY  
DECLASSIFIED DOD CIR 5200.10

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385  
92

OFTSZYUW RUHHROA0928 0801553-SSSS--RUWJDBA-  
DE RUMSJS 1698 0800815  
ZNY ~~SSSS~~

| ACT         | INFO      |
|-------------|-----------|
| 1000000 (9) | 12000 (1) |
|             | 12000 (1) |
|             | DI (3)    |

O 200800Z MAR 68

FM 100SRW OL20 BIEN HOA AB RVN

TO RUWBKNA/15AF/DOR/DM4C/MARCH AFB CALIF  
RUCSAAA/SAC/DOSR/DM4C

INFO RUWJDBA/12SAD/100SRW DCO/DAVIS MONTHAN AFB ARIZ

RUEDFIA/AFLC/MCMX

RUWJHEA/AFLC/LOR/NAV COMM STATION SAN DIEGO CALIF

RUEDFIF/FTB/TDPAT/RIGHT PATTERSON AFB OHIO

BT

~~SECRET~~ LIMDIS OL-20BA0

SUBJ: BUMPY ACTION MISSION REVIEW (U).

1. BUMPY ACTION MISSION REVIEW PANEL CONVENED AT 1500 HOURS  
19 MAR 68. THE FOLLOWING MEMBERS WERE PRESENT:

A. OPERATIONS:

(1) COMMANDER-COL COCHRAN

(2) OPERATIONS OFFICER-LT COL DAVIS

(3) CREW E-45

(4) CAPT SLADOVNIK ARCO, E-47

B. MAINTENANCE:

(1) MAINTENANCE OFFICER-MAJ BAYNE AND LT NOVOTNY

30 ASMC  
68-1153

PAGE 2 RUMSJS 1698 ~~SECRET~~ LIMDIS

(2) FLIGHT CONTROL-TSGT SMITH AND TSGT DILLON

(3) RYAN-MR DAVENPORT AND MR ZATHAN

2. MISSION NUMBER/DATE/SPA TYPE/SPA NUMBER

Q-451/16 MARC

4. MISSION DETAILS:

A. PREFLIGHT CHECKS:

ALL CHECKS GOOD

B. PREFLAUNCH CHECKS

ALL CHECK GOOD

C. LAUNCH:

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

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UNCLASSIFIED

UNCLASSIFIED

~~SECRET~~

PAGE 3 RUMSJS 1698 ~~S E C R E T~~ LIMDIS

- (1) PLANNED LAUNCH POINT 18-46-30N 103-49-30E
- (2) REPORTED LAUNCH POINT 18-46-30N 103-49-30E
- (3) CONDITIONS: VFR ON TOP
- (4) MCGS DATA; LAUNCH ACFT: MCGS PLOT SHOWED SPA SLIGHTLY RIGHT AND

PP

PARALLELLING TRACK. MOOTTLT MADE. HANDOFF TO SOLAR 02  
AS DIRECTED BY SAC T/S 150045Z OCCURED AT 0645 1/2Z WITH INDICATIONS  
OF A GOOD FLIGHT.

D. GRCO DATA: SPA WAS ACQUIRED AT 125NM. HDG 1170

QWTNM.955533333333433.

ALT 32M. LOST CARRIER. WHEN CARRIER WAS RECAINED SPA ALT WAS 20M  
HDG 260 DEGREES.

E. POSTFLIGHT DATA: PROGRAMMER INTERANL MALFUNCTION.

- (1) HEADING NO. 1 DIODE (CR-31) BURNED OUT
- (2) LANYARD DIODE (CR-56) BURNED OUT
- (3) AUTOTUNE ASSEMBLY BURNED OUT

5. CONCLUSIONS:

- (1) THE REASON THE SPA DEVIATED FROM COURSE WAS THAT THE AUTOTUNE  
MOTORED AND BURNED OUT, FREEZING ON A HEADING OF 270 DEGREES.
- (2) CR-31 BURNING OUT HAS A RESULT OF THE AUTOTUNE BURNING OUT.
- (3) NO REASON WAS DETERMINED FOR THE FAILURE OF CR-56. GP-3

BT

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DE RUMHPB 32 090153Z

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O P 300030Z MAR 68

FM 100SRW OL20 DET 10 DANANG AB RVN

TO RUEFIA/AFLC/MCMX/

INFO RUCSAAA/SAC/DCSRS/DMA/DK3/

RUMBNKA/15AF/DOR/DI/MARCH AFB CALIF

RUMJDBA/100SRW/DCO/DM/DS DAVIS MONTHAN AFB ARIZ

RUMFAA/100SRW OL 20 BIEN HOA AB RVN

BT

~~SECRET~~ LINDIS/100SRW DET-10 MAR 68

REFERENCE YOUR ~~SECRET~~ LINDIS MCMX MSG, DATED 272153Z MAR 68,  
SUBJ: RIVET BIN CID. THE FOLLOWING OPREP-4A REPORT FOR 20 MAR 68,  
IS RETRANSMITTED TO YOU FOR YOUR NECESSARY INFORMATION. QUOTE.

A. REFERENCE

A1. OPORD NICHNAME/OPORD NUMBER: BUMPY ACTION/63-60-01

A2. TRACK NUMBER: Q-634

A3. COMMAND LINE REFERENCE OF OPREP-2: TOP SECRET NOFORN/OL-20/  
JOPREP/OPREP-2/RECON/DTG 200030Z MAR 68

D1. DRONE NO/FUNCTION/ATA/RECOVERY AREA COORD/DRONE DAMAGE/FILM  
COND/FILM EXPOSED:

H-39/PHOTO/0051Z/16-07N 108-09E/NONE/DRY/1500FT

| ACT       | INFO     |
|-----------|----------|
| backc (9) | 1230 (1) |
|           | 1200 (1) |
|           | DKI (5)  |

PLEASE  
68-1501

PAGE 2 RUMHPB 32 ~~SECRET~~ LINDIS

D2. HELICOPTER NO/FUNCTION/MARS ATTEMPTED/SUCCESSFUL/CREW NO:  
796/MARS/0051Z/YES/YES/R-91

F1. TYPE ORBIT/NO. ATTEMPTS/ALT/CARRY POS/REEL IN TIME/CABLE  
PAYOUT/WINCH BRAKE SET/HOOK ENGAGED:

DOUBLE/1/9.6W/STOWED/66MIN/200FT/1.9/L POLE F HOOK

F2/ ENGAGE IAS/ALT OF ENGAGE/PASS NO/INITIAL AIRSPEED LOSS/MAX  
PITCH ANGLE/RATE OF DESCENT AT ENGAGE/ANGLE OF ENGAGE CHUTE  
FROM VERT:

55K/9.6W/1/20K/5DEG NOSE DOWN/700FPW/LEFT 10 DEGREES

F3. LATERAL SEPARATION AT CHUTE DEPLOY/INITIAL PASS ALT:  
1NM/9.6

G1. WEATHER: AS BRIEFED

K. LOSS/DAMAGE: NONE

Z. REMARKS: NONE

Z1. TIME TELEMETRY ACQUIRED/TIME BEACON ACQUIRED/RCO NAME AND NO:  
0700Z/0707Z/GLENN E-70

Z2. BEARING/RANGE/ALTITUDE/RELATIONSHIP TO TRACK ACQUISITION:  
287/135NM/68W/7NM NORTH AT 0907Z

Z3. PUNCH-OFF ALT CHUTE COND TIME/MAIN CHUTE BLOSSOM ALT:  
69W/0723Z/15M

~~SECRET~~

UNCLASSIFIED

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

UNCLASSIFIED

**SECRET**

PAGE 3 RUWMB 32 ~~SECRET~~ LINDIS

26. RECOVERY SUMMARY: GOOD MARS. EXCESSIVE REEL IN TIME DUE TO  
OSCILLATIONS OF THE SPA DURING ALL PHASES OF THE REEL IN. MAXIMUM  
OSCILLATIONS OF 40 FEET WERE EXPERIENCED PRIOR TO STOW.

GP-3.

BT

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M-072

(11)

Misc  
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PTTSZYUW RUHMOD1565 0650000-SSSS--RUWJDBA.  
ZNY ~~00000~~  
DE RUWHPB 30 0650556  
ZNY ~~00000~~  
P 050245Z MAR 68  
FM 100SRW OL 20DET 10 DANANG AB RVN  
TO RUWBNVA/15AF/DOTTA/MARCH AFB CALIF  
INFO RUMSJS/100SRW OL 20 BIEN HOA AB RVN  
RUWJDBA/100SRW/DCO/35OSRS/DAVIS MONTHAN AFB ARIZ  
BT

| ACT        | INFO     |
|------------|----------|
| 100000 (5) | 1200 (1) |
|            | 2x1 (3)  |

~~SECRET~~ LIMDIS/100SRW DET -10 MAR 68.  
REFERENCE YOUR SECRET LIMDIS SPAR/PAR DOTT MESSAGE, DATED 251812Z BEASMO  
JAN 68. SUBJ: CH-3 RAPID PICK-UP OPERATIONS (U).

68-~~912~~  
921 ~~404~~

|                                                                 |                                      |               |
|-----------------------------------------------------------------|--------------------------------------|---------------|
| A. DATE OF OPERATION;                                           | 2 FEB 68                             | 13 FEB 68     |
| B. TYPE SPA RETRIEVED;                                          | S                                    | S             |
| C. DAMAGE TO SPA;                                               | CORROSION                            | CORROSION AND |
| MINOR DAMAGE.                                                   |                                      |               |
| D. HELICOPTER WEIGHT AT PICK-UP;                                | 16460 POUNDS                         | 15806 POUNDS  |
| E. FAT;                                                         | PLUS 68 DEGREES F PLUS 70 DEGREES F. |               |
| F. POWER REQUIRED TO LIFT SPA FROM WATER AND DROOP ENCOUNTERED; | 95 PERCENT/NONE 80 PERCENT/NONE      |               |
| G. SEA STATE;                                                   | 1 (ONE)                              | 2 (TWO)       |
| GP-3.                                                           |                                      |               |
| BT                                                              |                                      |               |

! DOWNGRADED AT 12 YEAR  
INTERVALS: NOT AUTOMATICALLY  
DECLASSIFIED ON DTR 5200.10

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UNCLASSIFIED

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R UMSCW3880 0650000-SSSS--RUWJD8A.

ZNY ~~SSSS~~

DE RUMSJS 0365 0641520

ZNY ~~SSSS~~

P 041505Z MAR 68

FM 100ERW OL20 BIEN HOA AB RVN

TO 100STRATRECONWG/DCM/DCMA/DAVIS MONTHAN AFB ARIZ

BT

~~SECRET~~ 100SPW OL-20MA/MAR 68

SUBJ: WEEKLY ACTIVITY REPORT FOR 26 FEB THRU 3 MAR 68.

## 1. DC-130 ACTIVITY:

1. SCHEDULED 11

2. ADDED 0

3. CANCELLED 5

4. FLOWN 6

## 5. DEVIATIONS:

(A) 26 FEB/2369/CANX/HHQ

(B) 27 FEB/2371/CANX/HHQ

(V) 27 FEB/2369/CANX/HHQ

(D) 28 FEB/2371/CANX/HHQ

(E) 28 FEB/2369/AIR ABORT/MAINT/APN-59 INOP/R AND R RT-289

(F) 1 MAR/2369/CANX/HHQ

## 8. SPA ACTIVITY (MISSIONS):

1. SCHEDULED 11

PAGE 2 RUMSJS 0365 ~~SECRET~~

2. ADDED JP

3. CANCELLED 7

4. FLOWN 4

5. SUCCESSFUL MISSIONS (GOOD LAUNCHES AND MARS) 2

6. UNSUCCESSFUL MISSIONS 2

## 7. DEVIATIONS:

(A) 26 FEB/S-25 1541/CANX/HHQ/GRD

(B) 27 FEB/S-21 1536/CANX/HHQ/GRD

(C) 27 FEB/S-26 1541/CANX/HHQ/GRD

(D) 28 FEB/S-5 8786/CANX/HHQ/GRD

(E) 28 FEB/S-10 1525/AIR CANX/CARRIER AIR ABORT

(F) 1 MAR/S-15 1530/CANX/HHQ/GRD

(G) 2 MAR/S-15 1530/AIR CANX/SAC RECALL

(H) 3 MAR/S-26 1541/TERMINATED

(I) 3 MAR/S-29 1544/TERMINATED

## C. SPA ACTIVITY (CAPTIVES):

1. SCHEDULED JQQ

2. ADDED JW

3. CANCELLED 5

4. FLOWN 8

~~SECRET~~

UNCLASSIFIED

| ACT         | INFO     |
|-------------|----------|
| 100Case (6) | 1200 (1) |
|             | 120m (1) |
|             | Dkt (3)  |

BCASMC

68-913

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PAGE 3 RUMSJS 0365 ~~SECRET~~

5. DEVIATIONS:

- (A) 26 FEB/S-10 1525/CANX/HHQ
  - (B) 27 FEB/S-29 21544/CANX/HHQ
  - (C) 27 FEB/S-20 1525/CANX/HHQ
  - (D) 28 FEB/H-22 8203/CANX/HHQ
  - (E) 28 FEB/S-10 1525/ADDED/DUE TO CANCELLATION OF LAUNCH  
CAUSED BY CARRIER AIR ABORT.
  - (F) 1 MAR/S-29 1544/CANX/HHQ
  - (G) 2 MAR/S-15 1530/ADDED/DUE TO SAC RECALL OF ECHEDULED  
LAUNCH. GP-3.REE RTS
- CLARK AB PI ZOV RUMSBJ  
BT

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**SECRET**

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ZVA 228

[illegible]

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BT

9206

P. RUHJCSA

DE RUMSJS 8806 0710625

ZUY SSSSS

P 110545Z MAR 68 ZDS

FM 100SRN OL 20 BIEN HOA AB RVN

TO 178 STRATRECON/HG/DCM/DCMA/DAVIS MONTHAN AFB ARIZ

BT

~~SECRET~~/LIMDIS/106SRW OL-20

A. DC-130 ACTIVITY; PERIOD, 4 THRU 10 MAR 68.

1. SCHEDULED

2. ADDED

3. CANCELLATIONS

4. FLOWN

5. LATE TAKE OFFS

## 6. AIR ABORTS

7. HOURS FLOWN

### 8. DEVIATIONS

(A) 4 MAR/6527/ADDED/OPS/PILOT PRO

(C) 5 MAR/2369/CANX/HHC/GRD

(C) 5 MAR/2371/ADDED/OPS/FERRY TO TSN

(02) 6 MAR/23 11/ADDED/OPS/FERRY FROM TSN

(E) 7 MAR/2371/ADDED/OPS/FERRY TO DET 10

(F) 8 MAR/2369/CANX/MAINT/NUMBER 3 ENGINE FAILURE/REMOVED

| ACT          | INFO     |
|--------------|----------|
| increase (9) | 1200 (1) |
|              | 1200 (2) |
|              | 22X1 (4) |

BCASMC  
68-1016

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

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UNCLASSIFIED

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PAGE 2 RUMSJS 0886 ~~SECRET~~ LIMDIS  
AND REPLACED NUMBER 3 ENGINE.

(G) 9 MAR/2371/ADDED/OPS/FERRY TO AND FROM TSN

B. SPA ACTIVITY (MISSIONS);

|                         |   |
|-------------------------|---|
| 1. SCHEDULED            | 9 |
| 2. ADDED                | 0 |
| 3. CANCELLATIONS        | 3 |
| 4. FLOWN                | 6 |
| 5. SUCCESSFUL MISSION   | 3 |
| 6. UNSUCCESSFUL MISSION | 3 |
| 7. DEVIATIONS;          |   |

(A) 5 MAR/S-38 1545/TERMINATED/DID NOT RETURN

(B) 6 MAR/S-15 1538/CANX/HHQ GRD

(C) 6 MAR/H-22 8203/CANX/AIR ABORTED ON CARRIER/NO TIMER

PULSE/REMOVED REPAIRED AND RE-INSALLED CONVERTER COMPUTER.

(D) 7 MAR/H-5 8186/TERMINATED/DID NOT RETURN

(E) 8 MAR/H-22 8203/CANX/MAINT ON CARRIER

(F) 10 MAR/S-18 1533/TERMINATED/DID NOT RETURN

C. SPA ACTIVITY (CAPTIVE)

|              |   |
|--------------|---|
| 1. SCHEDULED | 8 |
| 2. ADDED     | 0 |

PAGE 3 RUMSJS 0886 ~~SECRET~~ LIMDIS

|                  |   |
|------------------|---|
| 3. CANCELLATIONS | 2 |
| 4. FLOWN         | 6 |

5. DEVIATIONS;

A. 6 MAR/S-18 1533/CANX/HHQ/GRD

B. 8 MAR/H-34 8215/CANX/MAINT ON CARRIER

GP-3  
BT

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NNNNPTTSZYUW RUMSCH12274 8660000-SSSS--RUWJ03A.

ZNY ~~SECRET~~

DE RUMSJS 2191 0051630

ZNY ~~SECRET~~

P 251510Z MAR 68

FM 100SRW CL20 31EN HOA AB RVN

TO 100STRATRECONH/G/DCM/DCMA/DAVIS MONTHAN AFB ARIZ

BT

SECRET / OL-2740

SUBJ: DC-130 AND SPA ACTIVITY FOR PERIOD 18 THRU 24 MAR 68 (10).

A. DC-130 ACTIVITY:

1. SCHEDULED 11
2. ADDED 0
3. CANCELLATIONS 5
4. FLOWN 6
5. LATE TAKE OFFS 0
6. AIR ABORTS 0
7. HOURS FLOWN 45.0
8. DEVIATIONS

- (A) 19 MAR/2369/CANX/HHQ
- (B) 19 MAR/2371/CANX/HHQ
- (C) 21 MAR/2371/CANX/HHQ
- (D) 21 MAR/2369/CANX/HHQ
- (E) 23 MAR/2369/CANX/HHQ

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

ACT INFO  
100CASC (9) 1220 (1)  
12 DM (1)  
DYI (3)

BCASMC  
68-1225

PAGE 2 RUMSJS 2191 ~~SECRET~~

B. SPA ACTIVITY (MISSIONS):

1. SCHEDULED 11
2. ADDED 0
3. CANCELLATIONS 6
4. FLOWN 5
5. SUCCESSFUL MISSIONS 2
6. UNSUCCESSFUL MISSION 3
7. DEVIATIONS:

- (A) 18 MAR/1536 S-21/TERMINATED/DID NOT RETURN
- (B) 18 MAR/1538 S-23/TERMINATED/DID NOT RETURN
- (C) 19 MAR/1519 S-4/CANX/HHQ/GRD
- (D) 19 MAR/1532 S-17/CANX/HHQ/GRD
- (E) 21 MAR/1532 S-17/CANX/HHQ/GRD
- (F) 21 MAR/1519 S-34/CANX/HHQ/GRD
- (G) 22 MAR/1532 S-17/CANX/AIR/SAC RECALL FLEW CAP
- (H) 22 MAR/1504 H-39/TERMINATED/DID NOT RETURN
- (I) 23 MAR/1519 S-4/CANX/HHQ/GRD

C. SPA ACTIVITY (CAPTIVE):

1. SCHEDULED 8
2. ADDED 1

PAGE 1 RUMSJS 2191 ~~SECRET~~

3. CANCELLATIONS 5
4. FLOWN 4
5. DEVIATIONS:

- (A) 19 MAR/1549 S-34/CANX/HHQ/GRD
- (B) 19 MAR/1548 S-33/CANX/HHQ/GRD
- (C) 21 MAR/1549 S-34/CANX/HHQ/GRD
- (D) 21 MAR/1548 S-33/CANX/HHQ/GRD
- (E) 22 MAR/1532 S-17/ADDED/MISSION WAS RECALLED/FLEW CAPTIVE
- (F) 23 MAR/1549 S-34/CANX/HHQ/GRD

GP-3  
BT~~SECRET~~

UNCLASSIFIED

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**UNCLASSIFIED**

PTTSZYUW RUMSCMU0303 0920000-SSSS--RUMJDBA.

ZNY ~~SECRET~~

DE RUMSJS 0096 0921625

ZNY ~~SECRET~~

P 011540Z APR 68

FM 104SRW OL27 BIEN HOA AB RVN

TO 100SRW/DCM/DCMA/DAVIS MONTHAN AFB ARIZ

BT

~~SECRET~~ T/CL-2040

SUBJ: DC-130 AND SPA ACTIVITY FOR PERIOD 25 THRU 31 MAR 68 (U).

A. DC-130 ACTIVITY:

1. SCHEDULED 8
2. ADDED 2
3. CANCELLED 3
4. FLOWN 7
5. LATE TAKE OFFS 0
6. AIR ABORTS 0
7. HOURS FLOWN 24.4
- C. DEVIATIONS:

(A) 25 MAR/2369/CANX/HHQ

(B) 27 MAR/6527/CANX/HHQ

(C) 27 MAR/2371/ADDED/OPS/FERRY TO TSN

(D) 28 MAR/2371/ADDED/OPS/FERRY FROM TSN

(E) 29 MAR/6527/CANX/HHQ

B. SPA ACTIVITY (MISSIONS):

PAGE 2 RUMSJS 0096 ~~SECRET~~

1. SCHEDULED 10
2. ADDED 0
3. CANCELLED 7
4. FLOWN 3
5. SUCCESSFUL MISSIONS 2
6. UNSUCCESSFUL MISSIONS
7. DEVIATIONS:

(A) 25 MAR/1503 H-38/CANX/HHQ/GRD

(B) 25 MAR/1548 S-33 CANX/HHQ/GRD

(C) 27 MAR/1503 H-38/CANX/HHQ/GRD

(D) 27 MAR/1519 S-4/TERMINATED/DID NOT RETURN

(E) 28 MAR/1532 F-17/HHQ RECALL/FLEW CAPTIVE

(F) 29 MAR/1503 H-33/CANX/HHQ/GRD

(G) 30 MAR/1603 H-22/CANX/HHQ/GRD

(H) 31 MAR/1532 S-17/AIR ABORT FOR DOPPLER/POSITIONED

CIRCUIT BREAKER.

C. SPA ACTIVITY (CAPTIVE):

1. SCHEDULED 2
2. ADDED 2
3. CANCELLED 1

ACT INFO  
104SRW(9) 1200(1)  
1250(1)  
DAI(3)

BCASMC  
68-1311

DECLASSIFIED AT 12 YEAR  
INTERVALS; NOT AUTOMATICALLY  
DECLASSIFIED, DOD DIR 5200.10

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**UNCLASSIFIED**

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PAGE 3 RUMSJS 0096 ~~SECRET~~

FLOWN 3

DEVIATIONS:

- (A) 27 MAR/1502 H-37/CANX/HHQ/GRD
  - (B) 28 MAR/1532 S-17/ADDED/ SAC RECALL, FLEW CAPTIVE SORTIE
  - (C) 31 MAR/1532 S-17/ AIR ABORT FOR DOPPLER/FLEW CAPTIVE  
SORTIE
- GP-3  
BT

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MISC-065

PJTTSZYUW RUMSCVU031 0090000-SSSS--RUMJD3A.

ZNY 00000

DE RUMSJS 0585 0090120

ZNY 00000

P 090020Z JAN 68

FM 100SRW O 20 BIEN HOA AB RVN

TO RUM3KNA/15AF/DOR/MARCH AFB CALIF

INFO RUMJD3A/100 STRATRECONAG/DCO/DAVIS MONTHAN AFB ARIZ

BT

31 DEC 67 SPAR/PAR/OL-23 JAN 68.

SUBJ: DC133 UTILIZATION REPORT. THE FOLLOWING IS THE DC133 UTILIZATION REPORT FOR THE PERIOD 31 DEC 67 THRU 6 JAN 68.

DATE/ACFT/TIME/REMARKS

31/369/8 CLUS 16/S-11 DID NOT RETURN

1/369/8 PLUS 40/FERRY TSN - GEAR

2/369/6 PLUS 30/S-13 SUCCESSFUL MARS

2/368/1 PLUS 15/CAPTIVE

3/369/6 CLUS 14/S-19 SUCCESSFUL MARS

4/368/6 PLUS 30/H-25

4/369/3 PLUS 50/RECALLED FIGHTER CANX.

5/369/1 CLUS 51/AIR ABORT, FUEL LEAK

5/368/5 CLUS 55/H-22 RECALLED ARCO

6/368/5 PLUS 55/S-15 SUCCESSFUL MARS

6/369/6 PLUS 33/S-10

BT

| ACT        | INFO    |
|------------|---------|
| 1000450(1) | 1200(1) |
|            | 1204(1) |
|            | 0000(1) |

BEASMC  
68-88

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

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(3B)

gal

PTTSZYUN RUMSCW3203 0140000-SSSS--RUMJD3A.

ZNY ~~SSSS~~

DE RUMSJS 1070 0141140

ZNY ~~SSSS~~

P 141050Z JAN 68

FM 100SRN OL20 BIEN HOA A3 RVN

TO RUMKBNA/15AF DOR WARCH AFB CALIF

INFO RUMJD3A/100STRATRECONNG DCO DAVIS MONTHAN AFB ARIZ

BT

SECRET SPAR/PAR/OL-20 JAN 68.

SUBJ: DC130 UTILIZATION REPORT (U). THE FOLLOWING IS THE DC-130  
UTILIZATION REPORT FOR THE PERIOD 7 JAN 68 THRU 13 JAN 68.

| DATE | ACFT | TIME      | REMARKS              |
|------|------|-----------|----------------------|
| 7    | 368  | 7 PLUS 45 | H-8 DID NOT RETURN   |
| 11   | 369  | 9 PLUS 30 | H-34 SUCCESSFUL WARS |
| 12   | 368  | 6 PLUS 40 | S-15 WATER RECOVERY  |
| 12   | 369  | 6 PLUS 20 | S-19 SUCCESSFUL WARS |
| 13   | 368  | 6         | S-13 SUCCESSFUL WARS |

GP-3.

BT

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

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UNCLASSIFIED

MISC  
B  
123

| ACT       | INFO |
|-----------|------|
| 12 DO (1) |      |
| 12 DM (1) |      |
| DXE (1)   |      |

SEASMC  
68-148

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PFTSZYUN RUEOXSH 2232 3291821-SSSS--RUMJDBA.  
DE RUMSJS 2178 0281500  
ZNY ~~SSSS~~  
P 281401Z JAN 68  
X 100U  
W OL 23 BIEN HOA A3 RVN

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ACT  
100 PPS (1)  
INFO  
1200 (1)  
DXI (1)

MIS

234

TO RUEBKNA/15; -/DOR/MARCH AFB CALIF  
INFO KAJDBA/100XTRATRECONWG/DCO/DAVIS MONTAN AFB ARIZ  
BT ~~SECRET~~ SPAR/PAROL-20 JAN JYIM  
SUBJ: DC-133 UTILIZATION REPORT (U). THE FOLLOWING ISHHE DC-133  
UTILIZATION REPORT FOR PERIOD 21 JAN 68 THRU 27 JAN 69.  
DAEJVACFT/TIME/REMARKS/  
21/369/8 PLUS 30/H-3A LEFT PYLON RECALLED JCO  
21/368/6 PLUS 20/S-7 ZWKUP LAUNCHED RECALLED ACUO  
246 69/6 PLUS 29/ SUCCESSFUL MARS  
25/369/3 PLUS W PX RECALLED BY SAC.  
25 AND 26/368/17 PUS 33/OSAN AND RTN  
GP-3.  
BT

~~SECRET~~

DCASMC  
68-349

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

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ZNY ~~00000~~

DE RUMSJS 0309 0360615

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P 060235Z FEB 68

FM 100SRW OL 20 BIEN HOA AB RVN

TO RUMKNA/15AF DOR MARCH AFB CALIF

RUWJD3A/100STRATRECONWG DCO DAVIS MONTHAN AFB ARIZ

BT

S-15 PAR/PAWXBUMBLE BUG OL-20

SUBJ: DC-130 UTILIZATION REPORT (U). THE FOLLOWING IS THE DC-130 UTILIZATION

EPT

T FOR PERIOD 28 JAN THRU FEB 68.

| DATE | ACFT | TIME      | REMARKS                                                               |
|------|------|-----------|-----------------------------------------------------------------------|
| 30   | 371  | 7 PLUS 47 | S-21, S-7 SUCCESSFUL MARS                                             |
| 30   | 368  | 9 PLUS 30 | H-22, H-39 SUCCESEFUL MARS                                            |
| 1    | 369  | 5 PLUS 20 | NO LAUNCH DUE TO MCGS INOP.                                           |
| 2    | 369  | 6 PLUS 00 | LAUNCHED S-15 WATER<br>RECOVERY NO CH-3C MARS<br>RECOVERY CAPABILITY. |

GP-3

BT

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68-480

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UNCLASSIFIED. NOT AUTHORIZED  
DOD DIR 6200.10

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M-480

NNNNPTTSZYUW RUMSCW3415 042007-SSSS--RUMJDBA

ZNY 59055

DE RUMSJS 0948 042100

ZNY 59055

P 111730Z FEB 68

FM 100SRW OL 20 BIEN HOA A3 RVN

TO RUM3KNA/15AF/DOR/MARCH AFB CALIF

RUMJDBA/100SRW/DCO/DAVIS VONTHAN AFB ARIZ

BT

~~SECRET~~ SPAR/PAR/OL-20

SUBJ: DC-130 UTILIZATION REPORT (U). THE FOLLOWING IS THE  
DC-130 UTILIZATION REPORT FOR THE PERIOD 4 FEB 68 THRU 10 FEB 68.  
DATE/ACFT/TIME/REMARKS

6/369/6PLUS23/S-7 SUCCEEEFAL VARS

7/371/6PLUS30/S-21 SUCCESSFUL VARS

8/369/6PLUS30/S-17 SUCCESSFUL VARS

8/371/6PLUS42/S-10 SUCCESSFUL VARS

9/369/7PLUE10/S-20 FLAMEOUT 40NM NE VVSD NO RECOVERY AT THIS TIME

9/371/6PLUS10/S-17 FLAMEOUT 60NM NW VVSD UNABLE TO RECOVER

9/368/8PLUS30/TSN AND RETURN 900LBS CARGO AND 16 PASSENGERS

10/368/8PLUE51/AIR ABORT RADAR GND CANX HYD SYSTEM

GP-3

BT

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MISC

DO NOT  
INTERVALS: NOT TO BE  
DECLASSIFIED. DO NOT  
RECLASSIFY

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68' 619

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(138)

17918

PTTSZYUH RUMSCHM3116 0640000-3333--RUMJDBA.

ZNY ~~3333~~

DE RUMSJS 0230 0631630

ZNY ~~3333~~

P 0313417 MAR 68

~~FM 100~~ STRATRECONNG SIEN HOA AB RVN

TO RUMSKNA/15AF/DOR/MARCH AFB CALIF

RUMJDBA/100 STRATRECONNG DAVIS MONTHAN AFB ARIZ

BT

~~SECRET~~ SPAR/PAR/CL-20

SUBJ: DC-130 UTILIZATION REPORT (U). THE FOLLOWING IS THE DC-130  
UTILIZATION REPORT FOR THE PERIOD 25 FEB THRU 2 MAR 66.

| DATE | ACFT | TIME      | REMARKS                    |
|------|------|-----------|----------------------------|
| 25   | 527  | 3 PLUS 66 | FERRY QC INSPECTION TEAM.  |
| 28   | 369  | 3 PLUS 36 | AIR ABORT RADAR            |
| 29   | 369  | 8 PLUS 00 | SUCCESSFUL WARS            |
| 29   | 371  | 8 PLUS 05 | SUCCESSFUL WARS            |
| 2    | 369  | 5 PLUS 12 | RECALLED BY DET 10-WEATHER |

GP-3

BT

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1005/0001  
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PURM  
68-905

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

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UNCLASSIFIED

UNCLASSIFIED

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767

136

Misc 166

NNINPTTSZYUW RUMSCMU0613 0712003-SSSS--RUWJDBA.

ZNY ~~SSSS~~

DE RUMSJS 0880 0710525

ZNY ~~SSSS~~

P 110546Z MAR 68

FM 100SRW OL20 BIEN HOA AB RVN

TO RUWBNKA/15AF/DOR/MARCH AFB CALIF

RUWJDBA/100STRATRECONWG DAVIS MONTHAN AFB ARIZ

BT

~~SECRET~~ SPAR/PAR/OL-20 MAR 68.

SUBJ: DC-130 UTILIZATION REPORT CLO. THE FOLLOWING IS THE DC-130 UTILIZATION REPORT FOR THE PERIOD OF 3 MARCH THRU 9 MARCH 68.

| DATE | ACFT | TIME    | REMARKS                      |
|------|------|---------|------------------------------|
| 03   | 369  | 6PLUS48 | S-29 DID NOT RETURN          |
|      | 371  | 6PLUS31 | S-26 DID NOT RETURN          |
| 04   | 369  | 6PLUS05 | S-10 SUCCESSFUL MARS         |
|      | 527  | 0PLUS30 | OPERATIONAL CHECK FLIGHT     |
| 05   | 369  | 7PLUS45 | S-30 DID NOT RETURN          |
|      | 371  | 0PLUS20 | FERRY TAN SON NHUT           |
| 06   | 369  | 3PLUS06 | DRONE AIR ABORT/PRI & BACKUP |
|      | 371  | 0PLUS25 | RETURN FROM TAN SON NHUT     |
| 07   | 527  | 6PLUS45 | S-16 SUCCESSFUL MARS         |
|      | 369  | 7PLUS06 | H-3 DID NOT RETURN           |
|      | 371  | 5PLUS00 | TEST AND COL MIXSON TO VVSO  |

| ACT | INFO         |
|-----|--------------|
|     | 100 CASC (9) |
|     | 120M (1)     |
|     | DIY (3)      |
|     | 1200 (1)     |

BCASMC  
68-1005PAGE 2 RUMSJS 0880 ~~SECRET~~

09 368 9PLUS36 H-34 SUCCESSFUL MARS

371 0PLUS30 FERRY TAN SON NHUT &amp; RETURN

GP--3.

BT

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

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UNCLASSIFIED

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136

NNNPITTSZYUW RUMSCMU1400 0770230-SSSS--RUMJDBA.

ZNY ~~0000~~

DE RUMSJS 1400 0771115

ZNY ~~0000~~

P 171030Z MAR 68

FM 100SRW QL20 BIEN HOA AB RVN

TO RUMPKNA/15AF/DOR/MARCH AFB CALIF

RUMJDBA/100STRATRECONWG/DCO/DAVIS MONTHAN AFB ARIZ

BT

~~SECRET~~ / SPAR/ PAR/ QL20

SUSJS DC-130 UTILIZATION REPORT (U). THE FOLLOWING IS THE DC-130  
UTILIZATION REPORT FOR THE PERIOD OF 10 MAR THRU 16 MAR 68:

DATE/ACFT/TIME/REMARKS

10/3-1/6 PLUS 40/S-18 DID NOT RETURN.

11/369/6 PLUS 40/H-39 NO ENG START/H22 DOPPLER INOP.

11/327/3 PLUS 35/LOCAL RECURRENCE

12/369/8 PLUS 15/H-39 SUCCESSFUL MARS/H-34 DOPPLER INOP NEGATIVE LAUNCH.

13/527/7 PLUS 36/S-10 DID NOT RETURN.

13/371/8 PLUS 05/S-15 DID NOT RETURN.

14/371/3 PLUS 50/OCF

14/369/6 PLUS 40/S-4 SUCCESSFUL MARS.

15/371/9 PLUS 24/H-34 DID NOT RETURN.

15/369/7 PLUS 00/S-21 SUCCESSFUL MARS

16/371/6 PLUS 39/S-4 ARCO RECALL

MISS 239

ACT INFO  
100CNSC (9) 122067  
122067  
DXI (3)

BCASMC

62-1098

PAGE 2 RUMSJS 1400 ~~SECRET~~

16/369/7 PLUS 42/S-3 DID NOT RETURN

GP-3

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

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UNCLASSIFIED

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131

11-448

PITTSYIN RUMSCMU0732 0510302-SSSS--RUMJDBA.

ZNY SSSSS

DE RUMSJS 2067 084000

ZNY SSSSS

P 240729Z MAR 68

FX 100SRW 02031EN HA AB RVN

TO RUMBINA/15 AF/DCR/MARCH AFB CALIF

RUMJDBA/100STRATRECONWG/DCO/DAVIS MONTAN AFB ARIZ

BT

~~SECRET~~ /SPAR/PAR/OL-20

SUBJECT: DC-134 UTILIZATION REPORT ID. THE FOLLOWING IS THE  
DC-134 UTILIZATION REPORT FOR THE PERIOD OF 17 MAR THRU 23 MAR  
68.

DATE/ACFT/TIME/EMARKS

17/369/6 PLUS 30/S-24 DID NOT RETURN

17/371/6 PLUS 42/S-33 SUCCESSFUL MAR

18/369/7 PLUS 42/S-21 DID NOT RETURN

BLNK/BLNK/BLNK/S-23 DID NOT RETURN

18/371/6 PLUS 42/MCGS MONITOR FOR S-21 AND S-23

20/369/9 PLUS 42/H-39 SUCCESSFUL MARS

22/371/6 PLUS 4

BT

F-310

| ACT         | INFO     |
|-------------|----------|
| 100 CMC (9) | 12DO (1) |
|             | 12DM (1) |
|             | DIT (3)  |

BCASMC  
68-1210

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

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(135)  
B-009

PTTSZYUW RUMSCMU0191 0920000-SSSS--RUWJDBA.  
ZNY ~~00000~~  
DE RUMSJS 0092 0921625  
ZNY ~~00000~~  
P 011532Z APR 68  
FM 100SRW OL20 BIEN HOA AB RVN  
TO RUWBKNA/15AF/DOR/MARCH AFB CALIF  
RUWJDBA/100STRATRECONWG/DCO/DAVIS MONTHAN AFB ARIZ  
BT

Act INFO  
LOGBASE (4) 12DO (1)  
12DM (1)  
DXI (3)

~~SECRET~~ / SPAR/PAR/100SRW OL-20  
SUBJ: DC-130 UTILIZATION REPORT (U). THE FOLLOWING IS THE DC-130  
UTILIZATION REPORT FOR THE PERIOD OF 24 MAR THRU 31 MAR 68.

| DATE      | ACFT | TIME      | REMARKS              |
|-----------|------|-----------|----------------------|
| 24 MAR 68 | 371  | 6 PLUS 35 | S-34 SUCCESSFUL MARS |
| 26 MAR 68 | 369  | 6 PLUS 10 | S-33 SUCCESSFUL MARS |
| 27 MAR 68 | 371  | 0 PLUS 15 | TO VVVS              |
| 27 MAR 68 | 369  | 6 PLUS 05 | S-4 DID NOT RETURN   |
| 28 MAR 68 | 371  | 0 PLUS 15 | FROM VVVS            |
| 28 MAR 68 | 369  | 2 PLUS 36 | RECALLED BY SAC      |
| 29 MAR 68 | 371  | 3 PLUS 36 | TO RPMK              |
| 30 MAR 68 | 527  | 6 PLUS 35 | S-33 SUCCESSFUL MARS |

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68-1308

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BT

DOWNGRADED AT 12 YEAR  
INTERVALS: NOT AUTOMATICALLY  
DECLASSIFIED, DOD DIR 5200.10

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| ACT          | INFO     |
| 100 CASE (1) | DXI (1)  |
|              | 1200 (1) |

M674

PTTSZYUW RUV3CW0577 0290000-SSSS--RUVJ03A.

ZNY 50000

DE RUVHP3 16 0290427

ZNY 50000

F 290317Z JAN 68

FM 120SRN OL-20 DET-10 DA NANG AB RVN

TO RUVBNA/15CR /DOR/DI-DV46R/ VARCH AF3 CALIF

INFO RUCSAAA/SAC /DOSRS/DV4C/

RUVJ03A/12STRATAEROSPCIV /120CCO/120DCV/ DAVI

MONTHAN AF3 ARIZ

RUVSJS/120SRN OL-20 BIEN HOA A3 RVN

BT

SUBJ: DET-10

SUBJ: DET-10 CH-3E FLIGHTS (U)

| DATE | AIRCRAFT NO. | FLYING TIME |
|------|--------------|-------------|
|------|--------------|-------------|

|        |     |     |
|--------|-----|-----|
| 23 JAN | 798 | 3.4 |
|--------|-----|-----|

|    |     |     |
|----|-----|-----|
| 24 | 790 | 1.7 |
|----|-----|-----|

|    |     |     |
|----|-----|-----|
| 24 | 796 | 1.3 |
|----|-----|-----|

|    |     |     |
|----|-----|-----|
| 27 | 796 | 1.1 |
|----|-----|-----|

|    |     |     |
|----|-----|-----|
| 28 | 790 | 1.0 |
|----|-----|-----|

GP-3.

BT

| PURPOSE OF MISSION         |
|----------------------------|
| NAVAL INTELLIGENCE SUPPORT |
| OPERATIONAL                |
| OPERATIONAL                |
| PILOT PROFICIENCY          |
| PILOT PROFICIENCY          |

BCSAC  
68-357

~~SECRET~~

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

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DATE 12 Feb 68

UNCLASSIFIED

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PHONE NO

TIME

VERSION NO

INTERVALS: NOT AUTOMATICALLY  
DECLASSIFIED. DOD DER 8200-3

m 519

PITTSYUW RUHHVOC0251 0430000-SSSS--RUHJDBA.  
ZNY 30035  
DE RUHWPB 58 0430758  
ZNY 30030  
P 120735Z FEB 68  
FM 100SRN OL20 DET 10 DA NANG AB RVN  
TO RUH3KNA/15AF /DOR/DI/DV43R/ MARCH AFB CALIF  
INFO RUCSAAA/SAC /DOSRS/DN4C/  
RUHJDBA/12STRATAEROSPD IV/ 120000/120000/ DAVIS-  
MONTAN AFB ARIZ  
RUMSJS/100SRN OL20 BIEN HOA AB RVN  
BT

Inf  
10001  
DUC  
only  
over

BLASMC  
68 612

~~SECRET~~ DET-10

SUSJ: DET-10 CH-3E FLIGHTS (C)

| DATE  | AIRCRAFT NO. | FLIGHT TIME |
|-------|--------------|-------------|
| 5 FEB | 798          | 1.0         |
| 5     | 796          | 1.1         |
| 6     | 798          | 1.4         |
| 6     | 796          | 1.6         |
| 7     | 798          | 1.5         |
| 7     | 796          | 1.3         |
| 8     | 798          | 1.7         |
| 8     | 798          | 1.6         |
| 8     | 796          | 1.5         |
| 8     | 796          | 2.1         |
| 9     | 798          | 0.7         |
| 9     | 798          | 0.5         |
| 9     | 798          | 0.7         |
| 9     | 796          | 2.5         |
| 10    | 798          | 1.7         |
| 10    | 796          | 1.7         |
| 11    | 798          | 1.4         |
| 11    | 796          | 1.1         |

PURPOSE OF MISSION  
PILOT PROFICIENCY  
PILOT PROFICIENCY  
OPERATIONAL

GP-3.  
BT

~~SECRET~~

RNNN

~~SECRET~~

UNCLASSIFIED

**SECRET**

UNCLASSIFIED

14C

P. 49

M-766

OTT SZ YOW RUMSCM4288 8640000-SSSS--RUMJDEA.

ZNY ~~88888~~

DE RUMHPB 59 864784L

ZNY ~~88888~~

O P 040022Z MAR 68

FM 100SRW OL 23 DET 10 DANANG AB RVN

TO RUMBKNZ/15AF/DOR/DI/DVAC/MARCH AFB CALIF

INFO RUMJDBA/12SAD/100DCO/100DCM/DAVIS MONTHAN AFB ARIZ

RUCSAAA/SAC/DOSRS/DVAC

RUMSJS/100SRW OL 20 BIEN HOA AB RVN

BT

~~SECRET~~ /100SRW DET 10

SUBJ: DET -10 CH-3E FLIGHTS (U).

DATE AIRCRAFT NO. FLYING TIME

27 FEB 68 796 1.0

28 798 .5

29 798 .9

29 798 1.4

29 796 1.4

29 796 1.6

1 MAR 68 798 .5

2 796 1.7

3 796 2.2

3 798 2.8

PURPOSE OF MISSION

PILOT PROFICIENCY

FUNCTIONAL CHECK FLIGHT

OPERATIONAL

OPERATIONAL

OPERATIONAL

OPERATIONAL

FUNCTIONAL CHECK FLIGHT

OPERATIONAL (W/SHIP)

OPERATIONAL

OPERATIONAL

PAGE 2 RUMHPB 59S C R E T

GP-4.

BT

DOWNGRADED AT 3 YEAR INTERVALS;  
DECLASSIFIED AFTER 12 YEARS;  
DOD DIRM 5200.20

NIJ

**SECRET**

UNCLASSIFIED

UNCLASSIFIED

~~SECRET~~151  
OTTSZYUW RUHMC08389 6712000-SSSS--RUWJDBA.ZNY ~~SSSS~~

DE RUMHPB-8 8710332

ZNY ~~SSSS~~

O P 110257Z MAR 68

FM 100SRW OL 20 DET 10 DANANG AB RVN

TO RUWBNKA/15 AF/OOR/DI/DMA C/MARCH AFB CALIF

INFO RUWJDBA/12 SAD/100DCQ/100DCM/DAVIS MONTHAN AFB ARIZ

RUCCAAA/SAC/DOSRS/DMA C/

RUMSAF/100SRW OL 20 BIEN HOA AB RVN

BT

~~SECRET~~ /100SRW DET -10

SUBJ: DET -10 CH-3E FLIGHTS (U).

DATE AIR CRAFT NO. FLYING TIME

4 MAR 68 790 1.7

4 796 1.5

5 797 1.4

5 796 1.4

7 790 2.1

7 796 2.3

7 796 .6

9 790 1.2

9 796 1.7

10 796 1.3

GP-3.

BT

PURPOSE OF MISSION

OPERATIONAL

OPERATIONAL

OPERATIONAL

OPERATIONAL

OPERATIONAL

OPERATIONAL

VIP FERRY

OPERATIONAL

OPERATIONAL

OPERATIONAL

OPERATIONAL

140

B-192

| ACT        | INFO    |
|------------|---------|
| 100CASE(5) | 1700(4) |
| DIR (3)    |         |

Beasinc

68-1000

NNNN

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

~~SECRET~~

UNCLASSIFIED

UNCLASSIFIED

~~SECRET~~

(14E)

B0004

OTTSZYUW RUHMOD1036 0920000-SSSS--RUWJDBA.

ZNY ~~SSSSS~~

DE RUWHPB 26 0920555

ZNY ~~SSSSS~~

O P 010315Z APR 68

FM 100SRW OL 20 DET 10 DANANG AB RVN

TO RUWBNVA/15AF/DOR/DI/DW/C/MARCH AFB CALIF

INFO RUWJDBA/100SRW/DCO/DCM/DAVIS MONTHAN AFB ARIZ

RUWFAA/100SRW OL 20 BIEN HOA AB RVN

BT

~~SECRET~~ / 100SRW DET -10 MAR 68

SUBJ: DET-10 CH-3E FLIGHTS (LO).

| DATE      | AIRCRAFT NO | FLYING TIME | PURPOSE OF MISSION |
|-----------|-------------|-------------|--------------------|
| 26 MAR 68 | 790         | 1.5         | OPERATIONAL        |
| 26        | 796         | 1.0         | OPERATIONAL        |
| 27        | 790         | 1.1         | OPERATIONAL        |
| 27        | 796         | 1.1         | OPERATIONAL        |
| 29        | 790         | .5          | FCF                |
| 30        | 790         | 1.4         | OPEJUJ 796         |

UNCLASSIFIED  
~~SECRET~~

(15)

PTTSZYUW RUMSCWVA 100 077000-0000--RUMJDBA.

ZNY ~~SECRET~~

DE RUMSJS 1489 0771115

ZNY ~~SECRET~~

P 171031Z MAR 60

FM 100SRW OL 20 BIEN HOA AB RVN

TO RUMJDBA/100SRW/DCO/DCM/DAVIS MONTANA AFB ARIZ

INFO RUCSBB/SAC/DWAC/DLR

RUM9KNA/15AF/DWAC/DOR/MARCH AFB CALIF

BT

~~SECRET~~ SPAR/PAR/OL-20MO

THIS IS A BUMPY ACTION MESSAGE IN TWO PARTS. PART I. YAF MESSAGE TO OL-20 IS QUOTED: SUBJ: SEACR CLASE V MOD 29. THIS MOD PROVIDES FOR INSTALLATION OF TRIM-7 AND VECTOR SECTION ECM EQUIPMENT IN C-130 AIRCRAFT OPERATING IN STEEL TIGER, TIGER HOUND AND RP-1 AREAS. THIS EQUIPMENT IS REQUIRED TO COUNTER RADAR DIRECTED AAA THREAT IN THESE AREAS. SEVENTH AIR FORCE (DPLR) IS ATTEMPTING TO UPDATE MOD PROGRAM TO INCLUDE ALL C-130S PERMANENTLY ASSIGNED IN SEA WHICH OPERATE IN THESE AREAS. FOR ACTION ADDRESSEES, ADVISE 7TH AIR FORCE DPLR IF YOU HAVE REQUIREMENT UNDER THIS PROGRAM. INCLUDE TOTAL NUMBER BY MODEL OF C-130. END QUOTE. PART II. OL-20 ANSWER QUOTED: OL-20 HAS (2) C-130E AND (1) C-130A OPERATING IN STEEL TIGER AND TIGER HOUND AREAS. NONE ARE PRESENTLY EQUIPPED WITH TRIM-7 OR VECTOR SECTION. END QUOTE. SP-3

BT

MISC

| ACT         | INFO     |
|-------------|----------|
| 100CASC (4) | 12DO (7) |
|             | 12DM (6) |
|             | DKI (3)  |

BCASMC

68-1099

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

~~SECRET~~

UNCLASSIFIED

UNCLASSIFIED  
~~SECRET~~

NNN

620  
M-

(16)

OTTSZYUW RUMSCMH077 0790000-SSSS--RUMJDBA ✓  
ZNY ~~00000~~  
DE RUMSBJ 9680 0782337  
ZNY ~~00000~~  
BT  
~~SECRET~~ SVC ZUI RUMJDBA1267 0781450 ZDK RUMSBJ 178 0761122  
O 161020Z MAR 68  
OO RUMSAF RUMJDBA RUCSRD  
DE RUMSBJ 178 0761222  
ZNY ~~00000~~  
O 161020Z MAR 68  
FM 7AF TSN AB RVN  
TO RUMJDBA/100SRW DAVIS MONTHAN AFB ARIZ ✓  
INFO RUCSRD/SACRECGEN OFFUTT AFB NEB  
RUMSAF/OL 20 100SRWBIEN HOA AB RVN  
BT  
~~SECRET~~ 000  
SUBJECT: MARK X IFF (SIF) CODE RELEST (U)  
REQUEST BUMPY ACTION MOTHER AIRCRAFT, IL-28, 100 STRAT RECON  
WG BE ASSIGNED AND SQUAWK A MODE 2 CODE WHEN OPERATING IN THE  
RONKIN GULF REA. PLEASE ADVISE MODE 2 CODE, CP-4.  
BT

B-345

| ACT       | INFO    |
|-----------|---------|
| 100CSC(9) | 1220(1) |
|           | 1207(4) |
|           | DXI (3) |

Scasmc  
68-1118

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

~~SECRET~~

UNCLASSIFIED

~~SECRET~~

~~SECRET~~

PART II. FOR SAC. THE CURRENT AND PROJECTED CONCEPT OF OPERATIONS IS THAT BOTH A HIGH AND LOW ALTITUDE DRONE SYSTEM WILL BE REQUIRED AT ANY DESIGNATED SECOND OPERATING LOCATION. THIS HQ DID NOT PROCURE A SECOND COMPLETE 147S MSK BUT DID PROCURE AN ABOVE NORMAL AMOUNT OF SPARES. THIS MATTER WAS HANDLED IN THIS MANNER BECAUSE OF THE LOW

PAGE 2 RLEFHQA1911 ~~SECRET~~  
 POSSIBILITY OF OBTAINING APPROVAL FOR A SECOND OPERATING  
 LOCATION AND IN AN EFFORT TO CONSERVE LIMITED FUNDS. SAC  
 PERSONNEL HAVZ ADVISED THAT AN MSK FOR THE SECOND OL IS  
 CURRENTLY 86.5 PCT COMPLETE. THIS PLUS SPARE 147S COMPLETE  
 DRONES SHOULD SUPPORT ANY SECOND OL REQUIREMENTS FOR THE  
 IMMEDIATE FUTURE UNTIL THE SECOND MSK CAN BE COMPLETED.  
 PART III. FOR AFLC. REQUEST YOU DETERMINE AND ADVISE  
 COST AND TIME TO PROVIDE A DUPLICATE MSK FOR THE 147S  
 SYSTEM. GP-3  
 BT

~~SECRET~~  
~~SECRET~~

~~SECRET~~

~~SECRET~~  
UNCLASSIFIED

DOWNGRADED AT 12 YEAR  
INTERVALS; NOT AUTOMATICALLY  
DECLASSIFIED. DOD DIR 5800.10

| ACT      | INFO       |
|----------|------------|
| 100 CASC | 12 DM      |
| 152      | 12 DO      |
|          | <u>DXE</u> |

BRASMC  
68-550

UNCLASSIFIED

~~SECRET~~

NNNNPTTSZYUW RUMSCW4537 0660000-SSSS--RUMJDBA.

ZNY ~~00000~~

DE RUMSJS 0537 0661015

ZNY ~~00000~~

P 060840Z MAR 68

FM 100SRW OL 20 BIEN HOA AB RVN

TO 100SRW/DCM/DCO/DAVIS MONTHAN AFB ARIZ

BT

SUBJECT: ~~SECRET~~ OL-20C/MAR 68.

SUBJECT: AUGMENTEE PERSONNEL. REFERENCE (C) 100 DCM 012124Z MAR 68,

(C) 100 SRW OL-20C 021738Z MAR 68 AND (C) 100 DCM 051646Z MAR 68.

THIS MESSAGE IN TWO(2) PARTS. PART 1: OL-20 COMMANDER IS REDEPLOYING THE FOLLOWING LISTED AUGMENTEE PERSONNEL UNDER THE ASSUMPTION THAT COMPLETE MANNING FOR OL-8 AND THE OL-8 RECOVERY SITE WILL DEPLOY DIRECT FROM DAVIS-MONTHAN AFB WHEN REQUIRED. RETURN TRANSPORTATION WILL BE ON AN INDIVIDUAL STAND BY BASIS, EXCEPT FOR SGT GARY, DONALD H, AF14697909 WHO IS DEPARTING TAN SON NHUT AB AT 060155Z MARCH ON FLIGHT PLE 644. SGT GARY IS BEING AIR EVACUATED TO DAVID GRANT HOSPITAL AT TRAVIS AFB. REQUEST YOU NOTIFY FAMILY AND ADVISE FLT SURGEON ADAMS TO COORDINATE EARLIEST RETURN TO HOME STATION.

SSGT DECKER, ROSS D; SGT WELLS, WILBUR C; SSGT WADLEY WAYNE S; SGT ADAMS, JOEL L; SSGT CUNNINGHAM ROBERT L; SGT SEAMANS, DARWIN; SGT USALLE, JUAN C; SGT GARY DONALD H, NO REPLACEMENTS ARE REQUIRED FOR

B-107 173  
 ACT INFO  
 100CAS (4) 12 DM (1)  
 12 DM (1)  
 DXI (7)

BCASMC  
 68-945

PAGE 2 RUMSJS 0537 ~~SECRET~~  
 LISTED INDIVIDUALS.

PART 1: PERSONNEL NOW AT THE OL-8 RECOVERY SITE ARE CAPABLE OF SUPPORTING RECOVERY ACTIONS FOR TWO MISSIONS, A PRIMARY AND A SPARE. THIS ACTION WOULD ONLY BE TO RETRIEVE AND UPLOAD LAUNCHED SPA/S NOT REPEAT NOT TURN AROUND. PERSONNEL NOW IN PLACE ARE FROM OL-20

NORMAL ASSETS, THEY ARE

NAME/RANK/AFSN/AFSC/JOB TITLE

WESLEY J. GUTHALS/MAJ/FR65507/14352/GND RCO

JOSE A. MONTANO/SGT/AF18704458/40250/SCORER

RODNEY O. BENNETT/CSGT/AF28782330/44350/SPA CREW CHIEF

RONALD D. GRIM/SGT/AF17677788/44350/SPA CREW CHIEF

MY RECOMMENDATION IS THAT WE DEPLOY PROPERLY PROCESSED AND PREPARED INDIVIDUALS FROM DAVIS-MONTHAN AFB TO REPLACE THOSE NOW AT THE OL-20 RECOVERY SITE. THIS WOULD RETURN OL-20/DET-10 TO ITS NORMAL MANNING POSTURE. PLEASE ADVISE YOUR ACTIONS. GP-3.

BT

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

UNCLASSIFIED

~~SECRET~~

**SECRET**

NNNNPTISZYUW RUASCMW3258 0770000-SSSS--RUWJDBA.

ZNY ~~SSSS~~

DE RUWSJS 0961 3711320

ZNY ~~SSSS~~

P 111744Z MAR 68 ZDK

FM 100SRW OL 20 BIEN HOA AB RVN

TO 100STRATRECONWG/DCO/DCM/DAVIS MONTHAN AFB ARIZ

BT

S-0257 SPAR/PAR/100SRW OL-20 C

REFERENCE MY SECRET OL-20 C 060840Z MAR 68. NO ANSWER RECEIVED  
CONCERNING MY RECOMMENDATION IN PART II. NO FEEL THAT WE CAN  
SUPPORT ROTATION OF MAINTENANCE PERSONNEL TO OL-8 RECOVERY SITE  
FROM CURRENT OL-20 ASSETS. STILL RECOMMEND RELIEF FOR MAJOR  
GUTHALS COME FROM DAVIS-MONTHAN RESOURCES. OPERATION AT DET-18  
IS MARGINAL WITH ONLY ONE GRCO AVAILABLE FOR BOTH COMMAND AND  
OPERATIONS RESPONSIBILITIES. PLEASE ADVISE. GP-3  
BT

NNNN

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

UNCLASSIFIED

**SECRET**

17C  
MISC 242

ACT INFO  
100CNC(4) 12DM(1)  
DXT(3)

BERSMC  
68-1100

UNCLASSIFIED  
~~SECRET~~

18A

279

B

522

NNNNDT SZ YJW RUWJDBA 38/8 163000Z-SSSS--RUWJDBA.  
ZNY ~~SSSS~~ 220635Z F  
DE RUWJDBA 1648 000000Z  
ZNY ~~SSSS~~ 220635Z F  
FM 102STRATRECONGNG DL 20 SIEN HOA AB RVN  
TO RUCSRD/SRC OFFUTT AFB NEBR  
RUCSSB/SAC/DOCK/DONE/OFFU AFB NEBR  
RUWJDBA/15AF/DOF/MARCH AFB CALIF  
RUWJDBA/12SAB/100SRX/DAV MONTHA AFB ARIZ  
INFO RUHFCB/SAD IV ANDERSEN AFB GUAM  
RUHRT/SAC X RAY COMAND POST HICKAM AFB HAWAII  
RUHEDA/3960STRATWGNDRSEN AFB GUAM  
RUHGAG/DET 2/MILALFTWG WJKE ISLAND  
RUHALB/AFCC CLARK AFB PI  
RUHHABA/PACAF BASE CC HICKAM AFB HAWAII  
BT

| ACT          | INFO                 |
|--------------|----------------------|
| 100 CASE (7) | 12 DO (1)<br>DXI (1) |

~~SECRET~~ 22/100000Z/FEB 68.

A. REFERENCE:

A1. BUSY RELAY/29-68. OPREP 1A 0083 FEB 68.

D. FORCE:

D1. NO/TYPE VEHICLE/TAIR NO/FUNCTION /DEP BASE/ETD /ARR BASE/ETA

1/DC-130/612368/REDEPLOY/VBWH/230200Z/KOMA/252310Z

D2. UNIT CALL SIGN/SPECIAL TTICAL CALL SIGN

BCASMC  
68-784

PAGE 2 RUWJDBA 1648 ~~SECRET~~

READ 77/TWIG 69 VBWH-PGUA/TWIG 70-PGUA-PWAK/TWIG 71 PWAK-PHIK  
TWIG 72 PHIK-KOMA

E. ROUTE: SY RELAY ROUTE TO BE FLOWN DURING ENTIRE REDEPLOYMENT

E1. DEP BASE/ETO/ARR BASE/35-/ONF/ALT/FUEL RES ALT

VBWH/230200Z/PGUA/231015Z/MINUS 85/PGUM/15FZ/PWAXRPPYWTZ/INUS 150/2HRS

FUEL RES 22000 LB

PWAXRPPYWTZ/PHIK/241440Z/MINUS 110/PHNA/19000 LB

PHIK/251400Z/KD/252310Z/MINUS 58/KLUF/9500 LB

M. SAC RECOISSANCE RECALL WORD /SPECIAL MISSION RECALL WORDS  
RODERICK / AS ASSIGNED BY 14AF

Z. REMARKS:

Z1. 15AF IS EXECUT! AUTHORITY FOR ALL DEPLOYMENT LEGS.

Z2. REQUEST QUARTERS AT ANDERSEN AND HICKAM FOR 12 OFFICERS AND  
6 ENLISTED 1AW TIMING PARA E1.

GAEN  
BT

DECLASSIFIED AT 5 YEAR INTERVALS  
DECLASSIFIED AFTER 18 YEARS.  
DOD DIR 6200.10

~~SECRET~~ UNCLASSIFIED

**CONFIDENTIAL**

18B

UNCLASSIFIED

85 NNNNTPTTCZYUW RUMSCMU3267 5620000-SCCO-RUWJDBA.  
ZNY ~~SCCO~~  
DE RUMSJS 0203 0621740  
ZNY ~~SCCO~~  
P 021736Z OAR 68  
FM 100SRW OL 20 BIEN HOA AB RVN  
TO 100 STRATRECONWG // DCML/DCM/350C/ DAVIS MONTHAN AFB ARIZ  
BT

B 032

*ACT/INT*  
*TOO(2) Dmcl*  
*DRIC(3)*

~~CONFIDENTIAL~~ / 100SRW OL-20 C/MAR 68.  
REF 100DCML (C) 012124Z. THIS MSG IN TWO PARTS.  
PART I. ACKNOWLEDGE REPLACEMENT AUGMENTEES FOR SSGT DECKER,  
SSGT WADLEY, SSGT WELLS, SSGT ADAMS. NO INFO ON SSGT CUNNINGHAM'S  
REPLACEMENT. QUESTION EXTENSION ORDERS FOR SSGT SEAMONS AND  
SGT UBALLE. THESE PEOPLE WERE TOLD THAT THEIR TOUR WOULD BE A  
MAX OF THIRTY DAYS. THEY HAD A MAX OF TEN-HOURS NOTICE PRIOR TO  
DEPLOYMENT AND WERE SENT WITHOUT RECORDS OF ANY KIND NOR ANY  
CHANCE TO PUT PERSONAL AND FINANCIAL AFFAIRS IN ORDER. THIS IS A  
DEFINITE MORALE PROBLEM. FURTHER, SEAMONS AND UBALLE (ALSO WADLEY)  
WERE SOME OF THE FEW PEOPLE WHO SURVIVED THE DIRECT ROCKET HIT ON  
THEIR BUNKER AND THEIR FULL UTILIZATION IS QUESTIONABLE SHOULD  
THE ATTACKS CONTINUE. RECOMMEND THEY BE RETURNED WITH FELLOW  
AUGMENTEES.  
PART II. FOR COL NAKIS. SINCE BECKNERS CREW REPLACEMENTS WILL  
ARRIVE LATER THAN ORIGINALLY SCHEDULED MSGT HULBERT REQUESTS THAT

PAGE 2 RUMSJS 0203 ~~CONFIDENTIAL~~  
HIS RETURN DATE TO THE QUADRON E VHANGED TO 20 APRIL. IF NOT  
POSSIBLE REQUEST SSGT FINDERBURKE SUBSTITUTE FOR MSGT HULBERT  
WHO COULD THEN REDEPLOY WITH MCGLOHONS CREW O/A 15 MARCH. IN  
ANY EVENT PLEASE NOTIFY JULBERT'S WIFE OF DECISION. GP-1  
BT

NNNN

EXCLUDED FROM AUTOMATIC  
REGRADING; DOD DIR 5200.10  
DOES I.O. AP LY

UNCLASSIFIED

**CONFIDENTIAL**

UNCLASSIFIED

19A

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

ACT  
100 CASC (1)  
INFO  
12C  
12 DO  
12 DM  
DCL

M-264

PTTSZYU RUMSCVU1365 3372222-SSSS--RUMJDBA.

ZNY ~~SSSS~~

DE RUMSJS 2469 33721523

ZNY ~~SSSS~~

P-271138Z JAN 68

FM 122334Z OL 21 BIEN HOA AB RVN

TO RUMJDBA/12SAD DAVIS MONTHAN AFB ARIZ

RUMJDBA/12STRATRECONAG/C/DCO/DAVIS MONTHAN AFB ARIZ

BT

OL-21/JAN 68.

FOLLOWING MESSAGE FROM 7AF IS QUOTED FOR YOUR INFO; QUOTE;

SC 7AF/OI.

FROM GENERAL KEEGAN. QACAF FOR GENERAL TRIANTAFELLU, CINCPAC  
FOR GENERAL PETERSON. BIEN HOA FOR OL-21. Q423 2 JAN BUMBLE BUG  
PRODUCED EXCEPTIONAL RESULTS INCLUDING FIRST GOOD BOA OF DOWMER  
BRIDGE, JCS21 AND 19 SINCE DECEMBER STRIKES. MUCH APPRECIATED  
HERE UNQUOTE. GP-3.

BT

~~SECRET~~

B-089

BCAS  
68-6

68-68

~~SECRET~~

UNCLASSIFIED

UNCLASSIFIED

~~SECRET~~

PTTSZYUW RUEFHQA2345 0401700-SSSS--RUMJDBA.

ZNY ~~SSSS~~

P 091650Z FEB 68

FM CSAF

TO RUCSAAA/SAC/DO/DW/DPL

RUEDFIA/AFLC/MCM

RUHHABA/PACAF

RUNJHEA/AFLC LOR NAV COM JTA SAN DIEGO CALIF

RUMSBJ/7AF TAN SON NHUT AB VIETNAM

RUABKNA/15AF MARCH CALIF

RUMSJS/100 SRW BIEH HOA AB RVN

RUMJDBA/12SAD DAVIS MONTAN AFB ARIZ

RUMHP3/366 CSG DA NANG AB RVN /SAC DET 10

RUMJDBA/100 SRW DAVIS MONTAN AFB ARIZ

BT

~~SECRET~~ AFXOP.

SUBJECT: COMBAT BUG (U)

1. THE OPERATIONAL ACHIEVEMENTS IN THE DRONE RECONNAISSANCE PROGRAM IN RECENT WEEKS HAVE BEEN MOST GRATIFYING. OF PARTICULAR SIGNIFICATION ARE THE FOLLOWING ITEMS:

A. THE SUCCESSFUL RECOVERY OF 17 OF THE LAST 18

PAGE 2 RUEFHQA2345 ~~SECRET~~

(95 PCT) OF THE LOW ALTITUDE DRONES THAT PENETRATED NORTH VIETNAM.

B. THE SUCCESSFUL LAUNCH AND RECOVERY OF FOUR DRONE MISSIONS IN ONE DAY.

C. THE 100TH SUCCESSFUL WARS CATCH AT DA NANG ON 6 FEB 68.

2. THE INTELLIGENCE INFORMATION OBTAINED FROM THE DRONE RECONNAISSANCE MISSIONS HAS BEEN BROUGHT TO THE ATTENTION OF THE HIGHEST RANKING MILITARY AND CIVILIAN OFFICIALS IN THE WASHINGTON AREA.

3. THE SUCCESSFUL MISSION COMPLETION OF AN UNMANNED SYSTEM REQUIRES THE HIGHEST PROFESSIONALISM ON THE PART OF ALL CONCERNED, IN THE COMMAND, OPERATIONAL, MAINTENANCE, SUPPORT AND TRAINING AREAS. EACH PERSON ASSOCIATED WITH SUPPORTING THE COMBAT BUG PROGRAM IS TO BE CONVEYED, CONTINUED EFFORTS TO SUSTAIN AND IMPROVE THE COMBAT BUG OPERATION IS ESSENTIAL TO PRESERVE THIS INVALUABLE SOURCE OF INTELLIGENCE INFORMATION. GP3.

BT

19B  
~~SECRET~~

ACT  
100 CASG  
B  
INFO  
DXT  
12 DM  
210000

~~SECRET~~

BEASNE  
68-590  
(590)

~~SECRET~~

UNCLASSIFIED

~~SECRET~~

NNNN

UNCLASSIFIED

19C

Mr-818

~~SECRET~~

PTTSZYUW RUCSAAA0573 245215Z-SSSS--RUMJ3A.  
ZNY: ~~SSSS~~

P 142135Z FEB 68.

FM SAC

TO RUVSJS/1225RA OL 20 BIEN HOA A3 RVN

RUMHP3/365053 SAC DET 18 DA NANG A3 RVN

INFO RUMJ3A/1225RA DVAFB ARIZ

RUMJ3A/125AD DVAFB ARIZ

RUM3KNA/15AF DO MARCH AFB CALIF

BT

S ~~SECRET~~ DO

SUBJECT: COMBAT BUG (U)

IT IS MOST GRATIFYING TO INCORSE THE JANUARY DRONE PERFORMANCE  
CONVENED IN HQ USAF VESSAGE AFKOP 291650Z FEB 68. KEEP UP  
THE GOOD WORK.

GP 3

BT

Act/In FB -324  
TOOUI/DO U  
Dmci  
O 71(1)

68-583

~~SECRET~~

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

UNCLASSIFIED

~~SECRET~~

UNCLASSIFIED

19D

NNNNCZ CD OA 637

RTTSZ YUM RUW9KNA6395 0311985-SSSS--RUWJDBA.

ZNY ~~SECRET~~

R 311832Z JAN 68

FM 15AF MARCH AFB CALIF

TO RUMSJS/OL-20/C/BIEN HOA AB RVN

RUMHPB/100SRW/OL 20 DET 10/C/DA NANG AB RVN

INFO RUWJDBA/12SAD/C/DAVIS MONTHAN AFB ARIZ

RUWJDBA/100SRW/C/DAVIS MONTHAN AFB ARIZ

RUCSRD/SRC OFFUTT AFB NEBR

BT

~~SECRET~~ SPAR LINDIS C

SUBJECT: BUMBLE BUG (U). PERSONAL FROM GENERAL MARTIN TO

LT COLONEL STEFANIK, MAJOR WILLIAMS, AND YOUR PERSONNEL.

I WJNT TO EXPRESS MY APPRECIATION AND CONGRATULATE YOU MN THE SUCCESSFULLY LAUNCH AND RECOVERY OF FOUR OPERATION DRONES ON 30 JAN THIS IS A FIRST IN THE DRONE PROGRAM AND WAS ACCOMPLISHED ONLY BY KOMPLETE DEDICATION OF ALL BUMBLE BUG PERSONNEL. YOUR ATTENTION TO DETAIL AND ABSOLUTE MOTIVATION TO ACCOMPLISHMENT OF THE TASK ARE ESPECIALLY NOTEWORTHY WHILE OPERATING IN A COMBAT SITUATION.

I AM PROUD OF YOUR COMMAND. GP-3

BT

~~SECRET~~

~~SECRET~~

*Inf*  
*1000*  
*1000*  
*15*

*QASMC*  
*68-434*  
DOWNGRADE  
INTERVALS: NOT AUTOMATICALLY  
DECLASSIFIED. DOD DIR 6200.10

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20/

1 December 1967

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PREFACE

u  
(S)

The data contained in this document comprise a summary of major aspects of Model 147 Programs under contract to Ryan Aeronautical Company by the United States Air Force.

u  
(S)

The information herein is intended for use of those Air Force commands and agencies having a need for planning and/or programming information concerning Model 147 Special Purpose Aircraft.

(U) Periodic revisions to assure currency of all information will be promulgated by AFLCLOR. Instructions pertinent to revisions, distribution, and destruction are contained in Section VII hereof.

(U) This document contains information affecting the national defense of the United States within the meaning of the Espionage Laws, Title 18, U. S. C., Section 793 and 794. Its transmission or the revelation of its contents in any manner to an unauthorized person is prohibited by law.

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*R. M. Brewis*  
R. M. Brewis  
Lt. Col. USAF  
Chief AFLCLOR

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20 February 1963

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## INTRODUCTION TO SECTION I

This section contains a brief description of the major system configurations and their basic mission. Included is a summary of performance capabilities, SPA description, Nav Aids, and Scorer description.

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SPECIAL PURPOSE AIRCRAFT 147T

- (S) u The SPA is a jet-propelled, pilotless aircraft with a single, swept-back wing and swept-back vertical and horizontal stabilizers. The SPA is designed for air launch from a DC130 aircraft and is controlled by a self-contained guidance and flight programming system through an airspeed-controlled climb and cruise-climb on a predetermined course. It is recoverable by parachute and will be retrieved by mid-air pick-up, using an appropriately configured helicopter, or will continue descent on the parachute for a surface recovery.
- (U) The SPA will be powered by one Continental Aviation and Engineering Corporation Model CAE 356-28A Turbojet Engine with a sea-level thrust of 2,800 pounds.
- (S) u The primary mission of the SPA is to conduct high-altitude, long-range, aerial photographic reconnaissance utilizing a high-resolution camera system.

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MODEL 147T

CAPABILITY:

High-Altitude Photographic  
Reconnaissance

NAV AIDS:

523 Doppler with Cross-  
Tracker, MCGS, E1025-  
mer, MA-1 Compass, P  
Locator Beacon

DESCRIPTION:

LENGTH: 29.6 feet  
SPAN: 32.0 feet  
HEIGHT: 6.55 feet  
ENGINE: CAE 356-28A  
GROSS WEIGHT: 3594.3 pounds

CAMERAS:

HR 338A  
Framing

CAMERA STATIONS

One

NIGHT ILLUMINATION:

None

OTHER SENSORS:

None

PERFORMANCE:

SPEED: 430 KTAS  
ALTITUDE: 69,000 feet (mid-range);  
60,300 at 200 nm;  
72,300 at fuel-out  
RANGE: 2,200 nautical miles

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MODEL 147T

|            |                                                                     |                     |                                                                                                                             |
|------------|---------------------------------------------------------------------|---------------------|-----------------------------------------------------------------------------------------------------------------------------|
| LITY:      | High-Altitude Photographic<br>Reconnaissance                        | NAV AIDS:           | 523 Doppler with Cross-Correlation<br>Tracker, MCGS, E1025-7 Program-<br>mer, MA-1 Compass, Post-Recovery<br>Locator Beacon |
| PTION:     |                                                                     | CAMERAS:            | HR 338A<br>Framing                                                                                                          |
| NGTH:      | 29.6 feet                                                           | CAMERA STATIONS     | One                                                                                                                         |
| N:         | 32.0 feet                                                           | NIGHT ILLUMINATION: | None                                                                                                                        |
| GHT:       | 6.55 feet                                                           | OTHER SENSORS:      | None                                                                                                                        |
| INE:       | CAE 35G-28A                                                         |                     |                                                                                                                             |
| SS WEIGHT: | 3594.3 pounds                                                       |                     |                                                                                                                             |
| MANANCE:   |                                                                     |                     |                                                                                                                             |
| ED:        | 430 KTAS                                                            |                     |                                                                                                                             |
| ITUDE:     | 69,000 feet (mid-range);<br>66,300 at 200 nm;<br>72,300 at fuel-out |                     |                                                                                                                             |
| GE:        | 2,200 nautical miles                                                |                     |                                                                                                                             |

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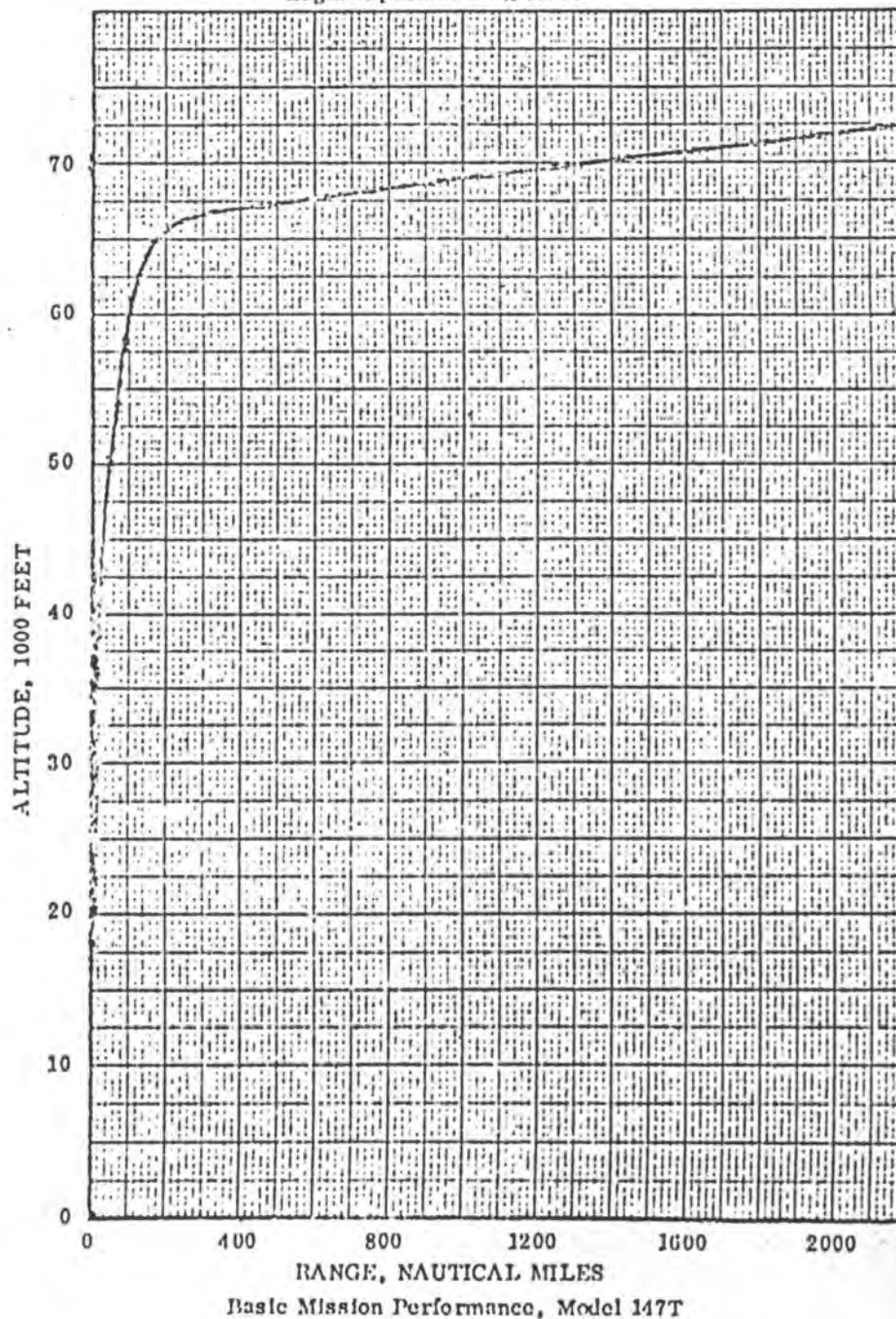
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Continental 35G-28A Engine  
1962 U.S. Standard Atmosphere  
Engine Speed at 100% RPM



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MODEL 147T CAMERA

CAMERA DESIGNATION:  
HR 33SA (Hycon)

DIC:  
Rocking camera, 12 mrad/sec., fixed

FOCAL LENGTH:  
24 inches, f/8

RESOLUTION AWAIR:  
Lines/mm 40 L/mm

FILM LOAD:  
9 inches x 1500 feet, Type 3400 or 3401

USE:  
High altitude

FORMAT SIZE:  
9 inches x 9 inches

REMARKS:  
Data recording: clock, counter, card,  
position, vacuum

EXPOSURES AVAILABLE:  
1890

Camera indexes through five positions  
lateral coverage of 90 degrees  
Model 147H & T

RECYCLE TIME:  
3.1 seconds

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MODEL 147T CAMERA

DESIGNATION:  
IR 339A (Hycon)

DIC:  
Rocking camera, 12 mrad/sec., fixed

ENGTH:  
4 inches, f/8

RESOLUTION AWA:  
Lines/mm 40 L/mm

AD:  
Inches x 1500 feet, Type 3400 or 3401

USE:  
High altitude

SIZE:  
Inches x 9 inches

REMARKS:  
Data recording: clock, counter, card, camera  
position, vacuum

ES AVAILABLE:  
300

Camera indexes through five positions for a total  
lateral coverage of 90 degrees

Model 147H & T

TIME:  
1 seconds

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SPECIAL PURPOSE AIRCRAFT 147SA 1 - 40

u  
(S) ~~The SPA is a jet-propelled, unmanned, reconnaissance aircraft with a~~  
~~single swept-back wing and swept-back vertical and horizontal stabilizer.~~  
The SPA is air launched from a DC130 and is controlled by a self-contained guidance and programmer system to fly at both low and high altitudes. The primary payload is a high-resolution aerial camera system. The primary mission segment (low level) utilizes a multiple-altitude control system with the desired altitudes preset into the autopilot.

u  
(S) Three preset altitudes are available to program in any desired combination. Turns are controlled by a preset angle of bank. The basic mission profile is a preprogrammed, low-altitude, aerial photographic mission followed by a climb to high altitude and a cruise-climb to a mid-air, land or water recovery.

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MODEL 147SA 1 THROUGH 40

|               |                                             |                     |                                                                  |
|---------------|---------------------------------------------|---------------------|------------------------------------------------------------------|
| CAPABILITY:   | Low-Altitude Photographic<br>Reconnaissance | NAV AIDS:           | 523 Doppler, M<br>X200-19 Progr<br>Post Recovery<br>Beacon, MA-1 |
| DESCRIPTION:  |                                             |                     |                                                                  |
| LENGTH:       | 28.5 feet                                   |                     |                                                                  |
| SPAN:         | 12.9 feet                                   | CAMERAS:            | F415Y<br>Panoramic                                               |
| HEIGHT:       | 6.65 feet                                   |                     |                                                                  |
| ENGINE:       | J69-T-41A                                   | CAMERA STATIONS:    | One                                                              |
| GROSS WEIGHT: | 3077 pounds                                 | NIGHT ILLUMINATION: | None                                                             |
|               |                                             | OTHER SENSORS:      | None                                                             |
| PERFORMANCE:  |                                             |                     |                                                                  |
| SPEED:        | 420-560 KTAS (low altitude)                 |                     |                                                                  |
| ALTITUDE:     | 2,000 feet (scoring)                        |                     |                                                                  |
| RANGE:        | 154 nm (low altitude)<br>640 nm Total       |                     |                                                                  |

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20 February 1968

MODEL 147SA 1 THROUGH 40

|               |                                             |                     |                                                                                            |
|---------------|---------------------------------------------|---------------------|--------------------------------------------------------------------------------------------|
| ABILITY:      | Low-Altitude Photographic<br>Reconnaissance | NAV AIDS:           | 523 Doppler, MACS,<br>X200-19 Programmer,<br>Post Recovery Locator<br>Beacon, MA-1 Compass |
| DESCRIPTION:  |                                             |                     |                                                                                            |
| LENGTH:       | 29.5 feet                                   |                     |                                                                                            |
| SPAN:         | 12.9 feet                                   | CAMERAS:            | F415Y<br>Panoramic                                                                         |
| HEIGHT:       | 6.65 feet                                   |                     |                                                                                            |
| ENGINE:       | J69-T-41A                                   | CAMERA STATIONS:    | One                                                                                        |
| GROSS WEIGHT: | 3677 pounds                                 | NIGHT ILLUMINATION: | None                                                                                       |
|               |                                             | OTHER SENSORS:      | None                                                                                       |
| PERFORMANCE:  |                                             |                     |                                                                                            |
| SPEED:        | 420-560 KTAS (low altitude)                 |                     |                                                                                            |
| ALTITUDE:     | 2,000 feet (scoring)                        |                     |                                                                                            |
| RANGE:        | 154 nm (low altitude)<br>640 nm Total       |                     |                                                                                            |

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20 F

MODEL 147S CAMERA

CAMERA DESIGNATION:  
Fairchild Panoramic, F415-Y

FOCAL LENGTH:  
3 inches, f/2.8

FILM LOAD:  
70 mm, 1800 feet, Type 3401

FORMAT SIZE:  
2.25 x 9.4 inches

EXPOSURES AVAILABLE:  
2080

RECYCLE TIME:  
.63 to 3.1 cps (autocycle only).

DIC:  
Moving lens, rate corrected across total  
0.19 to 0.93 radians/second

RESOLUTION AWAIR:  
Lines/mm 30 L/mm

USE:  
Low altitude - day

REMARKS:  
Model 147S A, B, C  
Modified KA-60A  
Single camera per drone oriented transverse  
to the line of flight  
Incorporates integral automatic  
exposure control

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MODEL 147S CAMERA

DESIGNATION:

Archild Panoramic, F415-Y

LENGTH:

inches, f/2.8

D:

mm, 1800 feet, Type 3401

SIZE:

25 x 9.4 inches

AVAILABLE:

60

TIME:

to 3.1 cps (autocycle only).

DIC:

Moving lens, rate corrected across total format,  
0.19 to 0.93 radians/second

RESOLUTION AWAIR:

Lines/mm 30 L/mm

USE:

Low altitude - day

REMARKS:

Model 147S A, B, C

Modified KA-G0A

Single camera per drone oriented transverse  
to the line of flight

Incorporates integral automatic  
exposure control

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SPECIAL PURPOSE AIRCRAFT 147SB 1 - 40

(S) <sup>u</sup> The SPA is a jet-propelled, unmanned, reconnaissance aircraft with a single, swept-back wing and swept-back vertical and horizontal stabilizers. The SPA is air launched from a DC130 and is controlled by a self-contained guidance and programmer system to fly at both low and high altitudes. The primary payload is a high-resolution aerial camera system. The primary mission segment (low level) utilizes a multiple-altitude control system with the desired altitudes preset into the autopilot. These altitudes can be programmed in any desired combination. Turns are controlled by a preset turn rate gyro with bank angles of up to 45 degrees. The basic mission profile is a preprogrammed, low-altitude aerial photographic mission followed by a climb to high altitude and a cruise climb to a mid-air, land or water recovery.

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MODEL 147SB 1 - 40

|             |                                             |           |                                                                                                        |
|-------------|---------------------------------------------|-----------|--------------------------------------------------------------------------------------------------------|
| CAPABILITY: | Low-Altitude Photographic<br>Reconnaissance | NAV AIDS: | 523 Doppler, X200-04<br>Programmer, Post-Rel<br>Locator Beacon, MA-1<br>Yaw Rate Gyro, Incre-<br>Angle |
|-------------|---------------------------------------------|-----------|--------------------------------------------------------------------------------------------------------|

DESCRIPTION:

|               |             |                     |                    |
|---------------|-------------|---------------------|--------------------|
| LENGTH:       | 23.5 feet   | CAMERAS:            | F415Y<br>Panoramic |
| SPAN:         | 12.9 feet   | CAMERA STATIONS:    | One                |
| HEIGHT:       | 6.65 feet   | NIGHT ILLUMINATION: | None               |
| ENGINE:       | J69-T-41A   | OTHER SENSORS:      | None               |
| GROSS WEIGHT: | 3077 pounds |                     |                    |

PERFORMANCE:

|           |                                       |
|-----------|---------------------------------------|
| SPEED:    | 420-560 KTAS (low altitude)           |
| ALTITUDE: | Scoring 2,000 feet                    |
| RANGE:    | 154 nm (low altitude)<br>640 nm Total |

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SPECIAL PURPOSE AIRCRAFT 147SC (1-35)

(S) The SPA is a jet-propelled, unmanned, reconnaissance aircraft with a single, swept-back wing and swept-back vertical and horizontal stabilizers. The SPA is air launched from a DC-130, and is controlled by a self-contained cross-correlation doppler and digital programmer system to fly at both low and high altitudes. The primary mission segment (low level) utilizes a multiple-altitude control system with the desired altitudes preset into the autopilot. These altitudes can be programmed in any desired combination. Turns are controlled by a preset turn rate gyro with bank angles of up to 45 degrees. The basic mission profile is a preprogrammed, low-altitude aerial photographic mission followed by a climb to high altitude and a cruise climb to a mid-air, land or water recovery.

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MODEL 147SC 1 thru 35

CAPABILITY:

Low-Altitude Photo-  
graphic Reconnaissance

NAV AIDS:

523 Cross-C  
Doppler, CO  
Programme  
Locator Bea  
Compass, Y  
Increased B

DESCRIPTION:

LENGTH: 28.3 feet  
SPAN: 12.9 feet  
HEIGHT: 6.65 feet  
ENGINE: J69-T-11A  
GROSS WEIGHT: 3077 lbs.

CAMERAS:

F415Y Pano

CAMERA STATIONS: One

NIGHT ILLUMINATION: None

OTHER SENSORS: None

PERFORMANCE:

SPEED 420 - 560 KTAS (low altitude)  
ALTITUDE: Scoring 2,000 feet  
RANGE: 154 NM (low altitude)  
650 NM Total

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MODEL 147SC 1 thru 35

CAPABILITY: Low-Altitude Photo-graphic Reconnaissance

NAV AIDS:

523 Cross-Correlation  
Doppler, COS Digital  
Programmer, Post Recovery  
Locator Beacon, MA-1  
Compass, Yaw Rate Gyro,  
Increased Bank Angle

DESCRIPTION:

LENGTH: 28.5 feet

SPAN: 12.9 feet

HEIGHT: 6.65 feet

ENGINE: J69-T-41A

GROSS WEIGHT: 3077 lbs.

CAMERAS:

F415Y Panoramic

CAMERA STATIONS: One

NIGHT ILLUMINATION: None

OTHER SENSORS: None

PERFORMANCE:

SPEED 420 - 560 KTAS (low altitude)

ALTITUDE: Scoring 2,000 feet

RANGE: 154 NM (low altitude)  
630 NM Total

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SPECIAL PURPOSE AIRCRAFT 147 SRE

(S) The SPA is a jet-propelled, unmanned, reconnaissance aircraft with a single swept-back wing and swept-back vertical and horizontal stabilizers. It is basically a 147S with a covert night IR photographic system installed in lieu of a F415Y. The SPA is air launched from a DC130 and is controlled by a self-contained guidance and programmer system to fly at both low and high altitudes. The primary payload is a high-resolution aerial camera system, together with a night IR illumination system for night reconnaissance. The primary mission segment (low level) utilizes a multiple-altitude control system, with the desired altitudes preset into the autopilot. Three preset altitudes are available to program in any desired combination. Turns are controlled by a preset turn rate gyro with bank angles up to 45 degrees. The basic mission profile is a preprogrammed, low-altitude, night aerial photographic mission followed by a climb to high altitude and a cruise-climb to mid-air, land, or water recovery.

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MODEL 147 SRE

CAPABILITY: Low-Level Night Photographic Mission

NAV AIDS:

523 Doppler, MAC  
048-1 Programme  
Recovery Locator  
MA-1 Compass, Y  
Gyro, Increased

DESCRIPTION:

LENGTH: 28.5 feet  
SPAN: 12.0 feet  
HEIGHT: 6.65 feet  
ENGINE: J69-T-41A  
GROSS WEIGHT: 3362 pounds

CAMERAS:

Two CA-120E, Fo

CAMERA STATIONS:

One (Split Vertical

NIGHT ILLUMINATION: Electronic Night Il  
System (NIS) with

PERFORMANCE:

OTHER SENSORS:

None

SPEED: 400-420 KTAS (Nominal Scoring  
Speed)  
ALTITUDE: 1,500 to 2,500 feet (Scoring)  
RANGE: 154 nm at Low Altitude - Total 620 nm

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MODEL 147 SRE

CAPABILITY: Low-Level Night Photographic Mission

NAV AIDS:

523 Doppler, MACS, X200-048-1 Programmer, Post-Recovery Locator Beacon, MA-1 Compass, Yaw Rate Gyro, Increased Bank Angle

DESCRIPTION:

LENGTH: 28.5 feet

SPAN: 12.9 feet

HEIGHT: 6.65 feet

ENGINE: J69-T-41A

GROSS WEIGHT: 3362 pounds

CAMERAS:

Two CA-120E, Focused for Infra Red

CAMERA STATIONS:

One (Split Vertical)

NIGHT ILLUMINATION: Electronic Night Illumination System (NIS) with RG-695 Filter

PERFORMANCE:

SPEED: 400-420 KTAS (Nominal Scoring Speed)

ALTITUDE: 1,500 to 2,500 feet (Scoring)

RANGE: 154 nm at Low Altitude - Total 620 nm

OTHER SENSORS:

None

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MODEL 147 SRE CAMERA  
(INFRA RED)

CAMERA DESIGNATION:

CA-120E (Chicago Aerial Industries)  
(Focused for IR)

IMC:

None

FOCAL LENGTH:

98 mm, f/1.4

RESOLUTION AWAIR:

Lines/mm 15 L/mm

FILM LOAD:

70 mm, 130 feet, Type 54-24

USE:

Low Altitude - Night

FORMAT SIZE:

2.25 x 2.25 inches

REMARKS:

Model 147 SRE  
IR Illumination - Xenon Strobe  
RQ 695 IR Filter  
Two cameras per installation  
Alternate firing  
60 degrees lateral coverage

EXPOSURES AVAILABLE:

600 each camera

RECYCLE TIME:

0.48 second/flash

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MODEL 147 SRE CAMERA  
(INFRA RED)

CAMERA DESIGNATION:

CA-120E (Chicago Aerial Industries)  
(Focused for IR)

IMC:

None

FOCAL LENGTH:

98 mm, f/1.4

RESOLUTION AWAIR:

Lines/mm 15 L/mm

FLM LOAD:

70 mm, 130 feet, Type 54-24

USE:

Low Altitude - Night

FORMAT SIZE:

2.25 x 2.25 inches

REMARKS:

Model 147 SRE  
IR Illumination - Xenon Strobe (2000 joules),  
RQ 695 IR Filter  
Two cameras per installation - split vertical  
Alternate firing  
60 degrees lateral coverage

EXPOSURES AVAILABLE:

600 each camera

CYCLE TIME:

0.48 second/flash

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SPECIAL PURPOSE AIRCRAFT 147NQ

- (5) The SPA is a jet-propelled, unmanned, remote-controlled vehicle capable of performing low-altitude reconnaissance/decoy missions. The aircraft is a BQM-34A target drone whose performance has been enhanced by the addition of microwave command guidance and control, additional fuel, and a high-resolution panoramic sensor. The special equipment has been added without increasing the overall size of the vehicle, thereby raising the probability of survival.
- (5) The SPA is designed to be air launched and flown through the mission by an airborne or ground-based controller. Increased bank angles for better turn performance and a high-altitude climb-out and return to a surface recovery are features of the vehicle.

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MODEL 147NQ

20 Fe

CAPABILITY: Low-Altitude Photographic  
Reconnaissance

NAV AIDS:

Microwave Com  
Guidance System

DESCRIPTION:

CAMERAS:

One KA-60A Pa

LENGTH: 22.95 feet

SPAN: 12.9 feet

HEIGHT: 6.65 feet

ENGINE: J69-T-29

GROSS WEIGHT: 2260 pounds

CAMERA STATIONS: One

NIGHT ILLUMINATION: None

OTHER SENSORS: None

PERFORMANCE:

SPEED: 450 to 520 KTAS

ALTITUDE: 2,000 feet msl (Scoring) 50K feet msl, Cruise-Climb Mode

RANGE: 690 nm (max.) with 50 nm low-level leg

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MODEL 147NQ

ABILITY: Low-Altitude Photographic  
Reconnaissance

NAV AIDS:

Microwave Command  
Guidance System

DESCRIPTION:

CAMERAS:

One KA-60A Panoramic

LENGTH: 22.95 feet

CAMERA STATIONS: One

SPAN: 12.9 feet

NIGHT ILLUMINATION: None

HEIGHT: 6.65 feet

ENGINE: J69-T-29

OTHER SENSORS: None

GROSS WEIGHT: 2260 pounds

PERFORMANCE:

SPEED: 450 to 520 KTAS

ALTITUDE: 2,000 feet msl (Scoring) 50K feet msl, Cruise-Climb Mode

RANGE: 690 nm (max.) with 50 nm low-level leg

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MODEL 147NQ CAMERA

CAMERA DESIGNATION:

Fairchild Panoramic, KA-60(A)

FOCAL LENGTH:

3 inch, f/2.8

FILM LOAD:

70 mm, 500 feet, Type 3401

FORMAT SIZE:

2.25 x 9.4 inches

EXPOSURES AVAILABLE:

575

RECYCLE TIME:

1 cps to 5 cps (autocycle)

1 cps to 1 cycle/60 seconds (pulse)

IMC:

Moving lens, rate corrected across t  
(autocycle mode only) 0.3 to 1.5 radi

RESOLUTION AWAIR:

Line/mm 35 L/mm

USE:

Low Altitude - Day

REMARKS:

Model 147NQ

Incorporates integral automatic expos  
control

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MODEL 147NQ CAMERA

CAMERA DESIGNATION:

Fairchild Panoramic, KA-60(A)

FOCAL LENGTH:

3 inch, f/2.8

FILM LOAD:

70 mm, 500 feet, Type 3401

FORMAT SIZE:

2.25 x 9.4 inches

EXPOSURES AVAILABLE:

575

RECYCLE TIME:

1 cps to 5 cps (autocycle)

1 cps to 1 cycle/60 seconds (pulse)

IMC:

Moving lens, rate corrected across total format  
(autocycle mode only) 0.3 to 1.5 radians/second

RESOLUTION AWAIR:

Line/mm 35-L/mm

USE:

Low Altitude - Day

REMARKS:

Model 147NQ  
Incorporates integral automatic exposure  
control

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HIGH-ALTITUDE THREAT-REACTION AND  
COUNTERMEASURES SYSTEM  
(HAT-RAC)

u  
(S) The HAT-RAC System is designed to degrade severely, by appropriate SPA maneuvers, the two basic threats to the Model 147H high-altitude SPA. The two threats are the Soviet-supplied SA-2, S-band, surface-to-air missile (SAM) system and the Soviet-supplied MIG 19 and MIG 21 interceptor aircraft.

u  
(S) The HAT-RAC equipment installed in the Model 147H SPA has the capability to detect and identify through reception and correlation of the radiation associated with these two weapons systems. Upon identification, the SPA can degrade their effectiveness by appropriate maneuvers employed at the proper time in the threat/penetrator engagement sequence.

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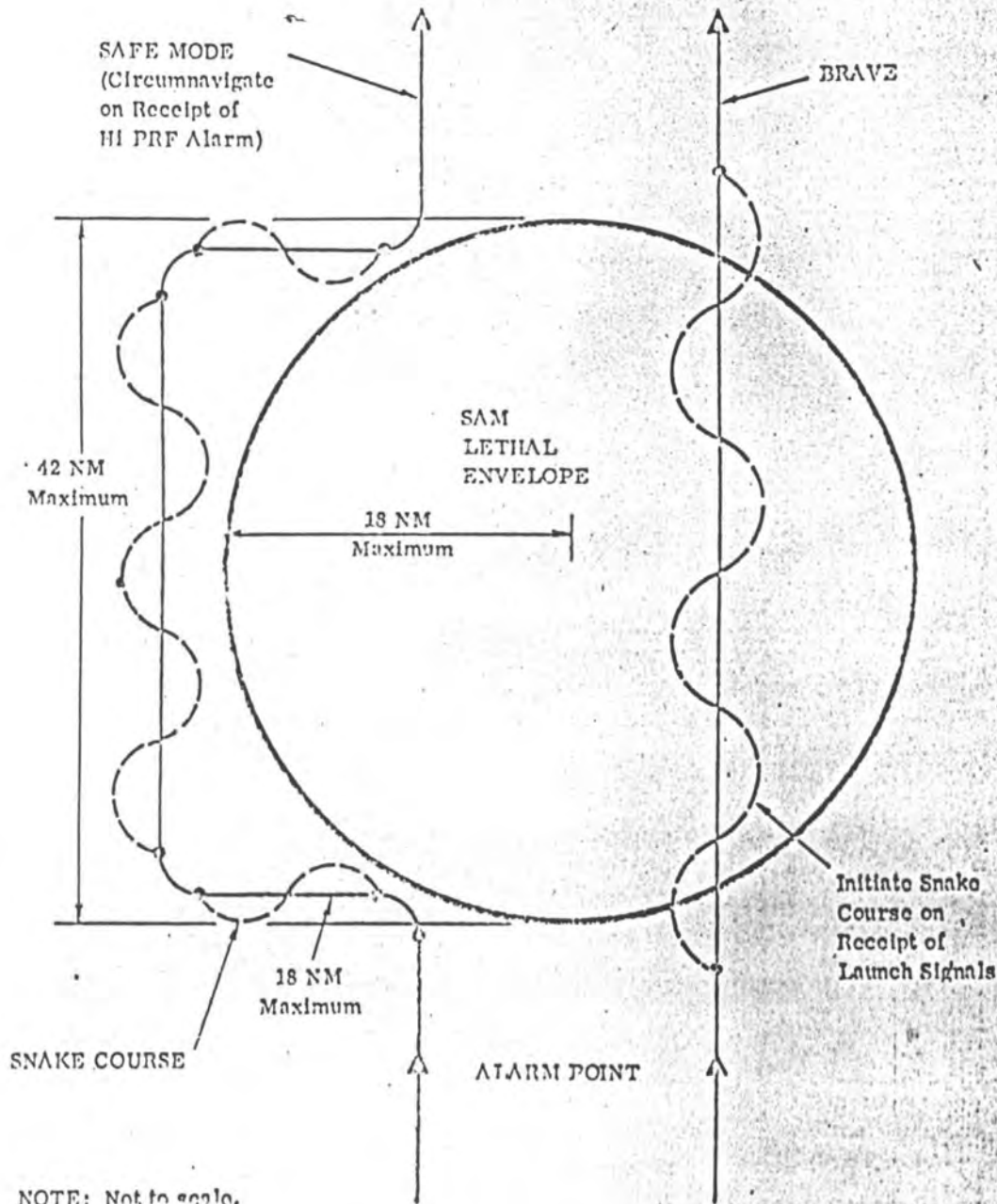
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Maneuver Plan View, HIAT-RAC

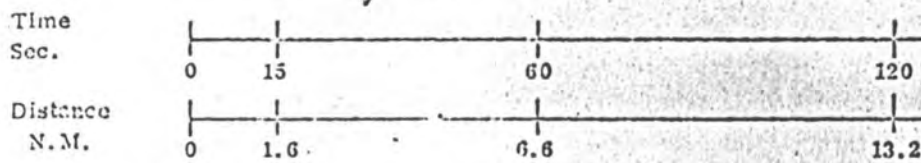
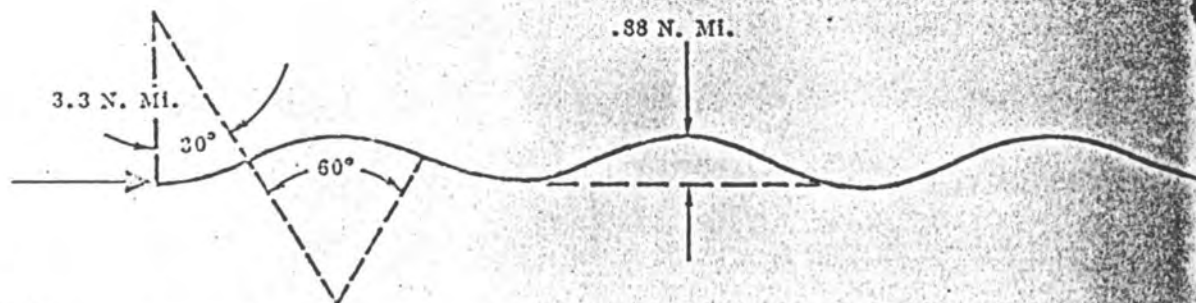
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|             |   |            |
|-------------|---|------------|
| Bank Angle  | = | 40°        |
| Turn Radius | = | 3.3 N. MI. |
| Turn Rate   | = | 2°/Sec.    |
| Roll Rate   | = | 30°/Sec.   |
| Load Factor | = | 1.3 G's    |

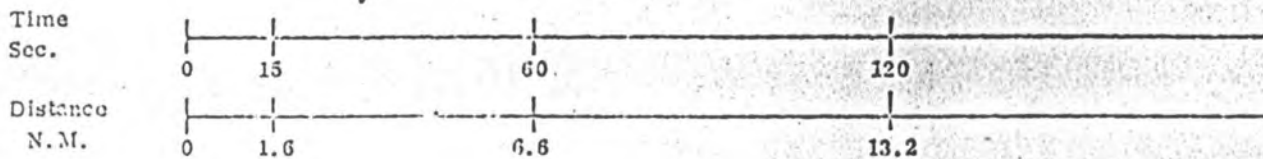
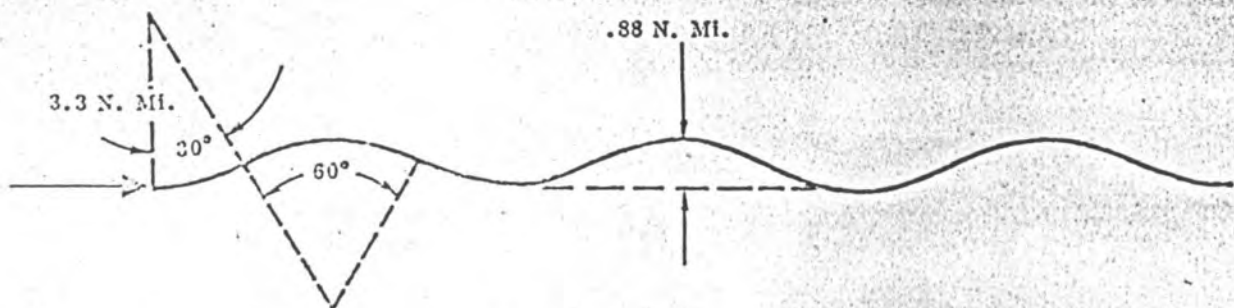
Maneuver Plan View, IAT-RAC

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Bank Angle = 40°  
 Turn Radius = 3.3 N. Mi.  
 Turn Rate = 2°/Sec.  
 Roll Rate = 30°/Sec.  
 Load Factor = 1.3 G's

Maneuver Plan View, MAT-RAC

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DEFINITION OF HAT-RAC MANEUVERS:

(8) u  
The expressed primary area of interest is definition of the SNAKE maneuver used against an actual GUIDE LINE missile in flight. The circumnavigation technique used against the FAN SONG radar in the high PRF mode is a straightforward navigation problem. Similarly, the HIMP type maneuver used against attacking MIGS is well known and demonstrated. Therefore, this discussion is limited to the SNAKE maneuver.

(5) u  
The SNAKE maneuver is patterned fundamentally on recognized evasive action techniques used by the services. Work is still in progress to determine the maximum maneuverability that can be obtained within the constraints imposed by flight control capabilities and airframe limitations. However, based upon simulations to date, it appears that the SPA will be able to execute rapid lateral rolls into turns of up to 50 degrees bank angle.

(5) u  
The SNAKE maneuver will be capable of adjustment to various bank angles (0 to 50 degrees) and variable time intervals in turn which, with speed considerations, would produce variable turn rates and heading changes. These characteristics will provide for an ability to adjust defined maneuvers before flight to lessons learned either in flight test or in actual operations, when it can be determined whether or not the selected maneuver timing and type of maneuver is maximized for effectiveness. With HAT-RAC installed, the above adjustments can be made in the field. Technical data will contain instructions for incorporations of the above adjustments.

(5) u  
Currently, it is planned to initiate operations using a 60-degree SNAKE. This is entered by executing a 30-degree turn first and then following with a series of 60-degree alter headings. Timing of turns is currently estimated to entail 10 seconds for the first 30-degree turn, followed by 60-degree turns executed at 20-second intervals. These figures are dependent upon final results of simulations and flight tests. In the event higher rates of turns are feasible, the timing of the turns will be subject to adjustment. The objective here would be to provide for the maximum lateral displacement of the drone from the projected flight path and within the minimum time, as may be practical.

(5) u  
Variable timing bank angles, etc., will also provide the operator with the flexibility to avoid stereotyping the evasive maneuver pattern. This would be beneficial against the possibility that the defensive forces would develop a defensive procedure or technique based upon predictability of the evasive pattern.

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MARS GENERAL DESCRIPTION

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The Mid-Air Recovery System is designed to permit air pickup of any properly configured Model 147 SPA by a modified CH3 helicopter. The basic elements of the system employ an energy-absorbing winch, steel cable, and a nylon loop assembly with three specially shaped engagement hooks. The loop and hooks are suspended between two lightweight positioning poles beneath the helicopter. The SPA is equipped with a tandem parachute system consisting of a main parachute capable of lowering the vehicle to the surface without major damage, and an engagement or target parachute that flies above the main canopy. The engagement canopy is fabricated with high-strength nylon members that are capable of being engaged by the hook-and-loop assembly on the helicopter. The target parachute is attached to the SPA by a nylon load line, and, upon engagement, the SPA is taken in tow by the helicopter as the main canopy is jettisoned. The winch cable, loop and hooks, and tow line are reeled in until the SPA is slowed directly beneath the helicopter for the return to base, whereupon the vehicle is placed on the surface and released from the helicopter. The damage due to surface impact, in addition to the need for decontamination in case of water recovery, are two significant factors that have been overcome by the application of MARS.

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TECHNICAL DESCRIPTION  
147 RECOVERY SYSTEMS

| APPLICATION                       | FOR MODELS<br>147H (1-35)               | FOR MODEL<br>147S (1-40)               | FOR MODELS<br>147NX, EQM   | 147TX1 &<br>147SRE (1 &<br>147S (1 & O<br>147H-FIELD RET |
|-----------------------------------|-----------------------------------------|----------------------------------------|----------------------------|----------------------------------------------------------|
| Recovery System<br>Drawing Number | 147L1000-11<br>(Spares)<br>147L1000-500 | 147L301-7<br>(Spares)<br>(147L301-501) | 147V260-9                  | 147L1000-13<br>(Spares)<br>147L1017-17                   |
| MARS Drawing                      | 147L1017                                | 147L1017                               | 147V260                    | 147L1017                                                 |
| MARS System<br>Container          | 147L1017-13<br>147F1376-1               | 147L1017-13 (-19 alt)<br>147F1376-1    | 147V260-7<br>147F1376-1    | 147L1017-19<br>147L1376-1                                |
| Recovery Chute Sys.               | 19.1502GR4                              | 19.1502GR4                             | 19.1507GR4                 | 19.1502GR1                                               |
| Apex Tie Cutter                   | 212210 (27 sec.)                        | 212210                                 | 212210                     | 212219 (27                                               |
| Main Chute                        | 100 ft.<br>P/N 1.5589GR3                | 100 ft.<br>P/N 1.5583GR3               | 81.6 ft.<br>Pioneer 1.5852 | 100 ft.<br>1.5583GR1                                     |
| Reefing Cutter                    | 211615 (8 sec.)                         | 211615                                 | 211615                     | 211622 (10 s                                             |

NOTE: The above systems contain modified load line with minimum strength of 8000 lb. Authorized for use models indicated.

\*147L1000-13 is the recovery system delivered initially with production vehicles and includes a riser P/N 147Q011; Ground Release Clamp, P/N 147L1011; Stabilization System, P/N 147L1061; and the container, P/N 147L1017-19 with ventral fin, drag chute and tailcone.

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TECHNICAL DESCRIPTION  
147 RECOVERY SYSTEMS

| APPLICATION                    | FOR MODELS<br>147H (1-35)               | FOR MODEL<br>147S (1-40)               | FOR MODELS<br>147NX, EQM | 147TX1 & ON<br>147SRE (1 & ON)<br>147S (1 & ON)<br>147H-FIELD RETROFIT |
|--------------------------------|-----------------------------------------|----------------------------------------|--------------------------|------------------------------------------------------------------------|
| Recovery System<br>Part Number | 147L1000-11<br>(Spares)<br>147L1000-509 | 147L301-7<br>(Spares)<br>(147L301-501) | 147V260-9                | 147L1000-13*<br>(Spares)<br>147L1017-17                                |
| Side Drawing                   | 147L1017                                | 147L1017                               | 147V260                  | 147L1017                                                               |
| Stabilization System           | 147L1017-13<br>147F1376-1               | 147L1017-13 (-19 alt)<br>147F1376-1    | 147V260-7<br>147F1376-1  | 147L1017-19<br>147L1376-1                                              |
| Recovery Chute Sys.            | 19.1592GR4                              | 19.1592GR4                             | 19.1807GR4               | 19.1592GR1                                                             |
| Tie Cutter                     | 212210 (27 sec.)                        | 212210                                 | 212210                   | 212219 (27 sec.)                                                       |
| Chute                          | 100 ft.<br>P/N 1.5589GR3                | 100 ft.<br>P/N 1.5583GR3               | 81.6 ft.<br>P/N 1.5852   | 100 ft.<br>1.5583GR1                                                   |
| Timing Cutter                  | 211615 (8 sec.)                         | 211615                                 | 211615                   | 211622 (10 sec.)                                                       |

E: The above systems contain modified load line with minimum strength of 8000 lb. Authorized for use on models indicated.

\*147L1000-13 is the recovery system delivered initially with production vehicles and includes a riser, P/N 147Q011; Ground Release Clamp, P/N 147L1011; Stabilization System, P/N 147L1061; and the MARS container, P/N 147L1017-19 with ventral fin, drag chute and tailcone.

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TECHNICAL DESCRIPTION (Continued)  
147 RECOVERY SYSTEMS

| APPLICATION                     | FOR MODELS<br>117H (1-35)           | FOR MODEL<br>147S (1-40)            | FOR MODELS<br>147NX, BQM (147H BY FIR | 147T<br>147SRE<br>147S<br>147H BY FIR |
|---------------------------------|-------------------------------------|-------------------------------------|---------------------------------------|---------------------------------------|
| Engage Chute                    | Pioneer<br>P/N 1.3366GR4            | Pioneer<br>P/N 1.3366GR5            | Pioneer<br>P/N 1.3366GR5              | Pioneer<br>P/N 1.3366GR5              |
| Reefing Cutter                  | 211316 (4 sec.)                     | 211516                              | 211516                                | 211520 (4 sec.)                       |
| Load Line (Above<br>Apex/Total) | P/N 3.7488GR1<br>225 feet/350 feet  | P/N 3.7488GR1<br>225 feet/380 feet  | P/N 3.7488GR1<br>185 feet/320 feet    | P/N 3.7488GR1<br>225 feet/350 feet    |
| Release Mechanism               | P/N 147F210-7                       | P/N 147F210-13                      | P/N 147F210-11                        | P/N 147F210-11                        |
| Shear Rivet                     | MS20426DDG-36<br>(2360 lb. nominal) | MS20426ADG-36<br>(1724 lb. nominal) | MS20426D5-36<br>(1510 lb. nominal)    | MS20426DDG-36<br>(2500 lb. nominal)   |
| Rivet Ident.                    | Two Bars                            | Dimple                              | Teat (Protrusion)                     | Two Bars                              |
| Rivet Dia.                      | .187 in.                            | .187 in.                            | .156 in.                              | .187 in.                              |
| Av. Payload Wt.                 | 2018 lb.-2200 lb.                   | 1850 lb.                            | 1450 lb.                              | 1800 lb.-2000 lb.                     |
| Drag Parachute                  | AF54J6110 (6 ft.)                   | 19.1889 (8.8 ft.)                   | AF54J6110 (6 ft.)                     | 19.1889 (8.8 ft.)                     |

NOTE: The above systems contain modified load line with minimum strength of 8000 lb. Authorized for models indicated.

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TECHNICAL DESCRIPTION (Continued)  
147 RECOVERY SYSTEMS

| APPLICATION           | FOR MODELS                          | FOR MODEL                           | FOR MODELS                         | 147TX1 & ON<br>147SRE (1 & ON)<br>147S (1&ON)<br>(147H BY FIELD RETROFIT) |
|-----------------------|-------------------------------------|-------------------------------------|------------------------------------|---------------------------------------------------------------------------|
|                       | 147H (1-35)                         | 147S (1-40)                         | 147NX, BQM                         |                                                                           |
| Chute                 | Pioneer<br>P/N 1.3366GR4            | Pioneer<br>P/N 1.3366GR5            | Pioneer<br>P/N 1.3366GR5           | Pioneer<br>P/N 1.3366GR5                                                  |
| Cutter                | 211516 (4 sec.)                     | 211516                              | 211516                             | 211520 (4 sec.)                                                           |
| Line (Above<br>total) | P/N 3.7489GR1<br>225 feet/350 feet  | P/N 3.7489GR1<br>225 feet/380 feet  | P/N 3.7489GR1<br>185 feet/320 feet | P/N 3.7479GR1<br>225 feet/390 feet                                        |
| Mechanism             | P/N 147F210-7                       | P/N 147F210-13                      | P/N 147F210-11                     | P/N 147L1000-5                                                            |
| Shovel                | MS20426DDG-36<br>(2360 lb. nominal) | MS20426ADG-36<br>(1724 lb. nominal) | MS20426D5-36<br>1510 lb. nominal)  | MS20426DDG-28<br>(2500 lb. nominal)                                       |
| Point                 | Two Bars                            | Dimple                              | Teat (Protrusion)                  | Two Bars                                                                  |
| Size                  | .187 in.                            | .187 in.                            | .156 in.                           | .187 in.                                                                  |
| Load Wt.              | 2018 lb.-2200 lb.                   | 1850 lb.                            | 1450 lb.                           | 1800 lb.-2500 lb.                                                         |
| Parachute             | AF54J6110 (6 ft.)                   | 19.1559 (8.8 ft.)                   | AF54J6110 (6 ft.)                  | 19.1559 (8.8 ft.)                                                         |

The above systems contain modified load line with minimum strength of 8000 lb. Authorized for use on models indicated.

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